

INTERPRETATION REPORT S.A. 2910ATTACK ON SAARBRUCKEN MARSHALLING YARD ON 9 NOV 1944

## (i) INFORMATION RECEIVED ON THE ATTACK:

- |                     |   |  |
|---------------------|---|--|
| (a) No. of aircraft | : | 396, with full fighter escort.   |
| (b) Command         | : | U.S. 8TH AIR FORCE.  |
| (c) Time            | : | 0943 to 1045A hours.   |
| (d) Bombs           | : | 48 x 2000 lb. G.P.<br>1745 x 1000 lb. G.P.<br>742 x 1000 lb. S.A.P.<br>18 x 500 lb. G.P. |

## (ii) DETAILS OF THE ATTACK:

- (a) All photographs received are 3/10 to 10/10 cloud covered making it impossible to plot many of the concentrations of bursts within the city of SAARBRUCKEN.

Groups of bursts and scattered bursts are seen in various areas in and near the city. One large explosion is seen in the canal.

- (b) Bursts are seen in and near the city as follows: (Distances are measured from the Railway Traffic Center to the approximate center of the burst area).

1. At least 75 are seen in and near the canal 3/4 mile South and on residential buildings just Southwest of the canal. A large explosion is seen in the canal.
2. Approximately 30 outside the East end of the Marshalling Yard. At least two hits are seen on the rail lines near the junction.
3. A group of approximately 50 in open lots and on residential buildings one mile South Southeast.
4. A group of at least 20 and approximately 25 scattered bursts are seen in residential areas just North.
5. Scattered bursts are seen through a small opening in the clouds 1/2 mile Northeast.
6. Approximately 150 in fields 2-1/2 miles North.
7. Scattered bursts are seen through an opening in the clouds three miles Southeast.
8. At least 200 scattered over a wide area of woodlands and open fields 2-1/2 miles East Northeast.
9. At least 25 on residential buildings and open lots just South of the village of SULZBACH six miles North Northeast.

## (iii) ACTIVITY:

## 1. SAARBRUCKEN ST. ARNUAL AIRFIELD:

- (a) The airfield is completely covered on hazy and partially cloud obscured photographs.
- (b) No aircraft are visible.
- (c) This is a decrease of one aircraft since the last full cover on 10 SEP 1944 (106G/2735).

/(d) The West side of the landing ground



(d) The West side of the landing ground is obstructed by a ditch, the remainder of the landing ground appears serviceable.

2. SAARBHUCKEN MARSHALLING YARD:

(a) Only the Southeast corner of the yard is seen on partially cloud obscured photographs.

(b) The loading appears light to moderate on the parts visible.

(iv) ANNOTATED PRINT: None prepared.

(v) BOMB PLOT: None prepared.

(vi) PHOTOGRAPHS RECEIVED:

SAV	95/1163, 1164	9 NOV 1944	1008A	hrs.	1/23,500	(F.L.12")	23,500'	'B'
"	96/889	"	1007A	"	1/23,000	"	23,000'	"
"	100/1004-1010	"	1009A	"	1/38,600	(F.L. 7")	22,500'	"
"	305/904, 906, 908	"	1005A	"	"	"	22,500'	"
"	305/905, 907	"	"	"	1/22,500	(F.L.12")	"	"
"	351/800, 803	"	1037A	"	1/25,600	"	25,600'	"
"	385/872, 873	"	1045A	"	1/36,800	(F.L. 7")	21,500'	"
"	388/747-749	"	1000A	"	1/39,400	"	23,000'	"
"	390/1093, 1094	"	1010A	"	1/38,600	"	22,500'	"
"	390/1095	"	1010A	"	1/23,300	(F.L.12")	23,300'	"
"	447/754, 755	"	1041A	"	1/39,400	(F.L. 7")	23,000'	"
"	452/705-707	"	1007A	"	1/40,250	"	23,500'	"
"	466/598	"	1000A	"	1/11,300	(F.L.24")	22,500'	"
"	487/496, 497	"	0952A	"	1/39,900	(F.L. 7")	23,300'	"
"	490/385, 387	"	0943A	"	1/38,600	"	22,300'	"

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Authority AA/D 745005  
By B NARA Date 7-18-07

29 November 1944

Report on Attacks by Eighth Air Force Heavy Bombers  
Against Fortifications in the Metz & Thionville Areas  
9 November 1944

The purpose of this report is to give a brief account of the results achieved from the point of view of bombing accuracy on the attack by heavy units of the Eighth Air Force against fortifications beyond the front line in the Metz and Thionville areas on 9 November 1944.

1. Description of Operation

On 9 November 1944 the Eighth Air Force dispatched 111 formations of B-17 and B-24 aircraft to attack fortifications in the Metz and Thionville areas. The formations were composed of squadrons of 9 to 13 aircraft. Nine different aiming points were assigned. The attacks were made with 2000 lb. and 1000 lb. high explosive bombs and 1000 lb. armor piercing bombs. Due to the presence of varying degrees of cloud cover over the targets, most of the bombing was done by Gee-H methods, in group formation - i.e., with a group of three squadrons all dropping on the lead Gee-H aircraft flying in the lead squadron.

The 1st and 2nd Divisions used two different techniques of Gee-H bombing on this mission: the 1st Division used the warning point technique, i.e., a timed run from a pre-computed point, and the 2nd Division used the newer bomb sight technique, i.e., synchronizing the bomb sight by means of check points obtained by the Gee-H navigator.

This mission was the first Gee-H operation on which the I.P. and the target were on opposite sides of the base line determined by the two ground stations. This unusual feature caused some complications not hitherto experienced on a Gee-H mission.

2. Results of Operations

a. The following table gives a brief summary of the operation by divisions:

	<u>No. Squadrons Dispatched</u>	<u>Size of Formation</u>	<u>No. Squadrons Attacking Primary Area</u>	<u>No. Squadron Bombfalls Plotted</u>
1st Div.	36	12 A/C	30	21
2nd Div.	39	9 & 11 A/C	36	31
3rd Div.	36	12 & 13 A/C	3	3
Total	111		69	55

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The 1st and 2nd Division orders were to attack the given aiming point visually if possible, otherwise by Gee-H. The 3rd Division was ordered to bomb their primary at Thionville only if the operation were visual; actually almost all of the 3rd Division bombed an H2X secondary.

The attached plot shows the 55 plotted bombfalls.

Most of these could be located with fair precision by ground bursts in the strike photographs. These are indicated by rectangles on the plot, the size and shape of each rectangle corresponding roughly to the length and width of the pattern.

In some cases the bombfall had to be located by approximation from a bombs-away photograph in which ground detail was visible. The position of these approximations is shown by a circle; these pattern locations are not exact, but are unlikely to be misplaced over one inch (4000 feet) from the true location,

b. Tabulation of errors.

(Only the bombfalls of the 1st and 2nd Divisions in the Metz area are considered. Deflection and range errors are measured with respect to the Gee-H track,)

(i) All plotted patterns included.

	<u>1st</u> <u>Div.</u>	<u>2nd</u> <u>Div.</u>	<u>Total</u> <u>Force</u>
Number of patterns plotted	21	31	52
Number patterns <u>short</u> of MPI	3	6	9
Number patterns <u>long</u> of MPI	18	25	43
Number patterns <u>right</u> of MPI	15	21	36
Number patterns <u>left</u> of MPI	6	10	16
Average circular error			2 miles

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(ii) Plotted patterns with errors over 2 miles excluded.

	<u>1st</u> <u>Div.</u>	<u>2nd</u> <u>Div.</u>	<u>Total</u> <u>Force</u>
Number patterns plotted with errors under 2 miles	12	17	29
Expressed as a per cent of all plotted	57%	55%	56%
Number of patterns <u>short</u> of MPI	0	6	6
Number of patterns <u>long</u> of MPI	12	11	23
Number of patterns <u>left</u> of MPI	2	7	9
Number of patterns <u>right</u> of MPI	10	10	20
Average circular error	5000'	4200'	4500'
Average range error	3500'	2900'	
Average deflection error	2500'	2400'	
Systematic range error (i.e., the amount by which the collection of patterns within 2 miles of the MPI tends to be long or short)	3500' Long	1100' Long	
Systematic deflection error (i.e., the amount by which the collection of patterns within 2 miles of the MPI tends to be left or right)	1400' Right	270' Left	

Of all bombs dropped by the 75 squadrons dispatched to the Metz area, it is estimated that between 1% and 2% fell within 1000 feet of pre-assigned MPI's.

3. Comments

- a. Strike photographs show cloud condition varying from 2/10 to 10/10. There appears to be a somewhat higher proportion of cloud in the area covered by the 1st Division than in that covered by the 2nd Division.
- b. Evidence has been obtained verbally that in several instances of 2nd Division aimings the Gee-H equipment was supplemented by visual aids.
- c. The whole operation has a strong tendency to be long of the assigned MPI's.
- d. It is noticeable that when errors over 2 miles are rejected (thus discarding the most extreme cases of gross error), the tendency to bomb long was much less marked in the case of the 2nd Division, but not in the case of the 1st Division: in other words, the tendency exhibited here by the 1st Division to bomb long shows up both when they are far off the target and when close in to it. This difference in systematic range errors may be partially attributable to the

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differences in techniques employed by the two Divisions. However, it is too early to draw any final conclusions and the matter will be the subject of further reports when the data becomes available.

e. Since the radius of the tracking circle was about 86 miles for the group of targets, a considerable curvature resulted. The variation in course between I.P. and target was  $40^{\circ}$ . The drift angle at the target was approximately  $15^{\circ}$ . It is more difficult to fly the Gee-H lattice with a large drift angle and a great variation in course between I.P. and target. These two considerations would account for some of the large deflection errors (excluding those greater than two miles).

f. In several cases the falls of the squadrons of a group were plotted quite far apart - three or four miles or over. In two of these cases reports from the groups show the reason for this:

379. The 379 Lead and Low squadrons report having bombed together, the Low dropping on the smoke markers of the Lead. The 379 High squadron is reported as having made an independent release on Gee-H.

392. Reports from 392 are that the 392 Low squadron became separated from the Lead and High. The Low squadron dropped on another group - identity not known for certain, but believed to be the 44th.

Operational Analysis Section

Report prepared by:  
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Acting Director  
Operational Analysis Section

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Authority *AWD 745005*  
By *h* NARA Date *7-18-07*

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

AFO 559,  
10 November 1944.

SUBJECT: Report of Operations Officer, Mission of 9 November 1944.  
Saarlouis, Germany.

TO : Commanding Officer, 95th Bomb Group (B), AFO 559.

1. GENERAL NARRATIVE: The 95 A Squadron formation took off at 0630-0643 hours, to fly as lead squadron of 13 A Combat Group. Assembly was effected over the base at 14,000 feet, and by 0755 both the squadron and group formation were complete. With 95 B high Squadron and 95 C low Squadron in position, the climb to 18,000 feet was started, and 13 A Group departed the base at 0802 hours.

The route over England was flown as briefed, and the Group departed the English Coast over North Foreland at 0858, two minutes ahead of briefed schedule. Climb was started as the coast was departed, and the formation reached the French Coast on course and on time (0908 hours), at an altitude of 20,000 feet.

The course to the IFF was flown as briefed, but cloud coverage prevented a run on the primary target. At 0953 hours course was set for the secondary, and the bomb run was started at 0957 hours at an altitude of 23,800 feet. The secondary target was not picked up by Micky, and bombs were dropped on Saarlouis. Bombs were dropped in group formation at 1008 hours from 28,000 feet altitude. After bombs away the group took up a northerly heading until turning at a point ten miles south of briefed course at 1040 hours. The route out paralleled the briefed course until it was intercepted at 1132 hours. The French coast was crossed on course at 1200 hours, and the formation returned to base at 1246 hours, landing 1246 - 1307 hours in a snowstorm.

2. AIRCRAFT NOT ATTACKING: Eleven A/C plus one B2X leader left the base as shown in diagram "A". One A/C, No. 42-102450 aborted before becoming dispatched, and is not credited with a sortie. The remaining eleven A/C attacked Saarlouis and are credited with sorties.

3. LOST aircraft: None.

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

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Authority *AWD 745005*  
By *LB* NARA Date *7-18-07*

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

AFO 559,  
10 November 1944.

SUBJECT: Report of Operations Officer, mission of 9 November 1944.  
SAARLOUIS, GERMANY.

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

1. GENERAL NARRATIVE: The 95 B Squadron formation, flying as high squadron of 15 A Combat Group, took off at 0615 - 0631 hours. Assembly was completed over the field at 15,000 feet by 0750 hours, and the squadron joined group formation prior to departure from the base at 0802 hours.

For the remainder of the mission the 95 B Squadron flew in close support of 95 A lead squadron, and reference is made to the above report of 95 A Squadron formation for a general narrative of the remainder of the mission.

The 95 B Squadron formation returned to the base in group formation, landing at 1252-1251 hours.

2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF leader were departed the base as shown in diagram B. Of these A/C No. 42-97814 and No. 43-58333 aborted before becoming dispatched, and were not credited with sorties. The remaining eleven A/C were over the target and received sorties.

3. LOST AIRCRAFT: None.

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

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Authority AWD 745005

BvLB NARA Date 7-18-07



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

APG 559,  
10 November 1944.

SUBJECT: Report of Operations Officer, Mission of 9 November 1944.  
ST. LOUIS, GERMANY.

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

1. GENERAL NARRATIVE: The 95 C Squadron formation, flying as low squadron of 13 A Combat Group, took off at 0645 - 0732 hours and assembled over the base at 13,000 feet. The squadron was late for group assembly as scheduled, but joined group formation over buncher 23 at 0840 hours.

Reference is made to the report of 95 A Squadron formation for a general narrative of the remainder of the mission, which was flown in company with 95 A Squadron. 95 C Squadron arrived at base in group formation and landed at 1309 - 1343 hours.

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

3. LOST AIRCRAFT: None.

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

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Authority AWD 745005  
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HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

- DATE 9/11/44 TARGET \_\_\_\_\_ DUTY OFFICERS Capt. Clancy
- CBW 13A GROUP 95A GP. LEADER Col. Truesdell A/C 8210 W/T TXM-J  
POSITION LEAD DEPUTY LDR. Lt. Payne A/C 8317 W/T NJB-K
- HST. TAXI TIME 0615 LST. T.O. 1ST A/C 0630 LTD BASE 0755  
MTR BASE 1233  
1305
- NUMBER A/C ORIGINALLY SCHEDULED 10 NUMBER OF ~~SPARES~~ <sup>PFF</sup> INCLUDED  
INCLUDED 1
- TIME 1ST T.O. \_\_\_\_\_ LAST T.O. \_\_\_\_\_ TIME 1ST LANDING \_\_\_\_\_  
LAST LANDING \_\_\_\_\_
- SQUADRON 334 NO. OF A/C 3 CALL SIGNS; W/T NJB

K X J

A/C	:8317:	2451:	7201:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:638:	629:	640:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1304:	1307:	1304:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 7 CALL SIGNS: W/T TXM

J\* A V ~~HO~~ M T

A/C	:8210:	8255:	2450:	7376:	7194:	7047:	6475:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:630:	622:	622:	624:	627:	635:	641:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1305:	1306:	0825:	1246:	1303:	1344:	1302:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 2 CALL SIGNS: W/T KMA

M J W

A/C	:1989:	1939:	6993:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	642:	642:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	1247:	1313:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 0 CALL SIGNS: W/T UYX

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

7. EXPLANATION: Aircraft F.T.O., R.E., Landed away from base, and Outstanding.

SQDN LETTER	NUMBER	DESIGNATION	REMARKS	SCORTIE	
335	:2V	:2450	:ABORT	: #1 Prop - aborted over England	: 110

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

- DATE 9/11/44 TARGET \_\_\_\_\_ DUTY OFFICERS Capt. Clancy
- CBW 3A GROUP 95B GP. LEADER Capt. Gilbert A/C <sup>7961</sup> 336-K W/T KMA  
POSITION High DEPUTY LDR. St. James A/C <sup>8292</sup> 336-A W/T KMA
- EST. TAXI TIME 0600 EST. T.O. 1ST A/C 0615 END BASE 0755  
ETH BASE 1333  
1305
- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF STATES <sup>PFF</sup> INCLUDED 1
- TIME 1ST T.O. \_\_\_\_\_ LAST T.O. \_\_\_\_\_ TIME 1ST LANDING \_\_\_\_\_  
LAST LANDING \_\_\_\_\_
- SQUADRON 334 NO. OF A/C 4 CALL SIGNS; W/T NJB

	F	P	L	T									
A/C	:7154	:6528	:8551	:1600	:	:	:	:	:	:	:	:	:
A.T.O.	:619	:617	:618	:623	:	:	:	:	:	:	:	:	:
A.T.R.	:1252	:1254	:1252	:1257	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 0 CALL SIGNS; W/T TXM

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 9 CALL SIGNS; W/T KMA

	K	E	H	A	R	Z	S	Y	P				
A/C	:7961	:8106	:8584	:8283	:7844	:8199	:8333	:6583	:8272	:	:	:	:
A.T.O.	:615	:616	:644	:620	:621	:622	:624	:625	:631	:	:	:	:
A.T.R.	:1350	:1351	:1329	:1256	:1025	:1255	:1030	:1244	:1308	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 0 CALL SIGNS; W/T UYX

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

7. EXPLANATION; Aircraft F.T.O., R.E., Landed away from base, and Outstanding.

SQDN	LETTER	NUMBER	DESIGNATION	REMARKS	SORTIE
336	R	7844	ABORT	#4 PROP BROKEN	0
336	S	8333	ABORT	#2 ENG FAILURE	0
:	:	:	:	:	:
:	:	:	:	:	:

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

- DATE 9/11/44 TARGET \_\_\_\_\_ DUTY OFFICERS Capt. Clancy
- CBW 13A GROUP 95C GP. LEADER Lt. Nathan A/C <sup>7992</sup> 412-G W/T UYX  
POSITION Low DEPUTY LDR. Lt. Ringbloom A/C <sup>8067</sup> 412-E W/T UYX
- EST. TAXI TIME 0630 EST. T.O. 1ST A/C 0645 ETD BASE 0755  
ETR BASE 1330  
1305
- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF ~~SERIES~~ <sup>RFF</sup> ~~REMOVED~~  
INCLUDED 1
- TIME 1ST T.O. \_\_\_\_\_ LAST T.O. \_\_\_\_\_ TIME 1ST LANDING \_\_\_\_\_  
LAST LANDING \_\_\_\_\_
- SQUADRON 334 NO. OF A/C 1 CALL SIGNS; W/T NJB

A/C	<u>K</u>	<u>W</u>	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 0 CALL SIGNS; W/T TXM

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 0 CALL SIGNS; W/T KMA

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 12/12 CALL SIGNS; W/T UYX

A/C	<u>Q*</u>	<u>L</u>	<u>F</u>	<u>Z</u>	<u>P</u>	<u>V</u>	<u>E</u>	<u>D</u>	<u>A</u>	<u>G</u>	<u>R</u>	<u>Y</u>	<u>V</u>	:	:	:	:	:	:	:
A.T.O.	:7992:	7257:	7783:	8281:	8441:	8266:	8067:	2066:	8543:	8331:	1462:	7858:	7857:	:	:	:	:	:	:	:
A.T.R.	:645:	646:	647:	650:	648:	651:	652:	653:	732:	654:	655:	:	751:	:	:	:	:	:	:	:
REMARKS	:1309:	1319:	1321:	1322:	1318:	1318:	1316:	1315:	1325:	1243:	:	1323:	:	:	:	:	:	:	:	:

7. EXPLANATION: Aircraft F.T.O., R.E., Landed away from base, and Outstanding,

SQDN	LETTER	NUMBER	DESIGNATION	REMARKS	SORTIE
<u>412</u>	<u>G</u>	<u>8331</u>	<u>landed away from base</u>	<u>yes</u>	

CONFIDENTIAL

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

2-3-26

9 November 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission  
of 9 November 1944, Saarouis, Germany.

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

1. We were lead squadron of the 18th "A" Group. We took off at 0630 hours and made assembly departing the base at 0808 hours at 14000'. We reached BU# 8 at 0836 hours, BU# 23 at 0840 hours and BU# 19 at 0848 hours all at an altitude of 19000'.

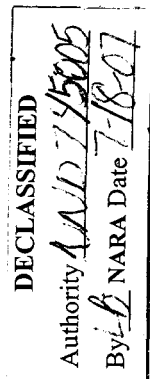
2. We left the English coast at North Foreland at 0858 hours at 19000' and started our climb reaching the French coast at 0907 hours at 20000'. We continued on briefed course to the Initial Point where it was observed that the primary target was covered by clouds so we proceeded to the secondary target.

3. The miskey operator picked up what he thought was the target and turned at 0957 hours, 16 miles short of the I.P. The target did not show on his scope and we bombed the town of Saarouis at 4920N 0848E at 1008 hours at 23000' on a magnetic heading of 305°. We then turned on a heading of 328° and with evasive action to avoid scattered flak we headed on a northerly course until we arrived at a point ten miles south of the briefed course. We turned here and paralleled the briefed course to 3032N 0255E where we took briefed course.

4. We left the French coast at 1200 hours at an altitude of 6800' and proceeded directly to the base. We crossed the English coast at 1234 hours at 5158N 0123E at 2000' and arrived at the base at 1249 hours.

ALBERT L. HILLMAN  
1st Lt., Air Corps,  
Lead Navigator.

CONFIDENTIAL



CONFIDENTIAL

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

B-E-26

9 November 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission of 9 November 1944, Saarlouis, Germany.

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

1. We were the high squadron of the 13th "A" Combat Group. Take off was at 0615 hours and the squadron assembled over the base at 15000' at 0730 hours. The squadron made group assembly at 0755 hours at 15000' over the base.

2. From group assembly throughout the mission group formation was maintained. Bombs were away at 1008 hours at an altitude of 24500' with the group. The flight plan was followed closely throughout. We were over the base at 1245 hours and landed at 1259 hours.

FERD J. PIRPER  
2nd Lt., Air Corps,  
Lead Navigator.

CONFIDENTIAL

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

B-E-26

9 November 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission of 9 November 1944, Saarlouis, Germany.

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

1. We flew as lead of the Ninety Fifth "C" Squadron which flew as low squadron in the 13th "A" Combat Group. We formed in group formation over BUf 23 and departed at 0840 hours at 18000'.

2. We remained with the group to the target and dropped bombs in group formation on P.F.F., at 1008 hours at 25000' on a true heading of 195°. The target was Saarlouis, which was secondary target. P.F.F. was inoperative in our ship.

3. We left formation at 1143 hours at 10000' on a true heading of 300° at 5039N 0245E. Engine was out. We were over the base at 1305 hours. Route to I.P. was flown very closely. Remainder of squadron came back with the group.

DONALD D. VAN PATTEN  
2nd Lt., Air Corps,

DECLASSIFIED  
Authority AAI 12745005  
D. J. R. NADA Date 7-18-07

# CONFIDENTIAL

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

B-F-28

9 November 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 9 November 1944, Saarlouis, Germany.

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

1. Bombing Approach and Run - The maneuver at the I.P. was about a 270° turn to the right and a 90° back to the left. We bombed on P.P.F. in group formation. The run was about 10 minutes. Bombs were released on smoke flares from lead squadron and were away at 1008 hours.

2. Disposition of Bombs - 13 A/C were dispatched from the 95th "B" Squadron, 11 A/C dropped 80 x 1000# G.P. AN-M44 bombs on Saarlouis, (Saarlautern), due to micky error, in the process of aiming for secondary target. A/C # 8333 and A/C # 7844 aborted due to mechanical failure and jettisoned 16 x 1000# G.P. AN-M44 bombs in north sea. One half bomb lead fused 1/10 and 1/10, other half fused 1/10 nose and 1/40 tail.

3. Types of Release - All 86 x 1000# G.P. AN-M44 bombs dropped were trained at 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Type	Fuzing
Saarlouis, Germany.	11	11	80	1000#	M-44	Nose Tail
						1/10 1/10
						1/10 1/40
Total on Target.			Same as above.			
Bombs Returned.			0			
Other Expenditures.			16	1000 #	M-44	1/10 1/10
						1/10 1/40
Total (loaded on A/C taking off).			96	1000#	M-44	1/10 1/10
						1/10 1/40

VESAN SUTERIAN  
2nd Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED

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

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

E-F-26

9 November 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 9 November 1944, Saarouis, Germany.

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

1. Narrative.

- a. Bombing aids used were E-8-B and C-2 computers.
- b. Maneuver at I.P. was a 270° turn to right and a 90° left turn.
- c. Bomb bays were found frozen over the channel during the check and were cranked open 14 minutes before the I.P.
- d. (1) Heavy resistance was moderate flak and a heavy barrage of rockets.  
(2) The weather around the target area was scattered to 8/10ths coverage.  
(3) A heavy barrage of rockets was the only outstanding interference and was to the left of Saarbrücken.
- e. Bombing results were unobserved.
- f. There are no suggested tactical changes to be made.

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

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Bombs Type	Fusing Nose	Fusing Tail	
Saarouis, Germany.	11	11	80	1000#	M-44	1/10	1/10	
						1/10	1/40	
Total on Target.			Same as Above.					
Bombs Returned			0					
Other Expenditures.			16	1000#	M-44	1/10	1/10	
						1/10	1/40	
Total (loaded on A/C taking off).			96	1000#	M-44	1/10	1/10	
						1/10	1/40	

4. Types of Release - All 96 x 1000# G.I. AN-M44 bombs dropped were trained at 150' interval and armed.

VESAM CEFERIAN  
2nd Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED

Authority 4410745005  
By: L NARA Date 7-18-07



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

H-7-26

9 November 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 9 November 1944, Saarlouis, Germany.

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

1. Bombing Approach and Run - We were at the I.P. at 0958 hours. Lead squadron made turn approximately  $370^{\circ}$  to right then  $90^{\circ}$  to left. We followed lead squadron until bombs away and dropped on smoke bomb. Results were unobserved. Bombs away were at 1008 hours on a magnetic heading of about  $200^{\circ}$ .

2. Disposition of Bombs - 13 A/C were dispatched from the 95th "C" Squadron. Due to miskey error 70 x 1000# G.P. M-44 bombs were dropped on Saarlouis (Saarlautern) in the process of aiming for Saarbruecken. A/C # 7858 took off late due to engine trouble, missed the rendezvous and bombed with the 1st Division dropping 6 x 1000# G.P. M-44 bombs. Fusing in half bombs was 1/10 nose and 1/10 tail. The other half was 1/10 nose and 1/40.

3. Types of Release - All 70 x 1000# G.P. M-44 bombs dropped on the target were released on a 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail	
Saarlouis, Germany.	12	12	70	1000#	M-44	1/10	1/10	
						1/10	1/40	
Total on Target.			Same as Above.					
Bombs Returned.			None.					
Other Expenditures.			6	1000#	M-44	1/10	1/10	
						1/10	1/40	
Total (loaded on A/C taking off).			76	1000#	M-44	1/10	1/10	
						1/10	1/40	

CHARLES T. JONES  
2nd Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED

Authority AAID 745005  
D-11 P. NADA Doc 7-R-17

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

B-P-26

9 November 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission  
of 9 November 1944, SaarLouis, Germany.

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

1. Narrative.

- a. Bombing aids used were B-6-B, C-2 and P.F.F. equipment.
- b. At I.P. we made turn to right of 270° and left turn of 90° at 0958 hours.
- c. Opened bomb bay doors after level off at I.P. at 1000 hours.
- d. At I.P. at 0958 hours. Lead squadron made turn 270° to the right then 90° to left. Followed lead squadron until bombs away and dropped on smoke bomb at 1008 hours.
- e. Bombing results were unobserved.
- f. There are no suggested changes to be made.

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

3. Disposition of Bombs - A/G			Bombs			Fuzing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
SaarLouis, Germany.	12	12	70	1000 $\frac{1}{2}$	M-44	1/10	1/10
						1/10	1/40
Total on Target.			Same as Above.				
Bombs Returned.			None.				
Other Expenditures.			6	1000 $\frac{1}{2}$	M-44	1/10	1/10
						1/10	1/40
Total (loaded on A/G taking off).			76	1000 $\frac{1}{2}$	M-44	1/10	1/10
						1/10	1/40

4. All 70 bombs dropped on target were released at 150' interval and were armed.

CHARLES T. JONES  
Snd Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED

Authority AAD 74505  
By: NARA Date 7-18-07

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

B-P-26

9 November 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission  
of 9 November 1944, Saarlouis, Germany.

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

1. Bombing Approach and Run - A right turn was made onto the I.P.  
at 0951 hours. Group then eased to right to avoid another group. Cloud  
coverage was 7/10ths. P.F.F. technique was employed. Bombs were away  
at 1008 hours.

2. Disposition of Bombs - 12 A/C were dispatched from 95th "A"  
Squadron. Due to miskey error, 80 x 1000# G.P. AN-M44 bombs were dropped  
on Saarlouis (Saarlautern) in the process of aiming for Saarbrucken which  
was the assigned secondary target. A/C #2450 aborted and jettisoned  
8 x 1000# G.P. AN-M44 bombs 40 miles east of Southold. Fuzing in half  
bombs was 1/10 and 1/40. The other half was 1/10 and 1/10.

3. Types of Release - All 80 x 1000# G.P. bombs dropped on the target  
were released on a 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose Tail
Saarlouis, Germany.	11	11	80	1000#	M-44	1/10 1/10 1/10 1/40
Total on Target.				Same as above.		
Bombs Returned.				None.		
Other Expenditures.			8	1000#	M-44	1/10 1/10 1/10 1/40
Total (loaded on A/C taking off).			88	1000#	M-44	1/10 1/10 1/10 1/40

RICHARD S. TRIPLE  
1st Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED

Authority AAD 7/5005  
DUI R NADA Doc 7-18-A7

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

R-F-26

9 November 1944.

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission  
of 9 November 1944, Saarouis, Germany.

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

1. Narrative.

- a. Bombing aids used were E-6-B, C-2 and G-1 computers.
- b. A right turn was made just short of I.P. onto 185°.
- c. Bomb bays were opened just beyond I.P. at 0957 hours.
- d. A right turn was made onto I.P. at 0954 hours. Group then  
egged to right to avoid another group. Cloud coverage was 7/10ths.  
P.F.F. technique was employed. Bombs were away at 1008 hours.
- e. No bombing results were observed.
- f. No tactical changes are suggested.

2. Bombardier's 12-N form modified are attached.

3. Disposition of Bombs - A/U

Main Bombfall	Over Target	Bombing	No.	Size	Bombs Type	Fuzing Nose	Fuzing Tail
Saarouis, Germany.	11	11	80	1000#	M-44	1/10	1/10
						1/10	1/40
Total on Target.				Same as above.			
Bombs Returned.				None.			
Other Expenditures.			8	1000#	M-44	1/10	1/10
						1/10	1/40
Total (loaded on A/U taking off).			88	1000#	M-44	1/10	1/10
						1/10	1/40

4. Types of Release - All 80 x 1000# G.P. bombs dropped on the  
target were released on a 150' interval and armed.

*Richard E. Temple*

RICHARD E. TEMPLE  
1st Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED

Authority AAD 7/5005  
By: B NARA Date 7-18-07

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

APO 559,  
 9 November 1944.

SUBJECT: Engineering Report on Combat Mission of 9 November 1944.

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

1. The following information is submitted concerning combat mission of 9 November 1944.

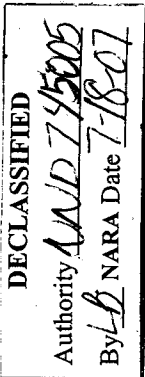
- a. Thirty-eight (38) B-17G airplanes took-off as scheduled.
- b. Thirty-five (35) B-17G airplanes returned to base after completion of combat mission.

2. There were three (3) abortive airplanes.

- a. 42-102450 - Hole blown in #7 cylinder of #2 engine.
- b. 42-97844 - #4 propeller tip broke-off in air causing excessive vibration in engine.
- c. 43-36333 - #2 engine failure.

3. There was no battle damage.

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



bombed that target. Actual secondary target came into scope at that time and it was then realized that Group lead bombed Saarlautern, a target of opportunity. All A/C landed by 1351 hours.

WILLIAM ROWELL,  
2ndLt. Air Corps,  
Ass't. S-2 Officer.

MC

SECRET

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 193

PERIOD: 0001 hours 9 November 1944 to 2400 hours 9 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>Totals</u>
							<u>E/A</u>	<u>AA</u>	<u>N/F</u>	<u>OT</u>	
Heavy Bomber Atks.	8	1299+	1253	1123	3753.2	0-0-0	0	7	5	7	19
Fighter Escort	11	495	476	0	0	0-0-0	0	0	3	2	5
Fighter Sweeps	0	0	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	6	211	139	93	20.2	0-0-0	0	2	0	15	17
Photo Recon.	4	4	4	0	0	0-0-0	0	0	0	0	0
Weather Recon.	4	39	37	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	7	18	18	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>21</u>	<u>110</u>	<u>106</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	61	2176	2033	1216	3773.4	0-0-0	0	9	8	24	41

+ 15 Spares, 9 Used

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Twenty-five combat wings (897 B-17s, 402 B-24s - 1299 a/c) dispatched in three forces against Saarbrucken M/Y and tactical targets in the Metz and Thionville areas. Support by eleven fighter groups. 1123 a/c dropped 3753.2 tons GP on assigned targets and several other targets. Bombed on PTF in most instances. No enemy air opposition. Claims: nil. Losses: 19 a/c (16 B-17s, 3 B-24s including 2 Category "E").

First Force

Five combat wings (460 B-17s - 3rd Division) dispatched against tactical targets in the Thionville area. 360 a/c dropped 1076.7 tons GP on assigned targets and four T/Os at 0939-1110 hours from 22,000-24,000 feet. 82 a/c failed to attack due to weather and inability to locate target. Leaflets dropped in the Thionville area and Saarbrucken area. Bombing visual and on H2X. Weather: 6/10-9/10 over Thionville and 10/10 over Saarbrucken. Flak: nil to meager, accurate at Thionville and moderate, accurate at Saarbrucken. Battle damage: 82 minor, 14 major. E/a opposition: nil. Claims: nil. Losses: 12 a/c (7 to AA, one to accident, 4 to unknown causes).

SECRET

DECLASSIFIED

Authority AAD 745005

By: NARA Date 7-18-07

S E C R E T

Fighter Support: Four groups (192 P-51s) dispatched. Up 0759-0817 hours, down 1145-1250 hours. 187 sorties. E/A opposition: nil. At 0950 hours one Me-163 was sighted north of Metz; no combat. Miscellaneous transportation targets were strafed in the Metz area destroying one oil car, damaging 23 locos, 32 RR cars one truck, 2 barges. Claims: nil. Losses: one P-51 believed landed on Continent.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Tactical Target No. 4 in Thionville area	230	47	105.0	Poor
Tactical Target No. 3 in Thionville area Saarbrucken M/Y (Secondary PFF)	230	Not attacked  276	  847.7	  Poor
<u>Other Targets</u>				
Saarlautern 3 T/Os	  _____	34 <u>3</u>	115.0 <u>9.0</u>	Unobserved Unobserved
Totals	460	360	1076.7	

Second Force

Twelve combat wings (437 B-17s - 1st Division) dispatched against tactical targets in the Metz area. 414 a/c dropped 1567.0 tons GP on assigned targets and one T/O at 0947-1103 hours from 21,600-25,700 feet. Leaflets dropped in the Metz area. Bombing both visual and on Gee-H. Weather: 6/10-10/10 over targets. Flak: meager, accurate at Saarbrucken and nil to meager, inaccurate at Metz. Battle Damage: 11 minor, 2 major. E/a opposition: nil. Claims: nil. Losses: 4 a/c (2 due to collision, 2 Category "E" crashed on take-off).

Fighter Support: Four groups (184 P-51s) dispatched. Up 0809-0827 hours, down 1254-1313 hours. 176 sorties. E/A opposition: nil. Claims: nil. Losses: one P-51, cause unknown.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Tactical Target No. 5 in Metz area	302	217	806.5	Poor
Tactical Target No. 6 in Metz area	135	128	490.5	Poor
<u>Other Targets</u>				
Saarbrucken M/Y T/O (4854N-0742E)	  _____	41 <u>28</u>	162.5 <u>107.5</u>	Poor Unobserved
Totals	437	414	1567.0	

S E C R E T



S E C R E T

Third Force

Five combat wings (402 B-24s - 2nd Division) dispatched against tactical targets in the Metz area. 349 a/c dropped 1109.5 tons GP on assigned targets at 0953-1110 hours from 21,000-24,000 feet. Leaflets dropped on Metz. Bombing both visual and on Gee-H. Weather: 5/10-9/10 at Metz and 7/10 at Saarbrucken. Flak: nil to meager, inaccurate at Metz, meager, inaccurate at Saarbrucken. Battle damage: 5 minor. E/a opposition: nil. Claims: nil. Losses: 3 a/c, reasons unknown.

Fighter Support: Three groups (119 P-51s) dispatched. Up 0823-0834 hours down 1230-1244 hours. 113 sorties. E/A opposition: nil. Claims: nil. Losses: 3 P-51s, category "E" due to accidents.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Tactical Target No. 23 in Metz area	95	92	249.5	Fair
Tactical Target No. 18 in Metz area	94	90	333.5	Poor
Tactical Target No. 27 in Metz area	126	116	345.5	Fair
Tactical Target No. 17 in Metz area	87	36	126.5	Poor
<u>Other Target</u>				
Saarbrucken M/Y	—	15	54.5	Unobserved
Totals	402	349	1109.5	

2. Fighter Escort

Eleven groups (495 P-51s) dispatched to support bombers. Up 0759-0834 hours, down 1145-1313 hours. 476 sorties. E/a opposition: nil. One Me-163 at 0950 hours north of Metz; no combat. Miscellaneous transportation targets strafed in Metz area. Claims: nil. Losses: 5 P-51s (one to cause unknown, 3 category "E" due to accidents, one believed safe on Continent).

3. Fighter Sweeps

Nil

4. Fighter Bombing

Six groups (149 P-47s, 62 P-51s - 211 a/c) dispatched to bomb and strafe rail and other targets in area between Frankfurt and Mannheim east of the Rhine. Up 0734-0820 hours, down 1158-1315 hours. 139 sorties. 93 a/c dropped 20.2 tons GP on miscellaneous targets in assigned area. E/A opposition: nil. Claims: nil. Losses: 17 a/c (8 P-47s, 9 P-51s - 2 to AA, 12 to causes unknown, 3 believed safe on Continent).

S E C R E T

DECLASSIFIED

Authority AND 74505  
By LB NARA Date 7-18-07

S E C R E T

Claims for bombing and strafing as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	20	19
Box cars	1	105
Passenger cars	0	22
Trucks	4	62
Warehouses	1	0
Switch tower	1	2
Half tracks	0	5

5. Photo Reconnaissance

Day - 9 November 1944

4 a/c (3 F-5s, 1 Spitfire) dispatched on D/A photo missions. One a/c partially successful obtaining D/A photos of targets in western and northwestern Germany. Three a/c unable to obtain D/A photos due to clouds but other photos obtained. No losses.

Night - 9/10 November 1944

Nil.

6. Weather Reconnaissance

39 a/c (3 B-24s, 1 B-17, 3 Mosquitoes, 32 P-51s) dispatched as follows:

2 B-24s completed routine weather flights to Azores. One B-17 and one B-24 flew routine weather flights over eastern Atlantic. 3 Mosquitoes completed special weather flights over England, North Sea, France and western Germany. 32 P-51s flew as weather scouts for bombers, 2 a/c returned early. All a/c returned safely.

7. Air/Sea Rescue

18 P-47s dispatched. No rescue. All a/c returned safely.

8. Special Operations

110 a/c (15 B-17s, 12 B-24s, 77 P-51s, 6 P-47s) dispatched as follows:

28 a/c (22 P-51s, 6 P-47s) dispatched on radio relay operations. No losses.

17 a/c (5 B-17s, 12 B-24s) dispatched on leaflet operations 15 a/c dropped leaflets over France, Holland and Germany. No losses.

65 a/c (10 B-17s, escorted by 55 P-51s) dispatched as screening force to bomber operations. 2 P-51s returned early. No losses.

S E C R E T

C. INTELLIGENCE

1. Enemy Air Opposition

Weather conditions over the continent were very poor preventing any enemy air opposition to today's large scale bomber and fighter operations. Weather over enemy bases south of fifty degrees was non-operational, other bases north of fifty degrees were only partially operational.

2. Flak

Miltenburg	-	intense, accurate.
Worms	-	moderate, accurate.
Saarbrucken	-	meager to moderate, accurate.
Thionville	-	meager, accurate.
Metz	-	meager, inaccurate.

3. Observations

Neunkirchen and Hamburg M/Y were very active.

A large U-shaped concrete structure with new barracks adjacent at 4930N-0720E.

A number of strong fortifications observed around Nohfelden.

12 - 14 A/F, five miles northwest of Karlstadt, 12 - 15 camouflaged s/e a/c and t/e a/c parked on grass.

4. Damage to Enemy Installations

Tactical Target No. 4 Thionville Area - Poor Results

Bombs fell between three and five thousand yards east northeast of target in open wooded area.

Saarbrucken M/Y - Poor Results

Cloud cover prevents accurate assessment of damage, but as nearly as can be determined no patterns fell on assigned target. Patterns were located within the boundaries of the town and another probably fell on the outer edge. The only disturbance noted was a fair sized explosion caused by one pattern which landed across the river. This may have been due to hitting a barge loaded with explosives.

Tactical Target No. 18 Metz Area - Poor Results

Most of the bursts fell from one to two miles east northeast of the Fort with hits mainly in open fields.

Tactical Target No. 17 Metz Area - Poor Results

Bursts are mostly unobserved. Most of hits observed on fields and roadways.

Tactical Target No. 23 Metz Area - Fair Results

Hits are seen on Fort installations, fields, roads and village area.

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S E C R E T

Tactical Target No. 27 Metz Area - Fair Results

Bursts observed within 1,000 feet of the MPI. A few hits on Fort installations, also hits in fields and on roadways.

Tactical Target No. 5 Metz Area - Poor Results

Bursts varied from 400 yards to several miles from MPI.

Tactical Target No. 16 Metz Area - Poor Results.

Cloud cover prevents definite or accurate assessment of damage, but as nearly as can be determined no patterns fell on assigned target.

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

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Priority AWD 7/5/05

NARA Date 7-18-07