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5 NOV 1944

INTERPRETATION REPORT S.A. 2895

ATTACK ON NUENKIRCHEN ON 4 NOV 1944

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No of aircraft : 164, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1214 - 1233 A hours.
- (d) Bombs : 1832 x 500 lb. G.P.

(ii) DETAILS OF THE ATTACK

Bombs away are seen but no bursts are visible on completely cloud obscured photographs.

(iii) ANNOTATED PRINT: None prepared.

(iv) BOMB PLOT: None prepared.

(v) PHOTOGRAPHS RECEIVED:

SAV 95/1154	4 NOV 1944	1219A	hrs.	1/42,000	(F.L.7")	24,500'	'C'
SAV 96/677,678	"	1214A	"	1/25,250	(F.L.12")	25,250'	'C'
SAV 388/736,737	"	1214A	"	1/45,300	(F.L.7")	26,400'	'C'
SAV 390/1079-1081	"	1214A	"	1/43,500	"	25,500'	'C'
SAV 452/688,689	"	1216A	"	1/44,900	"	26,200'	'C'
SAV 486/537,539,542	"	1230A	"	1/43,400	"	25,400'	'C'
SAV 487/476,478,481	"	1253A	"	1/42,800	"	25,000'	'C'

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Authority AND 745005
By DA NARA Date 7-18-07

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

APO 559
6 November 1944

SUBJECT: Report of Operations Officer - Mission of 4 November 1944 -
Neunkirchen, Germany.

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

95 A Squadron Formation.

1. GENERAL NARRATIVE: The 95 A Squadron Formation took off at 0840 - 0849 hours, to fly as lead squadron of 13 B Combat Group. Squadron assembly was completed at 14,000' over the base by 0945 hours, and the formation climbed to 18,000'. Group assembly was made over the base at 1015 hours, and the formation joined wing formation behind 13 A Group at 18,000' over buncher # 8 at 1047 hours.

Division assembly was entered at 1054 hours, opposite Buncher # 23, and the English coast was crossed at 1105 hours, ten miles north of the briefed course. Climb to bombing altitude was started on the route across the English Channel, and the Belgium coast was crossed at 21,000' over Ostend at 1122 hours.

As the formation proceeded inland, the undercast developed to 10/10 cloud layer, and the Group lead was taken over by the 95 B high squadron because of Mickey failure in 95 A squadron lead aircraft. For the remainder of the mission the 95 B Squadron flew as group leader and reference is made to the following report of the 95 B Squadron for the remainder of the mission. In addition, however, the following points are to be noted:

- a. Because of Mickey failure in both lead and high squadrons, bombs were not dropped on the target, as it was too close to the battle lines.
- b. The Squadron returned to the base at 1447 hours, and landed at 1502 - 1524 hours.

2. AIRCRAFT NOT ATTACKING: Ten aircraft plus two PFF A/C were dispatched as shown in diagram A. All aircraft were over the target, but bombs were brought back because of Mickey failure. All twelve A/C received sorties.

3. LOST AIRCRAFT: None.

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95B SQUADRON FORMATION

1. **GENERAL NARRATIVE:** The 95B Squadron, flying as high squadron in 13B Combat Group, took off at 0829-0840 hours and assembled over the base at 14,000 by 0930 hours. By 1000 hours the squadron had joined Group formation with 95A Squadron, and climbed to 18,000 feet over the base in Group formation. The 95B Squadron remained in Group formation as mentioned in the 95A Squadron General Narrative, and took over the lead of the Group at 1129 hours.

The course to the I.P. and targets were flown by Mickey fixes which later proved to be about 20 miles in error. When the target area was crossed at 1219, neither the lead nor high squadron Miceys were able to pick it up. A second run was attempted at 1243, but was not completed because the Mickey failures. The return route to the coast was flown direct, without reference to check points.

The enemy coast was crossed two miles north of Ostend at 14,000 feet at 1413 hours, and the English coast was reached at 1440 hours, 2,000 feet over Aldeburgh. The Squadron landed at the base at 1450-1501 hours.

2. **AIRCRAFT NOT ATTACKING:** Twelve aircraft plus one PFF leader were dispatched as shown in diagram "B". All 13 aircraft were over the target area, but no bombs were dropped because of Mickey failure. All received sorties.

3. **AIRCRAFT LOST:** None.

95C SQUADRON FORMATION

1. **GENERAL NARRATIVE:** The 95C Squadron Formation flying as low squadron in 13B Group, took off at 0850-0912 hours. Squadron and Group assembly was effected at 17,000 feet over the base by 1015 hours.

Reference is made to the above reports of the 95A and 95B Squadrons for a general narrative of the remainder of the mission, which was flown in company with those squadrons. In addition, however, the following points are to be noted:

(a) 95C Squadron, with one PFF leader, dropped its bombs on what was identified as the target at 1219, from 26,000 feet.

(b) The squadron landed at the base at 1446 - 1523 hours.

2. **AIRCRAFT NOT ATTACKING:** Twelve aircraft plus one PFF were dispatched as shown in diagram "C". All thirteen aircraft were over the target and received sorties.

3. **LOST AIRCRAFT:** None.

- 2 -

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

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Authority *AND 745005*
By *B* NARA Date *7-18-07*

HEADQUARTERS 3D BOMBARDMENT DIVISION

"J" FORM

GP.

STA.

1. DATE 7/11/44 TARGET _____ DUTY OFFICERS _____
2. DBW _____ GROUP 95 "B" GP. LEADER Maj Cumbea A/C ³³⁵ 8210 W/T STY-J
- POSITION High DEPUTY LDR. Lt. Fries A/C ³³⁶ 8283 W/T WGM-A
3. EST. TAXI TIME 0720 EST. T.O. 1ST A/C 0730 ETD BASE 0900 ETR BASE 1400-1500
4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF PFF INCLUDED _____
5. TAKE-OFF: 1ST _____ LAST _____ LANDING: 1ST _____ LAST _____
6. SQUADRON 334 NO. OF A/C 1 CALL SIGNS: W/T MNL

X

A/C	:2560:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 827 :	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1455:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 1 CALL SIGNS: W/T STY

J

A/C	:8210:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 829 :	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1457:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 11 CALL SIGNS: W/T WGM

U E H W M B A P Y Z Q R

A/C	:8469:	:8106:	:8584:	: 8283 :1867:	:8283:	:8272:	:6583:	:8199:	:8617:	:7844:	:	:	:	:
A.T.O.	: 830 :	: 831 :	: 832 :	: 839 :	: 840 :	: 838 :	: 833 :	: 834 :	: 835 :	: 835* :	: 836 :	:	:	:
A.T.R.	:1458:	:1456:	:1500:	:1501:	:1459:	:1453:	:1454:	:1452:	:1450:	:1451:	:1455:	:	:	:
REM'S	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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Authority AAID 775005

By B NARA Date 7-18-07

HEA. JARTLRS 3D BOMBARDMENT DIV ION
"J" FORM

GP.
 STA.

- DATE 4/11/44 TARGET _____ DUTY OFFICERS _____
- CBW _____ GROUP 95^C GP. LEADER H. Hamilton A/C ⁴¹²8040 W/T SOX-N
 POSITION Low DEPUTY LDR. Lt. Wright A/C ³³⁵8814 W/T STY-S
- EST. TAXI TIME 0740 EST. T.O. 1ST A/C 0750 ETD BASE 0900
 ETR BASE 1400/500
- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES INCLUDED _____
 INCLUDED _____
- TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____
 LAST LANDING _____
- SQUADRON 334 NO. OF A/C 5 CALL SIGNS; W/T MNL

G W K F L

A/C	<u>4920:8660:8317:7154:8551:</u>	:	:	:	:	:	:	:	:
A.T.O.	<u>:851:856:857:858:859:</u>	:	:	:	:	:	:	:	:
A.T.R.	<u>:1446:1316:1514:1517:1514:</u>	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 7 CALL SIGNS; W/T STY

A G F M S B T

A/C	<u>:8255:8305:1887:7047:8814:7204:6475:</u>	:	:	:	:	:	:	:	:
A.T.O.	<u>:850:851:852:853:854:855:900:</u>	:	:	:	:	:	:	:	:
A.T.R.	<u>:1520:1522:1523:1521:1516:1517:1514:</u>	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 1 CALL SIGNS; W/T WGM

8

A/C	<u>:0111:</u>	:	:	:	:	:	:	:	:
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 Authority AN/D 74505
 By D NARA Date 7-18-07

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

P-E-26

4 November 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission
of 4 November 1944, Neunkirchen, Germany.

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

1. We led Ninety Fifth "A" Squadron which led 15th "S" Group. We took off at 0845 hours and squadron assembly was made on BU# 23 at 14000' at 0945 hours. Group assembly was made on BU# 23 at 18000' at 1015 hours. Wing assembly was made on BU# 8 at 18000' at 1047 hours. We were opposite BU# 35 at 1054 hours.

2. We crossed the English coast at 5147N 0119E at 1105 hours at an altitude of 18000' ten miles east of briefed route out. Enemy coast was crossed in at 5115N 0300E at 21000' at 1122 hours. High group took over the lead at 1129 hours at 5054N 0321E at 22500'. Briefed I.P. was supposedly used and we were over the target at 1219 hours.

3. A second pass was made at the target but no results. Briefed course was used up to this point. We took over lead at approximately 5000N 0600E at 1248 hours and crossed the Enemy coast out at 1406 hours at 13000' at 5115N 0258E.

4. The English coast was crossed in at 5214N 0138E at 1500' at 1439 hours. We were over the base at 1447 hours and landed at 1607 hours. Navigational difficulties were, miskey unit out and also no returns from RP # 27 unit.

JULIAN E. HUZAREVICH
2nd Lt., Air Corps,
Lead Navigator.

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Authority AAD 1145005

By: L NARA Date 7-18-07

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

E-2-26

4 November 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission of 4 November 1944, Neunkirchen, Germany.

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

1. We were leading Ninety Fifth "B" Squadron, the high squadron. We took off at 0830 hours. Squadron assembly was made at 14000' over BU# 28 at 0930 hours and group assembly was made at 14000' over the base at 1000 hours. Wing assembly was made over BU# 8 at 1040 hours at 19000'. We departed the English coast at 1100 hours at 5201N 0187E at an altitude of 20000'.

2. We crossed the Enemy coast in three miles north of Ostend at 1123½ hours at 22000'. The flight plan was followed on course when we took over at 4948N 0410E. Miskey fixes off the beacon (Northern Beacon # 1) at this point showed us about 20 miles south of course. These fixes continued to show us that far south and heading directly into the I.P. The fixes showed us about four miles east of the I.P., two miles off course and heading on into the target. These fixes were later proven to be between 20 and 25 miles off in accordance with course from the beacon, always 20 miles too far from it. Therefore we were between 20 and 25 miles north of the I.P.

3. Navigator used these fixes to approach I.P. not knowing then that they were off. We passed the target and miskey operator picked up both beacons so we did a 180° turn and then later another 180° turn to try for another run. We couldn't get the beacons after the second turn so we returned with our bombs. The high and lead squadrons returned their bombs to base while the low squadron dropped its bombs.

4. We crossed the Enemy coast out at 1413 hours two miles north of Ostend at 14500' and crossed the English coast at 1440 hours at 5215N 0128E at 2000'. We flew directly in from target area not making check points good. We were over the base at 1448 hours and we landed at 1500 hours. Navigation difficulties were fixes on beacon between 20 and 25 miles off.

FRED J. PEEPER
1st Lt., Air Corps,
Lead Navigator.

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Authority AAD 745005
By: L NARA Date 7-18-07

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

APG 559,
6 November 1944.

SUBJECT: Lead Navigators Narrative, 95th "g" Squadron, Mission
of 4 November, 1944, Neunkirchen, Ger.

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

1. We lead the 95 C Squadron of the 13 G Group. Our take-off was at 0914, and Group assembly was made over the field at 17,000' at 1015.

2. From group assembly, on our route and times were the same as the lead squadron. The only exception being that we dropped our bombs on what we identified as the target, while the other two squadrons did not drop.

3. Bombs went away at 1219 at 25,000' and on a heading of 065.

4. We returned to base at 1447 and landed at 1453.

W. P. DOHERTY,
2nd Lt., Air Corps,
Lead Navigator.

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Authority *AND 745005*
By *LH* NARA Date *7-18-07*

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

M-F-26

4 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 4 November 1944, Neunkirchen, Germany.

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

1. Bombing Approach and Run - 95th "A" and "B" Group mickey's were out of commission after turning on I.P. so I had my own mickey make the run and killed rate with it. Results were unobserved because of complete cloud coverage, however eleven and seven mile check points were located. Mickey wasn't too good and other returns were weak.

2. Disposition of Bombs - 15 A/C were dispatched to fly the 95th "G" Low Squadron in the 13th "B" Group. Each A/C was loaded with 10 x 500# AN-M64 G.P. bombs fused 1/10 nose and 1/40 tail except A/C #8040 which carried 6 x 500# G.P. ANCM64 bombs fused 1/10 nose and 1/40 tail. All A/C dropped its full load on the P.F.F. target. Thus 126 x 500# AN-M64 G.P. bombs were dropped.

3. Types of Release - Of the 126 x 500# G.P. bombs dropped on the P.F.F. target all were salvoed armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs			Fusing	
Neunkirchen, Germany.	13	13	No.	Size	Type	Nose	Tail
Total on Target.			126	500#	M-64	1/10	1/40
Other Expenditures.			Same as Above.				
Bombs Returned.			0				
Total (loaded on A/C taking off).			126	500#	M-64	1/10	1/40

LEON SHENELOFF
2nd Lt., Air Corps,
Lead Bombardier.

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By: L NARA Date 7-18-07

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

E-7-26

4 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 4 November 1944, Neunkirchen, 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 and P.F.F. equipment.

b. Left turn of 90° was made at the Initial Point.

c. Bomb bay doors were opened at 1812 hours.

d. "A" and "B"'s mickey was out of commission after turning on I.P. so I had my own mickey make the run and killed rate with it. Results were unobserved because of complete cloud coverage, however eleven and seven mile check points were located. Mickey wasn't too good and other returns were weak.

e. Bombing 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/G			Bombs		Fusing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose Tail
Neunkirchen, Germany.	15	15	126	500#	M-64	1/10 1/40
Total on Target.			Same as Above.			
Other Expenditures.			0			
Bombs Returned.			0			
Total (loaded on A/G taking off).			126	500#	M-64	1/10 1/40

4. Types of Release - Of the 126 x 500# G.P. bombs dropped on the P.F.F. target all were salvoed armed.

LEON SHENELOFF
2nd Lt., Air Corps.
Lead Bombardier.

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Authority AAD 745005
By LB NARA Date 7-18-07

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

APO 559
 4 November 1944.

SUBJECT: Engineering Report on Combat Mission of 4 November 1944.

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

1. The following information is submitted concerning the combat mission of 4 November 1944.

- a. Thirty-eight (38) B-17G airplanes took-off as scheduled.
- b. Thirty-eight (38) B-17G airplanes returned to base after completion of mission.

2. There were no abortive airplanes.

3. There was no battle damage.

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

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Authority *AAID 775005*

By *L* NARA Date *7-18-07*

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER
APO 559

4 November 1944

SUBJECT: S-2 Letter, 95 A, 95 B, 95 C.

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

1. Ten A/C plus two PFF A/C from the 95th Group took off beginning at 0840 hours to form the lead squadron of the 13 B Combat Group to attack Neunkirchen.

Twelve A/C plus one PFF A/C from the 95th Group took off beginning at 0829 hours to form the high squadron of the 13 B Combat Group to attack Neunkirchen.

Twelve A/C plus one PFF A/C from the 95th Group took off beginning at 0850 hours to form the low squadron of the 13 B Combat Group to attack Neunkirchen.

2. No E/A were encountered.

3. Barrage flak was encountered in the target area, but meager and inaccurate.

4. 95 C Squadron bombed the PFF target. The Mickey Operator picked up the target nine miles away, but results were impossible to assess due to malfunction in Mickey set. 95 A and 95 B squadrons did not drop due to malfunction of PFF and Micro-H equipment.

5. Fighter support was good. Mickey equipment on all four A/C went out. The mission was flown as briefed to a check point before the IP, when high squadron took another lead as both PFF A/C in the lead squadron reported their equipment out. Beacons were not being received right and Group was about 20 miles north of IP. Went north of target and passed to the East where a 180 degree turn was made to the right. Group came back west almost to original IP and made another 180 degree turn to the left and a second run on the target. Low squadron dropped. Group turned left and came back north of course to Belgian Coast. All A/C landed by 1623 hours.

For the Intelligence Officer:

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

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Authority AWD 745005

By *B* NARA Date 7-18-07

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HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INPOPS SUMMARY NO. 188

PERIOD: 0001 hours 4 November 1944 to 2400 hours 4 November 1944.

A. STATISTICS

	Missions	Disp.	Sorties	Attacking	Tonnage	Claims	Losses				Totals
							E/A	AA	N/E	OT	
Heavy Bomber Atks.	6	1160*	1149	1097	2989.3	0-0-0	0	3	0	3	6
Fighter Escort	16	831**	758	0	0	0-0-1A 0-0-2G	1	1	0	5	7
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.	1	1	1	0	0	0-0-0	0	0	0	0	0
Weather Recon.	11	47	44	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	7	23	23	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>12</u>	<u>43</u>	<u>43</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	53	2105	2018	1097	2989.3	0-0-1A 0-0-2G	1	4	0	8	13

* 12 spares, 8 used.

** In addition to above statistics one group Ninth Air Force P-51s flew general area support. No claims. Losses: one P-51, cause unknown.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

28 combat wings (797 B-17s, 363 B-24s - 1160 a/c) dispatched against synthetic oil plants at Bottrop/Welheim, Gelsenkirchen/Nordstern, oil refineries at Hamburg/Harburg, Hannover/Misburg, Hamburg/Rhenania and Benzol plant at Neunkirchen. Six assigned targets. 1097 a/c dropped 2989.3 tons GP on all primaries and several T/Os. All bombing by PFF except on Nordholz A/F. E/a opposition: nil. Claims: nil. Losses: six a/c (four B-24s, two B-17s).

First Force

Six combat wings (228 B-17s) dispatched against Neunkirchen Benzol plant, 200 a/c dropped 557 tons GP on assigned target and three other targets at 1213-1234 hours from 24,500-26,500 feet. Primary bombed on Micro-H, other targets on PFF. Leaflets dropped in Neunkirchen, Saarbrucken areas. Weather: 10/10 cloud en route and in target area. Flak: meager, inaccurate at Neunkirchen. Battle damage: four minor, one major. E/a opposition: nil. Claims: nil. Losses: nil.

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By L B NARA Date 7-18-07

Fighter Support: One group (77 P-47s) dispatched. Up 1056 hours, down 1507 hours. 76 sorties. E/a opposition: nil. Claims: nil. Losses: nil.

One group of P-51s of Ninth Air Force provided additional area support. Claims: nil. Losses: one P-51 to causes unknown.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Neunkirchen (coking plant)	228	151	426.5	Unobserved
<u>Other Targets</u>				
Neunkirchen M/Y		13	31.5	Unobserved
Saarbrucken M/Y		35	96.0	Unobserved
Hamburg (T/O)	—	<u>1</u>	<u>3.0</u>	Unobserved
Totals	228	200	557.0	

Second Force

Three combat wings (222 B-24s) dispatched against Hannover/Misburg Oil Refinery. 210 a/c dropped 591.25 tons GP on assigned target at 1208 - 1211 hours from 23,500 - 24,500 feet. Leaflets dropped on Misburg. All bombing on PFF. Weather: 3/10 - 10/10 cloud en route, 8/10 - 10/10 over target. Flak: intense and accurate at target. Battle damage: 81 minor, 12 major. E/a opposition: nil. Claims: nil. Losses: four B-24s (2 to AA, 2 to unknown causes).

Fighter Support: Eight groups (48 P-47s, 372 P-51s, - 420 a/c) dispatched. Up 0942 - 1005 hours, down 1429 - 1520 hours. E/a opposition: approximately four to six Me-262s were sighted in Minden and Dummer Lake area, three of which were engaged. Sighted three Me-262s, and three Me-163s in Zwolle area, no combats. Miscellaneous ground targets strafed resulting in 6 locos; 3 power line towers; 9 barges destroyed; 100 box cars; 50 oil cars damaged. Claims: 0-0-1 air. Losses: three a/c (one P-47 to E/A; one P-51 crash-landed, believed landed in France).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Hannover/Misburg (oil refinery)	222	210	591.25	Unobserved

Third Force

Seven combat wings (257 B-17s) dispatched against Hamburg/Harburg Oil Refinery. 249 a/c dropped 733.5 tons GP on assigned target and four other targets at 1142 - 1224 hours from 24,000 - 28,700 feet. Primary bombed on PFF. Weather: 10/10 in target area. Flak: moderate, inaccurate at Hamburg. Battle damage: 8 minor, 1 major. E/a opposition: nil. Claims: nil. Losses: nil.

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 Authority AWD 745005
 By L NARA Date 7-18-07

S E C R E T

Fighter Support: Three groups (139 P-51s) dispatched. Up 0951 - 0952 hours, down 1450 - 1539 hours. 124 sorties. E/a opposition: nil. Strafed A/F near Osnabruck and numerous other ground targets, destroying three locos and damaging two railroad cars. Claims: 0-0-1 ground. Losses: two P-51s (one to AA and one believed safe in Belgium).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Hamburg/Harburg (oil refinery)	257	238	<u>GP</u> 701.0	Unobserved
<u>Other Targets</u>				
Nordholz A/F		9	26.75	Fair - Good
2 T/Os	---	<u>2</u>	<u>5.75</u>	Unobserved
Totals	257	249	733.5	

Fourth Force

Five combat wings (193 B-17s) dispatched against Hamburg/Rhenania and D.P.A.G. Oil Refinery. 188 a/c dropped 455 tons GP on assigned target and two T/Os at 1202 - 1207 hours from 25,900 - 27,500 feet. Leaflets dropped in Hamburg area. All bombing on PFF. Weather: 10/10 over target. Flak: moderate, inaccurate at Hamburg. Battle damage: 59 minor, 2 major. E/a opposition: nil. Claims: nil. Losses: two B-17s (one to AA, one to unknown causes).

Fighter Support: Two groups (110 P-51s) dispatched. Up 1025 - 1029 hours, down 1520 - 1530 hours. E/a opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Hamburg/Rhenania D.P.A.G.	193	186	<u>GP</u> 450.0	Unobserved
<u>Other Targets</u>				
2 T/Os	---	<u>2</u>	<u>5.0</u>	Unobserved
Totals	193	188	455.0	

Fifth Force

Three combat wings (119 B-17s) dispatched against Bottrop/Welheim Synthetic Oil Plant. 117 a/c dropped 284.5 tons GP on assigned target and secondary target at 1142 - 1222 hours from 26,800 - 29,000 feet. Leaflets dropped on Bottrop. Primary bombed on See-H and secondary on PFF. Weather: 9/10 - 10/10 cloud in target area. Flak: moderate, generally accurate at Bottrop. Battle damage: 21 minor, 3 major. E/a opposition: nil. Claims: nil. Losses: nil.

S E C R E T

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By: L NARA Date 7-18-07

Fighter Support: One group (33 P-51s) dispatched. Up 1006 hours, down 1526 hours. 32 sorties. E/a opposition: nil. Strafing landing strip near Dummer Lake. Claims: 0-0-1 ground. Losses: one P-51, believed safe in Belgium.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Bottrop/Welheim (Syn. Oil)	119	91	220.0	Unobserved
<u>Other Targets</u>				
Hamm M/Y		26	64.5	Unobserved
Totals	119	117	284.5	

Sixth Force

Four combat wings (141 B-24s) dispatched against Gelsenkirchen/Nordstern Oil Refinery. 133 a/c dropped 368.12 tons GP on assigned target at 1146-1150 hours from 23,000-24,000 feet. All bombing on PFF. Weather: 8/10-10/10 at target. Flak: moderate, fairly accurate at Gelsenkirchen. Battle damage: 32 minor. Claims: nil. Losses: nil.

Fighter Support: One group (52 P-47s) dispatched. Up 1014 hours, down 1351 hours. 50 sorties. E/a opposition: nil. Claims: nil. Losses: one P-47, believed safe in Belgium.

Details of bomber attacks as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Gelsenkirchen/Nordstern (Oil Refinery)	141	133	368.12	Unobserved

2. Fighter Escort

Sixteen groups (177 P-47s, 654 P-51s - 831 a/c) dispatched to support bombers. Up 0942-1056 hours, down 1351-1539 hours. 758 sorties. Groups escorting bombers against Hannover/Misburg sighted approximately four to six Me-262s in the Minden - Dummer Lake area, three of which were engaged; three Me-262s and three Me-163s were sighted in Zwolle area, no combats; 12 Me-109s sighted on deck in Lingen area, no combats. Claims: 0-0-1 (Me-262) air, 0-0-2 ground. Losses: seven a/c (one P-47 to e/a, one P-51 to AA, one P-51 crash-landed, one P-47, three P-51s believed safe on Continent).

One group of P-51s of Ninth Air Force provided additional area support for bombers attacking Neunkirchen. Claims: nil. Losses: one P-51, cause unknown.

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3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

One Mosquito completed photo reconnaissance over Charleroi, and Haine St. Paul. A/c returned safely.

6. Weather Reconnaissance

47 a/c (1 B-17, 5 B-24s, 36 P-51s, 5 Mosquitoes) dispatched.

11 a/c (1 B-17, 5 B-24s, 5 Mosquitoes) on routine weather reconnaissance as follows: one B-17 and two B-24s completed weather flight over sea northwest to Land's End; two B-24s returned from routine reconnaissance to Lagens and Azores; one B-24 on routine reconnaissance to Lagens and Azores; two Mosquitos completed weather flight over England and Ireland; three Mosquitos completed weather flight to Belgium, west and northeast France, and north and southwest Germany. All a/c returned safely.

36 P-51s weather scouts for bomber formations. Three aborts. All a/c returned safely.

7. Air/Sea Rescue

23 a/c (17 P-47s and 6 P-51s) dispatched on Air/Sea Rescue patrols. Two ditchings of bombers reported, one a/c completely destroyed and no survivors; search continues for survivors of other a/c. All a/c returned safely.

8. Special Operations

43 a/c dispatched on special operations as follows:

Day - 4 November 1944

25 a/c (18 P-51s, 6 P-47s, 1 B-17) dispatched on radio relay. All a/c returned safely.

12 B-17s dispatched on screening operations. All a/c returned safely.

Night - 4/5 November 1944

6 B-24s dispatched on RCM missions, jamming between 1715 - 1930 hours and 2000 - 2030 hours. All a/c returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

No e/a opposition was encountered by bomber formations, although escorting fighters encountered small numbers of Me-262s and a few Me-163s over a wide area ranging from Celle NE of Hannover to the Zuider Zee area. E/a activity consisted chiefly of Me-262s operating singly and in flights of three or four. These e/a appeared to be principally concerned with attacking straggling fighters, yet on one occasion an attacking Me-262 went through one of our fighter formations with possibly as much intention of disrupting as inflicting damage on the escort. Sightings indicate that one P-47 and possibly one P-51 may have been lost to e/a attacks. One of three Me-262s engaged by a P-47 group in the Dummer Lake area was claimed damaged. The largest number of jet a/c seen was in the Zwolle area where three Me-262s and three Me-163s were reported in separate flights, line abreast, flying on a course of 100 degrees.

The only conventional type e/a reported were 12 Me-109s which, when sighted on the deck by a P-51 group near Lingen, made a 180 degree turn and headed east to evade in the clouds.

2. Flak

Hannover	-	intense, accurate.
Bototrop	-	moderate, accurate.
Gelsenkirchen	-	moderate, accurate.
Cuxhaven	-	moderate, accurate.
Hamburg	-	moderate, inaccurate.
Minden	-	meager, inaccurate.
Neunkirchen	-	meager, inaccurate.

3. Observations

15 oil storage tanks at 5337N-0932E.
Heavy traffic in Ems-Wesser Canal at 5250N-0750E.
M/Y with many tank or flat cars at 5238N-0458E.
Two destroyers in harbor at 5236N-0527E.
Seven ships anchored south of Borkum Island.

4. Damage to Enemy Installations

Nordholz A/F - Fair to Good Results

Bomb bursts in SE dispersal area. Direct hits were made on the hangars, shelters and u/i buildings.

All Other Targets

Smoke screen and heavy cloud cover prevents definite assessment of damage.

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