

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

APO 559.
2 June 1944.

SUBJECT: Report of Operations Officer, Mission of 31 May 1944,
OSNABROOK.

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

95th "B" Group

1. GENERAL NARRATIVE: The 95th "B" Group formation, flying as lead group in the 13th "B" Combat Wing, took off at 0715 - 0728 hours. By 0808 hours the group had assembled over the base at 9,000', at which time the climb to 19,000' was started. 95th "A" group flying low group in the wing formation was picked up over the field, and remained in wing formation throughout the mission. All wing assembly points were made on time.

The 13th "B" Wing departed the English coast at Great Yarmouth at 0940 hours on course, at which time the climb to bombing altitude was begun. 95th "B" group crossed the enemy coast three minutes late at 23,000' resuming the climb until bombing altitude of 25,000' was reached at 5241N 0758E. The briefed route was flown to the I.P. but the 95th "B" group was forced to continue on past the I.P. about 4 miles due to the preceding wing over-running the briefed I.P. The new I.P. was established at 5233N 0830E where the peel-off on the bomb run was effected. Bombs were away at 1101 hours on a heading of 246°. The bombardier was unable to bomb the briefed M.P.I. due to such a short run resulting from the change of I.P. and aimed on a choke point in the target area. Moderate barrage flak was encountered over the target. No enemy fighters were encountered.

A turn off the target to the left was made and the R.P. was reached at 1106 hours at an altitude of 24,000', where the 95th "A" group rejoined in wing formation.

The route out was flown as briefed up to 5034N 0442E where a heading of 314° was taken up and flown to 5112N 0350E where a new heading of 345° was taken up and held until 1141 where the enemy coast was crossed at 5148N 0341E, at an altitude of 14,000'. This deviation from the briefed route was taken

due to weather on the briefed route. At 1241 hours a heading of 295° was taken up and held until the English coast was crossed at 5208N 0136E at 8,000'. Home base was reached at 1320 hours at 2,000'. 95th "B" Group landing at 1322 hours to 1337 hours.

2. AIRCRAFT NOT ATTACKING: Twenty aircraft including two spares took off and assembled in the formation shown in Diagram "A". The two spares returned as briefed, thus eighteen aircraft crossed the enemy coast and bombed the target. Eighteen aircraft are credited with sorties.

3. LOST AIRCRAFT: None

95th "A" Group

1. GENERAL NARRATIVE: The 95th "A" Group took off at 0655 - 0710 hours to form the low Group of the 13th "B" Combat Wing. Assembly was made over the base at 12,000' at 0800 and the 95th "B" Group was spotted at this time at 9,000' above the base so visual contact was retained and rendezvous effected with the 95th "B" Group as they climbed.

Reference is made to the above report of the 95th "B" Group formation for a general narrative of the remainder of the mission which was flown in company with the 95th "B" Group.

2. AIRCRAFT NOT ATTACKING: Twenty aircraft including two spares took off and assembled in the formation shown in Diagram "A". The two spares returned as briefed, thus eighteen aircraft crossed the enemy coast and bombed the target. Eighteen aircraft are credited with sorties.

3. LOST AIRCRAFT: None.

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

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HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

E-I-25

31 May 1944

AIR CRAFT NOT ATTACKING

95th "B" Group Formation

Mission of 31 May 1944

- A. Number of A/C Scheduled.....16
- B. Number of A/C Taking Off.....18 and 2 Spares
- C. A/C Taking Off less unused spares.....18
- D. Number of A/C Attacking.....18
- E. Number of A/C Not Attacking..... 0
- F. Number of Sorties.....18
- G. Detailed description of reasons why aircraft did not attack:

1. None

For the Commanding Officer:

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

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NARA Date 8/11/13

5th "B" Group
Assembly
Diagram "A"

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

GROUP FORMATION FORM

DATE 31 May 19 44

LEAD

BECKELMAN
24 | 27

DOHERTY
71 | 94

JACOBSON
14 | 10

LOW

HIGH

KIRBY
25 | 05

HOLT
78 | 44

GIELEN
72 | 57

HERCHENHAHN SLUSSER
71 | 20 19 | 89

BULLARD
70 | 68

SNOWDEN
72 | 05

KINNEY
19 | 99

GILLES
80 | 54

BUCKLAND
18 | 76

BERTRAM
16 | 75

WYATT
78 | 58

HOFSEES
72 | 32

SALVIA
77 | 97

SMARSH
78 | 82

WELLS
1661

HARVEY
6993

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

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5th "A" Group
 Assembly
 Diagram "A"

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

GROUP FORMATION FORM

DATE 31 May 19 44

LEAD

ENGLE
 26 | 67

PINAS
 19 | 20

MCREYNOLDS
 71 | 54

LOW

HIGH

BACHUZEWSKI
 60 | 85

MCENTEE
 24 | 47

BABER
 20 | 66

MADIGAN
 03 | 42

ROMANCHEK
 78 | 79

GREENWALD
 70 | 50

JOHNSON
 81 | 78

BESSER
 78 | 56

HOUSER
 15 | 14

MCFEE
 18 | 67

WRIGHT
 25 | 60

PSOTA
 10 | 63

CRAIG
 32 | 63

SHELLER
 14 | 62

GROS. HEIM
 16 | 00

ROSSETTI
 7889

LEMPERT
 7047

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
 AAF STATION 101
 APO 634

INTOPS SUMMARY NO. 31

PERIOD: 0001 hours 31st May 1944 to 2400 hours 31st May 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>B/A</u>	<u>A/A</u>	<u>N/E</u>	<u>OT</u>	<u>Totals</u>
Heavy Bomber Attacks	20	1029	963	368	1055	A 0-0-0 G 0-0-0	0	1	1	0	2
Fighter Escort	15	680	609	0	0	A 0-0-0 G 4-0-1	0	0	0	3	3
Fighter Sweeps	0	0	0	0	0	A 0-0-0 G 0-0-0	0	0	0	0	0
Fighter Bombing	3	116	114	114	39	A 5-1-3 G 0-0-0	0	0	0	0	0
Photo Recon.	27	27	23	0	0	A 0-0-0 G 0-0-0	0	0	0	0	0
Weather Recon.	5	5	5	0	0	A 0-0-0 G 0-0-0	0	0	0	0	0
Special Operations	0	0	0	0	0	A 0-0-0 G 0-0-0	0	0	0	0	0
	<u>70</u>	<u>1857</u>	<u>1714</u>	<u>482</u>	<u>1094</u>	A 5-1-3 G 4-0-1	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>5</u>
LX Fighter Command Escort	14	647	595	0	0	G 0-0-0	0	0	0	0	0

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Eighteen combat wings (533 B-17s and 491 B-24s) were dispatched to attack M/Ys, an A/F, and an Aero-engine works in western Germany, France and Belgium. An additional five B-24s were dispatched to attack five railroad bridges in the Paris area using a special bombing technique. Fighter escort was provided by 29 fighter groups (601 P-47s, 356 P-51s, and 247 P-33s, a total of 1204 a/c) - fifteen groups of VIII Fighter Command and fourteen groups of IX Fighter Command. In addition 36 Spitfires provided extra withdrawal support.

Adverse weather conditions - a front of cumulus clouds extending up to 26,000 feet which was encountered just inside the enemy coast - considerably interfered with the execution of this operation. Of the B-17 force dispatched against M/Ys in northeastern France, only one combat wing was able to bomb its primary, Luxeuil A/F, while two wings did not bomb, and the remainder of the force attacked T/Os in Belgium and Holland with generally fair results. The entire B-24 force dispatched against M/Ys, an A/F and an aero-engine works in France and Belgium abandoned their mission in the Ghent-Courtrai area and returned without making any attacks. Poor weather also forced the B-17 force dispatched against M/Ys in western Germany to fly north of their briefed course, but CAVU conditions were found at their primaries and all but one assigned target and a T/O were attacked with generally good results.

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There was no enemy air opposition. Flak was generally moderate over targets in western Germany and meager and inaccurate over targets in France and Belgium. There were no bomber claims. Fighter claims are 4-0-1, all on the ground, and numerous miscellaneous ground targets including 40 locomotives, six freight cars, railway switch tower and other installations.

Two bombers were lost, a B-17 to AA, and a B-24 category "E", which was seen to blow up and crash ten miles south of Yarmouth at 0954 hours. Three fighters were lost, one P-47 and two P-51s, all to unknown reasons, and all of the VIII Fighter Command.

LUXEUIL A/F, LIEGE/BIERSET A/F, FLORENNES/JUZAINNE A/F, AND GILZE/RIJEN A/F:

A force of six combat wings (246 B-17s) were dispatched against three M/Ys and an Airfield in the northeastern corner of France. Escort was provided by twelve groups, seven of IX Fighter Command and five of the VIII Fighter Command. Cumulus clouds from 23,000 to 26,000 feet encountered at the enemy coast caused some of the combat wings to break up and prevented all but one wing from bombing primary targets. Two combat wings did not drop any bombs due to the weather, while a/c of three combat wings bombed six T/O's in Holland and Belgium through 5/10 to 10/10 clouds with some breaks. Weather was CAVU to 3/10 over Luxeuil A/F, the only primary target attacked. Details of the bombing are as follows:

36 B-17s dropped 72 tons G.P. and 25 tons I.B. on Luxeuil A/F between 1211 and 1212 hours from 17,000 to 18,700 feet with fair results.

30 B-17s dropped 90 tons G.P. on Florennes/Juzainne A/F between 1057 to 1112 hours from 23,000 to 25,500 feet with poor to fair results.

23 B-17s dropped 69 tons G.P. on Gilze/Rijen A/F between 1107 and 1123 hours from 19,000 to 21,000 feet with fair results.

12 B-17s dropped 33 tons G.P. on Liege/Bierset A/F at 1038 hours from 19,500 feet with poor results.

12 B-17s dropped 35 tons G.P. on Roosendaal M/Y between 1107 and 1123 hours from 19,000 to 21,200 feet with poor to fair results.

4 B-17s dropped 12 tons G.P. on Hannur M/Y at approximately 1057 hours at 23,000 feet with unknown results.

3 B-17s dropped 9 tons G.P. on an unidentified target of opportunity at approximately 1112 hours from 25,500 feet with unknown results.

This force experienced no enemy air opposition. Moderate and fairly accurate AA fire was encountered by some groups at Dunkirk and Brussels. Moderate and inaccurate fire was encountered at Gilze/Rijen, Furness, Wesel, Liege and Florennes. All bombers returned safely although 37 B-17s suffered minor battle damage and four suffered major battle damage. There were no bomber claims.

SCHWERTE, HAMEL, OSNABRUCK, GESEKE M/Ys and T/Os.

Five combat wings (287 B-17s) were dispatched against four M/Ys in western Germany. Escort was provided by eight fighter groups all of VIII Fighter Command. Formations were forced to climb to 25,000 feet and fly north of briefed course because of the cloud bank encountered just inside the enemy coast, but CAVU conditions with slight ground haze found over the target area enabled bombing of all but one of the assigned primaries. Five PFF a/c, included in the dispatched total, flew with this force, but were used for navigational means only, all bombing being visual.

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Details of the bombing are as follows:

- 88 B-17s dropped 264 tons G.P. on Osnabruck M/Y between 1057 and 1103 hours from 22,000 to 26,000 feet with fair results.
- 54 B-17s dropped 156 tons G.P. on Schwerte M/Y between 1112 to 1120 hours from 19,800 to 24,300 feet with good to very good results.
- 52 B-17s dropped 135 tons G.P. on Gescke M/Y (5138N-0831E) between 1118 and 1130 hours from 19,700 to 22,500 feet with fair results.
- 50 B-17s dropped 148 tons G.P. on Hamm M/Y between 1112 and 1113 hours from 24,000 to 26,000 feet with very good results.

No e/a attacks were reported by this force, and only one a/c, believed to be an FW-190, was seen near Dummer Lake. Flak was generally moderate to intense and accurate in the target area. One B-17 was lost, attributable to AA. 49 B-17s suffered minor battle damage and fifteen B-17s suffered major damage.

B-24 FORCE - TARGETS IN FRANCE AND BELGIUM (ABANDONED).

Seven combat wings (491 B-24s) were dispatched against M/Ys and A/Es and an aerial-engine works in north-central France and Belgium. Fighter escort was provided by eight groups, seven of IX Fighter Command and one of VIII Fighter Command. Solid undercast reported over the Continent with towering cumulus to 28,000 feet precipitated the abandonment of this mission. All a/c turned back in the Ghent-Courtrai area between 1040 and 1100 hours without dropping their bombs. No e/a were seen. One a/c was lost, Category "E", which was seen to blow up and crash about ten miles south of Yarmouth at 0954 hours. Seven B-24s suffered minor battle damage. Flak was generally meager and inaccurate, and encountered principally along the enemy coast.

TACTICAL TARGETS IN PARIS AREA.

Five B-24s escorted by one group of P-51s of the VIII Fighter Command were dispatched to attack five railroad bridges in the Paris area using a special bombing technique. Weather prevented successful execution of mission. Cloud cover varied from 5/10 to 10/10 obscuring targets from some a/c. Photographic results show that the bridge at Beaumont-Sur-Oise was attacked with fair results, another bridge at Melun with poor results, and a third bridge at Moulon, a T/O, with poor results. Three assigned targets were not hit. A total of seven tons of 1000 G.P. bombs was dropped by four attacking a/c.

2. Fighter Escort

Escort to the four heavy bomber forces was provided by 29 fighter groups (601 P-47s, 356 P-51s, and 247 P-38s, a total of 1204 a/c). VIII Fighter Command provided fifteen fighter groups (172 P-47s, 268 P-51s and 169 P-38s, a total of 609 a/c). Enemy opposition was nil, although approximately nine s/c e/c were seen following the B-17s attacking M/Ys in western Germany from Melle to Lissendorf for approximately 30 minutes. However, there were no engagements. Total claims for fighters were 4-0-1 all on the ground (all by VIII Fighter Command), and miscellaneous ground targets including 40 locomotives, six freight cars, seven trucks, one barge, a radar station, a railway switch tower, an oil derrick, and a pump house. Two P-51s and one P-47 were lost to unknown reasons. Two P-47s suffered minor battle damage and one P-47 major battle damage.

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Twelve fighter groups (222 P-47s, 201 P-51s, and 78 P-38s, a total of 501 a/c) provided escort to the B-17 force attacking Luxeuil M/Y and T/Os in Belgium and Holland. Adverse weather conditions prevented some groups from rendezvousing with bomber formations, but the majority of groups joined bombers and provided uneventful escort for this operation. Only one a/c, and Me-109, was seen by the fighters orbiting at Berch-Sur-Mer at 1030 hours at 35,000 feet. In strafing attacks a stationary train and two locomotives were destroyed, and claims were made of 3-0-1 of fifteen plus trainer type a/c found on Luxeuil A/F. Two P-51s were lost to unknown reasons.

Eight fighter groups (39 P-47s, 114 P-51s, and 122 P-38s, a total of 325 a/c) provided escort to the B-17 force attacking M/Ys in the western part of Germany. There was no enemy air opposition, although approximately nine s/e e/a were seen following bombers from Melle to Lissendorf for a period of 30 minutes. There were no engagements. One P-47 was lost to unknown reasons. Two P-47s suffered minor battle damage and one P-47 suffered major damage. Claims were made of 1-0-0 in strafing attacks on Gutersloh A/F where 20 plus t/e e/a and 10 plus FW-190s were seen. 37 locomotives, 7 trucks, and other ground targets were destroyed in sweeps of the Paderborn, Gutersloh, and Munster areas.

Eight fighter groups (290 P-47s, and 47 P-38s, a total of 337 a/c) provided escort to the B-24 force which had been assigned targets in north central France and Belgium. Escort was completely uneventful, and there were no losses. Two P-47s attacked a train near Dunkirk and blew up engine. Other miscellaneous ground targets south of Calais were also attacked.

One group of 41 P-51s provided uneventful escort to the five B-24s attacking tactical targets in the Paris area. There were no claims or losses.

In addition to USAF fighter groups, 36 RAF Spitfires provided additional withdrawal escort for bomber operations.

3. Fighter Sweeps

Nil.

4. Fighter-Bomber Attacks

Three groups (116 a/c) of the VIII Fighter Command were dispatched to attack two A/Fs in western Germany using fighter-bomber and high level bombing methods.

45 P-47s of the 56th Group were dispatched to dive-bomb Gutersloh A/F. Dive was started at 11000 to 14000 feet at an angle of 60 to 80 degrees and a/c pulled out between 4000 to 8000 feet. A total of 14 tons G.P. and .75 tons I.B. were dropped with excellent results between 1850 and 1920 hours. Three hangars and an adjacent brick building in the northern part of the A/F were hit. Explosions and flames from hits on a fuel dump also observed and four plus e/a (believed to be He-111s or Me-410s) were hit. Approximately 30 FW-190s came in from the southeast at 21,000 feet and were engaged by one of the squadrons of this group from Gutersloh to Bielefeld. Flak was moderate and accurate at Munster, Osnabruck and Bielefeld. No a/c were lost and claims are made of 5-1-3 in the air. One flight also strafed the A/F, and after bombing, the entire group covered the bombing by the 353rd Group. Two of dispatched a/c did not bomb.

- 4 -

S E C R E T

S E C R E T

36 P-47s of the 353rd Group arrived over Gutersloh A/F at 1900 hours and started bombing run at 1902 hours making shallow dive from 6000 to 1000 feet. A total of 5.5 tons of 500 lb. C.P. bombs and 11 tons of 500 lb. fragmentation clusters were dropped. Results were excellent. Six hangars were left burning in the northeastern dispersal area and a refueling dump, and ammunition points left burning in the northwestern and southwestern sections of the field. No a/c were lost.

35 P-38s of the 20th Group were dispatched to attack a German A/F. Haze prevented group from locating primary target but group bombed Rhine/Hopstein A/F, the secondary, dropping 19 tons of fragmentation clusters at 1940 hours. Bombing altitude was between 2000 to 6000 feet. Results were good. The bombs covered building areas and runways and five of the fifteen t/c a/c on the A/F were left burning. In addition, twelve locomotives were destroyed and four locomotives, one flak tower, and one boat-loading crane were damaged in strafing attacks. No a/c were lost.

5. Photo Reconnaissance

23 P-38s and four Spitfires were dispatched on reconnaissance missions. Six a/c returned without photos. Photographs were obtained of the Osnabruck-Berlin, the Stuttgart-Munich, Mannheim-Nurnberg-Bruchsal, and Hamburg-Berlin areas for mapping. Damage assessment photographs were also obtained of Verberie, Pracy-sur-Oise, Beaumont-sur-Oise, Troyes, Politz, Osnabruck, Hamm, Soest, and other places. One P-38 was intercepted by 50 a/c at Hamburg, and another P-38 encountered 20 e/a at Lunsburg. 25 to 30 e/a were encountered by a third P-38 at 25,000 feet over Hamburg and 20 e/a at 27,000 feet. All a/c returned safely.

6. Weather Reconnaissance

Three B-17s and two Mosquitoes were dispatched on weather missions. Two B-17s carried out routine weather reconnaissance but one a/c did not complete mission due to engine and radio failure. One B-17 carried out a special weather reconnaissance. Two Mosquitoes carried out a light weather reconnaissance.

7. Special Operations

Nil.

C. INTELLIGENCE

1. Enemy Air Opposition

Neither bombers or fighters met any air opposition in today's operations. Possible explanation for the lack of enemy opposition may be that e/a were assembled too far east to be able to intercept the bombers, or else weather conditions were such that no assembly was attempted. The likelihood of the first possibility is somewhat supported by the attacks against PRU P-38s which made considerable penetration into Germany. One P-38 was intercepted by 50 a/c at Hamburg and another P-38 by 15-20 e/a at Luncburg. A third P-38 encountered 25-30 e/a at Hamburg at 25,000 feet and additional 20 at 30,000 feet at Hamburg. Enemy controllers had possibly anticipated a deeper penetration from the B-17 force which attacked M/Ys in western Germany, and were holding their a/c in readiness.

2. Flak

Flak was not a deterrent to this operation. Battle damage was not high, and only one bomber was lost to AA fire. Moderate accurate flak was met over the German M/Ys. The B-24 force met only meager and inaccurate fire principally along the enemy coast. The only flak encountered by the a/c attacking French railroad bridges was meager and inaccurate from a point southwest of Paris.

3. Observations

Bomber Observations:

An army camp at 5018N-0443E.

A huge, red cross seen on southeast side of town of Huy.

20 to 25 s/e e/a on ground at Luxeuil A/F.

Oil storage tanks on Rhine River north of Basle on German side.

Prominent dam at 4747N-0811E.

Six to seven pill boxes about five miles northeast of Knocke.

Ten to twelve e/a seen parked on Guttersloh A/F.

New airfield at 5240N-0618E.

Airfield under construction at 5242N-0603E with four large e/a parked

there.

Airfield at 5240N-0550E near Kampen appeared new.

Considerable ground activity observed on Diepholz A/F.

Paderborn, Namur, Aachen, and Koblenz M/Ys full and active.

Approximately fifteen vehicles parked off the highway at 5223N-0648E

near Dorsel.

Fifty-five barges in canal at Meppen.

Large oil tanks on Valcheren Island with several tankers docked there.

Military installation at 5025N-0625E.

Barrage balloons over lake southeast of Verl.

Smoke screen and barrage balloons at 5120N-0507E.

Fighter Observations:

Fifty unidentified vehicles on highway north of Glandorf at 5205N-0800E.

Twenty barrage balloons at Wesel - 2,000 feet.

Fire observed coming from hangar area.

Barracks and hangar area heavily hit.

S E C R E T

36 P-47s of the 353rd Group arrived over Gutersloh A/F at 1900 hours and started bombing run at 1902 hours making shallow dive from 6000 to 1000 feet. A total of 5.5 tons of 500 lb. G.P. bombs and 11 tons of 500 lb. fragmentation clusters were dropped. Results were excellent. Six hangars were left burning in the northeastern dispersal area and a refueling dump, and ammunition points left burning in the northwestern and southwestern sections of the field. No a/c were lost.

35 P-38s of the 20th Group were dispatched to attack a German A/F. Haze prevented group from locating primary target but group bombed Rhine/Hopstein A/F, the secondary, dropping 19 tons of fragmentation clusters at 1940 hours. Bombing altitude was between 2000 to 6000 feet. Results were good. The bombs covered building areas and runways and five of the fifteen t/c a/c on the A/F were left burning. In addition, twelve locomotives were destroyed and four locomotives, one flak tower, and one boat-loading crane were damaged in strafing attacks. No a/c were lost.

5. Photo Reconnaissance

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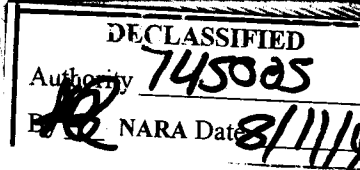
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Three B-17s and two Mosquitoes were dispatched on weather missions. Two B-17s carried out routine weather reconnaissance but one a/c did not complete mission due to engine and radio failure. One B-17 carried out a special weather reconnaissance. Two Mosquitoes carried out a light weather reconnaissance.

7. Special Operations

Nil.

S E C R E T



4. Damage to Enemy Installations

OSNALRUCK M/Y - Fair Results

Bomb pattern entered about 500 yards southeast of roundhouse, with part of the bombs landing in the M/Y, but most of them falling just south of it in a residential area. One bomb fell in front of the roundhouse, and may have damaged the turn-table. There were about four hits on the Klockner/Werke, one of which started a fire. Small shop or factory area on south side of M/Y was severely hit, and one large fire was noted. There are at least three near misses to the goods station and probable hits on or near the goods shed. One group bombed locomotives and wagon repair shop, and adjacent M/Y to the north of the main M/Y. Probably two hits and three near misses on roundhouses, and two near misses on locomotive repair shops. A number of hits in the M/Y. One group aimed for east end of main M/Y, but fell short in open area.

HALL M/Y - Very Good Results

Freight locomotive repair shop covered by heavy concentration of G.P. Passenger locomotive repair shop was damaged by two or more hits and several near misses. Most of the pattern fell within the M/Y.

SCHMIDT M/Y - Good to Very Good Results

The bombs from 1st Group landed at the target with two or more hits on the locomotive depot. Wagon repair shop and other shops, were blanketed by bursts. Bombs from two groups fell across the yard, and also covered the heavily built-up area of shops adjoining the M/Y and just north of the target. Severe damage in this area probable. Bombs of the third Group fell on the tracks about 1500 yards southwest of the target.

GLSENKE M/Y - Fair Results

Approximately 30 hits on railroad lines in the M/Y. One large unidentified building burned. A few bombs fell in the town area.

LUXEUIL A/F - Fair Results

Two direct hits were seen on one flight hangar and three medium-sized barracks. Four small barracks also received direct hits.

GILZE/RIJEN A/F - Fair Results

Two concentrations of G.P. bombs were observed in the target area. Two small barracks buildings received one hit each. At least 20 bursts covered the ammunition and fuel storage area.

ROOSENDAAL M/Y - Poor to Fair Results

A concentration of G.P. bombs was seen adjacent to western end of M/Y mostly in open fields. Four direct hits were seen on railroad choke point at the western end of the M/Y. Bursts were also seen on a medium-sized building and small unidentified building north of the western choke point.

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NARA Date

8/11/9

S E C R E T

LIEGE/LIERSSET A/F - Poor Results

One concentration of G.P. bombs fell in the village of Bierset, adjacent to the western edge of the A/F, causing damage to the residential area only.

FLORENNES/JUZAINNE A/F - Poor to Fair Results

One concentration of G.P. bombs was seen through 9/10 cloud cover in the vicinity of the southeast dispersal area. Cloud cover prevents pin-pointing of bomb bursts.

BEAUMONT-SUR-OISE RR BRIDGE - Fair Results

Two bombs are seen on the northern bridge approach.

MELUN RR BRIDGE - Poor Results

No damage is seen. One burst seen 800 feet east of bridge.

MEULAN RR BRIDGE - Poor Results

Bursts are seen 800 feet north, and 1000 and 2000 feet south of bridge. No damage is visible.

5. General Information

MLL.