

SUBJECT: PFF Bombing Report MONSTER (Target) OCT 5 1944 (Date)

TO : Commanding General, 3rd Bombardment Division, APO 559.

1. The following report is submitted for a PFF A/C which made a bombing sighting and includes, in the diagram attached, the position and serial number of each PFF A/C in the bombing formation.

Formation led: 335 Squadron 13A Combat Wing, Date OCT. 5-1944

Mickey Operator 95B SCHOLTE, G. Group 95 No. of PFF aircraft 11

Pilot COLLINGS D.R. Navigator HUZAREVICH Bomb. GRIFFIN

Squadron 335 Group 95 Division 3RD

Airplane B-17G 7961 Briefed Position HI GP. LEAD  
(Serial No.) (Lead) (C. Lead)

If Deputy Lead assumed the lead, state when and why \_\_\_\_\_

Where was the decision made by PFF? NONE MADE

I.P. used NONE USED BRIEFED Was this the briefed I.P.? YES

Distance at which Mickey operator first identified target 30 mi.

Length of the bombing run 32 ; Visual  ; PFF \_\_\_\_\_

Was there crowding or interference by other formations on the bombing run? If so, explain No

Drift killed? YES If not, explain why \_\_\_\_\_

Were bombs released early, on time, or late according to the Mickey equipment O.K. Was the Mickey equipment operating so that a satisfactory sighting could be made on the target YES If not, explain \_\_\_\_\_

Target attacked TARGET OF OPPORTUNITY - CITY OF RHEIMES

Where did the sighting team try to center the bombfall? MARSHALLING YARDS

Where do you think the bombs hit? SIGHTED MPI

Bombs away: Altitude 25000 Time 290 G.S. 200K. Time 1210

Sighting: (Check one) PFF  Visual

PFF (visual assist) \_\_\_\_\_ Visual (PFF assist) \_\_\_\_\_

Group \_\_\_\_\_ PFF sighting for range only \_\_\_\_\_ Visual sighting for range only \_\_\_\_\_ Any other (Explain) \_\_\_\_\_

C O N F I D E N T I A L

PFF BOMBING REPORT (CONT'D)

In making the sighting did the mickey operator: Set up course, NO

Sight for range? NO Supply data to bombardier for presetting bombsight? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

In making the sighting did the bombardier: Sight for deflection? YES

Sight for range? YES Preset bombsight with data from mickey operator? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

What assistance did the navigator give the bombardier and mickey operator? \_\_\_\_\_

PILOTAGE ASSISTANCE

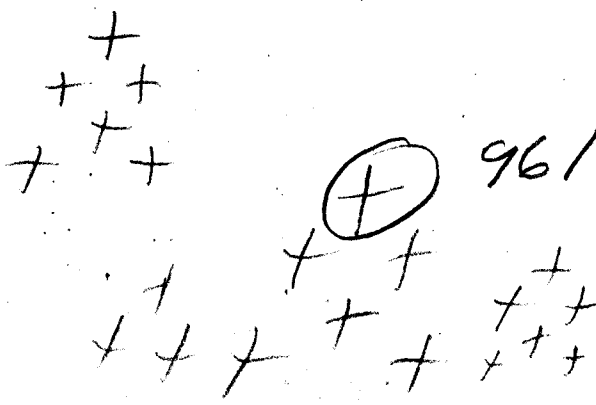
If the weather interfered with the success of this mission, state how: \_\_\_\_\_

What was the nature and extent of the cloud coverage on the bombing run and at the

target? 1/10 Scaps Cumulus

Remarks and recommendations:

Draw below the bombing formation (i.e., Combat wing, group or squadron) and give, in the appropriate space, the serial No. of each PFF A/C at the target.



load 2 Bombs 6 X 500  
 ets NO  
 aircraft NO  
 off time 0815  
LIGHT

AG - NONE.

Report prepared by:

Griffith Schultz  
 (Name)  
1st Lt.  
 (Rank)

A.C. 95 B1

SUBJECT: PFF Bombing Report MUNSTER A/F (Target) OCT 5, 1944 (Date)

TO : Commanding General, 3rd Bombardment Division, APO 509.

1. The following report is submitted for a PFF A/C which made a bombing sighting and includes, in the diagram attached, the position and serial number of each PFF A/C in the bombing formation.

Formation lead: 95A Squadron 13A Combat Wing, Date: OCT 5, 1944  
Group

Mickey Operator CALENDA No. of PFF airplanes 25

Pilot BASTION D.R. Navigator HENRY Bomb. CLEARY

Squadron 335 Group 95 Division 3

Airplane B-17G 8179 Briefed Position ✓ WING LEAD  
(Serial No.) (Lead) (V. Lead)

If Deputy Lead assumed the lead, state when and why NO

Where was the decision made to bomb by PFF? 5151N 0652E

I.P. used ~~PROFED~~ Was this the briefed I.P.? Yes

Distance at which Mickey operator first identified target MICKEX OUT.

Length of the Bombing run 33 ; Visual ✓ ; PFF

Was there crowding or interference by other formations on the bombing run? If so, explain NO.

Drift killed? - If not, explain why SE FOUT

Were bombs released early, on time, or late according to the Mickey equipment? - Was the Mickey equipment operating so that a satisfactory sighting could be made on the target? - If not, explain -

Target attacked MUNSTER A/F

Where did the sighting team try to center the bombs? M.P.I.

Where do you think the bombs hit? UNKNOWN.

Bombs away: Altitude 25300 <sup>TH</sup> Time 122 G.M. 168 R Time 1153

Sighting: (Check one) PFF ✓ Visual ✓

PFF (visual assist) \_\_\_\_\_ ; Visual signing for range \_\_\_\_\_

Group \_\_\_\_\_ PFF signing for range \_\_\_\_\_ Visual signing for range \_\_\_\_\_

only \_\_\_\_\_ any other (to include) \_\_\_\_\_

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PEF BOMBING REPORT (CONT'D)

In making the sighting did the mickey operator: Set up course,         —        

Sight for range?         —         Supply data to bombardier for presetting bombsight? yes

Do anything else?         —         If so, what?         —        

In making the sighting did the bombardier: Sight for deflection? yes

Sight for range? yes Preset bombsight with data from mickey operator? yes

Do anything else? no If so, what?         —        

What assistance did the navigator give the bombardier and mickey operator?         —        

CHECKED DATA

If the weather interfered with the success of this mission, state how:         —        

Hazy

What was the nature and extent of the cloud coverage on the bombing run and at the target?         —        

Remarks and recommendations:

LOAD OF 13A WING  
WING BOMBING.  
2 BOMBS RETURNED

Draw below the bombing formation (i.e., Combat wing, group or squadron) and give, in the appropriate space, the serial No. of each PEF A/C at the target.

load
ets
aircraft
off time

6 500 9  
8125

WACC: None

Report prepared by:

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Rank)

OM BING

13 B WING

S DROPPED

CONFIDENTIAL

SUBJECT: FFA Bombing Report

MUNSTER A/F  
(Target)

OCT 5, 1944  
(Date)

TO : Commanding General, 3rd Bombardment Division, APO 559.

1. The following report is submitted for a PFF A/C which made a bombing sighting and includes, in the diagram attached, the position and serial number of each PFF A/C in the bombing formation.

Formation led: 100A Squadron 13 B Combat Wing. Date OCT 5, 1944

Mickey Operator: KRETOW No. of PFF A/C's 19

Pilot: FRY D.R. Navigator: MARY Bomb: SCARLE

Squadron 335 Group 95 Division 3

Airplane B-17G 696 (Serial No.) (Lead) (P. Lead) ✓

If Deputy Lead assumed the lead, state when and why

When was the decision made to bomb by PFF? Prior LIP

I.P. used SISIN 0652E BRITISH Has this the briefed I.P.? yes

Distance at which Mickey operator first identified target 30

Length of the Bombing run 30 ; Visual ✓ ; PFF ✓

Was there crowding or interference by other formations on the bombing run? If so, explain No

Drift killed? ✓ If not, explain why

Were bombs released early, on time, or late according to the Mickey equipment

NOT DROPPED in the Mickey equipment operating so that a satisfactory sighting could be made on the target. If not, explain Mickey Set

WENT ON BOMBING RUN NO BOMBS DROPPED

Target attacked MUNSTER A/F

Where did the sighting crew try to center the bombfall? MPI

Where do you think the bombs hit?

Bombs away: Altitude 25000 Track 80° S.S. - Time 1145

Sighting: (Check one) PFF Visual

PFF (visual assist) Visual ; Visual 1 (PFF A's list)

Group PFF sighting for range only Visual sighting for range

only any other (Explain)

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C O N F I D E N T I A L

PFF BOMBING REPORT (CONT'D)

In making the sighting did the mickey operator: Set up course, \_\_\_\_\_

Sight for range? \_\_\_\_\_ Supply data to bombardier for presetting bombsight? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

In making the sighting did the bombardier: Sight for deflection? \_\_\_\_\_

Sight for range? \_\_\_\_\_ Preset bombsight with data from mickey operator? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

What assistance did the navigator give the bombardier and mickey operator? \_\_\_\_\_

If the weather interfered with the success of this mission, state how: \_\_\_\_\_

**NO**

What was the nature and extent of the cloud coverage on the bombing run and at the target? **3/10 10/10 Over TGT.**

Remarks and recommendations:

Draw below the bombing formation (i.e., Combat wing, group or squadron) and give, in the appropriate space, the serial No. of each PFF A/C at the target.

**6-500  
NONE  
10 E/A  
Time 8:25  
RN: MEAGRE  
ACC. NONE**

Report prepared by:

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Rank)

CONFIDENTIAL

RE SUBJECT: RAF Bomber Report, Munster A/P 5 October 1944  
(Target) (Date)

TO: Comd. in Chief, Bomber Command, RAF Bomber Command

The following report is submitted from PP A/P which made a bombing sighting and analysis of the target area. The report includes the serial number of each PP A/P and the training formation.

Formation 100A 138 5 October 1944

~~XXXXXXXX~~  
Mickey Operator Kretow 19

Pilot Fory Maby Beario

Squadron 33th 25th 3rd

Airplane 496 lead  
(Serial No.) (Lead) (Lead)

If heavy lead incurred by lead, state man and time

X

Time for the decision to be made by PP prior to the I.P.

I.P. used 5151N-0052E Use this the best I.P. yes

Distance at which leader operator first identified target 30 miles

Height of the bombing run 30 miles X

Has there crowding or interference by other formations in the bombing run

no, explain no

First sighting X If not, explain

Were bombs released early, and if so, how according to the leader's opinion

not dropped no

Could a sighting be made at a lower altitude? If not, explain

Mickey set went out on the bombing run. There were no bombs dropped.

Reason for not Munster A/P but no bombs were dropped.

Where did the sighting occur try to correlate the lead PP

Were you think the bombs all none dropped.

Bombs used 25,000 80 1145

Sightings (check each) PP Lead

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PTF BOOMBING REPORT (CONT'D)

In making the sighting did the wisky operator: Set up course, \_\_\_\_\_

Sight for range? \_\_\_\_\_ Supply data to bombardier for presetting bombsight? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

In making the sighting did the bombardier: Sight for deflection? \_\_\_\_\_

Sight for range? \_\_\_\_\_ Preset bombsight with data from wisky operator? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

What assistance did the navigator give the bombardier and wisky operator? \_\_\_\_\_

If the weather interfered with the success of this mission, state how: \_\_\_\_\_

**No.**

What was the nature and extent of cloud coverage on the bombing run and at the target? **5 to 10 tenths over the target.**

Remarks and recommendations:

Draw below the bombing formation (i. e. Combat wing, group or squadron) and give, in the appropriate space, the serial No. of each PTF A/B at the target.

Report prepared by:

**KINGSLEY G. MOORE,**

(Name)

**Captain, Air Corps,**

(Rank)

**HQ'S 95TH BOMB GROUP PTF.**



CONFIDENTIAL

SUBJECT: **B-29 Bombing Report** Munster A/F **5 October 1944**  
(Target) (Date)

TO : **Commanding General, 3rd Bombardment Division, APO SF, CA.**

1. The following report is submitted for a PFF A/G which made a bombing sighting and includes, in the diagram attached, the position and serial number of each PFF A/G in the bombing formation.

Formation lead: **100A** ~~XXXXXXXX~~ **15B** **Cochet Wing** Date **5 October 1944**

Wickey Operator **Kretow** ~~XXXXXXXX~~ **19**

Pilot **Fory** **D.W. P. 1st Lt** **Haby** **Rosh.** **Searle**

Squadron **35th** Group **95th** Division **3rd**

Airplane **B-29** **496** **Lead**  
(Serial No.) (Lead) (P. Lead)

If Lead's Lead assumed the lead, state man and why

**X**

State why the decision was made to bomb by **2000** **prior to the I.P.**

I.P. used **5151H-0452E** See this for definition I.P. **yes.**

Distance at which Wickey operator first identified target **30 miles.**

Length of the Bombing run **30 miles.** ; Viewed **X**

Was there crowding or interference by other formations on the bombing run? If so, explain **no**

Drift killed? **X** If not, explain why

Were bombs released early, on time, or late according to the Wickey equipment **not dropped** for the sighting and/or sighting so that a satisfactory sighting could be made on the target. If not, explain

**Wickey set went out on the bombing run. There were no bombs dropped.**

Targets attacked **Munster A/F but no bombs were dropped.**

Where did the sighting team try to center the bomb? **MPI**

Where do you think the bombs hit? **none dropped.**

Bombs used: Altitude **25,000** Track **80°** S. No. **1145**

Sightings (check one) PFF  Visual

PFF (visual assist)  ; 7 (use 1 if PFF A pilot)

Group  PFF sighting for range only  Visual sighting for range

only  any other (Explain)

C O N F I D E N T I A L

PFF BOMBING REPORT (CONT'D)

In making the sighting did the mickey operator: Set up course, \_\_\_\_\_

Sight for range? \_\_\_\_\_ Supply data to bombardier for presetting bombsight? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

In making the sighting did the bombardier: Sight for deflection? \_\_\_\_\_

Sight for range? \_\_\_\_\_ Preset bombsight with data from mickey operator? \_\_\_\_\_

Do anything else? \_\_\_\_\_ If so, what? \_\_\_\_\_

What assistance did the navigator give the bombardier and mickey operator? \_\_\_\_\_

If the weather interfered with the success of this mission, state how: \_\_\_\_\_

**No.**

What was the nature and extent of cloud coverage on the bombing run and at the target? **5 to 10 tenths over the target.**

Remarks and recommendations:

Draw below the bombing formation (i.e., Combat wing, group or squadron) and give, in the appropriate space, the serial No. of each PFF A/C at the target.

Report prepared by:

**KINGSLEY G. MOORE,**

(Name)

**Captain, Air Corps.**

(Rank)

**HQ'S 9TH BOMB GROUP 777.**

CONFIDENTIAL

SUBJECT: B-27 Bombing Report Rheims, N/Y 5 October 1944.  
(Target) (Date)

TO : Commanding General, 3rd Bombardment Division, APO SF, CA.

1. The following report is submitted for a PFF A/C which made a bombing sighting and includes, in the diagram attached, the position and serial number of each PFF A/C in the bombing formation.

Formation lead: 100A Squadron 153 Bomber Wing. Date 5 October 1944.

Wicker Operator Scholte No. of PFF A/Cs 11

Pilot Collings Bomb. Griffin

Squadron 335th Group 95th Division 3rd

Airplane # 1361 (Serial No.) Lead of high group (Lead) (P. Lead)

If Lead Lead assumed the bomb, why or when and why? X

Were the the decision made to bomb by Wicker it was not made.

I.P. used none used Was this the best I.P.? yes.

Distance at which wicker operator first identified target 30 miles.

Length of the bombing run 32 miles. Visual X

Was there crowding or interference by other formations on the bombing run? If so, explain: there was none.

Drift killed? yes. If not, explain why? X

Were bombs released early, on time, or late according to the wicker equipment? ex yes. X

Target selected it was a target of opportunity--the city of Rheims.

Were did the sighting occur try to center the bombfall? marshalling yards.

Where do you think the bombs hit? on the sighted RPY

Bombs released (Altitude) 25,000 Azimuth 290 degrees Speed 200 knots Time 1810

Sightings (Check one) PFF X

C O N F I D E N T I A L

PTF BOMBING REPORT (CONT'D)

In making the sighting did the mickey operator: Set up course, no

Sight for range? no Supply data to bombardier for presetting bombsight? \_\_\_\_\_

Do anything else? X If so, what? X

In making the sighting did the bombardier: Sight for deflection? yes

Sight for range? yes Preset bombsight with data from mickey operator? \_\_\_\_\_

Do anything else? X If so, what? X

What assistance did the navigator give the bombardier and mickey operator? \_\_\_\_\_

pilot's assistance

If the weather interfered with the success of this mission, state how: \_\_\_\_\_

NO

What was the nature and extent of the cloud coverage on the bombing run and at the target? 1/10 strato-cumulus

Remarks and recommendations:

Draw below the bombing formation (i. e. Combat wing, group or squadron) and give, in the appropriate space, the serial No. of each PTF A/C at the target.

Report prepared by:

FRINGSLEY G. MOORE

(Name)

Captain, Air Corps,

(Rank)

CONFIDENTIAL

SUBJECT: PPF Bombing Report Munster A/P 5 October 1944.  
(Target) (Date)

TO : Commanding General, 3rd Bombercraft Division, APO SF.

1. The following report by Walter G. G. PPF A/O which reads a bombing sighting and includes, if possible, a description of the target, the position and serial number of each PPF A/O in the formation, is as follows:

Formation Code: 95A 13A 5/10/44.  
Bombing Date

Wicker Operator XXXX No. of PPF A/O's 10

Pilot Walter G. G. D.R. Henry Pos. Cleary

Squadron 335th Group 95th Division 3rd.

Aircraft B-17G 3170 lead.  
(Serial No.) (Lead) (No. Lead)

If Lead: Lead assumed the lead, state when and why no.

Were was the position with respect to XXXX X

I.P. used 6161N-0852E Was this the best I.P.? yes.

Distance at which wicker operator first identified target Wicker was out.

Length of the bombing run 33 miles. Visual X

Was there crowding or interference by other formations on the bombing run? If so, explain there was none.

Drift killed? X If so, explain the set was cut.

Were bombs released early, on time, or late according to the wicker equipment? Yes the wicker equipment was operating so that a satisfactory sighting could be made of the target. If not, explain

Target identified Munster A/P.

Where did the sighting occur try to center the bomb? W I.

How do you think the bombs hit? unknown.

Bombs away: Altitude 25,300 Track 122 Speed 188 knots. Time 1153.

Sightings (Check one) PPF X Visual

C O N F I D E N T I A LPF2 BOMBING REPORT (CONT'D)

In making the sighting did the mickey operator: Set up course, X

Sight for range? X Supply data to bombardier for presetting bombsight? yes.

Do anything else? X If so, what? X

In making the sighting did the bombardier: Sight for deflection? yes.

Sight for range? yes Preset bombsight with data from mickey operator? yes.

Do anything else? no If so, what? X

What assistance did the navigator give the bombardier and mickey operator?

checked data.

If the weather interfered with the success of this mission, state how:

hazy

What was the nature and extent of the cloud coverage on the bombing run and at the target?

Remarks and recommendations:

Lead of 13A combat wing. There was wing bombing.

Draw below the bombing formation (i.e., Combat wing, group or squadron) and give, in the appropriate space, the serial No. of each PF2 A/C at the target.

Report prepared by:

KINGSLEY G. MOORE.  
(Name)

Captain, Air Corps.  
(Rank)

HQ's 95th Bomb Group (H)

(To be executed and signed by Airplane Commander before every flight)

GROUP 95 SQUADRON 335 PLANE NUMBER 97696 DATE 5-10-44

1. LOADING LIST: (Physically qualified for combat) (Include 1st name, middle initial and rank)

PILOT	<u>T. G. P. 1st Lt.</u>	PTG	<u>STRAUSS, G. 1st Sgt.</u>
CO-PILOT	<u>Ruffner, J. A. 1st Lt.</u>	RWG	<u>Wilcox, D. D. 1st Sgt.</u>
NAVIGATOR	<u>Maly, R. 1st Lt.</u>	LTG	<u>Wolter, M. S. 1st Lt. M.O.</u>
BOMBARDIER	<u>Sample, B. D. 1st Lt.</u>	TG	<u>Nunery, L. E. 1st Sgt.</u>
RADIO OP	<u>Kusick, G. 1st Sgt.</u>	PTG	<u>Youngs, M. 1st Sgt. 100B.6p.</u>
ENGINEER	<u>Springer, T. C. 1st Sgt.</u>	PTG	<u>Klinkowski, W. P. 1st Sgt.</u>

2. OXYGEN SYSTEM CHECKED FOR PRESSURE AND OPERATION : 490
3. NO. SERVICEABLE PORTABLE OXYGEN BOTTLES : :
4. OXYGEN MASKS CHECKED FOR MOISTURE : :
5. EXTRA OXYGEN MASKS FOR EVERY CREW MEMBER : :
6. ALL FOUR GENERATORS IN COMMISSION : ✓
7. TURBO-SUPERCHARGER BUCKETS CHECKED : :
8. GAS AND OIL CHECKED : :
9. BATTERIES & WATER CHECKED FOR SERVICEABILITY : :
10. GUNS & AMMUNITION CHECKED : :
11. BOMB LOAD 6-500 lb. 2 Smoke :
12. ALL DOCUMENTS EXCEPT NECESSARY & AUTHORIZED FOR MISSION LEFT BEHIND : :
13. FLIGHT HAS BEEN CLEARED THROUGH OPERATIONS : :
14. PROPER CALL SIGNS, FREQUENCIES, COLORS OF THE DAY AND LETTER OF THE PERIOD RECEIVED & UNDERSTOOD : :
15. RADIO & IF IN WORKING CONDITION :
16. RADIO DAILY CHECK COMPLETED : :
17. INTERPHONE SYSTEM WORKING PROPERLY : :
18. CHECK SHEET SATISFACTORY & FORWARDED TO SQ. OPER. : :

This is to certify that the above is true and correct:

Airplane Commander:

T. G. P. 1st Lt.

This report covers damage to the target (additional to that reported in Immediate Interpretation Report No. K. 3240) up to 1530A hours on 5 OCT 1944 and includes the attack by aircraft of U.S. 8th AIR FORCE on 5 OCT 1944. (S.A. 2791).

PROVISIONAL STATEMENT ON DAMAGE.

Although there is much damage to the M/Y, the major damage has been inflicted on the business/residential section on either side of the target.

Approximately 75 craters are seen cutting all rails in the sidings. The passenger station is 3/4 destroyed while the locomotive shed, four transshipment sheds, one goods shed and several other buildings in the yard are seriously damaged. A few railway wagons have been damaged, destroyed or derailed.

Several factory buildings near the M/Y are severely damaged or destroyed and a large number of residences are gutted, severely damaged or destroyed.

The yard is temporarily inactive.

Details of Damage:

- 1. Locomotive Shed - North end gutted.
- Contiguous Shed - 1/2 gutted.
- small building N - gutted.
- 2. Probable Boiler house (arc shaped) - destroyed.
- Two small buildings (N. of Loco shed) - destroyed.
- 3. Goods Shed - 1/2 destroyed.
- Contiguous small building - gutted.
- 4. Two small buildings probable workshops (S. of Loco Shed) - one gutted and one destroyed.
- 5. Transshipment Sheds - 4 seriously damaged by direct and near hits.
- 6. Passenger Station - 3/4 destroyed.
- 7. Large Factory Building (NW of M/Y) - 2/3 destroyed, remainder seriously damaged.
- Medium building (N of above) - destroyed.
- 8. Large Factory Building (W of Goods Shed) - destroyed.
- Two bay medium building (W of above) - 3/4 destroyed.
- 9. Large Multibay factory (SW of M/Y) - 1/5 severely damaged at SE end, NE corner destroyed by direct hit.
- 10. Factory buildings (E of Passenger Station) - 2 large buildings : gutted.  
1 medium building : destroyed.  
1 " " : 1/4 destroyed.  
1 small " : gutted.
- 11. Medium multibay Factory building (E of above) - destroyed.

Heavy residential damage is seen W. of M/Y where many buildings are gutted, damaged or destroyed and approximately 350 craters are seen in the vicinity.

Moderate residential damage is seen E. of the M/Y where approximately 100 craters are seen.

(Prints 3063-69)

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



5

2/07

SORTIE: 1000/1000

BRAN TIES AND DATE OF PHOTOGRAPH: 1000, made on 9 Oct 1944.

SCALE: 1/9,500 (F.L. 36").

COVER AND QUALITY: The target is fully covered on photographs of good quality.

LAST REPORT: Immediate Interpretation Report No. K. 3240.

COMPARATIVE SORTIE USED: U. 71R/BB50 (7018).

PRINT DISTRIBUTED: 3065 (to follow when available).

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A.C.I.U.

MNC/HOY

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By W NARA Date 07/12/07

CONFIDENTIAL

8 OCT 1944

*W*  
*W*  
*W*  
*W*

SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT NO. K. 3239

LOCALITY: HANDORS A/T

PERIOD UNDER REVIEW

This report covers damage in addition to that reported on in Immediate Interpretation Report K. 3239 between 1530B hours on 15 AUG 1944 and 1200A hours on 7 OCT 1944, including the attacks by aircraft of U.S. 8th AIR FORCE on 30 SEP 1944 and 5 OCT 1944. (S.A. 2792).

PROVISIONAL STATEMENT ON DAMAGE.

A small number of craters are visible on the Northern portion of the Landing Ground, which is the only part covered by these photographs.

Scattered craters are seen throughout the Hangar and Barracks area with only moderate damage to the target. A medium hangar is 1/2 destroyed and a small hangar has suffered slight roof damage. Two medium and two small unidentified buildings are severely damaged.

No aircraft are visible at the time of photography.

(Print 2006)

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

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PHOTOGRAPHS TAKEN BY: 14 Squadron.

SORTIE: U.S. 7GR/3493.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1200A hrs. on 7 OCT 1944.

SCALE: 1/9,800 (F.L.36").

COVER AND QUALITY: Only the Northern portion of the target is covered on prints of good quality.

LAST REPORT: K.2994 (issued on 16 AUG 1944).

COMPARATIVE SORTIE USED: 106G/3083 (Prints 3122-23).

PRINT DISTRIBUTED: 2006 (to follow when available).

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A.C.I.C.

EWG/OT

DISTRIBUTION NO. 240

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"	1 copy for A.D. of OPS (SO)
Total	<u>279 copies.</u>

IMMEDIATE INTERPRETATION REPORT NO. K. 3238

LOCALITY: MUNSTER (Town and Lodderheide A/F)

PERIOD UNDER REVIEW.

This report covers damage to target between 1630A hours on 26 SEP 1944 and 1630A hrs 5 OCT 1944 and includes attacks by aircraft of the 8th U.S.A.F. on 30 SEP 1944 (S.A. 2772) and 5 OCT 1944.

PROVISIONAL STATEMENT ON DAMAGE.

On photographs taken 45 minutes after attack numerous fires are seen raging throughout the Southern and Eastern sections of the town and in the industrial area surrounding the port. Smoke from these fires blankets the railway yard and the greater portion of the town making accurate damage assessment impossible.

Among the fires seen in the town proper the largest is in the prison which is burning fiercely, and several smaller fires are seen in this vicinity.

In the port area two fires are seen in the gas works and at least seven in the industrial area between the gas works and Stadthafen I, one of which is emitting great clouds of black smoke indicating possible burning oil.

On photographs taken three hours after the attack many fires are still burning, and the central portion of the town is still largely smoke obscured. However it can now be seen that in the prison one wing of the main building is still burning slightly and is probably gutted and the pitched roof is gone from three other wings. Two small buildings in the prison yard have been destroyed, and a medium sized building still smoking is probably gutted. Two small unidentified industrial premises in the vicinity of the prison have been damaged.

In a military camp North of the town one storage type building has been 2/3 destroyed and three other buildings damaged.

On later and more complete cover taken 4-1/2 hours after the attack the smoke has cleared to a great extent from the industrial area around the port and the Railway yard is almost completely visible. A number of wagons are burning in the yard and smoke precludes complete damage assessment, but it can be seen that numerous hits were scored on the sidings and four buildings just to the East, probably connected with the railway yard, were destroyed or damaged.

One small building has been destroyed in the Gas Works, and another damaged. In the industrial area surrounding the gas works a number of fires are still burning, but it can now be seen that at least ten buildings in this area have been destroyed or damaged.

In the military camp East of the railway yard across the Dortmund-Ems Canal one barracks type building has been 1/2 destroyed and three others damaged.

MUNSTER/LODDERHEIDE A/F

On the latest cover the Munster/Loddenheide is covered and the following damage noted: (106G/3237, 4029/30).

The entire field has been saturated with craters with concentrations along the hangar lines, in both barrack area, and on both starting platforms. Of the 5 hangars one has been almost destroyed and the other four damaged. In addition, numerous small buildings have been either heavily damaged or destroyed.

Details of damage are:

I. HANGARS AND WORKSHOPS

Hangar(South side of field) : Very heavily damaged with 3/4 of roof gone.

4 hangars(North and East sides of field; 3 slightly damaged, 1 with two large holes in roof.

Small Workshop(East side of field); 1/2 destroyed.

II. AIRCRAFT

No aircraft visible.

III. ACCOMMODATIONS

North Barrack Area: Heavily cratered with at least 7 barrack buildings severely damaged.

Barrack Complex(across EMS Canal): 1 barrack building destroyed.  
3 damaged.

Control Tower: 1 wing partially demolished.

IV. DISPERSALS

N.E. Dispersal Area: Not fully covered, hits visible in West section. Several small buildings damaged.

Perimeter Dispersal: 2 shelters damaged by hits. Craters in front of shelter line.

E. Dispersal: Not covered.

S. Dispersal: Hits have cut 2 of taxi tracks and damaged at least 1 shelter.

V. LANDING GROUND

Southern half very heavily cratered. The remainder is cratered less heavily with chief concentrations along hangar lines.

The West Starting Platform has four craters; whereas the East starting platform has suffered 7 hits.

VI. OTHER FACILITIES

Taxi and perimeter tracks have been cut at least 16 times with every hangar apron receiving hits.

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

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PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: (a) US7/3450 (b) 106G/3229 (c) 106G/3237.

MEAN TIME AND DATE OF PHOTOGRAPHY: (a) 1245A  
(b) 1500A hrs. on 5 OCT 1944.  
(c) 1630A

SCALE: (a) 1/8,500  
(b) 1/9,000 (F.L.36")  
(c) 1/8,500

COVER AND QUALITY: Full, good, but badly smoke obscured.

LAST REPORT: K.3213 27 SEP 1944.

COMPARATIVE SORTIE USED: 106G/3083, 106G/2387.

PRINT DISTRIBUTED: 106G/3237, 3028, 4030.

CONFIDENTIAL  
A.C.I.U.  
JEW/CF

DISTRIBUTION NO. 24C

275 copies.

Plus 1 copy to A.I. 2(b)

Plus 1 copy to A.I. 3(b)

Total 277 copies.

(To be executed and signed by Airplane Commander before every flight)

GROUP 95 SQUADRON 335 PLANE NUMBER 97696 DATE 5-10-44

1. LOADING LIST: (Physically qualified for combat) (Include 1st name, middle initial and rank)

PILOT	<u>Foy, G.P. 1st Lt.</u>	PTG	<u>Strauss, G. S/sgt.</u>
CO-PILOT	<u>Ruffner, J.A. 1st Lt.</u>	RJWG	<u>Wilcox, D.D. S/sgt.</u>
NAVIGATOR	<u>Moby, R.H. 1st Lt.</u>	<del>1st Lt.</del>	<u>Keeton, M.S. 1st Lt. M.O.</u>
BOMBARDIER	<u>Searle, R.R. 1st Lt.</u>	TG	<u>Nunnery, L.E. S/sgt.</u>
RADIO OP	<u>Knaack, G.C. T/sgt.</u>	<del>1st Lt.</del>	<u>Youngs, M. Maj. 100B.6p.</u>
ENGINEER	<u>Springer, J.C. T/sgt.</u>	<del>1st Lt.</del>	<u>Kliukewski, W.P. 2nd Lt.</u>

2. OXYGEN SYSTEM CHECKED FOR PRESSURE AND OPERATING : 400
3. NO. SERVICEABLE PORTABLE OXYGEN BOTTLES : :
4. OXYGEN MASKS CHECKED FOR MOISTURE : :
5. EXTRA OXYGEN MASKS FOR EVERY CREW MEMBER : :
6. ALL FOUR GENERATORS IN COMMISSION : :
7. TURBO-SUPERCHARGER BUCKETS CHECKED : :
8. GAS AND OIL CHECKED : :
9. BATTERIES & WATER CHECKED FOR SERVICEABILITY : :
10. GUNS & AMMUNITION CHECKED : :
11. BOMB LOAD 6-500lb. 2 Smoke .
12. ALL DOCUMENTS EXCEPT NECESSARY & AUTHORIZED FOR MISSION LEFT BEHIND : :
13. FLIGHT HAS BEEN CLEARED THROUGH OPERATIONS : :
14. PROPER CALL SIGNS, FREQUENCIES, COLORS OF THE DAY AND LETTER OF THE PERIOD RECEIVED & UNDERSTOOD : :
15. RADIO & IF IN WORKING CONDITION
16. RADIO DAILY CHECK COMPLETED : :
17. INTERPHONE SYSTEM WORKING PROPERLY : :
18. CHECK SHEET SATISFACTORY & FORWARDED TO SQ. OPER. : :

This is to certify that the above is true and correct:  
Airplane Commander:

G.P. Foy 1st Lt. AC

SECRET  
 HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
 APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED ~~5 OCT 1944~~

PART I - TABULAR SUMMARY:

DATE OF MISSION ~~5 OCT 1944~~

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11	10	10	8	2	8
B	12	12	12	9	3	9

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

Sortie

Combat Gp A.C.S.N. Category Reason for Failure & Corrective Action (Yes-No)

A	42-97844	B	Pilot had appendicitis attack.	No
A	42-97194	F	Oxygen leak.	No
A	44-6482	F	Fuel pressure low # 3 engine.	No
B	42-31600	F	# 2 engine failure.	No
B	42-97858	C	Lost formation	No
B	44-8522	F	# 4 supercharger regulator inoperative.	No

SECRET

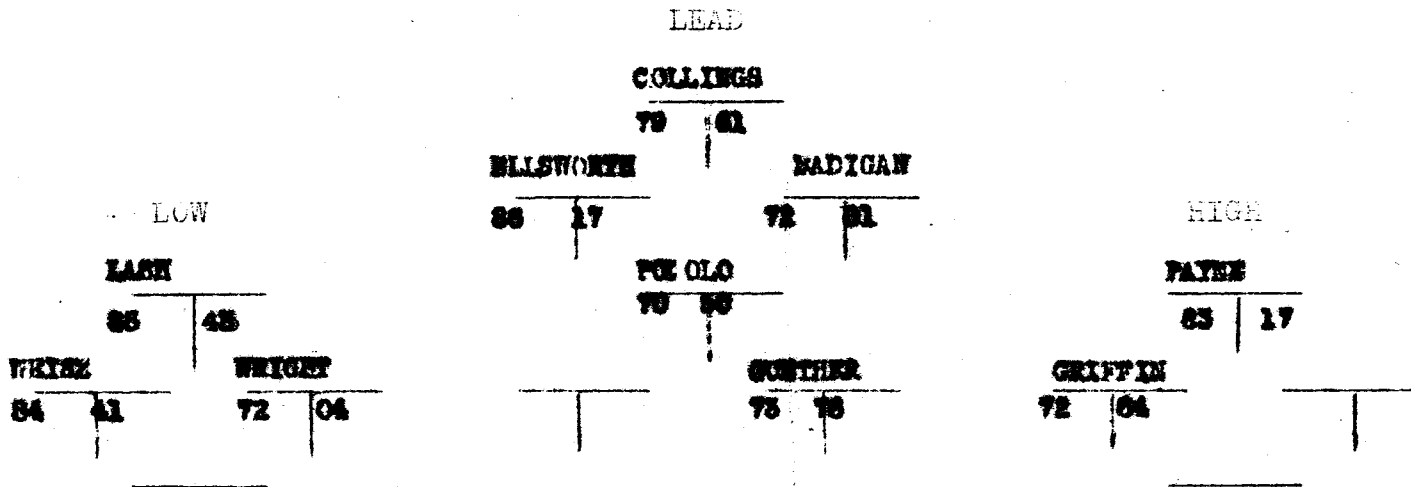
THOMAS H. HENNINGSON,  
 Lt. Col., Air Corps,  
 Operations Officer.

**95th GROUP  
DIAGRAM IS  
OVER TARGET**

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

GROUP FORMATION FORM

DATE **5 October**



**95 B GROUP  
DIAGRAM B  
ASSEMBLY**

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

GROUP FORMATION FORM

DATE 5 October

LEAD

GOLLINGS

79 | 61

ELLSWORTH

88 | 17

MADIGAN

72 | 01

LOW

HIGH

LASH

85 | 45

POZOLO

70 | 50

FAYE

83 | 17

WEISE

84 | 41

WRIGHT

78 | 04

SUTKOWSKI

65 | 22

GUTHER

73 | 76

GRIFFIN

72 | 64

RADKE

16 | 00

BUSSE

78 | 58

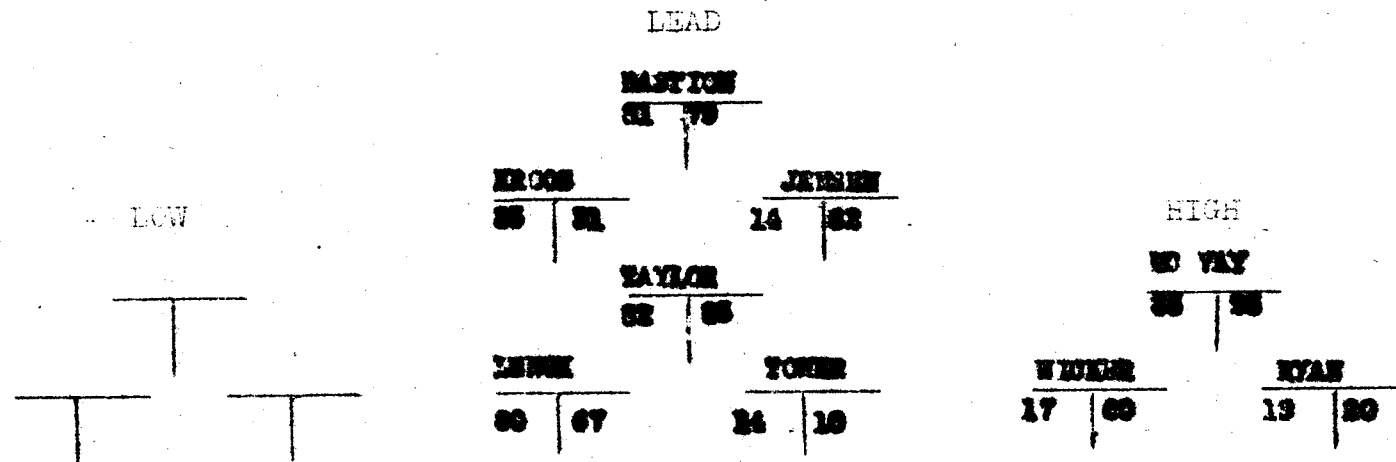


**95A GROUP  
 BOMBARDMENT 1A  
 OVER TARNHEIM**

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

GROUP FORMATION FORM

DATE 5 October 44



**95A GROUP  
DIAGRAM A  
ASSEMBLY**

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

GROUP FORMATION FORM

DATE 8 October 44

LEAD

BARTON

81 | 79

KROOS

83 | 81

JENNIE

14 | 82

LOW

WALKER

86 | 82

TAYLOR

82 | 83

HIGH

HE VAY

85 | 96

GLOVICK

71 | 94

LEWIS

80 | 87

TOWNE

14 | 10

NICKER

17 | 80

RYAN

19 | 20

"B" Group

## FORM 3

STATION 119DATE 5 OCTOBER

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
335	B	7961	Collings	Lead	✓	815	1355	
334	J	7201	Madigan		✓	817	1356	
3	Q	8617	Ellsworth		✓	818	1354	
334	W	7050	Pozolo		✓	819	1357	
412	J	7376	GUNTHER		✓	820	1358	
"	J	6522	Sutkowski		✓	821	1215	ABORT
334	K	8317	Payne	Li	✓	822	1353	
"	T	1600	Radke		✓	822 <sup>+</sup>	1033	abort
"	H	7264	Griffin		✓	823	1352	
412	Y	7858	Busse		✓	824	1152	Abort
"	A	8543	Lash	do	✓	825	1350	
"	B	7204	Wright		✓	825 <sup>+</sup>	1351	
"	P	8441	Weisz		✓	826	1349	

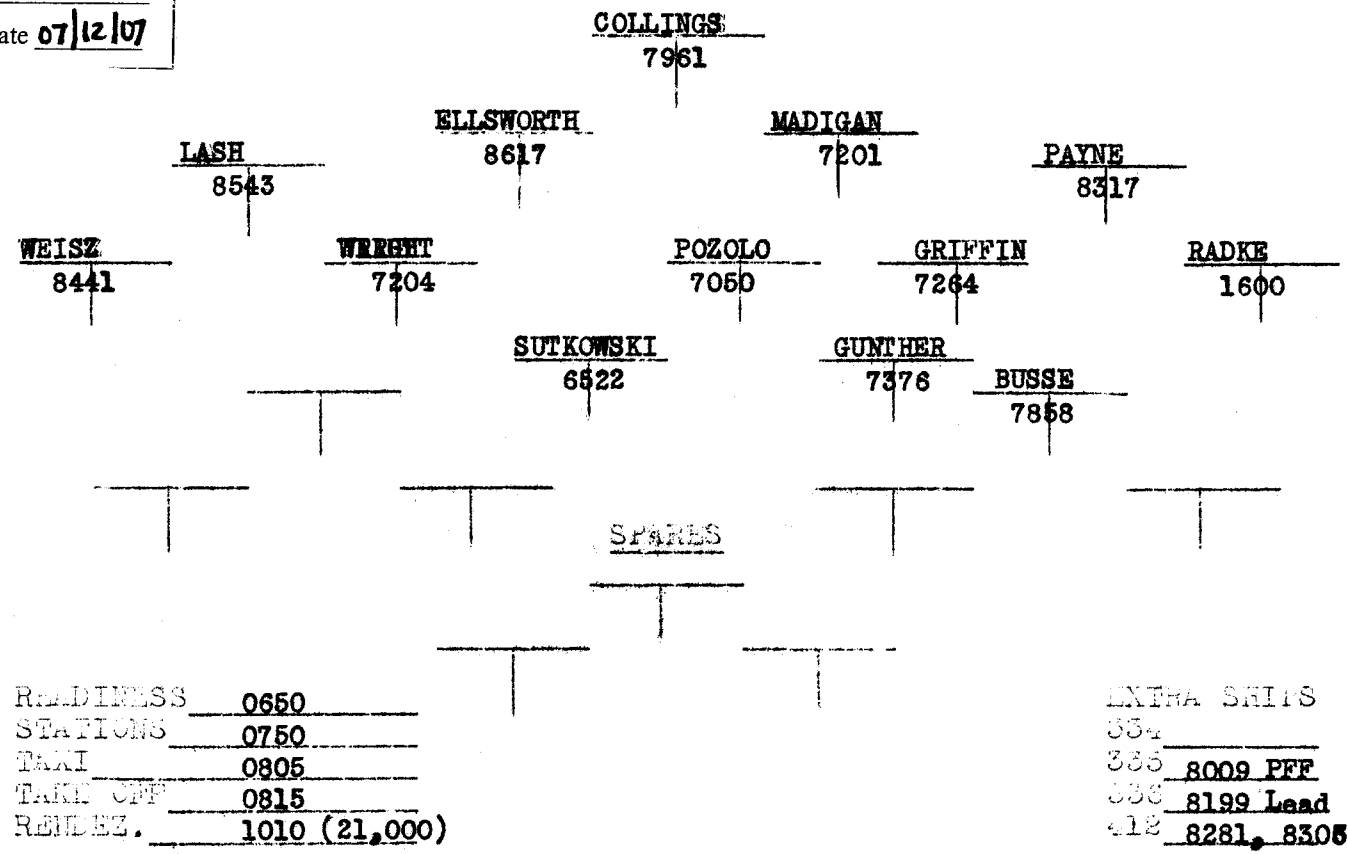
'A' Group

FORM 3

STATION 119

DATE 5 OCTOBER

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	L	8179	Bastion	Lead	✓	828		1339	
412	R	1462	Jensen		✓	829 <sup>+</sup>		1340	
	G	8331	Kroos		✓	829		1338	
336	A	8283	Taylor		✓	830		1342	
"	G	1410	Tower		✓	830 <sup>+</sup>		1343	
412	E	8067	Lenox		✓	831		1341	
334	B	8595	McVay	Hi	✓	831		1345	
"	G	1920	Ryan		✓	833		1346	
"	D	1760	Wicker		✓	834		1344	
336	X	6482	Walker	Lo	✓	835		1026	about
	<del>R</del>	<del>7844</del>	<del>Gotner</del>						
"	V	7194	Glovick		✓	836		1133	about



RENDEZVOUS ALTITUDES

<u>95 B</u>	21,000
<u>95 A</u>	20,000
<u>390 A</u>	19,000

TOMBING ALTITUDES

<u>95 B</u>	26,000
<u>95 A</u>	25,000
<u>390 A</u>	24,000

OPERATING PROCEDURES  
 CLIMB 1500mph, 200'/min  
 CRUISE 150 mph  
 DESCENT 170mph, 500'/min

MF/DF G BOMBER-BOMBER A BOMBER-FIGHTER C

VHF CALL SIGNS: AM. BR.  
 BOMBERS VINEGROVE THREE SIX  
 FIGHTERS BALANCE THREE  
 GROUND COLGATE

VHF/DF STATIONS:  
 CHANNEL "A"  
 FRANKLINHAM; TIGHTBOOT DF  
 CHANNEL "B"  
 BURY ST. ED; CHAIRLEG DF

R/T COLLECTIVE CALL SIGNS:  
 13th C.W. FIREBALL ABLE FIREBALL BAKER  
 95th GFS. " ABLE " Rep BAKER  
 100th " " " "  
 390th " " GREEN " "  
 COMPOSITE

GROUP R/T CALL SIGNS:  
 LEAD S.D. FIREBALL Rep BAKER  
 HIGH SQ. " Rep BAKER HIGH  
 LOW SQ. " Rep BAKER LOW  
 COMP SQ.

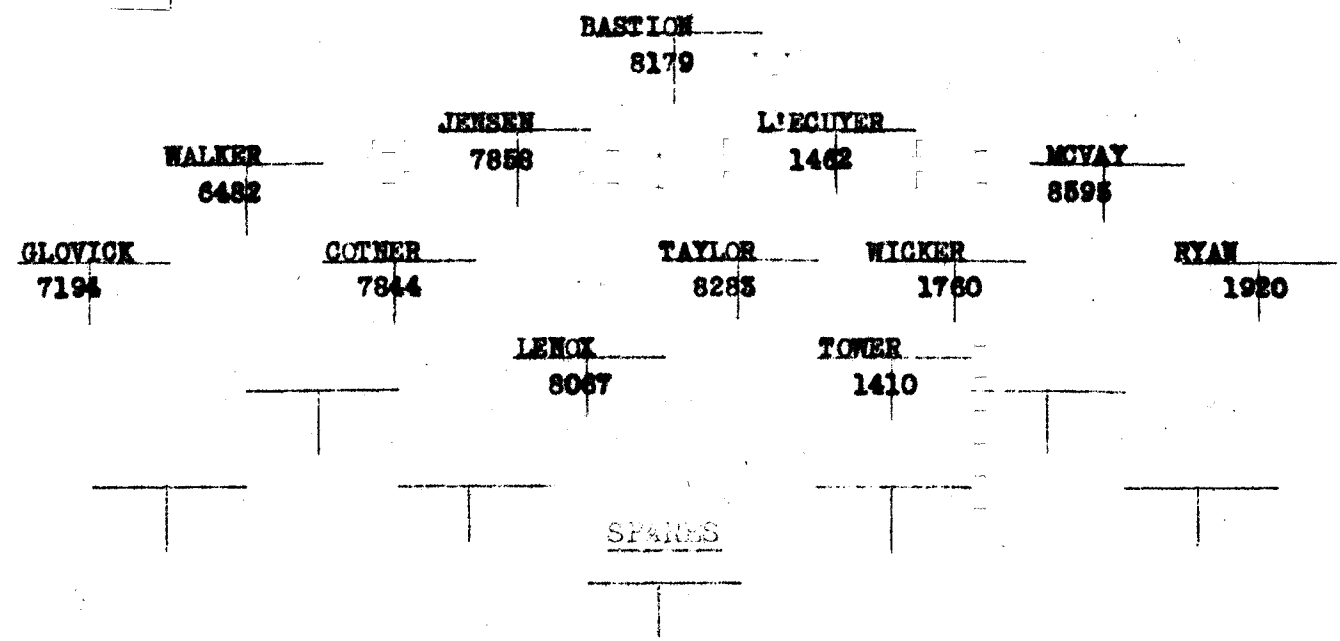
COLORS OF THE DAY:

0200-0600				
0700-1300	<u>R R</u>	<u>F FOX</u>	<u>P PETER</u>	
1300-1900	<u>Y YR</u>	<u>Q QUEENIE</u>	<u>C CHARLIE</u>	
1900-0100	<u>Y Y</u>	<u>X XRAY</u>	<u>Y YOKE</u>	

SHIPS TO MONITOR:  
 CHANNEL "B" ELLSWORTH, GRIFFIN  
 CHANNEL "C" (RAF) POZOLO  
 (CAF)  
 (RAF)

BASE REFERENCE ALTITUDE 26,000  
 VHF AUTHENTICATOR NUGGET  
 RECALL CODE PHRASE SANTA FE TRAIL  
 INDIVIDUAL ABORTION ST LOUIS BLUES  
 RELAY SHIP CALL SIGN RELAY  
 MF/DF FIXES OBTAINED BY BUSSE  
 CONTROL POINTS SENT BY  
 STRIKE MESSAGES SENT BY COLLINGS, WRIGHT, GUNTHER

FLARE COLORS:  
 13th C.W. G-G  
 95th GFS. G G R G  
 100th "  
 390th " Y G



0415  
 READINESS 0535  
 STATIONS 0635  
 TAKE 0650  
 TAKE OFF 0700  
 RENDEZ. 0825 (15,000)

EXTRA SHIPS  
 334 8317  
 335 148 PFF  
 336  
 412

RENDEZVOUS ALTITUDES

95 B  
 21,000  
95 A  
 20,000  
390 A  
 19,000

SPARNS ALTITUDES

95 B  
 26,000  
95 A  
 25,000  
390 A  
 24,000

OPERATING PROCEDURES

CLIMB 1500 fph, 200' / min  
 CRUISE 150 fph  
 DESCENT 1700 fph, 300' / min

MF/DF G BOMBER-BOMBER A BOMBER-FIGHTER C

VHF CALL SIGNS: AM. BR.  
 BOMBERS VINEGROVE ONE NINE  
 FIGHTERS BALANCE ONE  
 GROUND COLGATE

VHF/DF STATIONS:  
 CHANNEL "A"  
 FRANKLIN: TIGHTBOOT DF  
 CHANNEL "B"  
 BURY ST. LD: CHAIRLEG DF

R/T COLLECTIVE CALL SIGNS:

13th G.W. PERIBALL	ABLE	PERIBALL	BOMBER
95th GFS.	ABLE	"	RED
100th "	"	"	"
390th "	GREEN	"	"
COMPOSITE			

GROUP R/T CALL SIGNS:

LEAD SQD. PERIBALL	ABLE
HIGH SQD.	ABLE HIGH
LOW SQD.	ABLE LOW
CONF SQD.	

COLORS OF THE DAY:

0100-0200	G G	G GEORGE	H HARRY
0200-0400	G Y	S SUGAR	F FOX
0400-0600	Y Y	L LOVE	Y YORK
0600-0800			

SHIPS TO MONITOR:

CHANNEL "B" JENSEN, WICKER  
 CHANNEL "C" (RAF) R TAYLOR  
 (RAF)  
 (RAF)

BASE REFERENCE ALTITUDE 26,000

VHF AUTHENTICATOR SOCKET

RECALL CODE PHRASE UNION BUS DEPOT

INDIVIDUAL ALLOTMENT ST LOUIS BLUES

RELAY SHIP CALL SIGN RELAY

MF/DF FIRES OBTAINED BY RYAN

CONTROL POINTS SENT BY BASTION

SENTINEL MESSAGES SENT BY BASTION, GLOVICK, CORNER

FLARE COLORS:

13th G.W.	G-G	R-G
95th GFS.	G-G	R-G
100th "		
390th "	Y-G	

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W.D.  
 A.C. FORM  
 12 E MODIFIED  
 17-10-43 3RD APO 634

## COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. CLARY DATE 6 October 1944

PILOT LT. EASTON TAKE-OFF 0628

NAVIGATOR LT. H. WY LANDED 1

ORGANIZATION 386th SQUADRON 95th AIRPLANE B-17G 8179  
Squadron Group Type Number

OBJECTIVE MINISTRY, (AIRFIELD), GERMANY.

AIMING POINT (MPI) MINISTRY

INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 500# AN-M84 G.P.

NUMBER OF BOMBS LOADED 150 RELEASED 98

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION On Fast Slow

### INFORMATION AT RELEASE POINT

Altitude of Target		Mag. Head, Order	<u>85</u>	Actual	<u>100</u>
True Altitude Above Target	<u>+190'</u>	True Heading	<u>70</u>	Actual	<u>123</u>
Ind. Altitude	<u>24610</u>	Drift, Est.	<u>+5 L</u>	Actual	
Pressure Altitude of Target	<u>25000</u>	True Track	<u>74</u>	Actual Range	
Altimeter Setting	<u>-103</u>	Actual Range		Bomb Sight Type	<u>Horden.</u>
I.A.S.	<u>29.92</u>	Time of Release	<u>1158</u>	Length of Bombing Run	
I.A.S.	<u>150</u>	Intervolometer Setting		C-1 Pilot	
I.S., HST	<u>192</u> Actual	C-5 Pilot		Manual Pilot	<u>X</u>
Wind Direction, Metro	<u>110</u> Actual				
Wind Velocity, Metro	<u>29</u> Actual				
I.S., Trail	<u>128.1</u>	ATF	<u>41.42</u>		
MAN. D.A. Est.	<u>.43</u> Actual	<u>.38</u>			

TYPE OF RELEASE Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN \_\_\_\_\_

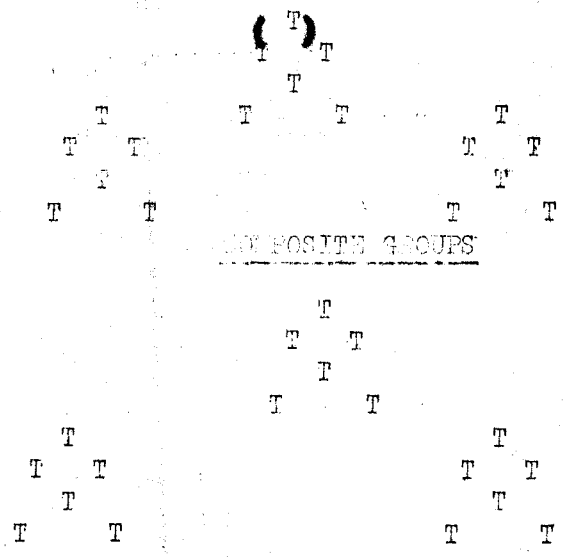
NAVIGATIONAL DATA: \_\_\_\_\_

MEAN TEMPERATURE NETRO -10.0 ACTUAL -13.5

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. °	
	NETRO	ACTUAL	NETRO	ACTUAL	NETRO	ACTUAL
1000	<u>80</u>	<u>25</u>	<u>80</u>	<u>25</u>	<u>0</u>	<u>0</u>
5000	<u>80</u>	<u>15</u>	<u>80</u>	<u>15</u>	<u>0</u>	<u>0</u>
10000	<u>90</u>	<u>15</u>	<u>90</u>	<u>15</u>	<u>-11</u>	<u>-11</u>
15000	<u>100</u>	<u>20</u>	<u>100</u>	<u>20</u>	<u>-23</u>	<u>-23</u>
20000	<u>110</u>	<u>20</u>	<u>110</u>	<u>20</u>	<u>-34</u>	<u>-34</u>
22000	<u>110</u>	<u>25</u>	<u>110</u>	<u>25</u>	<u>-44</u>	<u>-44</u>
25000	<u>120</u>	<u>30</u>	<u>120</u>	<u>30</u>	<u>-48</u>	<u>-48</u>
28000	<u>130</u>	<u>30</u>	<u>130</u>	<u>30</u>	<u>-48</u>	<u>-48</u>
30000	<u>130</u>	<u>30</u>	<u>130</u>	<u>30</u>	<u>-48</u>	<u>-48</u>

METHODS OF BOMBING



DISPOSITIVE GROUPS

- BOMBARDIER MAKING COMPLETE SIGHTING OPERATIONS ----- (T)
- BOMBARDIER MAKING RANGE OPERATION ONLY ----- (T)
- BOMBARDIER DROPPING ON LEADER, WITH ARROW, INDICATING LEADER'S POSITION. ----- (T)



W.D.  
A.C. FORM  
12 E MODIFIED  
17-10-43 3RD APO 634

# CONFIDENTIAL

## COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. GRIFFIN DATE 5 October 1944.

PILOT LT. COLLINGS TAKE-OFF 0815

NAVIGATOR LT. WIZARVICH LANDED 1

ORGANIZATION 95th Squadron 338th Group AIRPLANE B-17G 7961  
Squadron Group Type Number

OBJECTIVE MUNSTER, GERMANY. (BOMBING BUSINESS)

AIMING POINT (MPI) \_\_\_\_\_

INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_  
Individual Flight Formation Group Wing

NUMBER OF ATTACKING A/C IN GROUP 11 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY COM SIGHTING OPERATION: 1

DEFLECTION AND RANGE SIGHTING, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 500# G.P. AN-M64

NUMBER OF BOMBS LOADED 144 RELEASED 104

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION \_\_\_\_\_  
On Past Slow

### INFORMATION AT RELEASE POINT

Altitude of Target	<u>+190</u>	Mag. Head, Order	<u>85</u>	Actual	<u>298</u>
True Altitude Above Target	<u>25500</u>	True Heading	<u>79</u>		
Ind. Altitude	<u>26000</u>	Drift, Est.	<u>+5 L</u>	Actual	<u>7 R</u>
Pressure Altitude of Target	<u>-103</u>	True Track	<u>74</u>		
Altimeter Setting	<u>29.92</u>	Actual Range			
M.A.S.	<u>150</u>	Bomb Sight Type	<u>M-9 Norden.</u>		
M.A.S., Est.	<u>225</u>	Time of Release	<u>1210</u>		
Wind Direction, Metro	<u>201</u>	Length of Bombing Run			
Wind Velocity, Metro	<u>112</u>	Interobserver Setting	<u>X</u>		
M.S. Trail	<u>301 H</u>	C-1 Pilot	<u>X</u>		
M.A.S. Est.	<u>44</u>	A-5 Pilot			
	<u>.44</u>	Manual Pilot			
	<u>.47</u>				

TYPE OF RELEASE

Individual Train Scatter **10%** **18** **84** Bombarded Returned

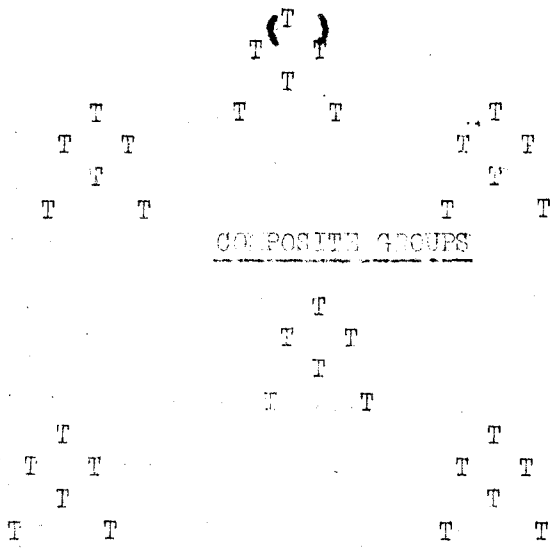
POINT OF IMPACT IF SEEN

NAVIGATIONAL DATA:

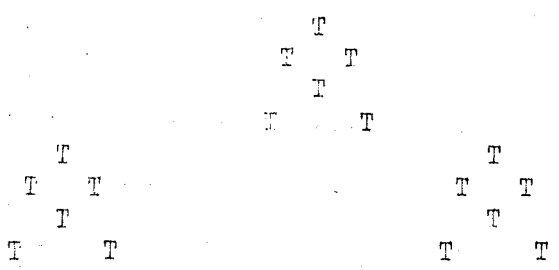
MEAN TEMPERATURE METR **-17.8°** ACTUAL  
 WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. °C	
	METR	ACTUAL	METR	ACTUAL	METR	ACTUAL
1000						
5000						
10000	<b>80</b>		<b>15</b>		<b>0</b>	
15000	<b>80</b>		<b>15</b>		<b>-11</b>	
18000	<b>100</b>		<b>20</b>		<b>022</b>	
20000	<b>110</b>					
22000	<b>110</b>		<b>20</b>		<b>034</b>	
25000						
28000	<b>110</b>		<b>25</b>		<b>044</b>	
30000	<b>112</b>		<b>25</b>		<b>044</b>	
	<b>120</b>		<b>20</b>		<b>-43</b>	

METHODS OF BOMBING



COMPOSITE GROUPS



BOMBARDIER MAKING COMPLETE SIGHTING OPERATIONS ----- (T)  
 BOMBARDIER MAKING RANGE OPERATION ONLY ----- (T)  
 BOMBARDIER DROPPING ON LEADER, WITH ARROW, INDICATING LEADER'S POSITION. ----- (T)

DECLASSIFIED

Authority NND 745005 HRM. R15 P

By W NARA Date 07/12/07 05/1725A

TO THE  
I OIHRM  
SECRET 95BG 0-112-D

ATT AC OF S:

OPERATIONAL NARRATIVE 95B GROUP MARSHALLING YDS SOUTH OF RHEINE,  
GERMANY 5 OCTOBER 1944

- A. LEAFLETS: NONE
- B. BOMBING RESULTS: GOOD EXCELLENT ~~XPARRAP~~ PATTERN IN MARSHALLING YARDSM
- C. ENEMY FIGHTERS: NONE
- D. FLAK: MUNUSTER MEAGER ACCURATE TRACKING: RHEINE MEAGER ACCURATE TRACKING.
- E. WEATHER: NON CLOUDS IN TARGET AREA BUT MODERATE HAZE: VISIBILITY 8/10 MILES.
- F. OBSERVATIONS: NONE
- B. OTHER INFORMATION: ONE PFF FLEW WITH THIS GROUP: DID NOT SEE 95A RELEASE BOMBS AT PRIMARY TARGET.

BT 05/1725A OCT 44

CC B TO READ GOOD EXCELLENT PATTERN ETC

TOD 05/1846A CG (2) AR  
STATION AS FOR R WHEN REQUESTED E  
THE R FOR 2 SIGS.....05/1850A IEK ARNATAV  
OIHRM R FOR 2 SIGS..... 05/ 1850A IID AR

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8, ! IN FIRST SIGNAL IMI WA 30 IN D.  
IN E. RATHER

WA 30 E. DOWN SUN N OK

T B F R

0-112-D

-2. 23 (30Dec 43)

OPERATIONAL REPORT - STATISTICAL SECTION

13A

PRIMARY TARGET			TOTAL
1. GROUP	95A	95B	
2. A/C AIRBORNE	10+1	12+1	
<del>3. A/C DISPATCHED</del>	<del>11+1</del>	<del>12+1</del>	
4. A/C ATTACKING	8+1	9+11	
5. A/C FAILING TO ATTACK	<del>2</del>	3	
a. Mechanical	2	2	
b. Weather			
c. Enemy Action			
d. Other	+	1	
6. A/C LOST	0	0	
a. To AA			
b. To e/a			
c. To AA and e/a			
d. To accident			
e. By reasons unknown			
7. TIME OF ATTACK	1153	1210	
8. ALTITUDE OF ATTACK	25,300	24,800	
9. BOMBS DROPPED (PRIMARY)			
a. Number	96		
b. Size	500		
c. Type	GP		
	} 8 T.O.		
BOMBS DROPPED (OTHER)			
a. Number	104		
b. Size	500		
c. Type	GP		
	} 9 T.O.		(5218-725)
BOMBS DROPPED (OTHER)			
a. Number			
b. Size			
c. Type			
10. PERSONNEL CASUALTIES	0	0	
a. Killed	0		
b. Wounded			
c. Missing			
d. Rescued			
11. BATTLE DAMAGE			
a. Minor	3	4	
b. Major	1		
c. Salvage			
12. Claims	0-00	0-0-0	
Victory to Lt. Meisner		24 T.O.	Ret. 28
1550 500.44			Jett. 12

S E C R E THEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634INTOPS SUMMARY NO. 158

PERIOD: 0001 hours 5 October 1944 to 2400 hours 5 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.	9	1090+	1008	935	2446.6	0-0-0	0	3	2	9	14
Fighter Escort	15	733	675	0	0	1-0-0A 15-0-7G	0	0	4	2	6
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.	7	7	7	0	0	0-0-0	0	0	0	0	0
Weather Recon.	18	42	42	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	3	18	18	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>9</u>	<u>34</u>	<u>33</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	61	1924	1783	935	2446.6	1-0-0A 15-0-7G	0	3	6	11	20

+ Includes 20 spares, 11 used.

B. OPERATIONAL SUMMARY1. Bomber Attacks

31 combat wings (730 B-17s, 360 B-24s - 1090 a/c) dispatched in three forces against a motor plant and producer gas units factory at Cologne, two oil refineries in the Dusseldorf-Cologne area, a M/Y and four A/Fs in northwestern Germany. Nine assigned targets. Support by 15 fighter groups. 935 a/c dropped 2446.6 tons GP and IB on five primaries and nine T/Os, including the city of Cologne. Weather: heavy undercast over targets in Cologne area necessitated instrument bombing and heavy ground haze restricted visibility in Munster area. Only at three primaries did weather favor visual bombing. Six s/e and t/e e/a plus 17 jet and rocket propelled e/a reported sighted but no attacks. Claims: nil. Losses: 14 a/c (13 B-17s, 1 B-24).

First Force

15 combat wings (348 B-17s) dispatched against the Ford motor plant and a Producer Gas Units factory at Cologne and two oil refineries in the Dusseldorf-Cologne area. Cologne (city) bombed through 10/10 undercast by PFF, and in the

S E C R E T

S E C R E T

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Rheine M/Y	123	107	111.8	56.3	Very Good
Lippstadt A/F	123	175	314.5	176.5	Very Good
Paderborn A/F and Park	114	28+	81.3		Good
<u>Other Targets</u>					
Herford M/Y		8	21.0		Poor to Fair
Lipperode A/F		2	4.0		Unobserved
Totals	360	320	532.6	232.8	

+ 58 a/c dispatched against Paderborn attacked Lippstadt A/F, 8 a/c attacked Herford M/Y, 2 a/c attacked Lipperode A/F.

Third Force

Ten combat wings (382 B-17s) dispatched against Munster/Handorf A/F and Munster/Loddenheide A/F and Me-109 repair depot. Leading groups into target areas bombed visually but subsequent wings bombed on PFF with short visual sightings, since targets could not be seen due to haze and smoke from bombing of preceding wings. 315 a/c dropped 596.5 tons GP, 203.7 tons IB - total 800.2 tons - on the primaries and three T/Os from 24,000 - 26,000 feet at 1143-1205 hours. Leaflets dropped in Munster area. Weather: very heavy ground haze restricted oblique visibility over targets. Flak: moderate to intense and accurate on most combat wings. Battle damage: 153 minor, 37 major. E/a opposition: four s/e and t/e e/a observed in Gutersloh area and one Me-163 southeast of Amsterdam. No attacks. Claims: nil. Losses: eight a/c (3 to AA, 5 to unknown causes, including one a/c believed landed in Belgium).

Fighter Support: Five groups (200 P-51s, 49 P-47s - 249 a/c) dispatched. Up 0950-1020, down 1320-1354 hours. 234 sorties. E/a opposition: nil. Claims: nil. Losses: two P-51s (1 to mechanical, one to unknown causes).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Munster/Loddenheide A/F & Me-109 Repair Depot	193	235+	441.0	203.7	Fair
Munster/Handorf A/F	189	68	122.3		Fair
<u>Other Targets</u>					
Rheine M/Y		10	27.5		Fair
T/O (5210N-0728E)		1	3.0		Unobserved
T/O (5201N-0809E)		1	2.7		Unobserved
Totals	382	315	596.5	203.7	

+ 56 a/c dispatched against Handorf A/F attacked Munster/Loddenheide A/F.

S E C R E T

SECRET2. Fighter Escort

15 groups (588 P-51s, 145 P-47s - 733 a/c) dispatched to escort three bomber forces attacking targets in northwestern Germany. Up 0926-1020 hours, down 1320-1506 hours. 675 sorties. E/a opposition: two Me-109s were attacked over A/F southwest of Lippstadt. A number of s/e and t/e e/a strafed on satellite A/F one mile south of Geseke. Two jet a/c sighted but did not attack. Claims: 1-0-0 air, 15-0-7 ground. Four light flak positions at Geseke satellite A/F strafed and silenced; also one locomotive destroyed, five locomotives and ten goods wagons damaged. Losses: six P-51s (four to mechanical, two to unknown causes).

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Seven P-51s dispatched on photo reconnaissance over Germany: two a/c flew successful missions; two failed to obtain photos because of cloud coverage and three failed due to interception by e/a. 12 e/a were encountered north and northeast of Munster. What appeared to be same e/a encountered again north of Rheine. No a/c were lost.

6. Weather Reconnaissance

42 a/c (5 B-24s, 9 Mosquitoes, 28 P-51s) dispatched on weather reconnaissance as follows: Three B-24s flew heavy weather reconnaissance northwest of England; two B-24s on special water-weather reconnaissance; two Mosquitoes over Europe; one Mosquito over North Sea and Scotland; two Mosquitoes in Valenciennes and Lille areas; two Mosquitoes over western France; two Mosquitoes on night photography; 28 P-51s scouted for heavy bomber forces. All a/c returned safely.

7. Air/Sea Rescue

18 P-47s dispatched on air/sea rescue, flying 18.5 hours. One bailout reported. Pilot rescued. All a/c returned safely.

8. Special Operations

34 a/c dispatched on special operations as follows:

5 B-24s dispatched on RCM, jamming from 1845-2100 hours.

16 a/c (10 P-51s, 4 P-47s, 2 B-17s) dispatched as radio relays.

4 P-38s dispatched on special operations.

9 a/c (5 B-24s, 4 B-17s) dispatched to drop leaflets on France, Belgium, Holland, and Germany. One a/c aborted for mechanical reasons.

SECRET

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Nil.

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SECRET



S E C R E TC. INTELLIGENCE1. Enemy Air Opposition

There was no e/a opposition to the day's heavy bomber attacks on targets in Germany, though several jet a/c and S/e e/a were sighted.

Jets: nine Me-163s with spurting contrails seen at 5245N-0522E over Zuidzee at 1110 hours; three Me-262s seen heading northwest at 5205N-0622E at 1211 hours flying at 26,000 feet fifteen miles southeast of Deventer; one Me-262 seen heading south at 5150N-0900E at 1217 hours flying at 30,000 feet; one jet observed climbing vertically at 5240N-0756E at 1135 hours (type unknown); one Me-163 heading southeast at 5212N-0850E at 1209 hours; one Me-163 came to within 1200 yards of third force then banked and climbed upward at 1105 hours at 5218N-0507E.

Several s/e e/a were sighted in Munster-Gutersloh area but no attacks occurred. Supporting fighters sighted two Me-109s at 1205 hours circling on A/F S of Lippstadt at 3,000 feet and destroyed one of them. They also observed two jet a/c (type unknown) in the Meppel and Apeldoorn areas. There were no attacks.

A/c on photo reconnaissance reported encounters with twelve e/a north of Munster. What appeared to be same e/a encountered again north of Rheine at 28,000 feet. No P/R a/e were lost.

2. Flak

Cologne - generally moderate, accurate.  
 Coblenz - meager, accurate  
 Gladbeck - moderate, inaccurate.  
 Haltern - meager, inaccurate.  
 Breisig - meager, inaccurate.  
 Dortmund - meager, inaccurate.  
 Munster - moderate to intense, tracking and barrage fire, accurate.  
 Osnabruck - meager to moderate, tracking fire, fairly accurate.  
 Dusseldorf - moderate, heavy barrage type.  
 Aachen - meager, extremely accurate.  
 Rhine - extremely meager, inaccurate.  
 Dummer Lake - (southwest) - meager, accurate.  
 Bielefeld - meager, accurate.  
 Hamm - meager, inaccurate.  
 Paderborn A/F - intense, accurate.  
 Gesoke Satelittle A/F (north side) - moderate, accurate.  
 Wijk (just north of IJmuiden) - meager, inaccurate.  
 Enschede - meager, inaccurate.

3. Observations

Several a/c seen on Limburg A/F.  
 Approximately 25 s/e e/a observed on Gutersloh A/F at 5157N-0822E.  
 Twenty-five e/a on A/F at 5248N-0617E.  
 A/F with both ends of main runway recently extended, new construction at 5215N-0700E.

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A/F at 5241N-0756E, runways bombed but under repair. Considerable activity noted on ground. No a/c seen.

Six to eight e/a on A/F which appeared operational, 5202N-0855E.

Bombed A/F appeared to have two airstrips operational and men working on some camouflage, 5244N-0617E.

A/F at Meppel seems to have been repaired. Two to five e/a parked on it.

Dummy A/F five miles north, northwest of Hippstadt; grass field with dummy a/c representing eight Me-109s, three Ju-88s, one Ju-52 and one He-111.

U/i A/F within five miles of 5151-0759E; grass field with six to eight u/i s/c e/a on A/F and four to six large hangars against and hidden in woods on north side of field.

About 18-20 dummy a/c seen on field about 20 miles S-SW of Munster.

Other

P/W camp seen at Elsaftthal (5038-0722E) had large white letters "POW" in front and rear of cluster of buildings.

Barracks with about 100 buildings at 5253N-0545E.

Large concrete emplacement near Tecklanburg. Emplacement in center of woods and railway leading up from south, rectangular shape, looks like dug in on one side.

Concrete-lined hole with 30-40 foot diameter seen 5245-0712E near Meppen.

4. Damage to Enemy InstallationsMunster/Loddenheide A/F - Fair, possibly good.

Target was bombed by seven wings using 500 G.P. and I. B. bombs. Field itself hit by five groups, two carrying 500 I.B. and three carrying 500 G.P. bombs. Patterns blanketed entire field as well as part of built-up area of town. Seven patterns are seen scattered near town in open area and fields at distances varying up to  $4\frac{1}{2}$  miles from MPI, while remaining nine patterns are all in the built-up area of town blanketing M/Y, canal shipment area and larger part of town. About 1/2 to 2/3 of groups reported bombing PFF.

Munster/Handorf - Fair Results.

Field bombed by five groups carrying 500 G.P. and I. B. bombs. Three patterns of G.P. and two of I.B. blanketed northern end of field, hangars, barracks and dispersal area. Other pattern was seen in woods one mile NW of the field. Four medium a/c, observed on field, appeared to be under the patterns.

Rheine M/Y - Fair Results

Target bombed by one group using 500 G.P. bombs. Pattern blankets yard through center. One explosion seen. Most of damage, however, appears to be due to planes of another division reported as the second. Results are fair.

Paderborn A/F - Good Results.

Attacked by four squadrons. Large concentration of GP bursts observed on hangar area.

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Lippstadt A/F - Very Good Results.

Heavy concentration of GP bursts are seen on hangars, landing and dispersal areas. Nine squadrons attacked Lippstadt A/F as a T/O. GPs and IBs blanket landing area and dispersal area.

Rheine M/Y - Very Good Results.

Attacked by 12 squadrons. Great number of bursts seen on city, but M/Y is still well hit.

Cologne - Unobserved.

Solid 10/10 cloud prevented observation.

Dortmund T/O - Fair Results.

Direct hits on rail line leading to M/Y which includes main railway station. Approximately 250 GP bursts in open fields  $5\frac{1}{2}$  miles north of center of town.

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

S E C R E T