

(i) INFORMATION RECEIVED ON THE ATTACK

- |                    |   |                                 |
|--------------------|---|---------------------------------|
| (a) No of aircraft | : | 1250, with full fighter escort. |
| (b) Command        | : | U.S. 8TH AIR FORCE.             |
| (c) Time           | : | 0904 - 1000 A hrs.              |
| (d) Bombs          | : | 2214 x 500 lb. G.P.             |
|                    |   | 1607 x 250 lb. G.P.             |
|                    |   | 27,199 x 100 lb. G.P.           |
|                    |   | 3,217 x 500 lb. I.B.            |

(ii) DETAILS OF THE ATTACK

All photographs received are 6/10 to 10/10 cloud covered making it impossible to plot most of the bursts within the city.

The following scattered bursts and a fire are seen through breaks in the clouds:

(Distances are measured from the center of the Hohenzollern Bridge in Cologne to the approximate center of the burst area).

1. Approximately 40 in fields  $2\frac{1}{2}$  miles Southeast.
2. At least 20 H.E. and a group of incendiary bursts in residential areas and fields  $2\frac{3}{4}$  miles South.
3. Seven bursts,  $2\frac{1}{2}$  miles East in fields adjacent to the Kalk-Nord marshalling yard.
4. Six H.E. and a group of incendiary in residential areas and fields 3 miles East.
5. A group of incendiary bursts in a residential area and across the autobahn  $3\frac{1}{4}$  miles South Southeast.
6. At least 8 H.E. and a small group of incendiary bursts in fields  $3\frac{3}{4}$  miles South.
7. Approximately 15 in fields  $4\frac{1}{2}$  miles Southwest.
8. A small group of incendiary bombs in fields  $5\frac{1}{2}$  miles Southwest.
9. Approximately 70 on a partially built up area near the village of Sechtem,  $10\frac{1}{2}$  miles South.
10. Approximately 50 on a partially built up area near the village of Horrem, 11 miles West.
11. At least 80 in fields 15 miles Northwest.
12. At least 60 on a partially built up area 16 miles Northwest.
13. Two concentrations totalling at least 120 in fields 21 miles Northwest.
14. Approximately 80 on a partially built up area 19 miles Northwest.
15. An unidentified building is seen burning  $17\frac{1}{2}$  miles Northwest.

(iii) SMOKE SCREEN

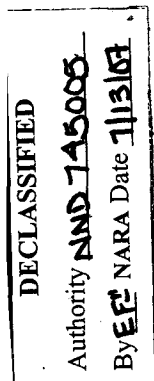
A smoke screen is seen in operation but cloud cover prevents any statement as to its effectiveness.

(iv) ACTIVITY

COLOGNE/WAHN AIRFIELD

- (a) No aircraft are visible.
- (b) The landing ground remains serviceable.

/(v) ANNOTATED PRINT



(v) ANNOTATED PRINT : None prepared.

(vi) BOMB PLOT : None prepared.

(vii) PHOTOGRAPHS RECEIVED

SAV	34/298,300	17 OCT 44	0913A	hrs.	1/42,800	(F.L.7")	25,000'	"C"
"	44/1170,1172	"	0937A	"	1/41,100	"	24,000'	"
"	91/763	"	0932A	"	1/45,300	"	26,400'	"
"	92/658	"	0938A	"	1/25,500	(F.L.12")	25,500'	"
"	92/659-660	"	0938A	"	1/43,500	(F.L.7")	25,500'	"
"	93/1049,1050,1052	"	0958A	"	1/40,250	"	23,500'	"
"	94/1054	"	0906A	"	1/25,000	(F.L.12")	25,000'	"
"	94/1055	"	0905A	"	1/41,100	(F.L.7")	24,000'	"
"	95/1107-1108	"	0909A	"	1/42,800	"	25,000'	"
"	96/649	"	0909A	"	1/13,650	(F.L.24")	27,300'	"
"	96/650	"	0911A	"	1/26,000	(F.L.12")	26,000'	"
"	96/651,654	"	0911A	"	1/45,300	(F.L.7")	26,400'	"
"	100/950-956	"	0904A	"	1/45,700	"	26,700'	"
"	100/957	"	0904A	"	1/13,500	(F.L.24")	27,000'	"
"	303/1077-1078	"	0924A	"	1/25,000	(F.L.12")	25,000'	"
"	303/1079	"	0925A	"	1/41,100	(F.L.7")	24,000'	"
"	305/871-873	"	0931A	"	1/41,100	"	24,000'	"
"	306/1017,1020-1021	"	0934A	"	1/40,400	"	23,600'	"
"	351/763/765	"	0927A	"	1/25,000	(F.L.12")	25,000'	"
"	379/602-603	"	0923A	"	1/24,000	"	24,000'	"
"	381/889-891	"	0927A	"	1/47,000	(F.L.7")	27,500'	"
"	384/991-993	"	0925A	"	1/23,400	(F.L.12")	23,400'	"
"	384/994,995	"	0925A	"	1/40,100	(F.L.7")	23,400'	"
"	385/831,933,834	"	0905A	"	1/42,800	"	25,000'	"
"	388/704-705	"	0910A	"	1/45,700	"	26,800'	"
"	389/805-807	"	Unknown		1/47,000	"	24,500'	"
"	390/1030-1032	"	0904A	hrs.	1/45,700	"	26,700'	"
"	392/1080-1083	"	0938A	"	1/40,250	"	23,500'	"
"	398/402-403	"	0925A	"	1/45,400	"	26,500'	"
"	398/404	"	0925A	"	1/26,000	(F.L.12")	26,600'	"
"	401/710-711,713	"	0927A	"	1/42,800	(F.L.7")	25,000'	"
"	445/704,706,707	"	0954A	"	1/41,100	"	24,000'	"
"	446/747-749	"	0954A	"	1/39,400	"	23,000'	"
"	447/706,707	"	0906A	"	1/42,300	"	24,700'	"
"	447/710	"	0904A	"	1/12,850	(F.L.24")	26,700'	"
"	448/844,846,851	"	1000A	"	1/41,100	(F.L.7")	24,000'	"
"	452/645,647,648	"	0910A	"	1/43,500	"	25,500'	"
"	453/814-816	"	0956A	"	1/23,500	(F.L.12")	23,500'	"
"	457/606	"	0933A	"	1/42,300	(F.L.7")	24,700'	"
"	457/607-608	"	0934A	"	1/25,600	(F.L.12")	25,600'	"
"	458/527-528,531	"	0950A	"	1/21,800	"	21,800'	"
"	458/529-530	"	0950A	"	1/41,900	(F.L.7")	24,400'	"
"	466/515	"	0950A	"	1/23,000	(F.L.12")	23,000'	"
"	467/608-613	"	0943A	"	1/39,400	(F.L.7")	23,000'	"
"	466/481,484,486	"	0918A	"	1/40,250	"	23,500'	"
"	487/423	"	0916A	"	1/42,300	"	24,700'	"
"	487/424	"	0916A	"	1/25,000	(F.L.12")	25,000'	"
"	489/497-498	"	0948A	"	1/40,250	(F.L.7")	23,500'	"
"	490/321,322	"						
"	326,329	"	0914A	"	1/44,500	"	26,000'	"
"	491/485-486	"	0936A	"	1/41,100	"	24,000'	"

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Project Name Date 11/18/16

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

APO 559.  
19 October 1944.

SUBJECT: Report of Operations Officer, Mission of 17 October 1944,  
Köln, Germany.

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

95A SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95A squadron formation, flying as lead of 13A combat group, took off at 0529 - 0550 hours. Squadron assembly was effected over the base at 15,000'. By 0655 hours the 95B high squadron and the 95C low squadron had joined group formation and proceeded to climb circling Buncher #23. The base was departed in group formation at 0738 hours at 20,000' and the course over England was flown as briefed, except that Splasher #6 was cut short in order to cross the English coast on time at Orfordness. The 95C low squadron was lost from the group formation during the wing assembly and never regained position in the formation during the mission. Climb was continued over the channel and the enemy coast was crossed on course at 0816 hours at an altitude of 23,000'. Since the formation was two minutes ahead of schedule, a dog leg was flown en route to Control Point #3, and the IP was reached at 0852 hours at 27,000'. While on a PFF bomb run in group formation, the group leader was badly hit by flak, started a slow right turn, and the formation followed him down to 23,500' before the second element leader took over the squadron at 0913 hours. The lead of the squadron was not taken over by the deputy, as he was lost due to flak in the target area. By the time the group leader had completed his abortion, the formation was past the bomb release point and inside the briefed right turn at the rally point. At this time the 95B high squadron assumed group lead and reference is made to the narrative of that squadron for the remainder of the mission. The base was reached at 1139 hours and the 95A squadron landed at 1142 - 1159 hours.

2. AIRCRAFT NOT ATTACKING: Eleven A/C plus one PFF lead were dispatched as shown in formation Diagram A. All A/C were over the secondary target and passed over the last resort target as shown in Diagram 1a. All A/C are credited with sorties.

3. AIRCRAFT LOST:

#8179 - Hit by flak on the bomb run and landed in Brussels, Belgium. The navigator of this A/C was reported killed by flak.

#8595 - Lost in the target area due to flak.

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By EFC NARA Date 11/13/07

## 5B SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95B squadron formation, flying as high squadron in 13A combat group, took off at 0515 - 0535 hours, and assembled over the base at 16,000'. Squadron assembly was completed and the formation joined the group by 0655 while circling the base.

Reference is made to the above report of the 95A squadron formation for a general narrative of the mission to the point where 8A leader announced that he was aborting and that the 95B squadron was to take the group lead. By this time it was impossible to make a run on the last resort target, Koblenz, as the PFF operator was unable to pick it up. A second run on Cologne was not made as it did not seem advisable to isolate the formation far to the rear of the other groups, as would have been necessary, so the group swung into wing formation for the route back without dropping bombs. The Belgian coast was left at Ostend at 1056 hours and at an altitude of 10,000', and the English coast was reached at 5212N - 0138E at 1131 hours at 1000'. The base was reached at 1139 hours and the 95B squadron landed at 1143 - 1213 hours.

2. AIRCRAFT NOT ATTACKING: Twelve A/C plus one PFF lead were dispatched as shown in formation Diagram B. Of the thirteen A/C dispatched, one, #5475, aborted before reaching the target and returned to base and is not credited with a sortie. The remaining twelve A/C were over the secondary target in the formation shown in Diagram 1B, and are credited with sorties.

### 3. AIRCRAFT LOST:

#7383 - Hit and badly crippled by flak in the target area and landed in Belgium with wounded personnel on board.

## 95C SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95C squadron formation, flying as low squadron in the 13A combat group, took off at 0552 - 0619 hours and assembled over the base at 14,600'. Squadron assembly was completed at 0645 hours and the formation joined the group by 0655 hours while circling the base. Shortly after departing for the wing assembly at Buncher #12, the 95C squadron leader was caused to abort because of mechanical failure. The high element leader attempted to reform the squadron but the second element lead and the low elements were seen to descend to the left, and were not seen again until near the RP. He then cut short the briefed course, crossing the English coast at 0800 hours in an attempt to rejoin the other two squadrons, which had gotten about two minutes ahead, but he did not succeed in locating them. At 0815 hours and 22,500' the high element joined the low squadron of the 100th group and at 0818 hours crossed the coast with them and proceeded on to the target where they dropped their bombs at 0904 hours on a magnetic heading of 170°, and at 27,200' altitude. Near the RP the original high element was joined by six other A/C of their original squadron, and all returned together along

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By EFNARA Date 11/13/07

the briefed route, crossing the enemy coast at 1055 hours at 2000'. The base was reached at 1144 hours and landing was made at 1200 - 1210 hours.

The second element lead and the low element did not succeed in rejoining the lead squadron nor the high element of their own squadron during the wing and division assembly, so they joined onto the low squadron of the 452nd group in the 45th wing formation and flew with them along the entire route to the target and RP dropping with them on the secondary target. At the RP they joined their original high element and returned to the base with them as told above.

One other A/C of the 950 squadron joined the 34th group in the 93rd wing formation, flying the entire route and bombing with them.

2. AIRCRAFT NOT ATTACKING: Twelve A/C plus one PFF lead were dispatched as shown in formation Diagram C. Of the thirteen A/C dispatched two A/C, #7992 and #8228, aborted before reaching the target, returning to base, and are not credited with sorties. The remaining eleven A/C were over the target as shown in Diagram 1C, and are credited with sorties.

3. AIRCRAFT LOST: None.

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

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By EFC NARA Date 11/13/07

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

E-E-26

17 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission  
of 17 October 1944, Colonge, Germany.

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

1. At approximately 0913 hours, just past the Rally Point I took over the lead of the lead squadron when the lead ship was hit by flak and forced to leave the formation at 23500'. When we took over our altitude was 23500' due to the fact that the formation had followed the lead ship which had lost about 3,000' altitude before he left the formation.
2. We followed the briefed route back and left the Enemy coast at 1056½ hours at 5118N 0307E at 7,800' altitude. We crossed the English coast in at 1132 hours at 5208N 0130E at 500' altitude.
3. At the time we took over we were flying #4 position in the lead squadron. We returned to the base at 1147 hours and landed at 1157 hours.

C. N. ENGLISH  
1st Lt., Air Corps,  
Lead Navigator.

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Date 11/13/67

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

E-E-26

17 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission of 17 October 1944, Colonge, Germany.

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

1. We led the Ninety Fifth "B" Squadron, 13th "A" Group. We were airborne at 0515 hours and made assembly at BU# 23 at 18000'. We left the base at 0738 hours at an altitude of 21000'. We arrived at BU# 12 at 0750 hours at an altitude of 23000'. We did not reach SP# 6 but crossed BU# 23 at 0755 hours and departed from the English coast at Orfordness at 0800 hours at an altitude of 23000'.

2. We reached the Enemy coast at 0816 hours at 23500'; this being O.P. # 2. We performed a dog-leg in the Brussels area in order to lose time so that the second task force would not be too far behind us. We arrived at O.P. # 3 at 0845 hours. We reached the Initial Point at 0852 hours at an altitude of 26500'. We reached the target at 0904 hours but did not drop any bombs.

3. Conditions at the target made the run a P.F.F. target and we were bombing in Wing Formation. The lead ship failed to drop bombs and turned from the target. As we were dropping on their leader we did not drop. Later we discovered that the lead ship had suffered by flak and as a result of injury to personnel they had not dropped bombs. We followed the lead squadron from target and eventually received word that they were aborting and we were to assume lead position. By this time it was impossible to make a run on our last resort target, Koblenz as P.F.F. could not pick it up. As second run on Colonge seemed inadvisable since it would have resulted in isolating our formation far to the rear of the stream we returned home without dropping bombs.

4. We left the Enemy coast at Ostend at 1056 hours at an altitude of 10000' and reached the English coast at 5212N 0138E at 1031 hours at an altitude of 1000'. We reached the base at 1039 hours at 1000' altitude and landed at 1045 hours.

THOMAS A. HENRY  
1st Lt., Air Corps,  
Lead Navigator.

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Authority NND 745008

By E.F. NARA Date 11/3/03

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

E-3-26

17 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission of 17 October 1944, Colonge, Germany.

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

1. The Ninety Fifth "C" Squadron was flying as low squadron in the 15th "A" Group. After a take off at 0600 hours we completed our rendezvous over the base at 0645 hours at an altitude of 14000'. Following the flight plan we departed the base at 0732 hours on a southwesterly course prior to meeting the other wings at Buncher # 12 as scheduled at 0750 hours. We were leading the high element of the low (C) squadron and at the instant of turning toward this buncher the squadron leader had to abort due to mechanical failure.

2. At this time the low squadron was about two minutes behind schedule but the lead and high squadrons were within sight on course. We attempted to gather the remaining planes into a formation but only two ships got into position. The others were seen descending to the left. We were indicating a plus ten and fifteen from that time on to the English coast and out short of the briefed course in an attempt to catch the other two squadrons. We crossed the English coast at 0830 hours at planned but could not locate the lead squadron. At 0815 hours, 5125N 0235E at 22500' we joined the low squadron of the 100th Bomb Group, planning to follow them to their target.

3. We crossed the Enemy coast at 0818 hours at 28300' at 5109N 0245E and proceeded to parallel the briefed course about ten miles south of course until we reached 5037N 0255E at 0832 hours. Then we turned northeast and joined the briefed course slightly southeast of Brussels. From then on through to the R.P. we flew with the 100th Group, dropping our bombs at 0904 hours on a magnetic heading of 17° at 27200'.

4. Near the R.P. the other six ships of the original low squadron formed on us and we returned via the briefed course crossing the Enemy coast at 1055 hours at 5105N 0255E at 2000'. We crossed the English coast at 5114N 0137E at 1135 hours at 2000'. There were no planned deviations from the briefed course on return but we were not too sure of ourselves as our Gee Box burned out over the target and we had to use D.R. procedures using metro winds. At 1144 hours we came over the base at 1500' in preparation for the peel off but had to swing once around the field before it was accomplished. Landing time was 1203 hours.

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D.C. NADA Date 7/11/87

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ROBERT C. WORK  
2nd Lt., Air Corps,  
Lead Navigator.



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

E-F-26

17 October 1944.

SUBJECT: Narrative of Bombing, Thirteenth "A" Group, Mission of 17 October 1944, Colonge, Germany.

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

1. In accordance with the Third Bombardment Division field order #452 paragraph #5 section #6, previous to the take off the 13th Wing Commander received permission from Third Bombardment Division to make a Group drop. The P.P.F. ship leading 95th "C" Squadron in the 13th "A" Group aborted over the field and the A/C of 95th "C" Squadron formed on Squadrons of the 13th "B" and 13th "C" Group, 93rd Combat Wing, and the 45th Combat Wing, and went into target with these groups.

The lead ship of the 13th "A" Group was hit by flak on the bomb run before bombs away and was unable to release its bombs. The bombardier of high squadron briefed to make a wing drop did not release. The whole group followed 95th "A" leader around to the right of briefed course. When it was finally determined that he was aborting the P.P.F. leading the 95th "B" Squadron in 13th "A" Group took over the group lead. He opened his doors and attempted to marshall his forces to make a run on the last resort, but was too close for the mickey man to make a run. Thus the bombs of 95th "A" and 95th "B" Squadrons were returned.

It is recommended by this office that secondary and last resorts be chosen a greater distance from primary to safeguard this failure from happening again.

WAYNE R. FITZGERALD  
Major, Air Corps,  
Group Bombardier.

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By EFC NARA Date 11/13/01

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

V-A-1.

APO 559,  
17 October 1944.

SUBJECT: Engineering Report on Combat Mission of 17 October 1944.

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

1. The following information is submitted concerning combat mission of 17 October 1944.

- a. Thirty-eight (38) B-17 airplanes took-off as scheduled.
- b. Thirty-two (32) B-17 airplanes returned to base after completion of mission.
- c. B-17G 43-38595, 44-8179 and 97383 are missing in action.

2. There were three (3) abortive airplanes.

- a. 42-97992 - #3 engine failure.
- b. 44-6475 - Pilot under-estimated his fuel supply.
- c. 43-38288 - No mechanical trouble.

3. Battle damage is as follows:

- a. 42-107154 - Left & right outer wg panel chg.
- b. 42-107201 - Right outer wg panel chg.
- c. 42-97215 - Major sheet metal.
- d. 42-102447 - #1 main fuel tank chg.
- e. 44-6528 - Left outer wg panel chg.
- f. 43-38551 - Major sheet metal.
- g. 42-102678 - Major sheet metal.
- h. 42-31920 - #2 and #4 main fuel tank chg.
- i. 42-31939 - Major sheet metal.
- j. 43-38283 - Right outer wg panel chg.
- k. 42-102951 - Main spar damage in #2 nacelle.

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

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Authority NND 745008  
By EE NARA Date 11/13/01

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

17 October 1944

SUBJECT: S-2 Report 95A

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

1. 11 A/C plus 1 PFF of the 95th group took off beginning at 0529 hours to form the lead group of the 13A Combat Wing to attack Cologne, Germany.

12 A/C plus 1 PFF of the 95th group took off beginning at 0515 hours to form the high group of the 13A Combat Wing to attack Cologne, Germany.

12 A/C plus 1 PFF of the 95th Bomb Group took off beginning at 0552 hours to form the low group of the 13A Combat Wing to attack Cologne, Germany.

The following A/C returned early:

A/C 42-97992 returned from (52°04'N-00°50'E) #3 engine failure.

A/C 44-6475 returned from (00°50'E-52°30'N) fuel supply low.

A/C 43-38288 returned from (50°47'N-03°21'E) three guns out.

2. No enemy fighters were reported seen.

3. Flak was encountered at two places;  
Cologne - accurate, tracking, moderate to intense  
Koblenz - accurate, tracking, meager to moderate.

4. The 95A and 95B squadrons did not drop their bombs as the lead ship was hit by flak and fell out of the formation on the bomb run. The 95C squadron leader also aborted and this squadron broke formation and bombed with the following groups; 3 A/C with the 100th 5 A/C with the 452nd, 1 A/C with the 390th and 1 A/C with the 34th.

5. A/C #8595 and A/C 7383 were lost, due to flak. A/C #8179 landed in Brussels, Belgium after being hit by flak. The navigator on this A/C, Major Davis, was reported killed by flak. All other A/C returned to base and landed by 1218 hours.

For the Intelligence Officer;

JOSEPH C. WESTERKAMP,  
1st Lt., Air Corps,  
Ass't. S-2 Officer.

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Authority NND 745005

By EEF NARA Date 1/13/01