

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

APO 559,  
7 November 1944.

SUBJECT: Operations Officer's Narrative for the Mission of 6  
November 1944.  
Neumunster, Germany.

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

1. GENERAL NARRATIVE: The 95 A Squadron formation, flying as low squadron in the 92 "B" Combat Group, took off at 0700 -0714 hours. Assembly of the squadron was made over the base at 9,000 ft and was completed by 0746 hours. The formation departed the base at 0750 hours heading for Splasher # 7 to assemble with the remainder of the Group. As the Group was not located at the rendezvous point, the wing and division assembly lines were flown to Great Yarmouth, which was reached at 0901 hours. Shortly after leaving the English coast at this point, the 92 B Combat Group was sighted, and assembly was made on course at 0903 hours at an altitude of 12,000 feet. Climb was continued enroute over the North Sea to an altitude of 23,500 feet. The briefed course was intercepted at 53°10'N - 05°20'E and from that point on, the deviation from briefed course increased to approximately ten (10) miles to the south. On the leg to the I.P. the briefed course was again intercepted and flown, with the Enemy Coast being crossed on course at 1015 hours and at an altitude of 22,500 feet. The I.P. was reached at 1027 hours at an altitude 22,700 feet. The group leader called for a P.F. run, and so the group formation was maintained intact and the run to the target made as briefed. Bombs were away at 1035 hours at 22,900 feet on a magnetic heading of 105 degrees. The Enemy Coast out was crossed at 1116 hours at 21,000 feet, and the descent to minimum altitude was started. The formation drifted about 20 miles to the north of the briefed course on return, but regained course before reaching England. At 52°56'N-01°37'E, the 95 A Squadron left the Group formation and set course for base. The English Coast was crossed at 1330 hours at an altitude of 2,000 feet, and the base was reached at 1348 hours. The formation landed at 1357-1407 hours.

2. AIRCRAFT NOT ATTACKING: Thirteen (13) aircraft were dispatched as shown in Diagram "A". All thirteen were over the target in the same formation and are credited with sorties.

3. AIRCRAFT LOSS: None.

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

DECLASSIFIED  
Authority AND 745005  
By L. NARA Date 7-18-07



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

B-B-26

6 November 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission  
of 6 November 1944, Munster, Germany.

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

1. We took off at 0700 hours and made assembly over BU# 23. We were flying as low squadron in the 92nd Combat Group. We assembled our squadron at 9000' over BU# 23 at 0745 hours and at 0750 hours we took departure in order to assemble with the Group. Since we were unable to find the rest of the Group at the first G.P. # 1 we continued to Great Yarmouth which we made at 0901 hours.

2. Immediately after we left the Coast, we spotted the rest and assembled while on course at 0903 hours at 12000'. We climbed to flight altitude on the route over the North Sea, until we had attained 23500'. We intercepted the briefed route over the North Sea at 5310N 0320E and then flew south of the briefed route to the enemy coast. The maximum deviation was ten miles.

3. We crossed the enemy coast at 1015 hours at 5422N 0322E at an altitude of 22500' at which time we headed for the I.P. This was at 5405N 0300E at 22700'. We made this good and headed for the target on briefed course. Bombs were away at 1035 hours at 22900' on a magnetic heading of 105°. The target was bombed by P.F.F. technique.

4. We crossed the enemy coast out at 1116 hours at 21000' at 5454N 0355E. We drifted off briefed course about 20 miles right on the route back over the North Sea, but we regained course before we hit England. At 5255N 0157E, our low squadron left the Group and set course for our base. We crossed the English coast at 1330 hours at 5255N 0120E at 2000' and arrived at the base at 1345 hours. We landed at 1403 hours.

SAUL COHEN  
1st Lt., Air Corps,  
Lead Navigator.

DECLASSIFIED

Authority AAI 74505  
By: L NARA Date 7-18-07

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

E-F-26

6 November 1944.

**SUBJECT:** Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 6 November 1944, Nimmster, Germany.

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

1. Narrative.

- a. Bombing aids used were C-2, H-6-B and P.F.F. equipment.
- b. Made left turn at I.P. of approximately 45° at about 1028 hours.
- c. Bomb bay doors opened after leveling off at I.P. at 1029.
- d. Turned onto the bombing run with a 105° magnetic heading. Beginning of run was visual but changes to 10/10ths and upon nearing the target changed to about 5/10ths. Bombs were away at 1035 hours by P.F.F. technique.
- e. Bombing results were fair to good.
- f. There are no suggested changes to be made.

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

3. Disposition of Bombs - A/U

			Bombs		Fuzing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose Tail
Nimmster, Germany.	15	15	251	250#	M-57	1/10 1/40
Total on Target.			251	250#	M-57	1/10 1/40
Bombs Returned.			1	250#	M-57	1/10 1/40
Other Expenditures.			None.			
Total (loaded on A/U taking off).			252	250#	M-57	1/10 1/40

4. Types of Release - All 251 x 250# G.P. AN-M57 bombs dropped on the secondary target were released on 109' interval and armed.

FLOYD A. HENDERSHOT  
1st Lt., Air Corps,  
Lead Bombardier.

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Authority AAI 175005  
By: L NARA Date 7-18-07

# CONFIDENTIAL

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

B-F-26

6 November 1944.

**SUBJECT:** Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 6 November 1944, Niumunster, Germany.

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

1. Bombing Approach and Run - Turned onto the bombing run with a 105° magnetic heading. Beginning of run was visual but changed to 10/10ths and upon nearing target changed to about 8/10ths. Bombs were dropped by P.F.P. and were away at 1055 hours. Results were fair to good.

2. Disposition of Bombs - 13 A/C were dispatched from the 95th "A" Squadron and all were over the secondary target dropping 251 x 250# G.P. AN-M57 bombs. A/C #7888 returned 1 x 250# G.P. AN-M57 bombs due to rack mal-function. The fusing was 1/10 nose and 1/40 tail.

3. Types of Release - All 251 x 250# G.P. AN-M57 bombs dropped on the secondary target were released on 100' interval and armed.

4. Tabular Summary - A/C

			Bombs		Fusing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose Tail
Niumunster, Germany.	13	13	251	250#	M-57	1/10 1/40
Total on Target.			251	250#	M-57	1/10 1/40
Bombs Returned.			1	250#	M-57	1/10 1/40
Other Expenditures.			None.			
Total (loaded on A/C taking off).			252	250#	M-57	1/10 1/40

FLOYD A. HEIDENROT  
1st Lt., Air Corps,  
Lead Bombardier.

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Authority AAI 74505

By: B NARA Date 7-18-07

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

V-A-2

APO 559,  
6 November 1944.

SUBJECT: Engineering Report on Combat Mission 6 November 1944.

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

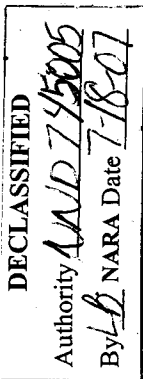
1. The following information is submitted concerning combat mission 6 November 1944.

- a. Thirteen (13) B-17 airplanes took-off.
- b. Thirteen (13) B-17 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



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

6 November 1944

SUBJECT: S-3 Letter.

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

1. Thirteen A/C of the 95th Group took off beginning at 0700 hours to attack the marshalling yard at Neumunster, Germany, flying as the low squadron in the 487th B Group. No aircraft returned early.

2. No enemy A/C were sighted or met.

3. Heavier inaccurate tracking flak was encountered between the I.P. and the target.

4. Strike photos show bombs bursting within the built up area of the city S.E. of the M.P.I.

5. No PFF A/C flew with this squadron. The PFF target was attacked. Decision was made to bomb PFF so squadron fanned out. At the last moment a visual run was decided upon with lead Bombardier synchronizing for rate only. Fighter escort was average being late for rendezvous. All A/C returned to base and landed by 1415 hours.

MARVIN FEIR,  
1st Lt., A.C.,  
Ass't. S-2.

DECLASSIFIED

Authority AAD 745005

By B NARA Date 7-18-07

*huc*  
*CBTB*

INTERPRETATION REPORT S.A. 2906

ATTACK ON NEUMUNSTER ON 6 NOV. 1944

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No of aircraft : 254, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1032 - 1048 hours.
- (d) Bombs : 4893 x 250 lb. G.P.

(ii) DETAILS OF THE ATTACK

Marker and H.E. bombs are seen falling on all photographs received. However, 6/10 to 9/10 cloud cover obscures the extent of many patterns of bursts which are visible on and near the airfield, marshalling yard, business/residential areas, and in open country.

(b) Bursts are seen on the airfield and its facilities as follows:

1. ACCOMMODATIONS

- Southern barracks area - 6 near hits.
- Northern barracks area - Several near hits.

2. LANDING GROUND

A group of at least 35 bursts is seen on the Eastern side of the landing area.

(c) MARSHALLING YARD (All measurements given are from the large hangar in the Northern dispersal area of the NEUMUNSTER airfield.

1-3/4 miles East/Northeast - A concentration of at least 35 bursts is seen with hits on the railway lines and near hits on an unidentified factory.

1-1/4 miles Southeast - A group of at least 25 bursts is seen with at least 8 hits on the railway lines and other bursts extending into built up business/residential area, from which smoke is issuing late in the attack.

(d) OTHER BURSTS

600 yards North - A group of approximately 40 bursts is seen in a wooded area:

2000 yards Northeast - A group of at least 45 bursts is seen in a sparsely built up area with probable hits on small buildings and roads. One small explosion is seen.

2 miles East - Approximately 22 bursts are seen with 3 near hits on unidentified factory buildings.

3 miles North/Northeast - At least 18 scattered bursts in open areas.

(iii) ACTIVITY

(a) NEUMUNSTER AIRFIELD

- a. The airfield is completely covered on hazy and partially cloud obscured photographs.
- b. No aircraft are seen due to cloud cover.
- c. The Western side of the landing ground appears serviceable.

(b) NEUMUNSTER MARSHALLING YARD

- a. Due to cloud cover, no statement can be made on the loading of the yard.

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Authority *AW/D 745005*  
By *AB* NARA Date *7-18-07*



(iv) ANNOTATED PRINT: None prepared.

(v) BOMB PLOT: None prepared.

(vi) PHOTOGRAPHS RECEIVED:

SAV 34/337	NOV 44	1042A hrs.	1/57,709	(F.L. 7")	22,100'	'B'
" 95/1161	"	1035A "	1/38,603	"	22,500'	"
" 100/996-1001,	"	1045-52A hrs.	1/41,100	"	24,000'	"
1003						
" 100/1002	"	1047A hrs.	1/12,450	(F.L.24")	24,900'	"
" 385/871	"	1038A "	1/37,700	(F.L. 7")	22,000'	"
" 390/1084-86	"	1044A "	1/40,250	"	23,500'	"
" 447/748-49	"	1039A "	"	"	"	"
" 486/553, 55, 57	"	1032A "	1/38,600	"	22,500'	"
" 487/493, 495	"	1035A "	1/59,900	"	23,200'	"
" 490/379-380	"	1041A "	1/40,250	"	23,400'	"
" 493/408	"	1048A "	1/38,600	"	22,500'	"
" 493/401	"	" "	1/22,500	(F.L.12")	"	"
O 486/203, 4	"	Unknown	Oblique	(F.L.6-3/8")	23,000'	'A'

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

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10 NOV 1944

IMMEDIATE INTERPRETATION REPORT NO. K. 3358

LOCALITY: NEUMUNSTER (Town Area)  
With reference to G.A.F. Station and Land-und-See  
Aircraft Repair Factory.

PERIOD UNDER REVIEW

This report deals with damage to the Southwest half of the town from 1245A hours on 29 OCT to 1200A hours on 9 NOV 1944. The remainder of the town, including Land-und-See Aircraft Repair Factory, which was uncovered by the last report, is dealt with up to 9 NOV 1944. The target was attacked by the U.S. 8th AIR FORCE on 25 OCT 1944 and 6 NOV 1944. (S.A. 2862  
S.A. 2906)

PROVISIONAL STATEMENT ON DAMAGE

TOWN AREA

Although definition of damage is hampered by poor quality and incomplete stereo cover, it is seen that considerable business and residential damage is scattered throughout the town. In addition to items of damage mentioned in Immediate Interpretation Report K.3337, an industrial establishment immediately N. of Land-und-See Aircraft Repair Factory is heavily damaged and there appears to be some disturbance in the M/Y.

G.A.F. STATION (Stereo on Western edge only)

Three buildings of the Southern barracks area have been severely damaged and one building of the central barracks area is missing. As a result of the 6 NOV attack, there are numerous new craters on the Northeast of the landing ground. These, together with craters of the previous attack, render the North-east and Southwest quadrants of the landing ground probably unserviceable.

LAND-UND-SEE AIRCRAFT REPAIR FACTORY (No stereo)

There is probable heavy damage to four buildings in the factory area.  
(Prints 4001-2,3002-3)

This report is subject to correction and amplification from a more detailed assessment.

PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: 7GR/3569.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1200A hours on 9 NOV 1944.

SCALE: 1/14,000 (F.L.24").

COVER AND QUALITY: Full cover of poor quality with incomplete stereo.

LAST REPORT: K. 3337 on 30 OCT 1944.

COMPARATIVE SORTIE USED: Ill. No. 3/Air/88/3, 106G/2303.

PRINT DISTRIBUTED: 4002 (to follow when available).

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

LOCALITY: NEUMUNSTER

1. G.A.F. Station
2. Land-und-See Aircraft Repair Factory
3. M/Y and Town Area

PERIOD UNDER REVIEW

This report deals with damage to the S.W. half of the town from 1245A hours on 29 OCT 1944 to 1200A hours on 9 NOV 1944. The remainder of the town, including the Land-und-See Aircraft Repair Factory is dealt with up to 9 NOV 1944. The target was attacked by U.S. 8th AIR FORCE on 25 OCT 1944 (Reported 10/10 cloud) and 6 NOV 1944 (Reported 6/10 to 9/10 cloud).

(S.A. 2862 and 2906)

PROVISIONAL STATEMENT ON DAMAGE

1. G.A.F. Station

Photographs of good quality confirm the damage reported in Immediate Interpretation Report K. 3358. Photographs 48 days after the last attack show some repair work to have been carried out. This is notable in the barracks area and in the supply area where craters on railroad sidings have been filled and tracks repaired. Limited cover makes further statement on landing ground impossible.

2. Land-und-See Aircraft Repair Factory

Present cover shows the main buildings of the Land-und-See Works to be undamaged. North of the plant there is considerable unrepaired damage to large shed type buildings which may be connected with the works.

3. M/Y and Town Area

Severe damage has been suffered by the marshalling yard from the attacks. All of the main trackage torn up by the bombs appears to have been repaired and repairs appear in progress on subsidiary rails. Severe damage was sustained in the possible car shops where all roof lights were blown and one large complex is 2/3 destroyed. The other two have holes in the roof and several small sheds in the area have been damaged. Both the engine round houses are severely damaged.

FACILITIES

Both engine roundhouses severely damaged. Severe damage to one of three possible car repair shops. Several holes in roof of other two. Several minor buildings damaged or destroyed.

M/Y SIDINGS

Crater scars give evidence of repaired damage. All tracks appear undamaged.

LOCOMOTIVE AND ROLLING STOCK

On cover 48 days following last attack only a few damaged pieces of rolling stock are seen on-out of the way sidings.

THROUGH RUNNING LINES

All through lines appear unobstructed.

OTHER DAMAGE

Craters seen in supply and unidentified areas.

New cover confirms severe damage reported in Immediate Interpretation Report K. 3358.

(Prints 3100,1)

This report is subject to correction and amplification from a more detailed assessment.

PHOTOGRAPHS TAKEN BY: 540 Squadron.

SORTIE: 106G/3895.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1405A hours on 24 DEC 1944.

SCALE: 1/6,900 (F.L. 36").

COVER AND QUALITY: Full cover on good quality prints.

LAST REPORT: K. 3358 (Immediate).

COMPARATIVE SORTIES USED: D451, US7GR/3545.

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

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SECRET

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 190

PERIOD: 0001 hours 6 November 1944 to 2400 hours 6 November 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>OT</u>	<u>Totals</u>
							<u>E/A</u>	<u>AA</u>	<u>N/E</u>		
Heavy Bomber Atks.	7	1131+	1104	1088	3025.5	0-0-0	0	4	0	3	7
Fighter Escort	16	772	722	0	0	4-0-5A 0-0-5G	1	0	3	7	11
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.	12	12	12	0	0	0-0-0	1	0	0	1	2
Weather Recon.	13	42	42	0	0	0-0-0	0	0	0	1	1
Air/Sea Rescue	1	29	29	0	0	0-0-0	0	0	0	0	0
Special Operations	4	53	53	0	0	0-0-0	0	0	0	0	0
Totals	53	2039	1962	1088	3025.5	4-0-5A 0-0-5G	2	4	3	12	21

+ 11 spares; 6 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Twenty combat wings and eight boxes (773 B-17s 358 B-24s - 1131 a/c) dispatched in six forces against oil and chemical installations, canal aqueduct and a/c repair plant in northern and northwestern Germany. Seven assigned targets. 1088 a/c dropped 3025.5 tons GP on all assigned primaries and several other targets. All primary targets bombed on PFF. No e/a opposition: Fighters prevented force of approximately 15-20 Me-262s from attacking B-24s in the Osnabruck area. Claims: nil. Losses: 7 a/c (5 B-17s, 2 B-24s).

First Force

Nine combat wings (291 B-17s, 1st Division) dispatched against oil refinery at Harburg and Hamburg/Rhenania Synthetic Oil Plant. 283 a/c dropped 845.5 tons GP on both assigned primaries and three T/Os at 1049-1102 hours from 24,300-27,000 feet. Targets bombed on H2X. Weather: 7/10-10/10 cloud over Hamburg with breaks in target area. Flak: meager to moderate, accurate at Hamburg. Battle Damage: 79 minor, 24 major. E/a opposition: nil. Claims: nil. Losses: four B-17s (three to AA, one to unknown causes).

S E C R E T

Fighter Support: Five fighter groups (258 P-51s) dispatched. Up 0825-0905 hours. Down 1320-1352 hours. 238 sorties. Missions uneventful. No e/a opposition. One group strafed forty oil storage tanks on bank of Elbe near Hamburg (4RS-4050). Many strikes but no apparent results. Also strafed and damaged power house and two barges. Claims: nil. Losses: three P-51s (one believed landed at St. Trond A/F, one crashed on take-off, one lost to mechanical failure).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Hamburg/Rhenania Syn. Oil Plant	146	142	423.5	Unobserved
Harburg Oil Ref.	145	138	413.0	Unobserved
<u>Other Targets</u>				
T/O (5355N-1020E)		1	3.0	Unobserved
T/O (5343N-0945E)		1	3.0	Unobserved
T/O (5340N-1020E)		1	3.0	Unobserved
Totals	291	283	845.5	

Second Force

Three combat wings (262 B-17s, 3rd Division) dispatched against Neumunster a/c repair plant and A/F. Only two squadrons bombed primary. 257 a/c dropped 619.1 tons GP on primary and assigned secondary, Neumunster M/Y at 1035-1047 hours from 22,000-24,500 feet. All bombing on H2X. Leaflets dropped in the Neumunster area. Weather: 6/10-9/10 cloud with tops at 8,000 feet in target area. Flak: Meager, inaccurate. Battle damage: 10 minor, E/a opposition: nil. Two t/e e/a and one silver-colored e/a, believed Me-163, observed northeast of Kiel but no attacks. Claims: nil. Losses: nil.

Fighter Support: Two groups (102 P-51s) dispatched. Up 0845-0914 hours. Down 1330-1345 hours. 93 sorties. Missions uneventful. No e/a opposition. Claims: nil. Losses: one P-51 (pilot bailed out over North Sea due to a/c mechanical failure).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Neumunster a/c repair and A/F	262	23	54.9	Unobserved
<u>Other Targets</u>				
Neumunster M/Y (Sec.)		231	556.7	Good
3 u/i T/Os		3	7.5	Unobserved
Totals	262	257	619.1	

S E C R E T

Third Force

Four boxes (215 B-24s, 2nd Division) dispatched against Mittleland Canal aqueduct at Minden. 206 a/c dropped 657.5 tons GP on assigned primary and two T/Os at 1045-1055 hours from 17,000-21,000 feet. Target bombed on H2X. Leaflets dropped at Minden. Weather: 10/10 solid cloud in target area. Flak: meager, inaccurate. Battle Damage: 31 minor, 0 major. E/a opposition: nil. Two Me-210s, two Me-262s sighted in Dummer Lake area; one Me-163 sighted near Rheine; no attacks made. Claims: nil. Losses: one B-24 to unknown causes.

Fighter Support: Five groups (271 P-51s) dispatched. Four groups on close escort. One group on special mission sweeping Achmer A/F on lookout for jet a/c, also general area support. Up 0844-0904 hours. Down 1258-1325 hours. 257 sorties. E/a opposition: approximately 15-20 Me-262s and 13 FW-190s and Me-109s sighted in Holland-northwestern Germany area. Jet a/c operated in elements of two and three a/c. Two Me-262s made three attempts to reach bombers in target area before turning off. One jet a/c chased to Bassum (5252N-0843E) and destroyed at 3,000 feet. Another damaged. Three additional Me-262s encountered over A/F at 4 VR-8060 by P-51 special mission group which destroyed one e/a and damaged two. An FW-190 destroyed in single combat over Rheine A/F. Between Rheine and Osna-bruck three Me-109s bounced two P-51s, destroying one. Remainder of P-51 squadron attacked e/a claiming 1-0-1. Claims: 4-0-4 air (2-0-3 Me-262s); 0-0-5 ground. Successful ground and river strafing attacks made in Wesermunde-Meppel-Diepholz areas. 20 u/i a/c on A/F at 4 RW-850 strafed by special mission group for claims of 0-0-5. Losses: three P-51s (one to e/a, one lost in Channel, 1 NYR.

Strafing claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	3	5
Goods Wagons	12	13
Passenger Trains	0	1
Troop train	0	1
Heavy Truck	0	1
Unit truck convoy	0	20
Personnel Carrier and Passengers	0	1

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Mittleland Canal Aqueduct-Minden	215	204	651.5	Unobserved
<u>Other Targets</u>				
Hamburg Oi. Refinery		1	3.0	Unobserved
T/O - A/F (5227N-0718E)		1	3.0	Unobserved
Totals	215	206	657.5	

SECRET

Fourth Force

Five combat wings (101 B-17s, 1st Division) dispatched against synthetic oil plant at Bottrop. 99 a/c dropped 225.1 tons GP on assigned primary and on T/O at 1011-1053 hours from 26,000-29,000 feet. Primary bombed on Gee-H. Weather: 10/10 cloud over target. Flak: moderate, inaccurate at Bottrop. Battle Damage: 30 minor, 9 major. E/a opposition: nil. Claims: nil. Losses: nil.

Fighter Support: One group (44 P-47s) dispatched. Up 0851 hours, down 1225 hours. 43 sorties. No e/a opposition. Mission uneventful. Claims: nil. Losses: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Bottrop	101	87	198.1	Unobserved
<u>Other Targets</u>				
Hamm M/Y (Sec.)	—	12	27.0	Unobserved
Totals	101	99	225.1	

Fifth Force

Four boxes (143 B-24s, 2nd Division) dispatched against synthetic oil plant at Sterkrade. 135 a/c dropped 438.5 tons GP on assigned primary and one T/O at 1020-1028 hours from 22,000-24,600 feet. Target bombed on Gee-H. Leaflets dropped on Sterkrade. Weather: 10/10 cloud at target. Flak: moderate, accurate at Sterkrade. Battle damage: two minor, 25 major. E/a opposition: nil. One JU-88 sighted near Uden but no attack. Claims: nil. Losses: one B-24 to AA.

Fighter Support: one group (43 P-47s) dispatched. Up 0853 hours, down 1238 hours. 40 sorties. E/a opposition: one flight patrolling south of Arnhem chased and was fired upon by u/i t/e a/c. Returned fire by flight leader damaged e/a. On hearing R/T report that one Me-262 was attacking one of two relay a/c in the Hague area, one squadron flew to Walcheren but was unable to locate e/a. Claims: 0-0-1. Losses: four P-47s (believed to have possibly landed on Continent).

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Sterkrade Syn. Oil Plant	143	134	434.5	Unobserved
<u>Other Target</u>				
Vreden	—	1	4.0	Unobserved
Totals	143	135	438.5	

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Sixth Force

Three combat wings (119 B-17s, 3rd Division) dispatched against the Benzol Plant at Duisburg. 108 a/c dropped 239.8 tons GP on assigned primary and one T/O at 1029-1039 hours from 25,500-26,500 feet. Primary bombed on Micro-H, T/O on Gee-H. Weather: 8/10-10/10 cloud over target with tops at 17,000 feet. Flak: mager to moderate, inaccurate at Duisburg. Battle Damage: 17 minor, one major. E/a opposition: nil. Claims: nil. Losses: one B-17 to unknown causes.

Fighter Support: Two groups (54 P-47s) dispatched. Up 0902 hours, down 1253 hours. 51 sorties. No e/a opposition. Missions uneventful. Claims: nil. Losses: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Duisburg Benzol Plant	119	65	134.9	Unobserved
<u>Other Target</u>				
Rheydt M/Y	—	43	104.9	Unobserved
Totals	119	108	239.8	

2. Fighter Escort

Sixteen groups (631 P-51s, 141 P-47s - 772 a/c) dispatched. Fifteen group on close escort to six bomber forces. One group on special mission sweeping Achmer A/F on lookout for jet a/c, and also general area support for third bomber force. Up 0825-0914, down 1225-1352 hours. 722 sorties. E/a opposition: no opposition to four bomber forces. Groups escorting third force (2nd Division) bombers attacking Middleland Canal aqueduct sighted approximately 15-20 Me-262s, and 13 FW-190s and Me-109s. Combats with jet e/a resulted in claims of 2-0-3. An FW-190 and Me-109 were destroyed and an Me-109 damaged in single combats. Only opposition to fifth force was that of u/a t/e a/c in Arnhem area which was later damaged by fighter escort. In strafing attacks in Holland and northwestern Germany areas, five s/e e/a were damaged on A/F at 4 RW-850 and other ground claims resulted. Total claims 4-0-5 air (of which 2-0-3 are Me-262s), 0-0-5 ground. Losses: 11 a/c (7 P-51s, 4 P-47s).

Strafing claims are as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Powerhouse	0	1
Barges	0	2
Locomotives	3	5
Goods Wagons	12	13
Passenger Trains	0	1
Troop Train	0	1
Heavy Truck	0	1
Unit Truck Convoy	0	20
Personnel Carrier and Passengers	0	1

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3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

12 a/c (8 F-5s and 4 Spitfires) dispatched. Pictures obtained of Heligoland, German A/Fs, Hamburg and Ruhr areas. One pilot seen to abandon F-5 on fire estimated two miles southeast of Aachen. One F-5 intercepted by a/c believed to be jet-propelled e/a, failed to return. Losses: two a/c.

6. Weather Reconnaissance

42 a/c (30 P-51s, 7 Mosquitoes, 4 B-24s, 1 B-17) dispatched. P-51s scouted bomber forces without loss. Two B-24s and one B-17 flew heavy weather over sea to northwest of Lands End. Two B-24s flew routine reconnaissance to the Azores. Mosquitoes flew missions to Holland, Belgium, Denmark, France and Germany. One Mosquito crashed on landing. All other a/c returned safely.

7. Air/Sea Rescue

29 a/c (25 P-47s and 4 P-51s) dispatched. No rescues. All a/c returned safely.

8. Special Operations

53 a/c dispatched as follows:

23 a/c (18 P-51s, 4 P-47s and 1 B-17) dispatched as airborne radio relays. One Me-262 took a long burst at one fighter relay a/c in the Hague area, then escaped into cloud. One jet t/e e/a seen by relay a/c east of Ghent at 35,000 feet. All a/c returned safely.

10 a/c (7 B-24s, 3 B-17s) dispatched on leaflet mission. Leaflets dropped in France, Holland and Germany. All a/c returned safely.

8 B-24s dispatched on RCM mission, jamming between 1830 and 2050 hours. All a/c returned safely.

12 B-17s dispatched as screening force to bomber operations. All a/c returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

Operations again were marked by a lack of e/a attacks on bombers in spite of considerable jet and slight s/e e/a activity. Sightings indicated at least 15-20 Me-262s and several Me-163s were active over NW Germany and Holland, and escorting fighters had a number of encounters, claiming two Me-262s destroyed and several damaged. One Me-262 made an unsuccessful attack on one of the P-51 relay a/c near the Dutch coast, but on the whole the jet a/c tended to avoid combat with our fighters. Some twelve s/e e/a were sighted in scattered lots of one to seven. Of these, 3 Me-109s bounced two P-51s and destroyed one while sustaining

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one destroyed and one damaged. An additional s/a a/c was destroyed in the Dummer Lake area. A single FW-190 unsuccessfully attempted to bounce an early returning P-51 over Wangerooge Island. The seven FW-190s sighted East of Zwolle by two early returning fighters were not engaged.

Weather conditions over NW Germany were suitable for e/a interception activity, but a frontal condition to the east of target areas probably prevented any reinforcements being sent west to defend against the comparatively shallow bomber penetrations. In the Ruhr area weather was generally unfavorable but not prohibitive of limited e/a activity.

2. Flak

Bombers

Meager to moderate, inaccurate	- Duisburg
Moderate, inaccurate	- Bottrop
Moderate, accurate	- Sterkrade
Meager, inaccurate	- Minden
Meager, inaccurate	- Neumunster
Meager to moderate, accurate	- Hamburg

Fighters

Heavy and light, intense, accurate	- Rheine
Heavy, moderate, accurate	- Rotterdam
Heavy, intense, accurate	- Osnabruck
Heavy, moderate, inaccurate	- Minden
Heavy, meager, inaccurate	- Munster
Heavy, moderate, accurate	- Bohnte A/F
Light, intense, accurate	- Vorden A/F (SE Corner)

3. Observations

Three t/e e/a believed to be He-111K on Meppel A/F.

Four Me-262s on A/F at 4 VR 8060.

20 u/i a/c on A/F at 4 RW-850. Half a/c appeared to be dummies - others Me-109s. Well camouflaged and dispersed in plowed field adjacent to A/F which is defended by light, intense flak.

15 plus Me-262s observed on A/F at Delmenhorst (4 RW-5796).

Military highway at 4 VR-7060 being used for Me-262 take-offs and landing.

4 u/i a/c on A/F with three black-top runways at 5447N-0850E.

3 to 4 u/i a/c on A/F SW of Schleswig with black-top runways.

A/F tip of Cuxhaven has six u/i s/e bi-planes.

A/F under construction 10 miles SW of Cuxhaven.

A/F NE of Aurich.

Many a/c seen on Rheine A/F and field appears serviceable. Many Me-109s seen lining SE edge of field and He-111s and JU-88s lining NW edge.

SE end of runway Deventer A/F (5215-0603) under construction.

Well camouflaged auxiliary A/F at Strohen - approximately 10 miles W of Dummer Lake. Had several dummies and wrecked e/a on it.

One Me-262 landed Hesepe A/F. 330 degree runway marked broad yellow bands. A/F in excellent condition. 4 to 6 u/i a/c seen in hangar area and NW corner.

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4. Damage to Enemy Installations

Hamburg/Harburg - Unobserved Results

Although cloud of 6/10 to 10/10 density covers entire target area, through breaks in the cloud the following concentrations could be plotted: Two concentrations totalling approximately 100 bombs bursting in and adjacent to the Hamburg-Rothenburg M/Y 2-1/2 miles SE of the center of Hamburg. Direct hits could be seen on the RR lines near the E choke point of the yard and on a residential area adjacent to the South side. Three concentrations bursting in the Strand-Sandtorhafen 3/4 of a mile SE of the center of Hamburg. Heavy haze and cloud cover prevents pin pointing but bombs appear to have fallen into the Hamburg Gas Werks. There is evidence of bomb bursts in the Evano Asphalt Works, the Gauno Works and the Thru Oil Works. Four concentrations in the residential area of Harburg. Some bombs could be seen bursting in the M/Y. Damage to the town area should be severe. One small concentration in the Heimfeld District of Harburg. Direct hits could be seen on rail lines in the area and damage will be severe. In the Wilhelmsburg area, partial concentrations could be plotted. However, the majority were cloud obscured. This area is suburban and lightly built-up -- no serious damage should be expected.

Bottrop - Unobserved Results

Cloud 5/10 - 10/10 density over entire target area. Of 1985 bombs dropped approximately 100 could be plotted. These bombs fell in a small village 1-1/4 miles Northeast of target. No bombing category given since major portion of bombs cannot be plotted.

Neumnster M/Y - Good Results

M/Y was hit by patterns of three groups, three squadrons each. Three other groups missed the yard and hit on outskirts of town. 8/10 cloud plus haze renders interpretation difficult. Weight of attack fell on yard facilities north of assigned MPI and as nearly as can be determined the entire area was covered - with the exception of the hump at extreme north end. This includes two large RR workshops, roundhouses, storage and sorting sidings, goods depot, transshipment shed, way depot and U/I sidings and facilities near workshop. End of one squadron pattern struck passenger station and tracks at this point.

Neumnster A/F - Unobserved Results

Part of pattern seen on Northern edge of A/F. Probably covers east end of north dispersal area. Pattern is 1 and 8/10 miles East of assigned target (hangar on A/F) in built up part of town. Pattern in wooded area just north of the north hangar and dispersal area of field.

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

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