

DECLASSIFIED

Authority NND 745005

By K NARA Date 07/12/07

OCT 9 1944 20 22

0215-D

3rd. Bomb. Division
A-2 Reporting Sec.

95th PFF Sec. XX XX
9/10/44 1800 PFF

Operational Narrative for mission of 9/10/44 PFF Section 95th Bomb. Group.

- A/C #42-98179 flew lead for the 95A group 13B Combat Wing.
- A/C #42-98217 flew lead for the 95B group 13B Combat Wing.
- A/C #42-98183 flew lead for the 95B group 13B Combat Wing.

- A. Nil
- B. Wiesbaden M/Y

<u>A/C Number</u>	<u>Type of Sighting</u>	<u>Ordered by</u>	<u>IP Used</u>
8179	PFF 25 True Track	Wg. CO. prior to IP	4934-0754
8217	" 30 " "	"	4937-0747
8183	" 25 " "	"	4935-0752

9179 Target area believed hit
 8217 " " "
 8183 " " "

8179, 8217, 8183 Bombed in Wing formation for the 13 B Combat Wing.

- C. Nil
- D. Nil
- E. OK
- F. Nil
- G. All PFF sets worked all right. PFF positions as briefed.
- H. 10
- I. 8179 took off from the 95th group at 1112 9/10/44
 8217 took off from the 95th group at 1110 9/10/44
 8183 took off from the 95th group at 1125 9/10/44

Kingsley G. Moore
Capt. AC.,.
Reporting Officer

WIESBADEN 1.

3RD A-2. 28 (30 Dec 43)

OPERATIONAL REPORT - STATISTICAL SECTION

PRIMARY TARGET				TOTAL
1.	GROUP	95	100	
2.	A/C AIRBORNE	3	2	
3.	A/C DISPATCHED	3	2	
4.	A/C ATTACKING	3	2	
5.	A/C FAILING TO ATTACK	0	0	
	a. Mechanical			
	b. Weather			
	c. Enemy Action			
	d. Other			
6.	A/C LOST	0	0	
	a. To AA			
	b. To e/a			
	c. To AA and e/a			
	d. To accident			
	e. By reasons unknown			
7.	TIME OF ATTACK	1513 ¹⁵	1512	
8.	ALTITUDE OF ATTACK	24500	24500	
9.	BOMBS DROPPED (PRIMARY)	25000	25000	
	a. Number			
	b. Size	10	12	
	c. Type	500	500	
	BOMBS DROPPED (OTHER)	G.P.	G.P.	
	a. Number			
	b. Size			
	c. Type			
	BOMBS DROPPED (OTHER)			
	a. Number			
	b. Size			
	c. Type			
10.	PERSONNEL CASUALTIES	0	0	
	a. Killed			
	b. Wounded			
	c. Missing			
	d. Rescued			
11.	BATTLE DAMAGE	0	0	
	a. Minor			
	b. Major			
	c. Salvage			
		0	0	

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By W NARA Date 07/12/07

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

APO 559,
11 October 1944.

SUBJECT: Operations Officers' Narrative - Mission 9 October 1944 - Mainz, Germany.

TO : COMMANDING OFFICER, 95th Bombardment Group (H), APO 559.

1. GENERAL NARRATIVE: The 95th A Squadron formation, flying as lead of the 13 B Group, took-off at 1112-1142 hours and assembled at 17,000' over the base. The 95th B Squadron assembled at 18,000' and the 486 B low Squadron made rendezvous at 16,000', so the 13 B Group was assembled prior to departing the base at 1255 hours. The route over England was flown according to plan, and Wing rendezvous was made on time. The 13 B Group flew echelon right on 13 A Group for the remainder of the mission, excepting when interval was taken for the bomb run.

The English coast was departed 17,000' over Orfordness at 1320 hours, and the course in was flown as radioed during assembly. Climb was started over the Channel, and the Enemy coast was crossed at 5139N-0540E at 1352. altitude 22,500'. As the climb continued, the high cloud layer forced the leader to level off at 25,000' instead of 26,000 as briefed, eventually descending to 24,500' pver the target.

The IP was crossed at 1605, and bombs were dropped on PFF in Group formation at 1514 hours.

Wing formation was resumed at the rally point, and 13 B Group continued to echelon right on 13 A Group on the return route. The enemy coast was crossed on course at 15,500' at 1620 hours. Let down over the channel was continued, and the formation crossed the English Coast 8500' over Orfordness at 1644 hours. The base was reached at 1651 hours, and the Squadrons landed at 1713-1733 hours.

2. AIRCRAFT NOT ATTACKING: Eleven A/C plus one (1) PFF were dispatched as shown in the formation diagram A. All twelve A/C bombed the target and are credited with sorties,

3. AIRCRAFT LOST: None.

95 B SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95 B Squadron formation, flying as high Squadron in 13 B Group took-off at 1110-1131 hours. Squadron assembly was affected at 18,000' over the base, and the formation joined 13 B Group prior

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By K NARA Date 07/12/07

to its departure from the base at 1255 hours.

Reference is made to the above report of the 95 A Squadron formation for a general narrative of the remainder of the mission, which was flown in company with 95 A Squadron lead formation.

2. AIRCRAFT NOT ATTACKING: Eleven A/C plus 2 PFF tookoff in the formation shown in diagram B. Of these thirteen aircraft, one (No.42-97257) turned back before reaching the enemy coast and is not credited with a sortie. A/C No. 42-102427 turned back before reaching the target, and crashed landed on the continent. The remaining eleven A/C reached the target and made sorties.

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

95 B SQUADRON
DIAGNOSIS
ASSEMBLY

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

GROUP FORMATION FORM

DATE 9 October 44

LEAD

COLLINGS

8217

LOW

HANSON

2450

NILSON

1482

HIGH

WALKER

8235

JENSEN

8305

SAVAGE

8183

HART

8272

WRIGHT

8551

COFFMAN

7257

SUTOWSKI

7858

TAYLOR

2427

TOWER

7885

HAMILTON

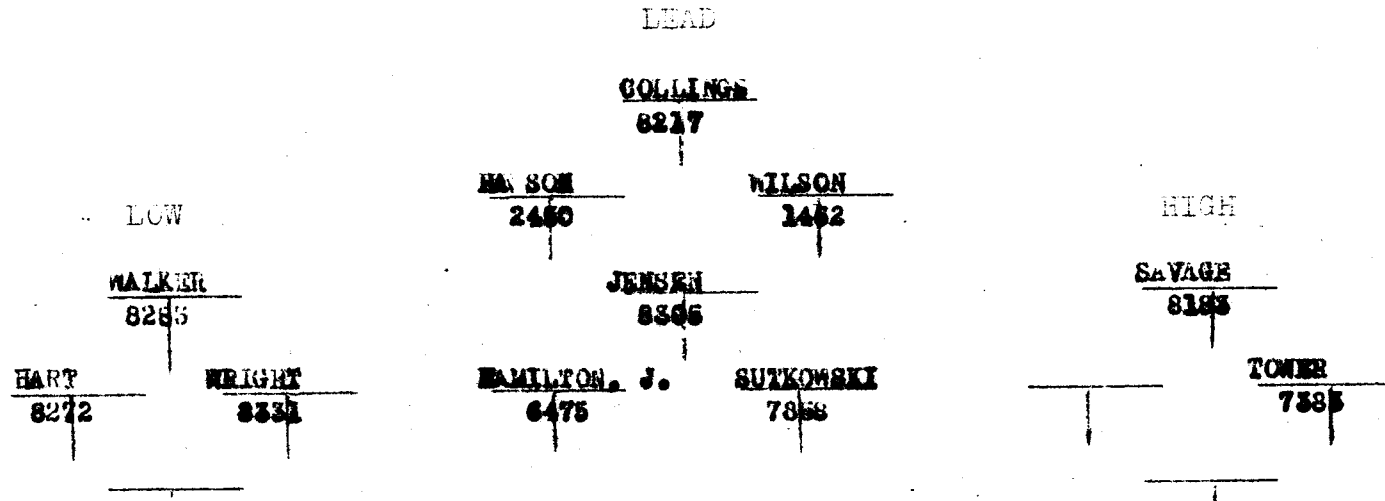
6475

95 3 SQUADRON
DIAGRAM 1 B
OVER TARGET

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

GROUP FORMATION FORM

DATE 9 October 44

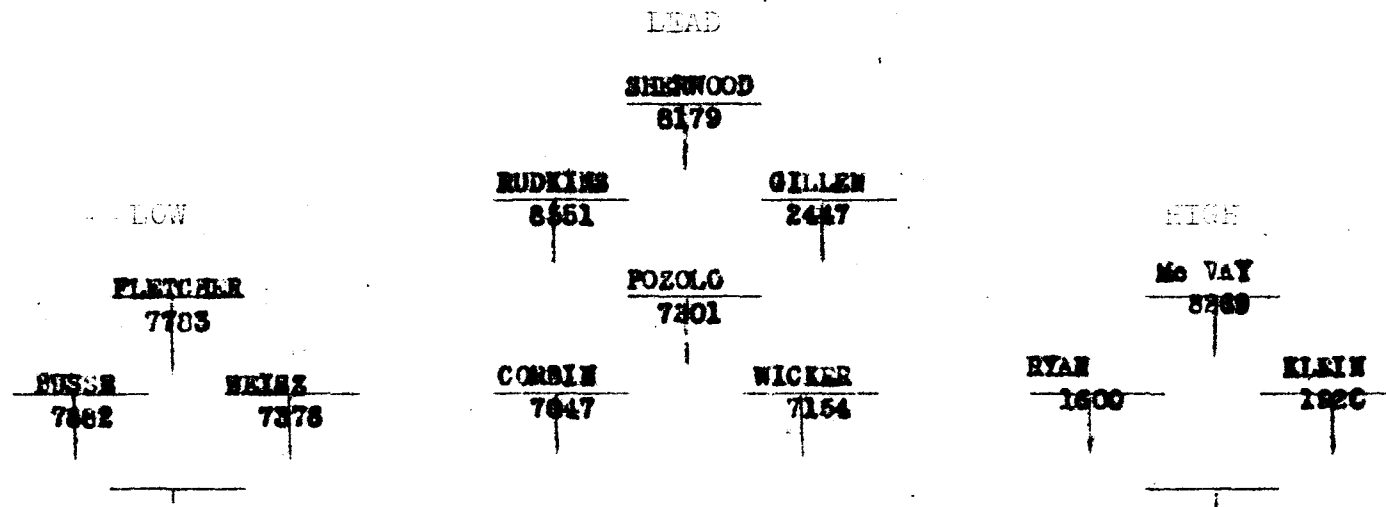


95 A SQUADRON
Diagram A
Assembly

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

GROUP FORMATION FORM

DATE 3 October 44

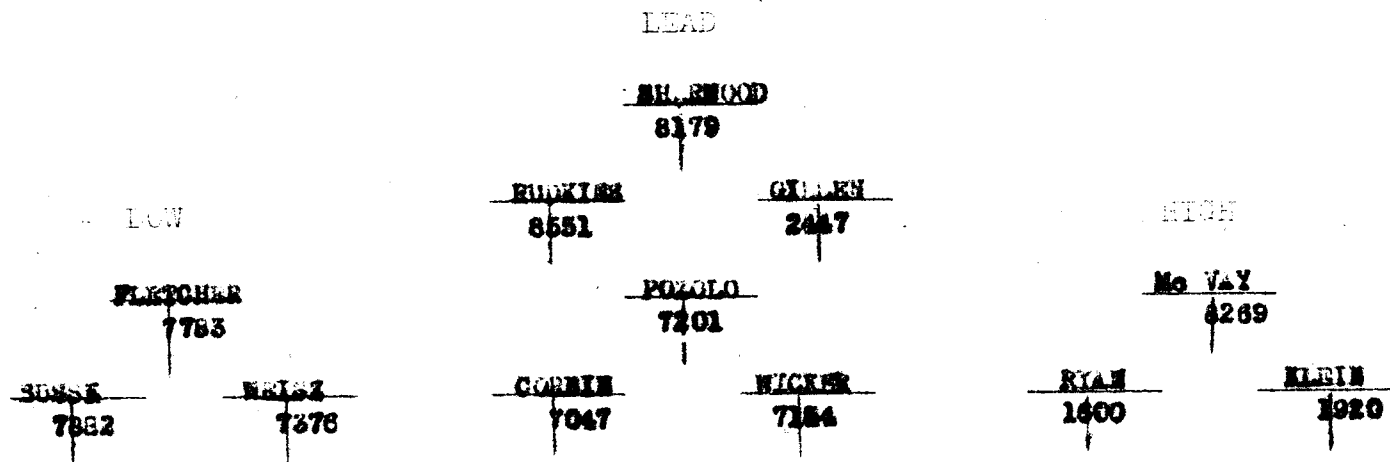


86 A SQUADRON
DIAGRAM 1A
OVER TARGET

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

GROUP FORMATION FORM

DATE 9 October 44



DECLASSIFIED

Authority NND 745005By K NARA Date 07/12/07

 HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
 APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 9 OCT 1944

PART I - TABULAR SUMMARY:

DATE OF MISSION 9 OCT 1944

STRATEGICAL 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	11 @ 2 SH	11 @ 2 SH	11 @ 2 SH	0 @ 2 SH	2	10 @ 2 SH
<u>W/ACC</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:

Sortie

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

B	42-97257	F	1 engine failure.	No
B	42-103427	E	Crash landed on continent.	Yes

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

95 B

FORM 3

STATION

119

DATE

9 Oct 1944

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					DST	ACT	EST	ACT	
35	C	8217	Collings	(Head)		1110		1709	
412	R	1462	Wilson			1120 ✓		1711	
31	K	2450	Hanson			1121 ✓		1714	
412	Q	8305	Jensen			1122 ✓		1716	
"	Y	7858	Sutkowski			1123 ✓		1707	
"	L	7257	Coffman			1124 ✓		1453	#3 Engine feathered
35	U	8183	Savage	(High)		1125		1719	
36	F	7383	Tower			1126 ✓		1703	
"	C	2427	Taylor			1127 ✓			France
"	T	6475	Hamilton			1128 ✓		1736	
"	A	8283	Walker	(Low)		1129 ✓		1708	
412	G	8331	Wright			1130 ✓		1712	
36	P	8272	Hart			1131 ✓		1705	

95 "A"

STATION

119F O R M 3

DATE

9 Oct. 1944

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
35	L	8179	Sherwood	(Lead)		1112		1733	
34	A	2447	Gillen			1132		1731	
"	L	8551	Rudkins			1133		1729	
"	J	7201	Pozolo			1134		1724	
"	F	7154	Tricker			1135		1715	
"	M	7047	Corbin			1136		1718	
35	K	8269	McVay	(High)		1137		1713	
34	G	1920	Klein			1138		1718	
"	T	1600	Kyan			1139		1713	
412	F	7783	Fletcher	(Low)		1140		1718	
"	J	7376	Kling			1141		1726	
"	T	7882	Busse			1142		1720	

HEAD JARTLERS 3D BOMBARDMENT DIVISION "J" FORM

GP.

STA.

- DATE / / 44 TARGET _____ DUTY OFFICERS _____
- CBW 13B GROUP 92A GP. LEADER Capt. Frankowski A/C 8179 W/T 335
 POSITION LEAD DEPUTY LDR. Lt. McVAY A/C 334 W/T B
- EST. TAXI TIME 1130 EST. T.O. 1ST A/C 1140 ETD BASE 1255
 ETR BASE 1659
- NUMBER A/C ORIGINALLY SCHEDULED _____ NUMBER OF SPARES REQUESTED _____
 INCLUDED _____
- TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____
 LAST LANDING _____
- SQUADRON 334 NO. OF A/C 87 CALL SIGNS; W/T KNS

A/C	A	B	J	F	M	B	G	T									
	2447	855	1201	7154	7047		9920	1600	:	:	:	:	:	:	:	:	:
A.T.O.	1132	1133	1134	1135	1136		1138	1139	:	:	:	:	:	:	:	:	:
A.T.R.	1731	1729	1724	1715	1718		1718	1713	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 2 CALL SIGNS: W/T WCT

A/C	L	K															
	8179	8269	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	1112	1137	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	1733	1730	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C _____ CALL SIGNS: W/T PH T

A/C																	
	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 3 CALL SIGNS: W/T JMD

A/C	F	J	T														
	7783	7876	7882	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	1140	1141	1142	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	1718	1726	1720	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

E-E-26

9 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission of 9 October 1944, Mainz, Germany.

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

1. We led the 95th "A" Squadron which led the 15th "B" Group. Take off was at 1113 hours. The squadron and group were both formed over BU# 25. Division assembly was made at 1307 hours over Stoumarkat at 17000'. Here we tacked onto the preceding group.

2. The English coast was left at 5200N 0125E at 1320 hours at 17000'. The Enemy coast was crossed at 5139N 0340E at 1352 hours at 22500'. During assembly we were advised a different course to follow into the target, than the course which was briefed. This was the course followed.

3. The mickey operator suggested a longer bomb run than the briefed one, so we used 4930N 0742E as an I.P. Bombs went away at 1514 hours on a heading of 25° true and at 24500'. We crossed the Enemy coast at 1620 hours at 5108N 0240E at 15500'.

4. The English coast was crossed at 1644 hours at Orfordness at 8500'. There was no deviations from the flight plan other than mentioned previous. We arrived over the base at 1651 hours and landed at 1733 hours.

ZEDDIE R. YEAGARDEN
1st Lt., Air Corps,
Lead Navigator.

CONFIDENTIAL

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

H-E-26

9 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission of 9 October 1944, Mainz, Germany.

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

1. We led the 95th "B" Squadron which flew as high in 13th "B" Group. Take off was at 1110 hours. Squadron assembled on BU# 23 with complete squadron at 1220 hours at 18000'. We joined Group lead at 1257 hours and passed opposite the field at 18000'. We followed the lead through the rest of the division assembly.

2. We were over the English coast at 1320 hours at 5203N 0125E at 18000'. We were over the Enemy coast at 1352½ hours at 5139N 0340E at 23000'. Bombs were away at 1513½ hours on a true heading of 30° with an altitude of 25000' at 5002N 0815E.

3. We were over the base at 1651 hours and landed at 1709 hours. Flight plan changes were from Orfordness: 5140N 0220E, 5140N 0350E, 5016N 0555E was received over VHF. Original flight plan was used with exception of above mentioned changes.

4. Navigational Difficulties; Radio compass out and mickey set receiving entirely too much interference. The above mentioned change, 5016N 0555E did not fit correctly into the flight plan.

J. E. HUZAREVICH
2nd Lt., Air Corps,
Lead Navigator.

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER
APO 559

D-B-11
October 9, 1944.

SUBJECT: S-2 Report (95A and 95B).

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

1. Eleven A/C plus one PFF, took off beginning at 1112 hours to form the lead squadron of 13B Group and attack Mainz, Germany. All A/C in this squadron bombed the target.

Eleven A/C plus two PFF, took off beginning at 1110 hours to form the high squadron of 13B Group and attack Mainz, Germany.

A/C 257 returned from 5140-0350 because of broken oil line in number three engine. A/C 2427 did not return to base. Bailed out and Pilot "Belly Landed" A/C in France.

2. No E/A were encountered.

3. Encountered flak at Mainz but it was inaccurate and meagre.

4. Bombing results were unobserved. Bombed through an undercast.

5. Bombing was by pathfinder. Fighter support was very good. All but one A/C returned to base. This A/C aborted at 1432 at 5016-0539, and when last seen was all right. Later the Command Pilot of "A" Group heard on the VHF that this plane was on fire and all of the crew except the officers bailed out. The officers crash landing with the ship in France. Position unknown. Crew members remaining with the ship were apparently all right.

For the Intelligence Officer:

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