

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

*2*  
*1*  
*Lead Crew Training*

HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 28 January 1945  
13 CBW FO 28  
13 CBW OPS 266  
3 AD FO 566

SUBJECT: Tactical Report (DUISBURG, GERMANY)

TO : CO, 95BG, APO 559

1. Information Concerning the Target:

a. The primary target (visual or Micro-H) for today was the DUISBURG-RHEINHAUSEN double track RAILWAY BRIDGE on the main line from GERMANY to N. FRANCE via the RUHR. It is a 5 span bridge of iron and steel construction 870'L x 33'W.

b. The secondary target (visual or H2X) for today was the Main Station situated at the north end of the Railway Yards of DUISBURG, GERMANY.

2. Narrative of the Attack:

a. 13 A Group - 100A, B, C Squadrons:

(1) Navigation:

(a) Assembly:

The three Squadrons from the 100 Group had difficulty taking off in snow flurries and assembled over Buncher 28 at 17000. The Buncher was left on time for Ipswich with 13B in trail and 13C echeloned to the right. The turn at Ipswich to Buncher 12 could not be made as 13C was still on the right and could not be contacted on VHF to make the turn. The turn was made at Sudbury to Buncher 12 and the 100 Group turned inside of the assembly line. Reassumed lead before CP 1, the English Coast 6 minutes late and 4 miles south of course.

(b) Route:

The Group crossed the Continental Coast 4 miles NE of course at 5144-0344 at 1225, eleven minutes late at 25500. The course was flown as briefed to the IP which was identified visually and a visual run to the target was made by Squadrons. At the Air Leader's request the Group went north of course to avoid Venlo flak and made the reassembly at 5125-0547 nine miles north of RP. A direct course, over Eindhoven, to the coast was made good converging with the briefed course at the Continental Coast while in descent. The Group descended over Mid-Channel and crossed the coast at 1418.

(c) Weather:

Snow flurries at take off caused some delays. Cirrus clouds with a 7-10/10 coverage necessitated a change in Group assembly altitude to 17000. CAVU from Continental Coast to target and return. Snow flurries and low cloud coverage over bases breaking to clear on return.

(d) Navigational Difficulties:

After leaving Buncher 28 on time to be 1 minute early

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After leaving Buncher 28 on time to be 1 minute early

at Ipswich the Group was forced out of the assembly line by 95 Group who were echeloned right. This caused the Group to miss the other assembly points to the south and to be 6 minutes late at CP 1.

(e) Remarks: Navigation was very good.

(f) PFF Narrative:

Three PFF aircraft were dispatched to employ "cat and mouse" technique. 95C Lead set was out completely. 95A and B Squadrons received beacons strongly. The bomb circle of 95A set was out at 25000 feet. Bombing was visual without C/M or H2X assist.

(2) Bombing:

(a) 100A Squadron:

<u>1.</u>	Air Leader Capt. Scott	Nav		Lt. Scott
	Pilot Lt. Rayford	Asst Nav		Lt. Radem
	Co-Pilot Lt. Wenling	M/O		Lt. Eden
		Bomb		Lt. Frye

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	11	63x1000 LB GP
	Returning	2	9x1000 LB GP

b. Bombing Altitude: 25000'

c. Time of Release: 1307

3. Run In from IP to Target:

Not until three minutes before the BRL was one bombardier able to identify the MPI, which had previously been obscured by haze. The run was made on AFCE, and at bombs away synchronization was good and bubbles fair. Bombs were released on a magnetic heading of 115 degrees.

4. PI Report:

a. The two sets of pictures taken by A/C in this Squadron are of such poor quality that no photo-interpretation is possible.

SAV 1197 in 100B Squadron, however, shows A Squadron's bombs developing around the assigned target in the Rhine River. There were no hits on the bridge.

b. Bomb Pattern: 1890'L x 1650'W.

<u>c.</u>	Bombing Errors:	Range	:	650' S
		Deflection:	:	925' R
		Radial	:	1000'

d. Percent of Bombs Within 1000' & 2000' of the MPI: 30% & 79%.

e. Bombing Results: NIL. There was no apparent damage inflicted on the bridge.

5. Bombing Malfunctions:

A/C 602: 3 bombs hung up and were returned.  
A/C 841: Aborted and returned 6x1000 LB GP.

## (b) 100B Squadron:

<u>1.</u>	Air Leader	Capt. Robinson	Nav	Lt. Krepisman
	Pilot	Capt. Brown	Asst Nav	
	Co-Pilot		M/O	Lt. Titley
			Bomb	Lt. Lentz

2. A/C Attacking: Bombs Dropped

<u>a.</u>	TO	11	66x1000 LB GP
	Jettisoning	2	12x1000 LB GP

b. Bombing Altitude: 25500'

c. Time of Release: 1308

3. Run In from IP to Target:

Poor visibility in the target area - the result of fog and haze - prevented the bombardier from attacking the primary target. (The bombardiers in A Squadron, which proceeded, and in C Squadron, which followed, however, were able to pick up without much difficulty the assigned target.) The bombardier synchronized on the only visible bridge, which was a road bridge 3000' N of (short of) the assigned one. Not until ten seconds before the BRL did the bombardier pick up the target. AFCE was used during the run, and when bombs were released on a magnetic heading of 113 degrees, synchronization was good.

4. PI Report:

a. The bombs from this Squadron fell around the selected AP, but there were no direct hits on the road bridge. Two bombs fell on a large factory building adjacent to the East approach to the bridge.

b. Bomb Pattern: 1675'L x 1425'W.

<u>c.</u> Bombing Errors:	Range	:	275' S
	Deflection:	:	50' L
	Radial	:	290'

d. Percent of Bombs Within 1000' & 2000' of the AP: 80% & 100%.

e. Bombing Results: NIL. There was no damage inflicted on the bridge.

f. Bombing Errors in Relation to the Assigned Target: Gross.

g. Percent of Bombs Within 1000' & 2000' of the MPI: 0% & 0%.

5. Bombing Malfunctions:

A/C 767: Aborted and jettisoned 6x1000 LB GP at

A/C 945: Aborted and jettisoned 6x1000 LB GP at

5220N-0245E.

5240N-0220E.

## (c) 100C Squadron:

<u>1.</u>	Air Leader		Nav	Lt. Chappel
	Pilot	Capt. Spurgeon	Asst Nav	
	Co-Pilot	Lt. Charmette	M/O	Lt. Maddox
			Bomb	Lt. Searle

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2. A/C Attacking: Bombs Dropped
- |             |    |               |
|-------------|----|---------------|
| a. Primary  | 12 | 72x1000 LB GP |
| Jettisoning | 1  | 6x1000 LB GP  |

b. Bombing Altitude: 24500'

c. Time of Release: 1309

3. Run In from IP to Target:

The visibility from the IP to the target was excellent, and the bombardier picked up the target ten miles away. Synchronization was set up early on the run, but because of a slight haze the cross hairs could not be placed on the MPI until about two minutes before the BRL. AFCE was employed, synchronization was good, and bombs were released on a magnetic heading of 126 degrees.

4. PI Report:

a. There was one hit, possibly two, on the West portion of the bridge, and possibly 2 hits on the West approach. The remaining bombs fell in water and along the banks of the river.

b. Bomb Pattern: 1500'L x 1100'W.

c. Bombing Errors: Range : 0'  
Deflection: 900' R  
Radial : 900'

d. Percent of Bombs Within 1000' & 2000' of the MPI: 86% & 92%.

e. Bombing Results: Excellent.

5. Bombing Malfunctions:

A/C 414: Jettisoned 6x1000 LB GP at 5226N-0311E because of a faulty salvo switch which would not permit the bombs to be released on the target.

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

(1) Navigation:

(a) Assembly:

Squadron and Group assembly went off about as briefed except that the Low Squadron was formed very slowly. At one time prior to completion of Group assembly, the formation went through a 1st Division Group but no trouble was caused. Fireball Able (100 Group) was contacted and the Group flew in excellent Wing formation with them. The Division assembly points were by-passed somewhat while maintaining this formation. At the English Coast out the Group was six minutes late. An explanation for this is covered under the 13A narrative.

(b) Route:

From coast out until the IP the Group had no difficulty. A change in wind caused much time to be lost all along the route. Just prior to the IP the Squadrons took spacing and started individual runs. The High Squadron Leader had no bombsight and no rated bombardier so was forced to drop in Group formation with the leader. All runs were visual and results were good. The Low Squadron

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used H2X as an assist.

At the RP the Group was in a loose formation as briefed. The Low Squadron was "brushed off" momentarily by the 100 Group who were getting back on course after making a rally at a point farther North. No difficulties were encountered after this and the English Coast was crossed about on time, having picked up all time lost on the way in.

- (c) Weather: Same as 13A Group.
- (d) Difficulties: None.
- (e) Remarks: Navigation is considered good.
- (f) PFF Narrative:

Three PFF aircraft were dispatched to employ "cat and mouse" technique. 390A set was out completely. 390B Lead aborted during assembly. 390C Lead was unable to receive Continental beacons - reason unknown. Bombing was visual without C/M or H2X assist.

(2) Bombing:

(a) 390A, B Squadrons:

<u>1.</u>	Air Leader Capt. Perry	Nav	Lt. Rosen
	Pilot Capt. Beazley	Asst Nav	
	Co-Pilot Lt. Arnold	M/O	Lt. Casserly
		Bomb	Lt. Rodgers

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	22	123x1000 LB GP
	Returning	4	21x1000 LB GP

b. Bombing Altitude: 25000'

c. Time of Release: 1310

3. Run In from IP to Target:

IP made good and bomb bay doors opened as briefed. The radar went out prior to departure from the English Coast. DR and pilotage used to the IP where course was set up making necessary pilotage corrections for proper course into target. The target was easily picked up approximately 4 minutes away. At bombs away, synchronization was considered good, although results were poor. 390B released its bombs in Group formation. This Squadron had no bombsight in the Lead A/C. Consequently no sighting operation could be made. Magnetic heading at bombs away was 115 degrees. AFCE was used.

4. PI Report:

a. Lack of photographic coverage, which was brought about by the Squadron's evasive action, prevents precise interpretation of A and B Squadrons's bombing. The approximate center of the pattern was around the road bridge 1000' North of the assigned target. With the exception of a few bombs, all fell short of the railway bridge in the Rhine River and on both of its banks. There may have been hits on the road bridge, which was partially obscured by smoke, and there was one probable hit on the assigned bridge.

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b. Bomb Pattern: It is impossible to measure either Squadron's or the Group's pattern.

c. Bombing Errors: It is impossible to measure the bombing errors of the Lead Squadron.

d. Percent of Bombs Within 1000' & 2000' of the MPI: 7% & 35%.

e. Bombing Results: FAIR to NIL. There may have been one hit on the assigned bridge.

5. Bombing Malfunctions:

- A/C 8013: Aborted and returned 6 bombs.
- A/C 390: Aborted and returned 6 bombs.
- A/C 032: Rack malfunction and returned 3 bombs.
- A/C 812: Aborted and returned 6 bombs.

(b) 3900 Squadron:

<u>1.</u> Air Leader	Lt. Hannold	Nav	Lt. Obenour
Pilot	Lt. Dognione	Asst Nav	
Co-Pilot		M/O	Lt. Epton
		Bomb	Lt. Krassen

2. A/C Attacking: Bombs Dropped

<u>a.</u> Primary	13	76x1000 LB GP
Returning	1	2x1000 LB GP

b. Bombing Altitude: 24500'

c. Time of Release: 1312

3. Run In from IP to Target:

After the maneuver at the IP, which was made good, the radar navigator helped set up course for the bombardier, who picked up the target four minutes before the BRL. At approximately the same time, the AFCE went out, and the bombardier continued his run on PDI. Synchronization was good at the BRL, and bombs were released on a magnetic heading of 124 degrees.

4. PI Report:

a. Lack of photographic coverage, which was also brought about by the Squadron's evasive action, prevents a detailed interpretation of C Squadron's bombing. About 20 bombs are visible bursting a few hundred feet beyond (South) the assigned railroad bridge. There may have been one direct hit.

b. Bomb Pattern: Impossible to measure.

c. Bombing Errors: Impossible to measure.

d. Percent of Bombs Within 1000' & 2000' of the MPI: Insufficient number of bombs are shown to determine with accuracy the efficiency of the bombing.

e. Bombing Results: Impossible to ascertain.

5. Bombing Malfunctions:

A/C 633: Jettisoned 2x1000 LB GP due to rack malfunction in target area.

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c. 13 C Group - 95A, B, C Squadrons:

(1) Navigation:

(a) Assembly:

The Group experienced difficulty in rendezvousing over the field, and Buncher 23 was departed one minute late with the Group still not in complete formation. At the first Wing assembly point, however, the Group was intact. On the legs from Buncher 28 to Buncher 12 the Group was on the inside of the assembly route; Able and Baker were echeloned to the left and rear. Poor VHF discipline made it impossible to contact Able and Baker, so the Group continued on to the South of Buncher 12 in an effort to get to the outside of the assembly circle in order to allow A and B to catch up and take over proper lead of the Wing. This was finally accomplished, however, the Wing was 5½ minutes late at the coast out point.

(b) Route:

The Group was compelled to "S" over the Channel in order to maintain the proper interval behind Baker. At CP 2 the interval was correct; the time was twelve minutes later than briefed. On the route in, the course was flown to the South until the leg to the IP was reached. From there to the target the route was flown as briefed. All three Squadrons made the IP good and began individual bomb runs. Pilotage was excellent due to CAVU conditions. 95C Squadron began a "cat and mouse" bomb run, but the delay equipment was in error and the bombardier took over visually. The remaining two Squadrons also made visual approaches. From the target to the RP the Group and Squadrons were spread apart, but came together in formation at the RP. The route back was uneventful. Snow flurries held up landing at the field.

(c) Weather: Same as 13A and 13B Groups.

(d) Navigational Difficulties:

Group late in forming over field Buncher caused difficulty in making first Wing assembly point good.

(e) Remarks: Navigation is considered good.

(f) PFF Narrative:

Three PFF aircraft were dispatched to employ "cat and mouse" technique. 95B set was out completely. 95A and C received beacons strongly, however, the sweep delay mechanism of 95C radar equipment was in error - 10 miles South off cat beacon. Bombing was visual without C/M or H2X assist.

(2) Bombing:

(a) 95A Squadron:

<u>1.</u>	Air Leader	Maj. Cumbaa	Nav	Lt. Russel
	Pilot	Lt. Parker	Asst Nav	
	Co-Pilot	Lt. Scullin	M/O	Lt. Borch
			Bomb	Lt. Schultz

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	10	57x1000 LB GP
	Returning	2	7x1000 LB GP

b. Bombing Altitude: 25000'

c. Time of Release: 1313



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The maneuver at the IP was made good with visibility 12 miles on the bomb run. Although haze covered the target area it was not picked up until 10 miles away. The bombardier had two minutes synchronization which was good at BRL. Bombs were released on a magnetic heading of 107 degrees. AFCE was used on the bomb run.

4. PI Report:

a. There were at least 2 and probably 4 hits on the Western approach to the bridge, 500' to the right of the assigned MPI.

b. Bomb Pattern: 1700'L x 1000'W.

c. Bombing Errors: Range : 0'  
Deflection: 300' R  
Radial : 300'

d. Percent of Bombs Within 1000' & 2000' of the MPI: 77% & 100%.

e. Bombing Results: Very Good.

2. Bombing Malfunctions:

A/C 8140: Aborted and returned 6x1000 LB GP.  
A/C 8331: Aborted and returned 2x1000 LB GP.

(b) 95B Squadron:

1. Air Leader Capt. Jenneman Nav Lt. Ballatore  
Pilot Lt. Gillen Asst Nav  
Co-Pilot M/O Lt. Dement  
Bomb Lt. Lytle

2. A/C Attacking: Bombs Dropped

a. TO 10 58x1000 LB GP  
Jettisoned 2 12x1000 LB GP

b. Bombing Altitude: 25500'

c. Time of Release: 1314

3. Run In from IP to Target:

The maneuver at the IP was made good with primary MPI being picked up visually. Approximately one minute before the BRL was reached flak knocked out #2 engine and rendered the C-1 inoperative causing the A/C to be knocked off course. With only 30 seconds left for synchronization the bombardier picked up a TO M/Y. There was no possibility of the bombardier getting back on course to the primary. The Squadron was split, only 4 A/C dropping on leader, the remaining A/C dropped on smoke markers. Bombs were released on a magnetic heading of 093 degrees.

4. PI Report:

a. Approximately 30 bombs from this Squadron are visible in an extremely loose pattern around the M/Y 3000' East of the assigned target. Two bombs fell in the M/Y, five in the locomotive repair area, five in a small factory area and the remainder in fields.

b. Bomb Pattern: Too irregular to measure.

c. Bombing Errors: Too irregular to measure.

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d. Percent of Bombs Within 1000' & 2000'  
of the AP: 36% & 70%.

e. Bombing Results: Fair.

5. Bombing Malfunctions:

A/C 7204: Jettisoned 6x1000 LB GP 40 miles  
southeast of Southwold (engine failure).

A/C 7636: Jettisoned 6x1000 LB GP same  
place as above (oxygen failure).

(c) 950 Squadron:

<u>1.</u> Air Leader	Lt. Garrison	Nav	Lt. Fryer
Pilot	Lt. Bwencher	Asst Nav	
Co-Pilot		M/O	Lt. Demet
		Bomb	Lt. Spinnenweber

2. A/C Attacking: Bombs Dropped

a. Primary 13 76x1000 LB GP

b. Bombing Altitude: 24500'

c. Time of Release: 1315

3. Run In from IP to Target:

The maneuver at the IP was made good. Visibility was 10 miles on the bomb run, and not until 8 miles from the target did the bombardier pick up the AP. A two minute synchronization run was made with rate and course reported good at bombs away. Bombs were released on a magnetic heading of 106 degrees. AFCE was used.

4. PI Report:

a. There were two probable hits on the Western approach to the bridge, and a close miss to the bridge itself by the West river bank.

b. Bomb Pattern: 1500'L x 1500'W.

c. Bombing Errors: Range : 400' S  
Deflection: 400' R  
Radial : 500'

d. Percent of Bombs Within 1000' & 2000'  
of the MPI: 86% & 99%.

e. Bombing Results: Fair.

5. Bombing Malfunctions: None.

3. Planning and Execution of the Mission:

a. Group Order and Strength:

(1) 4 A, B, C Groups:	9 x 12 A/C Squadrons
(a) 487 Group	2 Squadrons
385 Group	1 Squadron
(b) 94 Group	3 Squadrons
(c) 486 Group	3 Squadrons

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- (2) 93 A, B Groups: 6 x 12 A/C Squadrons
  - (a) 490 Group 3 Squadrons
  - (b) 34 Group 2 Squadrons
  - 493 Group 1 Squadron
- (3) 45 A, B, C Groups: 9 x 12 A/C Squadrons
  - (a) 452 Group 3 Squadrons
  - (b) 388 Group 3 Squadrons
  - (c) 96 Group 3 Squadrons
- (4) 13 A, B, C Groups: 9 x 12 A/C Squadrons
  - (a) 100 Group 3 Squadrons
  - (b) 390 Group 3 Squadrons
  - (c) 95 Group 3 Squadrons

b. A/C and C/C Available:

(1) 95 Group	REG 33 A/C	56 C/C
	PFF 5 A/C	5 C/C
	MH 4 A/C	5 C/C
(2) 100 Group	REG 46 A/C	45 C/C
	PFF 8 A/C	6 C/C
	MH 5 A/C	5 C/C
(3) 390 Group	REG 37 A/C	51 C/C
	PFF 4 A/C	7 C/C
	MH 4 A/C	6 C/C

c. A/C Scheduled to Take Off:

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

d. A/C Airborne:

(1) 95 Group	36 A/C Airborne
(2) 100 Group	37 A/C Airborne
(3) 390 Group	All Scheduled A/C Airborne

e. A/C Abortive: 95 Group:

A/C 8140: 412 Sqdn "C" - Oxygen system out - Pilot Lt. Willis - No sortie.

A/C 7376: 335 Sqdn "H" - #1 engine ran away and was unable to feather - Pilot Lt. Bradley - No sortie.

A/C 7204: 335 Sqdn "B" - Lost oil pressure on #3 engine - Pilot Lt. Hamilton - No sortie.

A/C 8272: 336 Sqdn "P" - Held up by weather until too late to take off - Pilot Lt. Dunwoody - No sortie.

A/C Abortive: 100 Group:

A/C 841: 349 Sqdn "H" - #1 turbo ran away - Couldn't get enough MP on #2 - Pilot Lt. King - No sortie.

A/C 767: 351 Sqdn "E" - #1 engine throwing oil - Pilot Lt. Woolford - No sortie.

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A/C 972: 349 Sqdn "F" - Failed to take off because plugs failed on #4 engine - Later repaired turbos and then it was too late to take off - No sortie.

A/C Abortive: 390 Group:

A/C 013: 570 Sqdn "P" - Pilot ill with sinus - Pilot Lt. Kenny - No sortie.

A/C 390: 571 Sqdn "E" - No boost on #4 engine - Pilot Lt. McKeller - No sortie.

A/C 812: 569 Sqdn "G" - Man caught in top turret - Pilot Lt. Henry - No sortie.

f. A/C Missing:

(1) 95 Group:

A/C 9055: 335 Sqdn "R" - Crashed at Pournoi - Pilot was killed - 7 men bailed out - Pilot Lt. Mercer - Sortie.

g. A/C Attacking - 13 A Group:

Bombs Dropped

(1) Primary	23	135x1000 LB GP
TO	11	66x1000 LB GP
Jettisoning	3	18x1000 LB GP
Returning	2	9x1000 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: Salvo

h. A/C Attacking - 13 B Group

Bombs Dropped

(1) Primary	35	189x1000 LB GP
Jettisoning	1	20 Leaflet Containers
Returning	4	2x1000 LB GP
		21x1000 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: Salvo

i. A/C Attacking - 13 C Group:

Bombs Dropped

(1) Primary	23	133x1000 LB GP
TO	10	58x1000 LB GP
Jettisoning	2	12x1000 LB GP
Returning	2	7x1000 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: Salvo

4. Communications:

a. Captain Scott (100) led the 13th Wing. No difficulty was experienced in contacting the other Air Leaders on Channel A. Control Point Messages were transmitted satisfactorily to Arrowswift on Channel B. Target and route weather information was received satisfactorily from the scouting force. The fighter ground sector control was contacted but it was not necessary to contact fighters direct.

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Discipline is reported as being fair.

	CP 1	CP 2	TGT	BASES
Timings	1154	1214	1245	1420
13A	1159	1226	1308	

Strike Reports:

100	P A 3	1308
95	P A 2	1313
390	P A 1	1310

5. Mission Camera Report:

a. The 95 Group installed 2 scope and 9 vertical cameras, 2 and 7 of which took pictures:

- A/C 9055, B Squadron, with K-21 installed: Landed in France.
- A/C 8067, A Squadron, with K-21 installed: Film fogged.

b. The 100 Group installed 2 scope and 9 vertical cameras, 2 and 7 of which took pictures:

- A/C 8047 with K-22 installed: Did not bomb.
- A/C 8865 with K-21 installed: Camera doors closed by crew.

c. The 390 Group installed 1 scope and 9 vertical cameras, 0 and 6 of which took pictures:

- PFF A/C 8013, B Squadron, with scope and K-21 installed: Aborted.
- A/C 032, B Squadron, with K-21 installed: Did not drop bombs on the side toggle switch is located.
- A/C 8837, C Squadron, with K-21 installed: Landed at Woodbridge.

6. Controller's Log:

a. 1825 from 3 AD:

- (1) Alerted.
- (2) Force Required.
- (3) Order.
- (4) Tentative Route.
- (5) Assembly.
- (6) Tentative Targets.
- (7) Division Order.
- (8) Zero Hour.
- (9) RBA.

b. 1845 to Groups:

- (1) Force Required.
- (2) Order.
- (3) Assembly.
- (4) Zero Hour.
- (5) Fuel.
- (6) RBA.
- (7) Weather A/C.
- (8) Type Bomb Run.

c. 1905 to Groups:

- (1) Tentative Targets.
- (2) Tentative MPI.

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d. 1930 from 3 AD:

- (1) Target Information.
- (2) New Division Assembly.
- (3) Bombing Altitude.

e. 1940 to Groups:

- (1) New Division Assembly.
- (2) Bombing Altitude.

f. 1945 to Groups:

- (1) Target Information.

g. 2000 from 3 AD:

- (1) New Primary Target.
- (2) New Division Order.

h. 2015 to Groups:

- (1) New Division Order.

i. 2021 to Groups:

- (1) New Primary Target.

j. 2030 from 3 AD:

- (1) Leaflet Load.

k. 2040 to Groups:

- (1) Leaflet Load.

l. 2055 to Groups:

- (1) Advance Warning to 13 CBW FO 28.

m. 2135 to Groups:

- (1) Annex 1 to FO 28.

n. 2245 from 3 AD:

- (1) Withdrawal Plan.

o. 2305 to Groups:

- (1) Withdrawal Plan.

p. 2315 from 3 AD:

- (1) Bomb Load.
- (2) T/I.
- (3) Change in Route.
- (4) Weather Comments.

q. 2330 from 3 AD:

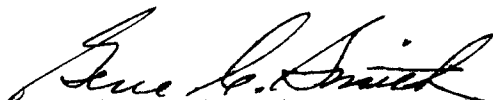
- (1) Route and Assembly Altitude.
- (2) Timings.

r. 2325 from 3 AD:

- (1) Intelligence Annex to 3 AD FO 566.

TR, 28 Jan 45

- t. 2330 to Groups:
  - {1} Bomb Load.
  - {2} T/I.
- u. 2350 to Groups:
  - {1} Route.
  - {2} Timings.
  - {3} Assembly Altitude.
- v. 2400 to Groups:
  - (1) Advance Warning to 13 CBW FO 28.
- w. 0035 from 3 AD:
  - (1) FO 566.
- x. 0045 from 3 AD:
  - (1) Annex to Intelligence Annex to 3 AD FO 566.
- y. 0053 to Groups:
  - (1) 13 CBW FO 28.
- z. 0100 to 3 AD:
  - (1) Fighter Support Strength.
- aa. 0105 from 3 AD:
  - (1) MH Information to 3 AD FO 566.
- bb. 0110 from 3 AD:
  - (1) Question Concerning 3 AD FO.
- cc. 0150 from 3 AD:
  - (1) Annex 1 to 3 AD FO 566.
- dd. 0220 from 3 AD:
  - (1) Final Timings.
- ee. 0225 from 3 AD:
  - (1) Annex 2 to 3 AD FO 566.
- ff. 0243 from 3 AD:
  - (1) Annex 3 to 3 AD FO 566.
- gg. 0330 from 3 AD:
  - (1) New Winds.
- hh. 0820 from 3 AD:
  - (1) Time Change.
- ii. 0821 from 13 CBW:
  - (1) Time Change.



~~W. J. Ryan~~  
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*Handwritten initials/signature*

IMMEDIATE INTERPRETATION REPORT NO. K. 3702

LOCALITY: DUISBURG/CENTRAL STATION M/Y

PERIOD COVERED:

From 1300A hours on 26 DEC 1944 to 1500A hours on 3 FEB 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8th AIR FORCE	28 JAN 1945	3171	Clear <i>95th Raid</i>

PROVISIONAL STATEMENT ON DAMAGE.

There is apparently little new damage to this target. The roofs of two station platforms have large areas stripped and in the Loco Depot one small shed is nearly destroyed, two are moderately damaged and there are at least 6 craters cutting 4 tracks and damaging at least 1 locomotive. Two craters cut three tracks in the vicinity of the main station.

There is some damage to business and residential properties E. of the Station.

DETAILS OF DAMAGE

I. LOCOMOTIVE AND REPAIR FACILITIES

- Loco Depot
    - Three small sheds - 1 nearly destroyed.  
1 about 1/5 destroyed.  
1 with roof stripped from E. end.
  - Locos - at least 1 damaged.
- Facilities are now 50% unserviceable.

II. TERMINAL FACILITIES

- Passenger Station - large areas stripped from 2 platform roofs.
- Facilities are now 50% unserviceable.

III. MARSHALLING YARDS

- Station Sidings - at least 2 craters cut 2 tracks.
- Marshalling yards are now 40% unserviceable.

IV. THROUGH RUNNING LINES

- 100% unserviceable.
- Loading is moderate to heavy. (Print 4076/8, 3073/6)

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

PHOTOGRAPHS TAKEN BY: 541 Squadron.

/SORTIE:



SORTIE: 106G/4197.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1500A hrs. on 3 FEB 1945.

SCALE: 1/8,300 (F.L.36").

COVER AND QUALITY: Full, good.

LAST REPORT: K. 3475 (25 DEC 1944).

COMPARATIVE SORTIE USED: 106G/3459 (3050/1, 4047/50).

PRINT DISTRIBUTED; 4077 (to follow when available).

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4 FEB 1945

*AKK*  
*CCB*

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*Mac*

IMMEDIATE INTERPRETATION REPORT NO. K. 3700

LOCALITY: DUISBURG  
RHEINHAUSEN RAIL BRIDGE AND ROAD BRIDGE

PERIOD COVERED:

1515 A hours 28 SEP 1944 to 1500 A hours on 3 FEB 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8th AIR FORCE	10 JAN 1945	3118	Clear
U.S. 8th AIR FORCE	28 JAN 1945	3171	Clear

*95th Par*

PROVISIONAL STATEMENT ON DAMAGE:

The principle damage to the Railway bridge is seen on the elevated Western approach where a section of the roadbed approximately 2/3 the width of the bridge has been knocked out and both railway lines cut. There are also two <sup>other</sup> points of damage on the surface of this approach. A train is seen standing on the tracks at this point. There are two probable hits on the overwater span and a near miss to the East approach which may have damaged the supports. No signs of sagging or collapse are visible.

(3077/9, 106G/4197; 2143/3, US7/3854)

On the Road bridge North of the Rheinhausen Railway bridge a narrow strip approximately 75 feet in length has been torn from the South edge. There is one crater on the Eastern approach and a probable hit at one edge of the overwater span, but the serviceability of the bridge is shown by a vehicle moving on it at the time of photography.

Moderate fresh damage is seen to the Vereinigte Deutsche Metalwerke at the E. end of the road bridge.

(106G/4197, 4081/2)

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

PHOTOGRAPHS TAKEN BY 541st Squadron.

SORTIE: (a) 106G/4197  
(b) US7/3854

MEAN TIME AND DATE OF PHOTOGRAPHY: (a) 1500 A hrs. on 3 FEB 1945.  
(b) 1415 A hrs. on 3 FEB 1945).

SCALE: (a) 1/8,500 (F.L.36")  
(b) 1/8,800 (F.L.36")

COVER AND QUALITY: Full, Fair.

LAST REPORT: K. 3519 (Town area)

COMPARATIVE SORTIE USED: 106G/3118 (3334/5 - 4321/3)

PRINT DISTRIBUTED: 3078 (106G/4197) (to follow when available).

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JEW/CS

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

APO 559.  
31 January 1945.

**SUBJECT:** Operations Officers Narrative for the Mission 28 January 1945,  
Duisburg, Germany.

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

1. GENERAL NARRATIVE: The 95th A Squadron, flying as lead squadron in the 130 Combat Group with 95B Squadron as high squadron and 95C Squadron as low, took off from base at 0931-0930 hours and assembled over base at 21,000 feet by 1114 hours.

95B Squadron took off from base at 0918-0928 hours and assembled over base at 22,000 feet by 1114 hours.

95C Squadron took off from base at 0936-1012 hours and assembled over base at 20,000 feet by 1114 hours.

After assembly, the squadrons formed into Group formation and proceeded to Ba. #28 arriving there one and one half minutes early for Wing Assembly. 13A and B Groups were late for wing assembly, so the 95th Group turned out to the right and back, falling into position behind "D" Group. Division assembly was effected and the coast at Southwold, crossed three minutes late. The enemy coast was crossed twelve minutes late and route to I.P. followed as briefed. The I.P. was crossed at 1258 hours and a visual bomb run made on target. Bombs for "A" Squadron were away at 1313 hours. "B" Squadron leader received a flak hit on the bomb run which damaged the auto pilot system and caused the ship to drift off course. The bombardier then elected to bomb the secondary target. Bombs were away at 1314 hours. "C" Squadron dropped on the primary target at 1315 hours.

The Group formation was regained at the rally point and crossed the enemy coast out at 1348 hours. The English coast crossed at 1414 hours and base reached at 1423 hours. Landing was effected at 1453-1536 hours.

2. AIRCRAFT NOT ATTACKING: 95A Squadron: Ten aircraft plus one PFF left base in formation shown in Diagram "A". Aircraft 8140 returned before becoming dispatched and does not receive credit for sortie. The remaining ten ships receive sorties. 95 B Squadron: Eleven aircraft plus one PFF left base in formation shown in Diagram "B". Aircraft 7376 and 7204 returned before becoming dispatched and do not receive sorties. The remaining ten aircraft receive sorties. 95 C Squadron: Twelve aircraft plus one PFF left base in formation shown in Diagram "C". All aircraft receive sorties.

3. AIRCRAFT LOST: Aircraft 9055 crashed and landed in France. Pilot and co-pilot killed. Remainder of crew bailed out and are safe.

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

SECRET

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 28 Jan 1945

PART I - TABULAR SUMMARY:

DATE OF MISSION 28 Jan 1945

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 1SH	10 & 1SH	10 & 1 SH	9 & 1SH	1	9 & 1SH
B	11 & 1SH	11 & 1SH	11 & 1SH	9 & 1SH	2	9 & 1SH
C	11 & 1SH	12 & 1SH	12 & 1SH	12 & 1SH	0	12 & 1SH

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

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

A	42-38140	F	Ø 2 leak	No
A	44-6522		Failed to take off also strut low.	
B	42-97376	F	#3 oil pressure low, faulty gauge.	No
B	42-107204	F	#1 prop ran away.	No

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

SECRET

A

## FORM 3

STATION 119DATE 28 Jan '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	M	8230	<del>Estlin</del> Parker		✓	912		1531	
412	B	8774	Weisz		✓	913		1509	
"	L	7257	Hunter		✓	916		1506	
334	J	7201	Rudkins	✓	✓	1005		1510	
"	R	8438	Ryan		✓	931		1520	
"	U	8525	DeLays		✓	1009		1518	
412	E	8067	Ringbloom	Hi	✓	937		1432	Tram (LANDED HERE AT 1707.
"	H	<sup>NO</sup> 6522	Sutkowski						
"	G	8331	Young		✓	950		1453	
"	V	8288	Rietne	Lo	✓	939		1511	
"	C	<sup>NO</sup> 8140	Willis		✓	941		1338	abat
"	J	8826	Newman		✓	943		1514	

"B"

FORM 3

STATION

119

DATE

28 Jan. '45

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	C 8217	Gillen		✓	914		1502	
335	R 9055	Mercer		✓	933			
"	N 6598	Melvin		✓	926		1519	
"	B 7204	<sup>NO</sup> Hamilton		✓	918		1213	abat
"	Z 2455	Dillon		✓	921		1533	
"	T 6475	Richardson		✓	928		1523	
334	D 8640	Corbin	U	✓	919		1505	
"	B 8776	Rinet		✓	920		1513	
336	R 7844	Morris		✓	934		1502	
335	M 7047	Nelson, R.A.		✓	922		1517	
"	<del>H 7376</del> <del>K 8269</del>	<sup>NO</sup> Bradley	Lo	✓	932		1052	abat
"	A 8255	Purdy		✓	927		1536	
"	S 9052	Palmer		✓	924		1504	

C

## FORM 3

STATION

119

DATE

28 Jan. '45

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	S	8179	Abwender	✓	917		1535	
331	N	8899	Taylor	✓	1010		1458	
"	T	9037	Hart	✓	936		1538	
"	X	8604	Cotner	✓	953		1532	
"	Q	8617	Burns	✓	975		1530	
"	U	8469	Sutton	✓	957		1522	
"	V	8676	Blonich Hi	✓	958		1530	
"	P	8272	Demurdy	✓				
"	Y	6583	Juss	✓	1000		1529	
334	X	8990	Wells Lo	✓	1002		1525	
336	Z	8199	Kochler	✓	1012		1524	
"	E	8106	Scherffino	✓	1007		1516	
334	Q	2951	Parrish	✓	1004		1540	

HQ QUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.

STA.

1. DATE      /      / 44 TARGET      DUTY OFFICERS
2. CBW 13C GROUP 95A GP. LEADER Man. Cumbaz A/C <sup>8230</sup>334-M W/T RYK  
POSITION Lead DEPUTY LDR. Lt. Weisz A/C <sup>8774</sup>412-B W/T WSW
3. EST. TAXI TIME 0855 EST. T.O. 1ST A/C 0905 ETD BASE 1040  
ETR BASE 1255
4. NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF SPARES

HQ QUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.

STA.

1. DATE      /      / 44 TARGET      DUTY OFFICERS
2. CBW 13C GROUP 95C GP. LEADER Lt. Garrison A/C <sup>8179</sup>334-S W/T RYK  
POSITION Lo DEPUTY LDR. Lt. J. Taylor A/C <sup>8899</sup>336-N W/T JLZ
3. EST. TAXI TIME 0905 EST. T.O. 1ST A/C 0915 ETD BASE 1045  
ETR BASE 1355
4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES

HQ QUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.

STA.

1. DATE      /      / 44 TARGET      DUTY OFFICERS
2. CBW 13C GROUP 95B GP. LEADER Capt. Jeneman A/C <sup>8217</sup>334-C W/T RYK  
POSITION H1 DEPUTY LDR. Lt. Mercer A/C <sup>9055</sup>335-R W/T UQT
3. EST. TAXI TIME 0845 EST. T.O. 1ST A/C 0855 ETD BASE 1035  
ETR BASE 1255



STATION WEATHER OFFICE  
AAF STATION 119  
APO 559

T-8-1

29 January 1945

SUBJECT: meteorological Interrogation Summary for Mission of 29 January 1945.

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

1. Base at take-off: Time was 0930 hours. 3-8/10 stratocumulus base 1-2000, tops 8000 feet. 4-6/10 altostratus between 14-18,000 feet. Nil high cloud. Visibility was 4 miles lowering to 800 yards in snow showers.
2. Route to target: 8-10/10 stratocumulus and cumulus below 10,000 feet over England and the channel breaking to 2-3/10 below 5000 feet east of 05 degrees east.
3. Target area: Target Duisberg, Germany. Time was 1314 hours. Trace of stratocumulus below 500 feet. Visibility was 20-25 miles in haze.
4. Return route: Reverse of route to target with snow showers over England, tops 8000 feet.
5. Base on return: Time was 1500 hours. Snow shower passing over base. 4-6/10 stratocumulus becoming 8-10/10 at 1000 feet in shower with tops at 8000 feet. Visibility was 3 miles lowering to 500 yards at time of snow shower.
6. Remarks: Light to moderate persistent contrails above 22,000 feet. Forecast winds checked.

HARVEY T. JACOBICK,  
1st Lt., Air Corps,  
Station Weather Officer.

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

**H-F-26**

**30 January 1945**

**SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Squadron, Mission of 28 January 1945, Duisburg, Germany.**

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

1. We led the 95th "A" Squadron which was lead of the 13th "C" Combat Group. We took off at 0914 hours and made assembly in the normal manner over the field at 21000'. We left the home field at 1114 hours to make wing assembly arriving at BU# 28 one and one half minutes early due to wind shift. Found that 13th "A" and 13th "B" were late for assembly and we were ahead of them so we made a large turn out to the right and did not go over Ipswich as we were allowing 13th "A" and "B" to pass.

2. Fell into position behind them and as we were then late on Division assembly we cut out BU# 9 and went to Southwold arriving at C.P. # 1 three minutes late. Left the English coast two miles south of course and Eased across the channel gaining interval. Arrived at the Dutch coast, 5143N 0341E at 1230 hours, twelve minutes late proceeded to the IP which was made good.

3. We arrived at the IP at 1258 hours. We made bombing run visually on the primary target and bombs were away at 1313 hours on a heading of 112°. Turn onto Rally Point was made visually also and arrived at the Rally Point at 1323½ hours.

4. From Rally Point started descent and returned on briefed route making Dutch coast at 1347 hours and English coast at 1415 hours. We were over the base at 1421 hours and landed at 1428 hours.

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

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

E-F-26

30 January 1945

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

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

1. We led the 95th "B" Squadron which was high in the 13th "C" Combat Group. We took off at 0904 hours and assembled on lead squadron. Arrived at Wing assembly one minute early and was at the coast out three minutes late on course.
2. We arrived at the Dutch coast eleven minutes late and on course. We were on course and split up group at the Initial Point which was reached at 1258 hours. During the bombing run we received a severe flak hit which damaged our Automatic Flight Control Equipment and threw us 50° to the left of the primary target.
3. Bombardier dropped on secondary target because it was impossible to get back on primary target due to flak damage. We got back in formation with lead at the Rally Point.
4. We returned to the base descending from the Rally Point to the Dutch coast out at 1348 hours and crossed the English coast in at 1414 hours. We were over the base at 1423 hours and landed.

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

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

E-F-26

30 January 1945

**SUBJECT:** Lead Navigator's Narrative, Ninety Fifth "C" Squadron, Mission of  
28 January 1945, Duisburg, Germany.

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

1. We led the 95th "C" Squadron which flew as low in the 13th "C" Combat Group. We took off at 0924 hours and assembled on the Lead Squadron at BU# 23. Leader left the base at 1114 hours and made his wing assembly one minute early. We had to go off course to let other groups get ahead of us.

2. We arrived at Southwold three minutes late. We Esseed going across the channel to gain interval and arrived at Control Point # 2 eleven minutes late on course. We made turn to right and continued on course arriving at Initial Point at 1257 hours.

3. We split into squadrons to bomb the target. Visual run was made and bombs were away at 1315 hours on a heading of 107°. We rejoined the Lead Squadron and proceeded to the Rally Point.

4. We started descent at the Rally Point and returned to the base leaving the Dutch coast at 1347 hours and arrived at the English coast at 1414 hours and landed.

GEORGE B. FRYER  
2nd Lt., Air Corps,  
Lead Navigator.

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

E-F-26

30 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Squadron, Mission of 28 January 1945, Duisburg, Germany.

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

1. Bombing Approach and Run - Bomb bays were opened two minutes prior to IP. I made the turn over the IP and set up course. Weather was CAVU. Only haze restricted visibility. Target was picked up at 12 miles and synchronization begun. Flak was moderate but accurate. Bombs were away at 1313 hours. AFCE was used on the run which was made in squadron formation.

2. Disposition of Bombs - 11 A/C were dispatched with 95th "A". A/C #8140 aborted (mechanical failure) and returned 6 x 1000# G.P. Bombs. A/C #8381 returned 1 x 1000# G.P. bomb because of faulty release. Thus 10 A/C were over the primary target dropping 57 x 1000# G.P. M-44 bombs. All bombs were fused 1/10 nose and non-delay tail fuse.

3. Types of Release - All bombs were released salvo and armed.

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fusing Nose Tail
Duisburg, Germany.	10	10	57	1000#	M-44	1/10 None
Total on Target.				Same as above.		
Bombs Returned.			7	1000#	M-44	1/10 None
Other Expenditures.			0			
Total (loaded on A/C taking off).			64	1000#	M-44	1/10 None

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

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

E-F-26

30 January 1945

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

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

1. Narrative.

a. Bombing aids used were E-6-B, C-2, and ABC Computer and Automatic Flight Control Equipment.

b. The maneuver at the IP was a 40° turn to the right in squadron formation.

c. Bomb bay doors were opened two minutes prior to I.P. at 1256.

d. Bomb bays were opened two minutes prior to IP. I made the turn over the IP and set up course. Weather was CAVU. Only haze restricted visibility. Target was picked up at 12 miles and synchronization begun. Flak was moderate but accurate. Bombs were away at 1313 hours. AFCE was used on the run which made in squadron formation.

e. Bombing results were observed to be very good.

f. There are no suggested changes in 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	Fixing Nose Tail	
Duisburg, Germany.	10	10	57	1000#	M-44	1/10	None
Total on Target.			Same as above.				
Bombs Returned.			7	1000#	M-44	1/10	None
Other Expenditures.			0				
Total (loaded on A/C taking off).			64	1000#	M-44	1/10	None

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

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

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

E-F-26

30 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 28 January 1945, Duisburg, Germany.

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

1. Narrative.

a. Bombing aids used were E-6-B, C-2 and AB Computer. The Automatic Flight Control Equipment was damaged by Flak.

b. The maneuver at the IP was a 40° turn to the right.

c. Bomb bays were opened two minutes prior to IP at 1256 hours.

d. Visibility was good but haze cut it down somewhat. The IP was made good visually. Target area was picked up at approximately 12 miles. Run up to this point was on AFCE. Just before bombs away heavy flak hits made CI inoperative. Rudder seemed to be locked and a/c swung off course to the left. I was unable to correct to the right to get back on course so picked out at T/O (M/Y south of the City) and released on it. The formation was badly scattered by the violent turn and bombs were away at 1314 hours.

e. Bombing results were unobserved.

f. There are no suggested changes in bombing technique.

2. Bombardier's form 12-E modified is not attached.

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fusing Nose Tail
Duisburg, Germany.	10	10	57	1000#	M-44	1/10 None
Total on Target.			Same as above.			
Bombs Returned.			7	1000#	M-44	1/10 None
Other Expenditures.			0			
Total (loaded on A/C taking off).			64	1000#	M-44	1/10 None

4. Types of Release - All bombs were released on salvo and armed.

MILTON E. LYTLE  
1st Lt., Air Corps,  
Lead Bombardier.

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

E-F-26

30 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Squadron, Mission of 28 January 1945, Duisburg, 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 IP. Visibility was good but haze cut it down somewhat. The IP was made good visually. Target area was picked up at approximately 12 miles. Run up to this point was on AFCE. Just before bombs away heavy flak hits made CI inoperative. Rudder seemed to be locked and A/C swung off course to the left. I was unable to correct back onto the primary so picked out a T/O (M/Y south of the City) and released on it. The formation was badly scattered by the violent turn and bombs were away at 1314 hours.

2. Disposition of Bombs - 12 A/C were dispatched with the 95th "B" Squadron. A/C #7376 aborted (engine out) and jettisoned 6 x 1000# M-44 G.P. bombs. A/C #7204 aborted (engine out) and jettisoned 6 x 1000# M-44 G.P. bombs. Thus 11 A/C were over a Target of Opportunity dropping 58 x 1000# M-44 bombs. All bombs dropped were fused 1/10 nose and non-delay tail.

3. Types of Release - All bombs dropped were salvoed and armed.

4. Tabular Summary - A/C

			Bombs		Fuzing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose Tail
Duisburg, Germany.	10	10	58	1000#	M-44	1/10 None
Total on Target.			58	1000#	M-44	1/10 None
Bombs Returned.			0			
Other Expenditures.			12	1000#	M-44	1/10 None
Total (loaded on A/C taking off).			70	1000#	M-44	1/10 None

MILTON E. LYTLE  
1st Lt., Air Corps,  
Lead Bombardier.



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

E-P-26

30 January 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Squadron, Mission of 28 January 1945, Duisburg, 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 Tachometer.

b. We were 4 miles south of IP and a turn of 40° was made onto the bombing run in Squadron formation.

c. Bomb bay doors were opened two minutes prior to the IP.

d. Visibility at target was CAVU with slight haze. Target area was picked up at ten miles and A.P. at eight miles. No mickey information was used after IP turn and bombardier synchronized for both rate and course. 12 A/C were in Squadron formation and bombed on the Lead A/C. Interval between 95th "B" and 95th "C" was one minute. Flak was moderate and accurate. Bombing results were observed to be good.

e. Results were observed to be good.

f. There are no suggested changes in bombing technique.

2. Bombardier's form 12-F modified is not attached.

3. Disposition of Bombs - A/C

			Bombs			Fuzing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose Tail	
Duisburg, Germany.	13	13	76	1000#	M-44	1/10 None	
Total on Target.			Same as above.				
Bombs Returned.			0				
Other Expenditures.			0				
Total (loaded on A/C taking off).			76	1000#	M-44	1/10 None	

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

ROBERT T. SPINNIENWEBER  
2nd Lt., Air Corps,  
Lead Bombardier.

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

E-F-26

30 January 1945

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

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

1. Bombing Approach and Run - Bomb doors were opened two minutes prior to the IP. Visibility at target was CAVU with slight haze. Target area was picked up at 10 miles and A.P. at eight miles. No rickey information was used after IP turn and Bombardier synchronized for both rate and course. 12 A/C were in Squadron formation and bombed on the Lead A/C. Interval between 95th "B" and 95th "C" was one minute. Flak was moderate and accurate. Bombing results were observed to be good.

2. Disposition of Bombs - 12 A/C were dispatched with 95th "C" Squadron and all were over the primary target dropping 70 x 1000# G.P. M-44 bombs. There were no bombs jettisoned or returned, fuzing was 1/10 nose and non-delay tail fuzing.

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

4. Tabular Summary - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Nose	Fuzing Tail
Duisburg, Germany.	13	13	76	1000#	M-44	1/10	Non-delay
Total on Target.			Same as above.				
Bombs Returned.			0				
Other Expenditures.			0				
Total (loaded on A/C taking off).			76	1000#	M-44	1/10	Non-delay

ROBERT T. SPINNERWEBER  
2nd Lt., Air Corps,  
Lead Bombardier.

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

V-A-1

APO 559  
29 January 1945

SUBJECT: Engineering Report on Combat Mission of 28 January 1945.

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

1. The following information is submitted concerning combat mission of 28 January 1945.

- a. Thirty-six (36) B-17 airplanes took-off.
- b. Thirty-two (32) B-17 airplanes returned to base after completion of combat mission.
- c. B-17 43-39055 is missing in action.

2. There were three (3) abortive airplanes.

- a. 43-97376 - #3 oil pressure low; faulty gage.
- b. 42-107204 - #1 runaway propeller.
- c. 43-38140 - Oxygen leak.

3. Battle damage is as follows.

- a. 42-97257 - #1 Engine Chg & #6 Tokio Tank Hit.
- b. 44-8217 - AFCE damaged by flak.
- c. 43-38776 - Flak damage to #3 nacelle.
- d. 44-8625 - Rt wing damaged by flak.
- e. 42-102455 - #4 fuel tank.
- f. 44-6598 - Tokio valve damaged.
- g. 43-38899 - Major sheet metal.
- h. 42-97844 - #2 Induction system hit by flak.
- i. 43-38288 - Left wing chg.
- j. 43-38067 - Major sheet metal.
- k. 43-38826 - Rt wing chg.
- l. 43-38774 - #2 main tank chg.

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

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

28 January 1945

SUBJECT: Mission Expenditure Report for 28 January 1945.

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

1. Following are the expenditures for the mission of 28 January 1945.

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

68 Ball Turret Guns	680
68 Upper Turret Guns	680
34 Left Waist Guns	340
34 Right Waist Guns	340
34 Left Nose Guns	340
34 Right Nose Guns	340
68 Chin Turret Guns	680
68 Tail Guns	680

E. Total number of guns.....408

F. Total amount of ammunition fired.....4080 rounds.

G. Aircraft Number 9055 reported missing loaded with 6- 1000 lb. G.P. Demolition Bombs and 5000 rds. Cal. 50 API&I-TIEI Ammunition.

H. Total amount of ammunition expended.....9080 rounds.

I. Total number of bombs expended..... 203- 1000 lb. G.P. Demolition Bombs.

12- CHB M 1 Sky Markers.

LEONARD F. DAWSON  
Capt. Air Corps  
Group Armament Officer

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

(3-A-1)

AFPO 559  
29 January 1945

**SUBJECT:** Report of Operational Communications

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

1. Of the thirty-eight (38) crews assigned to the mission, thirty-two (32) were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
  - (a) 334-S, one interphone position/right waist wiring faulty;
  - (b) 335-T, radio compass erratic/antenna lead-in broken loose;
  - (c) 336-N, one interphone position/Navigator mike switch;
  - (d) 336-Q, one interphone position/upper turret headset cord;
  - (e) 412-G, radio compass bad/antenna lead-in shorted out;
  - (f) 412-J, liaison transmitter/dynamo fuse blown.
3. The following navigational aids were used successfully:
  - (a) Thirty aircraft used splashers and bunchers;
  - (b) Thirty-two aircraft reported using Station 7000.
4. The reception of ground stations and beacons was normal.

RICHARD P. KNOX  
Captain, Air Corps  
Gp. Communications O.

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

30 January 1945

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

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

1. Ten plus one PFF A/C from the 95th Group took off beginning 0912 hours to form the lead squadron of the 13th C Combat Group to attack a RR Bridge at Duisburg, Germany. A/C 8140 at 5145N-0341E, 1230 hours aborted because of oxygen failure.

Eleven plus one PFF A/C from the 95th Group took off beginning 0914 hours to form the high squadron of the 13th C Combat Group to attack a RR Bridge at Duisburg, Germany. A/C 7378 aborted over the Base at 0935 hours because of engine failure. A/C 7204 aborted over the Base because of an engine failure.

Twelve plus one PFF A/C from the 95th Group took off beginning 0917 hours to form the low squadron of the 13th C Combat Group to attack a RR Bridge at Duisburg, Germany.

2. No E/A were encountered.

3. Flak was encountered as follows:  
Duisburg -- accurate, tracking and barrage, moderate.  
5140N-0523E accurate, tracking, meager.

4. 95A and 95C bombed primary visually with excellent results. Hot prints show a pattern of bombs for each squadron hitting the bridge. 95B bombed a T. O the rail junctions S of the secondary target, visually with fair to good results. Hot prints show a scattered pattern with hits on vital installations.

5. Friendly escort was seen in the target area, but was not definitely identified as 3rd Division support. The briefed course was followed throughout, the group "S"ed over the channel to get the proper interval. 95B lead A/C was hit by flak just before bombs away, and A/C veered to left and it could not be straightened, but bombardier picked up southern end of M/Y at Duisburg, which was on course and hastily synchronized on it. 95B squadron was broken up by sudden turn of leader. Deputy leader of 95B lead squadron to base after leader was hit. A/C 9055 crash landed in France after all of crew were reported to have bailed out except pilot and co-pilot crash landed A/C and was killed. All other A/C returned to base by 1533 hours.

For the Intelligence Officer:

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

J-531-D

CO 13TH COMBAT WING  
 CO 100TH BOMB GP.  
 CO 390TH BOMB GP.

XXX

HQ. 95TH BOMB GP. (H) XXX

28-1-45 18:10 S-2

OPERATION NARRATIVE DUISBERG MISSION 28 JANUARY 1945

1. LEAFLETS: NONE
2. BOMBING RESULTS: 95A and 95C bombed primary visually with excellent results. Hot prints show a pattern of bombs for each squadron hitting the bridge. 95B bombed a T.O. the rail junctions S of the secondary target, visually with fair to good results for the reasons noted in 7. Hot prints show a scattered pattern with hits on vital installations.
3. E/A: None seen.
4. Flak: (5140-0523) - Accurate, tracking, meagre.  
 Duisberg - Accurate, tracking and barrage, moderate.
5. Weather: Nil to 3/10ths cloud below 15,000 feet in target area.
6. Observations: 1315--Duisberg - Saw B-17 from Group being peel off and go into a steep dive - no fire or chutes seen.
7. OTHER INFORMATION: Friendly escort seen in target area. Not definitely identified as 3rd Division support. Briefed course followed throughout. Group "S2ed over channel to get proper interval. All squadrons bombed visually. 95A and 95C made good runs. 95B lead A/C was hit by flak just before bombs away. A/C veered to left and it could not be straightened. Bombardier picked up southern end of M/Y at Duisberg, which was on course and hastily synchronized on it. 95B squadron broken up by sudden turn of leader. Deputy leader of 95B lead squadron to base after leader was hit. A/C 9055 crash landed in France, after all of crew were reported to have bailed out except pilot. Pilot crash landed A/C and was killed. Co-Pilot status uncertain.
8. PFF
  - a. 95A Borch A/C #230 Fair Returns Both beacon on scope 40 miles from target.
  - 95B Dement A/C #217 Set out.
  - 95C DeCherniss A/C 179 Good return Both beacons on scope 30 miles from target.
  - b. 95B Set out at Belgian coast on way in,
  - c. None

A/C No.	Air-borne	Sorties	Attack-ing	ABORTS				LOST			DAMAGE			BOMBS DROPPED			JETT	RET.	
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO			
272																		Didn't take off	
8849	✓ 1	1	1									1	6						
9037	✓ 1	1	1									1	6						
8106	✓ 1	1	1									1	6						
8617	✓ 1	1	1										6						
8496	✓ 1	1	1									1	6						
8676	✓ 1	1	1									1	6						
8990	✓ 1	1	1										6						
6583	✓ 1	1	1									1	6						
8604	✓ 1	1	1									1	6						
8469	✓ 1	1	1									1	6						
8255	✓ 1	1	1										6						
2951	✓ 1	1	1									1	6						
				15				26400											

12  
12



A/C No.	Air-borne	Sor-ties	Attack-ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED			JETT	RET.	
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR			TO
8140	1			1														
6522																	<u>Duini + Teh</u>	6
7201	✓ 1	1	1										6					
8774	1	1	1								1		6					
7257	1	1	1								1		6					
8288	1	1	1								1		6					
8525	✓ 1	1	1								1		6					
8826	1	1	1								1		6					
8331	1	1	1										<del>5</del> 5.6 (with 9/6)					1
8438	✓ 1	1	1										6					
8667	1	1	1										6					

13 · 26700

80  
 24  
 464/531  
 531  
 531  
 54  
 531  
 194

210



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		
7204	✓ 1			1														6	
7376	✓ 1			1														6	
8640	✓ 1	1	1								1		6						
9052	✓ 1	1	1	-									6						
7844	✓ 1	1	1								1		6						
6598	✓ 1	1	1								1		6						
7455	✓ 1	1	1									1			6				
6475	✓ 1	1	1									1	6						
8116	✓ 1	1	1									1	6						
7047	✓ 1	1	1										6						
9055	✓ 1	1	1										6						

#4

27300

9/6/54

M

*ms*

269

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 273

PERIOD: 0001 hours 28 January to 2400 hours 28 January 1945

A. STATISTICS

	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>Losses</u>			<u>NYR</u>
							<u>AA</u>	<u>OT</u>	<u>Totals</u>	
Heavy Bomber Atks.	1006	941	891	2333.2	0-0-0	0	9	13	22	0
Fighter Escort	191	172	0	0	0-0-0	0	0	0	0	0
Fighter Sweeps (a)	40	40	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	6	5	0	0	0-0-0	0	0	0	0	0
Weather Recon.	25	20	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	8	8	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>19</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	1295	1203	891	2333.2	0-0-0	0	9	13	22	0

(a) 361 Group based on Continent. 352 Group did not operate

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1006 a/c (225 B-24s, 781 B-17s) from three Air Divisions dispatched in three forces against four M/Ys, two benzol plants, and two bridges in western Germany. 891 a/c dropped 2333.2 tons GP on assigned targets and several T/Os. Assigned targets bombed visually and on PFF. E/A Opposition: nil. One Me-262 and one Me-109 observed. No attacks. Claims: nil. Losses: 14 B-24s, 8 B-17s (9 to M, 13 to other causes).

SECRET

First Force

Ten group formations (225 B-24s, 2nd Air Division) dispatched against the Gneisenau Benzol Plant and the Kaiserstuhl Benzol Plant near Dortmund. 198 a/c dropped 522.1 tons GP on assigned targets and four T/Os at 1147-1220 hours from 22,000-24,800 feet. Bombing visual and on Gee-H. Leaflets dropped on Kaiserstuhl. Weather: clear at target with some ground haze. Flak: moderate to intense and accurate. Battle Damage: 92 minor, 5 major, 2 Cat. "E". E/A Opposition: nil. One Me-262 and one Me-109 observed in Almelo and Dortmund areas respectively. Losses: 14 B-24s (4 to AA, 10 to other causes).

Fighter Support: Two groups (77 P-51s) dispatched. Up 0922-0959 hours, down 1410-1415 hours. 68 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Kaiserstuhl Benzol Plant	146	115	300.5	Poor
Gneisenau Benzol Plant	79	58	154.3	Very Good
<u>Other Targets</u>				
Neheim (City)		5	15.0	Poor
Lippstadt (City)		9	24.3	Unobserved
5220-0817E (T/O)		9	22.0	Unobserved
5115-0750E (T/O)		2	6.0	Unobserved
Totals	225	198	522.1	

Second Force

Eleven group formations (421 B-17s, 1st Air Division) dispatched against the Gremberg M/Y and the Hohenzollern Road and Railway Bridge at Cologne. 383 a/c dropped 931.1 tons GP on assigned targets, Bielefeld and other T/Os at 1145-1248 hours from 24,000-26,000 feet. Assigned targets bombed on Gee-H and H2X, some visual assists. Leaflets dropped on Cologne. Weather: CAVU to 3/10 over targets with ground haze. Flak: meager to moderate, inaccurate on most groups; moderate, accurate on several groups. Battle Damage: 135 minor, 37 major. E/A Opposition: nil. Claims: nil. Losses: 6 B-17s (4 to AA, 2 to other causes).

Fighter Support: Two groups (76 P-51s) dispatched. Up 0952-1013 hours, down 1425-1445 hours. 69 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Cologne Gremberg M/Y	307	273	659.8	Fair
Cologne Hohenzollern Bridge	114	69	170.5	Fair

S E C R E T

<u>Other Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Bielefeld (City)		7	17.2	Unobserved
Gutersloh		31	76.3	Unobserved
T/Os		3	7.3	Unobserved
Totals	421	383	931.1	

Third Force

Eleven group formations (360 B-17s, 3rd Air Division) dispatched against the Hohenbudberg M/Y, the Rheinhausen Railway Bridge near Duisburg, and the Duisburg M/Y (Secondary). 310 a/c dropped 880.0 tons on assigned targets and several T/Os at 1247-1315 hours from 24,500-27,600 feet. Assigned targets bombed visually with some Micro-H assists and T/Os bombed visually. Leaflets dropped on Hohenbudberg and Duisberg. Weather: 2/10 to CAVU cloud conditions with ground haze. Flak: moderate to intense, generally accurate. Battle Damage: 152 minor, 43 major, 2 Cat. "E". E/A Opposition: nil. Claims: nil. Losses: 2 B-17s (1 to A, 1 to other causes). 6 B-17s dropped chaff in advance of attacking force.

Fighter Support: One group (38 P-51s) dispatched. Up 1102 hours, down 1440 hours. 35 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>	<u>Results</u>
Hohenbudberg M/Y	249	169	477.5	Fair to Good
Rheinhausen Bridge at Duisberg	111	80	224.5	Good
Duisburg M/Y		36	104.0	Fair
<u>Other Targets</u>				
Duisburg Highway Bridge		10	29.0	Unknown
Freimersheim		13	39.0	Unknown
T/Os		2	6.0	Unknown
Totals	360	310	880.0	

2. Fighter Escort

Five fighter groups (191 P-51s) dispatched in support of bomber forces. Up 0922-1102 hours, down 1410-1445 hours. 172 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

3. Fighter Sweeps

One group (40 P-51s of 361st group, based on Continent) dispatched on area support of medium bombers of 9th Bomb Division. 40 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

Other group based on Continent did not operate.

4. Fighter Bombing

Nil.

S E C R E T

5. Photo Reconnaissance

6 a/c (2 F-5s, 1 P-38 and 3 Mosquitoes) dispatched. One F-5 on mapping of St. Nazaire-Lorient area, one F-5 on D/A of Cologne, Hohenbudburg, Duisburg and Dortmund, 1 P-38 and 3 Mosquitoes on Mickey missions over Freiburg, Rastatt and Germersheim area. 1 Mosquito aborted due to mechanical failure. No losses.

6. Weather Reconnaissance

25 a/c dispatched (2 B-17s, 5 Mosquitoes, 18 P-51s). 1 B-17 on routine weather flight to Azores, 1 B-17 on routine weather flight over sea NW of Lands End, 5 Mosquitoes on special weather missions over west and central Germany, Holland, south central Germany, Belgium, France, Denmark and North Sea. 18 P-51s scouted weather for bombers, 13 sorties. No losses.

7. Air/Sea Rescue

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

8. Special Operations

19 a/c dispatched as follows:

5 B-24s dispatched on RCM. One a/c aborted due to engine failure. 4 a/c jammed in support of Eighth Air Force from 0730-1000 hours.

8 a/c (6 B-24s, 2 B-17s) dropped leaflets on France, Germany, Holland and Luxembourg, night 28 January.

3 B-17s dispatched on scope reconnaissance mission. 1 a/c aborted. 2 a/c completed mission.

3 Mosquitoes dispatched on chaff dispensing mission for 1st Air Division. 1 Mosquito category "E".

C. INTELLIGENCE

1. Enemy Air Opposition

Unfavorable weather and the enemy's defensive attitude on the entire western front probably account for the lack of e/a opposition to this mission. Only 2 e/a were observed by the bombers, one Me-262 in the Almelo area and one Me-109 in the Dortmund area. Escorting fighters reported no e/a opposition.

2. Flak

Hohenbudburg - moderate to intense, generally accurate  
Duisburg - moderate to intense, fairly accurate  
Cologne - meager to moderate, inaccurate on most groups  
                  moderate to intense, accurate on some groups  
Dortmund - moderate to intense, accurate

3. Observations

Lippstadt A/F with black markings in middle of runway indicating possible use by jet a/c.

A/F with 8 a/c parked on field - one a/c resembled P-38 with twin tail. Four buildings in SW corner of field.

Air strip (single runway) six miles E NE of Meppel. Strip had just been cleared of snow.

Unusually long runway five miles south of Osnabruck - north to south. Probable storage dump in wooded area at 5138-0627E.

4. Damage to Enemy Installations

Cologne Gremberg M/Y - Fair Results

Due to cloud cover of 0/10-10/10 density, combined with intense ground haze, all concentrations could not be plotted. Three concentrations totalling approximately 125 GP fell into target area. Severe damage can be expected in the north bound sorting siding and at the entry to south bound sorting sidings. The south bound sorting sidings were heavily loaded at time of attack and some damage will result. The main weight of all bombs dropped fell into open areas immediately adjacent to northwestern and northeastern edges of the M/I. The small villages of Poll and Wassen, two miles NW, will be severely damaged. Direct hits could be seen on rail lines and major roads, including autobahn in this general area.

Hohenzollern Bridge - Fair Results

Four concentrations of heavy GP bombs could be seen bursting on and adjacent to western approach to bridge. At least one direct hit and two probable direct hits were made near western abutment of bridge. Five direct hits on road and-rail lines leading to western approach. Severe damage can be expected to heavily built-up residential area near western end of bridge.

NOTE: An undetermined number of a/c dropped some bombs on Cologne/Ostheim A/F with fair results. Two concentrations, totaling 75 GP bombs could be seen bursting adjacent to eastern side of A/F. Of these bombs, possibly 25 fell within the landing group proper. Damage will be slight. Eight bursts could be seen in the small built-up area adjacent to field. No a/c were visible on the field at time of attack.

Kaiserstuhl Benzol Plant (Dortmund/Eving) - Generally Poor Results

No bursts were observed in target area but patterns of GP bombs are seen to burst in the city of Dortmund with bursts on business, residential and industrial area and rail choke points. A few scattered bursts are seen in one of the M/Ys and a fair amount of overall damage is achieved. Haze and snow renders full assessment of photos difficult.

Gneisenau Benzol Plant (Dortmund) - Very Good Results

On clear strike photos, at least two tight patterns of GP bombs are seen to burst squarely on the MPI with hits or near hits on the power plant, the center of the coking complex and later scattered on adjacent houses, large stock pile and highway. At the end of the attack, heavy fires are seen to be burning and it is believed that good results were obtained.



S E C R E T

Neheim (T/O) - Poor Results

23 miles east-southeast of primary with bursts squarely in river and open fields.

Hohenbudberg M/Y - Fair to Good Results

Bombed by 17 squadrons using 500 GP bombs. Patterns from three squadrons blanket the central and south end of the yards. Scattered bombs are seen in the north end and in the lines leading northwest, which appear to be cut in 3 or 4 places. At least one pattern blankets the probable engine house and repair facilities in the center of the yard and scattered small fires are observed. On the later pictures, a smoke cloud is seen at the extreme south end of the yard, appearing to be from a fire in a nearby unidentified plant. The balance of the patterns are found in open areas up to 5 or 6 miles away in the southeast, southwest and northwest directions.

Duisburg RR Bridge - Good Results

Bombed by nine squadrons carrying 1000 lb. GP bombs of which probably three squadrons dropped on the highway bridge, 1/2 mile north of it. Two, possibly three hits on the railroad bridge at end of attack. Appears to be damaged in one, probably three places. Probably some patterns dropped across the west approach to the bridge which appears to be a concrete structure.

Duisburg (Central Station M/Y) - Secondary - Fair Results

Bombed by two squadrons with 500 lb GP bombs. One pattern fell on the northern part of the M/Y. Of these two only one pattern hit the M/Y and dropped a pattern across the northern part of it with about 20-30 hits in the yard proper. The other pattern is 4 3/4 miles northwest in an open suburban area.

Road Bridge at Duisburg (T/O) - Unknown Results

One hit seen on west approach but balance cannot be seen.

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