

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

APO 559.
29 August 1944.

SUBJECT: Report of Operations Officer, Mission of 27 August 1944.

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

1. **GENERAL NARRATIVE:** The 95th "A" Group - flying as lead group in the 13th "A" Combat Wing, with 95th "B" flying low and the 452nd "B" group as high group - took off from the base at 0935 - 0948 hours and assembled over the field at 7,000 feet by 1025 hours.

95th "B" Group took off at 0950 - 1002 hours and assembled over base at 5,000 feet by 1025 hours.

After assembling, the two 95th groups effected wing rendezvous and were joined over the base by the 452nd Group, which also fell into wing position. The wing formation, now complete, left the base at 1030 hours and arrived at Ipswich at 1057 hours.

In order to avoid other wings, 13th "A" wing was forced slightly south of course until leaving the coast at control point # 1 at Lowestoft. Lowestoft was crossed at 1118 hours at 7,000 feet and climb to altitude was begun.

Control point # 2 was reached at 1254 hours at an altitude of 17,600 feet. Beyond this point the formation ran into dense cloud formations which made it impossible for the groups and ships to maintain formation. All ships were informed by the wing leader to maintain a given heading and climb through the clouds. Then, after breaking through, an attempt was made to reassemble the groups, but with little success.

The Division leader then decided to abandon the mission and notified all ships of his decision.

The Combat Wing leader plus five wing ships remained in formation and bombed a target of opportunity in returning. Also several ships returning individually, bombed targets of opportunity.

All ships returned, singly and in elements along briefed route and landing at base was effected at 1517 - 1632 hours.

2. **AIRCRAFT NOT ATTACKING:** Eleven aircraft of 95th "A", plus one P.F.F., left base in formation shown in Diagram "1A".

Six A/C returned bombs to base while the remaining six bombed targets of opportunity.

In 95th "B" Group, thirteen A/C left base in formation shown in Diagram "2A". Three A/C attacked targets of opportunity while the remainder of the ships returned bombs to base. All A/C receive sorties.

3. AIRCRAFT LOST: None.

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

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED ~~27 AUGUST 1944~~

PART I - TABULAR SUMMARY:

DATE OF MISSION ~~27 AUGUST 1944~~

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURN* WHEEL SPARES	ATTACKING	NOT ATTACKING	SORTIES
"A"	11	11	11	6	6	11
"B"	18	18	18	3	10	18

PART II - REASONS WHY AIRCRAFT DID NOT ATTACK OR FAILED TO TAKE OFF:

Combat Gp	A.C.S.N.	Category	Reason for Failure & Corrective Action	Sortie (Yes-No)
A	42-51939	A	Weather	Yes
A	42-57801	A	Weather	Yes
A	42-51989	A	Weather	Yes
A	42-97376	A	Weather	Yes
A	42-97194	A	Weather	Yes
A	42-102450	A	Weather	Yes
B	42-38140	A	Weather	Yes
B	42-87858	A	Weather	Yes
B	42-102676	A	Weather	Yes
B	42-51790	A	Weather	Yes
B	42-58256	A	Weather	Yes
B	42-102447	A	Out of	Yes
B	42-58317	A	Weather	Yes
B	42-57862	A	Weather	Yes
B	42-58067	A	Weather	Yes
B	42-51867	A	Weather	Yes

BARRY G. MURPHY,
Lt. Col., Air Corps,
Operations Officer.

- 1. DATE 8/27/44 TARGET DUTY OFFICERS St. Gilbert
- 2. CBW 13A GROUP 95B GP. LEADER Maj Harmon A/C 334 W/T C
 POSITION LOW DEPUTY LDR. St. Braund A/C 412 W/T E
- 3. EST. TAXI TIME 0905 EST. T.O. 1ST A/C 0920 LTD BASE 1005
 ETR BASE 1830 ~~1800~~
- 4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES INCLUDED
- 5. TIME 1ST T.O. LAST T.O. TIME 1ST LANDING
 LAST LANDING
- 6. SQUADRON 334 NO. OF A/C 6 CALL SIGNS; W/T KUH

C A M E D K R

A/C	: 8255:2447:7047:8346:1760:8317:2678:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 950:1004:951:952:953:959:957:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1541:1545:1541:1609:1542:1544:1548:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C CALL SIGNS: W/T LPW

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'KS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 1 CALL SIGNS; W/T JNU

B

A/C	: 1867:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 1000:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1517:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 6 CALL SIGNS: W/T SHY

E D O T C Y

A/C	: 8067:1876:7232:7887:8140:7858:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 1002:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1542:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:

7. EXPLANATION: Aircraft F.T.O., R.E., Landed away from base, and Outstanding.

SQDN LETTER NUMBER DESIGNATION

STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-A-2

28 August 1944

SUBJECT: Meteorological Interrogation Summary for Mission of 27 August 1944.

TO : Commanding Officer, Headquarters, 95th Bombardment Group, APO 559.

1. Base at take-off: Time was 0930 hours. 10/10 low stratus or ground fog, ceiling zero, tops 400 feet. Nil middle or high cloud. Visibility 200 yards.

2. Route to target: Base to $11\frac{1}{2}^{\circ}$ east, $54\frac{1}{2}^{\circ}$ north at 1317 hours. 10/10 ground fog over East Anglia below 500 feet becoming large patches of low stratocumulus over the North Sea. Nil middle or high cloud becoming 10/10 altocumulus and altostratus above 17,000 feet at 4° east, 54° north with scattered patches of low cloud, becoming 8/10 swelling cumulus with tops to 15000 feet at $7\frac{1}{2}^{\circ}$ east. From $7\frac{1}{2}^{\circ}$ east to 11° east there were 10/10 multilayered cloud up to 20,000 feet. Suddenly decreasing to 5-7/10 swelling cumulus with tops below 15,000 feet at the turn-back point.

3. Return route: Reverse of above with heavy cloud development extending further westward to 6° east and nil low or middle with trace of high cirrus over East Anglia.

4. Base on return: Time was 0400 hours. Nil low or middle cloud. Trace of high cloud. Visibility 10 miles plus.

5. Remarks: None.

WALTER S. MILLS, JR.,
Captain, Air Corps,
Staff Weather Officer.

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

B-E-26

27 August 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission of
27 August 1944, Targets of Opportunity, Germany.

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

1. We led the Ninety Fifth "A" Group which flew as lead group of the Thirteenth "A" Combat Wing. Group rendezvous was made over the field at 1020 hours at an altitude of 7000'. Wing rendezvous was also accomplished over the field at 1030 hours.

2. We departed for the rendezvous point and arrived at 5200N 0110E at 1057 hours. We went south of course since we were early trying to avoid other wings. We were at 5206N 0136E at 1110 hours and at Control Point # 1 at 1118 hours. We then followed course to C.P. # 2.

3. We arrived at C.P. # 2 at 1254 hours at an altitude of 17600'. We had started to climb to get the low group out of clouds and continued climbing on briefed course to C.P. # 3 where the mission was abandoned. We turned back at 1317 hours at 5434N 1105E and followed briefed course out. Our ship and three others in formation with us dropped our bombs by P.F.F. at 1350 $\frac{1}{2}$ hours on a heading of 235°. The coordinates of the target (Husum A/F) are 5430N 0903E. We were then at an altitude of 25000'.

4. After bombs away we followed briefed course to the English coast. We crossed the English coast at 5230N 0145E at 1552 hours at an altitude of 4000' and proceeded on to base.

ALBERT J. KATELLA
1st Lt., Air Corps,
Lead Navigator.

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

E-F-26

27 August 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of 27 August 1944, Targets of Opportunity, Germany.

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

1. Bombing Approach and Run - There is no lead bombardier's report. Bombs were dropped with H2X equipment.

2. Disposition of Bombs - 11 A/C were dispatched from 95th "A" Group. 4 A/C were in formation over target of opportunity at Husum (5430N 0905E) and dropped 10 x 500# AN-M64 bombs each. One A/C dropped 10 x 500# AN-M64 bombs on target of opportunity at 5430N 0945E. 6 A/C returned their bombs.

3. Types of Release - Of the 50 bombs dropped all were salvoed armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose Tail	
Husum, Germany.	4	4	40	M-64	500#	1/10	1/40
5430N 0945E	1	1	10	M-64	500#	1/10	1/40
Total on Targets.			50	M-64	500#	1/10	1/40
Other Expenditures.			None.				
Bombs Returned.			60	M-64	500#	1/10	1/40
Total (loaded on A/C taking off).			110	M-64	500#	1/10	1/40

GEORGE J. LEMMON
1st Lt., Air Corps,
Lead Bombardier.

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**HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER**

27 August 1944

SUBJECT: S-2 Report 95A & 95B.

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

1. Eleven A/C plus one PFF A/C of the 95th Group took off beginning at 0935 hours to form the lead group of the 13A Combat Wing and attack Berlin, Germany. No A/C returned early.

Thirteen A/C of the 95th Group took off beginning at 0950 hours to form the low group of the 13B Combat Wing and attack Berlin, Germany. No A/C returned early.

2. No E/A were encountered.

3. 95A Group encountered no flak. Elements of 95B Group encountered accurate, tracking, moderate flak, at 5448N-0818E. Other individual A/C observed flak at Flensburg and Kiel.

4. 95A Group: 4 A/C bombed Husum, Germany on PFF A/C. Believe bombs fell to north of Husum. One A/C Bombed at 5430N-0945E with unobserved results. 95B group: 3 A/C dropped on a flak position at 5448N-0818E. Results unobserved. One A/C bombed Maribo. Bombs hit about a mile south.

5. Multilayered clouds to 30,000 feet and severe icing over Danish peninsula broke formation up and upon breaking into clear at about 11 degrees east were not able to reassemble. Mission was then abandoned. 95A turned back in vicinity of 5430N-1110E and 95B turned back in vicinity of 5430N-1010E. Reference bombing was used on Husum. All A/C returned to base and landed by 1630 hours.

**STANLEY R. WHEATON,
Captain, Air Corps,
Ass't. S-2 Officer.**

A GROUP

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 27-AUG-1944

TIME BRIEFING - 0625

TAKE OFF - 0935

STREETON
7696

GIELEN
8281

HANSON
7334

HAMILTON
7844

FEISS
7801

HENDRICKSON
7376

PIPKIN
1887

SNOWDEN
7383

TAYLOR
1939

ELLSWORTH
2450

MOORING
1989

OLNEY
7194

ABORTIVE

MISSING

CHANGES

EXTRA

EXTRA A

A.T.F.

B GROUP

FORMATION DIAGRAM

C.W.

95TH BOMB. GROUP (H)

DATE 27-AUG-1944

TIME BRIEFING-0625

TAKE OFF - 0950

BOUDON
8255

MCCULLEY
8317

FERGUSON
7047

GRIFFIN, J.
2447

BRAUND
8067

HELM
8140

PARKER
7882

CRAIG
8346

HOESAES
7232

FLETCHER
1876

RINGBLOOM
7858

PAYNE
1760

CURLEY
1867

EXTRA

EXTRA A/C

ABORTIVE _____

MISSING _____

CHANGES _____

OPERATIONAL ROUTE FORECAST

DATE 27 August 1944

PERIOD _____

AG P BR HQ S05 122929

	A BASE TO 10 DEG. EAST	B 10° E TO TARGET TO 10° E	C 10 DEG EAST TO BASE	D
WEATHER	1 Clear with fog, except broken at coastal bases becoming broken.	Broken becoming partly cloudy.	Broken with haze in bases.	
CLOUDS	2 Nil low cloud except 5-7/10 stratocumulus base 200-300, tops 1000-1500 ft in immediate coastal bases & in patches 5-7/10 stratocumulus base 1000-1500, tops 3000 ft over W Sea. Nil middle cloud. Nil high cloud being 6-8/10 layered cirrostratus base 18-20,000, tops 23-30000 ft at 05 Deg. East.	Stratocumulus breaking to nil inland beyond 10° E. Cirrostratus being 3-5/10 cirrus above 25,000 ft.	Reverse of A8 being over bases 4-6/10 cumulus base 3-4000, tops 5-6000 ft and 3-5/10 cirrus above 25,000 feet.	NOTE; RISK OF ISOLATED CUMULONIMBUS OVER W SEA DENSE AND PERSISTENT CONTRAILS 5-10° E ABOVE 19,000 FEET, OTHERWISE NIL CONTRAILS BELOW 25,000 FEET.
ICING	3 12,000 feet - Nil icing.	14,000 feet - Nil icing.	12,000 feet - Nil icing.	
VISIBILITY	4 5-800 yd, locally less than 300, top 500-1000, haze to 7000 ft being unrestricted above.	Unrestricted aloft with downward visibility 15-20 miles.	Unrestricted being 4-6 miles at bases.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	<u>BASE TO 10 DEGREES EAST</u>	<u>10 DEGREES EAST TO TARGET</u>	<u>TARGET TEMPS.</u>	
5000 FT	040 05	140 05	15	
10000 FT	160 10	190 10	05	
15000 FT	220 15	200 15	-04	
20000 FT	220 20	200 20	-15	
25000 FT	220 25	200 25	-26	
30000 FT	210 35	200 30	-36	

BASE ALTIMETER SETTING 30.08 TARGET SURFACE TEMP. 22° C TARGET MEAN TEMP. 5.5° at 25,000 ft.
 TEMP. AT 25,000 FT. -26° C TARGET SURFACE (PRESSURE-ALT) _____

Leatt

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 119

PERIOD: 0001 hours 27 August 1944 to 2400 hours 27 August 1944

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>				<u>Totals</u>
							<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>	
Heavy Bomber Atks.	11	1203+	1142	188	473	0-0-0	0	2	2	1	5
Fighter Escort	11	545	505	0	0	1-0-0A 1-0-0G	0	3	1	6	10
Fighter Sweeps	0	0	0	0	0	0-0-0	0	0	0	0	0
Fighter-Bombing	8	326	316	206	95	14-0-4G	0	0	0	1	1
Photo Recon.	18	18	18	0	0	0-0-0	0	0	0	0	0
Weather Recon.	18	18	17	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	10	60	60	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>7</u>	<u>29</u>	<u>28</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	83	2199	2086	394	568	1-0-0A 15-0-4G	0	5	3	8	16

+ 10 spares, 3 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

28 combat wings (797 B-17s and 406 B-24s - 1203 a/c) dispatched in three forces against a/c components, assembly plants, tank plant, and military depot in Berlin area. Support by 11 fighter groups. High cloud on penetration route over Danish Peninsula caused abandonment of mission by many wings, and all forces were recalled. T/Os in Danish Peninsula, German coastal area attacked by 138 a/c, dropping 473 tons. E/A Opposition: seven jet a/c sighted, but no attacks. Claims: nil. Losses: five B-17s.

First Force

Eleven combat wings (426 B-17s) dispatched against two aero-engine plants, one tank plant, one military depot in Berlin area. Due to weather, only targets attacked were T/Os on Danish Peninsula, on which 10 a/c dropped 16.5 tons GP., 7.5 tons I.B. - total 24 tons - at 1310-1345 hours from 21,000-25,000 feet. Weather: merging layers of high and low cloud beginning west of

S E C R E T

Denmark caused abandonment of missions. Flak: meager inaccurate at Flensburg, Kiel. Battle Damage: 13 minor, 3 major. E/A Opposition: nil. Claims: nil. Losses: two B-17s (one to flak, one to unknown causes).

Fighter Support: Four groups (194 P-51s) dispatched. Sorties 180. Up 1115-1148 hours, down 1543-1613 hours. E/A Opposition: nil. Claims; Nil. Losses: three B-51s to unknown causes.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Berlin/Spandau(military depot)	78	Not attacked			
Berlin/Spandau(aero-engines)	115	Not attacked			
Berlin/Tegel	78	Not attacked			
Genshagen	155	Not attacked			

Other Targets

Husum A/F		5	11.5		Unobserved
3 T/O's		4	2.5	7.5	Unobserved
Flensburg M/Y		1	2.5		Unobserved
Totals	426	10	16.5	7.5	

Second Force

Ten combat wings (371 B-17s) dispatched against three a/c repair, assembly, and components plants in Berlin area. T/O's attacked at Emden, Wilhelmshaven, Danish Peninsula, by 144 a/c, dropping 265 tons G.P., 86 tons I.B., - total 351 tons - at 1410-1512 hours from 19,000-24,300 feet. Weather: Solid cloud up to 30,000 feet beginning over North Sea, extending over Denmark. Flak: intense accurate Emden, moderate accurate Wilhelmshaven, meager inaccurate elsewhere. Battle Damage: 39 minor, 15 major. E/A Opposition: One jet a/c sighted, no attacks. Claims: nil. Losses: Three B-17s (one to flak, two crashed in U.K. after collision on assembly).

Fighter Support: three groups (167 B-51s) dispatched. Sorties 156. Up 1124-1215 hours, down 1645-1733 hours. E/A Opposition: One unidentified t/e e/a sighted and destroyed near Münster. Esbjerg A/F, in Denmark, also strafed. Claims: 1-0-0 air, 1-0-0 ground. Losses: 7 P-51s (3 to AA, 1 to mechanical, 3 to unknown causes).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Berlin/Johannisthal A/F	148	Not attacked			
Berlin/Schonefeld A/F	151	Not attacked			
Berlin/Marienfelde	72	Not attacked			

Claims for strafing:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	24	12
RR cars	4	154
Trucks	8	1
Barges	3	13
Gun Boats	0	3
Tugs	0	3
Radar Towers	0	2
Half-Track	1	0
Gun Emplacement	0	1
Switching house	0	1
Factory	0	1
Staff car	0	1

3. Fighter Sweeps

Nil

4. Fighter Bombing

Eight groups (326 P-47s) dispatched to bomb and strafe transportation on RR lines in eastern France and the Saar. Sorties 316. Up 1055-1659 hours, down 1457-2104 hours. E/A Opposition: nil. Two P-47s returning early saw five jet a/c east of Dunkirk at 1300 hours. 206 a/c dropped 91.9 tons G.P. and 3.1 tons frag on transportation and other ground targets. RR bridge at 4 WQ-1377 and at 4 WQ-1572 bombed with fair results; RR tunnel at 4 VP-8909 and at 4 VP-8298, and RR underpass at VP-8708 bombed with good results. A/F's in Verdun-Metz area and Thionville A/F strafed. E/A claims: 14-0-4 ground. Losses: One P-47 to unknown causes.

Claims for bombing and strafing:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	117	67
RR cars	277	521
Trucks	25	10
Field guns	0	12
Storage tanks	0	8
Half tracks	0	6
Tanks	0	3
Warehouses	0	2
Master switch box	1	0
Switch house	0	1
Roundhouse	0	1

S E C R E T

<u>Other Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Esbjerg A/F		60	117.5	30.0	Fair to Good
Emden (M/Y and Docks)		37	62.5	30.0	Unobserved
Wilhelmshaven		34	57.5	21.0	Unobserved
Heligoland		11	22.5	5.0	Unobserved
Island of Sylt		1	2.5		Unobserved
Island of Fano	—	<u>1</u>	<u>2.5</u>	—	Unobserved
Totals	371	144	265.0	86.0	

Third Force

Seven combat wings (406 B-24s) dispatched against one a/c components, one engine plant, two plants connected with jet a/c production in Berlin area. Weather caused abandonment by all except 34 a/c, which dropped 62 tons G.P., 36 tons I.B., - total 98 tons - at 1410 hours from 22,000 feet. Weather: towering cumulus and heavy contrails prevented completion of missions. Flak: meager inaccurate at coastal locations. Battle Damage: three minor. E/A Opposition: six jet a/c sighted - no attacks. Claims: nil. Losses: nil.

Fighter Support: Four groups (134 P-51s, 50 P-38s - 184 a/c) dispatched. Sorties 169. Up 1205-1304 hours, down 1610-1819 hours. E/A Opposition: nil. One jet a/c seen vicinity of Leeuwarden. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Basdorf	98	Not attacked			
Finow A/F	62	Not attacked			
Oranienburg/Annahoe A/F	103	Not attacked			
Oranienbrug/Germendorf	143	Not attacked			

Other Targets

Heligoland	—	<u>34</u>	<u>62.0</u>	<u>36.0</u>	Unobserved
Totals	406	34	62.0	36.0	

2. Fighter Escort

Eleven groups (495 P-51s, 50 P-38s - 545 a/c) dispatched to escort bombers. Sorties 505. Up 1115-1304 hours, down 1543-1819 hours. E/A Opposition: one jet a/c seen vicinity of Leeuwarden - did not attack. One unidentified t/e e/a destroyed in air near Munster. A/C on Esbjerg A/F strafed. Two groups also strafed other targets. E/A claims: 1-0-0 air, 1-0-0 ground. Losses: ten P-51s (three to AA, one to mechanical, six to unknown causes).

Claims for strafing:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	24	12
RR cars	4	154
Trucks	8	1
Barges	3	13
Gun Boats	0	3
Tugs	0	3
Radar Towers	0	2
Half-Track	1	0
Gun Emplacement	0	1
Switching house	0	1
Factory	0	1
Staff car	0	1

3. Fighter Sweeps

Nil

4. Fighter Bombing

Eight groups (326 P-47s) dispatched to bomb and strafe transportation on RR lines in eastern France and the Saar. Sorties 316. Up 1055-1659 hours, down 1457-2104 hours. E/A Opposition: nil. Two P-47s returning early saw five jet a/c east of Dunkirk at 1300 hours. 206 a/c dropped 91.9 tons G.P. and 3.1 tons frag on transportation and other ground targets. RR bridge at 4 WQ-1377 and at 4 WQ-1572 bombed with fair results; RR tunnel at 4 VP-8909 and at 4 VP-8298, and RR underpass at VP-8708 bombed with good results. A/F's in Verdun-Metz area and Thionville A/F strafed. E/A claims: 14-0-4 ground. Losses: One P-47 to unknown causes.

Claims for bombing and strafing:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	117	67
RR cars	277	521
Trucks	25	10
Field guns	0	12
Storage tanks	0	8
Half tracks	0	6
Tanks	0	3
Warehouses	0	2
Master switch box	1	0
Switch house	0	1
Roundhouse	0	1

5. Photo Reconnaissance

Day

15 F-5s dispatched on photo missions. Photos obtained of Rostock, Wismar, Parow A/F, Schwerin A/F, Brest, Marseilles on Beauvaisis, Sully sur Loire, Rouen, Blaussault, Fismes, Boulbec, RR in Liege area, Metz area, Eindhoven, Emmerich, Woensdrecht, low-level obliques of Omaha and Utah beaches, Cherbourg port area, Marseilles, Toulon, Tours and Le Mans area. In Lubeck area while at 34,000 feet pilot observed two t/e jet a/c. All a/c returned safely.

Night

Two B-26s and one Mosquito completed special night photo assignments over northwestern and north-central France. All a/c returned safely.

6. Weather Reconnaissance

18 a/c (2 B-17s, 7 Mosquitoes, 9 P-51s) dispatched. 2 B-17s on routine flights over Atlantic. 3 Mosquitoes dispatched on special weather flights over Germany and U.K. One flight scheduled for east France and central Germany aborted due to mechanical failure. P-51s and 3 Mosquitoes completed scouting missions to bomber target areas. All a/c returned safely.

7. Air/Sea Rescue

42 sorties flown by P-47s on Air/Sea Rescue missions. Eight rescue incidents - 13 men rescued. 18 additional a/c dispatched as escort on Air/Sea Rescue missions. Losses: nil.

8. Special Operations

Night - 26/27 August 1944

11 a/c dispatched as follows:

7 B-24s completed RCM patrols, jamming from 2100-2320.

4 a/c dispatched on other special operations; one aborted, two successful. Losses: nil.

Day - 27 August 1944

18 a/c (2 P-38s, 6 P-47s, 4 P-51s, 2 B-17s, latter escorted by 4 P-51s) dispatched as airborne radio relays. Losses: nil.

Correction to Intops Summary 118 - 26 August 1944

Under bomber attacks - Third Operation, tonnage on Gelsenkirchen should be as follows:

Gelsenkirchen (Buer)	178.0	G.P.
Gelsenkirchen (Nordstern)	162.2	G.P.
	<u>340.2</u>	Total

C. INTELLIGENCE

1. Enemy Air Opposition

There was no e/a opposition to today's bomber operation. The only e/a sightings reported by bombers were of seven jet-propelled a/c, none of which attacked. Crews of the second force sighted one jet a/c near Heligoland flying at about 25,000 feet. A/C climbed at a 45 degree angle with great speed to about 40,000 feet, leaving a single wide contrail. The third force reported sighting a total of six jet a/c. Five of these were observed about 100-110 miles north of Wangerooe Island at 1404 hours. They left dense contrails while passing singly from front to rear about 1000 feet above the bomber formation which was at 17,500 feet. A single jet a/c was seen about 45-50 miles NNE of Ameland Island at 1433 hours.

Fighters supporting the first force sighted no e/a. One u/i t/e e/a flying low near Munster was destroyed at 1530 hours by fighters supporting the second force. This was the only combat during the day's operations. P-38s escorting the third force sighted one jet a/c at 1525 hours in the vicinity of Leeuwarden flying at 35,000 feet. Two P-47 fighter-bombers returning early sighted five jet a/c at 1300 hours east of Dunkirk. E/A did not attack.

2. Flak

Emden	- Intense and accurate
Wilhelmshaven	- Moderate and accurate
Esbjerg	- Meager to moderate and inaccurate
Wangerooe	- Meager and accurate
Flensburg	- Meager to moderate and inaccurate
Kiel	- Meager to moderate and inaccurate

3. Observations

6 s/e e/a on Loningen A/F.
11 e/a, believed He-111s on A/F at 4 VU 8596.
15 e/a on Charleroi A/F.
2 e/a on Ghent A/F.
Strip being cleared east of Grindsted, Denmark.
Large barracks area on tip on peninsula west of Esbjerg.

4. Damage to Enemy Installations

Emden - Unobserved Results

Cloud cover over Emden obscures all but about 10 bursts. These bursts would indicate that main weight of bombs fell into the southern portion of the city area and into M/Y.

Wilhelmshaven, Heligoland - Unobserved Results

These targets attacked on PFF through heavy cloud.

S E C R E T

Esbjerg, Denmark - Fair to Good Results

Four concentrations of HE bombs and one of IB could be seen in and adjacent to the target area. Two small hangars in SE hangar area received direct hits. One of these could be seen 80% demolished and second one was on fire late in the attack. At least four barracks in barracks office area received hits and seriously damaged. Three small u/i buildings received direct hits -- one of these is on fire. At least two barracks buildings in officers' quarters received direct hits and should be damaged. Three e/a on field at time of attack--one of these probably damaged.

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

S E C R E T