

A.T.F.

C.W.

A

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 7-1-45

TIME _____

Collings
82/10

Busse
81/40

D. Taylor
19/39

HART
69/93

Ristow
80/67

OLSON
14/62

Squires
87/74

Cotner
84/64

Bek
83/31

L'ECUYER
78/82

Tuss
87/76

Donwody
83/17

AIRCRAFT FIRE:
Encountered:

Time Altitude Accuracy Type Intensity

Kel 1140 21,000 Fair Tracking Moderate

Flak Observed _____
(Place and time only)

Special Flak Information None

8. : FRIENDLY A/C IN DISTRESS None
(Time, Place, Type of A/C, Cause and
Extent of Damage, what happened to A/C, Chutes Seen, etc.)

9. OBSERVATIONS OF CREWS: (Smoke Screens, Balloon Barrages,
Airfields, Concentrations of Troops-Vehicles-Vessels, etc.)

Place Time Observation

Hit sup 0630. Lost high sq. at 0730. Bombed by gp. with
low. Picked up high again about 0650 out. Had to stay
at 18000' to English coast on return. Bomb. check perfect
M.O. picked up beacons. Rates beacon over English coast
Course beacon at 05E. Think hit within 200 feet.

10. CASUALTIES: None
(Name, Type of Injury, Cause)

11. DAMAGE TO A/C None

12. CREW COMMENTS AND SUGGESTIONS: None

Interrogator _____ Time Completed _____

Bombing By M/H Technique

~~XXXXXXXXXX~~ Sub and House

- 1. (a) Were beacons in England received _____
- (b) Altitude yes
- (c) Maximum range 35,000 feet
100 miles.

2. Were all beacons received on the same LO setting yes

3. Where were Continental beacons first received in channel

- (a) M101 _____ miles from beacon.
- (b) M102 1-2-100 _____ miles from beacon.
- (c) M103 1-100 _____ miles from beacon.
- (d) Bomb ran beacons together 100 _____ from target.

- 4. (a) Were beacons used for navigation _____
- (u) Were beacon fixes accurate yes
yes

5. Did M/H navigator direct turn at I.P. yes and no

- 6. (a) Were beacons steady on the bomb run yes
- (b) Describe difficulties bad weather - did not hit
I. exactly and had to "go" to go course.

7. What absolute altitude was used 25,000 feet

- 8. (a) What briefed check points were called to the bombardier 1, 2, 3, 4, 5, 6, 7, 8, 9
- (b) Did bombsight indices agree with each M/H check all except one.
- (c) what was M/H range at bombs away 130.0 miles.

9. Was beacon course killed yes.

10. When was set turned to normal ASG operation at bombs away.

11. Remarks couldn't tune in ASG immediately but came in later. These minor set difficulties are always reported to PFF maintenance department.

12. CREW COMMENTS AND SUGGESTIONS:

ARE GUNNERS supposed To load own AMMO
into GUNS?

TRANSPORTATION AT Squadron piss poor - none there
for 4 DAYS in a row.

D.F.C. for TOUR.

Interrogator

Time Completed

FEJR

12. CREW COMMENTS AND SUGGESTIONS:

Have fire in Tests out on the
line -

No trucks at 336 this morning had
to walk to mess hall

Interrogator

Time Completed

WR

15⁵⁰

12. CREW COMMENTS AND SUGGESTIONS: Cut price of eggs.
10\$ a month too much. Cut
Missions to 30.
Crew hasn't had pass in 5 weeks.
Want tentative flying list posted earlier.

Interrogator

Nike

Time Completed

15.45

12. CREW COMMENTS AND SUGGESTIONS:

High element lead was riding our back
all along.
Transportation at 3³⁰ this morning poor -
walked down to ops + still no trucks.
Routine! Ball turned right more than out whole mission.

Interrogator

Time Completed

A Bentz

INTERROGATION FORM

RISTINE

1. 95A 412th 8067 E Pilot's last name JAN 7 1945
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)
(Over Target)

								P 1st Lt. Ristine, P.E.	S/S Moore, J. T.
		T						CP 2nd Lt. Mutz, J.E.	S/S Hall, E.W.
		T	T					N 2nd Lt. Fiske, R. H.	S/S Robb, B. N.
T	T	T	T	T	T			B 2nd Lt. Harmon, J.R.	
	T				T			RO T/S Anderson, E. M.	S/S Maltuski, J. C.

A Michel (MB)

INTERROGATION FORM

OLSON

1. 95A 412th 1462 R Pilot's last name JAN 7 1945
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)
(Over Target)

								P 2nd Lt. Olson, H. D.	T/S Baker, R.
		T						CP 1st Lt. Seymour, L.E.	S/S Sheffer, R.L.
		T	T					N 2nd Lt. Crocker, R. E.	T/S Mutz, J.S.
T	T	T	T	T	T			BS/S Hinds, D.L.	
	T				T			RS/S McCassin, J.	S/S Bucklin, W.P.

12. CREW COMMENTS AND SUGGESTIONS: POOR FOOD AT MESS.

3 CREW MEMBERS SICK. THINK ITS
THE FOOD.

Interrogator

J. D. Berry

Time Completed

15:50

12. CREW COMMENTS AND SUGGESTIONS:

Heating system in A/C
worked poorly.

A/C that was ahead (# 469) had his
top turret guns pointed directly at this
A/C all the way back. Crew doesn't like
to look down. 50 cal bannells.

Interrogator

Wise

Time Completed

16:40

12. CREW COMMENTS AND SUGGESTIONS:

44
 Turn out clean lights
 & rags in tents, not enough chaff in
 ship, no fire extinguisher in tail of ship.
 Not enough food in mess hall.
 Take Park's gear from ground men.
 No band-aids in first aid kits.
 Interrogator _____ Time Completed _____
 Smelly at the side of cooks + men in mess hall.

12. CREW COMMENTS AND SUGGESTIONS:

1) ~~See~~ Salvage 939 - overdue - bad shape.
 2) Mess hall kitchen filthy. Food getting worse - don't
 prepare properly. K.P.'s have signs in mess hall
 asking for contributions for beer, silver, deodorant etc.
 If collection is necessary have mess officer make it.

Interrogator W. Holt Time Completed _____

3) Air Corps supply before mission not cooperative. Seemed
 reluctant to give us things we need for mission.

A.T.F.

C.W.

B

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 7-1-45

TIME

Philpatt
79/61

Pearson
70/47

Scott
89/96

Bramlett
72/01

Tregoning
73/76

Shaw
72/04

Dillon
90/52

Wells
85/25

Bradley
65/98

MELVIN
24/55

KLEIN
85/51

Rivet
84/38

↑
Roy
89/90

B

MIA

INTERROGATION FORM

KLEIN

Pilot's last name

1. 95B 334th 8551 L JAN 7 1945
 Group Squadron A/C Number Letter Bomb Load Time Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back	Time	Reason
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3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial (Over Target)

						21 P	1st Lt. Klein, O.B.	T/S Pistek, J.	21
							<i>f/b 0-753 795</i>		32 718513
						21 CP	2nd Lt. Wisner, J.P.	S/S Bull, M.F.	17
							<i>T-61805</i>		13061759
T	T	T	T	T	T	21 N	2nd Lt. Sul, E. I.	S/S rec, F. J.	21
							<i>0-703663</i>		32 298857
T	T					21 B	2nd Lt. Yuille, W. H.		
							<i>0-744007</i>		
						21 RG	T/S Wright, R.L.	S/S Carlson, C. L.	21
							<i>15013456</i>		37573251
						OB			

B

ADURT

INTERROGATION FORM

MELVIN

Pilot's last name

1. 95B 335 102455 Z JAN 7 1945
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back	Time	Reason
3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial (Over Target)		
	P 1/Lt Melvin, K C	T/S Holder, A J
T T	CP 1/Lt Scott, C G	S/S Palei, R
T T T T	N 1/Lt Sheloff, L	S/S Darrah, M L
T T T T	B S/S Mosher, E	
	RC T/S Kopki, F R	S/S Moore, D M
	OB	Sgt Krieger, W L

Abns

S-2 FORM --- A/C RETURNING EARLY FROM OPERATIONAL MISSIONS

(To be filled in by pilot and/or navigator immediately upon return to base)

PILOT'S NAME MELVIN A/C NUMBER 2455 DATE 7/1/45

TIME AND PLACE OF TURN BACK 52° 02' / 015'
(Give exact coordinates)

REASON FOR TURN BACK ENGINE FAILURE

NUMBER OF BOMBS TURNED 6 x 1,000 lb DISPOSITION OF BOMBS:
(Number, size, and type)

CONDITIONS OF BOMBS JETTISONED SP
(Number, size, type, time, and place)

JETTISONED STATE REASON

12. CREW COMMENTS AND SUGGESTIONS:

~~Bring~~ trucks to A briefing Room in morning - Put 15 tables in A/C

Interrogator

WZ

Time Completed

1540

12. CREW COMMENTS AND SUGGESTIONS:

AIR SPEED TOO LOW MOST OF TIME. DIDN'T THINK FORMATION SHOULD HAVE COME DOWN THRU OVERCAST. FORMATION WAS ALONE OVER GERMANY - NO FIGHTER SUPPORT. NOT WITH REST OF FORMATION.

Interrogator

JTD Beryl

Time Completed

1545

12. CREW COMMENTS AND SUGGESTIONS:

- 1) Why not fly SOP? Its never followed and yet we are always told to follow SOP in flight.
- 2) Better transported in morning for gear from brief room to A/C.

Interrogator

[Signature]

Time Completed 1550

- 3) Too much VFR chatter in air. Interferes w/ messages & security. names of towers mentioned etc - directions mentioned etc

12. CREW COMMENTS AND SUGGESTIONS:

Can't see why we went into the soup.

Interrogator

[Signature]

Time Completed

OFFICE OF THE COMMANDING OFFICER
NINETY-FIFTH BOMBMENT GROUP (H)

PFF and Micro-H Bombing Report

Target Briefed Koln Bridge Date 7-1-45

1. (a) Airplane # 961 Squadron 336 Group 95 C.W. 13
(b) Radar Navigator DECHERNISS PFF Mission # 5
(c) Pilot PHILPOTT DR Nav FLYGSTAD Bomb. DAVIS

2. (a) Sqd. formation led over target: 9513
(b) Bombing was done by: group _____ squadron
(c) Bombing technique used: H2X M/H _____ Visual _____
Combination (state) _____

3. (a) Cloud conditions over target: 10/10
(b) Visual conditions over target: _____

4. Coordinates of IP used: As briefed _____ Other 5050-0805E

5. (a) Name of target attacked: COBLENZ
(b) Drift killed on bomb run: yes No _____
(c) At bombs away: Time 1141 True Altitude
26000 feet. True heading 221 degrees.
Drift 74 ft. Ground speed 210 MPH.

6. (a) Bombing results: Observed _____ Unobserved 4
(b) RN's opinion of bombing: short _____
over _____ right _____ left _____
MPI _____ Other _____

7. Working status of PFF equipment:

(a) Route in In Type of returns Fair
(b) On bomb run In Type of returns Very Poor
(c) Route out In Type of returns Very Poor

8. Remarks: Set gave less than 20 mile
range on search with very poor
definition

Bombing By H2X Technique

1. Distance target first identified in scope 18 miles

2. (a) Was bombsight coordination used Yes (b) What
ground checks were used 9-7-5
(c) Did indices agree with checks second check off

3. Third check on money
Did the radar navigator or bombardier set up (a) the
course Miskey (b) rate Miskey

4. Were any visual corrections made by the bombardier No

5. Did the RN follow through after the last check was
given Yes

6. Remarks Think it was fair run

Bombing By M/H Technique

1. (a) Were beacons in England received yes
(b) Altitude 12000
(c) Maximum range 35 miles

2. Were all beacons received on the same LO setting

3. Where were Continental beacons first received

(a) M101 miles from beacon.
(b) M102 Miles from beacon.
(c) M103 None Miles from beacon.
(d) Bomb run beacons together " from target.

4. (a) Were beacons used for navigation
(c) Were beacon fixes accurate

5. Did M/H Navigator direct turn at I.P.

6. (a) Were beacons steady on the bomb run
(b) Describe difficulties

7. What absolute altitude was used

8. (a) What briefed check points were called to the bombardier
(b) Did bombsight indices agree with each M/H check
(c) What was M/H range at bombs away

9. Was beacon course killed

10. When was set turned to normal ASG operation

11. Remarks Sweep delay was out. Could not pick up beacons over 100 miles.

12. CREW COMMENTS AND SUGGESTIONS:

Half of crew had cramps. Don't want apples for breakfast.

Interrogator

J. A. Bentley

Time Completed 1600

12. CREW COMMENTS AND SUGGESTIONS:

- 1) *First aid kits needed on ships. only had 3 today.*
- 2) *Could not get lumber at this field on return ^{sent in proper places}*
- 3) *OPS*

Interrogator

J. A. Bentley

Time Completed 1528

12. CREW COMMENTS AND SUGGESTIONS:

Good CANDY

Food in mess hall no good

Pleniglass in Top Turret frosts up too easily & badly

Interrogator FJR

Time Completed _____

12. CREW COMMENTS AND SUGGESTIONS:

in these clouds. Can't fly formation

223

224

225

Interrogator Nike

Time Completed 1545

12. CREW COMMENTS AND SUGGESTIONS: FIGHTER SUPPORT UNUSUALLY GOOD,
TURRETS ARN'T SWINGING ENOUGH.

Interrogator

J. H. Rice

Time Completed