

IMMEDIATE INTERPRETATION REPORT NO. K. 3361

LOCALITY: BREMEN  
A. DESCHIMAG SHIPYARD  
B. WEST RAIL BRIDGE

PERIOD COVERED: 29 OCT 1944 to 1510 A hours on 3 MAR 1945.

ATTACKS:

U.S. 8th AIR FORCE	Target	Date	S.A.	Reported Weather
.F. BOMBER COMMAND	DESCHIMAG & BRIDGE	24 FEB 45	3272	8/10 - 10/10
	DESCHIMAG	Seven attacks during FEB.	--	cloud

PROVISIONAL STATEMENT ON DAMAGE:

DESCHIMAG SHIPYARD

In the southern three-quarters of the area which is covered by these photographs, new damage is concentrated in the central part. This involves the pump house, boiler smithy, engineering shop, a probable boiler house and several other buildings. A large part of the roof of the platers shop and the cordage and timber store has been replaced.

Details of damage are as follows: (Numbers refer to Illustration 3(a)1/9)

- 19. Store : Destroyed.
- 20. Tube Stores for Copper : Destroyed.
- 21. Copper Smithy : 2/3 destroyed.
- 23. Boiler Smithy : 1/4 gutted.
- 27. Engineering Shops : Roof damage, small part gutted.
- 51. Wood Store : 1/2 destroyed.
- 65. Pump House : 1/3 gutted.
- 67. Boiler Makers Store : 2/3 destroyed.
- 68. Engine Smithy : 7/8 destroyed or gutted.
- 68a. Probable Power House : Blast damage along W. edge.
- 70. Boiler House for E.P. Station 2 : 2/3 gutted.
- 71. Generator Station for E.P. Station 2 : Roof and possibly structural damage.
- 73. Lavatories : Gutted.
- 75. Engine Sheds : Gutted along S. end.
- 84. Pattern Makers Shop : 3/4 destroyed.
- 85. Locomotive Shed : Totally gutted or destroyed.
- 86. Lavatories : 2/3 gutted.
- Timber Store for Patterns : 1/4 gutted, roof damage to remainder.

B. WEST RAIL BRIDGE

A span of approximately sixty feet at the extreme southern end of the bridge has been destroyed with probable damage to the southernmost supporting pier. The gap is transversed by two narrow spans, possibly indicating that repairs are contemplated.

Several bombfall incidents in the town area adjacent to the bridge have chiefly affected previously damaged property.

(Prints 3032-34,  
3073, 4080)

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

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

HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 24 February 1945  
13 CBW FO 53  
13 CBW OPS 280  
3 AD FO 593

SUBJECT: Tactical Report (BREMEN AND WESEL, GERMANY)

*Colonel Shuck - 95<sup>th</sup> Group*

Information Concerning the Targets:

- a. The primary target (visual) for the 13A & B Groups for today is a railroad bridge in the centre of BREMEN, GERMANY.
- b. The primary target (visual) for the 13C Group for this mission is a road bridge over the Rhine River just south-west of WESEL, GERMANY.

c. The secondary target for the 13A & B Groups was the same as the primary target. H2X technique was to be used in the event of the primary target being overcast.

d. The secondary target for the 13C Group (H2X) was the Goods Depot in the Railway Marshalling Yard, situated SE of MUNSTER, GERMANY.

2. Narrative of the Attack:

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

(1) Navigation:

(a) Assembly:

Although zero hour had been delayed 2 hours the Group took off and assembled over Buncher 23 at 9000'. After circling the Buncher for one hour and a half the Group climbed to assembly altitude of 19000'. Buncher 27, the first point in Wing assembly, was reached 1 minute early. CP 1 was departed at 1118, 2 minutes early, and about 4 miles South of course.

(b) Route:

In order to allow the Climbake Groups, which were 4 minutes late at CP 1, to pull ahead, the Group made a dog leg 15 miles right of course over the channel. At CP 2 the Group was at its proper interval and on course. This point was reached at 1148 at an altitude of 21500'. The run to the IP was as briefed and the Group peeled off at the IP to make individual Squadron runs. The RP was made good and the Group was reformed without difficulty. After the next turn the Group was 4-5 miles left of course and subjected the low Squadron to the flak defenses at Osnabruck. The Group returned to briefed course at 5234-0800. At this point the high moved out to the right and released one bomb, that had hung up at the primary, on the M/Y at Quakenbruck. They rejoined the Group and the briefed route was followed back to the base.

(c) Weather:

The bases were covered with a low haze. Over the

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- (d) Navigational Difficulties: None.
- (e) Remarks: Navigation was very satisfactory.
- (f) PFF Narrative:

Three PFF aircraft were dispatched. All sets operated satisfactorily. Bombing was accomplished by Squadrons by combination H2X-Visual techniques.

(2) Bombing:

(a) 95A Squadron:

1.	Air Leader Major Gooding Pilot Capt. Wilson Co-Pilot Lt. Hollyfield	Nav Asst Nav R/N Bomb	Lt. Inman Lt. Wilbourne Lt. Owens Lt. Long
----	---	--------------------------------	---

2. A/C Attacking: Bombs Dropped

a.	Secondary	12	22x1000 LB GP 24x2000 LB GP
	Jettisoning	None	
	Returning	None	

b. Bombing Altitude: 24300'

c. Time of Release: 1239

3. Run-in from IP to Target:

After making good the IP, the R/N set up course while the bombardier pin pointed himself through breaks in the clouds. After the third check point the bombardier picked up the target visually through a break in the clouds, and proceeded to synchronize. Approximately 5 seconds from the BRL, the target was once again obscured by clouds. Synchronization, however, was reported as good when bombs were released on a true heading of 016 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. Photographs taken by 95B Squadron show practically all of 95A Squadron's bombs. The pattern fell in a sparsely built-up residential area from 3/4 to a half mile short of the assigned target. One A/C's bombs fell on a railroad leading into the target from the SW.

b. Bomb Pattern: Clouds obscure the complete pattern, which indicates, however, that 2 A/C were flying a loose formation.

c. Bombing Results in relation to damage inflicted the target: NIL

d. Bombing Results in relation to sighting: Poor

5. Bombing Malfunctions: None.

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**(b) 95B Squadron:**

1. Air Leader Capt. Jeneman Nav Lt. Pieper  
 Pilot Lt. Savage Asst Nav  
 Co-Pilot R/N Capt. Mitchell  
 Bomb Lt. Saferino

2. A/C Attacking: Bombs Dropped

a. Secondary 13 24x1000 LB GP  
 25x2000 LB GP  
 1x2000 LB GP

TO Quackenbruck 1  
 Jettisoning None  
 Returning None

b. Bombing Altitude: 24800'

c. Time of Release: 1242

3. Run-in from IP to Target:

After making good the IP, the R/N set up course for the bombardier who oriented himself through breaks in the clouds. For several run-ins the bombardier picked up several visual check points east and west of the target area and made the necessary course corrections. The target itself, however, was obscured by clouds. Using the "plate" the bombardier positioned his cross-hair on the approximate location of the assigned MPI and released his bombs. Rate had been previously set up on the bomb run. C-1 Auto-Pilot was used on the bomb run. Bombs were released on a true heading of 23 degrees.

4. PI Report:

a. Only the bombs from 1 A/C, which probably was a premature release, are visible, and these fell in field area approximately 1/2 mile short and 1 mile left (W) of the primary target. The main pattern probably fell in the river and deck area 1/2 mile to the left (W) of the target. Photographs taken by 200A Squadron show a Squadron's partial bomb pattern in this area. In all probabilities, this pattern belongs to 95B Squadron.

b. Bomb Pattern: Not visible.

c. Bombing Results in relation to damage inflicted: Probably NIL.

d. Bombing Results in relation to sighting: Poor.

5. Bombing Malfunctions:

A/C 667: Lead: Rack malfunction, 1 bomb hung up. Released on TO Quackenbruck, Germany.

A/C 204: Salvaged twice to release bombs.

**(c) 95C Squadron:**

1. Air Leader Lt. Morris Nav Lt. Sorenson  
 Pilot Lt. Jensen Asst Nav  
 Co-Pilot Lt. Miller R/N Lt. Palster  
 Bomb Lt. Zultz

2. A/C Attacking: Bombs Dropped

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b. Bombing Altitude: 24500'

c. Time of Release: 1243

2. Run-in from IP to Target:

Attacking on a true heading of 25 degrees, the R/W set up course while the bombardier planned himself a broken undercast. After several rate checks the target was picked up visually with approximately 15 seconds with which to synchronize. The cross-hairs were slightly to the left of the aim point. Released while the bombardier was putting in a course correction. C-1 Auto-Pilot was used on this run.

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4. PI Reports:

a. No bursts are visible from any bombs dropped by this Squadron, but according to the trajectory of the smoke bombs according to computations based on the bomb trajectory chart, they fell on or close to the primary target. PI reports from this Squadron show a Squadron's primary target was a railroad and road bridge beside the primary target. This is likely 900's area. Unfortunately a cloud obscured the railroad bridge, so it is possible to determine whether it was hit.

b. Bomb Pattern: No bursts are visible.

c. Results in relation to General: Cannot ascertain, possibly very good.

d. Bombing Results in relation to sighting: Cannot ascertain, but possibly very good.

5. Bombing Malfunctions: None.

b. 13 B Group - 10CA, B, C Squadrons:

(1) Navigation:

(a) Assembly:

The assembly was made with plenty of time to spare. At Buncher 11, Able leader "S"ed to the right of the Flanbake Group came between the two, causing Baker to pull out to the east out point.

(b) Route:

Before CP 2 was reached, the Flanbake Group had pulled ahead in proper position. In the Zuider Zee area, Able "S"ed to allow Baker to come up into correct Wing formation. The route into the IP was flown as briefed. At the IP, there was no flare fired by Baker leader. C Squadron construed this to mean that the bomb run was to be in Group formation, and, as a result, had a difficult time pulling out from under the high on the run into the target. There was also considerable interference by another Squadron on Able's mission course. After the target, C became separated from the group and eventually joined Able Group on the route back to the base. Squadrons A and C came back in fact, and without difficulty.

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- (e) Weather: Same as 13A Group.
- (d) Navigational Difficulties: None.
- (c) Remarks: Navigation was very satisfactory.
- (f) PFF Narrative:

Three PFF aircraft were dispatched. All sets operated satisfactorily. Bombing was in Squadron formation. Formation H2X-Visual technique used.

(2) Bombing:

(a) 100A Squadrons

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1.	Air Leader	Major Martin	Nav	Capt. Anderson
	Pilot	Lt. Blending	Asst Nav	Lt. Blumman
	Co-Pilot	Lt. Stock	R/N	Lt. Jenista
			Bomb	Lt. Bluman

2. A/C Attack: 3: Bombs Dropped

a.	Primary	11	21x2000 LB GP
			17x1000 LB GP
	TB	1	2x2000 LB GP
			1x2000 LB GP
	Artillery	1	1x2000 LB GP
	Resounding	None	

b. Bombing Altitude: 25800

c. Time of Release: 1241 1/2

3. Run-in from IP to Target:

Attack on a true heading of 137 degrees, the R/N set by course. The leader picked up the target approximately 6 miles from the BRL and proceeded to synchronize. The 100A Squadron formation was forced to break in order to avoid a collision. Bombs were released four seconds early and at approximately the same time the 100A was losing altitude. C-1 Pilot was used on the bomb run.

4. PI Reports:

a. Photographs taken by this Squadron show the bombs from 4 A/C in fields and on the road leading to the bridge 1/2 miles short of the target.

b. Photographs taken by B Squadron show additional bursts from at least 6 A/C on the approach to the road bridge. The railroad tracks east of the railroad bridge, in the river area in the duck area and factory sections. A fire, probably started by 100A, is seen in the duck area to the left of the primary target.

c. Bomb Pattern: Too irregular.

Bombing Errors: Cannot accurately ascertain because of the pattern.

e. Percent of bombs Within 1000' & 2000' of the MPI: 50% & 40%.

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g. Bombing Results in relation to sighting: Fair.

5. Bombing Malfunctions:

- A/C 514: Left bomb bay hung up, 2 bombs released on TO 5235N-0850E.
- A/C 313: Rack malfunction, 1 bomb jettisoned in channel.
- A/C 334: Shackle frozen, 1 bomb released on TO 5242N-0855E.

(b) 100B Squadron:

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- |    |                           |          |             |
|----|---------------------------|----------|-------------|
| 1. | Air Leader Capt. Albrecht | Nav      | Lt. Johnson |
|    | Pilot Lt. Murray          | Asst Nav |             |
|    | Co-Pilot                  | /N       | Lt. Behrer  |
|    |                           | Bomb     | Lt. Swan    |

2. A/C Attacking: Bombs Dropped

- |    |             |      |               |
|----|-------------|------|---------------|
| a. | Primary     | 11   | 22x2000 LB GP |
|    | Jettisoning | None | 20x1000 LB GP |
|    | Returning   | 1    | 2x2000 LB GP  |
|    |             |      | 2x1000 LB GP  |

b. Bombing Altitude: 26000'

c. Time of Release: 1242

3. Run-in from IP to Target:

The B Squadron decided to bomb at 26000' after the A Squadron had climbed to 25500'. Attacking on a true heading of 60° downwind, the R/N set up course. After the 5 mile rate check the bombardier set up check points outside the target area and aligned his cross-hairs. Approximately 30 seconds from the BRL the bombardier picked up the target through a break in the clouds, made one course correction, and set up rate before bombs were released. G-1 Auto-Release was used on the bomb run.

4. PI Report:

- a. No bursts are visible from any bombs dropped by this Squadron, but according to the trajectory of the smoke bombs and computations based on the bomb trajectory chart, the bombs fell approximately 2 1/2 miles E of the target in a sparsely built-up area.
- b. Bombing Results in relation to damage inflicted to the primary target: Probably NIL.
- c. Bombing Results in relation to sighting: Poor.

5. Bombing Malfunctions:

A/C 994: Mission failure, 4 bombs returned.

(c) 100C Squadron:

- |    |                         |          |              |
|----|-------------------------|----------|--------------|
| 1. | Air Leader Major Oivens | Nav      | Lt. Andris   |
|    | Pilot Lt. Champion      | Asst Nav |              |
|    | Co-Pilot                | R/N      | Lt. Gault    |
|    |                         | Bomb     | Lt. Wellings |

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Bombs Dropped

2. A/C Attacking:

<u>a. Primary</u>	12	24x2000 LB GP
		22x1000 LB GP
Jettisoning	1	2x2000 LB GP
		2x1000 LB GP

b. Bombing Altitude: 25000'

c. Time of Release: 12:15

3. Run-in from IP to Target:

Turning on the bomb run the C Squadron was ordered to "S" back and feather in order to avoid over-running the B Squadron. The R/N picked up the target and set up course. After the 9 mile rate check the bombardier picked up the target and synchronized. While leveling the bubbles the pilot had to "S" again because the low Squadron was directly underneath the high Squadron. The bombardier proceeded to level his bubbles for the second time when the low Squadron made a turn to the left in order to avoid a collision with an unknown Squadron. When control of the A/C was regained the bombardier had approximately five seconds with which to synchronize and a tepped wire to erect. C-1 Auto-Pilot was used on the bomb run.

4. PI Reports:

a. The bombs from this Squadron fell 3/4 mile to the left of the primary target in the Water river and deck area on both sides.

b. Bomb Pattern: Cannot be ascertained since the complete pattern is not visible.

c. Bombing Results: In relation to damage inflicted on the target: NIL.

d. Bombing Results: In relation to sightings: Poor.

5. Bombing Malfunctions:

A/C 071: Mission failure, 4 bombs jettisoned in channel.

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

(1) Navigation:

(a) Assembly:

The Group made a normal take off and assembly over Buncher 11 at 21500'. The Group fell in trail of 900 at Felix-stowe, CP 1, on time.

(b) Route:

While following the lesser across the channel, the Group eased considerably and was 3 minutes late at CP 2. From CP 2 to the IP, the Group followed a 11 degree turns over Belgium, and was 5 minutes late at the IP, which was made good. The route was subsequently made good and the briefed route was followed. The Group set down over the channel at 1340 at an altitude of 10000'. The Group set down over the channel at 1340 at an altitude of 10000'.

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- (c) Weather: Same as 13A Group.
- (d) Navigational Difficulties: None.
- (e) Remarks: Navigation was very satisfactory.
- (f) PFF Narrative:

Three PFF aircraft were dispatched. The A/C were scheduled to employ Micro-H technique. 390B did not receive beacons strongly enough to use for bearing. 390A set had equipment voltage age which apparently damaged the beacon oscillator and beacon reception was nil. 390A leader was able to make a successful M/H attack on the primary target with all Squadrons in Group formation.

(2) Bombing:

(a) 390A, B, C Squadrons

- |               |               |          |              |
|---------------|---------------|----------|--------------|
| 1. Air Leader | Capt. Hannold | Nav      | Lt. Yary     |
| Pilot         | Capt. Beazley | Asst Nav | Lt. H. H. H. |
| Co-Pilot      | Lt. Arnold    | R/N      | Lt. Casserly |
|               |               | Bomb     | Lt. Rodgers  |

2. A/C Attacking:

Bombs Dropped

- |            |    |                       |
|------------|----|-----------------------|
| a. Primary | 36 | 196x1000 LB GP        |
| Returning  | 6  | 20x1000 LB GP         |
|            |    | 10 Leaflet Containers |

b. Bombing Altitude: 24000'

c. Time of Release: 1249

3. Run-in from IP to Target:

Attacking in Group formation, the R/N picked up the Micro-H beacons and proceeded to set up the bomb run. After several rate checks, the bombardier picked up the target visually approximately 50 seconds from the ERL. Placing his rate hair on the assigned MPI the bombardier made a left correction and quickly set up course. Bomb bombs were released on a true heading of 70 degrees, synchronization was good. Col Auto-Pilot was on the bomb run.

The C Squadron released its bombs off the A Squadron's smoke bombs.

The B Squadron, then in Group formation, picked up the assigned MPI and synchronized on its own rate.

4. PI Report:

a. Clouds completely obscure the primary target, as well as most of the Group pattern, during the time of attack. About 40 bursts are visible on both sides of the railroad and are 500' short of the target. Approximately 10 bursts are visible 500' beyond and to the left of the target fields, and additional bursts are apparent behind the bridge on the left side in the water beside it. In all probabilities, the bridge received some hits, since the pattern indicated that it probably extends over it.

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- b. Bomb Pattern: Cannot determine.
- c. Bombing Results in relation to damage inflicted on the primary target: Cannot ascertain.
- d. Bombing Results in relation to sightings: Probably very good.

2. Bombing Malfunctions:

B Squadron:

- A/C 328: Rack malfunction, 1 bomb returned.
- A/C 333: Rack malfunction, 3 bombs returned.
- A/C 337: Mission failure, 10 leaflet containers

A/C 484: Rack malfunction, 6 bombs returned.

C Squadron:

A/C 613: Rack malfunction, 4 bombs

A/C 637: Rack malfunction, 6 bombs

returned.

3. Planning and Execution of the Mission:

a. Group Order and Strengths:

- |     |                      |                       |
|-----|----------------------|-----------------------|
| (1) | 4 A, B, C, D Groups: | 12 x 12 A/C Squadrons |
|     | (a) 447 Group        | 3 x 12 A/C Squadrons  |
|     | (b) 94 Group         | 3 x 12 A/C Squadrons  |
|     | (c) 486 Group        | 3 x 12 A/C Squadrons  |
|     | (d) 487 Group        | 3 x 12 A/C Squadrons  |
| (2) | 45 A, B Groups:      | 6 x 12 A/C Squadrons  |
|     | (a) 388 Group        | 3 x 12 A/C Squadrons  |
|     | (b) 96 Group         | 3 x 12 A/C Squadrons  |
| (3) | 93 A, B Groups:      | 6 x 12 A/C Squadrons  |
|     | (a) 34 Group         | 3 x 12 A/C Squadrons  |
|     | (b) 385 Group        | 3 x 12 A/C Squadrons  |
| (4) | 13 A, B Groups:      | 2 x 12 A/C Squadrons  |
|     |                      | 4 x 13 A/C Squadrons  |
|     | (a) 95 Group         | 1 x 12 A/C Squadron   |
|     | (b) 100 Group        | 2 x 13 A/C Squadrons  |
|     |                      | 1 x 12 A/C Squadron   |
|     |                      | 2 x 13 A/C Squadrons  |
| (5) | 93 C Group:          | 3 x 12 A/C Squadrons  |
|     | (a) 490 Group        | 3 x 12 A/C Squadrons  |
| (6) | 13 C Group:          | 1 x 12 A/C Squadron   |
|     |                      | 2 x 13 A/C Squadrons  |
|     | (a) 390 Group        | 1 x 12 A/C Squadron   |

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

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a. A/C and C/C Available:

(1)	95 Group	REG	35 A/C	43 C/C
		PFF	10 A/C	7 C/C
		MH	6 A/C	7 C/C
(2)	100 Group	REG	46 A/C	51 C/C
		PFF	7 A/C	6 C/C
		MH	4 A/C	2 C/C
(3)	390 Group	REG	40 A/C	65 C/C
		PFF	9 A/C	9 C/C
		MH	8 A/C	6 C/C

b. 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

c. A/C Airborne:

(1)	95 Group	35 Plus 3 PFF
(2)	100 Group	34 Plus 3 PFF
(3)	390 Group	36 Plus 3 PFF

d. A/C Failing to Take Off:

- (1) 100 Group:

A/C 841: 349 Sqdn "W" - Left mag on #3 engine failed to check out - Pilot Lt. Sanford - No sortie.

e. Individual A/C Mission Failures:

- (1) 95 Group:

A/C 994: 300 Sqdn "D" - #4 engine out - Internal failure - Pilot Lt. Lawrence - No sortie.

A/C 995: 300 Sqdn "D" - #2 engine out - #1 cyl blew out - Pilot Lt. Calder - No sortie.

- (2) 390 Group:

A/C 837: 568 Sqdn "D" - #2 turbo out - Pilot Lt. Gans - No sortie.

A/C 521: 570 Sqdn "K" - #1 engine out - Pilot Lt. Combs - No sortie.

A/C 807: 568 Sqdn "C" - Unable to gain altitude over target - Pilot Lt. Diawessis - No sortie.

f. A/C Attacking - 13 A Group:

Bombs Dropped

(1)	Secondary	38	60x160 LB GP
			75x100 LB GP
	Tot	1	1x200 LB GP

(2) Method of Bombing: H2X with Visual Assist

(3) Method of Release: Salvo

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h. A/C Attacking - 13 B Group

Bombs Dropped

(1) Primary  
Returning

35  
6

196x1000 LB GP  
28x1000 LB GP  
1000 lb Bomb Containers

(2) Method of Bombing: Micro-H with Visual Assist

(3) Method of Release: Salvo

i. A/C Attacking - 13 C Group

Bombs Dropped

(1) Primary

35

196x1000 LB GP  
28x1000 LB GP  
1000 lb Bomb Containers  
1000 lb Bomb Containers  
28x1000 LB GP  
28x1000 LB GP  
28x1000 LB GP  
28x1000 LB GP  
28x1000 LB GP

To

3

Jettisoning

1

Returning

1

(2) Method of Bombing: Visual and WOX with Visual Assist

(3) Method of Release: Salvo

4. Communications:

a. VHF:

(1) Major Cooding led the 13 B Wing. Interference due to a poor discipline made contact within the Group and Wing difficult.

(2) Kodak Red weather was received satisfactorily by Wing Leader. A message by "Zulu Purple" to Arrowswift was picked up. Control Points were sent to Arrowswift.

(3) Fighters were contacted visually, and, as leader heard fighters calling, no contact was made.

(4) No distress traffic.

(1) Control Points:

	CP 1	CP 2	TGT	BASE
Timings	1114	1115	1117	1130
A.T.A.	1118	1157	1239	

(2) Strike Reports:

95 Group	S B 5	1239
100 Group	P A 5	1242
390 Group	P A 1	1249

(3) Strike Reports were sent satisfactorily. 100 and 390 Groups sent EFA message; 95 Group did not.

5. Mission Camera Reports:

a. The 95 Group installed 1 scope, 3 oblique, and 9 vertical cameras. 1 oblique and 2 of which took pictures.

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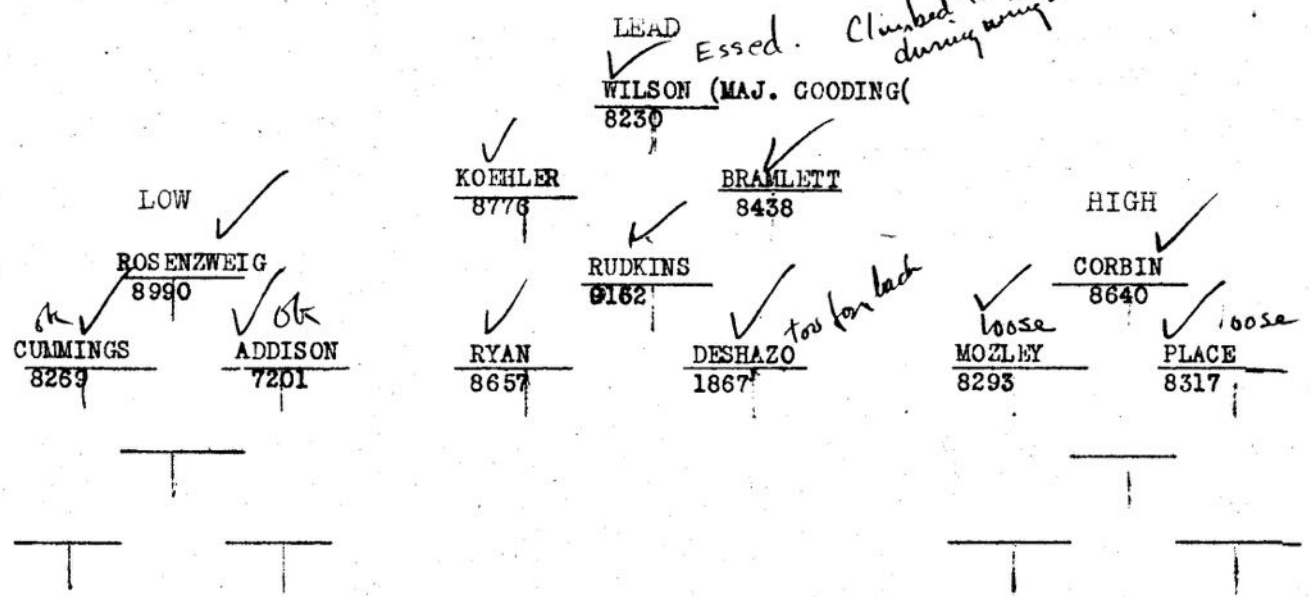
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NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

GROUP FORMATION FORM

DATE 24 Feb 45



Weather A/C:  
PHILLPOTT 8040  
(Col. Cumbaa)  
Taxi 0435  
T/O 0445

TRUCKS	<u>0230</u>
AWAKE	<u>0245</u>
EAT	<u>0315</u>
BRIEFING	<u>0400</u>
READINESS	<u>0530</u>
STATIONS	<u>0630</u>
TAXI	<u>0645</u>
TAKE-OFF	<u>0655</u>
RENDEZVOUS	<u>0850 at 19,000 over base</u>

EXTRA SHIPS

334	_____
355	_____
336	<u>8782 PFF</u>
412	<u>7992</u>



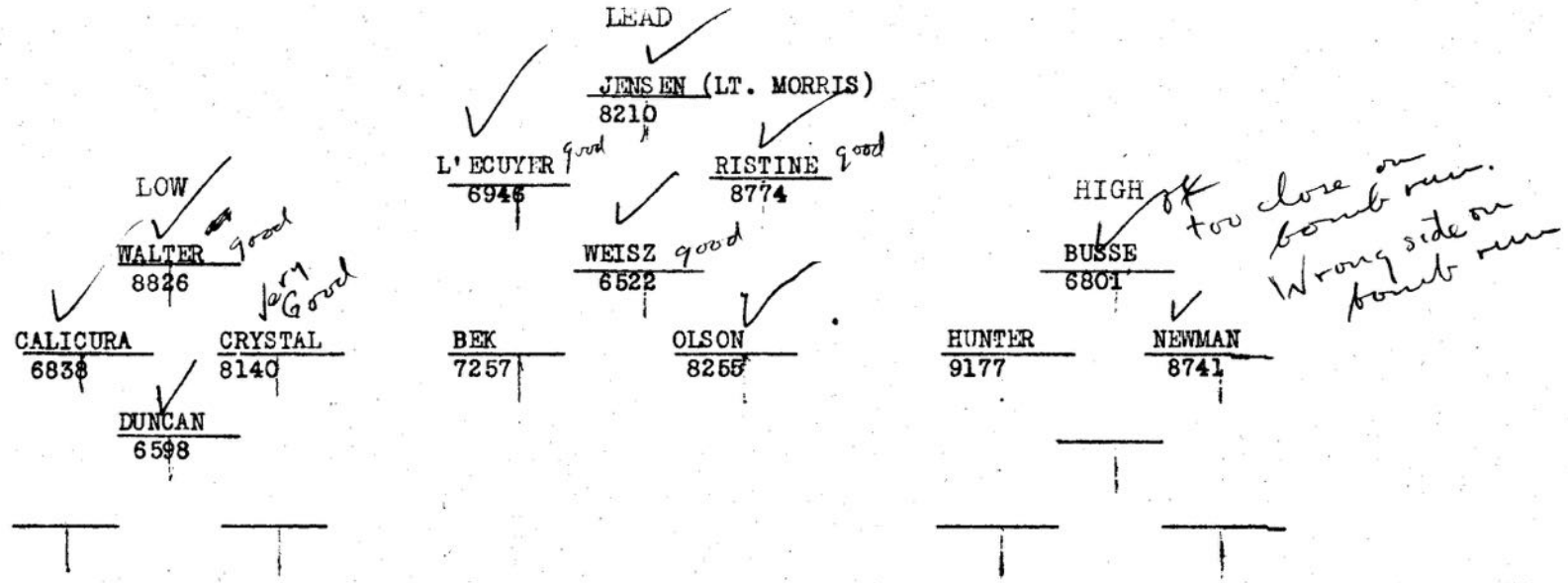
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By R.T. NARA Date 9-4-07

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

GROUP FORMATION FORM

DATE 24 Feb 45



BRIEFING \_\_\_\_\_  
 READINESS 0540  
 STATIONS 0640  
 TAXI 0655  
 TAKE-OFF 0705  
 RENDEZVOUS 0850 at 18,000 over Base

EXTRA SHIPS  
 334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 8782 PFF  
 412 7992

low Squadron  
Combat  
"C"

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Authority NND 745085  
By R.T. NARA Date 9-4-07

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

GROUP FORMATION FORM

DATE 24<sup>th</sup> of Feb.

LEAD

Jensen \* Lt Morris \*  
82 | 10 - (8709)

l'Ecuyer \* Ristine \*  
69 | 46 87 | 74

LOW

Walter \*  
88 | 26

Weisz  
65 | 22

HIGH

Busse  
68 | 01

Calicora Chrystal  
68 | 38 81 | 40

Bek  
72 | 57

Olson  
~~74 | 50~~  
82 | 55

Hunter Newman  
91 | 77 87 | 41

Duncan  
65 | 98

BRIEFING 0400  
READINESS 0540  
STATIONS 0640  
TAXI 0655  
TAKE-OFF 0705  
RENDEZVOUS 0850 Base  
19000

EXTRA SHIPS

334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 8144 PFF  
412 \_\_\_\_\_



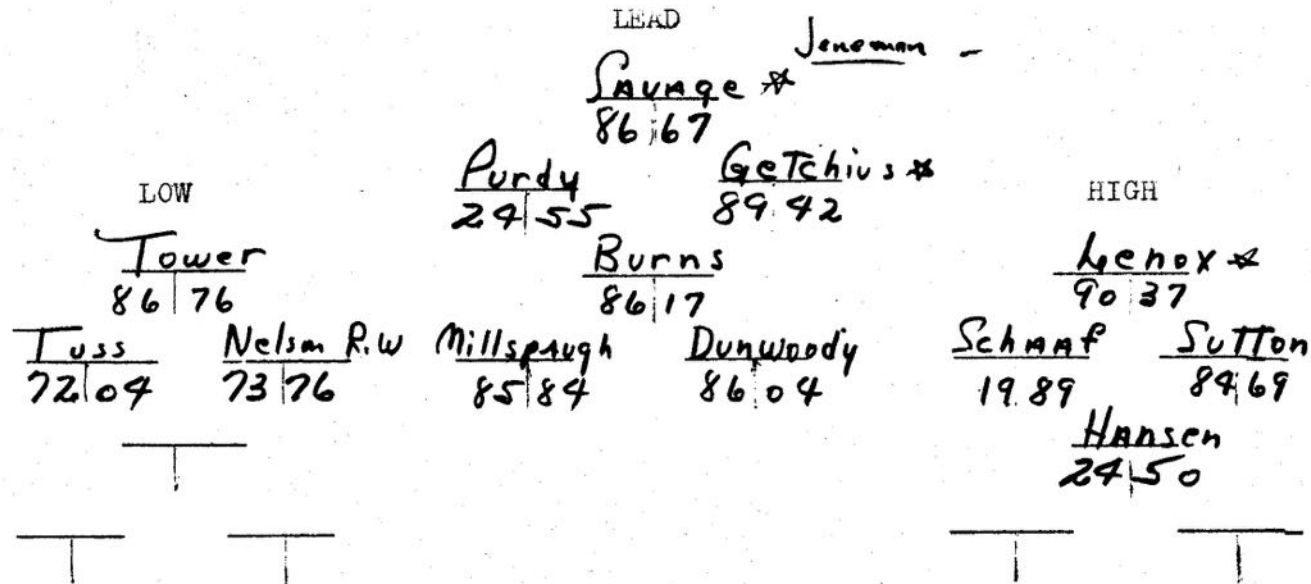
High Squadron  
Combat  
"B"

DECLASSIFIED  
Authority NND 745005  
By R.T. NARA Date 9-4-07

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

GROUP FORMATION FORM

DATE 29<sup>th</sup> Feb.



BRIEFING 0400  
READINESS 0520  
STATIONS 0620  
TAXI 0635  
TAKE-OFF 0645  
RENDEZVOUS Base  
21000

EXTRA SHIPS  
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 8144 PFF  
412 \_\_\_\_\_

Lead Squadron  
 Combat  
 "A"

Leaders TO O

DECLASSIFIED

Authority NND 745085  
 By R.T. NARA Date 9-4-07

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

GROUP FORMATION FORM

DATE 74<sup>th</sup> Feb.

LEAD

Wilson \* Gooding  
82:30

Koehler Bramlett \*  
87:76 84:38

Rudkins  
91:52

HIGH

Corbin \*  
86:40

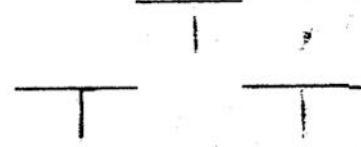
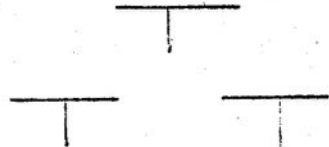
Ryan DeShazo  
86:57 18:67

Mozley Place  
82:83 83:17

LOW

Rosenzweig  
89:90

Cummings Addison  
82:69 72:01



Weather M/C = 8040.

Philpott - Col. Cumber

BRIEFING 0400  
 READINESS 0530  
 STATIONS 0630  
 TAXI 0645  
 TAKE-OFF 0655  
 RENDEZVOUS Base  
20000

EXTRA SHIPS

334  
335  
336 9144 PFF  
412 1790

STATION WEATHER OFFICE  
AAF STATION 119  
APO 559

T-C-1

25 February 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 24 February 1945.

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

1. Base at take-off: Time was 0737 hours. Trace of cirrus at 25,000 feet. Visibility was 1200 yards.
2. Route to target: Nil low cloud over England and the channel becoming 6-8/10 stratocumulus below 10,000 feet over the continent. 1-3/10 thin cirrus above 25,000 feet over the continent. Visibility aloft was unrestricted.
3. Target area: Bremen, Germany. Time was 1238 hours. 5-7/10 thin stratocumulus below 10,000 feet. 1-3/10 cirrus above 25,000 feet.
4. Return route: Reverse of route out with low becoming 2-4/10 stratocumulus over the channel and England below 5000 feet. High clouds becoming 8-10/10 over the channel and England and bases lowering to 22,000 feet. Nil middle cloud.
5. Base on return: Time was 1437 hours. 2-5/10 cumulus base 3000, tops 4-5000 feet. 8-10/10 cirrus at 22,000 feet. Visibility was 7 miles.
6. Remarks: Light non-persistent contrails at 25,000 feet over the continent.

*Ralph E. Lewis*  
RALPH E. LEWIS,  
1st Lt., Air Corps,  
Asst. Weather Officer.

DECLASSIFIED

Authority *NARA 9503*  
By *R.J. NARA* Date *9-4-07*

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

V-A-1

APO 559  
25 February 1945

SUBJECT: Engineering Report on Combat Mission of 24 February 1945.

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

1. The following information is submitted concerning combat mission  
of 24 February 1945.

a. Thirty-eight (38) B-17 aircraft took-off as scheduled.  
b. Thirty-eight (38) B-17 aircraft returned to base after  
completion of combat mission.

2. There were no abortive aircraft.

3. Battle damage is as follows:

A 44-8230 - Major battle damage	43-38942 - Skin damage
A 43-38776 - #4 main tank chg	C 44-8210 - Skin damage
A 43-39152 - Main spar rt wg	43-38255 - Skin damage
A 43-38657 - Left wg chg	C 44-6838 - Skin damage
A 43-38990 - #1 engine damaged	C 44-6598 - Skin damage
42-97376 - #2 main tank chg	44-8604 - Skin damage
C 43-38140 - Right wg chg	C 43-38774 - Skin damage
44-8469 - Skin damage	44-8469 - Skin damage
A 43-31867 - Skin damage	C 44-6946 - Skin damage
A 44-8640 - Skin damage	C 44-6522 - Skin damage
A 43-38317 - Skin damage	C 44-6801 - Skin damage
A 43-38283 - Skin damage	C 42-97257 - Skin damage
A 42-107201 - Skin damage	C 43-39177 - Skin damage
A 44-8269 - Skin damage	



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

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Authority NND 75003  
By R.J. NARA Date 9-4-07

ops

CG 13TH COMBAT WING

XXXX

HQ. 95TH BOMB GP (H)

XXXX

24-2-45 17:55 8-2

DECLASSIFIED  
Authority NND 97503  
By R.J. NARA Date 9-4-07

ional narrative 95th Bomb Gp. Bremen, Germany 24 February 1945

aflets; None

mbing Results: 95A Secondary - Bremen - HXX with visual assist - cloud covered on hot prints - target registered in scope at 43 miles estimates results good.

95B - Secondary - Bremen - HXX with visual assist - no photos in hot prints - target registered in scope at 45 miles - M.O. estimates results good.

95C - Secondary - Bremen HXX with visual assist - no photos available - target registered in scope 45 miles - M. O. estimates good results.

3. E/A: None

4. Flak: See Flak Report

5. Weather: 8/10th clouds in target area.

6. Observations: 1122 5222N-0821E Large oil slick. Looked like a bomb had ht. Boats going toward it. Gyser of water then oil.

Quackenbruck

1225 No A/C on A/D

1205 Vechta 5243N-0816E 103/E planes dispersed.

1236 5304N-0846E A/U appeared servicable but inactive

Bremen

1239 Ineffective smoke screen

1305 5227-0756E A.D, main runway gutted

1322 5244N-0702E Small army camp

1333 5239N-0644 Large M/Y 5 tracks

1411 5241-0303 Saw B-17 ditched 3 dinghies 2 P-51's circling. Our lead called report in. Boat ver close to it. Two smoke bombs and yellow dye in water. Phoned as hot news.

7. Other Information: Fighter support was generally good. 95A,B,C did not attack primary due to interfering clouds, however there were visual assists to the HXX runs.

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

24 February 1945

SUBJECT: S-2 Report of mission to Bremen, Germany on above date.

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

1. The Mission - the 95th Group flew as the 13A Combat Group to attack Railroad Bridges at Bremen. Because of cloud conditions over target the secondary target was attacked on H2X with a visual assist by all three Squadrons in the order 95A,B,C. All A/C bombed.

95A - Eleven A/C plus the PFF took off and formed the lead squadron. All A/C bombed the secondary target at Bremen.

95B - Twelve A/C plus the PFF took off and formed the high squadron. All A/C bombed the Secondary target at Bremen. One bomb in lead A/C 8667 hung up over secondary target and was dropped on Quackenbruck (5240-0757) at 1311 hours and was seen to hit in railway yards.

95C - Twelve A/C plus the PFF took off and formed the low squadron. All A/C bombed the secondary target at Bremen.

2. Reference is made to the Operational Narrative teletype of the Intelligence Section for further information.

For the Intelligence Officer:

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

DECLASSIFIED

Authority NARA 95003  
By J. NARA Date 9-4-07

FEB 24 1945 21 32

USLIST SB-SC - OIWOD V OITHE NR 23 -RR-

FROM OITHE 24/2030A FEB 45

USLIST SB-SC  
OIWOD

FIDENTIAL 3 A.D. F-498-D

3RD AIR DIVISION

-2 OPERATIONAL STATISTICAL REPORT - 24 FEBRUARY 1945

DECLASSIFIED  
Authority NND 94500  
By R.J. NARA Date 9-4-07

	4	13	45	93	DIVISION TOTALS
SORTIES	157	113	75	114	459
NON-EFFECTIVE SORTIES	(14)	(5)	(3)	(7)	(29)
MECH.	5	1	1	2	9
OTHER		1			1
SPARES	9	3	2	5	19
A/C LOST	(1)	(0)	(0)	(1)	(2)
REASONS UNKNOWN	1			1	2
TARGETS ATTACKED	(143)	(108)	(72)	(107)	(430)
WESEL RR BRIDGE		35		35	70
BREMEN RR BRIDGE (WEST)		73		61	134
BREMEN DESCHIMAG SHIPYARD	140		60		200
MINDEN			12		12
T.O.'S	3			11	14
BATTLE DAMAGE	(70)	(57)	(15)	(43)	(185)
MINOR	60	48	14	29	151
MAJOR	10	9		14	33
SAL.			1"		1
CLAIMS	0	0	0	0	0

\* 1 A/C 388 GP. CRASHED AFTER TAKE-OFF - CREW SAFE.

----- P A R T R I D G E -----

TOD 24/2130A AF AR  
AS FOR RXW 2 SIGS

3AD  
A-2

1711

USLIST SB-SC - OISAS - OIWOD V OITHE NR 28 -PP-  
OISAS T - ALL SUB UNITS

FROM OITHE 24/2252A FEB 45  
TO USLIST SB-SC  
OISAS - ALL UNITS  
OIWOD

CONFIDENTIAL 3 A.D. F-503-D ATTN: A-2, S-2

3RD AIR DIVISION

BRIEFING NOTES ON MISSION OF 24 FEBRUARY 1945

1ST DIVISION

374 A/C WERE DISPATCHED, OF WHICH 70 A/C ATTACKED THE HAMBURG-HARBURG OIL REFINERY, USING H2X TECHNIQUE WITH UNOBSERVED RESULTS. 278 A/C ATTACKED THE HAMBURG-ALBRECHD OIL REFINERY USING H2X TECHNIQUE WITH UNOBSERVED RESULTS AND 6 A/C ATTACKED T.O.'S WITH UNOBSERVED RESULTS. WEATHER WAS 10/10 OVER TARGET, FLAK WAS MEAGRE, MODERATE AND INACCURATE. (BATTLE DAMAGE - 24 MINOR - 2 MAJOR). NO E/A. NO CLAIMS. 1 A/C WAS LOST TO REASONS UNKNOWN.

2ND DIVISION

280 A/C WERE DISPATCHED, OF WHICH 104 A/C ATTACKED MISBERG, 76 A/C ATTACKED BIELFELD M/Y, 61 A/C ATTACKED LEHRTE M/Y, 11 A/C ATTACKED HANNOVER AND 7 A/C ATTACKED T.O.'S. ALL BOMBING WAS DONE USING H2X TECHNIQUE WITH UNOBSERVED RESULTS. WEATHER WAS 7/10 TO 10/10 UNDERCAST AT ALL TARGETS AND 4/10 TO 10/10 OVER ROUTE. FLAK WAS MEAGRE TO MODERATE AND VERY INACCURATE. (BATTLE DAMAGE - 16 MINOR). NO E/A. NO CLAIMS. 1 A/C WAS LOST TO REASONS UNKNOWN.

3RD DIVISION

459 A/C WERE DISPATCHED, OF WHICH 70 A/C ATTACKED WESEL RR BRIDGE USING MICRO-H TECHNIQUE AND VISUAL WITH GOOD RESULTS, 134 A/C ATTACKED BREMEN RR BRIDGE USING H2X AND VISUAL ASSIST WITH UNOBSERVED RESULTS, 200 A/C ATTACKED BREMEN DESCHIMAG SHIPYARD USING H2X AND VISUAL WITH UNOBSERVED RESULTS, 12 A/C ATTACKED MINDEN USING H2X WITH HITS REPORTED SIGHTED IN CITY. WEATHER WAS CLEAR OVER NORTH SEA WITH 8/10 TO 10/10 OVER BREMEN AND 5/10 OVER WESEL. FLAK WAS MODERATE TO INTENSE ACCURATE OVER BREMEN AND MEAGRE ACCURATE OVER WESEL. (BATTLE DAMAGE - 151 MINOR, 33 MAJOR, AND 1 SALVAGE). NO E/A WERE ENCOUNTERED. NO CLAIMS. 2 A/C WERE LOST TO REASONS UNKNOWN.

FIGHTERS

501 FIGHTERS WERE DISPATCHED AS ESCORT FOR THE BOMBERS. THE MISSION WAS VERY UNEVENTFUL WITH NO E/A ENCOUNTERED. TWO AIRFIELDS WERE STRAFFED WITH CLAIMS OF 1-0-3 ON THE GROUND WHICH INCLUDES 1 B-17 PARKED ON OLDENBURG A/F, A JU-88 AND 2 OTHER E/A ON ZWISCHENAHN A/F. 10 FIGHTERS WERE LOST AND 1 A/C IS NYR, BELIEFED SAFE. PRELIMINARY CLAIMS SHOW 20-0-12 LOCOMOTIVES. 46 A/C WERE DISPATCHED ON FREE LANCE. NO CLAIMS OR LOSSES.

----- P A R T R I D G E -----

DECLASSIFIED

Authority NND 97500  
By R.T. NARA Date 9-4-07

2716



TO : THE  
HRM  
TAS  
FRA.

CONFIDENTIAL 13 C.B.W. F-220-D.

13TH CBW OPERATIONAL NARRATIVE INTELLIGENCE REPORT.

BREMEN-WESEL MISSION OF 24-2-45.

1. NONE - LEAFLET A/C RETURNED EARLY.
2. TWO GROUPS ATTACKED SECONDARY TARGET (RR BRIDGE - BREMEN) COMBINATION H2X - VISUAL WITH UNOBSERVED RESULTS FOR ONE GROUP AND POOR FOR THE OTHER. THREE SQUADRONS ATTACKED PRIMARY (WESEL-BRIDGE) MICRO-H WITH VISUAL ASSIST WITH GENERALLY VERY GOOD RESULTS.  
13A (95TH) GROUP ATTACKED SECONDARY BY SQUADRONS. PHOTOS CLOUD OBSCURED - RESULTS UNOBSERVED. RADAR NAVIGATORS PICKED UP TARGET AND ESTIMATE BOMBS IN TARGET AREA.  
13B (100TH) GROUP ATTACKED SECONDARY BY SQUADRONS. PHOTOS SHOW: A SQUADRON - PATTERN CENTERED 1500 YARDS SOUTHWEST MPI, RESULTS POOR; B SQUADRON - CENTER OF PATTERN 1000 YARDS WEST SOUTHWEST MPI, RESULTS FAIR; C SQUADRON - CENTER OF PATTERN 500 YARDS SOUTH SOUTHWEST MPI - RESULTS GOOD.  
13C (390TH) ATTACKED PRIMARY WESEL. C SQUADRON DROPPED OFF A SQUADRON; B SQUADRON DROPPED ON OWN RATE. PHOTOS SHOW: A AND C SQUADRONS PATTERN MAINLY LIES UNDER CLOUDS - PATTERN STARTS ON SOUTHWEST APPROACH TO BRIDGE AND EXTENDS 2/3RDS THE LENGTH OF BRIDGE-TWO NEAR MISSES AND TWO DIRECT HITS IDENTIFIED TO BE ON BRIDGE; B SQUADRON: PATTERN, LARGELY OBSCURED BY CLOUDS AND SMOKE, STARTS SOUTHWEST OF BRIDGE AND EXTENDS ACROSS BRIDGE WITH A FEW LATE BURSTS 1000 FEET NORTHWEST OF NORTH END OF BRIDGE. RESULTS GENERALLY VERY GOOD.
3. NONE.
4. BREMEN: 13 A GROUP INTENSE ACCURATE TRACKING AND BARRAGE; 13B GROUP MEAGRE TO MODERATE INACCURATE BARRAGE AND TRACKING.  
WESEL : MEAGRE ACCURATE TRACKING.
5. BREMEN: 8/10THS UNDERCAST.  
WESEL: 5/10THS UNDERCAST TOPS 10,000 TO 12,000 FEET. VISIBILITY ALOFT UNLIMITED. DOWNWARD VISIBILITY 15 TO 20 MILES.
6. AIRFIELDS: 1205 HRS VECHTA, 5243N-0816E 10 S/E E/A DISPERSED;  
----- 1225 HRS QUACKENBRUCK 5242N-0757E NO E/A; 5227N-0756E  
BOMB CRATERS IN MAIN RUNWAY; 5250N-0825E A/F WITH THREE RUNWAYS.  
MARSHALLING YARDS: 1314 HRS, ALMELO 5221N-0639E ACTIVE; 5222N-0819E  
----- 50 - 100 WAGONS; 5241N-0756E FULL OF WAGONS.  
SMOKE SCREEN : BREMEN INEFFECTIVE, 1239 HRS.  
-----  
SHIPPING : 1140 HRS, 5258N-0439E ONE LARGE VESSEL LEADING 70 DEG TRUE; 1324 HRS MANY VESSELS 5300N-0500E; 1403 HRS, 5228N-0405E POSSIBLE SUB SUBMERGING. HEADING 50 DEG.  
MISCELLANEOUS : IWRK 5244N-0702E SMALL ARMY CAMP; 5241N-0756E OIL STORAGE AREA.
7. FIGHTER SUPPORT GOOD TO VERY GOOD.

~~BREMEN NOT ATTACKED VISUALLY BECAUSE OF CLOUDS.~~

DECLASSIFIED

Authority NARA Date 9-4-07

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