

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

29 April 1944.

**SUBJECT:** Report of the Operations Officer - Mission of 29 April 1944.

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

**95TH MAIN GROUP FORMATION**

1. **GENERAL NARRATIVE.** The 95th Main Group formation scheduled to form the high Group in the 13th Combat Wing formation, took off at 0620 - 0640 hours. Due to a thin layer of clouds, bases 3500 feet and tops 12,500 feet, assembly was made over Mendelsham buncher at 15,000 feet. Three ships could not find formation and failed to rendezvous with the Group. Group assembly was effected at 0745 hours and climb begun to 19,000 feet, the Wing assembly altitude. The Group passed two miles east of Lowestoft at 0800 - turned South, at 0815, turned west and headed for Manningtree, the first Wing assembly point. Arriving at Manningtree at 0826, one minute early and ahead of the 390th "A" Group - Wing Leader, the 95th formation flew to the left of briefed course. Due partly to straggling formation of the 390th "A" Group and to our formation being early - the 95th did not effect Wing rendezvous until 0906, at a point 6 miles east of Cromer - Altitude was 22,000 feet.

Climb was begun to bombing altitude and enemy coast crossed at 0941, altitude 24,000 feet, slightly to south of course. The 390th "A" Group remained in loose formation until enemy coast was crossed, then closing. Wing formation was good from this point.

The formation continued South of course throughout the route in; the 13th Wing took its bombing interval at 52°39' - 10°06'E as prescribed, and reached I.P. at 1113 hours. The target was visible and bombs were dropped by sight in Wing formation. The 95th Group was high Group and to the left at the time of bombing. Bombs were released at 1127, altitude 26,600 feet. A/c No. 7264 was hit just before reaching target and dropped out of formation down below the low Group, dropping its bombs on target from that position.

After bombs were away, a right turn was made and Wing climbed slightly to avoid flak. The Wing was south of briefed course at the time. Descent to 19,000 feet was then begun and formation continued south of course on route out. Flak was encountered along most of the return route but no enemy fighter attacks were experienced. Friendly fighter cover was very good.

The 95th formation recrossed enemy coast at 1425, altitude 21,000 feet. Descent to minimum altitude was started, and about 15 miles from the English Coast, the 95th leader obtained permission from Wing leader to leave wing formation and circle his Group down through a break in the undercast below. After descending to 2,000 feet, the 95th formation continued on to the English Coast, crossing it at 1442 hours - and arriving over base at 1447. Landing was effected at 1456 to 1530 hours.

2. AIRCRAFT NOT ATTACKING. Twenty-two aircraft, including one spare took off from base. Assembly was at 15,000 feet over the Mendelsham Buncher. A/c No's 42-97290, 42-31063, and 42-38140 could not locate the formation and returned before becoming dispatched. Spare a/c No. 42-37889 filled in a vacancy in the lead squadron. Nineteen aircraft were dispatched. A/c No. 42-39924 lost an engine at 52°35'-06°00'E and returned to base. He is credited with a sortie.

A/c No. 42-37264 was hit before reaching target and dropped out of formation, but dropped its bombs on target. Eighteen aircraft went over the target and dropped bombs on it.

The formation over the target is shown in the attached Diagram "B".

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

3. LOST AIRCRAFT. A/c No. 42-37988 left the formation at 52°28'-06°33'E apparently in control. No chutes seen.

#### 95TH GROUP COMPOSITE SQUADRON

1. GENERAL NARRATIVE. Seven aircraft took off from base at 0605-0608 hours with instructions to join the 390th "B" Composite Group and form their high Squadron. Overcast technique was used in assembly - the Group assembly being effected over Buncher #11 at 14,000 feet at 0715-0745 hours. A/c No. 42-31887 failed to find formation and joined the 95th Main Group instead. The 390th "B" Group then made wing assembly with the 390th "A".

Reference is made to the above Report of the 95th Main Formation for the remainder of the mission with the exceptions of the following points:

(a) After completion of the mission, the 95th Composite Squadron left the 390th "B" Group inside English Coast and returned to base, landing at 1454-1525 hours.

(b) The Squadron leader, a/c No. 42-31320, left the formation after bombs away and his place was taken by No. 42-31514.

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Authority 745005

By JF NARA Date 8-10-6

2. AIRCRAFT NOT ATTACKING. The six aircraft forming the Composite Squadron attacked the primary target and receive credit for sorties. Formation over target is shown in attached Diagram "B".

3. LOST AIRCRAFT. No. 42-31320 left formation shortly after bombs away. Nothing more seen of it.

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

S E C R E T

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Authority 745005  
By JE NARA Date 8-10-6

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 559

E-I-15

29 April 1944

AIRCRAFT NOT ATTACKING

95th Group Formation

Mission of 29 April 1944

A. Number of A/C Scheduled..... 21 and 1 Spare  
B. Number of A/C Taking Off..... 22  
C. A/C Taking Off less unused spares..... 22  
D. Number of A/C Dispatched..... 19  
E. Number of A/C Attacking..... 18  
F. Number of A/C Not Attacking..... 4  
G. Number of Sorties..... 19  
H. Detailed description of reasons why aircraft did not attack:

1. A/C 42-39924 Sortie. Left formation after being dispatched because of: (a) # 1 engine failure.
2. A/C 42-97290, 42-31063, 42-38140 No Sorties. Unable to find formation so returned to base before being dispatched.

For the Commanding Officer:

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

SECRET

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Authority 745005  
By JE NARA Date 8-10-6

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 559

E-I-15

29 April 1944

AIRCRAFT NOT ATTACKING

95th (Composite) Group Formation

Mission of 29 April 1944

A. Number of A/C Scheduled.....	7
B. Number of A/C Taking Off.....	7
C. A/C Taking Off less unused spares.....	7
D. Number of A/C Dispatched.....	7*
E. Number of A/C Attacking.....	7*
F. Number of A/C Not Attacking.....	0
G. Number of Sorties.....	7*
H. Detailed description of reasons why aircraft did not attack:	

(A/C 42-31867 scheduled to fly with this formation took off late, could not find formation so flew with the 95th Main Group formation with which it attacked the target)

For the Commanding Officer:

HARRY W. WOODRUFF,  
Lt. Col., Air Corps,  
Operations Officer.

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 Authority 745025  
 By JEF NARA Date 8-10-06

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

RAM 1 "A"  
 MAIN GROUP  
 MBLY

GROUP FORMATION FORM.

DATE 29 April 19 44

LEAD

C UTCHFIELD

14 62

DELUCA  
25 60

WRIGHT  
72 64

LOW

HIGH

SCOTT  
13 76

HAGENBAUGH  
15 89

HARRIS  
81 78

DOHERTY  
72 05

Failed to assemble  
10 63

ROSSETTI  
78 89

VILBERG  
79 88

SILVERMAN  
71 54

BERTRAM  
19 99

HOLT  
70 68

ENGLE  
19 24

SNOWDEN  
24 50

SLUSSER  
19 39

FAILED TO ASSEMBLE  
8140

PINAS  
99 24

GREENWALD  
72 01

FAILED TO ASSEMBLE  
7290

BACHUZEWSKI  
19 20

PSOTA  
72 32

BULLARD  
73 34

BRIEFING \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 TAXI \_\_\_\_\_  
 TAKE-OFF \_\_\_\_\_  
 RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

DECLASSIFIED  
 Authority 745005  
 BOE NARA Date 8-10-6

**DIAGRAM 1 "B"**  
**95TH MAIN GROUP**  
**OVER TARGET**

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

GROUP FORMATION FORM

DATE 29 April 19 44

LEAD

CRUTCHFIELD  
 14 | 82

DELUCA  
 25 | 60

ROSSETTI  
 78 | 89

HIGH

LOW

SCOTT  
 13 | 76

HAGENBAUGH  
 15 | 89

HARRIS  
 81 | 78

DOHERTY  
 72 | 05

PSOTA  
 72 | 32

SHEEHAN  
 71 | 54

BERTRAM  
 19 | 99

HOLT

ENGLE  
 19 | 24

SNODDEN

SLUSSER

GREENWALD  
 72 | 01

BACHUZEWSKI  
 19 | 20

WRIGHT  
 7264

Hit before target-  
 dropped down to  
 low Group and bombed  
 with them.

BULLARD  
 73 | 34

- \_\_\_\_ BRIEFING
- \_\_\_\_ READINESS
- \_\_\_\_ STATIONS
- \_\_\_\_ TAXI
- \_\_\_\_ TAKE-OFF
- \_\_\_\_ RENDEZVOUS

- EXTRA SHIPS
- \_\_\_\_ 334
  - \_\_\_\_ 335
  - \_\_\_\_ 336
  - \_\_\_\_ 412





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Authority 745005

By JF NARA Date 8-10-6

PLAN 2 "B"  
COMPOSITE SQUADRON  
TARGET

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

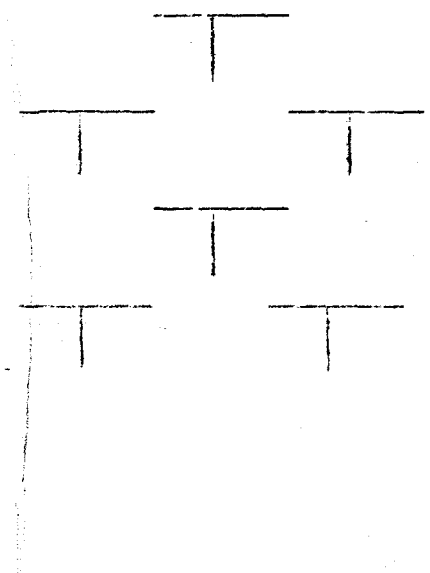
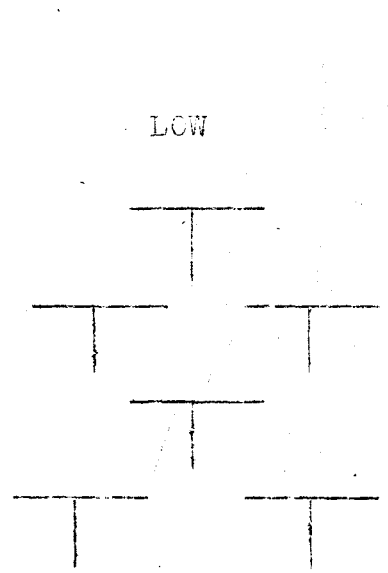
GROUP FORMATION FORM

DATE 29 April 19 44

LEAD

LOW

HIGH



LEASER  
13 | 20

DANCISIN      KINNEY  
72 | 57              80 | 54

BABER  
15 | 14

LAJESKIE      RIBNIKAR  
18 | 76              16 | 75

EXTRA SHIPS

334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE-OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

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Authority 745005  
By JEF NARA Date 8-10-6

"B"

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 29-4-44

TIME

CRUTCHFIELD  
14/62

Scott  
13/76

DeLuca  
25/60

WRIGHT  
72/64

HARRIS  
81/98

Doherty  
72/05

JACOBSON  
10/63

HAGENBAUGH  
15/89

SHEEHAN  
71/54

PINAS  
99/24

HOLT  
70/68

BESSER  
81/40

VILBERG  
79/88

ENGLE  
19/24

SNOWDEN  
24/50

SLUSSER  
19/39

LEMPERT  
72/90

GREENWALD  
72/01

(2) with  
another 390 B.

EXTRA

Rossetti  
78/89

BACHOWSKI

EXTRA A/C

PSOTA

BOLLARD

ABORTIVE   
MISSING   
CHANGES

DECLASSIFIED  
Authority 745005  
By J.E. NARA Date 8-10-6

A.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 29-4-44

TIME

LEASER  
13/20

RIBNIKAR  
16/75

BERTRAM  
19/89

BABER  
15/14

LATESKIE  
18/76

KINNEY  
80/54

DANCISIN  
72/57

ABORTIVE

EXTRA

EXTRA A/C

MISSING

CHANGES

STATION

119

FORM 3

DATE

4-29-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	R	1462	CRITCHFIELD			0620		1505	
335	H	7264	WRIGHT			0621		1530	
335	X	2560	DELUCA			0622		1504	
335	O	1589	HAGENBAUGH			0623		1457	
<del>336</del> 335	M	<del>7988</del> 7600	VILBERG			0623			DID NOT RETURN
335	W	8140	BESSER			0624		1013	COULDN'T FIND FORMATION
334	K	8178	HARRIS			0625		1507	#1 ENGINE OUT.
334	N	9924	FINAS			0626		1135	COULDN'T FIND FORMATION
334	F	7154	SHEEHAN			0627		1502	
334	Q	1924	ENGLE			0628		1453	
334	J	7201	GREENWALD			0629		1508	
334	H	7290	LEMPERT			0630		0936	COULDN'T FIND FORMATION
334	G	1920	BACHUZEWSKI			0631		1507	
336	S	7334	BULLARD			0632		1458	
412	O	7232	PSOTA			0633		1511	
336	U	1376	SCOTT			0634		1415	
<del>336</del>	<del>G</del>	<del>4412</del>	JACOBSON			0635		1038	COULDN'T FIND FORMATION

335 T 1063

STATION

119

FORM 3

DATE

4-29-44

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				LST	ACT	EST	ACT	
336	L 7205	DOHERTY			0640		1456	
336	H 7068	HOLI			0637		1457	
336	J 1939	SLUSSER			0638		1500	
336	K 2450	SNOWDEN			0639		1510	
412	M 1320	KEASER			0605			COMPOSITE GP, DID NOT RETURN
412	K 1887	BERNHAM			0640		1509	
412	W 1675	RIBNIKAR			0605		1455	
335	K 1514	BABER			0606		1454	
412	✓ 8054	KINNEY			0607		1525	
412	♀ 1876	LAJESKIE			0607		1500	
412	L 7257	DANCISIN			0608		1459	
					C			
335	L 7889	ROSSOTTI			0640		1513	<i>efora</i>

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

APO 559,  
29 April, 1944.

SUBJECT: Engineering Report on Combat Mission 29 April, 1944.

TO : COMMANDING OFFICER, 95th Bomb Gp (H). Attn: Lt Col MC KNIGHT.

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on 29 April, 1944.

- a. Twenty-nine (29) B-17 airplanes took-off.
- b. Twenty-three (23) B-17 airplanes returned to base after completion of mission.
- c. 42-37988 & 42-31320 are missing in action.

2. There were four (4) abortive airplanes.

- a. 42-39924 - #1 engine failure.
- b. 42-97290 - Could not locate formation.
- c. 42-31063 - Raids and fluxgate compass inoperative.
- d. 42-38140 - Could not locate formation.

3. Battle damage is as follows:

- a. 42-38178 - #2 feeder tank punctured by flak.
- b. 42-107154 - Minor sheet metal damage.
- c. 42-31589 - Left stabilizer and right outer wing panel damaged.
- d. 42-37889 - Right wing tip damaged.
- e. 42-97264 - Right and Left outer wing panels damaged.
- f. 42-31939 - Left outer wing panel damaged.
- g. 42-97205 - Left outer wing panel damaged.
- h. 42-31376 - Oil cooler #2 engine hit by flak.
- i. 42-97232 - Minor sheet metal damage.
- j. 42-31999 - Minor sheet metal damage.
- k. 42-31675 - Minor flak damage.
- l. 42-31876 - Leading edge left wing damaged. Minor flak damage.
- m. 42-38054 - Minor flak damage.
- n. 42-97257 - Minor flak damage.

CLARENCE D. FIELDS,  
Major, Air Corps,  
Base Engr. Officer.

DECLASSIFIED

Authority NN 15745005  
By W NARA Date 8-13-08

**CONFIDENTIAL**

HEADQUARTERS

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

E-E-26

29 April 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission of 29 April 1944, Berlin, Germany.

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

1. The Ninety Fifth "A" Group flying as high group in the Thirteenth Combat Wing took off at 0620 hours and rendezvoused over BU #19 at 15000' circling around until group was formed.

2. At 0800 hours we were two miles east of Lowestoft and headed south to make contact with lead group. At 0815 hours we turned on a westerly heading to make good rendezvous point # 1. However we were a minute early and followed to the left of prescribed course making wing formation finally at 0906 hours at 5235N 0126E, approximately six miles east of Cromer.

3. We crossed the Enemy coast at 0941 hours, five minutes late about four miles south of course. We continued south of course but making good our I.P. at 1114 hours. We proceeded on briefed course and bombed primary target.

4. After target area we proceeded back out always to the south of briefed course and crossed the Enemy coast at 1405 hours at 5202N 0412E and started descent. We crossed the English coast four miles south of Southwold at 1447 hours and returned to our base.

FLOYD R. GORMAN  
1st Lt., Air Corps,  
Lead Navigator.

**CONFIDENTIAL**

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

HEADQUARTERS EIGHTH AIR FORCE  
 AAF STATION 101  
 APO 634

E I G H T H A I R F O R C E N A R R A T I V E O F O P E R A T I O N S

327th Operation - 29 April 1944

BERLIN

Twelve combat wings from the three bomb divisions of Eighth Air Force, with sixteen groups of USAAF P-47s, P-51s and P-38s, and two squadrons of R.A.F. Mustangs as escort, were dispatched to attack the center of Berlin. Fierce air opposition developed against 2nd Division B-24s and especially against one combat wing of 3rd Division, which became separated from its escort and other bombers and was finally forced to attack opportunity targets. However, the entire force of 1st and 2nd Divisions, and the main force of 3rd Division attacked the city of Berlin, dropping over 1400 tons, mostly by Pathfinder methods, with fair to good results.

The 3rd Division wings which successfully attacked Berlin reported no air opposition and the 1st Division, which attacked next, reported only one minor attack. E/a accounted for 27 of the 63 bombers lost and intense accurate flak over the target was responsible for 11 losses. In general, enemy fighters appeared to successfully evade friendly escort. Although groups escorting 3rd Division reported about 150 e/a sighted, many of these remained high and refused to engage, and claims of the escort to 3rd Division are only 3-0-2 for air combats. Total air claims are 14-2-11, and claims of 7-5-5 are made for strafing attacks. Three P-38s and three P-51s of VIII Fighter Command and seven P-51s of IX Fighter Command are missing. Two of the 63 bombers lost ditched in the channel and crews were rescued. Bomber claims have not yet been evaluated.

B O M B E R O P E R A T I O N S

<u>Unit</u>	<u>(AB</u>	<u>Number of A/C</u>			<u>Primary</u>		<u>O.T.'s</u>		
		<u>Disp.</u>	<u>Attacked</u>		<u>G.P.</u>	<u>I.B.</u>	<u>G.P.</u>	<u>I.B.</u>	
			<u>Primary</u>	<u>O.T.'s</u>					<u>Lost</u>
<u>1ST BOMB DIV.</u>									
1st C.W.	56	52	51	0	1	75	39	0	0
40th C.W.	61	51	49	0	3	78	32	0	0
41st C.W.	66	58	55	0	3	81	37	0	0
94th C.W.	60	50	48	0	3	71	43	0	0
Pathfinders	8	7	7	0	0	11	4	0	0
	<u>251</u>	<u>218</u>	<u>210</u>	<u>0</u>	<u>10</u>	<u>316</u>	<u>155</u>	<u>0</u>	<u>0</u>

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



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

DECLASSIFIED  
 Authority 745005  
 By JEF NARA Date 8-10-6

Unit	(AB)	Disp.	Number of A/C		Lost	Tons		O.T.'s	
			Primary	O.T.'s		G.P.	I.B.	G.P.	I.B.
<u>2ND BOMB DIV.</u>									
2nd C.W.	40	32	31	0	1	78	5	0	0
14th C.W.	42	40	31	0	9	78	5	0	0
20th C.W.	82	79	76	0	7	0	198	0	0
96th C.W.	82	77	69	0	6	0	179	0	0
Pathfinders	6	5	5	0	2	2	3	0	0
	<u>252</u>	<u>233</u>	<u>212</u>	<u>0</u>	<u>25</u>	<u>158</u>	<u>390</u>	<u>0</u>	<u>0</u>
<u>3RD BOMB DIV.</u>									
4 A.C.W.	61	55	0	32	18	0	0	48	32
4 B.C.W.	68	58	51	2	3	77	51	3	2
13th C.W.	62	52	49	0	3	74	49	0	0
45th C.W.	66	55	52	2	4	78	52	3	2
Pathfinders	8	8	6	2	0	6	0	2	0
	<u>255</u>	<u>223</u>	<u>158</u>	<u>38</u>	<u>28</u>	<u>235</u>	<u>152</u>	<u>56</u>	<u>36</u>
OPERATIONAL TOTALS	768	679	580	38	63	709	697	56	36

BOMBING RESULTS:

Berlin

368 B-17s and 212 B-24s dropped 1404 x 1000 G.P., 16 x 500 G.P. - 706 tons G.P. - and 9239 x 100 I.B., 933 x 500 I.B. - 702 tons I.B. - a total of 1408 tons - on Berlin from 23,000 - 26,700 feet at 1116 - 1154 hours. Three large concentrations fell in central Berlin. The first was in the area of the Air Ministry and about one-half of this large building received severe damage, and the south wing was burning fiercely at the end of the attack. The second concentration spread across the Tempelhof marshalling yard, and extended to the Anhalter Station where the main RR lines received hits, as did possibly the station. The third concentration fell on the heavily built-up area on the N. side of Tempelhof A/F. Another large bomb pattern can be plotted on the heavily built-up area just east of Tempelhof A/F.

Partial cloud coverage prevents detailed assessment of the major part of the attack but the following areas have been plotted in which bursts are observed. The main rail line running into Tempelhof M/Y was cut in the south outskirts of the city. Several concentrations fell in the Zellendorf district and one large pattern in this area is seen to cover an industrial-residential district. Bombs also fell in the Dahlen, Grunewald, Schonberg and Mariendorf districts.

Magdeburg

24 B-17s dropped 66 x 1000 G.P., 8 x 500 G.P. and 89 x 500 I.B. - 35 tons of G.P. and 22 tons of I.B. - on Magdeburg. Results are unobserved.

Brandenburg

10 B-17s dropped 30 x 100 G.P. and 40 x 500 I.B. - 25 tons - on Brandenburg. Results are unobserved.

Other Opportunity Targets

4 B-17s dropped 12 x 1000 G.P. and 16 x 500 I.B. - 10 tons - on unidentified opportunity targets. Results are unobserved.

ENCOUNTERS: Heaviest e/a attacks were made on 2nd Division wings, which flew last, between Celle and the I.P. and on the route out, and on the 4 A Combat Wing of 3rd Division, one of the leading B-17 wings, which became separated from the remainder of the Division and was viciously attacked near Magdeburg. 1st Division formations, flying between the other divisions reported only one weak attack. The great majority of attacking e/a were FW-190s and Me-109s, which attacked in waves of 15 - 20, and were reported to use rockets and aerial bombs in a few instances, in addition to cannon and machine-gun fire.

The 4 A Combat Wing experienced difficulty with PFF equipment and lost visual contact with other bombers and fighter escort. Reaching the Magdeburg area, the wing was attacked by packs estimated as totalling 100 e/a, which attacked in waves from nose and tail. Attacks were pressed home vigorously and closely and lasted for about 20 minutes. This wing lost a total of 18 B-17s.

2nd Division formations reported first attacks by 60 - 100 s/e e/a in the Celle area, lasting beyond the I.P. These e/a attacked in groups of 15 - 25, approaching from the nose, passing through bomber formations and then concentrating on stragglers. After B-24s had bombed, they were attacked by 75 - 125 e/a between Hanover and the Zuider Zee, with especially aggressive attacks by 30 - 50 s/e e/a in the Dummer Lake area. Tactics followed the pattern previously reported. In one instance, several FW-190s were reported to have dropped aerial bombs from about 1000 feet above the formation, the missiles bursting immediately above the B-24s and appearing to hit two bombers.

REASONS FOR FAILURE TO BOMB: 40 B-17s and 21 B-24s failed to bomb - 16 B-17s and 10 B-24s due to mechanical or equipment failures, 19 B-17s and 10 B-24s due to enemy action, and 5 B-17s and 1 B-24 to other reasons.

CASUALTIES: Personnel - 15 crew members were killed, 57 wounded, 625 are missing and 19 were rescued.

Equipment - 38 B-17s and 25 B-24s were lost - 10 B-17s and 1 B-24 due to AA, 10 B-17s and 17 B-24s due to e/a, 2 B-17s and 1 B-24 to e/a and AA, and 16 B-17s and 6 B-24s to reasons unknown.

Estimated Battle Damage - 229 B-17s and 114 B-24s Category "A" and "AC", 82 B-17s and 7 B-24s Category "B", and 1 B-17 and 1 B-24 Category "E"

ANTI-AIRCRAFT FIRE: Intense accurate flak, of both barrage and predicted following types was reported in the Berlin area. Intense, accurate predicted fire was also experienced over Brunswick, Hanover and Magdeburg. Meager to moderate, generally inaccurate flak was reported over Ijmuiden, Quackenbruck, Diepholz, Zwolle and Nienberg. Fire at Dummer Lake was moderate to intense and fairly accurate. A total of 10 B-17s and one B-24 were lost to flak and 432 of the 679 bombers participating in the operation suffered minor or major battle damage, mostly from flak.

WEATHER: 5/10 to 10/10 cloud was reported from landfall inland, with a heavy haze over western Germany which was instrumental in the 4 A Combat Wing being separated from other formations. 3/10 to 8/10 cloud prevailed in the target area, necessitating bombing with the aid of instruments in most cases, although breaks allowed visual observation of results and make some photographic assessment possible.

OBSERVATIONS: Smoke screens were noted at Salzwedel, Osterburg, Magdeburg, Stendal, Brunswick, Hanover, Lake area NW of Berlin, Osnabruck, Rathenow, Burg, Fallersleben, Gardelegen, and a smoke screen with smoke pots along a highway at Lakenwalde. At 5239N - 1006E, an A/F with 20 parked a/c was seen. An apparently new field with two new runways and 20 a/c was also seen at approximately 5237N - 0600E. The area around Wittenberge had been flooded in some places to a width of 10 miles. The following was also noted: 40 t/e on an A/F at Shonefeld; 30 4-engine a/c on A/F north of Stendal at 1240 hours; 25 - 30 large e/a on A/F at Burg at same time; 25 large e/a or gliders on A/F S-SE of Vechta at 1055 hours; 25 large e/a on A/F at Potsdam just SE of Berlin; and about 5 t/e or 4-engine e/a on A/F at Salzwedel.

FIGHTER OPERATIONS

16 groups (321 P-47s, 155 P-51s and 117 P-38s) of the VIII Fighter Command, and 4 groups (99 P-47s and 84 P-51s) of the IX Fighter Command furnished continuous escort for these operations. In addition, 24 P-51s of the R.A.F. provided escort, and 2 groups (48 P-47s) of VIII Fighter Command flew second sorties consisting of sweeps and area support. Determined e/a opposition was encountered at several points, especially by those groups accompanying the 2nd Division. VIII Fighter Command claims 8-1-7 in the air, and 5-0-5 on the ground for the loss of 3 P-51s and 3 P-38s. IX Fighter Command claims 6-1-4 in the air, 2-5-0 on the ground and lost 7 P-51s.

VIII Fighter Command

<u>Unit</u>	<u>Type of A/C</u>	<u>Type of Support</u>	<u>No A/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
<u>65th Fighter Wing</u>					
4	P-51	Pen., Tgt., & Withdrawal	43	2	5-0-3++
56A	P-47	Area	24	0	0-0-0
56A+	P-47	Withdrawal	23	0	0-0-0
56B	P-47	Ranrod	24	0	0-0-0
56B +	P-47	Withdrawal	23	0	0-0-1
355	P-51	Pen., Tgt., & Withdrawal	43	1	1-0-0
356A	P-47	Penetration	35	0	0-0-0
356B	P-47	Withdrawal	46	0	0-0-0
			<u>261</u>	<u>3</u>	<u>6-0-4</u>
<u>66th Fighter Wing</u>					
55	P-38	Withdrawal	36	0	0-0-0
78A	P-47	Withdrawal	48	0	0-0-0
78B	P-47	Withdrawal	20	0	0-0-0
353	P-47	Penetration	31	0	0-0-0
357	P-51	Pen., Tgt., & Withdrawal	42	0	0-0-1
			<u>177</u>	<u>0</u>	<u>0-0-1</u>

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Unit      Type      A/C      Type of Support      No. on Mission

67th Fighter Wing

20	P-38	Withdrawal	44	0	0-0-2
352	P-51	Pen. Tgt., & Withdrawal	27	0	2-0-2(1)
359	P-47	Penetration	43	0	1-0-0
361	P-47	Withdrawal	52	0	2-0-0
364	P-38	Withdrawal	37	3	2-1-3
			<u>203</u>	<u>3</u>	<u>7-1-7</u>
Total VIII Fighter Command			<u>641</u>	6	13-1-12

IX Fighter Command

70th Fighter Wing

354	P-51	Penetration	39	3	6-1-4
358	P-47	Withdrawal	49	0	0-0-0
362	P-47	Withdrawal	50	0	2-4-0++
363	P-51	Penetration	45	4	0-1-0++
			<u>183</u>	<u>7</u>	<u>8-6-4</u>
Total USAAF			824	13	21-7-16

R.A.F.      P-51      24      0      0-0-0

OPERATIONAL TOTALS      848      13      21-7-16

- + Flew second sorties.
- ++ On ground.
- (1) 0-0-2 on ground.

Escort to Bombers

Escort to 1st Bombardment Division: The 359th Group rendezvoused with the 1st Division Fortresses at Egmond at 0945 hours and broke off escort at Celle at 1048 hours. Eight FW-190s and 4 Me-109s were intercepted after they had made a pass at 3rd Division bombers, and one c/a was destroyed. The 363rd Group (IX F.C.) joined the formation at Dummer Lake at 1020 hours and stayed with them until reaching Gifhorn at 1215 hours. The 357th Group met the bombers in the Steinhuder Lake area at 1020 hours and escorted them through the target, leaving north of Hanover at 1230 hours. One of the two Me-109s engaged west of Berlin was damaged, and no other c/a were seen in the air. The 364th Group made rendezvous near Dummer Lake at 1028 hours and broke escort at Salzwedel at 1130 hours. Near Steinhuder Lake the belly tanks were dropped to fight off attacks by a formation of 25 to 50 c/a lasting from 1045 to 1125 hours. Claims are 2-1-3 for the loss of 3 c/a. The 78 B Group furnished withdrawal support from south of Hanover at 1255 hours and were thought to have left the bombers south of Dummer Lake in a thick overcast. The 362nd Group (IX F.C.) met some units of this Division northwest of Hanover at 1255 hours and escorted them uneventfully to south of Zuider Zee at 1355 hours.

Escort to 2nd Bombardment Division: The 353rd Group rendezvoused in the vicinity of Dummer Lake at 1030 hours and continued with the bombers until 1105 hours at a position northeast of Brunswick. They were unable to engage

40 plus e/a seen flying south from Hamburg at 1055 hours. (IX F.C.) picked up the bombers at Dummer Lake at 1035 hours. 30 plus Me-109s and FW-190s were engaged from Gardelegen to west of Berlin where they broke escort at 1140 hours. The 55th Group was unable to locate the bombers and, as the majority of planes were having mechanical difficulty, the group turned back north of Magdeburg at 1116 hours. The 361st Group arrived at Steinhuder Lake at 1235 hours but were unable to find the Liberators. One squadron accompanied four combat wings of unescorted B-17s to the enemy coast, while the remainder swept the area to the limit of endurance at 1315 hours. Two Me-109s were encountered and destroyed. The 56 B Group rendezvoused at Dummer Lake at 1335 hours and escorted Fortresses and Liberators of all Divisions to the neighborhood of Rotterdam at 1450 hours. One flight returned from landfall to near Quackenbruck to help stragglers. The 356 B Group joined two boxes of Liberators and three boxes of Fortresses at a point south of Dummer Lake at 1345 hours and escorted them uneventfully out over Egmond at 1440 hours and over the North Sea until 1500 hours.

Escort to 3rd Bombardment Division:- The 356th Group provided uneventful escort from Allnaar at 0942 hours to Vic Lingen at 1004 hours. The 4th Group took over here and escorted the bombers to the target and back almost to Osnabruck without sighting e/a in the air. The 352nd Group made rendezvous east of Celle at 1030 hours and continued escort on through the target, breaking off east of Gardelegen. Two e/a were destroyed during engagements with three formations with no losses. The 355th Group met the bombers at Steinhuder Lake at 1030 hours. One attack by 4 FW-190s was dispersed at 1045 hours, and another by 75 e/a in the Berlin area. After the target, 25 Me-109s were driven off near Brunswick. Escort was broken at 1207 hours, but they continued along the bomber stream until 1245 hours just west of Steinhuder Lake. One e/a was destroyed for the loss of one. The 20th Group passed 1st and 2nd Division bombers on way to rendezvous, and at 1110 hours also saw 50 Me-109s, some with rockets. About 150 s/e e/a were noted in formations of 50 west of the target but they refused to engage. Eight e/a made a diving pass at the group and damaged two a/c. The 78 A Group made rendezvous at 1235 hours east of Hanover, and remained with the bombers until 1318 hours, probably north of the Ruhr where intense, heavy flak scattered the formation. There were many stragglers, but no e/a seen. The 358th Group (IX F.C.) furnished final withdrawal support without incident, meeting the Fortresses at 1257 hours east of Lingen and leaving them at Egmond at 1329 hours.

Strafing Attacks and Fighter Observations

65th Fighter Wing:- One section of the 4th Group strafed an unidentified A/F west of Berlin leaving five a/c burning. This group also strafed three trains at an unidentified marshalling yard.

66th Fighter Wing:- Groups of this wing reported that overcast restricted observations. No strafing was reported.

67th Fighter Wing:- One flight of the 352nd Group strafed an A/F in the Burg area, where 15 unidentified e/a and 10 gliders were observed. A section of the 359th Group strafed the Hanover M/Y, reporting 13 locomotives destroyed and 6 damaged.

NOTE: The foregoing is based on preliminary information and should not be used for record purposes.

C O N F I D E N T I A

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

E I G H T H A I R F O R C E N A R R A T I V E O F O P E R A T I O N S

328th Operation - 29/30 April, 1944

Night Leaflet Operation - France and Holland

Four B-17s of the 422nd Squadron, 305th Group, 1st Bombardment Division, dropped 1,060,000 leaflets over France and Holland at 2322 - 0052 hours from 22,000 - 25,000 feet. No enemy opposition from ground or air was reported. All a/c returned safely.

Leaflets were distributed as follows:

<u>Locality</u>	<u>Number of A/C</u>	<u>Type of Leaflets</u>	<u>Number of Leaflets</u>
Maastricht	1	US H 10	80,000
Eindhoven		US H 10	40,000
Amsterdam		US H 10	80,000
Haarlem		X H 10	40,000
Paris	1	US F 103	160,000
Lille		US F 103	160,000
Tourcoing		T 12	20,000
Marck		T 12	20,000
Criel	1	T 12	20,000
Abbeville		T 12	20,000
Amiens		T 12	20,000
Armentieres		T 12	20,000
Ypres		T 12	20,000
Lessines		T 12	20,000
Charleroi		T 12	20,000
Gembloeux		T 12	20,000
Leyden	1	US H 10	80,000
Groningen		US H 10	80,000
Apeldorn		(US H 10	40,000
		(X H 10	20,000
Rotterdam		X H 10	20,000
Hague		X H 10	60,000
	4		1,060,000

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