

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

AFO 559.
30 October 1944.

SUBJECT: Operations Officer's Report - Mission 28 October
1944 - Hamm, Germany.

TO : Commanding Officer, 95 Bomb Gp (H), AFO 559.

95A SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95A Squadron, flying as lead squadron in the 13A Group, took off at 0827 - 0847 hours, with the exception of the squadron leader, who had to change airplanes and took off at 0910 hours. Assembly was made over the base on the deputy squadron leader at 20,000 feet instead of at 12,000 feet as briefed, because of high clouds that moved into the area shortly after take off. The 95B Squadron leader took over the lead of the group which was assembled by 1015 hours north of the base. Reference is made to the report of the 95B Squadron for that portion of the mission from assembly time until 1112 hours when the lead of the Group was taken over by the 95A Squadron leader, who at that time succeeded in catching the Group and having them reassemble on him. The climb was continued across the channel, and the enemy coast was crossed at 1118 hours at an altitude of 25,000 feet. From this point on the briefed course was deviated from both to North and South because of weather and to keep proper order and interval in the Division column, as the Groups ahead were doing considerable essing. The turning point before the I.P. was cut short as advised by the weather ship which reported high clouds along and to north of course with tops at 30,000 feet, but insufficient high clouds over the target to cause trouble. The O.P. was crossed at 1207 hours and at the briefed altitude of 25,000 feet. Because of 7/10 undercast and only seven miles visibility reported by the weather ship, the group leader chose to bomb by PFF in group formation, and the bomb run was made on the secondary target on magnetic heading of 129 degrees. Bombs were away at 1220 hours at an altitude of 25,600 feet, and the heading to the R.P. and the descent to 25,000 feet were taken. Just shortly after passing the target the Group ran into a thick, high cloud layer, and the high and low squadrons were lost from sight. The briefed course was followed but the descent was continued below 25,000 feet in an attempt to get out of the clouds, which was accomplished at 22,000 feet. The three squadrons had become quite widely separated while in the clouds, and the 95A Squadron then began essing along the briefed course as much as was possible without getting into flak areas, in order to reassemble the group. The high squadron shortly re-

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gained position, but the low squadron, whose leader had been hit by flak, and which had reformed on the deputy leader, had fallen so far behind that his proper group position was never completely regained. The Enemy coast out was crossed on course at 1309 hours at an altitude of 22,000 feet and the descent to minimum altitude was started. The briefed course again was deviated from because of a high cumulus cloud formation on course over the channel. An attempt to go around it to the South was started but this was changed and the clouds were passed to the North, after being advised by a group ahead that the weather to the south was bad. An altitude of 7,000 feet was held until a large hole in the undercast was found just off the English coast, where the high squadron was peeled off and proceeded to base. The English coast was crossed at 5220E - 0140E at 1410 hours and at an altitude of 1,000 feet. The base was reached at 1420 hours, and the formation landed at 1436 - 1454 hours.

2. AIRCRAFT NOT ATTACKING: Eleven aircraft plus one PFF were dispatched, as shown in Diagram "A". Of these, one (1) aircraft #8469, aborted from the formation before reaching the Enemy coast and is not credited with a sortie. The remaining eleven aircraft were over the secondary target as shown in Diagram "1A" and are credited with sorties.

3. AIRCRAFT LOST: None.

95B SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95B Squadron formation, flying as high squadron in the 13A Combat Group, took off at 0815-0826 hours and assembled over the base at 21,000 feet, instead of 13,000 feet, as briefed, because of high clouds that moved into the area shortly after take off. As the 95A Squadron leader had to change airplanes and was late in taking off, the 95B Squadron took over the lead of the group, which was assembled but due to a wind shift and Gee Box malfunction, which caused the navigator to get the formation temporarily off course, two points of the Division Assembly Line had to be cut short, and the English coast was crossed at 1041 hours and at an altitude of 22,000 feet. Climb was continued across the Channel, and at 1112 hours at a position of 5240-0410E the leader of the 95A squadron caught the formation and took over the lead of the group.

Reference is made to the General Narrative of the 95A Squadron Formation for the remainder of the mission. In addition, however, the following points are to be noted:

(a) Bombs were away at 1220 hours at an altitude of 26,750 feet on a true heading of 124 degrees.

(b) The formation was over the base at 1410 hours and landed at 1413 - 1424 hours.

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2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF lead were dispatched as shown in Diagram "B". Of these, one (1) aircraft #1760, aborted from the formation before reaching the Enemy coast and is not credited with a sortie. The remaining twelve aircraft were over the secondary target as shown in Diagram "1B" and are credited with sorties.

3. AIRCRAFT LOST: None.

95C SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95C Squadron Formation, flying as low squadron in the 13A Combat Group, took off at 0840-0910 hours. Assembly was made over the base at 18,500 feet, and the group was joined by 1007 hours.

Reference is made to the General Narrative of the 95A Squadron Formation above for the remainder of the mission. In addition, however, the following points are to be noted:

(a) Bombs were away at 1220 hours on a magnetic heading of 130 degrees at 25,000 feet altitude.

(b) Shortly after passing the target, the formation entered a thick cloud layer, and the lead squadron was lost sight of. While letting down through the clouds and attempting to follow briefed course, intense flak was encountered, and the squadron leader was hit and caught on fire, forcing him to relinquish the lead to the deputy leader. By this time the squadron was well separated from the other two, though V.H.F. contact was maintained. A course directly to the briefed point for crossing the Enemy coast was taken up, but the first definite fix obtained was near Zwolle at 1302 hours. The Enemy coast was crossed at 1322 hours at an altitude of 18,500 feet. While crossing the Channel, a deviation to the North of briefed course was made to avoid a towering cumulus cloud formation. The English coast was crossed at Southwold at 1408 hours at an altitude of 3,000 feet. The formation was over the base at 1419 hours and landed at 1400-1450 hours.

2. AIRCRAFT NOT ATTACKING: Thirteen aircraft were dispatched and all of them were over the secondary target as shown in Diagram "1C" and are credited with sorties.

3. AIRCRAFT LOST: None.

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

Authority NND 745805
By S NARA Date 7/17

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

E-R-26

29 October 1944.

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

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

1. We led the Ninety Fifth "A" Squadron which led the 13th "A" Group. We were airborne at 0912 hours, much later than scheduled due to mechanical failure of ship on ground. The squadron and group assembly was made at 20000' over the base. We were unable to catch the formation until they left the English coast at Southwold at 23000' at 1058 $\frac{1}{2}$ hours and we were unable to assume lead position until 1112 hours at 5245N 0410E.

2. We crossed the Enemy coast at 5245N 0437E at 1118 hours at an altitude of 24500'. From this point our deviations from course were numerous due to weather which necessitated much Essing and turning. It was necessary to eliminate the leg leading to the Initial Point as the weather ship told us to stay right of course as much as possible to avoid high clouds which reached 30,000' over the target area. He thought we could reach target without difficulty by staying south of the briefed course.

3. We crossed the Initial Point at 1207 hours at 26,000' and reached the target at 1220 hours at which time bombs were away at an altitude of 25600' on a magnetic heading of 129°. We followed the briefed course away from the target until we swung north of Zwolle to avoid flak at this point. We crossed the Enemy coast as briefed at 1309 hours at 5257N 0437E at an altitude of 22000'.

4. Due to weather and cloud formations we were unable to follow the briefed course to England being first south and then north of briefed course. We crossed the English coast at 5220N 0140E at 1410 hours at 1000' and arrived at the base at 1420 hours and landed at 1455 hours.

THOMAS A. HENRY
1st Lt., Air Corps,
Lead Navigator.

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By SA NARA Date 7/1/97

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

E-B-26

29 October 1944.

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

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

1. We led the Ninety Fifth "B" Squadron which flew as high squadron in the 13th "A" Group. We took off at 0815 hours and group assembly was made at 1015 hours north of the base at 21000'. Group leader temporarily relinquished lead to high squadron leader, who due to wind change and a Gee Box malfunction, left the English coast on a Mickey bearing. We left the English coast at 22000' at 1041 hours.

2. Group leader caught formation and reassumed the lead at about 0340E, and landfall was made on the Enemy coast at 1120 hours, at 26000', seven miles north of Control Point # 2.

3. Flight plan was reasonably followed on route in, and briefed I.P. was used. Time of bombs away was 1220 hours on a true heading of 124°, the altitude being 26,750'. We were back over the base at 1410 hours and landed at 1421 hours.

EUGENE T. RUSSELL
2nd Lt., Air Corps,
Lead Navigator.

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

E-E-26

29 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission of
28 October 1944, Hamm, Germany.

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

1. We, leading the 95th "C" Squadron, took off at 0835 hours. Squadron and group assembly was accomplished over the base at 18,500'. At 1007 hours we departed the base at 18500'. We reached BU# 9 at 1024 hours at 18500' and at 1028 we were at BU# 10 at 19000', two minutes late.

2. We left the English coast at Southwold at 21000' at 1039 hours. Landfall was made on the Enemy coast at 1118 hours, 23000' altitude at 5235N 0438E. We reached our briefed I.P. at 1208 hours, and dropped our bombs by P.F.P. on our secondary target at 1220 hours on a magnetic heading of 180°, altitude 25000'.

3. After bombs away we encountered bad weather and were split up from our group. At 1240 hours we encountered flak seven miles north of Essen. We were hit and forced to relinquish our lead to the lead of our high element.

ELMER J. MURRAY
1st Lt., Air Corps,
Lead Navigator.

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By S NARA Date 7/1/9

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

E-8-26

29 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission of
28 October 1944, Hamm, Germany.

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

1. We proceeded on a normal bombing run, but after bombs away we ran into some heavy weather causing the formation to break up. We followed the lead ship, and before long we ran into some intense flak at 1240 hours north of Essen. The lead ship was hit and we took over his position, at 22000' altitude.

2. We took a true heading of about 280° and proceeded to work for a check on our position. The heading took us straight to Control Point # 2, which is in the vicinity of Zwolle. With the Gee accessible we took our normal course home plotting Gee fixes as a navigational aid.

3. From 1240 hours until 1300 hours I used normal D.R. navigation. My first fix was a visual one placing me at Zwolle at 1302 hours at 19000'. We left the Enemy coast at 1322 hours at 18500'. Deviated right of course to avoid some towering Cumulus. Made a correction at 1351 hours at 5242N 0236E and course took me to Southwold.

4. We crossed the English coast at Southwold at 1408 hours at 3000'. Homed in on the field buncher and was over the base at 1419 hours.

ANTHONY P. KOSINSKI
2nd Lt., Air Corps,
Lead Navigator.

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By: NARA Date: 7/17

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

V-A-1.

APO 559,
28 October 1944.

SUBJECT: Engineering Report on Combat Mission of 28 October 1944.

TO : Commanding Officer, 95th Bombardment Group (H), Attention:
Lt Col MUMFORD.

1. The following information is submitted concerning combat mission of 28 October 1944.

- a. Thirty-eight (38) B-17 airplanes took-off as scheduled.
- b. Thirty-six (36) B-17 airplanes returned to base after completion of mission.

2. There were two (2) abortive airplanes.

- a. 42-31760 - #4 propeller runaway at altitude.
- b. 43-38469 - Low oil pressure reported; inspection uncovered faulty oil pressure gage.

3. There was one (1) airplane with battle damage.

- a. 42-97194 - Flak pierced #2 fuel feeder tank.

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

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By SP NARA Date 7/1/9

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29 OCT 44

INTERPRETATION REPORT S.A. 2877

ATTACK ON HAMM MARSHALLING YARD on 28 OCT 44

(i) INFORMATION RECEIVED ON THE ATTACK

(a) No of aircraft : 184, with full fighter escort
(b) Command : U.S. 8th AIR FORCE
(c) Time : 1213 to 1227 A hours
(d) Bombs : 6 X 500 lb. G.P.
2819 X 250 lb. G.P.
410 X 500 lb. I.B.

(ii) DETAILS OF THE ATTACK

Bombs away can be seen on photographs which are completely cloud obscured.

(iii) ANNOTATED PRINT: None.

(iv) BOMB PLOT: None prepared.

(v) PHOTOGRAPHS RECEIVED

SAV 34/319,321	28 OCT 44	1216 A Hrs	1/44,500 (F.L.7")	26,000' C
" 95/1139,1141,1143	"	1221 " "	1/44,500 "	" "
" 390/1066,1067,1069	"	1221 " "	1/45,400 "	26,500' "
" 486/519,520	"	1214 " "	1/50,500 "	29,600' "
" 487/463	"	1214 " "	1/46,200 "	27,000' "
" 487/464	"	1213 " "	1/27,000 (F.L.12")	27,000' "
" 490/358-360	"	1216-1227 "	1/44,500 (F.L.7")	26,999' "
0-216/487	"	Time unknown	Oblique (F.L. 6 3/8)	28,500' B

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S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 181

PERIOD: 0001 hours 28 October 1944 to 2400 hours 28 October 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>	<u>Totals</u>
Heavy Bomber Atks.	2	382 +	367	363	955.1	0-0-0	0	3	0	1	4
Fighter Escort	4	217	199	0	0	0-0-0	0	0	2	0	2
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.	2	6	6	0	0	0-0-0	0	0	0	0	0
Weather Recon.	6	22	14	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	1	10	10	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>2</u>	<u>10</u>	<u>10</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	17	647	606	363	955.1	0-0-0	0	3	2	1	6

+ 9 spares, 2 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Ten combat wings (382 B-17s) dispatched in two forces against M/Ys at Hamm and Munster in Germany. Support by four fighter groups. 363 a/c dropped 955.1 tons GP and IB on both assigned targets and one u/i T/O. Most bombing on PFF. No e/a opposition. Claims: nil. Losses: four B-17s.

First Force

Five combat wings (192 B-17s) dispatched against Hamm M/Y. 185 a/c dropped 355.2 tons GP and 102.5 tons IB on assigned primary and one u/i T/O at 1212 - 1222 hours from 25,000 - 27,000 feet. Leaflets dropped on Hamm. Bombing on PFF, except for one group which used grid bombing technique. Weather: 10/10 cloud at target. Flak: meager to moderate, accurate over Hamm. Battle damage: 28 minor, 14 major. E/a opposition: nil. Claims: nil. Losses: nil.

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Fighter Support: Two groups (105 P-51s) dispatched. Up 1019 - 1030 hours, down 1350 - 1400 hours. 93 sorties. E/a opposition: two Me-410s sighted vicinity of Stadthorn (southeast Zwolle). E/a closed and were followed down to 10,000 feet where they were lost in haze. Claims: nil. Losses: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Hamm M/Y	192	184	353.8	102.5	Unobserved
<u>Other Targets</u>					
T/O (5148-0800E)	—	<u>1</u>	<u>1.4</u>	—	Unobserved
Totals	192	185	355.2	102.5	

Second Force

Five combat wings (190 B-17s) dispatched to attack M/Y at Munster. 178 a/c dropped 290.2 tons GP and 207.2 tons IB on assigned primary at 1423 - 1440 hours from 22,000 - 24,500 feet. Leaflets dropped on Munster. Bombing both visual and on PFF. Weather: 5/10 to 9/10 cloud at target. Flak: moderate to intense, accurate over Munster. Battle damage: 54 minor, 42 major. E/a opposition: nil. Claims: nil. Losses: four B-17s (three to AA, one to unknown causes).

Fighter Support: two groups (112 P-51s) dispatched. Up 1207 - 1208 hours, down 1612 - 1619 hours. 106 sorties. E/a opposition: nil. Claims: nil. Losses: two to mechanical failure.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Munster M/Y	190	178	290.2	207.2	Unobserved to Fair

2. Fighter Escort

Four groups (217 P-51s) dispatched to support bombers attacking Hamm and Munster M/Ys. Up 1019 - 1208 hours, down 1350 - 1619 hours. 199 sorties. E/a opposition: two Me-410s encountered southeast of Zwolle. Claims: nil. Losses: two P-51s to mechanical failure.

3. Fighter Sweeps

Nil.

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4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Day - 28 October 1944

One F-5E dispatched on day photo missions. A/c successful in obtaining photos of the following areas: Cologne, Neuss and Venlo. A/c returned safely.

Night - 28 October 1944

Five Mosquitoes dispatched on night photo missions. Photos obtained of the following areas: Cologne, Duisburg, and Benn. All a/c returned safely.

6. Weather Reconnaissance

Twenty-two a/c dispatched (3 B-24s, 5 Mosquitoes, 14 P-51s). Two B-24s completed routine reconnaissance to the Azores. One B-24 completed weather reconnaissance over sea to northwest of Land's End. Three Mosquitoes completed weather reconnaissance to Belgium, Holland, west and northwest Germany. One Mosquito completed weather reconnaissance over England. One Mosquito completed experimental navigation flight. Fourteen P-51s dispatched as weather scouts for heavy bomber forces. Eight a/c unable to contact force, aborted. All a/c returned safely.

7. Air/Sea Rescue

Ten P-47s dispatched on teamwork patrol. Four a/c effected rescue of an RAF Lancaster crew which had ditched. All a/c completed mission and returned safely.

8. Special Operations

Ten a/c dispatched as follows:

Nine a/c (2 B-17s, 7 B-24s) on leaflet operations. Eight a/c dropped leaflets on 38 targets in Holland, France and Germany. All a/c returned safely. One B-17 dispatched on radio relay. A/c returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

Today's small scale attacks on targets in western Germany were unopposed by the GAF. Weather conditions were again generally unfavorable, and only a few e/a were sighted. Bombers attacking Hamm reported three Me-410s climbing out of sight north of Enschede, and P-51s supporting this force had an inconclusive engagement with two Me-410s in the same general area. There were a few scattered sightings of jet and rocket-propelled e/a in the Rheine-Münster area.

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2. Flak

Munster - moderate to intense, accurate.
Zwolle - meager, accurate.
Texel Island - meager, inaccurate.
Hamm - meager to moderate, accurate.

3. Observations

Group of buildings arranged to spell letters "MV" or "MN", letter "M" pointed southeast, appeared white and new.

New heavily fortified road leading from Dedems, 5237N-0630E, to a hill at 5231N-0633E observed; road entered the hill at south end and was not visible on the other side indicating a possible underground installation, road appeared to be approximately 60 feet wide.

Two large storage tanks with some camouflage in woods at 5233N-0443E.

Some newly completed buildings with considerable activity going on and served by a good hard-surfaced road at 5235N-0443E.

M/Y at Enschede was full of rolling stock.

4. Damage to Enemy Installations

Hamm M/Y - Unobserved Results

10/10 cloud cover.

Munster M/Y - Unobserved to Fair Results

Scattered clouds and intense ground haze in evidence over the entire Munster area, making it impossible to plot the main weight of bombs dropped. However, the following concentrations could be seen:

Two concentrations of mixed GP and IB bursts in and adjacent to the railroad M/Y. The first concentration blanketed the railroad lines in the immediate vicinity of the main station and extended to the heavily built-up residential areas on both sides of the tracks. The second concentration fell into a compact business and residential area, approximately 500 yards west of the goods station.

One concentration of GP and scattered IB bursts among the buildings of the university located approximately 2,750 yards west of the center of Munster. These buildings have crosses painted on the roofs and are possibly being used as hospitals.

Two concentrations in a lightly built-up residential area located approximately 2,300 yards northwest of the center of the city. The majority of these bombs, however, fell into open fields. Damage will be slight.

A final concentration of bombs could be seen in open fields about 1,900 yards southwest of the center of Munster. Additional photography shows bombs falling toward the center of Munster but no bursts could be observed due to the cloud and intense ground haze. Further damage should result from these bombs. There were at least 15 fires burning in or near the central portion of Munster late in the attack.

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By SARA Date 7/17

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HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE 1/44 TARGET _____ DUTY OFFICERS _____
- DBW 95A GROUP 13A GP. LEADER Maj Pomeroy A/C 8217 W/T 34-C
POSITION Lead DEPUTY LDR. H Philpott A/C 8283 W/T 36-A
- EST. TAXI TIME 0815 EST. T.O. LST A/C 0825 ETD BASE 935 ETR BASE 1345
- NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF PFF INCLUDED 1
- TAKE-OFF: LST _____ LAST _____ LANDING: LST _____ LAST _____
- SQUADRON 336 NO. OF A/C 10+1 CALL SIGNS: W/T MYV

A/C	: 1	: U	: E	: Q	: J	: A	: M	: Y	: P	: 2	: W	:
A.T.O.	:	: 827	: 829	: 830	: 831	: 832	: 833	: 834	: 835	: 836	: 847	:
A.T.R.	:	: 1120	: 1442	: 1444	: 1443	: 1438	: 1429	: 1438	: 1454	: 1436	: 1358	:
REM'S	:	: ABOR	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 1 CALL SIGNS: W/T KTW

A/C	: Z	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 831	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1445	:	:	:	:	:	:	:	:	:	:	:
REM'S	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 334 NO. OF A/C _____ CALL SIGNS: W/T JMB

A/C	: C	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 910	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1443	:	:	:	:	:	:	:	:	:	:	:
REM'S	:	:	:	:	:	:	:	:	:	:	:	:

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

A/C	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:
REM'S	:	:	:	:	:	:	:	:	:	:	:	:

7. EXPLANATION: Aircraft F.T.O., R.E., Landed away from Base, and Outstanding.

SCDN LETTER	NUMBER	NATION	DESIG	REMARKS	SORTIE
336	U	8469	RE	Returned after Assembly due to #1 oil pressure drop. without leaving ENG, CRST. BOMBS RETURNED: NO	

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 Authority NND 745205
 By SA NARA Date 7/19

1. DATE 1/14 TARGET _____ DUTY OFFICERS _____
2. DBW 95B GROUP 13A GP. LEADER Capt Gilbert A/C 8230 W/T 34-M
 POSITION High DEPUTY LDR. Zt. McVay A/C 8317 W/T 34-K
3. EST. TAXI TIME 0805 EST. T.O. LST A/C 0815 ETD BASE 935 ETR BASE _____
4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF PFF INCLUDED 1
5. TAKE-OFF: LST _____ LAST _____ LANDING: LST _____ LAST _____
6. SQUADRON 334 NO. OF A/C 9+1 CALL SIGNS: W/T JMB

X
 A/C : M : A : N : W : J : X : K : E : P : D : : :
 A.T.O. : 815 : 816 : 817 : 818 : 819 : 820 : 821 : 822 : 823 : 824 : : :
 A.T.R. : 1421 : 1422 : 1420 : 1423 : 1424 : 1422 : 1419 : 1417 : 1415 : 1041 : : :
 REM'S : : : : : : : : : : 480R : : :

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

A/C : E : V : F : : : : : : : : : : : :
 A.T.O. : 825 : 825+ : 826 : : : : : : : : : : : :
 A.T.R. : 1414 : 1414 : 1413 : : : : : : : : : : : :
 REM'S : : : : : : : : : : : : : : : :

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

A/C : : : : : : : : : : : : : : : :
 A.T.O. : : : : : : : : : : : : : : : :
 A.T.R. : : : : : : : : : : : : : : : :
 REM'S : : : : : : : : : : : : : : : :

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

A/C : : : : : : : : : : : : : : : :
 A.T.O. : : : : : : : : : : : : : : : :
 A.T.R. : : : : : : : : : : : : : : : :
 REM'S : : : : : : : : : : : : : : : :

7. EXPLANATION: Aircraft F.T.O., R.E., Landed away from Base, and Outstanding.

SQDN	LETTER	NUMBER	NATION	DESIG-	REMARKS	SORTIE
334	D	1760	Abortion		Turned back before leaving base. No Prop. Gas out Bombs released: 51° 52' N - 02° 32' E.	NLO

DECLASSIFIED

Authority NND 745805

By SP NARA Date 7/11

