

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

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 2 January 1945
13 CBW FO 2
13 CBW OPS 254
3 BD FO 539

SUBJECT: Tactical Report (BAD KREUZNACH and KAISERSLAUTERN, GERMANY)

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

1. Information Concerning the Targets:

- a. The primary target (visual) for the 13A Wing was the M/Y just North and across the river from BAD KREUZNACH, GERMANY.
- b. The primary target (visual) for the 13B Wing was the Railroad Bridge over one of the highways leading SW of KAISERSLAUTERN, GERMANY.

2. Planning and Execution of the Mission:

a. Wing Order and Strength:

(1) 93 A, B, C Groups

(a)	490 Group	3 Squadrons
(b)	34 Group	3 Squadrons
(c)	493 Group	3 Squadrons

(2) 13 A, B Groups

(a)	100 Group	1 Squadron
	95 Group	2 Squadrons
(b)	390 Group	2 Squadrons
	388 Group	1 Squadron

(3) 45 A, B Groups

(a)	96 Group	3 Squadrons
(b)	452 Group	3 Squadrons

(4) 4 A, B, C, D Groups

(a)	385 Group	3 Squadrons
(b)	94 Group	3 Squadrons
(c)	447 Group	3 Squadrons
(d)	486 Group	3 Squadrons

b. A/C and G/C Available:

(1)	95 Group	ME	24 A/C	56 G/C
		PFF	8 A/C	10 G/C
		MH	4 A/C	8 G/C
(2)	100 Group	ME	21 A/C	39 G/C
		PFF	7 A/C	5 G/C
		MH	3 A/C	3 G/C
(3)	390 Group	ME	25 A/C	59 G/C
		PFF	4 A/C	7 G/C
		MH	2 A/C	7 G/C

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c. A/C Scheduled to Take Off:

(1)	95 Group	23 A/C Plus 2 PFF A/C
(2)	100 Group	11 A/C Plus 1 PFF A/C
(3)	390 Group	23 A/C Plus 2 PFF A/C

d. A/C Airborne:

(1)	95 Group	All Scheduled A/C Airborne
(2)	100 Group	All Scheduled A/C Airborne
(3)	390 Group	24 A/C Airborne

e. A/C Failing to Take Off:

(1) 390 Group

A/C 478: 570 Squadron S - Flat tire - Pilot Lt. Pieters

f. A/C Abortive:

(1) 95 Group

A/C 8269: 335 Squadron K - Electrical trouble in #1 engine - Also in bomb bays - Pilot Lt. Tregoning

A/C 2951: 334 Squadron Q - Low oil pressure - Pilot Lt. McAllister

A/C 6993: 336 Squadron W - Fuel pressure dropped on #1 engine - Pilot Lt. Tuss

(2) 390 Group

A/C 744: 568 Squadron A - Oil leak in #1 engine causing oil pressure to go down - Pilot Lt. Dotter

g. A/C Missing:

(1) 100 Group

A/C 521: 351 Squadron K - Pilot Lt. Dodrill

(2) 390 Group

A/C 846: 569 Squadron F - Pilot Lt. Drinkwater

h. A/C Attacking - 13 CBW A Composite Group:

Bombs Dropped

(1) Primary	34	338x500 LB GP
Jettisoning	1	67x500 LB IB
Returning	1	10x500 LB GP
		2x500 LB IB
		2x500 LB GP
		1x500 LB IB

(2) Method of Bombing: Visual

(3) Method of Release: 80' Train

i. A/C Attacking - 13 CBW B Group:

Bombs Dropped

(1) Primary	23	134x1000 LB GP
Jettisoning	1	6 Leaflet Containers
Returning	None	6x1000 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: Salvo

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3. Narrative of the Attack:

a. Navigation - 13 A Group - 100A, 95A, 95B Squadrons:

(1) Assembly:

The 100A Squadron made a normal take off and had to make an instrument climb through the low cloud layer. The Squadron was formed without difficulty and proceeded to Buncher 28 to rendezvous with the two Squadrons from the 95 Bomb Group. The 95 A and B Squadrons fell in with the 100A and formed the Group.

The 93 Wing interfered with the A Group at Buncher 28 causing the Group Leader to swing wide to avoid them. Due to this difficulty and varying winds the Group arrived at the Wing assembly line two minutes late. The Lead Navigator cut out Buncher 22 and proceeded to Splasher 7 in order to make up the time lost at Ipswich. The Group followed the Division Lead along the Division assembly line. The English Coast was crossed at 0934, 3 miles right of course.

(2) Route:

The briefed route was followed across the Channel, crossing the French Coast at 5041-0134, one minute early. The Lead Navigators had difficulty obtaining accurate winds because the Group Leader was continually "S"ing to keep from overrunning the Group ahead. In order to remain in the Division Column the Group was 10 to 12 miles South of course in the way in. A solid undercast from the Continental Coast to about 0500E made it necessary to rely on DR and other aids, however, after reaching 0500E the undercast dissipated completely and afforded good pilotage conditions.

The Group turned slightly South of 4850-0749 and came in on course to the Pre-IP. The Group Leader who was notified that enemy fighters were in the vicinity decided to hold Group formation until reaching the IP thus maintaining a defensive formation until reaching the IP where the Squadrons began to peel off. The 3 Squadrons turned 3 miles short of the IP and followed the 930 Group, who had also turned short of the IP, into the target.

The Low Squadron had difficulty in forming with the Group after bombs away, making it necessary for the Group Leader to "S" after leaving the RP to allow the Low Squadron to catch up. The Group was in good formation at 4851-0736. The briefed route was closely followed on the route back to the Continental Coast. The Coast was recrossed at 5036-0136, at 1344. The English Coast was recrossed at 5105-0110, at 1356.

(3) Weather:

A low stratus layer was encountered after take off making it necessary to make an instrument climb to about 7000 feet at which time the A/C broke out of the stratus layer. A solid undercast prevailed over the Island and the Continent to about 0500E, where the undercast broke away completely. The target had CAVU

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weather. Winds varied throughout the route due to frontal activity over the Continent.

(4) Navigational Difficulties:

Considerable "S"ing over the Continent made it difficult for the Navigators to obtain accurate winds.

Interference by the 93 Wing caused some difficulty during assembly. This made it necessary to cut out Buncher 22 to make up time lost at Ipswich.

(5) Remarks:

The navigation was good except the turn at the IP. It is the duty of the Navigator to notify the pilot when to make the turn, not the bombardier's duty to do so.

Proper Wing and Group intervals should be kept at all times. If this is followed by pilots much of the "S"ing encountered on missions can be held to a minimum, thus giving the Navigator an opportunity to check his winds.

b. Navigation - 13 B Group - 390 A, B, C Squadrons:

(1) Assembly:

The three Squadrons from the 390 Group made a normal take off and also had to make an instrument climb thru the low stratus cloud layer over the area. The Group was formed without difficulty over the Buncher. The 13B made rendezvous with 13A as it assembled over Buncher 28. The B Group followed the A Group throughout the Wing and Division assembly.

(2) Route:

The 13B followed the briefed route across the Channel, crossing the Continental Coast at 5041-0134. From this point the B Group had difficulty following the A Group due to "S"ing along the route. The 13B turned at 4850-0749, this being their IP and made a bomb run on Kaiserslautern by Squadrons. After bombs away the Group was reformed at the RP. The briefed route was closely followed on the withdrawal. The Continental Coast was recrossed at 5042-0135, at 1326. English Coast was crossed at 5055-0059.

(3) Weather:

Same as 13A.

(4) Difficulties:

Same as 13A.

(5) Remarks:

Navigation was good.

c. 100 Composite Group - A Squadron:

(1)	Air Leader	Capt. Scott	Nav	Lt. Chapell
	Pilot	Capt. Spurgeon	Asst Nav	Lt. Larson
	Co-Pilot	Lt. Sharnett	M/O	Lt. Maddox
			Bomb	Capt. Searle

- (2) A/C Attacking: Bombs Dropped
- | | | |
|-------------|------|---------------|
| (a) Primary | 12 | 120x500 LB GP |
| | | 24x500 LB IB |
| Jettisoning | None | |
| Returning | None | |
- (b) Bombing Altitude: 26000'
- (c) Time of Release: 1152

(3) Run-In from IP to Target:

Turning approximately three miles short of the IP, the bombardier took over on C-1 Auto-Pilot. The assigned MPI was quickly picked up and the bombardier synchronized. A minute from the BRL bombs from the Group ahead, which was assigned the same MPI, started to hit the target. The bombardier was well synchronized so let his rate ride out and then released his bombs. There was 2 degrees of left drift when bombs were released on a magnetic heading of 34 degrees.

(4) PI Report:

- (a) No bombs dropped by this Squadron are visible, but according to computations based upon the bomb trajectory chart they fell approximately 1000' short and 500' right of the assigned MPI.

(5) Bombing Malfunctions: None

d. 95 Group - A Squadron:

- | | | |
|---------------------------|----------------|---------------|
| (1) Air Leader Maj. Losee | Nav | Lt. Huzarvich |
| Pilot | Capt. Collings | Asst Nav |
| Co-Pilot | M/O | Lt. Schulte |
| | Bomb | Lt. Griffin |

- (2) A/C Attacking: Bombs Dropped
- | | | |
|-------------|----|---------------|
| (a) Primary | 11 | 108x500 LB GP |
| | | 21x500 LB IB |
| Jettisoning | 1 | 10x500 LB GP |
| | | 2x500 LB IB |
| Returning | 1 | 2x500 LB GP |
| | | 1x500 LB IB |

(b) Bombing Altitude: 25100'

(c) Time of Release: 1151½

(3) Run-In from IP to Target:

Attacking on a magnetic heading of 40 degrees, the bombardier picked up the target area without difficulty. The assigned MPI, however, was covered over with smoke from the previous Group's bombs. Using outside reference points the bombardier was able to position his cross hairs on the approximate position of the assigned MPI. When bombs were released synchronization was good and bubbles were level. There was 2½ of left drift on the bomb run.

(4) PI Report:

- (a) The only visible bombs dropped by this Squadron

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burst 1000 to 2000' over the MPI in fields. Smoke covers the assigned MPI, but it is probable that many bombs fell around and probably on it.

(5) Bombing Malfunctions:

A/C 257: Rack malfunction - 3 bombs returned to base
A/C 951: Aborted - 12 bombs jettisoned in Channel on tower instructions

e. 95 Group - B Squadron:

(1) Air Leader		Nav	Lt. Ballatore
Pilot	Lt. Gillen	Asst Nav	
Co-Pilot	Lt. McMurphy	M/O	Lt. Dement
		Bomb	Lt. Lytle

(2) A/C Attacking: Bombs Dropped

(a) Primary	11	110x500 LB GP
		22x500 LB IB
Jettisoning	None	
Returning	2	20x500 LB GP
		4x500 LB IB

(b) Bombing Altitude: 24800'

(c) Time of Release: 1153

(3) Run-In from IP to Target:

Attacking on a magnetic heading of 46 degrees, the bombardier took over on G-1 Auto-Pilot. The target area was quickly picked up, though the assigned MPI was covered over with smoke from the previous Group's bombs. Half way down the bomb run, G-1 Auto-Pilot became erratic and the run was completed on PDI. Using outside reference points the bombardier positioned his cross hair on the approximate location of the assigned MPI. When bombs were released synchronization was good and the bubbles were level. There was 3 degrees of left drift on the bomb run.

(4) PI Report:

(a) Only a few bombs dropped by this Squadron are visible, and these appeared within 500' of the assigned MPI by one side of the railroad tracks. The pattern probably extended across the MPI in a SW-NE direction.

(b) According to computations based upon the bomb trajectory chart, moreover, the bombs hit squarely on the assigned MPI.

(5) Bombing Malfunctions:

A/C 993: Aborted - 12 bombs were returned to base
A/C 269: Aborted - 12 bombs were returned to base

f. 390 Group - A Squadron:

(1) Air Leader	Maj. Brown	Nav	Lt. Rosen
Pilot	Lt. Beazley	Asst Nav	Lt. Lewis
Co-Pilot	Lt. Taylor	M/O	Lt. Casserly
		Bomb	Lt. Rodgers

- (2) A/C Attacking: Bombs Dropped
- | | | |
|-------------|------|----------------------|
| (a) Primary | 11 | 62x1000 LB GP |
| | | 6 Leaflet Containers |
| Jettisoning | 1 | 6x1000 LB GP |
| Returning | None | |
- (b) Bombing Altitude: 25500'
- (c) Time of Release: 1151

(3) Run-In from IP to Target:

Attacking on a magnetic heading of 09 degrees, the bombardier with the M/O's help, was able to pick up the assigned MPI without difficulty. Synchronization was completed approximately two minutes from the BRL. Very accurate flak on the last part of the run caused some bubbles trouble. When bombs were released, however, synchronization was excellent and the bubbles were level. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report:

- (a) The bombs from this Squadron fell around the assigned MPI, but there were no hits on the bridge itself. One bomb fell on the railroad tracks on the E and 2 on the W approaches to the bridge, 4 on unidentified factory buildings hit previously in December by the 100 Group, 1 on the Storage Sidings, on the tracks leading E into the M/Y, and a concentration of at least 6 bombs on a factory adjacent to the tracks a few hundred feet West of the bridge.
- (b) Bomb Pattern: 1250'L x 1375'W - Excluding the bombs from 1 A/C that fell 750' wide of the pattern, which was not a compact one.
- (c) Bombing Errors: Range : 25'S
 Deflection: 450'L
 Radial : 455'
- (d) Percent of Bombs Within 1000' and 2000' of the MPI: 78% and 94%
- (e) Bombing Results: Fair

(5) Bombing Malfunctions:

1 A/C aborted - 6 bombs were jettisoned at 5225N-0300E

g. 390 Group - B Squadron:

- (1) Air Leader Capt. Perry Nav Lt. Welsh
 Pilot Lt. Stone Asst Nav
 Co-Pilot M/O Lt. Conroy
 Bomb Lt. O'Brien

- (2) A/C Attacking: Bombs Dropped
- | | | |
|-------------|------|---------------|
| (a) Primary | 12 | 72x1000 LB GP |
| Jettisoning | None | |
| Returning | None | |
- (b) Bombing Altitude: 26200'
- (c) Time of Release: 1139

(3) Run-In from IP to Target:

After the maneuver at the IP, the bombardier took over on C-1 Auto-Pilot. The assigned MPI was picked up with little difficulty, and the bombardier quickly synchronized. When bombs were released on a magnetic heading of 10 degrees, synchronization was excellent and bubbles were level.

(4) PI Report:

- (a) The bombs from this Squadron fell around the MPI, but there were no hits on the bridge itself. Most of the bombs fell in the smoke caused by the preceding Squadron. There were 2 hits on the Storage Sidings, at least 2 on tracks leading E to the M/Y, 2 to 3 on the tracks at the Western approach to the flyover, and several hits on unidentified factories.
 - (b) Bomb Pattern: Cannot be ascertained
 - (c) Bombing Errors: Cannot be accurately measured, but the errors were probably close to 0'.
 - (d) Percent of Bombs Within 1000' and 2000' of the MPI: 95% and 100%
 - (e) Bombing Results: Fair
- (5) Bombing Malfunctions: None

4. Mission Camera Report:

- a. The 95 Group installed 2 scope and 6 vertical cameras, 1 and 6 of which took pictures.

A/C 6993, 95B, with a K-21 installed: Aborted

PFF A/C 8230, 95A, with a K-24 scope camera: Camera out of focus

PFF A/C 7992, 95B, with a K-24 scope camera: Camera was turned on only at bombs away

- b. The 100 Group installed 3 vertical cameras, all of which took pictures.
- c. The 390 Group installed 2 scope and 6 vertical cameras, 1 and all of which took pictures.

1 PFF A/C: Scope camera was not used

5. Communications:

- a. Captain Scott of the 100 Group led 13th Wing. Standard VHF Operating Procedure was followed. All Channels are reported clear and free from jamming or interference. Control Points were sent to Arrowswift. Route and target weather information was received satisfactorily from Kodak. No violations of security or discipline were noted. Discipline was stated to be the best reported to date.

	CP1	CP2	TGT	CP3	BASE
Timings	0945	1027	1156	1246	1500
13A	0940	1020	1151	1250	1440

Strike Reports:

13A	P A 5	1151
390	P A 2	1139
95	P A 2	1152

6. Controller's Log:

a. 1700 from 3 BD:

- (1) Stand by until 2200.
- (2) Keep bombs loaded.
- (3) Will be tactical targets.

b. 1710 to the Groups:

- (1) Above information less target area.

c. 1726 from 3 BD:

- (1) Unload 1000 LB bombs.

d. 1728 to the Groups:

- (1) Above information.

e. 2310 from 3 BD:

- (1) Not yet alerted.
- (2) Tentative force 1 Group and possibly 1 additional Squadron.

f. 2341 from 3 BD:

- (1) Force required.
- (2) Zero hour.
- (3) Time of departure of English Coast.
- (4) Order of Wings.
- (5) Target area.

g. 2350 to the Groups:

- (1) Above information.

h. 0025 to 45 Wing:

- (1) 388A will fly low in 13B. Force 12 A/C plus 1 PFF A/C.
- (2) C/S and flare color.

i. 0030 from 3 BD:

- (1) Tentative routes.
- (2) Targets (Unassigned).

j. 0102 from 3 BD:

- (1) Targets (Assigned);
- (2) Secondary targets.
- (3) MPI for primary.
- (4) Bomb load.
- (5) Intervalometer setting.
- (6) RBA.
- (7) Proposed change in route.

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- k. 0125 to the Groups:
 - (1) Above information less targets and routes.
- l. 0135 to the Groups:
 - (1) Targets and MPI's.
- m. 0130 from 3 BD:
 - (1) Targets visual primary, not visual or MH.
- n. 0145 to the Groups:
 - (1) No MH A/C required.
- o. 0157 from 3 BD:
 - (1) Direction of approach to Division assembly line (tentative) assembly line.
- p. 0205 to the Groups:
 - (1) Advance Warning to 13 CBW FO 2.
- q. 0215 from 3 BD:
 - (1) Route (tentative).
 - (2) Primary targets visual only.
 - (3) Assembly altitude.
- r. 0230 from 3 BD:
 - (1) Request 13 CBW photographs SAV of 13 A and 93 C primary targets and send prints to 93 CBW.
- s. 0240 to 95 Group:
 - (1) Above request.
- t. 0255 to 100 Group:
 - (1) Assembly altitude.
 - (2) Fireball Able to burn T-19 flare on Wing assembly.
- u. 0258 from 3 BD:
 - (1) Bombing altitude.
 - (2) No leaflet load as yet.
- v. 0302 to the Groups:
 - (1) Bombing altitude.
 - (2) Decision on leaflet load by 0330.
 - (3) Assembly altitude.
 - (4) No timings yet.
- w. 0315 to the Groups:
 - (1) Annex 1 to Advance Warning to 13 CBW FO 2.
- x. 0318 from 3 BD:
 - (1) Leaflet load.
- y. 0320 to 390 Group:
 - (1) Leaflet load.
- z. 0320 from 3 BD:

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- (1) Secondary MPI.
- (2) Last resort.

aa. 0325 from 3 BD:

- (1) Final route.
- (2) Final timings.
- (3) Intelligence annex to 3 BD FO 539.

bb. 0330 to the Groups:

- (1) Secondary MPI.
- (2) Last resort (None).

cc. 0335 to the Groups:

- (1) Timings.
- (2) Final route (Same as in Annex 1 to Advance Warning to 13 CBW FO 2).

dd. 0400 to the Groups:

- (1) 13 CBW FO 2.

ee. 0405 from 3 BD:

- (1) The phrase "Any M/O etc" applies to 13 CBW.

ff. 0415 to the Groups:

- (1) Above information.

gg. 0430 from 3 BD:

- (1) Intervalometer setting for 500 GP - 80 feet, not 30 feet.

hh. 0432 from or rather to 100 Group and 95 Group:

- (1) Above information.

ii. 0432 from 3 BD:

- (1) 3 BD FO 539.
- (2) Intelligence Annex 2 to 3 BD FO 539.

jj. 0450 to the Groups:

- (1) Annex 1 to 13 CBW FO 2.

kk. 0510 from 3 BD:

- (1) New winds.
- (2) Timings are final.
- (3) Mesquite will be in target area.

ll. 0515 to the Groups:

- (1) Above information.

mm. 0540 from 100 Group:

- (1) Request use 13B IP for 13A IP on secondary target.

nn. 0542 to 93 CBW:

- (1) Above plus using 13A RP for IP on secondary if primary is attacked unsuccessfully.

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oo. 0544 to 100 Group:

(1) OK to use above plan.

pp. 0545 to 95 Group:

(1) Above plan.

qq. 0535 from 3 BD:

(1) Annex 1 to 3 BD ~~to~~ 539.

rr. 0655 to the Groups:

(1) Checked the weather at each station. No trouble anticipated beyond light rime ice in clouds.

ss. 0705 from 100 Group Flying Control:

(1) Received preliminary report from WX A/C.

tt. 0715 from 95 Group Flying Control:

(1) First A/C Airborne at 0715.

7. Comments and Recommendations:

a. The mission was laid on very late. Route was not final until 0325, 45 minutes before earliest scheduled regular briefing.

b. Although Lt. Levy called Maj. Redell at 3 BD for a recheck on the assigned last resort, "any M/O etc", and was assured that it applied to 13 CBW, the 2nd Intelligence Annex to the Division Field Order stated that it did not apply to 13 CBW. By time of receipt of the annex (0432) it was not thought advisable to make further issue of the phraseology.

c. Fighter escort was considered inadequate for the target area, but the Division Controller thought otherwise.

d. There were no outstanding points to the planning of the mission.

For the Commanding Officer:

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

RAILWAY MARSHALLING YARDS AND BRIDGE.

13TH A WING:

100A SQUADRON (green oval): 12 x 120 x 500 GP's & 24 x 500 IB's. Oval represents approximate position of bombs according to the Bomb Trajectory Chart.

95A SQUADRON (red oval and dots): 11 x 108 x 500 GP's & 21 x 500 IB's. Only a few bursts visible. Oval represents approximate position of bombs according to the Bomb Trajectory Chart.

95B SQUADRON (purple oval and dots): 11 x 110 x 500 GP's & 22 x 500 IB's. Only a few bursts visible. Oval represents approximate position of bombs according to the Bomb Trajectory Chart.

13TH B WING:

390A SQUADRON (red dots): 11 x 62 x 1000 GP's & 6 Leaflet Containers.

390B SQUADRON (green dots): 12 x 72 x 1000 GP's.

PURPLE HATCHING - BUILT UP AREA

CIRCLES - 1000' and 2000' from M.P.I.s.

KAISERSLAUTERN - 13TH B WING

BAD KREUZNACH - 13TH A WING

TRUE NORTH

390A

390B

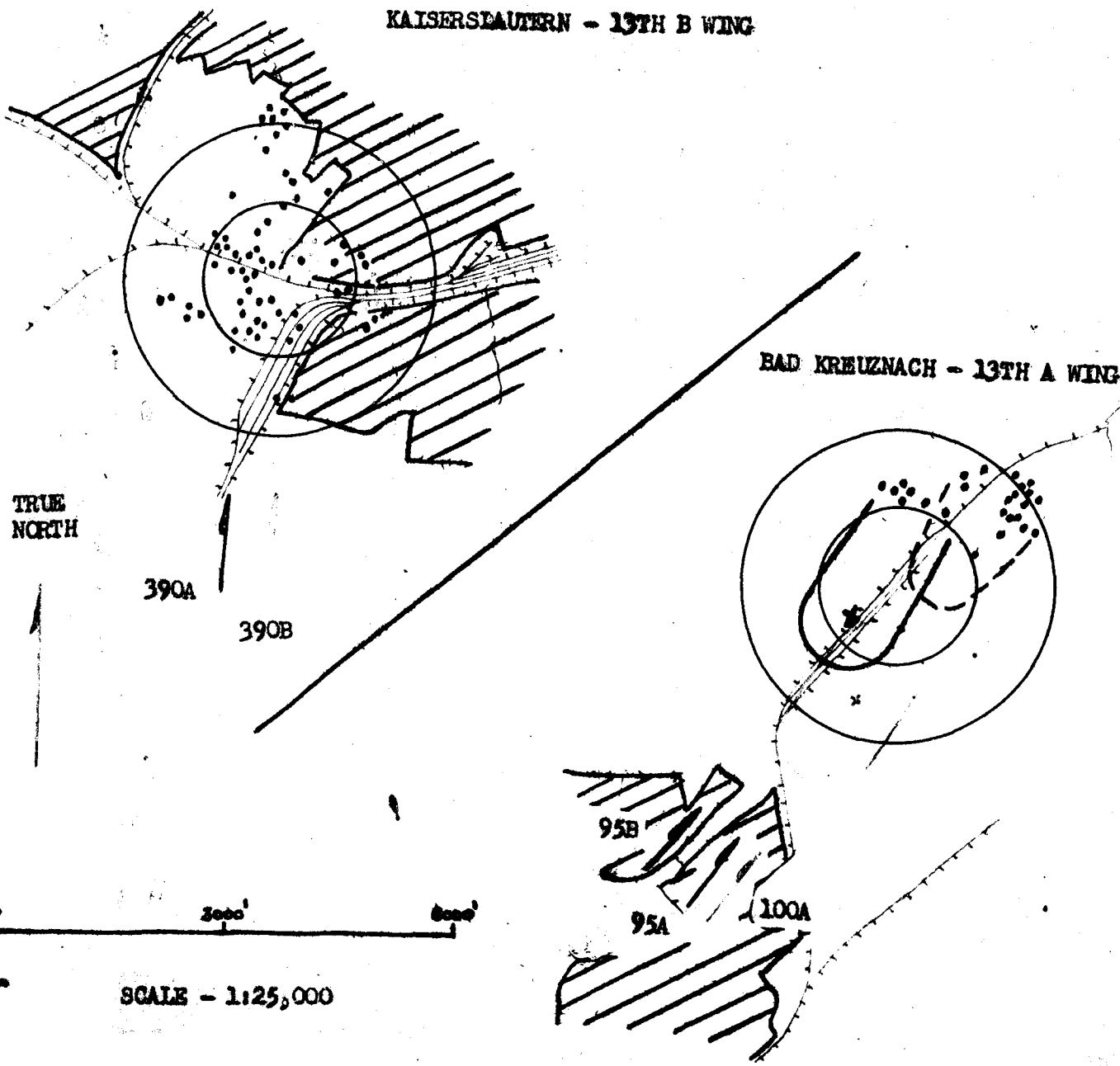
95B

95A

100A



SCALE - 1:25,000



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

APD 559.
4 January 1945.

SUBJECT: Operations Officer's Report for the Mission 2 January 1945, Bad Kreuznach, Germany.

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

1. GENERAL NARRATIVE: 95B Squadron, flying as high squadron in the 15th A Combat Wing, with 95C Squadron, low, and the 100th A Squadron, lead, took off from base at 0715-0733 hours and assembled over base at 12,000 feet by 0840 hours.

95C Squadron took off at 0725-0804 hours and assembled over base at 11000 feet by 0845 hours.

The two squadrons joined formation after assembly and proceeded to Bu #28, at which point, Group formation was completed with the 100th A Squadron at 0855 hours with the lead squadron at 12,000 feet. From here, the Group proceeded to Ipswich, where Wing assembly was effected at 0906 hours. Division assembly was made at Spl. #7 at 0913 hours after climb had begun. The Group departed English coast at 5053-0040 degrees at 0933 hours, altitude 15,000.

The Enemy coast in at 0945 hours and from here to I.P., the briefed plan was flown. I.P. was reached at 1147 hours at an altitude of 25,000 feet, squadrons took bombing interval and made visual run on target. 95B Squadron's bombs were away at 1151½ hours and 95C Squadrons bombs at 1153 hours. Rally of Group was made and route out followed as briefed.

The Enemy coast out was crossed at 1341 hours at an altitude of 11,000 feet, the English coast at 1357 hours and were over the field at 1430. Landing was effected at 1401-1507 hours.

2. AIRCRAFT NOT ATTACKING: 95B Squadron--Eleven aircraft plus one PFF left base in formation shown in Diagram A. Aircraft 2951 returned before being dispatched and does not receive a sortie. The remaining eleven aircraft attacked the primary target and receive credit for sorties.

95C Squadron--Twelve aircraft plus one PFF left base in formation shown in Diagram B. Aircraft 6993 and 8269 returned before becoming dispatched and do not receive sorties. The remaining twelve ships receive sorties.

3. AIRCRAFT LOST: None.

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

"B"

FORM 3

STATION 119

DATE 2 Jan. 45.

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	M	8230	Collings	Lead ⁴¹²	✓	715		1451	
"	B	8776	Madigan	34	✓	716		1455	
"	L	8551	Rosenberg	34	✓	745		1454	
412	Z	8281	Dobson	412	✓	733		1449	
"	B	8774	Walter	412	✓	719		1448	
"	G	8331	Weing	412	✓	715 750		1446 1450	
"	V	8288	Kristine	High ⁴¹²	✓	721		1440	
"	L	7257	Beck	412	—	757		1437 41	
"	E	8067	O'Leary	412	✓	722		1446 39	
334	U	8525	Wells	Low ³⁴		717		1446	
"	Q	2951	McAllister	34	✓	717		1055	Returning
"	K	8317	Roy	34	✓	720		1435	

Handwritten signature or scribble

C

FORM 3

STATION 119

DATE 2 Jan. 45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
412	Q	7992	Gillen	Lead 34	✓	732		1507	
336	P	8272	Rose	36	✓	725		1409	
"	H	8584	Burns	36	✓	726		1401	
"	K	8269	Iregoring	35	✓	727		855	Electrical trouble - Bomb Bay
"	E	8106	J. Hamilton	35	✓	728		1406	
335	G	8305	Melvin	35	✓	729		1459	
336	Q	8617	Glovick	High 36	✓	730		1500	
"	Z	8199	Sutton	36	✓	731		1452	
"	U	8469	to Rose	36	✓	734		1445	
335	Y	8942	Greer	Int. 35	✓	735		1503	
412	Y	7858	Conover	35	✓	804		1501	
336	B	1867	Mercer	35	✓	736		1556	
336	W	6993	<u>Tusa</u>	36	✓	737		1134	#1 Feathered

Handwritten signature or scribble

orded

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE 2/1/45 TARGET _____ DUTY OFFICERS CAPT. WOOD.
3247B
- CBW/JA GROUP 95B GP. LEADER MAJ. Losee A/C 8230 W/T TBT-M
POSITION High DEPUTY LDR. LT. RISTINE A/C 8288 W/T JTB -V
- EST. TAXI TIME 0705 EST. T.O. 1ST A/C 0715 END BASE 0840
ETR BASE 1455
- NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF ~~SCHEDULED~~ PFF
INCLUDED 1
- TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____
LAST LANDING _____
- SQUADRON 331 NO. OF A/C 6 CALL SIGNS; W/T TTBT

M B L U Q K

A/C	8230	8776	8551	8525	2951	8317	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	715	716	745	717	717	720	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	1457	1455	1454	1446	1085	1435	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON _____ NO. OF A/C _____ CALL SIGNS: W/T MSB

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

SQUADRON _____ NO. OF A/C _____ CALL SIGNS: W/T SOR

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

SQUADRON 412 NO. OF A/C 6 CALL SIGNS: W/T JTB

Z B G V L E

A/C	8281	8774	8331	8288	7257	8067	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	733	719	750	721	757	722	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	1449	1448	1450	1440	1441	1437	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

SQDN	LETTER	NUMBER	DESIGNATION	REMARKS	SORTIE
334	Q	2951	Abort	Low oil Press., #1 prop feathered	:
:	:	:	:	:	:
:	:	:	:	:	:
:	:	:	:	:	:
:	:	:	:	:	:

95 B SQUADRON
DIAGRAM 1B
OVER TARGET

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

GROUP FORMATION FORM

DATE 2 JANUARY

LEAD

COLLINGS
8280

LOW

R. SENZEBIG
8551

M. IGAN
8178

HIGH

WELLS
8525

DEWON
8281

RISTINE
8288

ROY
8517

WHISZ
8331

WALTER
8776

OLSON
8067

BZK
7257

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS
334 _____
335 _____
336 _____
412 _____

95 C SQUADRON
DIAGRAM 1C
OVER TARGET

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

GROUP FORMATION FORM

DATE 2 January 1946

LEAD

GILBERT
7992

LOW

BURNS
8584

ROSE
8272

HIGH

GRANT
8342

HAMILTON, J.
8108

GLORICK
8617

MURPHY
1807

CONOVER
7858

SEALEN
7888

MELVIN
8305

ROSS
8469

SMITH
8199

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS
334 _____
335 _____
336 _____
412 _____

3 January 1944

SUBJECT: Meteorological Interrogation Summary for Mission of 2 January 1944.

TO : Commanding Officer, Headquarters, 95th Bombardment Group, APO 569.

1. Base at take-off: Time was 0715 hours. Variable thin layers of stratus and stratocumulus from 6-600 to 8000 feet. Visibility was 1200 yards.

2. Route to target: 9-10/10 stratocumulus below 8000 feet with sharp breaking to nil at 05 degrees east for the remainder of the route. Nil middle cloud. 3-4/10 cirrus above 20,000 feet gradually increasing to 6-8/10 enroute. Visibility unrestricted.

3. Target area: Bad Kreuznach, Germany. Time was 1151 hours. 6-8/10 cirrus above 30,000 feet. Visibility was unrestricted.

4. Return route: Reverse of route to target with base of low cloud at 5-6000 feet.

5. Base on return: Time was 1450 hours. 10/10 high stratocumulus, tops 7000 and base 5-6000 feet. Visibility was 2000 yards.

6. Remarks: None.

WALTER S. MILLS, JR.,
Captain, Air Corps,
Staff Weather Officer.

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

2 January 1945

SUBJECT: Lead Navigator's Narrative, 95 "B" Squadron, Mission of 2 January 1945, Bad Kreuznach, Germany.

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

1. The 95 "B" flew with the 13 "A" Combat wing with take off at 0716 hours. We made squadron assembly on BU #23 at 12,000' at 0840 hours. We joined the lead squadron over BU #28 at 12,000 at 0855 hours. We were opposite Ipswich at 12,000' at 0906 hours and also opposite BU #22 at 0910 hours at 12,000'. We were opposite Splasher # 7 at 0913 hours. We crossed English coast out at 0933 at 15,000' at 5053 - 0040.

2. Enemy coast in at 0945 at 5042 - 0135 at 17,000'. Briefed flight plan was used into target area. Briefed I.P. was used and bombs away at 1151½ hours with true heading of 035° and altitude of 25,000'. Flight plan was used on return trip.

3. Enemy coast out at 1341½ at 5032 - 0135 at 11,000'. We crossed the English coast in at 1357½ hours at 5705 - 0112 at 10,000'. We were over field at 1430 hours and landed at 1452 hours.

JULIAN E. HUZAREVICH
1st Lt., Air Corps,
Lead Navigator.

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

3 January 1945.

SUBJECT: Lead Navigator's Narrative, 95 "C" Squadron, Mission of 2 January 1945, Bad Kreuznach, Germany.

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

1. I was flying lead in the low squadron (95 "C" Squadron). The group was led by "A" squadron from the 100th Bomb Group. We took off at 0733, group was formed at 0900 hours over Southwald at 11,000 feet. The Wing assembly took place over Ipswich at 0905 hours at 11,3000 feet. Division assembly was made at (5056 - 0038) at 0931 hours at 14,1400 feet. We left the English coast (5053 - 0040) at 0933 hours at 14,700 feet.

2. We reached the enemy coast (5042 - 0135) at 0945 hours at 16,400 feet. Followed the briefed course into the I.P. (4943 - 0743) at 1147 hours at 24,100 feet. Made good a track of 45° into the target. Bombs away came at 1153 hours at 24,100 feet. Observed results were good. Reached the enemy coast 1341½ hours at 10,000 feet (5032 - 0135). Arrived at the English coast (5106 - 0112) at 1357 hours at 9,200 feet. Over the base at 1430 hours at 7,800 feet and landed at 1510 hours.

DANTE J. BALLATORE
F/O, Air Corps,
Lead Navigator.

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

3 January 1945.

SUBJECT: Lead Bombardier's Narrative 95 "B" Squadron, Mission of 2 January 1945, Bad Kreuznach, Germany.

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

1. Bombing Approach and Run - Opened bomb bay doors two minutes before turning on I.P. Turned on briefed 90° I.P. and started run with very slow ground speed. Several groups dropped before us and target was smoking heavily but was able to use reference points and bombs were away at 1151½ hours. Flying high on 100th Bomb Group. I was forced to change data in sight twice. Bombed at altitude of 25,100 feet instead of 26,000 feet. No flak at target. No fighters. Bombing was made in Squadron Formation.

2. Disposition of Bombs - Twelve were dispatched from 95 "A" Squadron and eleven A/C were over the primary target dropping 108 X 500GP AN-M64 and 21 X 500 M-17 bombs. A/C #2951 aborted because of engine failure and jettisoned 10 X 500GP and 2 X 500 M-17. A/C #7257 returned 2 X 500GP and 1 X 500 M-17 due to release failure. All GP bombs were fuzed tail 1/40 and 1/10 nose and the M-17s to break open at 5,000 feet.

3. Types of release - All bombs were released on an 80 ft train interval and armed.

4. Tabular Summary.

Main Bombfall	A/C		No.	Size	Type	Fuzing	
	Over Target	Bombing				Nose	Tail
Bad Kreuznach, Germany	11	11	110	X 500GP	AN-M64	1/10	1/40
			21	X 500	M-17	Break at 5000'	
Total on Target			108	X 500GP	AN-M64	1/10	1/40
Bombs Returned			2	X 500GP	AN-M64	1/10	1/40
X "			1	X 500	M-17	Break at 5000'	
Other Expenditures (Jettisoned			10	X 500GP	AN-M64	1/10	1/40
			2	X 500	M-17	Break at 5000'	
Total (loaded on A/C taking off)			120	X 500GP	AN-M64	1/10	1/40
			24	X 500	M-17	Break at 5000'	

JOHN M. GRIFFIN
1st Lt., Air Corps,
Lead Bombardier.

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

2 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "M" Squadron, Mission of 2 January 1945, Bad Kreuznach, Germany.

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

1. Narrative.

- a. Bombing aids used were E6B, C-2 and AFCE.
- b. The maneuver at the I.P was a turn of approximately 90 degrees.
- c. Bomb bay doors were opened two minutes before I.P. at 1145 $\frac{1}{2}$ hours.
- d. Enemy resistance or weather did not hinder the bombing run. There were no unusual hostile tactics which interfered with the bombing run.
- e. The bombing results were observed as good.
- f. There are no suggested changes in bombing technique.

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

3. Disposition of Bombs.

	Over Target	A/C Bombing	No.	Size	Type	Fuzing	
						Nose	Tail
Mainbombfall			110 X	500GP	AN-M64	1/10	1/40
Bad Kreuznach	11	11	21 X	500	M-17	Break at	5000'
Total on Target			108 X	500GP	AN-M64	1/10	1/40
Bombs Returned			2 X	500GP	AN-M64	1/10	1/40
" "			1 X	500	M-17	Break at	5000'
Other Expenditures (Jetisioned)			10 X	500GP	AN-M64	1/10	1/40
			2 X	500	M-17	Break at	5000'
Total (loaded on A/C taking off)			120 X	500GP	AN-M64	1/10	1/40
			24 X	500	M-17	Break at	5000'

4. Types of release - All bombs were released on an 80 ft. train interval and armed.

JOHN M. GRIFFIN
1st Lt., Air Corps,
Lead Bombardier.

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

E-F-26

3 January 1945

SUBJECT: Lead Bombardier's Narrative of 95th "B" Squadron, Mission of
2 January 1945, Bad Kreuznach, 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. AFCE inoperative, so made P.P.I. run.
- b. The maneuver at the I.P. was a turn to the right of approximately 90 degrees.
- c. Bomb bay doors were opened two minutes prior to I.P. at 1146.
- d. Neither weather nor enemy resistance hindered our bombing run. Sighting was done from outside check points due to smoke cover over MPI. There were no unusual hostile tactics which interfered with the bombing run.
- e. Bombing results were observed to be on marshalling yard and good.
- f. There are no suggested changes on bombing technique on this target or on any targets.

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

3. Disposition of Bombs - A/C

	Over Target	Bombing	No.	Bombs Size	Type	Fusing Nose Tail
Main Bombfall						
Bad Kreuznach, Ger.	11	11	110	500#GP	M-64	1/10 1/40
			22	500#	M-17	open 5000 feet
Total on Target				Same as above.		
Bombs Returned			20	500#GP	M-64	1/10 1/40
			4	500#	M-17	open 5000 feet
Other Expenditures.			None.			
Total (loaded on A/C taking off)			130	500#GP	M-64	1/10 1/40
			26	500#	M-17	open 5000 feet

4. Types of Release - All bombs dropped on the Primary Target by 95th "B" Squadron were at an interval of 80 feet and armed.

MILTON E. LYTLE,
2nd Lt., Air Corps,
Lead Bombardier.

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

E-F-26

3 January 1945

SUBJECT: Lead Bombardier's report, 95th "G" Squadron, Mission of
2 January 1945, Bad Kreuznach, Germany.

TO : Commanding Officer, 95th Bomb Gp (H) A.A.F.

1. Bombing Approach and Run - We approached I.P. to make squadron run on primary target visually. The bomb bay doors were opened two minutes prior to the I. P. and squadron dropped down 1000' feet for run. A turn of 90° to the right was made at I.P. which was made good. The rate and course were killed approximately on run. An AFCE failure on bomb run required finishing the run manually. Flak was meager and no enemy fighters were encountered on run. The squadron dropped bombs in train at 80' interval and hits were observed on the target. Sighting was done from outside check points due to smoke cover over MPI. Bombs were away at 1153.

2. Disposition of Bombs - 13 A/C were dispatched with 95th "B" Squadron and 11 A/C were over the Primary Target dropping 110 x 500# G/P AN M-64 and 22 x 500# M-17 bombs. A/C #8269 aborted because of mechanical failure and returned 10 x 500# GP AN M-64 and 2 x 500# M-17's. A/C #8993 aborted because of mechanical failure and returned 10 x 500# G.P. AN M-64 and 2 x 500# M-17's G.P. bombs dropped on the primary target by 95th "B" Squadron were fused 1/10 nose and 1/40 tail. The M-17's were set to break open at 5000 feet.

3. Types of Release - All bombs dropped on the Primary Target by 95th "B" Squadron were at an interval of 80 feet and armed.

4. Tabular Summary - A/C

Main Bombfall Bad Kreuznach, Ger.	Over Target 11	Bombing 11	Bombs			Fuzing	
			No.	Size	Type	Nose	Tail
			110	500#GP	M-64	1/10	1/40
			22	500#	M-17	open	5000 feet
Total on Target.			Same as above.				
Bombs Returned.			20	500#GP	M-64	1/10	1/40
			4	500#	M-17	open	5000 feet
Other Expenditures.			None.				
Total (loaded on A/C taking off.)			130	500#GP	M-64	1/10	1/40
			26	500#	M-17	open	5000 feet

MILTON E. LYTLE
2nd Lt., Air Corps,
Lead Bombardier.

W.D.
 A.C. FORM
 12-E MODIFIED
 17-10-43 3RD APO 934.

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER GRIFFIN, JOHN M., 1st Lt. DATE 2 January 1945
 PILOT Collings, O.D. Capt. TAKE OFF _____
 NAVIGATOR Masarevich, J. E. 1st Lt. LANDED _____
 ORGANIZATION 412 Squadron 95th Group AIRPLANE B-17G 8230
 Type Number

OBJECTIVE N/Y Bad Kreuznach, Germany

AIMING POINT (MPI) Assigned M.F.I.

INITIAL POINT Weisenheim, Germany

METHOD OF ATTACK X
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 12 COMPOSITE GROUP _____

NUMBER OF A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1

DEFLECTION AND RANGE SIGHTING, GROUP 1 COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 10 X 500GP AH-M84 plus 2 X 600 M-17

FUZING, NOSE 1/10 TAIL 1/40

NUMBER OF BOMBS LOADED _____ RELEASED _____

SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT

Altitude of Target	<u>400</u>	Mag. Head, Order	<u>47°</u>	Actual	<u>40°</u>
True Altitude Above Tar	<u>26,100, 25,100</u>	True Heading	<u>41°</u>		<u>34°</u>
Ind. Altitude	<u>26,500, 25,500</u>	Drift, Est.	<u>FOR</u>	Actual	<u>FOR</u>
Pressure Altitude of Target	<u>269</u>	True Track	<u>43°</u>		<u>36°</u>
Altimeter Setting	<u>29.82</u>	Actual Range			
I.A.S.	<u>150 MPH</u>	Bomb Sight, Type	<u>M5</u>		
T.A.S.	<u>228 MPH</u>	Time of Release	<u>1151 1/2</u>		
G.S., Est.	<u>142 MPH Actual 150</u>	Length of Bombing Run	<u>4 1/2 minutes</u>		
Wind Direction, Metro	<u>40</u>	Actual	<u>30</u>	Intervolometer Setting	<u>30'</u>
Wind Velocity, Metro	<u>38 MPH Actual 66</u>	G-1 Pilot	<u>OK</u>		
D.S.	<u>120</u>	Trail	<u>60 N</u>	ATF	<u>42.80</u>
TAN. D.A. Est.	<u>.30</u>	Actual	<u>.33</u>	Manual Pilot	
No. of Mils Added					

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN on N/E

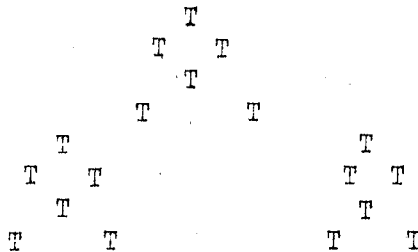
NAVIGATIONAL DATA:

MEAN TEMPERATURE METRO: -18.5° C ACTUAL -17° C

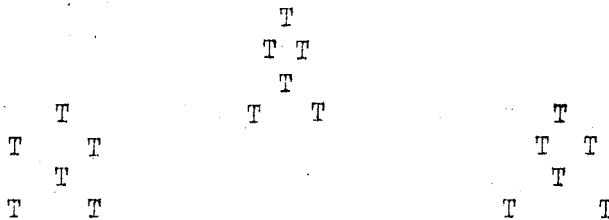
WINDS

ALTITUDE	DIRECTION		BELOCITY		TEMP. C°	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
SURFACE	40		10K		-1	4
1000						
5000	40		25		-8	0
10000	40		50 40		-12	-8
15000	40		65		-17	-15
20000	40		70		-27	-26
25000	40		75		-39	-38
30000	40		85		-50	

METHODS OF BOMBING



COMPOSITE GROUPS



BOMBARDIER MAKING COMPLETE SIGHTING OPERATIONS -----(T)

BOMBARDIER MAKING RANGE OPERATION ONLY -----T

INDICATING LEADER'S POSITION -----(T)

W.D.
 A.C. FORM
 12-E MODIFIED
 17-10-43 3RD APO 934.

95th "B" Lead

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER	<u>Lytle, Milton E.</u>	<u>2nd Lt.</u>	DATE	<u>2 January 1945</u>
PILOT	<u>Gillen, James W.</u>	<u>1st Lt.</u>	TAKE OFF	<u>0735</u>
NAVIGATOR	<u>Ballatore, Dante J.</u>	<u>F/O</u>	LANDED	
ORGANIZATION	<u>534th Squadron</u>	<u>95th Group</u>	AIRPLANE	<u>B-17G 7992</u> Type Number
OBJECTIVE	<u>Marshalling yards at Bad Kreuznach, Germany - Primary</u>			
AIMING POINT (MPI)	<u>Center of M/Y</u>			
INITIAL POINT	<u>As briefed 49° 45' N - 07° 40' E</u>			
METHOD OF ATTACK	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Flight <input checked="" type="checkbox"/> Squadron <input type="checkbox"/> Group <input type="checkbox"/> Wing			
NUMBER OF ATTACKING A/C IN GROUP	<u>11</u>	COMPOSITE GROUP <u>-----</u>		
NUMBER OF A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:				
DEFLECTION AND RANGE SIGHTING, GROUP	<u>1</u>	COMPOSITE GROUP <u>-----</u>		
RANGE SIGHTING ONLY, GROUP	<u>0</u>	COMPOSITE GROUP <u>-----</u>		
BOMBS, TYPES AND SIZES	<u>10 x 500# G.P. AN - M-64 plus 2 x 500# M-17</u>			
FUZING, NOSE	<u>1/10</u>	TAIL	<u>1/40</u>	
NUMBER OF BOMBS LOADED	<u>130 x 500# G.P. AN M-64</u> <u>28 x 500# M-17</u>	RELEASED	<u>110 x 500# G.P. AN M-64</u> <u>4 x 500# M-17</u>	
SYNCHRONIZATION	<input checked="" type="checkbox"/> On <input type="checkbox"/> Fast <input type="checkbox"/> Slow			
INFORMATION AT RELEASE POINT	<u>1153 T.M. 40°</u>	<u>24,200'</u>		
Altitude of Target	<u>+ 400</u>	Mag. Head, Order	<u>47°</u>	Actual <u>46°</u>
True Altitude Above Tar	<u>24,800</u>	True Heading	<u>41°</u>	<u>40</u>
Ind. Altitude	<u>24,200</u>	Drift, Est.	<u>2 R</u>	Actual <u>2 R</u>
Pressure Altitude of Target	<u>269</u>	True Track	<u>48°</u>	<u>42</u>
Altimeter Setting	<u>29.92</u>	Actual Range	<u>3210 yards</u>	
I.A.S.	<u>150 mph</u>	Bomb Sight, Type	<u>Norden</u>	
T.A.S.	<u>224 mph</u>	Time of Release	<u>1153</u>	
G.S., Est.	<u>156 mph</u>	Actual <u>170 mph</u>	Length of Bombing Run	<u>5 minutes</u>
Wind Direction, Metro	<u>40°</u>	Actual <u>45°</u>	Intervolometer Setting	<u>80 feet</u>
Wind Velocity, Metro	<u>88 mph</u>	Actual <u>60 mph</u>	-1 Pilot	
D.S. <u>129.7</u>	Trail <u>58</u>	ATF <u>41</u>	A-5 Pilot	
TAM. D.A. Est. <u>.30</u>	Actual <u>.56</u>	Manual Pilot	<input checked="" type="checkbox"/>	
No. of Mills Added	<u>none</u>			

POINT OF IMPACT IF SEEN On and east of N/Y

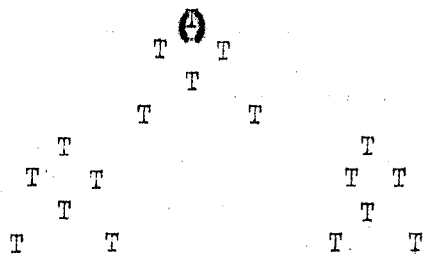
NAVIGATIONAL DATA:

MEAN TEMPERATURE METRO: - 17.5 ACTUAL - 16°

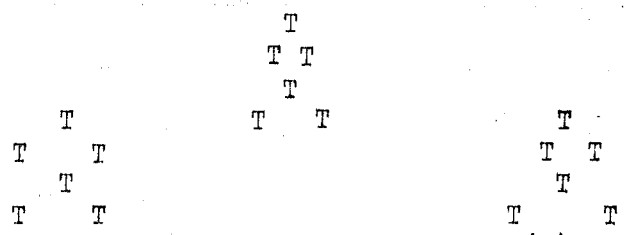
WINDS.

ALTITUDE	DIRECTION		BELOCITY		TEMP. C°	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
SURFACE	40		10 K		- 7	
1000						
5000	40		25		- 8	
10000	40		40		- 12	
15000	40		65		- 17	
20000	40		70		- 27	
25000	40		75		- 39	
30000	40		85		- 50	- 50

METHODS OF BOMBING



COMPOSITE GROUPS



BOMBARDIER MAKING COMPLETE SIGHTING OPERATIONS -----(T)
 BOMBARDIER MAKING RANGE OPERATION ONLY ----- T
 INDICATING LEADER'S POSITION -----(T)

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Armament Officer
APO 559

2 January 1945

SUBJECT: Armament Malfunction Report for 2 January 1945.

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

1. Twenty-one aircraft were loaded with 10-500 lb. G.P. Demolition Bombs and 2-500 lb. M 17 Incendiary Bombs per aircraft and two PFF aircraft were loaded with 10-500 lb. G.P. Demolition Bombs, 2-500 lb. M 17 Incendiary Bombs and 2- CHE M 1 Sky Markers per aircraft.

2. Following are the armament malfunctions reported for the mission of 2 January 1945.

A/C No. 7257- A-4 release system. This aircraft returned three bombs, two-500 lb. G.P. and one- 500lb. M 17 Incendiary Bomb on stations 33, 38, and 42. This aircraft was given a thorough ground check, and although no malfunction was found, all the releases were removed and replaced with releases that had been sealed with plaso.

LEONARD F. DAWSON
Capt. Air Corps
Group Armament Officer

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Armament Officer
APO 559

2 January 1945

SUBJECT: Mission Expenditure Report for 2 January 1945.

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

1. Following are the expenditures for the mission of 2 January 1945.

A. Station AAF 119
B. Unit 95th Bombardment Group (H)
C. Type of Ammunition Cal. 50 API&I-TIEI
D. Gun locations and number of guns

46 Ball Turret Guns	460
46 Upper Turret Guns	460
23 Left Waist Guns	230
23 Right Waist Guns	230
23 Left Nose Guns	230
23 Right Nose Guns	230
46 Chin Turret Guns	460
46 Tail Guns	460

E. Total number of guns 276
F. Total amount of ammunition expended 2760 rounds.
G. Total number of bombs expended 228- 500 lb. G.P. Demolition Bombs.
45-500 lb. M7 Incendiary Bombs.
4- CMB M1 Sky Markers.

LEONARD F. DAWSON
Capt. Air Corps
Group Armament Officer

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

(J-1-1)

APO 559
2 January 1945

SUBJECT: Operational Communications

TO : Commanding Officer, 95th Bombardment Group, Station #119

1. All crews assigned to the mission were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures noted were as follows:

- (a) 336-U (Command Xmitter/detuned)
- (b) 412-Y (Trailing wire motor/faulty, replaced)
- (c) 412-G (Interphone/IG mile out)
- (d) 336-E (Radio compass/re-aligned)

3. The following navigational aids were used successfully:

- (a) Twenty-two A/C used Splashers and Bunchers
- (b) 336-F obtained four QDMs from home station
- (c) Twenty-four A/C used Station 7000

4. The reception of ground stations and beacons was normal.

RICHARD F. KNOX
Captain, A. C.
Op. Communication O.

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(EYES ONLY)

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

2 January 1945

**SUBJECT: S-2 Report on the mission to Bad Kreuznach, Germany,
2 January 1945.**

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

1. Eleven plus one PFF A/C from the 95th group took off beginning 0715 hours to form the high squadron of the 13th A Combat Group to bomb the M/Y at Bad Kreuznach, Germany. A/C 2951 aborted over the base because of #1 engine failure.

Twelve plus one PFF A/C from the 95th Group took off beginning 0732 hours to form the low squadron of the 13th A Combat Group to bomb the M/Y at Bad Kreuznach, Germany. A/C 8269 aborted over the base at 0815 hours because of fire on #2 nacelle and in the bomb bay. A/C 6993 aborted at Duinginess, 0930 hours, because of loss of fuel pressure on #1 engine.

2. No E/A were encountered.

3. Inaccurate, tracking, meager flak was encountered over Landau.

4. Bombing was visual by squadrons on primary target in order of 95A, B. Strike photos show bombs dropping into smoke from previous bombings. Bombing considered very good to excellent.

5. Fighter escort was picked up at 0600E and was reported as satisfactory. Mission was flown as briefed. 95A squadron flew high squadron and 95B flew low squadron in 13th A Combat Group. One PFF A/C flew with each squadron all A/C returned to base by 1556 hours.

For the Intelligence Officer:

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

257

Handwritten initials and signature

This report deals with damage to the target up to 1315A hours on 6 JAN 1945 and includes attacks by aircraft of U.S 8th AIR FORCE on 25 DEC 1944 and 2 JAN 1945. It is reported that the attacks took place in clear conditions. (S.A. 3028,3070)

PROVISIONAL STATEMENT ON DAMAGE.

Photographs taken four days after attack show that considerable damage has been caused to the Marshalling Yard and rolling stock. Over 30 craters being visible in the sidings, the goods depot destroyed and the roundhouse severely damaged. The railway junction area in the town centre has been heavily hit, a road over rail bridge demolished, the main station gutted and the tracks cut in several places.

In the town itself is an area, S.W. of the main station, which has been severely damaged by fire and H.E. and there are other scattered areas of lesser damage. Several industrial plants have been moderately damaged, the town electricity works has one large building 60% destroyed and there is slight damage to the gas works. Administrative and other public buildings in the town centre have suffered considerable damage.

DETAILS OF DAMAGE TO RAIL FACILITIES.

I. Locomotive and Repair Facilities.

Quarter Roundhouse in M/Y - severely damaged by at least two hits.
Water Tower near Main Station - damaged.

II. Terminal Facilities.

Goods Depot - almost entirely destroyed by fire and blast.
Main Station - Station Building gutted, 50% of platform covering destroyed.
Two-span Iron Girder Road over Rail Bridge N.E. of station - one span demolished.
Several hits on track in railway junction area.

III. Marshalling Yard.

About 30 hits on sidings cutting all roads and damaging a considerable amount of rolling stock.

IV. Through Running Lines.

Through roads to MAIN - cut in M/Y, and to N.E. and blocked by fallen span of bridge in the town.
Through roads to BINGEN cut at several places in main station and nearby.

(Prints 3008-14, 4007-14)

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

PHOTOGRAPHS TAKEN BY: 542 Squadron.

SORTIE: 106G/4086.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1315A hours on 6 Jan 1945.

SCALE: 1/8,000 (F.L.36").

COVER AND QUALITY: The town and M/Y are fully covered on prints of excellent quality.

LAST REPORT: None.

PRINTS DISTRIBUTED: 4011 (to follow when available).

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3 JAN 1945

INTERPRETATION REPORT S... 3071

ATTACK ON KAISERSLAUTERN RAIL-OVER-ROAD BRIDGE on 2 JAN 1945

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 34, with full fighter escort
(b) Command : U.S. 8th AIR FORCE
(c) Time : 1139-1143 A Hours
(d) Bombs : 200 X 1000 G.P.

(ii) STATEMENT ON THE TARGET

The target is the Rail-over-road-bridge at the Southwestern edge of KAISERSLAUTERN (G.S.G.S. 4416/U2-011928)

(iii) DETAILS OF THE ATTACK

(a) A concentration of at least 80 or 90 bursts is seen in the target area with possibly one hit on the Rail-over-road-bridge. Accurate interpretation of hits from late bursts can not be made because of smoke obscuring the target area.

(b) Bursts in and near the target area are seen as follows:

Rail-over-road-bridge - one possible hit and several near hits on rail lines.

Raugier Bahnhof - at least 12 bursts on rail sidings amongst goods wagons.

Guss & Armaturwerk - nine or ten bursts in plant area with 2 or 3 hits (iron foundry) on one large building.

Gasworks - five or six hits.

G.M.Pfaff A.G. - Two medium sized buildings - one hit each (Sewing machine factory Five or six other bursts in plant area believed making small arms)

(iv) OTHER BURSTS:

1. Three or four seen in a hutted camp just North of the iron foundry.
2. The rail lines adjacent to the target received eight or more hits.
3. A few scattered bursts are seen North of the target in residential and sparsely built up areas.

(v) ACTIVITY

KAISERSLAUTERN MARSHALLING YARD

1. Only the Eastern half of the yard is covered.
2. The sidings appear lightly loaded.

(vi) SMOKE SCREENS

Smoke generators are seen in action alongside the marshalling yard. They are not very effective.

(vii) ANNOTATED PRINT (S.V.390/1215-9)

Shows the first concentration of bursts in the target area.

(viii) BOMB PLOT

None prepared.

(ix) PHOTOGR. PHS RECEIVED

SAV	388/819,820	2 JAN 1945	1142 A Hrs	1/43100 (F.L.7")	25250' 'A'
"	390/1215	"	1139 " "	1/25800 (F.L.12")	25800' 'A'
"	390/1213	"	" " "	1/45000 (F.L.1")	26200' 'A'

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3 JAN 1945

IMMEDIATE INTERPRETATION REPORT NO K 3567

LOCALITY: KAISERSLAUTERN
A RAILWAY BRIDGE (4416/U-2,011928)
B MARSHALLING YARD
C TOWN

PERIOD UNDER REVIEW

This report covers damage to the targets between 29 OCT 1944, and 1330 A hours on 2 JAN 1945, and includes attacks by a/c of U.S. 8th AF on the following targets and dates.

<u>Target</u>	<u>Date</u>	<u>SA Report</u>	<u>Reported to have taken place under conditions of</u>
Kasserslautern M/Y	5 NOV 1944		10/10 cloud
Kaiserslautern M/Y Town Area	18 DEC 1944	SA 2998	10/10 cloud
Kaiserslautern M/Y	23 DEC 1944	SA 3008	6-8/10 cloud
Kaiserslautern Rail over- Road Bridge	25 DEC 1944	SA 3027	clear weather
Kaiserslautern M/Y	27 DEC 1944	SA 3034	clear weather
Kaiserslautern Rail over Road Bridge	27 DEC 1944	SA 3034	clear weather
Kaiserslautern Rail over Road Bridge	28 DEC 1944	SA 3041	clear weather
Kaiserslautern M/Y	28 DEC 1944	SA 3041	clear weather
Kaiserslautern Rail over Road bridge	30 DEC 1944	SA 3046	10/10 cloud
Kaiserslautern M/Y	30 DEC 1944	SA 3046	10/10 cloud
Kaiserslautern Rail over Road bridge	2 JAN 1945	SA 3071	clear weather

PROVISIONAL STATEMENT ON DAMAGE

A. RAILWAY BRIDGE

Fresh damage to the rail-over-road bridge on the southwest side of the town is visible, three craters being on the bridge itself and blocking most of the lines at this point. All the lines going over the bridge appear to be cut by many craters in the vicinity. On the line to the southeast another rail-over-road bridge has received a direct hit directly over the road. Another line between the two bridges and leading Southwest over a third rail-over-road-bridge to a probable storage sidings has received three hits, two of which are at the edge of the embankment supporting the bridge. All lines leading to the sidings are cut, and at least twenty hits have cut almost every track in the sidings. The hits have cut almost every track in the sidings. The yard was apparently heavily loaded at the time and damage to rolling stock is heavy.

B. MARSHALLING YARD

The wagon shops have further damage and are now approximately one third destroyed. The Einsiedlerhof M/Y is covered on 6" prints only, and although a few fresh craters are visible, the scale does not permit assessment.

/C. TOWN

C. TOWN

Damage in the town area includes the main railway station and workshops, G.M.PFAFF Sewing Machine company (priority 3) Guss and Armaturwerk Iron foundries (priority 3), the town Gasworks and the town Electricity works, all of which are severely damaged. Eight buildings in a Barracks area on the east side of the town are damaged or partly destroyed and five buildings in a hatted camp nearby are partly destroyed.

(Print 3062-72, 4062-72) 802.3, 4, 5)

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

PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7/3755

MEAN TIME AND DATE OF PHOTOGRAPHY: 1330 A hours 2 JAN

SCALE: 1/9,300 1/55,000 FL 36" 6"

COVER AND QUALITY: Full cover of Town, Bridges & Railway workshop-fair quality ;
prints.
Marshalling yard covered on small scale prints only.

LAST REPORT: K3344

COMPARATIVE SORTIES USED: US7/3538, 3059-69

PRINT DISTRIBUTED: 4064 (to follow when available).

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CONFIDENTIAL
3 JAN 1945

257

INTERPRETATION REPORT S.A. 3070

ATTACK ON BADKREUZNACH on 2 JAN 1945

(i) INFORMATION RECEIVED ON THE ATTACK

(a) No. of aircraft : 141, with full fighter escort.
(b) Command : U.S. 8th AIR FORCE.
(c) Time : 1143 - 1152a hours.
(d) Bombs : 1382 x 500 lb. G.P.
274 x 500 lb. I.B.

(ii) STATEMENT ON THE TARGETS

The targets are the marshalling yard and the rail junction at BAD KREUZNACH.

(iii) DETAILS OF THE ATTACK

(a) Concentrations of H.E. bursts, totalling at least 160, and groups of incendiary bursts blanket the rail junction and the adjacent heavily built up area in the center of BAD KREUZNACH.

Approximately 60 H.E. bursts are seen across the center of the marshalling yard with groups of incendiary bursts along both the Northwest and Southeast sides.

(b) Bursts are seen on the targets as follows:

1. MARSHALLING YARD

Sidings : At least ten bursts.

2. RAIL JUNCTION and LINES

Junction : At least nine direct hits.

Road over rail bridge
at junction : Probably two direct hits on one and
two near hits on the other.

Rail lines leading to
junction : At least 15 hits.

(c) Other bursts are seen as follows:

1. Approximately 45 in fields and woods $1\frac{1}{2}$ to 2 miles Southwest of the rail junction.
2. Eight in fields two miles Northeast of the junction.
3. Six in fields 1. miles East Northeast.
4. At least ten in fields just North of the marshalling yard.
5. Four in fields with one hit on a rail line one mile Northeast of the marshalling yard.

(iv) ACTIVITY

The marshalling yard appears heavily loaded at the time of the attack.

(v) ANNOTATED PRINT: None prepared.

(vi) BOMB PLOT: A bomb plot has been prepared and will be distributed.

(vii) PHOTOGRAPHS RECEIVED

SAV 34/466-468	2 JAN 45	1146a	hrs.	1/44,200 (F.L.7")	25,750'	'A'
SAV 95/1314,1318	"	1152a	"	1/42,000 (F.L.7")	24,500'	'A'
SAV 100/1136	"	1150a	"	1/12,250 (F.L.24")	24,500'	'B'
SAV 100/1137,1138	"	"	"	1/42,400 (F.L.7")	24,750'	'A'
SAV 490/534-538,540	"	1143a	"	1/42,900 (F.L.7")	25,000'	'A'
SAV 493/549	"	1149a	"	1/25,400 (F.L.12")	25,400'	'A'
SAV 493/550	"	1147a	"	1/43,200 (F.L.7")	25,200'	'A'
0 490/95,96	"	Unknown		Oblique (F.L.6-3/8")	23,750'	'A'

CONFIDENTIAL
19 JAN 1945

INTERPRETATION REPORT NO. K. 3548

LOCALITY: BAD KREUZNACH

PERIOD UNDER REVIEW:

This report deals with damage to the rail facilities and town of BAD KREUZNACH up to 1315A hours on 3 JAN 1945 and includes attacks by aircraft of U.S. 8TH AIR FORCE on 25 DEC 1944 and 2 JAN 1945, both of which were reported to have been in clear weather. (S.A. 3028, 3070).

GENERAL STATEMENT:

Rail lines and rail facilities in BAD KREUZNACH on the main railway from COLOGNE to SAARBRUCKEN and a junction of branch lines leading to KAISERSLAUTERN, NEUSTADT and NANHEIM have been severely damaged. Damage to business and residential property is considerable and severe in the old town on the South side of the River Nahe.

The main station is three-fourths gutted and the station platform roof half destroyed by direct hits. Eleven craters on main lines near station have cut lines and destroyed or damaged 15 or more coaches. A road over rail bridge East of the main station has been half destroyed and debris from it blocks the main rail lines. The goods depot is gutted and fourteen hits on the goods sidings have derailed and damaged at least forty wagons. There are twelve hits on main lines at the goods sidings on tracks leading to BINGEN. A small roundhouse Northeast of the goods station has most of roof destroyed. The Reichsbahn Betriebsamt, government railway management office building, has been gutted.

Industrial and military damage include severe damage to SEITZ WERKE (Priority 3), reported to be used as a maintenance depot for M/T and A.F.V. The DR. JACOB factory reported to have workshops for repair of M.T. and A.F.V. has been moderately damaged; of the six repair shops (each 160 feet in length) at this plant, two have roofs destroyed, one has roof three-fourths destroyed, one has roof one-third destroyed and the others have holes in roofs.

The plant of ROTHE A.G., leather products, has been three-fourths destroyed. The Slaughter House and Cattle Market have been lightly damaged. The Tramway Depot at the Electricity Works has been half destroyed and several trams have been destroyed or damaged. The main Post Office is one-third destroyed.

PHOTOGRAPHS TAKEN BY: 542 Squadron.

SORTIE: 106G/4086.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1315A hours on 6 JAN 1945.

SCALE: 1/8,000 (F.L.36").

COVER AND QUALITY: The town and rail facilities are covered on prints of excellent quality.

LAST REPORT: Immediate Report K. 3548, issued 7 JAN 1945.

COMPARATIVE SORTIE USED: 106G/2779 (3114-20, 4113-20).

DAMAGE PLOT DISTRIBUTED: No. 1 (attached).

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INTERPRETATION REPORT NO. K. 3548

LOCALITY: BAD KREUZNACH

M.E.W. RATINGS

DAMAGE CATEGORIES

- | | |
|--|---|
| <p>1/ Vital factories in primary war industries.</p> <p>1. Major plants in industries of major importance.</p> <p>2. Minor plants in major industries or major plants in minor industries.</p> <p>3. Subsidiary factories.</p> | <p>A. Entire works devastated. Total loss.</p> <p>B. Entire works 95%-75% devastated.</p> <p>C. Major damage to important buildings and subsidiary damage elsewhere.</p> <p>D. Minor damage to major buildings or major damage to minor buildings.</p> <p>E. Minor damage to minor buildings.</p> |
|--|---|

SUMMARY OF DAMAGE

No.	Name of Works	Location	Products or Function	Damage Category	Print No.
A. <u>INDUSTRIAL:</u>					106G/4086
1.	Seitz Werke (Priority 3)	Altstadt	Maintenance depot for M/T and A.F.V. May also produce small arm components.	C	3014
2.	Dr. Jakob Werke	"	Workshops of maintenance depot for M/T and A.F.V.	C	4012
3.	Rothe A.G.	"	Leather Products	B	4010
4.	Unidentified Factory (8 buildings)	"		C	3012
B. <u>TRANSPORTATION</u>					
1.	Main Railway Station	"	Station building-75% gutted Station platform roof-half destroyed. 18 hits on main lines cutting tracks and damaging coaches. Road over rail bridge-half destroyed and debris on rail tracks.		4012
2.	Goods Depot & Sidings	Neustadt	Goods depot - gutted 14 hits on sidings derailing and damaging over 40 wagons.		3012
3.	Small Round House	"	Roof nearly destroyed by direct hits		3014
4.	Reichsbahn Betriebsamt (Government Railway Management Offices.	Altstadt	Office building gutted		4010
C. <u>PUBLIC UTILITIES</u>					
1.	Tramway Depot (At Electricity Works)	"		C	4012
2.	Gas Works	"		D	3012

19 JAN 1945

3.	Schlacht und Viehhof	Altstadt	Slaughter House & Cattle Market	C	3012
D. <u>PUBLIC BUILDINGS</u>					
1.	Main Post Office	"	One third destroyed	C	4010
E. <u>MILITARY</u>					
1.	Military Area (3 barracks and 13 buildings used for maintenance of M/T & A.F.V.)	"	One barracks-1/3 destroyed. Three maintenance buildings destroyed.	C	4012
2.	Barracks & Possible Storage Area (3 long(300') buildings and 8 smaller buildings)	"	2 long buildings-1/3 destroyed. 2 small barracks-destroyed 1 small barracks $\frac{1}{2}$ destroyed. 4 small barracks slightly damaged.	C	4012
3.	Barracks building (13) No. of Seitz Werke	"	$\frac{1}{2}$ of one barracks destroyed	D	3014
4.	Seitz Werke and Dr. Jackob Werke	See A. <u>Industrial</u>	Reported as Maintenance depot for M/T and A.F.V. (9th A.F.2nd Phase Report US 10/T 439)		

Handwritten initials

USLIST SA-SC E/CAS EXEMPT OISAS

NR 18 SNT NR 19 DEO NR 18 KNE NR 18 HEM NR 18 YAS NR 19
NR 17 HAM NR 20 EYE NR 19 DEH NR 17 GEBSE NR 18 OISNT NR 1
GEMM NR 1 OIMAM NR 1

USLIST SA-SC V THE NR 43 P.P.

FROM THE 041649A JAN 45
TO USLIST SA-SC
EXEMPT OISAS

RESTRICTED 3AD J-141-A THE OPERATION OF 2 JANUARY 1945 PRODUCED THE
BEST ALL-ROUND BOMBING RESULTS EVER ACHIEVED BY THIS DIVISION. I WISH
TO COMMEND YOU AND YOUR ORGANIZATION FOR THE HIGH DEGREE OF SKILL AND
TECHNIQUE WITH WHICH THIS MISSION WAS CONDUCTED ON THE ELEVENTH
SUCCESSIVE DAY OF OPERATIONS IN THE CURRENT AIR WAR AGAINST THE HUN.

- PARTRIDGE -

AS

TOD 04/1721A DCJ BBBBBBB

GLORY 245

SECRET J-42-D

OPERATION NARRATIVE 95TH BOMB GROUP BAD KREUZNACH 2 JANUARY 1945

1. LEAFLETS -- NONE
2. BOMBING RESULTS--- BOMBING WAS VISUAL BY SQUADRONS ON PRIMARY TARGET IN ORDER 95A, B IN 13 A COMBAT GROUP. RESULTS FROM STRIKE PHOTOS ARE VERY GOOD FOR BOTH SQUADRONS, SMOKE FROM PREVIOUS BOMBINGS OBSCURES THE SMALL M/Y, OUR BOMBS DROPPING IN THE SMOKE WITH NO BURSTS VISABLE OUTSIDE THE SMOKE IN HOT PRINTS.
3. E/A ---NONE
4. FLAK- NIL FLAK ENCOUNTERED, A MORE DETAILED FLAK REPORT TO FOLLOW.
5. WEATHER--10/10 CLOUD TO 0500 DEGREES, THEN CAVU TO TARGET AND BACK TO 0500 DEGREES.
6. OBSERVATIONS-
 - 1131 4900-0748 SMOKE SCREEN FROM SIDE OF A HILL.
 - 1137 (LUDWIGSHAFEN-MANNHEIM) EFFECTIVE SMOKE SCREENS.
 - 1137 (NEUSTADT) SMOKE SCREEN.
 - 1138 (KAISERLAUTERN) HEAVY SMOKE SCREEN AND ABOUT 20. BARRAGE BALLOONS.
 - 1139 (5 MI. S OF SPEYER 4918-0827) ON RHINE) EFFECTIVE SMOKE SCREEN. (WORMS) SMOKE SCREEN.
 - 1152 (TARGET-BAD DREUZNACH) 12 BARGES IN RIVER.
 - 1203 (4945-0807) M/Y AT ALZEY FULL OF TRAINS.
 - 1205 (GRUNSTAD 4935-0800) EFFECTIVE SMOKE SCREEN.
 - 1206 (4921-0830) DOCK AREA WITH FINGERS (QUAYS)
 - 1206 (4921-0812) 2 LANDING STRIPS FOR A/C. NO ACTIVITY.
 - 1208 (4855-0725) M-109, LOW, FLYING TOWARD GERMANY. STRANGE B-17, BKXX OD IN COLOR, SQUARED "J" ON TAIL, FOLLOWED FORMATION OVER LINES ON WAY BACK, THEN MADE 180 DEG TURN OVER FRANCE AND WENT BACK. RADIO OPERATOR PICKED UP NEW CALL SIGN FROM IT AND TURNED IT NXXXXX INTO RADIO CONTROL.
7. OTHER INFORMATION-- MISSION FLOWN AS BRIEFED. BOMBING VISUAL USING SOME CHECK POINTS OUTSIDE THE TARGET BECAUSE OF SMOKE OF PREVIOUS BOMBINGS. FIGHTER ESCORT NOT PICKED UP UNTIL 0600 E WAS REACHED. ONLY AVERAGE FIGHTER PROTECTION REPORTED. ESCORT GIVE CLOSE COVER ABOVE THE FORMATION. 95A FLEW HIGH SQUADRON AND 95B FLEW LOW SQUADRON IN 13A COMBAT GROUP.
8. PFF
 - A. 2 PFF A/C AIRBORNE
 - B. BOTH SETS OPERATED OK
 - C. 40-45 MILE RANGE-- GOOD STRENGTH.
 - D. TARGET IDENTIFIED, BUT BOMBING WAS VISUAL
 - E. SCHOLTE HIGH SQ. A/C 8230
 - D. DEMENT LOW SQ. A/C 7992

---SHUCK---

COBOMBGP 95

AS

STNS Q FOR R

OIHMM R... FOR 2 SIGS.....'1/02/1925A ROY AR
 MAS R.....,FOR 2 SIGS02/1923A JAN '45
 EWBS AR
 FRAVR.....FOR 2 SIGS.....02/1920A PMCC BBBB

WHAT IS THE TOD ON FIRST SIG??

1900

OK AR PSE

SECRET

Mac

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOFS: SUMMARY NO. 247

PERIOD: 0001 hours 2 January to 2400 hours 2 January 1944.

A. STATISTICS

	Missions	Disp.	Sorties	Atkg.	Tonnage	Claims	Losses				Total
							E/A	AA	N/E	OT	
Heavy Bomber Atks.	17	1005	974	956	2802.8	0-0-0	0	2	0	6	8
Fighter Escort	12	569	552	0	0	5-0-0A	0	0	0	1	1
Fighter Sweeps	3	152	142	0	0	2-0-0A	0	0	0	2	2
Fighter Bombing	0	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	4	37	36	0	0	0-0-0	0	0	0	0	0
Weather Recon.	3	32	32	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	14	14	28	0	0	0-0-0	0	0	0	0	0
Special Operations	6	25	25	0	0	0-0-0	0	0	0	0	0
Totals	59	1834	1789	956	2802.8	7-0-0A	0	2	0	9	11

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1005 a/c (709 B-17s, 296 B-24s) from three divisions dispatched in three forces against three M/Ys, five Communication Centers, six bridges, one rail junction and two tank concentrations in the tactical area. 956 a/c dropped 2668.6 tons GP, 136.2 tons IB - total 2802.8 tons on assigned targets and several T/Cs. Bombing visual and on PTF. F/a opposition: nil. Claims: nil. Losses: 7 B-17s, 1 B-24 (2 to AA, 4 to unknown causes, 2 Cat. "E").

First Force

Eight group formations (299 B-17s, 1st Division) dispatched against Gerolstein M/Y and five communication centers in the tactical area. 286 a/c dropped 771.5 tons GP and 34.5 tons IB on all assigned primaries and several other targets at 1057-1150 hours from 24,000-26,000 feet. All bombing visual except Brun which was bombed on Gee-H. Leaflets dropped on Mayen, Prum and Kyllburg. Weather: 10/10 cloud at Brun, GAVU to 4/10 in other target areas. F/a: meager, inaccurate. Battle damage: 64 minor, 6 major. E/a opposition: nil. Losses: nil.

SECRET

S E C R E T

Fighter Support: Three groups (130 P-51s) dispatched. Up 0901-0913 hours, down 1300-1310 hours. 128 sorties. Escort uneventful. E/a opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Gerolstein M/Y	74	74	176.0	34.5	Good
Mayen Communication Center	77	68	198.5		Good
Prum Communication Center	37	34	96.3		Poor
Dahn Communication Center	35	34	99.5		Fair-Good
Kyllburg Communication Center	39	37	108.5		Good
Bitburg Communication Center	37	36	83.4		Fair
<u>Other Targets</u>					
T/Os	—	3	9.3	—	Unob.
Totals	299	286	771.5	34.5	

Second Force

Eleven group formations (296 B-24s, 2nd Division) dispatched against 5 Rhine bridges. 286 a/c dropped 789.4 tons GP on all assigned primaries and 3 targets of opportunity at 1145-1216 hours from 20,500-24,600 feet. All targets bombed on Gee-H. Leaflets dropped on Remagen and Engers. Weather: 5/10 in target areas with dense ground haze. Flak: meager, inaccurate at Engers, nil at other targets. Battle damage: 26 minor. E/a opposition: nil. One a/c returning early encountered three Me-109s at 5230N-0350E. No combat. Losses: 1 B-24 Cat. "E").

Fighter Support: Four groups (53 P-47s, 169 P-51s - 222 a/c) dispatched. Up 0930-0948 hours, down 1345-1500 hours. 215 sorties. E/a opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Neuwied-Irlich Bridge	60	59	162.0		Poor
Remagen-Ludendorf Bridge	59	56	142.5		Fair
Coblenz-Lutzel Bridge	66	65	176.5		Poor
Coblenz-Guls Bridge	61	59	185.0		Poor
Engers K.W. Rhine Bridge	50	43	114.9		Poor
<u>Other Targets</u>					
3 u/i T/Os	—	3	8.5	—	Unobserved
Totals	296	285	789.4		

S E C R E T

Third Force

Eleven group formations (410 B-17s, 3rd Division) dispatched against Bad Kreuznach and Ehrang M/Y, Kaiserslautern RR bridge, Bad Kreuznach Junction and 2 tank concentrations at Lebach. 385 a/c dropped 1105.7 tons GP, 101.7 tons IB - total 1207.4 tons on assigned targets and several T/Os at 1111-1155 hours from 22,500-26,500 feet. All targets bombed visually. Leaflets dropped on Kaiserslautern, Bad Kreuznach, Nollbach and St. Wendel. Weather: CAVU in target areas. Flak: meager to moderate, accurate at Ehrang and Kaiserslautern. Battle damage: 31 minor, 5 major. E/a opposition: nil. Three Me-109s, 4 FW-190s, 1 Me-262 sighted in Saarbrücken area. No combats. Claims: nil. Losses: 7 B-17s (2 to AA, 4 to causes unknown, 1 Cat. "E").

Fighter Support: Three groups (127 P-51s) dispatched. Up 0913-0928 hours, down 1335-1433 hours. 125 sorties. E/a opposition: nil. Claims: nil. Losses: 1 P-51, believed safe on continent.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Bad Kreuznach M/Y	75	73	177.0	35.5	Good
Bad Kreuznach Junction	75	67	163.5	33.0	Good
Kaiserslautern Bridge	37	34	100.0		Fair
Ehrang M/Y	71	66	155.4	31.7	Good
Woods at Lebach nr. Saarlautern Area 1	76	70	252.0		Good
Woods at Lebach nr. Saarlautern Area 2	76	58	201.0		Good
<u>Other Targets</u>					
Trier M/Y		3	10.3		Unobserved
St. Wendel M/Y		11	37.0		Fair
3 T/Os		3	7.5	1.5	Unobserved
Totals	410	385	1105.7	101.7	

2. Fighter Escort

Ten groups (426 P-51s, 53 P-47s - 479 a/c) dispatched to support three bomber forces. Up 0901-0948 hours, down 1300-1500 hours. 468 sorties. E/a opposition: nil. Claims: nil. Losses: 1 P-51 believed safe on continent.

Two groups (90 P-51s) of Eighth Air Force fighters dispatched to support Ninth Air Force medium bombers. 84 sorties. E/a opposition: 5 s/e a/c encountered and destroyed near Malmsheim. Claims: 5-0-0. Losses: nil.

3. Fighter Sweeps

Three groups (152 P-51s) dispatched on free lance support. Up 0930-1209 hours, down 1400-1605 hours. 142 sorties. E/a opposition: 2 s/e e/a engaged near Westerborg. One group strafed SE of Frankfurt and in Giessen area destroying 12 locos, 3 trucks, 1 staff car and damaged 6 locos, 2 trucks, 25 RR cars. Claims: 2-0-0. Losses: 2 P-51s (1 Cat. "E", 1 to causes unknown).

4. Fighter Bombing

Nil.

5. Weather Reconnaissance

32 a/c (4 B-17s, 4 Mosquitoes, 24 P-51s) dispatched. 4 B-17s completed routine weather flights to and from the Azores and over the eastern Atlantic. 4 Mosquitoes completed special weather flights to south central, central, and northern Germany, Denmark, the North Sea and Scotland. 24 P-51s as weather scouts for bombers. All a/c returned safely.

6. Photo Reconnaissance

37 a/c (6 F-5s, 1 Spitfire, escorted by 30 P-51s) dispatched on day photo missions. Both D/A and mapping missions were flown. Targets were in west central and south central and southwest Germany. Two pilots obtained no photos due to clouds. Two pilots obtained pictures of assigned areas and others, one obtained some of the targets and another none of targets but other targets in area. One a/c returned early. One Mosquito completed a special Mickey photo mission to Brux. This pilot reports a bright blip on scope where no visual target appeared at 5110N-1224E. All a/c returned safely.

7. Air/Sea Rescue

14 P-47s (28 sorties) dispatched on routine patrol. No incidents. No losses.

8. Special Operations

25 a/c dispatched as follows:

4 Mosquitoes on special operation for 1st and 3rd Bomb Divisions. No losses.

8 a/c (5 B-24s, 3 B-17s) dispatched to drop leaflets over Belgium and Germany. No losses.

6 B-17s dispatched as screening force for bombers. All a/c completed mission. No losses.

7 B-24s dispatched on RCM. 4 on Mandrel screening, jamming from 0641-0935 hours; 2 on special screening, jamming from 0940-1020, 1155-1524 hours; and 1 on search, jamming from 0936-1535 hours.

C. INTELLIGENCE

1. Enemy Air Opposition

It is probable that weather conditions over enemy bases made it impossible for e/a to take off in large enough numbers to oppose strategic operations. B-17s of the Third Force sighted seven s/e e/a in the Saarbrucken area but these made no attacks. One early returning B-24 of the Second Force saw three Me-109s 30 miles W of Ijmuiden but was not engaged. The only combat of the day was by the low squadron of the 4th Group, on free lance patrol, after the heavies had crossed out of enemy territory. These P-51s sighted two Me-109s over Westarburg and destroyed them both.

Some five jet a/c were sighted in the Cologne-Trier-Metz area but these did not attack.

2. Flak

- Gerolstein - meager and accurate.
- Mayen - meager and accurate.
- Prum - meager and inaccurate.
- Weisbach - meager and inaccurate.
- Engers - meager, fairly accurate.
- Ehrang - meager to moderate, accurate tracking.
- Kaiserslautern- moderate, accurate, tracking.
- Siegfried Line- (4930N-0640E) 15 rockets, inaccurate.

3. Observations

M/Y at Hackenburg, Dreisbach, Kaisersesch, Schuld filled with railroad traffic.

Group of buildings resembling Nissen huts, symmetrically arranged, believed to be German military camp at Alfenkirchen.

12 barges reported in river at Bad Kreuznach.

20 barges on Rhine at 4958N-0755E.

7 e/a parked on u/i A/F at 4930N-0800E.

Heavy rail traffic reported at Wissenburg (4904N-0757E).

M/Y full of trains at 4945N-0807E (Alzey).

4. Damage to Enemy Installations

Neuwied-Irlich Bridge, Coblenz-Lutzel Bridge, Coblenz-Guls Bridge, Engers K.W. Rhine Bridge - Poor Results.

Bursts observed from 1-1/2 to 3 miles from assigned MPIs.

Remagen-Ludendorf Bridge - Fair Results.

Bursts observed on or near the bridge. Determination of results uncertain due to 9/10 ground haze.

Gerolstein M/Y - Good Results.

Smoke covered M/Y early in attack, making it impossible to pinpoint all bombs dropped in target area, early strikes could be seen on rail lines in the yard and through smoke of bombs of the second concentration bombs could be seen bursting in the central part of the target. Eastern portion of the town of Gerolstein was heavily hit near the western part of the M/Y. One fire can be seen on what appeared to be a storage tank. Two concentrations of bombs fell approximately two miles NE of the target.

Mayen Communication Center - Good Results.

Five concentrations of GP bombs could be seen bursting in the center of the target. Target markers of the sixth group of bombs can be seen hit directly into the center of the area, but heavy smoke obscured. From the heavy pall of smoke over the target area it is evident that many fires have been started and damage will be extremely severe.

Bitburg Communication Center - Fair Results.

Approximately 100 GPs in northern portion of target in heavily built-up residential area. Two other concentrations noted, one in northern outskirts of target, second approximately 1000 yards NE of target in open fields. Direct hits could be seen on main highways leading to northern part of town.

Kyllburg Communication Center - Good Results.

Approximately 200 GPs blanket the center of the target area. Direct hits can be seen on the through rail lines and from the density of the concentrations in this small area severe damage can be expected. Direct hits could also be seen on entrance and exit to railway tunnel and on the mountain sides above. Two concentrations of approximately 100 GPs in open fields, 1200 yards south of target.

Prum Communication Center - Poor Results.

Two concentrations of approximately 200 GPs in wooded and open area one mile south of target.

Woods at Lebach nr. Saarlautern, Areas 1 & 2 - Good Results.

The most westerly of the two areas was particularly well hit with well placed patterns and the other was completely covered but the patterns were not as good or quite as well placed. Study of the western area did not reveal anything that appears to be unusual. In the eastern area about three roads or dispersal lines could be made out and parked on one or both sidings of one of these were small tanks observed which appeared to be about 15-20 feet long. Possibly AFV or motor transport. Scarcity of photos prevented careful interpretation. About 135 of these objects were noted in this target area and another 10-20 on a road directly to the south.

Bad Kreuznach M/Y, Bad Kreuznach Junction - Good Results.

The small M/Y on sidings at the edge of the town was hit by two or probably four patterns, considerable smoke was coming up from the area and interpretation is exceedingly difficult. The road junction in the center of the town was hit by one pattern and the lines and built-up area of the city were hit by four additional patterns. Smoke also covers this area throughout the latter part of the attack. Attack well concentrated on yards and town but exact interpretation cannot be made.

Kaiserslautern Bridge - Fair Results.

Exact interpretation of the last two of the three patterns dropped on this target is made difficult because of the smoke from the first. Exact spotting of hits is almost impossible. These three patterns of 1000 lb. GP fell very close to the bridge and on the RR lines and a few in the small siding area which lies close to it. There appears to be possibly one hit on or very near to the bridge, in addition to several hits on the lines in this vicinity.

Ehrang M/Y - Good Results.

Hit by three patterns and possibly parts of about two more. Smoke from the IB and frag bombs makes interpretation difficult and the interval between squadrons was very short. The entire yard appears to have been covered fairly well with two or three patterns across the northern part where the great concentration of goods wagons was noted. Another pattern covered what is left of the depot and repair shops and wagon repair shops at south end of yards. A possible 500 wagons in yard. However, yard appears to be inactive at time of attack due to previous bom craters which can still be seen.

St. Wendel M/Y - Fair Results.

Patterns of GP and Frags, particularly in and out of M/Y from one end to another. One fair-sized explosion noted.

Daun Communication Center - Fair to Good

Two concentrations of approximately 200 GP bombs in the target area. Five direct hits on two converging RR lines near SE edge of town. Main weigh of bombs in residential part of the town and severe damage can be expected. One concentration of approximately 100 GPs in the wooded area 1-1/4 miles NE of target.

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