

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

APO 559.  
9 October 1944.

SUBJECT: Report of Operations Officer - Mission of 7 October 1944 -  
Bohlen, Germany.

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

95A SQUADRON FORMATION

1. GENERAL NARRATIVE: Takeoff for the 95a squadron, which was flying lead squadron for the 13C group, was from 0711 - 0735 hours. Squadron rendezvous was at Bu. #23 at 16,000' at 0855 hours, at which time 13C group also was formed. Orfordness was reached at 0909 hours at 18,000', Ipswich at 0914 hours. Sp. #6 was reached at 0929 hours because the group was following another group and consequently was late to Sp. #6 and Lowestoft was reached at 0940 hours. The climb to bombing altitude was started at Lowestoft, the enemy coast was crossed at 5237N - 0437E at 1027 hours and an altitude of 21,000'. Bombing altitude of 23,000' was reached at 5234N - 0500E at 1044 hours. Due to PFF equipment failure, lead of group was taken over by B squadron leader at approximately 40 minutes before the IP.

The IP was reached at 1227 hours at 26,000'. Bombs were away on the target at 1232 hours. The RP was reached at 1238 hours at 24,000'. Group was reformed at 1252 hours by essing to let the 94B squadron catch up with the formation. The enemy coast was crossed on the way out at 5237N - 0437E at 20,000' at 1421 hours. A descent was started at this point and Lowestoft was reached at 1453 hours at an altitude of 12,000'. Base was reached at 1504 hours and the landing was at 1509 - 1535 hours.

2. AIRCRAFT NOT ATTACKING: Eleven A/C and one PFF were dispatched as shown in Diagram A. Eleven A/C and one PFF attacked the target as shown in Diagram Ia. Twelve A/C were given credit for sorties.

3. AIRCRAFT LOST: None.

95B SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95B squadron was flying high squadron on 95A, forming part of 13C group. Takeoff for 95B squadron was from 0710 - 0815 hours. Squadron formed over base at 16,000' at 0845 hours, joined the 95A squadron and departed base at 0853 hours. 95B squadron flew high squadron on A, and the briefed flight plan was followed except for being slightly late due to following of other groups. At approximately 1200 hours the PFF equipment in the group lead ship failed and the group lead was turned over to the lead ship of 95B squadron.

The IP was reached at 1226 hours and the target was reached at 1232 hours at an altitude of 27,000'. To reassemble the group after the target, ~~made at 1500~~ <sup>landing was</sup> the briefed course to base was followed. ~~made at 1500~~

2. AIRCRAFT : ATTACKING: Twelve A/C and one PFF were dispatched shown in Diagram B. Three A/C plus one PFF were over the target as shown in Diagram 1B. A/C #44-8575 aborted because of low oil pressure on one engine, A/C #44-8331 aborted because of an oxygen leak, A/C #42-102951 aborted because of an engine failure, A/C #42-107047 aborted because of two runaway props, A/C #43-38199 and A/C #42-97844 aborted because of battle damage received by enemy fighters, and A/C #42-97264, #42-107050 and #44-8482 were shot down by enemy fighters. Six A/C plus one PFF were given credit for sorties.

3. AIRCRAFT LOST: Three A/C

A/C #42-107050	MIA due to E/A
A/C #42-97264	MIA due to E/A
A/C #44-8482	MIA due to E/A

THOMAS H. HOLBROOK,  
Lt. Col., Air Corps,  
Operations Officer

DECLASSIFIED

Authority NND 745005By W NARA Date 07/12/07SECRETHEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 559STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED: 7 OCT 1944

PART I - TABULAR SUMMARY:

DATE OF MISSION 7 OCT 1944STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 1 SH	11 & 1 SH	11 & 1 SH	11 & 1 SH	0	11 & 1 SH
B	12 & 1 SH	12 & 1 SH	12 & 1 SH	6 & 1 SH	7	9 & 1 SH
<u>3/1000P</u>	2 SH	2 SH	2 SH	2 SH	0	2 SH

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 (Yes-No) Sortie

B	42-107047	F	2 & 4 runway prop.	Yes
D	44-3875	F	1 oil pressure low.	No
B	44-3851	F	Op lock.	No
B	42-108961	F	4 engine failure.	No
B	42-107050	D	HIA before target. E/A	Yes
B	42-97204	D	HIA before target. E/A	Yes
B	44-9432	D	HIA before target. E/A	Yes

SECRET

THOMAS H. HOLLING W.,  
1st. Col., Air Corps,  
Operations Officer.

B

FORM 3

STATION \_\_\_\_\_

DATE Oct 27

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
335	B 7961	Bastion			710		1538	
334	M 7047	Wells			716		1220	Abort <del>yes</del>
"	X 2560	Day			732		1525	
"	K 8317	Helen			717	8	1534	
412	J 7376	Brown			718		1536	
334	N 7050	Jamar			719			
"	<sup>336</sup> Z <del>7102</del>	<del>Helen</del>						
8199	<del>7278</del>	Payne Hi			0815		1500	
"	H 7264	Neal			732			
"	<sup>412</sup> G <del>8331</del>	<del>Green</del>			736		1207	Abort no
"	J Q 2951	Wicker			751		1206	Abort no
331	X 6482	Waltman	Lo		720			
"	VT 6475	Waddell			721		1051	aborted no
"	R 7844	Glanick			721		1501	

"A"

FORM 3

STATION \_\_\_\_\_

DATE Oct 27

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	✓H	8040	Waidenway			711		1529	
412	✓P	8441	Wilson			725		1528	
"	✓H	6522	Rustene			731		1519	
"	✓K	8067	Hendrickson			726		1520	
"	✓B	7204	henger			727		1527	
"	✓Y	8284	Busse			727 <sup>+</sup>		1535	
335	✓H	8333	Baumgardner Hi			728		1526	
336	✓O	7194	J. Hamilton			729		1532	
"	✓Q	8617	Hart			730		1524	
412	✓F	7783	Lash	Lo		733		1515	
"	✓T	7882	Coffman			734		1509	
"	✓Q	8305	Daxon			735		1513	

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.

STA.

1. DATE 10/1/44 TARGET \_\_\_\_\_ DUTY OFFICERS \_\_\_\_\_
2. CBW 13C GROUP 95B GP. LEADER Capt. FRANKOWSKI /C 7961 W/T 335  
13
- POSITION H16H DEPUTY LDR. Lt. Payne /C 334 W/T R
3. EST. TAXI TIME 705 EST. T.O. 1ST A/C 715 LTD BASE 0840  
LTR BASE 1435
4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES INCLUDED \_\_\_\_\_  
INCLUDED \_\_\_\_\_
5. TIME 1ST T.O. \_\_\_\_\_ LAST T.O. \_\_\_\_\_ TIME 1ST LANDING \_\_\_\_\_  
LAST LANDING \_\_\_\_\_
6. SQUADRON 334 NO. OF A/C 8 CALL SIGNS; W/T SPH

A/C	<u>M</u>	<u>X</u>	<u>K</u>	<u>O</u>	<del><u>H</u></del>	<del><u>H</u></del>	<u>Q</u>													
A.T.O.	<u>716</u>	<u>732</u>	<u>717</u>	<u>719</u>	<u>732</u>	<u>751</u>														
A.T.R.	<u>1220</u>	<u>1525</u>	<u>1534</u>			<u>1201</u>														
REMARKS	<u>Abort</u>					<u>Abort</u>														

SQUADRON 335 NO. OF A/C 1 PFF CALL SIGNS; W/T U Z S

A/C	<u>B</u>																			
A.T.O.	<u>7961</u>																			
A.T.R.	<u>710</u>																			
REMARKS	<u>1538</u>																			

SQUADRON 336 NO. OF A/C 3 CALL SIGNS; W/T PGG

A/C	<u>X</u>	<u>T</u>	<u>R</u>	<u>Z</u>																
A.T.O.	<u>720</u>	<u>721</u>	<u>721</u>	<u>0815</u>																
A.T.R.		<u>1051</u>	<u>1501</u>	<u>1500</u>																
REMARKS		<u>Abort</u>																		

SQUADRON 412 NO. OF A/C 1 CALL SIGNS; W/T RCA

A/C	<u>J</u>	<u>G</u>																		
A.T.O.	<u>518</u>	<u>736</u>																		
A.T.R.	<u>1536</u>	<u>1207</u>																		
REMARKS		<u>Abort</u>																		

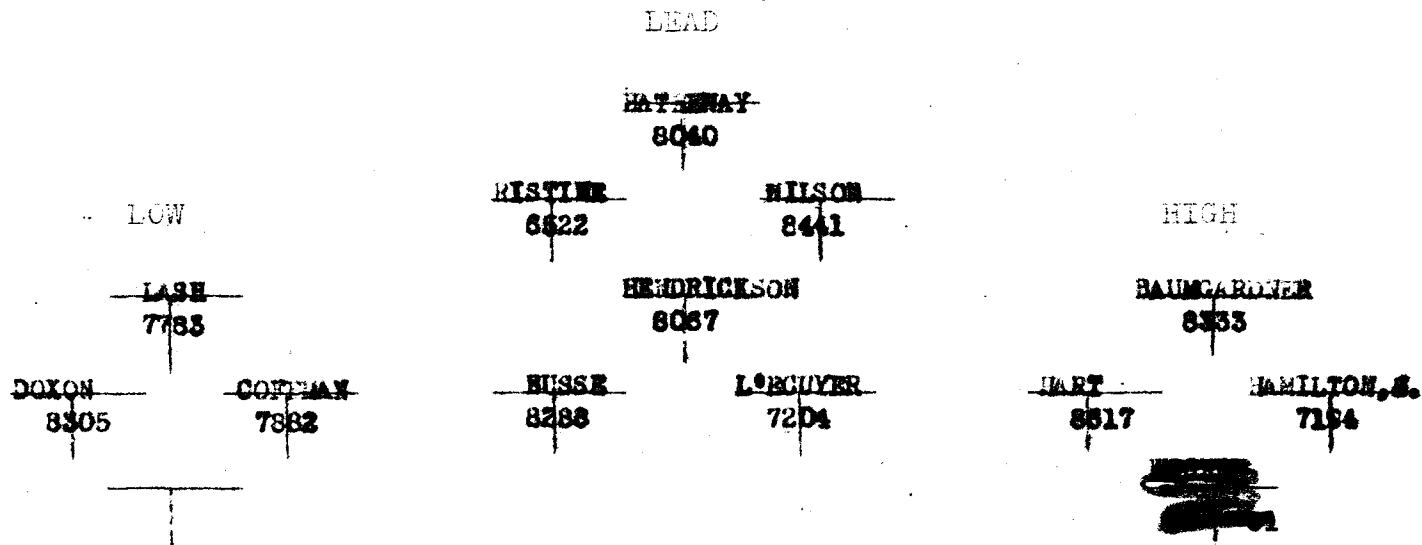


95TH A GROUP  
DIAGRAM A  
ASSEMBLY

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

GROUP FORMATION FORM

DATE 7 October 44





95TH A GROUP  
DIAGRAM 1 A  
OVER TARGET

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

GROUP FORMATION FORM

DATE 7 October 44

LEAD

~~HATHKAY~~  
8040

~~RISTINEZ~~  
6522

~~NELSON~~  
8441

LOW

HIGH

~~LASH~~  
7783

~~REDFRICKSON~~  
8067

~~BAUMGARDNER~~  
8333

~~DODD~~  
8306

~~COFFMAN~~  
7882

~~BUSSE~~  
8288

~~LECOYER~~  
7204

~~HART~~  
8617

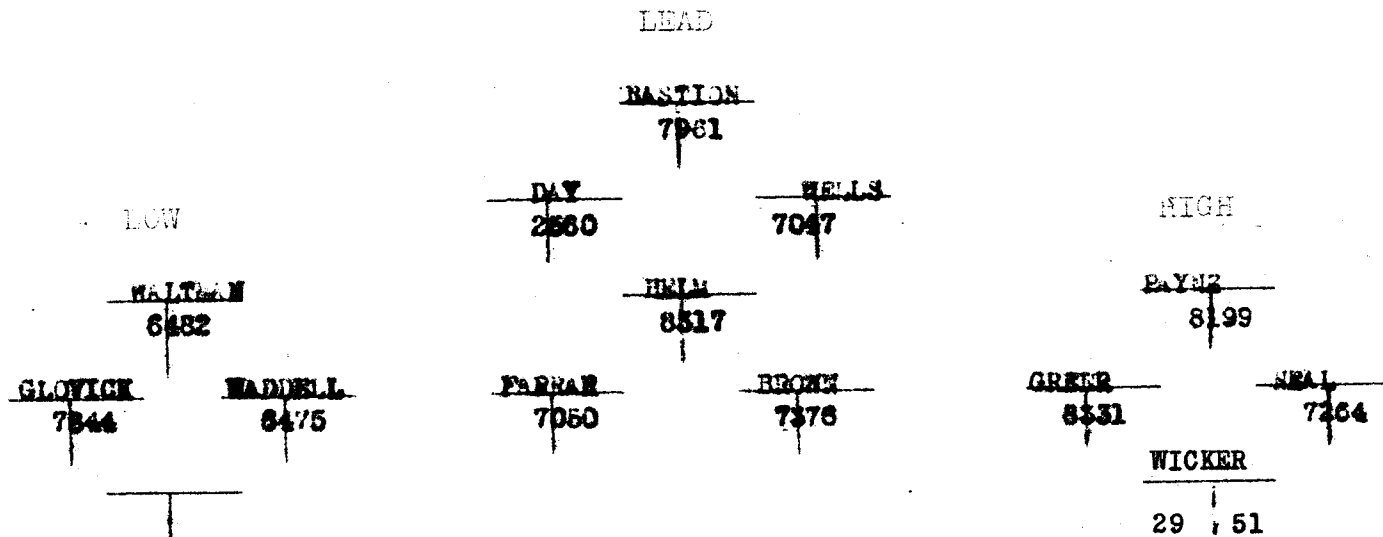
~~HAMILTON, J.~~  
7194

95 B GROUP  
DIAGRAM B  
ASSEMBLY

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

GROUP FORMATION FORM

DATE 7 OCTOBER 44



NO 3 GROUP  
MESSAGE 1 3  
OVER TARGET

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

GROUP FORMATION FORM

DATE \_\_\_\_\_ 44

LEAD

**BASTION**

**7961**

**RAY**

**2500**

**BROWN**

**7378**

**HELM**

**8317**

LOW

HIGH

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

V-A-2

APO . 559,  
7 October, 1944.

SUBJECT: Engineering Report on Combat Mission 7 October, 1944.

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

1. The following information is submitted concerning combat Mission 7 October, 1944.

- a. Twenty-five (25) B-17G airplanes took-off.
- b. Eighteen (18) B-17G airplanes returned to base after completion of mission.
- c. 42-97264, 42-107050 & 44-6482 are missing in action.

2. There were four (4) abortive airplanes.

- a. 42-107047 - #3 & #4 runaway props.
- b. 42-102951 - #4 engine failure.
- c. 44-6475 - #1 engine oil pressure low.
- d. 44-8331 - Oxygen leak. (Checked ok on ground).

3. Battle damage is as follows:

- a. 43-38317 - 20 mm hole in right wing.
- b. 42-102560 - 20 mm hole in right wing.
- c. 43-38617 - Cylinder damaged by flak.
- d. 42-97844 - Major sheet metal damage.
- e. 42-97194 - Major sheet metal damage.
- f. 43-38199 - Left outer wing damaged.
- g. 43-38067 - Major sheet metal damage.
- h. 43-38288 - #4 #4 gas tank punctured.
- i. 43-38441 - Rt outer wing panel damaged.
- j. 44-6522 - Rt outer wing panel damaged.
- k. 44-8040 - Major sheet metal damage.
- l. 44-8144 - Right outer wing damaged.
- m. 42-97961 - Major sheet metal damage.  
Inner wing panel damaged.

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