

14 JAN 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 3588

LOCALITY: FRANKFURT AM MAIN (OST) M/Y

PERIOD UNDER REVIEW

This report covers damage to the target between 1845⁴ hours on 25 DEC 1944 and 1500⁴ hours on 13 JAN 1945 and includes the attack by aircraft of U.S. 8th AIR FORCE on 5 JAN 1945. (S.A. 3082)

PROVISIONAL STATEMENT ON DAMAGE

Light damage only is visible in the M/Y which is blanketed by snow, making assessment difficult.

In the Reception Sidings, one crater has cut at least two rail lines while another crater has cut rail lines at the Entrance to the Sorting Sidings.

The roof of the Locomotive Depot is apparently $\frac{1}{2}$ destroyed and a few railway wagons nearby are either damaged or derailed. Several buildings near the M/Y have been either damaged or partly destroyed.

Details of damage are as follows:-

(Numbers in parenthesis refer to Target Illustration No. 6(d)(vi)46/6)

FACILITIES

Locomotive Depot (5): roof probably $\frac{1}{2}$ destroyed.

M/Y SIDINGS

Reception Sidings (1) : at least two rail lines cut by one crater.
Entrance to Sorting Sidings (2a) : rail lines cut by one crater and a few railway wagons are apparently damaged or derailed.

THROUGH RUNNING LINES

Rail line to Friedburg N. of Flyover (9): two hits have cut at least one of the two lines.

OTHER DAMAGE

Large Building S. of Storage Sidings (4): previously damaged, now damaged and partly destroyed by at least 3 hits.

Large Building N. of Storage Siding (4): NE section $\frac{1}{4}$ gutted.

Large Building S. of Secondary Sorting Sidings (3): $\frac{1}{4}$ of roof probably destroyed.

Medium Building S. of Reception Sidings (1): small section of roof destroyed.

Long Shed Type Building S. of (1): probably damaged by one direct hit, also two small buildings damaged.

Medium Narrow Building N. of Footbridge(11): destroyed.

REPAIRS

Snow and quality of prints prevent accurate assessment.

(Notes supplied by "F" Section)

LOADING

holding Siding (12) : moderate loading.
Storage Sidings (4) : no railway wagons present.
Reception Sidings (1) : moderate loading.
Sorting Sidings (2) : moderate loading.

SERVICEABILITY

The rail line to Friedburg N. of Flyover (9) is 50% serviceable.

(Prints 3072-75)

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

PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7GR/3798.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1500⁴ hours on 13 JAN 1945.

SCALE: 1/14,500 (F.L.24").

COVER AND QUALITY: The target is fully covered on photographs of fair quality marred by snow and cloud.

LAST REPORT: Immediate and Supplement No. K. 3255 issued 7 and 8 OCT 1944.

COMPARATIVE SORTIES USED: 106G/3929 (Prints 3128-35 and 4129-35)

PRINT DISTRIBUTED: 3074 (to follow when available)

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

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 5 January 1945
13 CBW FO 4
13 CBW OPS 256
3 BD FO 541

SUBJECT: Tactical Report (FRANKFURT)

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

1. Information Concerning the Target:

- a. The primary (visual) target for today was the FRANKFURT OST MARSHALLING YARD, which lies immediately east of FRANKFURT AM MAIN. The southern side of the target adjoins the closely built up industrial area surrounding the port, and the western end of the target by the closely built up town of FRANKFURT. The extreme eastern end of the target is enclosed in a closely built up industrial area. There is, however, a stretch of open country to the north of the central portion of the target area.
- b. The secondary target for today was the same as the primary. H2X technique, in event of the target being overcast, was to be used.

2. Planning and Execution of the Mission:

a. Group Order and Strength:

(1) 45 A, B, C Groups:	9 Squadrons - 3 Groups
(a) 96 Group	3 Squadrons
(b) 388 Group	3 Squadrons
(c) 452 Group	3 Squadrons
(2) 13 A, B, C Groups:	9 Squadrons - 3 Groups
(a) 95 Group	3 Squadrons
(b) 100 Group	3 Squadrons
(c) 390 Group	3 Squadrons
(3) 4 A, B, C, D Groups:	12 Squadrons - 3 Groups
(a) 447 Group	3 Squadrons
(b) 486 Group	3 Squadrons
(c) 385 Group	3 Squadrons
(d) 94 Group	3 Squadrons

b. A/C and C/C Available:

(1) 95 Group	ME 39 A/C	52 C/C
	PFF 8 A/C	7 C/C
	MH 5 A/C	7 C/C
(2) 100 Group	ME 42 A/C	38 C/C
	PFF 8 A/C	6 C/C
	MH 4 A/C	3 C/C
(3) 390 Group	ME 43 A/C	52 C/C
	PFF 6 A/C	5 C/C
	MH 3 A/C	5 C/C

c. A/C Scheduled to Take Off:

(1)	95 Group	33 A/C Plus 3 PFF A/C Plus Spares
(2)	100 Group	33 A/C Plus 3 PFF A/C Plus Spares
(3)	390 Group	33 A/C Plus 3 PFF A/C Plus Spares

d. A/C Airborne:

(1)	95 Group	33 A/C Plus 3 PFF A/C
(2)	100 Group	33 A/C Plus 3 PFF A/C Plus 2 Spares
(3)	390 Group	33 A/C Plus 3 PFF A/C

e. A/C Abortive:

(1) 95 Group: (8 A/C)

A/C 1887: 335 Squadron "F" - Oil leak #2 engine - Cylinder head temperature gauge out - Pilot Lt. Shaw - No sortie.

A/C 2951: 334 Squadron "Q" - #2 engine feathered - Pilot Lt. Paize - No sortie.

A/C 6598: 335 Squadron "N" - Icing conditions - Couldn't catch formation - Pilot Lt. Pearson - No sortie.

A/C 7376: 335 Squadron "H" - #2 supercharger trouble - Oscillating at 14,000 feet - Pilot Lt. Tregoning - No sortie.

A/C 8617: 336 Squadron "Q" - #3 engine feathered - Pilot Lt. Taylor - No sortie.

A/C 7047: 335 Squadron "M" - #4 engine manifold pressure fluctuating - Pilot Lt. Sutton - No sortie.

A/C 8281: 412 Squadron "Z" - #2 engine internal failure - Pilot Lt. Daxon - No sortie.

A/C 7858: 412 Squadron "Y" - Oxygen system out - Pilot Lt. Olsen - No sortie.

(2) 100 Group: (8 A/C)

A/C 767: 351 Squadron "E" - #3 engine trouble - Pilot Lt. Dovel - No sortie.

A/C 530: 351 Squadron "X" - #4 engine internal failure - Pilot Lt. Sherrard - Sortie credit.

A/C 613: 351 Squadron "S" - Oxygen system out - Pilot Lt. Gay - No sortie.

A/C 681: 349 Squadron "V" - #4 engine internal trouble - Instrument failure - Pilot Lt. Miller - No sortie.

A/C 972: 349 Squadron "F" - Engine needed cylinder change - Exhaust stack burned out - Pilot Lt. Wood - No sortie.

A/C 397: 349 Squadron "D" - Loss of a prop - Oil leak - Pilot Lt. Lebo - Sortie credit.

A/C 295: 351 Squadron "B" - #4 prop governor failure - Pilot Lt. Johnson - No sortie.

A/C 852: 351 Squadron "N" - #1 engine internal failure - Prop governor out - Pilot Lt. Irvin - No sortie.

(3) 390 Group: (7 A/C)

A/C 041: 570 Squadron "U" - #2 engine lost manifold pressure - Pilot Lt. Alberts - No sortie.

A/C 480: 568 Squadron "E" - #3 engine internal trouble - Pilot Lt. Beazley - Sortie credit.

A/C 176: 568 Squadron "C" - Icing conditions - Could not stay with formation - Pilot Freerkson - No sortie.

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A/C 337: 568 Squadron "N" - #2 engine internal trouble - Pilot Lt. Richter - No sortie.
A/C 807: 568 Squadron "O" - Oxygen system out - Pilot Lt. Weaver - No sortie.
A/C 093: 568 Squadron "J" - Bad turbo - Pilot Lt. Coffin - No sortie.
A/C 600: 568 Squadron "S" - Oxygen leak - Pilot Lt. Bushman - No sortie.

f. A/C Failing to Take Off:

(1) 390 Group:

A/C 895: 571 Squadron "R" - Ran off perimeter - Stuck in mud - Pilot Lt. Thompson - No sortie.
A/C 926: 569 Squadron "B" - Replaced another A/C - Could not get off in time to catch formation - Pilot Lt. Riolo - No sortie.

g. A/C Outstanding:

(1) 95 Group: (5 A/C)

A/C 8942: 335 Squadron "Y"
A/C 9010: 335 Squadron "X"
A/C 8199: 336 Squadron "Z"
A/C 1867: 336 Squadron "B"
A/C 8288: 412 Squadron "V"

(2) 100 Group: (4 A/C)

A/C 334: 349 Squadron "B"
A/C 608: 349 Squadron "A"
A/C 476: 350 Squadron "P"
A/C 821: 418 Squadron "Y"

(3) 390 Group: (12 A/C)

A/C 478: 570 Squadron "S"
A/C 097: 570 Squadron "O"
A/C 710: 570 Squadron "B"
A/C 521: 570 Squadron "K"
A/C 668: 568 Squadron "T"
A/C 677: 568 Squadron "R"
A/C 932: 571 Squadron "H"
A/C 393: 569 Squadron "V"
A/C 079: 569 Squadron "R"
A/C 837: 569 Squadron "D"
A/C 967: 569 Squadron "A"
A/C 515: 571 Squadron "K"

h. A/C Landing Away From Base:

(1) 95 Group: (5 A/C)

A/C 8035: 335 Squadron "C" - Landed near Trindille, France - Crew bailed out.
A/C 8272: 336 Squadron "P" - Landed near Laon, France.
A/C 8584: 336 Squadron "H" - Landed at A-74, France.
A/C 7783: 412 Squadron "F" - Landed at Laon, France.
A/C 7992: 412 Squadron "Q" - Landed at Manston, England.

(2) 100 Group: (2 A/C)

A/C 433: 350 Squadron "H" - At Nancy, France.
A/C 602: 349 Squadron "P" - At Messinger, France.

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(3) 390 Group: (4 A/C)

A/C 470: 570 Squadron "H" - Reported VHF - Landed in France.
A/C 472: 570 Squadron "F" - At Manston, England.
A/C 555: 571 Squadron "G" - Landed in France.
A/C 564: 571 Squadron "O" - At Brussels.

- i. A/C Attacking - 13 CBW A Group: Bombs Dropped
- | | | |
|-------------|----|---------------|
| (1) Primary | 27 | 216x500 LB GP |
| Jettisoning | 2 | 54x500 LB IB |
| Returning | 7 | 16x500 LB GP |
| | | 4x500 LB IB |
| | | 56x500 LB GP |
| | | 14x500 LB IB |
- (2) Method of Bombing: Visual
(3) Method of Release: 80' Train

- j. A/C Attacking - 13 CBW B Group: Bombs Dropped
- | | | |
|-------------|----|---------------|
| (1) Primary | 30 | 240x500 LB GP |
| Jettisoning | 4 | 60x500 LB IB |
| Returning | 4 | 32x500 LB GP |
| | | 8x500 LB IB |
| | | 38x500 LB GP |
| | | 8x500 LB IB |
- (2) Method of Bombing: Visual
(3) Method of Release: 80' Train

- k. A/C Attacking - 13 CBW C Group: Bombs Dropped
- | | | |
|-------------|------|---------------|
| (1) Primary | 30 | 240x500 LB GP |
| Jettisoning | None | 58x500 LB IB |
| Returning | 7 | 56x500 LB GP |
| | | 14x500 LB IB |
- (2) Method of Bombing: Visual
(3) Method of Release: Salvo

3. Narrative of the Attack:

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

(1) Assembly:

The three Squadrons from the 95 Group made a normal take off from the base. Due to clouds over the base it was necessary to make an instrument climb to assembly altitude. The Group was formed over the Buncher without difficulty. The Group proceeded on a dog-leg course to Splasher 7 which had been planned prior to take off. On the leg to Splasher 7 the B Group cut thru the A Group formation which caused them to "S" slightly, therefore, losing time in the maneuver. Splasher 7 was crossed at 1004 $\frac{1}{2}$, 1 $\frac{1}{2}$ minutes late, altitude 23500 feet.

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Enroute to Maidstone the Group lost several more minutes so that when this point was reached A Group was four minutes late. The Lead Navigator decided to fly an interception course to St. Catherine's Point cutting Splasher 11 very short. The Group ran into weather at altitude and when they broke out just east of St. Catherine's Point intercepted the Groups of the 45th Combat Wing as they were enroute to the French Coast. The 13A fell in behind the 45C Group after making a left turn onto course. Point of interception was made at 5010-0147W over the Channel.

(2) Route:

The briefed course was followed to the French Coast, which was crossed at 1052. After making landfall the A Group Leader experienced difficulty maintaining interval behind 45C, who was lagging behind the 45 A and B Groups, and to avoid overrunning the Group ahead the Group Leader had to "S" practically all the way along the route. At approximately 0700E the A Group had a good interval and began drifting left of course.

The Radar Navigator, in the meantime, had difficulty with scope returns and could not get good definition, therefore was not able to assist the Navigator with very accurate fixes. The Lead Navigator had very poor Gee reception and was not able to accurately check his position in the Koblenz area, however, using available data at hand proceeded to do DR. Since his navigational aids were not functioning he was not able to detect the wind shift in the vicinity of 0700E which was affecting his flight.

Weather passed down by Kodak Red indicated that the target was covered, and the Group Leader decided to relinquish the lead to the Deputy Leader at the IP assuming his equipment was functioning properly. Due to poor VHF reception the Low Squadron could not be contacted by the Group Leader.

*This is not correct
JMS*

The Group had drifted north of course enroute to the IP so that when the Navigator turned over what he assumed by DR to be the IP was actually about 30 miles NE of the IP since he hadn't taken into account the shift in wind that occurred along the route. The Low Squadron peeled off and fell behind while the Lead Squadron pulled up along side of the High Squadron so that they could bomb on the High Squadron's smoke bombs.

Since the H2X unit in the Deputy Lead A/C was not functioning properly details are somewhat uncertain as to what transpired from the IP for the A and B Squadrons. The C Squadron, however, was apparently aware of its position and continued into the target at Frankfurt where it joined the 100 Group. Most of the A/C were forced to land in France due to lack of fuel.

From indications and what details that can be gathered from several navigators it is assumed that the bombs were released in the vicinity of Fulda. Flak experienced on the withdrawal is assumed to be from the Schweinfurt and Wurzburg defenses.

The A Squadron became separated from the B Squadron in weather, returning alone. The A Squadron was able to pick up pilotage points on the route out as the weather broke up near the Rhine River. Darmstadt and Bad Kreuznach were picked up which indicate that Frankfurt was not bombed by the A and B Squadrons. The A Squadron altered course at 4930-0530 and returned direct to base. Ostend was crossed at 1610. English Coast was entered at 1649. B Squadron returned by way of CP 4 parallelling the battle line to approximately 4910-0630 where course was altered to CP 3. From CP 3 the B Squadron returned direct to base.

(3) Weather:

A low strata layer existed over base at take off. Above this middle clouds, a strata cumulus layer, tops at 15000 feet was also encountered. At bombing altitude some contrails were reported. High cirrus over England and the Continent caused some difficulty. Target wind obtained was reported to be from 205 degrees at 70 knots.

(4) Difficulties:

Considerable "S"ing made navigation difficult. Accurate winds could not be obtained because Gee failed when most needed. H2X units in Lead and Deputy Lead A/C were not functioning properly and were of little aid to the navigator. Poor VHF reception made it difficult to contact other Squadrons for navigational aid.

(5) Remarks:

In order to insure success the Group lead should have been relinquished sooner than it had been. In doing so the Group Leader could have ascertained that the Deputy Leader's equipment was not functioning properly and thereby could have enlisted the aid of the Low Squadron Leader whose equipment was apparently in good order. VHF contact could have been made thru one of the Squadron members. Had this been done, it is considered that the failure of this mission could have been avoided.

Navigation was not entirely satisfactory. Radar Navigators knowing that their equipment is malfunctioning should not try to hold the lead hoping that the set will get better. The Command Pilot should be notified of this fact so that he can relinquish the lead to the Deputy Leader or to the Low Squadron Leader.

b. Navigation - 13 B Group - 100 A, B, C Squadrons:

(1) Assembly:

The three Squadrons from the 100 Group made a normal take off. Due to clouds over the base area an instrument climb was necessary to get to assembly. The Group was formed after which the course to Splasher 7 was taken up. The 100 Group arrived at Splasher 7

This is not correct

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on time but did not find the 95 Group who was late. Contact was made at Maidstone where the 100 Group flew abreast the 95 Group. The Groups became separated in the cirrus clouds so proceeded on separately. The Group left the English Coast at 5045-0010E and proceeded to intercept the briefed course over the Channel. The briefed course was intercepted, arriving about 8 minutes early, so the Lead Navigator decided to make a 270 degree turn in order to lose time. While in the maneuver the 95 Group had passed by. When the turn was completed a 6 minute interval existed between the two Groups.

(2) Route:

The point at the French Coast was cut short enabling the B Group to pick up time, however, it was not until 0400E where good Wing formation was made. The route from this point is similar to that of the A Group into the IP. The Squadrons peeled off at 5105-0912 and made individual runs on Frankfurt, however, because the High Squadron's Air Speed Indicator was out it was necessary to form a 2 Squadron Group so that he could bomb on the A Squadron's smoke flares. The C Squadron proceeded in by itself.

After bombs away the Squadrons reformed into Group formation at the RP. The briefed route out was closely followed. Course was altered at CP 3 direct to base on instruments sent down by Kodak Control. The Continental Coast was crossed at 1615. The English Coast was recrossed at 1659.

(3) Weather: Same as 13A.

(4) Difficulties:

Weather hampered good Wing assembly. High Squadron Leader had difficulty with the air speed since his airspeed meter was out.

(5) Remarks:

Navigation in this Group was good despite difficulties encountered on route.

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

(1) Assembly:

The assembly went as planned until 13B Group out through the formation during rendezvous causing the Low and High Squadrons to be separated from the 13C Group. The Gee equipment in the lead aircraft was out completely, and navigation was accomplished by ASG fixes and occasional pilotage check points. The cloud conditions at the assembly altitude of 22000 made it difficult to keep the Group together in formation. 13C Group trailed 13A Group for the remainder of the assembly. 13B could not be located. The coast out point was considerably east of the briefed CP 1 and was reached 12 minutes early.

(2) Route:

Over the Channel 13C and B were abreast of each other and trailing 13A Leader at a proper interval. B was positioned to the south. At mid-channel there was a 180 degree turnabout made, evidently to lose time. Despite this maneuver, CP 2 at the Continental Coast was reached early. On the route in there was considerable "S"ing by the Lead formations. In the vicinity of 0700 east 390A Leader was hit by flak and compelled to abort leaving 390B Squadron in command of the Group. From this point on into the IP the course was flown as briefed and the Group prepared for a PFF bomb approach upon receiving a 9/10 cloud report over the target by Kodak Red. Continuing on over the IP the Wing Leader finally turned on the target run 20 to 25 miles northeast of the briefed initial point. 13C Group had no recourse than to follow suit and the target approach was started with 390B and A forming as one unit and 390C as another. The Radar Navigators of A and C Squadrons led the formation on the run until clouds over the target area broke enabling the bombardiers to finish the sightings visually. Due to a number of oxygen difficulties the Group let down to lower altitude earlier than briefed. Then, at notification by Kodak Control, the course was altered directly to base. The altitude was 3000 feet upon reaching the English Coast.

(3) Weather: Same as 13A.

(4) Navigational Difficulties:

Gee equipment out in the lead aircraft of the Group. Clouds prevalent at altitude made assembly difficult. Considerable "S"ing on route made navigation difficult.

(5) Remarks:

Despite difficulties encountered in navigation on the route into the target, there was excellent coordination between the radar navigators and the bombardiers of the Squadrons on the bomb run which resulted in successful target approaches.

d. PFF Narrative:

13 A Group:

Three PFF aircraft were dispatched. 95A had poor scope returns and was unable to use H2X for bombing. 95B made an H2X sighting on an unidentified target with A Squadron in formation. 95C made a combination H2X - Visual bomb run on the primary target at Frankfurt. Results were fair. 95B received poor ASG returns after bombing due to low pressure in the radar system.

13 B Group:

Three PFF aircraft were dispatched. All sets operated satisfactorily with fair to strong returns. The target was identified at an average range of 35 miles. Bombing was visual with PFF assists in two Squadrons. 100B dropped on A Squadron due to malfunction of air speed indicators in the 100B lead aircraft.

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13 C Group:

Three PFF aircraft were dispatched. All sets operated satisfactorily. 390A Leader aborted prior to the IP and 390B took over lead of the Group. 390B and A Squadrons dropped together on a visual sighting with PFF assist on the primary target at Frankfurt. 390C made a visual sighting on the primary with PFF assist. The target was properly identified at a range of 35 miles.

e. 95 Group - B, A Squadrons:

(1)	Air Leader	Capt. Jeneman	Nav	Lt. Wilbourne
	Pilot	Lt. Willison	Asst Nav	
	Co-Pilot		M/O	Lt. Owens
			Bomb	Lt. Long

(2) A/C Attacking: Bombs Dropped

(a)	Primary	17	128x500 LB GP
			32x500 LB IB
	Jettisoning	1	8x500 LB GP
			2x500 LB IB
	Returning		16x500 LB GP
			4x500 LB IB

(b) Bombing Altitude: 23900'

(c) Time of Release: 1320

(3) Run-In from IP to Target:

Attacking was thought to be secondary PFF target, the M/O set up course. Though the M/O was receiving scope returns, the PFF equipment was not working perfectly. The bombardier clutched in at 11 miles and the 9 and 7 miles checks were excellent. PFF equipment failed prior to the last check. Since the first two checks, however, were accurate, the bombardier let his rate ride out and then released his bombs. Bombs were released on a magnetic heading of 198 degrees. C-1 Auto-Pilot was used on the bomb run. A Squadron released off B Squadron after PFF equipment had failed.

(4) PI Report:

(a) Photographs taken by both A and B Squadrons show 10/10 undercast.

(5) Bombing Malfunctions:

B Squadron:

A/C's 376, 251, 887, 598: Aborted and returned to base with 40 bombs.

A/C's 617, 047: Aborted and returned 20 bombs.

A/C 317: Personnel error - 10 bombs jettisoned in Channel.

f. 95 Group - C Squadron:

(1)	Air Leader		Nav	Lt. Sacks
	Pilot	Lt. Brauda	Asst Nav	
	Co-Pilot	Lt. Mott	M/O	Lt. Mitchell
			Bomb	Lt. Davis

(3) Run-In from IP to Target:

With the aid of the M/O, who set up course on the first part of the run, the bombardier was able to pick up the assigned MPI, approximately 12 miles from the BRL. He quickly synchronized, and when bombs were released synchronization was good and bubbles level. At the BRL, however, the intervalometer failed, but the bombardier had followed through with salvo. Bombs were released on a magnetic heading of 220 degrees. C-1 Auto-Pilot was used on the bomb run. The B Squadron released off the A Squadron's smoke bombs, because the pitot tube was frozen, which resulted in an inoperative air speed indicator. The bombardier in this Squadron, however, should have synchronized for rate.

(4) PI Report: 100A and 100B:

- (a) The bombs from this Squadron fell squarely on the center of the M/Y 500' to the right of the assigned MPI. There were between 20 and 25 hits on the tracks. Two explosives occurred from direct hits on goods wagons probably loaded with oil or ammunition. Smoke partially obscures the bursts, but it appeared probable that at least one bomb fell on the road bridge over on track.
- (b) Bomb Pattern: Smoke obscures the complete pattern.
- (c) Bombing Errors: Range : 785'0
Deflection: 440'R
Radial : 1300
- (d) Percent of Bombs Within 1000' and 2000' of the MPI: 75% and 100%
- (e) Bombing Results: Excellent - Damage of a severe nature was undoubtedly inflicted
- (a) Smoke obscures most of the bombs dropped by this Squadron within 1000' of the MPI. Approximately 25 bombs developed about 1500' beyond the M/Y in a factory area.
- (b) Bomb Pattern: Cannot be measured.
- (c) Bombing Errors: Cannot be measured.
- (d) Percent of Bombs Within 1000' and 2000' of the MPI: Cannot be ascertained. Only about four bombs fell beyond the 2000' circle.
- (e) Bombing Results: Cannot be ascertained. The visible pattern indicates that the Squadron overshot perhaps a 1000 feet. The results could not be better than fair, since no fresh bursts developed on the M/Y.

(5) Bombing Malfunctions:

A Squadron:

A/C's 767, 530: Aborted and jettisoned 20 miles from the target.

A/C 503: Intervalometer failed and two bombs were salvoed.

B Squadron:

A/C's 972, 681, 613: Aborted and 30 bombs were jettisoned.

A/C 397: Aborted and 10 bombs were jettisoned.

h. 100 Group - C Squadron:

(1)	Air Leader Capt. Gibbons	Nav	Lt. Wild
	Pilot Lt. Williams	Asst Nav	
	Co-Pilot	M/O	Lt. Ordndorff
		Bomb	Lt. Gately

(2) A/C Attacking: Bombs Dropped

(a)	Primary	11	88x500 LB GP
	Jettisoning	1	22x500 LB IB
			8x500 LB GP
			2x500 LB IB
	Returning	1	8x500 LB GP
			2x500 LB IB

(b) Bombing Altitude: 24000'

(c) Time of Release: 1336

(3) Run-In from IP to Target:

After the maneuver at the IP, the M/O set up course until the bombardier could pick up the target. The bombardier picked up the target 6 miles from the BRL and synchronized. When bombs were released on a magnetic heading of 211 degrees, the synchronization was fair and the bubbles level. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report:

(a) Smoke obscures most of the bombs dropped by this Squadron. About 25 bombs developed 1500' to the left of the MPI in a factory area. About 10 fresh bursts appeared on the M/Y left of the MPI.

(b) Bomb Pattern: Cannot be measured.

(c) Bombing Errors: Cannot be measured.

(d) Percent of Bombs Within 1000' and 2000' of the MPI: Approximately 30% and 100%

(e) Bombing Results: Fair - Damage was probably of a superficial nature.

(5) Bombing Malfunctions:

A/C 295: Aborted - 10 bombs were jettisoned.

A/C 852: Aborted - 10 bombs returned to base.

1. 390 Group - B and A Squadrons:

(1)	Air Leader Major Campbell	Nav	Lt. Eusner
	Pilot Lt. Kenny	Asst Nav	
	Co-Pilot	M/O	Lt. Wilcox
		Bomb	Lt. Wosezyk

(2) A/C Attacking: Bombs Dropped

(a)	Primary	17	136x500 LB GP
			32x500 LB IB
	Jettisoning	None	
	Returning	2	16x500 LB GP
			4x500 LB IB

(b) Bombing Altitude: 26000'

(c) Time of Release: 1331½

(3) Run-In from IP to Target:

After the maneuver at the IP, the M/O set up course until the bombardier was able to pick up the target visually in his sight. The target was picked up by the bombardier approximately 15 miles from the BRL. Difficulty, however, was experienced with intermittent clouds until approximately a minute from the BRL, at which point the assigned MPI was picked up. The bombardier quickly synchronized and when bombs were released synchronization was fair and bubbles level. C-1 Auto-Pilot was used on the bomb run. A Squadron dropped off of B Squadron's smoke bombs, after lead A/C aborted. Bombs were released on a magnetic heading of 219 degrees.

(4) PI Report: 390A and 390B:

(a) There was no photographic coverage for this Squadron. All the A/C with cameras installed landed on the continent.

(b) Photographs taken by 390B Squadron show that A's bombs fell about 1500' short and 1000' to the left of the MPI. A concentration of about 40 bombs burst around a cloverleaf left of the MPI. There were perhaps 6 to 8 hits on the extreme SE side of the yards and perhaps 2 or 3 hits on the cloverleaf and the spur track running underneath. There were also seven scattered hits on the M/Y left (NE) of the MPI and scattered bursts near factories and in fields adjacent to and leading SW from the yards.

(c) No bombing errors were measured, since there was no sighting.

(d) Percent of bombs Within 1000' and 2000' of the MPI: 4% and 74%.

(e) Bombing Results: Fair. The damage inflicted was probably not of a severe nature.

(a) Photographs taken by this Squadron show two distinct patterns, one of which probably belongs to 390A Squadron.

- (b) The bombs from B Squadron fell 1500' short and 2000' to the right (NE) of the assigned MPI in fields adjacent to the M/Y on the NE. There were 2 hits or close misses on the road leading to the railroad bridge.
- (c) Bomb Pattern: 1030'L x 2057W
- (d) Bombing Errors: Range : 1435'S
Deflection: 950'R
Radial : 1700'
- (e) Percent of Bombs Within 1000' and 2000' of the MPI: 8% and 64%
- (f) Bombing Results: Nil - There were no hits on the M/Y

(5) Bombing Malfunctions:

A/C's 337, 600, 807, 093, 176: Aborted 50 bombs returned.
A/C's 480, 041: Aborted 20 bombs returned.

j. 390 Group - C Squadron:

- (1) Air Leader Lt. Hannell Nav Lt. Yary
Pilot Lt. Morris Asst Nav
Co-Pilot M/O Lt. Flanagan
Bomb Lt. Kellerhouse

(2) A/C Attacking: Bombs Dropped

- (a) Primary 13 104x500 LB GP
26x500 LB IB

Jettisoning None
Returning None

- (b) Bombing Altitude: 24000'

- (c) Time of Release: 1332½

(3) Run-In from IP To Target:

The M/O set up course to the target after the maneuver at the IP. The bombardier was able to pick up portions of the target area thru clouds. When a short distance from the BRL, he picked up the target visually and quickly synchronized. Synchronization at the BRL was fair and bubbles were reported slightly off. Bombs were released on a magnetic heading of 216 degrees. C-1 Auto-Pilot was used on bomb run.

(4) PI Report:

- (a) The bombs from this Squadron fell 1500' right and about 500' over. All of the bombs with the exception of 4 to 6, which hit the M/Y, fell in fields adjacent to the tracks on the NE side.

- (b) Bomb Pattern: 1050'L x 1554'W

- (c) Bombing Errors: Range : 545'O
Deflection : 1385'R
Radial : 1470'

- (d) Percent of Bombs Within 1000' and 2000' of the MPI: 5% and 76%

Tactical Report, 5 January 1945

- (e) Bombing Results: Fair - The damage inflicted to the M/Y was not of a severe nature.

4. Mission Camera Report:

- a. The 95 Group installed 3 scope and 9 vertical cameras, 1 and 4 of which took pictures.

One K-21 and scope camera PFF A/C 7992 - landed at another field.

One K-21 A/C 6598 - Aborted.

One K-21 A/C 7376 - Aborted.

One K-21 A/C 8617 - Aborted.

One K-21 A/C 8584 - Landed in France.

PFF A/C 8179 - Set out on bomb run.

- b. The 100 Group installed 0 scope and 9 vertical cameras, 0 and 7 of which took pictures.

One K-21 A/C - Lost.

One K-21 A/C 530 - Aborted.

One K-21 A/C 295 - Aborted.

One K-21 A/C 397 - Aborted.

One K-21 A/C 525 - Aborted.

One K-21 A/C 525 - Aborted.

All H2X camera ships grounded.

- c. The 390 Group installed 2 scope and 9 vertical cameras, 1 and 4 of which took pictures.

One scope camera PFF A/C 206 - Not used.

One K-22 A/C 521 - Landed at another base.

One K-21 A/C 480 - Aborted.

One K-21 A/C 555 - Landed at another base.

One K-21 A/C 677 - Landed at another base.

One K-21 A/C 837 - Landed at another base.

5. Communications:

- a. Col. Shuck led the 13th Wing. VHF SOP was followed. Discipline was poor especially during assembly and from the IP until bases were reached. Difficulties in assembly and the great number of abortions caused the Channel to be cluttered with individual situations. In the target area, communication between Squadron and Group Leaders was difficult because of individual aircraft calling about gasoline. Howling was caused several times because two or three aircraft were transmitting at the same time. While the Wing had difficulty in contacting Kodak aircraft, the 13B and 13C Groups had satisfactory contact. Both successfully contacted the assigned fighters.

Jamming of Channel A can be reduced by emphasizing the priority that communication between Squadron Leaders and Group Leaders has over communication with individual aircraft. Formation control must have priority over control of individual aircraft.

Control Points:

	CPI	CP2	CP3	TGT	CP4
Timings	1034	1059	1201	1335	1349
13A		1057	1155	1320	

Strike Reports:

13A S B 5 1320

6. Controller's Log:

- a. 2126 from 3 BD:

- (1) Tentative Plans.
- (2) Force.
- (3) Targets - Unassigned.
- (4) Zero Hour.
- (5) Task Forces.
- (6) Squadron Bombing.
- (7) No Routes or Bomb Load Yet.

- b. 2141 to Groups:

- (1) Above Information.

- c. 2310 from 3 AD:

- (1) Alerted.
- (2) Primary Target and MPI and Secondary Target.
- (3) Bomb Load.
- (4) Intervalometer Setting.
- (5) Zero Hour.
- (6) RBA.
- (7) No Division Assembly.
- (8) No Last Resort Targets.
- (9) No Second Runs.
- (10) No Leaflet Loading.
- (11) RBW.

- d. 2325 to Groups:

- (1) Above Information.

- e. 2330 from 3 AD:

- (1) Last Resort Target and MPI.

Tactical Report, 5 January 1945

- (2) Suggested Alternate Last Resort Target and MPI.
- f. 2332 from 3 AD:
 - (1) Advance Warning to 3 AD FO.
- g. 2342 from 3 AD:
 - (1) Correction on MPIs on 3 AD FO.
 - (2) Secondary and Last Resort Targets and MPIs.
- h. 2350 to Groups:
 - (1) Given all Targets and MPIs.
- i. 2351 from 3 AD:
 - (1) Leaflet Loading.
- j. 0003 to 390 Group:
 - (1) Leaflet Loading.
- k. 0012 to Groups:
 - (1) Fuel.
 - (2) Weather Monitor A/C.
 - (3) Bombing Altitude.
- l. 0015 from 3 AD:
 - (1) Intelligence Annex to 3 AD FO.
- m. 0025 from 3 AD:
 - (1) Annex 1 to 3 AD FO.
- n. 0039 to Groups:
 - (1) Use of T-18 and T-19 Flares.
 - (2) Reaction to Use of Flares.
- o. 0042 from 3 AD:
 - (1) Zero Hour Delayed.
 - (2) Route.
 - (3) Assembly Points and Altitudes.
 - (4) Approximate Leave Coast Time.
- p. 0048 to Groups:
 - (1) Advance Warning to 13 CBW FO.
- q. 0125 from 3 AD:
 - (1) Preliminary Timings.
- r. 0135 to Groups:
 - (1) Annex 1 to 13 CBW FO.
- s. 0140 to Groups:
 - (1) Delayed Zero Hour.
 - (2) Assembly Altitude.
 - (3) Approximate Leave Coast Time.

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Tactical Report, 5 January 1945

- t. 0145 to Groups:
 - (1) Preliminary Times.
 - (2) Start Climb.
 - (3) Wing and Group Intervals.
- u. 0155 to Groups:
 - (1) Fuel Change.
- v. 0200 from 390 Group:
 - (1) Check on Bomb and Fuel Load.
- w. 0210 to 3 AD:
 - (1) Recheck Planning.
- x. 0220 from 3 AD:
 - (1) Plans Depend on Weather Conference.
- y. 0230 from 390 Group:
 - (1) ~~Do Not~~ Approve Plans.
 - (2) Decrease Bomb Load.
- z. 0240 to 3 AD:
 - (1) Decrease Bomb Load.
- aa. 0255 from 390 Group:
 - (1) Bomb Load.
- bb. 0257 from 3 AD:
 - (1) ~~Okay~~ Decrease Bomb Load.
- cc. 0258 to 390 Group:
 - (1) Above.
- dd. 0300 to Groups:
 - (1) Decrease Bomb Load.
- ee. 0308 from 3 AD:
 - (1) Final Timings.
- ff. 0323 to Groups:
 - (1) Final Timings.
- gg. 0325 from 3 AD:
 - (1) 3 AD FO.
- hh. 0340 from 3 AD:
 - (1) Annex 1 to 3 AD FO.


Tactical Report, 5 January 1945

- ii. 0346 to 3 AD:
 - (1) Fighter Support.
- jj. 0350 to 390 Group:
 - (1) Fighter Support.
- kk. 0403 from 390 Group:
 - (1) Rendezvous Time.
- ll. 0406 from 3 AD:
 - (1) Intelligence Annex not Available.
- mm. 0410 to 390 Group:
 - (1) No Times for Rendezvous.
- nn. 0420 to Groups:
 - (1) Fighter Opposition Report.
- oo. 0423 to Groups:
 - (1) 13 CBW FO.
- pp. 0445 from 3 AD:
 - (1) Annex 1 to 3 AD FO (2nd No. 1 Annex).
 - (2) Annex 2 to 3 AD FO.
- qq. 0445 to Groups:
 - (1) Suggestions on T/O Times.
- rr. 0525 from 100 Group:
 - (1) Return Let Down Procedure.
- ss. 0530 to 95 Group:
 - (1) Check Return Let Down.
- tt. 0617 to Wing from 95 Group:
 - (1) Weather Ship Took Off.
- uu. 0632 from 3 AD:
 - (1) Mission Will T/O.
 - (2) Weather.
 - (3) Night Landing.
- vv. 0635 from 95 F/C:
 - (1) First Weather Report.
- ww. 0640 to 390 Group:
 - (1) Above Information.
 - (2) Icing Conditions.
- xx. 0708 from 390 Group:
 - (1) First T/O.

7. Comments on Mission Planning:

- a. Estimated Airborne Time - 10 hours and 30 minutes.
- b. Estimated Oxygen Time - 6 hours and 30 minutes.
- c. Landing after dark.
- d. Return route too indirect in friendly territory.
- e. Weather A/C took off 47 minutes after he should have reported the weather from altitude.
- f. Deputy Wing Leader was not listed as being qualified.
- g. Weather did not require extreme southern route followed, or high altitude assembly planned.

For the Commanding Officer:


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

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

A-13 589.
7 January 1945.

SUBJECT: Report of Operations Officer, Mission 8 January 1945,
Frankfort, Germany.

TO: Commanding Officer, 95th Bomb Group (M), APO 889.

95 "A" SQUADRON

1. GENERAL NARRATIVE: The 95 "A" Squadron was leading the 13A Group and took off at 0720-0830 hours. Squadron assembly was made at 18,000 feet where intermittent dense contrails caused considerable difficulty in the Squadron assembly. The Squadron was assembled by 0840 hours, at which time the climb to wing assembly altitude was begun. Shortly after the climb had begun, the other two Squadrons assembled with the lead Squadron.

Splasher #7 which was the first wing control point was made at 1801 hours. The other two Groups made assembly inside of high cloud and very poor visibility at assembly altitude. The ground speed was slower than briefed and so Splasher #11 was cut short in order to make Division Assembly at the proper time. At approximately 0600 E the H2X failed in the lead ship, and the lead was turned over to the "B" Squadron at approximately 0830E. At this point "A" Squadron followed "B" Squadron. The H2X equipment was not functioning properly in "B" lead ship but the run was attempted on Frankfort. In the time that the lead was being changed, due to a wind shift, the 13A was blown north of course and the I.F. was not made good.

The bomb run was made on the town of Fulda by means of H2X in "B" Squadron lead. After the bombs were away clouds were encountered which reached up to 30,000 feet. Visibility in the clouds was very poor, and heavy flak was encountered immediately after bombs were away. Bombardier heading was maintained until the flak defenses were passed, at which time a turn to the right was made and a westerly heading was assumed. After crossing safely into friendly territory a heading directly back to base was taken as everyone ran low on gasoline. The base was reached at 1700 hours, and landing was at 1704-1708 hours.

2. AIRCRAFT ATTACHING: Eleven (11) aircraft and one (1) PFF were dispatched as shown in diagram "A". Aircraft #42-31887 returned early because oil was leaking from #2 engine. Aircraft #42-102951 returned early due to #2 engine failure. Aircraft #42-97375 returned early because a #2 supercharger was fluctuating. Aircraft #44-659E returned early due to ice on the wing. Seven

(7) aircraft and one (1) PFF attacked the target as shown in diagram "1A". Seven (7) aircraft and one PFF were given credit for sorties.

3. AIRCRAFT LOST: None.

95 "B" SQUADRON

1. GENERAL NARRATIVE: The 95B Squadron was flying high squadron on 95A and formed 12A Group. The Squadron took off at 0713-0851 hours. Assembly was at 17,000 feet at Bay 23. The Squadron was formed at 0840 hours and made assembly with lead Squadron shortly thereafter. Assembly was as written in 95A Squadron General Narrative. B Squadron assumed the lead of the Group and chose an I.P. and started a bomb run. Due to an improperly functioning H2A the wrong target was picked up and the bomb run was made on the town of Fulda. Heavy flak was encountered after Bombs were away and because the navigator was suffering from anoxia at this time the position is uncertain. This caused heavy flak damage, because it was uncertain as to which direction to turn to avoid the defenses. After crossing into friendly territory the direct route to base was followed in order to save gas.

Base was reached at 1710 hours. Landing was at 1712-1717 hours.

2. AIRCRAFT ATTACKING: Eleven (11) aircraft and one (1) PFF were dispatched as shown in diagram "B". Aircraft #43-38617 returned early due to a #3 engine running rough. Aircraft #42-107047 returned early because #4 runnign rough, #3 slow to react. Aight (8) aircraft and one (1) PFF attacked the target, as shown in diagram "1B". Nine (9) and one (1) PFF were given credit for sorties.

3. AIRCRAFT LOST: None.

95 "C" SQUADRON

1. GENERAL NARRATIVE: The 95C Squadron formed the 10a Squadron of the 10A Group. Takeoff was at 0755-0852 hours. Assembly was at 15,000 feet where considerable difficulty was enc encountered due to the adverse weather conditions. Assembly was complete at 0840 hours, and the lead Squadron was joined shortly thereafter. The General Narrative for "A" Squadron is the same to the I.P. at which time "C" Squadron started a run on Frankfurt. Breaks in the undercast were encountered in the target area and the turn from the target was as briefed. At the R.P. the 390th Group was joined, and "C" Squadron returned to the base along the briefed course flying opposite side and slightly in trail of the high Squadron of the 390th Group.

The lead ship of the Squadron aborted just before crossing

the British coast upon return. The formation arrived at base at 1840 hours and landing was at 1855-1928 hours.

2. AIRCRAFT ATTACKING: Eleven (11) aircraft and one (1) PFF were dispatched and shown in diagram "C". Aircraft #42-97558 returned early due to a lack of oxygen. Aircraft #43-58231 returned early due to a #2 engine failure. Seven (7) aircraft and one (1) PFF attacked the target as shown in diagram "10". Five (5) aircraft and one (1) Pff were given credit for sorties.

3. AIRCRAFT LOST: None.

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

5TH BOMBARDMENT SQUADRON (H)
95TH BOMBARDMENT GROUP (H)
APO # 559

5th, January 1945

SUBJECT: ABORTION OF AIRCRAFT # 1887

TO : COMMANDING OFFICER, 335TH BOMBARDMENT SQUADRON

1. While circling field at an altitude of 21,000 feet my engineer called my attention to a heavy stream of oil emitting from the filler neck of # 2 engine. The rate of flow looked profuse so I left the formation and returned to base.

2. Upon reaching field I called Bezel asking to land and have oil cap replaced so as to join formation at Control Point 2.

3. I was directed to circle field which I did until the complete drainage of the tokios. I then landed with bombs.

William C. Shaw Jr.
WILLIAM C. SHAW JR.
1st. Lt. A.C.

1st. Ind.

HEADQUARTERS: 95TH BOMBARDMENT GROUP (H) AAF STATION 119, 5TH JAN 1945

TO : COMMANDING OFFICER, 95TH BOMBARDMENT GROUP, AAF STATION 119

1. Investigation found that there was no excessive loss of oil from the engine. There were no leaks in any of the lines, nor was the oil cap off as was feared by the Pilot. Oil pressure and temperature remained normal throughout flight.

2. Pilot stated that he wished to return to field and remedy the oil leak with the intention of taking off again and regaining his place in formation. This decision was impossible due to insufficient time remaining with reference to last possible time of take off.

3. It is felt Pilot should have continued mission until further difficulties were encountered or until a more accurate estimate could be made of the apparent cause of the oil leak.

4. Pilot will reply by indorsement to this Hq. stating in what manner his situation could have been better analyzed, as well as the effect this abortion had on weakening the remaining formation

John F. Losee
JOHN F. LOSEE
Major, A.C.
Commanding

35TH BOMBARDMENT SQUADRON (H)
95TH BOMBARDMENT GROUP (H)
APO # 559

5th, January 1945

SUBJECT: Abortion Of Aircraft # 6598

TO : Commanding Officer, 335th Bombardment Squadron

1. At approximately 5-10 minutes before control point, at 21,000 feet, time 1030 hrs. in wing and division assembly, aircraft # 6598 aborted the formation, due to severe wing ice on both top and leading edges.
2. The top ice was frozen snow which did not blow off in take off due to non use of Kill-Frost. The leading edge ice was acquired in ascent thru the clouds. Neither ice formation evaporated while flying in open air.
3. Kill-Frost was not used because at the rate in which the snow was melting before take-off, it was believed it would blow off during the take off run.
4. At altitude above 20,000 feet the airplane could indicate only 135-140 MPH in level flight with 38 inches M.P. and 2300 RPM.
5. Upon instructions from Bezel, the aircraft circled the field until 1235 hrs. at which time it was landed with bombs aboard.

Donald L. Pearson

DONALD L. PEARSON
2nd. Lt. A.C.

1st. Ind.

HEADQUARTERS: 335 BOMB SQ. 95TH BOMB GROUP (H) AAF Station 119, 5th, Jan 1945

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

1. It is evident that this aircraft could not continue the mission under the conditions outlined. However the Pilot is considered responsible for the gross error of accepting an aircraft which had not been de-iced by the ground crew.

2. Administrative reprimand has been executed and Officer directed to reply by indorsement stating steps that could have been taken to prevent this abortion both prior to and during flight.

John F. Losee
JOHN F. LOSEE
Major, A.C.
Commanding

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 5 Jan 1945

PART I - TABULAR SUMMARY:

DATE OF MISSION 5 Jan 1945

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRCRAFT	AIRCRAFT LESS RETURNING SERVICES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 15H	11 & 15H	11 & 15H	7 & 15H	4	7 & 15H
B	11 & 15H	11 & 15H	11 & 15H	8 & 15H	3	8 & 15H
C	11 & 15H	11 & 15H	11 & 15H	8 & 15H	3	8 & 15H

PART II - REASONS WHY AIRCRAFT DID NOT ATTACK OR WANTED TO TAKE OFF:

Combat Gp	A.C.S.N.	Category	Reason for Failure & Corrective Action	Sortie (Yes-No)
A	42-11207	F	Oil leak # 2 engine.	No
A	42-102381	F	Oil pressure low # 2 engine.	No
A	42-97870	F	# 2 turbo surging.	No
A	42-8590	A	Could't stay in formation, due to wing loss.	No
B	42-38617	F	# 2 engine oil leak.	No
B	42-107047	F	# 4 engine running rough. # 3 slow to react.	No
B	42-30317	B	Borderdier failed to turn on overhead switches.	Yes
C	42-97050	F	Loss of O ₂ in pilots system	No
C	42-88281	F	Lost # 2 supercharger, # 3 cylinder blown in # 2 engine.	No
C	42-37785	B	Unknown, landed in France.	Yes

S E C R E T

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

ms

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 559

5 January 1945

SUBJECT: Abortion

TO : Office of the Group Operations Officer, 95th Bomb Gp (H), APO 559,
U. S. Army (Thru CO, 412th Bomb Sq (H), 95th Bomb Gp (H), APO 559,
U. S. Army).

1. Aircraft and engines checked out on run up.
2. Before rendezvous with squadron the following malfunctions appeared:
No. 3 oil temp was 95 degrees during climb, bomb bay doors inoperative,
bombardier was not sure bombs would release, slow leak in nav-pilot oxygen
system.
3. After rendezvous oil temp on No. 3 did not drop down and oxygen
continued to leak. Navigator went on different system but pressure dropped
20 pounds in ten minutes. Pressure at abort was 160 pounds.
4. Pilot left formation at app. 1114 hours, position 0125E - 4935N.
5. Bombs were brought back.
6. Aircraft number is 42-97858.

Herbert D. Olson

HERBERT D. OLSON
1st Lt., Air Corps,
Pilot.

336 BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER
AAF 119 APO 559

5 January 1945

SUBJECT : Airplane Abortions.
TO : Operations.

1. Airplane 38617 returned early from the mission of this date because of number three engine trouble. Engine began to run rough and oil pressure dropped to a low reading. Ground check disclosed the engine had consumed all the engine oil, engine being changed.

ROBERT E. BAXTER,
Capt., Air Corp,
Engineering Officer.

THREE HUNDRED THIRTY SIXTH BOMBARDMENT SQUADRON(H)
OFFICE OF THE SQUADRON COMMANDER
APO 559

5 January 1945

SUBJECT: Abortion.

TO : Operations officer, 95th Bombardment Group (H). APO 559, U.S.Army.

1. Took off at 08:18 hours in airplane No.8617.

2. Soon after take off #3 engine began to vibrate. The instruments were all normal and we continued to climb. We assembled with the formation at 17,000 feet. At 10:40 hours the oil pressure began to fall on the #3 engine and an excessive amount of oil began coming off the breather. We feathered the No.3 engine at 00:10 N. 00:50 W. and returned to base. We landed with all our bombs at 12:35 hours.



JAMES D. TAYLOR
1st Lt. A.C.
Pilot

1st.Ind.

336th Bomb. Sqdn. 95th Bomb Gp. (H). APO 559 U.S.Army. 5 January 1945.

TO : Operations officer, 95th Bombardment Group (H). APO 559 U.S.Army.

1. For your information.



JOHN L. GILBERT
Capt. A.C.
DEPUTY SQDN. COMMANDER

THREE HUNDRED AND THIRTY FIFTH BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER

5 Jan. 1945

SUBJECT: Abortion Report, Aircraft Number 42-107047.

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

1. The subject aircraft aborted from the combat mission of the 5th January 1945.

2. The pilot reported that number four (4) engine Tach and manifold pressure fluctuated at 24,000 feet; (b) right hand booster motor not mounted to upper turret; (c) upper turret power warning light was out; (d) light for main fuse box out; (e) radio's trailing antenna motor shorted and burned; (f) left waist interphone out; (g) radio compass out; (h) number three (3) engine slow to react to increase of power.

3. Number four (4) engine checked satisfactory on the ground; (b) the booster motor was mounted but engineer failed to pull his ammunition through; (c) warning light replaced; (d) bulb replaced in main fuse box; (e) radio's trailing antenna motor replaced; (f) communication is being checked; (g) radio compass being checked; (h) the amplifier of number three (3) engine was changed and engine ground checked satisfactory.

EDWARD J. FLANAGAN,
Captain, A.C.,
Engineering Officer.

THREE HUNDRED THIRTY SIXTH BOMBARDMENT SQUADRON (H)
OFFICE OF THE SQUADRON COMMANDER
APO 559

5 January 1945

SUBJECT: Abortion.

TO : Operations officer, 95th Bombardment Group. APO 559 U.S.Army.

1. I took off in ship No.7049.

2. At approximately 8,000 feet, while circling the buncher the No.4 tachometer and manifold pressure began fluctuations badly. The co-pilot ran the No.4 prop. control through several times, and the engineer changed the supercharger amplifier, but the fluctuations continued during the flight. While in formation I found the No. 3 engine responded very slowly to power increases. It was very difficult to keep up with the formation altho I was using 2300 R.P.M. and 38 inches manifold pressure. At 50:10 N. and 00:50 W. the formation made a sharp turn to the left. I used full power and called for more R.P.M. but could not keep up with the formation. The No.4 engine became very rough and we thought we would have to feather it, so I reduced power. Realizing we could not catch the group again, I called fireball red high and he told me to return to base. I called Bezel and was given permission to land. We landed at 1304 with our bombs.

John E. Sutton

JOHN E. SUTTON
2nd Lt.AC.
Pilot

1st. Ind.

336th Bomb Sqdn. 95th Bomb Gp. (H).APO 559 U.S.Army. 5 January 1945

TO : Operations officer, 95th Bombardment Group (H). APO 559 U.S.Army.

1. For your information.

John L. Gilbert
JOHN L. GILBERT
Capt.A.C.
DEPUTY SQDN. COMMANDER

THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE SQUADRON ENGINEERING OFFICER
A.P.O. 559

6 January 1945

SUBJECT: Abortion of B-17G No. 43-38996

TO: Commanding Officer, 95th Bombardment Group (H), Sta. 119.

1. This aircraft aborted from the mission of 6 January 1945, returning to this base at 1055.
2. The pilot became ill before going on oxygen and later passed out.
3. There were no engineering malfunctions.

PENDLETON BEALL JR.
1st Lt., Air Corps,
Engineering Officer.

THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE SQUADRON ENGINEERING OFFICER
A.P.O. 559

5 January 1945

SUBJECT: Abortion of B-17G No. 42-102951.

TO: Commanding Officer, 95th Bombardment Group (H), AAF Sta. 119.

1. This aircraft aborted from the mission of 5 January 1945, returning to this base at 1215.
2. The pilot reported an oil leak in No. 2 engine. The propeller was immediately feathered.
3. Upon ground inspection it was found that No. 2 propeller has an oil leak.
4. Further inspection will be necessary before placing aircraft in commission.

PENDLETON BEALL, JR.,
1st Lt., Air Corps,
Engineering Officer.

THREE HUNDRED AND THIRTY FIFTH BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER

5 Jan. 1945

SUBJECT: Abortion Report, Aircraft Number 42-97376.

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

1. The subject aircraft aborted from the combat mission of the 5th January 1945.
2. The pilot reported that number two (2) supercharger was oscillating from 28 to 41 inches above 14,000 feet.
3. The supercharger ground checked satisfactory but it is being thoroughly checked to determine the cause for oscillating at altitude.

EDWARD J. FLANAGAN,
Captain, A.C.,
Engineering Officer.

THREE HUNDRED AND THIRTY FIFTH BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER

5 Jan. 1945

SUBJECT: Abortion Report, Aircraft Number 42-31887.

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

1. The subject aircraft aborted from the combat mission of the 5th January 1945.
2. The pilot reported that the oil filler neck of number two (2) engine was leaking oil and the cylinder head temperature gauge was out.
3. Upon examination on the ground it was found that oil had leaked from around the cap, although it was tight. The tank capacity is thirty-seven (37) gallons and upon measuring following the return of the aircraft the tank registered thirty-six (36) gallons of oil.
4. The cylinder head temperature gauge was inoperative. The gauge is being replaced.

EDWARD J. FLANAGAN,
Captain, A.C.,
Engineering Officer.

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer
A.P.O. 559

5 January, 1945.

SUBJECT: Abortive aircraft.

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

1. Airplane B-17G #43-58281 aborted from a combat mission this date, landing at approximately 1815 hours.
2. Upon inspection it was found that #8 cylinder was "blown" on #2 engine.

CHESTER L. PEEK,
Captain, AG,
Engineering Officer.

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer
A.P.O. 559

5 January, 1945.

SUBJECT: Abortive aircraft.

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

1. Airplane B-17G #42-97858 aborted from a combat mission this date, landing at approximately 1315 hours.
 2. Pilot reported an oxygen leak in the nose compartment.
 3. After plane had landed oxygen system was filled to 350 lbs.
- No leaks were found; the system checked out satisfactorily.

CHESTER L. PEEK,
Captain, AC,
Engineering Officer.

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.

STA.

Recorded

1. DATE 5/1/44 TARGET _____ DUTY OFFICERS _____
2. CBW 13A GROUP 95C GP. LEADER LT. BRAUND A/C ⁷⁹⁹²412-Q W/T KVJ
POSITION Lo DEPUTY LDR. LT. Ringbloom A/C ⁸⁰⁶⁷412-E W/T KVJ
3. EST. TAXI TIME 0740 EST. T.O. 1ST A/C 0850 LTD BASE 0840
ETR BASE ~~1810~~ 1720
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF BFFES ~~INCLUDED~~

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.

STA.

Recorded

1. DATE 5/1/44 TARGET _____ DUTY OFFICERS _____
2. CBW 13A GROUP 95B GP. LEADER CAPT. JENEMAN A/C ⁸¹⁴⁴336-Q W/T UQB
POSITION H1 DEPUTY LDR. LT. J. TAYLOR A/C ⁸⁶¹⁷336-Q W/T UQB
3. EST. TAXI TIME 0720 EST. T.O. 1ST A/C 0730 LTD BASE 0840
ETR BASE ~~1810~~ 1720
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF BFFES ~~INCLUDED~~

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.

STA.

Recorded

1. DATE 5/1/44 TARGET _____ DUTY OFFICERS _____
2. CBW 13A GROUP 95A GP. LEADER COL. SHUCK A/C ⁸¹⁷⁹334-S W/T UUJ
POSITION Lead DEPUTY LDR. LT. TREGONING A/C ⁷³⁷⁶335-H W/T KHU
3. EST. TAXI TIME 0730 EST. T.O. 1ST A/C 0740 LTD BASE 0840
ETR BASE ~~1810~~ 1720

STATION 119

DATE 5 Dec JAN-45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	S	8179	Parker	v 34		0739		1706	
335	F	1887	<u>Shaw</u>	v 35		739		1200	#2 Oil leak
	B	7204	Hamilton	v 35		729		1705	
"	Y-	8942	Richardson	v 35		742		—	AIRSTRIPE A-70
334	Q	2951	<u>Paine</u>	v 4		757		1215	Returning #2 feathered
"	L	8551	Klein	v 4		800		1707	
335	H	7376	<u>Tregoney</u>	Hi v 35		820		1233	Turbo
"	K	8269	Bradley	v 35		759		1709	
"	X	9010	Conover	x 35		743		—	Fr. (ex. Tol) OK
"	N	6598	<u>Pearson</u>	Lo v 35		748		1228	icing condition
	G	8305	Painter	v 35		746		—	AY-33 (2 men at Y-34)
"	O	7194	Mercer	v 35		758		1704	

* Red underline aborts - No Go tie

Recorded

"B"

36 - 1-90 7

FORM 3

STATION 119

DATE 5 Dec JAN-45

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				LST	ACT	EST	ACT	
336	O 8144	Wilson	v 4/4		731		1717	
"	P 8272	Rose	v 36		732		-	A-70
	E 8106	Burns	v 36		733		1714	
"	Z- 8199	Thomas	v 36		734		-	
"	U 8469	Miller	v 36		735		1716	
334	W 8660	Dunwoody	36		816		1717	
336	Q 8617	J. Taylor	Hi v 36		736		1719	# 3 feathered
335	M 7047							
334	J 7207	Sutton	v 36		818		1704	# 3 & 4 detonating
"	U 8525	Hart	v 36		741		1654	
336	H 8584	Towner	Lo v 36		747			AIRSTRIPE A-74. _____
3	K 8317	Lenox	36		851		1715	
336	B 1867	Nelson	v 36		740		-	D.S. Frame

[Handwritten signature]

per 13CBW call (Lt Fleet Inr) 0435 RHO

* Red underline about - No notice

"C"

FORM 3

STATION 119

DATE 5 Dec JAN-45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
412	Q	7992	Braund	✓		745	-		Landed at MANSTON, ENG. ETR 1400 (Jan 6)
"	B	8774	Jessier	✓		750	1726	1726	
"	H	6522	Rand	✓		751	1734		Landed France
"	Z	<u>8281</u>	Doxon	✓		752	1308		abort
"	F	<u>7783</u>	Walter	✓		753	1212		A-10 - frame #2 ENG. 4937-0540 ✓
"	L	7257	Weisz	✓		754	1707+		
"	E	8067	Ringblom	Hi ✓		755	1708		
"	V	8288	Hair	✓		749	-		
"	R	7859 8444	Olson	✓		852	1316		Oxygen 4936-0102
334	B	8776	Madigan	Lo ✓		801	1724		
"	T	8996	Kochler	✓		802	1655		
"	R B	8438	Pinet	✓		815	1700		

Record

* Red underline abort No Eotie.

PARKER (COL. SHUCK)

8179
Neglect-S

J. HAMILTON

SHAW

PEARSON

7204
Island-B

1887
Island-F

TREGONING

6598
Island-H

7378
Island-H

MERCER

PAINTER

RICHARDSON

CONOVER

BRADLEY

7194
Island-O

8305
Island-G

8942
Island-Y

9010
Island-X

8269
Island-K

KLEIN

PAINE

8551
Neglect-L

2951
Neglect-Q

READINESS 0615
 STATIONS 0715
 TAXI 0730
 TAKE OFF 0740
 RENDEZVOUS base 16,000 @ 0840

EXTRA SHIPS:
 334th _____
 358th 7047
 336th 7961 PFF
 412th 1462, 7858

RENDEZVOUS ALTITUDES

BOMBING ALTITUDES

95 B
17,000
95 A
16,000
95 C
15,000

95 B
25,500
95 A
25,000
95 C
24,500

13TH COMBAT WING

<u>95 B</u>	<u>100 B</u>	<u>390 B</u>
<u>95 A</u>	<u>100 A</u>	<u>390 A</u>
<u>95 C</u>	<u>100 C</u>	<u>390 C</u>
MF/DF <u>N</u>	BOMBER-BOMBER <u>A</u>	BOMBER-FIGHTER <u>C</u>

COLORS OF THE DAY:

0100-0700 _____
 0700-1300 R GG P PETER Z ZEBRA
 1300-1900 Y Y J JIG O OBOE
 1900-0100 _____

PIANT COLORS:

	A Sq.	B Sq.	C Sq.
95th Sq.	<u>RR</u>	<u>RR</u>	<u>RR</u>
100th Sq.	<u>YY</u>	<u>YY</u>	<u>YY</u>
390th Sq.	<u>GG</u>	<u>GG</u>	<u>GG</u>

R/T COLLECTIVE CALL SIGNS:

	A SQ.	B SQ.	C SQ.
95TH SQS-FIREBALL	<u>ABLE</u>	<u>FIREBALL RED HI</u>	<u>FIREBALL RED HI</u>
100TH SQS-FIREBALL	<u>BAKER</u>	<u>FIREBALL YELLOW HI</u>	<u>FIREBALL YELLOW LO</u>
390TH SQS-FIREBALL	<u>CHARLIE</u>	<u>FIREBALL GREEN HI</u>	<u>FIREBALL GREEN LO</u>

BASE REFERENCE ALTITUDES 22,000

VHF AUTHENTICATOR PIPER
 RECALL CODE PHRASE TENNESSEE CAVILIAR
 INDIVIDUAL ABORTION SUNRISE SERENADE
 RELAY SHIP CALL SIGN RELAY
 MF/DF FIXES OBTAINED BY MERCER
 CONTROL POINTS SENT BY PARKER, TREGONING, CONOVER
 STRIKE MESSAGES SENT BY " " "
 13TH WING RECALL PHRASE EASTWARD HO

SHIPS TO MONITOR:

CHANNEL "B" HAMILTON
 CHANNEL "C" (RAF) RICHARDSON
 66TH FTR. W. (RAF) PAINTER
 (RAF) 5295 KLEIN

VHF CALL SIGNS:

BOMBERS VINEGROVE 2-4
 FIGHTERS BALANCE 2
 GROUND "OILSKIN" ALT "COLGATE"

VHF/DF STATIONS:

CHANNEL "A"
 FRAMLINGHAM: TIGHTBOOT D/F
 CHANNEL "B"
 BURY ST. ED: CHAIRLEG D/F

BAKER	CHARLIE	WILLIE	TOMMY	JASON	RONALD	FREDDIE	KARLO	GEORGE	MICKEY
15	75	97	25	06	93	77	45	16	03

"B"

SECRET

WILSON

81 44

L B

RIVENS

ROSE

J TAYLOR

TOEHR

81 06

82 72

83 17

65 84

L B

L P

L B

NELSON L H

LENOX

THOMAS

HART

SUTTON

13 67

23 17

21 99

85 25

72 01

L B

N H

L B

H B

N J

DONOVAN

MILLER

66 60

84 80

L B

L B

READINESS 0505
 STATIONS 0705
 TAXI 0720
 TAKE OFF 0730
 RENDEZVOUS Page 15,000' @ 0640

EXTRA SHIPS:
 334th _____
 335th 7047
 336th 7961 PFF
 412th 1462 7858

RENDEZVOUS ALTITUDES

BOMBING ALTITUDES

95 B
17,000
95 A
16,000
95 C
15,000

95 B
25,500
95 A
25,000
95 C
24,500

13TH COMPAT WING

95 B

100 B

390 B

95 A

100 A

390 A

95 C

100 C

390 C

MF/DF

N

BOMBER-BOMBER

A

BOMBER-FIGHTER

C

COLORS OF THE DAY:

0100-0700 _____
 0700-1300 R QQ P ZEBRA
 1300-1900 Y Y J J O SEOW
 1900-0100 _____

PLATE COLORS:

	A Sq.	B Sq.	C Sq.
95th Sq.	<u>RR</u>	<u>RB</u>	<u>RP</u>
100th Sq.	<u>YY</u>	<u>YB</u>	<u>YP</u>
390th Sq.	<u>GB</u>	<u>GB</u>	<u>GB</u>

R/T COLLECTIVE CALL SIGNS:

	A SQ.	B SQ.	C SQ.
95TH SQS-FIREBALL	<u>ABLE</u>	<u>FIREBALL</u>	<u>RED LI</u>
100TH SQS-FIREBALL	<u>BAKE</u>	<u>FIREBALL</u>	<u>YELLOW LI</u>
390TH SQS-FIREBALL	<u>CHARLIE</u>	<u>FIREBALL</u>	<u>GREEN LI</u>

BASE REFERENCE ALTITUDES 22,000
 VHF AUTHENTICATOR PIPER
 RECALL CODE PHRASE TENNESSEE CAVALIER
 INDIVIDUAL ABOPTION SUNRISE SNAKE
 RELAY SHIP CALL SIGN RELAY
 MF/DF FIXES OBTAINED BY _____
 CONTROL POINTS SET BY _____
 STRIKE MESSAGES SENT BY WILSON J TAYLOR
 13TH WING RECALL PHRASE EASTWARD HO
 MONITOR 5295 - DONOVAN
 VHF CALL SIGNS:
 BOMBERS VIRIBANT 2-4
 FIGHTERS BALANCE 2
 GROUND OILSKIN (ALTERNATE - CROKETS)

SHIPS TO MONITOR:
 CHANNEL "B" BURNS
 CHANNEL "C" (8AF) _____
 (9AF) _____
 (RAF) _____
 VHF/DF STATIONS:
 CHANNEL "A"
 FRANKINGHAM: TIGHTBOOT D/F
 CHANNEL "B"
 PURY SE. ED: CHAIRLEG D/F

BAKER	CHARLIE	WILLIE	TOMMY	JASON	RONALD	FREDDIE	KARLO	GEORGE	MICKEY
15	75	97	25	06	95	77	45	16	03

"C"

SECRET

BRAUND

79 92
A Q

RAND
65 22
A H

TESSIER
87 74
A B

RINGBLOOM
80 57
A E

MADIGAN
87 76
N B

KOEHLER
89 96
N T

DOXOM
82 81
A Z

OLSON
84 41
A P

HAIL
82 88
A V

RIVET
84 38
N R

WEISZ
72 57
A L

WALTER
77 83
A F

READINESS 0625
STATIONS 0725
TAXI 0740
TAKY OFF 0750
RENDEZVOUS Base 15,000 @ 0840

EXTRA SHIPS:
354th
388th 7047
384th 7981 PFF
412th 1462 7858

RENDEZVOUS ALTITUDES

BOMBING ALTITUDES

95 B
17,000
95 A
16,000
95 C
15,000

95 B
25,500
95 A
25,000
95 C
24,500

13TH COMBAT WING

95 B 100 B 390 B
95 A 100 A 390 A
95 C 100 C 390 C

MF/DF N BOMBER-BOMBER A BANNER-FIGHTER C

COLORS OF THE DAY:

0100-0700
0700-1200 R GG P PETER Z ZEBRA
1300-1900 Y Y J JIG O CBOE
1900-0100

PIATE COLORS:

A Sq. B Sq. C Sq.
95th Sq. RR RR RR
100th Sq. YY YY YY
390th Sq. GG GG GG

R/T COLLECTIVE CALL SIGNS:

A SQ. B SQ. C SQ.
95TH SQS-FIREBALL ABLE FIREBALL RED HI FIREBALL RED LO
100TH SQS-FIREBALL BAKER FIREBALL YELLOW HI FIREBALL YELLOW LO
390TH SQS-FIREBALL CHARLIE FIREBALL GREEN HI FIREBALL GREEN LO

BASE REFERENCE ALTITUDES 22,000

VHF AUTHENTICATOR PIPER
RECALL CODE PHRASE TENNESSEE CAVILIER
INDIVIDUAL ABOPTION SUNRISE SERENADE
RELAY SHIP CALL SIGN RELAY

SHIPS TO MONITOR:

CHANNEL "A" RAND
CHANNEL "C" (SAP)
(SAP)
(SAP)
5295 WEISZ

MF/DF STATIONS OBTAINED BY
CONTROL POINTS SHIP BY ~~XXXXXXXXXXXXXXXXXXXX~~
STRIKE MESSAGES SENT BY ~~XXXXXXXXXXXX~~ BRAUND OLSON
13TH WING RECALL PHRASE EASTWARD HO RINGBLOOM

MF/DF STATIONS:
CHANNEL "L"
PARALLELISM: TIGHTBOOT D/F
CHANNEL "B"
BURY ST. ED: CHARLIE D/F

VHF CALL SIGNS:
BOMBERS VINEGROVE 2-4
FIGHTERS BALANCE 2
GROUND OILSKIN (ALTERNATE - COLGATE)

BAKER CHARLIE WILLIE TOMMY JASON RONALD FREDDIE KARLO GEORGE NICKY
15 75 97 25 06 93 77 45 16 03

STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-A-1

6 January 1944

SUBJECT: Meteorological Interrogation Summary for Mission of 5 January 1944.

TO : Commanding Officer, Headquarters, 95th Bombardment Group, APO 559.

1. **Base at take-off:** Time was 0745 hours. 4-6/10 stratocumulus base 600-1000 feet. 5-7/10 stratocumulus base 2000-2500, tops 3-5000 feet with scattered patches of thin cloud in thin indefinite layers up to 15,000 feet. Visibility was 7 miles, except 3-5 miles in light snow showers.

2. **Route to target:** 10/10 stratocumulus and cumulus below 10,000 feet over southern England, the channel, and French coast, breaking to 3-5/10 from 03 to 06 degrees east then increasing rapidly to 6-8/10 cumulus and stratocumulus in large patches below 10,000 feet for the remainder of the route. Nil medium cloud. Nil high cloud except 10/10 contrails cirrus above 20,000 feet over southern England and the channel becoming nil over the continent until the immediate target area.

3. **Target area:** Frankfurt, Germany. Time was 1550 hours. 6/10 thin stratocumulus and cumulus in large patches below 10,000 feet. Scattered fine cirrus above 27,000 feet. Downward visibility 10-20 miles in haze.

4. **Return route:** Reverse of route to target over the continent with all cloud breaking to nil over Belgium, then 3-6/10 swelling cumulus base 3000 feet except 1000 feet in rain showers over the eastern half of the channel.

5. **Base on return:** Time was 1715 hours. Nil cloud except trace of swelling cumulus on the horizon. Visibility was 2-3 miles in haze.

6. **Remarks:** Dense and persistent contrails formed above 20,000 feet over England and channel becoming light intermittent over the continent.

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

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

7 January 1945.

SUBJECT: Lead Navigator's Narrative, 95 "A" Squadron, Mission of 5 January 1945. Frankfurt, Germany.

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

1. Flying the 95 "A" lead of the 13 "A" Combat wing, we took off at 0738, assembled over base at 22,000 feet. at 0940. Wing assembly was made at SP #7 at 1004 at 22,500 feet. Losing time right along, in order to make Division assembly, we had to cut corners abruptly and made Division assembly at 6010N 0047W at 24,500 feet after crossing English coast at 1204 hours.

2. French coast was crossed at 1052 hours at 4934-0005W. Briefed course was flown into at 1222 hours. Due to failure of Mickey and wind drift we were blown from course and made an I.P. good of 5058 - 0925 at 1306 hours.

3. We had a bomb run on the town of Fulda by PFF means. Bombs away at 1320½ at 25,000 feet. We turned left off target running in to heavy flak. We then turned south to a point of 4919N - 1001E at 1356 hours.

4. Here we turned to the right and came out at CP #3 at 1617 hours at 4945 - 0447. Here we turned on a course direct to base upon receipt of permission from Kodak ships.

5. We crossed Enemy coast at 5115 - 0755 at 1609 hours and the English coast in at 1649 at 5204½ - 0130E. We reached the base at 1656 hours.

EUGENE T. RUSSELL
1st Lt., Air Corps,
Lead Navigator.

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

7 January 1945.

SUBJECT: Lead Navigator's Narrative, 95 "B" Squadron, Mission of 5 January 1945. Frankfurt, Germany

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

1. We took off at 0730 and assembled with the group at 0900 at 17,000'. We climbed to 25,000' to make Division assembly. We departed English coast at 1024 at 23,500 feet. We crossed enemy coast at LeHarve at 1052 at 25,300'.

2. Route to IP wasn't made good due to "S"ing. We were north of course nearly all the way in. The lead called for us to take over the lead on the bomb run. We made I.P. at(5058 - 0925) good at 25,300 at 1306.

3. My oxygen mask froze up just prior to IP and I had anoxia so I called M/O immediately after bombs away and told him to make circular ot good. The bombardier got an emergency mask on me and we were heading west when I picked up my position by pilotage.

4. Bombs were away at 1320 on a heading of 192° at 25,300', cordimates uncertain.

5. Route back to coast was not made good due to gasoline shortage, wind shift, etc. We crossed coast at 1623 at 4,000' 5120 - 0515. We crossed the English coast in at 1702 and were over the base at 1710 and landed at 1715.

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

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

E-F-26

7 January 1945

SUBJECT: Lead Navigator's Narrative, 95th "C" Squadron, Mission of
5 January 1945, Frankfurt, Germany.

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

1. We took off at 0745 and assembled our group at 0850 at 15000feet. We met wing formation at splasher # 7 at 21,000 feet. We left the English coast at 1024 hours at 22,000 feet at 5047 - 0005 W.

2. The group entered the enemy coast at 1052 at 24,500 feet at 4934 - 0005 E. We followed the flight plan to the turn at 5012 - 0631 E at 1222 hours where we started to drift north of course. The next turn was made at 1240 hours at 5031 - 0801 E. We then turned east at 1250 hours towards I.P. which was made at 1306 hours at 5058 - 0925 E.

3. At this time we were told to bomb as a squadron and started our bomb run on Frankfurt. Bombs were away at 1333 at 24,500 feet. We reformed at 1338 at the Rally Point.

4. Briefed course was flown from Rally Point to 4930 - 0353 E at 1519 hours when the squadron turned towards home base. We left the enemy coast at 1620 hours at 5063 - 0138 E.

5. We reached English coast at 1640 at 5120 - 0125 E. We reached the base at 1700 hours.

NORMAN M. SACKS,
1st Lt., Air Corps,
Lead Navigator.

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

6 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "A" Squadron, Mission of 6 January 1945, Frankfurt, Germany.

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

1. Narrative.

- a. Bombing aids used were C-2, E-6-B, Tachometer and AFCE.
- b. The maneuver at the I.P. was a turn to the right.
- c. Bomb bay doors were opened two minutes before the I.P.
- d. Target was covered by lo/loths undercast. There was no enemy resistance or any unusual hostile tactics which interfered with the bombing run.
- e. Bombing results were unobserved.
- 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		No.	Size	Type	Fuzing	
		Bombing					Nose	Tail
Mainbombfall Frankfurt, Germany	8	8		64 X	500GP	AN-M64	1/10	1/40
				16 X	500	M-17	Open at 5000'	
Total on Target				64 X	500GP	AN-M64	1/10	1/40
				16 X	500	M-17	Open at 5000'	
Bombs returned				32 X	500GP	AN-M64	1/10	1/40
				8 X	500	M-17	Open at 5000'	
Other Expenditures				None				
Total (loaded on A/C taking off)				96 X	500GP	AN-M64	1/10	1/40
				24 X	500	M-17	Open at 5000'	

4. Types of Release - All 64 X 500GP and 16 X 500 M-17 bombs dropped at the secondary target were trained out at 80' interval and armed.

EDWARD H. SCHULTZ
1st Lt., Air Corps,
Lead Bombardier.

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

5 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "A" Squadron, Mission of 5 January 1945, Frankfurt, Germany.

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

1. Bombing Approach and Run. Bomb doors were opened two minutes before the I.P. A right turn was made on the I.P. Our mickey was out and bomb run was PFF. We bombed in squadron formation and we dropped on smoke bombs of "B" squadron. Bombs were away at 1320 $\frac{1}{2}$. Target was covered by 10/10ths undercast. CI auto pilot was used on the run.

2. Disposition of Bombs - Twelve A/C were dispatched from 95 "A" squadron. Eight A/C were over the target dropping 64 X 500GP AN-M64 and 16 X 500 M-17 bombs. A/C #6598 aborted (severe wing ice) and returned 8 X 500GP AN-M64 and 2 X 500 M-17 bombs. A/C 1887 aborted (oil leak in #2 engine) and returned 8 X 500 AN-M64 and 2 X 500 M-17 bombs. A/C 7376 aborted (super charger out) and returned 8 X 500 AN-M64 and 2 X 500 M-17 bombs. A/C 2951 aborted (feathered engine) and returned 8 X 500 AN-M64 and 2 X 500 M-17 bombs. A/C #8305, 8942, 9010 are outstanding but their bombs have been counted in the Tabular Summary as being on the target. All GP bombs were fused 1/10 nose and 1/40 tail. All M-17 bombs were fused to break open at 5000'

3. Types of Release - All 64 X 500GP AN-M64 and 16 X 500 M-17 bombs dropped at the secondary target were trained out at 80' interval and armed.

4. Tabular Summary.

Main Bombfall	A/C		No.	Size	Type	Fusing	
	Over Target	Bombing				Nose	Tail
Frankfurt, Germany	8	8	64 X	500GP	AN-M64	1/10	1/40
			16 X	500	M-17	Open at	5000'
Total on Target			64 X	500GP	AN-M64	1/10	1/40
			16 X	500	M-17	Open at	5000'
Bombs returned			32 X	500GP	AN-M64	1/10	1/40
			8 X	500	M-17	Open at	5000'
Other Expenditures			None				
Total (loaded on A/C taking off)			96 X	500GP	AN-M64	1/10	1/40
			24 X	500	M-17	Open at	5000'

EDWARD H. SCHULTZ
1st Lt., Air Corps,
Lead Bombardier.

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

5 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "B" Squadron, Mission of 5 January 1945, Frankfurt, Germany.

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

1. Narrative.

- a. Bombing aids were C-2, M-6-B and PFF equipment.
- b. The maneuver at the I.P. was a turn of about 80 degrees to the right.
- c. Bomb bay doors were opened two minutes prior to the I.P at 1303.
- d. There was 10/10ths cloud coverage over the target. Enemy resistance or unusual hostile tactics did not interfere with the bombing run.
- e. Bombing results were unobserved.
- f. There are no suggested changes in bombing technique.

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

3. Disposition of Bombs.

	A/C		No.	Type	Size	Fuzing	
	Over Target	Bombing				Nose	Tail
Main Bombfall							
Frankfurt, Germany	10	8	64 X	500GP	AN-M64	1/10	1/40
			16 X	500	M-17	Open at	5000'
Total on Target			64 X	500GP	AN-M64	1/10	1/40
			16 X	500	M-17	Open at	5000'
Bombs returned			16 X	500GP	AN-M64	1/10	1/40
			4 X	500	M-17	Open at	5000'
Other Expenditures			16 X	500GP	AN-M64	1/10	1/40
			4 X	500	M-17	Open at	5000'
Total (loaded on A/C taking off)			96 X	500GP	AN-M64	1/10	1/40
			24 X	500	M-17	Open at	5000'

4. Types of Release - All 64 X 500GP AN-M64 and 16 X 500 M-17 bombs dropped on secondary target were trained at 80' interval and dropped armed M-17 set to break at 5000'.

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

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

6 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "B" Squadron, Mission of 5 January 1945, Frankfurt, Germany.

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

1. Bombing Approach and Run - Bomb bay doors were opened two minutes prior to IB. We took the lead of the group at this point. I.P. was cut short to allow the 95 "A" Squadron to fall in trail. Mickey set was not working perfectly but he thought he had the target in his scope. I clutched in at eleven miles and made checks at seven and five mile range. They required no correction. Mickey set went out before five mile check and bombs were away at 1320 hours. Bombing was in squadron formation and results were unobserved. C1 auto pilot was used on the run.

2. Disposition of Bombs - Twelve A/C were dispatched from 95 "B" squadron. Ten A/C were over the target dropping 84 X 500GP AN-M64 and 16 X 500 M-17 bombs. A/C #8817 aborted (engine failure) returning 8 X 500GP AN-M64 and 2 X 500 M-17s. A/C #7047 aborted (engine failure) returning 8 X 500GP AN-M64 and 2 X 500 M-17s. A/C #8525 dropped 8 X 500GP AN-M64 and 2 X 500 M-17 on T/O because of a release failure at the target. A/C #8272, 8199, 8584 each carrying 8 X 500GP AN-M64 and 2 X 500 M-17 bombs are outstanding. These bombs are presumed on the target. A/C 8317 jettisoned 8 X 500GP AN-M64 and 2 X 500 M-17s in the channel (unable to release at the target, low on gas on return).

3. Types of Release - All 64 X 500GP AN-M64 and 16 X 500 M-17s dropped on secondary target were trained at 80' interval and dropped armed, the M-17s set to break at 5000'.

4. Tabular Summary.

Main Bombfall	Over Target	A/C Bombing	No.	Type	Size	Fusing	
						Nose	Tail
Frankfurt, Germany	10	8	64 X	500GP	AN-M64	1/10	1/40
			16 X	500	M-17	Open at	5000'
Total on Target			64 X	500GP	AN-M64	1/10	1/40
			16 X	500	M-17	Open at	5000'
Bombs Returned			16 X	500GP	AN-M64	1/10	1/40
			4 X	500	M-17	Open at	5000'
Other Expenditures			16 X	500GP	AN-M64	1/10	1/40
			4 X	500	M-17	Open at	5000'
Total (loaded on A/C taking off)			96 X	500GP	AN-M64	1/10	1/40
			24 X	500	M-17	Open at	5000'

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

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

5 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "C" Squadron, Mission of 5 January 1945, Frankfurt, Germany.

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

1. Bombing Approach and Run - There is no report on the bomb run made by 95 "C" Squadron as the lead ship landed away from the Base. From interrogation of other crews it is presumed the run was PFF with a last minute visual assist. Results were fair.

2. Disposition of Bombs - Twelve A/C were dispatched with 95 "C" Squadron and nine A/C were over the secondary target dropping 72 X 500GP AN-M64 and 18 X 500 M-17 bombs. A/C #8288 aborted after the target and his bombs are counted on the target. A/C #7858 aborted because of lack of oxygen and returned 8 X 500GP and 2 X 500 M-17s bombs. A/C #7783 aborted before the target and landed on the continent. The disposition of of the 8 X 500GP and 2 X 500 M-17 bombs is unknown. A/C #8281 aborted because of engine failure and jettisoned 8 X 500GP and 2 X 500 M-17 bombs forty miles east of Southwold. All GP bombs released on the secondary target were fuzed 1/10 nose and 1/40 tail. The M-17 bombs were set to break at 5000 feet.

3. Types of Release - All bombs dropped on the secondary target were at an interval of 80'. The jettisoned bombs were salvaged safe.

4. Tabular Summary.

Main Bombfall	A/C		No.	Size	Type	Fuzing	
	Over Target	Bombing				Nose	Tail
Frankfurt, Germany	9	9	72 X	500GP	AN-M64	1/10	1/40
			18 X	500	M-17	Break at	5000'
Total on Target			72 X	500GP	AN-M64	1/10	1/40
			18 X	500	M-17	Break at	5000'
Bombs Returned			8 X	500GP	AN-M64	1/10	1/40
			2 X	500	M-17	Break at	5000'
Other Expenditures			16 X	500	GP AN-M64	1/10	1/40
			4 X	500	M-17	Break at	5000'
Total (loaded on A/C taking off)			96 X	500GP	AN-M64	1/10	1/40
			24 X	500	M-17	Break at	5000'.

CARL A. CARLSON
1st Lt., Air Corps,

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Long, M.H., 2nd Lt. DATE 5 January 1945
PILOT Wilson, J.G., 2nd Lt. TAKE OFF _____
NAVIGATOR Wilbourne, J.E., 2nd Lt. LANDED _____
ORGANIZATION 412th 95th AIRPLANE B-17G 8144
Squadron Group Type Number
OBJECTIVE Frankfurt, Germany, (secondary)

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

95 "A" Squadron

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Schultz, E. H., 1st Lt. DATE 5 January 1945
PILOT Parker, R.E., 1st Lt. TAKE OFF _____
NAVIGATOR Russell, E.T., 1st Lt. LANDED _____
ORGANIZATION 81 13A AIRPLANE B-17G 8179
Squadron Group Type Number
OBJECTIVE Secondary
AIMING POINT (MPI) Frankfurt, N/Y

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

APO 559,
6 January 1945.

SUBJECT: Engineering Report on Combat Mission 5 January 1945.

TO : Commanding Officer, 95th Bomb Gp (H). Attn: Air Executive.

1. The following information is submitted concerning combat mission 5 January 1945.

- a. Thirty-six (36) B-17G airplanes took-off.
- b. Eighteen (18) B-17G airplanes returned to base after completion of mission.
- c. 43-38942, 43-39010, 44-8306, 44-8272, 43-38199, 43-38584, 42-31867, 42-97992 & 43-38288 did not return to base.

2. There were nine (9) abortive airplanes.

- a. 42-102951 - #2 engine internal failure.
- b. 42-31887 - Oil leaking from #2 tank - cap loose.
- c. 42-97376 - Supercharger fluctuating - governor ground wire.
- d. 44-8598 - Ice on wing.
- e. 42-107047 - No power in #3 engine - #4 tachometer fluctuating.
- f. 43-38617 - #3 engine running rough - 30 gallons of oil lost.
- g. 43-38281 - #8 cylinder blown on #2 engine.
- h. 43-37783 - Landed in France.
- i. 42-97858 - Pilot's oxygen system leaking.

3. Battle damage is as follows:

- a. 44-8179 - Right outer wing panel damaged.
- b. 43-38660 - Left outer wing panel damaged. (Tokio tanks)
- c. 44-8438 - Left stabilizer damaged.
- d. 44-8269 - Main bulk head damaged.
- e. 42-107204 - Rudder control cables severed.

DONALD H. DOWLIN
Capt., Air Corps
Gp Engineering O

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

5 January 1945

SUBJECT: Mission Expenditure Report for 5 January 1945.

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

1. Following are the expenditures for the mission of 5 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

50 Ball Turret Guns	500
50 Upper Turret Guns	500
25 Left Waist Guns	250
25 Right Waist Guns	250
25 Left Nose Guns	250
25 Right Nose Guns	250
50 Chin Turret Guns	500
50 Tail Guns	500

E. Total number of guns 300
F. Total amount of ammunition fired 3000 rounds.
G. Aircraft Numbers 9010- 8288- 8199- 8272 reported missing each loaded with 8-500 lb. G.P. Demolition Bombs and 2- 500 lb. M 17 Incendiary Bombs and 5000 rounds Cal. 50 API&I-TIEI Ammunition.
H. Total amount of ammunition expended 23,000 rounds.
I. Total number of bombs expended 232-500 lb. G.P. Demolition Bombs.
58-500 lb. M 17 Incendiary Bombs.
6- GHB M 1 Sky Markers;

LEONARD F. DAWSON
Capt. Air Corps
Group Armament Officer

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

5 January 1945

SUBJECT: Armament Malfunction Report for 5 January 1945.

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

1. Twenty-six aircraft were loaded with 8-500 lb. G.P. Demolition Bombs and 2- 500 lb. M 17 Incendiary Bombs per aircraft and the three PFF aircraft were loaded with 8- 500 lb. G.P. Demolition Bombs, 2-500 lb. M 17 Incendiary Bombs and 2- M18 M 1 Sky Markers per aircraft.

2. Following are the armament malfunctions reported for the mission of 5 January 1945.

- 1/0 No. 8525- The bombs were released late. The bomb bay doors had not been fully opened, consequently the safety switches to the racks were off. The bombardier reported that he looked at the bomb bay door indicator light and that it appeared to be on. He did not check with the pilot. Later when the doors were fully open, the light came on and the bombs were released. The bombardier reported that the sun, shining on the light, made it appear to be on.
- 1/0 No. 8317- This aircraft failed to release the bomb load at the target. When part of the crew went back to release the bombs manually, they discovered that the overhead switches were off. The overhead switches were turned on and the bombs were dropped in the channel.
- 1/0 No. 8067- Tail turret double power motor burned out. The brushes were burned and the commutator pitted. The part number is 74831. The double power unit was replaced.

LEONARD F. GANSON
Capt. Air Corps
Group Armament Officer

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

(J-1-1)

APO 559
5 January 1945

SUBJECT: Operational Communications

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

1. Of the thirty-eight crews assigned to the mission, seventeen were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
 - (a) 334-L (Interphone/Nav. mike switch out)
 - (b) 334-W (Radio compass/realigned)
 - (c) 412-H (VHF/tube failure)
 - (d) 412-B (VHF/faulty tripper switch)
(Interphone/faulty IN jack box, RW mike switch)
3. The following navigational aids were used successfully:
 - (a) Seventeen A/C reported using Splashers and Bunchers
 - (b) 335-U obtained four QDMs from home station; 412-F, 412-Y, 334-R, 334-U, 335-O, 336-B, 412-E, obtained one QDM each from home station
 - (c) Seventeen A/C reported using Station 7000
4. The reception of ground stations and beacons was normal.

RICHARD F. FROX
Captain, A. C.
Gr. Communication O.

CONFIDENTIAL
SECRET

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GR UP (H)
Office of the Intelligence Officer
APO 559

January 5, 1945.
D-D-5.

SUBJECT: S-2 Letter-Frankfurt Mission.

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

1. The mission-this Group flew as the 13A Combat Group is an attack against the marshalling yards at Frankfurt, Germany, Colonel Shuck in command.

95A-Eleven A/C plus one PFF A/C formed the lead squadron. Eight A/C attacked the secondary target, the M/Y at Frankfurt using pathfinder technique. Four A/C aborted: A/C 951 aborted over the base because of loss of oil in #2 engine; A/C 589 aborted before leaving the English coast because severe icing conditions made it impossible to stay in formation; A/C 187 aborted before leaving the English coast because of an oil leak in #2 filler line; A/C 7376 aborted over the base with a surging super-charger.

95B-Eleven A/C plus one PFF A/C formed the high squadron. Eight A/C attacked the secondary target using pathfinder technique. A/C 8525 attacked an unknown target of opportunity. A/C 8317 completed a sortie but failed to drop bombs on any target. Two A/C aborted: A/C 8617 returned before leaving the English coast because of loss of oil in #3 engine; A/C 7047 returned before leaving the English coast because of trouble with #3 and #4 engines.

95C-Eleven A/C and one PFF A/C formed the low squadron. Nine A/C attacked the primary target. A/C 7783 completed a sortie but is not believed to have attacked a target. Two A/C aborted: A/C 8281 returned before leaving the English coast because of a blown cylinder on #2 engine; A/C 8441 returned from 4935-0125 at 1114 hours because of loss of oxygen.

Nine A/C failed to return to this base. From 95A A/C 8305 landed at AY33 less two men who bailed out and are at Y34, A/C 8948 landed at A70, and A/C 9010 is not accounted for. From 95B A/C 1867 is DS France, A/C 8272 landed at A70, A/C 8584 landed at A74, and A/C 8199 is not accounted for. From 95C A/C 7783 landed at A70, and A/C 8288 is not accounted for.

2. Enemy Air Opposition: there was none.

3. Flak-AA fire from Darmstadt, Stuttgart, Kehl near Strasbourg, and Saarbrucken tracked with accuracy, and ranged from meagre to moderate intensity. AA fire from Mannheim was both tracking and barrage, and was intense and accurate.

4. Bombing results-strike photos show a solid under-cast for 95A and B squadrons, but radar navigator for 95B picked up the city of Frankfurt at 35 miles and believes bombs hit in the city. 95A released on the smoke markers of 95B. Strike photos for 95C squadron show a scattered pattern of bombs in the primary target M/Y. Bombing was therefore classified as 95A,good, 95B,good, and 95C,fair.

5. Other information-fighter escort was reported as good. Pathfinder equipment in 95A lead A/C went out before the IP, and 95B squadron took over the lead. 95B bombed using pathfinder equipment and 95A released bombs on the smokers of 95B. 95C squadron made a pathfinder run with visual assist behind another group believed to be the 100th Group which cut them out at the IP. Bombing order was therefore 95B,A,and after an interval C.

For the Intelligence Officer:

ARNO A. KRAUSE,
Captain, Air Corps,
Ass't. S-2 Officer.

3BD INST 45-2 (Ø OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

	95A	95B	95C
1. GROUP			
2. A/C AIRBORNE	11+1	11+1	11+1
3. SORTIES	8	10	10
4. A/C ATTACKING	8	129	129
5. A/A FAILING TO ATTACK	4	2	2
a. Mechanical	3	2	2
b. Weather	1		
c. Enemy action			1
d. Other		1	
6. A/C LOST	0	0	0
a. TO AA			
b. TO E/A			
c. TO AA AND E/A			
d. TO Accident			
e. By Reasons Unknown			
7. TIME OF ATTACK	(1320 1/2)	1320 1/2	1333
8. ALTITUDE OF ATTACK	25000	25300	24000
9. BOMBS DROPPED (PRIMARY)			
a. Number			8072 2018
b. Size			500 500
c. Type			GP M-17
d. Number A/C Bombing			109 109
BOMBS DROPPED (OTHER) (Ø Dec X)			
a. Number	64	16	3264 1216
b. Size	500	M-17	500 500
c. Type	GP		GP M-17
d. Number A/C Bombing	8	8	78 78
BOMBS DROPPED (OTHER)			
a. Number			1850-0910
b. Size			8 2
c. Type			500 500
d. Number A/C Bombing			GP M-17
10. BATTLE DAMAGE	5	4	7
a. Minor	3	3	7
b. Major	2	1	
c. Salvage			
12. Claims	0-0-0	0-0-0	0-0-0
	Ret 32x500	Ret 16x500	Ret 8x500
	8xM-17	4xM-17	2xM-17
		JetH 8x500	JetH 8x500
		2xM-17	2xM-17
			Unk. 8x500
			2xM-17

T. Short
40 mi N.E.

Planned
1945
WR

A

A/C No.	Air- borne	Sor- ties	Attack- ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED										GP RET.		
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P GP	INC	S GP	INC	LR GP	INC	TO GP	INC	JETT GP	INC			
7376	1			1																					8
6598	1				1																				8
1887	1			1																					8
951	1			1																					8
7204	1	1	1								1														4902N-0912E 8 2
8209	1	1	1								1														
8551	1	1	1									1													8 2
7194	1	1	1									1													8 2
	8	4	4	3	1						2	2													24 6
												1													32
												2	3												

D

A/C No.	Airborne	Sorties	Attacking	ABORTS				LOST			DAMAGE		BOMBS DROPPED							GP RET.					
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P GP	INC	S GP	INC	LR GP	INC	TO GP		INC	JETT GP	INC		
7047	1			1																				8	
8617	1			1																					8
8525	1	1	1									1								Unknown. 8 2 ✓					
8106	1	1	1									1	8	2											
8317	1	1	1																		5148N 8	0220E 2			
817	1	1	1										8	2											
8660	1	1	1									1	8	2											
	7	5	5	2								1	2	24	6						8	2	8	2	16
													1												
												1	3												

s

C

A/C No.	Air-borne	Sor-ties	Attack-ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED								GP					
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P GP	INC	S GP	INC	LR GP	INC	TO GP	INC	JETT GP	INC	RET.			
8441	1			1																					8	
8281	1			1																					8	2
8996	1	1	1									1	8	2												
7257	1	1	1									1	8	2												
8774	1	1	1									1	8	2												
8657	1	1	1									1	8	2												
8776	1	1	1									1	8	2												
522	1	1	1									1	8	2												
8438	1	1	1									1	8	2												
	9	7	7	2								7	56	14										8	2	8
												0	7													

8

STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-4-1

6 January 1944

SUBJECT: Meteorological Interrogation Summary for Mission of 5 January 1944.

TO : Commanding Officer, Headquarters, 95th Bombardment Group, APO 559.

1. Base at take-off: Time was 0745 hours. 4-5/10 stratocumulus base 500-1000 feet. 5-7/10 stratocumulus base 2000-2500, tops 3-5000 feet with scattered patches of thin cloud in thin indefinite layers up to 15,000 feet. Visibility was 7 miles, except 3-5 miles in light snow showers.

2. Route to target: 10/10 stratocumulus and cumulus below 10,000 feet over southern England, the channel, and French coast, breaking to 3-4/10 from 05 to 06 degrees east then increasing rapidly to 6-8/10 cumulus and stratocumulus in large patches below 10,000 feet for the remainder of the route. Nil medium cloud. Nil high cloud except 10/10 contrails cirrus above 20,000 feet over southern England and the channel becoming nil over the continent until the immediate target area.

3. Target area: Frankfurt, Germany. Time was 1550 hours. 6/10 thin stratocumulus and cumulus in large patches below 10,000 feet. Scattered fine cirrus above 27,000 feet. Downward visibility 10-20 miles in haze.

4. Return route: Reverse of route to target over the continent with all cloud breaking to nil over Belgium, then 5-6/10 swelling cumulus base 3000 feet except 1000 feet in rain showers over the eastern half of the channel.

5. Base on return: Time was 1715 hours. Nil cloud except trace of swelling cumulus on the horizon. Visibility was 2-3 miles in haze.

6. Remarks: Dense and persistent contrails formed above 20,000 feet over England and channel becoming light intermittent over the continent.

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

COMMAND PILOTS

"A" SQ.

PARKER (COL. SHUCK)
8179

<u>PEARSON</u> 6598 Island-N	<u>HAMILTON</u> 7204 Island-B	<u>Neglect</u> S	<u>SHAW</u> 1887 Island-B	<u>TREGONING</u> 7378 Island-H
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<u>MERCER</u> 7194 Island-O	<u>PAINTER</u> 8305 Island-G	<u>RICHARDSON</u> 8942 Island-Y	<u>CONOVER</u> 9010 Island-X	<u>BRADLEY</u> 8269 Island-K
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<u>KLEIN</u> 8551 Neglect-L	<u>PAINE</u> 2951 Neglect-Q
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"B" SQ.

WILSON (CAPT. JENEMAN)

	<u>BURNS</u> 81 06 Landberg-E	<u>ROSE</u> 82 72 Landberg-P	<u>J.</u>	
<u>TOWER</u> 8584 Landberg-H			<u>TAYLOR</u> 8617 Landberg-Q	
<u>NELSON</u> 1867 Landberg-B	<u>HENOX</u> 8317 Neglect-K	<u>THOMAS</u> 8199 Landberg-Z	<u>HART</u> 8525 Neglect-U	<u>SUTTON</u> 7201 Neglect-J
	<u>DUNWODY</u> 8660 Neglect-W	<u>MILLER</u> 8469 Landberg-U		

EXTRA SHIPS:

334th
335TH 7047 Island-M
336TH 7961 PFF Landberg-K
412TH 1462 Abush-R, 7858 Abush-Y

"C" SQ.

		<u>BRAUND</u> 79 92 Abush-Q		
	<u>MADIGAN</u> 87 76 Neglect-B	<u>RAND</u> 65 22 Abush-H	<u>TESSIER</u> 87 74 Abush-B	<u>RINGBLOOM</u> 80 67 Abush-E
<u>RIVET</u> 84 38 Neglect-R	<u>KOEHLER</u> 89 96 Neglect-T	<u>DOXON</u> 82 81 Abush-Z	<u>OLSON</u> 84 41 Abush-P	<u>HAIL</u> 82 88 Abush-V
		<u>WEISZ</u> 72 57 Abush-L	<u>WALTER</u> 77 83 Abush-F	

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE

AAF STATION 101

APO 634

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INTOPS SUMMARY NO. 250

PERIOD: 0001 hours 5 January 1944 to 2400 hours 5 January 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>				<u>Totals</u>	
							<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>		
Heavy Bomber Atks.	20	1008	899	869	2152.6	0-0-0	0	1	1	46	48 (a)	
Fighter Escort	11	507	467	0	0	1-0-0 4-0-0 G	A	0	0	1	6-7 (b)	
Fighter Sweeps	5	64	61	0	0	0-0-0	0	1	0	0	1	
Fighter Bombing	1	54	49	48	11.3	0-0-0	0	0	0	0	0	
Photo Recon.	4	56	53	0	0	0-0-0	0	0	0	0	0	
Weather Recon.	5	41	33	0	0	0-0-0	0	0	0	1	1 (c)	
Air/Sea Rescue	5	12	12	0	0	0-0-0	0	0	0	0	0	
Special Operations	<u>12</u>	<u>56</u>	<u>53</u>	<u>10</u>	<u>16.8</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
Totals	63	1798	1627	927	2180.7	1-0-0 4-0-0 G	A	0	2	2	53	57

- (a) majority believed safe on Continent.
- (b) four P-51s believed safe.
- (c) believed safe on Continent.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1,008 a/c (749 B-17s, 259 B-24s) dispatched from three Air Divisions in three forces against seven communication centers, eight M/Ys, three A/Fs and two railheads in the tactical area and central Germany. 869 a/c dropped 1997.9 tons GP, 154.7 tons IB - total 2152.6 tons - on assigned targets, secondary targets and several T/Os. Two primaries not attacked. Bombing on PFF with visual assists. E/a opposition: nil. Claims: nil. Losses: 48 a/c (1 to AA, 1 Cat "E", 46 unknown - majority believed safe on Continent).

First Force

Nine group formations (259 B-24s - 2nd Air Division) dispatched against six M/Ys and one railhead. 233 a/c dropped 508.7 tons GP, 70.2 tons IB - total 578.9 tons - on assigned targets and four T/Os. One primary not attacked. Bombing at 1203 - 1233 hours from 21,000-25,000 feet, visually and

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on Gee-H. Leaflets dropped on Pirmasens, Cochem and Sobernheim. Weather: 8/10-10/10 on route, 4/10-5/10 at targets. Flak: meager, inaccurate. Battle damage: 51 minor, 0 major. E/a opposition: nil. Claims: nil. Losses: 3 a/c (2 to unknown causes, 1 Cat "E").

Fighter Support: four groups (177 P-51s) dispatched. Up 1003-1016 hours, down 1426-1520 hours. 164 sorties. E/a opposition: nil. One u/i jet a/c in Hengelo area; no combat. Claims: nil. Losses: 1 P-51, believed safe.

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>	
Neustadt M/Y	38	32	73.0		Fair
Sobernheim M/Y	44	42	76.5	17.5	Fair
Cochem M/Y & RR Bridge	30	31	71.8	1.0	Unobserved
Oberstein M/Y	26	Not Attacked			
Kirn M/Y	38	18	34.3	9.0	Good
Pirmasens Railhead	40	39	86.5	17.2	Fair
St. Ingbert M/Y	43	3	7.5	1.5	Unobserved
Neunkirchen M/Y		51	121.2	16.5	Poor-Fair
<u>Other Targets</u>					
Frum		1	2.2	.5	Unobserved
Burg		1	2.2	.5	Unobserved
Heinkerchen		8	17.7	3.7	Good
Neubruke		7	15.8	2.8	Poor
Totals	259	233	508.7	70.2	

Second Force

Eleven group formations (370 B-17s - 3rd Air Division) dispatched against two M/Ys and four communication centers. 299 a/c dropped 707.7 tons GP, 84.5 tons IB - total 792.2 tons - on primary targets and several T/Os. One primary not attacked. Bombing at 1242 - 1355 hours from 24,000-28,500 feet, visually and by PFT. Leaflets dropped on Frankfurt, Hahnau and Ascharfenburg. Weather: 3/10-5/10 enroute, 8/10-10/10 in target area. Flak: meager to moderate, fairly accurate. Battle damage: 78 minor, 11 major. E/a opposition: nil. Claims: nil. Losses: 40 a/c (1 to A, 39 to unknown causes - many believed safe on Continent).

Fighter Support: four groups (213 P-51s) dispatched. Up 1028-1115 hours, down 1515-1600 hours. 194 sorties. E/a opposition: one s/e e/a shot down north of Hochst/Oberau L/E which was strafed. Transportation and other ground targets strafed in Fulda-Meinungen-Bad Salzungen area for claims of 11-0-3 locomotives, 0-0-23 goods wagons, 0-0-1 switch tower, 1-0-0 radar station. E/a claims: 1-0-0 air, 4-0-0 ground. Losses: 3 P-51s (2 believed down on Continent, 1 believed down in UK).

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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>	
Hanau M/Y	107	57	123.8	30.5	Fair-Good
Frankfurt M/Y	110	81	161.8	40.0	Good
Waxweiler Com. Center	37	32	92.5		Poor
Wetteldorf Com. Center	39	27	76.0		Poor
Pronsfeld Com. Center	39	33	101.0		Poor
Schonecken Com. Center	38	Not Attacked			
Kaiserslautern		29	78.1		Fair-Good
<u>Other Targets</u>					
Heilbron		29	48.0	11.5	Unobserved
11 u/i T/Os		11	26.5	2.5	Unobserved
Totals	370	299	707.7	84.5	

Third Force

Ten group formations (379 B-17s - 1st Air Division) dispatched against three communication centers, three A/Fs and a railhead in the tactical area. 337 a/c dropped 781.5 tons GP on assigned targets and T/Os. One primary not attacked. Bombing at 1246-1330 hours from 24,000-29,000 feet on Gee-H and H2X. Leaflets dropped on Neiderbreisig, Neidermendig and Coblenz. Weather: 10/10 over target. Flak: meager, inaccurate. Battle damage: 17 minor, 3 major. E/a opposition: nil. Claims: nil. Losses: 5 a/c to unknown causes.

Fighter Support: three groups (117 P-51s) dispatched. Up 1004-1150 hours, down 1503-1523 hours. 109 sorties. E/a opposition: nil. Claims: nil. Losses: 3 P-51s (2 to unknown causes, 1 Cat "E").

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Neiderbreisig A/F	77	70	129.9	Unobserved
Eudenbach A/F	74	Not Attacked		
Neidermendig A/F	78	54	100.7	Unobserved
Dunpelfeld Com. Center	39	37	105.9	Unobserved
Kall Com. Center	37	35	101.9	Unobserved
Mechernich Com. Center	37	1	3.0	Unobserved
Heinbach Railhead	37	57	107.9	Unobserved
Coblenz M/Y		96	217.5	Unobserved
<u>Other Targets</u>				
Pronsfeld Com. Center		2	3.9	Unobserved
Waxweiler Com. Center		1	1.9	Unobserved
4 u/i T/Os		4	8.9	Unobserved
Totals	379	337	781.5	

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2. Fighter Escort

Eleven groups (507 P-51s) dispatched. Up 1003-1150 hours, down 1426-1600 hours. 467 sorties. E/a opposition: one s/e e/a shot down north of Hochst/Oberau A/F from which it had taken off when P-51s came in to strafe A/F; one u/i jet a/c seen in Hengelo area. Ground targets strafed in Fulda-Meiningen-Bad Salzungen area. E/a claims: 1-0-0 air, 4-0-0 ground. Losses: 7 P-51s of which 4 are believed safe.

3. Fighter Sweeps

One group (64 P-51s) dispatched, 61 sorties flown in five missions. Uneventful patrol in break-through area. E/a opposition: nil. Claims: nil. Losses: 1 P-51 to AA.

4. Fighter Bombing

One group (54 P-47s) dispatched to attack Siegen M/Y. Up 1247 hours, down 1626 hours. 49 sorties. 48 a/c dropped 11.3 tons on target through 10/10 undercast with unobserved results. E/a opposition: one Me-109 bounced P-47s vicinity of Vogelsand but evaded when attacked by our a/c. Claims: nil. Losses: nil.

5. Photo Reconnaissance

56 a/c (7 F-5s, 3 Mosquitoes, 2 Spitfires, 44 P-51s) dispatched as follows:

- 3 Mosquitoes on night photography over Berlin. 1 a/c aborted.
- 7 F-5s on D/A photos in France and Germany.
- 2 Spitfires on D/A photos in France and Germany.
- 44 P-51s as escort. Uneventful.

No losses.

6. Weather Reconnaissance

41 a/c (33 P-51s, 4 B-17s, 4 Mosquitoes) dispatched as follows:

- 1 B-17 completed routine flight from Azores.
- 1 B-17 completed routine flight to Azores.
- 2 B-17s completed routine weather flights over sea to northwest of

Lands End.

4 Mosquitoes on weather reconnaissance over Germany, Holland, England and Isle of Man. 1 a/c aborted.

33 P-51s dispatched as weather scouts for heavy bomber forces. 26 sorties. 1 P-51 NYR (believed safe on Continent).

7. Air/Sea Rescue

12 P-47s dispatched on routine patrols. All a/c completed missions and returned safely.

8. Special Operations

56 a/c (26 B-24s, 25 B-17s, 2 P-47s, 3 Mosquitoes) dispatched on special operations as follows:

2 P-47s dispatched as radio relays. Both a/c completed mission and returned safely.

10 B-24s dispatched on RCM missions. 5 a/c jammed from 0704-1200 hours, 2 a/c jammed from 1000-1600 hours. 3 a/c failed to complete mission. All a/c returned safely.

12 B-24s dispatched on night of 4/5 January to attack Coastal Battery at Coubre Point. 10 a/c dropped 16.8 tons GP using H2X technique with unobserved results. Flak: meager, inaccurate. E/a opposition: nil. Claims and losses: nil.

24 B-17s, 2 Mosquitoes dispatched as screening force for bomber operations. All a/c completed mission and returned safely.

1 Mosquito dropped chaff, successful mission.

4 B-24s, 1 B-17 dispatched to drop leaflets over southeast Belgium. All a/c completed mission and returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

The G.A.F. again failed to oppose widespread heavy bomber operations. Weather conditions, though not optimum, should not have prevented e/a from taking off and attempting interception in considerable strength.

The only e/a attack of the day was made by a single Me-109 which bounced a squadron of bomb-carrying P-47s near Vogelsand at 1420 hours. Our a/c attempted to engage but e/a evaded. P-51s which strafed an airfield believed to be Hochst/Oberau destroyed one s/e e/a which apparently was caught soon after becoming airborne. Only two sightings of jet a/c were reported.

2. Flak

Hanau - moderate, accurate, tracking and barrage.

Frankfurt - meager to moderate, inaccurate to accurate, tracking.

St. Vith - meager, inaccurate.

Coblenz - meager, inaccurate.

Pronsfeld - meager, inaccurate.

Heinbach - meager, inaccurate.

Neustadt - meager, inaccurate.

Pirmasens - meager to moderate, accurate.

3. Observations

Active M/Ys reported at Friedburg, Aschaffenburg and Hanau.

Large army camp with numerous trucks and vehicles at 4903N-0727E.

4. Damage to Enemy Installations

Pirmasens Communication Center - Fair Results

Hits seen on railroad communications, a small M/Y and surrounding open areas.

Neustadt Communication Center - Fair Results

A few bursts seen on railroad lines, built-up area and open fields.

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Kirn M/Y - Good Results

Bursts seen on M/Y and surrounding built-up area. Some bursts in fields and woods.

Sobernheim M/Y - Fair Results

Bursts seen in M/Y, city area, roadways and fields.

Neunkirchen M/Y - Poor to Fair Results

Very few bursts on railroad lines. Some bursts on minor roadways and open areas.

Neubruke (4936N-0710E) - Poor Results

Bombed as a target of opportunity. Hits seen in woods.

Heimkirchen (4934N-0734E) - Good Results

Bombed as target of opportunity. Hits in town area and communications.

Pronsfeld - Poor Results

Bombs fell in open fields and wooded areas $4\frac{1}{2}$ miles NE of target about one mile west of the town of Prum.

Wetteldorf - Poor Results

Bursts in woods and open country NE of target, distances varying from 1-3/8 to 3-1/2 miles northeast of target.

Waxweiler - Poor Results

Only photographs submitted show village of Kinzerburg. Bombs probably fell about 1-1/2 miles north of target.

Kaiserslautern M/Y - Fair to Good Results

Photo cover is probably incomplete because of a/c landing on Continent. 18 500-pound GPs are strung across western part of M/Y and another fell just south of the western end. A total of 21 hits on the tracks are noted. Yard was moderately loaded with rolling stock of various kinds.

M/Y at Frankfurt - Good Results

Target bombed by most of seven squadrons carrying 500 pound GP and IB clusters. Information not complete due to missing a/c. Photos show bombing on or near M/Y. Yard held about 600 cars about equally divided between the sorting and holding sidings. Of these two areas, the sorting sidings area best hit. It is estimated that there are about 45 HE bursts in the yard and concentrations of IB bombs were noted in the thickly parked areas. The road-over-rail bridge is probably hit by two or more GP bombs.

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Hanau M/Y - Fair to Good Results

Target reported bombed by six squadrons carrying 500 pound GP and IB clusters and 250 pound GP bombs. One pattern of bombs, including incendiaries, fell across the center of the yard and some 20 or 30 bursts were noted there. One pattern of 500 pound GPs fell on the area of factory-type buildings 1-1/3 mile north of the M/Y with several probable hits. Other strikes noted on or near the factory-type buildings 1/2 to 3/4 mile north of the target.

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

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