

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

95 "A" SQUADRON
ASSEMBLY
DIAGRAM A

GROUP FORMATION FORM

DATE 2 December 19 44

LEAD

HAMILTON, W.
82 10

TAYLOR, D.
78 44

ROSE
83 33

HIGH

LOW

GARRISON
81 06

COTNER
82 72

ABWENDER
83 17

DUNWODY
18 67

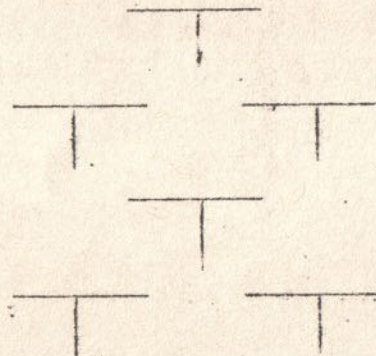
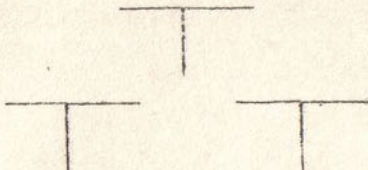
HART
84 69

EARLEY
72 01

ROSS
19 89

RYAN
85 51

KEEIN
24 47



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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

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

3 December 1944.

SUBJECT: Lead Navigator's Narrative, 95 "A" Squadron, Mission of 2 December 1944.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559, U.S. Army.

1. We took at 0926 hours and a climb was immediately instituted to 15,000'. The group was assembled over the base at that altitude at 1045 Hours. Wing assembly was accomplished over Ipswich at 1125 hours at 18,000'. Division assembly was at BU #12 at 18,000' at 1136 hours. Time of leaving English coast was 1145 hours at Orfordness at 19,000'.

2. We crossed the enemy coast at 22,000' two miles north of Ostend at 1206 hours. The route to the IP was followed. We were echeloned to the right and therefore consistently two to four miles north of course and paralleling it. Wind velocity was higher than briefed and therefore we were three minutes early at control #8 and four minutes early at IP. The mission was recalled at 1244 hours just after passing IP (5008N - 0638E) altitude was 24,000'.

3. Route back to the coast was generally followed, paralleling slightly south of course until coast out was reached. At this time (1357 hours) we crossed at 5115 - 0256 at 14,000'. We crossed the English coast at 5204 - 0130 at an altitude of 4,000'. We were over the base at 1445 and landed at 1500 Hours.

WILLIAM P. DOHERTY
initial 1st Lt., Air Corps,
Lead Navigator.

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Authority NY 745005

By SP-1 NARA Date 9-15-11

"A"

FORM 3

STATION 119

DATE 2 Dec. 44.

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	J	8364 8210	HAMILTON, D	³⁵ Lead	✓	925	1500 1300		
336	S	8333	Rose	³⁶	✓	925 ⁺	1501 1304		
326	R	7844	TAYLOR, D.		✓	926	1505		
"	P	8272	COTNER.		✓	927	1503		
"	M	1989	Ross		✓	928	1504		
334	J	7201	EARLEY		✓	928 ⁺	1502		
"	K	8317	ABWENDER.	³⁴ HIGH.	✓	929	1458		
"	A	2447	Klein.		✓	930	1459		
"	L	8551	Klein. RYAN		✓	931	1457		
336	E	8106	GARRISON	³⁴ Low.	✓	932	1510		
"	U	8469	HART.		✓	933	1456		
"	B	1867	DUNWOODY.		✓	945	1455		

0000
 505
 505
 505
 505

95 "B" SQUADRON
 ASSEMBLY
 DIAGRAM B

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

GROUP FORMATION FORM

DATE 2 December 1944

LEAD

HENDRICKSON

83 | 64

BEK

80 | 67

PIPKIN

65 | 22

HIGH

PEARSON

63 | 05

LOW

SECHN

82 | 55

JENSEN

85 | 43

BRADLEY

71 | 94

CONOVER

24 | 50

KROOS

72 | 04

RISTINE

84 | 41

GUNTHER

78 | 58

RADKE

18 | 87

L'ECUYER

77 | 83

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

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

3 December 1944

SUBJECT: Lead Navigator's Narrative, 95 "B" Squadron, Mission of 2 December 1944.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559, U.S. Army.

1. We flew as lead of "B" Squadron. Take off time was at 0915 hours but mickey equipment was inoperative so we waited for formation to take off and then landed and picked up another aircraft. We took off again at 1000 hours and picked up our Squadron which was already in formation with the Group at 1100 hours over BU #23 at 19,000 feet. Wing assembly was made at Ipswich at 1124 hours at 19,000 feet followed by Division assembly at 1136 at the same altitude. We departed English coast at 1145 at an altitude of 20,000 feet on course.

2. We started climb after leaving English coast and crossed the Enemy coast at 1206 hours at 5114 - 0255 at an altitude of 25,000 feet. We were on course at CP #2 (Enemy coast) and followed a course slightly to the north of briefed course almost to the IP where we had a recall. We turned back at 5001N - 0648E at 1247 hours at an altitude of 25,000 feet.

3. We followed briefed course back to Enemy coast and crossed at 5115N 0256E at 1357 hours at an altitude of 14,000 feet. We let down across the Channel and crossed English coast at 5204N - 0130E at 1435 hours at 4000 feet. We arrived over the Base at 1445 hours and landed at 1452. Nothing special about the mission except we had a much stronger wind than briefed for, which made us ahead of time going in and very slow moving on the way back.

DONALD D. VAN PATTEN
1st Lt., Air Corps,
Lead Navigator.

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Authority ND 745005

By P.I. NARA Date 9-17-11

"B"

FORM 3

STATION 119DATE 2 Dec. 44.

335	W LET	8364 SHL	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	0	8144	HENDRICKSON	412 LEAD.	✓	957		1451	
335	F	8210			✓	914		937	
412	H	6522	PIPKIN		✓	915		1452	
"	E	8067	BEK.		✓	916		1450	
"	A	8543	JENSEN		✓	917		1454	
"	V	8288	GUNTHER		✓	1011		1454	
"	V	8288			✓	917		947	
"	P	8441	RISTINE.		✓	918		1453	
335	G	8305	PEARSON	35 HIGH.	✓	919		1448	
"	O	7194	BRADLEY.		✓	919*		1449	
"	F	1887	RAOKE.		✓	920		1448	
336 412	F	7783	L'ECHYER	412	✓	921		1449	
335	A	8255	BROWN.	35 LOW.	✓	922		1446	
"	B	7204	KROOS.		✓	923		1447	
"	V	2450	CONOVER.		✓	924		1445	

Authority *WJ 745005*
NARA Date 9-14-11

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HEIGHTS IN FEET

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

3 December 1944.

SUBJECT: Lead Bombardier's Narrative, "A" Squadron, Mission of 2 December 1944.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559, U.S. Army.

1. Bombing Approach & Run. Upon arriving at IP we received call weather was bad and Command said to return home. We over shot IP slightly and turned right on return. We turned right at 0638 - 5008.

2. Disposition of Bombs. Twelve A/C were dispatched with 95 "A" Squadron. No bombs were dropped on target because of recall. Aircraft 8106 jettisoned 12 X 500 #GP ANM64 bombs at 5232N - 0225E because of a windmilling prop. The bombs were dropped safe.

3. Types of Release. All bombs dropped by A/C 8106 were salvaged and safe.

4. Tabular Summary.

Main Bombfall	A/C Over Target	Bombing	Bombs		Fuzing	
			No.	Size Type	Nose	Tail
Koblenz, Germany	None	None	None			
Total on target			None			
Bombs returned			128	500GP ANM64	1/10	1/40
Other Expenditures			12	500GP ANM64	1/10	1/40
Total (Loaded on A/C taking off)			140	500GP ANM64	1/10	1/40

LEON SHEWELOFF
1st Lt., Air Corps,
Lead Bombardier.

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Authority ND 745005

By P. I. NARA Date 9-14-11

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

3 December 1944.

SUBJECT: Lead Bombardier's Narrative, 95 "B" Squadron, Mission of 2 December 1944.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559, U.S. Army.

1. Bombing Approach and Run. On approach to IP we received a weather report and a few minutes later we received a recall. We made a turn to the right before we got to IP. Returning bombs to home field.

2. Disposition of bombs. Thirteen A/C were dispatched with 95 "B" Squadron. Mission was recalled. No bombs were dropped. Thirteen returned 152 X 500GP ANM64.

3. Types of Release. No bombs were dropped.

4. Tabular Summary.

Main Bombfall	Aircraft		No.	Size	Type	Fuzing	
	Over target	Bombing				Nose	Tail
Koblenz, Ger.	None	None		None			
Total on Target	"	"		"			
Bombs returned			152	500GP	ANM64	1/10	1/40
Other Expenditures							
Total (Loaded on A/C taking off)			152	500GP	ANM64	1/10	1/40

CHARLES T. JONES
1st Lt., Air Corps,
Lead Bombardier.

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Authority ND 745005

By P. I. NARA Date 9-14-11

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

APO 559.
4 December 1944.

SUBJECT: Report of Operations Officer, - Mission of 2 December, 1944 - Abandoned.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559. U. S. Army.

95 "A" Squadron Formation

1. GENERAL NARRATIVE: The 95 "A" Squadron formation took off at 0925 - 0945 hours to fly as lead of the 13 B Combat Group. Assembly was made over the base at 15,000 feet and was completed by 1045 hours when departure was made for the Wing Assembly Line at Ipswich. Wing assembly was properly completed at that point at 18,000 feet, and Division assembly completed at Bu. # 12. The English coast was departed at Orfordness at 1145 hours at an altitude of 19,000 feet, and climb to bombing altitude was begun. The Enemy coast was crossed two miles north of Ostend at 1206 hours and an altitude of 22,000 feet. The route to the I.P. was flown two to four miles north of briefed course, and because of stronger winds than expected, C.P. 3 was reached three minutes early and the I.P. four minutes early. Shortly after passing the I.P. high clouds were encountered, and a decision was made by the Division air leader to abandon the mission. The 13 B Group was notified and turned back at 5008N - 0638E at an altitude of 24,000 feet.

The route back to the coast was flown slightly to the south of briefed course. The Enemy coast out was crossed at 5115 - 0256 at 1357 hours at 14,000 feet, and the English coast was reached at 1435 hours at an altitude of 4,000 feet. The formation was over the base at 1445 hours and landed at 1455 - 1510 hours.

2. AIRCRAFT NOT ATTACKING: Eleven aircraft plus one PFF lead were dispatched as shown in Diagram "A". One A/C, No. 8106, was forced to leave the formation because of mechanical trouble, over enemy territory, and is credited with a sortie. The remaining eleven aircraft failed to attack due to the mission being abandoned because of weather, but all are credited with sorties.

3. AIRCRAFT LOST: None.

95 "B" Squadron Formation

1. GENERAL NARRATIVE: The 95 "B" Squadron Formation took off at 0915 - 1011 hours to fly high squadron in the 13 B Combat Group. Assembly was made over the base at 16,000 feet and by 1045 hours the squadron was formed and had taken its position in the Group formation. The leader was forced to change aircraft, and at 1100 hours he resumed the lead of the formation, which had been formed on the deputy leader.

The entire mission was flown in company with the 95 "A" Squadron, and reference is made to the narrative of that formation for the remainder of the mission. In addition, the following point is to be noted:

(a) The 95 "B" Squadron formation landed at the base at 1445 - 1454 hours.

2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF lead were dispatched as shown in Diagram "B". None of the aircraft attacked as the mission was abandoned, but all are credited with sorties, as they were over enemy territory at the time of turning back.

3. AIRCRAFT LOST: None.

DON A. POMEROY JR.,
Major, Air Corps,
Operations Officer.

1940

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 2 Dec. 1944
13 CBW F.O. No. 502
13 CBW Ops. No. 239
3rd BD F.O. No. 502

SUBJECT: Tactical Report.

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

1. Information Concerning the Target:

- a. The primary (visual) target for today was the Railway Marshalling Yard at Koblenz/Lutzel. The yard has a reported throughput capacity of 2600 wagons in 24 hours, and during the ~~Winter~~ ^{war} period it was normally working to some 75% of this figure. It was thus exceptionally busy, and it is, therefore, a target which could easily become a transportation bottleneck under the pressure of any suddenly enhanced war traffic. The Marshalling Yard is of primary importance in that it stands on the heavy traffic, double track, steam operated route, which follows the W. bank of the Rhine from MANNHEIM to KOLN, and is joined by the very heavy traffic, double line, steam operated route from LUXEMBOURG to the middle Rhine Valley via EHRANG.
- b. The secondary target was the same as the primary target. H2X technique, in the event of the target being overcast, was to be employed.

2. Planning and Execution of the Mission:

a. Wing Order and Strength:

- (1) 13th CBW "A" and "B" Groups: 6 x 13 A/C Squadrons
- (a) 100th Group : 3 Squadrons
- (b) 95th Group : 2 Squadrons (Lead & High)
- 390th Group : 1 Squadron (Low in 13B Group)
- (2) 4th CBW "A" and "B" Groups: 6 x 13 A/C Squadrons
- (a) 94th Group : 3 Squadrons
- (b) 487th Group : 3 Squadrons

b. A/C Scheduled to Take-off:

- (1) 100th Group : 35 A/C plus 3 PFF A/C
- (2) 95th Group : 23 A/C plus 2 PFF A/C
- (3) 390th Group : 12 A/C plus 1 PFF A/C plus 5 A/C
and 1 PFF as Chaff A/C

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Authority ND 745005

BY 1 NARA Date 9-14-11

c. A/C taking off:

- (1) 100th Group : 35 A/C plus 3 PFF A/C
- (2) 95th Group : 23 A/C plus 2 PFF A/C
- (3) 390th Group : 12 A/C plus 1 PFF A/C plus 5 A/C
and 1 PFF as Chaff A/C

3. Narrative of the Attack:

a. Navigation, 13th "A" Group, 100th "A", "B" and "C" Squadrons:

(1) Assembly:

The Squadrons from the 100th Group all effected assembly over Buncher 28. The Group was formed at 18,000 proceeding on course to Ipswich so as to reach there two minutes early. The purpose of the early arrival was to allow the leader to get on the Division Assembly a little ahead of time so he could be in position and allow the other Groups to fall in position behind him without difficulty. The Control Point at Orfordness was made good, crossing it at 1143.

(2) Route:

The route across the channel and over the continent was as briefed to 5004-0620, where the air leader recalled the mission due to weather. The Group had no difficulty on return, crossing the enemy coast at 1353.

(3) Weather:

Main difficulty on the mission was due to weather. Over the continent in the vicinity of the target, high clouds were encountered with 24000 bases and 28000 tops reported. Higher winds than forecasted were met at altitude.

(4) Difficulties:

Primarily, only difficulty was weather.

(5) Remarks:

Navigation was good.

b. Navigation, 13th "A" Group, 95th "A", "B" and 390th "A" Squadrons:

(1) Assembly:

The 95th Squadrons had no trouble in assembling over their Buncher. The High Squadron had a little trouble in forming with the Lead and Low Squadrons when forming the Group formation. The 13B Group followed the 13A throughout the assembly route arriving over Orfordness at 1145.

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By SP-1 NARA Date 9-14-11

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Tactical Report, 2 December 1944, Cont'd

(2) Route:

The route flown closely corresponds to that of the 13A Group. The 13B Group turned at 5008-0638 when the leader recalled the mission. The enemy coast was recrossed at 1356.

(3) Weather:

Same as that of 13A

(4) Difficulties:

Same as 13A

(5) Remarks:

Navigation was good.

4. Communications:

a. VHF:

- (1) Traffic on Channel "A" was reported light compared with normal operations. Except for a few instances Channel "A" was not used to fly formation.
- (2) Channel "B" generally was well disciplined and clear. Communications with Arrowswift by Fireball leader was reported as good.
- (3) Communications with weather scouting reported by Fireball leader as occasionally fading in and out during a single conversation.
- (4) Communications with fighter support was satisfactory.

5. Controller's Log:

a. Alerted at 2300 hours.

b. Following information from 3rd Division at 2315 hours:

- (1) Force required.
- (2) Order of Groups.
- (3) Zero Hour.
- (4) Reference base altitude.
- (5) Division assembly.
- (6) Targets: Primary and Secondary.
- (7) Bomb Load.

c. Conference to Groups at 2330 hours. The following information given:

- (1) Force required.
- (2) Order of Groups.
- (3) Zero Hour.
- (4) Bomb Load.
- (5) Gas Load.

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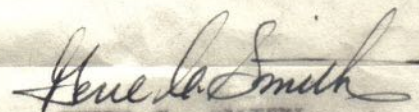
Authority ND 745005

By SP-1 NARA Date 9-14-11

Tactical Report, 2 December 1944, Cont'd

- d. Sent Advance Warning to 13 CBW F.O. #502 at 2350 hours.
- e. Groups received Advance Warning to 13 CBW F.O. #502 at 2400 hours.
- f. 3rd Division directing 13 CBW to put up 6 Chaff A/C at 0005 hours.
- g. Assignment of Chaff A/C to 390th Group at 0005 hours.
- h. Sent Annex #1 to Advance Warning to 13 CBW F.O. #502 at 0130 hours.
- i. Groups received Annex #1 to Advance Warning to 13 CBW F.O. #502 at 0200 hours.
- j. Intelligence Annex to 3BD F.O. #502 received at 0210. Groups received at 0220 hours.
- k. Received 3BD F.O. #502 at 0230 hours. Groups received at 0240 hours.
- l. Received 3BD F.O. #502A at 0315 hours. Groups received at 0330 hours.
- m. Sent 13 CBW F.O. #502 at 0315 hours. Groups received at 0330 hours.
- n. 3BD called out alternate assembly plan at 0340 hours.
- o. Annex #1 to 3BD F.O. #502 received at 0350. Groups received at 0405 hours.
- p. Received Micro H Field Order information for 3BD F.O. #502 at 0415. Groups received at 0430.
- q. Sent Annex #1 to 13 CBW F.O. #502 at 0530 hours.
- r. Received 4 CBW F.O. #339 at 0540 hours.
- s. Received Annex #1 to 3BD F.O. #502A at 0555 hours.
- t. 3rd Division to Controller at 0615. Use normal assembly plan.
- u. Sent Annex #2 to 13 CBW F.O. #502 at 0620 hours.
- v. Received Annex #2 to 3BD F.O. #502 at 0625 hours.
- w. Information on "J" forms called to 3BD at 0640 hours.
- x. Received Annex #3 to 3BD F.O. #502 at 0645 hours.

For the Commanding Officer:


GENE C. SMITH,
Major, Air Corps,
Operations Officer.

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