

"A" 89

STATION 119

FORM 3

DATE 28 Dec '44

LET	SHIP	PILOT	TARGET	TIME OFF EST	TIME ON ACT	LATITUDE EST	LATITUDE ACT	REMARKS
336	O 8144	OWEN		✓	855	1541	1541	
334	W 8660			✓	856	1542	1542	
4	N 8040	ROSE						
336	S 8333	KENDIX		✓	857	1541	1541	
"	Z 8199	THOMAS		✓	913	1543	1543	
"	W 6993	DUNWODY		✓	914	1543	1543	
"	E 8106	GROSS		✓	914	1525	1525	
"	Q 8617	TAYLOR, T.	HI	✓	915	1540	1540	
"	H 8584	EARLEY		✓	916	1540	1540	
"	A 8283	BURNS		✓	917	1544	1544	
3	B 7204	HELM	ho	✓	918	1539	1539	
"	G 8305	DILLON		✓	919	1536	1536	
"	H 7376	CONOVER		✓	920	1536	1536	

"B" SQUADRON

STATION 119

FORMS

DATE 28 Dec '44

ENT	SHIP	PILOT	TARGET	TIME OFF EST	TIME ON ACT	LANDING EST	L/P	REMARKS
412	7992	Wilson		✓	902 ⁺	1533 ⁺		
(6522	Sutkowski		✓	900	1534		
"	8714	Souyres		✓	904	1533		
"	7783	Russe		✓	905	1535		
"	8331	Guntner		✓	905	1536		about
"	1462	Jessier		✓	906	1534		
"	8288	Ristine	Hi	✓	907	1530		
334	6528	Hail		✓	908	1531		
336	1989	Rand		✓	913	1524 ⁺		
4	8067	Ringbloom	Co.	✓	910	1528 ⁺		
336	8272	Walter		✓	911	1528		
412	8140	Bek		✓	951	1900		about
335	8155							
334	7215	Liecyer	DIMOND OF THE NIGHT	✓	909	1529 ⁺		

Authority
By NS NA

"C" SQUADRON

STATION 119

FORM 3

DATE 28 Dec '44

SER	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	C 8217	GILLEN		✓	928	1326	1515	Abort
334	W 8364	RYAN		✓	921	1531	1546	
334	F 7154	SCOTT		✓	922	1531	1546	
"	L 8551	GRIFFIN		✓	923	1531	1546	
"	I 7201	RODRIGUEZ		✓	924	1531	1546	
"	D 8640	MALLISTER		✓	925	1531	1546	
"	N 7215	KOENIG	HI					
"	W 8660	KOehler						
"	A 2447	REED		✓	929	1549	1548	
336	U 8525	WELLS	LO	✓	926	1535	1548	
336	U 8469	RADKE		✓	927	1535	1548	
334	V 8657	BRADLEY		✓	927	1535	1547	

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

28 December 1944

SUBJECT: S-2 Report for 95A,B,C, on the mission to Prum, Germany,
December 28th, 1944.

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

1. Eleven plus one PFF A/C from the 95th group took off beginning 0855 hours to form the lead squadron of the 13A combat group to attack the communication center at Prum, Germany.

Twelve plus one PFF A/C from the 95th group took off beginning 0902 hours to form the high squadron of the 13A combat group to attack the Communication center at Prum, Germany. A/C 8331 aborted 11:50 hours at 5122N-0237E because of #2 Turbo failure. A/C 8140 aborted 1207 hours at 5115N-0345E because of #1 engine failure.

Nine plus one PFF A/C from the 95th group took off beginning 0921 hours to form the low squadron of 13th A combat group to attack the communication center at Prum, Germany. A/C 8217 aborted 1210 hours at 5025N-0348E because of an engine failure.

2. No E/A were encountered.

3. Flak was encountered only at Koblenz, which was inaccurate, meagre, and barrage type.

4. Strike photos show no results because of solid undercast. Bombing was done by squadrons using PFF technique. 95A Mickey picked up the city of Koblenz but not the M/Y. Bombs were believed to have hit in the city. 95B Mickey picked up the M/Y and believes bombs fell in the target area and the northern part of the city. 95C leader aborted, and bombs for this squadron were dropped on the 100th lead.

5. Fighter support was good. Kodak White said that primary target was covered, and as result the leader chose to make a run on the last resort. The unit ahead of this group was late with the result that it was necessary for this unit to "S" to keep from over-running it. Peel off at the IP was normal except that 95C got ahead of 95B, and bombing order was A,C,B. The leader of the C squadron aborted early, and the lead was taken over by a ship from the 100th group. All A/C returned by 1549.

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

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

V-A-1.

APO 559,
28 December 1944.

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

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

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

- a. Thirty-five (35) B-17 airplanes took-off as scheduled.
- b. Thirty-two (32) B-17 airplanes returned to base after completion of combat mission.

2. There were three (3) abortive airplanes.

- a. 44-8217 - #3 engine failure.
- b. 44-8331 - #3 & #4 superchargers inoperative.
- c. 43-38140 - #1 engine failure.

3. There was no battle damage.

DONALD H. DOWLIN,
Capt., Air Corps,
Gp Engineering O.

Authority
By 15 NA

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

E-F-26

28 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 28 December 1944, Coblenz, Germany.

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

1. Bombing Approach and Run - The lead of Ninety Fifth "C" Squadron aborted and 100th Group, which was flying as high element in "C" Squadron took over the lead. We dropped on the 100th Group's squadron.

2. Disposition of Bombs - 10 A/C were dispatched from 95th "C" Squadron and 9 A/C were over the target of last resort dropping 178 x 250# G.P. AN-M57 bombs. A/C #8217 aborted and returned 20 x 250# G.P. AN-M57 bombs and A/C #8364 returned two of the same due to a rack malfunction. The fuzing on all bombs was 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped on the target of last resort were released by 100' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs			Fuzing	
			No.	Size	Type	Nose	Tail
Coblenz, Germany.	9	9	178	250#	M-57	1/10	1/40
Total on Target.			Same as Above.				
Bombs Returned.			22	250#	M-57	1/10	1/40
Other Expenditures.			None.				
Total (loaded on A/C taking off).			200	250#	M-57	1/10	1/40

CARL A. CARLSON
1st Lt., Air Corps,
Asst. Group Bombardier.

Authority
By 15 NA

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

E-F-26

28 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 28 December 1944, Coblenz, Germany.

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

1. Bombing Approach and Run - Primary target could not be attacked due to the cloud cover and Mickey set could not pick the target up so an I.P. was chosen northeast of last resort target by Group lead. Run was made in Squadron formation by means of PFF equipment. Quite a bit of turning was necessary on run in order to get in trail of Group ahead of our Group. Mickey operator established course with very little trouble and gave me my check points. They came out very well and the last check was "on the money". Bombs went away at 1310 $\frac{1}{2}$ hours.

2. Disposition of Bombs - 13 A/C were dispatched with 95th "B" Squadron. 11 A/C were over the last resort target dropping 211 x 250# G.P. AN-M57 bombs. A/C #8331 aborted because of mechanical trouble and jettisoned 20 x 250# G.P. AN-M57 bombs in the channel at the Tower's orders. A/C #8140 aborted and jettisoned 20 x 250# M-57's due to hanging up of an A-4 release. All bombs dropped on the last resort target were fuzed 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped on the last resort target by the 95th "B" squadron were at an interval of 100' and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs			Fuzing	
			No.	Size	Type	Nose	Tail
Coblenz, Germany.	11	11	211	250#	M-57	1/10	1/40
Total on Target.			Same as Above.				
Bombs Returned.			9	250#	M-57	1/10	1/40
Other Expenditures.			40	250#	M-57	1/10	1/40
Total (loaded on A/C before take off).			260	250#	M-57	1/10	1/40

MAHLON H. LONG JR.
2nd Lt., Air Corps,
Lead Bombardier.

Authority NA
By 15 NA

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

E-F-26

28 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 28 December 1944, Coblenz, Germany.

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

1. Bombing Approach and Run - Target was reported 10/10ths, so mickey and Navigator made primary target the I.P. for a Mickey run on the last resort target (Coblenz). We had to Ess on bombing run to avoid a collision course. There was no enemy resistance, no fighters. The flak was low and inaccurate. Mickey gave me three checks which were slow, then his target broke up. Changed dropping angle from .40 to .44. Results were unobserved. Bombs were away at 1310 hours.

2. Disposition of Bombs - 12 A/C were dispatched with 95th "A" Squadron and all were over the last resort target dropping 238 x 250# G.P. AN-M57 bombs. A/C #8199 returned 2 x 250# G.P. AN-M57 bombs due to a shackle and rack freezing. The fuizing on all bombs was 1/10 nose and 1/40 tail fuze.

3. Types of Release - All bombs dropped on last resort target were released on a 100' intervalometer setting and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs			Fuizing	
			No.	Size	Type	Nose	Tail
Coblenz, Germany.	12	12	238	250#	M-57	1/10	1/40
Total on Target.			Same as Above.				
Bombs Returned.			2	250#	M-57	1/10	1/40
Other Expenditures.			None.				
Total (loaded on A/C taking off).			240	250#	M-57	1/10	1/40

MARSHALL J. THIXTON
1st Lt., Air Corps,
Lead Bombardier.

Authority N
By 15 NA

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

H-1-26

28 December 1944

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

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

1. We took off at 0903 hours and were at assembly altitude of 18000' and in position with our squadron at 1030 hours. Wing assembly was made at 1103½ hours at 20000' altitude. We crossed the English coast at 20000' at 1129½ hours at Felixstowe.

2. We crossed the Belgian coast in at 1151 hours at 25000' altitude. The route to the I.P. was followed until we were about ten minutes from G.P. # 3. Our radio was out and it was with difficulty we finally found out we were bombing the last resort target. We didn't know what I.P. was to be made so we made our own at 5002N 0632E at 1255 hours, at 26000'.

3. The route from the I.P. to target was a course of 089°. Bombs were away at 1310½ hours on a magnetic heading of 77° at 5022N 0738E at 26000'. The R.P. was made good and it was 5006N 0735E at 1318 hours at 25000'. From R.P. we went out over briefed course into primary and then got on briefed course on the way out.

4. We crossed the Enemy coast out at 5113N 0255E at 1441 hours at 14000' altitude. We crossed the English coast at 5200N 0125E at 1426 hours at 5000'. We were over the base at 1526 hours and landed at 1535.

JACK B. WILBOURNE
2nd Lt., Air Corps,
Lead Navigator.

Authority
By 15 NA

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

E-M-26

28 December 1944

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

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

1. We led the Ninety Fifth "A" Squadron which flew as lead of the 13th "A" Combat Group. We took off at 0855 hours and assembled our squadron at 1018 hours at 17000' and made our Wing assembly at 1104 hours at BU# 8 at 19000'. The Division assembled at BU# 12 at 1118 hours at the same altitude. We left the English coast at 1130 hours at 5200N 0123E at an altitude of 20000'.

2. We entered the Belgium coast at 5112N 0250E at 1151 hours at 23000' altitude. We followed the briefed route until we found our primary target was obscured by clouds. We then proceeded to make an H2X run on our last resort target at Coblenz. We used 5010N 0625E as an I.P; we were at 25000' when we turned in at 1250 hours.

3. Our bombs were away at 5023N 0737E at 1310 hours at 25000' on a true heading of 058°. We reformed at 5008N 0737E at 1315 hours at an altitude of 24000'. We doubled back on our previous course in making Control Point # 4 at 1356 hours.

4. We stayed north of course on the route back, leaving the Belgium coast at 5012N 0300E at 13000' altitude at 1441 hours. We entered the English coast at 1513 hours at 5203N 0127E at 2000', passing over our base at 1524 hours and landing at 1543 hours.

NORMAN W. SACKS
2nd Lt., Air Corps,
Lead Navigator.

Authority
By 15 NA

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

APO 559.
30 December 1944.

SUBJECT: Report of Operations Officer, Mission of 28 December 1944.

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

95 "A" Squadron

1. GENERAL NARRATIVE: The Ninety Fifth "A" Squadron was leading the 13th A Combat Wing. Take off was at 0855 - 0920 hours and the Squadron was assembled at 1018 hours at 17,000 feet at Bu. 23. 13 A arrived at Bu. #8 (3) three minutes early but the time was lost on the Wing assembly line, and Bu. #12 was arrived at on time. Division assembly was as briefed.

Departing the English coast (2) two minutes late, a Group was seen departing the coast at approximately the same time but several miles south of course. This Group was identified as being 4 "E", and continued south of course, and at an interval of about five minutes behind 4 "D". Along course over the continent 4 "E" appeared to be out of position and caused 95 "A" to keep watching the Group as he was still flying south of briefed course, and behind time, causing interference with 95 "A". Also at approximately 25,000 feet the Group began to run into some thin cirrus clouds which made visibility bad, and tended to spread the formation.

About twenty (20) miles before the I.P. Kodak Red was contacted on "B" Channel and the information was received that the target was covered with 10/10 low cloud. The decision was made to attack the Target of Last Resort. The formation was notified on VHF, but "B" Squadron Leader could not be contacted. 13 B and C Wings were notified, and a new IP and RP were chosen, and the target was attacked.

Flak areas near the RP were avoided and the route back out to the coast was slightly north of briefed course. The formation reached the base area at 1524 and the formation landed 1525 - 1543 hours.

2. AIRCRAFT NOT ATTACKING: Eleven aircraft and one PFF were airborne, as shown in diagram "A". Eleven B-17 and one PFF attacked the target, as shown in diagram "1A". All aircraft received sorties.

3. AIRCRAFT LOST: None.

95 "B" Squadron

1. GENERAL NARRATIVE: The Ninety Fifth "B" Squadron took off at 0902 - 0951 hours. Squadron assembly was completed at 1030 hours. Group assembly was made at the same time. A description of the flight may be found in General Narrative of 95 A Squadron. The VHF reception in the lead A/C of 95 B became worse as the altitude was increased, and at about 20,000 feet was not able to receive or transmit on either set. The formation landed at 1526 - 1535 hours.

Report of Operations Officer, Con't.

2. AIRCRAFT NOT ATTACKING: Twelve (12) A/C plus one (1) PFF A/C were dispatched. A/C # 8331, Abush G-George returned early because of #3 and #4 superchargers inoperative. A/C # 8140 Abush G-Charlie returned early because of a # 1 engine failure. Ten (10) A/C and one (1) PFF attacked the target, ten (10) A/C and one (1) PFF received sorties.

3. AIRCRAFT LOST: None.

95 "C" Squadron

1. GENERAL NARRATIVE: The 95 "C" Squadron took off at 0921 - 0929 hours. Squadron assembly was completed at 1038 hours, and the formation departed base with 95 "A". 95 "C" Squadron continued with 95 "A" to 5025N - 0348E where the lead A/C of "C" Squadron aborted due to engine trouble. Lead of the Squadron was assumed by deputy leader from the 100 Bomb Group. Formation landed 1515 - 1549 hours.

2. AIRCRAFT NOT ATTACKING: Nine (9) A/C and one (1) PFF were dispatched. PFF # 8217 Neglect C-Charlie returned early due to a #3 engine failure. Nine (9) A/C attacked the target and were credite with sorties.

3. AIRCRAFT LOST: None.

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