

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

APO 559.  
30 September 1944.

SUBJECT: Report of Operations Officer, Mission of 28 September 1944, Merseberg.  
TO : Commanding Officer, 95th Bomb Group (H).

95 "A" Group

1. GENERAL NARRATIVE: The 95 "A" Group took off at 0746 - 0754 hours. We assembled over the base at 15,000' at 0915, and at this time wing assembly was made. The briefed course was followed and we crossed the English coast out at Southwold at 0944. The Belgian coast was crossed in at Ostend at 1010 hours. The briefed course was followed within 10 miles to the IP.

We arrived at the IP at 26,000' at 1157. At 1206 hours bombs were away at the primary target. The RP was reached at 1220 hours at 24,000'. The return route was followed 10 miles south of the briefed course to Frankfort. Here the group leader was forced to abort and the high squadron leader took over the lead of the group. The high group then took over lead of the wing. The Belgian coast was crossed out at 1429 at 10,000'. The English coast in was crossed at Southwold at 1505 hours and we were over the base at 1513 hours at 1200 feet. We landed at 1515 - 1529 hours.

2. AIRCRAFT NOT ATTACKING: Twelve A/C including one PFF were dispatched as shown in Diagram "A". One of these, #7383, aborted over the field. Eleven A/C attacked the target as shown in Diagram "1A", and eleven were given credit for sorties.

3. AIRCRAFT LOST: A/C #43-37801 was hit by flak and has not been heard from. A/C #43-38460 was hit by flak in the tail, the crew bailed out and all are safe with the exception of the tail gunner who was killed.

95 "B" Group

1. GENERAL NARRATIVE: The 95 "B" Group was flying low in the 13 B Combat Wing. The general narrative is the same as that of the 95 "A" Group except in the ways listed below:

95 "B" Group took off at 0756 - 0806 hours.  
Bombs away at 1203 due to a malfunction.

They arrived over the base at 1513 and landed at 1530 - 1545 hours.

2. AIRCRAFT NOT ATTACKING: Thirteen A/C were dispatched as shown in attached Diagram "B". Two of these, #2447 and #7264, aborted over the field. Eleven A/C attacked the target as shown in Diagram "1B". 11 A/C were given credit for sorties.

3. AIRCRAFT LOST: None.

## SUMMARY OF AIRCRAFT LOST

	95 "A" Group	95 "B" Group
To Flak	2	-
Other	-	-
Total	<hr/> 2	<hr/> -

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

SECRET

HEADQUARTERS 13TH BOMBARDMENT GROUP  
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACHING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 28 SEPT 1944

PART I - TABULAR SUMMARY:

DATE OF MISSION 28 SEPT 1944

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRCRAFT	AIRBORNE LESS RETURNING WING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11	11	11	10	1	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	43-37383 F	Loss Of oxygen.	No
B	42-102447 F	Loss of oxygen under flight deck also fire unlocated under flight deck.	No
B	42-97264 F	Ran away prop.	No

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

SECRET

95A

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 28-9-1944

TIME \_\_\_\_\_

\_\_\_\_\_  
A.T.F.

\_\_\_\_\_  
C.W.

HATHEWAY  
7992

FLETCHER  
2066

GLOVICK  
2450

HART  
7383

FIESS  
8283

PIPKIN  
8281

WALTER  
7376

HEATH  
7801

MILLER  
8460

WALTMAN  
6993

TOWER  
6475

BROWN  
1867

ABORTIVE   

MISSING   

CHANGES   

\_\_\_\_\_  
EXTRA

\_\_\_\_\_  
EXTRA

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 28-9-1944

TIME

BAUMGARDNER  
8333

GROSSHEIM  
2560

L'ECUYER  
7204

WILSON  
8305

MCULLEY  
8255

SHAW  
7264

GRIFFIN  
1760 ✓

PAYNE  
2678

FERGUSON  
2447

NEAL  
1600

POZZOLO  
7201

KLEIN  
1920

MADIGAN  
2455

ABORTIVE

MISSING

CHANGES

EXTRA

EXTRA A

1. DATE    /    / 44 TARGET    DUTY OFFICERS
2. CBW    GROUP 95B GP. LEADER Capt. Frank Kelly A/C 336 W/T H  
POSITION Low DEPUTY LDR. J.P. McCullay A/C 334 W/T C
3. EST. TAXI TIME 0745 EST. T.O. 1ST A/C 0755 ETD BASE 0915  
ETD BASE 1523
4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES     
INCLUDED
5. TIME 1ST T.O.    LAST T.O.    TIME 1ST LANDING     
LAST LANDING
6. SQUADRON 334 NO. OF A/C 10 CALL SIGNS; W/T UHY

R Z G C T A X D H J

A/C	2678	2455	1920	8255	1600	2447	2560	1760	7264	7201	:	:	:
A.T.O.	758	759	800	801	801	803	803	804	805	806	:	:	:
A.T.R.	1525	1525	1524	1518	1519	1025	1516	1520	1014	1515	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

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

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

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

H

A/C	8333	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	756	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	1522	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 2 CALL SIGNS; W/T WSJ

A B

A/C	8305	7204	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	756	757	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	1523	1521	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

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

SQDN LETTER	NUMBER	DESIGNATION	REMARKS	SORTIE

#



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

APO 559.  
28 September 1944.

SUBJECT: Abortion of A/C # 7264.

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

1. We were approximately 6 miles NE of the field climbing to rendezvous altitude when I noticed a fluctuation in RPM. Almost immediately we encountered a runaway prop. To remedy same I pushed feathering button, retarded throttle and lowered RPM. When RPM dropped to normal, I pulled feathering switch out then tried to operate the prop again. It failed to operate normally so I tried to feather but with no result. I lowered air speed to 135 to lessen vibration, jettisoned bombs in channel and returned to field.  
Altitude: 11,000'  
Time : 0930

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

APO 559,  
28 September 1944.

SUBJECT: Abortion of A/C # 7383.

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

- Altitude 15,000'  
Position - Circling field.  
Time of Abortion - 0902  
Reason - Tail and waist and Bombardier and Co-pilot oxygen pressure dropped 150 lbs in 3/4 hour.

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

APO 559  
28 September 1944.

SUBJECT: Abortion of A/C 2447.

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

- Aborted at 1000 at 15,000 ft due to oxygen leak under flight deck, also an unlocated fire under flight deck. Orimer with booster pump on leaked quite badly. Left formation at 1000 at 15,000' in formation, 50 miles on course from English coast.



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

28 September 1944

**SUBJECT:** Abortion of B-17G No. 42-97264.

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

1. This aircraft aborted from the mission of 28 September 1944, returning to this base at 1010.
2. The pilot observed a light film of oil issuing from the crankcase breather pipe of No. 2 engine. At the same time had difficulty controlling the propeller. Feathering of the propeller was attempted but with no success, continuing to windmill during the return flight.
3. The oil tank was found dry on ground inspection, and the propeller shaft to bind.
4. This is an engine failure. Aircraft will be in commission 30 September 1944.

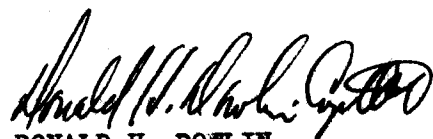
THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON (H)  
NINETY FIFTH BOMBARDMENT GROUP (H)  
OFFICE OF THE SQUADRON ENGINEERING OFFICER  
A.P.O. 559

28 September 1944

**SUBJECT:** Abortion of B-17G No. 42-102447.

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

1. This aircraft aborted from the mission of 28 September 1944, returning to this base at 1030.
2. The pilot reported a leak in the pilot-navigator oxygen system. Also that smoke issued from beneath the flight deck, but exact location unknown.
3. This aircraft will be test hopped this afternoon with the desired purpose of locating the origin of the smoke. This is the second report of the observed smoke.
4. This aircraft will be in commission tonight.

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

336 BOMBARDMENT SQUADRON (H)  
OFFICE OF THE ENGINEERING OFFICER  
AAF 119 APO 559

28 September 1944

SUBJECT : Airplane Abortions.

To : Group Operations.

1. Airplane 97388 aborted from the mission of this date because of an oxygen leak. On the ground check a leaking oxygen regulator was found in the tail gunner's position. No other trouble was found.

ROBERT E. BAXTER,  
Capt., Air Corp.  
Engineering Officer.

# CONFIDENTIAL

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

E-F-26

28 September 1944

**SUBJECT:** Lead Navigator's Narrative, Ninety Fifth "B" Group, Mission of 28 September 1944, Merseburg, Germany.

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

1. The Ninety Fifth "B" Group was flying as low group in the 15th "B" Combat Wing. We took off at 0756 hours and the group was formed over base at 14000' at 0850 hours.

2. Wing assembly was made over base at 14200' at 0855 hours. We departed the base for BU# 27 at 0914 hours. Formation passed three miles north of BU# 27 at 0928 hours over Ipswich at 0930 hours and over BU# 23 at 0939 hours and crossed the coast at Southwold at 0945 hours. The Belgian Coast was crossed two miles west of Ostend at 1010 hours. The briefed course was followed to within ten miles of the I.P.

3. We arrived at the I.P. at 1157 hours at 25800'. Due to a malfunction in bombing mechanism, bombs were away at 1203 hours at 5125N 1140E, fifteen miles from the primary target, from 25800' on a heading of 118° magnetic. A true heading of 190° was taken after bombs away and the R.P. was made at 1218 hours at 24000'.

4. The return route was followed ten miles south of the briefed route to a point fifteen miles north of Frankfurt where we cut short G.P. #8 and again followed ten miles south of briefed route to Brussels where we regained the briefed route. The Belgium coast was reached at 1429 hours at 5116N 0257E at 10000'. The English coast was crossed at 5' south of Southwold at 1000' at 1505 hours. We were over the base at 1513 hours at 1000'.

JOHN C. MORTON  
1st Lt., Air Corps,  
Lead Navigator.

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

28 September 1944

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

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

1. Eleven A/C plus one PFF A/C of the 95th group took off beginning at 0745 hours to form the lead group (95A) of the 13A Combat Wing and attack Merseburg, Germany. A/C 7283 returned over field - oxygen failure.

Thirteen A/C of the 95th group took off beginning at 0756 hours to form the low group (95B) of the 13A Combat Wing and attack Merseburg, Germany. The following A/C returned early:

A/C 7264 returned from over field - #2 engine failure.

A/C 2447 returned from 5145-0220 at 1000 hours - oxygen system had a leak.

2. No E/A were encountered.

3. Flak at the target was accurate, tracking and barrage, and intense for both groups.

4. Bombs dropped thru 10/10 cloud and strikes unobserved.

5. Bombs dropped on PFF A/C. A/C 7992 (95A) hit by flak over target. Continued to lead formation back to 5030-0630 where command pilot turned wing lead over to high group and group lead over to high squadron leader and this A/C aborted. Plane landed in Belgium - 1 man killed, 2 men wounded. A/C 8460 (95A) hit by flak over target. Tail cone knocked off and part of horizontal stabilizer destroyed. All men except tail gunner parachuted to safety near Ghent, Belgium. Tail gunner lost over target when tail was knocked off. A/C 7901 was hit by flak in target area after bombs away. No further report is available, but the pilot called about five minutes after target he was going to bail out if he couldn't make France. Not heard from after that. All other A/C returned to this base and landed by 1630 hours.

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

INTERPRETATION REPORT S.A. 276

ATTACK ON MERSEBURG on 28 SEP 1944

*Mc*  
*llc*  
*CRB*

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No of aircraft : 311 with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1158 - 1210 hours.
- (d) Bombs : 932 x 1000 lb. G.P.  
1091 x 500 lb. G.P.

(ii) DETAILS OF THE ATTACK

(a) A string of at least 12-14 bursts and 4 or 5 scattered bursts are seen on the West Central portion of the SYNTHETIC OIL (BERGIUS) PLANT and AMMONIA AND NITROGEN WORKS of I.G. FARBENINDUSTRIE A.G. Hits or near hits were scored on 2 boiler houses, compressor houses, and gas generating plant. Photographs of the attack are mostly cloud and smoke obscured making a complete statement on the results impossible.

(b) Bursts are visible on element of the plant as follows;  
(Numbers correspond to those on the target illustration and accompanying bomb plot)

- Gas Generating Plants (2) One or two possible hits.
- Compressor House (10) Two hits or near hits.
- Boiler Houses (21,22) Two hits or near hits on one boiler house - 1 near hit on the other.
- Unidentified Rectangular Building - One direct hit.

(c) Other Bursts;

1. A concentration of at least 75 and 10 scattered bursts blanketed the open fields, residences, roads and rail lines above the Northwest corner of the Synthetic Oil Plant, and the fields, roads and residences at the Northeast corner by a group of at least 40 bursts. Several groups and scattered bursts totalling at least 70 are seen across the quarry and open fields West of the Plant.
2. A group of 9 bursts is seen on a railway siding North of the marshalling yard in MERSEBURG. A group of 5 bursts is seen on residences at the Southeast end of the marshalling yard, and a group of 6 bursts are in fields just Northeast of MERSEBURG. About 3 miles Southwest of the city, there is a group of 6 bursts in open fields.
3. Two concentrations totalling at least 150 bursts are in open fields and across the AUTOBAHN 3 miles Northwest of the LEIPZIG (MOCKAU) AIRFIELD, and 16 miles East-Northeast of the synthetic oil plant at MERSEBURG. Five scattered bursts are seen in open fields alongside a canal 900 yards Northwest of SCHONERWERDA and 28 miles West of the target.

(iii) SMOKE SCREEN

Numerous smoke generators are seen in fairly effective operations surrounding the target area.

(iv) ACTIVITY

1. MERSEBURG AIRFIELD

- (a) Only the Northwest and Southwest corners of the airfield are covered.
- (b) No aircraft are visible.
- (c) Nine aircraft are visible on 16 SEP 1944 (US7/3325)

2. LEIPZIG/MOCKAU AIRFIELD

- (a) The airfield is partially cloud obscured.
- (b) Four medium aircraft are visible along the West perimeter of the landing ground, and 1 medium aircraft is seen in firing position on the M/G testing range.
- (c) On 18 SEP 1944 (US7/3004), 20 aircraft were visible.
- (d) The airfield (East half) is partially serviceable.

3. LEIPZIG/COBSCHENWITZ (Dummy) AIRFIELD

- (a) Twelve aircraft are visible over the West half of the airfield as follows:
  - 8 possible HE-111
  - 1 possible JU 88
  - 3 medium aircraft
- (b) On 27 AUG 1944 (US7/2417), 16 aircraft were visible.
- (c) The airfield is probably serviceable.

4. LEIPZIG/WAHREN MARSHALLING YARD

- (a) The West half of the marshalling yard is obscured by clouds.
- (b) Loading is as follows:
  - Eastbound Reception Sidings - Heavy
  - Westbound Reception Sidings - Light
  - Eastbound Sorting Sidings - Heavy
- (c) Two locomotives are seen in steam, one of which is heading a train in the Westbound Reception Sidings.

(v) ANNOTATED PRINT : None prepared.

(vi) Bomb Plot : A bomb plot has been prepared and will be distributed.

(vii) PHOTOGRAPHS RECEIVED :

SAV	34/245-247	28 SEP 44	1158-1210hrs.	1/42,800 (F.L.7")	25,000 <sup>B</sup>
"	94/1007	"	1209hrs.	1/46,200 "	27,000 "
"	94/1008,1009,1011	"	1209 "	1/26,000 (F.L.12")	26,000 "
"	95/1054,1056	"	1200 "	1/42,800 (F.L.7")	25,000 <sup>B,C</sup>
"	100/889-892,894	"	1206 "	1/44,500 "	26,000 <sup>C</sup>
"	100/893	"	1205 "	1/27,500(F.L.12")	27,500 "
"	385/795,797	"	1210 "	1/42,800 (F.L.7")	25,000 <sup>B</sup>
"	388/678-80	"	1200 "	1/44,100 "	25,750 "
"	447/665,668-69	"	1211 "	1/44,500 "	26,000 "
"	542/572-73,575	"	1201 "	1/44,100 "	25,750 "
"	486/415-16	"	1207 "	1/44,500 "	26,000 "
"	486/417	"	1207 "	1/26,300(F.L.12")	26,300 "
"	487/359	"	1206 "	1/43,500 (F.L.7")	25,500 "
"	487/350	"	1207 "	1/26,000(F.L.12")	26,000 "
"	490/249-50,252	"	1158 "	1/43,500 (F.L.7")	25,500 "
O	194/487	"	Unknown	Oblique(F.L.6 3/8")	25,500A

Mc

SECRET

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 151

PERIOD: 0001 hours 28 September to 2400 hours 28 September 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atks.</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.	6	1049	1013	972	2516.5	10-7-5A 0-0-0G	18	24	2	5	49
Fighter Escort	15	724	646	0	0	26-1-13A 1-0-0G	0	0	1	15	16
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.	15	15	14	0	0	0-0-0	0	0	0	0	0
Weather Recon.	13	38	38	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	10	10	10	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>21</u>	<u>237</u>	<u>234</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	80	2073	1955	972	2516.5	36-8-18A 1-0-0 G	18	24	3	20	65

\* 15 spares, 10 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

25 combat wings (787 B-17s and 262 B-24s - 1049 a/a) dispatched in three forces against oil and motor plants in central Germany. Support by 15 fighter groups. 972 a/c dropped 2516.5 tons G.P. and I.B. on three assigned targets, one PFF secondary, and additional T/Os. All except one group bombed on PFF. Weather 7/10 - 10/10 at all targets. E/a opposition: two combat wings of first force attacked by 25 to 75 a/a near I.P.; one group of each of other forces met weak attacks. Claims: 10-7-5. Losses: 49 a/c (46 B-17s, 3 B-24s).

SECRET

First Force

Twelve combat wings (445 B-17s) dispatched against tank, aero-engine, and synthetic oil plants at Magdeburg. 417 a/c dropped 873.3 tons G.P., 188.2 tons I.B. - total 1061.5 tons - on one primary, secondary (city of Magdeburg) and T/Os from 25,000 - 27,000 feet at 1134 - 1212 hours. One group bombed visually, remainder on PFF. Weather: 3/10 - 7/10 en route, 7/10 - 10/10 at target. Flak: moderate at target, accurate on four wings, inaccurate on eight. Battle damage: 88 major, 38 minor. E/a opposition: two wings effectively attacked by 25 to 75 s/e e/a near I.P., about 50 miles west of Magdeburg. Claims: 10-7-5. Losses: 28 B-17s (18 to e/a, five to AA, two to accidents, three to unknown causes).

Fighter Support: six groups (275 P-51s, 23 P-38s - 298 a/c) dispatched. Up 0811 - 0941 hours, down 1435 - 1700 hours. 26 sorties. Four groups reported engagements with up to 100 e/a; 50 s/e near I.P., 75 s/e south of Aschersleben, approximately 100 s/e near Goslar. One e/a shot up on ground at Eisleben. Claims: 24-0-13 air, 1-0-0 ground. Claims for strafing: 20-0-2 locos, 0-0-35 RR cars. Losses: 11 P-51s (five believed down in France).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u> B-17s	<u>Attacking</u> B-17s	<u>Tonnage</u>		<u>Results</u>
			G.P.	I.B.	
Magdeburg/Rathensee (synthetic oil)	218	23	57.5		Unobserved
Magdeburg/Neustadt (aero engines)	77	Not Attacked			
Magdeburg/Buckau (tank plant)	150	Not Attacked			

Other Targets

Magdeburg City (secondary)	359		733.3	184.9	Air - Good
RR at 5214N-1059E	13		52.5	.8	Unobserved
Eschwege A/F	11		25.0		Unobserved
Stadtfeld	1		2.5		Unobserved
U/i T/Os		10	22.5	2.5	Unobserved
<b>Totals</b>	<b>445</b>	<b>417</b>	<b>873.3</b>	<b>188.2</b>	

Second Force

Nine combat wings (342 B-17s) dispatched against Merseburg-Leuna Synthetic Oil Plant. Bombing on PFF markers, 311 a/c dropped 746.2 tons G.P. on primary and additional T/Os from 24,700 - 27,000 feet at 1157 - 1212 hours. Leaflets dropped on Merseburg. Weather: 8/10 - 10/10 cloud en route, 10/10 at target, with dense contrails over 25,000 feet. Flak: moderate to intense, very accurate at target. Battle damage: 154 minor, 97 major. E/a opposition: two passes by two Me-163s in target area; about 17 additional s/e e/a sighted near target and in Frankfurt area, but made no attacks. Claims: nil. Losses: 18 B-17s (16 to AA, two to unknown causes).



SECRET

Fighter Support: Five groups (231 P-51s) dispatched. Up 0904 - 0940, down 1440 - 1700 hours. 212 sorties. One group had brief combat with 50 - 100 s/e e/a, 30 in SE Brunswick at about 1145; other groups reported no engagements, and only several scattered jet e/a sighted. Claims: 2-1-0 air. Losses: four P-51s to unknown causes (two believed down in France).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u> <u>B-17s</u>	<u>Attacking</u> <u>B-17s</u>	<u>Tonnage</u> <u>G.P.</u>	<u>Results</u>
Merseburg-Leuna (Synthetic Oil)	342	301	725.2	Poor-Fair
<u>Other Targets</u>				
U/I T/Os	_____	<u>10</u>	<u>21.0</u>	Unobserved
Totals	342	311	746.2	

Third Force

Four combat wings (262 B-24s) dispatched against Kassel/Henschel Motor Works. Kassel attacked on PFF. 244 a/c dropped 492.0 tons G.P., 216.8 tons I.B. total 708.8 tons - on Kassel, one T/O, from 21,000 - 24,000 feet at 1138 - 1212 hours. Leaflets dropped on Kassel. Weather: 6/10 - 8/10 enroute, 8/10 - 10/10 at target. Flak: moderate, fairly accurate at Kassel. Battle damage: 81 minor, 5 major. E/a opposition: one group attacked by six e/a at target; 12 plus jet a/c sighted but made no attacks. Claims: nil. Losses: 3 B-24s to AA.

Fighter Support: Four groups (195 P-47s) dispatched. Up 0937 - 1009 hours, down 1426 - 1443 hours. 171 sorties. Missions uneventful, with no e/a sighted. Claims: nil. Losses: one P-47 to accident.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u> <u>B-24s</u>	<u>Attacking</u> <u>B-24s</u>	<u>Tonnage</u> <u>G.P.</u> <u>I.B.</u>	<u>Results</u>
Kassel	262	243	488.0 216.8	Fair
<u>Other Targets</u>				
Coblenz	_____	<u>1</u>	<u>4.0</u>	Unobserved
Totals	262	244	492.0 216.8	

2. Fighter Escort

Fifteen groups (506 P-51s, 195 P-47s, 23 P-38s = 724 a/c) dispatched to escort bombers attacking targets in central Germany. Up 0811 - 1009 hours, down 1426 - 1700 hours. 646 sorties. Fighters supporting first bomber force reported encountering up to 100 e/a, mostly in area west of Magdeburg. Only one group supporting Second Force reported engagement, with 50 plus s/e e/a at Brunswick, while none of fighters supporting Third Force reported encounters. Claims: 26-1-13 air, 1-0-0 ground. Losses: 16 a/c (15 P-51s, one P-47, of which seven P-51s are believed down in France).

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Day - 28 September 1944

Thirteen a/c dispatched on day photo missions, ten P-51s and three Spitfires. Seven aircraft were successful in obtaining D/A photos in the following areas: Hannover, Bonn, Cologne, Koblenz and Heidelberg. Six a/c were unsuccessful. Losses: nil.

Night - 28/29 September

Two Mosquitoes were dispatched on night photo missions. One mission was successful and obtained photos of Apeldoorn and Deventer. One Mosquito aborted over the English Channel due to mechanical failure. Losses: nil.

6. Weather Reconnaissance

Thirty-eight a/c dispatched (4 B-24s, 6 Mosquitoes, 28 P-51s). Two B-24s completed special weather flights over water. Two B-24s completed heavy weather flights over northwest England. Six Mosquitoes completed routine weather flights. P-51s scouted bomber targets. Losses: nil.

7. Air/Sea Rescue

Ten a/c dispatched. Twenty-four hours total flown. No incidents reported. Losses: nil.

8. Special Operations

Night - 27/28 September 1944

14 a/c dispatched as follows:

Ten B-17s on leaflet missions. Eight a/c dropped leaflets over France, Holland and Germany. Losses: nil.

Four B-24s on R.C.M. missions, jamming between 2215 - 0100 hours. Losses: nil.

Day - 28 September 1944

223 a/c dispatched as follows:

194 B-24s on "truckin" missions. 193 a/c carried 328,623 gallons of gasoline to the Continent. Losses: nil.

29 a/c (one B-17, five P-47s, 23 P-51s) on radio relay missions. Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

For the second successive day mass saturation tactics against our formations paid the enemy good dividends. Although over-all losses in today's operations were higher than yesterday, only eighteen losses, compared to twenty-eight in yesterday's attacks, were definitely attributed to e/a attacks. Fighter escort played an important part in reducing the number and effectiveness of enemy attacks and was reported by bombers to be excellent although not adequate during the heaviest saturation attacks on the First Force bombers near the I.P. These attacks were reported to be pressed home vigorously in spite of the presence of escort. One formation of this force lost twelve B-17s to attacks by some fifty e/a immediately before the I.P. (south of Brunswick) with attacks lasting eight to ten minutes, the other force losing six B-17s in a five minute attack by twenty-five to fifty e/a - also near the I.P. Sightings indicate that at least one hundred s/e e/a were active at this time in the Magdeburg area. Attacks were generally made from five to seven o'clock low by e/a attacking singly and in groups abreast. Attacks were largely directed against low squadrons.

The only other e/a attacks on bombers were ineffectual passes made against a/c of the Second Force in the Marseburg area by two Me-163s at 1157 - 1210 hours. B-24s attacking Kassel were unmolested, except for two passes by three e/a against one group at target, which did not result in any claims or losses.

Percentagewise, the enemy effort was less successful today than yesterday with the G.A.F. losing approximately the same number of fighters but destroying ten less bombers. Unlike yesterday's attack when an unescorted formation was swamped by vast saturation attacks, the enemy today was compelled to make passes at bombers in the presence of very aggressive escort, whose total claims were 26-1-13. The fighters reported encounters with up to one hundred s/e e/a in the Magdeburg-Halberstadt area between 1120 and 1150 hours. Sightings of numerous e/a on the ground suggest the use by s/e e/a in this area of two A/Fs near Kothen, two s/e being destroyed by our fighters at 1200 hours in what appeared to be a traffic pattern over one of these fields. Fighters escorting the Second Force met several scattered Me-163s in the Marseburg area at about 1200 hours and also one Me-262. One pilot claimed an Me-163 probably destroyed in this area at 1210 hours.

It is interesting to note in connection with the Magdeburg operation that an air raid warning was sounded in the Berlin area at 1157 hours and was not lifted until 1240 when the last of first force aircraft had begun withdrawing from the Magdeburg area.

2. Flak

Bombers

Magdeburg - Moderate, generally inaccurate.  
Kassel - Moderate, fairly accurate.  
Coblenz - Meager, fairly accurate.  
Merseburg - Moderate to intense, very accurate.

Fighters

Magdeburg - Intense, accurate.  
Hanover - Intense, accurate.  
Texel - Moderate, inaccurate.  
Leda Canal - Moderate, inaccurate.  
Den Helder - Intense, accurate.  
Naumburg - Moderate, accurate.  
Hanover - Moderate, inaccurate.  
Leipzig - Moderate, inaccurate.  
Coblenz - Moderate, inaccurate.  
Kassel - Intense.  
Flushing - Intense, accurate.  
Gillensfeld - Intense, inaccurate.  
Bonn - Meager, accurate.

3. Observations

A/F and A/C Activity

Approximately 25 t/e a/c on Gottingen A/F.  
E/a taking off from A/F at 5015-0625E.  
75 plus s/e e/a in revetments on two A/Fs at Kothen.  
10 plus u/i t/e on grass field near Eisleben.  
Large dummy A/F just NW of Guthersloh - 30 t/e dummies.  
5 JU-88s on A/F Fritzlar at 1048.  
U/I A/F about 20 miles SE Magdeburg loaded with e/a.  
4 large a/c on A/F 5 miles north of Kassel.  
12 s/e e/a on u/i A/F south of Mainz. A/F had two runways.

Other Observations

Large concrete ramp about one mile long at 5108-0658E.

From Frankfurt-Coblenz area to the Siegfried Line edges of forests and roads covered with slit trenches.

4. Damage to Enemy Installations

Merseburg/Leuna - Poor to Fair Results

Clouds prevent accurate plotting of strikes in most cases but it can be determined that the plant was lightly hit. A total of 12 to 18 bursts noted in the west-central part of the plant on or near the boiler and compressor houses. A small part of another pattern fell on the extreme northern end of the plant and perhaps a half-dozen stray bombs from another pattern. Most of the three patterns near the plant fell on residential areas to the NE, north and NW of the plant. Bombs from perhaps two a/c fell across the main RR lines in Merseburg, in the vicinity of what appears to be the RR station.

Kassel/Henschel - Fair Results

No bombs fell more than 3 miles from the target area and a few hits were seen in MPI areas. Hits were seen on large works buildings in the target area, in the city proper, south of the M/Y, on the M/Y area and also in suburban residential districts and open fields surrounding the city proper.

Magdeburg - Fair to Good Results

One heavy concentration of general purpose bombs burst in the Magdeburg RR station M/Y area. The main goods station received at least three direct hits on a square-type engine shed and one probable hit on a roundhouse. Between 50 and 80 G.P. bursts in the central portion of the M/Y. Many direct hits in the storage siding area. Traffic in the yards was light. However, some damage can be expected to rolling stock. Residential area adjoining east side of M/Y heavily hit and a few u/i industrial buildings on west edge of yard have been hit.

Three concentrations of G.P. bombs in Neustadt district. Area is 10% to 40% built-up. Two concentrations of G.P.'s in and adjacent to Magdeburg munitions depot. At least three buildings in depot area received direct hits. The main weight of bombs are in state park and residential areas, however.

Two concentrations of G.P.s in the Junkers Flugzeug Motorwerk. Direct hits on the following: engine assembly shop, heat treatment shop, machine shop, one small and one large work shop, main office building, weather house and one aero-engine test bed.

From the concentrations noted, it would appear that the town of Magdeburg will suffer severe damage, particularly in the northeastern district. In addition, several important targets have been hit.

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