

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

APO 559,
27 September 1944.

SUBJECT: Report of Operations Officer, Mission of 26 September 1944, Bremen.

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

1. GENERAL NARRATIVE. The 95th Bomb Group formation took off at 1145 - 1155 hours to form the lead Group of the 13th "A" Combat Wing which was leading the 3rd Division. The 95th Group assembled over the base at 1345 at 17,000'. Enroute to Lowestoft, the first Combat Wing control point, a climb was made to 19,000' as briefed. The 100th "A" and 100th "B" Groups, flying as high and low respectively, were picked up enroute to Lowestoft. Lowestoft was crossed two minutes late at 19,000' enroute to Splasher 6. Splasher 6 was cut short to pick up time and 13th "B" Combat Wing fell into formation behind the 13th "A" Combat Wing.

The coast was departed at Cromer at 1404 at 19,000'. A climb to bombing altitude was started at this point and bombing altitude, 26,000', being reached at time of landfall at enemy coast at 53°23'N 06°29'E at 1506. Weather reports had been received from Kodak White and Kodak Red prior to landfall at enemy coast. Reception was good on "A" and "B" channels and the weather information was relayed to the following Wings.

The I.P. was crossed at 1516 at 26,000' and Groups were peeled off at this point. When it was observed that bombing would be visual that information was passed on to the following Wings.

The route to the Target from the I.P. was flown as briefed and no flak encountered until about thirty seconds before bombs away. The bombs in the lead ship failed to release and with two engines knocked out the airspeed dropped off and the 2nd element of the lead over-running the lead and hitting prop wash dropped his bombs and the remainder of Group dropped on him. The bombs hit about three miles beyond the target area.

The R.P. was crossed at 1533 at 26,000' and the leader finally managed to release his bombs just beyond the R.P. The enemy coast was crossed on the route out at 1555 at 22,000'.

The 13th "A" Wing having reassembled by this time released the Division lead to the 13th "B" Wing in as much as battle damage in the 95th Group prevented S.O.P. airspeed and descent being maintained. The 13th "A" Wing when at 06°00'E was in trail of the 3rd Division force, however at that time airspeed could be maintained to hold a trail formation with the Wings ahead.

Following the Wings ahead home, course was south of briefed course and landfall made south of Cromer at 52°54'N 01°26'E at 5,000'. The high and low Groups were dispatched at this time and the 95th proceeded to base, landing at 1834 - 1844 hours.

2. AIRCRAFT NOT ATTACKING. Twelve (12) aircraft took off and assembled in the formation shown in Diagram "A", with the exception of a/c 1675 which aborted over the base, thus eleven aircraft were dispatched and bombed in the formation shown in Diagram "B". Eleven aircraft were credited with sorties.

3. LOST AIRCRAFT. None.

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

A.T.F.

C.W.

FORMATION DIAGRAM

SETH BOMB. GROUP (H)

DATE 26-9-1944

TIME _____

STREETON
7961 ✓

MEYAY
8317 ✓

FERGUSON
7264 ✓

ELLSWORTH
2450 ✓

BAUMGARDNER
8199 ✓

WELLS
7154 ✓

RUDKINS
7047 ✓

LASH
7882 ✓

WADDELL
7383 ✓

GLOYICK
2427 ✓

KROOS
8281

SOYRES
7675

ABORTIVE ○

EXTRA

EXTRA A/C

MISSING _____

CHANGES _____

SECRET

HEADQUARTERS 46TH BOMBARDMENT GROUP
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RECEIVED 26 SEPT 1944

PART I - TABULAR SUMMARY:

DATE OF MISSION 26 SEPT 1944

OPERATIONAL MISSION

COMBAT GROUP	SCHEDULED	AIRCRAFT	REASON FOR NOT ATTACKING	ATTACKING	NOT ATTACKING	SORTIES
A	11	11	11	10	1	10

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	42-31875	F	Ball turret O ₂ line broken and drained		No
			WFO ₂ system.		

THOMAS H. HOLBROOK,
Lt. Col., Air Corps,
Asst., Opns. Officer.

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

E-E-26

27 September 1944

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

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

1. We led the 13th "A" Combat Wing. We made our group rendezvous over BU# 23 at 1315 hours at 17000'. Wing rendezvous was at 1335 hours at 18500' on the way to lowestoft. We stayed inside the briefed route from Lowestoft to C.P.# 1 for we were late at Lowestoft.

2. C.P.# 1 was at 1404 hours at an altitude of 19000' and we started our climb at this point. We followed briefed course to C.P.# 2 and arrived there at 1506 hours at 26000'. The I.P. was at 1516 hours and we turned onto our bombing run.

3. We reached the target at 1530½ hours at 26000' on a magnetic heading of 99°. Bombs failed to go away on our ship and our group dropped on the way to the rally point. The bombs in our ship were away at 1541 hours. After the rally point we started a slow descent for we had lost an engine and we did not want the other groups to over-run us.

4. We left the Enemy coast at 1555 hours at 5348N 0833E at an altitude of 21,800'. We stayed to the left of the briefed course on the way back and crossed the English coast at 1816 hours at 5254N 0120E at an altitude of 5000'. We arrived back at the field at 1832 hours and proceeded to land.

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

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HEADQUARTERS

NINETY FIFTH BOMBARDMENT GROUP (H)

Office of the Operations Officer

B-F-26

27 September 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of 26 September 1944, Bremen, Germany.

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

1. Bombing Approach and Run - The turn at the I.P. was approximately 40° to the left. The run was started on P.F.F. due to about 6/10ths cloud cover, but the last of run was visual. Bomb bay doors motor was burned out and had to be cranked down. Flak was heavy and accurate during last of bombing run. The bombs failed to go away even though the intervalometer ran through, toggle switch used and salvo switch hit. The rest of the group dropped after the target was passed on the leader of the second element which hit the prop wash of lead ship which was hit by flak and was losing altitude. The leader of the second element jettisoned his bombs.

2. Disposition of Bombs - 10 A/C were in formation when the 95th "A" Group was over the target. The lead A/C failed to release its bombs and was hit by flak and lost two engines. Result of the loss to two engines was the lead A/C lost airspeed and altitude as he still had his bombs. The leader of the second element was caught in the lead A/C's prop wash and was overrunning him so he ordered his bombardier to drop. Rest of A/C dropped on this emergency release. Each A/C was loaded with 6 x 1000# G.P. bombs fuzed 1/10 nose and 1/40 tail. Thus 60 x 1000# G.P. bombs were released.

3. Types of Release - The 60 x 1000# G.P. bombs were all salvoed and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose Tail
Bremen, Germany.	10	10	60	1000#	M-44	1/10 1/40
Total on Target.						
Other Expenditures.			None.			
Bombs Returned.			6	1000#	M-44	1/10 1/40
Total (loaded on A/C taking off).			66	1000#	M-44	1/10 1/40

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

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LOCALITY: BREMEN/HASTEDT

- A. BOMBER A/C COMPONENTS FACTORY OF FOCKE-WULF
FLUGZEUGBAU A.G. (HASTEDT)
- B. FIGHTER AND BOMBER A/C COMPONENTS FACTORY OF
FOCKE-WULF FLUGZEUGBAU A.G. (HEMELINGEN)
- C. A.F.V. AND M.T. WORKS OF KARL F. BORGWARD
(HASTEDT)
- D. A.F.V. AND M.T. WORKS OF KARL F. BORGWARD
(SEBALDSBRUCKE)
- W
C
B
Jew*

PERIOD UNDER REVIEW.

This report covers damage to targets between 1000B hours on
3 SEP 1944 and 1300A hours on 2 OCT 1944, and includes attack by aircraft
of U.S. 8th AIR FORCE on 26 SEP 1944. (S.A. 2756)

PROVISIONAL STATEMENT ON DAMAGE.

Of the four targets listed above the most heavily damaged is the A.F.V.
and M.T. Works of KARL F.W. BORGWARD (D) where serious damage is seen to
the machine shop, Foundry and Finishing and Dispatch building, and minor
damage to the assembly shop.

Some additional damage is visible to both the FOCKE-WULF Fighter and
Bomber Components Factory at HEMELINGEN (B), and the A.F.V. and M.T. works
of KARL F.W. BORGWARD at HASTEDT (C). In the former the machine assembly
shop and a small unidentified building have been damaged and in the latter
the Foundry and the heat treatment and machine shop.

No fresh damage is visible to the FOCKE-WULF BOMBER A/C COMPONENTS
factory at HASTEDT (A).

Details of damage are as follows:

(Numbers in parenthesis refer to Illustration No. 6)

A. BOMBER A/C COMPONENTS FACTORY OF FOCKE-WULF FLUGZEUGBAU A.G.

LOCALITY: BREMEN/HASTEDT

- A. BOMBER A/C COMPONENTS FACTORY OF FOCKE-WULF FLUGZEUGBAU A.G. (HASTEDT)
- B. FIGHTER AND BOMBER A/C COMPONENTS FACTORY OF FOCKE-WULF FLUGZEUGBAU A.G. (HEMELINGEN)
- C. A.F.V. AND M.T. WORKS OF KARL F.W. BORGWARD (HASTEDT)
- D. A.F.V. AND M.T. WORKS OF KARL F.W. BORGWARD (SEBALDSBRUCKE)

PERIOD UNDER REVIEW.

This report covers damage to targets between 1000 hours on 13 SEP 1944 and 1300 hours on 2 OCT 1944, and includes attack by aircraft of U.S. 8th AIR FORCE on 26 SEP 1944. (S.A. 2756)

PROVISIONAL STATEMENT ON DAMAGE.

Of the four targets listed above the most heavily damaged is the A.F.V. and M.T. Works of KARL F.W. BORGWARD (D) where serious damage is seen to the machine shop, Foundry and Finishing and Dispatch building, and minor damage to the assembly shop.

Some additional damage is visible to both the FOCKE-WULF Fighter and Bomber Components Factory at HEMELINGEN (B), and the A.F.V. and M.T. works of KARL F.W. BORGWARD at HASTEDT (C). In the former the machine assembly shop and a small unidentified building have been damaged and in the latter the Foundry and the heat treatment and machine shop.

No fresh damage is visible to the FOCKE-WULF BOMBER A/C COMPONENTS factory at HASTEDT (A).

Details of damage are as follows:

(Numbers in parenthesis refer to Illustration No. 6)

- A. BOMBER A/C COMPONENTS FACTORY OF FOCKE-WULF FLUGZEUGBAU A.G. (HASTEDT)

No fresh damage visible.

- B. FIGHTER AND BOMBER A/C COMPONENTS FACTORY OF FOCKE-WULF FLUGZEUGBAU A.G. (HEMELINGEN).

- (11) Machine Assembly Shop: Two holes in roof.
- Small unidentified building: $\frac{1}{2}$ destroyed.

- C. A.F.V. AND M.T. WORKS OF KARL F.W. BORGWARD (HASTEDT).

- (13) Foundry: $\frac{1}{3}$ gutted.
- (14) Heat treatment and machine shop: Small section of S.W. side gutted.

- D. A.F.V. AND M.T. WORKS OF KARL F.W. BORGWARD (SEBALDSBRUCKE).

- (27) Machine shop: Severely damaged. Roof riddled with holes and approximately $\frac{1}{2}$ gone.
- (29) Finishing & Dispatch: Three large sections of roof and all roof lights are gone.
- (28) Assembly shop: Three holes in roof.
- (26) Foundry: Two large sections of roof gone.

In addition one medium sized unidentified building has been $\frac{1}{2}$ destroyed and the $\frac{1}{5}$ destroyed.

Two industrial type buildings just N.W. of D. have been gutted, and scattered business/residential damage is seen to the West in the out-skirts of HASTEDT.

(Print 3017/8
3066/7)

This report is subject to correction and amplification from a more detailed assessment.

MC

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 149

PERIOD: 0001 hours 26 September to 2400 hours 26 September 1944.

A. STATISTICS

	Missions	Disp.	Sorties	Atkg.	Tonnage	Claims	Losses				Totals
							E/A	AA	N/E	OT	
Heavy Bomber Atks.	5	1159+	1114	1070	2872.3	0-0-0	0	7	1	1	9
Fighter Escort	17	768	725	0	0	32-1-8 2-0-3 G	A 0	1	5	1	7
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.	9	9	9	0	0	0-0-0	0	0	0	0	0
Weather Recon.	36	36	36	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	1	8	8	0	0	0-0-0	0	0	0	0	0
Special Operations	26	187	186	0	0	0-0-0	0	0	0	0	0
Totals	94	2167	2078	1070	2872.3	32-1-8A 2-0-3G	0	8	6	2	16

+ 24 spares, 8 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

26 combat wings (842 B-17s, 317 B-24s - 1159 a/c) dispatched in three forces against Hamm M/Y, Osnabruck M/Y and Steel Works, and the Karl Borward AFV and M/T Works in Bremen. 1070 a/c dropped 2872.3 tons GP and IB on all assigned primaries and six T/Os. Bombing visual on Osnabruck M/Y and Steel Works; PFF and visual on other assigned targets. No e/a opposition. Approximately 25 e/a including jet-propelled a/c sighted. Claims: nil. Losses: 9 a/c (6 B-17s, 3 B-24s).

First Force

Eleven combat wings (422 B-17s) dispatched against Osnabruck M/Y and Steel Works. 400 B-17s dropped 781 tons GP and 208.5 tons IB - 989.5 tons on primary and three T/Os at 1410-1437 hours from 25,000-28,000 feet. Leaflets also dropped on Osnabruck. All bombing visual. Weather: 4/10-6/10 in target area. Cloud conditions hindered early recognition of target forcing several formations to make second bomb run. Flak: moderate to intense, accurate.

S E C R E T

S E C R E T

Battle Damage: 88 minor, 13 major. E/A opposition: nil. Claims: nil.
Losses: 2 B-17s to flak.

Fighter Support: Three groups (144 P-51s) dispatched. Up 1232-1247 hours, down 1645-1700 hours. 134 sorties. Escort uneventful. No e/a seen. Claims: nil. Losses: 1 P-51, Category "E", crash-landing in U.K.

Details of attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
	<u>B-17s</u>	<u>B-17s</u>	<u>GP</u>	<u>IB</u>	
Osnabruck (M/Y and Steel Works)	422	383	741.0	207.5	Fair to Good
<u>Other Targets</u>					
Rheine A/F		10	25.0		Fair
Hesepe A/F		3	7.5		Unobserved
U/I T/O		4	7.5	1.0	
Totals	422	400	781.0	208.5	

Second Force

Four combat wings (317 B-24s) dispatched against Hamm M/Y. 275 B-24s dropped 705 tons GP and 119.8 tons IB - 824.8 tons on primary and one T/O at 1429-1444 hours from 22,000-24,000 feet. Leaflets also dropped on Hamm. Bombing both PFF and visual. Weather: 5/10-7/10 in target area. Flak: meager to moderate, fairly accurate in target area. Battle Damage: 52 minor, one major. E/A opposition: nil. Eight e/a, including two jet-propelled a/c, sighted in distance, no attacks. Claims: nil. Losses: 3 B-24s to flak.

Fighter Support: Three groups (146 P-51s) dispatched. Up 1234-1251 hours, down 1655-1715 hours. 138 sorties. One flight bounced and chased two jet-propelled a/c believed to be Me-262s in the Rheine-Gutersloh area but was unable to close effectively. No other e/a seen. One group strafed Bramsche A/F eight miles northwest of Osnabruck for claims of 1-0-0 t/e e/a and 1-0-3 s/e e/a on the ground. Claims: 2-0-3 ground. Losses: 1 P-51 to flak.

Details of attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
	<u>B-24s</u>	<u>B-24s</u>	<u>GP</u>	<u>IB</u>	
Hamm M/Y	317	274	702.0	119.8	Fair
<u>Other Targets</u>					
Liesborn		1	3.0		Unobserved
Totals	317	275	705.0	119.8	

S E C R E T

Third Force

Eleven combat wings (420 B-17s) dispatched against Karl Borward AFV and M/T Works in Bremen. 395 B-17s dropped 691 tons GP and 367 tons IB - 1058 tons on primary and two T/Os at 1529-1603 hours from 24,000-28,000 feet. Leaflets also dropped in Bremen area. Bombing, both visual and PFF. Weather: 5/10 broken cloud over the target enabled three leading combat wings to bomb visually. Succeeding wings reported 8/10 cloud over target and were forced to bomb on PFF. Flak: moderate to intense, very accurate at Bremen. Battle Damage: 174 minor, 34 major. E/A opposition: nil. Twelve jet-propelled e/a and three to eight Me-410s sighted in Emden-Bremen area. Claims: nil. Losses: 4 B-17s (2 to AA, 1 to unknown reasons and 1, ditching in Channel with seven crew members rescued).

Fighter Support: Three groups (142 P-51s) dispatched. Up 1230-1348 hours, down 1740-1817 hours. 133 sorties. Escort uneventful. No e/a seen. Claims: nil. Losses: 3 P-51s (1 to mechanical failure, 2 Category "E").

Details of attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u> B-17s	<u>Attacking</u> B-17s	<u>Tonnage</u>		<u>Results</u>
			GP	IB	
Bremen/Karl Borward AFV and M/T Works	420	381	659.5	367.0	Fair to Good
<u>Other Targets</u>					
Bremmerhaven		13	30.0		Poor
T/O (5319N-0859E)		1	1.5		Unobserved
Totals	420	395	691.0	367.0	

2. Fighter Escort

17 groups (528 P-51s, 172 P-47s and 67 P-38s - 768 a/c) dispatched to escort heavy bomber attacks against targets in Osnabruck, Bremen and Hamm and special operations of the First Allied Airborne Army. Up 1209-1636 hours, down 1645-2007 hours. 725 sorties. E/A opposition: escort to heavy bomber attacks uneventful except for unsuccessful chase of two jet-propelled e/a. Two groups escorting First Allied Airborne operation engaged approximately 50 e/a for claims of 32-1-8. Total claims: 32-1-8 air, 2-0-3 ground. Total losses: 7 a/c (5 P-51s, 1 P-38 and 1 P-47).

Escort to heavy bomber operations: Nine groups (432 P-51s) dispatched. Up 1230-1348 hours, down 1645-1817 hours. 405 sorties. E/A opposition: escort to first and third forces uneventful. No e/a seen. One flight escorting second force B-24s bounced and chased two jet-propelled a/c believed to be Me-262s in Rheine-Gutersloh area, but was unable to close. Group later strafed Bramsche A/F eight miles NW of Osnabruck for claims of 2-0-3 on the ground. Claims: 2-0-3 ground. Losses: 5 P-51s (1 to AA, 1 to mechanical failure, 3 Category E).

Escort to First Allied Airborne Operation: Eight groups including two temporarily attached Ninth Air Force groups (173 P-47s, 96 P-51s and 67 P-38s - 336 a/c) dispatched. Up 1209-1636 hours, down 1745-2007 hours. 320 sorties. E/A opposition: two groups engaged approximately 50 Me-109s and FW-190s in the Munster-Haltern-Busseldorf area claiming 32-1-8 air. No e/a opposition to other groups. Claims: 32-1-8 air. Losses: 2 a/c (1 P-38 to unknown reasons, 1 P-47 Category "E").

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Nine F-5s dispatched. Photographic coverage of the following areas in Holland and Germany were obtained: Arnhem bridges, Nijmegen, Duren, Cologne, Passburg, southwestern Germany, and A/Fs in central Germany. Four black s/e e/a intercepted one F-5 near Arnhem, and eight black s/e e/a intercepted another F-5 between Nijmegen and Arnhem, but a/c evaded in both instances. All a/c returned safely.

6. Weather Reconnaissance

36 a/c (28 P-51s, 5 B-24s, 3 Mosquitoes) dispatched. B-24s completed routine weather flights over north and central Atlantic areas. Mosquitoes completed special weather flights over North Sea. P-51s scouted targets for heavy bomber attacks. All a/c returned safely.

7. Air/Sea Rescue

Eight P-47s dispatched. Eight sorties. One rescue incident; seven men rescued. All a/c returned safely.

8. Special Operations

187 a/c dispatched as follows:

22 a/c (2 B-17s, 12 P-51s and 8 P-47s) dispatched Radio Relay Mission. No losses.

165 B-24s dispatched on "Truckin'" mission carrying 270,367 gallons to four depots in France. 97 a/c remained overnight. No losses.

C. INTELLIGENCE

1. Enemy Air Opposition

There was no enemy air opposition to heavy bomber attacks on targets in Germany, and escorting fighters flew uneventful missions except for an unsuccessful chase of two Me-262s. Second Force B-24s reported sighting eight e/a; three unidentified s/e e/a about ten miles east of Hamm at 1450 hours;

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three a/c, believed to be Me-410s at the Dutch coast near Egmont on the route out, and two jet-propelled a/c (type unknown) at 5220-0600E at 1417 hours at a great distance from the formation. Third force B-17s reported sighting 12 jet-propelled e/a, four (type unknown) at 1500 hours at 5300N-0710E, and eight, believed to be Me-163s, between the coast and Bremen at 1520 hours flying at 32,000 feet. Three to eight Me-410s were also sighted by this force in the Bremen area. First force B-17s did not report sighting any e/a. In all instances, e/a did not attack.

One flight of P-51s, escorting second force B-24s, encountered a jet-propelled e/a, believed to be a Me-262, ten miles south of Rheine at 11,000 feet. Flight bounced e/a but was unable to close effectively. After breaking off chase, another probable Me-262 dropped out of a lower cloud but e/a also evaded. No other e/a were reported seen by remaining escort groups.

The enemy attempted to oppose the supplying operation of the First Allied Airborne Army with a moderately strong force of FW-190s and Me-109s but opposition was effectively frustrated by our fighters. Two groups of escorting fighters encountered approximately 50 a/e e/a in the Munster-Dusseldorf area, nearly eliminating the enemy force for claims of 32-1-8 without loss definitely attributed to combat. Six other groups on escort duty completed uneventful missions.

The enemy force was first met by a combination P-38 and P-51 group in the Munster-Haltern area between 2,000-4,000 feet at approximately 1600 hours. A fifteen minute battle ensued, fought from deck up to 8,000 feet resulting in claims of 28-1-8. At approximately 1615 hours a P-51 group sighted the engagement in the Dusseldorf area and joined up. Four Me-109s were sighted on the deck, attempting to disengage from this area and were bounced for claims of 2-0-0. Two other Me-109s were later bounced individually and destroyed on deck.

2. Flak

Bombers

Osnabruck - moderate to intense, accurate.

Ijmuiden - meager, inaccurate.

Hamm - meager to moderate, fairly accurate.

Bremen - moderate to intense, very accurate.

Bremerhaven - meager, accurate.

Fighters

RR (Munster to Rhine) - light intense, accurate.

Tilburg - light meager, accurate.

Deelen A/F - light meager, accurate.

Doorn (4QE-3685) - light meager, inaccurate.

Schouwen Island - intense light flak and accurate small arms fire.

Overflakkee - intense, inaccurate.

Flushing - heavy intense, inaccurate.

SE Nijmegen - light moderate, accurate.

N of Arnhem - light moderate, accurate.

Hertogenbosch - meager, inaccurate.

Groesbeek - light moderate, accurate.

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Tiel - light moderate, inaccurate.
Overtoom - heavy moderate, inaccurate.

3. Observations

A/F and A/C Activity

Approximately four s/e e/a parked on Twente/Enschede A/F.

Approximately 35 e/a, believed to be four-engined a/c on A/F northeast of Munster at 5159N-0742E.

Approximately 60 e/a on well-camouflaged A/F at 5205N-0759E.

Extended runways on Hesepe A/F. No a/c seen.

A/C dispersed on runways and in grass dispersal areas at 5221-0732E.

Number and type unknown.

A/F at 5236N-0618E with number of dugout dispersal noted.

A/Fs at Quakenbruck and Bramsche in process of repair.

Other Observations

Army camps northwest of Amsterdam at 5230N-0442E.

12 heavy gun positions surrounded by many light positions at 4QE-4060.

Possible V-2 site near Brielle, 4QD-5873.

Road bridge at Arnhem and railroad and road bridge at 4QE-780761

appeared intact. Bridges at 4QE-713525 and at 4QE-772454 appeared down.

Much activity at Gutersloh, Zwolle and Rheine M/Ys.

4. Damage to Enemy Installations

Hamm M/Y - Fair Results

Bursts appear on M/Y and in built-up area west and northwest of yards. Also numerous bursts appear in open fields near target area in the case of a few of bombing groups.

Osnabruck M/Y - Fair to Good Results

At least seven concentrations GP bombs and one concentration of IB bombs fell into RR M/Y. Main goods station received at least four direct hits. Locomotive shed and repair shop received at least one direct hit; two direct hits on goods shed, main RR station. 125-150 bombs on railway lines and cars in M/Y. Central portion of yard severely damaged and some damage in sorting sidings and passenger storage sidings area. IB bombs cover portion of southern part of M/Y. One fire seen burning late in attack, and highly probable that other fires will be on RR cars.

Osnabruck-Klockener Steel Works - Fair to Good Results

Three concentrations heavy GP bombs and one concentration of IB bombs on target. Five direct hits on two railroad equipment buildings; larger of two buildings is on fire. One direct hit on foundry building, one direct hit on forge shop, and one on press shop. Large unidentified building north of RR equipment building has at least four direct hits and 40% destroyed. Three small unidentified buildings received direct hits. IB bombs bursting in this area late in attack cover heavy installations, and some additional damage will result.