

*W.C. Geyser*  
CONFIDENTIAL  
23 OCT 1944

INTERPRETATION REPORT S.A. 2855

ATTACK ON MUNSTER ON 22 OCT 1944

(i) INFORMATION RECEIVED ON THE ATTACK

(a) No. of aircraft : 363, fully escorted.  
(b) Command : U.S. 8th AIR FORCE.  
(c) Time : 1451 - 1508A hours.  
(d) Bombs : 1951 x 500 lb. G.P.  
1361 x 500 lb. I.B.  
1327 x 250 lb. G.P.

(ii) DETAILS OF THE ATTACK

Marker bombs, H.E. and I.B. bombs are seen falling, but photographs received are ten tenths cloud covered, and no bursts are visible.

(iii) ANNOTATED PRINT: None prepared.

(iv) COMB PLOT: None prepared.

(v) PHOTOGRAPHS RECEIVED

SAV 34/307,308	22 OCT 1944	1456A hrs.	1/46,200 (F.L.7")	27,000'	'C'
SAV 95/117,119	"	1500A "	1/45,400 (F.L.7")	26,500'	"
SAV 96/661,683,660	"	1504A "	1/26,000 (F.L.12")	26,000'	"
SAV 100/966-970	"	1458A "	1/43,500 (F.L.7")	25,500'	"
SAV 100/971	"	1502A "	1/25,100 (F.L.12")	25,100'	"
SAV 385/840-843	"	1503A "	1/45,400 (F.L.7")	26,500'	"
SAV 388/713-715	"	1502A "	1/47,000 "	27,500'	"
SAV 390/1047,1048	"	1500A "	1/44,500 "	26,000'	"
SAV 447/717,718,721	"	" "	1/45,400 "	26,400'	"
SAV 486/496,498,499	"	1451A "	1/47,000 "	27,500'	"
SAV 486/492-487	"	1454A "	1/44,100 "	25,850'	"
SAV 487/446,449,450	"	1455A "	1/44,500 "	26,000'	"
SAV 490/336,337,341	"	1458 "	1/47,000 "	27,400'	"
SAV 493/373	"	1457 "	1/26,000 (F.L.12")	26,000'	"

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By *S* NARA Date 7/17

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

APO 559.  
24 October 1944.

SUBJECT: Operations Officer's Report - Mission of 22 October 1944. Munster, Germany.

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

95 "A" Squadron Formation

1. GENERAL NARRATIVE: The 95 A Squadron flying as lead squadron in the 13 A Group, took off at 1041 - 1052 hours. Assembly of the squadron was made over the base at 13,000' and by 1145 hours the 95 B High Squadron and the 100th A Low Squadron had joined, completing the 13 A Group formation. At 1200 hours and at 13,000 feet, the group departed the base, and at 1230 hours and 17,000 feet, reached Hadleigh, the beginning of the Wing Assembly Line, approaching from the Southeast. Buncher # 12, the beginning of the Division Assembly Line was reached at 1255 hours. As other groups, which belonged ahead of the 13 A Group in the Division column, were late, it was necessary to turn south at a point five miles short of Bu. # 23, in order to allow the groups to take their proper position. The English coast was departed as briefed, at Orfordness, C.P. # 1, at 1248½ hours at 17,000 feet, in proper order, but with less than the two (2) minute interval between this Group and the one preceding it. Climb was then started, and the enemy coast was reached on briefed course at 1355 hours at 22,800 feet, still less than two minutes behind the preceding group. Briefed course was followed to the I.P. As there was a 10/10ths overcast, the group leader called for a PFF run in Group formation on the secondary target. As the "Mickey" operator had difficulty picking up the target at the I.P., the course to the target was not flown as briefed. Shortly after passing the I.P. and at approximately five miles South of Course, but at that point the "Mickey" operator was unable to pick up the target, and the turn onto the bombing run, was not made until a point was reached approximately seven miles Southeast of that briefed, where the "Mickey" again brought in good returns. The turn to the target was made at 1452 hours for a PFF run in group formation. Bombs were away on the secondary target at 1500 hours from an altitude of 26,000 feet. Briefed course was flown to the enemy coast which was crossed at 1535 hours at 22,000 feet. A descent to minimum altitude was then started, and a direct course to the home base was flown, the English coast being crossed twenty miles north of Orfordness at 1607 hours at an altitude of 6,000 feet. The base was reached at 1615 hours at 5,000 feet, and the aircraft were peeled off for individual descents through the overcast. The formation landed at the base at 1627 - 1640 hours.

2. AIRCRAFT NOT ATTACKING: Eleven aircraft plus one PFF lead were dispatched as shown in formation diagram "A". Of these, one (1) A/U, No. 6995, returned before reaching the enemy coast, and is not credited with a sortie. The remaining eleven aircraft were over the secondary target as shown in diagram "1A", and are credited with sorties.

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3. AIRCRAFT LOST: None.

95 "B" Squadron Formation

1. GENERAL NARRATIVE: The 95 B Squadron Formation, flying as high squadron in the 13 A Combat Group, took off at 1050 - 1055 hours and assembled over the base at 14,000 feet. Squadron assembly was completed and the formation joined the group by 1145 hours while circling the base.

Reference is made to the above report of the 95 A Squadron Formation for a general narrative of the remainder of the mission. In addition, however, the following points are to be noted:

- (a) Bombs were dropped (on the Group leader) at 1500 hours from an altitude of 26,000 feet.
- (b) The formation landed at the base at 1641 - 1712 hours.

2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF lead were dispatched as shown in Formation diagram "B". Of these, one (1) A/C, No. 7204, aborted from the formation before reaching the enemy coast and is not credited with a sortie. The remaining twelve aircraft were over the secondary target as shown in diagram "1B", and are credited with sorties.

3. AIRCRAFT LOST: None.

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By *RA* NARA Date 7/19

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

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

E-E-26

22 October 1944.

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

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

1. We led the Ninety Fifth "A" Squadron which led the 13th "A" Group. We were airborne at 1042 hours and made assembly over the field at 13000' at 1145 hours. We left the base at 1200 hours at 13000'. We reached Hadleigh at 1230 hours at 17000' approaching from the Southeast. We reached BU# 12 at 1235 hours.

2. Due to other groups being late we had to turn south at a point five miles short of BU# 23. We eventually left the coast as briefed at Orfordness at 1248 $\frac{1}{2}$  hours at an altitude of 17000', C.P. #1. We reached the Enemy coast as briefed at 5237N 0437E at 1335 hours at 22800'.

3. Briefed course was followed and the I.P. was reached at 1452 hours at an altitude of 26000'. Bombs were away at 1500 hours over the secondary target on P.F.F. release. True heading was 306° at 26000'. We flew the briefed course until we left the enemy coast at 5237N 0437E at 1607 hours at an altitude of 22000'.

4. We flew a direct course to the home base crossing the English coast at 5225N 0143E at 1607 hours at an altitude of 6000'. We reached the base at 1615 hours at an altitude of 5000'. We landed at 1637 hours.

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

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

E-E-26

22 October 1944.

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

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

1. We led the Ninety Fifth "B" Squadron which flew as high squadron of the 15th "A" Group. We took off at 1030 hours and squadron assembly was made at 1138 hours over the base at 14000', and group assembly was made at 1145 hours over BU# 23 at 14000'.

2. We left the English coast at Orfordness at 1248½ hours at an altitude of 17300', C.F. #1. We reached the Enemy coast as briefed at 5237N 0437E at 1335 hours at 22800'.


3. Briefed course was followed and the I.P. was reached at 1452 hours at an altitude of 26000'. Bombs were away at 1500 hours over the secondary target on P.F.F. release. True heading was 310° at 26000'. We flew the briefed course until we left the Enemy coast at 5237N 0437E at 1535 hours at an altitude of 22000'.

4. We flew a direct course to the home base crossing the English coast at 5225N 0143E at 1607 hours at an altitude of 6000'. We reached the base at 1616 hours and landed at 1648 hours. No navigational difficulties were encountered.

EUGENE T. RUSSELL  
2nd Lt., Air Corps,  
Lead Navigator.

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

E-F-26

22 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 22 October 1944, Munster, Germany.

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

1. Bombing Approach and Run - Right turn at the I.P. and started the bombing run. The run was made on P.F.F. Run was started on wrong target, error was discovered in time to correct over to right target. Run was good except for vapor trails and overcast. Results were unobserved. Bombs were away at 1500 hours.

2. Disposition of Bombs - A/C dispatched to fly were twelve with the 95th "A" Squadron leading the 13th "A" Group. Each A/C was loaded with 14 x 250# G.P. bombs fuzed 1/10 nose and 1/40 tail plus 4 x 500# M-17 incendiaries fuzed to break up at 5000' except the P.F.F. A/C #8144 which carried 12 x 250# G.P. AN-M57 bombs fuzed 1/10 nose and 1/40 tail. A/C #8993 aborted and jettisoned its bombs at 5229N 0213E at 1413 hours at Control Tower's orders. Thus 11 A/C attacked the secondary target dropping 143 x 250# G.P. and 34 x 500# M-17 incendiary bombs. Two A/C returned bombs due to rack malfunctions. A/C #8441 returned 6 x 250# G.P. and 4 x 500# M-17 bombs. A/C #8469 returned 3 x 250# G.P. and 2 x 500# M-17 bombs.

3. Types of Release - All A/C released their bombs with a 30' interval armed.

#### 4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs	Type	Fuzing
Munster, Germany.	11	11	143	250#	M-57	Nose Tail
			34	500#	M-17	Open at 5000'
Total on Target.			Same	as Above.		
Other Expenditures.			14	250#	M-57	1/10 1/40
			4	500#	M-17	Open at 5000'
Bombs Returned.			9	250#	M-57	1/10 1/40
			6	500#	M-17	Open at 5000'
Total (loaded on A/C taking off).			166	250#	M-57	1/10 1/40
			44	500#	M-17	Open at 5000'.

KENNETH M. CLARY  
1st Lt., Air Corps,  
Lead Bombardier.

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

E-F-26

22 October 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 22 October 1944, Munster, Germany.

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

1. Narrative.

a. Bombing aids used were E-6-B and C-2 computers.

b. A right turn was made at the Initial Point.

c. Bomb bay doors were opened after turn at the I.P.

d. Right turn was made at the I.P. Lead squadron started on the wrong target. Error was discovered and correction made in time to drop on proper target. Bombing run was affected by undercast and slight flak. Bombs were away at 1500 hours.

e. Results were unobserved.

f. There are no suggested tactical changes to be made.

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

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Bombs Type	Nose	Fuzing Tail	
Munster, Germany.	12	12	166	250#	M-57	1/10	1/40	
			44	500#	M-17	Open @	5000'	
Total on Target.			Same as Above.					
Other Expenditures.			None.					
Bombs Returned.			14	250#	M-57	1/10	1/40	
			4	500#	M-17	Open @	5000'	
Total (loaded on A/C taking off).			180	250#	M-57	1/10	1/40	
			48	500#	M-17	Open @	5000'.	

4. Types of Release - All bombs were released armed on a 30' intervalometer setting.

EDWARD A. SCHULTZ  
F/O., Air Corps,  
Lead Bombardier.

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By L-NARA Date 7/17

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

V-A-2

AFPO 559,  
22 October, 1944.

SUBJECT: Engineering Report on Combat Mission 22 October 1944.

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

1. The following information is submitted concerning combat mission 22 October 1944.

- a. Twenty-five (25) B-17G airplanes took-off.
- b. Twenty-three (23) B-17G airplanes returned to base after completion of mission.

2. There were two (2) abortive airplanes.

- a. 42-107204 - No boost in #4 engine.
- b. 42-106993 - Runaway prop #3 engine.

3. There was no battle damage.

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

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

(J-1)

APC 530  
22 October 1944

**SUBJECT:** Operational Communications

**TO :** Commanding Officer, 95th Bombardment Group, Station #119

1. Of the twenty-five crews assigned to the mission, twenty-three were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
  - (a) 334-M (VIF replaced for shop check)
  - (b) 335-W (PO & TG mike switches out)
  - (c) 336-A (Radio compass loop plug loose)
  - (d) 412-G (CP, T mike switches out)
  - (e) 412-Z (Liaison receiver replaced for shop check)
3. The following navigational aids were used successfully:
  - (a) Twenty-two A/C used Splashtars and Bunchers
  - (b) Twenty-two A/C used Station 7000
4. The reception of beacons and ground stations was normal.

RICHARD F. KIRK  
Captain, A. C.  
Gp. Communications O.

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

**22 October 1944**

**SUBJECT: S-2 Report 95A and 95B, for above date.**

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

1. Twelve A/C of the 95th Group took off beginning at 1041 hours to form the lead squadron of the 13A Combat Group attacking Munster. A/C 6995 returned from 5230N-0300E because of runaway prop on No. 3 engine.

Thirteen A/C took off beginning at 1050 hours to form the high squadron of the 13A Combat Group attacking Munster. A/C 7804 aborted over buncher 23 at 11:20 hours because number four turbo was out.

2. No E/A were encountered.

3. Flak was encountered at Munster but it was meagre, inaccurate and barrage type.

4. Bombing was done by PFF equipment through 10/10 undercast but Micky Operators picked up target and think bombs fell in target area.

5. All A/C were landed safely by 17:00.

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**FRANCIS X. PIERCE,  
1st Lt., Air Corps,  
Ass't. S-2 Officer.**

*Mac*

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE

AAF STATION 101

APO 634

INTOPS SUMMARY NO. 175

PERIOD: 0001 hours 22 October 1944 to 2400 hours 22 October 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>	<u>Totals</u>
Heavy Bomber Atks.	5	1131*	1097	1076	3028.8	0-0-0	0	0	4	0	4
Fighter Escort	15	785	722	0	0	0-0-0	0	0	3	0	3
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.	9	39	35	0	0	0-0-0	0	0	1	0	1
Air/Sea Rescue	6	12	12	0	0	0-0-0	0	0	0	0	0
Special Operations	15	15	15	0	0	0-0-0	0	0	0	0	0
Totals	50	1982	1881	1076	3028.8	0-0-0	0	0	8	0	8

\* 16 spares; 13 used

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Twenty-five combat wings (758 B-17s, 373 B-24s - 1131 a/c) dispatched against M/Ys at Hamm and Munster, military vehicle plants at Hannover and Brunswick, Munster A/F. Support by fifteen fighter groups. Five primary targets. Bombing on PFF, 1076 a/c dropped 3028.8 tons GP on four assigned targets and eleven T/Os. No e/a sighted by bombers. Claims: nil. Losses: four B-17s to accident.

First Force

Ten combat wings (379 B-17s) dispatched against two MT and AFV plants at Brunswick and Hannover. 360 a/c dropped 528.7 tons GP, 530.7 tons IB - total 1059.4 tons - on both primaries and three T/Os from 24,300 - 30,000 feet at 1434 - 1455 hours. All bombing on PFF. Leaflets dropped on Brunswick, Hannover. Weather: 10/10 cloud over both targets. Flak: meager to moderate, inaccurate at Brunswick, Hannover. Battle damage: 15 minor, one major. E/a opposition:

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nil. No sightings reported. Claims: nil. Losses: four B-17s to accidents (two collided over North Sea, two over base on return).

Fighter Support: eight groups (147 P-47s, 269 P-51s - 416 a/c) dispatched. Up 1122 - 1200, down 1625 - 1648 hours. 379 sorties flown. Missions uneventful, with no e/a sighted. South of Hannover two P-47 flights strafed u/i with dummy He-111s on it. Claims: nil. Losses: one P-51 crashed on take-off.

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>	
Brunswick/Bussing	156	148	218	216.7	Unobserved
Hannover/Hanomag.	223	171	249.2	252.5	Unobserved
<u>Other Targets</u>					
Bielefeld		35	52.5	52.5	Unobserved
2 u/i T/Os		6	9.0	9.0	Unobserved
Totals	379	360	528.7	530.7	

Second Force

Five combat wings (373 B-24s) dispatched against Hamm M/Y. 353 a/c dropped 653.5 tons GP, 322 tons IB - total 975.5 tons - on Hamm by PFF from 22,000 - 26,000 feet at 1426 - 1440 hours. Leaflets dropped on Hamm. 10/10 undercast over continent. Flak: meager to moderate, inaccurate at target. Battle damage: 29 minor, one major. E/a opposition: nil; no sightings. Claims: nil. Losses: nil.

Fighter Support: four groups (212 P-51s) dispatched. Up 1155 - 1209 hours, down 1615 - 1655 hours. 196 sorties flown. E/a opposition: nil; one jet a/c sighted at 30,000 feet at Nordwaal, heading north. One group strafed transportation targets. E/a claims: nil. Losses: two P-51s crash-landed.

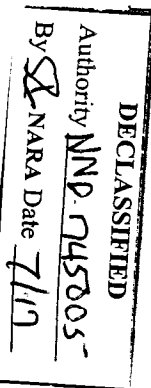
Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Hamm M/Y	373	353	653.5	322.0	Unobserved

Third Force

Ten combat wings (379 B-17s) dispatched against M/Y and A/F at Munster. 363 a/c dropped 653.6 tons GP, 340.3 tons IB - total 993.9 tons - on Munster M/Y by PFF, and eight T/Os, from 25,000 - 28,000 feet at 1450 - 1506 hours. Leaflets dropped at Munster and Cosfeld. Weather: 10/10 undercast at primary -

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to 6,000 - 8,000 feet. Flak: meager, inaccurate at target. Battle damage: 13 minor. E/a opposition: nil; no sightings. Claims: nil. Losses: nil.

Fighter Support: three groups (157 P-51s) dispatched. Up 1225 - 1243 hours, down 1625 - 1654 hours. 147 sorties. Missions uneventful, with no e/a sighted. Claims: nil. 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>	
Munster M/Y	265	352	639.6	328.8	Unobserved
Munster/Loddenheide	114	Not Attacked			
<u>Other Targets</u>					
8 T/Os	—	<u>11</u>	<u>14.0</u>	<u>11.5</u>	Unobserved
Totals	379	363	653.6	340.3	

2. Fighter Escort

Fifteen groups (147 P-47s, 638 P-51s - 785 a/c) dispatched to support bombers attacking targets at Hamm, Munster, Brunswick, Hannover. Up 1122 - 1243 hours, down 1615 - 1655 hours. Total sorties: 722. E/a opposition: nil; only one jet e/a sighted. One group strafed an A/F, one strafed other ground targets, claiming 13 locos, 25 freight cars, five barges, five tugboats, two gasworks damaged. E/a claims: nil. Losses: three P-51s.

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Nil.

6. Weather Reconnaissance

Thirty-nine a/c (33 P-51s, four B-24s, two Mosquitoes) dispatched. B-24s completed routine oversea missions, Mosquitoes obtained weather information over Belgium, central Germany. Twenty-nine sorties by P-51s scouting bomber targets. Losses: one P-51 crash-landed in Holland, pilot safe.

7. Air/Sea Rescue

Twelve P-47s dispatched in pairs on patrol and spotting work. One crew

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member of B-17, crashed in North Sea, picked up by launch, with P-47s acting as spotters. Losses: nil.

8. Special Operations

Fifteen a/c (12 P-51s, two P-47s, one B-17) completed radio relay missions. Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

Bad weather over Germany was probably instrumental in today's complete lack of opposition to attacks on Hannover, Brunswick, Munster and Hamm. Bombers reported no sightings, and the only sighting by fighters was of one probable jet e/a by a group escorting the second force, attacking Hamm. This was seen near Nordwaal at 30,000 feet heading north.

2. Flak

Crews reported that use of chaff on today's operation was apparently very effective. There were no losses to flak, and out of 1097 bomber sorties, two a/c suffered major battle damage, and 57 minor damage. Flak experienced as follows:

- Brunswick - meager to moderate, inaccurate
- Hannover - meager to moderate, inaccurate
- Hamm - meager to moderate, inaccurate
- Zwolle - meager, fairly accurate
- Munster - meager, inaccurate

3. Observations

At 1450 hours over Munster a large burst was fired in target area giving appearance of PFF smoke bombs. Crews report this may have been decoy to make them bomb early. 10/10 cloud prevented any ground observations.

4. Damage to Enemy Installations

10/10 cloud prevents any assessment of damage to targets. PFF operators report fair results on Brunswick and Hannover, good results on Munster M/Y.

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

WILLIAM T. GARDINER  
Colonel, Air Corps  
Director of Intelligence

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By: [Signature] NARA Date: 7/1/12