

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 1 February 1945
13 CBW FO 32
13 CBW OPS 268
3 AD FO 570

SUBJECT: Tactical Report (WESEL, GERMANY)

TO : CO, 95BG, APO 559

1. Information Concerning the Target:

a. The primary target (visual or MM) for today was the 6 span iron and steel lattice girder road bridge over the Rhine River situated in the bend of the River S.W. of WESEL, GERMANY. The bridge is 1080'L x 50'W, and has a maximum loading of 23 tons.

b. The secondary target (H2X) for today was the storage sidings in the RAILWAY TRAFFIC CENTER, situated in the S.E. corner of KREFELD-UERDINGEN, GERMANY.

2. Narrative of the Attack:

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

(1) Navigation:

(a) Assembly:

The three Squadrons from the 95th Group made a normal take off and climb to assembly altitude. The Group assembly was made without trouble. Due to shifting winds at assembly altitude the 13A Group arrived at Buncher 9 about 1½ minutes early, so in order to lose time, the Lead Navigator flew a dogleg course to Southwold arriving there about ½ minute early.

(b) Route:

The route flown was close to that of the briefed flight plan. Due to a wind shift at the Continental Coast, the Group began to drift south of course but the lead navigator caught the change and corrected into the briefed course. The Lead Navigator had very little luck with his Gee so had to resort to DR, and with his latest wind turned over the IP by DR.

At this point the Squadrons peeled off and prepared to bomb individually, however, the Low Squadron did not have good H2X operation so tacked onto the Lead and dropped off them. The Lead Squadron Radar Navigator had to make several large corrections in order to remain on the course beacon line due to high winds at bombing altitude.

The Group was reassembled at the RP after bombs away. The route out was slightly to the South because the lead navigator wanted to avoid the flak area to the North, correcting to the briefed course prior to departing the Coast. The Continental Coast was crossed at 1615, at 6500 feet.

(c) Weather:

Over England during assembly practically CAVU conditions were reported. At approximately 0400E the Group ran into a 10/10 undercast which persisted to the target. The return the undercast had extended to the English Coast.

- 1 -

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

No difficulty was experienced with weather today. The winds obtained at altitude indicated that they were more from the WNW Quadrant with a velocity of approximately 80 knots.

(d) Navigational Difficulties: None.

(e) Remarks:

The navigation was very good, except at the IP which was undershot by about five miles, however, this did not cause any difficulty for the Radar Operator who was on beacons at the time.

(f) PFF Narrative:

Four PFF aircraft were dispatched. One was a chaff ship. Three were assigned to employ MH technique. All Squadrons received beacons strongly. 95C, however, was unable to make a MH sighting because the bomb circle dimmed out. 95A with 95C echeloned in formation attacked the primary MH; the RN believed the run was good. 95B made an individual MH sighting. Results were unobserved.

(2) Bombing:

(a) 95A, C Squadrons:

<u>1.</u>	Air Leader Col. Shuck	Nav	Lt. Russell
	Pilot Lt. Parker	Asst Nav	Capt. Magness
	Co-Pilot	M/O	Lt. Borch
		Bomb	Lt. Shultz

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	21	21x1000 LB GP
		4	Chaff A/C
	Jettisoning	None	
	Returning	1	6x1000 LB GP

b. Bombing Altitude: 25000'

c. Time of Release: 1520

3. Run In from IP to Target:

Attacking on a true heading of 48 degrees, the M/O was unable to clutch the bombardier in until the 3rd check point, because of difficulty experienced in setting up course on the hyperbole. After clutching the bombardier in, the remaining five check points were very accurate. Synchronization at the BRL was believed to have been good. Fourteen degrees of right drift was experienced on the bomb run. C-1 Auto-Pilot was used on the bomb run.

The "C" Squadron released off the "A" Squadron's smoke bombs when M/O was unable to pick up the beacons.

4. PI Report: Photographs show 10/10 undercast.

5. Bombing Malfunctions:

A Squadron:

A/C 179: Lead - Doors would not open electrically. Engineer did not have short extension in cockpit. When smoke bombs were released internal bombs released thru bomb bay doors.

A/C 801: Aborted and returned 6 bombs.

(b) 95B Squadron:

<u>1.</u>	Air Leader Major Losee	Nav	Lt. Ballatore
	Pilot Lt. Gillen	Asst Nav	
	Co-Pilot	M/O	Lt. Dement
		Bomb	Lt. Lytel

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	12	70x1000 LB GP
	Jettisoning	None	
	Returning	None	

b. Bombing Altitude: 25500'

c. Time of Release: 1520½

3. Run In from IP to Target:

Attacking on a true heading of 88 degrees, the M/O picked up the beacons and proceeded to set up the course to the target. The M/O clutched the bombardier in on check point 3. Interphone interference prevented the bombardier from clutching in on either check point 1 or 2. All check points were accurate, and when bombs were released synchronization was believed to have been good. C-1 Auto-Pilot was used on the bomb run. There was 17 degrees of drift on the bomb run.

4. PI Report: Photographs show 10/10 undercast.

5. Bombing Malfunctions: None.

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

(1) Navigation:

(a) Assembly:

No difficulty was experienced in Group or Wing assembly. The Group cut short of Buncher 9 in order to catch up to Able leader, who was early at that point. CP 1 was made good ½ minute early.

(b) Route:

Control point 2 was reached 7 minutes early. The route into the IP was flown essentially as briefed; pilotage was good. Kodak Yellow reported 10/10 cloud coverage in the target area, and the Squadrons prepared for individual MH runs on the target. B and C Squadrons, however, had no beacon reception, so echeloned off of A on the bomb run. The radar navigator of A made a gross error in course resulting in the formation being too far to the south of course to make an accurate MH release. Realizing this, the RN notified the command pilot, and the Group was turned to the left, on a Northerly heading, and a minute later turned towards the target again; this time following a 4th Wing Group which was making the bomb run good. Bombs were dropped off the smoke bombs of this Group. The route back to the base was uneventful, except that CP 3 was made 10 miles to the North to avoid interference by another formation.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties: None.

(e) Remarks: Navigation was good.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 390B set was out completely due to fuse difficulty. 390C had inverter trouble, consequently did not receive beacons properly. 390A had strong beacon reception. The Squadrons were in Group formation on the bomb run. The radar navigator of "A" allowed the formation to drift too far to the South of the bomb track to complete an accurate MH sighting. As a result, the Group turned in time to eventually drop off the smoke bombs of another formation coming up from the rear. Results were unobserved.

(2) Bombing:

(a) 390A, B, C Squadrons:

<u>1.</u>	Air Leader Maj. Campbell	Nav	Lt. Yary
	Pilot Lt. Morris	Asst Nav	Lt. Lewis
	Co-Pilot Lt. Arnold	M/O	Lt. Flanagan
		Bomb	Lt. Kellerhouse

2. A/C Attacking:

Bombs Dropped

a. Primary 38

216x1000 LB GP

10 Leaflet Containers

Jettisoning None
Returning Noneb. Bombing Altitude: 25000'c. Time of Release: 1527½3. Run In from IP to Target:

The Group failed to release its bombs on the first run when the M/O failed to make proper drift corrections in order to stay on the hyperbole. After a 180 degree turn the Group positioned itself off the 487th Group and released off their smoke bombs. Bombs were released on a true heading of 99 degrees.

4. PI Report: Photographs show 10/10 undercast.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) 486 Group	3 Squadrons
	(b) 385 Group	3 Squadrons
	(c) 94 Group	3 Squadrons
(2)	13 A, B Groups:	6 x 12 A/C Squadrons
	(a) 95 Group	3 Squadrons
	(b) 390 Group	3 Squadrons
(3)	4 D Group:	3 x 12 A/C Squadrons
	(a) 487 Group	3 Squadrons

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b. A/C and C/C Available:

(1) 95 Group	REG 34 A/C	43 C/C
	PFF 6 A/C	5 C/C
	MH 5 A/C	4 C/C
(2) 100th Group	REG 9 A/C	19 C/C
	PFF 5 A/C	4 C/C
	MH 3 A/C	3 C/C
(3) 390 Group	REG 38 A/C	51 C/C
	PFF 5 A/C	7 C/C
	MH 4 A/C	5 C/C

c. A/C Scheduled to Take Off:

(1) 95 Group	34 Plus 4 PFF
(2) 390 Group	35 Plus 3 PFF

d. A/C Airborne:

(1) 95 Group	34 Plus 4 PFF
(2) 390 Group	35 Plus 3 PFF

e. A/C Abortive:

(1) 95 Group:

A/C 801: 412 Sqdn "A" - Pilot Lt. Young - Oxygen system out - No sortie.

f. A/C Attacking - 13 CBW A Group:

Bombs Dropped

(1) Primary	33	192x1000 LB GP
	4 Chaff A/C	
Jettisoning	None	
Returning	1	6x1000 LB GP

(2) Method of Bombing: Micro-H

(3) Method of Release: Salvo.

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

Bombs Dropped

(1) Primary	38	216x1000 LB GP
		10 Leaflet Containers
Jettisoning	None	
Returning	None	

(2) Method of Bombing: Released Off 487th GP's Smoke Bombs

(3) Method of Release: Salvo

4. Communications:

a. VHF:

(1) Col. Shuck led 13A Group. All Air Leaders reported discipline and reception good experiencing no interference or continuous keying. Sources outside the Wing reported that Fireball Able's transmissions were intermittent and that the receiver was weak as he did not answer several calls. This was supported by reported messages from

within the Wing that there was difficulty in contacting Groups although Squadron communication was satisfactory.

(2) Control point messages were sent; Kodak information was accurate and relayed to formations.

(3) Attempts to contact fighters was unsuccessful. It is recommended that when it is impossible to contact assigned fighters, ground sector controls be called.

b. W/T:

(1) Control Points:

	CP 1	CP 2	TGT	CP 3	BASES
Timings	1431	1456	1527	1623	1703
ATA	1434	NIL	1520	NIL	NIL

(a) The following message was recieved from 13A:

1540 ETA PT3 1616

(2) Strike Reports:

13A	(95)	P	B	5	1520
13B	(390)	P	B	5	1527

5. Mission Camera Report:

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

b. The 390 Group installed 1 scope and 9 vertical cameras, 1 and 8 of which took pictures:

A/C 807, Deputy Lead, "B" Squadron, with K-21 installed: Stick broke in bomb bay switch.

6. Controller's Log:

a. 2305 from 3 AD:

- (1) Force.
- (2) Wing Order.
- (3) Zero Hour.
- (4) RBA.
- (5) Targets.
- (6) Bomb Load.
- (7) Route.

b. 2315 to Groups:

- (1) Force.
- (2) Wing Order.
- (3) Zero Hour.
- (4) RBA.
- (5) Fuel.
- (6) Gas Load.
- (7) MH Leads.

c. 2325 from 390 Group:

- (1) Not enough bombs.

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- d. 2330 from 3 AD:
 - (1) Change Bomb Load.
- e. 2335 to Groups:
 - (1) Change Bomb Load.
- f. 2345 from 3 AD:
 - (1) Chaff Force.
- g. 2347 to 95 Group:
 - (1) Chaff Force.
- h. 0010 to 95 Group:
 - (1) WX A/C.
- i. 0015 from 3 AD:
 - (1) WX A/C.
 - (2) Division Assembly Point.
 - (3) Approaches to Assembly.
 - (4) Task Force A.
 - (5) Task Force B.
 - (6) Secondary Targets.
 - (7) Bombing Altitude.
 - (8) Bombing Unit.
 - (9) Time Intervals Between Groups and Wings.
 - (10) Leaflet Load.
- j. 0035 from 3 AD:
 - (1) Relay A/C Route Changed.
- k. 0035 to Groups:
 - (1) Targets, Primary, Secondary, Last Resort.
- l. 0045 from 3 AD:
 - (1) Advance Warning to 3 AD FO 570.
- m. 0050 to 390 Group:
 - (1) Leaflet Load.
- n. 0050 from 3 AD:
 - (1) Intelligence Annex to 3 AD FO 570.
- o. 0100 from 3 AD:
 - (1) Special WX A/C Timings.
- p. 0103 from 3 AD:
 - (1) Routes.
 - (2) Timings.
 - (3) Assembly Altitude.
- q. 0130 from 3 AD:
 - (1) H2X Scope Material.

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- r. 0137 to Groups:
 - (1) Advance Warning to 13 CBW FO 32.
- s. 0137 from 3 AD:
 - (1) Special WX Timings Changed.
- t. 0140 to Groups:
 - (1) H2X Scope Material.
- u. 0145 to 390 Group:
 - (1) Assembly Time.
 - (2) Assembly Altitude.
- v. 0223 from 3 AD:
 - (1) 3 AD FO 570.
- w. 0248 from 3 AD:
 - (1) Timings.
 - (2) Climb Information.
- x. 0255 to Groups:
 - (1) Annex 1 to 13 CBW FO 32.
- y. 0255 from 3 AD:
 - (1) Annex 1 to 3 AD FO 570.
- z. 0315 from 3 AD:
 - (1) Micro-H Information for 3 AD FO 570.
- aa. 0355 to Groups:
 - (1) 13 CBW FO 32.
- bb. 0403 from 3 AD:
 - (1) Annex 2 to 3 AD FO 570.
- cc. 0430 from 3 AD:
 - (1) H2X Information Missing on 3 AD FO 570.
- dd. 0444 from 3 AD:
 - (1) Annex to Micro-H Information 3 AD FO 570.
- ee. 0450 from 4 BW:
 - (a) 4 BW FO 385.
- ff. 0455 from 3 AD:
 - (1) H2X Scope Photo Data for 3 AD FO 570.
- gg. 0530 to 95 Group:
 - (1) Disposition of Chaff A/C.
- hh. 0653 from 3 AD:
 - (1) Preceding Info Confirmed - All Will Run as Scheduled.

3 AD:

ersion Field in case of E/A Activity.

to 95 Group:

1) Contact WX A/C.

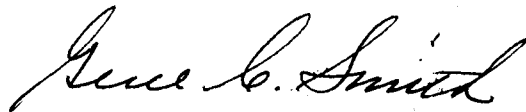
1148 to Groups:

Diversion Field in case of E/A Activity.

11. 1150 from 390 Group:

(1) First A/C Airborne.

For the Commanding Officer:



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

me

OK
CSB

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2 FEB 1945

INTERPRETATION REPORT S.A. 3185

ATTACK ON WESEL RAIL AND ROAD BRIDGES on 1 FEB 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

(a) No. of aircraft : 139, with full fighter escort.
(b) Command : U.S. 8th AIR FORCE.
(c) Time : 1433 - 1527 A Hours.
(d) Bombs : 762 x 1000 lb. G.P.

(ii) DETAILS OF THE ATTACK:

Bombs away are seen but no bursts are visible on 10/10 cloud obscured photographs.

(iii) ANNOTATED PRINT: None prepared.

(iv) BOMB PLOT: None prepared.

(v) PHOTOGRAPHS RECEIVED

SAV 95/1383,1384,1387	1 FEB 45	1520A hrs	1/44,000 (F.L.7")	25,700'	'C'
SAV 385/1022	"	Unknown	1/44,500	26,000'	'C'
SAV 390/1288,1289,1291	"	1527A hrs	1/43,100	25,200'	'C'
SAV 447/932,934	"	1438 -			
		1526A hrs	1/44,500	26,000'	'C'
SAV 486/786,789	"	1433A hrs	1/43,100	25,250'	'C'
SAV 487/721,727,729	"	1526A hrs	1/43,100	25,250'	'C'

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PFF INTERPRETATION REPORT T-43

(1) Summary of PFF missions on 1 FEB 1945 from photographs received through 1800 hrs. on 2 FEB 1945.

1st DIVISION

Mission to Mannheim

- SAT 303/74- Not plotted--can't orient.
- " 305/236 -Plotted--approx. 22 miles SE of target.No plot issued.
- " 305/237 -Not plotted - can't orient.
- " 305/238 -Not plottable-- gain too low.
- " 381/96 -Plotted. See Bomb plot.

- SAT 384/126 - Plotted-See bomb plot.
- " 384/127 - Plotted-See bomb plot.

Mission to Ludwigshafen

- SAT 92/45 - plotted--See bomb plot.
- " 306/126-plotted -See bomb plot.
- " 306/127- plotted--See bomb plot.
- " 351/119- plotted--See bomb plot.
- " 351/120- plotted--See bomb plot.
- " 401/138- No bomb run.
- " 401/139- MH prints--Not plotted.
- " 401/140- MH prints--Not plotted.
- " 457/66 - MH prints--Not plotted.
- " 457/67 - MH prints--Not plotted.

3rd DIVISION

Mission to Krefeld

- SAT 94/182 - Not plottable- Sector scan, out of focus.

Mission to Wesel

- SAT 95/113 - MH prints - not plotted.
- " 95/114 - Plotted--Track only--no plot issued.
- " 390/46 - Not plottable-- gain too low.
- " 487/35 - MH prints - not plotted

(2) No other photographs received.

(3) Sorties Received:

SAT 92/45	SAT 305/236	SAT 351/119	SAT 401/138
" 94/182	" 305/237	" 351/120	" 401/139
" 95/113	" 305/238	" 381/96	" 401/140
" 95/114	" 306/126	" 384/126	" 457/66
" 303/74	" 306/127	" 384/127	" 457/67
		" 390/46	" 487/35

F19D

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

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1-2-45

S-2

FLAK REPORT 95TH BOMB GP. (H)
WESEL FEBRUARY 1, 1945

F. X. PIERCE.

1. STATISTICS:

13A 95A 8 PLUS 1	25,300	1520	048°	270°	WESEL
13A 95A 31 PLUS 1					
13A 95B 11 PLUS 1	26,300	1520	055°	260°	"
13A 95C 11 PLUS 1	25,200	1520	089°	275°	"

REMARKS: 4 A/C IN 95A WERE LOADED WITH CHAFF AND FORMED THE HIGH SECTION

2. FLAK DAMAGE AND LOSSES:

95A NONE NONE LOST

95B 1 A BRL RP "

95C NONE "

REMARKS: DAMAGE IS PRELIMINARY REPORT GIVEN BY CREWS

3. OPERATIONS:

A. MICRO H FOR 95A & 95B. 95C DROPPED BOMBS ON 95A

B. 10/10 OVER TARGET

C. NONE

D. THE 95TH PUT UP 4 CHAFF A/C FORMING THE HIGH SECTION OF 95A.

THEY BROKE AWAY FROM SQUADRON AT I.P. AND PRECEDED SQUADRON OVER TARGET BY 1½ MILES. THEY FLEW ABOUT 1500 FEET BELOW LEAD SQUADRON AND SLIGHTLY TO RIGHT OF LEAD SQUADRON (½ TO 1 MILE). CAUGHT FORMATION AGAIN AT R.P.

E. NONE

4. A. VERY MEAGRE INACCURATE TRACKING

B. " " "

C. NONE

D. NONE

E. FLAK ENCOUNTERED BY BOTH CHAFF SECTION AND SQUADRONS WAS EXCEPTIONALLY LIGHT. CREWS REPORTING ONLY FORM ONE TO FIFTEEN BURSTS.

5. PHENOMNA: NONE

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1-2-45

S-2

OPERATIONAL NARRATIVE WESEL MISSION 95TH BOMB GP. (H), 1 FEBRUARY 1945

1. LEAFLETS - NONE
2. BOMBING RESULTS: PRIMARY TARGET WAS BOMBED BY MICRO-H TECHNIQUE IN ORDER OF 95A, C.B. RESULTS UNOBSERVED BECAUSE OF 10/10 UNDERCAST, HOWEVER ALL MICKEY OPERATORS BELIEVED BOMBING TO BE GOOD.
3. E/A - NONE
4. FLAK: TARGET * INACCURATE * TRACKING * MEAGRE
5. WEATHER - 10/10 UNDERCAST BELOW 7,000 FEET IN THE TARGET AREA.
6. OBSERVATIONS -
 - 1655 HRS - 5218-0200 19 M/V AND 2 DESTROYERS HEADING AT 45°
 - 1623 HRS - 5140-0320 SAW V-2 TRAIL GO UP.
7. OTHER INFORMATION - FIGHTER ESCORT AMPLE. BRIEFED COURSE FLOWN TO I.P. FORMATION SLIGHTLY SOUTH OF I.P. BUT WENT BACK ON COURSE TO BOMB. R.P. CUT A BIT SHORT AND FORMATION A MILE OR TWO SOUTH OF COURSE BACK TO CONTINENTAL COAST. 95A AND 95B BOMBED BY M-H. MICKEY OPERATORS PICKED UP 2 BEACONS OVER ENGLAND AND GOT ALL BEACONS AT CONTINENTAL COASTS. 95B MICKEY SET HAD A FADING COURSE BEACON BUT HAD BEACON ENOUGH TO GIVE CHECKS TO BOMBARDIER. THESE CHECKED OUT WITH BOMBARDIER. 95A HAD A GOOD M-H RUN AND LAST 5 CHECKS WERE PERFECT WITH BOMBARDIER. 95C M-H EQUIPMENT NOT WORKING. BOMBED ON 95A AND WAS SECOND SQUADRON TO BOMB. 95B BOMBED LAST. 95C H2X CHECK AT TARGET GOOD FOR COURSE AND RATE. ALL MICKEY OPERATORS THINK BOMBING GOOD.
8. PFF.
 - A. BORCH 95A #179 MH GOOD RETURNS BOTH BEACONS TOGETHER ON SCOPE 60 MILES FROM TARGET
 - DEMENT 95B #210 MH POOR RETURNS BOTH BEACONS TOGETHER ON SCOPE 60 MILES FROM TARGET
 - DE CHERNISS 95C #144 DROPPED ON LEAD SQUADRON.
- B. 95B - HAD DIFFICULTY WITH NORTHERN BEACON FADING FROM SCOPE.
95C - BOMB CIRCLE WAS OUT MAKING MH IMPOSSIBLE.
- C. NONE

13 TH COMBAT WING

FEB 1 1945 20 19

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1-2-45

S-2

STAT CONTROL

95A

A. COL. SHUCK
B. 1st Lt. ROSE
C. 1ST LT. PARKER
D. 1ST LT. RUSSELL
E. 1ST LT. SHULTZ
F. 1ST LT. SCULLIN
G. 1ST LT. BORCH
H. 13
I. 13
J. 1ST LT. SCULLIN

95B

MAJ. LOSEE
1ST LT. SCOTT
1ST LT. GILLEN
1ST LT. BALLATORE
1ST LT. LYTLE
S/SGT COULETTE
1ST LT. DE MENT
12
12
2ND LT. PIERPOINT

95C

CAPT. BRITTINGHAM
1ST LT. HAMILTON
1ST LT. PHILPOTT
2ND LT. FLAGSTAD
2ND LT. HATHAWAY
S/SGT MC GOWEN
2ND LT. DE CHERMISS
12
12
2ND LT. BUNIN

A

A/C No.	Air-borne	Sorties	Attacking	ABORTS				LOST			DAMAGE		BOMBS DROPPED						
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO	JETT	RET.	
5922	1	1	1										6-1000						
8106	1	1	1										6-1000						
9031	1	1	1										6-1000						
6993	1	1	1										6-1000						
6583	1	1	1										6-1000						
8469	1	1	1										6-1000						
2951	1	1	1										5 boxes of Chaff						
8676	1	1	1										6-1000						
8776	1	1	1										5 boxes of Chaff						
8617	1	1	1										6-1000						
6532	1	1	1										5 boxes of Chaff						
8179	1	1	1										4-1000						
992	1	1	1										5 boxes of Chaff						
												Total		52-1000					
												Total		20 - boxes of Chaff					

B.

A/C No.	Air-borne	Sor-ties	Attack-ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED						
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO	JETT	RET.	
7201	1	1	1												6-1000				
8657	1	1	1												6-1000				
8899	1	1	1												6-1000				
990	1	1	1												6-1000				
8996	1	1	1												6-1000				
8272	1	1	1												6-1000				
8199	1	1	1												6-1000				
2447	1	1	1									1			6-1000				
8640	1	1	1												6-1000				
8684	1	1	1												6-1000				
8331	1	1	1												6-1000				
8210	1	1	1												4-1000				

Total 70-1000

95 "A"

FORM 3

STATION

119

DATE

2/1/45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	S	8179	Parker			1156		1720	
336	T	9037	Rose			1153		1721	
	Y	6583	Jackman			1154		1719	
	E	8106	Ristine			1207		1722	
412	D	8922	Bek			1210 ⁺		1723	
336	W	6993	L'Ecuys			1207 ⁺		1721	
412	Q	7992	Jensen			1213		1725	
334	Q	2951	Schuffner			1208		1727	
412	H	6522	addison			1206 ⁺		1726	
334	B	8776	O'Table			1209		1730	
336	V	8676	Turner			1210		1728	
	U	8469	Mullkeough			1211		1730	
	Q	8617	Schaaf			1212		1728	

95th Bⁿ sqdn.

FORM 3

STATION 119

DATE 2/1/45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
35	J	8210	Gillen	✓	✓	1156 ⁺		1709	
34	X	8990	Scott	✓	✓	1155		1710	
	V	8657	Ryan	✓	✓	1158		1709	
	J	7201	Rudkins	✓	✓	1159		1712	
	T	8996	Kiace	✓	✓	1200		1713	
	A	2447	Moysey	✓	✓	1201		1711	
36	N	8899	Taylor	✓	✓	1202		1715	
	X	8604	Dunwoody	✓	✓	1203		1716	
	P	8272	Egley	✓	✓	1203 ⁺		1715	
34	D	8640	Wells	✓	✓	1204		1717	
36	Z	8199	Ray	✓	✓	1205		1718	
412	G	8331	Willis	✓	✓	1206		1717	

95 "C"

FORM 3

STATION

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DATE

2/1/45

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
336	O 8144	Helfelt		✓	1157		1732	
335	B 7204	Hamilton, J		✓	1214		1733	
	T 6475	Richardson		✓	1215		1731	
	N-6598	Milwin		✓	1216		1735	
412	C 8140	Hansen		✓	1217		1734	
335	M 7047	Bundy		✓	1311		1744	
	S 9052	Shaw		✓	1218		1740	
	K 8269	Melson, R.A.		✓	1219		1741	
	Z 2455	Palmer		✓	1220		1739	
412	J 8826	Ringblom		✓	1220 ⁺		1743	
	A 6801	Young		* ✓	1221		1451	aborted - Oxygen
336	R 17844	Schaad		✓	1222		1742	
336	K 8317	Kochle		✓	1223		1736	

911C

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SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 277

PERIOD: 0001 hours 1 February to 2400 hours 1 February 1945

A. STATISTICS

	Disp.	Sorties	Atkg.	Tonnage	Claims	E/A	Losses			NYR
							AA	OT	Totals	
Heavy Bomber Atks.	699	657	616	1778.3	0-0-0	0	0	1	1	0
Fighter Escort	204	191	0	0	0-0-0	0	0	1	1	1
Fighter Sweeps (a)	102	87	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.	5	5	0	0	0-0-0	0	0	0	0	0
Weather Recon.	29	27	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	13	13	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>23</u>	<u>20</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	1075	1000	616	1778.3	0-0-0	0	0	2	2	1

(a) Two groups based on continent did not operate

B. OPERATIONAL SUMMARY

1. Bomber Attacks

699 B-17s from two Air Divisions dispatched in two forces against M/Ys at Mannheim and Ludwigshafen and two bridges at Wesel. 616 a/c dropped 1567.5 tons GP and 210.8 tons IB on assigned targets and several T/Os. Assigned targets bombed on PFF. Weather generally 10/10 undercast at all targets. E/A Opposition: nil. Losses: 1 B-17 to causes unknown.

First Force

Twelve group formations (463 B-17s, 1st Air Division) dispatched against M/Ys at Mannheim and Ludwigshafen. 428 a/c dropped 1045 tons GP and 210.8 tons IB on assigned targets and several T/Os at 1128-1252 hours from 23,400-27,800 feet. Assigned targets bombed on Micro-H and H2X. Leaflets dropped on Mannheim and Ludwigshafen. Weather: 10/10 cloud over targets. Flak: generally meager, inaccurate. Battle Damage: 21 minor, 3 major, 2 Cat. "E". E/A Opposition: nil. Claims: nil. Losses: 1 B-17 to causes unknown.

S E C R E T

Fighter Support: Three groups (151 P-51s) dispatched. Up 0921-1043 hours, down 1450-1550 hours. 142 sorties. E/A Opposition: nil. Claims: nil. Losses: 1 P-51 to mechanical failure. NYR; 1 P-51 believed safe on continent.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Mannheim M/Y	307	74	180.5	36.8	Unobserved
Ludwigshafen M/Y	156	70	171.2	34.2	Unobserved
Mannheim Road & RR Br. (Sec)		270	658.8	132.8	Unobserved
<u>Other Targets</u>					
Pforzheim		11	27.2	5.5	Unobserved
T/Os		3	7.3	1.5	Unobserved
Totals	463	428	1045.0	210.8	

Second Force

Six group formations (236 B-17s, 3rd Air Division) dispatched against Wesel RR Bridge and Wesel Highway Bridge. 188 a/c dropped 522.5 tons GP on primary targets, one secondary, and one T/O at 1425-1527 hours from 24,000-26,500 feet. Leaflets dropped on Wesel and Krefeld. Assigned targets bombed on Micro-H and H2X. Weather: 10/10 cloud over targets. Flak: nil to meager, inaccurate. Battle Damage: 2 minor. E/A Opposition: nil. Claims: nil. Losses: nil.

Fighter Support: One group (53 P-51s) dispatched. Up 1325 hours, down 1710 hours. 49 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>
			<u>GP</u>	
Wesel RR Bridge	120	26	66.0	Unobserved
Wesel Road Bridge	116	113	315.0	Unobserved
Krefeld M/Y (Sec)		36	103.0	Unobserved
<u>Other Target</u>				
Barth		13	38.5	Unobserved
Totals	236	188	522.5	

SECRET

2. Fighter Escort

Four groups (204 P-51s) dispatched to support two bomber forces. Up 0921-1325 hours, down 1450-1710 hours. 191 sorties. E/A Opposition: nil. Claims: nil. Losses: 1 P-51 to mechanical failure. NYR: 1 P-51, believed safe on continent.

3. Fighter Sweeps

Two groups (102 P-51s) dispatched on free lance support. Up 0930-0939 hours, down 1425-1450 hours. 87 sorties. E/A Opposition: nil. Claims: nil. Losses: nil.

4. Fighter Bombing

Nil

5. Photo Reconnaissance

5 a/c dispatched. 2 F-5s dispatched on photo reconnaissance and defense study of St. Nazaire area, 2 Mosquitoes, 1 P-38 flew H2X night photography over Freiburg, Speyer and Germersheim. No losses.

6. Weather Reconnaissance

29 a/c (3 B-17s, 4 Mosquitoes, 22 P-51s) dispatched.

1 B-17 completed routine weather flight from the Azores.

1 B-17 completed special flight.

1 B-17 completed heavy weather flight over sea to NW of Lands End.

4 Mosquitoes completed light weather reconnaissance to Brest Peninsula, Irish Sea, North France, Belgium, Scotland, Atlantic, 5100N-1100W and 4900N-1000W.

22 P-51s dispatched to scout weather for bombers. 20 sorties.

No losses.

7. Air/Sea Rescue

13 P-47s dispatched on routine search and patrol. All a/c completed mission. No losses.

8. Special Operations

23 a/c dispatched as follows:

7 B-24s on RCM mission. 7 completed mission, jamming from 0720-1000 hours. No losses.

3 Mosquitoes dispatched as screening force for bombers. No losses.

4 P-51s dispatched as fighter escort on special operation. No losses.

9 B-24s dispatched on leaflet operations. 6 completed mission dropping leaflets on France, Germany and Holland. No losses.