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S. 2

CONFIDENTIAL  
15 JAN 1945

PAK  
CAB

INTERPRETATION REPORT S.A. 3133

ATTACK ON DERBEN UNDERGROUND OIL STORAGE ON 14 JAN 1945

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 186, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1304 - 1323A hours.
- (d) Bombs : 390 X 1000 lb. G.P.  
1423 X 500 lb. G.P.

(ii) STATEMENT ON THE TARGET

The target is the Underground Oil Storage at DERBEN, 14 miles South South-east of STENDAL.

(iii) DETAILS OF THE ATTACK

(a) Approximately 175 bursts blanket the central 3/4 of the target including both the cylinder storage and tank storage areas.

(b) Bursts are seen on the target installations as follows:-  
(Numbers refer to annotations on the Target Illustration)

- Pump House. (4) : one near hit.
- Cylinder storage area (2): at least 20 bursts.
- Tank storage area (1) : approximately 60 bursts.
- Site under construction(3): two direct hits.
- Rail lines and sidings : at least seven hits.

(c) Other bursts: (Distances are measured from the nearest edge of the target area unless otherwise indicated)

1. Approximately 70 in fields and across the RIVER ELBF. 3/4 mile Southwest.
2. Thirty-five in fields and woods 5/4 mile East.
3. At least 60 in fields and the RIVER ELBE one mile West.
4. Approximately 50 in fields 1 1/4 miles Northwest.
5. Eighty in fields and across a canal two miles South.
6. Five in a wooded area located at G.S.G.S. 4416/L5-895626, four miles West of MOLLN.

(iv) ANNOTATED PRINT (SAV 390/1249-3)

Shows the main concentrations of bursts blanketing the target area.

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

(vi) PHOTOGRAPHS RECEIVED

SAV 34/992-94	14 JAN 1945.	1323A hrs.	1/45,400	(F.L. 7")	26,500'	'A'
" 95/1347-49,						
1351,52,54	"	1304A	"	1/44,500	"	26,000' "
" 100/1169-71,						
1173-77	"	1305A	"	1/45,400	"	26,500' "
" 100/1172	"	"	"	1/26,400 (F.L.12")	26,400'	" "
" 390/1249,51	"	1305 1/2 A	"	1/45,000 (F.L. 7")	26,200	" "
" 490/560-64	"	1516A	"	1/44,500	"	26,000' "
" 493/570	"	Unknown	"	1/42,800	"	25,000' "
" 493/571,572	"	1321A	"	1/24,500 (F.L.12")	24,500'	" "
0 34/185	"	Unknown	"	Oblique (F.L. 6-3/8")	27,200'	" "

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By [redacted] NAKA Date 9-4-07

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16 JAN 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 3638

\* LOCALITY: DERBEN near STENDAL  
Underground oil storage depot.

PERIOD UNDER REVIEW

This report covers damage up to 1545A hours on 14 JAN 1945 including damage resulting from the attack by aircraft of the U.S. 8th AIR FORCE on 14 JAN 1945 in reported clear weather.

(S.N. 3133)

PROVISIONAL STATEMENT ON DAMAGE

Craters are seen scattered throughout the target area on prints of poor quality. In the cylinder storage area at least thirty craters are visible, while at least fifty are visible in the large area of tank storage. This area is partly obscured by thick smoke from a fire, whose origin is in the vicinity of the loading and despatch sidings. There is possible damage to a pump house at the North end of the target and two small sheds have possibly been destroyed, other buildings may also be damaged slightly, but the quality of the prints precludes a definite statement. The tracks appear cut in the loading and despatch sidings and there is some business/residential damage Southwest of the target.

(Prints 3104-3103)

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

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PHOTOGRAPHS TAKEN BY: 14 Squadron.

SORTIE: US7GR/3812.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1545A hours on 14 JAN 1945.

SCALE: 1/9,000 approx. (F.L.36").

COVER AND QUALITY: Fully covered, with the exception of the East side of target, on prints of poor quality and partially smoke obscured.

LAST REPORT: None issued.

COMPARATIVE SORTIE USED: 106G/441 Prints 4037-4039.

PRINT DISTRIBUTED: 3106 (to follow when available).

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Authority *MM* *W/S* *065*

By *R.I.* NARA Date *9-4-07*

*Lead crew*

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

**HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559**

*NAS*

*ng*

Date 14 January 1945  
13 CBW FO 12  
13 CBW OPS 261  
3 AD FO 550

**SUBJECT: Tactical Report (DERBEN, GERMANY)**

**TO : CO, 95BG, APO 559**

**1. Information Concerning the Target:**

a. The primary target (visual) for today was the UNDERGROUND OIL STORAGE located immediately north of the small village of DERBEN about 14 miles SSE of STENDAL. In the recent attacks on Oil Targets, the results have caused these large Storage Depots to be ranked along with Oil Producers in the Priority Listing.

b. The secondary target (visual or H2X) for today was the HERMAN GORING BLAST FURNACES AND STEELWORKS, located at HALLENDORF near BRAUNSCHWEIG, GERMANY.

**2. Planning and Execution of the Mission:**

**a. Group Order and Strength:**

(1) 13 A, B, C Groups:	6 x 13 A/C Squadrons 3 x 12 A/C Squadrons
(a) 95 Group	3 Squadrons
(b) 100 Group	3 Squadrons
(c) 390 Group	3 Squadrons
(2) 4 A, B, C, D Groups:	12 x 13 A/C Squadrons
(a) 487 Group	3 Squadrons
(b) 94 Group	2 Squadrons
385 Group	1 Squadron
(c) 486 Group	2 Squadrons
385 Group	1 Squadron
(d) 447 Group	3 Squadrons
(3) 93 A, B, C Groups:	9 x 13 A/C Squadrons
(a) 490 Group	3 Squadrons
(b) 493 Group	3 Squadrons
(c) 34 Group	3 Squadrons

**b. A/C and C/C Available:**

(1) 95 Group	ME 35 A/C PFF 6 A/C MH 4 A/C	42 C/C 8 C/C 6 C/C
(2) 100 Group	ME 37 A/C PFF 6 A/C MH 4 A/C	38 C/C 6 C/C 5 C/C
(3) 390 Group	ME 34 A/C PFF 3 A/C MH 3 A/C	58 C/C 8 C/C 6 C/C

- 1 -

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

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e. A/C Scheduled to Take Off:

(1)	95 Group	35 Plus 3 PFF
(2)	100 Group	34 Plus 3 PFF
(3)	390 Group	33 Plus 3 PFF

d. A/C Airborne:

(1)	95 Group	36 A/C Airborne
(2)	100 Group	All Scheduled A/C Airborne
(3)	390 Group	34 A/C Airborne

e. A/C Failing to Take Off:

(1) 95 Group:

A/C 8469: 335 Sqdn "V" - Unable to get boost on all engines - Pilot Lt. Gross.  
A/C 8269: 336 Sqdn "K" - #2 starter out - Unable to start engine.

(2) 390 Group:

A/C 904: 569 Sqdn "L" - Entire radio system out.  
A/C 895: 571 Sqdn "R" - Hole in elevator and ship was grounded for repair.

f. A/C Abortive:

(1) 95 Group:

A/C 617: 336 Sqdn "Q" - #2 turbo out - Pilot Lt. Early.  
A/C 140: 412 SQDN "C" - #2 engine feathered - Pilot Lt. O'Toole - No sortie.

(2) 100 Group:

A/C 681: 349 Sqdn "V" - #3 engine out - Pilot Lt. Herironimus - No sortie.  
A/C 092: 418 Sqdn "H" - #4 engine ran away and had to be feathered - Pilot Lt. Dewendt - No sortie.

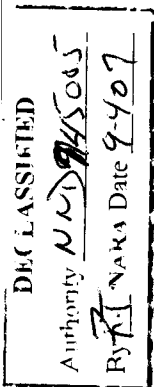
(3) 390 Group:

A/C 849: 570 Sqdn "O" - #4 engine out - Pilot Lt. Tenevich - Sortie.  
A/C 967: 569 Sqdn "A" - Runaway prop on #4 engine - Pilot Lt. Thompson - No sortie.  
A/C 972: 571 Sqdn "F" - #4 engine out - Pilot Lt. Welton.  
A/C 315: 568 Sqdn "P" - #2 prop feathered - Pilot Lt. Bushman - No sortie.  
A/C 093: 568 Sqdn "J" - #2 turbo out - Pilot Lt. Profatt - No sortie.  
A/C 868: 571 Sqdn "Y" - #1 prop had to be feathered - Pilot Lt. Wilson.

g. A/C Missing:

(1) 95 Group: None.  
(2) 100 Group: None.  
(3) 390 Group:

A/C 665: 571 Sqdn "Z" - Pilot Lt. Hannate.  
A/C 480: 568 Sqdn "E" - Pilot Lt. Humbert.  
A/C 337: 568 Sqdn "N" - Pilot Lt. Kitchner.



A/C 426: 568 Sqdn "G" - Pilot Lt. Mormon.  
 A/C 526: 568 Sqdn "Z" - Pilot Lt. Niebergall.  
 A/C 956: 568 Sqdn "K" - Pilot Lt. Goodrich.  
 A/C 677: 568 Sqdn "R" - Pilot Lt. Johnston.  
 A/C 744: 568 Sqdn "A" - Pilot Lt. Wiegand.  
 A/C 673: 571 Sqdn "B" - Pilot Lt. Lewis.

h. A/C Attacking - 13 CBW A Group: Bombs Dropped

(1) Primary	31	185x1000 LB GP
Jettisoning	2	7x1000 LB GP
Returning	2	12x1000 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: Salvo

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

(1) Primary	35	203x1000 LB GP
Jettisoning	4	16x1000 LB GP
Returning	2	12x1000 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: Salvo

j. A/C Attacking - 13 CBW C Group: Bombs Dropped

(1) Primary	20	240x500 LB GP
Jettisoning	5	Plus 8 Leaflet Containers
Returning	2	60x500 LB GP
		24x500 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: Salvo

### 3. Narrative of the Attack:

#### a. 13 CBW A Group:

##### (1) Navigation:

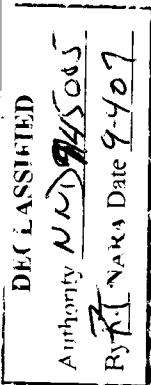
##### (a) Assembly:

The three Squadrons from the 95 Group made a normal take off and climb to assembly altitude. The Group was assembled and formed over the Buncher without too much difficulty. The first point of the Wing assembly was crossed on course at 0825, one minute early. The assembly route was very much as briefed, arriving at all points approximately one minute early, except GP A (Southwold) which was crossed on time.

##### (b) Route:

Due to variation in winds the Group was right of course to GP 1 and losing time. In order to make up time the Lead Navigator cut short of GP 1 and proceeded to GP 2 correcting into the briefed course near Helgoland. The briefed course was closely followed thru the flak corridor over Holland and over the Continent to the Pre-IP.

Prior to reaching the Pre-IP the Group ran into a little enemy opposition at which time the Division Leader decided to maintain a defensive formation and bomb by Groups.



The Lead Navigator could not positively identify the IP so held his turn onto the bomb run until he could identify a definite check point in the area, thereby overshooting the IP several miles before the turn was made. Since good pilotage conditions prevailed in the vicinity, the Navigator had no difficulty in picking up the target area.

After bombs away the Group proceeded to the RP. A slight "S" turn was made after leaving the RP to allow the Groups behind to close up. The return route was uneventful. The Continental Coast was recrossed at 1422.

(c) Weather:

A 6/10 - 9/10 low strata-cumulus layer prevailed over the base areas at take off. Bases at 1500, tops at 3000 feet. No clouds were encountered at assembly altitude. Over the North Sea a 2/10 - 4/10 strata-cumulus layer below 5000 feet was reported. Over the Continent the clouds dissipated completely. Average winds obtained at altitude were reported to about be as briefed except with slight change in velocity.

(d) Difficulties: None.

(e) Remarks:

With the exception of overshooting the IP the navigation was very good. The briefed route should always be followed by the Division Leader so that the following Groups may take advantage of turns in order to close up interval when necessary. The Navigator should have allowed for wind effect on his turn at the IP, had this been planned for the IP would not have been overshoot so greatly.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 95B set was out due to a blown tube. 95A and B received good scope returns. Bombing was visual in Group formation. No H2K assistance was given on the bomb run. The radar navigator and DR navigator collaborated in making the turn over the IP.

(2) 13 GBW A Group - 95A, B, C Squadrons:

(a)	Air Leader	Maj. Smith	Nav	Lt. Willborne
	Pilot	Lt. Wilson	Asst Nav	Lt. Shirey
	Co-Pilot	Lt. Hollyfield	M/O	Lt. Owens
			Bomb	Lt. Long

(b) A/C Attacking:

Bombs Dropped

(1)	Primary	31	185x1000 LB GP
	Jettisoning	2	7x1000 LB GP
	Returning	2	12x1000 LB GP

(2) Bombing Altitude: 25900f

(3) Time of Release: 1303

(c) Run In from IP to Target:

Bomb bay doors were opened 2 minutes prior to IP. Bombing was done in Group formation do to the presence of E/A. The IP

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was overshoot because of a stronger wind than anticipated and difficulty in identifying the IP. The bomb run was made visually. The target area was picked up readily. A little time was required to identify the MPI. 12 degrees of drift had to be cranked out on the bomb run. 95B and 95C sighted for range only but dropped on Lead Squadron's smoke markers. C-1 Auto-Pilot was used. Magnetic heading at time bombs away was 005 degrees.

(d) PI Report:

(1) With the exception of a few bursts all of the bombs from this Group fell in a compact pattern in the target area just short of the MPI. There were 10-12 hits in the vicinity of the Cylinder Storage, 35-40 hits in the area in which there are storage tanks, 4 possibly 5 hits on the railroad tracks and sidings at the eastern edge of the target, 6 bursts in the built up area to the west, and 1-12 hit in fields.

(2) It is impossible to separate the patterns of individual Squadrons, but the length and width indicate that the Group formation at the time of bombs away was a good one.

(3) Bomb Pattern Measurements: 2417'L x 3803'W.

(4) Bombing Errors: Range : 961' S  
Deflection: 830' R  
Radial : 1136'

(5) Percent of Bombs Within 1000' & 2000' of the MPI: 25% & 77%.

(6) Bombing Results: Very good.

(e) Bombing Malfunctions:

(1) 95A Squadron;

A/C 8199: Aborted just short of the target (engine failure) and dropped 6 bombs on a TO at Molin, Germany.

(2) 95B Squadron:

A/C 8617: Aborted and returned 6 bombs.

(3) 95C Squadron:

A/C 8140: Aborted and returned 6 bombs.  
A/C 8364z Had one bomb hang up and dropped it at 5240N-0719E.

b. 13 GBW B Group:

(1) Navigation:

(a) Assembly:

The three Squadrons of the 100 Group made a normal take off and ascent to assembly altitude. Thin low stratus over the bases did not make it necessary to use instruments at anytime during the ascent. The Squadron and Group was formed without difficulty. Contact was made with the A Group and they flew practically abreast all the way around on the assembly plan. The T-18 flare, that was supposed to be

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used during Wing assembly, was not seen until on the Division assembly. The Group was 4 minutes early at first point of Wing assembly, but time was lost and the coast was departed at Southwold, 1/2 minute early.

(b) Route:

After leaving England the Group proceeded on course till zero plus 60 when they started their climb. This Group had a little difficulty in maintaining their interval so they asked able to level off momentarily. This request was complied with. Climb was again started, and even though the Division Leader was not climbing faster than SOP, the Group had to use excessive power to stay in good formation.

At the coast in, the Group was about seven miles south of course and meagre flak was encountered. Altitude was reached at about 11 degrees E and shortly after this enemy fighters were reported in the area. This Group did not encounter persistent attacks however. The Group Leader made a wise decision when he decided to bomb by Group. The IP was overshoot a few miles but a good visual bomb run was made. Excellent results were observed. No trouble was had in reassembling, probably because of the lack of flak in target area. The High Squadron did have to use a little extra power but not excessive. From the RP to the English Coast the route flown was almost exactly as briefed. No further fighter attacks or unusual events took place.

On the way in time was gained due to a wind change but on the way back this time was lost and the English Coast was crossed only one minute early.

(c) Weather: Same as 13A Group.

(d) Difficulties: None.

(e) Remarks:

Navigation by this Group is considered to be very good. The 100 Group Navigator commends the Division Lead Navigator for an excellent job.

(f) PFF Narrative:

Three PFF A/C were dispatched. All sets operated with strong returns. Bombing was visual with no H2X assist because target was unidentifiable.

(2) 13 CBW B Group - 100A, B, C Squadrons:

(a)	Air Leader	Maj. Lyster	Nav	Lt. Scott
	Pilot	Lt. Raiford	Asst Nav	Lt. Roedel
	Co-Pilot		M/O	Lt. Tennenbaum
			Bomb	Lt. Eden

(b) A/C Attacking: Bombs Dropped

(1)	Primary	35	20x1000 LB GP
	Jettisoning	4	11x1000 LB GP
	Returning	2	12x1000 LB GP

(2) Bombing Altitude: 26000'

(3) Time of Release: 1305

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(c) Run In from IP to Target:

Because of the presence of enemy aircraft bombing was done in Group formation. Following 13A Group the IP was overshot. The bomb run was made visually. The target area and MPI were picked up quickly. Prop wash and a faulty C-1 Auto-Pilot were experienced on the bomb run. Synchronization was good at bombs away. B and C Squadrons dropped on smoke flares. Magnetic heading at time of bombs away was 011 degrees.

(d) PI Report:

(1) With the exception of a few bursts all of the bombs of the 100A and C Squadrons fell in the vicinity of the target area in a split pattern. Those bombs of the A Squadron fell in smoke short and walk over the MPI into the slightly built up section just west of the target. Those of C Squadron fell short and right of the MPI with a large percentage of bombs extending up to and in the smoke of the preceding Group. One A/C of the 100C aborted and dropped on the edge of a woods near 5333N-1055E. Those bombs of 100B Squadron fell in fields and marshland on both sides of the Elbe River 4371' to the left of the MPI. Since bombing was in Group formation these bombs of 100B were checked with aid of the Bomb Trajectory Chart.

(2) Bomb Patterns: 100A & C - Impossible to ascertain.  
100B - 2816'L x 2907'W.

(3) Bombing Errors: 100A & C - Impossible to ascertain.  
100B - Gross.

(4) Percentages of Bombs Within 1000' & 2000' of MPI:

Group:	16 2/3%	&	33 2/3%
Squadron A:	50%	&	96%
Squadron B:	0%	&	0%
Squadron C:	0%	&	5%

(5) Bombing Results: 100A & C - Good.  
100B - Nil.

(e) Bombing Malfunctions:

(1) 100A Squadron:

- A/C 636: Salvo switch would not release one side - Jettisoned 3 bombs at 5236N-0921E.
- A/C 631: Aborted and returned 6 bombs.
- A/C 865: Bomb bay doors had to be cranked shut.

(2) 100B Squadron:

- A/C 945: One shackle jammed but the bomb was released in target area.

(3) 100C Squadron:

- A/C 613: Top bomb on right side would not release. Jettisoned at 5233N-1153E.
- A/C 071: Aborted and jettisoned 6 bombs.
- A/C 092: Aborted and returned 6 bombs.

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e. 13 CBW C Group:

(1) Navigation:

(a) Assembly:

Assembly went well and according to plan, however at the English Coast out the Group was 1 minute late. This added to the 1/2 minute that the B Group was early, made a 3 1/2 minute interval between the B & C Groups.

(b) Route:

The same trouble with the climb was experienced by the B Group was evident with this Group also. The long time interval at the English Coast was trying to be erased during the climb but without success.

Course was flown about as briefed to the Pre-IP. At approximately 11 degrees 30 minutes east this Group suffered severe fighter attacks and as a result the entire Low Squadron was shot down. Apparently the three early returns from this Squadron and the spacing between Groups made this Group the best target for enemy attack. Poor formation by the Low Squadron was a further incentive for the enemy to select this part of the formation for the brunt of the attack.

At the IP, which was cut short, the Group closed up most of the interval and bombed visually only one minute behind the B Group. At the RP the Group and Wing was in good formation and this was maintained all the way back to bases.

(c) Weather: Same as other two Groups.

(d) Difficulties:

Climb apparently was too fast for this Group as they used excessive power to maintain an already too large an interval.

(e) Remarks:

Course, as planned, did not allow sufficient turns for Group to cut corners without their Group going through flak. Once again enemy fighters selected the weakest spot in the formation as the focal point for their attacks.

(f) PFF Narrative:

Three PFF A/C were dispatched. 390B set was inoperative due to a burned out rectifier tube. Bombing was visual. 390C Leader is MIA.

(2) 13 CBW C Group - 390A, B, C Squadrons:

(a)	Air Leader	Maj. McHenry	Nav	Lt. Rosen
	Pilot	Lt. Bealley	Asst Nav	Capt. Ball
	Co-Pilot	Lt. Arnold	M/O	Lt. Casserly
			Bomb	Lt. Rodgers

(b) A/C Attacking: Bombs Dropped

(1)	Primary	20	240x500 LB GP
			8 Leaflet Containers
	Jettisoning	5	60x500 LB GP
	Returning	2	24x500 LB GP

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(2) Bombing Altitude: 26000'

(3) Time of Release: 1305½

(c) Run In from IP to Target:

As a result of attack from E/A, bombing was accomplished in Group formation. After a good maneuver at the IP, the target was picked up without difficulty. The bombardier, however, experienced difficulty picking up the assigned MPI because of smoke from the previous Groups' bombs. Picking up the assigned MPI, he quickly synchronized and when bombs were released synchronization was good. C-1 Auto-Pilot was used on the bomb run. Bombs were released on a magnetic heading of 319 degrees. The B Squadron synchronized for rate on the bomb run. Unknowingly the bombardier apparently knocked the slip clutch from low to high disc speed while using the extended vision. This is the only way that his range error can be accounted for. C Squadron never did reach the target because of enemy fighter attack.

(d) PI Report:

(1) The bombs from 390A Squadron fell into the smoke of preceding Groups' bombs in the vicinity of the target area, with exception of those from one A/C releasing early that burst in fields to the right of the target. Those from 390B Squadron fell in fields 10644' over the target, and there is no photo coverage of 390C Squadrons due to enemy action.

(2) Bomb Pattern Measurement:

A Squadron: Impossible to ascertain.  
B Squadron: 2638'L x 1712'W.

(3) Bombing Errors: A Squadron: Impossible to ascertain.  
B Squadron: Gross.

(4) Percentages of Bombs Within 1000' & 2000' of the MPI:

A Squadron: Impossible to ascertain.  
B Squadron: 0% & 0%.

(5) Bombing Results: A Squadron: Unobserved.  
B Squadron: Nil.

(e) Bombing Malfunctions:

390A Squadron:

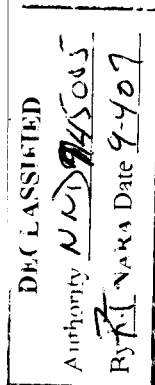
A/C 849: Aborted and jettisoned 12x500 GP bombs at 5408N-0851E.  
A/C 007: Aborted and jettisoned 12x500 GP bombs at 5340N-1020E.

390B Squadron:

A/C 967: Aborted and jettisoned 12x500 GP bombs at 5220N-0247E.  
A/C 972: Aborted and jettisoned 12x500 GP bombs at 5405N-0903E.

390C Squadron:

A/C 093: Aborted and returned 12x500 GP bombs to base.  
A/C 315: Aborted and returned 12x500 GP bombs to base.  
A/C 868: Aborted and jettisoned 12x500 GP bombs at 5400N-0916E.

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4. Mission Camera Report:

a. The 95 Group installed 2 scope and vertical cameras, 1 and 9 of which took pictures:

PFF A/C 179: Mickey Set out.

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

c. The 390 Group installed 1 scope and 9 vertical cameras, 1 and 5 of which took pictures:

A/C's 480, 337, and 677 with K-21's installed: Missing in action.  
A/C 151 with K-21 installed: Gears stripped.

5. Communications:

a. Major Smith led the 13th Wing and was Division Leader. VHF SOP was followed. Discipline was reported as excellent but there was some jamming during assembly and while under fighter attacks. Control Point messages were sent in satisfactorily. Kodak reported communications with Fireball as excellent. All Kodak messages were satisfactorily relayed to the Wing. Satisfactory fighter contacts were reported by all Group Leaders.

b. Control Points:

	CP 1	CP 2	TGT
Timings	1046	1152	1310
ETA	1049	1146	1303

c. Strike Reports:

13A (95)	P A 1	1303
13B (100)	P A 2	1304
13C (390)	P A 1	1305

6. Controller's Log:

a. 2252 from 3 AD:

- (1) Alerted.
- (2) Force.
- (3) Zero Hour.
- (4) RBA.
- (5) Unassigned Targets.

b. 2310 to Groups:

- (1) Above.
- (2) 95 Group Leading Division.
- (3) Weather Monitor A/C.

c. 0050 from 3 AD:

- (1) Targets - Primary and Secondary.
- (2) Bomb Load.
- (3) New Division Order.
- (4) Time Control.
- (5) Assembly.
- (6) Approach to Assembly.
- (7) Tentative Route.
- (8) Bombing Altitude.
- (9) Bombing Unit.
- (10) Second Runs.
- (11) Intervalometer Setting.
- (12) RBW.

DECLASSIFIED  
 Authority NND 945005  
 BY [Signature] NARA Date 9-4-07

TR, 14 Jan. '45

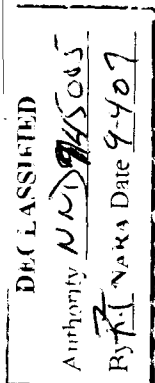
- d. 0147 to Groups:  
(1) Advance Warning to 13 CBW FO.
- e. 0150 from 3 AD:  
(1) Advance Warning to 3 AD FO.
- f. 0211 from 3 AD:  
(1) Intelligence Annex to 3 AD FO.
- g. 0240 to Groups:  
(1) Annex 1 to Advance Warning to 13 CBW FO.
- h. 0243 to Wing from 3 AD:  
(1) Annex 1 to Advance Warning to 3 AD FO.
- i. 0337 to Groups:  
(1) 13 CBW FO.
- j. 0415 to Groups:  
(1) Annex 1 to 13 CBW FO.
- k. 0423 from 3 AD:  
(1) 3 AD FO:
- l. 0455 from 3 AD:  
(1) Annex 1 to 3 AD FO.
- m. 0612 from 3 AD:  
(1) Annex 2 to 3 AD FO.
- n. 0642 from 95 Group:  
(1) First Weather Report.
- o. 0732 from 100 Group:  
(1) First A/C Airborne.

7. Comments on Mission Planning:

a. 3 AD did not release routes for secondary, or last resort target, until requested by Wing Controller, only 30 minutes before pre-briefing. Considering the time element, 3 AD promised to have the routes available to the Groups within 10 minutes. Pre-briefing was nearly over, before the information was actually available, one hour after the initial request.

For the Commanding Officer:

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



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

APO 559.  
16 January 1945.

SUBJECT: Report of Operations Officer, Mission of 14 January 1945.

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

1. GENERAL NARRATIVE: The 95th "A" Squadron, flying as lead squadron in the 13th "A" Combat Wing, with 95 "B" Squadron in the high position and 95 "C" as low - took off from base at 0744 - 0752 hours, and assembled over base at 6,000 feet by 0840 hours.

95 "B" Squadron took off at 0733 - 0747 hours and assembled over base at 7,000 feet by 0840 hours.

95 "C" Squadron took off at 0756 - 0806 hours and assembled over base at 5,000 feet by 0840 hours.

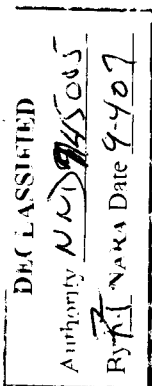
After squadrons had assembled, they effected group formation and proceeded to Bun. #28 where Wing assembly was made at 0854 hours at 6,000 feet. Division assembly was made at Bun. #9 at 0916 hours and the English coast departed at Southwold at 0930 hours.

Climb to bombing altitude was begun and route to I.P. followed as briefed, with the formation crossing the enemy coast at 1144 hours - altitude 22,000'. Due to 90° turns, before and at, the I.P. - the 13 "A" Group overshot the I.P. a few miles - but corrected back and bombed the primary target visually, with good results. 95 "A" Squadrons bombs were away at 1303 hours from 26,300 feet altitude. 95 "B" dropped at 1303 from 26,100 feet and 95 "C" bombed at 1303 from 25,500 feet.

After bombs away - the Group Rally was effected and briefed course out was followed. Enemy coast was crossed at 1423 hours, altitude 20,000 feet, the English coast at 1456 hours and base reached at 1505 hours. Landing for the group was effected at 1503 - 1532 hours.

2. AIRCRAFT NOT ATTACKING: 95 "A" Squadron - Nine A/C plus one PFF left base in formation shown in Diagram "A". All A/C receive sorties.

95 "B" Squadron - Eleven A/C plus one PFF left base in formation shown in Diagram "B". A/C 8617 returned after becoming dispatched and receives credit for a sortie. The remaining eleven A/C receive sorties.



Report of Operations Officer, Mission of 14 January 1945, Cont.

95 "C" Squadron - Eleven A/C plus one PFF left base in formation shown in Diagram "C". A/C 8140 returned before becoming dispatched and does not receive credit for a sortie. The remaining eleven A/C receive sorties.

3. AIRCRAFT LOST: None.

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

DECLASSIFIED

Authority NND 945045

By R. NARA Date 9-4-07

STATION

119

FORM 3

DATE

14 JAN. 45.

35-17-  
36-2-  
410-1-

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST.	ACT.	EST.	ACT.	
412	N	8040	Wilson	412 Lead		730		1520	
335	R	9055	MERCER	35		731		1527	
"	N	6598	Melvin	35		732		1519	
336	Z	8199	THOMAS	36		744		1440	Santie.
"	U	8469	<del>ROSS</del>	36		Scrubbed			
"	X	8604	SUTTON	36		746		1526	
335	H	7376	TROONING	37 HIGH.		748		1502	
"	S	9052	SHAW	35		751		1522+	
"	Z	2455	J. HAMILTON	35		750		1522	
"	A	8255	PEARSON	35 low		749		1524	
"	K	8269	<del>DITTON</del>	35		Scrubbed			
"	O	7194	PURDY	35		752		1524+	

DECLASSIFIED  
 Authority NND 915045  
 R37-VI NARA Date 9-4-07



## FORM 3

STATION 119DATE 14 JAN. 45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	S	8179	GILLEN	the lead		733		1517	
336	E	8106	ROSE	30		735		1517+	
"	Q	8617	EARLEY	30		734		1316	# 2 Turbo. - Sortie
334	R	8438	GRIFFIN	30		736		1518	
"	Q	2951	KOEHLER	30		737		1518+	
"	W	8660	ROY	30		739		1516	
"	T	8996	ROSENZWEIG	HIGH		740		1503	
"	D	8640	MADIGAN	30		741		1514	
"	U	8525	RIVET	30		813		1513	
336	V	8676	TOWER	low		742		1511	
336	N	8899	MILLSPANGH	30		743		1512	
"	R	7844	SCHAFF	30		747		1515	

DECLASSIFIED  
 Authority NND 915005  
 By J. NAKA Date 9-4-07

STATION

119

FORM 3

DATE

14 JAN. 45.

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	W	8364	COLLINGS.	Lead <sup>412</sup>		738		1529	
334	X	8990	SCOTT	34		755		1531	
"	V	8657	RUDKINS	34		756		1528	
412	<del>Z</del>	8281	DOXON	412		754		1529	
"	R	1462	BEARD			758		1530	
336	S	8333	HUNTER			801		1532	
412	E	8067	RINGSBLOOM	HIGH.		802		1459	
334	K	8317	SUTKOWSKI			759		1528	
412	V	8288	SQUYRES			757		1525	
"	J	8826	BUSSE	LOW.		803		1534	
336	Y	6583	L'ECUYER			805		1521	
412	C	8140	O'TOOLE			806		1113	# 2 Engine Feathered

DECLASSIFIED  
 Authority NARA/SSODS  
 BY J. NAKA Date 9-4-07

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 14/1/45 TARGET \_\_\_\_\_ DUTY OFFICERS LT. HOWE
2. CBW 13A GROUP 95C GP. LEADER CAPT. COLLINGS A/C <sup>335</sup> 8364 W/T KLD-W  
POSITION low. DEPUTY LDR. LT. SCOTT A/C <sup>334</sup> 8990 W/T LHV-X
3. EST. TAXI TIME 0745 EST. T.O. 1ST A/C 0755 ETD BASE 0845  
ETR BASE 1510
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF PPF STAKES INCLUDED \_\_\_\_\_

DECLASSIFIED

Authority NND 945005

By: [Signature] NAKA Date 9/4/07

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 14/1/45 TARGET \_\_\_\_\_ DUTY OFFICERS LT. HOWE
2. CBW 13A GROUP 95A GP. LEADER MAJ. SMITH A/C <sup>412</sup> 8040 W/T JCS-N  
POSITION Lead DEPUTY LDR. LT. MERCER A/C <sup>335</sup> 9055 W/T KZD-R
3. EST. TAXI TIME 0735 EST. T.O. 1ST A/C 0745 ETD BASE 0845  
ETR BASE 1510
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF PPF STAKES INCLUDED \_\_\_\_\_

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 14/1/45 TARGET \_\_\_\_\_ DUTY OFFICERS LT. HOWE
2. CBW 13A GROUP 95B GP. LEADER MAJ. GOODING A/C <sup>334</sup> 8179 W/T LHV-S  
POSITION High DEPUTY LDR. LT. ROSE A/C <sup>336</sup> 8106 W/T WWR-E
3. EST. TAXI TIME 0725 EST. T.O. 1ST A/C 0735 ETD BASE 0845  
ETR BASE 1510
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF PPF STAKES INCLUDED \_\_\_\_\_

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

14 January 1945

SUBJECT: Abortion.

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

1. I took off at 0745 in aircraft No. 8199, and assembled with formation as briefed.

2. On departure No. 1 oil temperature was 92° cylinder head temperature was also high and oil pressure below normal. At 21,000 in the climb, the oil pressure read 60 lbs, oil temperature 100°, and cylinder temperature 210° with cowl flaps wide open. At this time overboost was upped to 2400 RPM, 42 in. and the oil pressure began to drop slowly. At 25,500, 53° 19' north 10° 31' east at 1220 hours, I left the formation. Oil pressure reaeing was 45 lbs Mo. 1 was throttled back and dropped our bombs on a town near Mollin Germaney. We returned to base and landed at 1445 hours.

*Halcott B. Thomas*

HALCOTT B. THOMAS  
1st. Lt. A.C.  
Pilot

1st. Ind.

336th Bomb Sqdn, 95th Bomb Gp. (H), APO 559, U.S. Army, 14 January 1945.

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

1. For your information.
2. I consider action taken was justifiable.

*Jack D. Beckelman*  
JACK D. BECKELMAN  
Major A.C.  
Commanding

DECLASSIFIED

Authority *NND 845045*

By *NAKA* Date *9-4-07*

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

14 January 1945

SUBJECT: Abortion.

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

1. I took off in aircraft No. 8617 at 0735.

2. We circled the buncher to assembly altitude and joined formation as briefed. No. 2 supercharger went out on the climb, and we could not stay in formation. We changed amplifier, checked the fuses and tubes, but with no result. We left the formation at 0800<sup>0</sup> east at an altitude of 19,600 at 1134 hours. We landed at 1315 with our bombs.

*Clarence Early*  
CLARENCE EARLEY  
1st. Lt. A.C.  
Pilot

1st. Ind.

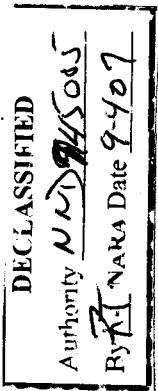
336th Bomb Sqdn, 95th Bomb Gp. (H), APO 559, U.S. Army, 14 January 1945.

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

1. For your information.

2. I consider action taken was justifiable.

*Jack D. Beckelman*  
JACK D. BECKELMAN  
Major A.C.  
Commanding



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

B-F-26

14 January 1945

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission  
of 14 January 1945, Derben, Germany.

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

1. We led Ninety Fifth "A" Squadron which was leading the 13th "A" Combat Wing. We took off at 0735 hours. Group was formed at 0840 at 6000'. Wing assembly was made at 0845 hours at 6000'. Division assembly was made at 0916 hours at 6000' altitude. We left the English coast at 0930 hours at 6000' at Southwold, 5215N 0140E.

2. We crossed the Enemy coast at 5402N 0851E at 22000' altitude at 1144 hours. The route to the Initial Point was made good. Due to a 90° turn before Initial Point and a similar turn on the Initial Point we overshoot the Initial Point several miles. The heading from the Initial Point to the target was 315° but due to overshooting the Initial Point several miles, and difficulty in picking up target our heading was different from the briefed one.

3. Bombs were away at 1303 hours at 5225N 1200E on a magnetic heading of 005° at 26500' altitude. The Rally Point was made at 5235N 1149E at 1307 hours at 26300' altitude. Briefed route out was made good and we crossed the Enemy coast out at 5240N 0457E at 1423 hours, at 20000'.

4. We crossed the English coast in at Southwold at 5223N 0143E at 1456 hours at 12000' altitude. We were over the base at 1506 hours and landed at 1520 hours.

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

DECLASSIFIED

Authority NND 945055

By R. NAKA Date 9-4-07

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

E-F-26

14 January 1945

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission of 14 January 1945, Derben, Germany.

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

1. We led Ninety Fifth "B" Squadron which flew as high in the 13th "A" Combat Wing. We took off at 0735 hours and group was formed over the field at 0840 hours at 7000' altitude. The Wing was assembled over BU# 28 at 0854 hours at 6800'. Division assembly was at 0916 hours at 6600' over BU# 9. We left the English coast at 0930 hours at 5219N 0140E at 6600'.

2. We crossed the Enemy coast at 5402N 0651E at 1144 hours at 21600' altitude. At 1238 hours, 5245N 1240E the 390th Group was attacked by fighters. We bombed the primary target at 1303 hours at 26100' hitting the target on a north heading for easier pilotage in locating the target.

3. All of bombs landed on the target. We reached the Rally Point, 5235N 1149E at 26100' altitude at 1308 hours. We arrived at the Enemy coast at 20000' altitude at 5240N 0457E at 1424 hours.

4. We crossed the English coast in at 5225N 0143E at 1456 hours at 12000'. We were over the field at 1505 hours and landed at 1516 hours.

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

DECLASSIFIED

Authority NND 945005

By R.I. NAKA Date 9-4-07

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

**H-7-26**

**14 January 1945**

**SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 14 January 1945, Derben, Germany.**

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

1. Bombing Approach and Run - Bomb bay doors were opened two minutes prior to I.P. Bombing was done in group formation because fighters were present. I.P. was overshoot slightly due to strong wind and a little trouble identifying I.P. Target area was picked up easily but MPI was more difficult. 15° of drift was cranked out on the run. Bombs were away at 1305 hours.

2. Disposition of Bombs - 10 A/C were dispatched with the 95th "A" Squadron and dropped 54 x 1000# M-44 bombs on the primary target. A/C #8199 aborted just before the target (engine failure) and dropped 6 x 1000# M-44 bombs on Moline, Germany, SE40N 1033E. All bombs dropped were fused 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped by 95th "A" Squadron were in salvo and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs		Fuzing	
Derben, Germany.	9	9	No.	Size	Type	Nose Tail
Total on Target.			54	1000#	M-44	1/10 1/40
Bombs Returned.			None.			
Other Expenditures, (T/O).			6	1000#	M-44	1/10 1/40
Total (loaded on A/C taking off).			60	1000#	M-44	1/10 1/40

DECLASSIFIED

Authority NND 945065

By R. NAKA Date 9-4-07



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

B-F-26

14 January 1945

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission  
of 14 January 1945, Derben, Germany.

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

1. We led the Ninety Fifth "C" Squadron which flew as low in the 15th "A" Combat Wing. We took off at 0740 hours. Squadron assembly was made at BU# 25 at 0840 hours at 5000'. We were opposite BU# 28 at 0854 hours, Ipswich at 0900 hours and BU# 12 at 0906 hours. We were over BU# 9 at 0916 hours and crossed the English coast out at 0930 hours at 5000' altitude at 5219X 0140E.

2. We crossed the Enemy coast in at 1144 hours at 5402N 0851E at 21000' altitude and briefed flight plan was used at all times. We over-ran the Initial Point about ten miles and bombed in Group formation.

3. Bombs were away at 1303 hours at 26500' with a true heading of 010°. Briefed flight plan was used on return trip with Squadron crossing the Enemy coast out at 1422 hours at 18000' altitude at 5249N 0437E.

4. We crossed the English coast in at 1450 hours at 11000' altitude at 5225N 0143E and were opposite the field at 1505 hours and landed at 1530 hours. There were no navigational difficulties today.

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

DECLASSIFIED  
Authority NND 945065  
BY R. NAKA Date 9-4-07

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

B-F-26

14 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission  
of 14 January 1945, Derben, Germany.

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

1. Bombing Approach and Run - Bomb bay doors were opened two minutes prior to I.P. Bombing was done in group formation because fighters were present. I.P. was overshot slightly due to strong wind and a little trouble identifying I.P. Target area was picked up easily but MPI was more difficult. 12° of drift was cranked out on the run. Bombs were away at 1303 hours.

2. Disposition of Bombs - 10 A/C were dispatched with the 95th "A" Squadron and dropped 54 x 1000# AN-M44 bombs on the primary target. A/C #8199 aborted just before the target (engine failure) and dropped 6 x 1000# AN-M44 bombs on Moline, Germany, 5340N 1033E. All bombs dropped were fuzed 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped by 95th "A" Squadron were in salvo and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs		Fusing	
			No.	Size	Type	Nose Tail
Derben, Germany.	9	9	54	1000#	M-44	1/10 1/40
Total on Target.			Same as above.			
Bombs Returned.			None.			
Other Expenditures, (T/O).			6	1000#	M-44	1/10 1/40
Total (loaded on A/C taking off).			60	1000#	M-44	1/10 1/40

MAHLON H. LONG  
1st Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED  
Authority NND 945045  
By T. NAKA Date 9-4-07

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

B-F-26

14 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 14 January 1945, Derben, Germany.

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

1. Bombing Narrative.

- a. Bombing aids used were E-6-B, C-2, ABC, and AFCK equipment.
- b. The maneuver at the I.P. was a 90° turn to the right in group formation.
- c. Bomb bay doors were opened two minutes prior to I.P. at 1253.
- d. Bombing was done in group formation because fighters were present. Bomb bay doors were opened two minutes prior to the Initial Point. I.P. was overshoot slightly due to strong wind and a little trouble identifying Initial Point. Target area was picked up easily but MPI was more difficult. 12° of drift was cranked out on the run. Bombs were away at 1303 hours.
- e. Bombing results were observed to be excellent.
- f. There are no suggested changes in bombing technique.

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

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	Bombs			Fusing	
			No.	Size	Type	Nose Tail	
Derben, Germany.	9	9	54	1000#	M-44	1/10 1/40	
Total on Target.			Same as above.				
Bombs Returned.			None.				
Other Expenditures (T/O).			6	1000#	M-44	1/10 1/40	
Total (loaded on A/C taking off).			60	1000#	M-44	1/10 1/40	

4. Types of Release - All bombs dropped were in salvo and armed.

MANLON H. LONG  
1st Lt., Air Corps,  
Lead Bombardier.

DECLASSIFIED  
Authority NND 94505  
By R. I. NAKA Date 9-4-07

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

5-F-26

14 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 14 January 1945, Derben, Germany.

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

1. Bombing Approach and Run - Bomb bay doors were opened two minutes prior to the I.P. He had been under fighter attack so the bombing was done in group formation. The I.P. was overshot slightly due to a strong wind and the fact that a group turn had to be made. Target was easily identified and I synchronized for rate only. The formation was good and bombs were observed on target. Bombs were away at 1303 hours.

2. Disposition of Bombs - 12 A/C were dispatched with the 95th "B" Squadron and dropped 66 x 1000# AN-M44 bombs on the primary target. A/C # 8617 aborted (engine failure) and returned 6 x 1000# AN-M44 bombs. All bombs dropped by 95th "B" Squadron were fuzed 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped by the 95th "B" Squadron were in salvo and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs		Fuzing	
			No.	Size	Type	Nose Tail
Derben, Germany.	11	11	66	1000#	M-44	1/10 1/40
Total on Target.			Same as above.			
Bombs Returned.			6	1000#	M-44	1/10 1/40
Other Expenditures.			None.			
Total (loaded on A/C taking off).			72	1000#	M-44	1/10 1/40

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

DECLASSIFIED

Authority NND 945005

By R. NAKA Date 9-4-07

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

E-F-26

14 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "b" Squadron, Mission of 14 January 1945, Derben, Germany.

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

1. Bombing Narrative.

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

b. The maneuver at the I.P. was a 90° turn to right in formation.

c. Bomb bay doors were opened two minutes prior to I.P. at 1253.

d. Bomb bay doors were opened two minutes prior to the I.P. We had been under fighter attack so the bombing was done in group formation. The I.P. was overshoot slightly due to a strong wind and the fact that a group turn had to be made. Target was easily identified and I synchronized for rate only. The formation was good and bombs were observed on target. Bombs were away at 1303 hours.

e. Bombing results were observed to be excellent.

f. There are no suggested changes in bombing technique.

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

3. Disposition of Bombs - A/C			Bombs			Fusing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Derben, Germany.	11	11	66	1000#	M-44	1/10	1/40
Total on Target.			Same as above.				
Bombs Returned.			6	1000#	M-44	1/10	1/40
Other Expenditures.			None.				
Total (loaded on A/C taking off).			72	1000#	M-44	1/10	1/40

4. Types of Release - All bombs were dropped in salvo and armed.

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

DECLASSIFIED

Authority NND 945045  
By R. NAKA Date 9-4-07

REF ID: A66542

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

E-F-26

14 January 1945

**SUBJECT:** Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 14 January 1945, Derben, Germany.

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

1. Bombing Approach and Run - Bomb bays were opened two minutes before the I.P. We had been under fighter attack so bombing was done in group formation. The I.P. was overshoot slightly due to a strong wind and the fact that the group turn had to be made. Target was easily picked up and I synchronized for rate only. The formation was good and hits were observed on target. Bombs were away at 1305 hours. One bomb hung up and on the way out I sighted on Railroad junction at 5240N 0719E. The bomb was observed to hit on Railroad.

2. Disposition of Bombs - 12 A/C were dispatched with 95th "C" Squadron and 11 A/C were over the primary target dropping 65 x 1000# G.P. AN-M44 bombs. A/C #8140 aborted because of engine failure and returned 6 x 1000# G.P. bombs. Lead A/C #8364 had 1 x 1000# G.P. hang up and dropped it later on a T/O at 5240N 0719E. All bombs on the primary target and T/O were fuzed 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped by 95th "C" Squadron on the primary target were salvaged and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Size	Type	Fusing Nose Tail
Derben, Germany.	11	11	65	1000#	M-44	1/10 1/40
Bombs on Target.			Same as above.			
Bombs Returned.			6	1000#	M-44	1/10 1/40
Other Expenditures, (T/O).			1	1000#	M-44	1/10 1/40
Total (loaded on A/C taking off).			72	1000#	M-44	1/10 1/40

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

DECLASSIFIED

Authority NND 94505

By [Signature] NARA Date 9-4-07

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

E-F-26

14 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 14 January 1945, Derben, Germany.

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

1. Bombing Narrative.

- a. Bombing aids used were H-6-B, G-2 ABC and AFCE equipment.
- b. The maneuver at the I.P. was a 90° turn to the right, in group formation.
- c. Bomb bay doors were opened two minutes prior to I.P. at 1253.
- d. Bomb bays were opened two minutes prior to I.P. We had been under fighter attack so bombing was done in group formation. The IP was overshot slightly due to a strong wind and the fact that a group turn had to be made. Target was easily picked up and I synchronized for rate only. The formation was good and hits were observed on the target. Bombs were away at 1303 hours.
- e. Bombing results were observed to be excellent.
- f. There are no suggested changes in bombing technique.

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

3. Disposition of Bombs - A/G

Main Bombfall	Over Target	Bombing	Bombs			Fuzing	
			No.	Size	Type	Nose	Tail
Derben, Germany.	11	11	68	1000#	M-44	1/10	1/40
Bombs on Target.			Same as above.				
Bombs Returned.			6	1000#	M-44	1/10	1/40
Other Expenditures (T/O).			1	1000#	M-44	1/10	1/40
Total (loaded on A/G taking off).			72	1000#	M-44	1/10	1/40

4. Types of Release - All bombs dropped by 95th "C" Squadron on the primary target were salvaged and armed.

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

DECLASSIFIED  
Authority NND 945045  
By R. NAKA Date 9-4-07

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

APO 559  
15 January 1945

DECLASSIFIED  
Authority NND 945005  
By R. NAKA Date 9-4-07

SUBJECT: Engineering Report on Combat Mission of 14 January 1945.

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

1. The following information is submitted concerning combat mission  
of 14 January 1945.

- a. Thirty-four (34) B-17 airplanes took off.
- b. Thirty-two (32) B-17 airplanes returned to base after  
completion of combat mission.

2. There were two (2) abortive airplanes.

- a. 43-38617 - Runaway supercharger
- b. 43-38140 - Oil leak in #2 engine

3. There were two (2) airplanes with battle damage.

- a. 43-38990 - Minor skin damage
- b. 44-8179 - Minor skin damage

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



HEADQUARTERS  
NINETY FIFTH BOMB REGIMENT GROUP (F)  
Office of the Group Armament  
Officer  
APO 559

15 January 1945

SUBJECT: Armament Malfunction Report for 14 January 1945.

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

1. Thirty-two aircraft were loaded with 6-1000lb. G. P. Demolition Bombs each and the three PFF aircraft were loaded with two each ONB-11 Skymarkers in addition.

2. Following are the armament malfunctions reported for the mission 14 January 1945.

- A/C No. 8498- Ball turret Vickers unit leaking-tightened.
- A/C No. 1462 - Ball turret pressure line on Vickers leaking, fittings tightened.
- A/C No. 3281 - Upper turret, Power motor part # 74831 shorted. Replaced with new Double Power unit #63404.
- A/C No. 7194 - Released five bombs on target in train. One bomb hung in racks and was released late manually. Cause- defective A-4 release which has been replaced.

LEONARD E. DUTTON  
Captain, Air Corps,  
Group Armament Officer.

DECLASSIFIED

Authority NND 945085

RYA NARA Date 9-4-07

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

15 January 1945

SUBJECT: Mission Expenditure Report for 14 January 1945.

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

1. Following are the expenditures for the mission of 14 January 1945.

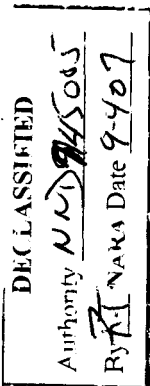
a. Station	AAF Sta 119
b. Unit	95th Bombardment Group (H)
c. Type of Ammunition.	Cal. 50 API&I-TIRI
d. Gun locations and number of guns	

64 Ball Turret Guns	800
64 Upper Turret	650
32 Left Waist Guns	360
32 Right Waist Guns	320
32 Left Nose Guns	320
32 Right Nose Guns	320
64 Shin Turret Guns	700
64 Tail Guns	640

e. Total number of guns...	384
f. Total rounds ammunition fired	4110 rounds.
g. Total number bombs expended	192 1000 lb. G. P. Demolition Bombs.

6 CHB-M1-Skymarkers.

LEONARD F. DAWSON  
Captain, Air Corps,  
Group Armament Officer



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

(JA-1)

AFO 559  
14 January 1945

**SUBJECT:** Operational Communications

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

1. Of the thirty-six crews assigned to the mission, thirty-two were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
  - (a) 412-B (Radio compass/faulty lead-in antenna)
  - (b) 412-B (Radio compass/faulty fuse)
  - (c) 412-B (Interphone/TT switch out)
3. The following navigational aids were used successfully:
  - (a) 305-B obtained one GDM on home station
  - (b) Thirty A/C used Splashers and Bunchers
  - (c) Thirty-six A/C used Station 7000
4. The reception of ground stations and beacons was normal.

RICHARD P. REEF  
Captain, A. C.  
Cp. Communication O.

DECLASSIFIED

Authority NND 945045

By R. NARA Date 9-4-07

CONFIDENTIAL  
(Security Classification)

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

14 January 1945

SUBJECT: S-2 Report for the mission to Derben, Germany for the above date.

TO : Commanding Officer, 95th Bomb Group (H), APO 5b9.

1. Nine plus one PFF A/C from the 95th Group took off beginning 0730 hours to form the lead squadron of the 13th A Combat Group, and lead in the 3rd Air Division, to attack the underground oil storage installation at Derben, Germany.

Eleven plus one PFF A/C from the 95th Group took off beginning 0733 hours to form the high squadron of the 13th A Combat Group to attack the underground oil storage installations at Derben, Germany. A/C 3617 aborted 11:34 hours at 6404N-0800E, because of a turbe failure.

Eleven plus one PFF A/C from the 95th Group took off beginning 0738 hours to form the low squadron of the 13th A Combat Group to attack the underground oil installations at Derben, Germany. A/C 8140 aborted at 5244N-0251E because of #2 engine failure.

2. Between 40 to 50 enemy A/C consisting of FW 190's, Me 109's and some jets were seen, they were attacked by our fighter escort of P-51's and effectively drawn off with the exception of a few who escaped from the dog-fights. These attacks by 10 to 15 FW 190's, including 1 or 2 Me 109's and Me 262's took place from 1231 to 1235 hours, coming from 12 to 7 o'clock, generally level, in the vicinity of 5245N-1210E and lasted only long enough for single passes. Colors reported were as follows: Black, green, brown, dark blue, silver with red, green and yellow tail markings, red nose and tail on camouflage. One FW 190 was seen to drop wheels as if to slow down to make a tighter turn. Gunners claimed 3 FW 190's, 1 Me 109 and 1 Me 262 destroyed and 2 FW 190's damaged.

3. An inaccurate, meagre, barrage, was encountered at 6407N-0925E.

4. Bombing of primary target was in group formation, visually with excellent results. A very close pattern of simultaneous burst is seen centered on the MPI. One A/C in 95A bombed a T.O. at Molin 5337N-1041E visually with a sight with unobserved results because of engine failure. One A/C in 95C bombed a T. O., rail junction, at Heppen, 5242N-0718E, visually with a sight with reported excellent results because of rack malfunction at primary target.

5. Fighter escort described as excellent. Crews state that escort kept majority of E/A from attacking this group. Group followed briefed course throughout except for slight variations over north sea and at approximately 5230N-1000E when this group "s"ed to allow 13C group to catch up. Command pilot decided on a group drop prior to I.P. because of fighter attacks.

All other A/C returned to base by 1534 hours.

For the Intelligence Officer:

WILLIAM ROWELL,  
1st Lt., Air Corps,  
Ass't S-2 Officer.

DECLASSIFIED

Authority NND 945005  
BY: J. N. K. Date 9-4-07

15th COMBAT WING

J309D

XXXX

XX X

14-1-45

S-2

STAT CONTROL.

95A

95B

95C

A. MAJOR SMITH

MAJOR GOODING

CAPT. COLLINGS

B. 2ND LT. MERCER

1ST. LT. ROSE

1ST LT. SCOTT

C. 1ST LT WILSON

1ST. LT. GILLEN

CAPT COLLINGS

D. 2ND LT. WILBOURNE

2ND LT. BALLATORE

1ST LT. HUZORVICH

E. 1ST LT LONG

2ND LT. LYTLER

1ST LT. GRIFFIN

F. ~~1ST LT. SHIREY~~  
2nd Lt Hollyfield

~~2ND LT. INMAN~~  
S/S Goulette

S/S DONNELLY

G. 2ND LT. OWENS

1ST LT. DEMENT

1ST LT. MITCHELL

H. 10

11

11

I. 10

11

11

DECLASSIFIED  
Authority NND 945085  
By R. I. NARA Date 9-4-07

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
8199	1	1	1														6 X 1000 MOLLN-5390-1033	
7376	1	1	1										6-1,000					
2465	1	1	1										6-1,000					
9052	1	1	1										6-1,000					
<del>      </del>	<del>  </del>	<del>  </del>	<del>  </del>										<del>      </del>					
6578	1	1	1										6-1,000					
P255	1	1	1										6-1,000					
9055	1	1	1										6-1,000					
8604	1	1	1										6-1,000					
7194	1	1	1										6-1,000					
8040	1	1	1										6-1,000					
LS	10	10	10										54-1,000				6 X 1,000 5340N-1033E	

Authority: N.M. 9/5005  
 Date: 9-4-07

DECLASSIFIED

Authority NND 945045

By NAKA Date 9-4-07

Air-borne	Sorties	Attacking	ABORTS				LOST			DAMAGE		BOMBS DROPPED				RET.		
			M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO		JETT	
1			1															6-1000 GP
1	1	1										6-1000						
1	1	1										6-1000						
1	1	1										6-1,000						
1	1	1										6-1,000						
1	1	1										6-1,000						
1	1	1										6-1,000						
1	1	1										6-1,000						
1	1	1										6-1,000						
1	1	1										6-1,000						
1	1	1										6-1,000						
12	11	11	1									66-1,000						6,1,000

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
8617	1			1														6-10
8899	1	1	1									6-1000						
8106	1	1	1									6-1000						
8996	1	1	1									6-1,000						
8640	1	1	1									6-1,000						
8676	1	1	1									6-1,000						
8660	1	1	1									6-1,000						
8438	1	1	1									6-1,000						
8525	1	1	1									6-1,000						
2951	1	1	1									6-1,000						
7844	1	1	1									6-1,000						
8179	1	1	1									6-1,000						
S	12	11	11	1								66-1,000						11, 11

AUTHORITY NND 9/5005  
 Ry-T. VAKA Date 9-407



C

A/C No.	Air-borne	Sorties	Attacking	ABORTS				LOST			DAMAGE		BOMBS DROPPED			JETT	RET.	
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR			TO
8140	1			1													6-10	
657	1	1	1									6 X 1000						
8288	1	1	1									6 X 1000						
8067	1	1	1									6 X 1000						
7462	1	1	1									6 X 1000						
6583	1	1	1									6 X 1000						
8317	1	1	1									6 X 1000						
8333	1	1	1									6 X 1,000						
8990	1	1	1									6 X 1,000						
8826	1	1	1									6 X 1,000						
8381	1	1	1									6 X 1,000						
8364	1	1	1									5 X 1,000			1,1,000	5242-0718	Meppen	
	12	11	11	1								65 X 1000				1,1,000	5242-0718	Meppen

DECLASSIFIED  
 Authority NND 945005  
 By T. NAKA Date 9-4-07

3110455

6-9

Mac

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE

AAF STATION 101

APO 634

INTOPS SUMMARY NO. 259

PERIOD: 0001 hours 14 January 1945 to 2400 hours 14 January 1945.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>				<u>Total</u>
							<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>	
Heavy Bomber Atks.	8	905	862	841	2326.7	A 31-9-7(a) G 0-0-0	9	2	2	8	21
Fighter Escort (b)	15	668	596	0	0	A 13-0-19(c) G 3-0-5(d)	0	1	5	6	12
Fighter Sweeps	4	138	116	0	0	A 4-2-0-6 G 0-0-0	1	1	2	0	4
Fighter Bombing	0	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon	17	40	36	0	0	0-0-0	0	0	0	0	0
Weather Recon.	7	39	37	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	1	24	24	0	0	0-0-0	0	0	0	0	0
Special Operations	4	18	18	0	0	0-0-0	0	0	0	0	0
Totals	56	1832	1689	841	2326.7	A 186-9-32 G 3-0-5	10	4	9	14	37

- (a) includes 1-0-0 Me-262
- (b) includes 2 groups based on Continent. 82 P-51s dispatched. 74 Sorties.  
Claims: 5 $\frac{1}{2}$ -0-0 (352nd Gp). Losses: nil.
- (c) includes 2-0-3 jet a/c
- (d) includes 1-0-0 jet a/c

B. OPERATIONAL SUMMARY

1. Bomber Attacks

905 a/c (557 B-17s, 348 B-24s) from three Air Divisions dispatched. In the first attack on strategic targets since 31 December 1944. Two of the Air Divisions struck at four oil installations and one benzol plant in central Germany, west of Berlin, while the other Air Division attacked three highway bridges in the Cologne area. 841 a/c dropped 2326.7 tons GP on all assigned targets and several T/Os visually with good results in most instances. Weather: generally CAVU in target areas. E/A Opposition: First force bombing Magdeburg and Derben by 10 of 40 Me-109s and FW-190s and 2 Me-262s south of Havelberg, again by 10 of 40 Me-109s and FW-190s west of Potsdam. Other forces not attacked. Claims: 31-9-7 (including 1-0-0 jet a/c). Losses: 20 B-17s, 1 B-24 (9 to E/A 2 to AA, 2 Cat. "E", 8 to other causes).

First Force

Ten group formations (370 B-17s - 3rd Air Division) dispatched against Magdeburg Synthetic Oil Plant and Derben Oil Storage Depot. 339 a/c dropped 936.9 tons GP on both assigned primaries, one secondary and several T/Os at 1303-1328 hours from 22,500 - 27,500 feet. All targets bombed visually. Leaflets dropped on Magdeburg. Weather: CAVU in target area with small patches of low cloud. Flak: moderate to intense, generally accurate at Magdeburg; meager to moderate, generally inaccurate at Derben. Battle Damage: 94 minor, 27 major. E/a Opposition: only 10-15 Me-109s, FW-190s and 2 Me-262s out of a large number of e/a got through to the bombers south of Havelberg; 10 of 40 a/c attacked west of Potsdam. 9 a/c were lost to these attacks. Claims: 31-9-7 air. Losses: 17 B-17s (9 to E/A, 2 to AA, 2 to Collision, 3 to unknown causes, 1 Cat. "E").

Fighter Support: six groups (331 P-51s dispatched. Up 0930-1112 hours, down 1445-1530 hours. 295 sorties. E/A Opposition: combat with some 130 s/e e/a approaching bombers in two gaggles about twenty miles N of Brandenburg; with 70 s/e e/a and 10 Me-262s in Ludwiglust area; 3 Me-262s in Wittenberge area; 5 to 6 FW-190s NW of Osnabruck; 16 Me-109s Osnabruck area; one Me-262 Magdeburg area. Parchim A/F with Me-262s and t/e and s/e a/c on it strafed. Miscellaneous ground targets also strafed. Claims: 89<sup>1</sup>/<sub>2</sub>-0-14 (including 2-0-3 jet a/c) air, 3-0-5 (including 1-0-0 jet a/c) ground. Losses: 8 P-51s (1 to AA, 1 to accident, 3 Cat. "E", 3 to unknown causes).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
			GP	
Derben Oil Storage Depot	219	186	550.8	Good
Magdeburg Synthetic Oil Plant	151	90	222.5	Poor
Hallendorf Steel Mill (Sec)		36	87.8	Fair.
<u>Other Targets</u>				
Osnabruck M/Y		8	24.0	Fair
U/I T/Os		19	51.8	Unobserved
Totals	370	339	936.9	

Second Force

Thirty-four squadron formations (348 B-24s - 2nd Air Division) dispatched against two oil installations and a benzol plant west of Berlin and in the Leipzig area. 326 a/c dropped 877.3 tons GP on the three assigned primaries at 1244-1250 hours from 20,000-25,000 feet. All targets bombed visually. Leaflets dropped on Hemmingstedt, Ehemer, and Hallendorf. Weather: CAVU in target areas, 5/10 enroute. Flak: nil to meager, inaccurate at Hemmingstedt; moderate to intense, inaccurate to accurate at Hallendorf. Battle damage: 78 minor, 2 major. E/A Opposition: nil. One jet a/c sighted in Lubeck area, no combat. Losses: 1 B-24 to Cat. "E".

S E C R E T

Fighter Support: A/C from seven groups (295 P-51s) dispatched. Up 1032-1057 hours, down 1545-1603 hours. 261 sorties. E/A opposition: combats with 4 FW-190s over small A/F about ten miles northwest of Dummer Lake; 12 s/e e/a Dummer Lake area; one Me-109 east of Emmerich. Claims: 145-0-0 air. Losses: 2 P-51s (1 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>GP</u>	<u>Results</u>
Hemmingstadt Oil Refinery	93	91	250.5	Excellent
Ehmen P.O.L. Depot	97	89	237.0	Excellent
Hallendorf Benzol Plant & Steel Mill	158	145	386.8	Excellent
<u>Other Targets</u>				
Wangerooze Island	—	<u>1</u>	<u>3.0</u>	Unobserved
Totals	348	326	877.3	

Third Force

Five group formations (187 B-17s - 1st Air Division) dispatched against three highway bridges in the Cologne area. 176 a/c dropped 512.5 tons GP on the three primaries and two T/Os at 1338-1344 hours from 24,000-25,800 feet. All targets bombed visually. Leaflets dropped on Cologne. Weather: CAVU in target area, 5/10 enroute. Flak: moderate to intense, accurate in target area. Battle damage: 63 minor, 29 major. E/A Opposition: nil. Losses: 3 B-17s (2 to AA, 1 to unknown causes - believed safe).

Fighter Support: A/C from two groups (42 P-51s) dispatched. Up 1010-1039 hours, down 1430-1610 hours. 40 sorties. E/A Opposition: 15-20 s/e e/a engaged in Cologne area. Claims: 9-0-5 air. Losses: 2 P-51s to unknown causes.

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>
Cologne/Rodenkirchem Hwy. Br.	37	36	106.5	Good
Cologne/Deutz Hwy Bridge	79	71	210.0	Good
Cologne/Hohenzollern Rail & Highway Bridge	71	67	190.0	Good
<u>Other Targets</u>				
Berg	—	<u>1</u>	<u>3.0</u>	Unobserved
Cologne	—	<u>1</u>	<u>3.0</u>	Good
Totals	187	176	512.5	

2. Fighter Escort

A/C from 15 groups (668 P-51s) dispatched. Up 0930-1112 hours, down 1430-1610 hours. 596 sorties. E/A Opposition: combat with some 130 s/e e/a Brandenburg area, 70 s/e e/a and 10 Me-262s Ludwigslust area, 3 Me-262s Wittenberg area, 21-22 s/e E/A Osnabruck area, 16 s/e e/a Dummer Lake area, 15-20 s/e e/a Cologne area, 1 Me-109 Emmerich area. Claims: 113-0-19 (including 2-0-3 jet a/c air, 3-0-5 (including 1-0-0 jet a/c) ground. Losses: 12 P-51s (1 to AA, 1 to accident, 6 to unknown causes, 4 Cat. "E").

Strafing claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	52	8
Switch Engine	1	0
Barrage Balloons	5	3
Pump House	0	1
Factory	0	1
Freight Cars	0	20
Barges	0	3
Flat Cars	0	25
Goods Wagons	0	3
Oil Cars	0	2
Ore Cars	0	5
Oil Trucks	1	0
Motor Transport	0	20

3. Fighter Sweeps

A/C from four groups (62 P-47s, 76 P-51s - 138 a/c) dispatched. Up 0940-1235 hours, down 1242-1620 hours. 116 sorties. E/A Opposition: 50-100 s/e e/a engaged in Burg-Magdeburg area, 35-40 s/e e/a Rheine area, 20 plus s/e e/a Meppen area. Several jet a/c seen. Claims: 42-0-6 air. Losses: 3 P-47s, 1 P-51 (1 to e/a, 1 to AA, 1 to mechanical failure, 1 Cat. "E").

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

40 a/c (12 F-5s, 2 Mosquitoes, 4 Spitfires with 22 P-51s as escort) dispatched as follows:

16 a/c (12 F 5s, 4 Spitfires) dispatched for D/A photos in the following areas: Politz, Euskirchen-Coblenz, tactical targets, Ludwigshafen, Cologne, Busseldorf, Magdeburg and Lingen. One a/c aborted.

22 P-51s provided escort. 19 sorties.  
2 Mosquitoes on Mickey missions over Brux.

No Losses

S E C R E T

One P-47 group sweeping in ahead of the First Force encountered some 40-50 e/a in the Rheine area but it is probable that these e/a were airborne on Tactical operations rather than in reaction to strategic operations.

Jet a/c were sighted over a wide area. The majority of these probably acting as spotter a/c but it is worthy of note that several others were acting as top cover for the orthodox fighters.

The Third Force attacking tactical targets south of the Ruhr was unopposed although an escorting P-47 group engaged 15-20 e/a on the deck near Cologne, claiming 9-0-5.

2. Flak:

Magdeburg - moderate to intense, generally accurate.  
Derben - meager to moderate, generally inaccurate.  
Hemmingstedt - nil to meager, inaccurate.  
Hallendorf - moderate to intense, inaccurate to accurate.  
Cologne - moderate to intense, accurate.

3. Observations

20 e/a taxiing on runway of A/F at 5046N-0710E.  
Very wide and long runway in woods at 5220N-1130E, running NE/SW  
About 100 u/i a/c on A/F at 5400N-0932E.  
Triangular A/F appeared to be under construction, 15 miles E of Osnabruck.  
Active A/F at 5227N-0757E, runway cleared of snow.  
Unplotted A/F at 5352N-1001E, with one landing strip.  
Believed jet planes taking off field at Neuwaldensleben, 5220N-1127E.  
M/Y at Lubeck full of cars.  
M/Y at Bad Oeynhaus (5212N-0845E) full of cars.  
M/Y at 5332N-1104E with considerable activity.  
M/Y at Coblenz with large number of wagons.  
20-30 barges on Rhine at Boppars.  
13 barges on Rhine at 5008N-0742E.

4. Damage to Enemy Installations

Hallendorf Steel Mill - Excellent Results

Sixteen squadrons attacked three MPIs, all of which were well hit. Hits were seen on blast furnaces, rolling mills, refinery shops, gas cleaning plants, boiler houses, coke ovens and turbine houses. The total steel works is seen burning upon leaving the target.

Ehmen P.O.L. Depot - Excellent Results

Nine squadrons concentrated on one MPI, which was well blanketed. Large fires seen upon leaving target area.

Hemmingstedt Oil Refinery - Excellent Results

Nine squadrons attacked two MPIs and both were well hit. Hits seen on main distillation unit, storage sheds and oil tanks. Refinery area blanketed by smoke and fires.

S E C R E T

Derben Oil Storage Plant - Good Results

Bombed by six groups using 1000 lb GP and 500 lb GP bombs. Two patterns of 1000 lb GP and parts of two patterns of 500 GP bombs blanket almost the entire storage area. Most of the eight squadrons patterns of 500 GP are seen in distance up 2½ miles away from the target area in fields, woods and water areas. A small village SW of plant was also blanketed by 500 lb GP. In the early stages of the attack at least five hits by 1000 lb. general purpose bombs are noted on the buried cylinder tanks area. Last photos over target show what appears to be 10 or 12 small fires burning in area.

Magdeburg Synthetic Oil Plant - Poor Results

All bombing was done in group formation due to presence of e/a. Although heavy smoke screen prevents accurate study of the area it is believed none fell in the target area.

Osnabruck M/Y - Fair Results

One group dropped pattern on south edge of M/Y, about 1/3 of bombs fell in yard and some on the badly bombed area adjoining the yard in the south. Little activity was noted in the yard. Two small yards and the wagon repair shops and roundhouse in north part of town were observed to be very active.

Cologne/Rodenkirchen Highway Bridge - Good Results

Approximately 70 heavy GP bombs on or near target area with two direct hits on center span of bridge. One direct hit on east abutment and two hits each on the west and east approaches. Approximately 70 GP bombs in the center of the town of Rodenkirchen in heavily built up area. 57 GP bombs in open area one mile SE of target.

Cologne-Hohenzollern Rail and Highway Bridge - Good Results

One direct hit on eastern span of bridge with possibly direct hit on center span. Three direct hits on rail lines leading to eastern approach, five direct hits on rail lines leading from western end.

Cologne Deutz Highway Bridge - Good Results

At least three direct hits on center spans with an additional two possible direct hits.

In addition the following hits were observed on the city of Cologne. About 70 heavy GP bombs on heavily built up area, 3000 yards SW of Deutz bridge. Approximately 60 GP bombs in the Sud Bahnhof area, one mile SW of Cologne. Three direct hits on the railroad station and at least six on Trier-Coblenz rail line. The main weight of bombs are in a 40-70 degree built up residential area in the vicinity of the Hohenzollern and Deutz Bridges. Direct hits in residential area adjacent and fires could be seen starting.

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