

War Room  
Mac

AK  
CMB  
Lum

CONFIDENTIAL  
8 JAN 1945

INTERPRETATION REPORT S.A. 3100

ATTACK ON COLOGNE MARSHALLING YARD AND BRIDGES ON 7 JAN 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 116, with full fighter escort
- (b) Command : U.S. 8th AIR FORCE
- (c) Time : 1138-1144 A hours
- (d) Bombs : 682 X 1000 lb. G.P.

(ii) DETAILS OF THE ATTACK:

Bombs away are seen but no bursts are visible on completely cloud obscured photographs.

(iii) ANNOTATED PRINT: None Prepared.

(iv) BOMB PLOT: None prepared.

(v) PHOTOGRAPHS RECEIVED:

SAV 95/1338	7 JAN 1945	1143	A hrs.	1/44,500	(F.L.7")	26,000'	'C'
" 96/761,762	"	1140	" "	"	"	"	"
" 100/1152,1155	"	1142	" "	1/45,400	"	26,500'	"
" 100/1153	"	"	" "	1/26,500	(F.L.12")	"	"
" 338/828,830	"	1139	" "	1/42,800	(F.L.7")	25,000'	"
" 447/885	"	1144	" "	1/39,900	"	23,300'	"
" 452/849,850	"	1138	" "	1/44,500	"	26,000'	"

CONFIDENTIAL  
A.C.I.U.  
RMS/CES/MF

DISTRIBUTION No 11C  
240 Copies

War Room  
Mac

CONFIDENTIAL  
8 JAN 1945

alk  
CAB  
Lwm

INTERPRETATION REPORT S.A. 3102

ATTACK ON KOBLENZ/LUTZEL BRIDGE on 7 JAN 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

(a) No. of aircraft : 46, fully escorted  
(b) Command : US 8th AIR FORCE  
(c) Time : 1141-1204 A hours  
(d) Bombs : 33 X 1000 lb G.P.  
420 X 500 lb. G.P.

(ii) DETAILS OF THE ATTACK:

Bombs away are seen but bursts are not visible on completely cloud obscured photographs.

(iii) ANNOTATED PRINT: None prepared

(iv) BOMB PLOT: None prepared

(v) PHOTOGRAPHS RECEIVED

SAV 95/1337 7 JAN 1945 1141 A hrs 1/45,400 (F.L.7") 26,500' 'C'  
" 305/1015-1017 7 JAN 1945 1204 A Hrs. 1/43,500 (F.L.7") 25,500 'C'

CONFIDENTIAL  
A.C.I.U.  
LS/WJA/MF

DISTRIBUTION No 11C  
240 Copies

261  
IMMEDIATE INTERPRETATION REPORT NO. K. 3584

LOCALITY: COLOGNE/KALK NORD M/Y

PERIOD UNDER REVIEW.

This report covers damage to the target between 1300A hours on 23 DEC 1944 and 1310A hours on 13 JAN 1945 and includes the following attacks:

Aircraft of R.A.F. BOMBER COMMAND on the night of 30/31 DEC 1944 (weather reported to be 10/10 cloud).

Aircraft of the U.S. 8th AIR FORCE on 6 JAN 1945 (weather reported to be 10/10 cloud).

Aircraft of the U.S. 8th AIR FORCE on 7 JAN 1945 (weather reported to be 10/10 cloud). (S.A. 3092 - 3100).

PROVISIONAL STATEMENT ON DAMAGE.

Snow covered prints make assessment extremely difficult and in some places, prevents assessment. There is probably moderate to heavy damage throughout the area covered by this sortie.

A large part of the roof and the west wall of the transshipment shed is destroyed. At least fifteen lines in the Southbound sorting siding have been cut by nine or more craters and thirty five or more wagons of rolling stock have been destroyed or damaged. At least two lines of the rail over road bridges at the south end of the Southbound forwarding sidings have been cut by one direct hit. Further damage to the already heavily devastated business/residential property East and West of the target is seen.

Details of damage are as follows: (With notes supplied by 'F' Section).

M/Y SIDINGS

- |                                     |   |   |
|-------------------------------------|---|---|
| Southbound Sorting Siding           | : | At least fifteen lines are cut by nine or more craters, at least thirty five wagons of rolling stock have been destroyed or damaged. 50% unserviceable, loading is very full. |
| Northbound Sorting Siding           | : | 25% unserviceable. Loading is moderate to full.   |
| Northbound Reception Siding         | : | At least 25% unserviceable. Moderate loading.   |
| Southbound Reception Siding         | : | Snow prevents Assessment.   |
| Northbound Forwarding Siding        | : | Almost empty, snow prevents assessment.   |
| Southbound Forwarding Siding        | : | At least 15% unserviceable. Light loading.  |
| Subsidiary Sorting Siding (Storage) | : | One is empty. 15% unserviceable for both.   |

LOCOMOTIVE AND ROLLING STOCK

At least thirty five wagons of rolling stock have been destroyed or damaged.

THROUGH RUNNING LINES

Snow prevents assessment.

(Print 4033)

SORTIE: US7GR/3794.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1810A hrs. on 13 JAN 1945.

SCALE: 1/10,000 approx. (F.L.24").

COVER AND QUALITY: Full cover with exception of South end of target.  
Prints are of fair quality.

LAST REPORT: K. 3585 dated 2 JAN 1945.

COMPARATIVE SORTIE USED: 106G/3873.

PRINT DISTRIBUTED: 4033 (to follow when available).

CONFIDENTIAL

A.C.I.U.

RAW/OF

DISTRIBUTION NO. 91-E

503 copies.

CONFIDENTIAL  
17 JAN 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 3652

LOCALITY: GOBLENZ/LUTZEL RAILWAY BRIDGE

PERIOD UNDER REVIEW:

This report covers damage to the target between 1400A hours on 1 JAN 1945 and 1315A hours on 14 JAN 1945, and includes damage from attacks by aircraft of U.S. 8TH AIR FORCE on 2 JAN 1945 (reported to be in 10/10 cloud) and on 7 JAN 1945 (reported to be in 10/10 cloud). (S.A. 3068, 3102).

PROVISIONAL STATEMENT ON DAMAGE:

The presence of snow, which has thawed in places, combined with the somewhat hazy quality of the prints, makes assessment difficult but it is highly probable that the bridge has been holed on its East side immediately South of the pier situated in the middle of the river Moselle.

No fresh damage or craters are seen in the immediate vicinity but it is obvious from tracks made by traffic that the road bridge to the East of the railway bridge is almost fully serviceable in spite of at least two hits (already reported) whilst the road bridge to the West has previously been considerably damaged in the West central area of the overwater span and on the East side of its Southern approach.

(Prints 4084/5)

---

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

---

PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7GR/3805.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1315A hours on 14 JAN 1945.

SCALE: 1/12,000 (F.L.24").

COVER AND QUALITY: Full, slightly hazy.

LAST REPORT: K. 3532, issued 2 JAN 1945.

COMPARATIVE SORTIE USED: US7GR/3746 (3084/5).

PRINT DISTRIBUTED: None.

CONFIDENTIAL

K.C.I.U.

JR/RAC

DISTRIBUTION NO. 24-C

313 copies

*Way from  
Library  
WMC*

~~CONFIDENTIAL~~  
14 JAN 1945

*AWB*

IMMEDIATE INTERPRETATION REPORT NO. K. 3580

LOCALITY: COLOGNE/GEREON M/Y

PERIOD UNDER REVIEW.

This report covers damage to the target between 1330 A hours on 18 NOV 1944 and 1310 A hours on 13 JAN 1945; including the attack by aircraft of U.S. 8th AIR FORCE on 10 JAN 1945.

(S.A. 3117) (Weather reported to be clear at the time of attack)

PROVISIONAL STATEMENT ON DAMAGE.

Only slight damage is seen in the target area. Several craters are visible in the Storage Sidings and at least two wagons are derailed and damaged. The large transshipment shed has been severely damaged and a medium size unidentified building immediately N.W. of the Locomotive Depot has probably roof damage.

DETAILS OF DAMAGE: (with notes from 'F' section)  
(Assessment limited by snow)

I FACILITIES:

Large transshipment shed-3 large holes in roof 40% out of operational use.  
Carriage sheds - 40% out of operational use.  
Goods locomotive depot- 40% out of operational use.  
Passenger locomotive depot-roundhouse almost totally roofless.  
(30% out of operational use)

II M/Y Sidings:

Storage Sidings-tracks cut in several places.

III Locomotive and Rolling Stock:

At least two wagons derailed and damaged.

IV Through Running Lines:

Lines leading to station-75% out of action just North of station.  
Tracks cut in at least six places.

V Other Damage:

Medium size unidentified bldg. N.W. of the Locomotive Depot probable roof damage.

VI Repairs:

None visible.

VII Loading:

Storage Sidings-well loaded  
Carriage Storage Sidings - loading light  
Carriage Sidings - loading light (Print 4040-42)

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

PHOTOGRAPHS TAKEN BY: 22th Squadron.

SORTIE: US7/3795.

MEANTIME AND DATE OF PHOTOGRAPHY: 1310 A hrs, on 13 JAN 1945.

SCALE: 1/10,000 (F.L.24")

COVER AND QUALITY: The target is fully covered on prints of fair quality.

LAST REPORT: K 3357.

COMPARATIVE SORTIES USED: 106G/3557 (Prints 4041-43)

PRINT DISTRIBUTED: 4040 (to follow when available.)

CONFIDENTIAL

A.G.I.U.

DISTRIBUTION NO. 244

25th Center

FFI INTERPRETATION REPORT T-34

- (1) Summary of FFI missions on 7 JAN 1945 from photographs received through 1800 hrs. on 8 JAN 1945.

1ST DIVISION

Mission to KOBLENZ

SAT 305/225 - Plotted - see bomb plot.

Mission to EUSKIRCHEN

SAT 92/38 - Plotted - see bomb plot.  
SAT 92/39 - Plotted - see bomb plot.  
SAT 306/110 - Not plottable - no blips, out of focus.  
SAT 306/111 - Not plotted - can't orient.  
SAT 306-112 - Not plottable-no blips.

Mission to BLANKENHEIM

SAT 384/110 - Plotted - see bomb plot.  
SAT 384/111 - Plotted - see bomb plot.

Mission to BITBURG

SAT 351/103 - Not plottable - not enough check points.  
SAT 457/53 - Not plottable - No blips, out of focus.  
SAT 401/123 - Not plottable - not enough blips, out of focus.  
SAT 401/124 - Not plottable, not enough check points.  
SAT 401/125 - Not plotted - hard to orient.

2<sup>nd</sup> DIVISION

Mission to Kaiserslautern

SAT 491/85 - Plotted - see bomb plot.  
SAT 491/86 - Not plottable - insufficient blips, out of focus.

Mission to Rastatt

SAT 446/15 - Not plottable - not enough check points.  
SAT 458/9 - Plotted - see bomb plot.  
SAT 466/67 - Not plottable - no blips.  
SAT 467/97 - Plotted - see bomb plot.

Mission to LANDAU

SAT 44/72 - Plotted - see bomb plot.  
SAT 392/59 - Plotted - see bomb plot.  
SAT 392/60 - Plotted - see bomb plot.

Mission to ZWEIBRUCKEN

SAT 445/82 - Film froze and tore at 16th exposure.  
SAT 453/82 - Not plottable - not enough check points.

3RD DIVISION

Mission to HAMM

SAT 486/84 - Plotted - see bomb plot.  
SAT 94/166 - Not plotted - can't orient.  
SAT 94/167 - Plotted - see bomb plot.  
SAT 94/168 - Plotted - see bomb plot.

Mission to KOLN

SAT 96/112 - not plotted - last print 15 miles from target.  
SAT 452/30 - Not plotted - MH prints only.

Mission to PADERBORN

SAT 493/7 - Plotted - see bomb plot.

Mission to BIELEFELD

SAT 490/2 - Not plotted - hard to orient.

(2) No photographs

(2) No photographs received on other targets attacked this date.

(3) Sorties Received:

SAT 44/72	SAT 401/123
SAT 92/38	SAT 401/124
SAT 92/39	<del>SAT 401/125</del>
SAT 94/166	SAT 445/52
SAT 94/167	SAT 446/15
SAT 94/168	SAT 452/30
SAT 96/112	SAT 453/81
SAT 305/225	SAT 457/53
SAT 306/110	SAT 458/9
SAT 306/111	SAT 466/67
SAT 306/112	SAT 467/97
SAT 351/103	SAT 486/34
SAT 384/110	SAT 490/2
SAT 384/111	SAT 491/65
SAT 392/59	SAT 491/66
SAT 392/60	SAT 493/30

CONFIDENTIAL  
A.C.I.U.  
ACB/ERT/OF

DISTRIBUTION

80 copies.



HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 7 January 1945  
13 CBW FO 7  
13 CBW OPS 258  
3 AD FO 543

SUBJECT: Tactical Report (RODENKIRCHEN, GERMANY)

TO : CO, 95 BG, APO 559

1. Information Concerning the Target:

- a. The primary target (visual or MH) for today was the new Autobahn bridge over the Rhine River at RODENKIRCHEN, near COLOGNE, GERMANY. This bridge is of importance, since it is a connecting link in the Autobahn System between Berlin and Aachen via COLOGNE.

Length and Width of Bridge: 1362'L x 90'W

- b. The secondary target (visual or H2X) was the north end of the KALK-NORD MARSHALLING YARD, situated to the east and across the River Rhine from COLOGNE, GERMANY.

2. Planning and Execution of the Mission:

a. Wing Order and Strength:

(1)	45 A, B Groups:	6 x 12 A/C Squadrons
	(a) 96 Group	2 Squadrons
	(b) 388 Group	2 Squadrons
	(c) 452 Group	2 Squadrons
(2)	13 A, B Groups:	5 x 12 A/C Squadrons
	(a) 390 Group	1 Squadron
	100 Group	2 Squadrons
	(b) 95 Group	2 Squadrons
	447 Group	1 Squadron

b. A/C and C/C Available:

(1)	95 Group	ME 24 A/C	47 C/C
		PFF 7 A/C	7 C/C
		MH 5 A/C	7 C/C
(2)	100 Group	ME 24 A/C	47 C/C
		PFF 7 A/C	7 C/C
		MH 5 A/C	7 C/C
(3)	390 Group	ME 10 A/C	44 C/C
		PFF 2 A/C	7 C/C
		MH 2 A/C	7 C/C

c. A/C Scheduled to Take Off:

(1)	95 Group	23 Plus 2 PFF
(2)	100 Group	24 Plus 2 PFF
(3)	390 Group	10 Plus 2 PFF

## d. A/C Airborne:

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

## e. A/C Abortive:

- (1) 95 Group:

A/C 331: 412 Sqdn "G" - #3 engine out - No sortie -  
Pilot Lt. Bek.  
A/C 455: 335 Sqdn "Z" - Turbo trouble.

## f. A/C Missing:

- (1) 95 Group:

A/C 551: 334 Sqdn "L" - Pilot Lt. Klein.

## g. A/C Attacking - 13 CBW A Group:

Bombs Dropped

- |     |                    |      |                       |
|-----|--------------------|------|-----------------------|
| (1) | Primary            | 11   | 60x1000 LB GP         |
|     | Secondary          | 13   | 10 Leaflet Containers |
|     | TO - Limburg, Ger. | 13   | 78x1000 LB GP         |
|     | Jettisoning        | 1    | 78x1000 LB GP         |
|     | Returning          | None | 6x1000 LB GP          |

- (2) Method of Bombing: MH & PFF

- (3) Method of Release: Salvo

## h. A/C Attacking - 13 CBW B Group:

Bombs Dropped

- |     |                    |    |               |
|-----|--------------------|----|---------------|
| (1) | Primary            | 11 | 66x1000 LB GP |
|     | TO - Coblenz, Ger. | 12 | 63x1000 LB GP |
|     | Jettisoning        | 1  | 3x1000 LB GP  |
|     | Returning          | 1  | 6x1000 LB GP  |

- (2) Method of Bombing: MH & PFF

- (3) Method of Release: Salvo

## 3. Narrative of the Attack:

## a. Navigation - 13 A Group - 390A, 100A, 100B Squadrons:

- (1) Assembly:

At take off the lead A/C had an accidental smoke bomb release and had to return to base, the balance of the Squadron continued on to climb to assembly altitude. The Leader rejoined the Squadron over the base completing the Squadron formation. The 100A, and B Squadrons fell in with the 390A completing the Group formation. Buncher 28 was made five minutes late and in order to make up time the Lead Navigator cut **Splasher 6** and proceeded to Buncher 12. The 13A Group intercepted the 45 Combat Wing formations and fell in position behind them, following them thru out the assembly route. The Group was five miles South of CP 1 and 2 minutes early.

(2) Route:

The Group "S"wed slightly across the Channel to kill time and gain interval behind the Groups ahead. The Continental Coast was crossed at 1027, on course. The Group was slightly South of course over the Continent, however, after notifying the Division Leader of this fact the briefed course was intercepted and followed.

The weather at altitude caused some difficulty in maintaining contact with Groups ahead. At the pre-IP a high layer caused the Low to lose contact with the Group and was flying on instruments until they broke out on the bomb run in trail of the A and B Squadrons. The A Squadron had some difficulty with MH beacons which were erratic, however, was to bomb on MH. The B Squadron bombed on H2X. The Low Squadron was unable to pick up the beacons so made a run on H2X but the bombs were not released on Primary or Secondary because the Bombardier failed to clutch in on check points. However, the Low Squadron followed the A and B Squadrons to the RP and still some distance from them.

On the route out the Low Leader asked the Group Leader to make a run on a target of opportunity since H2X equipment was not functioning properly. Unable to get satisfaction the Low Leader proceeded on his own to Limburg and dropped on it, falling in formation with another unidentified Group after bombing and followed them to base.

In the meantime the Group now composed of the 390A and 100A Squadrons followed the briefed route out, deviating slightly over France to avoid cloud banks. The Continental Coast was recrossed at 5115-0257 at 1401. Prior to reaching the English Coast the 100A Squadron peeled off and proceeded to their base.

(3) Weather:

Over the base area an 8/10-10/10 alto cumulus layer was reported, tops being at 8000. The same conditions were prevalent to 0600E where a 10/10 cirrus layer at altitude was encountered causing poor horizontal visibility. Persistent contrails were met near the target as the high cirrus cleared up somewhat. The undercast layer began to break up on the return to base. Winds were most from the NW with an average velocity of 50 knots.

(4) Difficulties:

Weather is reported to be the main difficulty experienced on this mission. Poor beacon reception on some A/C made MH bombing rather difficult.

(5) Remarks:

Navigation was good despite difficulties with weather over the route and target.

b. Navigation - 13 B Group - 95A, 95B, 447B Squadrons:

(1) Assembly:

The two Squadrons of the 95 Group made a normal take off and climb to assembly altitude. Instrument ascent was necessary from 5000 to 9000 because of a cloud layer. Squadron and Group assembly went as well as could be expected and the 447B Squadron made rendezvous according to plan. Prior to the first point of Wing assembly, the lead navigator found himself to be drifting South and East due to a slight error in playing the wind. They made visual contact with the 13A Group and fell into formation. They followed the 13A around all points of assembly and was 3 minutes early at CP 1.

(2) Route:

From CP 1 to approximately 7 degrees east the route was flown essentially as briefed, with only slight deviations. At 7 degrees east high cirrus clouds were encountered and as a result they flew North of IP before a turn was made. The lead and high Squadrons became separated at this point due to poor visual contact. The Lead Squadron, with the Low Squadron flying with them in Group formation, "S"ed to get back on course and made a MH run on the primary target. H2X and AFCE equipment were working well.

Meanwhile the High Squadron, after losing contact with the Lead, started to "S" to get back on course, to make an individual run. They ran thru another unidentified Squadron causing the formation to scatter. One A/C collided with an unknown A/C during this maneuver. Re-assembly was made quickly, however, and a run was again started. Since beacon reception by the Squadron Lead was poor the H2X equipment was turned on. Reception on this set was only spasmodic so a run on the secondary could not be made. The Squadron turned right and proceeded to make a run on a TO (Coblentz). Fading in the H2X set was still present but the target was believed to be identified. This city was further definitely identified by Gee sets in three other A/C. Results were unobserved. The Squadron then tacked on to an unidentified Group and proceeded back to base. No unusual situation was present from here to the English Coast, and route flown was about as briefed.

(3) Weather: Essentially the same as 13A Group.

(4) Difficulties:

Weather similar to that experienced by the other Group was the main difficulty. Poor beacon reception and fading returns in the H2X set of the Low Squadron Lead made a successful bomb run difficult.

(5) Remarks:

Accurate weather over target area was not given by Kodak Red.

c. PFF Narrative:

13A Group:

Three MH and one H2X A/C were dispatched. There were no set

failures. 390A received beacons weakly, but was able to make a successful MH bomb run. 100A Squadron received beacons on the route in. Prior to the IP the Southern Beacon faded out of the scope and an H2X run on Cologne was made instead. 100B set was unable to receive Continental beacons and made an H2X sighting on a TO. No results were observed.

13B Group:

Two MH A/C were dispatched. 95A was able to receive beacons strongly and made a successful MH sighting on the primary target in Squadron formation. 95B had difficulty picking up the beacons due to malfunction of the sweep delay mechanism. A TO at Koblenz was bombed by H2X technique. Results were unobserved.

d. 13 CBW A Group - 390A Squadron:

(1)	Air Leader	Lt. Col. Armstrong	Nav	Lt. Rawlin.
	Pilot	Capt. Rohr	Asst Nav	Lt. Arvin
	Co-Pilot	McCauley	M/O	Lt. Epton
			Bomb	Lt. Matteson

(2)	A/C Attacking:		Bombs Dropped
(a)	Primary	11	60x1000 LB GP
	Jettisoning	1	10 Leaflet Containers
			6x1000 LB GP

(b) Bombing Altitude: 25980'

(c) Time of Release: 1140

(3) Run-In from IP to Target:

The doors were opened after the turn at the IP, because the Squadron was flying thru high cirrus clouds. The M/O picked up the beacons without difficulty and set up course. The bombardier clutched in at 11 miles after which no rate corrections were necessary, because all rate checks were accurate. When bombs were released on a magnetic heading of 309 degrees, synchronization was good and bubbles level. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report: Photographs taken show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 812: Jettisoned 6 bombs after being hit by flak.

e. 13 CBW A Group - 100A Squadron:

(1)	Air Leader	Maj. Rosenthal	Nav	Lt. Krepisman
	Pilot	Capt. Brown	Asst Nav	Lt. Graham
	Co-Pilot	Lt. Jacobsen	M/O	Lt. Lentz
			Bomb	Lt. Titley

(2)	A/C Attacking:		Bombs Dropped
(a)	Secondary	13	78x1000 LB GP
	Jettisoning	None	
	Returning	None	

(b) Bombing Altitude: 26000'

(c) Time of Release: 1142

(3) Run-In from IP to Target:

Unable to pick up the MH beacons the secondary target was attacked on PFF. The M/O picked up the target and set up course. The bombardier clutched in at 11 miles, and checks in rate were made up to 5 miles. When bombs were released, synchronization appeared good and bubbles were level. Bombs were released on a magnetic heading of 324 degrees. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report: Photographs taken show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 945: One bomb hung up momentarily.

f. 13 CBW A Group - 100B Squadron:

(1)	Air Leader	Capt. Robinson	Nav	Lt. Juhlin
	Pilot	Lt. Jones	Asst Nav	
	Co-Pilot	Lt. Fuller	M/O	Lt. Rhode
			Bomb	Lt. Barrett

(2) A/C Attacking: Bombs Dropped

(a) TO - Limburg, Ger. 13 78x1000 LB GP

(b) Bombing Altitude: 24000'

(c) Time of Release: 1204

(2) Run-In from IP to Target:

Unable to bomb the primary when MH beacons could not be picked up, an attempt was made to bomb the secondary target. The bombardier, however, was unable to clutch in on any of the check points, because of the poor returns the M/O was receiving in his scope. He then decided to drop off of the Lead Squadron, but could not see the Lead A/C. The M/O then picked up the town of Limburg as a TO. The bombardier clutched in at 10 miles and checks in rate were made at 9 and 8 miles. A slight correction was made at 9 miles while the 8 mile check was accurate. The M/O's scope blanked after the 8 mile check. The bombardier let his rate ride out and then released his bombs. Bombs were released on a magnetic heading of 190 degrees. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report: Photographs taken show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 681: One bomb hung up momentarily but released later.

A/C 613: Two bombs hung up momentarily but released later.

g. 13 CBW B Group - 95A Squadron:

(1)	Air Leader	Lt. Col. Stewart	Nav	Lt. Huzarvich
	Pilot	Capt. Collings	Asst Nav	Lt. Shirey
	Co-Pilot		M/O	Capt. Scholte
			Bomb	Lt. Griffith

- (2) A/C Attacking: Bombs Dropped
- |             |    |               |
|-------------|----|---------------|
| (a) Primary | 11 | 66x1000 LB GP |
| Returning   | 1  | 6x1000 LB GP  |
- (b) Bombing Altitude: 24000'
- (c) Time of Release: 1204

(3) Run-In From IP to Target:

Difficulty was experienced at the IP, because contrails and high cirrus clouds. The turn was made, however, and the M/O picked up the beacons without difficulty, and set up course. The bombardier clutched in at 11 miles and no rate corrections were necessary. At the BRL the synchronization was good and bubbles level. Bombs were released on a magnetic heading of 312 degrees. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report: Photographs taken show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 331: Aborted - 6 bombs returned.

h. 13 CBW B Group - 95B Squadron:

- |                |              |          |                |
|----------------|--------------|----------|----------------|
| (1) Air Leader | Lt. Jenkins  | Nav      | Lt. Flystad    |
| Pilot          | Lt. Philpott | Asst Nav |                |
| Co-Pilot       |              | M/O      | Lt. Dechirniss |
|                |              | Bomb     | Lt. Davis      |

- (2) A/C Attacking: Bombs Dropped

(a) TO - Coblenz	11	63x1000 LB GP
Jettisoning	1	3x1000 LB GP
Returning	1	6x1000 LB GP

(b) Bombing Altitude: 25500'

(c) Time of Release: 1141

(3) Run-In from IP to Target:

The B Squadron became separated from the Group at the IP, as a result of flying thru contrails and high cirrus clouds. The Mickey returns were poor, but the M/O picked up Coblenz and decided to make a run on it. The bombardier clutched in at 9 miles and made checks at 8 and 7 miles. The check at 8 miles was 1 degree off and a rate correction was necessary. The final check at 7 miles, however, was accurate. After the 7 mile check the PFF equipment failed but the bombardier let his rate ride out and then released his bombs. Bombs were released on a magnetic heading of 227 degrees. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report: Photographs taken show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 455: Aborted - returned 6 bombs.  
 A/C 052: Rack malfunction - 3 bombs hung up and were jettisoned in the Channel.

4. Mission Camera Report:

- a. The 95 Group installed 1 scope and 6 vertical cameras, 0 and 5 of which took pictures:

PFF A/C 7961 with a scope camera installed: The film was torn and no pictures taken  
 A/C 8441 with a K-21 installed: Failed to take off.

- b. The 390 Group installed 1 scope and 3 vertical cameras, 0 and all of which took pictures:

PFF A/C with a scope camera installed: Negatives were all blank

- c. The 100 Group installed 1 16mm motion picture camera and 6 vertical cameras, 0 and all of which took pictures:

PFF A/C with Motion Picture Cameras: Broken cables prevented the camera from being operational.

5. Communications:

- a. Lt. Col. Armstrong led 13th Combat Wing. VHF SOP was followed. Lt. Col. Armstrong reports Channels clear with discipline very good. "Oilskin" fighter ground sector was contacted but not "Colgate". Route and target weather information was received satisfactorily. No interference or continuous keying was reported. Major Rosenthal (100) reports that excessive chatter occurred on Channel A due to bad weather. Control Points were sent to Arrowswift.

Control Points:

	CP1	CP2	TBT	CP3
Timings	1005	1025	1149	1242
13A	1004	1024	1141	

Strike Reports:

100A	S B 5	1141
100B	O B 5	1204
95B	P B 5	1143

6. Controller's Log:

- a. 1922 from 3 AD:

- (1) Alerted.
- (2) Force Required.
- (3) Targets (Primary no MPI).
- (4) Division Assembly.
- (5) Approach to Assembly.
- (6) Bomb by Squadrons.
- (7) No Second Runs.
- (8) Bombing Altitude.
- (9) RBA.
- (10) Tentative Routes.
- (11) Time Control.

- b. 1950 to 3 AD:

- (1) Cannot put up required force.



TR, 7 Jan. '45

- e. 2004 to 3 AD:
  - (1) Preferred Force.
- d. 2010 to 3 AD:
  - (1) Changed Preferred Force.
- e. 2055 to Groups:
  - (1) Force Required From Each.
  - (2) Callsigns and Flares.
- f. 2115 to 4 GBW:
  - (1) Force Required and Position.
  - (2) Callsign and Flares of 447B Squadron.
- g. 2140 to Groups and 4 GBW:
  - (1) Advance Warning to 13 GBW FB.
- h. 2155 from 3 AD:
  - (1) Want Air Leaders.
- i. 2205 from 3 AD:
  - (1) 3 AD FO.
- j. 2223 from 3 AD:
  - (1) May Have Plan B For Withdrawal.
- k. 2230 to 3 AD:
  - (1) Wing Leader.
- l. 2232 to Groups:
  - (1) May Have Plan B.
- m. 2235 from 3 AD:
  - (1) MH Info for 3 AD FO.
- n. 2240 from 3 AD:
  - (1) Leaflet Load.
  - (2) Preliminary Timings & Start Climb Time.
- o. 2240 from 4 GBW:
  - (1) Air Leader for Attached Squadron.
- p. 2245 from 95 Group:
  - (1) Assembly for Attached Squadron.
- q. 2250 from 3 AD:
  - (1) Intelligence Annex to 3 AD FO.
- r. 2323 from 3 AD:
  - (1) Cancel First 3 AD FO.
  - (2) New Targets - Primary and Secondary and MPIs.

TR, 7 Jan. '45

- (3) Bomb Load.
- (4) A & B Task Forces.
- (5) No Last Resort Yet.
- (6) Time Control.
- (7) Route.
- (8) Zero Hour.
- (9) RBA.
- (10) Assembly Points.
- (11) Approach.
- (12) Tentative Route.
- (13) Bombing Altitude.
- (14) Checking Leaflet Load.
- (15) No Plan B for our Task Force.

- s. 2242 from 3 AD:
  - (1) Annex 1 to 3 AD FO.
- t. 0035 to Groups & 4 CBW:
  - (1) Annex 1 to Advance Warning to 13 CBW FO.
- u. 0045 to 3 AD:
  - (1) Change Route Slightly.
- v. 0128 to Groups & 4 CBW:
  - (1) Advance Warning to 13 CBW FO.
- w. 0135 from 3 AD:
  - (1) Weather Questionable.
  - (2) New Routes will be out shortly.
- x. 0147 from 3 AD:
  - (1) New Routes and Timings - Preliminary.
  - (2) Start Climb Time.
- y. 0238 from 3 AD:
  - (1) 3 AD FO.
- z. 0303 to Groups & 4 CBW:
  - (1) Annex 1 to Advance Warning to 13 CBW FO.
- aa. 0310 from 3 AD:
  - (1) Intelligence Annex to 3 AD FO.
- bb. 0325 to Groups & 4 CBW:
  - (1) 13 CBW FO.
- cc. 0340 to Groups & 4 CBW:
  - (1) Annex 1 to 13 CBW FO.
- dd. 0350 from 3 AD:
  - (1) Final Timings.
  - (2) A Task Force Timings will be changed if Plan B is used.
- ee. 0400 from 3 AD:
  - (1) MH Annex to 3 AD FO.

TR, 7 Jan. '45

ff. 0507 from 3 AD:

(1) Correction on MH Info.

gg. 0525 from 3 AD:

(1) Annex 2 to 3 AD FO.

hh. 0532 from 3 AD:

- (1) A Task Force will not use Plan B.
- (2) Weather should be okay for take off.
- (3) Fighters should get off okay.
- (4) Return Weather Fair.

ii. 0545 from 3 AD:

(1) Annex 2 to Intelligence Annex to 3 AD FO.

jj. 0548 from 3 AD:

(1) Annex 3 to 3 AD FO.

kk. 0706-0720 to all Groups:

(1) Weather OK. Planes will Take Off as Scheduled.

ll. 0730 from 95 Group:

(1) First Take Off.

7. Comments on Mission Planning:

a. Satisfactory.

For the Commanding Officer:



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

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

APO 559  
9 January 1945.

SUBJECT: Operations Officers Narrative - mission 7 January 1945 - Cologne, Germany.

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

1. GENERAL NARRATIVE: The 95th "A" Squadron Formation, flying as lead Squadron of 13 B Combat Group took-off at 0727-0746 and assembled over the base at 15,000' at 0800 hours. The 95th "B" High Squadron and the 447th "B" Low Squadron joined group formation over local Buncher #23 at 15,000' and Group assembly was complete by 0915 hours. Climb to Wing assembly altitude was started, and the formation departed the base at 0930 hours. The Group fell in behind 13 A Group formation at 0932 hours and passed Buncher #28 at 0947 at 19,000' in Wing formation.

Since the Wing was five minutes late at Buncher #28, the route over England was cut short, and the coast was crossed at 19,000' over Felixtowe at 1004 hours, on course and on time. Climb to bombing altitude was started at departure of the English coast, and the Belgium coast was crossed at 22,000' at 1025 hours, ten miles to left of course. A right turn was made, and the briefed course was intercepted about twenty-five miles into Belgium. At 1046 hours the formation was fifteen miles south of course, and took up a heading of due east to pick up the route as ordered. The remainder of the route to the I.P. was north of briefed course.

The briefed course was intercepted just short of the I.P. at 1123 hours, and the 95th "A" Squadron bombed the target by Micro-H methods at 1143 hours, from 26,000'

The route from the target was flown as ordered, until the formation turned right at 1200 hours, cutting off the next three legs of the course. The briefed route was intercepted at 1237 hours, and for the remainder of the mission it was flown according to the briefed plan. The Belgium coast was crossed on course at 1353 hours, at 12,000' over Ostende, and the English coast was reached at 1447 hours, at 6,000' over Orfordness. The squadron arrived at base at 1445 hours, landing at 1446 - 1505 hours.

2. AIRCRAFT NOT ATTACKING: Eleven aircraft plus one Micro-H leader took off in the formation shown in diagram A. One A/C # 44-8331 returned to base before becoming dispatched, and is not credited with a sortie. The remaining eleven A/C were over the target and received sorties.

3. LOST AIRCRAFT: None.

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

APO 559  
9 January 1945.

SUBJECT: Operations Officer's Narrative - mission 7 January 1945 - Cologne, Germany.

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

1. GENERAL NARRATIVE: The 95th "B" Squadron formation, flying as high squadron of 15 B Combat Group, took off at 0729 - 0800 hours, and assembled over the base at 16,000'. Squadron assembly was completed, and we were in Group formation by 0915 hours. From that time on 95 "B" Squadron was in company with 95 "A" Squadron in 15 B Group, until 1115 hours, at 5051N0740E.

At this point the lead squadron was lost in cirrus clouds and dense vapor trails, and the M-H equipment was not working. In the vicinity of 50°37'-07°44' at 1122 hours, visibility was less than 200 yards when the squadron crossed the main bomber stream. Two B-17s, and possibly a third collided. One A/C was from the 95 B Squadron, and the other aircraft were either from the 457th or the 98th Bomb Group, according to observed markings.

The M-H was then able to make a partial reading on Koblenz, and at 1129 an IP. was chosen for a run. Bombs were dropped at 1141 from 26,500', and Gee showed bombs in area. The briefed route was picked up at 1152 hours, but the formation continued west instead of turning left at 5010 - 0620 as briefed. At 1227 the squadron took up a heading of 278°, and the formation crossed the Belgium coast at 1317 hours, 14,000 feet over 5121N - 0512E. The English coast was crossed at 1400 hours, and base was reached at 1452 hours. The 95 B Squadron landed at 1456 - 1458 hours.

2. AIRCRAFT NOT ATTACKING: Twelve aircraft plus one Micro & H leader took-off in the formation shown in diagram B. One A/C, # 42-102455 aborted before becoming dispatched, and received no sortie. A/C # 43-38851 was lost in a mid-air collision prior to the I.P. The remaining eleven aircraft bombed Koblenz, and are credited with sorties.

3. LOST AIRCRAFT: A/C 43-38851 was lost in a mid-air collision when the squadron crossed the main bomber stream in poor visibility, prior to the I.P. When last seen it was nosing over on fire, with the tail breaking up. Two chutes were seen, one was on fire.

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

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED

~~7 Jun 1945~~

PART I - TABULAR SUMMARY:

DATE OF MISSION

~~7 Jun 1945~~

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 15H	11 & 15H	11 & 15H	10 & 15H	1	10 & 15H
B	12 & 15H	12 & 15H	12 & 15H	10 & 15H	2	11 & 15H

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

Combat Gp    A.C.S.N.    Category    Reason for Failure & Corrective Action    Sortie (Yes-No)

A	44-2251	F	# 3 supercharger failed.	No
B	42-102456	F	# 3 supercharger failed at altitude.	No
B	42-24251		KIA before target.	Yes

HOWE T. O'NEILL,  
Major, Air Corps,  
Operations Officer.

"A" Zol

Stark

~~7-6~~  
6-6

FORM 3

STATION 119

DATE 7 JAN. '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	J	8210	Collings ✓	412		727		1459	
336	W	6993	HART ✓	36		728		1459 <sup>+</sup>	
"	J	1939	DTAYLOR ✓	36		729		1458	
"	U	8469	COTNER ✓	36		739		1500	
334	K	8317	DUNWODY ✓	36		745		1446	
"	B	8776	TUSS ✓	36		741		1505	
412	E	8067	RISTINE ✓ Hi	412		741 <sup>+</sup>		1448	
"	T	7882	L'ECUYER ✓	412		0831 744		1502 0812	TURBO TROUBLE, trouble fixed, took off again.
"	G	8331	BEK ✓	412		742		0926	Trouble #3 engine.
"	<del>D</del>	<del>8140</del> <del>8137</del>	BUSSE ✓ Lo	412		815		1550	
"	B	8774	SQUYRES ✓	412		743		1503	
"	R	1462	OLSON ✓	412		746		1501	

B SQUADRON *Hi**per [unclear]* 6-6  
6-5  
~~6-5~~

FORM 3

STATION 119DATE 7 JAN '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	K	7961	PHILPOTTY	34		729		1437	
334	J	7201	BRAMLETT ✓	34		732		1457	
"	T	8996	SCOTT ✓	34		730		1436	
"	U	8525	WELLS ✓	34		731		1445	
"	R	8438	RIVET ✓	34		731		1453	
"	L	8551	KLEIN ✓	34		733		—	
335	H	7376	TREGONING <i>Hi</i> ✓	35		734		1442	
"	Z	2455	MELVIN ✓	35		800		1003	Turbo Trouble
"	<del>N</del>	6598	BRADLEY ✓	35		735		1452	
334	X	8990	ROY ✓	34		740		1450	
335	M	7047	PEARSON ✓ <i>no</i>	35		736		1444	
"	S	9052	DILLON ✓	35		737		1445	
"	B	7204	SHAW ✓	35		738		1447	



HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.

*Recorded*

1. DATE 7/1/45 TARGET                      DUTY OFFICERS CAPT. LATHAM.
2. CBW 13B GROUP 95B GP. LEADER LT. JENKINS A/C <sup>336</sup> 7961 W/T JTS-K  
POSITION High DEPUTY LDR. LT. TREGONING A/C <sup>335</sup> 7376 W/T MSY-H
3. EST. TAXI TIME 0720 EST. T.O. 1ST A/C 0730 ETD BASE 0900  
ETR BASE 1432
4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF ~~SPARES~~ <sup>PFF</sup> INCLUDED 1

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.

*Recorded*

1. DATE 7/1/45 TARGET                      DUTY OFFICERS CAPT. LATHAM.
2. CBW 13B GROUP 95A GP. LEADER COL. STUART A/C <sup>335</sup> 8210 W/T MSY-J  
POSITION Lead DEPUTY LDR. LT. RISTINE A/C <sup>412</sup> 8067 W/T RFX-E
3. EST. TAXI TIME 0730 EST. T.O. 1ST A/C 0740 ETD BASE 0900  
ETR BASE 1432
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF ~~SPARES~~ <sup>PFF</sup> INCLUDED 1

STATION WEATHER OFFICE  
AAF STATION 119  
APO 559

7-a-1

8 January 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 7 January 1945.

TO : Commanding Officer, Headquarters, 95th Bomb Group, APO 559, U. S. Army.

1. Base at take-off: Time was 0745 hours. 8/10 high stratocumulus base 5000, tops 8000 feet. Visibility was 5 miles.

2. Route to target: 8-10/10 stratocumulus below 10,000 feet over the channel and continent for the entire route. Nil medium becoming 10/10 alto-cumulus and altostratus below 20,000 feet east of 05 degrees east. Nil high becoming 7-8/10 dense cirrus above 30,000 feet east of 05 degrees east and dense contrail cirrus at bombing altitude in the vicinity of the IP.

3. Target area: Cologne, Germany. Time was 1145 hours. 10/10 alto-cumulus and altostratus below 20,000 feet and 7-8/10 dense cirrus above 30,000 feet.

4. Return route: Reverse of route to target over the continent becoming 8/10 swelling cumulus with tops from 10-15,000 feet over the channel and England.

5. Base on return: Time was 1500 hours. 7-8/10 swelling cumulus base 1500-2000, tops 10-15,000 feet with large clear areas. Visibility was 5 miles.

6. Remarks: Dense and persistent contrails formed above 25,000 feet east of 05 degrees east forming heavy contrails cirrus at bombing altitude for the southern half of the target run.

WALT ER S. MILLS, JR.,  
Captain, Air Corps,  
Staff Weather Officer.

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

8 January 1945

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

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

1. We flew with the 95 "A" squadron in the 13 "B" and took off at 0726. Made squadron assembly on BU #23 at 15,000' at 0900 and group assembly was made on BU #25 at 15,000' at 0916. Joined up with the 13 "A" leader at 0932 and passed opposite BU #28 at 0917 in formation of 13 "A".

2. English coast out at 1004 at 18,000' at 5158 - 0120 and in trail of 13 "A" leader. French coast in at 5120 - 0310 at 1028 at 22,000'. Briefed flight plan was used into target but weather at 5015 - 0740 caused formation to turn in close to Coblenz. At 1129 we passed close to the briefed I.P. but Gee showed us at 5030 - 0759. Bombs away at 1145 at 26,000' with True Heading of 305° on Micro-H track. Briefed flight plan was used in return trip.

3. French coast out at 1353 at 5115 - 0252 at 12,000' English coast in at Oxfordness at 1447 at 6,000'. Over field at 1455 and landed at 1458. No particular navigational difficulties on this trip.

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

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

8 January 1945.

SUBJECT: Lead Navigator's Narrative, 95 "B" Squadron, Mission of 7 January 1945. Coblenz, Germany.

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

1. We were lead crew of "B" squadron, 95th Bomb Group, 15th Combat Wing and took off at 0728 hours. We reached assembly altitude of 16,000' at 0813 hours and assembled with the group while circling the base. We started climb to 20,000' at 0900 hours. Made wing assembly at BU #28 at 0950 hours at 20,000' and Division assembly at Control Point #1 at 1004 at 20000 '. Left English coast on course at Felixstone at 1004 hours and started climb to altitude.

2. We made the enemy coast in at 1025 hours at 23,300' which was also Control Point #2 on course at 5120N - 0310E. We were having trouble over running lead squadron and so were continually essing making it impossible to compute accurate winds and ETA's. The pre-I.P. was turned short and too the north of course because of weather at 5015N - 0740E at 1118 hours at 27,000'. Here we lost the lead squadron in weather and mickey was out so we could not make a squadron run.

3. Made an I.P. at 5050N - 0805E and as mickey was working a little then made a run on Coblenz. Bombardier got three check points before mickey went out again and Gee showed bombs in area. Bombs away at 1141 at 26,500'. Magnetic Heading of 221°(5015N - 0740E). Made our own R.P. at 5012N - 0715E at 1145 at 25,000 feet.

4. Route back was without incident. Made enemy coast at 5121N - 0315E at 1319 hours at 14,000'. Had to climb because of weather and made English coast at 5210 - 0156 at 1400 hours at 18,000'. Reached base at 1432 hours at 1500' and landed at 1457.

DONALD B. FLYGSTAD  
2nd Lt., Air Corps,  
Lead Navigator.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER **GRIFFIN, J. M. 1st Lt.** DATE **January 7, 1945**  
 PILOT **COLLINGS, O. D. Captain** TAKE OFF  
 NAVIGATOR **HEZERVICH, J. E. 1st Lt.** LANDED  
 ORGANIZATION **41ST 95TH** AIRPLANE **8210**  
 Squadron Group Type Number

OBJECTIVE **Bridge over Rhine River - Cologne, Germany**

AIMING POINT (MPI) **Assigned M.P.I.**

INITIAL POINT **50° 32' N - 7° 50' E**

METHOD OF ATTACK **X**  
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP **11** COMPOSITE GROUP

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

DEFLECTION AND RANGE SIGHTING, GROUP **1** COMPOSITE GROUP

RANGE SIGHTING ONLY, GROUP **1** COMPOSITE GROUP

BOMBS, TYPES AND SIZES **6 X 1000 GP AN-M44**

FUZING, NOSE **1/10** TAIL **Non-delay**

NUMBER OF BOMBS LOADED **72 X 1000 GP AN-M44** RELEASED **66 X 1000 GP AN-M44**

SYNCHRONIZATION **P.F.F.**  
 On Fast Slow

INFORMATION AT RELEASE POINT

Altitude of Target	<b>145</b>	Magn. Head, Order	<b>3190</b>	Actual	<b>3120</b>
True Altitude Above Tar	<b>25,000</b>	True Heading	<b>3120</b>	Actual	<b>3050</b>
Ind. Altitude	<b>25,800</b>	Drift, Det.	<b>7L</b>	Actual	<b>12L</b>
Pressure Altitude of Target	<b>58</b>	True Track	<b>305</b>	Actual	<b>295</b>
Altimeter Setting	<b>29.92</b>	Actual Range			
I.A.S.	<b>180</b>	Bomb Sight, Type	<b>79</b>		
T.A.S.	<b>222</b>	Time of Release	<b>1143</b>		
G.S., Est.	<b>164MPH</b>	Actual	<b>182</b>	Length of Bombing Run	<b>14 MIN.</b>
Wind Direction, Metro	<b>220</b>	Actual	<b>330</b>	Intervalometer Setting	<b>SALVO</b>
Wind Velocity, Metro	<b>63MPH</b>	Actual	<b>65</b>	C-1 Pilot	<b>OK</b>
D.S.	<b>131.5</b>	Trail	<b>43</b>	A-5 Pilot	
TAV. D.A. Est.	<b>.57</b>	Actual	<b>.41</b>	Manual Pilot	<b>X</b>
No. of Mills Added	<b>0</b>				
<b>8 RPM'S D.S. ADDED</b>					

ELAV L.A. = **1800**

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

P.F.F.

NAVIGATIONAL DATA:

MEAN TEMPERATURE

METRO: - 19.9° C ACTUAL - 19° C

WINDS

ALTITUDE	DIRECTION		BELOCITY		TEMP. °	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
SURFACE	300		20K		0	0
1000						
5000	300		25		-5	-4
10000	300		25		-14	-15
15000	310		40		-24	-22
20000	310		45		-34	-32
25000	328		55		-44	-42
30000	330		55		-54	-52

METHODS OF BOMBING

```

      T
    T  T
      T
  T    T
    T
T      T
      T

```

COMPOSITE GROUPS

```

      T
    T  T
      T
  T    T
    T
T      T
      T

```

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

BOMBARDIER MAKING RANGE OPERATION ONLY ----- T

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

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Davis, R.D., 1st Lt. DATE 7 January 1945 .

PILOT Philpott, J.M., 1st Lt. TAKE OFF 0728

NAVIGATOR Flygstad, R.S., 1st Lt. LANDED 1457

ORGANIZATION 335th Squadron 95th Group AIRPLANE 7961  
Type Number

OBJECTIVE Koblenz, Germany.

AIMING POINT (MPI) Center of city, (Koblenz)

INITIAL POINT 5050N - 0805E

METHOD OF ATTACK Individual Flight Squadron Group Wing  
X

NUMBER OF ATTACKING A/C IN GROUP 11 COMPOSITE GROUP

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

DEFLECTION AND RANGE SIGHTING, GROUP COMPOSITE GROUP

RANGE SIGHTING ONLY, GROUP 1 COMPOSITE GROUP

BOMBS, TYPES AND SIZES 6 X 1000GP AN-M44

FUZING, NOSE 1/10 TAIL Non-delay

NUMBER OF BOMBS LOADED 78 X 1000GP AN-M44 RELEASED 65 X 1000GP AN-M44

SYNCHRONIZATION FFF  
On Fast Slow

INFORMATION AT RELEASE POINT

Altitude of Target	<u>145</u>	Mag. Head, Order	<u>3200</u>	Actual	<u>227</u>
True Altitude Above Tar	<u>25,500</u>	True Heading			<u>221</u>
Ind. Altitude	<u>26,350</u>	Drift, Est.		Actual	<u>6L</u>
Pressure Altitude of Target	<u>68</u>	True Track			<u>3050</u>
Altimeter Setting	<u>29.92</u>	Actual Range			
I.A.S.	<u>150</u>	Bomb Sight, Type			<u>R1106</u>
T.A.S.	<u>226</u>	Time of Release			<u>1141</u>
G.S., Est,	Actual	<u>220 MPH</u>	Length of Bombing Run		<u>20 Minutes</u>
Wind Direction, Metro	<u>328</u>	Actual	Intervolometer Setting		<u>salvo</u>
Wind Velocity, Metro	<u>65 MPH</u>	Actual	C-1 Pilot		<u>OK</u>
D.S. <u>129.3</u>	Trail <u>45</u>	ATF <u>41.88</u>	A-5 Pilot		
TAN. D.A. Est.	<u>.365</u>	Actual <u>.46</u>	Manual Pilot		
No. of Mils Added	<u>0</u>				

TYPE OF RELEASE

Individual Train ~~Salvo~~ Jettisoned ~~Returned~~

POINT OF IMPACT IF SEEN

NAVIGATIONAL DATA:

MEAN TEMPERATURE METRO: -20 ACTUAL -20

WINDS

ALTITUDE	DIRECTION		BELOCITY		TEMP. °	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
SURFACE	300		20	K	0	22
1000						
5000	300		25		-5	-3
10000	300		35		-14	-10
15000	310		40		-24	-22
20000	310		45		-34	-32
25000	328		55		-45	-44
30000	330		65		-54	

METHODS OF BOMBING

T  
T T  
T  
T T  
T T T  
T T T  
T T T

COMPOSITE GROUPS

T  
T T  
T  
T T  
T T T  
T T T  
T T T

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



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

8 January 1945.

**SUBJECT:** Lead Bombardier's Narrative, 95 "A" Squadron, Mission of 7 January 1945. Cologne, Germany.

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

1. Narrative.

- a. Bombing aids used were E-6-B, C-2, AFCE and PFF equipment.
- b. The maneuver at the I.P. was a turn of approximately 90° and in squadron formation.
- c. Bomb bay doors were opened after turning on I.P.
- d. Approached I.P. in heavy conn-trails and soup. We turned on I.P. in group formation and run was made in group formation. We did not open bomb bay doors until after turning on I.P. due to the heavy conn-trails. The run was PFF run and clutch in was at eleven miles. All checks were good and bombs were away at 1145 hours on a Magnetic Heading of 312°. Flak was meager to moderate and inaccurate. Heavy conn-trails affected about half the run but other half was good. Results were unobserved.
- e. Bombing results were not observed.
- f. No tactical changes are suggested.

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

3. Disposition of Bombs.

Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Cologne, Germany	11	11	66	X 1000GP	AN-M44	1/10	No delay
Total on Target			66	X 1000GP	AN-M44	1/10	No delay
Bombs returned			6	X 1000GP	AN-M44	1/10	No delay
Other Expenditures			None				
Total (loaded on A/C taking off.)			72	X 1000GP	AN-M44	1/10	No delay

4. Types of release - All 66 X 1000GP AN-M44 dropped on primary target were salvoed and armed.

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

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

8 January 1945.

**SUBJECT:** Lead Bombardier's Narrative, 95 "A" Squadron, Mission of 7 January 1945. Cologne, Germany.

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

1. Bombing Approach and Run - Approached I.P. in heavy conn-trails and soup. We turned on I.P. in group formation and run was made in group formation. We did not open bomb bay doors until after turning on I.P. due to the heavy conn-trails. The run was a PFF run and clutch in was at eleven miles. All checks were good and bombs were away at 1145 hours on a Magnetic Heading of 312°. Flak was meager to moderate and inaccurate. Heavy conn-trails affected about half the run. But other half was good. Results were unobserved.

2. Disposition of Bombs - Twelve A/C were dispatched from 95 "A" Squadron. Eleven A/C were over the target dropping 66 X 1000GP AN-M44 bombs. A/C #8331 aborted (engine failure) returning 6 X 1000GP AN-M44 bombs. All bombs were fused 1/10 nose and instantaneous tail.

3. Types of release - All 66 X 1000GP AN-M44 dropped on primary target were salvoed and armed.

4. Tabular Summary.

Main Bombfall	Over Target	A/C Bombing	No.	Size	Type	Fuzing	
						Nose	Tail
Cologne, Germany	11	11	66 X	1000GP	AN-M44	1/10	No delay
Total on Target			66 X	1000GP	AN-M44	1/10	No delay
Bombs returned			6 X	1000GP	AN-M44	1/10	No delay
Other Expenditures			None				
Total (loaded on A/C taking			72 X	1000GP	AN-M44	1/10	No delay

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

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

8 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95th "B" Squadron, Mission of 7 January 1945. Coblenz, Germany.

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

1. Narrative.

a. Bombing aids used were E-6-B, C-2, AFCE and PFF equipment.

b. The maneuver at the I.P. was a turn of 30° to the right and in squadron formation.

c. Bomb bay doors were opened after leveling out on the run.

d. We hit the soup as we were approaching I.P. Mickey went out so we tried to make I.P. good on Gee fixes. We missed I.P. and got lost in soup. Mickey came back in very poor and picked up Coblenz. Decided to make Mickey run on Coblenz and I cluthed in at nine miles. First check was 1° slow and second check was on. At his point Mickey went out completely so we just let it ride. Bombs were away at 1141 hours. Results were unobserved. Bombing was done in squadron formation as we had become separated from the 15 "B" Group. Flak was moderate tracking and inaccurate.

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.

Main Bombfall	A/C		No.	Size	Type	Fuzing	
	Over	Target Bombing				Nose	Tail
Coblenz, Germany	11	11	63	X	1000GP AN-M44	1/10	No delay
Total on Target			63	X	1000GP AN-M44	1/10	No delay
Bombs returned			6	X	1000GP AN-M44	1/10	No delay
Other Expenditures			9	X	1000GP AN-M44	1/10	No delay
Total (loaded on A/C taking off)			78	X	1000GP AN-M44	1/10	No delay

4. Types of release - All bombs dropped by 95 "B" were salvaged and armed.

RAYMOND D. DAVIS  
1st Lt., Air Corps,  
Lead Bombardier.

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

8 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "B" Squadron, Mission of 7 January 1945. Coblenz, Germany.

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

1. We hit soup as we were approaching I.P. Mickey went out so we tried to make I.P. good on Gee fixes. We missed I.P. and got lost in soup. Mickey came back in very poor and picked up Coblenz. Decided to make Mickey run on Coblenz and I clutched in at nine miles. First check was 1° slow and second check was on. At this point Mickey went out completely so we just let it ride. Bombs were away at 1141 hours. Results were unobserved. Bombing was done in squadron formation as we had become separated from the 13 "B" Group. Flak was moderate tracking and inaccurate.

2. Disposition of Bombs - Thirteen A/C were dispatched with 95 "B" squadron. A/C #2455 aborted (engine failure) and returned 6 X 1000GP AN-M44 bombs. A/C #9052 had a release failure at the target and jettisoned 3 X 1000GP over the channel, tower's orders. A/C #8551 had a mid-air collision prior to the bomb run and did not bomb. Thus, eleven A/C were over a target of opportunity dropping 63 X 1000GP AN-M44 bombs. All bombs were fused 1/10 nose and instantaneous "tail".

3. Types of release - All bombs dropped by 95 "B" were salvoed and armed.

4. Tabular Summary.

Main Bombfall	A/C		Fuzing				
	Over Target	Bombing	No.	Size	Type	Nose	Tail
Coblenz, Germany	11	11	63	X 1000GP	AN-M44	1/10	No delay
Total on Target			63	X 1000GP	AN-M44	1/10	No delay
Bombs returned			6	X 1000GP	AN-M44	1/10	No delay
Other Expenditures			9	X 1000GP	AN-M44	1/10	No delay
Total (loaded on A/C taking off)			78	X 1000GP	AN-M44	1/10	No delay

RAYMOND D. DAVIS  
1st Lt., Air Corps,  
Lead Bombardier.

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

V-A-2

APO 559,  
7 January, 1945.

**SUBJECT:** Engineering Report on Combat Mission 7 January, 1945.

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

1. The following information is submitted concerning combat mission 7 January 1945.

- a. Twenty-five (25) B-17G airplanes took-off.
- b. Twenty-two (22) B-17G airplanes returned to base after completion of mission.
- c. 43-38551 did not return to base.

2. There were two (2) abortive airplanes.

- a. 42-102455 - #3 supercharger failed at altitude.
- b. 44-8331 - #8 supercharger failed - 20" maximum at 16,000 feet.

3. There was no battle damage.

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

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

7 January 1945

SUBJECT: Mission Expenditure Report for 7 January 1945.

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

1. Following are the expenditures for the mission of 7 January 1945.

A. Station AAP 119  
B. Unit 95th Bombardment Group (H)  
C. Type of Ammunition Cal. 50 AP1A1-T1E1  
D. Gun locations and number of guns

44 Ball Turret Guns	440
44 Upper Turret Guns	440
22 Left Waist Guns	220
22 Right Waist Guns	220
22 Left Nose Guns	220
22 Right Nose Guns	220
44 Chin Turret Guns	440
44 Tail Guns	440

F. Total number of guns 264  
F. Total amount of ammunition fired 2640 rounds.  
G. Aircraft number 8551 reported missing loaded with 6- 1000 lb. G.P. Demolition Bombs and 5000 rds. Cal. 50 AP1A1-T1E1 Ammunition.  
H. Total amount of ammunition expended 7640 rounds.  
I. Total number of bombs expended 138- 1000 lb. G.P. Demolition Bombs.  
4- GFB 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

7 January 1945

SUBJECT: Armament Malfunction Report for 7 January 1945.

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

1. Twenty-one aircraft were loaded with 6- 1000 lb. G.P. Demolition Bombs per aircraft and the two BFF aircraft were loaded with 6- 1000 lb. G.P. Demolition Bombs and 2- CHB M 1 Sky Markers per aircraft.

2. Following are the armament malfunctions reported for the mission of 7 January 1945.

A/S No. 9052- A-4 release system. Stations 37, 41, and 20 did not release on first impulse of the salvo switch. The bombs were salvoed late. The salvo relays have been polished. No malfunction could be found when the aircraft returned for ground check.

LEONARD F. WATSON  
Capt. Air Corps  
Group Armament Officer

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

(J-A-1)

APC 550  
7 January 1945

SUBJECT: Operational Communications

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

1. Of the twenty-five crews assigned to the mission, twenty-four were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
  - (a) 335-Z (VHF/faulty mike adaptor)
3. The following navigational aids were used successfully:
  - (a) Twenty-two A/C used Splashers and Bunchers
  - (b) 334-K obtained five fixes from MF Section "G"
  - (c) 412-C obtained two fixes from MF Section "G"
  - (d) Twenty A/C used Station 7000
4. The reception of ground stations and beacons was normal.



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

7 January 1945

**SUBJECT:** 3-2 Report for the mission to Cologne, Germany, for the above date.

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

1. The 95th Group flew as lead A squadron and high B squadron in 15B Combat Group in an attack against an autobahn bridge across the Rhine River at Cologne.

Eleven A/C plus one PFF A/C took off to form the lead Squadron. Eleven A/C attacked the primary target using Micro-H technique. A/C 8551 aborted over the base at 0900 hours because of engine failure.

Twelve A/C and one PFF A/C took off to form the high squadron. Eleven A/C attacked the city of Coblenz as a target of opportunity because the primary target could not be picked up with PFF equipment. A/C 8551 was lost to collision before the target. A/C 2455 aborted before leaving the English coast because of engine failure.

2. Enemy aircraft encountered was none.

3. 95A and B both encountered meagre but accurate tracking AA fire from 5010N-0620E, doing little damage. Moderate but inaccurate AA fire came from the respective target areas.

4. Bombing Results: Strike photos show solid clouds. 95A bombed the bridge at Cologne on Micro-H with reported very good results. Mickey operator had five beacons and a perfect run from the IP, and says any error would be due to the depth of the bombing circle on the scope. 95B bombed the city of Coblenz as a target of opportunity using H2X technique with reported fair results. The return on the scope was faint but the Mickey operator was aided by "Gee" fixes by the navigator.

5. In the vicinity of 50°37' 07"44' at 1122 hours, visibility less than 200 yards when group crossed another bomber stream at almost a 90 degree angle. Two B-17s, and possibly a third, collided. A/C of the other squadron had a black "U" on wing. A/C 8551 of this group was seen on fire from wings to tail, and was nosing over with tail breaking up. Two men out, one with chute on fire, and the other chute had not opened. The other B-17 was seen falling a moment later with empennage off-no chutes seen.

For the Intelligence Officer:

ARNO A. KRAUSE,  
Captain, Air Corps,  
APO 559

100 7 005 17 32

J-163-D

Co. 13TH CBW  
100TH BG  
390TH BG

ATTN: FLAK OFFICER

XXX

95TH BG

XXX

7/1/45

1745

S-2

FLAK REPORT 95TH BOMB GROUP COLOGNE 7 JAN 1945 F. X. PIERCE

1. STATISTICS--

13B 95A 10 plus 2 26,000 1143 305° 040° COLOGNE  
95B 10 plus 1 26,500 1141 227° 180° KOBLENZ

Remarks on Statistics: 95A and 95B formed the lead and high squadrons of 13B Group. The low squadron was furnished by the 447th Group of the 45th Wing.

2. FLAK DAMAGE AND LOSSES--

95A 2A IP BRL

95B No damage. One A/C lost due to collision with another A/C.

Remarks: Flak damage is preliminary report given by crew members.

3. OPERATIONS--

A. 95A on Micro-H. 95B on PFF.

B. 10/10 undercast.

C. 95B hit target of opportunity at Koblenz. Lost beacons on primary target and H2X scope returns on Cologne were weak. Koblenz was the best target that Mickey operator could pick up.

D. None.

E. Lost one A/C due to collision with another A/C at 5037-0744E.

4. FLAK--

A. 95A Inaccurate Tracking & Barrage Moderate

95B Inaccurate Tracking Moderate

B. 95A Inaccurate Tracking & Barrage Moderate

95B Inaccurate Tracking Moderate

C. Encountered: 5010-0620 Accurate Tracking Meagre

5012-0740 Inaccurate Barrage Meagre

Observed: 5020-0620 Moderate Barrage

5. PHENOMENA --

Several rockets observed in target area.

3BD INST 45-2 (9 OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

1. GROUP	95A	95B
2. A/C AIRBORNE	11+1	12+1
3. SORTIES		
4. A/C ATTACKING	11	11
5. A/A FAILING TO ATTACK	1	2
a. Mechanical	1	1
b. Weather		
c. Enemy action		
d. Other		1
6. A/C LOST	0	1
a. TO AA		
b. TO E/A		
c. TO AA AND E/A		
d. TO Accident		1
e. By Reasons Unknown		
7. TIME OF ATTACK	1143	1141
8. ALTITUDE OF ATTACK	26,000	26,500
9. BOMBS DROPPED (PRIMARY)	PRIMARY	7/0 (Coblenz)
a. Number	66	63
b. Size	1000	1000
c. Type	GP	GP
d. Number A/C Bombing	11	11
BOMBS DROPPED (OTHER)		
a. Number		
b. Size		
c. Type		
d. Number A/C Bombing		
BOMBS DROPPED (OTHER)		
a. Number		
b. Size		
c. Type		
d. Number A/C Bombing		
10. BATTLE DAMAGE	1	0
a. Minor	1	
b. Major		
c. Salvage		
12. Claims	0-0-0 Ret 6x1000	0-0-0 Ret 6x1000 Sett. 3x1000 Lost 6x1000

Phoned  
16.35  
WR

A

A/C No.	Air- borne	Sor- ties	Attack- ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED					RET.	
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO	JETT		
8731	1			1															6
1462	1	1	1									1							Hoblers 6
8774	1	1	1										6						
7882	1	1	1																6
8771	1	1	1												6				
6993	1	1	1												6				
1939	1	1	1												6				
8469	1	1	1												6				
8317	1	1	1												6				
8067	1	1	1												6				

B

A/C No.	Air- borne	Sor- ties	Attack- ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED					RET.	
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO	JETT		
2455	1			1													Hobbs 6		6
8438	1	1	1														Hobbs 6		
6548	1	1	1														Unknown 6		
8525	1	1	1														Hobbs 6		
9052	1	1	1														Hobbs 3	Channel 3	
7376	1	1	1														Hobbs 6		
7201	1	1	1														Hobbs 6		
7047	1	1	1														Hobbs 6		
8496	1	1	1														Hobbs 6		
8990	1	1	1														Hobbs 6		
7204	1	1	1														Hobbs 6		

*MHC*  
SECRET

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

*AK*  
*CMB*  
*Swan*

INTOPS SUMMARY NO. 252

PERIOD: 0001 hours 7 January to 2400 hours 7 January 1945

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>Losses</u>			<u>Total</u>
								<u>AM</u>	<u>N/E</u>	<u>OT</u>	
Heavy Bomber Atks.	15	1067	1023	1016	3016.7	0-0-0	0 0	2	5	7 (a)	
Fighter Escort	11	561	541	0	0	0-0-0	0 0	0	5	5	
Fighter Sweeps	2	94	88	0	0	0-0-0	0 0	0	0	0	
Fighter Bombing	0	0	0	0	0	0-0-0	0 0	0	0	0	
Photo Recon.	3	8	7	0	0	0-0-0	0 0	0	0	0	
Weather Recon.	7	49	49	0	0	0-0-0	0 0	0	0	0	
Air/Sea Rescue	7	20	20	0	0	0-0-0	0 0	0	0	0	
Special Operations	<u>4</u>	<u>15</u>	<u>13</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0 0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
Totals	49	1814	1741	1016	3016.7	0-0-0	0 0	2	10	12	

(a) 3 believed safe on Continent

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1067 a/c (763 B-17s, 304 B-24s) dispatched from three Air Divisions in four forces against five communication centers, three M/Ys, two viaducts, one oil storage depot, three bridges and one rail junction in the tactical area. 1016 a/c dropped 2924.7 tons GP and 92 tons IB - total 3016.7 tons on assigned targets and several T/Os. Three primary targets not attacked. Assigned targets bombed on PFF. E/A Opposition: nil. Claims: nil. Losses: 7 a/c (5 to unknown causes, 2 to mid-air collision).

First Force

Seven group formations (265 B-17s, 3rd Air Division) dispatched against one oil depot and two viaducts. 259 a/c dropped 769.5 tons GP on two assigned

-1-

SECRET

S E C R E T

secondaries and several T/Os at 1130-1141 hours from 22,000-26,000 feet. All bombed on H2X. Leaflets dropped on Bielefeld. Weather: 10/10 undercast over all targets. Flak: generally meager, inaccurate. Battle Damage: 3 minor, 1 major. E/A Opposition: nil. Claims: nil. Losses: nil.

Fighter Support: Four groups (204 P-51s) dispatched. Up 0938-1006 hours, down 1356-1500 hours. 197 sorties. One group strafed Hamburg area, destroying 11 locos and damaging 50 goods wagons and 4 tank cars. E/A Opposition: nil. Claims: nil. Losses: 2 P-51s to unknown reasons (pilots believed safe on continent).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Ruthen (Oil Depot)	112	Not Attacked		
Altenbeken (Viaduct nr. Paderborn)	77	Not Attacked		
Bielefeld Viaduct	76	Not Attacked		
<u>Other Targets</u>				
H amm M/Y (Sec.)		109	325.0	Unobserved
Paderborn M/Y		74	220.5	Unobserved
Bielefeld M/Y (Sec.)		74	218.0	Unobserved
2 T/Os		2	6.0	Unobserved
Totals	265	259	769.5	

Second Force

Nine group formations (351 B-17s, 1st Air Division) dispatched against five communication centers. 335 a/c dropped 983.5 tons GP on all assigned primaries, and one T/O at 1130-1203 hours from 24,400-26,200 feet. Bombing by Gee-H and H2X. Leaflets dropped on Kall, Euskirchen; Bitburg. Weather: 8/10-10/10 en route, 10/10 at all targets. Flak: meager, fairly accurate at Euskirchen. Battle Damage: 3 major. E/A Opposition: nil. Claims: nil. Losses: 1 a/c to unknown causes.

Fighter Support: Three groups (160 P-51s) dispatched. Up 0942-1012 hours, down 1404-1420 hours. 159 sorties. One group dropped Chaff. E/A Opposition: nil. Claims: nil. Losses: 2 P-51s (believed safe on Continent).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Blankenheim (Comm. Center)	39	39	115.0	Unobserved
Kall (Comm. Center)	39	39	110.8	Unobserved
Gemund (Comm. Center)	39	37	109.5	Unobserved
Bitburg (Comm. Center)	116	110	321.7	Unobserved
Euskirchen (Comm. Center)	118	75	221.5	Unobserved

S E C R E T

<u>Other Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Coblentz/Lutzel Bridge	—	35	105.0	Unobserved
Totals	351	335	983.5	

Third Force

Four group formations (147 B-17s, 3rd Air Division) dispatched against two bridges in Cologne area. 139 a/c dropped 407.5 tons GP on assigned targets and numerous T/Os at 1130-1202 hours from 22,000-27,000 feet. All bombed on Micro-H or H2X. Weather: 10/10 undercast over all targets. Flak: meager, inaccurate. Battle Damage: 10 minor. E/A Opposition: nil. Claims: nil. Losses: 2 B-17s due to mid-air collision.

Fighter Support: Two groups (95 P-51s) dispatched. Up 0940-0948 hours, down 1414-1420 hours. 91 sorties. E/A Opposition: nil. Claims: nil. Losses: 1 P-51 (believed safe on Continent).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Hohenzollern Rail & Rd. Br.	71	14	60.0	Unobserved
Rodenkirchen Rd. Br.	76	22	63.0	Unobserved
<u>Other Targets</u>				
Cologne/Kalk M/Y (Sec.)		80	218.0	Unobserved
T/O Limburg		11	32.0	Unobserved
T /O Coblentz		11	31.5	Unobserved
U/I T/O		1	3.0	Unobserved
Totals	147	139	407.5	

Fourth Force

Eleven group formations (304 B-24, 2nd Air Division) dispatched against three marshalling yards and two communication centers. 283 a/c dropped 764.2 tons GP and 92.0 tons IB - total 856.2 tons on all primaries and two T/Os at 1213-1239 hours from 19,500-25,000 feet. Bombing by Gee-H on primaries; visual on T/Os. Leaflets dropped on Rastatt and Kiaserslautern. Weather: 8/10-10/10 undercast along route, 7/10-10/10 over targets with heavy haze up to 30,000 feet. Flak: nil to meager, inaccurate. Battle Damage: 10 minor. E/A Opposition: nil. Claims: nil. Losses: 4 a/c to unknown causes.

Fighter Support: Two groups (102 P-51s) dispatched. Up 1005-1020 hours, down 1457-1510 hours. 94 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.



Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Landau M/Y	63	54	181.6	26.5	Unobserved
Achern (Rail & Comm. Center)	32	31	99.8	15.5	Good
Kaiserslautern (Rail over-pass & lines)	30	26	70.5		Unobserved
Zweibrucken M/Y	66	64	136.5	28.0	Unobserved
Rastatt M/Y	113	99	249.8	22.0	Unobserved
<u>Other Targets</u>					
Durrmenz (City)		8	23.0		Poor
Karlsruhe (City)	—	<u>1</u>	<u>3.0</u>	—	Unobserved
Totals	304	283	764.2	92.0	

2. Fighter Escort

Eleven groups (561 P-51s) dispatched to escort heavy bombers attacking targets in northwestern Germany and in the tactical area. Up 0938-1020 hours, down 1356-1510 hours. 541 sorties. One group strafed Hamburg area, destroying 11 locos and damaging 50 goods wagons and 4 tank cars. E/A Opposition: nil. Claims: nil. Losses: 5 P-51s (2 to unknown causes, pilots believed safe; other three a/c believed safe on Continent).

3. Fighter Sweeps

Two groups (54 P-51s, 40 P-47s, 94 a/c) dispatched to patrol Aachen-Cologne and Osnabruck-Paderborn areas. Up 1005-1020 hours, down 1457-1510 hours. 88 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

8 a/c (2 F-5s, 2 Mosquitoes, 4 P-51s) dispatched on photo reconnaissance as follows:

2 F-5s for D/A photos of targets in Germany.

2 Mosquitoes, escorted by 4 P-51s on special photo mission over N. Holland and N. Germany. One a/c returned early due to mechanical failure.

No losses.

6. Weather Reconnaissance

49 a/c dispatched as follows:

2 B-17s completed routine flights over NW of Lands End.

1 B-17 completed routine flight from the Azores.

5 Mosquitoes completed special weather reconnaissance over North Sea, Central France, north, west and SW Germany. 9 P-51s escorted.

33 P-51s weather scouts for bomber formations.

No losses.

7. Air/Sea Rescue

20 a/c (12 P-47s, 4 P-51s, 4 B-17s) dispatched on routine patrols. No incidents. All a/c returned safely.

8. Special Operations

14 a/c (7 B-24s, 6 B-17s, 1 Mosquito, 1 A-26) dispatched as follows:

7 B-24s on RCM missions: 4 on Mandrel, jamming from 0711-1203; 1 on special mission, jamming from 1340-1445 hours. 2 a/c failed to complete mission due to mechanical reasons. All a/c returned safely.

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

2 a/c (1 Mosquito, 1 A-26) dispatched on special operation. Both a/c returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

Extremely adverse weather conditions must have made GAF operations of any kind out of the question. Not a single e/a was sighted.

2. Flak

Euskirchen	- meager to moderate, fairly accurate
Rastatt	- meager, inaccurate
Achern	- meager, inaccurate
Cologne	- meager to moderate, inaccurate
Rodernkirchen	- meager to moderate, inaccurate
Coblentz	- moderate, inaccurate
Hamm	- meager to moderate, inaccurate
Paderborn	- meager, inaccurate

3. Observations

Trains jammed M/Y at Baden Baden.

Much rail activity at Appenweiler M/Y.

Flat cars filled railroad siding southwest of Lahr, 4821-0752E.

Many railway cars at Karlsruhe RR yard.

4. Damage to Enemy Installations

Achern - Good Results

Three concentrated patterns of GP and IB squarely on the closely built-up area of the town and road junction with additional bursts on the rail line. Incendiaries seen to be starting large fires at end of attack.

Durrmenz - Poor Results

Bursts observed in open field and lightly built-up area.

Balance of targets unobserved due to 10/10 cloud cover.

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