

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

APO 559,  
29 December 1944.

SUBJECT: Operations Officers Narrative - Mission 27 December  
1944 - Fulda, Germany.

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

1. GENERAL NARRATIVE: 95 "A" Squadron, forming the lead Squadron of the 13 "B" Group, with 95 "B" Squadron high and 95 "C" Squadron low - took-off from base at 0753-0838 hours and assembled over the base at 15,000 feet by 0940. 95 "B" Squadron took-off at 0755-0824 and assembled at 16,000 feet over base by 0935 hours. 95 "C" Squadron took-off at 0801--836 hours and assembled at 14,000 feet over base by 0940 hours.

After assembly the three squadrons joined in group formation and at 0955 effected wing assembly over Bun. # 23, at an altitude of 16,500 feet. Division assembly was made at Bun. # 12 at 1002 hours and the English Coast crossed at 1013 hours at 16,500 feet, coordinates 5200N-0125E. Here a climb to bombing altitude was begun and at 1039 hours, the formation crossed the Enemy Coast at 20,000 feet. Briefed course to the I.P. was followed from here. The I.P. was reached at 1228 hours with the lead Squadron at 26,000 feet - and here the squadrons took interval for bombing run. Due to a collision course with 390th Group Squadron on the bomb run, 95 "A" Squadron was forced to make a 360° turn and bomb behind the other squadrons. Both "B" and "C" Squadrons bombed the primary target in order, with "B" Squadrons bombs away at 1239 hours and "C" Squadrons at 1240 hours. These two squadrons rejoined in group formation after bombs away and were later joined by 95 "A" at 1324 hours, at a point 5005N-0558E. 95 "A" Squadrons bombs were away at 1244 hours.

The briefed course out was followed - let down made and the enemy coast recrossed 1420 hours, altitude 7500 feet. The English Coast was crossed at 1449, and base reached at 1457 hours. Landing was effected at 1510-1618 hours.

2. AIRCRAFT NOT ATTACKING: 95 "A" Squadron - Eleven A/C plus one PFF left base in formation shown in Diagram A. A/C 8441, 8281 and 7858 returned before becoming dispatched and did not receive sorties. The remaining A/C are credited with sorties. 95 "B" Squadron - Twelve A/C plus one PFF left base in formation

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shown in Diagram B. A/C 6475, 2455, 7204 and 8269 returned early and do not receive sorties. The remaining ships receive sorties. 95 "C" Squadron - Twelve A/C plus one PFF left base in formation as shown in Diagram C. A/C 6993 returned early and does not receive a sortie. The remaining twelve A/C receive credit for sorties.

3. AIRCRAFT LOST: None.

NOEL T. CUMBAA,  
Major, Air Corps,  
Operations Officer.

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 HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
 APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 27 Dec 1944

PART I - TABULAR SUMMARY:

DATE OF MISSION 27 Dec 1944

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 15H	11 & 15H	11 & 15H	8 & 15H	3	8 & 15H
B	11 & 15H	12 & 15H	12 & 15H	8 & 15H	4	8 & 15H
C	11 & 15H	12 & 15H	12 & 15H	11 & 15H	1	11 & 15H

PART II - REASONS WHY AIRCRAFT DID NOT ATTACK OR WILLED TO TAKE OFF:

Combat Gp	A.C.S.N.	Category	Reason for Failure & Corrective Action	Sortie (Yes-No)
A	43-38441	F	# 3 Supercharger low at altitude.	No
A	43-38281	F	# 1 engine failure.	No
A	42-97858	F	# 3 engine failure.	No
B	44-8289	F	Cylinder blown on # 2 engine.	No
B	44-8475	F	Aircraft lost boost due to cracked exhaust stack.	No
B	42-51867	F	# 4 engine failure.	No
B	42-107204	B	Windshield frosted up.	No
C	42-108993	B	Windshield frosted up.	No

NOEL T. CURRAN,  
 Major., Air Corps,  
 Operations Officer.

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1. DATE 12/27/44 TARGET \_\_\_\_\_ DUTY OFFICERS LT. MORRIS

2. CBW 13B GROUP 95B GP. LEADER COL. STUART A/C 7992 W/T KZV-Q

POSITION HIGH DEPUTY LDR. LO. CORBIN A/C 8317 W/T W4L-K

+63. EST. TAXI TIME 0645 EST. T.O. 1ST A/C 0655 ETD BASE 0835

ETR BASE \_\_\_\_\_

4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF <sup>PFF</sup> SPARES 1 INCLUDED 1

5. TIME 1ST T.O. \_\_\_\_\_ LAST T.O. \_\_\_\_\_ TIME 1ST LANDING \_\_\_\_\_

LAST LANDING \_\_\_\_\_

6. SQUADRON 334 NO. OF A/C 4 CALL SIGNS: W/T W4L-

K P L Q

A/C	:8317	:6528	:8551	:2951	:	:	:	:	:	:	:	:	:	:
A.T.O.	:802	:803	:804	:824	:	:	:	:	:	:	:	:	:	:
A.T.R.	:517	:510	:515	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

*Landed at Thorpe Abbott*

SQUADRON 335 NO. OF A/C 8 CALL SIGNS: W/T 4L0

K G T F Z Y Q H B

A/C	:8269	:8305	:6475	:1867	:7153	:8942	:7194	:7376	:7204	:	:	:	:	:
A.T.O.	:757	:812	:758	:800	:808	:	:810	:841	:	:	:	:	:	:
A.T.R.	:0914	:1532	:1315	:1519	:1536	:	:1521	:1106	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 1 CALL SIGNS: W/T \_\_\_\_\_

B

A/C	:1867	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:923	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1210	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

Q\*

A/C	:7992	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:755	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:520	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

SQDN	LETTER	NUMBER	DESIGNATION	REMARKS	SORTIE
335	K	:8269	:Abort	: #1 cyl #3 eng blew out on T/O	: NO
335	T	:6475	:Abort	: Exhaust Ring #4 cyl #4 Eng failed	: NO
336	B	:1867	:Abort	: #4 Eng Failure	: NO
335	B	:7204	:Abort	: Windshield covered w/ frost	: NO
334	Q	:2951	:Landed at Thorpe Abbott		: YES

