

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

APO 559.  
27 September 1944.

SUBJECT: Report of Operations Officer - Mission of 19 September 1944.

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

95A GROUP FORMATION

1. GENERAL NARRATIVE: The 95A Group, flying as 13A Combat Wing lead as well as Task Force lead, took off from Poltava at 1015-1030 hours and assembled over the field at 4,000 feet at 1050 hours. The formation continued circling until the 95B High Group and 95C Low Group had fallen into Combat Wing formation. The 13A Wing formation departed Poltava at 1126 hours at 4,000 feet and climbed on course to Mirogored at 1148 hours as briefed.

The 95A Group started a gradual climb on course and reached 20,000 feet at 4825N-2536E at 1348 hours. The formation flew twenty miles south of briefed course in order to circle a front which was on the briefed course ahead, however, as soon as weather permitted the briefed course was intercepted and flown to the I.P.

The I.P. was crossed at 1453 hours at an altitude of 20,000 feet. Bombs were away at 1502 hours from 20,000 feet on a magnetic heading of 275°. A left turn was made off the target to the R.P.

At 1058 hours the lead airplane aborted from the formation and the high squadron leader took over the lead of the 95A Group, the 95B High Group took over the lead of the 13A Combat Wing, and the 13B Combat Wing took over the lead of the Task Force with the 13A Combat Wing following at a two minute interval, and the 13C Combat Wing following the 13A Combat Wing by two minutes. The above changes occurred near the Rally Point, during which time the 13A Combat Wing made a 360° turn in order to fall in the correct position behind the 13B Combat Wing.

The remainder of the course was flown approximately five miles to the right of course. The enemy coast was crossed at 1642 hours at an altitude of 13,500 feet, and the Italian coast was crossed at 1726 hours at an altitude of 3,500 feet. The 95A Group landed at Lucera at 1745 hours.

2. AIRCRAFT NOT ATTACKING: Ten aircraft plus one PFF were dispatched in the formation shown in the attached diagram "1A". All eleven aircraft crossed over the target and are credited with sorties. Airplane #7222 belonging to the 45th Combat Wing was flown by 15th Air Force personnel.

3. LOST AIRCRAFT: None.

## 95B GROUP FORMATION

1. **GENERAL NARRATIVE:** The 95B (high) Group took off from Poltava at 1000-1015 hours and assembled over the field at 5,000 feet. The 95B Group joined the 95A Group in Wing formation over the base at 1051.

From Poltava to the I.P. the 95B Group flew as High Group on the 95A Group, therefore reference is made to the above report of the 95A Group for a general narrative of the 95B Group from Poltava to the I.P.

The I.P. was crossed at 1453 hours at an altitude of 20,500 feet. The bomb run was made on a magnetic heading of 284° and bombs were away at 1502½ hours at 20,500 feet. Overcast conditions prevented bombing from 21,000 feet as briefed. The R.P. was reached at 1506 hours.

The leader of the 95A Group dropped out of formation before reaching the R.P., therefore the 95B Group took over the lead of 13A Combat Wing at the R.P. with the 95A Group flying as high-group and 95C flying as low group.

The 95B Group was not being led by a PFF aircraft, therefore the 13B Combat Wing took over the lead of the Task Force at the R.P. and the 13A Wing followed the 13B Wing by two minutes.

At the R.P. the 95B Group made a 360° turn in order to assemble the 95A and 95C Groups and to fall in its correct position behind the 13B Combat Wing.

A course approximately five miles to the right of the briefed course was flown from the R.P. to the coast of Yugoslavia which was crossed at 1645 hours at 4552N-1652E at an altitude of 14,000 feet. The Italian coast was crossed at 1721 hours at 5,000 feet. Landings were made at Tortorella at 1735 hours.

2. **AIRCRAFT NOT ATTACKING:** Nine aircraft plus one PFF were dispatched in the formation as shown in the attached diagram "1B". All ten aircraft crossed the target and are credited with sorties.

3. **LOST AIRCRAFT:** None.

## 95C GROUP FORMATION

1. **GENERAL NARRATIVE:** The 95C (low) Group took off from Poltava at 1030-1045 hours and assembled over the base at 3,000 feet. Wing rendezvous with 95A Group was completed by 1122 hours at assembly altitude and the base was departed at 1127 hours in Wing formation.

The 95C Group flew in Combat Wing formation with 95A Group from Poltava to the I.P., therefore reference is made to the above report of 95A Group for a general narrative of the mission from Poltava to the I.P.

The I.P. was crossed at 1456 hours at 20,000 feet and bombs were away at 1503 hours at 20,000 feet on a magnetic heading of 272°.

Because of poor visibility in the target area at bombing altitude a right hand turn was made off the target.

Wing rendezvous was completed near the R.P. with the 95C Group flying as low group on the 95B Group.

Reference is made to the above report of 95B Group formation for a general narrative of the remainder of the mission from the R.P. to the Italian base. The 95C Group landed at Tortorella at 1730 hours.

2. AIRCRAFT NOT ATTACKING: Seven aircraft plus one PFF were dispatched in the formation shown in the attached diagram "1C". Aircraft #1889 turned back before crossing the Russian border and is not credited with a sortie. Six aircraft plus one PFF as shown in the attached diagram "2C" crossed over the target and are credited with sorties.

3. LOST AIRCRAFT: None.

CREWS AND AIRCRAFT NOT RETURNING TO U.K.

1. Nine combat crews were left at Poltava on detached service.
2. Nine aircraft including one PFF were left at the base in Poltava.
3. One PFF aircraft was left at the base in Lucera, Italy.

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

HEADQUARTERS 15TH BOMBARDMENT GROUP  
APO 559STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

15TH COMBAT BOMBARDMENT WING

DATE RETURNED 19 SEPT 44

PART I - TABULAR SUMMARY:

DATE OF MISSION 19 SEPT 44STRATEGICAL MISSION

| COMBAT GROUP | SCHEDULED | AIRBORNE | AIRBORNE LESS RETURNS<br>WING SPARES | ATTACKING | NOT ATTACKING | SORTIES |
|--------------|-----------|----------|--------------------------------------|-----------|---------------|---------|
| A            | 10        | 10       | 10                                   | 10        | 0             | 10      |
| B            | 10        | 10       | 10                                   | 10        | 0             | 10      |
| C            | 7         | 7        | 7                                    | 6         | 1             | 6       |

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) |
|-----------|-------------------|--|-----------------|
| C         | 42-31887          | E Unknown as aircraft did not land with group. | No              |

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

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

GROUP FORMATION FORM

DATE 19 September 44

LEAD

MILLER

76 | 83

ELLSWORTH

85 | 88

HANSON

78 | 01

LOW

FLEISS

82 | 88

HART

69 | 95

TAYLOR

14 | 10

HOWARDS

25 | 80

15th A.F. CREW

72 | 22

HIGH

SHELLER

81 | 99

MELVIN

24 | 50

OLNEY

71 | 96

BRIEFING \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 TAXI \_\_\_\_\_  
 TAKE-OFF \_\_\_\_\_  
 RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

95 "B" Group  
 Diagram 2B  
 Over Target

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

GROUP FORMATION FORM

DATE 19 September 44

LEAD

SIMPSON

82 65

MC WYER

78 | 44

PARKER

24 | 47

LOW

MC VAY

65 | 17

PAYNE

26 | 78

HIGH

BOUDON

72 | 15

HALL

19 | 20

POZZOLO

72 | 01

WELLS

70 | 47

FERGUSON

71 | 54

BRIEFING \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 TAXI \_\_\_\_\_  
 TAKE-OFF \_\_\_\_\_  
 RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_



# CONFIDENTIAL

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

E-E-26

23 September 1944.

**SUBJECT:** Lead Navigator's Narrative, Ninety Fifth "C" Group, Mission of 19 September 1944, Szolnok, Hungary.

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

1. We were lead of 95th "C" Group and 13th "A" Combat Wing. We were airborne at 1038 hours and made our assembly over the field and departed from base at 1127 hours at an altitude of 3000'.

2. We reached Mirograd at 1144 hours altitude 3000'. We picked up the remaining wings at Mirograd. We reached the I.P. at 1456 hours at 20000'. We reached the target at 1503 hours, altitude 20000', and dropped bombs on a heading of 272° magnetic. No evasive action taken going into target.

3. We turned right at target deviating from the briefed course due to weather causing poor visibility losing 2000' altitude in the turn. We then proceeded to make a gradual right turn coming back to the rally point.

4. We proceeded on course reaching the coast at 1643 hours at 15000' on course. We reached the Italian Coast at 1720 hours at 4000' on briefed course. We landed at Poggia at 1735 hours. Times specified herein are Russian times.

THOMAS A. HENRY  
1st Lt., Air Corps,  
Lead Navigator.



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

24 September 1944

SUBJECT: S-2 Report, 95A, 95B, 95C Groups, on the Mission of  
19 September 1944.

TO : Commanding Officer, 95th Bomb. Gp. (H), APO 552.

1. a. Ten A/C plus 1 PFF A/C of 95th group took off from  
Poltava at 1015 Russian time to form lead group (95A) in the 13A  
Combat Wing to attack Szolnok, Hungary.

b. Ten A/C of 95th group took off from Poltava at 1030  
Russian time to form high group 95B in the 13A Combat Wing to attack  
Szolnok, Hungary.

c. Seven A/C plus 1 PFF A/C of 95th group took off from  
Poltava at 1045 Russian time to form low group (95C) in the 13A  
Combat Wing to attack Szolnok, Hungary.

A/C #1887 returned to base at Poltava because of  
mechanical failure.

2. No E/A were encountered.

3. Meagre but very accurate flak was encountered at Szolnok,  
Hungary, and at Brod, Yugoslavia there was observed an out-of-range  
barrage of moderate intensity.

4. Bombing results were seen by photographs to be fair, some  
bursts being long in relation to the MPI.

5. Three Officers and one enlisted man baled out of A/C #8040  
leading 95A just after bombs away at Szolnok, Hungary. They were  
seen to land in or near the river at the target. All A/C except  
#1887 landed safely at Foggia at 1732 hours.

K. G. Moore,  
Capt., Air Corps,  
Ass't. S-2 Officer.

INTERPRETATION REPORT S.A. 2750

ATTACK ON SZOLNOK, HUNGARY on 19 SEP 1944

*filed from*

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 91, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1255 to 1307 Hours.
- (d) Bombs : 772 X 500 lb. G.P.

(ii) STATEMENT ON THE TARGET

The target is the most important railway complex in HUNGARY outside BUDAPEST, comprising the Railway Repair Shops, Marshalling Yard and Railway Junction at SZOLNOK which is situated about 55 miles Southeast of BUDAPEST on the TISZA RIVER.

(iii) DETAILS OF THE ATTACK

- (a) All photographs received are of such small scale and poor quality that only general statements can be made regarding bursts.
- (b) A large building in the East end of the railway repair shop area is blanketed by bursts. A group of bursts is seen in the Southwest end of the marshalling yard. Numerous other bursts are seen in the adjacent residential areas.
- (c) Bursts are seen in the city of SZOLNOK as follows:

1. RAILWAY REPAIR SHOPS

One of the larger buildings in the East end of the area is blanketed by bursts. Two probable direct hits are seen on a large building in the West end of the area. A probable direct and one near hit is seen on the larger and a probable direct hit is seen on the smaller of two buildings in the central portion of the area. Scattered bursts are seen in residential areas at the North and South sides of the target.

2. MARSHALLING YARD

A group of approximately 25 bursts is seen in the Northeast end and at least 5 scattered bursts are seen in the Southwest end of the yard scoring numerous hits on tracks and wagons near the converging points. Approximately 30 scattered bursts are seen in residential areas Southeast, and at least 7 bursts are seen in open lots North of the yard.

(iv) ACTIVITY

The yard loading is heavy at the time of the attack.

(v) ANNOTATED PRINT: None prepared.

(vi) BOMB PLOT: None prepared.

(vii) PHOTOGRAPHS RECEIVED

|     |             |           |           |                    |         |     |
|-----|-------------|-----------|-----------|--------------------|---------|-----|
| SAV | 95/1035     | 19 SEP 44 | 1503 hrs. | 1/33,500 (F.L. 7") | 19,500' | 'B' |
| "   | 95/1042     | "         | 1455 "    | 1/27,400 "         | 16,000' | 'B' |
| "   | 95/1033     | "         | 1033 "    | 1/19,500 (F.L.12") | 19,500' | 'B' |
| "   | 100/870     | "         | 1506 "    | 1/34,400 (F.L. 7") | 20,000' | 'B' |
| "   | 100/873     | "         | " "       | 1/30,500 (F.L. 7") | 17,800' | 'B' |
| "   | 100/874     | "         | " "       | 1/31,300 "         | 18,300' | 'B' |
| "   | 100/872     | "         | " "       | 1/32,600 (F.L.12") | 19,000' | 'B' |
| "   | 390/950,951 | "         | 1307 "    | 1/32,200 (F.L. 7") | 18,800' | 'B' |

Mc  
808

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE

AAF STATION 101

APO 634

INTOPS SUMMARY NO. 142

PERIOD: 0001 hours 19 September 1944 to 2400 hours 19 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>Totals</u> |
|--------------------|-----------------|--------------|----------------|--------------|----------------|---------------|---------------|-----------|------------|-----------|---------------|
|                    |                 |              |                |              |                |               | <u>E/A</u>    | <u>AA</u> | <u>N/E</u> | <u>OT</u> |               |
| Heavy Bomber Atks. | 7               | 796++        | 735+           | 679+         | 1881.1+        | 0-0-0         | 0             | 2         | 0          | 8         | 10            |
| Fighter Escort     | 10              | 468          | 412            | 0            | 0              | 26-1-5 A      | 0             | 1         | 0          | 9         | 10            |
| 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.       | 23              | 23           | 22             | 0            | 0              | 0-0-0         | 0             | 0         | 0          | 4         | 4             |
| Weather Recon.     | 11              | 18           | 17             | 0            | 0              | 0-0-0         | 0             | 0         | 0          | 0         | 0             |
| Air/Sea Rescue     | 0               | 0            | 0              | 0            | 0              | 0-0-0         | 0             | 0         | 0          | 0         | 0             |
| Special Operations | <u>17</u>       | <u>26</u>    | <u>25</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             | 68              | 1331         | 1211           | 679          | 1881.1         | 26-1-5 A      | 0             | 3         | 0          | 21        | 24            |

+ Totals incomplete due to a/c landing away.

++ 20 spares dispatched; number used unavailable.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Eighteen combat wings (796 B-17s) dispatched against M/Ys, ordnance depot, oil refinery in NW Germany. Seven assigned targets. High cloud front SE Cologne prevented first force from reaching primaries. All primaries of second force attacked. Reports on 45 a/c of second force unavailable due to groups landing away from bases. Available reports show total of 679 a/c dropping 1881.1 tons GP and IB on three primaries, 20 T/Os. No e/a opposition. Losses: 10 B-17s. Two a/c ditched, both crews rescued.

First Force

Ten combat wings (380 B-17s) dispatched against two M/Ys, one ordnance depot, one oil plant in NW Germany. Primaries not attacked due to weather.

S E C R E T

337 a/c dropped 932.2 tons GP, 36 tons IB - total 968.2 tons - on 11 T/Os in area south of assigned targets, from 23-26,000 feet at 1329-1427 hours. Leaflets dropped on Coblenz, north of Trier, Bacharach. Weather: solid front up to 30-32,000 feet about 60 miles south of primaries caused air leaders to select T/Os. Flak: meager to moderate, accurate - Weisbaden, Coblenz, Limburg. Battle Damage: 120 minor, 39 major. E/A Opposition: nil. Claims: nil. Losses: four B-17s (two to AA, two to unknown causes).

**Fighter Support:** Three groups (100 P-51s, 45 P-47s - 145 a/c) dispatched. Up 1125-1204 hours, down 1620-1635 hours. 131 sorties. E/A Opposition: one flight of P-51s bounced by four Me-109s south of Cologne. Claims: 3-0-1 air. Losses: one P-47 to causes unknown.

Details of attack as follows:

| <u>Assigned Targets</u>        | <u>Dispatched</u> | <u>Attacked</u> | <u>Tons</u> |             | <u>Results</u> |
|--------------------------------|-------------------|-----------------|-------------|-------------|----------------|
|                                |                   |                 | <u>GP</u>   | <u>IB</u>   |                |
| Osnabruck M/Y                  | 114               | Not attacked    |             |             |                |
| Munster M/Y                    | 116               | Not attacked    |             |             |                |
| Rheine (oil refinery)          | 38                | Not attacked    |             |             |                |
| Bielefeld (ordnance depot)     | 112               | Not attacked    |             |             |                |
| <u>Other Targets</u>           |                   |                 |             |             |                |
| Coblenz M/Y                    |                   | 87              | 244.5       |             | Fair           |
| Limburg M/Y                    |                   | 37              | 101.5       |             | Fair           |
| Bridge near Limburg            |                   | 35              | 82.0        |             | Fair           |
| Bridge near Coblenz            |                   | 25              | 75.0        |             | Fair           |
| Weisbaden Chemical Works       |                   | 38              | 109.5       |             | Very Good      |
| Weisbaden A/F                  |                   | 12              | 82.5        |             | Poor           |
| Dillenburg M/Y                 |                   | 39              | 97.5        |             | Good           |
| Factory at Wetzlar             |                   | 14              | 40.5        |             | Good           |
| Darmstadt M/Y                  |                   | 24              | 60.2        |             | Fair           |
| RR track at 5014N-0737E        |                   | 13              | 39.0        |             | Unobserved     |
| Barges on river at 5005N-0745E |                   | <u>13</u>       |             | <u>36.0</u> | Unobserved     |
| Totals                         | 380               | 337             | 932.2       | 36.0        |                |

Second Force

Eight combat wings (416 B-17s) dispatched against two M/Ys, one ordnance depot in NW Germany. Many groups landed away from bases due to weather, and reports on 45 of dispatched a/c are unavailable. Of remaining a/c, 342 dropped 797.0 tons GP; 115.9 tons IB - total 912.9 tons - on all primaries, nine T/Os from 21-27,600 feet at 1339-1415 hours. Leaflets dropped on Hamm, Dortmund. Weather: 2/10 to 5/10 at Dortmund, 6/10 to 8/10 at Soest; high cloud, haze, and contrails hampered groups attacking Hamm. Flak: generally meager to moderate, Battle Damage: (incomplete) 104 minor, 16 major. E/A Opposition: nil. Claims: nil. Losses: six B-17s to unknown causes, of which two ditched and crews were saved.

Fighter Support: Three groups (109 P-51s, 32 P-47s - 141 a/c) dispatched. Up 1105-1136 hours, down 1552-1709 hours. 109 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

Details of attack as follows:

| <u>Assigned Targets</u>        | <u>Dispatched</u> | <u>Attacked</u> | <u>Tons</u>  |              | <u>Results</u> |
|--------------------------------|-------------------|-----------------|--------------|--------------|----------------|
|                                |                   |                 | <u>GP</u>    | <u>IB</u>    |                |
| Hamm M/Y +                     | 228               | 186             | 403.5        | 56.6         | Fair           |
| Soest M/Y ++                   | 116               | 32              | 95.2         |              | Good           |
| Dortmund-Unna (ordnance depot) | 72                | 64              | 139.0        | 41.3         | Good           |
| <u>Other Targets</u>           |                   |                 |              |              |                |
| Rheine M/Y                     |                   | 6               | 18.0         |              | Not available  |
| Minster M/Y                    |                   | 3               | 8.8          |              | Unobserved     |
| Osnabruck                      |                   | 2               | 5.8          |              | Not available  |
| Hamm (city)                    |                   | 5               |              | 15.0         | Unobserved     |
| RR tracks - Dillenburg         |                   | 11              | 29.0         | 5.0          | Good           |
| Raesfeld M/Y                   |                   | 11              | 33.0         |              | Unobserved     |
| Wesel M/Y                      |                   | 9               | 26.2         |              | Unobserved     |
| Emmerich (city)                |                   | 7               | 20.5         |              | Not available  |
| U/I T/Os                       |                   | 6               | 18.0         |              | Unobserved     |
| <b>Totals</b>                  | <b>416</b>        | <b>342</b>      | <b>797.0</b> | <b>115.9</b> |                |

+ Reports on 14 a/c unavailable - landed away.  
\* Reports on 31 a/c unavailable - landed away.

2. Fighter Escort

To Heavy Bombers: Six groups (209 P-51s, 77 P-47s - 286 a/c) dispatched to support two bomber forces attacking targets in northwestern Germany. Up 1105-1204 hours, down 1552-1709 hours. 240 sorties. E/A opposition: one flight of P-51s bounced four Me-109s south of Cologne. Claims: 3-0-1 air. Losses: One P-47 to causes unknown.

To Airborne Operations: Four groups (182 P-51s) dispatched to support operations of First Allied Airborne Army in Holland. Up 1252-1450 hours, down 1755-1815 hours. 172 sorties. E/A Opposition: engaged 30 plus s/e e/a vicinity of Wesel; Six FW-190s, 40 plus Me-109s, 30 plus FW-190s vicinity of Arnhem; 20-30 s/e e/a vicinity of IJsselstein. Claims: 23-1-4 air. Losses: Nine P-51s (seven to unknown causes, one to AA, one crash-landed).

3. Fighter Sweeps

Nil.

**SECRET**

4. Fighter Bombing

Nil

5. Photo Reconnaissance

23 a/c (16 P-51s, 6 Spitfires, one Mosquito) dispatched. D/A and mapping of areas in Germany, Holland carried out. One w/a e/a made pass at Spitfire over Aachen, no damage. Two P-51s photographed T/Os on return trip from Italy. All losses on missions to Holland. Losses: four a/c (two P-51s, one Spitfire, one Mosquito).

6. Weather Reconnaissance

18 a/c (four B-24s, six Mosquitoes, eight P-51s) dispatched on routine oversea missions. Mosquitoes reconnoitered Holland, Belgium, NW Germany and France. P-51s scouted bomber targets. Losses: nil.

7. Air/Sea Rescue

Nil

8. Special Operations

Night - 18/19 September

15 a/c dispatched as follows:

Seven a/c dispatched on RCM patrols. Six carried out mission, jamming from 1830-2200 hours.

Eight B-17s dropped leaflets over France, Germany and Holland. Losses: nil.

Day - 19 September

11 a/c dispatched. Three B-17s, two P-51s, two P-47s, flew radio relay missions, four P-51s escorted relay a/c. Losses: nil.

9. INTELLIGENCE

1. Enemy Air Opposition

Bombers reported no e/a sightings whatever on today's operations. Only one fighter group supporting the bombers reported any encounters with e/a. This was a P-51 group escorting B-17s of the first force, which bombed Coblenz as a target of opportunity. At 1440 hours, about 30 minutes after the attack on Coblenz, one flight of P-51s bounced four Me-109s on the deck just south of Cologne, destroying three and damaging one.

S E C R E T

The enemy made a fairly determined effort to intercept the later operations of the 1st Allied Airborne Army, escorting fighter groups reporting some 175 s/e e/a around the northern dropping zone. Some of these e/a may have flown second sorties and been sighted twice. In any case, engagements with an estimated 126-136 s/e e/a in groupings and formations varying in size from 6 to 30 plus, were reported.

At 1445 hours in the vicinity of Wesel an element of one group encountered 30 plus Me-109s and FW-190s forming up on deck. Combat ensued for ten minutes, resulting in claims of 4-0-3. The next reported encounter, by another P-51 group, took place at 1610 hours with 25 Me-109s, ten miles northeast of Arnhem. Four e/a were destroyed. Ten minutes later, the same group engaged 30 plus FW-190s at 15,000 feet, 15 miles southwest of Arnhem, destroying one. Other P-51s, having been vectored to the Antwerp area to search for e/a, found none there, but sighted about 50 Me-109s and FW-190s in the vicinity of Zwolle at 1645 hours. E/a were pursued but lost in the haze. Five minutes later, the group observed several P-51s in combat with six FW-190s in the vicinity of Arnhem, joined them, and claimed one destroyed.

At 1705 hours, a different group of P-51s attacked 20-30 s/e e/a in the vicinity of Ijsselstein, about five miles south of Utrecht, at 8,000 feet, destroying one FW-190 and six Me-109s. Fifteen minutes later, a/c of the same group destroyed six out of some 15 Me-109s west of Arnhem. In addition, in these encounters, one probable and one damaged were claimed.

One Me-262 was reported heading east at 1715 hours over Gerinchem.

2. Flak

Hamm - meager to moderate, fairly accurate.

Dortmund-Unna - meager, inaccurate.

Munster - moderate, accurate.

Olfen - moderate, accurate.

Weisbaden - moderate, accurate.

Coblenz - meager to moderate, fairly accurate.

Limburg - moderate, fairly accurate.

5010N-0620E (RR flak) - meager, inaccurate.

3. Observations

Fighter strip under construction near Dortmund-Unna.

One searchlight battery 15 miles NE of Aachen.

M/Y at Siegen partially full of goods wagons.

50 barrage balloons with smoke screen covering bridges across river at

Wesel.

20 plus barrage balloons around Vellinghausen Lake.

4. Damage to Enemy Installations

Weisbaden Chemical Works - Very Good Results

Bombs blanket three-quarters of plant but not more than 20% of bombs outside target area and most of these fell on adjoining industrial buildings.

Dillenburg M/Y - Good Results

Pattern blankets south end of M/Y and most of u/i industrial plants adjoining yard. Yard crowded with rolling stock and one or two small explosion noted. Possibly one-third of bombs in target area.

Limburg M/Y - Fair Results

One group blanketed an u/i industrial plant and part of NE end of M/Y with 1000 lb. GP bombs. Other two patterns in suburban and farming areas north of target. Few bursts of 500 lb. GP seen on tracks and RR bridge 1600 yards north of M/Y.

Limburg Autobahn Bridge - Fair Results

Possibly three or four hits and two near misses on high trestle. Most of pattern lies west of bridge near the river.

Wetzler (factory) - Good Results

This is a large plant lying near M/Y. Pattern blankets buildings in SE part of plant area and railroad lines at this point. Hits seen on several large buildings in plant.

Darmstadt M/Y - Fair Results

Patterns are seen 700 yards and 1500 yards east of M/Y. One pattern blankets the edge of a goods depot and siding, the other at edge of wagon repair shop. Both patterns fell largely in built up area of town.

Weisbaden A/F - Poor Results

Pattern of 260 pound frags. seen in field beside A/F. Few stray bursts noted on field itself.

Coblenz M/Y and Highway Bridge - Fair Results

M/Y hit by one combat wing which secured about 25 hits in central part of yard. Several strings of rolling stock noted. Some bombs fell in adjoining industrial and residential areas. Part of another group dropped bombs in heavily built up part of city on the point between the two streams. One group dropped bombs squarely on large bridge across the Rhine River East of center of the city and secured two direct hits in central part and perhaps other strikes on western approach.



S E C R E T

Dortmund-Hann Ordnance Depot - (Results Incomplete) Good Results

SAVs of only two groups available due to a/c landing away. Available photos show 200 plus bombs falling in western portion of target area. Six of depot buildings have been hit.

Hann M/Y - (Results Incomplete) Fair

Photos of four groups available show smoke rising from southern portion of target area - the southern yards section has been hit and damage here is probable.

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

S E C R E T