

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

APO 559.
31 August 1944.

SUBJECT: Report of Operations Officer, Mission of 30
August 1944.

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

1. GENERAL NARRATIVE: The 95th "A" Group, flying as lead group of the 13B Combat Wing, took off at 1220 - 1255 hours. By 1345 the group had assembled over the base at 15,000'. The 95th "B" Group, flying as low group of the 13B Wing, joined the 95th "A" Group before leaving the base. Since the 95th "A" and the 95th "B" Groups were in the same wing, they will be treated as a unit in this narrative. The 100th "B" Group, flying as high group did not join the wing formation as planned.

The 13B Wing, with two groups, departed from the area of the base at 1350 following the 13A Wing out on course. The English coast was crossed at Great Yarmouth at 1403. A climb was started at this time. Through radio contact, it was established that the 100th "B" Group was approximately 10 minutes late in leaving the English coast. At 1436 the 13A and 13 B Wings made a 360° turn to climb above built up clouds on the route.

Shortly before reaching the enemy coast the 100th "B" Group joined the formation pulling in in front of the low group from the 13A Wing. The low group from the 13A Wing was straggling by about 6 or 7 miles at this time.

Since the ~~13B~~⁹⁵ Wing was flying abreast at this time, it seemed expedient to have the 100th "B" Group join the 13A Wing, and to have the low group of the 13A Wing join the 13B Wing. This reshuffle was effected, and the enemy coast was crossed on course at 1529.

The route to the target was flown as briefed. On the bombing run the 95th "B" Group overran the 95th "A" Group, and in swinging wide on the turn away from the target, the 95th "B" Group fell several miles behind. This group joined the ~~13B~~⁹⁵ Wing and flew the return route in company with that wing.

The return route was flown slightly to the south of briefed course. The English coast was reached at 1917 hours at 2,000' and the home base was reached at 1917 hours. The landing was made at 1920 - 1950 hours.

2. AIRCRAFT NOT ATTACKING: Twenty-four aircraft plus one P.F.F. left the base in the formation shown in attached diagrams "1A" and "2A". All A/C bombed the primary and are credited with sorties. A/C 7334 and A/C 7154 each returned one bomb due to rack malfunctions. The formation over the target is shown in attached diagrams "1B" and "2B".

3. AIRCRAFT LOST: None.

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

95th "B" Group
 Over Target
 Diagram "2b"

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

GROUP FORMATION FORM

DATE 30 August 1944

LEAD

HATHERAY

72 | 04

LOW

METZINGER

82 | 38

WYATT

72 | 32

LAYL

73 | 76

RIBNIKAR

20 | 08

HENDRICKSON

78 | 58

ABRAHAM

82 | 81

MC VAY

24 | 55

AUSTIN

18 | 87

DAY

71 | 54

HIGH

BOUDON

82 | 85

GRIFFIN

24 | 47

PARKER

18 | 00

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

GROUP FORMATION FORM

DATE 30 August 19 44

LEAD

STRETTON

79 92

HANSON

78 01

HAMILTON

69 93

LOW

MC CULLEY

83 17

SNOWDEN

73 83

HIGH

SHELLER

81 99

WICKER

17 60

RADKE

19 20

HARRY

73 34

HART

78 94

ELLSWORTH

24 50

TAYLOR

19 39

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

HEADQUARTERS 13TH BOMBARDMENT GROUP
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED ~~30 AUGUST 44~~

PART I - TABULAR SUMMARY:

DATE OF MISSION ~~30 AUGUST 44~~

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRPORTS	AIRBORNE LESS RETURNING SQUADRONS	ATTACKING	NOT ATTACKING	SORTIES
"A"	11	11	11	11	0	11
"B"	13	13	13	13	0	13

PART II - REASONS WHY AIRCRAFT DID NOT ATTACK OR FAILED TO TAKE OFF:

Combat Gp A.C.S.N. Category Reason for Failure & Corrective Action Sortie (Yes-No)

NONE

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

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

E-E-26

30 August 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Group, Mission of
30 August 1944, Bremen, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. The Ninety Fifth "B" Group was flying as low group in the 13th "B" Combat Wing. We took off at 1251 $\frac{1}{2}$ hours and assembled the group at 14000' over the field at 1350 hours where we fell into wing formation with the lead group.

2. We departed the English coast at 1403 $\frac{1}{2}$ hours at Great Yarmouth and followed in wing formation, to 5312N 0940E which was reached at 1546 hours on course to the target. On our bombing run, the wind differential caused us to overrun the lead group.

3. Our bombs were dropped at 1603 hours from 24500' on a magnetic heading of 260°. At the rally point we fell into formation with groups from another wing. The Enemy coast was crossed on course at 1645 hours at 24000'.

4. The course home was south of the briefed course. The English coast was reached at Lowestoft at 1907 hours at 2000' and we were over the base at 1917 hours.

EUGENE E. PETROCINE
1st Lt., Air Corps,
Lead Navigator.

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

E-F-26

30 August 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of 30 August 1944, Bremen, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Narrative.

a. Bombing aids used were E-6-B, C-2, AFCE and P.F.F..

b. The maneuver at the I.P. was a turn of 90° to the right.

c. Bomb bay doors were opened at the I.P. at 1544 hours.

d. Cloud coverage made the bombing by P.F.F. Several check points could be seen during the run. At the last portion of the run the Mickey operators interphone went out entirely and the ship's system barely functioned. Cloud cover at the target was 10/10ths. Flak was heavy but inaccurate.

e. Results were unobserved.

f. No suggested tactical changes to be made.

2. Bombardier's form 12-E modified is attached.

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose	Tail
Bremen, Germany.	11	11	457	100#	M47A1	Inst	No
Total on Target.	11	11	457	100#	M47A1	Inst	No
Other Expenditures.			None.				
Bombs Returned.			1	100#	M47A1	Inst	No
Total (loaded on A/C taking off).			458	100#	M47A1	Inst	No

4. Types of Release - All 457 x 100# M47A1 bombs were trained at 50' interval and dropped armed.

G. J. LEMMON
1st Lt., Air Corps,
Lead Bombardier.

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

30 August 1944

SUBJECT: S-2 Report 95A and 95B for above date.

TO : Commanding Officer, 95th Bomb Group (H), APO 859.

1. Eleven A/C plus one PFF of the 95th group took off beginning at 1219 hours to form the lead group of the 13B Combat Wing and attack Bremen, Germany. No A/C returned early.

Thirteen A/C of the 95th group took off beginning at 1229 hours to form the low group of the 13B Combat Wing and attack Bremen, Germany. No A/C returned early.

2. No E/A were encountered.

3. Moderate, inaccurate, barrage type flak was encountered at Bremen.

4. Bombing results were unobserved due to 10/10 undercast. Bombs dropped on PFF markers.

5. Due to difference in winds the low group (95B) forged ahead of the lead group (95A) on the bomb run and bombed on the PFF markers of the 13A Wing. A/C 7334 (95A) and A/C 7154 (95B) had one bomb hang up - both returned. All A/C returned to this base and landed by 1930 hours.

**STANLEY R. WHEATON,
Captain, Air Corps,
Ass't. S-2 Officer.**

Tony

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 122

PERIOD: 0001 hours 30 August 1944 to 24.00 hours 30 August 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>				<u>Total</u>
							<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>	
Heavy Bomber Atks.	10	941+	920	821	2008.6	0-0-0	0	0	0	0	0
Fighter Escort	7	310	274	0	0	0-0-0	0	0	0	0	0
Fighter Sweeps	0	0	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	0	0	0	0	0	0-0-0	0	0	0	0	0
Weather Recon.	7	7	7	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	8	8	8	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>20</u>	<u>20</u>	<u>19</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	52	1286	1194	821	2008.6	0-0-0	0	0	0	0	0

+ 8 spars, 6 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

First Operation

Eight combat wings (159 B-17s, 145 B-24s - 304 a/c) dispatched to attack Noball targets in the Pas de Calais area. 208 a/c dropped 556.5 tons G.P. and .2 tons I.B. on eight assigned targets at 1056 - 1228 hours from 20,900 - 25,000 feet. Leaflets also dropped on Haut Maisnil. All bombing by Gee H or PFF. Weather: 10/10 cloud. Flak: meager, inaccurate at primaries. Battle damage: 22 minor, one major. E/a opposition: nil. Claims: nil. Losses: nil.

Fighter Support: one group (16 P-51s) dispatched. Up 1005 hours, down 1300 hours. 16 sorties. E/a opposition: nil. Claims: nil. Losses: nil.

S E C R E T

S E C R E T

Details of bomber attacks follow:

<u>Assigned Target</u>	<u>Dispatched</u>		<u>Attacked</u>		<u>Tons</u>		<u>Results</u>
	<u>B-17s</u>	<u>B-24s</u>	<u>B-17s</u>	<u>B-24s</u>	<u>G.P.</u>	<u>I.B.</u>	
Crepieul	39		37		91.0		Unobserved
Fiefs	45		45		112.5		Unobserved
Cauchie d'Eques	39		19		46.5		Unobserved
Coubronne	36		4		10.0		Unobserved
Villers L'Hopital		36		35	102.7		Unobserved
Haut Maisnil		37		22	61.0		Unobserved
Fleury		36		9	25.6	0.1	Unobserved
Flers		36		37	107.2	0.1	Unobserved
Totals	159	145	105	103	556.5	0.2	

Second Operation

17 combat wings (637 B-17s) dispatched to attack U-boat base and shipyard at Kiel and a/c and MT plants at Bremen. 613 a/c dropped 1451.9 tons G.P. and I.B. on both assigned primaries and four T/Os at 1558 - 1623 hours from 24,500-26,700 feet; all bombing by PFF. Leaflets dropped on Kiel and Bremen. Weather: 9/10 - 10/10 cloud throughout entire operation with occasional breaks over continent. Flak: moderate to intense, generally inaccurate over both primaries. Battle damage: 14 minor, 22 major. E/a opposition: nil. Claims: nil. Losses: nil.

Fighter Support: 6 groups (294 P-51s) dispatched. Escort uneventful. Up 1327 - 1420 hours, down 1830 - 1922 hours. 258 sorties. E/a opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks follow:

<u>Assigned Targets</u>	<u>Dispatched</u>		<u>Attacked</u>		<u>Tons</u>		<u>Results</u>
	<u>B-17s</u>		<u>B-17s</u>		<u>G.P.</u>	<u>I.B.</u>	
Kiel	294		282		465.5	224.5	Unobserved
Bremen	343		327		486.5	266.4	Unobserved

Other Targets

4 T/Os			4		2.5	6.5	
Totals	637		613		954.5	497.4	

2. Fighter Escort

Seven groups (310 P-51s) dispatched to support bombers attacking Noball targets and targets in Bremen and Kiel areas. 274 sorties. E/a opposition: nil. Claims: nil. Losses: nil.

3. Fighter Sweeps

Nil.

S E C R E T

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Nil.

6. Weather Reconnaissance

7 a/c dispatched as follows:

2 B-17s on routine weather flights, 2 Mosquitoes on weather flight over Brest, 1 Mosquito over Bremen and 2 Mosquitoes scouted for heavy bombers. All a/c returned safely.

7. Air/Sea Rescue

8 P-47s dispatched. No incidents reported. All a/c returned safely.

8. Special Operations

Twenty a/c dispatched on special operations as follows:

Ten a/c (8 P-51s, 2 B-17s) dispatched from Italy to U.K. One P-51 did not sortie, five landed in beachhead area, two landed at home base. Losses: nil

Four a/c (2 P-51s, 2 B-17s) dispatched on radio relay operations. All a/c returned safely.

Six B-24s completed RCM patrols, jamming between 2130 - 0045 hours.

C. INTELLIGENCE

1. Enemy Air Opposition

Nil.

2. Flak

Pas de Calais Noball targets - meager to moderate, inaccurate.

Kiel - moderate to intense, inaccurate to accurate.

Bremen - moderate to intense, inaccurate to accurate.

Emden - moderate to intense, fairly accurate.

Heligoland - moderate to intense, fairly accurate.

Lubeck - intense and accurate.

Cuxhaven - meager to moderate, inaccurate.

3. Observations

Nil.

4. Damage to Enemy Installations

Fleury - Unobserved Results

One squadron had bursts observed through 7/10 cloud about 800 yards east of the target. A road might possibly have been cut at this point but cloud prevents accurate interpretation.

Haut Maisnil - Unobserved Results

Bomb bursts from one squadron are seen to be approximately 2,000 feet south of the MPI. Another squadron's bursts are believed to be in the same area inasmuch as the release point of both attacking elements is the same.

Villers L'Hopital - Unobserved Results

Bursts of one squadron are observed through 7/10 cloud about 3,000 feet east of the MPI.

Bremen - Unobserved Results

Nearly 10/10 cloud cover prevented accurate assessment of strikes. Photos taken by nine of twenty-seven groups attacking, show incendiaries landing in built-up part of city and in sparsely built-up area near A/F, south of city. What appears to be smoke is rising from Karl Borgward Works in vicinity, indicating possibility of strikes on target area.

Kiel - Unobserved Results

10/10 cloud cover prevented assessment.

NOTE: The foregoing is based on preliminary reports and is not to be used for record purposes.