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CONFIDENTIAL  
16 JAN 1945

SECOND SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT NO. K.3525

LOCALITY: HAMBURG  
RHENANIA OSSAG MINERAL OLWERKE A.G.

PERIOD UNDER REVIEW.

This report covers damage to the target between 23 DEC 1944 and 1335 A hours on 15 JAN 1945, in addition to that reported in Immediate Report K. 3525 and Supplement; and includes the attack by aircraft of the U.S. 8TH AIR FORCE on 31 DEC 1944. This attack is reported to have taken place in clear weather. (S.A. 3054).

PROVISIONAL STATEMENT ON DAMAGE.

More recent cover, though of poor quality, confirms the damage previously reported and adds a few new points of damage.

The Alkali Recovery Plant, previously reported as severely damaged, now appears to be practically destroyed; and the Boiler House reported as probably damaged, shows definite damage to the South end.

New damage includes severe damage to the Laboratory, probable damage to the W. end of the office building, and either further damage or clearance to the Lube Oil Filling Shed.

In the S.E. section of the plant one medium size and three small unidentified buildings are destroyed.

Details of damage are as follows:-

Numbers in parenthesis refer to Ill. No. 1(a)(ii)10/11

1. Alkali Recovery Plant (5) : practically destroyed.
2. Laboratory (8) : severely damaged or destroyed.
3. Office (10) ; probable damage to W. end.
4. Boiler House (6) : S. end destroyed.
5. Lube Oil Filling Shed (7) : further damage or clearance.  
previously damaged.
6. Medium size unidentified  
building W. of storage area(13) : Destroyed.
7. Three small unidentified  
buildings in SE. part of plant : Destroyed.

(PRINT 4130/1)

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

PHOTOGRAPHS TAKEN BY: 540 Squadron.

SORTIE: 106G/4169.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1335 A hours on 15 JAN 1945.

SCALE: 1/12,000 (F.L.36").

COVER AND QUALITY: Complete, hazy.

LAST REPORT: Supplement to K. 3525 (6 JAN 1945)

COMPARATIVE SORTIES USED: US7/3692, 4027/8.

PRINT DISTRIBUTED: 4130 (to follow when available).

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313 Copies.

LOCALITY: HAMBURG

1. HARBURG/Rhenania Ossag
2. HAMBURG/Blohm and Voss
3. HAMBURG/Rhenania Ossag

PERIOD COVERED: 1300 A hours on 5 JAN 1945 to 1100 A hours on 8 FEB 1945. (1300 A hours on 23 DEC 1944 to 1100 hours on 8 FEB 1945 for 3A)

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	17 JAN 1945	3152	Clear

*95th Rail*

PROVISIONAL STATEMENT ON DAMAGE:

1. HARBURG/RHENANIA OSSAG:

As more than three weeks have elapsed since the date of the attack, assessment of damage is rendered difficult. Debris has been cleared away and some of the damaged buildings have been squared. It is seen, however, that severe damage was inflicted in the target area chiefly across the centre of the Rhenania Ossag Plant.

Details include the following: (Numbers in brackets refer to Illustration No. 1(a)(ii)8/7)

A. Rhenania Ossag:

- Distillation Plant (1) : Damaged at East end. One chimney felled.
- Two small tanks near Topping Plant (6) : Destroyed.
- Oil Pumping Station (9) : Probably damaged.
- Medium long building South of Boiler House (2) : Almost destroyed.
- Two medium buildings North of Cracking Plant (4) : Severely damaged.
- Water Pump House (10) : Probably damaged.
- Asphalt Treatment and Storage (8) : Probably seriously damaged. One large tank and at least six small tanks destroyed.
- Small building to South of Asphalt Treatment (8) : Destroyed.
- Oil Storage (11) : At least one tank destroyed and two others damaged.
- Loading Sidings (13) : Some craters and damaged wagons seen.
- Large unidentified building to Northeast of Boiler House (3) : Further damaged.

(Print 3016)

B. EBANO ASPHALT-WERKE A.G.:

At least four new craters are seen in the oil storage area but no new damage is seen to installations. Smoke is seen issuing from one chimney in the

/Distillation Plant (15).

Distillation Plant (15).

(Print 3016)

Other damage is seen as follows:

FIRST DOCK EAST OF RHENANIA OSSAG:

- Industrial Works at North end : Severely damaged.
- Uberlandzentrale (N.W.K.) : Damaged.
- Cooper's Stores : Severe damage.
- Hugo Stinnes G.m.b.H. Briquetting Works : Several craters within factory area.

SECOND DOCK EAST OF RHENANIA OSSAG:

- Thorl's Vereingigte Hamburger Oelfabri- : Hole in roof of one large oil  
kon A.G. : tank, another damaged. Two  
buildings severely damaged.
- Loading Sidings : Several craters.

(Print 4026)

2. HAMBURG/BLOHM AND VOSS K.G.:

Cover of about two-thirds of the shipyard shows considerable damage to important buildings. Two very large and three smaller holes are seen in the huge construction shops. A number of hits have been scored upon the office buildings. A large stores building has been severely damaged and five other buildings have been at least moderately damaged.

Numbers refer to Illustration No. 3(e)11/11:

- A. Office buildings : Tallest Westernmost building - direct hit has destroyed about one-third of top story.  
  
Two direct hits upon central building complex. Easternmost building - moderate roof damage to central portion.
- 15. Construction Shops : Two very large and 3 smaller holes in roof. Some additional roof damage.
- 16. Fire Station : Over half of roofing gone.
- 19. Store : East wing - roof completely stripped and some of framework destroyed.  
  
Taller T-shaped part - heavy damage to higher stories due to at least two direct hits.  
  
West corner - roof covering gone.
- 25. Tool Store : Some roof damage due to probable direct hit. Repairs underway.  
  
Medium building North of 15 : all of roof covering gone.

/Two medium buildings North of 23:

Two medium buildings North of 23

: One - North one-quarter destroyed by direct hit.

Roof damage to South end from near miss.

One - moderate damage to South end.

(Prints 3038-39)

3. HAMBURG/RHENANIA OSSAG:

In the Rhenania Ossag premises the large building of the Edeleanu plant has suffered considerable roof damage. Three small buildings of the blending plant, all previously damaged, have had additional severe damage. At least two storage tanks have collapsed and seven medium and small buildings are moderately to severely damaged.

Both of the large stores buildings in the Mineralolwerke Albrecht A.G. works have been hit and one now is half destroyed. The roof is gone from a medium building in the distillation plant as the result of a near miss. Four other medium size buildings of the plant have all been heavily damaged.

To the East a large building in the Worthdam oil depot has been completely destroyed probably as the result of an explosion. An adjoining large building is half destroyed.

Considerable additional damage is seen in the vicinity. Warehouses and smaller buildings both North and South of the oil depot have received several direct hits. A huge warehouse East of Rhenania Ossag is further damaged and warehouses and industries across the canal from the Albrecht plant are damaged.

(Numbers refer to Illustration No. 1(a)(ii)10/11).

A. RHENANIA OSSAG MINEROLOLWERKE A.G.:

1. Edeleanu Plant

: Considerable roof damage to Western half of building.

3. Blending Plant

: Easternmost small building - previously damaged, now about one-half destroyed.

Center small building - nearly half of remaining portion now destroyed by direct hit.

Adjoining building probably severely damaged.

11. Storage Tanks

: At least 2 tanks collapsed.

L-shaped building East of 11

: Moderately damaged.

Buildings in Southwest corner of premises

: One - moderate roof damage.

One - severe roof damage plus some structural damage.

Camouflage off of a number of tanks.

Buildings in Southeast corner of premises

: At least 3 medium and small buildings damaged.

Two-thirds of L-shaped building severely damaged.

(Prints 3037-38)



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HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 17 January 1945  
13 CBW FO 17  
13 CBW OPS 262  
3 AD FO 555

SUBJECT: Tactical Report (HAMBURG, GERMANY)

TO : CO, 95BG, APO 559

1. Information Concerning the Target:

a. The primary target (visual or H2X) for today for the 13A Group (95A, 95B, 390A) was the RHENANIA-OSSAG-MINERALOLWERKE, A.G., and that for the 13B Group (100A, 100B, 100C) the ALBRECHT & CO. MINERALOLWERKE, both of which are located in the central dock area of HAMBURG, GERMANY. Recent PRU coverage of HAMBURG showed these plants, which are of greater importance since the loss of the Hungarian Refineries, still operational.

2. Planning and Execution of the Mission:

a. Group Order and Strength:

(1) 13 A, B Groups:	4 x 13 A/C Squadrons
	2 x 12 A/C Squadrons
(a) 95 Group	2 Squadrons
390 Group	1 Squadron Plus 6 Chaff A/C
(b) 100 Group	3 Squadrons

b. A/C and C/C Available:

(1) 95 Group	ME 33 A/C	49 C/C
	PFF 7 A/C	7 C/C
	MH 7 A/C	7 C/C
(2) 100 Group	ME 38 A/C	36 C/C
	PFF 7 A/C	6 C/C
	MH 4 A/C	3 C/C
(3) 390 Group	ME 27 A/C	51 C/C
	PFF 5 A/C	8 C/C
	MH 5 A/C	7 C/C

c. A/C Scheduled to Take Off:

(1) 95 Group	23 Plus 2 PFF
(2) 100 Group	35 Plus 3 PFF
(3) 390 Group	18 Plus 1 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 8255: 335 Sqdn "A" - Runaway prop, unable to feather - M.P. falling off - Pilot Lt. Purdy - No sortie.

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A/C 6475: 335 Sqdn "T" - Superchargers out - Pilot Lt. Dillon - No sortie.

(2) 100 Group:

- A/C 608: 349 Sqdn "A" - Took off late and missed formation - Pilot Lt. Talgrage - No sortie.
- A/C 514: 349 Sqdn "J" - Turbos out - Pilot Lt. Marione - No sortie.
- A/C 414: 350 Sqdn "Y" - Oil leak in #1 engine - Pilot Lt. Lateral - No sortie.

(3) 390 Group:

A/C 393: 569 Sqdn "V" - #4 prop ran away and had to be feathered - Pilot Lt. Gaik - No sortie.

f. A/C Missing: None.

g. A/C Attacking - 13 A Composite Group:		Bombs Dropped
(1) Primary	35	408 x 500 LB GP
Jettisoning	2	24 x 500 LB GP
Returning	1	12 x 500 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: 150' Train

h. A/C Attacking - 13 B Group:		Bombs Dropped
(1) Primary	34	400 x 500 LB GP
Jettisoning	3	25 x 500 LB GP
Returning	2	24 x 500 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: 150' Train

3. Narrative of the Attack:

a. 13 A Composite Group:

(1) Navigation:

(a) Assembly:

The two Squadrons from the 95 Group made a normal take off and climbed thru the low stratus layer to assembly altitude. The 390A Squadron fell in formation over the Buncher as the Squadrons from the 95 Group assembled. The Group was formed in good order and with very little difficulty. The Wing and Division assembly was as briefed, although a minute was lost at CP 1.

(b) Route:

The briefed route was closely followed over the North Sea to the IP. Weather during the climb caused a little difficulty, however, after leveling off at 23000 feet and flying level to CP 2 the Groups were able to climb again as the weather broke. The IP was readily identified by the Navigator who was able to do pilotage,

and checked by the Radar Navigator. The course into the target was set by the M/O enabling the Bombardier to make a good run. The target was readily identified by the Navigator, who aided the Bombardier in picking up his AP. The High Squadron had some difficulty in keeping with the Leader so when the Squadrons peeled off at the IP the Low was given the right-away and allowed to bomb second while the High who was behind went in last.

After bombs away the Squadrons reassembled into good Group formation at the RP. The Group paralleled the briefed route to 5345-1020. The flak corridor at Cuxhaven was made good, although evasive action was necessary to avoid the flak defenses in the area. The Group followed the briefed route after leaving the Holland Coast to the English Coast. A slight deviation was made at 0500E to avoid clouds on course. The Group Leader cut short the turning point at 0500E in order to get ahead of the High and Low Squadrons who were overrunning him on the descent.

(c) Weather:

Over the base area a 4/10 low stratus layer was encountered. Over the North Sea a cloud layer was encountered at 21-22000 feet during climb. Above 23000 feet a cirrus layer was reported breaking off at approximately 0500E. The target area had a 2/10 cloud coverage. Winds over the target were reported to be from 285 degrees at 110 knots.

(d) Difficulties: None.

(e) Remarks: The navigation was excellent. Good lead crew coordination was exhibited on this mission.

(f) PFF Narrative:

Two PFF aircraft from the 95 Group and one PFF aircraft from the 390 Group were dispatched. All radar sets functioned satisfactorily. The target was identified at a range of 50 miles, and the radar navigator in all Squadrons was instrumental in setting up the bomb track to the target. Bombing was visual, by Squadrons.

(2) 95A Squadron:

(a)	Air Leader	Maj. Cumbaa	Nav	Lt. Wilburn
	Pilot	Lt. Wilson	Asst Nav	Capt. Magness
	Co-Pilot	Lt. Holifield	M/O	Lt. Owens
			Bomb	Lt. Long

(b)	A/C Attacking:		Bombs Dropped
(1)	Primary	12	144 x 500 LB GP
(2)	Bombing Altitude:	24600'	
(3)	Time of Release:	1155	

(c) Run In from IP to Target:

Attacking on a magnetic heading of 105 degrees, the M/O set up course on the bomb run until the bombardier was able to pick up the target. The target was picked up approximately 20 miles from the BRL, and the bombardier experienced no difficulty in

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in synchronizing. The run was long and visibility good, and when bombs were released, the synchronization was a little off for rate and deflection. G-1 Auto-Pilot was used on the bomb run.

(d) PI Report:

(1) The bombs from the 95A Squadron fell over and to the right and left of the assigned MPI. There were two explosions, both occurring outside the target area, one North (left) and the other East (beyond). A heavy concentration of bombs fell on a group of small factory buildings to the left and on various buildings beyond the target area.

(2) Bomb Pattern: 2030'L x 2030'W.

(3) Bombing Errors: Range : 1170'0  
Deflection: 400'R  
Radial : 1260'

(4) Percent of Bombs Within 1000' & 2000' of the MPI: 20% & 70%.

(5) Bombing Results in Relation to the Assigned MPI: Nil. There were no hits on the assigned target installations.

(e) Bombing Malfunctions:

Lead A/C: 5 bombs hung up but were immediately salvaged.

(3) 390A Squadron Bombing Analysis:

(a) Air Leader	Capt. Wilkenson	Nav	Lt. Yary
Pilot	Lt. Morris	Asst Nav	
Co-Pilot		M/O	Lt. Flanagan
		Bomb	Lt. Kellerhouse

(b) A/C Attacking:

Bombs Dropped

(1) Primary 12  
Jettisoning 1  
Returning None

132 x 500 LB GP  
10 Leaflet Containers  
12 x 500 LB GP

(2) Bombing Altitude:

(3) Time of Release:

(c) Run In from IP to Target:

The B Squadron fell behind, consequently, it was agreed that the 390A Squadron bomb behind the 95A Squadron. After the maneuver at the IP, the M/O set up course until the bombardier picked up the target. After picking up the assigned MPI, the bombardier quickly synchronized. When bombs were released on a magnetic heading of 112 degrees, synchronization was good. G-1 Auto-Pilot was used on the bomb run.

(d) PI Report:

(1) The following target installations were hit by the 390A Squadron:

Processing Unit: 1 hit  
Oil Storage Tanks: 1 hit



Oil Storage Tanks: 1 hit  
Large Factory Bldg: 1 hit  
Large Compact Group of Small  
Adjoining Bldgs: 17-23 hits

A large building bordering the target area on the East (beyond) received at least 7 hits. Scattered bombs fell on or near installations West (short) and East (beyond) the small target area. The following installations were hit in the Mineralolwerke Albrecht & Co. area:

Oil Storage Tanks: 2 direct hits - 2 explosions  
Oil Storage Depot: 3 hits in the area - 2 explosions

(2) Bomb Pattern: 2185'L x 900'W.

(3) Bombing Errors: Range : 525'O  
Deflection: 260'R  
Radial : 600'

(4) Percent of Bombs Within 1000' & 2000' of the MPI: 49% & 93%.

(5) Bombing Results: Good. The damage inflicted would not preclude the possibility of another attack in the near future.

(e) Bombing Malfunctions:

A/C 393: Aborted - 12 bombs jettisoned at 5:00N-0645E.

(4) 95B Squadron Bombing Analysis:

(a) Air Leader	Maj. Frankosky	Nav	Lt. Van Patten
Pilot	Capt. Hendrickson	Asst Nav	Lt. Frey
Co-Pilot	Lt. Louvier	M/O	Lt. Finfinger
		Bomb	Lt. Thixton

(b) A/C Attacking: Bombs Dropped

(1) Primary	11	13 x 500 LB GP
Jettisoning	1	12 x 500 LB GP
Returning	1	12 x 500 LB GP

(2) Bombing Altitude: 25100'

(3) Time of Release: 1156

(c) Run In from IP to Target:

Attacking on a magnetic heading of 115 degrees, the M/O set up course until the bombardier was able to pick up the target. The M/O also followed through with rate checks, though they were not needed, because the bombardier had already picked up the target and had proceeded to synchronize. Synchronization at the BRL was good for rate, but off to the right for deflection. C-1 Auto-Pilot was used on the bomb run.

(d) PI Report:

(1) There were no hits or close misses on any buildings in the assigned target area. The following installations were hit, however, in the Mineralolwerke Albrecht & Co. area:

Boiler House or Oil Storage Tanks Beside It: 1 hit - 1 explosion

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Distillation Plant: 1 near miss

The remaining bombs fell on and close to other factory buildings and in water East (beyond) of the target area.

- (2) Bomb Pattern: 2275'L x 1140'W.
- (3) Bombing Errors: Range : 2055'0  
Deflection: 2055'R  
Radial : 2880'
- (4) Percent of Bombs Within 1000' & 2000' of the MPI: 0% & 10%.
- (5) Bombing Results: Nil. No damage was inflicted on any buildings in the assigned target area.

(e) Bombing Malfunctions:

- Lead A/C: Rack malfunction - 5 bombs jettisoned manually.
- A/C 475: Aborted - 12 bombs jettisoned on orders from tower.
- A/C 255: Aborted - 12 bombs returned.

b. 13 B Group:

(1) Navigation:

(a) Assembly:

The three Squadrons of the 100 Group made a normal take off and assembly. Low stratus clouds were over the base but it didn't hinder assembly. After the Group was formed they located the 95 Group about 5 minutes before the first point of assembly and flew the assembly line while echeloned off the 95 Group. At Buncher 11 they were on time and at Ipswich they were 1 minute late. Control Point 1 was crossed on course at 1034, 2 minutes late.

(b) Route:

The entire route for this mission was flown almost exactly as briefed. The Continental Coast (IP) was crossed on course. The High Squadron was lagging a little at this point so an agreement was reached whereby the Low went in ahead of the High. The target was easily identified by the M/C who set up the original course. A visual AFCE run was made by all Squadrons with reported fair results.

A quick reassembly was made without difficulty at the briefed RP at 5400-1020. The supposedly flak free corridor made evasive action necessary even though the Group was on course. The route back to bases was flown as briefed, except that at about 0430E course was altered to avoid clouds and as a result Great Yarmouth was the point that the English Coast was crossed rather than at Southwold as briefed.

- (c) Weather: Same as 13A Group.
- (d) Difficulties: None.
- (e) Remarks:

This Group commends the 95 Group for an excellent job of navigation. Navigation by the 100 Group is also considered to be very good.

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(f) PFF Narrative:

Three PFF aircraft were dispatched. All sets operated satisfactorily. The target was identified at a range of 50 miles. Individual Squadron bomb runs were made on the target with the radar navigators in the case of 100A and B Squadrons setting up the course. Bombing was visual.

(2) 100A Squadron Bombing Analysis:

(a) Air Leader	Maj. Rosenthal	Nav	Lt. Larson
Pilot	Capt. Spurgeon	Asst Nav	Lt. Radin
Co-Pilot	Lt. Sharnet	M/O	Lt. Maddox
		Bomb	Capt. Searle

(b) A/C Attacking: Bombs Dropped

(1) Primary	12	141 x 500 LB GP
Returning	1	1 x 500 LB GP

(2) Bombing Altitude: 26000'

(3) Time of Release: 1156

(c) Run In from IP to Target:

After a good turn at the IP, the M/O set up course on the first part of the run. When the bombardier was able to pick up the assigned MPI, he proceeded to refine his course and then kill his rate. Just before clutching in, the bombardier made a slight evasive action turn. When bombs were released on a magnetic heading of 105 degrees, rate was good, but deflection was slightly off to the right. C-1 Auto-Pilot was used on the bomb run.

(d) PI Report:

(1) There were 2 hits on the South Distillation Plant, one on the Storer, and several on and close to the Oil Storage Tanks in the extreme South portion of the target area. The remaining bombs fell to the right of the target in water, on various scattered factory buildings, and on the West portion of the largest railway sidings in the dock area. A fire was started from hits on oil storage tanks about 2500' South (right) of the target.

(2) Bomb Pattern: 2000'L x 1780'W.

(3) Bombing Errors:	Range	:	580'0
	Deflection:	:	1340'R
	Radial	:	1470'

(4) Percent of Bombs Within 1000' & 2000' of the MPI: 13% & 63%.

(5) Bombing Results: Fair. The damage inflicted would not preclude the possibility of another immediate attack.

(e) Bombing Malfunctions:

A/C 811: Shackle failed to release - 1 bomb returned to base.

A/C 632: Weak spring in shackle failed to release bomb immediately - Bomb was salvaged on target

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(3) 100C Squadron Bombing Analysis:

(a)	Air Leader	Capt. Gibbons	Nav	Lt. Kirby
	Pilot	Lt. DePlanque	Asst Nav	
	Co-Pilot		M/O	Lt. Rawland
			Bomb	Lt. Svendsen

(b) A/C Attacking: Bombs Dropped

(1)	Primary	11	130 x 500 LB GP
	Returning	2	24 x 500 LB GP

(2) Bombing Altitude: 25500'

(3) Time of Release: 1158

(c) Run In from IP to Target:

As a result of the B Squadron's lagging, the C Squadron bombed behind the A Squadron. After a good turn at the IP, the bombardier picked up the target area, the assigned MPI, and synchronized. When bombs were released on a magnetic heading of 115 degrees, synchronization was good. C-1 Auto-Pilot was used on the bomb run.

(d) PI Report:

(1) The bombs from 100C Squadron fell on 100A Squadron's pattern, extending it Eastward (beyond). There were no hits or close misses on any of the target installations. There were, however, many additional hits on the West portion of the railway sidings, as well as factory buildings in the area. The bombs from one A/C that fell late dropped on the extreme East portion of the sidings.

(2) It is impossible to measure with accuracy the bomb pattern size, bombing errors, or percent of bombs within 1000' & 2000'. The bombing errors, however, would probably be a little greater than those of A Squadron.

(3) Bombing Results: Nil. There were no hits or close misses on any of the assigned target installations.

(e) Bombing Malfunctions:

A/C 015: Intervalometer froze - Bombs salvoed.  
 A/C 965: Bomb bay doors had to be closed manually.  
 A/C 608: Aborted - 12 bombs returned.  
 A/C 514: Aborted - 12 bombs returned.

(4) 100B Squadron Bombing Analysis:

(a)	Air Leader	Capt. Robinson	Nav	Lt. Chapple
	Pilot	Capt. Ernst	Asst Nav	
	Co-Pilot		M/O	Lt. Stropp
			Bomb	Capt. Lockhart

(b) A/C Attacking: Bombs Dropped

(1)	Primary	11	129 x 500 LB GP
	Jettisoning	3	25 x 500 LB GP

(2) Bombing Altitude: 26500'

(3) Time of Release: 1157

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(c) Run In from IP to Target:

After the maneuver at the IP, the M/O set up the course to the target. The M/O clutched the bombardier in at 11 miles, and a check was made at 9 miles. Just prior to the 7 mile check the bombardier picked up the assigned MPI, and synchronized. 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 113 degrees.

(d) PI Report:

(1) The bombs from 100B Squadron fell in the pattern of A and B Squadrons. There were no visible hits on the buildings within the target area.

(2) It is impossible to ascertain the bomb pattern size, bombing errors, or percent of bombs within 1000' & 2000' of the MPI. The bombing errors, however, would probably be about the same as those of A Squadron.

(3) Bombing Results: Nil.

(e) Bombing Malfunctions:

- A/C 437: Rack malfunction - 1 bomb jettisoned in Channel.
- A/C 958: Intervalometer failed to release bombs - 12 bombs jettisoned at 5400N-0850E.
- A/C 414: Aborted - 12 bombs jettisoned at 5302N-0254E.
- A/C 047: Faulty A-2 release - 9 bombs were salvoed on target.

4. Mission Camera Report:

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

PFF A/C 8179 with a scope camera installed: A/C was not used.

b. The 100 Group installed 9 vertical cameras, 8 of which took pictures:

1 A/C with a camera installed aborted.

c. The 390 Group installed 1 scope and 3 vertical cameras, 1 and 2 of which took pictures:

A/C 306 with a K-21 camera installed: Did not take off.

5. Communications:

a. Major Cumbaa led the 13th Wing and the Division effort. VHF SOP was followed. Communications within the Wing were reported as satisfactory. Control Point Messages were receipted for. While contacts with Arrowswift and Relay were satisfactory, Kodak was difficult to contact. Kodak reported Fireball Able transmissions weak. The Wing Leader did not make successful fighter contacts although other Air Leaders contacted the assigned fighters and ground sector.



Fireball Baker Leader reported suspicious contacts with Colgate which may have been of enemy origin. Colgate controller is being called to check if he made the suspected transmission. VHF discipline was considered satisfactory.

b. Control Points:

	CP 1	CP 2	CP 3
Tinings	1030	1114	1357
ETA	1031	1114	

c. Strike Reports:

13A(95) P A 2	1155
13B(100) P A 3	1157

6. Controller's Log:

a. 2305 from 3 AD:

- (1) Alerted.
- (2) Force.
- (3) Possible Diversion.

b. 2310 to Groups:

- (1) Above.
- (2) Force Required.

c. 2325 to 390 Group:

- (1) Weather Monitor A/C.
- (2) Division Lead.

d. 2330 to 95 Group:

- (1) Position and Flares.

e. 2340 to 95 and 100 Groups:

- (1) Cancel C and D.
- (2) 95 - Weather Monitor A/C and Division Lead.

f. 2349 from 3 AD:

- (1) Order.
- (2) Targets - Primary and Secondary and MPIs.
- (3) Bomb Load.
- (4) Division Assembly and Approach.
- (5) Zero Hour.
- (6) RBA.
- (7) RBW.
- (8) Tentative Route.
- (9) Chaff Force.
- (10) Control Time (Approximate).

g. 0005 to Groups:

- (1) Above.
- (2) Fuel.

h. 0010 to Groups:

- (1) Targets.

TR, 17 Jan. '45

- i. 0020 from 3 AD:
  - (1) Leaflet Load.
- j. 0022 to 390 Group:
  - (1) Above.
- k. 0045 to 3 AD:
  - (1) Bombing Unit.
  - (2) Second Runs.
  - (3) Rations for Dispersion.
  - (4) Assembly and Bombing Altitudes.
- l. 0055 from 3 AD:
  - (1) Last Resort and Alternate Last Resort Targets.
- m. 0105 to Groups:
  - (1) Above in K.
- n. 0125 to Groups:
  - (1) Above in L.
- o. 0135 from 3 AD:
  - (1) Advance Warning to 3 AD FO.
- p. 0135 to Groups:
  - (1) Advance Warning to 13 CBW FO.
- q. 0147 from 3 AD:
  - (1) Intelligence Annex to 3 AD FO.
- r. 0155 from 3 AD:
  - (1) Intervalometer Setting.
  - (2) Timings and Start Climb.
  - (3) Control Points.
  - (4) Assembly Altitude.
- s. 0215 to Groups:
  - (1) Additional Point in Wing Assembly Line.
  - (2) Assembly Altitude.
  - (3) Intervalometer Setting.
- t. 0225 to Groups:
  - (1) Above in R.
- u. 0245 from 3 AD:
  - (1) Final Timings.
  - (2) 3 AD FO.
- v. 0250 to 3 AD:
  - (1) Chaff Force - Correct Disposal.
- w. 0255 to 390 Groups:
  - (1) Above.

TR, 17 Jan. '45

x. 0345 to Groups:

(1) 13 CBW FO.

y. 0515 to 3 AD:

(1) No Information on Dispersion.

z. 0518 to Groups:

(1) Above Plus New Fuel Load.

aa. 0552 from 95 Group:

(1) Weather Monitor A/C Took Off.

bb. 0646 from 95 Group:

(1) First Weather Report.

cc. 0710 to 3 AD:

(1) Weather A/C.

dd. 0712 to Groups:

(1) Weather Checks - All OK.

ee. 0747 from 3 AD:

(1) Weather Check.

(2) Dispersion Doubtful.

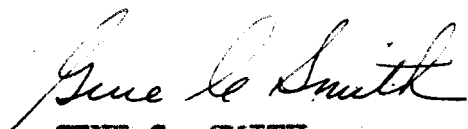
ff. 0822 from 390 Group:

(1) First A/C Airborne.

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,  
19 January 1945.

**SUBJECT:** Report of Operations Officer - Mission of 17 January 1945 - Hamburg, Germany.

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

1. GENERAL NARRATIVE: The 95th Bombardment Group led the 3rd Division this date furnishing the 95 "A" Squadron as the lead Squadron and the 95 "B" Squadron as the high Squadron. 95 "A" Squadron took-off at 0815 - 0835 hours and assembled over the base at 0940 hours at 15,000 feet. 95 "B" Squadron took-off at 0818 - 0828 hours and assembled over the base at 0940 hours at 14,000 feet.

At this time, the low Squadron, furnished by the 390th Group had joined 95 "A" and 95 "B" and the Group was intact.

The Group proceeded, climbing to 16,000 feet, to Buncher 11 where the Wing assembly was made at 1000 hours. From there the Wing proceeded on course to Buncher 12 where Division assembly was made at 1018, and the English Coast was departed at Southweld at 1030.5 hours at 18,000 feet.

The climb was continued on course to 26,000 feet, and the enemy coast was crossed at this altitude at 5345N-0835E at 1145 hours. The I.P. was made good at 1145 hours as was the route from the I.P. to the target, and the primary target, one of the Rhenania Oil Plants in Hamburg, was bombed vis ally with good results. 95 "A" Squadron's bombs were away at 1155 from 26,800 feet, and 95 "B" Squadron's bombs were away at 1156 from 27,000 feet.

After bombs were away the rally was effected and the route back to the coast was made good, however, it was necessary to take evasive action because of flak in the briefed corridor out. The enemy coast was crossed at 5404N-0900E at 1253 hours at 25,000 feet and the English Coast at 5240N-0144E at 1508 hours at 3000 feet. The formation was over the base at 1520 hours and landed 1521-1546 hours.

2. AIRCRAFT NOT ATTACKING: 95 "A" Squadron - Eleven aircraft plus one PFF left the base in formation as shown in attach diagram A. All aircraft attacked the primary and returned to the base. 95 "B" Squadron - Twelve aircraft, including one spare and one PFF left the base in formation as shown in attached diagram B. A/C 8256, a spare, returned from 5217N-0202E at 1037 hours with an uncontrollable prop, and A/C 8475 aborted at 5240N-0358E at 1106 hours due to inoperative # 3 turbo. Neither of these two aircraft received credit for a sortie. All others attacked the primary target and returned to this base.

3. AIRCRAFT LOST: None.

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

*fw*

335TH BOMBARDMENT SQUADRON (H)  
95TH BOMBARDMENT GROUP (H)  
APO 559

*Antifer  
RHS*

17 January 1945

SUBJECT: Abortion of Aircraft #6475

TO : Commanding Officer, 335th Bombardment Squadron

1. At 3°- 58<sup>n</sup> East, 23,000 feet, 1100 hours, aircraft #6475 aborted because of the failure of no. 3 supercharger.

2. From approximately 6,000 feet on up to altitude there was a decided deceleration in M.P. on no. 3 engine. At 23,000 feet it was pulling 24 inches.

3. During the climb from 1,400 to 23,000 feet we pulled over-boost for 50 minutes. Most of the time 44 inches at 2400 RPM, approximately 15 minutes at 46 inches at 2500 RPM on no. 1, 2 and 4 engines.

4. In an attempt to repair the faulty supercharger, the engineer changed amplifiers, checked tubes and fuses in the amplifier, it had no effect.

5. At 23,000 feet I could no longer stay with the formation so returned to the base and landed at 1220 hours.

*Robert W. Dillon*  
ROBERT W. BILLON,  
2nd Lt. A.C.

1st Ind.

HEADQUARTERS; 335th Bomb Sq. 95th Bomb Gr. (H), AAF 119, APO 559, 17 Jan. 1945

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

1. This abortion considered justified.

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



*mje*

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

17 January, 1945

SUBJECT: Abortion Report, Aircraft Number 44-6475

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

1. The subject aircraft aborted from the combat mission of the 17th January, 1945.
2. The pilot reported number three (3) turbo inoperative, interphone ball turret inoperative, retune TX on V. H. F. both A & B channels. Rudder control on A.F.C.E. inoperative and chin turret out.
3. Upon examination on the ground it was found that a wire to the cannon plug of number three (3) amplifier for the turbo was broken. It is believed that this was caused by the chaff boxes in the radio room, being piled upon the amplifier. The chin turret was OK. Radio is being taken care of.
4. The wire is being repaired and all other items being taken care of.

*Edward J. Flanagan*  
EDWARD J. FLANAGAN  
Captain, A. C.  
Engineering Officer

*Wm*

335TH BOMBARDMENT SQUADRON (H)  
95TH BOMBARDMENT GROUP (H)  
APO 559

*Civ Cyec*

17 January 1945

SUBJECT: Abortion of Aircraft #8255

TO : Commanding Officer, 335th Bombardment Squadron

1. Aircraft #8255 aborted at 1037 hours, at 18,000 feet.

2. After assembly at 14,000 feet, RPM on no. 2 engine started fluxuating slightly and manifold pressure would drop off, hesitate then build up and fall off again. Propellor ran up to 2500 several times. At 18,000 feet no. 2 engine pulled 30 inches then would quickly raise to about 40 inches then fall off again. We pulled 2400 R.P.M. and 42 inches but could not keep up.

3. Amplifier was pulled but no apparent steadyness resulted. It was believed that the prop governor was causing the trouble. My engineer put a new amplifier in.

4. Recieved permission from "Bezel" to land with bombs on board. Landed at 1115 hours.

*Glenn T. Purdy Jr.*  
GLENN T. PURDY Jr.  
2nd Lt. A.C.

1st Ind.

HEADQUARTERS: 335th Bomb Sq. 95th Bomb Gr. (H), AAF 119, APO 559, 17 Jan 1945

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

1. This abortion considered justified.

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

*mm*

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

17 January, 1945

SUBJECT: Abortion Report, Aircraft Number 43-38255

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

1. The subject aircraft aborted from the combat mission of the 17th January, 1945.
2. The pilot reported that number two (2) propellor was uncontrollable, keeps changing pitch and manifold pressure and ran away at 18,000 feet.
3. Upon examination on the ground the engine checked out OK, however the propellor governor is being changed.

*Edward J. Flanagan*  
EDWARD J. FLANAGAN  
Captain, A. C.  
Engineering Officer

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 17/1/44 TARGET \_\_\_\_\_ DUTY OFFICERS \_\_\_\_\_
2. CBW 13A GROUP 95B GP. LEADER Maj. Frankosky A/C 8040 W/T MRZ-N  
POSITION High DEPUTY LDR. Lt. Miner A/C 9055 W/T TZT-R
3. EST. TAXI TIME 0810 EST. T.O. 1ST A/C 0820 END BASE 0945  
RTR BASE \_\_\_\_\_
4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF STAKES PFF INCLUDED \_\_\_\_\_

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 17/1/44 TARGET \_\_\_\_\_ DUTY OFFICERS \_\_\_\_\_
2. CBW 13A GROUP 95A GP. LEADER Maj. Cumber A/C 8210 W/T TZT-J  
POSITION Lead DEPUTY LDR. Lt. Sutkowski A/C 8604 W/T KPX-X
3. EST. TAXI TIME 0820 EST. T.O. 1ST A/C 0830 END BASE 0945  
RTR BASE 1525

PFF

"A"

FORM 3

STATION

119

DATE

17 January 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
35	J	8210	Wilson	✓	✓	829		1523	
36	X	8604	Sutkowski	✓	✓	815		1541	
412	L	7257	Beh	✓	✓	825		1546	
"	Z	8281	Doxon	✓	✓	829 <sup>+</sup>		1522	
"	V	8288	Hail	✓	✓	830		1542	
"	J	8826	Olson	✓	✓	831		1545	
36	S	8333	Glovich	(Zi) ✓	✓	831 <sup>+</sup>		1538	
"	U	8469	Carley	✓	✓	832		1539	
"	N	8899	Schaaf	✓	✓	833		1537	
412	E	8067	Bingblom	(Lo) ✓	✓	833 <sup>+</sup>		1536	
36	E	8106	O'Toole	✓	✓	834 <sup>+</sup>		1536+	
"	Z	8199	Beard	✓	✓	835		1535	



"B"

## FORM 3

STATION 119DATE 17 January 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
412	N	8040	Hendrickson	✓	✓	826	1521		
35	R	9055	Merces	✓	✓	818	1526		
"	T	6475	Dillon	✓	* ✓	818 <sup>+</sup>	1512		
"	S	9052	Alvaro	✓	✓	819	1528		
"	K	8269	Nelson, R.A.	✓	✓	823	1527		
"	N	6598	Palmer	✓	✓	820	1533		
"	H	7376	Tregoning (Hi)	✓	✓	821	1530		
"	A	8255	Ourdy	✓	* ✓	822	1102		
"	Z	2455	Schoad	✓	✓	823 <sup>+</sup>	1534		
36	Y	6583	Nelson, R.W.	✓	✓	824 <sup>+</sup>	1531		
"	V	8676	Tower (Lo)	✓	✓	826 <sup>+</sup>	1532		
34	R	8438	Hansen	✓	✓	827	1532		
36	Q	8617	Fuss	✓	✓	828	1534		

STATION WEATHER OFFICE  
AAF STATION 119  
APO 550

T-4-1

18 January 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 17 January 1945.

TO : Commanding Officer, Headquarters, 25th Bombardment Group, APO 550.

1. Base at take-off: Time was 0830 hours. 3-4/10 stratocumulus base 3-4000, tops 4-5000 feet. Scattered cirrus above 18,000 feet. Visibility was 5 miles.

2. Route to target: 3-4/10 cumulus and stratocumulus below 10,000 feet becoming 4-5/10 swelling cumulus with tops below 15,000 feet north of 54 degrees north then breaking to 3-4/10 cumulus and stratocumulus in large broken patches over the continent. Scattered patches of cirrus and cirrostratus above 20,000 feet over the North Sea becoming fine cirrus above 18,000 feet over the continent.

3. Target area. Hamburg, Germany. Time was 1155 hours. 3-4/10 cumulus and stratocumulus below 10,000 feet in large broken patches in general area. Scattered fine cirrus above 28,000 feet. Downward visibility was 20 miles plus.

4. Return route: Reverse of route to target with convective activity more intense over southern North Sea.

5. Base on return: Time was 1530 hours. 4-5/10 cumulus base 3500, tops 5-10,000 feet. 3/10 cirrus above 20,000 feet. Visibility was 5 miles.

6. Remarks: Light semi-persistent contrails formed above 20,000 feet.

WALTER H. HILLS, JR.,  
Captain, Air Corps,  
Staff Weather Officer.

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

H-F-26

17 January 1945

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission  
of 17 January 1945, Hamburg, Germany.

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

1. We led the Ninety Fifth "A" Squadron which led the 13th "A" Combat Group. We took off at 0830 hours, 15 minutes late. Group was assembled at 0940 hours at 13000'. Wing assembly was made at 16000' at 1000 hours. Division assembly was made at 16000' at 1018 hours. We left the English coast at 1000½ hours at 18000' altitude.

2. We crossed the Enemy coast in at 5345E 0843E at 1145 hours at 26000' altitude. Route to I.P. was generally good, we being slightly south of course on the last leg before the I.P. The I.P. was made good at 1143 hours, 5347E 0833E at 26300' altitude. The route from the I.P. to the target was made good.

3. Bombs were away at 1155 hours on primary target at 5353N 0958E on a magnetic heading of 115° at 26300' altitude. The engineer was hit just as bombs went away. I was giving him first aid and I asked the command navigator to tell me when we reached the R.P., but his interphone was out and he didn't hear me. The bombardier came back to take over on the engineer and by the time I picked myself up as to course, etc. we were several miles south of course. We passed the R.P. at 26000' at about 1158 hours.

4. Route back to the coast was made good, we being slightly north of course on way out. evasive action was taken when making corridor out due fact there was a very narrow corridor, if any. We crossed the Enemy coast out at 5404N 0900E at 1255 hours at 26000'. We crossed the English coast at 5240N 0144E at 1508 hours at 8000'. We were over the base at 1520 hours and landed at 1525 hours.

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

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

E-4-26

17 January 1945

**SUBJECT:** Lead Navigator's Narrative, Ninety Fifth "B" Squadron, Mission of 17 January 1945, Hamburg, Germany.

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

1. We led the Ninety Fifth "B" Squadron which flew as high in the 13th "A" Combat Group. We took off at 0827 hours and the squadron and Group were formed over the base at 0940 hours at 14000'. Wing assembly was made at BU# 11 at 1000 hours at 17000'. This was followed by Division assembly at BU# 22 at 1013 hours at 18500'. We departed the English coast at 1033 hours at 5220N 0142E at an altitude of 19540'.

2. Briefed course was followed and we made the briefed I.P. good at 5347N 0253E at the Enemy coast and our altitude was 27000', at 1143 hours. Course to target was followed as briefed.

3. We bombed by Squadrons and bombs were away at primary target at 1156 hours at an altitude of 27000' on a magnetic heading of 110°. The Rally Point was at 5322N 1005E and we were there at 1159 hours at 26500' altitude. We made a left turn and came back out to the Enemy coast. Due to 75K head wind we were quite slow in coming out. We crossed the Enemy coast out at 1253 hours on a heading of 230° at 25000'.

4. We descended all the way back across the north sea. We left the formation at 5320N 0203E at 1433 hours and were at an altitude of 3000'. We came home ahead of formation. We crossed the English coast at 1506 hours at an altitude of 1500' altitude at 5236N 0143E. We were over the base at 1515 hours and landed at 1522 hours.

DONALD D. VAN PATTEN  
1st Lt., Air Corps,  
Lead Navigator.

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

**B-F-26**

**17 January 1945**

**SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 17 January 1945, Hamburg, Germany.**

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

1. Bombing Approach and Run - We opened bomb bays two minutes prior to the I.P. and peeled off in Squadron formation for the run. Mickey Operator set up original course to target but I took over almost immediately. Target area was picked up readily and course established. Picking up of the MPI was a little more difficult. However synchronization at bombs away was good. AFCEM was used and bombs were away at 1155 hours. We were in Squadron formation from before I.P. to the target.

2. Disposition of Bombs - 12 A/C dispatched from the 95th "A" Squadron and all were over the primary target dropping 144 x 500# G.P. AN-M64 bombs. Fuzing was 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped on primary target were released over a 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs		Fuzing		
			No.	Size	Type	Nose	Tail
Hamburg, Germany.	12	12	144	500#	M-64	1/10	1/40
Total on Target.			Same as above.				
Bombs Returned.			0				
Other Expenditures.			0				
Total (loaded on A/C taking off).			144	500#	M-64	1/10	1/40

**MAHLOX H. LONE JR.**  
**1st Lt., Air Corps,**  
**Lead Bombardier.**

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

B-F-26

17 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 17 January 1945, Hamburg, Germany.

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

1. Narrative.

- a. Bombing aids used were R-6-B, C-2, AFCE and AB Computer.
- b. The maneuver at the IP was a left turn of 30° in formation.
- c. Bomb bays were opened two minutes prior to I.P. at 1143 hours.
- d. We opened bomb bays two minutes prior to IP and peeled off in squadron formation for the run. Mickey Operator set up original course to target but I took over almost immediately. Target area was picked up readily and course established. Picking up of the MPI was a little more difficult. However, synchronization at bombs away was okay. AFCE was used and bombs were away at 1155 hours. We were in quadra formation from before I.P. to the target.
- e. Bombing results were observed to be good.
- f. There are no suggested changes in bombing technique.

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

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fusing Nose Tail
Hamburg, Germany.	12	12	144	500#	M-64	1/10 1/40
Total on Target.			Same as above.			
Bombs Returned.			0			
Other Expenditures.			0			
Total (loaded on A/C taking off).			144	500#	M-64	1/10 1/40

4. Types of Release - All bombs dropped on primary target were released on a 150' interval and armed.

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

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

B-P-26

17 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 17 January 1945, Hamburg, Germany.

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

1. Bombing Approach and Run - Bomb bays were opened two minutes prior to the I.P. We were flying high squadron and peeled off in good order. Mickey Operator set up course to target and I picked up target area okay. Mickey gave me rate check on the run which was not needed as bombing was visual. MPI was picked up with some difficulty but synchronization at bombs away at 1156 hours. We were in squadron formation from the IP on.

2. Disposition of Bombs - 13 A/C dispatched from the 95th "B" Squadron and 11 A/C were over the primary target dropping 132 x 500# G.P. AN-M64 bombs. A/C #6475 aborted and jettisoned 12 x 500# G.P. AN-M64 bombs 40 miles east of Southwold by order of the Tower. A/C #8255 aborted and returned 12 x 500# G.P. AN-M64 bombs. The fuzing was 1/10 nose and 1/40 tail.

3. Types of Release - All bombs dropped on the primary target were released on a 150' interval and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	Bombs			Fuzing	
Hamburg, Germany.	11	11	No.	Size	Type	Nose	Tail
Total on Target.			132	500#	M-64	1/10	1/40
Bombs Returned.			12	500#	M-64	1/10	1/40
Other Expenditures.			12	500#	M-64	1/10	1/40
Total (loaded on A/C taking off).			156	500#	M-64	1/10	1/40

MARSHALL J. THYXTON  
1st Lt., Air Corps,  
Lead Bombardier.

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

E-F-26

17 January 1945

**SUBJECT:** Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 17 January 1945, Hamburg, Germany.

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

1. Narrative.

- a. Bombing aids used were E-6-B, C-2, AFCE and AB Computer.
- b. The maneuver at the IP was a 30° turn to the left in formation.
- c. Bomb bay doors were opened two minutes prior to I.P. at 1143.
- d. Bomb bays were opened two minutes prior to IP. We were flying high squadron and peeled off in good order. Wickey Operator set up course to target and I picked up target area okay. Wickey gave me rate check on the run which was not needed as bombing was visual. MPI was picked up with some difficulty but synchronization at bombs away at 1155 hours was good. We were in squadron formation from IP on.
- e. Bombing results were observed as good.
- f. There are no suggested changes in bombing technique.

2. Bombardier's form 12-3 modified is attached.

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose Tail	
Hamburg, Germany.	11	11	132	500#	M-64	1/10	1/40
Total on Target.				Same as above.			
Bombs Returned.			10	500#	M-64	1/10	1/40
Other Expenditures.			12	500#	M-64	1/10	1/40
Total (loaded on A/C taking off).			156	500#	M-64	1/10	1/40

4. Types of Release - All bombs dropped on the primary target were released on a 150' interval and armed.

MARSHALL J. THIXTON  
1st Lt., Air Corps,  
Lead Bombardier.



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

COMBAT BOMBING FLIGHT RECORD

**"B"**  
BOMBARDIER LT. THIXTON

DATE 1-17-45.

PILOT CAPT. HENDRICKSON

TAKE OFF \_\_\_\_\_

NAVIGATOR LT. VAN PATTEN

LANDED \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

412th  
Squadron

85th  
Group

AIRPLANE B-17G 2040  
Type Number

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

COMBAT BOMBING FLIGHT RECORD

**"A"**  
BOMBARDIER \_\_\_\_\_

LT. LONG

DATE \_\_\_\_\_

17-1-45.

PILOT \_\_\_\_\_

LT. WILSON

TAKE OFF \_\_\_\_\_

NAVIGATOR \_\_\_\_\_

LT. WILBORNE

LANDED \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

412th  
Squadron

85th  
Group

AIRPLANE \_\_\_\_\_

B-17G 2210  
Type Number

OBJECTIVE \_\_\_\_\_

HAMBURG, GERMANY.

AIMING POINT (MPI) \_\_\_\_\_

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

V-A-2

APO 559,  
18 January 1945.

SUBJECT: Engineering Report on Combat Mission of 17 January 1945.

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

1. The following information is submitted concerning combat mission of 17 January 1945.

- a. Twenty-five (25) B-17 airplanes took-off as scheduled.
- b. One (1) B-17 returned to base as an unused spare.
- c. Twenty-three (23) B-17 airplanes returned to base after completion of mission.

2. There was one (1) abortive airplane.

- a. 44-8475 - #3 supercharger failure.

3. Battle damage is as follows:

- a. 44-8438 - Minor skin damage.
- b. 43-39052 - Major sheet metal damage.
- A c. 43-38199 - Major sheet metal damage.
- d. 43-38617 - #1 induction system damaged.
- A e. 43-38899 - #5 tokio tank in right wing punctured.
- f. 43-38469 - Spar damage to right wing.
- g. 43-38826 - Left stabilizer and left wing tip damaged.
- A h. 43-38288 - Major sheet metal damage. #9 tokio tank punctured.

DONALD E. BOWLIN  
Capt., Air Corps  
Op Engineering O

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

17 January 1945

SUBJECT: Armament Malfunction Report for 17 January 1945.

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

1. Twenty-two aircraft were loaded with 12- 500 lb. G.P. Demolition Bombs per aircraft and the two PFF aircraft were loaded with 12- 500 lb. G.P. Demolition Bombs and 2- CHB M1 Sky Markers per aircraft.

2. Following are the armament malfunctions reported for the mission of 17 January 1945.

A/C No. 8210- PFF aircraft with the A-4 release system. The bombs were salvoed through the bombsight on this aircraft. Five bombs, on the upper station, were not released when the bombsight indices came together. The bombs were released immediately with the bombardier's salvo switch. This aircraft was given a thorough ground check and no malfunction could be found.

A/C No. 8040- Pff aircraft with the A-4 release system. The bombs were salvoed through the bombsight on this aircraft. When the bombsight indices came together, five bombs on stations 2, 10, 11, 18 and 21 failed to drop. Repeated attempts to release them with the various salvo switches failed. The bombs were released manually. A ground check showed that a loose wire had caused a short, burning out the salvo fuse. The wire has been repaired.

A/C No. 8288- Short in Ball Turret hand control wire assembly, part number 12325. Assembly has been repaired.

FREDERICK A. FLINT  
2nd Lieut. Air Corps  
Asst. Group Armament Officer



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

(J-A-1)

AFPO 559  
17 January 1945

SUBJECT: Operational Communications

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

1. Of the twenty-four crews assigned to the mission, twenty-two were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
  - (a) 412-N (Command Xmitter/faulty antenna lead-in)
  - (b) 412-Z (Radio compass/replaced for shop check)
  - (c) 335-J (Liaison Xmitter/faulty TU-26 tuning unit)
  - (d) 335-K (Faulty antenna lead-in to Command receiver)
  - (e) 335-R (Command receiver/re-aligned)
3. The following navigational aids were used successfully:
  - (a) Twenty-one A/C used Splashers and Bunchers
  - (b) Twenty-four A/C used Station 7000
4. The reception of ground stations and beacons was normal.

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

CONFIDENTIAL  
(RECEIVED JAN 18 1945)

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

APC 559  
17 January 1945

**SUBJECT: S-2 Report, Hamburg Mission.**

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

1. The Mission - The 95th Group flew in the 13A Combat Group in an attack against one of the Rhenania Oil Plants in Hamburg, Germany.

95A - Eleven A/C plus one PFF A/C took off to fly the lead squadron. All A/C attacked the primary target and returned to this base.

95B - Twelve A/C plus one PFF A/C took off to fly the high squadron. Eleven A/C attacked the primary target. A/C 8255, a spare, returned from 5217N-0202E at 1037 hours with an uncontrollable prop. A/C 6475 aborted from 5340N-0358E at 1106 hours because turbo #3 was not working.

2. Enemy Air Opposition - There was none.

3. Flak - Flak was accurate and tracking at two points with moderate to intense fire at Hamburg and meagre fire at 5400N-0920E.

4. Bombing Results - Further interpretation of strike photos shows there are very few bomb bursts in the very small target area. The bomb patterns for both 95A and 95B lie beyond the target area. Considering the small size of the target, bombing is rated fair.

5. Other Information - Fighter support was reported very good. Many observations of extensive shipping activity in the mouth of the Elbe River were made.

For the Intelligence Officer:

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

3BD INST 45-2 (OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

	95A	95B.
1. GROUP		
2. A/C AIRBORNE	11+1	12+1
3. SORTIES		
4. A/C ATTACKING	11+1	10+1
5. A/A FAILING TO ATTACK	0	1 (2)
a. Mechanical		1 (2)
b. Weather		
c. Enemy action		
d. Other		
6. A/C LOST	0	0
a. TO AA		
b. TO E/A		
c. TO AA AND E/A		
d. TO Accident		
e. By Reasons Unknown		
7. TIME OF ATTACK		
8. ALTITUDE OF ATTACK	1155	1156
9. BOMBS DROPPED (PRIMARY)	26300	27000
a. Number	144	132
b. Size	500	500
c. Type	GP	GP
d. Number A/C Bombing	12	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	11	7
a. Minor	10	7
b. Major	1	
c. Salvage		
12. Claims	0-0-0	0-0-0

Ret 12x500  
 Jett 12x500  
1 spare abated

Planned to Wg  
 WR 1730

A

A/C No.	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
8281	1	1	1											12-501 Dem				
8469	1	1	1									1		12-500				
8067	1	1	1									1		12-500				
8684	1	1	1									1		12-500				
7257	1	1	1									1		12-500				
8826	1	1	1									1		12-500				
8288	1	1	1								1			12-500				
8899	1	1	1									1		12-500				
8333	1	1	1									1		12-500				
8199	1	1	1									1		12-500				
8106	1	1	1									1		12-500				
	11	11	11								1	9		132				



B

A/C No.	Air-borne	Sorties	Attacking	ABORTS				LOST			DAMAGE		P	S	JETT	RET.
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.				
6475	1			1												
8255	1			1												
6583	1	1	1										12-500 Dem			12-500 Dem
7376	1	1	1									1	12-500 Dem			
9052	1	1	1									1	12-500			
8617	1	1	1									1	12-500			
8676	1	1	1										12-500			
2435	1	1	1									1	12-500			
9053	1	1	1									1	12-500			
8438	1	1	1									1	12-500			
8269	1	1	1									1	12-500			
598	1	1	1										12-500			
	10	10	10	2								7	120		12	12

S

*Mac*

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 262

PERIOD: 0001 hours 17 January to 2400 hours 17 January 1945

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Topnage</u>	<u>Claims</u>	<u>Losses</u>				<u>Totals</u>
							<u>E/A</u>	<u>AA</u>	<u>N/E</u>	<u>OT</u>	
Heavy Bomber Atks.	7	700	667	665	1893.7	0-0-0	0	8	0	2	10
Fighter Escort	8	247	215	0	0	0-0-0	0	2	0	2	4
Fighter Sweeps(a)	3	87	80	0	0	0-0-0	0	1	0	2	3
Fighter Bombing	0	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	0	0	0	0	0	0-0-0	0	0	0	0	0
Weather Recon.	4	34	31	0	0	0-0-0	0	1	0	0	1
Air/Sea Rescue	9	20	20	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>5</u>	<u>17</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	36	1105	1030	665	1893.7	0-0-0	0	12	0	6	18

(a) The 2 Fighter Groups based on the Continent did not operate.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

700 a/c (616 B-17s, 84 B-24s) from three Air Divisions dispatched in three forces against three oil refineries, two viaducts, one M/Y and one U-boat yard in NW Germany. 665 a/c dropped 1819.2 tons GP and 74.5 tons IB on assigned targets and several T/Os. Targets in Hamburg and Harburg bombed visually; targets at Paderborn and Bielefeld bombed on PFF. Weather: generally CAVU in Hamburg area; 10/10 clouds over Paderborn area. E/A opposition: nil. Claims: nil. Losses: 5 B-17s, 5 B-24s (8 to AA, 1 category "E", 1 to causes unknown).

S E C R E T

First Force

Four group formations (158 B-17s - 3rd Air Division) dispatched against two oil refineries and U-Boat yards at Hamburg. 148 a/c dropped 406.2 tons GP and 27 tons IB on assigned targets and one T/O at 1155-1201 hours 24,900-26,600 feet. Leaflets dropped on Hamburg. All bombing visual. Weather: CAVU in target area. Flak: intense, accurate at Hamburg. Battle damage: 62 minor, 26 major. E/a opposition: nil. Claims: nil. Losses: 4 B-17s to AA.

Fighter Support: Two groups (49 P-47s, 25 P-51s - 74 a/c) dispatched. Up 1010-1014 hours, down 1445-1455 hours. 61 sorties. E/a opposition: nil. Claims: nil. Losses: 1 P-51 to causes unknown.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Hamburg-Grasbrook Rhenania-Ossag Oil Refinery	44	40	106.2		Fair
Hamburg-Grasbrook Albrecht & Co. Oil Refinery	38	34	100.0		Fair
Hamburg Blohm-Voss U-Boat Yard	76	73	197.0	27.0	Good
<u>Other Targets</u>					
T/O - 5323-1035E	—	1	3.0	—	Unobserved
Totals	158	148	406.2	27.0	

Second Force

Eight squadron formations (84 B-24s - 2nd Air Division) dispatched against Harbur/Rhenania Oil Refinery. 79 a/c dropped 190 tons GP on assigned target and one T/O at 1150-1212 hours from 22,000-24,000 feet. Leaflets dropped on Harburg. All bombed visually. Weather: 2/10-4/10 cloud over target area. Flak: intense, accurate at Harburg. Battle damage: 54 minor, 3 major. E/a opposition: nil. Claims: nil. Losses: 5 B-24s (4 to AA, 1 Category "E").

Fighter Support: One group (55 P-51s) dispatched. Up 1036 hours, down 1543 hours. 46 sorties. E/a opposition: nil. Claims: nil. Losses: 2 P-51s (1 to AA, 1 to mechanical failure).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Harburg/Rhenania Oil Ref.	84	78	187.0		Very Good
<u>Other Targets</u>					
Borkum A/F	—	1	3.0		Unobserved
Totals	84	79	190.0		

Third Force

Twelve group formations (458 B-17s - 1st Air Division? dispatched against Bielefeld/Shildesche and Altenbecken viaducts and Paderborn M/Y. 438 a/c dropped 1223 tons GP and 47.5 tons IB on two assigned targets and several T/Os at 1229-1247 hours from 20,000-24,300 feet. Leaflets dropped on Paderborn and Bielefeld. All bombed on Gee-H and H2X. Weather: generally 10/10 undercast in target areas. Flak: nil to meager, inaccurate. Battle damage: 6 minor, 0 major. E/a opposition: nil. Claims: nil. Losses: 1 to causes unknown.

Fighter Support: Five groups (118 P-51s) dispatched. Up 1030-1106 hours, down 1432-1515 hours. 108 sorties. E/a opposition: nil. Two squadrons strafed numerous ground targets destroying 3 locos, 25 goods wagons, 5 switch houses, 2 high tension towers. Claims: nil. Losses: 1 P-51 to AA.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Altenbeken, Viaduct nr. Paderborn	153	NOT ATTACKED			
Paderborn M/Y	152	397	1106.5	47.5	Unobserved
Bielefeld/Shildesche Railway Viaduct	153	37	105.0		Unobserved
<u>Other Targets</u> u/i T/Os	—	<u>4</u>	<u>11.5</u>		Unobserved
<b>Totals</b>	<b>458</b>	<b>438</b>	<b>1223.0</b>		

2. Fighter Escort

Night groups (49 P-47s, 198 P-51s - 247 a/c) dispatched to support bomber forces. Up 1010-1106 hours, down 1432-1543 hours. 215 sorties. E/a opposition: nil. Two squadrons strafed numerous ground targets, destroying 3 locos, 25 goods wagons, 5 switch houses, 2 high tension towers. Claims: nil. Losses: 4 P-51s (2 to AA, 1 to mechanical failure, 1 to causes unknown).

3. Fighter Sweeps

Three groups (87 P-51s) dispatched on Free Lance support to bomber forces. Up 0935-1035 hours, down 1445-1555 hours. 80 sorties. E/a opposition: nil. One group strafed trains between Salzwedel/Ulzen, and in Bremen areas, destroying 12 locomotives and 1 truck; damaging 43 freight cars, 7 tank cars, 2 passenger cars and 1 switch tower. Claims: nil. Losses: 3 P-51s (1 to AA, 2 believed safe on Continent).

4. Fighter Bombing.

Nil.

5. Photo Reconnaissance

Nil.

6. Weather Reconnaissance

34 a/c (2 B-17s, 4 Mosquitoes, 28 P-51s) dispatched.

1 B-17 completed routine weather flight over NW of Lands End.

1 B-17 completed routine flight to the Azores.

4 Mosquitoes completed special weather reconnaissance over UK area, North Sea, Denmark and North Germany.

28 P-51s weather scouts for bomber forces. 3 a/c returned early.  
1 a/c lost to AA.

7. Air/Sea Rescue

20 P-47s dispatched on routine patrol and search missions. All a/c completed missions and returned safely.

8. Special Operations

17 a/c dispatched as follows:

7 B-24s dispatched on RCM, jamming between 0754-1030 hours. All a/c returned safely.

1 B-24 dropped leaflets in Belgium. A/c returned safely.

5 a/c (1 B-24, 4 P-51s) dispatched as airborne radio relays. All a/c completed mission and returned safely.

4 a/c dispatched on special operation. No losses.

C. INTELLIGENCE

1. Enemy Air Opposition

Although weather conditions over bases in northwest Germany would have permitted operations in some strength, the enemy apparently made no effort to intercept. The only e/a sighted in the air during the entire operation was a jet a/c reported over the Frisian Islands by a scouting force on the penetration.

2. Flak

Hamburg	- intense, accurate.
Harburg	- intense, accurate.
Paderborn	- meager, inaccurate.
Ijmuiden	- meager, inaccurate.
Minden	- meager, inaccurate.

3. Observations

Three four-engine a/c parked in dispersals at Lubeck A/F.  
Camouflaged A/F reported at 5357N-1018E with several u/i e/a on it.  
12 to 14 yellow oil storage tanks at 5340-0850E.  
M/Y at Lubeck packed with railway cars.

4. Damage to Enemy Installations

Rhenania-Ossag Oil Refinery, Harburg - Very Good Results

Hits seen in the refinery area, adjacent refinery and industrial areas, a M/Y, canal, roadway and rail lines and a few bursts in open fields. Target area seen burning and blanketed by smoke.

Rhenania-Ossag Oil Refinery, Hamburg - Fair Results.

Central half of target blanketed by approximately 2/3 of bombs of one squadron. Other two just east of target. One or two small explosions probably from single oil tanks and one small fire are seen at the plant but later coverage indicates no pronounced disturbance.

Albrecht & Co. Mineral Oil Refinery, Hamburg - Fair Results

The south half of target blanketed by perhaps 1/10 of bombs dropped. Nearby oil storage and warehouse area, as well as water area was blanketed by balance of pattern. Later coverage indicates no particular fires or disturbance.

Blohm & Voss Submarine Yards, Hamburg - Good Results

Target attacked by six squadrons of which half dropped their bombs on target area. One tight concentration of bombs fell across center of slips and the two other patterns fell alongside the area with stray hits on the slips. The three patterns extend into the main construction shop, probably causing considerable damage. Other buildings hit are the offices, fire station, smithy, boiler makers and copper smiths shops, two main store buildings and the boiler house and power stations. One hit each was noted on two dry docks and one of these was also a near miss on a submarine and the other possibly hit another submarine. Part of a later pattern also extends across these dry docks with possible hits. A number of submarines were noted docked about the yard and possibly some of these may have been hit, but quality of photographs is not suitable for exact interpretation. Three of the patterns fell in the river and adjacent dockside areas, two stray hits being noted in the Rhenania Ossag Oil Works, both of which caused small explosions but no large fires and part of another pattern fell across the Albrecht Oil Works.

10/10 cloud cover prevents damage assessment on balance of targets.

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