

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

APC 559,
23 November 1944.

SUBJECT: Report of the Operations Officer, Mission 21 November
1944. Geisen, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), APC 559.

95 "A" Squadron Formation

1. GENERAL NARRATIVE: The 95 A Squadron Formation took off at 0753 - 0821 hours to fly as lead of the 13 A Combat Group, and assembled over the base at 16,000'. Squadron and group assembly was completed over the base, which was departed at 0923 hours. The formation reached Ipswich at 0946 hours at 17,000', and being late at that point due to equipment malfunction, the next two points on the assembly line were cut short. Sufficient time was gained, and the following two points, Bu#12 and Bu# 23, were crossed one minute ahead of briefed times. Departure from the English coast was made at Orfordness at 1009 hours and an altitude of 17,000', in proper position. A climb was made over the Channel and the Enemy coast was crossed at 1049 hours at an altitude of 24,000'. Briefed course was followed to 5212 N - 0943 E where thick clouds from 18,000 to over 30,000 feet prevented further progress towards primary target. The clouds were too thick for a formation to be held together through them, and the information given by the weather aircraft showed the top to be too high for the formation to get over them. At the above mentioned point a turn to the last resort target was made, and the 95 B Squadron moved ahead to take over the lead of the Group, as the flux-gate compass and PFF equipment were inoperative in the lead aircraft of the 95 A Squadron. Reference is made to the report of the 95 B Squadron for the portion of the mission from the above mentioned turn until the second turn after the target, where the 95 A Squadron resumed the Group lead. This squadron dropped its bombs at 1237 hours at an altitude of 25800 feet on a true heading of 182° on the last resort target. At 5008N - 0615E, the 95 A Squadron again took the lead of the 13 A Group, and from that point the briefed course was followed except for a minor deviation to the South. The enemy coast was crossed at 5112N - 0250E at 1416 hours and an altitude of 7700 feet. Descent to minimum altitude was continued, and the English Coast was crossed at Orfordness at 1447 hours at 2500 feet. The formation was over the base at 1456 hours, and landing was made at 1459-1534 hours.

DECLASSIFIED
Authority

NOV 745005

By *[Signature]* NARA Date 7-19-07

2. AIRCRAFT NOT ATTACKING: Eleven aircraft plus one PFF lead were dispatched as shown in Diagram "A". Two aircraft # 8067 and #8288, aborted from the formation because of mechanical malfunction, and are not credited with sorties. The remaining ten aircraft were over the last resort target as shown in Diagram 1 A and are credited with sorties.

3. AIRCRAFT LOST: None.

95 B SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95 B Squadron took off at 0740-0752 hours to fly as high squadron in the 13 A Combat Group. Assembly was made over the base at 17,000 feet, and the lead squadron was joined by 0923 hours. The mission was flown in formation with the 95 A Squadron and reference is made to the narrative of that squadron. In addition the following points are to be noted:

- a. At 1200 hours when the turn to the last resort target was made, the 95 B Squadron took the lead of the Group. Because of cloud cover, the leader called for a PFF run to the target, and the Group was held together with this Squadron in the lead. Breaks in the Clouds enabled last minute corrections to be made, and bombs were away at 1236 hours at 27600 feet altitude on a true heading of 182 degrees. The briefed course was rejoined and at 1315 hours the 95 A Squadron again took the lead of the Group.
- b. The formation landed at the base at 1457-1552 hours.

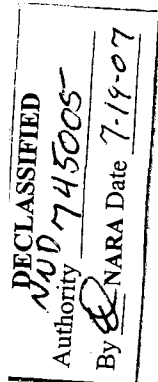
2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF lead were dispatched as shown in Diagram B. All thirteen aircraft were over the last resort target as shown in Diagram 1 B and are credited with sorties.

3. AIRCRAFT LOST: None.

95 C SQUADRON FORMATION

1. GENERAL NARRATIVE: The 95 C Squadron took-off at 0804-0815 hours to fly as low squadron in the 13 A Combat Group. Assembly was made over the base at 15,000 feet, and the lead Squadron was joined by 0923 hours. Reference is made to the narrative of the 95 A and B Squadrons with whom the mission was flown. In addition the following points are to be noted:

- a. Bombs were away at 1236 hours at 25500 feet altitude on a heading of 195 degrees.



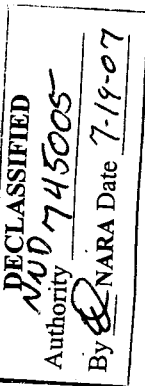
Operations Officers Narrative Con't 21/11/44.

b. The formation landed at the base at 1513-1525 hours.

2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one PFF lead were dispatched as shown in Diagram C. One aircraft # 1600 was forced to leave the formation over enemy territory because of mechanical difficulties, and did not reach the target, but is credited with a sortie. The remaining twelve aircraft were over the last resort target as shown in Diagram 1 C and are credited with sorties.

3. AIRCRAFT LOST One aircraft, No. 1600 is missing, after suffering mechanical difficulties and being forced to leave the formation. It was last observed over enemy territory, losing altitude, but under control.

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



HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.

STA.

1. DATE / / 44 TARGET DUTY OFFICERS
2. CBW 13A GROUP 95C GP. LEADER Lt. Fries A/C ³³⁶ 8283 W/T KFM-A
POSITION Low DEPUTY LDR. Lt. Abweider A/C ³³⁴ 8660 W/T SMX-W
3. EST. TAXI TIME 750 EST. T.O. 1ST A/C 800 ETD BASE 925

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.

STA.

1. DATE / / 44 TARGET DUTY OFFICERS
2. CBW 13A GROUP 95B GP. LEADER Lt. Wood A/C ³⁶ 7961 W/T KFM-K
POSITION High DEPUTY LDR. Lt. Walker A/C ³⁶ 8272 W/T KFM-P
3. EST. TAXI TIME 730 EST. T.O. 1ST A/C 740 ETD BASE 925

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.

STA.

1. DATE / / 44 TARGET DUTY OFFICERS
2. CBW 13A GROUP 95A GP. LEADER Maj. Beckelmann A/C ³³⁵ 8210 W/T UMH-J
POSITION Lead DEPUTY LDR. Lt. Helms A/C ³³⁵ 8269 W/T UMH-K
3. EST. TAXI TIME 740 EST. T.O. 1ST A/C 750 ETD BASE 0925
ETR BASE 1547
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF ~~A/C~~ REPLACES

CONFIDENTIAL

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

E-E-26

21 November 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission
of 21 November 1944, Giessen, Germany.

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

1. We led the Ninety Fifth "A" Squadron which led the 13th "A" Combat Wing. We took off at 0754 hours. We were assembled at 16000' at 0923 hours leaving the base for the first control point. We arrived at Ipswich at 0946 hours at an altitude of 17000'. Equipment malfunction caused us to be late so we cut Halstead and Stradishall out arriving at BU# 12 at 0958 hours and BU# 23 at 1004 hours.

2. We left the English coast at Orfordness at 1009 hours at 17000' and at 1049 hours made landfall on the Enemy coast at 1049 hours at 5237N 0437E at 24000'. From here we proceeded to a point 5218N 0858E where we turned to avoid a high front, considerable turning took place here.

3. At 1200 hours the high squadron moved ahead to take over the lead as our mickey was out. This point was 5210N 0950E, from here we proceeded to the last resort target. We reached a point 5115N 0830E at 1221 hours which was used as the I.P. Bombs were away at Giessen at 1237 hours at 25800' on a true heading of 182°.

4. From the target we proceeded to a point 5008N 0615E where we took over the lead again at 1315 hours. The course out was a bit south of briefed course but we made coast out properly at 5112N 0250E at 1416 hours at 7700'. Landfall on Orfordness was made at 1447 hours and the base was reached at 1456 hours.

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

DECLASSIFIED
Authority
By NARA Date 7-19-07

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

Z-E-28

21 November 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission
of 21 November 1944, Giessen, Germany.

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

1. We were leading the Ninety Fifth "B" Squadron which flew as high in the 13th "A" Combat Wing. We took off at 0740 hours from the base. Squadron was assembled over the base at 17000' at 0900 hours. Group assembly was over the base at 0923 hours at 17000'. Wing assembly was at Ipswich at 17700' at 0946 hours.

2. We departed the English coast at an altitude of 18000' at 1009 hours over Orfordness. We flew a landfall on the Enemy coast at 1050 hours at 24500'. Due to weather we could not bomb the primary or secondary target so we bombed the last resort target. The I.P. was 5115N 0830E which was made at 1221 hours.

3. We dropped our bombs at 1236 hours at 27600' at Giessen, on a heading of 182°. We crossed the Enemy coast on return at 5112N 0250E at an altitude of 8500' at 1417 hours.

4. We crossed the English coast at Orfordness at 2900' at 1447 hours. We were over the base at 3000' at 1457 hours and landed at 1540 hours. There were no navigational difficulties.

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

DECLASSIFIED
Authority NND 745005
By ER NARA Date 7-19-07

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

E-E-26

21 November 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission
of 21 November 1944, Giessen, Germany.

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

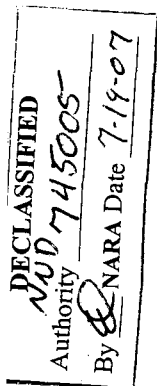
1. We were leading the Ninety Fifth "C" Squadron which was low in the 18th "A" Combat Wing. We took off at 0800 hours and made squadron assembly at 16000' at 0900 hours over the base; group assembly was at 0923 hours at 16000' over the base.

2. We left the English coast at 16000' altitude at 1009 hours at Orfordness and hit the Enemy coast at 23000' altitude at 1049 hours at 5237N 0437E. At 1200 hours we turned for the last resort target and the I.P. was made at 1221 hours.

3. The last resort target was bombed due to weather conditions which prevented bombing of the primary target. Bombs were away at 1237 hours at 25500' on a heading of 182°. We reached the Enemy coast out at 1417 hours at 7000' at Ostend and proceeded to the English coast.

4. The English coast was crossed in at 1446 hours at 1000' at Orfordness. We were at the base at 1455 hours and landed at 1520 hours. Prior to the target there was a good deal of turning and Essing. No navigational difficulties were encountered.

NORMAN M. SACKS
2nd Lt., Air Corps,
Lead Navigator.



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

E-F-26

21 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 21 November 1944, Giessen, Germany.

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

1. Narrative.

- a. Bombing aids used were E-6-B and C-2 computers.
- b. The maneuver at the I.P. was a slight turn to the left.
- c. Bomb bay doors were opened after the turn on the I.P.
- d. Slight left turn at I.P. Continued on bombing run slightly to right and behind lead squadron. High squadron was well ahead. Dropped bombs on high squadron at 1235 hours. Light inaccurate flak on bombing run.
- e. Bombing results were not observed.
- f. There are no suggested tactical changes to be made.

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

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose Tail
Giessen, Germany.	12	11	126	500#	M-64	1/10 1/40
Total on Target.			126	500#	M-64	1/10 1/40
Bombs Returned.			12	500#	M-64	1/10 1/40
Other Expenditures.			12	500#	M-64	1/10 1/40
Total (loaded on A/C taking off).			150	500#	M-64	1/10 1/40

4. Types of Release - All bombs dropped on the last resort target were at 150' interval and armed.

MATTHEW J. DILLANE
1st Lt., Air Corps,
Lead Bombardier.

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Authority 745005
By [Signature] NARA Date 7-19-07

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

E-F-26

21 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 21 November 1944, Giessen, Germany.

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

1. Bombing Approach and Run - Slight left turn at I.P., continued on bombing run slightly to right and a little behind lead squadron. High squadron was well ahead. Dropped bombs on high squadron at 1235 hours. 4/10ths cloud coverage, light inaccurate flak on the bombing run.

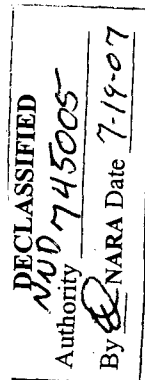
2. Disposition of Bombs - 13 A/C were dispatched with the 95th "C" Squadron. 12 A/C were over the last resort target and dropped 126 x 500# G.P. AN-M64 bombs. A/C # 1600 left the formation before the target and is M.I.A., therefore disposition is unknown. A/C #2447 returned 12 x 500# M64 bombs due to rack malfunction. All bombs dropped were fuzed 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped on the last resort target were at 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Giessen, Germany.	12	11	126	500#	M-64	1/10	1/40
Total on Target.			126	500#	M-64	1/10	1/40
Bombs Returned.			12	500#	M-64	1/10	1/40
Other Expenditures.			12	500#	M-64	1/10	1/40
Total (loaded on A/C taking off).			150	500#	M-64	1/10	1/40

MATTHEW J. DILLANE
1st Lt., Air Corps.
Lead Bombardier.



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

E-F-26

21 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission
of 21 November 1944, Giessen, 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. Bomb bays were opened after turning onto the Initial Point.
- c. The maneuver at the I.P. was a left turn of 67°.
- d. The bombing run began as a PFF but clearance in the target area enabled me to use the bombsight and make a visual run of about 30 seconds. The bombs were away at 1236 hours, on a heading of 209°.
- 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/C			Bombs		Fusing		
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Giessen, Germany.	13	12	138	500#	M-64	1/10	1/40
Total on Target.			138	500#	M-64	1/10	1/40
Bombs Returned.			12	500#	M-64	1/10	1/40
Other Expenditures.			0				
Total (loaded on A/C taking off).			150	500#	M-64	1/10	1/40

4. Types of Release - All 138 x 500# G.P. bombs dropped were trained at 150' interval and armed.

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

DECLASSIFIED

Authority
NW 745005

By

NARA Date 7-19-07

CONFIDENTIAL

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

B-P-26

21 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 21 November 1944, Giessen, Germany.

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

1. Bombing Approach and Run - The maneuver at the I.P. was a turn from 242° to 175°, to the left. The bomb run began as a FFF but clearance in the target area enabled me to use the bombsight and make a visual run of about 30 seconds. The final heading was 208 with bombs away at 1236.

2. Disposition of Bombs - 13 A/C were dispatched from the 95th "B" Squadron and all were over the last resort target dropping 138 x 500# G.P. AN-M64 bombs. A/C #8353 returned 12 x 500# G.P. bombs due to mechanical failure of racks. All bombs were fused 1/10 nose and 1/40 tail.

3. Types of Release - All 138 x 500# G.P. bombs dropped were trained at 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs		Fuzing	
				Size	Type	Nose	Tail
Giessen, Germany.	13	12	138	500#	M-64	1/10	1/40
Total on Target.			138	500#	M-64	1/10	1/40
Bombs Returned.			12	500#	M-64	1/10	1/40
Other Expenditures.			None.				
Total (loaded on A/C taking off).			150	500#	M-64	1/10	1/40

WESAM SEFERIAN
2nd Lt., Air Corps,
Lead Bombardier.

DECLASSIFIED
Authority
By NARA Date 7-19-07

CONFIDENTIAL

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

H-F-26

21 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 21 November 1944, Giessen, 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 left turn was made at the Initial Point.
- c. Bomb bay doors were opened at the I.P. at 1224 hours.
- d. (1) Enemy resistance had no effect on the bombing run.
(2) At last minute target came into view but was too late to make a visual bombing run.
(3) No unusual hostile tactics interfered with bombing run.
- e. Results were unobserved.
- f. No tactical changes are suggested.

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

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Type	Fuzing	
						Nose	Tail
Giessen, Germany.	10	10	110	500#	M-64	1/10	1/40
Total on Target.			110	500#	M-64	1/10	1/40
Bombs Returned.			28	500#	M-64	1/10	1/40
Other Expenditures.			0				
Total (loaded on A/C taking off).			138	500#	M-64	1/10	1/40

4. Types of Release - All bombs dropped by 95th "A" Squadron on the last resort target were at 150' interval and armed.

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

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DECLASSIFIED
Authority NND 745005
By [Signature] NARA Date 7-19-07

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

H-F-26

21 November 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 21 November 1944, Giessen, Germany.

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

1. Bombing Approach and Run - 95th "B" took over lead because 95th "A"'s equipment failed. A left turn was made onto the I.P. at 1223 hours. Run was made using PFF technique. At the last minute target came into view. The group was too far to the left to bomb on lead group's flares. We made a sharp turn to the right and released. Bombs were away at 1237 hours. Results were unobserved.

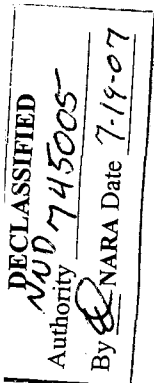
2. Disposition of Bombs - 12 A/C were dispatched with 95th "A" Squadron. 12 A/C were over the last resort target dropping 110 x 500# G.P. AN-M54 bombs. A/C #8067 aborted over the base due to mechanical failure and returned 12 x 500# M54 bombs. A/C #8388 aborted over the base due to mechanical failure and returned 12 x 500# M54 bombs. A/C #8475 returned 4 x 500# M54 bombs because of rack malfunction. All bombs dropped were fuzed 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped by 95th "A" Squadron on the last resort target were at 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose Tail	
Giessen, Germany.	10	10	110	500#	M-64	1/10	1/40
Total on Target.			110	500#	M-64	1/10	1/40
Bombs Returned.			28	500#	M-64	1/10	1/40
Other Expenditures.			0				
Total (loaded on A/C taking off).			138	500#	M-64	1/10	1/40

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



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

APO 569,
22 November 1944.

DECLASSIFIED
Authority 745005
By NARA Date 7-19-07

SUBJECT: Engineering Report on Combat Mission of 21 November 1944.

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

1. The following information is submitted concerning Combat Mission of 21 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.
- c. B-17G 42-31600 failed to return.

2. There were two (2) abortive airplanes.

- a. 43-38067 - #4 supercharger failure.
- b. 43-38288 - #1 engine failure.

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

21 November 1944

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

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

1. Eleven A/C plus one PFF A/C from the 95th Group took off beginning 0753 hours to form the lead squadron of 13th A Combat Group to attack oil targets in Central Germany. A/C 8067 aborted over the field at 0900 hours due to #4 turbo trouble. A/C 8228 aborted at 8230N-0335E when #1 engine started throwing oil.

Twelve A/C plus and PFF A/C from the 95th Group took off beginning 0740 hours to form the high squadron of the 13th A Combat Group to attack oil target in Central Germany.

Thirteen A/C from the 95th Group took off beginning 0804 to form the low squadron of the 13th A Combat Group to attack oil targets in Central Germany.

2. No E/A were encountered by this Combat Group, altho one crew reports seeing 15 fighters, believed FW 190's attacking another Group.

3. Meagre, accurate burst of flak were encountered over Giessen.

4. Strike photos show bombs of all squadrons hitting the eastern edge of Giessen, from one to one and a quarter miles east of their MPI.

5. Fighter support was good, altho it was not able to be contacted in the target area. Briefed course was followed to 5208N-0900E, except formation turned late and swung around Dummer Lake instead of cutting it short. To avoid a weather front a 360° turn was made to attack the target of last resort. A squadron mickey went out and B squadron mickey took over. Mickey operator could not pick up the target but got enough returns to give formati on approximate heading. At last minute cloud brake, and lead bombardier in B Squadron made a last minute visual correction, when he found course was to the left. On return the formation flew a bit south of course. A/C 1600 failed to return. This plane was last reported as being seen by a P-51 five miles south of Munster, flying at 500 feet with three engines feathered. All other A/C returned by 1546 hours.

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

DECLASSIFIED

Authority
745005

By NARA Date 7-19-07

Tony

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 205

PERIOD: 0001 hours 21 November 1944 to 2400 hours 21 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/E</u>	<u>OT</u>	
Heavy Bomber Atks.	5	1279+	1224	1137	2967.2	1-0-1 A 0-0-0 G	1	14	4	21	40
Fighter Escort	16	921	827	0	0	71-7-22A 6-0-3 G	2	6	2	6	16
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	2	2	0	0	0-0-0	0	0	0	0	0
Weather Recon.	5	41	39	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	1	17	17	0	0	0-0-0	0	0	0	0	0
Special Operations	5	60	60	0	0	0-0-0	0	0	0	1	1
Totals	33	2320	2169	1137	2967.2	72-7-23A 6-0-3 G	3	20	6	28	57

+ 25 spares, 16 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

24 combat wings and 4 boxes (913 B-17s, 366 B-24s - 1279 a/c) dispatched against refineries and synthetic oil plants at Hamburg, Harburg, Merseburg/Leuna and Lutzkendorf. 1137 a/c dropped 2967.2 tons on all assigned targets except Lutzkendorf and numerous T/Os. High cloud front encountered at approximately 10000 feet prevented force dispatched against Lutzkendorf from reaching target. Almost all bombing by PFF. G.A.F. attempted strong opposition in Merseburg area but friendly fighters disrupted effort. Losses: 40 a/c (32 B-17s, 8 B-24s).

First Force

Eleven combat wings (421 B-17s - 1st Division) dispatched against Merseburg/Leuna Synthetic Oil Plant. 391 a/c dropped 937.6 tons GP and 11 tons IB on assigned primary and numerous T/Os at 1124 - 1232 hours from 17,000 - 28,500 feet. Bombing on H2X in almost all instances. Leaflets dropped on Merseburg. Weather: generally 10/10, high cloud up to 30,000 feet interfered with formation.

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flying and location of assigned primary, causing many groups to bomb T/O's. Flak: intense, accurate over Marseburg. Battle damage: 116 minor, 92 major. E/a opposition: approximately 30 e/a attacked one group 50 miles southwest of Marseburg. E/a made only 1 pass at formation before being dispersed by friendly fighters. Claims: 1-0-1. Losses: 18 B-17s (8 to AA, 1 to E/A, 9 to unknown causes).

Fighter Support: Five groups (310 P-51s) dispatched. Up 0908 - 0940 hours, down 1435 - 1730 hours. 268 sorties. Weather front caused groups to leave bombers before target area, either going above or below overcast, and rejoining bombers after front was passed. E/a opposition: principal enemy defensive effort of approximately 350 - 400 e/a met by this force in Marseburg area. Claims: 63-7-20 air, 3-0-2 ground. Breakdown of enemy air opposition as follows:

- Group A - 30 Me-109s engaged forming up at 10,000 feet in the vicinity of Sangerhausen (approximately 25 miles west of Marseburg). Claims: 6-0-3.
- Group B - 20 Me-109s engaged 20 miles west of Marseburg between 6,000 - 10,000 feet beneath overcast. E/a apparently forming for attack. Force dispersed. Claims: 2-0-0. Group then swept ahead of bombers to area east and south of Leipzig engaging 50 plus FW-190s on withdrawal route toward Gotha. Enemy force completely dispersed. Claims: 20-2-6.
- Group C - 100 plus FW-190s and a few Me-109s engaged in and south of Marseburg from 26,000 feet to deck. Combat in and out of cloud and in heavy rain storm. E/a dove through overcast and broke into small flights of 2 - 4 a/c when engaged. Claims: 16-2-7.
- Group D - 40 e/a chased into overcast in the vicinity of Gotha and re-engaged southeast of Kassel. Claims: 13-3-3. Enemy pilots described as "inexperienced". Part of group escorting Second Force B-17s encountered approximately 200 Me-109s and FW-190s in the target area. Claims: 6-0-1.
- Group E - Two early-returning a/c bounced by 5 Me-109s in Osnabruck area. No claims. One P-51 believed shot down by e/a.

A/F in vicinity of Gotha and A/F believed to be Eisleben strafed by 2 groups for claims of 3-0-2. Losses: 9 P-51s (2 to E/A, 3 to AA, 1 to mechanical failure and 3 to unknown reasons).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Marseburg/Leuna Syn. Oil Plant	421	200	475.8		Unobserved
<u>Other Targets</u>					
Flak position at Marseburg		12	19.5	3.8	Unobserved
Meppen		24	60.0		Poor
Leeuwarden A/F		11	25.0		Fair
Quackenbruck		10	25.0		Poor

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<u>Other Targets (contd)</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Hunfeld M/Y		12	30.0		Fair to Good
Hersfeld M/Y		12	30.0		Fair
Autobahn near Hersfeld		10	25.0		Good
Friedburg		21	50.0	7.2	Poor
Apolda		10	24.8		Fair
U/I T/Os		69	172.5		Unobserved
Totals	421	391	937.6	11.0	

Second Force

Thirteen combat wings (492 B-17s - 3rd Division) dispatched against synthetic oil plants at Lutzkendorf and Merseburg/Leuna. Solid front, rising to 30,000 feet, encountered at approximately 1000E caused force to abandon primary objectives. 396 a/c dropped 1061.4 tons GP on 4 M/Ys, 2 cities and numerous T/Os in Germany at 1156-1253 hours from 25,000 - 28,500 feet. Bombing on H2X in almost all instances. Leaflets dropped on Osnabruck and Giessen. Weather: 8/10-10/10 cloud en route. Flak: generally meager, inaccurate over various targets. Battle damage: 112 minor, 30 major. E/a opposition: nil. Claims: nil. Losses: 14 B-17s (2 to AA, 10 to unknown causes, 2 category "E").

Fighter Support: Nine groups (420 P-51s) dispatched. Up 0941 - 1017 hours, down 1350 - 1500 hours. 382 sorties. E/a opposition: 30 - 40 Me-109s sighted at 5,000 feet in vicinity of Warburg. One Me-109 destroyed in vicinity of Warburg. One Me-109 destroyed vicinity of Munster. One of 2 FW-190s sighted in Jena area (southwest of Merseburg), destroyed. Claims: 3-0-0 air, 1-0-0 ground. One flight strafed A/F immediately northeast of Munster for claims of 1 JU-88 destroyed. Losses: 5 P-51s (2 to AA, 1 to mechanical failure, 2 to unknown reasons).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
			<u>GP</u>	
Lutzkendorf Syn. Oil Plant	226	Not Attacked		
Merseburg/Leuna Syn. Oil Plant	266	Not Attacked		

Other Targets

Osnabruck M/Y	166	451.5	Unobserved
Giessen M/Y	77	200.0	Poor
Lingen	24	71.5	Fair
Bielefeld M/Y	9	22.5	Unobserved
Wetzlar	62	162.1	Fair
Coblenz M/Y	23	66.8	Unobserved
29 T/Os	35	87.0	Unobserved
Totals	492	1061.4	

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Third Force

Four boxes (366 B-24s - 2nd Division) dispatched against Harburg/Rhenania Oil Refinery and the DPAG refinery at Hamburg. 350 a/c dropped 957.2 tons GP on both assigned primaries and 1 T/O at 1202 - 1219 hours from 21,000 - 25,000 feet. All bombing on H2X with visual sightings in some instances. Leaflets dropped on Harburg and Hamburg. Weather: 8/10 cloud in target area. Flak: moderate to intense, accurate in target areas. Battle damage: 206 minor, 14 major. E/a opposition: nil. Six a/e rocket propelled a/c sighted at Elmshorn, driven off by escorting P-47s. Claims: nil. Losses: 8 B-24s (4 to AA, 2 to unknown reasons, 2 category "E").

Fighter Support: Four groups (140 P-47s, 51 P-51s - 151 a/c) dispatched. Up 0917 - 0957 hours, down 1349 - 1500 hours. 177 sorties. E/a opposition: 15 Me-109s engaged over Bremen at 1220 hours. Claims: 5-0-2 air, 2-0-1 ground. JU 88s on Gutersloh A/F strafed on way out by P-47 group. Losses: 2 a/c (1 P-47 to AA, 1 P-51 to unknown reasons).

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>
Harburg/Rhenania Oil Refinery	176	171	474.6	Unobserved
Hamburg DPAG Oil Refinery	190	178	479.6	Unobserved
<u>Other Targets</u>				
T/O	—	<u>1</u>	<u>3.0</u>	Unobserved
Totals	366	350	957.2	

2. Fighter Escort

Sixteen fighter groups (781 P-51s, 140 P-47s, - 921 a/c) dispatched. Up 0908 - 1017 hours, down 1349 - 1730 hours. 827 sorties. Effective intervention by fighters escorting First Force B-17s prevented strong attacks by considerable number of e/a in the Marseburg area. Second Force B-17s virtually unopposed. Third Force fighters encountered 15 Me-109s in the Bremen area. Total claims: 71-7-22 air, 6-0-3 ground. Gutersloh A/F, A/F immediately northeast of Munster, A/F believed to be Eisleben, and A/F in vicinity of Gotha strafed for ground a/c claims (5-0-3 t/e, 1-0-0 s/e). Korbach, Naumburg, Erfurt and Giessen areas strafed for transportation claims. Losses: 16 a/c (15 P-51s, 1 P-47).

Transportation claims are as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	8	17
Freight cars	0	43
Passenger cars	0	13
Trucks	5	0
Tractor	1	0

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3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

2 a/c (1 Spitfire and 1 F-5) dispatched. Both a/c covered Venlo bridge and returned safely.

6. Weather Reconnaissance

41 a/c (33 P-51s, 5 Mosquitoes, 2 B-24s, 1 B-17) dispatched. 31 P-51s completed mission, scouting for bomber forces. Mosquitoes completed special weather flights over England, North Sea, Holland, Belgium and Germany. One B-24 returned from Azores. One B-24 flew to assigned position and return. One B-17 completed routine flight over Atlantic. All a/c returned safely.

7. Air/Sea Rescue

17 P-47s dispatched on routine patrols. No incidents. All a/c returned safely.

8. Special Operations

60 a/c dispatched as follows:

16 P-51s, 6 P-47s, 1 B-17, 1 B-24 dispatched as radio relays. All a/c returned safely.

6 B-17s, 7 B-24s dropped leaflets on France, Holland and Germany. All a/c returned safely.

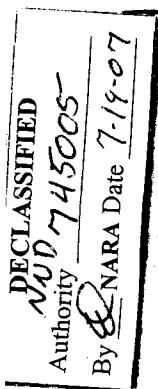
11 B-24s dispatched in two separate missions on RCM patrol, jamming between 0155 - 0330 and 1745 - 2150 hours. All a/c returned safely.

12 B-17s dispatched as screening force. One B-17 NYR.

C. INTELLIGENCE

1. Enemy Air Opposition

High-layered cloud which badly disrupted today's mission also prevented e/a from attacking in concentrated strength. While it is estimated that 350 - 400 s/e e/a attempted interception, only one bomber group of the 1st Division dispatched against Merseburg underwent attack. The high squadron of this group was attacked by approximately 30 FW-190s southwest of Gotha. Two escorting fighter groups flying beneath the overcast found e/a forming up and dispersed them. Two large sightings were made during the day. 75 e/a with 75 more as top cover were reported by 1 flight in the Erfurt area, but e/a did not engage in strength. Another group reported approximately 200 e/a divided into 4 gaggles in the Merseburg area. Except for 15-Me-109s in the Bremen area and the usual scattered sightings of jet-propelled a/c, all enemy activity was centered in the vicinity of Merseburg.



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2. Flak

Hamburg - intense, accurate; both barrage and predictor type.
Harburg - intense, accurate; both barrage and predictor type.
Osnabruck - meager to moderate, accurate.
Ijmuiden - meager, inaccurate to fairly accurate.
Giessen - meager, inaccurate; tracking.
Lingen - meager, inaccurate; tracking.
Merseburg - moderate to intense, accurate.
Frankfurt - meager, inaccurate.
Gensmuiden - moderate, inaccurate.
Cologne - intense, accurate.
Egmond - meager, inaccurate.
Warburg - intense, inaccurate.
Apeldoorn - meager, inaccurate.
Meppel - meager, inaccurate.
Zwolle - intense, inaccurate.
Hannover - intense, accurate.

3. Observations

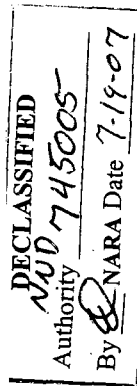
Bombers

24 silver-colored s/e a/c on Jena A/F.
Landing-strip ten miles east of Zwolle.
Bridge under construction near Meppen at 5237N-0751E.
A/F with three runways at 5235N-0735E. Several u/i e/a on field.
Letters POW on tops of buildings five miles south of Wetzlar.
7 s/e e/a on field at 5322N-1013E.
Very long north-south runway at 5350N-0950E.
Two concrete pavillions 1/2 mile wide by 1/2 mile long with large grass field and railroad span had large barrel pointed toward England. Construction shacks in area.

Fighters

50 JU 88s and 20 FW-190s dispersed in pastures around A/F NE of Munster.
7 Me-262s observed on perimeter track of A/F located somewhere vicinity Warburg.
Meppel/Zwolle area flooded, apparently recently.
Large quantities of heavy engineering equipment, ammunition and motor vehicles observed in open fields NE Leipzig.
Approximately 75 t/e e/a, thought to be JU 88s on what is believed to be Schkeuditz A/F (10 miles NE Merseburg).
3 silver JU 88s seen on Gutersloh A/F and another 5 camouflaged in re-
vetments.
24 s/e, t/e and 4-engine e/a in dispersal area of Wensdorf A/F. Hangars under camouflaged nets.

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4. Damage to Enemy Installations

Harburg/Rhenania Oil Refinery - Unobserved Results.

Strikes of 1 group are seen on the MPI in the target area, and fires burning. On limited cover bursts of other groups are seen in the built-up and factory areas in the vicinity of the target.

Deutsche Petroleum A.G. - Unobserved Results.

Cloud cover obscures strike photographs. Bridge, roadway and part of built-up area south of the target are hit. Target does not appear to have been hit.

Lingen - Fair Results

Pattern blankets part of railroad, canal and shipment area extending into fields and woods south of town.

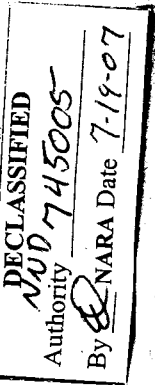
Wetzlar - Fair Results.

Patterns are located on the edge of the river and probably east into open fields at the southeastern edge of the town, and at the western edge of the town just north of the river. The last half of the latter pattern appears to have fallen in a built-up area.

Osnabruck - Unobserved Results.

Bombs may have dropped near the M/Y on the southwestern edge of the city.

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



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

21 November 1944

SUBJECT: Crew comments and suggestions.

TO : Commanding Officer, 95th Bomb Group (H), APO 589.

1. Crew want .45's back.
2. Fighter support could not be contacted.
3. Less practice missions.
4. D.F.C. should be given.
5. Guns in A/C 8760 were left in ship from day before, and also were dirty.
6. PFF lead dropped bombs in turn over target.
7. Don't like hard candy.
8. Buncher 23 on poor frequency - too much interference.
9. Top turrets frost up.
10. No warning when leader decided to turn for last resort.
11. Why can't we land faster after return.
12. Element leaders need more practice.
13. Want more cigarettes.
14. Tail gunners don't use Aldis lamp long enough.
15. After practice mission, Marloy's crew had to walk from hardstand to Mess hall.
16. A/C 951 too slow - can't keep up with formation, when fully loaded.
17. Armament shops too crowded.
18. Lower A/S above 25,000 ft.
19. Ball turret in A/C 154 has always 6" of water in it when it rains.
20. Why does Co-pilot on Roy's crew have to fly an extra mission.

MARVIN F. FEIR,
1st Lt., Air Corps,
Ass't. S-2 Officer.

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By *RE* NARA Date 7-19-07