

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (E)
Office of the Commanding Officer

APO 559.
30 October 1944.

SUBJECT: Letter of Transmittal.

TO : Commanding General, Third Bomb Division, APO 559.
Attn: A-3.

1. Transmitted herewith Group Commander's Report for the mission of 30 October 1944, recall.

KARL TRUESDELL JR.,
Colonel, Air Corps,
Commanding.

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

APO 559
31 October 1944

SUBJECT: Operations Officer's Report - Mission 30 October 1944.
TO : Commanding Officer, 95th Bombardment Group (H), APO 559

95 A SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95 A Squadron, flying as lead squadron of the 13 C Group, took off at 0852 - 0903 hours, and was assembled over the base at 11,000' by 0940 hours. The Group was assembled at the same position and altitude at 0955 hours at which time a climb was started to 15,000'. Wing assembly was not made as briefed as this Group failed to make good the wing assembly point, and arrived at lowestoft (Control Point No. 1) six (6) minutes ahead of schedule. Since the 13 A Group was on time at lowestoft and the 13 B Group was in trail of the leader the 13 C Group was at the head of the Wing Formation. A climb was started at Buncher # 9 and the English coast was crossed on the way out at 16,300' at 1046 hours. The enemy coast was crossed at the briefed point at an altitude of 20,000' at 1127½ hours, seven and one-half (7½) minutes ahead of schedule (Control Point No.2). The climb was resumed at 1135 hours until the Division Recall, at which time (1153) the lead squadron was at 23,000' and the position was 5230N - 060E. A 180 degree turn to the right was made and a descent started immediately. The enemy coast was crossed on the way out at the point of entry at an altitude of 21,000' at 1216 hours. The descent was continued and the English Coast was crossed at 1247 hours at 9,000'. The base was reached at 1255 hours and the formation landed at 1325 - 1355 hours.

2. AIRCRAFT NOT ATTACKING: Eleven (11) aircraft and one (1) PBF aircraft were dispatched as shown in Diagram "A". Of these, two (2) aircraft #7204 and #7257, aborted before leaving the English Coast and are not credited with sorties. One aircraft, #2450, was withdrawn from 95 B Squadron to join 95A for fill-in, thus the eleven (11) aircraft total in this formation made good the point of recall and are credited with sorties. No aircraft reached specified target due to recall, and no aircraft attacked any other target.

3. AIRCRAFT LOST: None

95 B SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95B Squadron, flying as high Squadron of the 13 C Group, took off at 0841 - 0852 hours, and was assembled over the base at 11,000' at 0938. The Squadron was in position in group formation at 0954 and departed the base with the remainder of the group at 0955. Reference is made to the General Narrative of 95A Squadron for the continuation of the flight. The formation was landed 1318 - 1346 hours.

2. AIRCRAFT NOT ATTACKING: Twelve (12) aircraft and one (1) PFF aircraft were dispatched as shown in Formation Diagram "B". Of these, one aircraft #2450 withdrew from the squadron and joined 95A to take up the position left vacant by aborted aircraft #7257. The withdrawn aircraft was dispatched as a diamond on the high element of 95B formation.

3. AIRCRAFT LOST: None

95 C SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95C Squadron, flying as the low squadron of the 13 C Group, took off at 0904 - 0937 hours, and was assembled over the base at 10,000' in time to join the group formation by 0958 hours. For a continuation of the mission the 95 C Squadron followed the narrative of 95A Squadron. The formation was landed 1311 - 1322 hours.

2. AIRCRAFT NOT ATTACKING: Twelve (12) aircraft plus one (1) PFF aircraft were dispatched as shown in Formation Diagram "C". All of these aircraft were in formation at the time and position of recall and are credited with sorties.

3. AIRCRAFT LOST: None.

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

**DIAGRAM "A"
ASSEMBLY**

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

GROUP FORMATION FORM

DATE 30 October 1944

LEAD

GOLLINGS
8040

BEX
7257

JENSEN
8760

LOW

HIGH

RINGBLOOM
8067

DOXON
8261

FLETCHER
7783

BAIRD
8522

PIPKIN
8331

SALE
2066

GUNTHER
6475

L'ECUYER
7204

TESSIER
8228

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

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

DIAGRAM "A"
ASSEMBLY

GROUP FORMATION FORM

DATE 30 October 1944

LEAD

MARKER
3250

DAY
7215

RADKINS
3551

LOW

HIGH

FOZOLD
2678

ASBENDER
3860

MCVAY
3317

GROSSMITH
2560

REZENWEIG
1800

RYAN
1920

SCOTT
7154

GREEN
7047

SCROEDER
7261

WELTON
2450

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

**DIAGRAM "C"
ASSEMBLY**

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

GROUP FORMATION FORM

DATE 30 October 1944

LEAD

BAIRDGARDNER

8335

GARRISON

8108

ELLSWORTH

8469

LOW

HANSON

8199

COTNER

8584

HIGH

BLESS

8283

BARLEY

1939

THOMAS

7576

ROSE

1867

LENOX

8583

JENNARD

8272

HART

8993

SEAN

2486

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 30 OCT 44

PART I - TABULAR SUMMARY:

DATE OF MISSION 30 OCT 44

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 15H	11 & 15H	11 & 15H	0	11 & 15H	0 & 15H
B	12 & 15H	12 & 15H	12 & 15H	0	12 & 15H	12 & 15H
C	15	15	15	0	15	15

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)
A	43-97257	F	Oxygen pressure low.	No
A	43-107204	F	# 4 supercharger inoperative at altitude.	No
A	9 & 15H A/G	A	Weather	Yes
B	12 & 15H A/C	A	Weather	Yes
C	15	A/C	Weather	Yes

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

S E C R E T

P77

A 44-8040
B 44-8130

"A"

FORM 3

STATION

119

DATE

30 Oct.

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
412	N 8040	Collings			• 852		1331	
335	X 8760	Jensen			• 853		1332	
412	L 7257	<u>Bek</u>			• 903		1200	aborted
"	Z 8281	Doron			• 854		1335	
335	T 6475	Gunther			• 855		1334	
412	D 2066	Hail			• 856		1333	
"	F 7783	Fletcher #1			• 857		1328	
"	V 8288	Tessier			• 858		1329	
335	B 7204	<u>L'Ecuyer</u>			• 859		1201	aborted
412	E 8067	<u>Ringbloom</u>	Lo		• 900		1326	
"	G 8331	Pipkin			• 901		1327	
"	H 6522	Rand			• 902		1325	

"B"

FORM 3

STATION

119

DATE

30 Oct.

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	M	8230	Parker			. 841		1342	
"	L	8551	Rudkins			. 842		1343	
"	N	7215	Day			. 843		1341	
"	W	8660	Abwender			. 843		1345	
"	F	7154	Scott			. 844		1346	
"	G	1920	Ryan			. 845		1344	
"	K	8317	McVay	H1		. 846		1340	
"	P	6528	Schoef			. 847		1318	
		7201							
335	M	7047	Greer			. 848		1339	
"	Y	2450	Melvin			. 849		1330	
334	R	2678	Pozolo	Lo		. 850		1331	
"	T	1600	Rosenzweig			. 851		1338	
"	X	2560	Grossheim			. 852		1336	

C

FORM 3

STATION

119

DATE

30 Oct.

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	S	8333	Baumgardner		. 904		1320		
"	U	8469	Ellsworth		. 905		1321		
	E	8106	Garrison		. 906		1319		
"	H	8584	Cotner		. 907		1323		
"	Y	6583	Lenox - CP		. 908		1324		
"	B	1867	Rose		. 909		1322		
"	A	8283	Fiess	Hi	. 910		1315		
"	W	6993	Hart		. 911		1316		
"	P	8272	Jeneman		. 912		1314		
"	Z	8199	Hanson	Lo	. 913		1311		
336	R	7844	Thomas		. 927		1312		
412	R	8441	Earley		. 937		1317		
335	Z	2455	Shaw		. 921		1313		

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE SQUADRON COMMANDER
APO 559

30 October 1944

SUBJECT: Abortion of aircraft #7204.

TO : Group Operations.

1. Aircraft checked out all right on ground. After turbo was turned down following take off. No. 4 engine would not develop sufficient power, at 11,000 ft. manifold pressure had dropped to 30 in., amplifier's were changed without success. We called the tower and were instructed to remain airborne until 12:00 and land with bombs, we followed these instructions.

2. Time of abortion 9:56 at 11,000 ft. over base.

Gregory E. L'Ecuyer
GREGORY E. L'ECUYER
O-7988681
1st Lt., Air Corps,
Pilot.

1st Ind.

HEADQUARTERS, 412TH BOMBARDMENT SQUADRON (H) 95TH BOMBARDMENT GROUP (H), APO 559,
U. S. Army, 30 October 1944.

TO: Group Operations Officer, 95th Bomb Gp (H).

1. Lt. L'Ecuyer and his engineer did everything possible to make the supercharge give boost but to no avail. Being heavily loaded and only at 11,000 ft., it was impossible for them to continue.

2. The Squadron Commander of ship #7204 (335th) has been informed of the difficulty Lt. L'Ecuyer had today.

James O. Frankosky
JAMES O. FRANKOSKY
Capt., Air Corps,
Commanding.

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE SQUADRON COMMANDER
APO 559

30 October 1944

SUBJECT: Individual Abortion.

TO : Group Operations.

1. I started engines on time but took off late due to Pilot's mike switch malfunctioning. Joined formation at 0950 hours over the base and proceeded on course.

2. At 1020 hours at 15000 ft. the engineer called asking for an oxygen pressure reading. Pilot's indicator read 200 lbs., Navigators zero lbs., Engineers 175 lbs., all other positions read 350 lbs. pressure. Called crew and had each man check his emergency oxygen valve. All valves were off. At 1030 Pilots indicator read 175 lbs. pressure. I called lead ship and notified him that I'd have to abort due to oxygen leak, at that time we were at Buncher #12 at Bury St. Edmunds. I left formation arriving over the base at 1045 hours at which time the Pilots, Engineers and Navigators oxygen indicators were all reading zero lbs. pressure. Was told to circle field for 45 minutes and then came in and landed at 1210 hours.

Thomas G. Bek
THOMAS G. BEK
O-812211
1st Lt., Air Corps,
Pilot.

1st Ind.

HEADQUARTERS, 412TH BOMBARDMENT SQUADRON (H) 95TH BOMBARDMENT GROUP, (H),
APO 559, U. S. Army, 30 October 1944.

TO: Group Operations Officer, 95th Bomb Gp (H).

1. Not having left the coast yet and having one complete oxygen system out it was impossible for Lt. Bek to continue.

2. A check with Squadron Engineering has been made to see if such occurrences in the future can be prevented.

James O. Frankoski
JAMES O. FRANKOSKI
Capt., Air Corps,
Commanding.

HEADQUARTERS 3D BOMBARDMENT DIVISION

"J" FORM

GP.

STA.

1. DATE Oct 30/44 TARGET _____ DUTY OFFICERS _____
2. DBW 13C GROUP 95A GP. LEADER Maj. Gooding A/C 412-N W/T TFL
 POSITION LEAD DEPUTY LDR. Lt. Fletcher A/C 412-F W/T TFL
3. EST. TAXI TIME 0970 0840 EST. T.O. 1ST A/C 0970 0850 ETD BASE 1040 955 ETR BASE 1625
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF PFF INCLUDED 1
5. TAKE-OFF: 1ST _____ LAST _____ LANDING: 1ST _____ LAST _____
6. SQUADRON 335 NO. OF A/C 3 CALL SIGNS: W/T TND

	X	T	B											
A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	853	855	859	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	1332	1334	1201	:	:	:	:	:	:	:	:	:	:
REM'S	:	:	ABORT	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 9 CALL SIGNS: W/T TFL

	N	L	Z	D	F	V	E	G	H					
A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	857	903	854	856	857	858	900	901	902	:	:	:	:
A.T.R.	:	1200	1335	1333	1320	1324	1326	1327	1325	:	:	:	:	:
REM'S	:	ABORT	:	:	:	:	:	:	:	:	:	:	:	:

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
412	2251	7257	:	PILOT NAV IT OXG OUT -	0
335	B	7204	:	H 4 SUPER CHARGER OUT -	0
:	:	:	:	:	:

STATION WEATHER OFFICER
RAF STATION 119
APO 559

T-A-1

31 October 1944

SUBJECT: Meteorological Interrogation Summary for Mission of 30 October 1944.

TO : Commanding Officer, Headquarters, 95th Bombardment Group, APO 559.

1. Base at take-off: Time was 0850 hours. 4-6/10 swelling cumulus, base 3500, tops 5-7000 feet. Visibility 5 miles.

2. Route out: Base to 52° 40' north, 6° 45' east at 1156 hours. 10/10 stratocumulus and cumulus below 10,000 feet over the channel and Holland. Nil middle or high cloud.

3. Return route: Reverse of route out with scattered breaks over the channel.

4. Base on return: Time was 1330 hours. 4-6/10 cumulus base 4000, feet with 6-7/10 altocumulus above 7000 feet associated with cumulus tops. Visibility 7 miles.

5. Remarks: Dense and persistent contrails were forming at turn back point above 25,000 feet.

WALTER S. MILLS, JR.,
Captain, Air Corps,
Staff Weather Officer.

CONFIDENTIAL

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

E-3-26

30 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission of 30 October 1944, Merseburg, Germany.

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

1. We led the Ninety Fifth "A" Squadron which was in 13th "C" Group. We took off at 0852 hours and squadron assembly was made at BU# 23 at 0940 hours at 11000'. Group assembly was made at BU# 23 at 0955 hours at four miles south of the Buncher at 11000' at which time we started climb to 15000'. Wing assembly was made at Ipswich (5 miles left) at 1025 hours at 15000'.

2. We followed group ahead and passed over the English coast at 1046 hours at 5227N 0145E at 16300'. Entered the enemy coast at 5239N 0437E at 1127½ hours at 20000'. Group made a 180° to return home at 5230N 0630E at 1155 hours at 23000'.

3. Enemy coast out was crossed at 5237N 0437E at 1216 hours at 21000'. The English coast was crossed at 5220N 0140E at 1247 hours at 9000'. Opposite base at 1255 hours and landed at 1327 hours. Flight plan was used throughout entire flight and no navigational difficulties were encountered.

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

CONFIDENTIAL

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

E-E-26

30 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission
of 30 October 1944, Merseburg, Germany.

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

1. We led the high squadron which was Ninety Fifth "B" Squadron in the 13th "C" Group and took off at 0840 hours. Squadron assembly was made at 0938 hours over the base and the group was assembled at 0954 hours at 12000'. We remained with the group from then on.

2. At 1152 hours, we began 180° turn because of recall and were at 5233N 0635E at 1154 hours which was our deepest penetration. We returned to the base at 1255 hours and landed at 1338 hours.

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

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

E-2-26

30 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission
of 30 October 1944, Merseburg, Germany.

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

1. We flew as lead of the low squadron which was 95th "C" Squadron and took off at 0903 hours. Our squadron and group was formed over the base at 0958 hours at 12000'. We followed the lead, 95th "A" Squadron throughout the mission.

2. The furthest point of penetration was 5236N 0633E at 1152 hours, altitude 22500'. We arrived back at the base at 1255 hours and landed at 1320 hours.

W. A. VERNAL
1st Lt., Air Corps.
Lead Navigator.

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

V-A-1.

AGO 569,
31 October 1944.

SUBJECT: Engineering Report on Combat Mission of 30 October 1944.

TO : Commanding Officer, 95th Bombardment Group (H). ATTENTION:
LT COL HUMFORD.

1. The following information is submitted concerning combat mission of 30 October 1944.

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

2. There were two (2) abortive airplanes.

- a. 42-107204 - #4 supercharger failed.
- b. 42-97257 - Oxygen leak.

3. There was no battle damage.

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

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

30 October 1944

SUBJECT: Mission Expenditure Report for 30 October 1944.

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

1. Following are the armament expenditures for the mission of 30 October 1944.

A. Station	AAF 119
B. Unit	95th Bombardment Group (H)
C. Type of Ammunition	Cal. 50 API&I
D. Gun locations and number of guns	

E. There was no ammunition expended on this mission.

F. Total number of bombs expended 20- 250 lb. G.F. Demolition Bombs.

LEONARD F. DAWSON
Capt. Air Corps
Group Armament Officer

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

(J-1)

APO 559
1 November 1944

SUBJECT: Operational Communications, 30 October 1944

TO : Commanding Officer, 95th Bombardment Group, Station #119

1. There was no formal interrogation of crews assigned to the mission, by the Communications Officer.

2. Mechanical and electrical failures noted were as follows:

(a) 335-F (CP mike button out)

(b) 335-A (CP jack box faulty)

(c) 336-S (Radio compass antenna lead-in broken)

(d) 336-W (IW mike button out)

(e) 336-E (IW & RW mike buttons out)

(f) 336-R (B, BT, UT, IW & Tail mikes faulty)

(g) 412-N (Tail interphone out)

(h) 412-V (BT mike switch out)

3. No unsatisfactory results were reported on the use of navigational aids and Station 7000.

4. The reception of ground stations was normal.

RICHARD F. KNOX
Captain, A. C.
Op. Communication O.

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

D-C-11
October 30, 1944.

SUBJECT: S-2 Letter of 95th A, B and C Groups.

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

1. Eleven A/C plus one PFF A/C of the 95th Bomb Group took off beginning at 0852 hours to form the lead squadron of 13C Combat Wing to attack Mersberg, Germany. A/C 7257 aborted over buncher 12 due to oxygen failure. A/C 7204 aborted over the base due to turbo failure on #4 engine.

Twelve A/C plus one PFF A/C of the 95th Group took off beginning at 0941 hours to form the high squadron of the 13C Combat Wing to attack Mersberg, Germany.

Thirteen A/C of the 95th Group took off beginning at 0904 hours to form the low squadron of the 13C Combat Wing to attack Mersberg, Germany.

2. No E/A were encountered.
3. No flak was encountered.
4. No bombing was done due to Division recall.

5. This Combat Group penetrated to approximately 5235-0645 when the recall was given at 1153 hours. A/C 2981 dropped its delayed action bombs 40 miles East of Southwold. At 5230-0550, at 1142 hours, two trails of smoke were seen rising rapidly, but no bursts. Some reported these as jet-propelled fighters contrails, while others reported them as rockets. Fighter support was good. All A/C landed at this base by 1346 hours.

For the Intelligence Officer:

WILLIAM ROWELL,
2nd Lt Air Corps,
Ass't S-2 Officer.

1. REPORT NO. 95A, 95B, 95C

2. OPERATIONAL NARRATIVE REPORT 95A, 95B, 95C 30 OCTOBER 1944

3. INCIDENTS - NONE

4. BOMBING RESULTS - NO BOMBS DROPPED.

5. ENEMY FIGHTERS - NONE

6. FLAK - NONE

7. WEATHER - 10/10 UNDERCAST. HEAVY FRONT RISING ABOVE 30,000 FT
ABOUT 8 DEGREES EAST.

8. OBSERVATIONS - 1142 AT 5230-0550 TWO TRAILS OF SMOKE WERE SEEN
RISING RAPIDLY. NO BURST WAS SEEN. SOME CREWS REPORT THESE AS JET
FIGHTER CONTRAILS OTHER AS ROCKETS. ESCORTING FIGHTERS WENT OVER
TO THAT AREA.

9. OTHER INFORMATION - DIVISION RECALL RECEIVED AT 1155 HOURS IN
VICINITY OF 5235-0645. FIGHTER ESCORT GOOD. ONE PFF A/C WITH 95A
SQUADRON AND ONE PFF A/C WITH 95B SQUADRON.

10. WEATHER 5. NOT 4. AS W SENT

11. E1

12. 301636A WADL K

OIHRM V HRM NR 15 P

FROM HRM 30/1557A

TO OIHRM

SECRET 95BG 0-619-D ATTN: STAT CONTRO

OFF. 13TH CBW

STAT CONTROL OFFICER 13TH COMBAT WING OCTOBER 30 1944.

95A

A. MAJOR GOODING
B. 1ST LT FLETCHER
C. 1ST LT COLLINGS
D. 2ND LT HUZAREVICH
E. 2ND LT GRIFFIN
F. 2ND LT SEYMOUR
G. 1ST LT SCHOLTE
H. 0
I. 10

95B

A. MAJOR CUMBAA
B. 1ST LT MCVAY
C. 1ST LT PARKER
D. 2ND LT RUSSEL
E. 2ND LT SCHULTZ
F. 2ND LT SCULLIN
G. 2ND LT PROKOPEC
H. 0
I. 13

95TH C

A. 1ST LT WOOD
B. 1ST LT FIESS
C. 1ST LT BAUMGARDNER
D. 1ST LT VERNAL
E. 1ST LT HENDERSHOTT
F. 1ST LT JUST
G.
H. 0
I. 13

TRUESDELL
COBOMBGP 95

AS

JFS AR

OIHRM R....301655A WADE AR

3BD INST 45-2 (9 OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

	95A	95B	95C
1. GROUP			
2. A/C AIRBORNE	11+1	12+1	13
3. SORTIES			
4. A/C ATTACKING	0	0	0
5. A/A FAILING TO ATTACK	11+1	12+1	13
a. Mechanical	2		
b. Weather	10	13	13
c. Enemy action			
d. Other			
6. A/C LGST	0	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	=	=	=
8. ALTITUDE OF ATTACK	=	=	=
9. BOMBS DROPPED (PRIMARY)			
a. Number			0
b. Size			
c. Type			
d. Number A/C Bombing			
BOMBS DROPPED (OTHER)			
a. Number			
b. Size			
c. Type			
d. Number A/C Bombing			
BOMBS DROPPED (OTHER)			
a. Number			
b. Size			
c. Type			
d. Number A/C Bombing			
10. BATTLE DAMAGE	0	0	0
a. Minor			
b. Major			
c. Salvage			
11. Claims	0-0-0	0-0-0	0-0-0
	Net. 20x250	Ret. 252x250	252x250 Ret.
	Ret. 272x250		

12
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Planned 14.40
to Lt. heavy
WR