

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

APO 559,
14 May 1944.

SUBJECT: Operations Officers Narrative - Mission 12 May 1944,
BRUX, Czechoslovakia.

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

95TH "A" GROUP

1. GENERAL NARRATIVE. The 95th "A" Group was scheduled to lead the 13th "A" Wing with 95 "B" Group flying in low position and the 390th "A" Group in high position. The 95th "A" Group ships took off from base at 0750-0805 hours and climbed individually to 15000' above the base, circling the outer circle of the field during climb to altitude. The group formed at 15000' and then continued climb to assembly altitude, reaching 18000' at 1008. At this time, 95"A" was two miles North of Lowestoft and two minutes late. Lowestoft was the first wing assembly point. The 95"B" and 390 "A" groups could be seen South of course, so 95"A" cut from the assembly line and across to Splasher # 6, arriving there on time at 1019. However the proceeding wing was evidently behind time and so close that 95 "A" was forced to "S" back and forth to avoid prop wash. This further delayed "A" wing assembly although division assembly was accomplished. However, by the time Clacton was reached, both the 390 "A" and 95 "A" Groups were in good wing formation, and the 13"B" wing could be seen to the rear. Clacton was crossed at 1035, altitude 18000', on course on time.

During the flight across Channel, the 452nd Group from the 4th Wing approached the 13 "A" wing formation and requested permission from "A" wing leader to join his formation. Permission was granted and the 452nd joined in, flying low and to the left of 95 "B".

The enemy coast was crossed at 1101, about five minutes behind briefed times due to wind variation. The formation continued to lose time throughout the course into the target. At 1114, climbing to bombing altitude was begun.

Wing and division formation was good along the route, although due to the small interval between wings, prop wash interfered with each successive wing and forced them to echelon to one side. Therefore, on the route in, the two proceeding wings were echeloned to the left while the 13 "A" wing moved to a right echelon position, South of Koblenz, flak was encountered on briefed course, and the formation curved to the North around this area. The first three wings cut back South of course and continued so until 10° 00' E. The 13 "A" wing and 13 "B" wing remained about five miles North of course. The I.P. was reached

approximately one hour behind briefed times due to the previously mentioned wind shift.

Upon approaching the I.P., the wing leader swung to the South of course in order to gain more interval between 13 "A" and the preceding wing. At the I.P., 1358 hours, groups peeled off, the 452nd group having been instructed to peel off last, and cross target as No. 4 Group to bomb.

95 "A" bombs were away at 1403, altitude 23,000', and a right turn was made, instead of the briefed left turn, due to heavy flak to the left. The 390 "A" Group failed to release all of its bombs on the first run and turned for a second run. 95 "B" on its first run, found itself too near to 390 "A" and so made a 360° turn for a second run. The 452nd Group bombed target on first run and fell in trail on the 13 "B" wing which turned to the left and reached course ahead of 13 "A".

While the 390 "A" and 95 "B" Groups were making second runs on target, 95 "A" flew several miles to the north then made a 180° turn and intercepted the two groups after their second runs were successful.

Resuming course behind 13 "B" wing, 13 "A" proceeded out. The 452nd Group, trailint behind 13 "B", now fell back and re-joined the "A" Wing; flying low-low Group as before.

The briefed course was followed on the route out and the lost time gradually regained. One enemy attack of about 20 ships was experienced near Liege.

The enemy coast was recrossed at 1624 and descent to minimum altitude begun. English coast was crossed at 1647 at 9,000 feet. Formation was over base at 1654 and landing effected at 1701 - 1742 hours.

2. AIRCRAFT NOT ATTACKING. Twenty one aircraft including two PFF left base in formation shown in Diagram 1A. A/C 1924 returned before being dispatched because of engine failure. Twenty A/C were dispatched.

A/C 9924 turned back over Brussels and is credited with a sortie. The remaining 19 aircraft attacked the primary target and receive credit for sorties.

Details of reasons for failure to attack are given in attached form: Aircraft Not Attacking.

3. AIRCRAFT LOST. None.

95TH "B" GROUP

1. GENERAL NARRATIVE. The 95th "B" formation, flying low position in the 13th "A" Combat Wing, took off from base at 0810 - 0830 hours and assembled over the base at 12,000 feet, the ships climbing individually to this altitude. After assembly, the "B" Group began climb to rendezvous altitude, reaching 17,000 feet and Lowestoft at 1007. Here, the 95 "A" Group was sighted and Wing assembly effected.

Reference is made to the above narrative of the 95 "A" formation for the remainder of this story.

Landing for this Group was effected at 1708 - 1730 hours.

2. AIRCRAFT NOT ATTACKING. Twenty three aircraft including two spares left base in formation shown in Diagram 2A. A/C 1410 and both spares returned before being dispatched. Thus, twenty aircraft were dispatched.

A/C 2450 returned after becoming dispatched and is credited with a sortie. The remaining 19 ships attacked the primary target. Formation over target is shown in attached Diagram 2B.

3. AIRCRAFT LOST. A/C # 42-39884 left formation near enemy coast on way out. Nothing further known.

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

DECLASSIFIED
 Authority 745005
 BOWE NARA Date 8-10-06

"A" GROUP
 PLAN "A"
 ASSEMBLY

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

GROUP FORMATION FORM

DATE 12 May 1944 44

LEAD

PEP
 5 | 61

LOW

MOESE
 78 | 79

ROURKE
 81 | 40

HIGH

CRITCHFIELD
 20 | 66

BARNER
 72 | 32

PEP
 58 | 6

DELUCA
 78 | 89

WRIGHT
 25 | 60

ENRICK
 78 | 94

MADIGAN
 81 | 23

JOHNSON
 72 | 01

BACHUZERSKI
 72 | 90

FORD
 70 | 47

MAYER
 19 | 20

MILLER
 10 | 63

McREYNOLDS
 71 | 54

PINAS
 99 | 24

McENTER
 24 | 47

HENDERSON
 72 | 15

GREENWALD
 19 | 24

BESSER
 15 | 89

BRIEFING _____
 READINESS _____
 SECTIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

DECLASSIFIED

Authority 745005

BOE NARA Date 8-10-6

A "A" GROUP
URAN "B"
R TARGET

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

GROUP FORMATION FORM

DATE 12 May 1944 44

LEAD

PPF
56 | 1

LOW

McPHEE
78 | 79

PPF
58 | 6

HIGH

CRITCHFIELD
20 | 66

BARBER
72 | 32

MAYER
19 | 20

DELUCA
79 | 89

WRIGHT
25 | 60

WYRICK
78 | 94

MADIGAN
81 | 23

JOHNSON
72 | 01

McENTER
24 | 47

FORD
70 | 47

ROURKE
81 | 40

HENDERSON
72 | 15

MILLER
10 | 63

McKEYNOLDS
71 | 54

BACHUZENSKI
72 | 90

BESSEK
15 | 89

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DECLASSIFIED

Authority 745005

BOJF NARA Date 8-10-66

"B" GROUP
NAME "A"
BLY

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

GROUP FORMATION FORM

DATE 12 May 1944 44

LEAD

~~GILLES~~
74 | 07

LOW

~~WALLS~~
80 | 54

~~HARTWICK~~
72 | 57

HIGH

~~KIRBY~~
71 | 20

~~DANIELSON~~
77 | 97

~~SCOTT~~
71 | 94

~~POSTA~~
16 | 81

~~VIS HIGHT~~
16 | 75

~~STORSEN~~
78 | 82

~~KINNEY~~
19 | 89

~~BELLARD~~
70 | 88

~~JACKSON~~
14 | 10

~~DISNEY~~
73 | 54

~~MC CALL~~
19 | 59

~~CASHER~~
73 | 76

~~SHEPHERD~~
03 | 42

SPARKS

~~SLINGER~~
73 | 83

~~MERCURELLO~~
13 | 76

~~BERTHA~~
1887

~~DOMERTY~~
24 | 50

~~GILLES~~
3283

~~YABLONSKI~~
98 | 84

~~MURPHY~~
25 | 05

BRIEFING _____
READINESS _____
SECTIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS
331 _____
335 _____
336 _____
412 _____

DECLASSIFIED

Authority 745005

By JF NARA Date 8-10-06

"B" GROUP
"A"
B.L.Y.

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

GROUP FORMATION FORM

DATE 12 May 1944 44

LEAD

STANLEY
74 | 07

LOW

WALLS
80 | 54

HARTMAN
72 | 57

HIGH

KIMBI
71 | 20

JEWELIN
77 | 97

SCOTT
71 | 94

PSOTA
16 | 81

MIDKAW
16 | 75

SMARSH
78 | 82

KIMBLE
19 | 89

BELVED
70 | 88

JACKSON
14 | 10

SHOEN
73 | 84

MC CALL
19 | 89

SAMSON
73 | 78

SPENCER
05 | 42

OPAINS

BLANCH
73 | 83

MICHAELSON
15 | 76

BERTHA
1887

DEWEY
24 | 50

GILLIS
3243

YADENSKI
98 | 84

SMITH
25 | 05

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS
334 _____
335 _____
336 _____
412 _____

DECLASSIFIED

Authority 745005

By JEF NARA Date 8-10-66

95 A Group
Diagram 1A

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

GROUP FORMATION FORM

DATE 12 May 1944 44

LEAD

PIFF

561

LOW

MCFEE

7879

ROURKE

8140

HIGH

CRUTCHFIELD

2066

BABER

7232

PIFF

586

DELUCA

7889

WRIGHT

2560

WYRICK

7894

MADIGAN

8123

JOHNSON

7201

BACHUZEWSKI

7290

FORD

7047

MAYER

1920

MILLER

1063

MCREYNOLDS

7154

PINAS

9924

MCENTEE

2447

HENDERSON

7215

GREENWALD

1924

BESSER

1589

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

Diagram 1 B

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

GROUP FORMATION FORM

DATE _____ 44

LEAD

PFF

5/61

McFEE

PFF
58/66

LOW

Crutchfield

DeLuca
78/89

WRIGHT
25/60

FORD

Miller
10/63

McReynolds
71/54

BABER

WYRICK
78/94

MADIGAN
81/23

ROURKE
81/40

HIGH

MAYER

JOHNSON
72/01

MCENTZ

HENDERSON

BACKUSZSKI
72/90

BESSER
15/89

EXTRA SHIPS

334 _____

335 _____

336 _____

412 _____

BRIEFING _____

READINESS _____

STATIONS _____

TAXI _____

TAKE-OFF _____

RENDEZVOUS _____

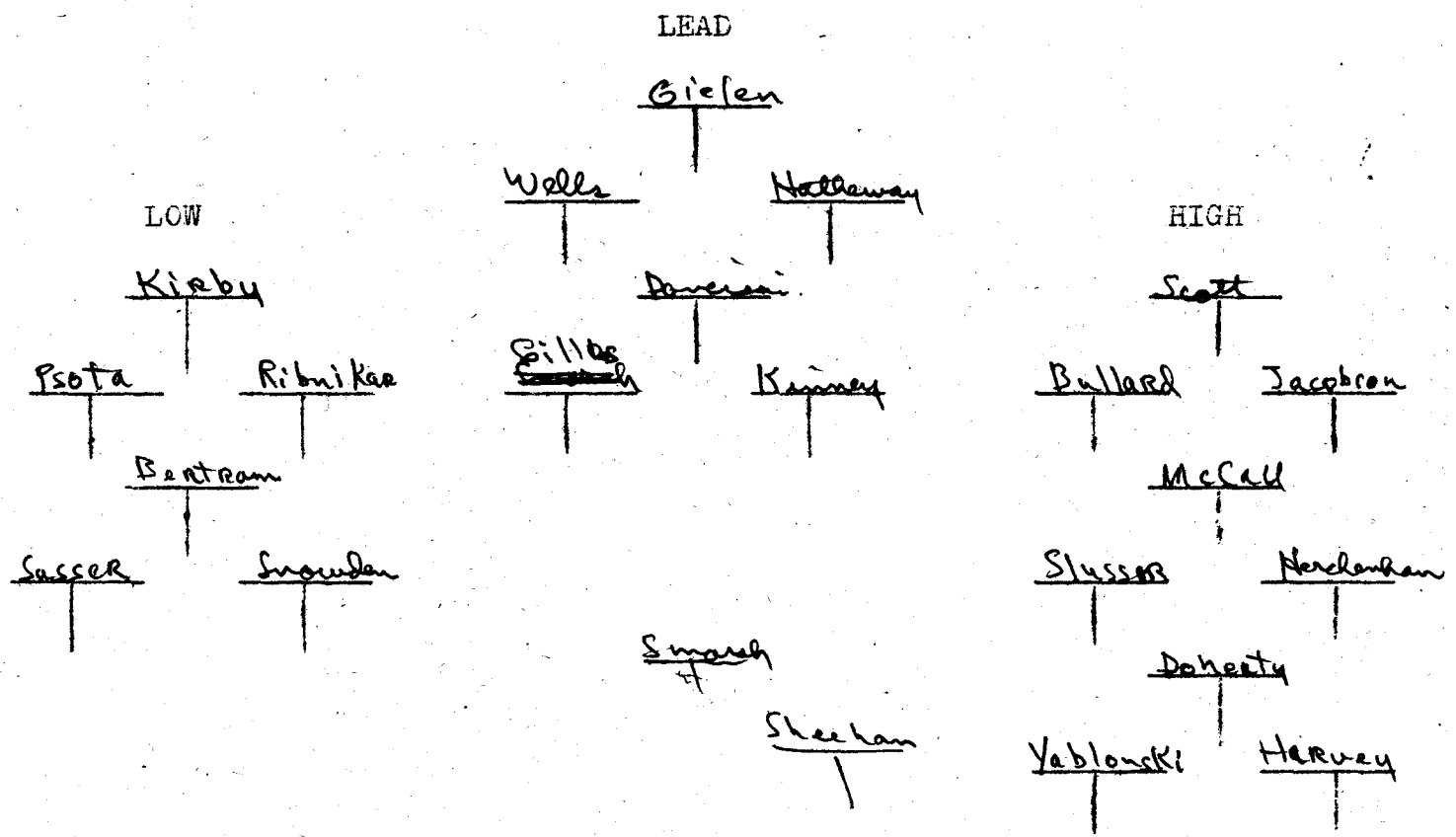
DECLASSIFIED
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 BUE NARA Date 8-10-6

Assembly
 Diagram

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

GROUP FORMATION FORM

DATE _____ 44



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

DECLASSIFIED

Authority 745005

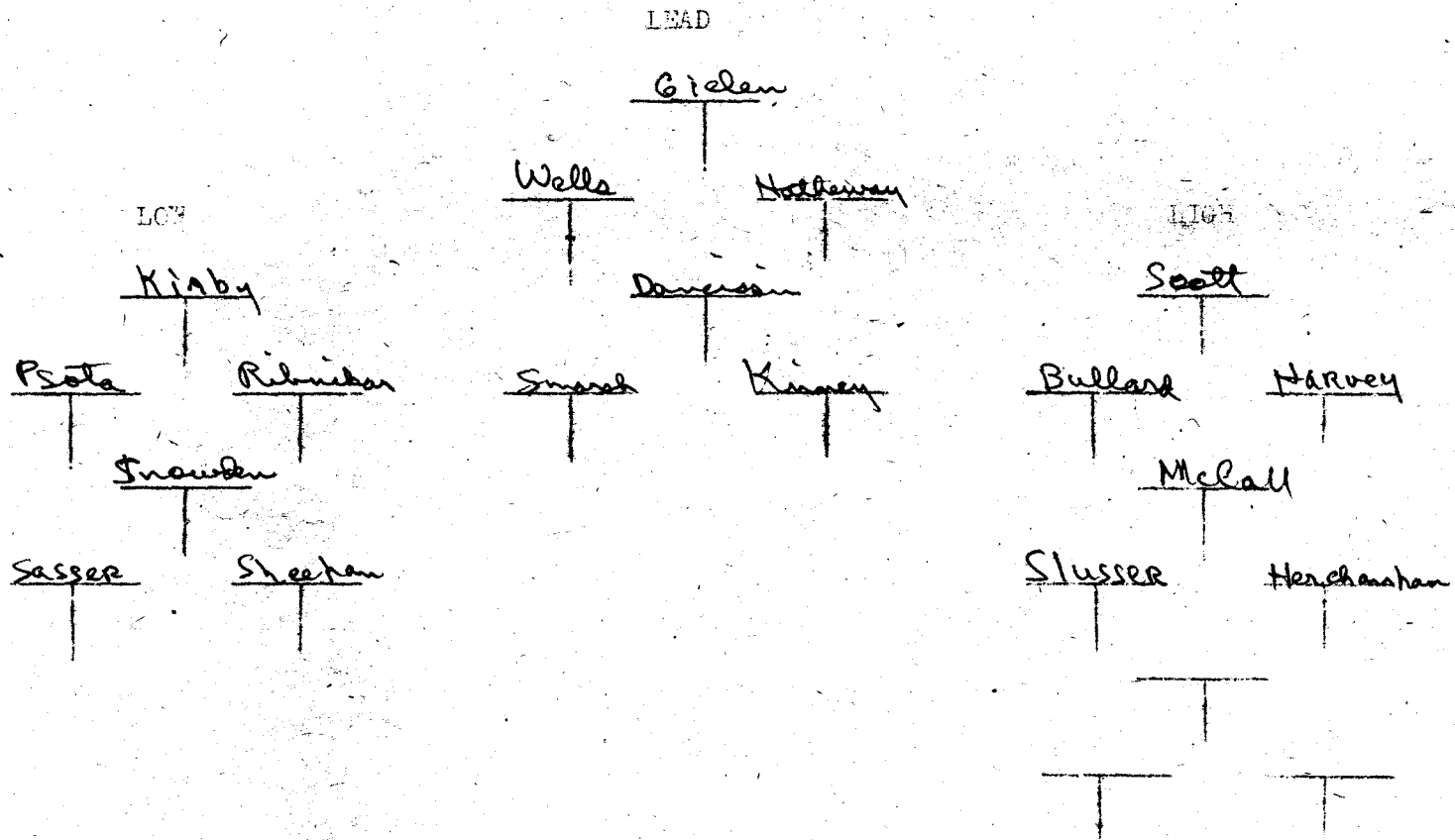
By JEF NARA Date 8-10-6

over target
Diagram 2B

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

GROUP FORMATION FOR

DATE _____



- BRIEFING _____
- READINESS _____
- STATUS _____
- TAXI _____
- TAKE-OFF _____
- RENDEZVOUS _____

- ENTRA SHIPS
- 334 _____
- 335 _____
- 336 _____
- 412 _____

B

T.F.
W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 12-5-44

TIME

GIELEN
74/07

KIRBY
71/20

Wells
80/54

Hathaway
72/57

Scott
71/94

PSOTA
16/81

RIBNIKAR
16/75

DANCISIN
77/97

BULLARD
70/68

Jacobson
14/70

BERTRAM
18/87

GILLES
32/83

KINNEY
19/99

McCall
19/39

SASSER
73/76

SNOWDEN
73/37

SLUSSER
73/83

HERCHENHANN
13/76

Doherty
24/30

EXTRA

EXTRA A/C

SMARSH
78/82

SHEEHAN
03/42

JABLONSKI
98/84

HARVEY
25/05

ABORTIVE

MISSING

CHANGES

SPARE

T.F.
W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 12-5-44

TIME _____

P.F.F.
5/61

CRUTCHFIELD
20/66

McFPP
78/79

ROORKE
81/40

P.F.F.
5/86

DELUCA
78/89

WRIGHT
25/60

BABER
72/32

Johnson
72/01

Bachuzewski
72/90

FORD
70/47

WRVRICK
78/94

MADIGAN
81/23

MAKER
19/20

MILLER
10/63

McReynolds
71/54

PINAS
99/24

McEntee
24/47

HENDERSON
72/15

ABORTIVE _____

EXTRA

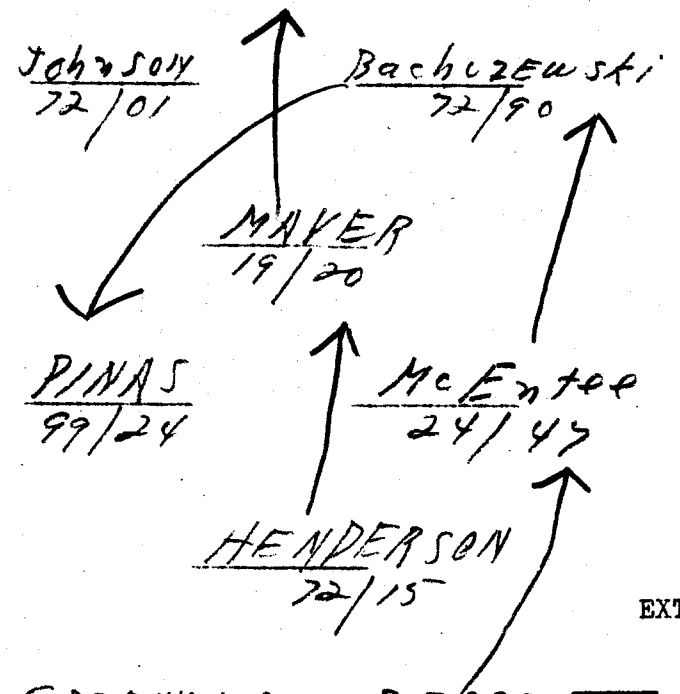
EXTRA A/C

MISSING _____

CHANGES _____

GREENWALD
19/24

BESSER
15/89



S E C R E T

DECLASSIFIED

Authority 745005

By JE NARA Date 8-10-6

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

E-I-15

12 May 1944

AIRCRAFT NOT ATTACKING

95th A Group Formation

Mission of 12 May 1944

- | | | | | | |
|----|---|----|-----|---|----|
| A. | Number of A/C Scheduled..... | 19 | and | 2 | PF |
| B. | Number of A/C Taking Off..... | 19 | and | 2 | PF |
| C. | A/C Taking Off less unused spares..... | 19 | and | 2 | PF |
| D. | Number of A/C Dispatched..... | 18 | and | 2 | PF |
| E. | Number of A/C Attacking..... | 17 | and | 2 | PF |
| F. | Number of A/C Not Attacking..... | 2 | | | |
| G. | Number of Sorties..... | 18 | | | |
| H. | Detailed description of reasons why aircraft did not attack: | | | | |
| 1. | A/C 42-39924 Sortie. Left formation after being dispatched because of: (a) Oxygen leak in navigators line. | | | | |
| 2. | A/C 42-31924 No Sortie. Left formation before being dispatched because of: (a) # 3 engine internal failure. | | | | |

For the Commanding Officer:

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

S E C R E T

DECLASSIFIED

Authority 745005

By JEF NARA Date 8-10-6

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
AFO 559

E-1-15

12 May 1944

AIRCRAFT NOT ATTACKING

95th B Group Formation

Mission of 12 May 1944

- | | | |
|----|---|-----------------|
| A. | Number of A/C Scheduled..... | 21 |
| B. | Number of A/C Taking Off..... | 21 and 2 Spares |
| C. | A/C Taking Off less unused spares..... | 21 |
| D. | Number of A/C Dispatched..... | 20 |
| E. | Number of A/C Attacking..... | 19 |
| F. | Number of A/C Not Attacking..... | 2 |
| G. | Number of Sorties..... | 20 |
| H. | Detailed description of reasons why aircraft did not attack: | |
| 1. | A/C 42-102450 Sortie. Left formation after being dispatched because of: (a) Oxygen leak in navigators pressure gauge. | |
| 2. | A/C 42-31410 No Sortie. Left formation before being dispatched because of: (a) Crack in external fitting of prop governor oil line. | |

For the Commanding Officer:

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

"A" GROUP

FORM 3

STATION 119

DATE _____

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
		PFF 561	MARTIN			750		1738	
335	W	8140	ROURKE			751		1701	
335	U	7879	MC FEE			752		1737	
412	O	7232	BABER			752		1703	
334	E	8123	MALIGAN			753		1715	
"	L	7894	WYRICK			754		—	
		PFF 586	RIVENBARK			755		1739	
334	H	7290	BACHLUZENSKI			755		1659	
"	J	7201	JOHNSON			756		1723	
"	G	1920	MAYER			757		1706	
"	A	2407	MCENEE			758		1740	
"	N	4924	PINAS			758		1232	
335	J	7215	HENDERSON			759		1741	
"	O	1589	BESSER			800		1742	
334	Q	1924	GREENWALD			801		1129	
335	S	3066	CROUCHFIELD			813		1734	
335	X	2560	WRIGHT			802		1735	

"B" GROUP

FORM 3

STATION

119

DATE

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
412	N	7407	GIELEN			810		1719	
"	L	7257	HATHEWAY			814		1719	
"	V	8054	WELLS			815		1718	
"	H	7797	DANCISIN			816		1721	
"	X	1999	KINNEY			817		1722	
335	V Q	3253 7876	GILLIS			854		1034	
336	O	7194	SCOTT			818		1727	
"	G	1410	JACOBSON			818		1152	
"	H	7068	BULLARD			819		1726	
"	J	1939	MCCALL			820		1730	
"	U	1376	HERCHENHAWA			821		1714	
"	F	7383	SLUSSER			821		1729	
"	K	2450	DOWHARTY			822		1215	
"	Q	2505	HARVEY			823		1728	
"	N	9884	JABLONSKI			824		-	
"	E	7120	KIRBY			824		1711	
412	W	1675	KISNIKATC			825		1712	

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

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

DECLASSIFIED

Authority 745005
By JE NARA Date 8-10-64

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

353rd Operation - 12 May 1944.

1st Bombardment Division - MERSEBURG (LEUNA) OIL REFINERY
LUTZENDORF OIL REFINERY

2nd Bombardment Division - ZEITZ OIL REFINERY
BOHLEN OIL REFINERY

3rd Bombardment Division - BRUX OIL REFINERY
ZWICKAU A/C COMPONENTS PLANT

In a large scale operation against German synthetic oil refineries and a/c component plant, fifteen combat wings, escorted by 21 USAAF fighter groups were dispatched to attack targets in central Europe. A total of 386 bombers and 576 fighters was dispatched, and all primary targets were attacked, bomber using visual methods in clear weather, with good results. Formations attacking Brux and Zwickau met aggressive enemy air opposition, which accounted for 22 bombers in one combat wing. Total bomber losses were 42 a/c, of which 34 were lost to e/a.

Escorting fighters encountered formations of as many as 200e/a attacking B-24s of the 2nd Division between Cologne and Marburg, and fighters engaged large groups of e/a attacking 3rd Division combat wings in the Wiesbaden and Coblenz areas. Total fighter claims for air combats are 66-1-10, and nine e/a are claimed destroyed and 13 damaged on the ground. Ten fighters are missing.

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

Unit	(AB)	Number of A/C				Tons		O. T. 's		
		Disp.	Attacked	Lost	Primary	I. B.	G. P.	I. B.		
<u>1ST BOMB DIV.</u>		Primary	O. T. 's		G. P.	I. B.	G. P.	I. B.		
1st C.W.	58	57	36	21	0	68	0	39	0	
40th C.W.	58	51	49	0	1	106	0	0	0	
41 A C.W.	59	54	52	0	0	100	0	0	0	
41 B C.W.	55	49	46	0	0	33	0	0	0	
94 A C.W.	60	51	48	0	0	82	0	0	0	
94 B C.W.	58	53	48	3	1	95	0	6	0	
PIF	11	11	11	0	0	22	0	0	0	
		<u>359</u>	<u>326</u>	<u>290</u>	<u>24</u>	<u>2</u>	<u>561</u>	<u>0</u>	<u>45</u>	<u>0</u>
<u>2ND BOMB DIV.</u>										
2nd C.W.	65	59	54	0	0	116	0	0	0	
14th C.W.	70	69	64	0	1	148	12	0	0	
20th C.W.	63	60	54	0	1	132	0	0	0	
96th C.W.	75	71	42	22	0	37	0	44	0	
PIF	6	6	6	0	1	4	2	0	0	
		<u>279</u>	<u>265</u>	<u>220</u>	<u>22</u>	<u>3</u>	<u>487</u>	<u>2.2</u>	<u>44</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)	Number of A/C		Lost)	Primary		O.T.'s		
		Disp.	Attacked		G.P.	I.B.	G.P.	I.B.	
<u>3RD BOMB DIV.</u>									
4th C.W.	61	61	56	0	7	140	0	0	0
13 A. C.W.	62	59	46	11	1	102	0	26	0
13 B C.W.	47	43	42	0	2	91	0	0	0
45 A&B C.W.	71	66	11	33	22	20	0	73	0
45 C C.W.	63	56	37	15	3	91	0	29	0
PEP	10	10	6	1	2	6	0	1	0
	<u>314</u>	<u>295</u>	<u>198</u>	<u>60</u>	<u>37</u>	<u>450</u>	<u>0</u>	<u>129</u>	<u>0</u>
<u>OPERATIONAL</u>									
TOTALS	952	886	708	106	42	1498	2.2	218	0

BOEING RESULTS:

ZWICKAU A/C COMPONENTS PLANT - Good results.

58 B-17s dropped 190 x 1000 G.P. and 188 x 500 G.P. - 142 tons - between 1337 and 1425 hours from 17,300 to 24,000 feet. All the buildings of the A/C Components Plant with the exception of one, which was probably damaged, appear to be severely damaged. Barracks south of the factory appear to be 80 to 90% destroyed.

BRUX OIL REFINERY - Very good results.

140 B-17s dropped 370 x 500 G.P., 480 x 300 G.P., 1880 x 100 I.B - 305 tons between 1325 and 1424 hours from 21,000 to 24,000 feet. The northern part of the target containing the vital parts suffered severely. Despite smoke from the L.T.C. Plant damage is visible on the gas generating plant, boiler house, oil storage tanks and gas purification plant.

MERSEBURG (LEUNA) OIL REFINERY - Good results

224 B-17s dropped 4818 x 100 G.P. 274 x 250 G.P. and 1053 x 300 G.P. and 14 B-24s, attacking Merseburg as an opportunity target, dropped 36 x 500 G.P. and 398 x 100 G.P. A total of 459 tons was dropped between 1338 and 1420 hours from 19,500 to 27,000 feet. PRU cover was taken soon after the attack, but photos are obscured by a dense cloud of smoke covering installations in the central part of the plant. The principal damage appears to be along the western side of the plant, with scattered hits on the northern three-quarters of the refinery. At the time of PRU, fires were visible on the hydrogen contact houses, ammonia liquor tanks, several other chemical installations, and on numerous buildings in various parts of the plant.

LUTZENDORF OIL REFINERY - Fair results.

98 B-17s dropped 253x300 G.P., 2620 x 100 G.P. - 169 tons - on Lutzendorf at 1354 - 1408 hours from 23,000 to 26,500 feet. A concentration fell in the southwestern and western portion of the target, hitting the Fischer-Tropsch gas condensation building, a contact over house, a large u/i building southwest of the power plant, and the power plant itself. There was damage to the Fischer-

Tropsch plant, power plant, scattered minor buildings, and many tanks.

ZEITZ OIL REFINERY - Good to Very Good results.

116 B-24s dropped 1483 x 250 G.P., 835 x 500 G.P., 2632 x 100 G.P. 45 x 100 I.B., and 24 x 300 G.P. - 265 tons - at 14:02 - 14:10 hours from 18,000 to 22,500 feet. There were at least 12 bursts in the gas generating plant area and at least three in the purification and conversion plant. An explosion occurred in the injector house, and there was a near miss probably damaging the compression house. There were several hits in the oil storage yard, and probable damage to the power plant.

BOHLER OIL REFINERY - Very good results

The gas generating plant and refinery structures received the main damage. Damaged buildings include the briquetting plant, liquid air plant and low temperature carbonization plant and other unidentified structures. The boiler house, a condensing tower, and several buildings in the power plant and gas works to the west also received damage.

OPPORTUNITY TARGETS

16 B-17s dropped 140 x 300 G.P. and 162 x 250 G.P. on Zwickau M/Y with serious damage to tracks near the west choke point resulting. Good results. 11 B-17s dropped 176 x 300 G.P. on Chemnitz; 14 B-17s dropped 505 x 100 G.P. on Gera M/Y; 15 B-17s dropped 570 x 100 G.P. on Hof; and 8 B-17s and 13 B-24s dropped 14 x 500 G.P. and 703 x 100 G.P. on unidentified opportunity targets with unobserved results.

ENCOUNTERS: The 3rd Bombardment Division, which met the severest air attacks, reported a total of 150 - 200 e/a engaged. Most attacks were made en masse with e/a using saturation tactics. As many as 30 e/a came in abreast skillfully and savagely firing cannon and machine guns and in some cases ramming the B-17s. Attacks can be divided into three main phases; the first phase began south of Coblenz on the penetration route when 30 plus s/e e/a made head-on attacks apparently using time fused cannon fire. The second phase began north of Frankfurt when over 60 FW-190s and Me-109s made mass attacks going through formations, then reforming for more attacks. The final phase began near Chemnitz when attacks by over 50 Me-410s using rockets and closing with cannon fire. This was one of the largest engagements with t/e e/a reported in some time by the Eighth Air Force bombers. 1st Bomb Division reported no air attacks and the 2nd Division reported only scattered attacks on stragglers.

REASONS FOR FAILURE TO BOMB: 49 B-17s and 23 B-24s failed to bomb - 15 B-17s and 19 B-24s due to mechanical or equipment failures, 2 B-17s because of weather, 23 B-17s and 1 B-24 due to enemy action and 4 B-17s and 3 B-24s due to other reasons.

CASUALTIES: Personnel - 4 crew members were killed, 21 wounded, 435 missing and 27 were rescued.

Equipment - 39 B-17s and 3 B-24s were lost - 3 B-17s to AA fire, 32 B-17s and 2 B-24s to e/a, 2 B-17s and 1 B-24 to AA and e/a, and 2 B-17s to unknown reasons.

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

Estimated Battle Damage - 275 B-17s and 61 B-24s category "A" and "AC", 76 B-17s category "B", and 4 B-17s category "E".

ANTI-AIRCRAFT FIRE: Moderate and accurate AA fire was encountered at Morsburg and meager and inaccurate at Lutzkendorf. Rockets were also observed in these target areas. At Bohlen fire was moderate to intense and accurate with both barrage and predictor controlled. Moderate, fairly accurate tracking flak was noted at Brux. Only meager, inaccurate fire and a few ground rockets were reported at Zwickau.

WEATHER: Weather was generally good over the entire route and at targets, although there was some ground haze. Targets were free of clouds and all bombing was done visually.

OBSERVATIONS: 25 Barrage balloons were noted south of Saalburg, and a large barracks area between Dunkirk and Ostend. Highly camouflaged installations and a dam protected by many AA guns were sighted just NW of Frankfurt. 50 c/a were parked on an A/F at Erfurt. Considerable activity was noted in the M/Ys at Charleroi, Cema, Zeitz and St. Weith, and about 200 freight cars were at Namur M/Y. A military installation believed to be a storage depot was observed just outside of Brussels. 10 plus large merchant vessels were seen heading north three miles off Ostend/Dunkirk with one motor ship beached and six minesweepers and two small M/Ys moored nearby. 12 barrage balloons were up at

FIGHTER OPERATIONS

Twenty-one troupes of the VIII and IX Fighter Commands, totalling 410 P-51s, 201 P-47s and 265 P-38s provided continuous escort for all bomber formations. Large concentrations of 200 - 250 c/a were engaged between Cologne and Marburg by fighters escorting B-24s. Combats with an additional 150 plus s/c c/a between Limburg and Wiesbaden were reported by the groups escorting the 1st Division, and about 100 c/a were encountered southwest of Coblenz. Total claims were 66-1-10 in the air and 9-0-13 on the ground. Four P-47s and six P-51s are missing.

VIII Fighter Command

<u>Unit</u>	<u>Type of A/C</u>	<u>Type of Mission</u>	<u>No. A/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
<u>65th Fighter Wing</u>					
56A	P-47	Sweep	21	2	14-1-5
56B	P-47	Sweep	24	1	5-0-1
356	P-47	Penetration	44	0	0-0-0
4	P-51	Pen., Tgt., & W/D	47	0	10-0-0
355	P-51	Pen., Tgt., & W/D	41	0	0-0-0
			177	3	29-1-6

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

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Authority 745005
By JE NARA Date 8-10-6

<u>Unit</u>	<u>Type of A/C</u>	<u>Type of Mission</u>	<u>No. A/C on Mission</u>		
<u>66th Fighter Wing</u>					
78A	P-47	Penetration	36	1	5-0-0
78B	P-47	Penetration	18	0	0-0-0
353	P-47	Penetration	35	0	2-0-2
339	P-51	Penetration	48	0	0-0-0
357	P-51	Penetration	40	2	16-0-2++
55	P-38	Withdrawal	44	0	1-0-0
339+	P-51	Withdrawal	42	0	0-0-0
			<u>263</u>	<u>3</u>	<u>21-0-4</u>
<u>67th Fighter Wing</u>					
361	P-47 & P-51	Penetration	49	0	0-0-0
352	P-51	Pen., Tgt. & W/D	41	1	10-0-2+++
359	P-51	Pen., Tgt. & W/D	37	0	2-0-1
20	P-38	Withdrawal	45	0	1-0-0
364	P-38	Withdrawal	45	0	0-0-0
			<u>217</u>	<u>1</u>	<u>13-0-3</u>
Total VIII Fighter Command			657	7	66-1-13

IX Fighter Command

<u>Unit</u>	<u>Type of A/C</u>	<u>Type of Mission</u>	<u>No. A/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
<u>70th Fighter Wing</u>					
354	P-51	Target	43	2	7-0-0
363	P-51	Penetration	45	1	2-0-10ca
370	P-38	Withdrawal	50	0	0-0-0
474	P-38	Withdrawal	47	0	0-0-0
367	P-38	Withdrawal	34	0	0-0-0
			<u>219</u>	<u>3</u>	<u>9-0-10</u>

OPERATIONAL TOTALS

876 10 75-1-23

- + Second Sortie
- ++ 2-0-0 on ground
- +++ 3-0-2 on ground

BOMBER ESCORT

Escort to B-17 Force attacking Zwickau A/C Components Factory and Brux Oil Refinery:- The 4th Group provided continuous escort from Bad Neuenahr at 1220 hours to 1335 hours at Coburg. About 50 e/a were met in several engagements for no losses and claims of 10-0-0. The 355th Group escorted 1st Division B-17s from S. Brussels to rendezvous with another force of B-17s at Falkenstein at 1340 hours continued on to the target and left bombers at 1450 hours at Eischach. The 353rd Group joined the bomber force at 1128 hours S. of Brussels and broke escort NE of Frankfurt at 1240 hours. Between Limburg and Wiesbaden 150 plus s/e c/a pressed vigorous head-on attacks in waves of 50 e/c through the bomber formations. Claims were 2-0-2 in the air for no losses. The 357th Group rendezvoused NW of

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

Frankfurt at 1212 hours to S. of the target. 100 plus s/c c/a attacking in waves of 30 plus a/c dove through the bomber formations, made a 90° left turn and reformed in tight formations of four. An additional 30 plus s/c c/a provided diversion and top cover. Two P-51s were lost and claims made of 4-0-2 in the air and 2-0-0 on the ground. The 55th Group made contact with the B-17s at 1507 hours and rendered escort to the vicinity of Ghent until 1615 hours. About 45 c/a were seen and a number of engagements ensued but a heavy haze hindered visibility and provided refuge for the enemy a/c. The 361st Group gave uneventful escort from 1053 hours E of Coxyde until 1150 hours SE of Liege. The 362nd Group were unable to find the bombers as briefed, swept area from Brussels to coast and Namur to Liege from 1613 to 1713 hours, and escorted stragglers to the English coast.

Escort to B-17 force Attacking Mersburg and Lutzkendorf Oil Refineries: - The 359th Group made contact at 1034 hours at Fulda with a 50 mile stream of bombers, picked out the right ones, escorted them around Mersburg and left at 1432 hours. Intense and accurate rocket flak for 24,000 feet was encountered over the target. The 20th Group met three boxes of the 1st Division and one additional box of B-17s from the 3rd Division near Eisenach, and left the bombers S. of Ostend at 1600 hours. 32 plus s/c c/a were driven off while attempting to attack the formations between Mersfield and Giessen. One c/a was destroyed with no loss to our a/c. 352nd Group after some difficulty with haze joined the bombers at St. Vith and Limberg at 1208 to 1223 hours and broke escort in vicinity of Gotha at 1355 hours. 40 plus c/a attacked viciously in Frankfurt area, downing at least five bombers. One P-51 lost and claims made of 7-0-0 in the air and 3-0-2 on the ground. The 339th Group flew two uneventful sorties. In the first the bombers were escorted from St. Vith at 1146 hours to a point west of Limberg. No rendezvous was made in the second sortie as call was made to investigate bandits near Brussels, but no c/a were seen. The 73A Group met the first box of bombers just before L/F, at 1107 hours, and proceeded with the escort to 25 miles SW of Coblenz where 100 plus s/c c/a made a head-on attack at 1208 hours. These c/a were intercepted and dispersed, and 30 - 35 of them chased inland for about 50 miles. One P-47 was lost and claims of 5-0-0 made.

Escort to B-24 force which Attacked Zeitz and Bohlen Oil Refineries: - The 356th Group rendezvoused with the bombers S. of Brussels at 1155 hours and broke escort 50 miles NE of Frankfurt at 1317 hours. No c/a were seen. The 73B Group provided uneventful escort from Ostend to a point NW of Frankfurt at 1228 hours.

IX Fighter Command

The 354th, 363rd, 474th and 367th Groups escorted the B-24s, while the 370th Groups accompanied the B-17s attacking Mersburg and Lutzkendorf. They lost three P-51s and claimed 7-0-0 in the air and 2-0-10 on the ground, but no further details of their operations are available.

FIGHTER SWEEPERS

The 56A Group engaged in supporting sweeps over the bomber routes from 1028 to 1340 hours between Cologne and Frankfurt. About 200 c/a were encountered and resulted in a number of successful air combats, losing two a/c for claims of 14-1-5. Fan tactics employed were excellent but individual flights too weak

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

against c/a concentrations as seen on this mission. The 56B Group also covered the Worms, Frankfurt, Bad Hergentheim area on successful supporting sweeps from 1033 to 1335 hours, claiming 5-0-1 in the air for the loss of one P-47.

STRAFING ATTACKS AND FIGHTER OBSERVATIONS

65th Fighter Wing: - The 56A Group reported barrage balloons over Coblenz and heavy, intense, accurate flak over Wiesbaden, Frankfurt, Cologne and the Ruhr. The 56B Group noted that all dams in the Worms - Frankfurt - Bad Hergentheim area were protected by barrage balloons to 2,000 feet. Flak in woods S of Frankfurt was intense and inaccurate. 356th Group observed many light-colored objects, perhaps oil tanks in woods 5 miles N. of Ypres, one motor ship beached, between Dunkirk and Calais, and 6 mine-sweepers N of Berck-sur-Mer heading 330 degrees. 4th Group saw 27 t/c c/a on an A/F in Giessen area, and eight s/c c/a on an A/F just E of there; also smokeless flak at Newick near Cologne.

66th Fighter Wing: - The 361st Group reported 10 plus large H/V heading N slowly three miles off Ostend/Dunkirk, and thirty plus large barges in Newport harbor. 352nd Group strafed an A/F SE of Coblenz where 15 plus s/c were parked. Five miles E of Ingelheim another A/F was attacked and 10 plus He 177 and 20 plus t/c u/i s/c counted. One s/c and two t/c a/c were destroyed and two t/c c/c damaged. 359th Group strafed an A/F at Thamsbruck claiming 2-0-1 t/c a/c. Intense rocket flak at Herssburg was very accurate for 24,000 feet. 24 barrage balloons ringed the lake on Eden R., SE of Korbach.

67th Fighter Wing: - The 63B Group strafed two locomotives, passenger and freight cars SW of Coblenz. The 357th Group destroyed two c/a on the ground 50 miles NE of Frankfurt, and one locomotive 10 miles SW of Hessel. 7/a were parked in fields near Frankfurt, and 12 s/c e/a were seen on an A/F near Geinsheim. The 339th Group reported the wreckage of a plane in the Channel in the vicinity of Calais. Flak near Frankfurt and Coblenz was heavy, intense and accurate, and heavy and intense in the Tille area.

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