

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

APO 559.
20 August 1944.

SUBJECT: Report of Operations Officer, Mission of 18 August 1944.

TO : Commanding Officer, 95th Bomb Group (H), APO 559.

1. GENERAL NARRATIVE: The 95th Group, flying as lead group in the 13th Combat Wing, took off from base at 1015 - 1029 hours and assembled over base (Bun. 23) at 8,000 feet by 1105 hours. Leaving base the 95th Group made Splasher #7 on time and made wing assembly with the 100th and 390th Groups at this point. The wing arrived at Luton six minutes early and so made a 360° turn in order to lose time.

The wing left Selsey Bill at 10,000 feet at 1223 hours and crossed the enemy coast at 1303 hours.

Briefed course to I. P. was followed with the I. P. being crossed at 1422 hours. Bombardier could not see target on first two runs but dropped on third run over target at 1520 hours from 12,000 feet.

Rally of the wing was effected and in order to regain time, corners were cut off the course out. Coast out was reached at 1658 hours, Selsey Bill at 1727 and descent to minimum altitude begun. Base was reached at 1810 hours and landing was effected at 1819 - 1833 hours.

2. AIRCRAFT NOT ATTACKING: Thirteen a/c, including one P. F. F., left base in formation shown in Diagram "A". All a/c attacked the primary target and receive credit for sorties.

3. AIRCRAFT LOST: None.

HARRY G. MUMFORD,
Lt. Col., Air Corps,
Operations Officer

DECLASSIFIED

Authority U.S. 75003

By R-I-NARA Date 9-14-11

CONFIDENTIAL

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

E-P-26

19 August 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth Group, Mission of 18 August 1944, Pacy-Sur-Armancon, France.

TO : Commanding Officer, Ninety Fifth Bombardment Group (H), A.A.F.

1. The 95th Group flew as lead group of the 13th Combat Wing. We were airborne at 1015 hours and assembled the Group over the base. The Group departed base at 8000 feet at 1105 hours. Splasher # 7 was made on time and due to a wind shift Luton was made six minutes early. A 360° turn was made over Luton and at 1153 we departed Luton on course to Selsey Bill.

2. The English Coast was crossed at Selsey Bill at 10000 feet at 1223 hours. Enemy Coast was crossed at 4920N 0042W at 1303 hours.

3. The I.P. 4753N 0300E was crossed at 1422 hours on a Mag Heading of 109°. A dry run was made because we could not pick up the target until too late. We made a 360° to the left and on the second approach the bombardier still couldn't pick up the target. Another 360° to the left was made and coming over a new I.P. 4755N 0350E the target was spotted. Bombs were away at 1519½ hours on a Mag Heading of 142° at 12180 feet.

4. The R.P. 4756N 0408E was made at 1523 hours. We started to fly back on briefed course and the Command Pilot decided to cut a few corners to make up lost time. At 1616 hours we were at 4819N 0113E and 1650 hours we were at 4857N 0042W. From this point we proceeded back on course.

5. The French Coast was crossed at 4923N 0045W at 1656 hours, at 12000 feet. The English Coast was crossed 3 miles east of Selsey Bill. The briefed course was followed back to the base and we were over the base at 1810 hours.

STANISLA LABUNSKI
1st Lt., Air Corps
Lead Navigator.

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Authority U.S. 75003
By R-I-NARA Date 9-14-11

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 18 AUGUST 1944

PART I - TABULAR SUMMARY:

DATE OF MISSION 18 AUGUST 1944

TACTICAL MISSION

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By RA-NARA Date 9-14-11

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SORTIES	ATTACKING	NOT ATTACKING	SORTIES
"A"	12	12	12	12	0	12

Note:

PART II - DESCRIPTION OF REASONS WHY AIRCRAFT DID NOT ATTACK:

COMBAT GROUP	WEATHER	PERSONNEL	FORMATION	EMERGENCY ACTION	OTHER	MECH & POPT	TOTAL
	None						
TOTALS							

LARRY L. KERR,
Major., Air Corps,
Actg. Sqn. Officer.

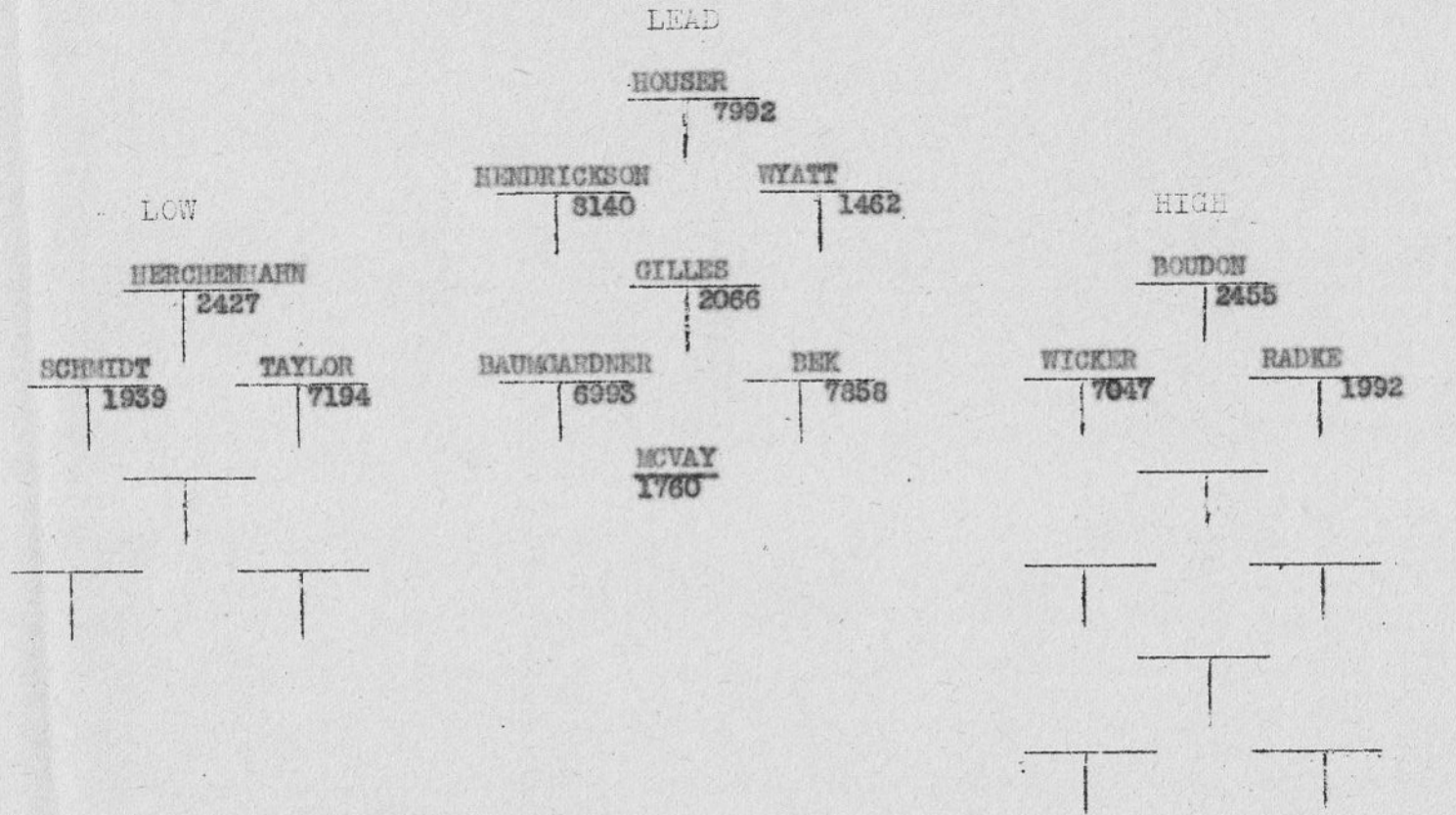
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

95 GROUP
DIAGRAM "A" ASSEMBLY

GROUP FORMATION FORM

DATE 18 AUGUST

1944



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

Combat

DECLASSIFIED

Authority UND 75005

By RT-NARA Date 9-14-11

FORM 3

STATION

119

DATE

18 August 1944

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
35	G	7992	Howers		1015		1830		
412	R	1462	Wyatt		1016		1831		
	C	8140	Hudrichson		1017		1829		
"	D	2066	Hillea		1018		1833		
"	Y	7858	Bek		1019		1833 ⁺		
36	W	6993	Baumgardner		1020		1832		
34	D	1760	McVay		1021		1826		
"	Z	2455	Boudon		1022		1835		
"	P	1992	Radhe		1023		1827 ⁺		
"	M	7047	Wicker		1024		1827		
	C	2427	Huechenhahn		1025		1826		
36	O	7194	Taylor		1026		1819		
36	J	1939	Schmidt		1027		1825		

95th Bomb Gr (H) 18 August 1944
Lead - 13 B CBW

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Authority UDS 75005
BSF-NARA Date 9-14-11

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer

V-A-2

APO 559,
18 August 1944.

SUBJECT: Engineering Report on Combat Mission 18 August 1944.

TO : Commanding Officer, 95th Bomb Gp (H). Attn: Lt Col MC KNIGHT.

1. The following information is submitted concerning combat mission 18 August 1944.

- a. Thirteen (13) B-17 airplanes took-off.
- b. Thirteen (13) B-17 airplanes returned to base after completion of mission.

2. There were no abortive airplanes.

3. There was no battle damage.

CLARENCE D. FIELDS
Major, Air Corps
Base Engr. Officer

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Authority U.S. 75003
By R-L-NARA Date 9-14-11

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HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

D-4-2

19 August 1944.

SUBJECT: Photographic Intelligence Report, Pacy-sur-Armancon, France, 15-8-44.

TO : Commanding Officer, 13th Combat Bomb Wing, APO 559.

1. DETAILS OF THE ATTACK:

The 13th Combat Wing was dispatched to bomb the Oil Storage Plant at Pacy-sur-Armancon, France. The Order and bomb load of the Groups were as follows:

100	Lead	4	144 x 500 Gp's
390	High		180 x 500 Gp's
95th	Low		228 x 250 Gp's.

A. The 100th Group bombs are seen to hit in a very compact pattern around the M.P.I., hits on several oil storage tanks. Bombing was Good.

B. The 390th Group's bombs hit in the target area, however, heavy smoke obscures the M.P.I. making an accurate interpretation impossible. Bombing was Fair to Good.

C. The 95th Group's bombs are seen to hit in compact pattern around the M.P.I. hits on oil storage tanks. Bombing was good.

2. SUMMARY OF THE BOMBING:

The bombing for the 13th Combat Bomb Wing was very good, every group bombed the assigned M.P.I. and all bombs are seen in the target area.

For the Intelligence Officer:

CALVIN S. DOPP,
1st Lt., Air Corps,
Asst A-3.

DECLASSIFIED
Authority UDS 75005
By R.I. NARA Date 9-14-11

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER

18 August 1944

SUBJECT: S-2 Report for the above date.

TO : Commanding Officer, 95th Bomb Group (H), APO 559.

1. Twelve A/C plus one PFF took off at 1015-27 hours to lead the 13th Combat Wing in an attack against an oil storage installation at Pacy-sur-Armancon, France. All A/C attacked the target and returned to the home base by 1831 hours.

2. There was no enemy air opposition.

3. A few inaccurate burst of flak came from the vicinity of Argentan and Falaise, possibly from the closed pocket and not the front lines.

4. Bombing results from SAV's show the target creamed with a neat pattern of bombs centering on the MPI, hits being scored on all major installations. The Lead Squadron hit the oil storage tanks and the High Squadron hit dispersed tank cars along the railroad.

5. This group made two runs on the target without picking it up, locating it on the third run and bombing with excellent results.

For the Intelligence Officer:

ARNO A. KRAUSE,
1st Lt., Air Corps,
Ass't. S-2 Officer.

DECLASSIFIED

Authority U.S. 75003
By R.F. NARA Date 9-14-11

DECLASSIFIED

Authority UNR 75001
By RA-NARA Date 9-14-11

HOUSER
7992

HENDRICKSON
8140

WYATT
1462

BOUDON
2455

HERCHENHAHN
2427

TAYLOR
7194

GILLES
2066

WICKER
7047

RADKE
1992

SCHMIDT
1939

BAUMGARDNER
6993

BEK
7858

MCVAY
1760

SPARES

READINESS 9350
STATIONS 0950
TAXI 1005
TAKE OFF 1015
RENDEZ. 1120 (8,000')

EXTRA SHIPS
334
335
336
412

RENDEZVOUS ALTITUDES

BOMBING ALTITUDES

OPERATING PROCEDURES

100
9,000
95
8,000
390
7,000

100
13,000
95
12,000
390
11,000

CLIMB 150 mph, 200' / min
CRUISE 150 mph
DESCENT 170 mph, 500' / min

MF/DF N BOMBER-BOMBER A BOMBER-FIGHTER C

VHF CALL SIGNS: AM. EN.
BOMBERS VINEGROVE FOUR FOUR
FIGHTERS BALANCE FOUR
GROUND COLGATE

VHF/DF STATIONS:
CHANNEL "A"
FRAMLINGHAM; TIGHTBOOT DF
CHANNEL "B"
BURY ST. ED; CHAIRLEG DF

R/T COLLECTIVE CALL SIGNS:
13th C.W. FIREBALL ABLE FIREBALL BAKER
95th G.S. " ABLE "
100th " " YELLOW "
390th " " GREEN "
COMPOSITE _____

GROUP R/T CALL SIGNS:
LEAD SQD. FIREBALL ABLE
HIGH SQD. " ABLE HI
LO' SQD. " ABLE LO
COMP SQD. _____

COLORS OF THE DAY:
0200-0800 _____
0800-1400 RR B BAKER X XRAY
1400-2000 YY G GEORGE Y YOKE
2000-0200 _____

SHIPS TO MONITOR:
CHANNEL "E" 8140-7047
CHANNEL "C" (BAF) 2066
(RAF) _____
(RAF) _____

BASE REFERENCE ALTITUDE 22,000
VHF AUTHENTICATOR MAINE
RECALL CODE UNION PACIFIC ROAD

FLARE COLORS:
13th C.W. G-G
95th G.S. G-G

95TH BOMB. GROUP (H)

DATE 18-8-44

TIME _____

Houser
79/92

Herchenbahn
24/27

Hendrickson
81/40

Wyatt
14/62

Boudon
24/55

Schmidt
19/39

Taylor
51/94

Gilks
20/66

WICKER
70/47

RADKE
19/92

Baumgardner
69/93

REX
78/58

McVay
17/60

EXTRA

EXTRA A/C