

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

APO 559.  
1 June 1944.

SUBJECT: Report of Operations Officer - Mission of 30 May  
1944.

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

95TH "A" GROUP

1. GENERAL NARRATIVE. The 95th "A" Group formation, flying as lead Group in the 13A Combat Wing took off at 0735-0750 hours. By 0758 the Group formation had assembled over the base at 2000 feet and climb to 20,000 feet was started. The 95th "B" Group, flying low position in the Combat Wing was picked up before leaving the base and stayed in position throughout the rest of the mission.

All Wing control points were passed on time and the Wing departed the English coast at Clacton at 0950.

The enemy coast was crossed at 1014. Meager flak was encountered at this point. The briefed route to the I.P. was followed and the 95th "A" Group made the turn on the target at 1035. There was haze over the target area, but the Bombardier was able to pick up the target without undue difficulty. Bombs were away at 1040. The rally point was reached at 1047, and the low Group rejoined Wing formation.

The route out was followed as planned and the enemy coast was recrossed at 1100. Let down to minimum altitude was started at this point. The 95th "A" Group reached home base at 1137 and landed at 1200-1220.

The fighter support was reported as excellent. No E/A were sighted.

2. AIRCRAFT NOT ATTACKING. Twenty aircraft including two spares left the base in the formation shown in attached diagram "A". The spares were directed to fill in the #7 position in the high and low Squadrons if there were no abortions. Since no aircraft turned back they did this. The formation over the target is shown in attached diagram "B".

Of the 20 aircraft which went over the target, aircraft #2560 failed to bomb because of rack failure and aircraft #8178 dropped only 6 bombs due to rack failure

A detailed description of reasons for failure to attack is given in a separate report on Aircraft Not Attacking.

3. LOST AIRCRAFT. None.

95TH "B" GROUP

1. GENERAL NARRATIVE. The 95th "B" Group, scheduled as low Group in the 13A Wing formation, took off at 0715-0730 hours and assembled over the base at 4000 feet. This Group joined the 95th "A" Group before leaving the base.

For the remainder of this narrative reference is made to the 95th "A" General Narrative.

2. AIRCRAFT NOT ATTACKING. Twenty aircraft, including 2 spares left base in formation shown in attached diagram "A". All aircraft bombed the primary. The formation over the target is shown in attached diagram "B".

Of these 20 aircraft, one (#2505) failed to release 3 bombs due to rack failure.

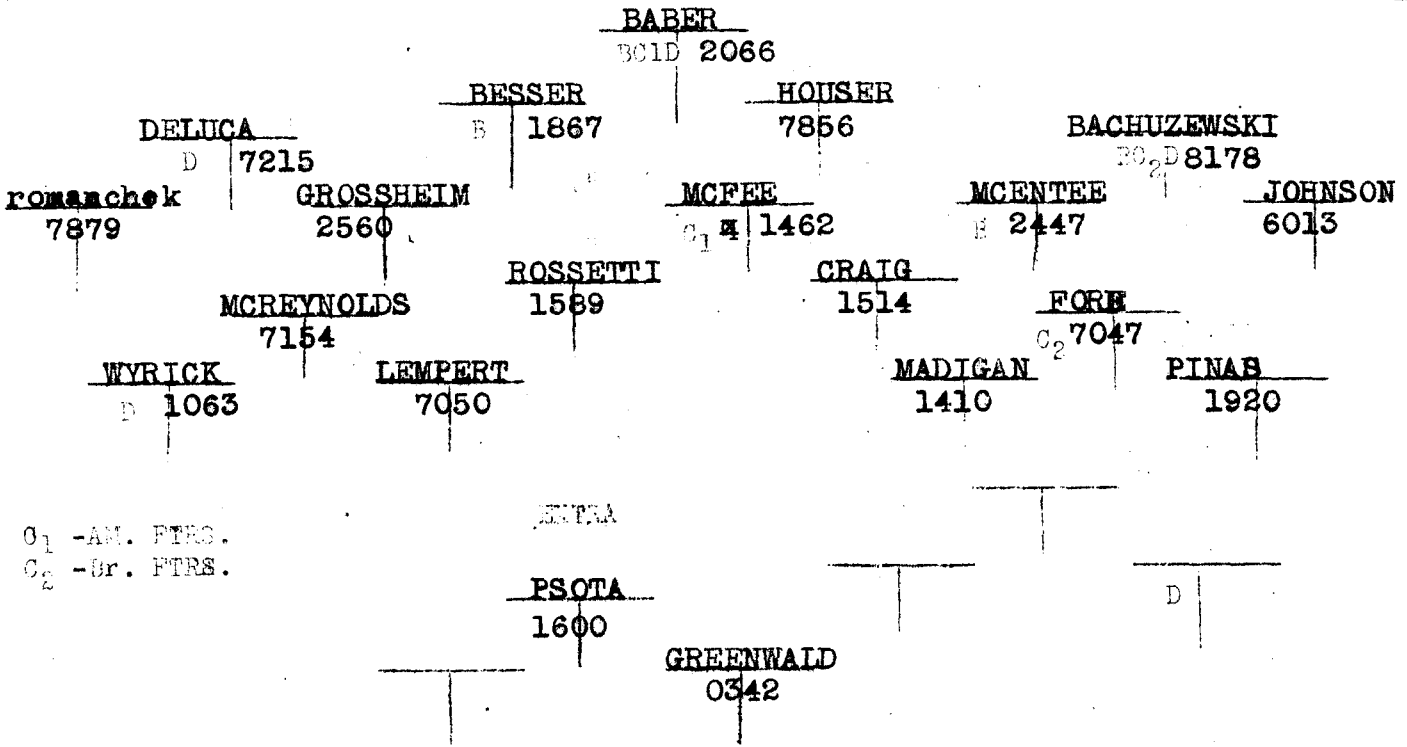
A detailed description of reasons for failure to attack is given in a separate report on Aircraft Not Attacking.

3. LOST AIRCRAFT. None.

HARRY G. MUMFORD,  
Lt. Col., Air Corps,  
Operations Officer.

95 "A" Group

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C<sub>1</sub> -AM. FTRS.  
C<sub>2</sub> -Gr. FTRS.

READINESS 0605  
 STATIONS 0705  
 TAXI 0720  
 TAKE-OFF 0735  
 RENDEZVOUS 0755 (2,000)

EXTRA SHIPS  
 884 2667 Lead  
 336 3263  
 838  
 412

RENDEZVOUS ALTITUDES:

BOUNDED ALTITUDES:

OPERATING PROFILE:  
 CLIMB 150 MPH @ 200 fpm  
 CRUISE 150 MPH  
 DESCENT 170 MPH @ 500 fpm

95 A 20,000  
95 B 19,000  
 BOMBER-BOMBER A  
95 A 20,000  
95 B 19,000  
 FIGHTER-BOMBER C

VHF CALL SIGNS: AM. BR.  
 BOMBERS VINEGROVE FIVE ONE  
 FIGHTERS BALANCE FIVE  
 GROUND COLGATE

VHF/DF STATIONS:  
 CHANNEL A.  
 FRANKLINHAM TIGHTBOOT D/F  
 CHANNEL B.  
 BIRBY ST. EDWARDS: CHAIRLEG D/F

R/T COLLECTIVE CALL SIGNS:  
 13TH C.W.  
 95TH B.G. FIREBALL ABLE PINK  
 100TH B.G.  
 390TH B.G.

GROUP R/T CALL SIGNS: A B  
 LEAD SQUADRON FIREBALL ABLE PINK  
 HIGH SQUADRON ABLE HIGH PINK HI  
 LOW SQUADRON ABLE LOW PINK LO

FLARES: "A" "B"  
 13TH C.W.  
 95TH B.G. RG Y  
 100TH B.G.  
 390TH B.G.

COLORS OF THE DAY:  
0200-0800 G Y L Love C Charlie  
0800-1400 G G X Xray Y Yoke  
 PERIOD CARTRIDGE CHALLENGE REPLY

13TH C.W. COLLECTIVE ALBIS  
 95TH B.G. RED "B"  
 100TH B.G. RED "D"  
 390TH B.G. RED "J"

95TH B.G. COLLECTIVE ALBIS FOR NIGHT RENDEZVOUS  
 LEAD SQUADRON ABLE "B"  
 HIGH SQUADRON GREEN "G"  
 LOW SQUADRON RED "R"

C O N F I D E N T I A L

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745005

NARA Date

8/11/14

HEADQUARTERS  
65TH FIGHTER WING  
APO 637 AFB STATION F-370

NUMBER 95

31 May 1944

"B" AND "C" CHANNEL REPORT \*\*\* 65TH FIGHTER WING OPERATIONS ROOM  
Bomber Escort Mission of 30 May 44 (VIII FC FO # 354)

This Wing handled control of Channel B (Air/Sea/Rescue) and Channel C (Fighter-Bomber) for 6 ATF's dispatched to targets in the Halberstadt - Dessau-Bernberg area to Oldenburg & Diepholz, and to targets in France & Belgium. In addition, it handled normal control of its own five groups supporting the 3 ATF's which attacked the above mentioned German targets. This report contains only information known in the operations room at the time.

I. GENERAL

The C Channel Controller (see below) again points out to Bomber CW's that it is to their benefit to report timings at designated check points.

II. "B" CHANNEL (Air/Sea/Rescue) (Lt. Mossinger, Controller)

There was one fighter Mayday in which one pilot was rescued, four bomber Maydays in which nine men were rescued, one International Broadcast sent out, and chutes sighted at one position and search still going on at fourth position. There was one fighter homing and seven bomber homings.

Bomber "K" reported a parachute descending at 5122N - 0130E and the fix obtained on the transmission at 1045 hours coincided. An Air/Sea Rescue launch was right in the vicinity, but did not see the parachute. Spotter aircraft searched the area as well as the Air/Sea Rescue launch and aircraft from 11 Group. Nothing was found. It is quite possible that the man landed on the beach near Bluefrock.

Bomber "L" at 1150 hours reported another bomber, Chamber "J" ditching and gave the position as 0742E .. 5402N. This position is about ten miles southwest of Helgoland. The position of the ditching bomber was verified by Titus 60. An International Broadcast of the Mayday position was made.

Bomber "N" was given a homing at 1500 hours and crossed in the coast OK.

Transport 58 was given a homing at 1228 hours and landed OK.

Whippet 31, escorting Bomber "P" in distress, was given a steer to the nearest point of land at 1230 hours. Bomber "P" crossed in OK.

Bomber "A", when 60 miles out, requested a steer to the nearest point of land and crossed the coast OK.

Bomber Peter Mike was vectored to within ten miles of Lowestoft, where the aircraft ditched. Hellcat 54 Maydayed for "M" and orbited the position. Nine men were rescued, three of whom were injured. One man went down with the bomber.

Bomber "V" reported sighting three parachutes at 5302N - 0226E and the fix obtained at the time, 1244 hours, coincided. Two parachutes and one Mae West were sighted in the area, however, one of the parachutes recovered was German. No survivors found.

Another bomber "P" was homed at 1245 hours and crossed in OK.

Greenhouse 30 and Cement 54 started across the North Sea at 1258 hours. Cement 54 was having very serious engine trouble and had to bail out at 1531 hours when his plane caught fire. 30 was then fixed at wh 7219 and Seagull 46 was vectored to the position via 30 from 12 miles away. Cement 54 was rescued at 1405 hours uninjured.

Decky 58, at 1254 hours, advised he was escorting some bomber in to land and would call if anything happened. 58 was given one steer and nothing more was heard.

C O N F I D E N T I A L

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Vortex 41 sighted two parachutes descending at 1250 hours close to the position reported by bomber "V". A boat was immediately steered to the position from 11 miles away. The area was searched thoroughly but nothing found.

Bomber "E" was given a homing at 1300 hours and crossed the coast OK.

Another bomber "P" was homed at 1301 hours and crossed the coast OK.

At 1310 hours, Vinegrove 11 reported a bomber about to ditch at 5354N-0407E. Vinegrove advised that the bomber in distress was heading 250° at 1700 feet and descending very rapidly. Vinegrove 11 did not see the bomber ditch, but thought it a certainty within three minutes on a 250° heading from the position given. The area is being searched thoroughly by 11 Group aircraft who are able to navigate, as the position in W.K. square is out of R/T range for fighter aircraft at low altitude. The incident is being treated as a Mayday.

Sailor 60, at 1400 hours, advised that he was escorting a bomber who was in serious distress. At that time the aircraft were out of fixer range and several minutes later still out of range. The Air/Sea Rescue Channel then became very busy and 60 went to Mohair "D" Channel. Mohair later advised that the bomber crossed the coast OK.

III. "C" CHANNEL (Fighter-Bomber Intercom) (Captain Roberts, Controller)

The ground relay and airborne relay obtained distances of 140 miles and 300 miles respectively.

We were able to contact the lead boxes of the Task Forces and obtain timings from them at regular intervals. However, we did not do too well on the other wings in the Task Forces. It has been suggested before that each wing, when going over a check point, give us his timings. It is for the bombers' own benefit that we ask them to do this so we may coordinate the timings with our fighters. It will be appreciated if they follow this practice.

Communications were fair today. We were unable to obtain a normal range on the ground relay.

*Ray H. Larrabee*  
RAY H. LARRABEE,  
Capt., Air Corps,  
Senior Controller

DISTRIBUTION: SPECIAL,