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INTERPRETATION REPORT S.A. 2993

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ATTACK ON STUTTGART/KORNWESTHEIM MARSHALLING YARD on 16 DEC 44

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No of aircraft : 114, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1257 - 1303 A hrs.
- (d) Bombs : 1082 x 500 lb. G.P.
210 x 500 lb. I.B.
50 x 120 lb. Frag.

(ii) DETAILS OF THE ATTACK

- (a) A concentration of approximately 70 H.E. bursts is seen across the Southern end of the marshalling yard with hits on the locomotive depot and other rail facilities in this area.
- (b) Bursts are seen on the Marshalling Yard and its facilities as follows:
(Numbers refer to target illustration)

1. LOCOMOTIVE AND REPAIR FACILITIES

- Locomotive Depot (#7) - 4 hits, 2 near hits.
- Rail served stores Depot (#23) - 2 hits at entrance.

2. MARSHALLING YARD

- Northbound Reception Sidings (#2) - 5 hits.
- Storage Sidings (#6) - 1 hit at entrance.
- South end of Southbound forwarding sidings - 6 hits.

3. THROUGH RUNNING LINES

- Through line at South entrance of yard - 2 possible hits.
- Main line just above North choke point - 4 possible hits.

(c) OTHER BURSTS

- 1. A concentration of at least 75 H.E. bursts is visible in the South portion of the town of LUDWIGSBURG, with 4 possible hits on factory type buildings about 400 yards East of the main rail line and probable hits on an over pass. Another concentration of about 60 bursts is seen in the built up area in the West portion of LUDWIGSBURG and extending into a barracks area which is approximately 2 1/4 miles North-west of the center of the marshalling yard.
- 2. A large concentration of H.E. bursts is seen in fields and across an autobahn about 9 miles North Northeast of the target and just East of the village of HOPSIGHEIM.
- 3. Two groups of H.E. bursts which are partially cloud obscured are visible in fields and extending into the town of GR. INGERSHEIM about 6 1/2 miles North of the target.
- 4. A small group of I.B. bursts and a concentration of H.E. bursts can be seen in fields just North of the town of BIETIGHEIM located 7 1/2 miles North Northwest of the target.
- 5. Four hits and 4 near hits are visible on factory type buildings just East of the South end of the marshalling yard.

(iii) ACTIVITY

(a) STUTTGART/KORNWESTHEIM MARSHALLING YARD

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Likely 95th

95th

(IV) ANNOTATED PRINT : (SAV 490/484-9)

Shows bursts on Marshalling Yard.

(V) BOMB PLOT :

A bomb plot has been prepared and will be distributed.

(VI) PHOTOGRAPHS RECEIVED :

SAV 95/1251,1253,1255	16 DEC 44	1301-1303A hrs.	1/37,700 (F.L.7")	22,000 'B
" 386/646,646,648	"	1259 A hrs.	1/35,200 "	20,500 'A
" 390/479,480,484	"	1257 A "	1/36,800 "	21,500 'A
O 486/227	"	Unknown	Oblique (F.L.6 3/8")	19,750 'A

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Tactical Report, 16 December 1944, Cont'd

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(3) 390 Group	ME 34 A/C	46 C/C
	NE 32 A/C	43 C/C
	PFF 5 A/C	6 C/C
	MH 1 A/C	4 C/C

c. A/C Scheduled to Take Off:

(1) 95 Group 35 A/C Plus 3 PFF A/C Plus 6 Chaff A/C

d. A/C Airborne:

(1) 95 Group All A/C Scheduled Airborne

e. A/C Abortive:

(1) 95 Group

A/C 230: 334 Squadron M - Mickey set out - Command Pilot Col. Truesdell - Pilot Capt. Owen - No sortie.

A/C 364: 335 Squadron W - One engine out - Air speed indicator out - Command Pilot Col. Shuck - Pilot Lt. Savage - No sortie.

A/C 469: 336 Squadron U - VHF out - Could not find formation - Pilot Lt. Lennex - No sortie.

A/C 660: 334 Squadron W - Could not find formation Pilot Lt. Carnes - No sortie.

A/C 450: 335 Squadron V - Lost supercharger in #3 engine - Pilot Lt. Madigon - No sortie.

f. A/C Missing:

(1) 95 Group

A/C 7232: 412 Squadron O - Pilot Lt. Coffman

A/C 8288: 412 Squadron V - Pilot Lt. Gunther

g. A/C Attacking - 95 A Group

Bombs Dropped

(1) Target of Opportunity	34	338 x 500 LB GP
		Plus 66x500 LB IB
Stuttgart	5	50 x 260 LB FRAGS
Kettisening	3	28 x 500 LB GP
		Plus 4 x 500 LB IB
Returning	2	8 x 500 LB GP
		10 x 260 LB FRAGS

(2) Method of Bombing: Visual

(3) Method of Release: 80' Train

3. Narrative of the Attack:

a. Navigation - 13A Group - 95 A, B and C Squadrons:

(1) Assembly:

The three Squadrons of the Group made a normal take off. Instrument ascent procedure was used until assembly altitude was reached. Squadron assemblies

Tactical Report, 16 December 1944, Cont'd

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were completed satisfactorily in spite of heavy contrails and scattered clouds at 18000 feet. These weather condition made it necessary for the Squadrons to climb and descend at various times in an effort to stay in the clear. The Lead A/C of both the Lead and High Squadrons aborted before completion of assembly and the Low Squadron moved into the lead. The former Lead Squadron now took the spot vacated by the Low Squadron. Group assembly was not completed until the formation was a few miles past CP #1 due to the High Squadron becoming separated during a period of poor visual contact. Prior to CP #1 Clambake Able, who now was Division Leader, told Fireball formation to take the third position in the Division Column. To do this 13A flew North of course on a degleg and spaced themselves in proper position.

(2) Route:

After the Division Column was in proper order, they proceeded on course. CP #2 was crossed on course at 1114, ten minutes late. From here to the IP the course flown was almost identical with that as briefed. 30 minutes prior to reaching IP the GEE equipment went out in the Lead A/C. A few minutes later the H2K equipment went out also and the navigator had to rely on DR as there were no other H2K aircraft in the formation. The IP was made good, visually, and a bomb run by Squadrons was started. The order of peel off was lead, low and high. The target had previously been reported as being visual so a visual run was anticipated, however, due to undercast conditions visual ground checks became decreasingly hard to obtain and target was not clearly identified. Time of bombs away was 1301, 21 minutes late. At the RP the ground was discernable again and the point was made good. The Group was reassembled again without difficulty at this point. The formation was slightly right of course on the way back since they were echeloned to the right of the Division Column. At 0700E the GEE equipment was operational again and no further difficulty was experienced. The continental coast out was crossed at 5121-0314, about 15 miles NE of briefed point, at 1512. English coast in was made at 1546, 9 minutes late at 5207-0135. Navigation along the entire route was very good in spite of all the difficulties with equipment.

(3) Weather:

Over the base the clouds were solid to an altitude of between 18000 and 19000 feet. Dense contrails prevailed at altitudes immediately above the clouds. Over the Channel and continent the same conditions were in evidence. The best average wind was from 240 degrees at 30 knots. In the Metz and Nancy area the undercast broke to make visual contact with the ground possible. Many navigators reported an almost dead calm at altitude in the target area. On the route back the same weather prevailed. Back at the bases the ceiling had decreased to 500-1000 feet making landing very difficult.

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(4) Difficulties:

- (a) Weather was the greater difficulty of the day. Assembly was very slow due to contrails and clouds.
- (b) Signals on the GEE box were fading over the continent and the fixes obtained were not reliable.
- (c) H2X equipment failed in the Lead A/C and the navigator was forced to rely on DR.

(5) Malfunctions:

- A/C 8230: H2X out.
- A/C 2951: GEE out - Short in Time Base.
- A/C 8199: GEE out - Bad tube - Control Knob broken.
- A/C 8127: H2X out - Tubes blown out.
- A/C 2066: Radio Compass out.
- A/C 7201: Radio Compass out.
- A/C 8255: Radio Compass poor reception.

(6) Remarks:

Navigation was very good considering the difficulties under which the navigator had to work.

b. 95 A Group - C, A and B Squadrons:

- (1) Air Leader Nav Lt. Wilbourne
 Pilot Lt. Wilson Asst Nav
 Co-Pilot Mickey Op Lt. Owens
 Bombardier Lt. Long

(2) A/C Attacking Bombs Dropped

- (a) Target of Opportunity 34 338 x 500 LB GP
 Plus 66 x 500 LB IB
 Stuttgart 5 50 x 260 LB FRAGS
 Jettisoning 3 28 x 500 LB GP
 Plus 4 x 500 LB IB
 Returning 2 8 x 500 LB GP
 10 x 260 LB FRAGS

(b) Bombing Altitude: 20850

(c) Time of Release: 1301

(3) Run-In from IP to Target:

The lead and deputy lead A/C aborted which resulted in the C Squadron taking over the lead. The PFF equipment failed prior to the IP which necessitated a visual run. The bombardier took over control of the A/C after the maneuver at the IP and proceeded on the bomb run. A 9/10 undercast made pilotage practically impossible. He managed to pin point himself approximately 2 minutes from the target, but could not see the target because of clouds. He picked up a small city through a break in the clouds, synchronized and released his bombs. Bombs were released on a magnetic heading of 66 degrees. C-1 Auto-Pilot was used on the bomb run.

C O N F I D E N T I A L

Tactical Report, 16 December 1944, Cont'd

(4) Photo Intelligence Report:

- (a) The bombs from A Squadron fell in fields and on a road 1800' NE of Bietigheim, Germany, while those from B Squadron fell approximately 4.7 miles East North East and those from C Squadron 2400' N in fields.
- (b) Smoke and clouds prevented accurate measurements of the bomb patterns of A and C Squadrons, while clouds completely obscure the bursts of B Squadron.
- (c) The MPI of the Lead Squadron's (C) bombs was approximately left of the chosen AP.

(5) Bombing Malfunctions:

C Squadron:

- A/C 660: Aborted - 12 bombs jettisoned on instructions from control tower.
- A/C 469: Aborted - 12 bombs jettisoned on instructions from control tower.

B Squadron:

- A/C 364: Aborted - 8 bombs jettisoned on instructions from control tower.

A Squadron:

- A/C 230: Aborted - 8 bombs returned to base.
- Chaff A/C 450: Aborted - 10 bombs returned to base.

4. Mission Camera Report:

- a. The 95 Group installed 1 scope and 9 vertical cameras, 0 and 7 of which took pictures:
 - (1) A/C 8660: Aborted.
 - (2) A/C 8469: Aborted.
 - (3) PFF A/C 8230: Aborted.

5. Communications:

- a. The 95 Group comprised the entire 13th Wing. During assembly there was an excessive amount of VHF traffic on Channel A. A security violation involving mention of Chaff aircraft occurred. Transmission and reception on Channels A, B and C was reported as clear and free from jamming. Route and target weather information was received satisfactorily.
- b. Progress Reports sent by W/T only.

Tactical Report, 16 December 1944, Cont'd

Progress Reports:

	CP1	CP2	CP3	TGT	CP4	Base
Timings	1039	1105	1158	1241	1400	1550
13 CBW			1215	1301	1416	1620


Strike Reports:

95 - SB5 1301

6. Controller's Log:

- a. Stand by until 2200 received at 1640.
- b. Alerted at 2242 and the following info from 3BD:
 - (1) Force Required.
 - (2) Division assembly.
 - (3) Bomb load.
 - (4) Zero hour.
 - (5) Reference base altitude.
 - (6) Targets.
 - (7) Route.
- c. At 0045 sent Advance Warning to 13 CBW FO 519.
- d. At 0116 sent Annex 1 to 13 CBW FO 519.
- e. At 0155 received Intelligence Annex to 3BD FO 519.
- f. At 0307 - 3BD Navigator to 13 CBW Navigator: "RBA now 15000 - 5 minutes added to all timings."
- g. At 0320 received 3BD FO 519 and Annex 1.
- h. At 0322 received 93 CBW FO 181.
- i. At 0400 received Annex 2 to 3BD FO 519.
- j. At 0400 received 4 CBW FO 238.
- k. At 0700 following message from Major McLaughlin to Groups:
"Practice mission to take off."
- l. At 0900 the Division Leader (95A) and the Deputy Leader (95B) aborted.
- m. At 0930 the following message from Major Smith to Lt. Sullivan 3BD: "93 CBW will take over Division Lead."

For the Commanding Officer:


GENE C. SMITH,
Major, Air Corps,
Operations Officer.

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

APO 559.
18 December 1944.

SUBJECT: Operations Officers Narrative for the Mission 16 December 1944,
Stuttgart, Germany.

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

1. **GENERAL NARRATIVE:** The 95th Group (15A Wing leading the 3rd Division forces on this mission was composed of "A", "B", and "C" Squadrons plus six chaff ships that were scheduled to form a separate squadron and fly high-high squadron.

The Chaff ships took off at 0757-0801 hours and assembled over base at 20,000 feet. Before Group assembly was effected however the chaff leader was informed that the Division lead had been changed to the 93rd Wing Group and that the chaff ships were to rendezvous with the 93rd Wing at Control Point one and proceed with them. This action was followed.

95"B" Squadron took off at 0814-0838 hours and assembled over base at 23,000 feet, cloud formations interfering with briefed altitude.

95"A" took off at 0805-0824 hours and assembled at 18,000 feet over base.

95"C" took off at 0829-0843 hours and assembled at 17,000 feet.

Before completion of assembly both "A" and "B" Squadron leaders were forced to abort because of mechanical failure. The deputy leader of each Squadron assumed the respective Squadron lead and completed the assembly. The control tower advised "C" Squadron leader to assume lead of the Group with "A" Squadron flying low position and "B" Squadron flying high. The tower also advised "C" leader to contact the 93rd Wing leader and have him assume Division lead.

Due to cloud formations and condensation trails Group assembly was hampered and delayed. The low squadron fell in trail of lead squadron but the high could not rendezvous because of clouds. The 95th Leader contacted 93rd Wing leader and arranged to meet division formation at Control Point 1 (one). This was accomplished with the 95th high squadron trailing behind but gradually overtaking the group until at Control Point 1 (one) they joined the 95th Group and completed the Group formation.

The 95th Group reached this Control Point at 1040 hours at 18,000 feet, slightly ahead of the 93rd Wing. The Group made a dog leg to south of course and rejoined Division formation at 1056 hours as third group in the line.

The enemy coast was crossed at 1114 hours at an altitude of 17,000 feet. At 1129, climb to bombing altitude was begun. From this point on briefed course was followed. Near the I.P., the mickey set in the 95th Group lead

ship became inoperative thus making a visual bombing a necessity. The I.P. was reached at 1251 at an altitude of 22,000 feet, the three squadrons took interval and all made visual runs on target. Due to undercast however little sighting could be done. The lead squadron dropped through a small break in the clouds, the two following squadrons dropped on the lead's smoke flares. Bombs for the lead were away at 1801 hours. Rally was effected and briefed Route out followed.

Upon nearing the enemy coast out the Group leader elected, because of the clouds, to have all ships proceed to base individually. This was carried out.

Ships landed at 1838-1844 hours.

2. AIRCRAFT NOT ATTACKING: Six chaff ships took off from base. #2450 developed mechanical trouble and returned before being dispatched. 95"A" Squadron- Eleven a/o plus one P.F.F. left base in formation shown in Diagram "A". A/o 8230 returned before becoming dispatched. 95"B" Squadron - Twelve aircraft plus one PFF left base in formation shown in Diagram "B". Aircraft 8364 returned before becoming dispatche. 95"C" Squadron - Twelve aircraft plus one PFF left base in formation shown in Diagram "C". Aircraft 8860 and 8489 returned before becoming dispatche.

3. AIRCRAFT LOST: Aircraft 42-97232 - last seen in formation before Group was dispersed.

NOEL T. CURTAA,
Major, Air Corps,
Operations Officer.

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

1. DATE / / 44 TARGET DUTY OFFICERS
2. CBW 13A GROUP 95B GP. LEADER Col. Shuck A/C ³³⁵ 8364 W/T SKB-W
POSITION High DEPUTY LDR. Lt. Wright A/C ³³⁵ 8760 W/T SKB-X
3. EST. TAXI TIME 0755 EST. T.O. 1ST A/C 0805 ETD BASE 0955
ETR BASE 1547

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

1. DATE / / 44 TARGET DUTY OFFICERS
2. CBW GROUP GP. LEADER Lt. Hendrickson A/C ³³⁶ 6583 W/T SAF-Y
POSITION DEPUTY LDR. Lt. Madigan A/C ³³⁵ 2450 W/T SKB-V

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

1. DATE / / 44 TARGET DUTY OFFICERS
2. CBW 13A GROUP 95C GP. LEADER Lt. Wilson A/C ³³⁴ 8217 W/T LZW-C
POSITION Low DEPUTY LDR. Lt. Glorick A/C ³³⁶ 8332 W/T SAF-S
3. EST. TAXI TIME 0815 EST. T.O. 1ST A/C 0825 ETD BASE 0955
ETR BASE 1547

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

1. DATE / / 44 TARGET DUTY OFFICERS
2. CBW 13A GROUP 95A GP. LEADER Col. Trudell A/C ³³⁴ 8230 W/T LZW-M
POSITION Lead DEPUTY LDR. Lt. Metzinger A/C 8543 W/T TYU-A
3. EST. TAXI TIME 0805 EST. T.O. 1ST A/C 0815 ETD BASE 0955
ETR BASE 1547

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

APD 659,
17 December 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission 16
December, 1944.

TO : Commanding Officer, 95th Bomb Group (H), APD 659.

1. We were flying as lead of the low Squadron in 18 "A" Group. Take-off was effected at 0852 and climb to rendezvous altitude was started. During the climb the Group leader and the High Squadron leader (deputy leader) were forced to abort so we took over the lead of the group upon reaching assembly altitude. Assembly altitude 18,000 feet was reached at 0950 but after 3 circuits of the buncher, the condensation trails were so thick that we had to move up 1000 feet. At 1033 we had our squadron, now the lead squadron and the low squadron assembled. The high squadron being in trail of our formation. Prior to this time arrangements had been made to permit the 93rd Wing (Clambake Able) to lead the division to the target and return. They were properly notified that we would meet them at Control Point # 1 at which time we would fall in trail.

2. Control Point # 1, Orfordness, was crossed at 1040 hours at 18,000 feet with the 18 "A" still in the lead so we deviated to the south of briefed course to permit Clambake to pass. At 1056 course was set to Control Point # 2 which was reached at 1114 hours at 17,000 feet. The climb to bombing altitude was started at 5057 - 0833 at 1129. The briefed course was followed to the I.P. which was crossed at 1251 at 21900 feet on course to the target. Bombs were away at 1301 hours from 21,900 feet altitude on a heading of 66° magnetic, impact being at 4858 - 0908E.

3. We crossed over the R.P. at 1307 and a turn to the right was started off the Rally Point. This turn brought us to the north of course till 1343 hours at 4843 - 0804 where we regained the briefed route. The briefed route was followed till 1427 hours, our position being 4948-0513, altitude 14,000, where we deviated to the North in an effort to avoid weather. The Continental coast was crossed at 1512 hours at 5121-0314 at 11,000 feet. The English coast was crossed at 5207-0136 at 1546 hours at 2,000 feet. We were over our base at 1600 hours.

4. The primary navigation difficulty was the weather at take-off and during the assembly. The condensation trails were a great hazard in rendezvousing the group. The H2X equipment was not working to maximum efficiency and finally went out all together 25 minutes prior to the I.P.

JACK B. WILBURN,
2nd Lt., Air Corps,
Lead Navigator.

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Authority A/N/D 745005

By NSNARA Date 7/20/07

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

AP0 559,
17 December 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron mission 16 December 1944.

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

1. We took-off at 0805 and circled buncher 23 to altitude. We took over lead of 95 B Squadron 20 minutes before time for control point one. As forming was made impossible at briefed time, and altitude by weather, and radio contact with our lead was practically impossible we climbed to 23,000 feet and formed over the buncher. At 1041 hours we made control point one with 8 ships 2 minutes late. By essing over the channel our other 4 ships by the time we reached control point 2 at 1113 hours and 20,000 feet. Shortly thereafter the lead and low squadrons come up on us and Wing formation was complete at 18,000 feet and 1131 hours at 5040N-0333E.

2. The briefed route was closely followed to the I.P. We were at the I.P. at 1251 hours and 22,300 feet.

3. The briefed course from the I.P. to the target was followed as near as possible. Bombing was to be visual but we found the target covered and had no mickey. We dropped on 95 A smoke and bombs were away at 1303 hours, 70° Mag heading and 22,400 feet altitude. The results were unobserved. We made a left turn from the target and passed the R.P. on the right as Gee was out Co-ordinates at R.P. time were unobserved and we made a right turn pin pointing ourselves by pilotage at 0944E and 5028N at 1312 hours.

3. The briefed route was followed back toward the coast till we were about at 0400E and 5028N when we turned to the north in search of a hole to let down. As weather was too bad for a formation let down we peeled off at 1513 hours at 0340E and 5110 N and returned to base singly. The average time of return to base was about 1610 hours.

FRED E. FREI,
1st Lt., Air Corps,
Lead Navigator.

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By AS NARA Date 7/29/07

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

APO 559,
17 December 1944.

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron,
Mission 16 December 1944.

TO : Commanding Officer, 98th Bomb Gp (H), APO 559.

1. Take-off was at 0820 we were to fly high element of lead Squadron but on abortion of leader took over lead of low squadron. Assembly was hampered by weather so Group and Division assembly was held at control point one at 1040 where English coast was left at 18,000 feet.

2. Enemy coast was at 5110N-0245E at 18,500 feet. Route in was followed to I.P. 4837-0820 at 1251 hours at 21,600 feet.

3. I.P. to target was unobserved due to clouds. Target time was 1301 at 21,500 feet. MH 56°. RP was at 1307 hours 4903N-0920E.

4. Route back was flown 15 miles north of course due to bad weather. The enemy coast crossed at Orfordness at 1552 hours at an altitude of 4,300 feet. Over base at 1600 hours.

ANDREW S. KIRK,
1st Lt., Air Corps,
Lead Navigator.

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

E-F-26

17 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 16 December 1944, Stuttgart, Germany.

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

1. Narrative.

- a. Bombing aids used were E-6-B, C-2 and A.F.C.E. equipment.
- b. A left turn of about 30° was made at the I.P.
- c. Bomb bay doors were opened at this point at 1251 hours.
- d. Enemy resistance had no effect on the bombing run. Weather had little effect on the bombing run. There were no unusual hostile tactics which interfered with the bombing run.
- e. Results of bombing 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

Main Bombfall Bietigheim, Germany.	Over Target 11	Bombing 11	Bombs			Fuzing	
			No.	Size	Type	Nose	Tail
			108	500#	M-64	1/10	1/100
			20	500#	M-17	Open @ 5000'	
Total on Target.			Same as above.				
Bombs Returned.			0				
Other Expenditures (Jettisoned)			20	500#	M-64	1/10	1/100
			4	500#	M-17	Open @ 5000'	
Total (loaded on A/C taking off).			128	500#	M-64	1/10	1/100
			24	500#	M-17	Open @ 5000'	

4. Types of Release - All bombs dropped on target of opportunity were trained out at an 80' interval and armed.

MAHLON H. LONG JR.
2nd Lt., Air Corps,
Lead Bombardier.

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Authority NND 745005
By MSNARA Date 7/20/07

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

E-P-26

17 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 16 December 1944, Stuttgart, Germany.

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

1. Bombing Approach and Run - I.P. was made good and course to target was as briefed. Bomb bay doors had to be cranked open during bomb run. Mickey set was out and run had to be made visually with only slight breaks in clouds. I saw one check point (portion of Autobahn) but did not see enough of it to pin point myself. The time from Autobahn to target was two to 2½ minutes and when this time was just about out I tried to find the target but could not due to clouds. A small break came and a city was glimpsed through it. Course was good and only a small rate correction was necessary to place cross hairs on it. The whole operation was a matter of 15 seconds. Bombs were away at 1301 hours.

2. Disposition of Bombs - 13 A/C were dispatched with 95th "A" Squadron. A/C #8469 aborted and jettisoned 10 x 500# G.P. M-64 and 2 x M-17 incendiaries. A/C #8660 aborted and jettisoned 10 x 500# G.P. M-64 bombs and 2 x M-17 incendiaries on instructions from tower. Thus 10 A/C were over a target of opportunity dropping 108 x 500# G.P. M-64 bombs and 20 x M-17 incendiaries. All G.P. bombs were fused 1/10 nose and 1/100 tail. All M-17 bombs were set to break open at 5000'.

3. Types of Release - All bombs dropped on target of opportunity were trained out at an 80' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs		Fusing	
			No.	Size	Type	Nose Tail
Bietigheim, Germany.	11	11	108	500#	M-64	1/10 1/100
			20	500#	M-17	Open @ 5000'
Total on Target.			Same as Above.			
Bombs Returned.			0			
Other Expenditures (jettisoned)			20	500#	M-64	1/10 1/100
			4	500#	M-17	Open @ 5000'
Total (loaded on A/C taking off).			128	500#	M-64	1/10 1/100
			24	500#	M-17	Open @ 5000'

MAHLON H. LONG JR.
2nd Lt., Air Corps,
Lead Bombardier.

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Authority AIN/D 745005

By MSNARA Date 7/20/01

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

E-F-26

17 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 16 December 1944, Stuttgart, Germany.

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

1. Bombing Approach and Run - Lead bombardier's ship landed at strange field. There is no one bombing except that he was seen to drop on the smoke flares of lead squadron 13th "A" Group.

2. Disposition of Bombs - A/C were dispatched with 95th "B" Squadron. A/C #8384 aborted and jettisoned 8 x 500# G.P. AN-M44 bombs. Thus 12 A/C were over a target of opportunity dropping 120 x 500# G.P. M-64 and 24 x M-17's. All G.P. bombs were fuzed 1/10 nose and 1/100 tail. All M-17 bombs were fuzed to break open at 5000'.

3. Types of Release - All bombs dropped were trained out at an 80' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs No.	Size	Type	Fuzing	
						Nose	Tail
Bietigheim, Germany.	12	12	120	500#	M-64	1/10	1/100
Total on Target, Incendiarics.			24	500#	M-17	Open @	5000'
Total of All bombs on Target.			Same as above.				
Bombs Returned.			0				
Other Expenditures.			6	500#	M-64	1/10	1/100
Total (loaded on A/C taking off).			128	500#	M-64	1/10	1/100
			24	500#	M-17	Open @	5000'

IRVING H. LEVIN
2nd Lt., Air Corps,
Lead Bombardier.

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

E-F-26

17 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 16 December 1944, Stuttgart, Germany.

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

1. Narrative.

a. Bombing aids used were 3-6-B, C-2 computers.

b. The maneuver at the I.P. was a turn to the left of 20°.

c. Bomb bays were opened after turn at I.P. at 1251 hours.

d. Enemy resistance had no effect on the bombing run. Weather was 8/10ths undercast over target area. There were no unusual hostile tactics encountered on the bombing run.

e. Bombing results were observed through almost 10/10ths clouds to be in a small town.

f. No suggested changes in bombing technique on this target or on any target.

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

3. Disposition of Bombs - A/C

				Bombs		Fuzing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Bietigheim, Germany.	11	11	110	500#	M-64	1/10	1/100
			22	500#	M-17	Open	@ 5000'
Total on Target.			Same as	above.			
Bombs Returned.			8	500#	M-64	1/10	1/100
Other Expenditures.			0				
Total (loaded on A/C taking off).			118	500#	M-64	1/10	1/100
			22	500#	M-17	Open	@ 5000'

4. Types of Release - All bombs released were trained at an 80' interval and armed.

JAMES J. HAGGERTY
1st Lt., Air Corps,
Lead Bombardier.

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

E-F-26

17 December 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission
of 16 December 1944, Stuttgart, Germany.

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

1. Bombing Approach and Run - At the I.P. we made a turn to the left of 30° and after leveling out opened bomb bay doors. I synchronized once on an open spot in clouds to set up rate. As we approached target, undercast was about 8/10ths, and it was impossible to synchronize visually. Despite the red flare shot by the leader, signifying visual run, I had to instruct my pilot to follow the lead squadron in trail. I salvaged all my bombs on the smoke flares trailing from the leader's bombs. Bombs were away at 1301.

2. Disposition of Bombs - 12 A/C were dispatched from the 95th "C" Squadron. 11 A/C were over Target of Opportunity dropping 110 x 500# G.P. bombs and 22 x M-17 bombs. A/C #8230 aborted, returning 8 x 500# G.P. bombs. All bombs were fuzed 1/10 nose and 1/100 tail. All M-17's were to open at an altitude of 5000'.

3. Types of Release - All bombs released were trained at an 80' interval and armed.

4. Tabular Summary - A/C			Bombs		Fuzing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose Tail
Bietigheim, Germany.	11	11	110	500#	M-64	1/10 1/100
			22	500#	M-17	Open @ 5000'
Total on Target.			Same as above.			
Bombs Returned.			8	500#	M-64	1/10 1/100
Other Expenditures.			None.			
Total (loaded on A/C taking off).			118	500#	M-64	1/10 1/100
			22	500#	M-17	Open @ 5000'

JAMES J. HAGGERTY
1st Lt. g Air Corps,
Lead Bombardier.

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Authority NND 745005
By NSNARA Date 7/20/07

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

V-A-1.

APO 559,
17 December 1944.

SUBJECT: Engineering Report on Combat Mission of 16 December 1944.

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

1. The following information is submitted concerning combat mission of 16 December 1944.

- a. Forty-four (44) B-17 airplanes took-off as scheduled.
- b. Thirty-five (35) B-17 airplanes returned to base after completion of combat mission.
- c. B-17's 42-97232 and 43-38288 are missing.
- d. B-17 43-38760 landed at Leiston; 42-107204 landed at Thorpe-Abbott.

2. There were five (5) abortive airplanes.

- a. 44-8230 - Two (2) burned-out valves on mickey set.
- b. 43-38660 - Aircraft couldn't find formation.
- c. 44-8364 - Pitot tubes froze due to heaters being out causing airspeed indicator to be inoperative.
- d. 42-102450 - #3 supercharger fluxuating 10" at altitude.
- e. 43-38469 - Aircraft couldn't find formation.

3. There was no battle damage.

DONALD H. DOWLIN,
Capt., Air Corps,
Base Engr. Officer.

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By ASNARA Date 7/20/07

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

16 December 1944

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

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

1. Eleven plus one PFF A/C from the 95th Gp. took off beginning 0815 hours to form the lead squadron of the 13th A Combat Group to attack a M/Y in Stuttgart. A/C 8230 aborted 5 miles NW of the base at 0845 hours because Mickey set was inoperative. Twelve plus one PFF A/C from the 95th Gp. took off beginning 0805 hours to form the high squadron of the 13th A Combat Group to attack a M/Y in Stuttgart. A/C 8364 aborted over the base because no airspeed reading could be obtained. Twelve plus one PFF A/C from the 95th Gp. took off beginning 0825 to form the low squadron of the 13th A Combat Group to attack a M/Y in Stuttgart. A/C 8660 and 8469 aborted at 50°49'N-03°00'E and 52°22'N-01°40'E respectively because of inability to find the formation. Six A/C from the 95th Gp. took off beginning 0755 hours to form the chaff squadron for the 3rd Division in the attack on a M/Y in Stuttgart. A/C 2450 returned to base at 1128 hours because of mechanical difficulty.
2. No E/A were encountered.
3. Flak was encountered as follows.
Stuttgart - moderate, inaccurate and barrage.
4852-0912 - meager, inaccurate and barrage.
4. Strike photos show poor bombing results. A target of opportunity, Bietigheim, was bombed by 95C squadron with a visual sighting of 10 seconds. 95A & B squadrons released on smoke markers of 95C, because the PFF ships of these squadrons had aborted. The chaff ships at the lead of the division column dropped their bombs on an unknown target. There was a solid undercast and no PFF ship was flying with this formation.
5. Fighter support was excellent. Assembly was not affected until C.P. 1 was reached, because of weather conditions. The high squadron was behind until 50°00'N-04°30'E. Because 95A and B PFF A/C aborted, this combat group fell into third place in the division stream. 95C Mickey was acting up all the way and went out just before the assigned I.P., and as a result the visual run was made on Bietigheim. The chaff ships flew with this group until C.P. 1 was reached and then moved forward to the lead of the division

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column. On the route back at about 50°30'N-04°00'E clouds to 25,000 feet forced a turn northward to try to go around. Low on oxygen and gas, the A/C broke off individually through the clouds and landed as such. A/C 8760 landed at Leiston and A/C 7204 at Thorpe Abbot. A/C 7232 and 8888 are outstanding. All other A/C returned to base by 1644.hours.

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

Priority Secret

D 348-D

Headquarters 95th Bomb Group
16 December 1944 2230 8-2

Operational Narrative 16 December Stuttgart 95th Bomb Group5.....

1. Leaflets: None.
2. Bombing Results: strike photos show bombing results poor. A target of opportunity Bietigheim was bombed by 95C squadron with an abnormal visual sighting of ten seconds. 95A and 95B squadrons released on the smoke markers of 95C because their PFF lead A/C had aborted. But one pattern of bombs is visible through clouds on the interest print and that is one half mile N of Bietigheim. The six chaff A/C formed at the head of the Division column and dropped frag bombs on an unknown target. The area was solid cloud covered and there was no PFF A/C leading this unit.
3. E/A: None seen and none encountered.
4. Flak: 4852-0912-meagre, inaccurate, barrage, Stuttgart-moderate, inaccurate, barrage. 4842-0742-meagre, inaccurate barrage.
5. Weather: because of multi layered clouds and dense persistent contrails, all assembly points were missed up to CPI. Clouds were solid up to the assigned IP where the 10/10ths coverage gave occasional breaks of 5 to 10 seconds duration from the assigned IP to the target Bietigheim. East of this point the continent was clear. On route back at about 5030-0400 clouds to 23000 forced a turn north-ward. to try to go around. Low on oxygen and gas the A/C broke off individually through the clouds and landed individually.
6. Observations.
 1. 4845-0723-at 1214 hours 60-100 box cars in M/Y.
 2. 4847-0915-at 1304 hours smoke screen along river stopped as formation headed for the target.
 3. 4844-0920-at 1304 hours smoke pots on Fils river.
 4. 4903-0920-at 1308 hours two trains headed NE.
 5. Area of 4847-0915 at 1312 hours bombs dropped on A/C no bombs on hangers.
 6. 4842-0944 at 1312 hours single train heading east.
 7. 4842-0942 at 1312 hours A/C with 14 T/E and 25-30 S/E fighters one 4 engine A/C with 3 rudders.
 8. 4908-0944-at 1313 hours A/C with B-17 definitely a 4 engine A/C on taxi strip at end of long runway. At IP a B-17 10-15 miles away not associated with a formation and did not go over target area but headed towards RP might be same A/C acting as enemy scout.
 9. 4854-0918-at 1318 hours fires in town. Brown smoke and solid flame in built up area.
 10. 4842-0913-at 1324 hours A/C with damaged buildings seemed rebuilt. Revetments on hardstands. No activity. 24 fighters and one 4 engine bomber.
 11. 4842-0748-at 1345 hours 16-24 landing barges anchored in river.
 12. 4846-0855-at 1520 hours A/C hangers damaged but runways OK.
 13. 4842-0912 at 1520 hours A/C at Plieninger being reconstructed. Runways serviceable.
 14. 4840-0925 small luminous bodies/ searchlights or oiltanks north of autobahn.
 15. 4847-0915 north part of Stuttgart and Ludwigsburg six miles to north burning.
- 16.///////
7. Other Information: fighter escort gave close and excellent cover. Assembly was not effected till ~~5000~~/CPI as noted in 5, and the high squadron was behind till about 5000-0430. Because 95A and B PFF A/C aborted this combat Group fell in, in third place in the division stream. 95C mickey was acting up all the way in and went out just before the assigned IP. The bombardier knowing he was NNW of the assigned target N of Stuttgart and seeing a town on course through a cloud break made a ten second visual run on the town of Bietigheim as a TO. 95 A and B having no HEX, released on the smoke markers of 95C. Due to weather on route back the formation broke up and A/C returned to bases individually as noted in 5. A/C 8760 which assumed lead of 95B squadron landed away from this base. A/C 7232 and 8288 of 95 A squadron bombed with the squadron but are unaccounted for at this time. The six chaff A/C assembled with the 95th Group at CPI and then moved forward in the division stream to the head of the column, thereafter following SOP.
8. PFF Information: A. 3 PFF airborne. B. 2 sets failed to operate. #8230 burned out a tube-aborted, #8217 burned out a tube-went ~~out~~/on. #8634 aborted due to engine trouble. C. 8217 got 30 miles or less up to IP then set failed. D. No. E. Owen low squadron lead took over lead of 95th Group. Scheduled: Lead Squadron-Capt McCardia. High Squadron-F/O Feeley. Low Squadron-2nd Lt Owen.

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By AS NARA Date 7/2/07

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HEADQUARTERS EIGHTH AIR FORCE
STATION 101
APO 634

INTERIM SUMMARY NO. 230

PERIOD: 0001 hours 16 December 1944 to 2400 hours 16 December 1944.

A. STATISTICS

	Missions	Disp.	Sorties	Atks.	Tonnage	Claims	E/A	Losses			Totals
								AA	N/E	OT	
Heavy Bomber Atks.	1	236 +	115	115	329.1	0-0-0	0	0	3	3	6
Fighter Escort	1	114	106	0	0	0-0-0	0	0	0	0	0
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.	0	0	0	0	0	0-0-0	0	0	0	0	0
Weather Recon.	4	18	18	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	1	2	2	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>4</u>	<u>16</u>	<u>15</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	11	386	256	115	329.1	0-0-0	0	0	3	3	6

+ Includes 116 B-17s (1st Division) dispatched but recalled during assembly due to adverse weather conditions. Losses: 3 B-17s (2 crashed on return, 1 crashed after crew baled out). Operation of 2nd Division cancelled prior to assembly.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Three group formations (120 B-17s, 3rd Division) dispatched against Stuttgart M/Y. 115 a/c dropped 276 tons GP and 53.1 tons IB on assigned target, city of Bietigheim and one w/i T/O at 1249-1259 hours from 21,700-22,500 feet. Stuttgart bombed on H2X with some visual assists, Bietigheim visually. Weather: 5/10 - 8/10 in target area. Flak: meager, inaccurate at Stuttgart. Battle damage: 9 minor, 0 major. E/a opposition: nil. Losses: 3 B-17s to unknown causes.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Stuttgart M/Y	120	81	189.0	36.3	Good

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<u>Other Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>LB</u>	
Bistigheim		33	84.5	16.3	Poor
T/O		<u>1</u>	<u>2.5</u>	<u>.5</u>	Poor
	120	115	276.0	53.1	

2. Fighter Escort

Three groups (114 P-51s) dispatched to support bombers attacking Stuttgart. Up 1021-1046 hours, down 1545-1550 hours. 106 sorties. E/a opposition: nil. One jet a/c sighted vicinity Baden Baden. Claims: nil. Losses: nil (33 a/c landed safely on Continent, 14 a/c diverted to other A/Fs in U.K.).

3. Fighter Sweeps

Nil

4. Fighter Bombing

Nil

5. Photo Reconnaissance

Nil

6. Weather Reconnaissance

18 a/c (10 P-51s, 4 B-17s, 4 Mosquitoes) dispatched. 2 B-17s completed routine flights over Atlantic to west of England. 2 B-17s flew routine flights to and from Azores. 4 Mosquitoes completed special flights over England, central and western France, Belgium and SW Germany. 10 P-51s as weather scouts for heavy bombers. No losses.

7. Air/Sea Rescue

2 P-47s dispatched and completed routine patrol. No incidents reported. No losses.

8. Special Operations

16 a/c dispatched as follows:

6 P-51s dispatched as airborne relays. No losses.

2 Mosquitoes completed special operational flights over Holland. No losses.

3 B-17s dispatched on leaflet operation. One a/c aborted. Two a/c completed mission dropping leaflets over France and Germany. No losses.

5 B-24s dispatched on RCM mission, jamming from 0830 to 1230 hours. No losses.

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C. INTELLIGENCE

1. Enemy Air Opposition

Adverse weather conditions probably account for the lack of opposition to today's comparatively small scale heavy bomber effort. The enemy apparently appreciated that a major attack was not imminent and decided against attempting to intercept under the difficult though not prohibitive weather conditions. The only e/a sighted was a probable Me-262 reported flying above an escorting P-51 formation in the Baden Baden area without attempting to engage.

2. Flak

Stuttgart - meager, inaccurate.

3. Observations

A/F at 4842N-0942E (Coppingen), 14 t/e e/a, 25-30 s/e e/a and one 4-engined a/c with triple rudders.

A/F at 4842N-0913E (Plienigen), 24 e/a and a 4-engined e/a also a great deal of construction work going on.

At 4840N-0925E, small luminous objects in fields north of autobahn.

A/F at 4907N-0946E (Hall), 18 s/e e/a observed dispersed on field with one s/e e/a taking off. Also reported on this A/F was an O.D. B-17 definitely identified as such by a number of crews.

4. Damage to Enemy Installations

Kornwestheim M/Y at Stuttgart - Good Results

Pattern of one squadron is well-centered on the south end of the yard, north end of the locomotive depot and extends into the edge of the town. At least four hits noted on the locomotive depot buildings, eighteen hits on the M/Y (one of which caused an explosion) and seven hits on the rail-served storage depot. There were four hits and three near misses on the three large factory-type buildings just east of the south end of the yard. Later photos show incendiaries were distributed throughout the area. Yards were quite heavily loaded. Another tight pattern fell on the main line entering the north end of the yard just above the choke point. An over-pass appeared to have been hit in this area and three hits were noted on a group of seven warehouses or factory-type buildings about 400 yards east of the line. A third pattern fell on the west edge of Ludwigsburg covering about one-half to two-thirds of the area occupied by the Stuttgart/Ludwigsburg II Barracks. Several barracks buildings were under the pattern. Six squadrons dropped in open country six to nine miles north of the target; part of one of these covered one-third of a small village of Gr. Ingersheim.

Bietigheim - Poor Results

Bombs fell in open country just north of town and about 7-1/2 miles N-NW of Stuttgart M/Y.

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

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