

HEADQUARTERS
NINETY-SIXTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of Combat Intelligence
APO 559

D-3-2

7 February 1945.

SUBJECT: Report on Greiz/Saalfeld Mission, 6 February 1945.

TO : Commanding Officer, 96th Bombardment Group (H), AAF, APO 559.

1. The 96th Group dispatched thirty-eight (38) a/c including three (3) PFF a/c, to form the 96th "A", "B" and "C" Squadrons, which were lead, high and low respectively, of the 45th II Combat Group, attacking two TO's by PFF technique. The 96th "A" attacked the communications and industrial center of Greiz (5040N-1212E) with 96th "B" dropping on the "A" Squadron. 96th "C" attacked the communications and industrial center of Saalfeld.

2. The 96th "A" Squadron dispatched twelve (12) a/c, including one (1) PFF a/c, #32 (Capt SMITH, 337th) with Major WALTERS as Squadron Commander. Eleven (11) a/c attacked Greiz at 1110 hours from 24,000 feet dropping 110 x 500 GP bombs. A/C #153 (Lt DAVIS, 337th) aborted 3 miles NE of base because of mechanical failure and returned its bombs to base.

The 96th "B" Squadron dispatched thirteen (13) a/c, including one (1) PFF a/c, #929 (Lt BUCKLEY, 337th) with Captain LLOYD as Squadron Commander. Eleven (11) a/c attacked Greiz at 1114 hours from 26,400 feet, dropping 110 x 500 GP bombs. A/C #773 (Lt JONES, 337th) aborted at 5217N-0638E due to oxygen failure and returned its bombs. A/C #929 (Lt BUCKLEY, 337th) could not join our formation, but joined the 447th Group and bombed the town of Chemnitz, the assigned last resort target.

The 96th "C" Squadron dispatched thirteen (13) a/c, including one (1) PFF a/c, #171 (Capt. PERLIS, 413th). Twelve (12) a/c attacked Saalfeld at 1128 hours from 22,500 feet dropping 120 x 500 GP bombs. A/C #687 (Lt MCCOY, 338th) could not catch our formation but tacked on to the 335th Group which bombed Chemnitz.

3. The briefed course was flown with minor deviations to 5210N-0933E. The formation then flew from 5 to 10 miles to the south and west of course to Gera (5053N-1205E) which was used as the IP to bomb TO at Greiz (5038N-1208E). On the route back the original briefed course for withdrawal was deviated from 5 to 20 miles to the north and east, until (5025N-0825E) at which point the original briefed course was rejoined and followed back to base. A change in course transmitted by WT providing for a southern withdrawal was not adopted.

4. Bombing was done by PFF technique with unobserved results. The Mickey Operator of each squadron believe the bombs to have hit in center of each town attacked.

Cont'd. Report on Greiz/Saalfeld Mission, 6 Feb 45.

5. No a/a were encountered.
6. Flak was encountered as follows:
53348-04375) entering enemy coast: meagre, inaccurate and tracking.
7. No observations were reported.
8. Fighter support was very good. One a/c received minor battle damage. All a/c except a/c 4581 (Lt. HAYGERMAN, 413th) returned safely to base. No information is available at present on Lt. HAYGERMAN and crew.

FREDERICK S. DANZIGER,
Captain, Air Corps,
Group 12.

HEADQUARTERS
NINETY-SIXTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of Combat Intelligence
A. P. O. 559

D-H-1

10 February 1945.

SUBJECT: Report on Jena - Gottingen Mission, 9 February 1945.

TO : Commanding Officer, 96th Bombardment Group (H) AAF, APO 559.

1. The 96th Group dispatched twenty-eight (28) a/c, including a six (6) a/c chaff element, with four (4) PFF a/c attached, and forming the 96th "A" and "B" Squadrons, to fly lead and high in the 45th "A" Combat Group, leading the 3d Air Division. Because 9/10 cloud cover over the visual primary target, Bohlen, was reported by weather a/c, it was decided to bomb the secondary, Weimar; instead, Jena, a target of opportunity, was attacked. On the bomb run, the 452nd "A" Squadron, which was flying low in the 45th "A" Combat Group, was directly under 96th "B" Squadron, forcing the "B" Squadron to hold its bombs. The 96th "A" Squadron dropped its bombs with unobserved results, and the 96th "B" Squadron went on to bomb an ordnance depot, RR bridge and M/Y complex at Gottingen with good results.

2. The 96th "A" Squadron dispatched thirteen (13) a/c, including one (1) PFF a/c, Capt HARVEY, 339th) with Lt Col. WITZ as group leader, #929 (Lt MEEK, 413th) flying as deputy lead. Eleven (11) a/c attacked at 1210 hours, dropping 110 x 500 GPs from 26,000 feet. A/c 420 (Lt MEREDITH, 338th) aborted at the English coast, and a/c 618 (Lt JACKSON, 338th) aborted at 5138N-0240E, in both cases, due to mechanical failure; both a/c returned their bombs to base.

No a/c suffered battle damage.

3. The 96th "B" Squadron dispatched fifteen (15) a/c, including two (2) PFF a/c, #583 (Capt PERLIS, 413th) with Capt LEININGER as squadron leader, and #370 (Lt MOORE, 338th) leading the six a/c chaff element. Nine (9) a/c attacked at 1243½ hours, dropping 90 x 500 GPs from 26,500 feet. There were six chaff a/c which dropped from 27,000 feet to 25,500 feet, after pulling out of 96th "B" at 5026N-1122E at 1212 hours. The chaff section flew over Weimar one to two miles ahead, and about five miles to the left, of 96th "A" Squadron. Chaff was dropped for 15 minutes. Tail gunners could see moderate flak, apparently aimed at the chaff. Four of the six chaff ships suffered minor battle damage.

4. After crossing the Belgian coast, the weather built up to 10/10 cloud cover until Fulda was passed, where large breaks and about 5/10 cloud cover prevailed. The primary target was reported covered over, hence, the decision was made to bomb the secondary target; through an error, a target of opportunity was chosen which had 6/10 to 8/10 cloud cover, consisting of large, billowy clouds. On return, deviations from briefed route were made to avoid large clouds.

5. No e/a were encountered.

Report on Jena - Gottingen Mission, 9 February 1945, (cont'd).

6. Flak was observed as follows:
Weimar:-meagre, inaccurate and barrage.
5109N-0950E, 5020N-0640E and Wiesbaden:-meagre, inaccurate and
barrage.
Frankfurt:- meagre, inaccurate and barrage flak was seen directed at other groups.
7. The following observations were reported:
At Strauszfurt M/Y (5110N-1100E) 4 locomotives and a train were
observed at 1230 hours, approaching from the northwest.
20 barges were seen in Rheine at 5004N-0740E at 1335 hours.
8. Fighter support was very good.
9. All a/c dispatched returned safely to home base.

FREDERICK S. DANZIGER,
Captain, Air Corps,
Group S-2.

HEADQUARTERS
NINETY-SIXTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of Combat Intelligence
A. P. O. 559

D-H-1

15 February 1945.

SUBJECT: Report on Chemnitz Mission, 14 February 1945.

TO : Commanding Officer, 96th Bombardment Group (H) AAF, APO 559.

1. The 96th Group dispatched three squadrons (A, B and C) which flew lead, high and low, respectively, in the 45th B Combat Group, to attack the communications center of Chemnitz by the use of H2X.

2. The 96th "A" Squadron dispatched eleven (11) a/c, including one (1) PFF a/c, #442 (Capt JENNINGS, 338th) with Capt MAIONEY as group leader. Eleven (11) a/c attacked at 1246 hours from 25,000 feet, dropping 44 x 500 M17s, 66 x 500 GPs and 2 x Sky Markers. Three a/c received minor battle damage. A/C 828 (Lt HALL, 413th) did not take-off because of engine failure on take-off.

The 96th "B" Squadron dispatched thirteen (13) a/c, including one (1) PFF a/c, #015 (Lt SKELTON, 339th) with Lt BOWLEY as squadron leader. Thirteen (13) a/c attacked at 1247 hours from 25,500 feet, dropping 52 x 500 M17s, 78 x 500 GPs and 2 x Sky Markers. Three a/c received minor battle damage.

The 96th "C" Squadron dispatched thirteen (13) a/c, including one (1) PFF a/c, #583 (Capt HEATH, 338th), dropping 52 x 500 M17s, 78 x 500 GPs and 2 x Sky Markers at 1243 hours from 25,000 feet. One a/c received major battle damage.

3. Briefed route was flown with minor deviations, except at point near 0600E where withdrawal to avoid heavy flak from Limburg where formation circled 15 miles north of briefed course and then rejoined bomber stream. The weather was CAVU to 0600E, then 7/10 clouds to the target, where 10/10 undercast prevailed and on back to 0620E, where clouds broke and weather was clear to base.

4. No strike photos are available because of clouds, but the Mickey Operator of the lead squadron believes that the target area was hit by the lead and high squadrons. The low squadron dropped its bombs 15 miles SW of the target on the smoke bombs of two u/i squadrons, near Schneeberg (5036N-1234E, Mickey Fix).

5. At 1134 hours from 20,000 feet, an Me 163 was seen 18 miles east of Zwolle, coming straight up from below, just behind the formation; it went about 7,000 feet above and disappeared when a/c turned off power. It did not attack.

At 1312 hours another Me 163 was seen heading west near Plauen (5022N-1225E) behind the formation and 1,000 feet above. When it was about a mile away, it was seen to be pursued by eight P-51s, but it cut off its jet and disappeared.

6. Flak was as follows:

Kassel, Limburg, Frankfurt, Hoxter (5145N-0925E), Idstein (5014N-0815E) and Usingen (5020N-0832E): meagre, accurate and tracking.

Battle line (5015N-0630E), Erfurt and at coast (5238N-0455E): meagre, inaccurate and tracking.

Karlsruhe: meagre, inaccurate and tracking; also two inaccurate rockets.

Koblenz and Wiesbaden: moderate, inaccurate and tracking.

Muhlhausen (5113N-1029E): moderate, inaccurate, tracking and barrage (to right of course).

Cont'd. Report on Chemnitz Mission, 14 February 1945.

7. The following observations were reported:

At 1415 hours from 22,000 feet, RR traffic was seen headed toward Frankfurt from Fulda.

About 40 barges in Rhine, south of Koblenz.

A factory SW of Limburg, consisting of two large, flak new buildings.

At 5110N-0410E very black smoke from Ostend came up to altitude.

At 1300 hours from 26,000 feet, 100 trucks were seen moving east at 5010N-1220E.

P-51s were seen strafing enemy lines, the M/Ys at Oelsnitz (5025N-1210E) and truck convoy at 5020N-0850E, with good results.

Heavy traffic in M/Y near Colburg, but yards were empty at Friedburg.

An ordnance depot was spotted at 5016N-0640E from 21,000 feet at 1430 hours.

Active M/Ys were noted at Giessen, Limburg, Sonneburg (5012N-1110E), Hof (5015N-1155E) and Reitsch (5017N-1117E).

At 1430 hours one u/i B-17 was seen to burst into flames and fall apart in the distance, near Frankfurt (5017N-0817E); two chutes were seen.

8. A/C 686 (Lt LASSAK, 338th), 96th "B" Squadron, landed safely on the continent to refuel before continuing to home base. All other a/c returned safely to home base.

2/Lt J. E. OAKES, navigator on a/c 978 (Lt RHEA, 413th) received a slight arm wound from flak.

9. Fighter support was very good.

FREDERICK S. DANZIGER,
Captain, Air Corps,
Group S-2.

D-H-1

HEADQUARTERS
NINETY-SIXTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of Combat Intelligence
A. P. O. 559

16 February 1945.

SUBJECT: Report on Cottbus Mission, 15 February 1945.

TO : Commanding Officer, 96th Bombardment Group (H) AAF, APO 559.

1. The 96th Group dispatched three squadrons (A, B and C) which flew lead, high and low, respectively, in the 45th C Combat Group, to attack the communications center at Cottbus by H2X with visual assists in squadron formation.

2. The 96th "A" Squadron dispatched twelve (12) a/c, including one (1) PFF a/c, #382 (Capt SMITH, 413th) with Major EPPERSON as group leader. Twelve (12) a/c attacked at 1202 hours from 23,000 feet, dropping 120 x 500 GPs and 2 x Sky Markers. Three a/c had major and two minor battle damage. A/C 420 (Lt ROBERTS, 338th) was hit by flak over the target. It was last seen near Liege, and it reported that it had two bad engines and was heading for Brussels. It is believed to be safe. A/C 687 (Lt TILMAN, 338th) was also hit by flak over the target, and ten minutes thereafter it reported two engines were out, turning east and heading for the Russian lines.

The 96th "B" Squadron dispatched thirteen (13) a/c, including one (1) PFF a/c, #589 (Lt WHITE, 337th) with Lt CULLEN as squadron leader. Thirteen (13) a/c attacked at 1204 hours from 23,800 feet, dropping 130 x 500 GPs and 2 x Sky Markers.

The 96th "C" Squadron dispatched thirteen (13) a/c, including one (1) PFF a/c, #929 (Lt F.M. JONES, 339th). All a/c dispatched attacked at 1206 hours from 22,500 feet, dropping 130 x 500 GPs and 2 x Sky Markers. Four a/c received minor battle damage.

3. Briefed course was flown with the exception of slight deviations on return over France to avoid crowding in bomber stream. The weather was clear to the middle of channel, becoming 8/10 to 10/10 on into the target and to the vicinity of Frankfurt, and from there back to base there were scattered patches of clouds of 3/10 to 4/10.

4. Strike photos of 96th "A" and "B" Squadrons show concentrations of bursts at choke point on the eastern end of the M/Ys, about $\frac{1}{2}$ mile south of the assigned MPI, which was the geographical center of the city of Cottbus.

Strike photos of 96th "C" Squadron were cloud obscured but their bombs-away photograph was approximately at the same point as those of 96th "A" and "B", which indicates a pattern in the same general vicinity.

5. At 1518 hours at 5114N-0331E an u/i twin-engine a/c was seen zig-zagging for 15 minutes, about 2 miles behind the formation; it finally headed back east toward Germany.

At 1015 hours from 20,000 feet a probable Me 163 was recognized by its jet, climbing at 60° to about 30,000 feet over Dummer Lake and then disappeared; it did not attack.

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Just before the target at 1159 hours eight FW 190s with yellow noses and black fuselages were seen at 3 o'clock level. One e/a started to attack but P-51s appeared and they all peeled off and dove into the clouds.

6. Flak was as follows:

Target: moderate, accurate and tracking; also 20 accurate rockets were seen.

Erfurt: meagre, inaccurate and tracking.

Battle line (5028N-0632E): meagre, inaccurate and tracking.

Bahland: intense, inaccurate and tracking; also 6 inaccurate rockets were seen.

Brux: moderate, inaccurate and tracking (off course to south).

Holzminden (5150N-0928E), Frankfurt, Dresden (to east of course): meagre, inaccurate and tracking.

7. The following observations were reported:

Koblenz appeared to have a smoke screen.

At 1430 hours the M/Y at Koblenz was filled with goods wagons.

65 barges in Rhine below Koblenz (5015N-0738E).

8. There were no casualties, and all a/c returned safely to home base, except the two a/c in 96th "A" which are presumed to have landed on the continent in friendly territory.

9. Fighter support was **very** good.

FREDERICK S. DANZIGER,
Captain, Air Corps,
Group 8-2.

HEADQUARTERS
NINETY-SIXTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of Combat Intelligence
A. P. O. 559

D-H-1

18 February 1945.

SUBJECT: Report on Hamm Mission, 16 February 1945.

TO : Commanding Officer, 96th Bombardment Group (H) AAF, APO 559.

1. The 96th Group dispatched three squadrons, "A", "B" and "C", which flew lead, high and low, respectively, in the 45th E Combat Group, to attack the M/Y at Hamm, Germany. Bombing was by "Cat and Mouse" technique with visual assists, in squadron formation.

2. The 96th "A" Squadron dispatched twelve (12) a/c, including one (1) PFF a/c, #382 (Capt JENNINGS, 338th) with Capt GERR as group leader. Ten (10) a/c attacked at 1322 hours from 22,800 feet, dropping 120 x 500 GPs and 2 x Sky Markers. A/C 775 (Lt SANDUSKY, 339th) lost an engine and could not keep up with the formation or maintain altitude, dropping its 12 x 500 GP bombs in a field near Oldensall, Holland (5218N-0656E) at 1315 hours from 18,000 feet. A/C 978 (Lt WILSON, 413th) turned back and jettisoned its bombs in the North Sea at 5220N-0220E because of mechanical failure.

The 96th "B" Squadron dispatched twelve (12) a/c, including one (1) PFF a/c, #171 (Lt BICKLEY, 413th) with Capt LLOYD as squadron leader. Eleven (11) a/c attacked at 1322 hours from 23,400 feet, dropping 132 x 500 GPs and 2 x Sky Markers. A/C 210 (Lt JAMES, 337th) turned back at 5244N-0438E and jettisoned its bombs in the North Sea at 5225N-0241E because of mechanical failure. In addition, a/c 607 of the 452nd Group attacked with this squadron.

The 96th "C" Squadron dispatched twelve (12) a/c, including one (1) PFF a/c, #929 (Lt DAY, 413th). Eleven (11) a/c attacked at 1322 hours from 22,500 feet, dropping 132 x 500 GPs and 2 x Sky Markers. A/C 513 (Lt HASKINS, 339th) turned back at 5245N-0522E and jettisoned its bombs in the Zuider Zee because of mechanical failure. In addition, a/c 143 of the 452nd Group attacked with this squadron.

3. The briefed route was flown with minor deviations. The weather was 10/10 undercast all the way to the enemy coast, with high cirrus clouds and persistent contrails at altitude over the North Sea. Large breaks appeared over the Zuider Zee and continued 5/10 to the target. It clouded up from the RP to the enemy coast and was 10/10 from there to the base.

4. Strike photos show good results for 96th "A" and "B" Squadrons. 96th "C" bombed an extension of the M/Y, 2 miles north of the assigned MPI en line to Hannover, with good results.

5. At 1252 hours an Me 262 passed over the formation at 5220N-0630E, heading north until lost to sight.

Cont'd. Report on Hamm Mission, 16 Feb 45.

6. Flak was as follows:

Target: moderate, accurate, tracking and barrage; also four accurate rockets (red bursts).

Munster and Osnabruck: moderate, inaccurate and tracking.

Bielefeld: meagre, inaccurate and tracking.

7. The following observations were reported:

75 to 100 barges and 1 freighter moored at Egnond (5239N-0438E) at 1356 hours from 10,000 feet.

Heavy, black smoke from bombing was noted at Osnabruck.

Three columns of smoke were seen several thousand feet above Dortmund area.

At 1315 hours from 18,000 feet, Rhine M/T was full with about 150 freight cars.

An ordnance depot was located SE of Assen, Holland (5254N-0636E).

11 small patrol boats seen heading north in the center of Zuider Zee.

At 5203N-0810E, at 1329 hours, one B-17 from the 452nd Group was seen from 23,400 feet to be making large circles, about 8 miles in diameter, and fast losing altitude; not visibly in trouble but 8 chutes came out and a/c was lost to sight in the rear.

8. There were no casualties or losses, all a/c returning safely to home base.

9. Fighter support was not encountered until after the target.

FREDERICK S. DANZIGER,
Captain, Air Corps,
Group S-2.

HEADQUARTERS
NINETY-SIXTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of Combat Intelligence
A. P. O. 559

D-6-1

18 February 1945.

SUBJECT: Report on Frankfurt Mission, 17 February 1945.

TO : Commanding Officer, 96th Bombardment Group (H) AAF, APO 559.

1. The 96th Group dispatched two squadrons, "A" and "B", which flew lead and high, respectively, in the 45th A Combat Group, to attack the M/Y at Frankfurt. Bombing was done in squadron formation, 96th "A" using H2X technique with visual assists and 96th "B" using H2X technique.

2. The 96th "A" Squadron dispatched thirteen (13) a/c, including two (2) PFF a/c, #704 (Capt HARVEY, 339th) with Col. NOLAN as group leader, and #583 (Lt MOORE, 338th) flying as deputy lead. Twelve (12) a/c attacked at 1223 hours from 22,000 feet, dropping 240 x 250 GP bombs and 2 x Sky Markers. A/c 703 (Lt DAVIS, 337th) aborted over the base due to mechanical failure, jettisoning its bombs in the North Sea, about 40 miles east of Southwold.

The 96th "B" Squadron dispatched twelve (12) a/c, including one (1) PFF a/c, #015 (Lt MILLIVAN, 338th) with Capt LEININGER as squadron leader. All a/c dispatched attacked Frankfurt (the squadron proper at 1159½ hours) from 25,600 feet dropping 240 x 250 GP bombs and 2 x Sky Markers. Of the twelve (12) a/c attacking Frankfurt, a/c 952 (Lt HAYGERSON, 413th), a/c 427 (Lt STILLWELL, 413th) and a/c 633 (Lt WILSON, 413th) bombed with the 390th Bomb Group, and a/c 8618 (Lt HAMLIN, 413th) and a/c 38618 (Lt LARSEN, 338th) bombed with the 486th Bomb Group.

3. The 96th "A" Squadron flew the briefed course to 0600E. The formation then diverged 20 miles to south of course before the IP. Briefed IP was made good and the briefed course, with minor deviations, was flown on return. The 96th "B" Squadron flew the briefed course to the IP. After bombs away, a left turn of about 95° was made. The formation then went about 20 miles to the north of Frankfurt, turning left and passing 4 miles south of Koblenz. Briefed course was then deviated from to the north-northeast for a distance of 2 to 10 miles until leaving the enemy coast.

The weather was 10/10 undercast with occasional breaks before the IP and after the target. From the IP to target, it was 5/10 to 7/10 undercast.

4. Strike photos for 96th "A" Squadron are cloud-obscured, but the Mickey Operator believes that the bombs fell in the center of Frankfurt. Strike photos of 96th "B" Squadron show results to be fair.

5. No e/a were encountered.

6. Flak was as follows:

Target: moderate, accurate and tracking. 15 to 20 ground rockets were observed from the target to HP.

Koblenz: meagre, inaccurate and barrage.