

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

AP0 559.
11 September 1944.

SUBJECT: Report of Operations Officer, Mission of 9 September 1944.

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

1. **GENERAL NARRATIVE:** On this mission the 13A combat wing was composed of the 95A group leading, the 95B group flying as high group, and the 95C group flying as the lead squadron of a composite low group. In this narrative the groups will be treated as a unit.

The 13A combat wing took off at 0700 - 0725 and assembled over the base at 22,000' for the lead group. By 0926 the wing assembly had been accomplished and course was set for Lowestoft. Division rendezvous was made as planned and the English coast was crossed at 0937.

The enemy coast was crossed at 1003 approximately 10 miles north of briefed course. The briefed course was paralleled, north of course, until the I.P. was reached. At this point the briefed route was rejoined.

The I.P. was reached at 1025, and bombs were away at 1032. Bombing was done from wing formation, and PFF equipment was used.

The return route was flown fairly close to briefed course. The enemy coast was crossed, on course at 1225. The groups were over the home base at 1307, and the landing was made at 1310 - 1335 hours.

2. **AIRCRAFT NOT ATTACKING:** Twenty-eight aircraft, including three PFF, left the base in the formation shown in attached diagrams "1A", "2A", and "3A". A/C # 1876, # 1462, # 6993, # 8283, and # 7194 left the formation early and are not credited with sorties. A/C # 7215 was not able to keep up and joined a wing following. This A/C bombed with the 487th Group. The remaining A/C bombed the primary and are credited with sorties. The formation over the target is shown in attached diagrams "1B", "2B", and "3B".

3. **LOST AIRCRAFT:** None.

THOMAS H. HOLBROOK,
Lt. Col., Air Corps,
Operations Officer.

A.T.F.

C.W.

A-GROUP

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 9-9-44

TIME

MILLER
8040

McCULLY ✓
8255

HELM
7047

FERGUSON ✓
7154

BRAUND ✓
7257

KROOS ✓
7232

NICKER ✓
1760

GROSSHEIM
2951

PIPKIN
1462

LATE
1476

✓
SALVO

PAZOLLO
7215

RODKE
1600

EXTRA

EXTRA A/C

ABORTIVE

MISSING

CHANGES

A.T.F.

B-GROUP HIGH.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 9-9-44

TIME

HOUSER
7992 ✓

FRESS
8283

HANSON
7801

ABRAHAM
7844

LAJESKIE
7204 ✓

HAMILTON
6993

ELLSWORTH
2450

WALKER
7383

BEK
1887 ✓

LASH
7882 ✓

MELVIN
7334

MOORING
1939

HENDRICKSON
8281

EXTRA

EXTRA A/C

ABORTIVE ○

MISSING _____

CHANGES _____

HEADQUARTERS 13TH BOMBARDMENT GROUP
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 9 SEPT 44

PART I - TABULAR SUMMARY:

DATE OF MISSION 9 SEPT 44

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES*	ATTACKING	NOT ATTACKING	SORTIES
"A"	11	11	11	9	2	9
"B"	12	12	12	10	2	10
"C"	2	2	2	1	1	1

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"	42-51876	F	# 4 engine failure	No
"A"	42-51462	B	Ignition harness # 3 engine hit by shell case	No
"B"	42-100678	F	Low oil pressure # 2 engine	No
"B"	42-38283	F	# 1 supercharger regulator amplifier out.	No
"C"	42-87194	B	# 2 supercharger fluctuating, checked O.V.	No

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

APO 559.
9 September 1944.

SUBJECT: Abortion of aircraft # 1462.

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

1. We were at 23,000' and #4 engine started to run rough. We stayed with the formation for another 1000' and still could not pull above 30" of mercury. We were pulling between 23 and 24 hundred r.p.m. at 24,500'. #4 began to run rougher and we had to still reduce power. Unable to climb or to stay with the formation. My navigator states that we turned around at 5143N - 0341E.

J. C. PIPKIN,
2nd Lt., Air Corps.

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

APO 559
9 September 1944:

SUBJECT: Abortion of aircraft #8283.

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

1. I was flying aircraft #8283 and turned back at 5220N - 0125E, the reason being that #1 supercharger was out and #2 was running excessively hot (app. 230°) and rough at 19,000 feet.

Paul E. Fiess
PAUL E. FIESS,
1st Lt., Air Corps.

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

APO 559.
9 September 1944.

SUBJECT: Abortion of Aircraft #7194.

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

1. Turbo supercharger ground checked and found no faults on form one. Supercharger performed satisfactory to above 10000 feet when boost would drop as much as 10 inches for a manifold pressure of 35. Supercharger was then tested at various settings and at higher manifold pressures superchargers would fluctuate from 20 inches of manifold pressure to 46 inches where accelerometer cut out would again come into play. It was decided that either supercharger induction balance line was not functioning or more probably supercharger governor was very undependable and not working correctly. Tests were continued till 16,000 feet. Group leader was called for advice as at altitudes #2 engine would not have functioned. Turbo supercharger was tested till landing was made and still would not function. Landing was made on advice received under said conditions. We turned back at 52°18'N-01°13E. at 0835.

ROBERT P. HARRY,
F/O, Air Corps,
Pilot.

336 BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER
AAF 119

9 September 1944

SUBJECT: Abortion of airplanes on mission of this date.

TO : Group Operations.

1. Airplane #42-97194 returned early because of a fluctuating supercharger on #2 engine. Pilot reported a surge of 25 in. between 14,000 and 17,000 ft. Ground check showed no tendency toward surging. Supercharger governor and pressure relief are to be changed.
2. Airplane #43-38283 returned early because of an inoperative supercharger on #1 engine. Radio operator reported being unable to remove spare amplifier in flight. Ground check-- #1 amplifier was inoperative on runup; spare amplifier was installed and checked O.K.
3. Airplane #42-106993 returned early because of low oil pressure on #3 engine. #4 fuel pressure was reported to be low, 5lbs. Pilot reported the oil pressure to be 40 psi at altitude so he feathered the engine and started letdown. Propeller was unfeathered at a lower altitude and the oil pressure was normal. Ground check: Oil pressure was normal on runup and the #4 fuel boost pump was inoperative.

ROBERT E. BAXTER
1st. Lt. A. C.
Engineering Officer.

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

APO 559.
9 September 1944.

SUBJECT: Abortion of aircraft #6993.

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

1. I was forced to abort from the mission today because the fuel pressure in #4 engine dropped to five pounds at 25,000' and the oil pressure in #3 engine dropped below forty pounds and the engine started to heat. The tachometer on #4 engine also went out.

Our position at the time of abortion was 5235N - 0137E and the time was 0938.

WILLIAM J. HAMILTON,
2nd Lt., Air Corps.

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer
A.P.O. 559

9 September, 1944.

SUBJECT: Abortive aircraft.

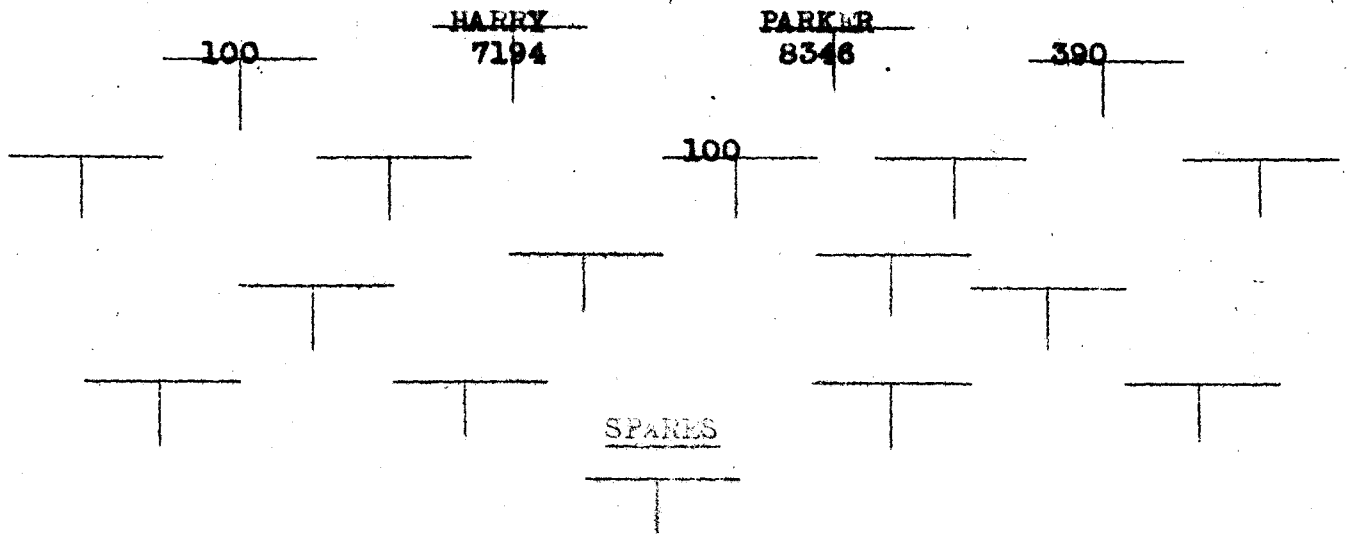
TO : Commanding Officer, 95th Bombardment Group (H).

1. Airplane B-17G #42-51462 aborted from a combat mission this date after about four hours flight time.
2. An empty shell casing or flak hit the harness lead on #1 engine, causing engine to run rough.

CHESTER L. PERK,
Captain, AC,
Engineering Officer.

95 "C" GROUP

~~BASTION~~
7696



READINESS 0600
STATIONS 0700
TAXI 0715
TAKE OFF 0730
RENDEZ. 0925 Bu 23, 18,000

EXTRA SHIPS
334
335 8328 PFF
336 8333 lead
412

RENDEZVOUS ALTITUDES

BOMBING ALTITUDES

OPERATING PROCEDURES
CLIMB 150mph, 200'/min
CRUISE 150 mph
DESCENT 170mph, 500'/min

<u>95 B</u>	<u>95 B</u>
20,000	27,000
<u>95 A</u>	<u>95 A</u>
19,000	26,000
<u>95 C</u>	<u>95 C</u>
18,000	25,000

MF/DF 4 G BOMBER-BOMBER A BOMBER-FIGHTER C

VHF CALL SIGNS: AM. BR.
BOMBERS VINEGROVE 5-4-4
FIGHTERS BALANCE 5-4
GROUND COLGATE

VHF/DF STATIONS:
CHANNEL "A"
FRANKLIN: FIGHTBOOT DF
CHANNEL "B"
BURY ST. RD: CHAIRLEG DF

R/T COLLECTIVE CALL SIGNS:
13th C.W. PINEBALL ABLE PINEBALL BAKER
95th GPS: " ABLE " RED
100th " " CHARLIE " YELLOW
390th " " BAKER " GREEN
COMPOSITE 95 C ORANGE

GROUP R/T CALL SIGNS:
LEAD SQD. PINEBALL ORANGE
HIGH SQD. " ORANGE HI
LOW SQD. " ORANGE LO
CONF SQD. "

COLORS OF THE DAY:
0200-0600 R Y W WEILLIE H HARRY
0600-1400 R RR I ITEM S SUGAR
1400-2000 R R G CHARLIE J JIG
2000-0200

SHIPS TO MONITOR:
CHANNEL "B" HARRY
CHANNEL "C" (RAF) PARKER
(RAF)
(RAF)

BASE REFERENCE ALTITUDE
VHF AUTHENTICATOR STONE
RECALL CODE PHRASE THE BIG PARADE
INDIVIDUAL ABORTION RELAY NEW YORK CENTRAL
RELAY SHIP CALL SIGN RELAY
MF/DF PLANS OBTAINED BY HARRY
CONTROL POINTS SENT BY XSTATION, HARRY
STRIKE MESSAGES SENT BY XSTATION, HARRY EASTON

	"A"	"B"	"C"
FLARE COLORS:			
13th C.W. G-G			
95th GPS. G G	R G	Y	
100th " G	R Y	R R	
390th " R	Y G	Y Y	

CONFIDENTIAL

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

B-7-26

9 September 1944

**SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission of
9 September 1944, Dusseldorf, Germany.**

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

1. We led the 95th "A" Group which led the 13th "A" Combat Wing. We took off 0712 hours and rendezvoused the wing over the field at 0850 hours, and division rendezvous was made over SP# 6 at 0927 hours.

2. The English coast was crossed at Lowestoft at 0937 hours, and the enemy coast was crossed at 5141N 0410E at 1005 hours at 24000'. The Enemy coast was crossed at 5138N 0345E at 1225 hours and the English coast at 5207N 0136E at 1257 hours on the route back.

3. The English coast was left at Lowestoft and the Enemy coast was reached at 5141N 0410E. From this point the briefed course was paralleled to 5108N 0445E, where we altered course, and made good the I.P. From here briefed course was followed until reaching 5030N 0430E where we altered course to 5049N 0510E. Here, at 1145 hours we altered course and intercepted briefed course at 5108N 0420E at 1210 hours. From here we went to 5138N 0345E where we left the Enemy coast. The English coast back was made at Orfordness at 1257 hours.

4. Bombs were away at 1032 hours at 26000' on a true heading of 55°. Take off was at 0712 hours and landing was at 1310 hours.

**ZEDDIE R. TRAGARDEN
1st Lt., Air Corps,
Lead Navigator.**

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER
APO 559

D-B-11
September 9, 1944.

SUBJECT: S-2 Report, 95A, 95B, 95C Groups.

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 0712 hours to form the lead Group (95A) of the 13A Combat Wing to attack Dusseldorf, Germany. The following A/C returned early:

A/C 1876 returned from Buncher #23-oil leak in #4 engine.

A/C 1462 returned from 5143-0341 at 1002 hours-engine trouble.

Twelve A/C plus one Pff A/C of the 95th Group took off beginning at 0659 hours to form the high Group (95B) of the 13A Combat Wing to attack Dusseldorf, Germany. The following A/C returned early:

A/C 8283 returned from over field at 0857 hours-#1 supercharger out and #2 engine running hot and rough.

A/C 6993 returned from 5235-0137 at 0938 hours-fuel pressure #4 out and oil pressure #3 dropped below 40 pounds.

Two A/C plus one PFF A/C of the 95th Group took off beginning at 0727 hours to form the lead element of the lead squadron of the low Group (95C) of the 13A Combat Wing to attack Dusseldorf, Germany. A/C 7194 returned from 5220-0112 #2 supercharger out.

2. No E/A were encountered.

3. All Groups encountered accurate, barrage and tracking, moderate to intense flak in the target area.

4. Photos show 95A Group's bombs hitting over target area. At least 2 bursts are seen at eastern edge of target area. 95B Group's bombs fell in a wooded area 4 miles north of the target. There is no photo coverage on 95C Group from this Group and bombing was not observed by crews.

5. All Groups made coordinated runs using both visual and PFF equipment. 95B was forced to do this as flak hit

D-B-11

September 9, 1944.

plexi-glass nose and showered plexi-glass into bombardier's eyes just before bombs away. 95B and 95C made a left turn after bombs away as they were on a collision course with another Wing. A/C 7215 flew with 487th Group and bombed with them. A/C 7232 (95A) had 3 bombs hang up-returned. A/C 1876 returned early and crashed when landing. None of the crew seriously injured but plane in salvage category. All other A/C returned to base and landed by 1415 hours.

For the Intelligence Officer:

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

Mc

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 132

PERIOD: 000 9 September 1944 to 2400 hours 9 September 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>Losses</u>			<u>Totals</u>
								<u>AA</u>	<u>N/E</u>	<u>OT</u>	
Heavy Bomber Atks.	3	1140+	1083	944	2496.7	0-0-0	0	15	1	6	22
Fighter Escort	9	435	407	0	0	0-0-0	0	0	1	0	1
Fighter Sweeps	1	44	44	0	0	1-0-0A 0-1-0G	0	0	0	0	0
Fighter Bombing	5	203	196	142	37.8	8-0-3A 5-0-1G	0	1	1	7	9
Photo Recon.	28	28	28	0	0	0-0-0	0	0	0	1	1
Weather Recon.	14	14	14	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue.	28	28	28	0	0	0-0-0	0	0	0	0	0
Special Operations	14	121	114	0	0	0-0-0	0	0	0	0	0
Totals	102	2013	1914	1086	2534.5	9-0-3A 5-1-1G	0	16	3	14	33

+ Includes 20 spares - 7 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Twenty-five combat wings (803 B-17s, 337 B-24s - 1140 a/c) dispatched in three forces to attack armament plant and two M/Ys in western Germany. Support by eight fighter groups and one fighter squadron. 944 a/c dropped 2496.7 tons on all assigned targets and ten T/Os. Leaflets also dropped in target areas. Generally 8/10 to 10/10 cloud necessitated PFF bombing in most instances. E/A Opposition: nil. Four jet-propelled e/a sighted but no attacks. Claims: nil. Losses: 22 a/c (17 B-17s, 5 B-24s).

First Force

Eleven combat wings (419 B-17s) dispatched to attack Mannheim M/Y. 389 a/c dropped 767.7 tons GP and 384.5 tons IB - 1152.2 tons on Mannheim, Ludwigshafen and another T/O, at 1034-1103 hours from 23,00 - 26,000 feet. All bombing by PFF. Leaflets dropped at Mannheim and Ludwigshafen. Weather: 10/10 cloud over targets; 3/10 - 5/10 enroute. Flak: moderate to intense, accurate over targets. Battle Damage: 140 minor, 57 major. E/A Opposition: nil. Claims: nil. Losses: 9 B-17s (6 to AA, 3 to unknown reasons).

- 1 -

S E C R E T

SECRET

Fighter Support: Three groups (152 P-51s) dispatched. Up 828-0909 hours, down 1350-1410 hours. 140 sorties. E/A Opposition: nil. Three or four jet-propelled e/a were sighted near the target area, but e/a did not attack. After completing escort, one squadron strafed railroad traffic in the Weikersheim area (south of Wurzburg), claiming two locomotives destroyed and one freight car damaged. Claims: nil. Losses: nil.

Details of attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>G.P.</u>	<u>TONS</u>		<u>Results</u>
				<u>I.B.</u>		
Mannheim M/Y	419	318	592.2	349.0		Unobserved
<u>Other Targets</u>						
Ludwigshafen		69	172.5	32.5		Unobserved
T/O (4910N-0735E)		2	3.0	3.0		Unobserved
Totals	419	389	767.7	384.5		

Second Force

Four combat wings (337 B-24s) dispatched to attack Mainz M/Y. 265 a/c dropped 528.8 tons GP and 120 tons IB - 648.8 tons on Mainz and two T/Os (Worms and Koblenz) at 1034-1106 hours from 22,000-24,000 feet. Mainz and Koblenz attacked with aid of PFF; Worms attacked by combination of PFF and visual sighting. Leaflets dropped on Mainz and Worms. Weather: 6/10 - 8/10 broken clouds over targets. Flak: Moderate to intense, accurate at Mainz; meager to moderate and accurate at T/Os: Battle Damage: 100 minor, 4 major. E/A Opposition: nil. Possible jet-propelled a/c observed 30 miles east of Brussels. No other e/a sighted. Claims: nil. Losses: 5 B-24s (2 to AA and 3 to unknown reasons).

Fighter Support: Two groups and one fighter squadron (128 P-51s) dispatched. Up 0844-0900 hours, down 1250-1350 hours. 125 sorties. E/A Opposition: nil. Escort uneventful. One fighter groups reported sighting two Me-109s in target area which evaded into clouds. Claims: nil. Losses: nil.

Details of attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>G.P.</u>	<u>Tons</u>		<u>Results</u>
				<u>I.B.</u>		
Mainz M/Y	337	235	457.5	120.0		Good
<u>Other Targets</u>						
Worms M/Y		24	58.3			Good
Koblenz		6	13.0			
Totals	337	265	528.8	120.0		

Third Force

Ten combat wings (384 B-17s) dispatched to attack the Rhein Borsig Armaments Plant at Dusseldorf. 290 a/c dropped 476.7 tons GP and 219.0 tons IB - 695.7 tons on primary, and six T/Os at 1029-1057 hours from 25,000-28,000 feet. Bombing partially by PFF and visual sighting. Leaflets dropped in Dusseldorf area. Weather: generally 6/10 - 8/10 cloud with breaks in target area. Flak: moderate barrage and tracking fire, very accurate on some groups. Battle damage: 126 minor, 22 major. E/A Opposition: nil. Three jet-propelled e/a seen but e/a did not attack. Claims: nil. Losses: 8 B-17s (7 to AA and 1 Category "E", crash-landing on return).

Fighter Support: Three groups (155 P-51s) dispatched. Up 0851-0925 hours, down 1315-1331 hours. 142 sorties. E/A Opposition: nil. Escort uneventful. Claims: nil. Losses: 1 P-51 due to mechanical failure in vicinity of Turnhout (northeast of Antwerp).

Details of attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tons</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Rhein Metal Borsig Araments Plant (Dusseldorf)	384	251	444.2	154.0	Fair
<u>Other Targets</u>					
Leverkusen		11	27.5		Unobserved
Bonn		12		30.0	Unobserved
T/O (5053N-0730E)		13		32.5	Unobserved
T/O (5109N-0640E)		1		2.5	Unobserved
T/O (5038N-0730E)		1	2.5		Unobserved
U/I T/O					
Totals	384	290	467.7	219.0	

2. Fighter Escort

Eight groups and one fighter squadron (435 P-51s) dispatched to escort three bomber forces attacking targets in western Germany. Up 0828-0925 hours, down 1250-1410 hours. 407 sorties. E/A Opposition: no attacks. Three or four jet-propelled e/a sighted near Mannheim. Two Me-109s seen at Mainz. One squadron strafed railroad traffic in Weikersheim area (south of Wurzburg), destroying two locomotives and damaging one freight car. Claims: nil. Losses: 1 P-51.

3. Fighter Sweeps

One group (44 P-47s) dispatched to sweep Lingen-Munster-Haltern area in order to spot light and heavy flak positions and any enemy concentrations in area. Up 1620 hours, down 1935 hours. 44 sorties. One Do-217 attacked while taxiing at Hesepe A/F. E/A Opposition: one t/e e/a attacked as it was coming in to land at Hesepe A/F. Claims: 1-0-0 Air, 1-0-0 Ground. Losses: nil.

Group reported very little flak encountered while scouting assigned area.

4. Fighter-Bombing

Five groups (126 P-47s, 77 P-51s - 203 a/c) dispatched - three groups to bomb and strafe shipping between the mainland and Schouwsen Island, Overflakkee and Walcheren Islands and enemy installations on these islands; two groups to bomb and strafe rail and road traffic east of the Rhine in area northwest and northeast of Frankfurt. Up 1508-1736 hours, down 1930-1949 hours. 196 sorties. 142 a/c dropped 30.75 tons G.P. and 7.02 tons Frag. Incendiary tanks also dropped. Seven a/c bombed Rorshain A/F, 28 miles southwest of Kassel, destroying three Me-109s. U/I A/F 12 miles west of Bad Nauheim and two other u/i A/Fs strafed. E/Δ Opposition: four FW-190s attacked P-47 group, 15 miles west of Giessen. No claims resulted from this encounter. 10-12 FW-190s attacked as they were taking off from Giessen A/F. Claims: 8-0-3 air, 5-0-1 ground (also 1 glider damaged). Losses: 9 a/c (7 P-47s to unknown causes; 1 P-47 crash-landed in U.K., 1 P-51 to flak.

Claims for bombing and strafing as follows:

Dutch Islands Area

	<u>Destroyed</u>	<u>Damaged</u>
RR bridge (Maas R. 4 QD 7864)	1	
Pier (4 QD 6074)		1
Large Freighters		1
Small Freighters		4
Tugs	3	2
Flak Boats	1	
Barges		6
Island Ferry		1
Locomotives	1	1
RR cars	28	35
Horsedrawn and Misc. Vehicles	41	19
Armored Vehicles	6	
Trucks	20	3
Gun Position	1	
Flak Tower		1
Warehouse (Zwenbergen)		1

Western Germany

Locomotives	29	22
RR Cars and Coaches	4	66
Oil Cars	3	15
Trucks	6	1
Automobiles	3	
Barracks	5	
Hangar (Rorshain A/F)		1

5. Photo Reconnaissance

28 a/c (24 F-5s, 1 Mosquito, 3 Spitfires) dispatched. Mosquito dispatched on special night operation to Leipzig, Bohlen and Rothe. Other a/c obtained photographs of industrial plants in Ludwigshafen, Boslar, Nordhausen, Ellenhausen, Mainz and Karlsruhe, and mapped in the Rhine area. One a/c lost.

6. Weather Reconnaissance

14 a/c (7 P-51s, 5 Mosquitoes, 2 B-24s) dispatched. Two B-24s flew routine weather reconnaissance over the Atlantic. Seven P-51s and three Mosquitoes flew scouts for bombers operating against German targets. Two Mosquitoes obtained weather information over west, central and southwest Germany. No losses.

7. Air/Sea Rescue

28 P-47s dispatched. 28 sorties. One rescue incident, 1 man rescued. All a/c returned safely.

8. Special Operations

121 a/c dispatched on special operations as follows:

Night - 8/9 September 1944

4 B-24s on R.C.M. jamming between 0100-0330 hours. No losses.

8 B-17s dispatched on leaflet operations. 1 a/c aborted shortly after takeoff.

Leaflets dropped on Holland, Belgium, France and Germany.

Day - 9 September 1944

1 B-17, 2 P-51s and 2 P-47s dispatched as radio relays. All a/c returned safely.

72 B-17s and 32 P-51s, as escort, dispatched on special operations. 68 B-17s and 30 P-51s successfully completed missions. No losses.

c. INTELLIGENCE

1. Enemy Air Opposition

There were no attacks against bombers or fighters in today's bombing operation. A possible jet-propelled a/c was observed about 30 miles east of Brussels by Second Force B-24s dispatched against Mainz. E/a was heading west at 0943 hours at approximately 18,000 feet and was recognized by intermittent contrails and high speed. No other e/a sighted by this force.

Third Force B-17s dispatched against Dusseldorf sighted three jet-propelled e/a at 5044N-0750E at 1107 hours, but e/a did not attack. Only e/a sighted by bombers during entire operation were above mentioned jet-propelled a/c.

One group escorting fighters reported sighting three or four jet-propelled e/a at 32,000 feet, 20 miles away, while group was over Mainz at 18,000 feet. Several flights climbed to 27,000 feet but jets disappeared to south. Another fighter group escorting B-24s, (Second Force) reported sighting two Me-109s in the Mainz area, but e/a evaded into clouds.

A few e/a appear to have been airborne but these are believed to have been primarily occupied in supporting enemy ground troops. Principal enemy defensive effort was again supplied by his flak defences.

Enemy Air Opposition (Continued)

A P-47 fighter-bomber group sighted 10-12 FW-190s taking off Giessen A/F, while P-47s were strafing trucks on military highway south of Giessen. P-47s attacked, claims 8-0-3. Another P-47 group was bounced by four FW-190s at 1740 hours, 15 miles west of Giessen. E/a attacked from out of the sun but broke off engagement when detected by P-47s, no claims resulting.

P-47 group on sweep sighted one T/e e/a coming into land at Hescpe a/F; attached and destroyed it.

Of the few e/a airborne today, the majority were probably occupied in supporting enemy ground troops. The main enemy defense effort was again supplied by his flak defenses.

2. Flak

Fighters, bombing and strafing in Dutch Islands area, reported very intense light inaccurate flak all along southeast coast of mainland north of Overflakkee, and inner-shore lines of island canals, also that intense light inaccurate flak came from many barges and small vessels in the canals.

Cologne - moderate to intense, accurate.

Calais --intense, accurate.

Mannheim - moderate to intense, accurate.

Ludwigshafen -- moderate to intense, accurate.

Heidelberg - meager to moderate, inaccurate.

Gernersheim - meager to moderate, accurate.

Luxembourg - meager to moderate, accurate.

Arlon - meager to moderate, accurate.

Mainz - moderate to intense, accurate, both predicted and barrage type.

Worms - meager to moderate, accurate.

Koblenz - meager to moderate, accurate.

Dusseldorf - moderate, very accurate, barrage and tracking.

Frankfurt - intense white puffs of rocket flak.

Flushing - heavy, moderate, accurate.

Middleburg - heavy, moderate, accurate.

Kapelle (4QD-3827) - light, moderate, inaccurate.

Kortgene (4QD-2738) - heavy, intense, accurate.

Across Estuary South Flushing - light, intense, accurate from ten flak

boats.

Flak boat marked with two red crosses (4QD-2133) - light, intense, inaccurate.

South Rotegne (4QD-2738) - light, intense, inaccurate from flak boats.

Waarden (4QD-4719) - light, intense, accurate.

Breda (4QD-9537) - light, intense, accurate.

Breda (4QD-9537) - heavy, moderate, inaccurate.

3. Observations

Airfields

12-15 large e/a on A/F west of Ingelheim.

A/F northwest edge of woods at Hectshun.

U/i e/a on A/F near Wiesbaum.

3 Me-410s observed on A/F near Maastricht.

50-60 a/e and t/e e/a on grass A/F at Erbonheim (4WW-4161).

Observations - Airfields (continued)

20 s/e and t/c o/a on Rottendorf A/F.

50 plus u/i t/e and multi-engined e/a observed on A/F five miles south of River Main at Frankfurt. Heavy gun emplacement noted northeast of A/F.

Other

Heavy activity in M/Ys at Luxembourg, Metz. 25 cars in yards at Koblenz. Equipment massed on east bank of Rhine River near Karlsruhe.

Emplacements in wooded area at 4920N-0720E.

Factory with fairly large buildings and RR lines leading into area. at 4909N-0828E.

Smoke screens in target area at Karlsruhe, Dusseldorf, Munchen, Gladbach, Cologne and Modheim.

Six oil refinery tanks at Trier.

Much barge activity on Rhine River between Koblenz and Cologne.

15 AA barges on Rhine River at Bonn.

Heavy shipping concentration on Rhine 25 miles north and west of Mainz.

Possible rocket emplacement protected by intense light flak in woods east of Turnhout (Belgium).

4. Damage to Enemy Installations

Mainz M/Y - Good Results

Target area largely cloud obscured. Pattern of bombs, however, can be seen around target area extending as far as five miles and hitting river embankment and built-up area. Dock facilities, roadway and RR lines were hit. There are possibly a few hits on the southern end of the M/Y.

Worms M/Y - Good Results

Southern end of M/Y was hit. Rolling stock and factory buildings have suffered damage. Town built-up area was also hit. There are strikes on the eastern end of the bridge crossing the Rhine River.

Dusseldorf (Rhein Metal Borsig) - Fair Results

Part of two patterns of G.P. fall in the target area; the balance ranging from one to five miles away. The better part of two patterns of G.P. are seen in the built-up part of the city. Strike attack pictures are cloud obscured, but bursts can be observed on assembly shops in the assigned target area.

Mannheim - Unobserved

Heavy cloud of 8/10 to 10/10 density covered the entire city area of Mannheim and the surrounding territory at time of photography. Through breaks, it is possible to plot the following concentrations which are only a small percentage of the total weight of bombs dropped.

S E C R E T

Observations - Airfields (Continued)

A partial concentration of bombs could be seen bursting in the Lindenhof District, one mile southeast of the center of the city. These bombs fell into a compact residential area in the immediate vicinity of the Heinrich Lanz A. G. Manufacturers of artillery tractors and tank components. No assessment of damage due to heavy ground haze.

Scattered bursts could be seen in open fields and wooded areas along the Meckar River, approximately one and one-half miles due east of the city of Mannheim

Good concentrations of G.P. bombs could be seen bursting in open fields near the towns of Wallstadt and Feudenheim, approximately three miles due east of the center of the city.

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

S E C R E T