BEADQUARTERS RINETY FIPTH BOMBANDMENT GROUP (E) Office of the Operations Officer

AFO 559. 30 Getober 1944.

SUBJECT: Operations Officer's Report - Mission 26 October 1944 - Hamm, Germany.

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

95A SQUADROR FURNATION

GERERAL MARKATIVE: The 95A Squadron, flying as lead squadron in the 13A Group, took off at 0627 - 0847 hours, with the exception of the squadron leader, who had to change airplanes and took off at 0910 hours. Assembly was made over the base on the deputy squadron leader at 20,000 feet instead of at 12,000 feet as briefed, because of nigh clouds that moved into the area shortly after take off. The 95B Squadron leader took over the lead of the group which was assembled by 1015 hours north of the base. Reference is made to the report of the 95B Squadron for that portion of the mission from assembly time until 1112 hours when the lead of the Group was taken over by the 35A Equadron leader, who at that time succeeded in catching the Group and having them reassemble on him. The climb was continued across the channel, and the enemy coast was crossed at 1118 hours at an altitude of 25,000 feet. From this point on the briefed course was deviated from both to North and South because of weather and to keep proper order and interval in the Division column. as the Groups ahead were doing considerable essing. The turning point before the I.P. was cut short as advised by the weather ship which reported high clouds along and to north of course with tops at 30,000 feet, but insufficient high clouds over the target to cause trouble. The O.P. was crossed at 1207 hours and at the briefed altitude of 26,000 feet. Because of 7/10 undercast and only seven miles visibility reported by the weather ship. the group leader chose to bomb by FFF in group formation, and the bomb run was made on the secondary target on magnetic heading of 129 degrees. Bombs were away at 1220 hours at an altitude of 25.600 feet, and the heading to the R.P. and the descent to 25,000 feet were taken. Just shortly after passing the target the Group ran into a thick, high cloud layer, and the high and low squadring were lost from sight. The briefed course was followed but the descent was continued below 25,000 feet in an attempt to get out of the clouds, which was accomplished at 22,000 feet. The three squadrons had become quite widely esparated while in the clouds, and the 95A Squadron then began essing along the briefed course as much as was possible without getting into flak areas, in order to reassemble the group. The high squadron shortly re-

gained position, but the low squadron, shose leader had been hit by flak, and which had reformed on the deputy leader, had fallen so far behind that his proper group position was never completely regained. The Enemy coast out was crossed on course at 1309 hours at an altitude of 22,000 feet and the descent to minimum altitude was started. The briefed course again was deviated from because of a high cumulus cloud formation on course over the channel. An attempt to go around it to the South was started but this was changed and the clouds were passed to the Nosth, after being advised by a group ahead that the weather to the south was bad. An altitude of 7,000 feet was held until a large hole in the undercast was found just off the English coast, where the high squadron was peeled off and proceded to base. The English coast was crossed at 5220M - 0140E at 1410 hours and at an altitude of 1,000 feet. The base was reached at 1420 hours, and the formation landed at 1436 - 1454 hours.

- 2. AIRCRAFT NOT ATTACKING: Eleven aircraft plus one iff were dispatched, as shown in Diagram "A". Of these, one (1) aircraft #8469, aborted from the formation before reaching the knewy coast and is not credited with a sortie. The reasining eleven aircraft were over the secondary target as shown in Diagram "IA" and are credited with sorties.
 - 3. AIRCRAFT LOST: None.

95B SQUADRON FURNATION

1. GENERAL MARKATIVE: The 958 Squadron formation, flying as high squadron in the 134 Combat Group, took oif at 3815-0866 hours and assembled over the base at 21,000 feet, instead of 13,000 feet, as briefed, because of high clouds that moved into the area shortly after take off. As the 954 Squadron leader had to enange sirplanes and was late in taking off, the 958 Squadron took over the lead of the group, which was assembled but due to a wind shift and Gee Box malfunction, which caused the navigator to get the formation temporarily off course, two points of the Division Assembly Line had to be cut short, and the English coast was crossed at 1041 hours and at an altitude of 22,000 feet. Climb was continued across the Channel, and at 1112 hours at a position of 5240-04102 the leader of the Group.

heference is made to the General Marrative of the 95A Squadron Formation for the remainder of the mission. In addition, however, the following points are to be noted:

- (a) Bombs were away at 1220 hours at an altitude of 25,750 feet on a true heading of 124 degrees.
- (b) The formation was over the base at 1410 nours and landed at 1413 1424 hours.

- g. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF lead were dispatched as shown in Diagram "B". Of these, one (1) aircraft #1760, aborted from the formation before reaching the Enemy coast and is not credited with a sortic. This remaining twelve aircraft were over the secondary target as shown in Diagram "IB" and are credited with sorties.
 - 3. AIRCHAPT LOST: None.

96C SQUADRON POFMATION

1. GENERAL NARRATIVE: The 950 Squadron formation, flying as low squadron in the 134 Combat Group, took off at 0840-0910 hours. Assembly was made over the base at 18,500 feet, and the group was joined by 1007 hours.

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

- (a) Bombs were away at 1220 hours on a magnetic heading of 130 degrees at 25,000 feet altitude.
- (b) Shortly after passing the target, the formation entered a thick cloud layer, and the lead squadron was lost sight of. While letting down through the clouds and attempting to follow briefed course, intense flak was encountered, and the squadron leader was hit and caught on fire, forcing him to relinquish the lead to the deputy leader. By this time the squadron was well separated from the other two, though V.H.F. contact was maintained. A course directly to the briefed point for crossing the Enemy coast was taken up, but the first definite fix obtained was near Zwelle at 1302 hours. The Snemy coast was crossed at 1322 hours at an altitude of 18,500 feet. While crossing the Channel, a deviation to the Borth of briefed course was made to avoid a towering cumulus cloud formation. The English coast was crossed at Southwold at 1408 hours at an altitude of 3.000 feet. The formation was over the base at 1419 hours and landed at 1400-1450 hours.
- 2. AIRCRAPT Not ATTACKING: Thirteen aircraft were disputched and all of them were over the secondary target as shown in Diagram "IC" and are credited with sorties.
 - 3. AIRCHAFT LOST: None.

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

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

B-K-26

29 October 1944.

SUBJECT: Lead Navigator's Marrative, Minety Pifth "A" Squadron, Mission of 28 October 1944, Hamm, Germany.

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

- 1. We led the Minety Fifth "A" Squadron which led the 15th "A" Group. We were airborne at 0912 hours, much later than scheduled due to mechanical failure of ship on ground. The squadron and group assembly was made at 20000' ever the base. We were unable to eatch the formation until they left the English coast at Southwold at 25000' at 10582 hours and we were unable to assume lead position until 1112 hours at 5245M 0410B.
- 2. We cressed the Enemy coast at 5245W 0457E at 1118 hours at an altitude of 24500°. From this point our deviations from course were numerous due to weather which necessitated much Essing and turning. It was necessary to eliminate the leg leading to the Initial Point as the weather ship told us to stay right of course as much as possible to avoid high clouds which reached 50,000° over the target area. He thought we could reach target without difficulty by staying south of the briefed course.
- 3. We crossed the Initial Point at 1207 hours at 26,000° and reached the target at 1220 hours at which time bombs were away at an altitude of 25600° on a magnetic heading of 129°. We followed the briefed course away from the target until we swung north of Zwelle to avoid flak at this point. We crossed the Enemy coast as briefed at 1309 hours at 5257N 0437E at an altitude of 22000°.
- 4. Due to weather and cloud formations we were unable to follow the briefed course to England being first south and then north of briefed course. We crossed the English coast at 5220N 0140E at 1410 hours at 1000° and arrived at the base at 1420 hours and landed at 1455 hours.

THOMAS A. HENRY let Lt., Air Corps, Load Navigator.

Authority NNP. 145805

By NARA Date 7/11

CONFIDENTIAL

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

B-3-26

29 October 1944.

- SUBJECT: Lead Navigator's Marrative, Ninety Fifth "B" Squadron, Hission of 28 October 1944, Hamm, Germany.
- TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.
- l. We led the Ninety Fifth "B" Squadron which flew as high squadron in the 15th "A" Group. We took off at 0815 hours and group assembly was made at 1015 hours north of the base at 21000'. Group leader temperarily relinquished lead to high squadron leader, who due to wind change and a Gee Box malfunction, left the English coast on a Mickey bearing. We left the English coast at 28000' at 1041 hours.
- 2. Group leader caught formation and reassumed the lead at about 0540E, and landfall was made on the Enemy coast at 1120 hours, at 26000', seven miles north of Control Point # 2.
- 5. Flight plan was reasonably followed on route in, and briefed I.P. was used. Time of bombs away was 1220 hours on a true heading of 124, the altitude being 26,750. We were back over the base at 1410 hours and landed at 1421 hours.

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

CONFIDENTIAL

Authority NNP. 745005
By Starra Date 7/17

HEADQUARTERS WINETY FIFTH BOMBARDHENT GROUP (H) Office of the Operations Officer

E-E-26

29 October 1944.

SUBJECT: Lead Navigator's Harrative, Ninety Fifth "C" Squadron, Mission of 28 October 1944, Hamm, Germany.

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

1. We, leading the 95th "" Squadron, took off at 0835 hours. Squadron and group assembly was accomplished over the base at 18,500°. At 1007 hours we departed the base at 18500°. We reached BU# 9 at 1024 hours at 18500° and at 1028 we were at BU# 10 at 19000°, two minutes late.

2. We left the English coast at Southwold at 21000° at 1039 hours. Landfall was made on the Enemy coast at 1118 hours, 23000° altitude at 5235N 0438E. We reached our briefed I.P. at 1208 hours, and dropped our bombs by P.F.F. on our secondary target at 1220 hours on a magnetic heading of 130°, altitude 25000°.

5. After bombs away we encountered bad weather and were split up from our group. At 1240 hours we encountered flak seven miles north of Essen.
We were hit and forced to relinquish our lead to the lead of our high element.

ELMER J. MURRAY lst Lt., Air Corps, Lead Mavigator.

Authority NNP. 745005-By XNARA Date 7/17

CONFIDENTIAL

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

E-E-26

29 October 1944.

- SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission of 28 October 1944, Hamm, Germany.
- 10 commanding Officer, 95th Bombardment Group (H), A.A.F.
- 1. We proceeded on a normal bombing run, but after bombs away we ran into some heavy weather causing the formation to break up. We followed the lead ship, and before long we ran into some intense flak at 1240 hours north of Essen. The lead ship was hit and we took over his position, at 22000° altitude.
- 2. We took a true heading of about 280° and proceeded to wark for a check on our position. The heading took us straight to Control Peint # 2, which is in the vicinity of Zwolle. With the Gee accessable we took our nermal course home plotting Gee fixes as a navigational aid.
- 3. From 1240 hours until 1300 hours I used normal D.R. navigation. My first fix was a visual one placing me at Zwelle at 1302 hours at 19000. We left the Enemy coast at 1322 hours at 18500. Deviated right of course to avoid some towering Cumulus. Made a correction at 1351 hours at 5242W 0236E and course took me to Southwold.
- 4. We crossed the English coast at Southwold at 1408 hours at 3000'. Homed in on the field buncher and was over the base at 1419 hours.

ANTHONY P. KOSINSKI 2nd Lt., Air Corps, Lead Navigator.

Authority NND. 145003

By XNARA Date 7/11

28 October 1944.

APO

V-A-1.

: Commanding Officer, 95th Bombardment Group (H). Attention: Lt Col MUMFORD.

1. The following information is submitted concerning combat mission of 28 October 1944.

Thirty-eight (38) B-17 airplanes took-off as scheduled. Thirty-six (36) B-17 airplanes returned to base after

completion of mission. 2. There were two (2) abortive airplanes.

42-51760 - 44 propeller ranaway at altitude.

43-38469 - Low oil pressure reported; inspection uncovered faulty oil pressure gage.

Major.

3. There was one (1) airplane with battle damage.

a. 42-97194 - Flak pierced #2 fuel feeder tank.

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

Authority NNP 1745005

By SX NARA Date 7/17

70

Mac CONFIDENTIAL 29 OCT 44

INTERPRETATION REPORT S.A. 2877

ATTACK ON HAMM MARSHALLING YARD on 28 OCT 44

- (i) INFORMATION RECEIVED ON THE ATTACK
 - No of aircraft 184, with full fighter escort
 - : U.S. 8th AIR FORCE Command Time : 1213 to 1227 A hours (c)
 - (a) Bombs U X 500 lb. G.P. 2819 x 250 1b. G.P.
 - 410 X 500 lb. I.B.
- (ii) DETAILS OF THE ATTACK

By NARA Date 7/19 Authority NNP. 145303

Bombs away can be seen on photographs which are completely cloud obscured.

11

- (iii) ANNOTATED PRINT: None.
- (iv) BOMB PLOT: None prepared.
- (v) PHOTOGRAPHS RECEIVED

SAV 34/319,321

95/1139,1141,1143

390/1066,1067,1069

486/519,520

487/463

0-216/487

487/464 490/358-360 1221 "

1214 " "

1214 " "

1213 " "

1221 " "

1216-1227" "

1/46,200

28 OCT 44 1216 A Hrs 1/44,500 (F.L.7")26,000'C'

1/44,500

1/45,400

1/50,500

1/27,000(F.L.12*)27,000* * 1/44,500 (F.L.7")26,9991 "

26,500' "

29,6001 1

27,000: ""

Ħ Time unknown Oblique (F.L. 6 3/8)28,500'B'



HEADQUARTERS EIGHTH AIR FORCE AAF STATION 101 APO 634

INTOPS SUMMARY NO. 181

PERIOD: 0001 hours 28 October 1944 to 2400 hours 28 October 1944.

A. STATISTICS

Authority NND. 74500.
By X-NARA Date 7/17

	<u>Missions</u>	Disp.	Sorties	Atkg.	Tonnage	Claims	<u>E//</u>	A AA	N/E	<u>ot</u>	Total
Heavy Bomber Atl	cs _e 2	382 +	367	363	955•1	0-0-0	0	3	0	1	4
Fighter Escort	4	217	199	0	0	0-0-0	0	0	2.	0	2
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	6	6	0	0	0-0-0	0	0	0	0	0
Weather Recon.	6	22	14.	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	1	10	10	0	0	0-0-0	.0	0	0	0	, O
Special Operatio	ns <u>2</u>	10	10	0	0	0-0-0	<u>o</u>	<u>o</u>	<u>o</u>	0	<u>o</u>
Totals	17	647	606	363	955•1	0-0-0	0	3	2	1	6

^{+ 9} spares, 2 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Ten combat wings (382 B-17s) dispatched in two forces against M/Ys at Hamm and Munster in Germany. Support by four fighter groups. 363 a/c dropped 955.1 tons GP and IB on both assigned targets and one u/i T/O. Most bombing on PFF. No e/a opposition. Claims: nil. Losses: four B-17s.

First Force

Five combat wings (192 B-17s) dispatched against Hamm M/L. 185 a/c dropped 355.2 tons GP and 102.5 tons IB on assigned primary and one u/i T/O at 1212 - 1222 hours from 25,000 - 27,000 feet. Leaflets dropped on Hamm. Bombing on PFF, except for one group which used grid bombing technique. Weather: 10/10 cloud at target. Flak: meager to moderate, accurate over Hamm. Battle damage: 28 minor, 14 major. E/a opposition: nil. Claims: nil. Losses: nil.

SECRET

Fighter Support: Two groups (105 P-51s) dispatched. Up 1019 - 1030 hours, down 1350 - 1400 hours. 93 sorties. E/a opposition: two Me-410s sighted vicinity of Stadtlohn (southeast Zwolle). E/a closed and were followed down to 10,000 feet where they were lost in haze. Claims: nil. Losses: nil.

Details of bomber attack as follows:

Assigned Targets				Dispatche			Tonr G.P.	age I.B.	Results
Hamm M/Y		* * * * * * * * * * * * * * * * * * *		192	184	•	353 •8	102.5	Unobserved
Other Targets	•			r				:	
T/O (5148-0800E)	٠,		, '	23	_1		1.4	-	Unobserved
Totals				192	· 185		3 55• 2	102.5	

Second Force

Five combat wings (190 B-17s) dispatched to attack M/Y at Munster. 178 a/c dropped 290.2 tons GP and 207.2 tons IB on assigned primary at 14.23 - 1440 hours from 22,000 - 24,500 feet. Leaflets dropped on Munster. Bombing both visual and on PFF. Weather: 5/10 to 9/10 cloud at target. Flak: moderate to intense, accurate over Munster. Battle damage: 54 minor, 42 major. E/a opposition: nil. Claims: nil. Losses: four B-17s (three to AA, one to unknown causes).

Fighter Support: two groups (112 P-51s) dispatched. Up 1207 - 1208 hours, down 1612 - 1619 hours. 106 sorties. E/a opposition: nil. Claims: nil. Losses: two to mechanical failure.

Details of bomber attack as follows:

	Assigned Target	Dispatched	Attacking	Tonnage Results
		*		G.P. L.B.
٠	Munster M/Y	. 190	178	290.2 207.2 Unobserved

2. Fighter Escort

Four groups (217 P-51s) dispatched to support bombers attacking Hamm and Munster M/Ys. Up 1019 - 1208 hours, down 1350 - 1619 hours. 199 sorties. E/a opposition: two Me-410s encountered southeast of Zwolle. Claims: .nil. Losses: two P-51s to mechanical failure.

3. Fighter Sweeps

Nil.

4 Pipiter Bombirs

Nila

5. Photo Reconnaissance

Day - 28 October 1944

One F-5E dispatched on day photo missions. A/c successful in obtaining photos of the following areas: Cologne, Neuss and Venlo. A/c returned safely.

Night - 28 October 1944

Five Mosquitoes dispatched on night photo missions. Photos obtained of the following areas: Cologne, Duisburg, and Benn. All a/c returned safely.

6. Weather Reconnaissance

Twenty-two a/c dispatched (3 B-24s, 5 Mosquitoes, 14 P-51s). Two B-24s completed routine reconnaissance to the Azores. One B-24 completed weather reconnaissance over sea to northwest of Land's End. Three Mosquitoes completed weather reconnaissance to Belgium, Holland, west and northwest Germany. One Mosquito completed weather reconnaissance over England. One Mosquito completed experimental navigation flight. Fourteen P-51s dispatched as weather scouts for heavy bomber forces. Eight a/c unable to contact force, aborted. All a/c returned safely.

7. Air/Sea Rescue

Ten P-47s dispatched on teamwork patrol. Four a/c effected rescue of an RAF Lancaster crew which had ditched. All a/c completed mission and returned safely.

8. Special Operations

Ten a/c dispatched as follows:

Nine a/c (2 B-17s, 7 B-24s) on leaflet operations. Eight a/c dropped leaflets on 38 targets in Holland, France and Germany. All a/c returned safely.

One B-17 dispatched on radio relay. A/c returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

today's small scale attacks on targets in western Germany were unopposed by the GAF. Weather conditions were again generally unfavorable, and only a few c/a were sighted. Bombers attacking Hamm reported three Me-410s climbing out of sight north of Enschede, and P-51s supporting this force had an inconclusive engagement with two Me-410s in the same general area. There were a few scattered sightings of jet and rocket-propelled e/a in the Rheine-Munster area.

2. Flak

Minster - moderate to intense, accurate.

Zwolle - meager, accurate.
Texel Island - meager, inaccurate.

Hamm - meager to moderate. accurate.

3. Observations

Group of buildings arranged to spell letters "MW" or "MN", letter "M"

pointed southeast, appeared white and new.

New heavily fortified road leading from Dedems, 5237N-0630E, to a hill at 5231N-0633E observed; road entered the hill at south end and was not visible on the other side indicating a possible underground installation, road appeared to be approximately 60 feet wide.

Two large storage tanks with some camouflage in woods at 5233N-0443E.

Some newly completed buildings with considerable activity going on and

served by a good hard-surfaced road at 5235N-Ch43E.

M/Y at Enschede was full of rolling stock.

14. Damage to Enemy Installetions

Hemm M/Y - Unobserved Besults

10/10 cloud cover.

Munster M/Y - Unobserved to Fair Results

Scattered clouds and intense ground haze in evidence over the entire Munster area, making it impossible to plot the main weight of bombs dropped. However, the following concentrations could be seen:

Two concentrations of mixed GP and IB bursts in and adjacent to the railroad M/Y. The first concentration blanketed the railroad lines in the immediate vicinity of the main station and extended to the heavily built-up residential areas on both sides of the tracks. The second concentration fell into a compact business and residential area, approximately 500 yards west of the goods station.

One concentration of GP and scattered IB bursts among the buildings of the university located approximately 2,750 yards west of the center of Munster. These buildings have crosses painted on the roofs and are possibly being used as hospitals.

Two concentrations in a lightly built-up residential area located approximately 2,300 yards northwest of the center of the city. The majority of these bombs, however, fell into open fields. Damage will be slight.

A final concentration of bombs could be seen in open fields about 1,900 yards southwest of the center of Munster, Additional photography shows bombs falling toward the center of Munster but no bursts could be observed due to the cloud and intense ground haze. Further damage should result from these bombs. There were at least 15 fires burning in or near the central portion of Munster late in the attack.

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## STA. 1. DATE / /44 TARGET DUTY OFFICERS 2. DBW 95A GROUP 13A GP. LEADER May 2 A/C 244 W/T 244 POSITION Zeal DEPUTY LDR. HAVING A/C 2283 W/T 36-A 3. EST. TAXI TIME 08/5 EST. T.O.1ST A/C 0825 ETD BASE 935 ETR BASE 1345 4. NUMBER A/C ORIGINALLY SCHEDULED /2 NUMBER OF PFF INCLUDED / 5. TAKE-OFF: 1ST LAST LANDING: 1ST LACT 6. SQUADRON 336 NO. OF A/C /D + /, CALL SIGNS: W/T MYV A/C : U : E : Q : T : A : M : Y : P : XZ: W : : A.T.O. : :827 :829 :830 :83/ :832 :833 :834 :835 : 336 :347 : : A.T.R. : ://20://43 ://44 ://43 ://35 : //37 ://38 : //38 : : : : : : : : : : : : : : : : : : :		ON	412	No	O. Ol	F A/C			anna e vagilis (14 - 15 - 14 liber A	_CALL	SIGNS:	W/T_	KTV	V
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