

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

APO 559.
3 October 1944.

SUBJECT: Report of Operations Officer - Mission of 2 October 1944.
TO : Commanding Officer, 95th Bombardment Group (H), APO 559.

95A GROUP FORMATION

1. **GENERAL NARRATIVE:** The 95A group flew low group with the 4B Combat Wing. We took off at 0705 hours and assembled over the base at 13,500'. We approached wing rendezvous, Buncher #12, at 0845 hours but the lead group did not fly the briefed flight plan. They turned away from the high and low groups on a northern heading. We attempted to cut the lead group off at Orfordness (the English coast out) at 0913 hours at 15,000' feet, but they were late. Wing rendezvous was made five miles north of Dunkirk (the enemy coast in) at 0937 at 15,000'. From this point to the IP we followed the flight plan.

Bombs were away at 1132½ hours at 24,000'. The enemy coast was crossed ten miles southwest of Ostend at 1348 at 12,000'. The English coast back was crossed at Orfordness at 1431 and we reached the base at 1438. Landing was made at 1451 - 1500 hours.

2. **AIRCRAFT NOT ATTACKING:** Thirteen A/C were dispatched as shown in Diagram "A". Twelve A/C were over the target as shown in Diagram "1A". A/C #44-6482 aborted because of no fuel pressure in one engine. Twelve A/C were given credit for sorties.

3. **AIRCRAFT LOST:** None.

95B GROUP FORMATION

1. **GENERAL NARRATIVE:** The 95B group flew low on the 45C Combat Wing. We took off at 0650 - 0700 hours and assembled over the base at 15,000'. Wing rendezvous was made at 5216N 0048E at 0900 at 15,000'. The English coast out was crossed at Orfordness at 0915 at 15,000'. The enemy coast was crossed ten miles southwest of Ostend at 0940 at an altitude of 15,000'. From here to the IP we were five to ten miles south of course.

Bombs were away at 1129 hours at 24,000'. The briefed course was flown out. We crossed the enemy coast out at 1348 hours at Ostend at 9,000'. The English coast back was crossed at 1413 hours at Orfordness and the base was reached at 1431. Landings were made at 1435 - 1441 hours.

2. **AIRCRAFT NOT ATTACKING:** Thirteen A/C were dispatched as shown in Diagram "B". Thirteen A/C were over the target as shown in Diagram "1B". Thirteen A/C were credited with sorties.

3. **AIRCRAFT LOST:** None.

SUMMARY OF AIRCRAFT LOST

	"A" GROUP	"B" GROUP
To Flak	-	-
Other	-	-
	<hr/>	<hr/>
Totals	-	-

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

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACHING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED _____

PART I - TABULAR SUMMARY:

DATE OF MISSION 2 OCT 1944

STRATEGICAL MISSION

2 OCT 1944

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNS WING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	13	13	13	12	1	12
B	13	13	13	13	0	13

PART II - REASONS WHY AIRCRAFT DID NOT ATTACK OR FAILED TO TAKE OFF:

Combat Gp A.C.S.H. Category F Reason for Failure & Corrective Action Low fuel pressure. Sortie (Yes-No) No

A 44-6482 F Low fuel pressure. No

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

95A

low in 4B CW
(Maj Harmon)

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

GROUP FORMATION FORM

DATE 2 Oct,

44

LEAD

Braund
80|67

Weisz
14|62

Jensen
78|58

Hendrickson
84|41

HIGH

Walker *aborted*
64|92

LOW

Lash
83|05

Gunther Tower
85|43 14|10

Squires
183|31

Staterbury
72|04

Sutkowski
65|22

Hart
73|83

Waddell
71|94

- _____ BRIEFING
- _____ READINESS
- _____ STATIONS
- _____ TAXI
- _____ TAKE-OFF
- _____ RENDEZVOUS

EXTRA SHIPS

- _____ 334
- _____ 335
- _____ 336
- _____ 412

95B

low in 45C CW.
(Maj Gooding)

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

GROUP FORMATION FORM

DATE 20 October 44

LEAD

Boudan
82|55

Wicker
17|60

Day
72|5

Taylor
81|99

Hammond
19|39

Melvin
24|27

HIGH

McVay
85|95

Radke
71|54

Farrar
70|47

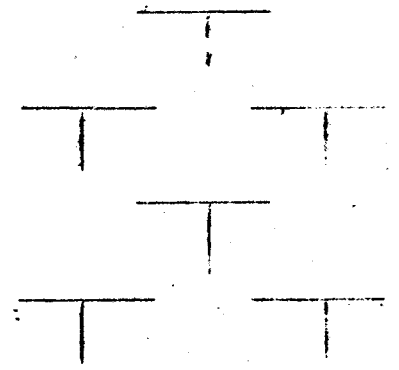
LOW

Payne
26|78

Klein
72|64

Gillen
72|01

Cotner
86|17



- BRIEFING _____
- READINESS _____
- STATIONS _____
- TAXI _____
- TAKE-OFF _____
- RENDEZVOUS _____

- EXTRA SHIPS
- 334 _____
 - 335 _____
 - 336 _____
 - 412 _____

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

APO 559.
2 October 1944.

SUBJECT: Abortion of A/C #6482.

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

1. We were climbing up to rendezvous altitude. Upon reaching 12,500' the #3 fuel pressure dropped off to 5 lbs. causing the engine to cut out. The booster pump failed to affect it. We checked the fuses but nothing was wrong with them. This ship checked out O.K. yesterday on a practice mission at 20,000' so I cannot understand why this should happen.

The time of my abortion was 0815. We were over the field.

John L. Walker
1st Lt. A.C.

JOHN L. WALKER,
1st Lt., Air Corps.

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

E-F-26

3 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission of
2 October 1944, Kassel, Germany.

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

1. The Ninety Fifth "A" Group flew as low group with the 4th "B" Combat Wing. We took off at 0705 hours and assembled over the base at 15000'. We approached Wing rendezvous point, BU# 12 at 0845 hours, but lead group did not fly briefed rendezvous course and turned away from high and low groups on a northern heading. We attempted to out lead group off at Orfordness, but lead group was late.

2. We left the English coast at Orfordness at 0913 hours at 15000' and Eased in order for lead to catch up. Wing rendezvous was finally accomplished at 0937 hours, five miles north of Dunkirk. Fighter rendezvous were as briefed. We crossed the Enemy coast at 5105N 0232E at 0939 hours at 16000' altitude.

3. We stayed slightly south of course during most of the first leg over the continent and we were indicating 160 in order to keep up. The I.P. was at 5132N 0843E. Bombs were away at 1132 $\frac{1}{2}$ hours, at 24000' on a true heading of 183°. We indicated 145 and Eased on the bomb run, in order not to overrun the lead group.

4. We left the continent at 1348 hours at 5110N 0245E at 12000' altitude and made landfall on the English coast at Orfordness at 1431 hours at 15000'. We were over the base at 1438 hours and landed at 1451.

COMMENT: Wing lead was poor, due to deviation from flight plan in course and air speed. There was also poor judgment shown by low group Command Pilot.

E. J. MURRAY
2nd Lt., Air Corps,
Lead Navigator.

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

E-P-26

3 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of 2 October 1944, Kassel, Germany.

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

1. Narrative.

- a. Bombing aids used were C-2 and E-6-B computers.
- b. A right turn of 190° was made at I.P. at 1126 hours.
- c. Bomb bay doors were opened at the I.P. at 1126 hours.
- d. On the bombing run we were in wing formation and did a good bit of Essing. No flak was encountered until after bombs away. The weather was very bad with about 6/10 to 8/10 the coverage.
- e. Results were unobserved due to bad weather.
- f. There are no suggested changes to be made.

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

3. Disposition of Bombs - A/G

Main Bombfall	Over Target	Bombing	No.	Bombs		Fusing	
				Size	Type	Nose	Tail
Kassel, Germany.	12	12	60	500#	M-64	1/10	1/100
			60	500#	M-17	Open at 5000'	
Total on Target.			Same as Above.				
Other Expenditures.			None.				
Bombs Returned.			5	500#	M-64	1/10	1/100
			5	500#	M-17	Open at 5000'	
Total (loaded on A/G taking off).			65	500#	M-64	1/10	1/100
			65	500#	M-17	Open at 5000'	

4. Types of Release - All 120 bombs dropped on the secondary target were released on 150' interval and armed.

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R. D. DAVIS
2nd Lt. Air Corps

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

2 October 1944

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

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

1. a. Thirteen A/C of the 95th Group took off beginning at 0705 hours to form the low group of the 4-B Combat Wing to attack Kassel, Germany. A/C 6482 returned at 0834 hours due to mechanical failure.

b. Thirteen A/C of the 95th Group took off beginning at 0650 hours to form the low group of the 45-C Combat Wing to attack Kassel, Germany. No A/C returned early.

2. No enemy fighters were seen.

3. Flak was encountered at the target.

a) 95A found it to be inaccurate, tracking to barrage and meager.

b) 95B found it to be accurate, tracking to barrage and moderate.

4. a. 95A results were unobserved.

b. 95B results were unobserved.

5. There were no unusual occurrences. All A/C returned to the base by 1503 hours. Fighter support was excellent.

Marvin Feir
MARVIN FEIR,
1st.Lt., A.C.
Ass't. S-2

SECRET

HEADQUARTERS EIGHTH AIR FORCE
RAF STATION 101
APO 634

mc *WR*

INTOPS SUMMARY NO. 155

PERIOD: 0001 hours 2 October 1944 to 2400 hours 2 October 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	1195 +	1144	1132	2740.6	0-0-0	0	6	4	5	15
Fighter Escort	17	772	712	0	0	0-0-0	0	0	0	11	11
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.	5	5	5	0	0	0-0-0	0	0	0	0	0
Weather Recon.	4	34	31	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	1	13	13	0	0	0-0-0	0	0	0	0	0
Special Operations	3	48	47	0	0	0-0-0	0	0	0	0	0
Totals	37	2067	1952	1132	2740.6	0-0-0	0	6	4	16	26

+ Includes 22 spares; 12 used.

B. OPERATIONAL SUMMARY

1. Bomber attacks

1195 a/c (887 B-17s, 308 B-24s) dispatched in four forces against industrial targets in Cologne, Kassel and Hamm areas. Seven assigned targets. 1132 a/c dropped 2740.6 tons GP and IB on four assigned primaries and several T/Os. Weather: 4/10-10/10 in target areas necessitated bombing by PFF in most instances. No e/a opposition. Losses: 15 a/c (6 B-17s to AA, 2 B-17s Category "E", 2 B-17s to collision, 2 B-17s and 3 B-24s to other causes).

First Force

Eight combat wings (305 B-17s) dispatched against Kassel Rettenhausen ordnance depot. 285 a/c dropped 358.2 tons GP and 265.5 tons IB on assigned target, Fritzlar A/F, the city of Kassel and one u/i T/O at 1048-1108 hours from 24,000-26,000 feet. Most bombing by PFF except for a few groups which were able to identify target through breaks in cloud in time to bomb visually. Leaflets dropped on Kassel. Weather: 5/10-10/10 over target with considerable ground haze. Flak: moderate to intense, accurate at Kassel. Battle damage: 71 minor, 18 major. E/A opposition: nil. A few e/a were sighted in target area but disappeared when fighter escort came up. Claims: nil. Losses: 3 B-17s (2 to AA, 1 Category "E").

SECRET

S E C R E T

Fighter Support: Five groups (98 P-47s, 153 P-51s - 251 a/o) dispatched. Up 0807-0843 hours, down 1327-1400 hours. 228 sorties. Escort uneventful. No e/a encountered. Losses: 3 P-51s to unknown causes.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u> <u>B-17s</u>	<u>Attacking</u> <u>B-17s</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Kassel Bettenhausen (Ordnance Depot)	305	129	180.7	138.7	Good
<u>Other Targets</u>					
Kassel (city)		143	175.0	96.8	Fair
Fritzlar A/F		12		30.0	Fair
U/I T/O		<u>1</u>	<u>2.5</u>		Unobserved
Totals	305	285	358.2	265.5	

Second Force

Twelve combat wings (458 B-17s) dispatched against aero-engine, aircraft component, tank and AFV plants at Kassel. Solid cloud caused aircraft to attack secondary target, Kassel Henschel AFV plant, on PFF. 441 a/o dropped 639 tons GP and 448.7 tons IB on Kassel Henschel, the cities of Weisbaden and Geseske and five u/i T/Os at 1120-1141 hours from 24,000-27,000 feet. Leaflets dropped in Kassel area. Weather: 6/10-8/10 with few breaks in target area. Flak: moderate, accurate on most groups. Ground rockets reported. Battle damage: 113 minor, 31 major. E/A opposition: nil. Claims: nil. Losses: 8 B-17s (4 to AA, 2 to collision over U.K., 2 to unknown causes).

Fighter Support: Five groups (40 P-47s, 200 P-51s - 240 a/o) dispatched. Up 0842-0906 hours, down 1400-1445 hours. 219 sorties. Escort uneventful. No e/a engaged. Five FW-190s seen near Fritzlar but were lost in cloud. Losses: 2 P-47s, 3 P-51s, all believed landed in Belgium.

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>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Kassel/Rothwesten A/F (Aero-engine)	76	Not Attacked			
Kassel/Altenbauna (Tanks)	114	Not Attacked			
Kassel/Henschel (AFV and M/T)	115	Not Attacked			
Kassel Henschel	153	384	552.1	398.5	Unobserved

S E C R E T

S E C R E T

<u>Other Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
	<u>B-17s</u>	<u>B-17s</u>	<u>G.P.</u>	<u>I.B.</u>	
Weisbaden		31	39.0	36.3	Poor
Geseke		9	21.5		Poor
5 U/I T/Os		<u>17</u>	<u>26.4</u>	<u>13.9</u>	Unobserved
Totals	458	441	639.0	448.7	

Third Force

Ten squadrons (124 B-17s) dispatched against Ford Motor Works at Cologne. 110 a/c dropped 212.5 tons GP and 60 tons IB on assigned target at 1057-1203 hours from 26,800-28,000 feet. Leaflets dropped on Cologne. All bombing by PFF. Weather: 4/10-10/10 with considerable ground haze in target area. Flak: meager to moderate, accurate at Cologne. Battle damage: 28 minor, 8 major. E/a opposition: nil. Claims: nil. Losses: 1 B-17, Category "E".

Fighter Support: One group (42 P-47s, 16 P-51s) dispatched. Up 0922 hours, down 1343 hours. 53 sorties. Escort uneventful. No e/a opposition. Losses: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
	<u>B-17s</u>	<u>B-17s</u>	<u>G.P.</u>	<u>I.B.</u>	
Cologne (Ford Motor)	124	110	212.5	60.0	Unobserved

Fourth Force

Five combat wings (308 B-24s) dispatched against Hamm M/Y. 296 a/c dropped 577.5 tons GP and 179.2 tons IB on assigned target, Handorf A/F, and one T/O at 1338-1353 hours from 22,000-25,000 feet. Bombing both visual and by PFF. Leaflets dropped on Hamm M/Y. Weather: 4/10-6/10 in target area. Flak: meager to moderate, accurate at Hamm. Battle damage: 136 minor, 8 major. E/a opposition: nil. Claims: nil. Losses: 3 B-24s to unknown causes.

Fighter Support: Six groups (8 P-47s, 12 P-38s, 203 P-51s - 223 a/c) dispatched. Up 1131-1149 hours, down 1527-1740 hours. 212 sorties. Escort uneventful. No e/a encountered. Losses: 3 P-51s (2 Category "E", 1 to unknown cause).

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
	<u>B-24s</u>	<u>B-24s</u>	<u>G.P.</u>	<u>I.B.</u>	
Hamm M/Y	308	266	505.5	179.2	Good
<u>Other Targets</u>					
Handorf A/F		29	69.5		Unobserved
Munster		<u>1</u>	<u>2.5</u>		Unobserved
Totals	308	296	577.5	179.2	

S E C R E T

2. Fighter Escort

Seventeen groups (188 P-47s, 12 P-38s, 572 P-51s - 772 a/c) dispatched to escort four heavy bomber forces. Up 0807-1131 hours, down 1327-1740 hours. 712 sorties. One group strafed resulting in claims of eight locomotives and 50 goods cars destroyed. No e/a opposition. One group sighted five FW-190s near Fritzlar but were unable to engage e/a. The same group reported contrails from eight a/c over Kassel, apparently preparing to attack bombers. E/a disappeared when support came up. Losses: 9 P-51s, 2 P-47s (5 a/c believed landed in Belgium).

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Five a/c (1 Spitfire and 4 P-51s) dispatched. Aircraft flew D/A photos in Germany. Routine A/F coverage. All a/c obtained photos except one which was intercepted at 26,000 feet over Dillenburg, near Cologne, when an Me-109 dove in. 17 Me-109s also observed in same area but were evaded. All a/c returned safely.

6. Weather Reconnaissance

34 a/c (4 B-24s, 3 Mosquitoes, 27 P-51s) dispatched. 2 B-24s completed routine weather flights over the Atlantic to the NW of England, and 2 B-24s flew special long range over water reconnaissance. 3 Mosquitoes flew special flights over NE France and central Germany. 27 P-51s scouted for heavy bomber forces. 24 sorties. All a/c returned safely.

7. Air/Sea Rescue

13 P-47s flew on Air/Sea Rescue missions totalling 32 hours. No incidents. All a/c returned safely.

8. Special Operations

Night 1/2 October 1944

10 a/c dispatched on leaflet mission. 9 a/c dropped leaflets over France, Holland and Belgium. All a/c returned safely.

Day 2 October 1944

38 a/c dispatched as follows:

21 a/c (6 P-47s, 13 P-51s, 2 B-17s) dispatched as radio relays. All a/c returned safely.

2 B-17s escorted by 15 P-51s, dispatched on special leaflet mission against targets in Dutch Islands. Mission completed. All a/c returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

There was no e/a opposition to today's widespread bomber attacks in the Ruhr and Kassel areas. One combat wing and a supporting fighter group reported sighting a very small number of e/a in the Kassel area, but there were no combats and it would appear that the G.A.F. was not interested in opposing the bomber forces. Another fighter group reported sighting five FW-190s at 20,000 feet near Fritzlar but e/a were lost in the clouds.

On photo reconnaissance operations one pilot was intercepted at 26,000 feet by an Me-109 near Cologne and observed 17 more Me-109s climbing to attack. The pilot dove to 6,000 feet and succeeded in losing the e/a.

2. Flak

Kassel - Moderate to intense, accurate.
Hamm - Meager to moderate, accurate.
Cologne - Meager to moderate, accurate.
Weisbaden - Moderate, accurate.
Coblenz - Moderate, accurate.
Bonn - Moderate, accurate.

3. Observations

25 plus e/a on Lippspringe A/F, well-camouflaged in revetments.

25 plus e/a, well dispersed but some bunched along southern edge on Gutersloh A/F.

10 e/a on A/F at Wielan.

4. Damage to Enemy Installations

Kassel - Bettenhausen - Good Results

Cloud cover of 3/10-10/10 density over entire Kassel area makes it impossible to plot all bombs dropped. Damage assessment of this target will be the total damage in the area since no reconnaissance photos were available as to the status of the target before the attack. Of the six standard sheds 150 x 590 feet in the area, five have been severely damaged as follows: one completely gutted, one 75% gutted, two 25% destroyed with additional hits on each. One 18-20% destroyed with three additional hits. The remaining buildings received two direct hits from explosive bombs and five from incendiary.

Two of the four standard ramped buildings, received direct hits, 50% of one of these buildings completely destroyed, the remaining two buildings covered by incendiary strikes. Of the 18 miscellaneous buildings in the area, six are completely destroyed, eight received direct hits from explosive or I.B. bombs. One building on fire late in the attack. The main rail line serving the target area cut in at least five places. Three concentrations of explosive bombs, one small concentration of I.B.s in open fields north of target area, one additional concentration of I.B. in open fields, 1 1/4 miles SW of target. No bombing category can be given since it is not known who was responsible for the total. The damage in the target area is severe.

Kassel (town area) - Fair Results

Two concentrations of approximately 300 G.P. bombs in the Philippenhof 2 $\frac{1}{2}$ miles NE of the city of Kassel. Area is suburban, damage slight. One concentration of G.P. bombs and one concentration of I.B.s in open areas 1 $\frac{1}{2}$ miles NE of the center of Kassel in Rothenberg District. Two concentrations of I.B.s in open areas in the Harleshausen and the Heckerhausen Districts, 2 $\frac{1}{2}$ and 4 miles NW of the center of city.

Fritzlar A/F - Fair Results

Twelve a/c dropped I.B. on this target. Photographic coverage shows only the start of the I.B. pattern in the western portion of the barracks area - slight damage can be expected. There were 19 a/c on the field at the time of the attack - majority of these a/c are twin-motored.

Kassel-Henschel - Poor - Unobserved Results

Most patterns fell in the city. Clouds prevent accurate assessment of damage. One pattern fell on the main RR lines in the SW part of the city and approximately 20-25 strikes noted on the tracks. Photos indicate perhaps that four combat wings dropped on the city proper - two combat wings in the suburbs of the city and three combat wings probably several miles from the city. One combat wing could not be estimated.

Weisbaden - Poor Results

One combat wing dropped in open fields and woods about two miles N - NE of briefed last resort target.

Geseke - Results - Poor

One group dropped in open fields reported near Geseke.

Hamm M/Y - Good Results

Three good concentrations of I.B.s across the center of the M/Y and the passenger stations and other northern sidings. The rail bridge over river at northern end of yards received direct hits from two squadrons. A great number of I.B.s and HE bombs fell within the city and on surrounding areas. However, vital sections of the railway yards received HE hits.

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

INTERPRETATION REPORT S. I. 2777

ATTACK ON KASSEL ON 2 OCT 44

Mc
CC

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 669, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1049-1140 hours.
- (d) Bombs : 3712 X 500 lb. G.P.
2552 X 500 lb. I.B.
146 X 100 lb. I.B.

(ii) DETAILS OF THE ATTACK:

- (a) All of the photographs received are well covered with clouds; thus although the major portion of the bursts are located, there are some bursts in or near KASSEL which are unlocated. Approximately 130 bursts are visible across the BETTENHAUSEN ORDNANCE DEPOT and in adjacent fields. Two buildings are burning later in the attack. Early photographs show extensive damage to the Ordnance Depot from previous attacks: 1 large ordnance building is completely destroyed, 1 is 3// destroyed, 2 are $\frac{1}{4}$ destroyed, 1 is damaged, and a standard ramped building is nearly $\frac{1}{2}$ destroyed.
- (b) Bursts are seen on the BETTENHAUSEN ORDNANCE DEPOT as follows:
(Numbers refer to annotations on bomb plot and target illustration 3 (k) 33/2.)

Large Ordnance Buildings:

- (2) -- One near hit.
- (4) -- At least 1 direct hit and 1 near hit.
- (5) -- Probably 2 direct hits and 1 near hit.
- (6) -- At least 2 direct hits and 2 near hits.

Standard Ramped Buildings:

- (8) -- One near hit.
- (9) -- Probably 1 direct hit and 1 near hit.
- (10) -- At least 1 direct hit and 1 near hit. Seen burning later in the attack.

Three Small Unidentified Buildings: (Southeast end of target area) At least one hit each.

Small Unidentified Building near (6) : One direct hit and 2 near hits.

Small Unidentified Building near (4) : Burning late in the attack.

Rail Lines (Northeast edge of target area) : At least 4 hits.

- (c) Other bursts are seen as follows:
(Distances given are the distances of bursts from the main passenger station in the center of KASSEL.)

$1\frac{1}{2}$ miles North - Two concentrations, totalling approximately 200 H.E. bursts in lightly built-up residential area and in a small industrial area.

1-3/4 miles West-Southwest - Approximately 75 H.E. bursts in lightly built-up residential area. Also several hits on a rail line and a probable direct hit on one of two road bridges.

$4\frac{1}{2}$ miles Southeast - Approximately 45 H.E. bursts in fields with at least 2 hits on the autobahn. Fire is seen in a small building near

4 miles East-Southwest - 12 H.E. bursts in fields

- 4 miles East - 50 H.E. bursts in fields.
- 3 miles North - At least 70 H.E. bursts in fields.
- 5 miles Northeast - An area of I.B. bursts and two concentrations of at least 150 H.E. bursts in fields Northwest of the KASSEL/ROTHWESTEN AIRFIELD.
- 4 miles Northwest - Large area of I.B. bursts in fields.
- 3 miles West - Northwest - Small area of I.B. bursts in lightly built-up residential area.
- 6 miles West - Two concentrations, totalling at least 150 H.E. bursts and an area of I.B. bursts in fields.
- 5 miles East - Southeast - Area of I.B. bursts in fields.
- 20 miles Northwest - 60 H.E. bursts in fields.
- 2 miles East - 1 H.E. burst on river bank.
- 1 mile East - 1 H.E. burst in heavily built up area.

(iii) ACTIVITY:

KASSEL/ROTHWESTEN AIRFIELD

(a) Thirty two, possibly 34, aircraft are visible at the time of attack and are dispersed as follows:

<u>Types</u>	<u>Northeast Side</u>	<u>Southwest Side</u>	<u>Northwest Dispersal</u>
Large		5	10, possibly 12
Medium	3	4	
Small	3	7	
	6	16	10, possibly 12

(b) At the time of the last full cover on 21 JUL 44 (106G/1563), 8 aircraft are visible.

(c) The airfield is serviceable.

KASSEL/WALDAU AIRFIELD

(a) Clouds obscure the Northwest, Southwest, and Northeast corners of the airfield.

(b) Three, possibly 6, aircraft are visible at the time of attack and are dispersed as follows:

<u>Type:</u>	<u>North Dispersal</u>	<u>West Dispersal</u>	<u>East Side</u>
Small	2, possibly 3	2 possible	1

(c) At the time of the last full cover on 29 JUN 44 (106G/1165), 11 aircraft were visible.

(d) The airfield is serviceable.

(iv) ANNOTATED PRINT: None prepared.

(v) BOMB PLOT: A bomb plot of KASSEL (BETTENHAUSEN) ORDNANCE DEPOT has been prepared and will be distributed