

94th BG

General narrative

SUBJECT: Report of operations officer, mission of 24 December 1944,
Babenhausen, Germany (94th "A" squadron)

TO: Commanding officer, headquarters, ninety-fourth bombardment
group (H) AAF, station 468

I. General Narrative:

1. The 94th "A" squadron, flying lead squadron in the fourth "B" group, took off at 0851-0923 hours. After individual climb our formation assembled while flying at 5,500 feet. Twelve (12) aircraft, two of which were PFF aircraft, comprised our formation at squadron and groups assembly.

2. Combat group assembly was completed while flying on briefed course from buncher #22 to buncher #12 from 1013 to 1042 hours at 5,500 feet. All aircraft of our squadron were present.

3. Air division assembly was completed while flying on briefed course from buncher #12 to Felixstowe from 1042 to 1100 hours, from 5,500 feet to 9,400 feet. All aircraft of our squadron were present. Twenty one groups comprised the third air division forces, and our fourth "B" group was flying in second position.

4. The English coast was departed at Felixstowe at 1100 hours while flying at 9,400 feet. All aircraft of our squadron were present. Weather over England was as briefed. Undercast was nil although there was scattered ground haze. Visibility was good at our altitude.

5. Landfall on the Belgium coast was made at Ostende at 1138 $\frac{1}{2}$ hours while flying at 15,800 feet. Weather from Belgium coast to the I.P. was as briefed. There was nil undercast. Briefed route was flown.

6. The I.P. was reached at 1406 hours and a right turn made in squadron formation. Uncovery was made in lead, high low order. Visual bombing was employed.

7. The primary target was attacked and bombs were away at 1416 $\frac{1}{2}$ hours while flying on a magnetic heading of 211 degrees at 22,200 feet. A left turn was made off the target. No evasive action was taken as there was no flak in the target area. Bombing results were believed to be good.

8. Briefed route back was flown, except for "S" ing in vicinity of the rally point so as to give defensive power to the fourth "A" group which became a two squadron formation as a result of enemy fighter attacks prior to reaching the I.P. The Belgium coast was recrossed at the same point of entry at 1613 hours while flying at 5,000 feet. The English coast was recrossed at Felixstowe at 1637 hours while flying at 4,500 feet. Base was reached at 1648 hours and landings completed from 1648 to 1714 hours.

9. Friendly fighter support was present during most of the mission but were absent for a 30 minute period from 1220 to 1250 hours. No enemy fighters attacked our squadron or group, however, tail, level and low mass attacks were made on the fourth "A" group which preceded us.

10. Recommendation:

If possible, plan approach to target so that runs are not made into the

sun, particularly when weather forecast predicts haze and fog in the target area.

II.	Aircraft not attacking		94 th "A" PFF (44-8134)
			(43-38626)
	Aircraft taking off	10	2
	Aircraft attacking target	10	2
	Aircraft credited with sorties	10	2

III. Aircraft Lost:

None.

SUBJECT: Report of operations officer, mission of 24 December 1944,
Babenhausen, Germany (94th "B" squadron)

TO: Commanding officer, headquarters, ninety-fourth bombardment
group (H) AAF, station 468

I. General narrative:

1. The 94th "B" squadron, flying high squadron is the fourth "B" group, took off at 0847-0928 hours. After individual climb our formation assembled while flying at 6,000 feet. Thirteen (13) aircraft, two of which were PFF, comprised our formation at squadron and group assembly.

2. Combat group assembly, air division assembly, departure of English coast, landfall on enemy coast and arrival at I.P. were all exactly as described by our group leader (94th "A" squadron). Our squadron leader was forced to return to base while flying at 50°25'N-05°30'E and the leader of the low section assumed the squadron lead at this point.

3. The primary target was attacked and bombs were away at 1416 hours while flying on a magnetic heading of 210 degrees at 22,300 feet. A left turn was made off the target and no evasive action taken enroute to the R.P. Bombing results were believed to be fair. Our squadron encountered no flak in the target area.

4. Route back, friendly fighter support and enemy opposition were all exactly as described by our group leader (94th "A" squadron). Base was reached at 1648 hours and landing completed from 1652 to 1815 hours.

II.	Aircraft not attacking:		94 th "B" PFF (44-8229)
			(42-97963)
	Aircraft taking off	11	2
	Aircraft attacking target	11	1
	Aircraft not attacking target	0	1
	Aircraft credited with sorties	11	2

Reason for not attacking:

A/C #44-8229 Pilot Long. This aircraft returned to base from 5025N-0530E because oil pressure gauge indicated gradual reducing pressure and subsequently indicated zero pressure, on #4 engine. This aircraft was attacked by enemy fighters after leaving the formation while flying on course out. Broken instrument oil line was replaced. Sortie.

Note: One aircraft listed above as attacking, attacked a target of opportunity,

with excellent results.

III. Aircraft Lost:

None.

SUBJECT: report of operations officer, mission of 24 December 1944,
Babenhausen, Germany (94th "C" squadron)

TO: commanding officer, headquarters, ninety-fourth bombardment
group (H) AAF, station 468

I. General narrative:

1. The 94th "C" squadron, flying low squadron in the fourth "B" group, took off at 0848-0930 hours. After individual climb our formation assembled while flying at 5,000 feet. Thirteen (13) aircraft comprised our formation at squadron and group assembly. One of these aircraft was a PFF aircraft.

2. Combat group assembly, air division assembly, departure of English coast and landfall on Belgium coast were all exactly as described by our group leader (94th "A" squadron).

3. The I.P. was reached at 1408 hours and a right turn was made in squadron formation. Uncovery was made in lead, high low order. Visual bombing technique was employed.

4. The primary target was attacked and bombs were away at 1417 $\frac{1}{2}$ hours while flying on a magnetic heading of 219 degrees at 21,000 feet. A left turn was made off the target and no evasive action taken enroute to the R.P. Bombing results were observed to be good.

5. Route back, friendly fighter support and enemy opposition were all exactly as described by our group leader (94th "A" squadron). Base was reached at 1649 hours and landings completed from 1650 to 1733 hours.

II.	Aircraft not attacking		94 th "C" PFF (44-8394)
	Aircraft taking off	12	1
	Aircraft attacking target	12	1
	Aircraft credited with sortie	12	1

III. Aircraft lost:

None.

SUBJECT: Report of operations officer, mission of 24 December 1944,
Babenhausen, Germany (94th "D" squadron)

TO: Commanding officer, headquarters, ninety-fourth bombardment
group (H) AAF, station 468

General narrative:

1. The 94th "D" squadron, flying lead squadron in the fourth "C" group, took off at 0845-0919 hours. After individual climb our formation assembled while flying at 7,000 feet. Twelve (12) aircraft, two of which were PFF, comprised our formation at squadron and group assembly.

2. Combat group assembly was completed while flying on briefed course from buncher #22 to Buncher #12 from 1021 to 1045 hours at 7,000 feet. Our high squadron was late in joining the group assembly, however, they effected assembly with the group while flying the wing assembly route. All aircraft of our squadron were present.

3. Air division assembly was completed while flying on briefed course from buncher #12 to Felixstowe from 1045 to 1104 hours from 7,000 to 8,000 feet. All aircraft of our squadron were present. Twenty one groups comprised the third air division forces and our fourth "C" group was flying in third position.

4. The English coast was departed at Felixstowe at 1104 hours while flying at 8,000 feet. All aircraft of our squadron were present. Weather over England was as briefed. There was nil undercast although patchy ground haze was encountered. Visibility was unlimited at our altitude.

5. Landfall on the Belgium coast was made at Ostende at 1145 hours while flying at 15,000 feet. Weather from the Belgium coast to the I.P. was as briefed. There was nil undercast. Briefed route was flown.

6. The I.P. was reached at 1410 hours and a right turn made in squadron formation. Uncovery was made in lead, high low order. Visual bombing technique was employed. The fourth "D" group cut the I.P. short and caused a near collision with our high squadron.

7. The primary target was attacked and bombs were away at 1420 ½ hours while flying on a magnetic heading of 207 degrees at 22,000 feet. A left turn was made off the target and no evasive action was taken enroute to the R.P. The high squadron of our group did not bomb the primary and continued on to the secondary. Our lead squadron "S" ed in the target area so as to allow the high squadron to effect group assembly and continue on course out.

8. Briefed route back was flown and the Belgium coast was recrossed at our same point of entry at 1614 hours while flying at 5,000 feet. The English coast was recrossed at Felixstowe at 1639 hours while flying at 3,500 feet. Base was reached at 1632 hours and landings completed from 1649 to 1708 hours.

9. Friendly fighter support was present as briefed. They gave good support. No enemy fighters made attacks on our group although enemy aircraft were observed just prior to reaching the I.P. and in the target area.

II. Aircraft not attacking:	94 ^u "D" PFF (44-8239)
	(44-8042)
Aircraft taking off	10 2
Aircraft attacking target	8 2*
Aircraft not attacking target	2 0
Aircraft credited with sorties	9 2

Reasons for not attacking:

A/C #43-38099 Pilot Voss. This aircraft was hit by flak while flying at 50°13'N - 06°15'E. Immediately thereafter, #1 and #2 engines began to operate poorly. Oil pressure on #1 engine went to zero immediately, #2 engine fuel pressure went all the way up. Ground check revealed #1 engine and fuel lines damaged. #2 engine ground checked Ok and flight check was impossible due to poor flying weather. Sortie.

A/C #42-37960 Pilot Vaughn. This aircraft developed oil leak while flying on course about half way across the channel. Subsequently all oil

in #1 engine was lost and engine was feathered and aircraft returned to base. Ground check revealed auxiliary oil line fitting which connects the oil line to the nose section of the engine and the prop governor pressure switch had been hit by an empty cartridge case. Damaged parts replaced. No sortie.

NOTE: One aircraft listed above as attacking, attacked a target of opportunity.

III. Aircraft lost:

None.