

SL
0218

INTERPRETATION REPORT S.A. 2849

ATTACK ON KASSEL ON 18 OCT 1944

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 300, fully escorted.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1104 - 1118 & hours.
- (d) Bombs : 1704 x 500 lb. G.P.
1553 x 500 lb. I.B.

(ii) DETAILS OF THE ATTACK

- (a) The city of KASSEL and all the targets of this attack are completely obscured by cloud cover and no bomb bursts are visible.
- (b) One set of photos shows ground detail $1\frac{1}{2}$ miles South of the center of the city. Bombs seen falling in these photos will probably strike in the Eastern section of the city.
- (c) Another set of clear photos, with no bursts seen, were taken over areas 15 miles West, Southwest of KASSEL.

(iii) ANNOTATED PRINT: None prepared.

(iv) BOMB PLOT: None prepared.

(v) PHOTOGRAPHS RECEIVED:

SAV 94/1056	18 OCT 44	1107 A hrs.	1/26,500 (F.L.12")	26,500'	'B'
" 94/1057	" " "	" " "	1/45,400 (F.L. 7")	26,500'	'C'
" 95/111-113	" " "	1116 " "	1/42,800 "	25,000'	"
" 100/958-959	" " "	1108 " "	1/41,800 "	24,400'	"
" 100/960	" " "	" " "	1/26,100 (F.L.12")	26,100'	"
" 385/837	" " "	1109 " "	1/46,200 (F.L. 7")	27,000'	"
" 388/706	" " "	1107 " "	1/43,500 "	25,500'	"
" 390/1037,1047	" " "	1117 " "	1/45,000 "	26,250'	"
" 447/711-12	" " "	1107 " "	1/45,400 "	26,500'	"
" 452/654-56	" " "	1104 " "	1/45,400 "	26,500'	"
" 486/487	" " "	1109 " "	1/43,500 "	25,500'	"
" 487/432,34-35	" " "	1110 " "	1/43,500 "	25,500'	"
" 490/329-30,332	" " "	1117 " "	1/44,500 "	26,000'	"
" 493/360	" " "	1118 " "	1/42,800 "	25,000'	"

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

18 OCTOBER 1944

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

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

1. Twelve A/C of the 95th Gp. took off beginning at 0715 hours to form the low squadron of 13A Combat Gp. to attack Kassel. A/C 7858 aborted over the field because turbos on #2 and #3 engines were inoperative.

Ten A/C plus one PFF A/C took off beginning at 0705 hours to attack Kassel. A/C 7047 aborted at the group rendezvous, when #1 engine started throwing oil. A/C 8140 aborted at 51°10'N-02°45'E due to #1 engine failure.

2. No E/A were encountered.

3. Flak was encountered at the following locations;
Kassel - inaccurate, barrage, meagre.
Coblens - inaccurate, tracking, meagre.
Crossing Front lines - inaccurate, tracking, meagre.

4. Strike photos of 95A were covered by clouds and no strikes observed. The Mickey Operator of 95B picked up the target but believed that bombs hit about one mile to the right of the target. No hits shown in strike photos due to clouds.

5. All A/C landed safely by 1545 hours.

For the Intelligence Officer:

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

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Authority NND 745005

Declassified

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

APC 559.
20 October 1944.

SUBJECT: Operations Officers Report - Mission 18 October 1944.

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

95 "A" SQUADRON

1. GENERAL NARRATIVE: The 95 A Squadron, flying as low squadron in 13 A Group, took off at 0715 - 0725 hours. Interference from weather prevented assembly at briefed altitude, so the squadron was formed at 23,000' by 0920, having been delayed 1/2 hour by the increase in assembly altitude. Group formation was accomplished five miles south east of the base at 0930, and the squadron departed the English coast over Clacton at 0941 hours at 25,000 feet. The Belgium coast was crossed over Ostend at 1000, and the formation intercepted the briefed course south of Brussels. From there to the target the route was flown as briefed, and the group turned onto the IP at 1100 hours, for a PFF run in group formation. Bombs were away at 1107 hours from an altitude of 25,400 feet, and the group remained in formation through the target area. The course home was flown as briefed until weather was encountered at 0530° E, when a deviation was made to the South. After the worst weather was avoided, the group formation was broken down into squadrons, and 95 A Squadron crossed the Belgium coast over Ostend at 1443 at 2000'. The English coast was crossed at Aldeburgh at 1521, and the formation landed at the base at 1532-1544 hours.

2. AIRCRAFT NOT ATTACKING: Twelve aircraft were dispatched as shown in the formation diagram "A". Of these, one (1) A/C No. 42-97858 returned before reaching the Belgium coast, and is not credited with a sortie. The remaining eleven aircraft were over the target and made sorties.

3. AIRCRAFT LOST: None.

95 "B" SQUADRON

1. GENERAL NARRATIVE: The 95 B Squadron formation, flying as high squadron in 13 B Group, took-off at 0706-0714 hours. Weather interference at at briefed assembly altitude necessitated assembly at 25,000' where the formation was completed at 0925 hours, 55 minutes later than briefed. Group formation was joined over Bu. # 11 at 0928 hours, and the Squadron departed the English coast over Clacton at 0943 hours. Climb was continued over the channel, and the Belgium coast was crossed at 26,000' over Ostend at 1004 hours. The briefed course was intercepted south of Brussels, and there were no deviations from there to the target. Bombs were dropped at 1117 hours on a PFF run in

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By EFC NARA Date 11/13/01

group formation, from an altitude of 27,500'. The return route was flown as briefed until inclement weather at 0530⁰⁰Z forced the formation to swing thirty miles south of course. At 0530⁰⁰Z the squadron took up a heading of 279° and crossed the Belgium coast over Ostend at 1430, at an altitude of 2,500'. The English coast was reached at 1502, 2,000' over Aldeburgh, and the squadron landed at the base at 1514 - 1545 hours.

2. AIRCRAFT NOT ATTACKING: Ten aircraft plus one PFF leader left the base in the formation as shown in diagram "B". Of these eleven, two A/C, No. 42-107047 and 42-56140 returned before becoming dispatched and are not credited with sorties. The remaining nine A/C were over the target and receive sorties.

3. AIRCRAFT LOST: None.

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

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

H-E-26

18 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission
of 18 October 1944, Kassel, Germany.

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

1. We were in Ninety Fifth "A" Squadron and flying as low squadron of the Thirteenth "A" Group. We took off at 0715 hours. Weather caused us to form the squadron at 23000' instead of 15000' as briefed. This resulted in a half hour delay in getting squadron formed. Squadron finally formed at 0920 hours, eight miles east of the field.

2. We made group formation five miles southeast of BU# 23 at 0930 hours. We departed the English coast on a heading of 165° over Clacton at 0941 hours at 25000'. We followed the briefed route to the target and bombs were away at 1107 hours at 25400' heading 80° on P.F.F.

3. We followed briefed course out until we reached 0850E where we encountered clouds and rain base of clouds 1500'. We flew south to avoid the weather, leaving the group formation after circling the worst weather we headed back toward Ostend, on a heading of 330°.

4. We crossed the Belgian coast at 1445 hours over Ostend at 2000' and recrossed the English coast at Adelburgh on a heading of 295°, altitude 2000' and arrived back over the base at 1528 hours.

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

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By EE NARA Date 11/3/07

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

H-2-26

18 October 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission
of 18 October 1944, Kassel, Germany.

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

1. We were in Ninety Fifth "B" Squadron and flying as high squadron of the Thirteenth "B" Group. We took off at 0705 hours. We formed the squadron over the base at 0925 hours at 25000'. We were 55 minutes late in forming because we had to form 9000' above briefed altitude to avoid the weather.

2. The group was formed at 0925 hours at 25000' at BU# 11. We left the English coast at Clacton at 0948 hours at 25000'. Landfall on the enemy coast was made at 25000' at 1004 hours at 5116N 0302E. There were no deviations from the flight plan to the I.P. and target.

3. Bombs were away at 1117 hours on a magnetic heading of 30° at 27500' at 5120N 0929E on P.F.F. Enemy coast was crossed at 1430 hours at 2500' at 5105N 0257E. The English coast was crossed at 1508 hours at 2000' at 5218N 0138E. We were over the base at 1516 hours and landed at 1520 hours.

4. Navigational difficulties were, the Gee Box was out all of the way. The log for the mission had to be made up after landing due to serious oxygen leak. The Mickey operator passed out and after he was revived the D.R. navigator's mask kept freezing from the Enemy coast in until the formation dropped below oxygen altitude.

FRED J. PISPER
2nd Lt., Air Corps,
Lead Navigator.

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By EEP NARA Date 11/3/01

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

V-A-2

APO 559,
18 October, 1944.

SUBJECT: Engineering Report on Combat Mission 18 October, 1944.

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

1. The following information is submitted concerning combat mission 18 October, 1944.

- a. Twenty-three (23) B-17G airplanes took-off.
- b. Twenty (20) B-17G airplanes returned to base after completion of mission.

2. There were three (3) abortive airplanes.

- a. 42-107047 - Prop governor lines #1 engine broken in flight.
- b. 42-97858 - Cracked exhaust stack on #2 engine.
- c. 42-58140 - No mechanical failures found.

3. There was no battle damage.

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

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NND 745005

ARA Date 1/13/67

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

18 OCTOBER 1944

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

TO : Commanding Officer, 95th Bomb Gp. (H), APO 859.

1. Twelve A/C of the 95th ^{95th} Sq. took off beginning at 0715 hours to form the low squadron of 13A Combat Gp. to attack Kassel. A/C 7858 aborted over the field because turbos on #2 and #3 engines were inoperative.

to form the high Squadron of the 13A Combat Group Ten A/C plus one PFF A/C ^{of 95B Squadron} took off beginning at 0705 hours to attack Kassel. A/C 7047 aborted at the group rendezvous, when #1 engine started throwing oil. A/C 8140 aborted at 51°10'N-02°45E due to #1 engine failure.

2. No E/A were encountered.

3. Flak was encountered at the following locations;

Kassel - inaccurate, barrage, meagre.

Coblenz - inaccurate, tracking, meagre.

Crossing Front lines - inaccurate, tracking, meagre.

4. Strike photos of 95A were covered by clouds and no strikes observed. The Mickey Operator of 95B picked up the target but believed that bombs hit about one mile to the right of the target. No hits shown in strike photos due to clouds.

5. All A/C landed safely by 1545 hours.

For the Intelligence Officer:

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

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By EFC NARA Date 11/13/01

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S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 171

PERIOD: 0001 hours 18 October 1944 to 2400 hours 18 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>TOT</u>
							<u>E/A</u>	<u>A</u>	<u>N/E</u>	<u>OT</u>	
Heavy Bomber Atks.++	4	567++	491	481	1326.4	0-0-0	0	1	0	9	11
Fighter Escort	12	604	565	0	0	0-0-0	0	0	3	16	19
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.	0	0	0	0	0	0-0-0	0	0	0	0	0
Weather Recon.	10	32	31	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	7	10	10	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>19</u>	<u>19</u>	<u>19</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	52	1232	1116	481	1326.4	0-0-0	0	1	3	25	30

+ Totals approximate due to 76 a/c landing on continent.

++ Includes 7 spares, 4 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Thirteen combat wings (455 B-17s and 112 B-24s - 567 a/c) dispatched against motor vehicle and aero-engine plants at Kassel, motor plant at Cologne, chemical works at Leverkusen. Four assigned targets. Support by twelve fighter groups. 481 a/c dropped 1326.4 tons GP and IB on three primaries, two secondaries, additional T/Os. 5/10 to 10/10 undercast caused all formations to bomb on PFF and Gee-H. No e/a opposition. Claims: nil. Losses: 11 a/c (three B-17s, seven B-24s). 76 B-17s reported safe on continent.

First Force

Nine combat wings (337 B-17s) dispatched against AFV and aero-engine plants at Kassel. 303 a/c dropped 430.1 tons GP, 397.6 tons IB - total 827.7 tons - on one primary, three T/Os from 24,300-27,600 feet at 1102 - 1118 hours.

S E C R E T

All bombing by PFF. Leaflets dropped over Kassel. Weather: 9/10 to 10/10 cloud over continent; rain and freezing on windshields, combined with high headwinds lowering gas supply caused approximately 76 a/c to land on continent. Flak: meager to moderate, inaccurate. Battle Damage: figure incomplete due to large number of a/c landing on continent. E/A opposition: no attacks; three JU-88s reported sighted west of Marburg. Claims: nil. Losses: two B-17s definitely known to be lost (one to AA, one to other reasons). 76 B-17s reported safe in Brussels area.

Fighter Support: Eight groups (102 P-47s and 311 P-51s - 413 a/c) dispatched. Up 0844 - 0937 hours, down 1400-1450 hours. 388 sorties. E/A opposition: nil. Two groups strafed rail targets. E/A claims: Nil. Losses: 19 a/c (nine P-51s believed safe on continent, two P-51s lost to accidents, seven P-51s to unknown causes and one P-47 crash-landed).

Details of bomber attacks as follows: +

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Kassel/Mittelfeld	229	300	425.9	393.7	Unobserved
Kassel/Altenbauna	108	Not Attacked			
<u>Other Targets</u>					
Cologne (city)		1	1.5	1.2	Unobserved
Two U/I T/Os		2	2.7	2.7	Unobserved
Totals	337	303	430.1	397.6	

+ Figures approximate due to a/c landing away.

Second Force

Three combat wings (118 B-17s dispatched against M.T. plant at Cologne, 109 a/c dropped 158.7 tons GP, 162.0 tons IB - total 320.7 tons - on primary and secondary from 25,000 - 28,000 feet at 1050 - 1114 hours. All bombing on PFF and GEE-H (due to equipment malfunctions only four squadrons bombed on Gee-H). Leaflets dropped on Cologne. Weather: 5/10 to 7/10 over Channel and continent. Tops 18,000-20,000 feet over target. Flak: moderate, fairly accurate at Cologne. Battle Damage: 18 minor, four major. E/A Opposition: nil - no sightings. Claims: nil. Losses: one B-17 to unknown causes.

Fighter Support: One group (45 P-47s) dispatched. Up 0927 hours, down 1316 hours. 38 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Cologne-Ford Plant	118	79	115.2	117.0	Unobserved

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S E C R E T

<u>Other Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Cologne/Nippes M/Y		30	43.5	45.0	Unobserved
Totals	118	109	158.7	162.0	

Third Force

One combat wing (112 B-24s) dispatched against Leverkusen chemical plant. 69 a/c dropped 89.5 tons GP, 88.5 tons IB - total 178.0 tons - on primary and secondary from 22,000-24,000 feet at 1058-1116 hours. All bombing on PFF and GEE-H. Weather: 10/10 cloud over Leverkusen. Flak: meager, inaccurate at primary. Battle Damage: 25 minor, one major. E/A opposition: no e/a sighted. Claims: nil. Losses: seven B-24s to unknown causes.

Fighter Support: Three groups (146 P-51s) dispatched. Up 0947-0950 hours, down 1355 - 1405 hours. 139 sorties. E/A Opposition: nil - no sightings. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Leverkusen (I.G. Farben Chem. Plant)	112	39	56.0	55.0	Unobserved
<u>Other Target</u>					
Cologne-Nippes M/Y		30	33.5	33.5	Unobserved
Totals	112	69	89.5	88.5	

2. Fighter Escorts

Twelve groups (457 P-51s, 147 P-47s - 604 a/c) dispatched to support bombers attacking Cologne, Kassel and Leverkusen. Up 0844-0947 hours, down 1316-1450 hours. 565 sorties. No e/a opposition. Two groups strafed rail traffic between Cologne and Kassel, claiming 22 locomotives, 40 freight cars destroyed, 65 freight cars damaged. No e/a claims. Losses: 19 a/c (nine P-51s believed safe on continent, two P-51s lost to accident, seven P-51s to unknown causes, and one P-47 crash-landed).

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Nil.

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6. Weather Reconnaissance

32 a/c. (25 P-51s, four B-24s, three Mosquitoes) dispatched. P-51s scouted bomber targets without incident. Three B-24s completed routine oversea reconnaissance, one returned before finishing mission due to headwinds. Mosquitoes completed special flights over U.K., Eastern Atlantic, Belgium, Holland, Western Germany. Losses: nil.

7. Air/Sea Rescue

10 P-47s dispatched. Six a/c completed routine patrol missions. Four a/c dispatched to search area NE of North Foreland for life raft but no raft discovered at reported location. No reported bail-outs or ditchings. All a/c returned safely after completing missions.

8. Special Operations

19 a/c (eight P-51s, four P-47s, three B-17s with four P-51s as escort) carried out radio relay missions. No losses.

C. INTELLIGENCE1. Enemy Air Opposition

There was no air opposition to today's heavy bomber attacks in the Cologne-Kassel area. Fighters providing close escort and sweeping possible e/a assembly areas reported no encounters. The only indication of possible e/a activity was the sighting of a number of scattered contrails, which suggest that a few jet or rocket-propelled e/a may have been airborne, and the sighting of three Ju-88s west of Marburg.

Weather conditions in Germany were again generally unfavorable. This factor indicated the unlikelihood of a deeper penetration and probably had a decided influence on the lack of reaction.

2. Flak

Kassel - meager to moderate, inaccurate.
 Cologne - moderate, fairly accurate.
 Leverkusen - meager, inaccurate.
 Coblenz - meager to moderate, generally accurate.
 Burgen - meager, fairly accurate.
 5002N-0712E - meager, accurate.
 5011N-0715E - meager, accurate.

3. Observations

An A/F with letters "PR-4" on western edge of field. Several U/I e/a on perimeter track.

Limburg A/F observed with no activity.

Grass A/F seen three miles north of Limburg, apparently active as wheel tracks were seen on field.

S E C R E T

Camouflaged airstrip with a long grass runway running east and west vicinity Rheinback, WF-4525. No e/a on field.

50-60 buildings believed to constitute an army camp or depot at 5010-0747E, immediately east of a village and a large bridge across the Rhine.

12-15 smoke pots seen in operation at 5035N-0715E on south bank of Rhine.

4. Damage to Enemy Installations

Heavy cloud cover over targets prevents any accurate assessment of damage.

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