

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

12 September 1944,

**SUBJECT:** Report of Operations Officer, Mission of 11 September 1944.

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

**95TH "A" GROUP FORMATION**

1. **GENERAL NARRATIVE:** The 95 A Group formation took off at 0755-0824 hours, and assembled over local Buncher 23 at 10,000 feet. The 15 B Wing led by 95 A Group completed its assembly over Buncher 23, and departed for Buncher 10 at 0911 hours. The English Coast was crossed at 10,000 feet over Felixstowe, at 0936 hours and the climb to bombing altitude was begun. In order to avoid prop wash from preceding wings, slight deviations were made from briefed course, but the Belgium coast was crossed at the briefed point at 1003 hours. The course in was flown as ordered, until the ... was crossed at 1309 hours. At this time the 13 A Wing leader announced 9 - 10/10 cloud cover on the target, and course was set for the last resort target ( Fulda, Germany). The bomb run was made by Groups, but 95 A was unable to locate the target. After failing to find a target of opportunity, Wing formation was resumed and the briefed course was again intercepted. The formation crossed the Belgium coast at 1302 hours, and began descent to minimum altitude. The formation and bombs returned to the base at 1537 hours.

2. **AIRCRAFT NOT ATTACKING.** Twelve aircraft, including 1 PFF, left base in formation shown in the attached Diagram "A". Aircraft # 2560 and 1600 left the formation before becoming dispatched. The remaining 10 aircraft were dispatched and made sorties.

3. **LOST AIRCRAFT:** None.

**95TH "B" GROUP FORMATION**

1. **GENERAL NARRATIVE:** The 95 B Group formation took off at 0810-0823 hours, and assembled over local Buncher 23 at 9,000 feet. Assembly was completed by 0850 hours, and the Group was in Wing position, 13 B low, by 0900 hours.

Reference is made to the above report of the main 95 A Group formation for a general narrative of the remainder of the mission, which was flown as low Group on 95 A Group. In addition however, the following points are to be noted:

(a) 95 B Group formation made a visual run on the assigned last resort target, and bombs were away at 1315 hours, on a heading of 315°. Interference with the low Group of another Wing (approximate heading 270°) provoked a last minute change of MPI. Bursts were seen in the M/Y and factory area.

2. AIRCRAFT NOT ATTACKING: Thirteen aircraft left the base in the formation shown in the attached Diagram "B". Aircraft # 7215 and 6288 turned back before becoming dispatched, and aircraft # 7334 moved from its position in the low squadron to form # 3 ship in the high squadron. This aircraft was shot down before reaching the target. The remaining 10 aircraft all made sorties and all bombed the last resort target.

3. LOST AIRCRAFT: # 7334 - Knocked out of formation by enemy fighters in Dresden area, near primary I.P. Six men were seen to bail out.

SUMMARY OF AIRCRAFT LOST

|         | 95 A     | 95 B     | Total    |
|---------|----------|----------|----------|
| To Flak | -        | -        | -        |
| To E/A  | -        | 1        | 1        |
| Other   | <u>-</u> | <u>-</u> | <u>-</u> |
| TOTAL   | •        | 1        | 1        |

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

HEADQUARTERS 13TH BOMBARDMENT GROUP  
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE ENTERED 11 SEPT 1944

PART I - MONTHLY SUMMARY:

DATE OF MISSION 11 SEPT 1944

STATISTICAL MISSION

| COMBAT GROUP | SCHEDULED | AIRBORNE | AIRBORNE LESS RETURNS AND SPARES | ATTACKING | NOT ATTACKING | SORTIES |
|--------------|-----------|----------|----------------------------------|-----------|---------------|---------|
| A            | 11        | 11       | 11                               | 0         | 11            | 10      |
| B            | 13        | 13       | 13                               | 11        | 2             | 11      |

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         | 42-102560   | F        | # 1 prop ran away.                            | No              |
| B         | 42-31600  | F        | Internal engine failure.                      | Yes             |
| A         | 42-31920, 42-30817, 42-102447, 42-30067, 42-31867, 42-30140, 42-97257, 42-97032, 42-30201 | F        | PWT equipment out and clouds covered targets. | Yes             |
| B         | 42-97215  | F        | Manifold pressure lost in # 1 engine.         | No              |
| B         | 42-30200  | F        | APUS and entire electrical system out.        | No              |

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

CONFIDENTIAL  
13 SEP 1944

IMMEDIATE INTERPRETATION REPORT NO. K, 3154

LOCALITY: FULDA A. TYRE FACTORY of GUMMIWERKE  
FULDA A.G.

B. RAILWAY SIDINGS (Illustration  
No. 2(f) 15/1)

PERIOD UNDER REVIEW.

This report covers damage to the target from 1200B hours on 4 AUG 1944 to 1200B hours on 12 SEP 1944, and includes the attack by aircraft of the U.S. 8th AIR FORCE on 11 SEP 1944. (S.A. 2697)

PROVISIONAL STATEMENT ON DAMAGE.

A. Tyre Factory:

This target is severely damaged. The two largest buildings have each received several direct hits. One medium building is gutted and at least four smaller buildings are hit, two of them being almost destroyed. Lack of stereo cover in this area prevents an accurate account of the details of damage.

B. Railway Storage Sidings:

There are at least 10 craters in the sidings cutting the lines in about six places and damaging two or three wagons.

Details of damage are as follows:

A. TYRE FACTORY:

Large Rectangular Multibay Building on the N.E.: about 1/3 destroyed. There are many large holes in the building, the roof lights are broken, and smoke is still rising from the South corner of the building.

Large Square Multibay Building: Severely damaged. There are several large holes in the roof, and the North corner of the building is crushed.

Medium Size Building at North corner of the factory area: damaged by a direct hit near the center.

Two small building in North of area: almost destroyed.

Medium building adjacent to probable power house: gutted.

Small rectangular building at N.E. corner of area: damaged by direct hit near the center.

Probable goods stores at the South corner of the area are damaged by at least 2 hits.

There is some damage to the business/residential area North of the target and a concentration of craters is seen in the open field near.

B. RAILWAY STORAGE SIDINGS:

About ten craters are seen in the sidings cutting the lines in at least six places and damaging or destroying two or three wagons.

A small rectangular building at the North end of the sidings on the East side is destroyed and a similar one on the West side has several holes in the roof.

Near the South end of the sidings and West of the target, a rectangular building is about 1/3 destroyed. Another small building North of it is damaged and another just North of this is about 1/3 destroyed. A column of black smoke is rising from a

A.T.F.

C.W.

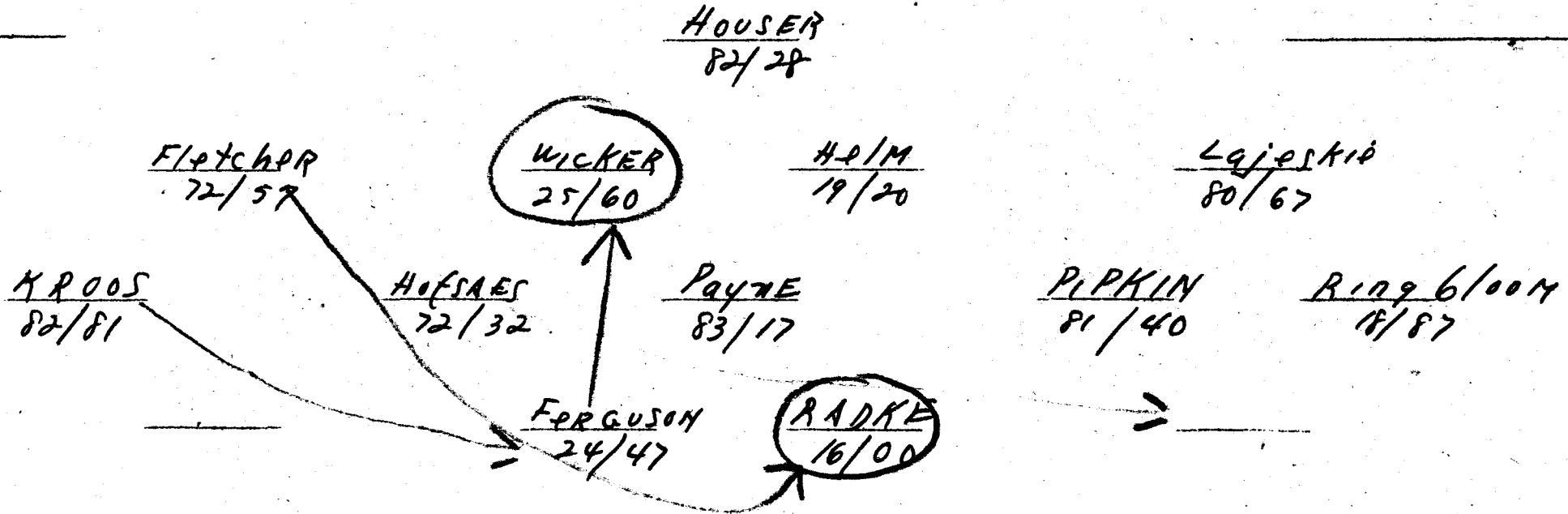
H

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 11-9-44

TIME



ABORTIVE ○

MISSING \_\_\_\_\_

CHANGES \_\_\_\_\_

EXTRA

EXTRA A/C

'B'

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 11-9-41

TIME

Sheller  
81/99

Collings  
83/33

ELLSWORTH  
24/50

HANSON  
78/01

METZINGER  
82/88

MELVIN  
19/39

HAMILTON  
69/93

McVay  
82/55

MOORING  
73/34

OLNEY  
71/94

Hendrickson  
16/75

PARKER  
72/15

PAZOLLO  
83/46

ABORTIVE

0

EXTRA

EXTRA A

MISSING

CHANGES







THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON (H)  
NINETY FIFTH BOMBARDMENT GROUP (H)  
OFFICE OF THE SQUADRON ENGINEERING OFFICER  
A.P.O. 553

11 September 1944

SUBJECT: Abortion of B-17G No. 42-31600.

TO: Commanding Officer, 95th Bombardment Group (H), AAF Station 119.

1. This aircraft aborted from the mission of 11 September 1944, returning to this base at 1335.
2. The engine developed internal failure during the flight.
3. Upon ground inspection, it was impossible to rotate the propeller, necessitating an engine change.
4. This aircraft will be in commission 13 September 1944.

DONALD H. DOWLIN,  
Capt, Air Corps,  
Engineering Officer.

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

APO 559.  
11 September 1944.

SUBJECT: Abortion of aircraft #7215.

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

1. Aircraft #7215 aborted from the mission of 11 September over England at an altitude of 8,000'. The reason for this abortion was the fact that #1 engine went out. The throttle linkage was broken.

ROBERT E. PARKER,  
2nd Lt., Air Corps.

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

APO 559.  
11 September 1944.

SUBJECT: Abortion of aircraft #2560.

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

1. During take off #1 prop ran away to approximately 2900 to 3000 RPM. After reducing MP it came down and stayed at 2500 RPM even with prop control in full low RPM. I tried numerous times to get control of the prop with the throttle and prop control without success.

2. Tower advised dropping bombs at designated spot (40 miles south of Southwall) which I did, and returned to base.

CHARLES C. WICKER,  
2nd Lt., Air Corps,  
Pilot.

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

11 Sept 1944

SUBJECT: Abertive aircraft.

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

1. Airplane B-17G #43-38288 aborted from a combat mission this date.
2. Pilot reported AFCE burnt out, both invertors out, interphone and turbo-supercharger control system out.

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

THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON  
NINETY FIFTH BOMBARDMENT GROUP (H)  
OFFICE OF THE SQUADRON ENGINEERING OFFICER  
A.P.O. 559

11 September 1944

SUBJECT: Abortion of B-17G No. 43-108860.

TO: Commanding Officer, 95th Bombardment Group (H), AAF Station 119.

1. This airplane aborted from the mission of 11 September 1944, returning to this base at 0945.
2. The pilot reported that No. 1 propeller ran away at take-off. He tried to obtain propeller control but had no success.
3. The propeller governor will be replaced and the airplane will be in commission.

DONALD H. DOWLIN,  
Capt, Air Corps,  
Engineering Officer.

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

APC 559.  
11 September 1944.

SUBJECT: Abortion of aircraft #8288.

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

1. At 0915 smoke started coming from the AFCE control box, and then the boost on all four engines went out. Also the Gee box, compass, and radio went out. We then changed amplifiers and fuses and all of this burned out again. Only #4 engine had boost.

We stayed with the formation until they started a climb. After falling back and being still unable to fix the superchargers, we aborted. This was at 5115N - 0235E and we headed back for England. We also jettisoned the bombs due to no boost and returned to the base.

After landing we checked and found that the batteries, generators, inverters, AFCE, Gee box, flex gauge compass, and all of the radio equipment except the VHF were out.

DALE J. METZINGER,  
1st Lt., Air Corps.

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

E-F-26

12 September 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission of  
11 September 1944, Ruhland, Germany.

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

1. The Ninety Fifth "A" Group flew as lead of the 13th "A" Combat Wing and the 95th "B" Group flew as high group. We were airborne at 0802 hours and assembled the groups and the wing over the base. We departed the base at 0911 hours.
2. BU# 10 was made at 0916 hours and BU# 27 at 0927 hours. We departed the coast at Felixstowe, at 10,000' at 0938 hours. The Belgium coast was crossed at 5107N 0241E at 15,000' at 1003 hours.
3. To avoid prop wash we flew first north of course and then south of course. At 1222 hours, 5033N 1320E we turned on course to the I.P. The I.P. was crossed on course at 1309 hours. It was on the bombing run the Command Pilot called saying that the Primary target was abandoned and to get him on course to the last resort. The 95th "B" Group crossed their I.P. at 1312 hours and had bombs away at 1315 hours at 25,000' on a mag heading of 315°.
4. At 1235 hours we intercepted the briefed course and flew that until we picked the new I.P., 5028N 1042E for the last resort target. The bomb run was made but the Bombardier was unable to find the target. We left the Belgium coast at 1502 hours at 5107N 0241E at 20,000'. The English coast was crossed at 5205N 0145E at 1528 hours at 7,500'. We were over the base at 1637 hours.

STANISLAW LABUNSKI  
1st Lt., Air Corps,  
Lead Navigator.

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

E-F-26

12 September 1944

**SUBJECT:** Lead Bombardier's Narrative, Ninety Fifth "B" Group, Mission of 11 September 1944, Fulda, Germany.

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

1. Narrative.

a. Bombing aids used were E-6-B and C-2 computers.

b. The maneuver at the I.P. was a turn to the right of 60°.

c. Bomb bay doors were opened at the I.P. at 1312 hours.

d. I picked up the assigned target and started to make the run. Because of a collision course we had to change the M.P.I. It was a case of changing the M.P.I. or not dropping at all. Smoke on the assigned M.P.I. made picking it up difficult. The bomb run was made manual with no enemy resistance.

e. Bombs were seen to burst in target area.

f. No tactical changes are suggested.

2. Bombardier's form 12-E modified is attached.

3. Disposition of Bombs - A/C

| Main Bombfall                     | Over Target | Bombing | No. | Size | Type | Fuzing |      |
|-----------------------------------|-------------|---------|-----|------|------|--------|------|
|                                   |             |         |     |      |      | Nose   | Tail |
| Fulda, Germany.                   | 10          | 10      | 100 | 500# | M-64 | 1/10   | 1/40 |
| Total on Target.                  |             |         | 100 | 500# | M-64 | 1/10   | 1/40 |
| Other Expenditures.               |             |         | 20  | 500# | M-64 | 1/10   | 1/40 |
| Bombs Returned.                   |             |         | 10  | 500# | M-64 | 1/10   | 1/40 |
| Total (loaded on A/C taking off). |             |         | 130 | 500# | M-64 | 1/10   | 1/40 |

4. Types of Release - All 100 x 500# G.P. AN-M64 bombs dropped on the last resort target, were salvoed and armed.

F. B. MC CLURE  
1st Lt., Air Corps,  
Lead Bombardier.

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

11 September 1944

**SUBJECT: S-2 Report 95A and 95B for above date.**

**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 0802 hours to form the lead group of the 13B Combat Wing and attack Ruhland, Germany. The following A/C returned early:

A/C 2560 returned from over field - runaway engine.

A/C 1600 returned from 5015N-0826E-#4 engine out.

(Crossed into <sup>enemy</sup> territory)

Thirteen A/C of the 95th Group took off beginning at 0810 hours to form the low group of the 13B Combat Wing and attack Ruhland, Germany. The following A/C returned early:

A/C 7215 returned from over field - throttle leak.

A/C 8288 returned from 5115N-0235E-electrical system burned out.

2. One FW 190 attacked the high squadron of the low group at 6 o'clock high at 1220 hours in vicinity of 5040N-1320E. E/A closed to about 400 yds. above formation. He then turned back and dove into clouds as 2 P-51's bounced him. 6-8 FW 190 seen with 30-40 unidentified E/A seen in area.

3. No flak was encountered by either group.

4. 95A did not bomb. Strike photos show 95B group's bombs hitting in the M/Y at Fulda, Germany.

5. Mickey equipment in lead A/C out at I.P. and target was cloud covered so wing did not go into primary target. A run was made on target of last resort Fulda, Germany. 95A did not pick up target in time to bomb but 95B was able to bomb. A/C 7334 (95B) was lost. It was hit by fighters in vicinity of 5040N-1320E at 1220 hours. Fire in left aileron which was not spreading. Swung off to right then passed under group and swung off to left. Plane appeared to be under control. No chutes seen but 6 men bailed out and used delayed jumps. Pilot called on VHF he was going to try to make France. All other A/C returned to base and landed by 1630 hours.

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



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HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 134

PERIOD: 0001 hours 11 September 1944 to 2400 hours 11 September 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>E/A</u>    | <u>AA</u> | <u>N/E</u> | <u>OT</u> | <u>Tot</u> |
| Heavy Bomber Atks. | 10              | 1131+        | 1080           | 1016         | 2390.6++       | 17-25-4A<br>0-0-0G     | 20            | 14        | 3          | 15        | 52         |
| Fighter Escort     | 15              | 715          | 663            | 0            | 0              | 116-7-23A<br>42-0-43G  | 6             | 2         | 4          | 20        | 32         |
| Fighter Sweeps     | 0               | 0            | 0              | 0            | 0              | 0-0-0                  | 0             | 0         | 0          | 0         | 0          |
| Fighter Bombing    | 0               | 0            | 0              | 0            | 0              | 0-0-0                  | 0             | 0         | 0          | 0         | 0          |
| Photo Recon.       | 32              | 32           | 32             | 0            | 0              | 0-0-0                  | 0             | 0         | 0          | 0         | 0          |
| Weather Recon.     | 15              | 15           | 15             | 0            | 0              | 0-0-0                  | 0             | 0         | 0          | 0         | 0          |
| Air/Sea Rescue     | 16              | 16           | 16             | 0            | 0              | 0-0-0                  | 0             | 0         | 0          | 0         | 0          |
| Special Operations | <u>5</u>        | <u>78</u>    | <u>77</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             | 93              | 1987         | 1883           | 1016         | 2390.6         | 133-32-27A<br>42-0-43G | 26            | 16        | 7          | 35        | 84         |

+ Includes 25 spares, 10 used.

++ Does not include tonnage of 75 a/c proceeding to Russia.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Twenty-three combat wings (735 B-17s, 396 B-24s - 1131 a/c) dispatched in three forces to attack synthetic oil plants, military vehicle works and an ordnance depot in central Germany. Ten assigned targets. Support by fifteen fighter groups. 941 a/c dropped 2390.6 tons G.P. on nine assigned targets and several T/Os. 75 B-17s attacked remaining target and escorted by one fighter group proceeded to assigned bases in Russia. Bombing both visual and PFF. Strong opposition to bombers by approximately 125 e/a. Claims: 17-25-4. Losses: 52 a/c (39 B-17s, 13 B-24s).

First Force

Ten combat wings (384 B-17s) dispatched against three synthetic oil plants and one military vehicle works. 258 a/c dropped 614.6 tons G.P. on three synthetic oil plants and several T/Os at 1227-1328 hours from 24,500 - 27,000 feet. 75 a/c attacked assigned target, Chemnitz military vehicle works and escorted by one fighter group proceeded to assigned bases in Russia. Leaflets dropped on

S E C R E T

Bohlen and Fulda. Primaries bombed on PFF except for one group attacking Bohlen Synthetic Oil Plant and the two combat wings attacking Chemnitz. Weather: generally 5/10 to 7/10 over continent, and 3/10 to 6/10 over target. Flak: moderate, inaccurate at Ruhland; moderate to intense, accurate at Bohlen; intense inaccurate at Brux. Battle Damage: 68 minor, 16 major. E/A Opposition: 50-60 Me-109s and FW-190s attacked one combat wing NE of Annaberg. Claims: 12-16-1. Losses: 20 B-17s (13 to E/A, 2 to AA, 2 to collision over target, one crashed on take-off, and 2 to unknown causes).

Fighter Support: Five groups (275 P-51s) dispatched. Up 0928-1000 hours, down 1430 - 1546 hours. 252 sorties. One of the groups (62 P-51s) escorted B-17s attacking Chemnitz, to Russian bases. E/a Opposition: 50 plus Me-109s were engaged in Erfurt area; 100 plus FW-190s and Me-109s engaged vicinity of Annaberg; combat with 30 plus s/e e/a Einbeck area and with 20 plus s/e e/a Nordhausen-Gottingen area, Gotha A/F, A/F vicinity Bamberg, wooded dispersal area SE of Munich, strafed. Claims: 57-2-12 air, 26-0-25 ground. Losses: 9 P-51s (4 to E/A, 1 to AA, 1 to mechanical failure, 3 to unknown causes).

Details of attack as follows:

| <u>Assigned Targets</u>      | <u>Dispatched</u> | <u>Attacked</u> | <u>Tons GP</u> | <u>Results</u> |
|------------------------------|-------------------|-----------------|----------------|----------------|
| Ruhland (Synthetic Oil)      | 114               | 22              | 53.0           | Unobserved     |
| Bohlen (Synthetic Oil)       | 115               | 75              | 173.0          | Fair           |
| Brux (Synthetic Oil)         | 78                | 39              | 95.3           | Unobserved     |
| Chemnitz (military vehicles) | 77                | 75              | Not Available  |                |

Other Targets

|                  |     |     |       |            |
|------------------|-----|-----|-------|------------|
| Fulda M/Y        |     | 40  | 95.1  | Fair       |
| Fulda Tire Plant |     | 66  | 159.7 | Good       |
| 16 T/Os          |     | 16  | 38.5  | Unobserved |
| Totals           | 384 | 333 | 614.6 |            |

Second Force

Nine combat wings (351 B-17s) dispatched against two synthetic oil plants, 321 a/c dropped 795.5 tons G.P. on both assigned targets and several T/Os at 1140-1250 hours, from 25,000 - 28,000 feet. Leaflets dropped on Lutzkendorf, Primaries bombed on PFF except for one group attacking Merseberg. Weather: 5/10 to 6/10 on route, 8/10 in Lutzkendorf area, 6/10 - 8/10 Merseberg. Flak: moderate to intense, accurate at Merseberg; meager to moderate, accurate at Lutzkendorf. Battle Damage: 72 minor, 34 major. E/a Opposition: approximately 25 e/a encountered. 15 e/a attacked lead group of one wing over Merseberg just before "bombs-away". High group of same wing attacked by three of a flight of nine e/a immediately after release of bombs. Claims: 1-1-2. Losses: 19 B-17s (2 to E/A, 5 to AA, one to accident, one crash-landed, and 10 to unknown causes).

Fighter Support: Four groups (145 P-51s, 33 P-38s - 178 a/c) dispatched. Up 0918 - 0939 hours, down 1430 - 1537 hours. 164 sorties. E/A Opposition: Combats as follows - 35 plus Me-109s vicinity Sangerhausen; 100 plus Me-109s vicinity Nordhausen; 50 plus s/e e/a vicinity Naumberg; 10 plus Me-109s vicinity Bad Frankenhausen; 50 s/e e/a vicinity Giessen; several s/e e/a NE of Gotha; 30 plus s/e e/a vicinity Mulhausen; 100 plus s/e e/a NE of Erfurt; 15 plus FW-190s

S E C R E T

S E C R E T

vicinity Eisleben. U/I A/F NE of Gotha, u/i grass L/G vicinity Kolleda, L/G south of Gotha, Langensalza and Limburg A/Fs strafed. Claims: 4-6-5-10 air 12-0-16 ground. Losses: 18 P-51s ( 10 to unknown reasons, 3 crash-landed, 2 to e/a, one to flak, one to accident, 1 P-51 to mechanical failure).

Details of attack as follows:

| <u>Assigned Targets</u>     | <u>Dispatched</u> | <u>Attacked</u> | <u>Tons G.P.</u> | <u>Results</u> |
|-----------------------------|-------------------|-----------------|------------------|----------------|
| Merseberg (synthetic oil)   | 198               | 111             | 276.8            | Unobserved     |
| Lutzkendorf (synthetic oil) | 153               | 96              | 233.7            | Unobserved     |
| <u>Other Targets</u>        |                   |                 |                  |                |
| Eisenach (city)             |                   | 71              | 177.5            | Good           |
| Labejum (city)              |                   | 12              | 30.0             | Unobserved     |
| Rossla (city)               |                   | 6               | 15.0             | Unobserved     |
| 25 T/Os                     |                   | <u>25</u>       | <u>62.5</u>      | Unobserved     |
| Totals                      | 351               | 321             | 795.5            |                |

Third Force

Four combat wings (396 B-24s) dispatched against two oil installations, a military vehicle works and an ordnance depot. 362 a/c dropped 980.5 tons G.P. on all assigned targets and several T/Os at 1228 - 1244 hours from 20,000 - 25,000 feet. Leaflets dropped on Misberg, Hanover, Magdeburg and Stendal. Primaries bombed on PFF except Misberg and one group on Hanover. Weather: 6/10 to 9/10 in target areas. Flak: moderate to intense, accurate at Magdeburg, Misberg and Hanover. Battle Damage: 163 minor, 16 major. E/A Opposition: attacks by approximately 40-45 Me-109s and FW-190s, in three encounters. 20-25 e/a attacked one group in target area at Hanover. Another group was attacked by approximately 15 Me-109s at Giessen and three minutes later again by 4 Me-109s led in formation by a Spitfire painted black. 20 - 25 jet-propelled a/c sighted but no attack. Claims: 4-8-1. Losses: 13 B-24s ( 5 to E/A, 7 to AA, one to unknown causes).

Fighter Support: Six groups (165 P-47s, 97 P-51s - 262 a/c) dispatched. Up 0948 - 1034 hours, down 1439 - 1517 hours. 247 sorties. E/A Opposition: combats with 20 plus Me-109s south of Kassel; 16 - 20 Me-109s vicinity of Marburg; one lone Me-109 south of Gottingen. Marburg and Kirchhain A/Fs strafed. Claims: 13-0-1 air, 4-0-2 ground. Losses: 5 P-51s ( one to collision, one crash-landed, 3 to unknown causes).

Details of attack as follows:

| <u>Assigned Targets</u>    | <u>Dispatched</u> | <u>Attacked</u> | <u>Tons G.P.</u> | <u>Results</u> |
|----------------------------|-------------------|-----------------|------------------|----------------|
| Misberg (oil refinery)     | 96                | 87              | 243.2            | Good           |
| Magdeburg (synthetic oil)  | 136               | 33              | 78.5             | Unobserved     |
| Magdeburg (ordnance depot) | 68                | 27              | 64.7             | Unobserved     |
| Hanover (engine works)     | 96                | 88              | 298.7            | Good           |

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Other Targets

|                  | <u>Dispatched</u> | <u>Attacked</u> | <u>Tons G.P.</u> | <u>Results</u> |
|------------------|-------------------|-----------------|------------------|----------------|
| Magdeburg (city) |                   | 70              | 157.2            | Good           |
| Stendal (city)   |                   | 45              | 107.5            | Poor- Fair     |
| Diepholz (city)  |                   | 9               | 22.5             | Unobserved     |
| 3 U/I T/Os       |                   | <u>3</u>        | <u>8.2</u>       | Unobserved     |
| Totals           | 396               | 362             | 980.5            |                |

2. Fighter Escort

Fifteen fighter groups (517 P-51s, 165 P-47s, 33 P-38s - 715 a/c) dispatched to escort bombers attacking targets in central Germany. Up 0918 - 1034 hours, down 1430 - 1546 hours. E/a Opposition: combats with large formations of s/e e/a in Erfurt, Arnaburg, Einbeck, Nordhausen-Gottingen, Sangerhausen, Naumberg, Giessen, Gotha, Eisleben, Kassel areas. A/Fs and L/Gs in Munich, Erfurt, Gotha, Limburg and Marburg areas strafed. Miscellaneous ground targets also strafed. Claims: 116-7-23 air, 42-0-43 ground. Losses: 32 P-51s ( 6 to E/A, 2 to AA, 4 to mechanical failure and accident, 20 to crash-landings and other causes).

Ground strafing claims as follows:

Destroyed

23 locomotives  
34 Box cars  
1 oil tank car  
3 trucks  
1 oil storage tank

Damaged

37 locomotives  
48 box cars  
9 tanks on flat cars  
1 oil tank car  
1 automobile  
1 RR station

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

32 a/c dispatched as follows: 2 a/c mapping; 13 a/c D/A Gelnhausen, Dusseldorf, Bad Nauheim, Ettinghausen, Eisenach, Nordhausen, Gasler, Magdeburg, Misburg, Hanover, Chemnitz, Bohlen, Merseberg, Leuna, Lutzkendorf; 13 a/c on RR photography; 4 a/c special targets. No losses.

6. Weather Reconnaissance

15 a/c (1 B-24, 6 Mosquitoes, 8 P-51s) dispatched as follows: 1 B-24 on routine weather reconnaissance; 3 Mosquitoes on special weather mission over western and NE Germany, over North Sea and Frisian Islands; 3 Mosquitoes, 8 P-51s as special weather scouts for three heavy bomber forces. No losses.

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7. Air/Sea Rescue

16 a/c dispatched. One incident. 8 men rescued. No losses

8. Special Operations

Night 10/11 September 1944

45 a/c dispatched as follows:

7 B-17s dispatched on leaflet missions. 1 a/c returned early because of mechanical difficulty. 6 a/c dropped leaflets over France, Holland and Germany. No losses.

3 B-24s on R.C.M. jamming between 2200 - 2345 hours. No Losses.

35 B-17s dispatched on special operations. No Losses.

Day - 11 September 1944

33 a/c dispatched as follows:

15 a/c (3 B-17s, 10 P-51s and 2 P-38s) dispatched on Radio Relay Missions  
No Losses.

18 a/c (2 B-17s, 16 P-51s) dispatched on special bombing operation.  
No losses.

C. INTELLIGENCE1. Enemy Air Opposition

Despite adverse weather conditions the Luftwaffe put forth a maximum effort against today's attacks on targets in central Germany. Bombers reported combat with approximately 125 e/a and fighters engaged an estimated 400 e/a over wide areas in central Germany. Strength of e/a attacks is indicated by the fact that of fifty-two bombers lost, twenty fell to e/a, escorting fighters losing six a/c to e/a out of a total of thirty-two lost.

First Force B-17s attacking oil plants at Ruhland, Bohlen and Bruix lost thirteen a/c to e/a. The low group of the second combat wing, which was trailing in wing formation, was subjected to severe and concentrated attacks by 50-60 Me-109s and Fw-190s at 1205 hours in the vicinity of Annaberg. The e/a made aggressive attacks from the rear, usually in elements of three, flying through the formation and firing 20 mm cannon. Attacks lasted for about five minutes during which time the entire group of twelve B-17s were lost.

Escorting fighters answering the bombers call, arrived about five minutes after the initial attack and engaged the e/a destroying fifteen of a concentration reported by them to number approximately one hundred. Their attack lasted from 1215 - 1230 hours and ranged from 28,000 feet to deck. At time of attack on bombers, supporting fighters were escorting rear combat wings and were apparently not in the immediate vicinity.

Earlier, at 1145 hours, another fighter group, combing the area ahead of the bombers on their planned route to Ruhland, sighted two large groups of contrails at 30,000 feet in the vicinity of Rudolstadt near Erfurt. Positioning themselves up-sun, two Me-109s attacked from the large e/a formation; were engaged and destroyed. This premature attack apparently committed the large formation of fifty plus Me-109s to the attack sooner than was planned. In any case, P-51s engaged head-on and combat ensued from 26,000 feet to deck, with claims of 24-0-7. E/a were very aggressive and fought tenaciously, breaking into flights of two and four. Combat lasted for about ten minutes, squadrons then reforming into flights and proceeding home because of lack of ammunition. One lone Me-410 was seen circling at 35,000 feet in this area during the engagement. Fighters which continued on with the bombers reported sighting 200 plus s/e a/c flying in a large formation at about 30,000 feet in the vicinity of Meiningen, but e/a turned away, when sighted. Escort gave chase but could not make contact. On course back P-51s sighted a formation of e/a in the vicinity of Sonneburg. E/a attempted to evade P-51s which engaged them from 25,000 feet down to 10,000 feet; destroying three. Prior to rendezvous with bombers another P-51 group supporting the first force engaged thirty plus s/e e/a in the Einbeck area from 1135 - 1200 hours; destroying five of them. During this engagement other elements of the same group were engaging an additional twenty plus s/e e/a in the Nördhausen-Milhausen-Göttingen area; destroying seven. Also at about the same time another flight attacked twenty plus Me-109s in the vicinity of Gotha where they destroyed two.

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Second Force B-17s encountered about twenty-five e/a. Fifteen e/a attacked the lead group of one combat wing over Mersobarg just before "bombs-away". E/a attacked in elements of three from six o'clock level to high, firing 20 mm cannon. Attacks lasted about ten to fifteen minutes but were not particularly aggressive. The high group of the same wing was attacked by three of a flight of nine e/a immediately after release of bombs. E/a came from six o'clock level, the right wing man pressing to within two hundred yards, the other two e/a breaking off to the side and continuing on level course past the formation without attacking.

Escorting fighters reported numerous encounters. En route to target a P-51 group sighted fifty e/a in the vicinity of Lauerbach, east of Giessen, flying at 30,000 feet at 1115 hours. E/a were apparently forming to attack bombers in area at that time but were driven to deck. About fifteen minutes later a flight of the same group surprised several e/a taking off from Gotha A/F; bounced and destroyed five of them. At the same time P-51s of another group reported sighting one hundred plus s/e in two large formations near Sangerhausen. E/a were attacked at 23,000 feet with claims of 11-C-1. These enemy formations were apparently broken up before they could attack bombers. Five minutes later fighters escorting another formation of bombers of this force sighted thirty plus e/a in the vicinity of Milhausen, attacked and destroyed two of them. In the vicinity of Sangerhausen, thirty-five plus Me-109s were sighted by another group, but the e/a evaded. Another fighter group encountered ten Me-109s near Bad Frankenhausen and attacked them as they were coming in to land at Plotskau A/F. At 1150 hours, in the vicinity of Nordhausen twenty to twenty-five s/e e/a were sighted and attacked. At about the same time one hundred plus s/e e/a were sighted by escorting fighters in the vicinity of Kolleda, northeast of Erfurt. E/a were flying in two formations of fifty each at 30,000 feet. Fighters dispersed these formations, attached for claims of eight destroyed. At 1205 hours, fifteen plus Fw-190s which had attacked bombers in the vicinity of Eisleben were engaged and six destroyed.

Third Force B-24s attacking targets at Misberg, Magdeburg and Hannover were attacked by about forty to forty-five Me-109s and Fw-190s in three encounters. Twenty to twenty-five e/a were encountered between 1150-1230 hours from the area of the IP on through the target at Hannover. One group sustained three attacks, lasting from three to five minutes; a/c coming in singly and in groups, mainly from six o'clock low. These attacks occurred while bombers were temporarily without fighter support. Another group suffered extended attacks by about fifteen plus Me-109s at 1155 hours, beginning near Giessen and lasting for about thirty-five minutes. Three minutes later, at 1158 hours, four Me-109s led in formation by a Spitfire painted black with white Maltese crosses, attacked aggressively from five and ten o'clock.

Escorting fighters apparently sighted the fifteen plus Me-109s attacking the bombers near Giessen. Combat followed with claims of two destroyed. Another fighter group reported sighting twenty plus Me-109s south of Kassel. In diving attacks from 30,000 feet, P-51s destroyed ten of the e/a. A lone Me-109 was attacked and destroyed twenty-five miles south of Gottingen.

Twenty- to twenty-five jet and rocket propelled a/c were observed in the Coblenz and Magdeburg areas by bombers of the Third Force. Approximately fifteen were identified as s/e, the rest T/e. Six to ten were seen in the vicinity of Misburg, some flying in groups of three and five, others in pairs at 20,000 to 30,000 feet. Some of them were silver in color. They were readily recognized by their great speed and intermittent contrails. None of them attacked. Three jet a/c, possibly of this same group of "jets", were observed in the vicinity of

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Reichenbach by B-17s of the First Force, and one jet a/c believed to be a Me-262 was sighted in the Bohlen area. Fighters supporting the Second Force reported sighting two jet a/c in the target area. The only jet a/c attack was sustained by a P-51 of a group supporting the First Force. The attack took place in the vicinity of Eberbach. E/a resembled the Me-262 with pronounced swept-back wings. E/a made one pass at approximately 15,000 feet, and shot P-51 down. Other members of the flight pursued e/a which zoomed upward at great speed and quickly outdistanced them.

2. Flak

Rüchland - moderate, inaccurate.  
Bohlen - moderate to intense, accurate.  
Brux - intense, inaccurate.  
Iutzkendorf - meager to moderate, accurate.  
Merseburg - moderate to intense, accurate.  
Magdeburg - moderate to intense, accurate.  
Hannover - moderate to intense, accurate.  
Eisenach - meager, inaccurate.  
Coblenz - moderate, accurate.  
Aachen - moderate, inaccurate.

3. Observations

Rhine River between Mainz and Mannheim crowded with barges and river shipping moving south.

Thirty barges on waterway south of Coblenz.

Twenty-five a/c seen on Steinbach A/F, resembled gliders.

One hundred to one hundred twenty-five e/a of all types dispersed in wooded area on both sides of auto bahn, twenty to twenty-five miles southeast of Munich. Small landing strip to northeast of wooded area.

A/F with one E/W asphalt runway, approximately one-mile long, seen at Worth (4947N-0909E). Some u/i a/c on field. Believed to be a jet A/F.

New A/F in process of construction at Euskirchen (49F-3731).

Dummy A/F, fifteen miles northeast of Munich, with fifteen plus well-constructed Me-109 and Ju-88 dummies.

4. Damage to Enemy Installations

Assigned Targets

Bohlen (oil plant) - Fair Results

Cloud cover prevents accurate assessment of damage. Appears that bombs from only one of the six groups which attacked landed in the target area. These hit in the southwestern part of the old plant and exploded at least one large tank. Later photographs show a large, mushroom-shaped cloud of smoke over the area.

Brux (oil plant) - Unobserved Results

9/10 cloud cover prevents observation of burst but some ground detail on bombs-away photos indicate the run-in was over the target. At least one plane's photos plot down within the target area.



Magdeburg (ordnance depot) - Unobserved Results

No bursts observed on target buildings but built-up area hit. Most of effort unobserved.

Misburg (oil refinery) - Good results

Bursts observed on some major buildings. Very large explosion noted.

Hanover (engine works) - Good Results

All MPIs well hit. Patterns fell on majority of buildings.

Merseburg/Leuna (oil plant) - Unobserved Results

Heavy cloud covers target area during attack, making pin-pointing impossible of majority of bombs dropped. Through breaks in clouds possible to see a partial concentration of GP bombs bursting in fields and residential areas approximately 1500 yards north of target area. An additional concentration bursting in open fields immediately south of Lutzen, approximately seven and one half miles southeast of target area.

Lutzendorf (oil plant) - Unobserved Results

Target area completely obscured by heavy cloud making it impossible to assess all strikes. However, one concentration of GP bombs could be seen in open fields and residential areas approximately one mile south of Stobnitz and two and one quarter miles northwest of target area. Photographs show additional bombs falling in vicinity of target but no bursts could be observed.

Other Targets

Fulda (tire plant) - Good Results

Target well blanketed by three patterns.

Fulda M/Y - Fair Results

Choke points of the M/Y, one or two manufacturing plants near railroad yards and part of built-up area of the town well blanketed. Fires seen in at least two large plants.

Standal (city) - Poor to Fair Results

Hits in open fields and part of the built-up area of the city.

Magdeburg (city) - Good Results

Center of city hit. Bursts fell on built-up area.

Eisenach (aero-engine factory) - Good Results

Three concentrations of GP bombs completely blanket target area. Impossible to pin-point all strikes due to cloud and haze over target. Direct hits seen on the following installations: administrative stores area, foundry machines shop

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area, heat treatment and machine shop area, machine and assembly shops, assembly and repair area. In addition to above damage, the business and residential sections immediately south of the target damaged from direct hits and near-misses.

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