

LOCALITY: BREMEN/HASTEDT

- A. Bomber A/C Components factory of Focke-Wulf.
- B. Fighter and Bomber A/C Components Factory of Focke-Wulf.
- C. A/FV and M.T. Works of Karl F.W. Borgward.
- D. " " " " " " " "

PERIOD UNDER REVIEW.

This report covers damage to the target in addition to that reported in Immediate K. 3285, between 1315A hours on 6 OCT 1944 and 1245A hours on 15 OCT 1944, and includes an attack by aircraft of U.S. 8th AIR FORCE on 12 OCT 1944. (S.A. 2833)

PROVISIONAL STATEMENT ON DAMAGE.

Good quality prints show additional damage to targets A, C, and D, but particularly to target C where the power plant and stores building are completely destroyed, the heat treatment shop, canteen, stores building, heat treatment and machine shop, and an unidentified building are severely damaged, an office building is moderately damaged, and two small buildings are one-half gutted.

In area A, the machine and assembly shop has most of its roof stripped while the assembly shop in target D has two new holes in its roof.

Severe damage is seen to the thermal power plant South of targets A and C. One building in this area is destroyed, one  $\frac{1}{2}$  gutted, and another completely gutted.

DETAILS OF DAMAGE

(Numbers refer to Ill. No. 3(c) 2/6)

TARGET A.

- 5. Machine and assembly shop: All of roof gone except bay adjoining at North side.

TARGET C.

- 14. Heat treatment and machine shop: Entire roof gone.
- 15. Heat treatment shop -- presses and forges: One bay  $\frac{1}{4}$  destroyed and roof stripped from rem remainder. Small portion of roof stripped from South end of one bay.
- 16. Power Plant: Destroyed except for stack, and walls of attached shed.
- 18. Stores: Destroyed.
- 22. Canteen: Half of roof gone.
- 23. Unidentified: Upper story destroyed.
- 24. ~~Offices~~ Upper story destroyed at E. end in addition to previously reported damage.
- 25. Stores: Almost all of roof gone in addition to previously reported damage. Building North of 14:  $\frac{1}{2}$  gutted. East end destroyed. Shed North of 15:  $\frac{3}{4}$  gutted. Long shed North of 17:  $\frac{1}{4}$  destroyed. Holes in roof of remainder. Unidentified building South of 18: Destroyed. Unidentified building at South corner of target:  $\frac{1}{2}$  gutted. Top story gone from remaining half. Sheds adjoining gutted.

TARGET D.

- 28. Assembly shop: Two new holes in roof, one at West corner, one on West side. Unidentified building North of 29:  $\frac{1}{3}$  destroyed.

THERMAL POWER PLANT (TARGET E.)

- One building: Destroyed.
- One building:  $\frac{1}{2}$  gutted.
- One building: Gutted.

(Prints 2113-14, 2119-20)

/This report

*Law  
0473*

## (i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 239 with full fighter escort.  
 (b) Command : U.S. 8TH AIR FORCE.  
 (c) Time : 1135 to 1148A hours.  
 (d) Bombs : 774 x 1000 lb. G.P.  
           64 x 500 lb. G.P.  
           900 x 500 lb. I.B.

## (ii) DETAILS OF THE ATTACK:

(a) Numerous hits are seen on building in the FOCKE-WULF FLUGZEUGBAU A.G. factory area and on buildings in the target areas of the KARL F.W. BORWARD M.T. WORKS and the TOWN THERMAL AND HYDRO-ELECTRIC POWER STATIONS. Fires are seen in all of the target areas late in the attack. A smoke screen, small patches of cloud and smoke from early bomb bursts greatly hinder the accurate plotting of bursts late in the attack.

(b) Bursts are seen in the target areas as follows: (Numbers correspond to the target illustration).

## A. FOCKE-WULF FLUGZEUGBAU A.G.:

- Canteen (2) : 1 direct hit.  
 Machine shop (3) : 2 direct hits, fires seen late in the attack.  
 Machine shop (4) : 2 hits.  
 Machine and assembly shop (5) : 1 hit.  
 Machine shop - possible welding plant and heat treatment (6) : 1 direct hit and possible fire.  
 Machine shop (7) : 1 direct hit.  
 One large building just South of the target area : 1 direct hit, large fire seen late in the attack.

## B. KARL F.W. BORWARD M.T. WORKS:

- Foundry and stock yard (13) : 2 hits,  
 Heat treatment and machine shop (14) : 1 direct and 1 near hit.  
 Heat treatment shop - presses and forges (15) : 1 direct hit.  
 Power plant, miscellaneous buildings (16) : At least 1 direct and 1 near hit.  
 Main assembly shop (17) : 1 direct and 1 near hit.  
 Probable stores (20) : 2 near hits.  
 Machine shop (21) : At least 1 direct hit.

/Unidentified building (23):

Unidentified building (23) : 1 near hit.  
 Offices (24) : 1 direct hit, fire seen late in the attack.  
 Stores (25) : At least 2 near hits.  
 Foundry (26) : 1 hit.  
 Assembly shop (28) : 2 near hits.  
 Finishing and dispatch (29) : 1 hit.

C. TOWN THERMAL AND HYDRO-ELECTRIC POWER STATIONS:

Thermal power plant (34) : 2 direct and 1 near hit, fire seen late in the attack.

D. RAILWAY REPAIR SHOPS AT SEBALDSBRUCK:

Completely blanketed by I.B. bursts.

(c) OTHER BURSTS:

1. At least 75 are seen on well built up residential areas just Northwest of the KARL F.W. BORGMARD factory. A group of approximately 35 is seen in residential areas just North of this target. Three groups totaling at least 25 are seen in open fields 1000 yards North of the target area. Ten are seen scattered in fields 500 yards, and four 750 yards Northeast of the target.
2. At least 20 are seen on the bank and in the river 1000 yards South Southeast of the THERMO ELECTRIC PLANT.
3. Three are seen on the wharf and eight in the river just South of the KARL F.W. BORGMARD factory area. Fifteen are seen in residential areas just Northwest.
4. A large area of I.B. bursts is seen on buildings and in fields 1000 yards North of the KARL F.W. BORGMARD factory area, and I.B. bursts blanket open fields and building at the South side of the RAILWAY REPAIR SHOPS at SEBALDSBRUCK.
5. A concentration of 65 and other scattered bursts blanket fields and rail lines 1/2 mile East of the RAILWAY REPAIR SHOPS at SEBALDSBRUCK.

(iii) ACTIVITY:

A smoke screen is seen in partially effective operation at the time of the attack.

(iv) BOMB PLOT:

A bomb plot has been prepared and will be distributed.

(v) PHOTOGRAPHS RECEIVED:

SAV 94A/1040, 1042	12 OCT 44	1136A hrs.	1/43,500	(F.L. 7")	25,500'	"
" 94A/1041	"	1137A "	1/25,500	(F.L.12")	"	"
" 94B/1038	"	1136A "	1/41,100	(F.L. 7")	24,000'	"
" 95A/1096	"	1142A "	1/25,000	(F.L.12")	25,000'	"
" 95C/1093, 1095	"	" "	1/41,100	(F.L. 7")	24,000'	"
" 96B/636	"	1146A "	1/24,000	(F.L.12")	"	"
" 96B/658	"	" "	1/43,500	(F.L. 7")	25,500'	"
" 96C/639	"	1147A "	1/41,100	"	23,900'	"

/SAV 96C/637 12 OCT 44 1147A hrs.

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

APO 559.  
13 October 1944.

**SUBJECT:** Report of Operations Officer, Mission of 12 October 1944.

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

95 A Squadron

1. **GENERAL NARRATIVE:** The 95 A Squadron leading the 13 B Combat Group took off at 0740 - 0750 hours. The squadron and group assembly was made good over the base at 0900 hours at 11,000 feet. The English coast was crossed going out at Great Yarmouth at 1005 hours at 20,000 feet, and land fall was made good on the enemy coast at 5237N 0437E at 1039 at 25,000 feet. From here to the IP the flight plan was followed. The IP was crossed at 1129 hours.

Bombs were away at 1141 hours at 25,000 feet. The flight plan was followed out. We crossed the enemy coast out at 1203 hours at 23,000 feet. The English coast back was crossed at Great Yarmouth at 1354 hours at 1,000 feet. The base was reached at 1409 hours and landing was made at 1420 - 1430 hours.

2. **AIRCRAFT NOT ATTACKING:** 11 A/C and one PFF were dispatched as shown in diagram "1A". 10 A/C attacked the target as shown in diagram "2A". All aircraft were given credit for sorties.

3. **AIRCRAFT LOST:** None.

95 B Squadron

1. **GENERAL NARRATIVE:** 95 B Squadron was flying high on 95 A Squadron. The general narrative is the same with the exceptions listed below.

- a. Take off 0730 - 0740 hours.
- b. Bombs away at 1142 hours.
- c. Landed 1411 - 1420 hours.

2. **AIRCRAFT NOT ATTACKING:** 11 A/C and one PFF were dispatched as shown in diagram "B". 9 A/C attacked the target as shown in diagram "1B". Aircraft # 8528 aborted with low oil pressure. Aircraft # 1939 aborted with no oil pressure and a bad prop governor. 9 aircraft got credit for a sortie.

3. **AIRCRAFT LOST:** None.

95 C Squadron

1. **GENERAL NARRATIVE:** 95 C Squadron was flying low on 95 A. The general narrative is the same with the exceptions listed below.

- a. Take off 0750 - 0800 hours.
- b. Bombs away at 1142 hours.
- c. Landed 1436 - 1445 hours.

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Authority NND 745005

By IC NARA Date 07/12/07

2. AIRCRAFT NOT ATTACKING: 12 A/C were dispatched as shown in diagram "C". 12 A/C attacked the target as shown in diagram "1C". All aircraft were given credit for a sortie.

3. AIRCRAFT LOST: None.

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

95A GROUP  
DIAGRAM "1A"  
ASSEMBLY

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

GROUP FORMATION FORM

DATE 12 October 19<sup>44</sup>

LEAD

~~SHERWOOD~~  
8179

~~RUDKINS~~  
2647

~~DAY~~  
7215

HIGH

~~MCCULLEY~~  
8596

LOW

~~HELM~~  
8551

~~POZOLO~~  
7201

~~BRAMLETT~~  
1900

~~BLANDER~~  
7047

~~WELLS~~  
2678

~~SCOTT~~  
2951

~~RYAN~~  
2456

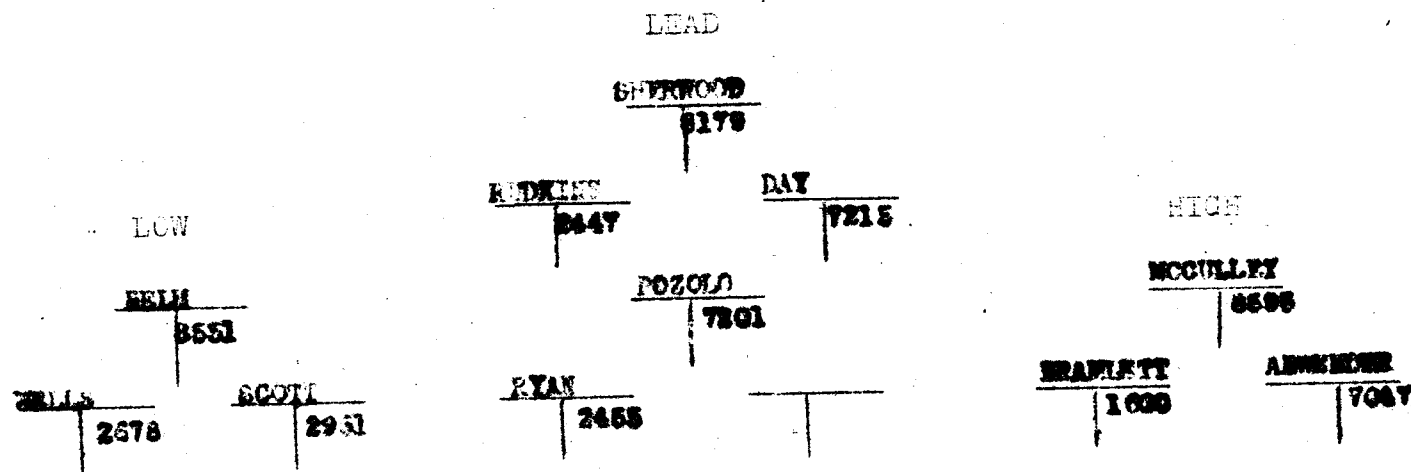
~~SEAN~~  
1920

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

DIAGRAM "2A"  
OVER THE TARGET

GROUP FORMATION FORM

DATE 12 October 19 44

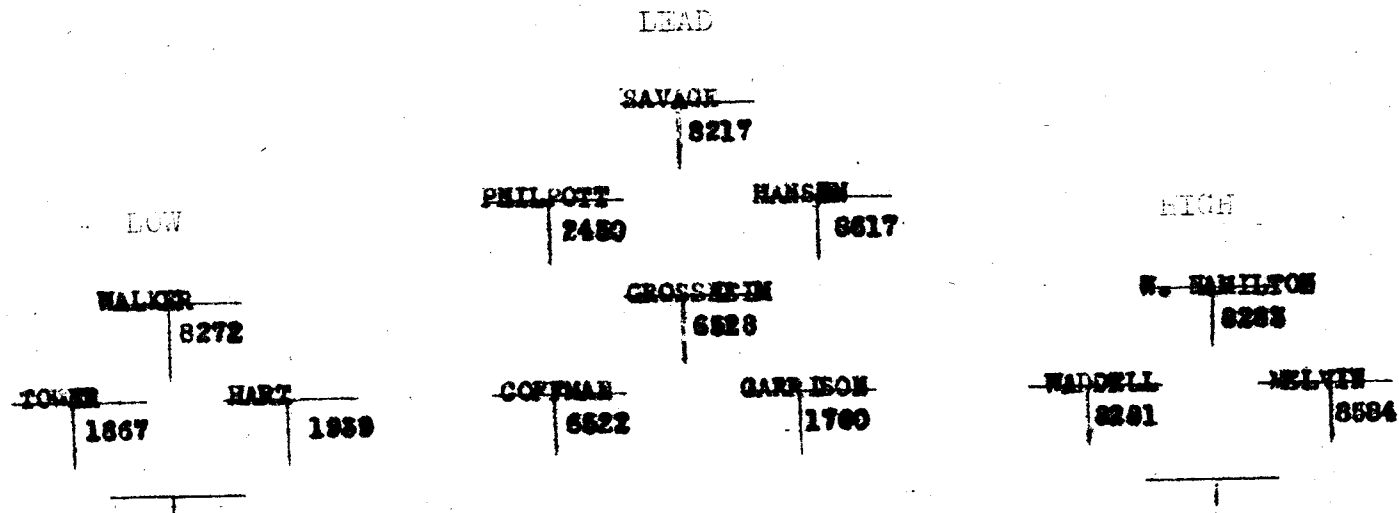


**DIAGRAM "F"  
ASSEMBLY**

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

GROUP FORMATION FORM

DATE 12 October 19<sup>44</sup>



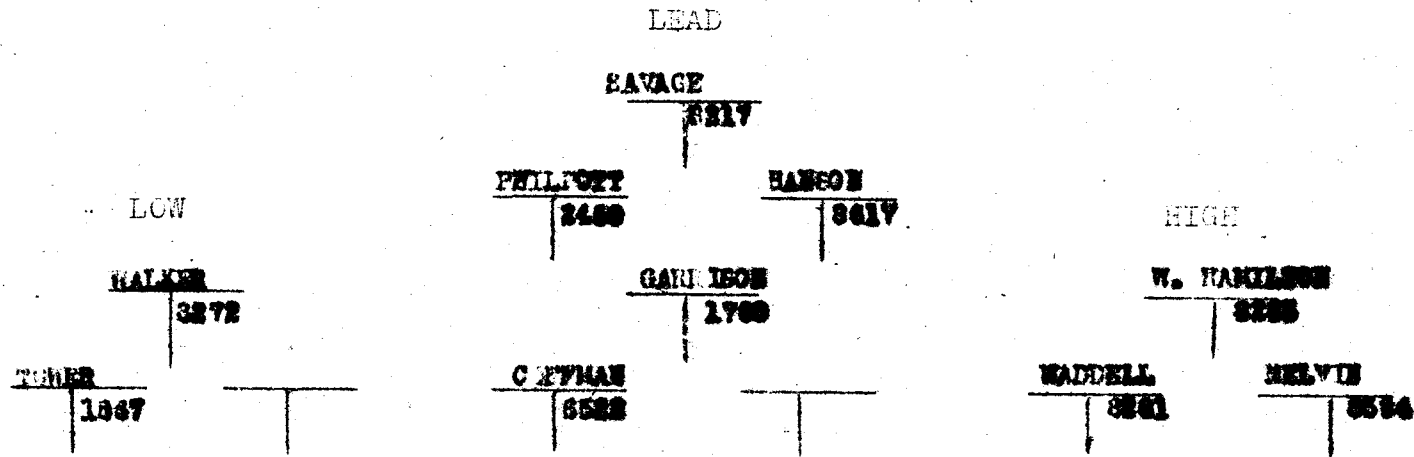


NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

**MISSION "10"**  
**OVER THE TARGET**

GROUP FORMATION FORM

DATE 12 October 1944

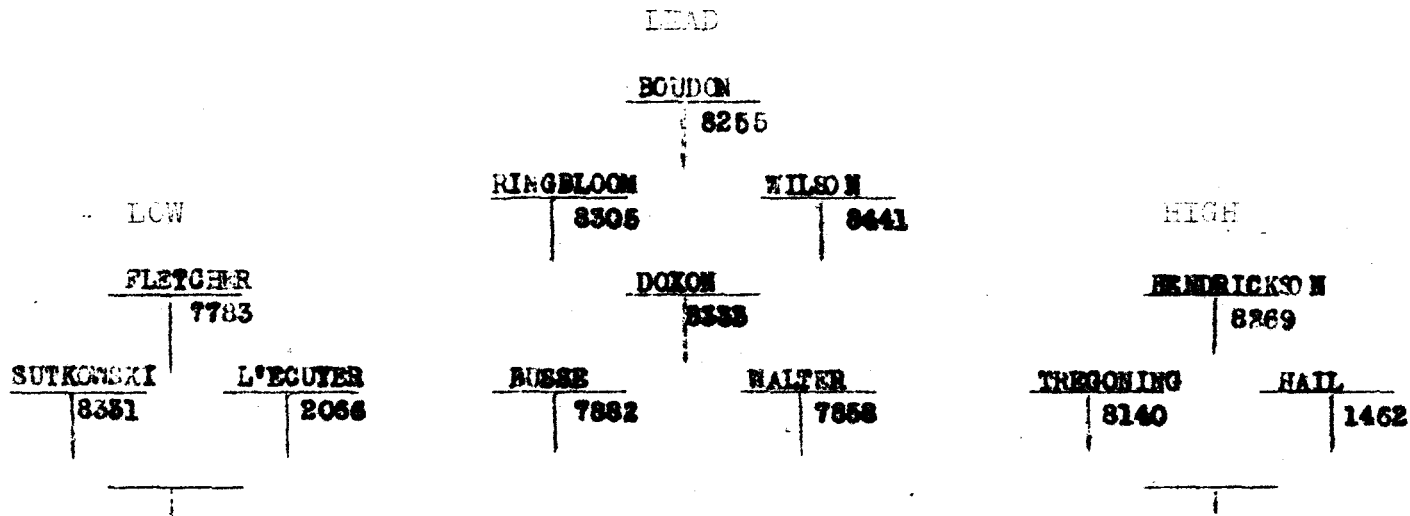


NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

DIAGRAM "C"  
ASSEMBLY

GROUP FORMATION FORM

DATE 12 October 1944

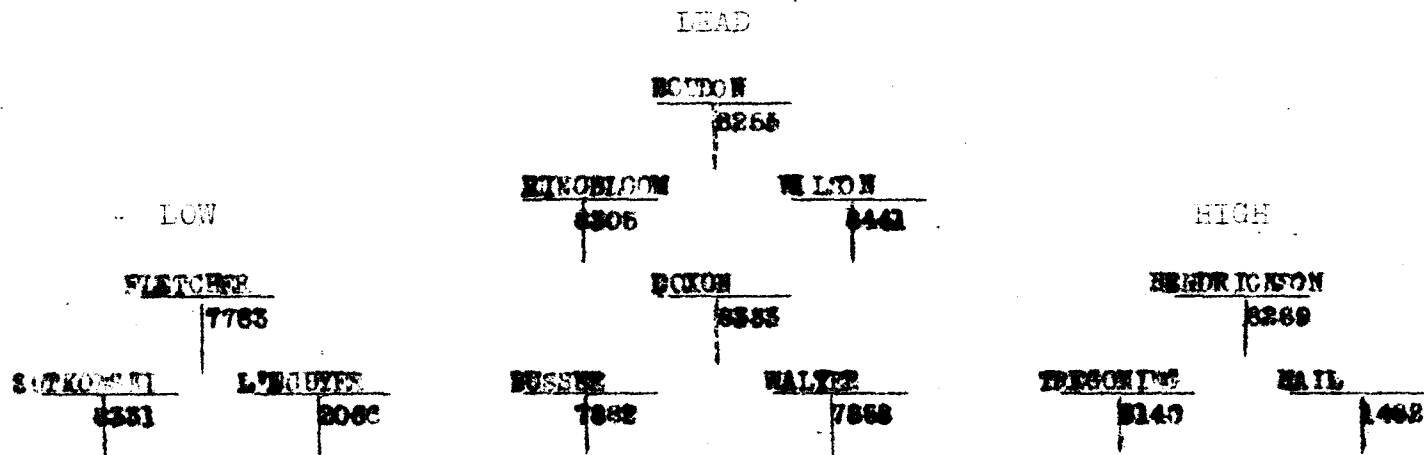


NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

DIAGRAM "1C"  
OVER THE TARGET

GROUP FORMATION FORM

DATE 12 October 1944



HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RECORDED

~~20 OCTOBER 1944~~

PART I - TABULAR SUMMARY:

DATE OF MISSION

~~20 OCTOBER 1944~~

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 15H	11 & 15H	11 & 15H	10 & 15H	1	11 & 1 5H
B	11 & 15H	11 & 15H	11 & 15H	9 & 15H	2	9 & 15H
C	12	12	12	12	0	12
<b>W/100</b>	<b>25H</b>	<b>25H</b>	<b>25H</b>	<b>25H</b>	<b>0</b>	<b>25H</b>

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

Combat Gp	A.C.S.N.	Category	Reason for Failure & Coactive Action	Sortie (Yes-No)
A	42-51990	F	# 1 & # 2 engine failures.	Yes
B	44-6520	F	Pilot reported low oil pressure. Inspection indicated faulty gauges.	No
B	42-51990	F	Prop feathering line broken in flight.	No

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

A

## FORM 3

STATION \_\_\_\_\_

DATE

12 Oct.

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
335	✓ L 8179	Shorwood	Lead		0740		1419	
334	✓ N 7215	Day			0741		1420	
	✓ A 2447	Rudkins			0742		1419	
	" ✓ J-7201	Pozolo			0743		1420	
	" ✓ G 1920	Shaw			0744		1206	
	" ✓ Z 2455	Ryan			0744		1419	
	" ✓ B 8595	McCulley	Hi		0745		1414	
	" ✓ M 7047	Abwender			0745		1415	
	" ✓ T 1600							
	" ✓ F <del>7757</del>	Bramlett			0746		1413	
	" ✓ L 8551	Helm	Lo		0748		1412	
	✓ Q 2951	Scott			0748		1412	
	" ✓ R 2678	Wells			0749		1410	

B

FORM 3

STATION \_\_\_\_\_

DATE 12 Oct.

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
335	✓C 8217	Garage	Lead		730		1407	
336	✓Q 8617	Hanson			731		1407	
	✓K 2450	Philpott			731		1439	
334	✓P 6528	Groscheim			732		<del>1030</del>	
	✓D 1760	Garrison			734		1437	
412	✓H 6522	Coffman			733		1438	
336	✓A 8283	<sup>w/</sup> Hamilton	H1		734		1434	
	✓H 8584	Melvin			735		1435	
412	✓Z 8281							
<del>336</del>	✓F <del>6475</del>	Waddell			736		1434	
336	✓P 8272	Walker	Lo		737		1437	
	✓J 1939	Hart			738		1005	
	✓B 1867	Towner			739		1436	

C

## FORM 3

STATION \_\_\_\_\_

DATE 12 Oct.

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
335	A 8255	Boudon	Lead		750		1429	
412	P 8441	Wilson			757		1429	
	Q 8305	Ringbloom			757		1428	
335	F 8333	Rotor			805		1431	
412	Y 7858	Walter			752		1432	
"	T 7882	Busse			753		1430	
335	K 8269	Hendrickson	H1		753		1424	
412	R 1462	Hail			800		1425	
"	C 8140	Gregoring			801		1423	
"	F 7783	Fletcher	Lo		754		1422	
	D 2066	L'Ecuquer			755		1424	
"	G 8331	Satkowski			756		1421	

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Authority NND 745006

By 10 NARA Date 07/12/07

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

V-A-1.

APO 569,  
12 October 1944.

SUBJECT: Engineering Report on Combat Mission of 12 October 1944.

TO : Commanding Officer, 95th Bombardment Gp (H). Attn: Lt Col MUMFORD.

1. The following information is submitted concerning combat mission of 12 October 1944.

- a. Thirty-six (36) B-17 airplanes took-off as scheduled.
- b. Thirty-three (33) B-17 airplanes returned to base after completion of mission.
- c. PWTs 44-8183 and 44-8226 were dispatched to 100th Bomb Gp (H).

2. There were three abortive airplanes.

- a. 44-6528 - Pilot reported very low oil pressure on one engine; inspection uncovered a faulty oil pressure gage.
- b. 42-31920 - #1 and #3 engine failures.
- c. 42-31939 - Prop feathering line broken in flight.

3. Battle damage is as follows:

- a. 42-102678 - #2 feeder tank hit by flak.
- b. 42-31760 - Left outer wg panel damaged by flak.

CHARNOE D. FIELDS,  
Major, Air Corps,  
Base Engr. Officer.



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

13 October 1944

SUBJECT: S-2 Report for the mission of the 12th of October 1944.

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

1. Eleven A/C plus one PFF A/C took off beginning at 0740 to form the lead squadron of the 13th B Group to attack Bremen, Germany. A/C 1920 aborted at 5253N-0448E (enemy territory) due to #1 and #3 engine failure.

Eleven A/C plus one PFF A/C took off beginning at 0750 to form the high squadron of the 13th B Group to attack Bremen, Germany. A/C 1939 aborted in the local area at 0935 due to loss of #4 engine. A/C 6528 aborted at 0950 over the base due to loss of oil pressure on #2 engine.

Twelve A/C took off beginning 0760 to form the low squadron of the 13th B group to attack Bremen, Germany.

2. No enemy air opposition was encountered.

3. Flak encountered:

Bremen - Inaccurate, tracking to barrage, moderate.  
Bremshaven - Accurate, tracking, meagre.  
Wessimunde - Accurate, Tracking, Meagre.  
Guxhaven - Inaccurate, tracking, meagre.

4. According to strike photos of 95A and B squadrons, bombs hit to left and over MPI. A cloud appears right over the main pattern and it is possible the bombs hit in the Carl F.W. Borgward Plant. 95C squadron carried incendiary bombs and results are not shown in strike photos.

5. Fighter support was excellent and all planes returned safely to the base at 1430 hours.

WILLIAM ROWELL,  
2nd Lt., Air Corps,  
Ass't. S-2 Officer.

# CONFIDENTIAL

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Authority **NND 745005**  
By **EF** NARA Date **7/13/87**

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

**H-D-26**

**13 October 1944.**

**SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission of 12 October 1944, Bremen, Germany.**

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

1. We led the Ninety Fifth "B" Squadron which flew as high Squadron in the 13th "B" Group. Take off was at 0730 hours. We rendezvoused with the Squadron over the base at 0855 hours and the Group at 0958 hours at BU# 8 at 21000'.

2. We left the English coast at 1008 hours at Great Yarmouth at 21000'. We crossed the Enemy coast at 1059 hours at 5237N 0457E at an altitude of 26000'. There was no deviations from the flight plan and the Initial Point was made good.

3. Bombs were away on a heading of 330° true at 1142 hours at an altitude of 26,000'. We departed from the Enemy coast at 1159 hours at an altitude of 22500' three miles left of course.

4. We left the formation just after leaving the Enemy coast and came on to the base alone. We crossed the English coast at 1358 hours at 1200' at a point  $\frac{1}{2}$  mile north of Lowestoft. We were over the base at 1407 hours and landed at 1420 hours.

**FRED J. PIEPER**  
**2nd Lt., Air Corps,**  
**Lead Navigator.**

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Authority NND 745005

By EF NARA Date 1/13/67

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

H-D-26

15 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "G" Squadron, Mission of 12 October 1944, Bremen, Germany.

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

1. We led the Ninety Fifth "G" Squadron of the 13th "B" Group and took off at 0750 hours. The Squadron was formed at 0805 hours at 10000' over the base. The Group was formed over the base at 0900 hours. The Division was formed at BU# 8 at 0957 hours at 19000' and we departed from the English coast at 1005 hours at 19000' at Great Yarmouth.

2. The Enemy coast was crossed at 1039 hours at 24000' at 5237N 0437E. The flight plan was followed throughout and the briefed Initial Point was made good. Bombs were away visually at 1142 hours, heading 345° at 24000' on the primary target.

3. We crossed the Enemy coast out at 5343N 0832E at 21000' altitude at 1159 hours. The Briefed route was followed to the English coast at Great Yarmouth.

4. We crossed the English coast at Great Yarmouth at 1256 hours at 1500'. We reached the base at 1416 hours.

W. A. VERNAL  
1st Lt., Air Corps,  
Lead Navigator.

*Scott*

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 165

PERIOD: 0001 hours 12 October 1944 to 2400 hours 12 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.	5	552	529	511	1333.5	0-0-0	0	2	1	1	4
Fighter Escort	11	514	483	0	0	18-3-1A	3	1	0	1	5
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.	2	3	3	0	0	0-0-0	0	0	0	0	0
Weather Recon.	4	27	27	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	2	4	4	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>3</u>	<u>25</u>	<u>25</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	27	1125	1071	<u>511</u>	1333.5	18-3-1A	3	3	1	2	9

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Twelve combat wings (290 B-24s, 262 B-17s - 552 a/c) dispatched in two forces to attack four airfields and a FW Components Plant in northwestern Germany. Five assigned targets. 511 a/c dropped 960 tons GP and 373.5 tons IB - total 1333.5 tons - on one assigned primary, one secondary and two T/Os. Bombing both visual and on PFF. E/A Opposition: nil. Seven jet-propelled e/a sighted, type unknown, but no attacks made. Claims: nil. Losses: four a/c (2 B-17s, 2 B-24s).

First Force

Five combat wings (290 B-24s) dispatched against four airfields in northwestern Germany. Weather at primary targets 10/10 undercast causing groups to bomb secondary on PFF equipment. 272 a/c dropped 557 tons GP and 148.5 tons IB on Osnabruck M/Y and one T/O at 1136-1153 hours from 21,000-22,000 feet. Leaflets dropped on Osnabruck. Weather: 6/10-8/10 at secondary. Flak: meager to moderate, accurate at Osnabruck. Battle damage: 62 minor, 5 major. E/a opposition: nil. Seven e/a sighted: four Me 262s, three unidentified - believed jets. Claims: nil. Losses: 2 B-24s to AA.

DECLASSIFIED  
 Authority NND 745005  
 By EFC NARA Date 11/13/07

S E C R E T

Fighter Support: Five groups (36 P-47s, 183 P-51s - 219 a/c) dispatched. Up 0948-1000 hours, down 1339-1417 hours. 210 sorties. Two groups reported combats; one with 12 e/a near Dummer Lake and the other with three Me-262s southwest of Zwolle. Three additional Me-262s sighted, but no combat. One group strafed. Claims: 1-1-0, air. Losses: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Vechta A/F	86	Not Attacked			
Achmer A/F	62	Not Attacked			
Rheine A/F	83	Not Attacked			
Varrelbusch A/F	59	Not Attacked			

Other Targets

Osnabruck M/Y		267	544.1	148.5	Good
T/O (Diepholz A/F)	—	5	12.9	—	Poor
Totals	290	272	557.0	148.5	

Second Force

Seven combat wings (262 B-17s) dispatched against FW component plant at Bremen. 239 a/c dropped 403 tons GP and 225 tons IB visually on assigned primary and one T/O at 1135-1148 hours from 24,000-26,000 feet. Leaflets dropped on Bremen. Weather: 4/10-5/10 with tops of 6,000 feet at target. Flak: moderate, inaccurate to accurate at Bremen. Battle damage: 53 minor, 6 major. E/a opposition: nil. Losses: 2 B-17s (1 to unknown cause, 1 to explosion over U.K.).

Fighter Support: Six groups (49 P-47s, 246 P-51s - 295 a/c) dispatched. Up 0929-0955 hours, down 1340-1419 hours. 273 sorties. Three groups reported combats; one with 15 s/e e/a south of Hamburg, the second with 22 Me-109s near Steinhuder Lake, and the third with 30 Me-109s and FW-190s north of Bremen. One group strafed. Claims: 17-2-1 air. Losses: 5 P-51s (3 believed to e/a, 1 to AA, 1 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>GP</u>	<u>IB</u>	
Bremen (FW Components and M/T Plants)	262	238	400	225	Good
<u>Other Targets</u>					
T/O	—	1	3	—	Unobserved
Totals	262	239	403	225	

-2-

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2. Fighter Escort

Eleven groups (85 P-47s, 429 P-51s - 514 a/c) dispatched to support two heavy bomber forces attacking targets in NW Germany. Up 0929-1000 hours, down 1339-1447 hours. 483 sorties. Five groups engaged approximately 80 e/a. Claims: 18-3-1. Losses: 5 P-51s (3 believed to e/a, 1 to AA, 1 to unknown causes).

Ground strafing claims: 1 locomotive destroyed; 2 locomotives, 4 freight cars, 2 radar stations, 1 flak tower damaged.

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Three a/c (2 F-5s and 1 Spitfire) dispatched on day photo missions. Two F-5s successful in obtaining D/A photos in following areas: Bielefeld, Handorf, Soest, Apeldoorn, Utrecht, Wesserling, Euskirchen, Koblenz, Gust-Ausburg, Mainz, Bonn area. Spitfire successful in obtaining D/A photos in following areas: Bremen and Zwishenhan. All a/c returned safely.

6. Weather Reconnaissance

27 a/c (3 B-24s, 5 Mosquitoes, 19 P-51s) dispatched. Two B-24s flew routine weather reconnaissance to the Azores. One B-24 flew heavy weather reconnaissance over sea to northwest Lands End. Five Mosquitoes flew light weather reconnaissance over Holland, West Germany, Belgium, SW Germany, NE France, SW England, Germany, Lands End and tip of Normandy. 19 P-51s scouted for heavy bomber forces. All a/c returned safely.

7. Air/Sea Rescue

Four a/c flew total of four sorties of 14 hours duration on air/sea rescue. One incident reported, but search by aircraft revealed nothing. All a/c returned safely.

8. Special Operations

25 a/c dispatched on special operations as follows:

9 a/c dropped leaflets on 31 targets in France, Holland and Germany. All a/c returned safely.

15 a/c (10 P-51s, 4 P-47s, 1 B-17) dispatched as radio relays. All a/c returned safely.

1 P-38 dispatched on special monitoring operation, 11/12 October. A/c returned safely.

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C. INTELLIGENCE

1. Enemy Air Opposition

There were no e/a attacks on today's heavy bomber forces. Several Me-262s were sighted, primarily in the Osnabruck area, but no attacks were made.

Approximately 80 Me-109s and FW-190s were seen by the escorting fighters in formations not exceeding 30 from 1115 to 1200 hours in the area Hamburg-Hanover-Dummer Lake. The free lance support on the lead combat wings of the B-17 force attacking Bremen first saw 15 s/e e/a, mostly FW-190s at 15,000 feet at 1115 hours, ten miles south of Hamburg and bounced these e/a, destroying two and pursuing the rest to the deck. At 1125 hours, the close escort group of the lead combat wings of this same force saw 22 Me-109s near Steinhuder Lake, flying south at 25,000 feet and engaged these e/a in the Hanover area for claims of 7-0-1. Two other formations of 12 s/e e/a each were seen 1130-1140 hours in the Hanover area and engaged or driven away. A final interception effort was made north of Bremen against the last combat wings of this force at 1140 hours by 30 s/e e/a flying toward the bomber track from the southeast. These were heavily engaged by free lance support for the last four combat wings of this force for claims of 8-1-1.

Several jet-propelled e/a were sighted by fighters but no combats were reported with exception of one group which engaged three Me-262s five miles southwest of Zwolle. E/a bounced at 1110 hours from 30,000 feet making two unsuccessful passes from 11 o'clock high. Jet e/a were reported as not aggressive.

Conclusion: e/a failed to form up into effective striking force. Until 1140 hours in area north of Bremen e/a appeared to be trying to form up before making attack on bombers. When it became apparent that bombers were withdrawing over Bremen and would go no deeper into Germany, a weak force of 30 e/a attempted to intercept, but were driven off before reaching the bombers.

West of 11 degrees flying conditions for the enemy were favorable. East of 11 degrees, cloud was solid from 1,000 feet to at least 28,000 feet. This condition definitely increased flying difficulties of e/a based east of 11 degrees and at the same time limited the possibility of deep penetration from bombers.

2. Flak

Fighter

- Rheine - heavy, intense, accurate.
- Osnabruck - heavy, moderate, accurate.
- Bremen - heavy, intense, inaccurate, some rocket-type.
- Bremerhaven - meager, inaccurate.
- 20 miles south of Cuxhaven - heavy, meager, inaccurate.
- Vicinity of Jever A/F - intense, accurate.
- Wilhelmshaven - intense, accurate.

Bomber

- Osnabruck - meager, moderate, accurate.
- Bremen - moderate, inaccurate to accurate.
- Wesermunde - meager, inaccurate.
- Cuxhaven - meager, inaccurate.

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3. Observations

Airfields

15 well camouflaged dummy a/c on field at 5218N-0750E.  
Camouflaged A/F south of Zuid Laarder Lake.  
Painted bomb craters on runways - A/F at RV-2053.  
A/F at 5213N-0603E in good condition with several u/i e/a along perimeter and in dispersal area.  
A/F at Bohnte (5223N-0817E) with many a/c on field.  
A/F at 5241N-0619E south of Diever under repair.

Other

10 to 15 balloons, 6,000 feet - Munster.  
Large storage dump with long rows of camouflaged boxes - Doorn, Holland.  
What appeared to be a proving ground with several barracks in area (5229N-0611E).  
20 barracks-type buildings at (5244N-0513E).  
Six long narrow buildings at 5242N-0513E.

4. Damage to Enemy Installations

Osnabruck M/Y - Good Results

At least seven squadrons scored hits in the M/Y area. Majority of the squadrons hit in the city area proper. Five squadrons were from two to six miles from the target area. Hits were scored on the following: M/Y area, industrial area adjacent to M/Y, city business and residential areas, partially built-up suburban areas, minor roadways, rail lines, and in open fields. The M/Y area and the surrounding district was blanketed by smoke on leaving the target.

Diepholz A/F - Poor Results.

Bombed by five a/c. Bursts seen 8,000 feet SE of the field in open fields. Part of the pattern is cloud obscured.

Bremen (M/T and FW Plants) - Good Results

Karl Borgward Plant: - Part of the plant lying near the river was hit by one pattern of 1000 lb. GP bombs and by one pattern of 500 lb. IB clusters. About six or eight hits noted involving the heat treatment shop, power plant, foundry and machine shop. Photos taken later in the attack show this part of the plant to be covered by large columns of black smoke. These appear to come from various parts of the plant, which would indicate widespread, serious damage. The second part of the plant, lying about 1½ miles to the east, was hit by parts of three or four patterns of 1000 lb. GPs and blanketed by one and part of a second pattern of 500 lb. IB clusters. Severe damage seems probable though cloud prevents accurate assessment.

Focke Wulf Plant:- Eastern part of the section near the river hit by one pattern of 1000 lb GP bombs and by one pattern of 500 lb IB clusters. Stray hits from another pattern hit the large machine and assembly shop just south of the MPI. No bombs fell on or near that part of the Focke Wulf plant which was in the

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By EFC NARA Date 11/13/07



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center of the general target area. Parts of several patterns fell in the area occupied by the Thermal power plant just south of the target near the river and the power plant buildings were observed burning during the last half of the attack. Ten patterns observed to hit in open or suburban area in the general target area. Two patterns unobserved.

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

-6-

S E C R E T

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