

*wyd*

HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 3 February 1945  
13 CBW FO 34  
13 CBW OPS 269  
3 AD FO 573

SUBJECT: Tactical Report (BERLIN, GERMANY)

TO : CO, 95BG, APO 559

1. Information Concerning the Target:

a. The primary target (visual) for today was BERLIN, GERMANY. The purpose of this attack was to disorganize all communication and transportation within the city.

b. The secondary target for today was the same as the primary. H2X technique was to be used in the event of the primary being undercast.

2. Narrative of the Attack:

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

(1) Navigation:

(a) Assembly:

The three Squadrons from the 100 Group made a normal take off and climbed to assembly altitude. The Group was assembled over Buncher 28 in good order and without much difficulty. The Wing assembly was made about a minute early. The Division assembly was completed at 0920 at Southwold. The assembly went off very well.

(b) Route:

The briefed course was followed to CP 3 from which point the Group drifted slightly north of course enroute to the Pre-IP. The Pre-IP was made good and at which point the Squadrons began to space themselves for the turn at the IP. The High Squadron temporarily lost contact of the lead but soon was in position after the turn off the IP. The Group leader sustained a flak burst which caused the #3 engine to catch fire prior to the BRL, however, the Group leader proceeded on to bomb and released his bombs. Shortly after bombs away the Group leader left formation in a burning condition, the deputy taking over the lead of the Group while the B Group leader prepared to take over the lead of the Wing. In this maneuvering and along with evasive action the A Group overshot the RP considerably so that when he made his turn to the northwest the Group was about 20 miles off course behind the B Group. In correcting back to the briefed course the A Group again got ahead of the B Group and led the Wing back to base. The briefed course was assumed at Perlberg and followed to the Holland Coast. The radar navigator assisted all along with check points especially in the flak corridor at Cuxhaven. In order to conserve fuel the Group cut corners and stayed about 15 miles south of course to the English Coast. The Group leader is MIA so exact data from leader cannot be obtained.

(c) Weather:

Over England CAVU conditions were prevalent. At approximately 0600E 10/10 undercast reported to IP. 3/10 to 5/10 low cumulus tops 6-8000. At IP and target area there was a large hole over target with a slight ground haze. Light non-persistent contrails encountered at 24000 feet enroute.

(d) Navigational Difficulties: None

(e) Remarks:

The navigation is considered excellent despite the difficulties encountered after bombs away.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 100A is MIA and 100B and 100C had strong medium returns. H2X was employed for navigational purposes only.

(2) Bombing:

(a) 100A, B, C Squadrons:

<u>1.</u>	Air Leader Maj. Rosenthal	Nav	Lt. Chappel
	Pilot Capt. Ernst	Asst Nav	Lt. Gillison
	Co-Pilot	M/O	Lt. Strepp
		Bomb	Capt. Lockhart

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	37	367x500 LB GP
	Jettisoning	3	7x500 LB GP
	Returning	None	

b. Bombing Altitude: 26000'c. Time of Release: 11243. Run In from IP to Target:

A good turn was made at the IP and the bombardier picked up the target area and proceeded to kill drift. The assigned MPI was covered over by smoke from previous Groups' bombs, so another AP was selected. Several minutes prior to the BRL, the lead A/C was hit and set afire by flak. The bombardier, however, completed his synchronization and released bombs. The lead A/C then aborted and was last seen spiraling down in flames.

The B and C Squadrons released on their own rate, since the Group formation was not very good. Bombs were released on a true heading of 071 degrees. Two degrees of right drift was experienced on the bomb run.

4. PI Report:

a. The bombs from this Group fell in three distinct Squadron patterns; that of 100A Squadron fell in a park and residential district just north of the Tempelhof Airdrome 2500 yards SE of the assigned MPI; that of the B Squadron fell in a built up area 500 yards south of the MPI and in the vicinity of a church; and that of the C Squadron fell in the built up area surrounding the canal junction 4000 yards east of the MPI.

b. Since there is no practical way to list bombing errors, percentages within 1000' & 2000' of the MPI and bombing results, for this type of mission they have been omitted from this report.

c. Bomb Pattern Measurements:

A Squadron	2400'L x 2400'W
B Squadron	2955'L x 1755'W
C Squadron	2445'L x 2660'W
100 Group	11355'L x 7710'W

5. Bombing Malfunctions:

A Squadron:

salvoed on target.

A/C 437: Intervalometer failed and 1 bomb

manually in North Sea.

A/C 613: Rack malfunction, 1 bomb jettisoned

B Squadron:

in North Sea.

A/C 812: Rack malfunction, 5 bombs jettisoned

C Squadron:

on target.

A/C 313: Intervalometer failed, 5 bombs salvoed

North Sea.

A/C 865: Shackle frozen, 1 bomb jettisoned in

electrically.

A/C 636, 313: Bomb bay doors would not close

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

(1) Navigation:

(a) Assembly:

No difficulty was experienced in Group or Wing assembly. Buncher 28 was left 1 minute early and the Group was in a good Division line as they left the coast at CP 1 at 0920 at 12000.

(b) Route:

CP 2, the Continental Coast, was reached 3 minutes early at 0955 at 18500. The route into the IP was flown essentially as briefed. The IP was cut short and an H2X run was started to the target. At the first check the bombardier picked up the target visually and bombs were away at 1125, altitude 26200. A right turn was made to follow the Division leader and the RP was not made good. The Group, following the Division leader, was 20-25 miles right of course to 5320-1300. The Group took over the Division lead to 5320-1300 when the 100 Group reassumed the lead. The course was paralleled 2-3 miles north to 1000 East. The remainder of the course was followed as briefed.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties: None.

(e) Remarks: Navigation was very good.

(f) PFF Narrative:

Three PFF aircraft were dispatched. All report strong returns and H2X was used for navigation only.

(2) Bombing:

(a) 390A, B, C Squadrons:

1. Air Leader	Maj. McHenry	Nav	Lt. Rosen
Pilot	Capt. Beazley	Asst Nav	Capt. Ball
Co-Pilot	Lt. McCauley	M/O	Lt. Casserly
		Bomb	Lt. Rodgers

2. A/C Attacking: Bombs Dropped
- |                   |    |                       |
|-------------------|----|-----------------------|
| <u>a.</u> Primary | 36 | 344x500 LB GP         |
| Jettisoning       | 2  | 10 Leaflet Containers |
|                   |    | 20x500 LB GP          |
- b. Bombing Altitude: 26000'
- c. Time of Release: 1125
3. Run In from IP to Target:

Attacking on a true heading of 52 degrees, the bombardier was unable to pick up the assigned MPI, because of smoke from the previous Groups' bombs. The bombardier selected an alternate AP, which had not been hit by previous bombing. No difficulty was experienced in synchronizing, and when bombs were released synchronization was good. C-1 Auto-Pilot was used on the bomb run. There was 8 degrees of right drift on the bomb run. B and C Squadrons released off the A Squadron's smoke bombs.

4. PI Report:

a. The bombs of 390 Group fell in smoke 3100 yards East of the assigned MPI, with exception of those of B Squadron and a few of A Squadron's. Those visible bursts are in a built up area just north of the Corlitzer Railway Station, a few of which are seen on the north bank of the river in the vicinity of the Schles Railway Station. There were 2-4 hits and near misses on the church near the Corlitzer Station.

b. Since there is no practical way to list Bombing Errors, Percentages of Bombs within 1000' and 2000' of the MPI, and Bombing Results, for this type of mission, they have been omitted from this report.

c. The Group bomb pattern and those of the A and C Squadrons are impossible to measure, that of the B Squadron is - 3090'L x 1545'W.

5. Bombing Malfunctions:

A Squadron:

A/C 315: Aborted, 10 bombs jettisoned at 5230N-1030E.

C Squadron:

A/C 390: Aborted, 10 bombs jettisoned at 5230N-0932E.

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

(1) Navigation:

(a) Assembly:

Squadron and Group assembly went off well except for slight interference with the 490 Group during the circling of Buncher 23. On the way to Buncher 28, first point of Wing assembly, the Groups tangled with a B-24 Group and had the better of the deal. This confusion made them 2 minutes late at Buncher 28. The route to Ipswich was cut short and Buncher 12, first point of Division assembly, was made on time. At CP 1 (Southwold) the Group was almost abreast of 13A and B, and were two minutes early.

## (b) Route:

The route to the IP was flown essentially as briefed with a slight favoring of course to the south due to right echeloning. Time controls to the target were consistently 1 minute early. The IP was made good and a bomb run made in Group formation. Results were partly obscured due to clouds and smoke.

After bombs away the Group proceeded to the RP although the 100 and 390 Groups were to the right. To maintain Wing integrity, course was corrected until the Group was in trail of the 390 Group, who were the Wing leaders momentarily. At Perlburg (5305-1150) the Group was back on briefed course. From this point to the coast out the Group stayed on course.

At CP 4 and for the remainder of the route the course flown was about 10 miles South of course. This was done to shorten the route as much as possible since several ships were very short of gas. The English Coast was crossed at a point 2 miles South of Lowestoft.

(c) Weather: Same as 13A Group.

(d) Difficulties:

Mix-up with the 490 Group and a 2nd Division Group caused the Group to be late at the 1st point of Wing assembly.

(e) Remarks: Navigation considered to be very good.

This Group credits the 100 Group for excellent navigation despite the difficulties that the 100 Group had.

(f) PFF Narrative:

Three PFF aircraft were dispatched. All gave strong returns. A tube blew in 95B after RP. H2X was used as a navigational aid.

## (2) Bombing:

(a) 95A, B, C Squadrons:

<u>1.</u>	Air Leader Maj. Frankoski	Nav	Lt. Doherty
	Pilot Capt. Hamilton	Asst Nav	Lt. Inman
	Co-Pilot	N/O	Lt. Burrow
		Bomb	Lt. Jones

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	37	358x500 LB GP
	Jettisoning	1	2x500 LB GP
	Returning	1	10x500 LB GP

b. Bombing Altitude: 25300'

c. Time of Release: 1126

3. Run In from IP to Target:

Attacking on a true heading of 60 degrees, the bombardier picked up the target area approximately 4 minutes from the BRL. The bombardier was unable to pick up the assigned MPI, because of smoke from the previous Groups' bombs. Using visual check points outside the target area, the cross hairs were placed on the approximate

position of the assigned MPI. When bombs were released synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run. Five degrees of right drift was experienced on the bomb run.

4. PI Report:

a. The bombs from the 95 Group fell in the vicinity of the ANHALTER Railway Station, with 4-6 hits among the loading platforms, 1-2 hits or near misses to the Main Building, 3-5 hits in the sorting sidings, 3-6 hits upon tracks just across the river to the South, and approximately 30-40 hits in the built up area adjacent to the station. SAV pictures of C Lead Squadron show bombs away at a point past those of the rest of the Groups which indicates with aid of the Bomb Trajectory Chart, part of its pattern to have overshot. SAV's of A Squadron show bombs of 1 A/C to have released early, which bombs fell in vicinity of tracks and buildings of the WILMERSDORF-FRIEDENAU RAILWAY STATION.

b. Since there is no practical way to list Bombing Errors, Percentages of Bombs within 1000' and 2000' of the MPI, and Bombing Results, for this type of mission, they have been omitted from this report.

c. Clouds and smoke from previous Groups prevent measurement of the pattern of this Group.

5. Bombing Malfunctions:

B Squadron:

A/C 801: Aborted, 10 bombs returned.

C Squadron:

A/C 990: Rack malfunction, 2 bombs released late, position unknown.

3. Planning and Execution of the Mission:

a. Group Order and Strength:

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

(4) 4 A, B, C, D, E Groups:	15 x 12 A/C Squadrons
(a) Comp Group	3 x 12 A/C Squadrons
(b) 94 Group	3 x 12 A/C Squadrons
(c) 487 Group	3 x 12 A/C Squadrons
(d) 447 Group	3 x 12 A/C Squadrons
(e) 385 Group	3 x 12 A/C Squadrons

b. A/C and C/C Available:

(1) 95 Group	REG 37 A/C	43 C/C
	PFF 8 A/C	5 C/C
	MH 6 A/C	5 C/C
(2) 100 Group	REG 42 A/C	52 C/C
	PFF 9 A/C	6 C/C
	MH 6 A/C	5 C/C
(3) 390 Group	REG 42 A/C	58 C/C
	PFF 7 A/C	7 C/C
	MH 6 A/C	6 C/C

c. A/C Scheduled to Take Off:

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

d. A/C Airborne:

(1) 100 Group	38 A/C Airborne
(2) 390 Group	38 A/C Airborne
(3) 95 Group	38 A/C Airborne

e. A/C Abortive:

(1) 95 Group:

A/C 801: 412 Sqdn "A" - #2 turbo waste gate locked in closed position - Amplifiers burned out as replaced - Faulty electrical system - Pilot Lt. Hunter - Sortie.

A/C 315: 568 Sqdn "P" - #2 turbo ran away - Engine out out completely - Internal failure - Engine change required - Pilot Lt. Freerkson - Sortie.

f. A/C Landed Away From Base:

(1) 100 Group:

A/C 616: 418 Sqdn "Z" - Landed at Oulton - Pilot Lt. Gay - Gas tank shot up - Sortie.

(2) 390 Group:

A/C 121: 569 Sqdn "N" - Landed at Woodbridge - Pilot Lt. Stump - Hydraulic system shot up - Sortie.

g. A/C Outstanding:

(1) 100 Group:

A/C 379:	351 Sqdn "J" - Pilot Capt. Ernst - Sortie.
A/C 500:	350 Sqdn "U" - Pilot Lt. Cotner - Sortie.
A/C 958:	350 Sqdn "G" - Pilot Lt. Beck - Sortie.
A/C 092:	418 Sqdn "H" - Pilot Lt. Oldham - Sortie.

## (2) 95 Group:

A/C 269: 335 Sqdn "K" - Pilot Lt. Palmer - Sortie.  
 A/C 047: 335 Sqdn "M" - Pilot Lt. J. Taylor - Sortie.  
 A/C 951: 334 Sqdn "Q" - Pilot Lt. Morris - Sortie.

## h. A/C Attacking: 13 A Group: Bombs Dropped

(1) Primary 37 367x500 LB GP  
 Jettisoning 3 7x500 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: 50' Train

## i. A/C Attacking: 13 B Group: Bombs Dropped

(1) Primary 36 344x500 LB GP  
 Jettisoning 2 10 Leaflet Containers  
 20x500 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: 50' Train

## j. A/C Attacking: 13 C Group: Bombs Dropped

(1) Primary 37 358x500 LB GP  
 Jettisoning 1 2x500 LB GP  
 Returning 1 10x500 LB GP

(2) Method of Bombing: Visual

(3) Method of Release: 50' Train

## 4. Communications:

## a. VHF:

(1) Major Rosenthal led the 13 A Group. Communications within the Wing and the Groups were very satisfactory. Discipline was good. Interference was reported for the period between 1200-1205; at other times the channel was clear.

(2) The Wing Air Leaders and the Kodak report indicated that communication concerning weather information was received satisfactorily. Control Point Messages were all called to Arrowswift including CP 4 by the 100 Group B Squadron Leader.

(3) 13A was not able to contact fighters or ground sectors directly but made contacts through 13B Leader who made satisfactory contacts.

## b. W/T:

## (1) Control Points:

Timings	0918	0952	1030	1118	1312	1525
ATA	0917	0955	1036	1124	?	?

## (2) Strike Reports:

13A (100)	P A 5	1124
13B (390)	P A 2	1125
13C (95)	P A 5	1125



5. Mission Camera Report:

a. The 95 Group installed 2 scope and 9 vertical cameras, 1 and 8 of which took pictures:

PFF A/C 8144 with scope camera installed - negatives blank - cause undetermined.

A/C 8899 with K-21 installed - has not returned to base.

b. The 100 Group installed 2 scope and 9 vertical cameras, 0 and 7 of which took pictures:

PFF A/C 400 with scope camera - missing in action.

A/C 6295 with K-21 installed - jettisoned camera and all other equipment to lighten ship.

A/C 8616 with K-21 installed - landed at another base.

c. The 390 Group installed 3 scope and 9 vertical cameras, 2 and 9 of which took pictures:

PFF A/C 566 with scope camera installed - camera not turned on.

6. Controller's Log:

a. 1703 from 3 AD: (1) Alerted.

b. 1705 to Groups: (1) Alerted.

c. 1715 from 3 AD: (1) Wing Force.

d. 1730 to Groups: (1) Wing Force.

e. 1925 from 3 AD: (1) Plan "A" (2) Wing Order (3) Force (4) Time Control (5) Zero Hour (6) Assembly (7) Approach to Assembly (8) Targets (9) Routes (10) Plan B (11) Targets (12) Intervalometer Setting (13) RBA.

f. 1955 to Groups: (1) Plan "A" (2) Plan "B" (3) Zero Hour (4) RBA (5) WX A/C (6) Fuel (7) Intervalometer Setting.

g. 1956 to Groups: (1) Targets Plan "A" and "B".

h. 2005 from 3 AD: (1) Leaflet load.

i. 2010 to 390 Group: (1) Leaflet Load.

j. 2025 to Groups: (1) Last Resort Target Plan "A".

k. 2030 from 3 AD: (1) T/I for Plan "A".

l. 2047 to Groups: (1) Advance Warning 13 CBW FO 34 Plan "A".

m. 2047 from 3 AD: (1) 3 AD FO 572 Plan "A".

n. 2112 to Groups: (1) Advance Warning 13 CBW FO 35 Plan "B".

o. 2125 from 3 AD: (1) Intelligence Annex to 3 AD FO 572 Plan "A".

p. 2203 from 390 Group: (1) Change Leaflet Load.

q. 2203 from 3 AD: (1) Preliminary Timings (2) Changed Routes (3) Assembly Altitude (4) Bombing Altitude (5) Time Control Plan A and Plan B.

- r. 2220 to Groups: (1) Annex 1 to Advance Warning 13 CBW FO 34 Plan "A".
- s. 2227 to Groups: (1) Annex 1 to Advance Warning 13 CBW FO 35 Plan "B".
- t. 2245 from 3 AD: (1) Annex 1 to 3 AD FO 572.
- u. 2330 to Groups: (1) Assembly Timings (2) Assembly Altitude (3) Climb Control.
- v. 2335 from 3 AD: (1) Wing Order Changed (2) Plan B Secondary Targets Changed (3) Wing Time Interval.
- w. 2355 from 3 AD: (1) Bomb Loading.
- x. 0000 to Groups: (1) Bomb Loading (2) Wing Order.
- y. 0005 from 3 AD: (1) Intelligence Annex to 3 AD FO 572 Plan B.
- z. 0010 to Groups: (1) Plan B Secondary Target and Last Resort.
- aa. 0010 from 3 AD: (1) Routes Plan B.
- bb. 0022 from 3 AD: (1) Annex 1 to 3 AD FO 572 Plan A.
- cc. 0025 to Groups: (1) Change No Field Order.
- dd. 0100 to Groups: (1) Annex 2 Advance Warning 13 CBW FO 34 Plan A.
- ee. 0105 from 3 AD: (1) 3 AD FO 573 Plan A Received.
- ff. 0108 to Groups: (1) Annex 2 to Advance Warning 13 CBW FO 35 Plan B.
- gg. 0132 to Groups: (1) 13 CBW FO 34 Plan A.
- hh. 0140 from 3 AD: (1) 3 AD FO 573 Plan B.
- ii. 0210 from 3 AD: (1) Amendment to Intelligence Annex FO 572.
- jj. 0220 to Groups: (1) Target Information.
- kk.. 0222 from 3 AD: (1) Annex 1 to 3 AD FO 573 Plan B.
- ll. 0230 to Groups: (1) A-2 Information.
- mm. 0235 from 3 AD: (1) Final Timings.
- nn. 0240 to Groups: (1) 13 CBW FO 35 Plan B.
- oo. 0245 from 3 AD: (1) Annex 1 to 3 AD FO 573 Plan A.
- pp. 0255 to Groups: (1) Annex 1 13 CBW FO 34 Plan A.
- qq. 0257 from 3 AD: (1) Intelligence Annex FO 573 Plan A & B.
- rr. 0308 from 3 AD: (1) Annex 2 to 3 AD FO 573 Plan B.
- ss. 0317 from 3 AD: (1) Annex 2 3 AD FO 573 Plan A.
- tt. 0320 from 3 AD: (1) Route Correction (2) Plan A to be used.
- uu. 0328 to Groups: (1) Plan A to be used.
- vv. 0333 from 3 AD: (1) Annex 3 to 3 AD FO 573 Plan B.

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- ww. 0334 from 3 AD: (1) Annex 3 to 3 AD FO 573 Plan A.
- xx. 0335 to Groups: (1) Annex 1 to 13 CBW FO 35.
- yy. 0340 to Groups: (1) Plan A to be used.
- zz. 0346 from 3 AD: (1) Recognition Signals.
- aaa. 0350 to Groups: (1) Recognition Signals.
- bbb. 0355 to Groups: (1) Intelligence Information.
- ccc. 0358 from 3 AD: (1) Annex 4 to 3 AD FO 573 Plan A.
- ddd. 0415 to Groups: (1) Annex 2 to 13 CBW FO 34 Plan A.
- eee. 0435 from 3 AD: (1) No Change in Timings.

7. Comments:

- (1) None.

For the Commanding Officer:



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

ATTACK on BERLIN on 3 FEB 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- |                     |  |
|---------------------|--|
| (a) No. of aircraft | : 958, with full fighter escort                                  |
| (b) Command         | : U.S. 8th AIR FORCE   |
| (c) Time            | : 1031-1257 A hours  |
| (d) Bombs           | : 1017 X 1000 lb G.P.<br>6143 X 500 lb.G.P.<br>996 X 500 lb I.B. |

*95th raid*

(ii) STATEMENT ON THE ATTACK:

Nine groups and concentrations of H.E. bursts totalling well over 500 are seen in the KREUZBERG district. Hits are visible on the POTSDAMER station, ANHALTER station, POTSDAMER station-goods depot, GLEISDREICK main line station, ANHALTER goods depot, and the gas works of DEUTSCHE GASGESELLSCHAFT A.G. As well as several smaller installations in the area. One concentration of H.E. bursts and two groups of I.B. bursts are visible in the HORST WESSEL district with hits seen on a propellor factory and in the SCHLESISCHE railway station area. Three groups of H.E. bursts are seen in the MITTE district scoring hits on the AIR MINISTRY and some targets of lesser importance. Other smaller groups of bursts are visible in the TREPTOW, TEMPLEHOF, NEUKOLLN, TIERGARTEN, SCHONEBERG, WILMERSDOFF, LICHTENBERG and CHARLOTENBURG districts. A large number of the photographs received are partially to totally cloud obscured making it impossible to plot all of the bursts. Also, many hits cannot be plotted through the dense smoke that obscures the target late in the attack.

(iii) DETAILS OF THE ATTACK:

A. KREUZBERG

1. More than 100 bursts are visible in the area occupied by the TEMPLEHOF MARSHALLING YARD and the ANHALTER and POTSDAMER STATIONS. These patterns are seen to extend into the business/residential areas to the North and Southwest of the stations. Bursts are seen on the marshalling yard and its facilities as follows (Numbers refer to annotations on the target illustration)
  - POTSDAMER STATION (1) - three hits in the area
  - ANHALTER STATION (2) - two hits, four near hits, and five hits on the station sidings.
  - GLEISDREICK MAINLINE STATION (6) - at least four hits
  - ANHALTER LOCOMOTIVE DEPOT (12) - one possible hit
  - ANHALTER GOODS DEPOT (13) - two hits, three hits on adjacent sidings.
  - ANHALTER CARRIAGE STORAGE SIDINGS (15) - At least four hits.
  - YORCK STRASSE RAIL OVER ROAD BRIDGE (16) - two near hits.
  - RAIL LINES SOUTH of (2) - at least four hits.
  - THROUGH LINES - At least eight hits.

A group of bursts is visible within the built up area of the island bounded by through rail lines to the East and West, while scattered bursts are seen 500 yards East and Southeast of ANHALTER STATION.

2. The wireless works of TELEFUNKEN GESELLSCHAFT fur DRAHTLOS TELEGRAPHIE G.m.b.H. received one hit and 2 probable hits. Some H.E. bursts are seen in this vicinity.
3. Five groups and concentrations totalling at least 200 H.E. bursts are seen on and near the gas works of DEUTSCHE GASGESELLSCHAFT A.G. Seven of these bursts are seen in the plant area with a near hit on a gas holder. This area also is well covered with I.B. bursts.
4. A concentration of over 60 H.E. bursts is seen in the northern part of the KREUZBERG with at least 4 direct hits and 2 near hits on an important WEHRMACHE food depot and 2 direct hits and 2 near hits on a large food warehouse.
5. At least 150 bursts are seen in the area 100 to 1500 Southeast of the AIR MINISTRY. Numerous hits are seen on business/residential buildings in the area.

B. HORST WESSEL

One concentration of over 50 H.E. bursts and two concentrations of I.B. bursts are seen in residential areas in the center of HORST WESSEL with at least 1 direct H.E. hit and probable I.B. hits on the HUGO HEINWOOD PROPELLERS WORKS: over 3 H.E. hits in the sidings and I.B. hits on the transshipment sheds at the SCHLESISCHE RAILWAY STATION and 1 probable H.E. hit and 2 near H.E. hits on the very large meat market in the Northern part of the district. Over 5 scattered bursts are visible in the Northwest part of the district, starting a fire.

C. MITTE

1. Two groups of bursts are seen crossing the AIR MINISTRY scoring at least ten hits and nine near hits. Approximately 60 additional bursts are seen in the near vicinity of the AIR MINISTRY where several large buildings received hits including one near hit on the REICH PRESIDENTIAL CHANCELLRY.

It is probable that the FOREIGN OFFICE, MINISTRY of PROPAGANDA, REICH PRESIDENTIAL CHANCELLRY, AND GESTAPO H.Q. received hits unasmuch as bursts are seen in that area through the pall of smoke covering the vicinity that contains these important departmential buildings but the dense smoke precludes making a definite statement.

2. Approximately 60 H.E. bursts are visible on smoke obscured photographs  $\frac{1}{2}$  mile Southwest of the SCHLESISCHER and EAST STATION, with the large workshops at the West end of the STATION sustaining at least two near hits, while a few scattered bursts are seen on unidentified buildings to the Northwest. The pattern extends across the business/residential area South of the SPREE CANAL with probable hits to the Southern works of JULIUS PINTSCHS A.G., (makers of searchlights and signalling apparatus). A few bursts are visible on or near unidentified buildings on the North banks of the SPREE and incendiaries cover residential areas.

D. TREPTOW

Two concentrations totalling at least 130 H.E. bursts are seen at the junction of the TREPTOW, KREUZBERG and NEUKOLLN DISTRICTS in a business/residential area, with five or six hits on the sidings and one or two probable hits on the rail bridge spanning the canal at the Western end of the GÖRLITZER RAILWAY STATION. Three or four hits are seen on rail lines on the West side of the canal. Many bursts are seen amongst business and residential buildings.

E. NEUKOLLN

A concentration of 50 H.E. bursts is seen 1500 yards North Northeast of TEMPELHOF AIRFIELD partly in a business/residential area and partly in a park. At least two of a group of four gas storage tanks received direct hits.

F. LICHTENBERG

A concentration of over 50 H.E. bursts is seen in a residential area in LICHTENBERG district just East of the LICHTENBERG MARSHALLING YARD and a small group of I.B. fell across the RUMMELSBURG MARSHALLING YARD hitting rolling stock.

G. TIERGARTEN

Approximately 12 bursts are in the TIERGARTEN with four on roadways and the remainder in wooded areas.

H. SCHONEBERG

Atleast 60 bursts are visible on business/residential areas one mile Southwest of ANHALTER STATION.

I. WILMERSDOFF

A group of 16 HE bursts is seen just Southeast of the GRUNEWALD MARSHALLING YARD with four probable hits on the rail lines and several hits on residential buildings.

J. CHARLOTTENBURG

Smoke of undetermined origin is visible in the built-up section of the CHARLOTTENBURG area.

## K. OTHER BURSTS

1. BAD ZWISCHENNAH: G.S.G.S. 4416/M2 - 180100

Ten bursts are seen in open field and in a sparsely built up area 550 yards East of the town, Probable hits are seen on residential buildings.

2. ZEHLENDORF: G.S.G.S. 4416/N7-756402

Ten bursts are seen in and on the banks of the WANN SEE four miles West of the ZEHLENDORF district. One probable hit on the secondary road leading to the peninsula. Four miles Northwest 19 bursts are seen in a wooded area

3. FERCH G.S.G.S. 4416/N7 - 540 250

Two groups of I.B. bursts are seen in woods and open fields 2500 yards North Northwest of FERCH. One hit is seen on a barracks type building and near hits to a possible storage tank.

4. GLINDOW. G.S.G.S. 4416/N7 - 522314

Not more than 40 bursts are seen amongst scattered residential type buildings, woods and open field, 2 miles Southwest of GLINDOW. Hits are seen on at least two of the buildings.

5. LUDWIGSLUST: G.S.G.S. 4416/L6 - 510320

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

6. WESERMUNDE: G.S.G.S. 4416/L3-570510

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

## (iv) ACTIVITY

A. MARSHALLING YARDS1. TEMPELHOF

- A. The loading is exceptionally heavy.
- b. Three locomotives are visible in steam.

2. LICHTENBERG

## a. Loading

Westbound reception sidings - very light

" sorting " - very heavy

Eastbound " " - " "

" forwarding " - moderate

Storage siding - moderate

- b. Four locomotives in steam are visible.

3. BERLIN/RUMMELSBURG

- a. Good quality photos cover all except the Southern locomotive depot and the southern end of the yard.

## b. Loading

Sorting sidings - heavy

Holding " - "

Reception " - light

- c. Ten locomotives in steam are visible.

- 4. BERLIN (PANKOW)
  - a. Loading
    - sorting sidings - heavy
    - Reception " - light
    - Holding " - moderate
  - b. Two locomotives are seen in steam.

- 5. GRUNEWALD
  - All sidings appear to be moderately loaded.

B. AIRFIELDS

1. BERLIN/TEMPLEHOF

- (a) Eight, possibly eleven, aircraft are visible as follows:
  - Types
  - JU 90 - 1
  - JU 252 - 1
  - HE 177 - 1
  - JU 88 - 1
  - Large aircraft - 2 possibly 3
  - medium aircraft - 2
  - small aircraft - 2 possibles
- (b) Hangars - 2
- (c) There were 42 aircraft visible when last covered on 6 OCT 1944 (US7/3456)
- (d) The landing ground appears serviceable.

2. ZWISCHENAHN

- a. One, possibly two medium, and one small aircraft are visible in the Northern dispersal area.
 

Hangars - S	S.E.	N.E.	W.
1 large	1		
4 medium	1	3	
covered shelters	4	5	2
- b. There were 20 aircraft visible when last covered on 29 DEC 1944 (16/1559)
- c. The runways appear serviceable.

(v) ANNOTATED PRINT (SAV 379/896-4,8)  
(SAV 384/1287-6)

The composite annotated print shows the AIR MINISTRY before the attack and during two phases of the attack when hits are seen on the building.

(vi) BOMB PLOT

A bomb plot has been prepared and will be distributed.

(vii) PHOTOGRAPHS RECEIVED:

SAV 34/523-525	3 FEB 1945	1137 A Hrs	1/44,500 (F.L.7")	26,000' 'C'
" 91/929,930	"	1115-1116A hrs.	1/12,800 "	25,000' 'A'
" 91/927	"	1117 A hrs.	1/24,500(F.L.12")	24,500' "
" 94/1335,1337,1338	"	1145 A "	1/43,500 (F.L.7")	25,500' 'B'
" 95/1392,1393,1396-1398	"	1126 " "	1/44,500 "	26,000' 'A'
" 96/795	"	1131 " "	1/45,000 "	26,250' "
" 96/797,798	"	1131-1134 A hrs	1/25,750(F.L.12")	25,750' "
" 109/1210,1212,1214-1216	"	1124 A hrs.	1/44,500' (F.L.7")	26,000' "
" 303/1494,1496,1497	"	1105-1106 A hrs.	1/42,800 (F.L.7")	25,000' "
" 303/1495,1498,1499	"	" " " "	1/25,000(F.L.12")	" "
" 305/1065,1067	"	1107-1110 " "	1/45,400 (F.L.7")	26,500' "
" 305/1064,1066	"	1106-1107 " "	1/26,250(F.L.12")	26,250' "
" 306/1263,1266	"	1109 A hrs	1/25,000(F.L.7")	25,000' "
" 306/1265	"	1110 " "	1/27,500(F.L.12")	27,500' "
" 351/935,937	"	1114 " "	1/42,800(F.L.7")	25,000' "

"A"

FORM 3

STATION 119

DATE 3 Feb '45

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	M 8230	W Hamilton	✓	✓	715		1525	
335	S 9052	Gatchius	✓	✓	710		1524	
"	N 6578	Melson	✓	⊙	711		1525	
"	H 7376	Trogund	✓	✓	716		1527	
"	T 6475	Hanson	✓	✓	725		1526	
"	Z 2455	Purdy	✓	✓	731		1526	
336	N 8877	J Taylor	Ni ✓	⊙	719			outstanding
335	K 2669	R.A. Nelson	✓	✓	723		1606	
"	M 7047	Palmer	✓	✓	732			outstanding
336	V 8676	Tanner	✓	✓	723		1533	
"	Y 6585	Eachy	✓	✓	734		1528	
"	E 8106	Jacobsen	✓	✓	735		1538	



"B"

## FORM 3

STATION

119

DATE

3 Feb. '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	O	8144	Savage	✓	✓	712	1518 <sup>+</sup>		
412	J	8826	Busse	✓	✓	721	1516		
"	A	6801	Hunter	✓	✓	724	1132	aborted	
"	H	6522	Weisz	✓	✓	725	1519 <sup>+</sup>		
336	T	9037	L'Ecuyer	✓	✓	726	1519		
412	G	8331	Bex	✓	✓	727	1517		
"	D	8922	Ringbloom	Hi ✓	⊙	730	1510		
336	R	7844	Young	✓	✓	731	1522		
412	T	7882	O'Toole	✓	✓	729	1520		
336	U	8469	Tuss	✓	✓	728	1518		
412	V	8288	Ristine	Lo ✓	✓	730	1522 <sup>+</sup>		
336	X	8604	Newman	✓	✓	732	1533 <sup>+</sup>		
"	Z	8199	SchAAF	✓	✓	723	1521		

## FORM 3

STATION

119

DATE

3 Feb '45

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
335	J 8210	Brown	✓	✓	7:3	1536		
334	R 8437	Brown	✓	✓	7:7	1538		
"	X 8700	Walt	✓	✓	7:8	1536		
"	V 8600	Conroy	✓	✓	7:8	1538		
"	J 7401	Brown	✓	✓	7:8	1537		
"	A 2107	Rust	✓	✓	7:9	1539		
"	T 8700	Brown	✓	✓	7:9	1542		
"	D 8410	Ray	✓	✓	7:9	1542		
"	K 8317	Plaza	✓	✓	7:9	1544		
"	H 8225	White	✓	✓	7:9	1544		
"	Q 2901	Morris	✓	Ⓞ	7:9			Outstanding
332	P 8272	Salinas	✓	✓	7:7	1548		
"	Q 8617	R.W. Nelson	✓	✓	7:8	1545		

3BD INST 45-2 (9 OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

	95 A	95 B	95 C
1. GROUP	95 A	95 B	95 C
2. A/C AIRBORNE	12	13	13
3. SORTIES	12	12	13
4. A/C ATTACKING	12	12	13
5. A/A FAILING TO ATTACK	0	0 (1)	0
a. Mechanical		1 (2 parts)	
b. Weather			
c. Enemy action			
d. Other			
6. A/C LOST	2	0	1
a. TO AA	2		1
b. TO E/A			
c. TO AA AND E/A			
d. TO Accident			
e. By Reasons Unknown			
7. TIME OF ATTACK	11 25 1/2	11 26	11 26 1/2
8. ALTITUDE OF ATTACK	26000	26000	25800
9. BOMBS DROPPED (PRIMARY)			
a. Number	116	X 118 118	126
b. Size	500	500	500
c. Type	GP	GP	GP
d. Number A/C Bombing	12	12	13
BOMBS DROPPED (OTHER)			
a. Number			
b. Size			
c. Type			
d. Number A/C Bombing			
BOMBS DROPPED (OTHER)			
a. Number			
b. Size			
c. Type			
d. Number A/C Bombing			
10. BATTLE DAMAGE	9	10	9
a. Minor	2	4	8
b. Major	7	6	1
c. Salvage			
12. Claims	0-0-0	0-0-0	0-0-0

Ret: 10x500

Phase 11  
1815  
W

271

*MC*

SECRET

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INFOFS SUMMARY NO. 279

PERIOD: 0001 hours 3 February 1945 to 2400 hours 3 February 1945.

A. STATISTICS

	Disp.	Sorties	Atkg.	Tonnage	Claims	E/A	Losses		Totals	NYR
							AA	OT		
Heavy Bomber Atks.	1437	1398	1370	3279.2	0-0-0	0	22	14	36	0
Fighter Escort (a)	845	785	0	0	12-1-0 A 17-0-12G	0	3	5	8	15
Fighter Sweeps	44	41	0	0	9-0-6 A	1	0	0	1	0
Fighter Bombing	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	19	18	0	0	0-0-0	0	0	0	0	0
Weather Recon.	44	43	0	0	0-0-0	0	0	1	1	2
Air/Sea Rescue	15	15	0	0	0-0-0	0	0	0	0	0
Special Operations	49	49	0	0	0-0-1A(b)	0	0	0	0	0
Totals	2453	2349	1370	3279.2	21-1-7 A 17-0-12G	1	25	20	46	17

(a) Includes 44 P-51s from 352nd Group and 41 P-51s from 361st Group based on Continent.

(b) T/E Jet a/c.

B. OPERATIONAL SUMMARY

1. Heavy Bomber Attacks

1437 a/c (1003 B-17s, 434 B-24s) from three Air Divisions dispatched in three forces against the Berlin Templehof M/Y and the Magdeburg Synthetic Oil Plant. 1370 a/c dropped 3029.2 tons GP and 250 tons TB - total 3279.2 tons - on assigned targets, Magdeburg Goods Yard and several T/Os. Assigned targets bombed visually with H2X assist. Weather: OAVU to 5/10-8/10 with breaks at targets. E/a Opposition: In Berlin area, 2 Me-109s made a single pass. Losses: 36 a/c (5 B-24s, 31 B-17s - 22 to AA, 12 to unknown causes, 2 to collision over Germany).

S E C R E T

First Force

Twelve group formations (467 B-17s - 1st Air Division) dispatched against the Berlin Templehof M/Y. 446 a/c dropped 961 tons GP and 106.5 tons IB on the assigned target and several T/Os at 1102-1118 hours from 24,000-28,000 feet. Target bombed visually. Leaflets dropped on Berlin. Weather: 6/10 enroute, CAVU over target. Flak: moderate and accurate. Battle Damage: 124 minor, 60 major. E/a Opposition: 2 Me-109s made singel pass in Berlin area. Claims: nil. Losses: 18 B-17s (11 to AA, 2 due to Collision, 5 to unknown causes).

Fighter Support: Five groups (280 P-51s ) dispatched --(includes 44 P-51s from 352nd group based on Continent). Up 0828-1003 hours; down 1420-1450 hours. 262 sorties. E/a opposition: nil. One group sighted 4 u/i jets. Claims: nil. Three groups strafed. Losses: 2 P-51s. NYR: 6 P-51s believed safe on Continent.

Details of bomber attacks as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Berlin Templehof M/Y	467	443	954.5	106.5	Good to Very Good
<u>Other Targets</u>					
Bromsche		1	2.5		Unobserved
Bad Zwischenahn		1	1.5		Unobserved
Sogel (factory)		1	2.5		Unobserved
Totals	467	446	961.0	106.5	

Second Force

Fourteen group formations (536 B-17s - 3rd Air Division) dispatched against the Berlin Templehof M/Y. 519 a/c dropped 1123.7 tons GP and 143.5 tons IB on the assigned target and several T/Os at 1124-1152 hours from 24,900 - 27,000 feet. Targets bombed visually with some H2X assist. Leaflets dropped on Berlin. Weather: 5/10-8/10 with breaks over target. Flak: moderate to intense, accurate. Battle Damage: 122 minor, 33 major, 2 Cat. "E". E/A Opposition: nil. Claims: nil. Losses: 13 B-17s (8 to AA, 5 to unknown causes).

Fighter Support: Five groups (333 P-51s) dispatched. Up 0900-0918 hours; down 1439-1525 hours. 313 sorties. E/A Opposition: 6 Pick-abacks (FW-190s straddling He-111s) were bounced near Hamburg. 2 FW-58s were attacked at Augermunde. Claims: 4-1-0 s/e, 8-0-0 t/e. All groups strafed and ground claims include 17-0-11 a/c. Losses: 6 P-51s (3 to AA, 1 to engine failure, 2 to unknown causes). NYR: 6 P-51s believed safe on Continent.

S E C R E T

Details of bomber attacks as follows:

<u>Assigned Target</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>LB</u>	
Berlin Tempelhof M/Y	536	494	1067.7	138.0	Good
<u>Other Targets</u>					
Gebow (city)		13	32.0		Unobserved
Luneburg (city)		2	3.5	1.0	Unobserved
T/Os		10	20.5	4.5	Unobserved
<b>Totals</b>	<b>536</b>	<b>519</b>	<b>1123.7</b>	<b>143.5</b>	

Third Force

Twelve group formations (434 B-24s - 2nd Air Division) dispatched against the Magdeburg Synthetic Oil Plant. 405 a/c dropped 944.5 tons GP on the assigned target, Magdeburg Goods Yard and several T/Os at 1118-1310 hours from 18,000-24,000 feet. Primary bombed visually, Magdeburg Goods Yards by H2X. Leaflets dropped on Magdeburg. Weather: 8/10-10/10 undercast at Magdeburg with some breaks. Flak: meager to moderate, generally inaccurate. Battle Damage: 58 minor, nil major. E/A Opposition: nil. Claims: nil. Losses: 5 B-24s (3 to AA, 2 to unknown causes).

Fighter Support: Four groups (232 P-51s dispatched -- (includes 41 a/c of 361st Group based on Continent). Up 0925-1025 hours; down 1445-1500 hours. 210 sorties. E/a opposition: nil. Claims: nil. Two groups strafed. Losses nil. NYR: 3 P-51s 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>
Magdeburg/Rothensee Synthetic Oil Plant	434	116	269.0	Unobserved
Magdeburg Goods Yard (Last Resort Target)		246	572.5	Unobserved
<u>Other Targets</u>				
Wesermunde (city)		17	40.0	Unobserved
Mockern (city)		12	30.0	Unobserved
Cuxhaven (city)		9	20.5	Unobserved
Vechta A/F		2	5.0	Unobserved
T/Os		3	7.5	Unobserved
<b>Totals</b>	<b>434</b>	<b>405</b>	<b>944.5</b>	

S E C R E T

2. Fighter Escort

Fourteen groups (845 P-51s) dispatched to support bomber forces. Up 0828-1003 hours; down 1420-1525 hours. 785 sorties. E/A Opposition: 6 pick-a-backs (FW-190s straddling He-111s) attacked near Hamburg. 2 FW-58s attacked at Augermunde. Claims: 12-1-0 air, 17-0-12 ground. Ten groups strafed with claims listed below. Losses: 8 a/c (4 causes unknown, 3 to AA, 1 mechanical failure). NYR: 15 a/c.

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	53	16
Box Cars	3	161
Switch House	1	4
Oil Cars	12	4
Trucks	25	31
Military Vans	2	0
Flat Cars	0	25
Factories	0	2
Ammunition Buildings	5	0
Steam Shovel	0	1
Barge	0	1
Tug	0	1
Flak Tower	0	1

3. Fighter Sweeps

One group (44 P-47s) dispatched. Up 0827 hours; down 1402 hours. 41 sorties. E/A Opposition: 15 FW-190s and Me-109s encountered over Friedersdorf A/F. Claims: 9-0-6 s/e air. Losses: 1 a/c to e/a.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

19 a/c (9 F-5s, 7 Spitfires, 3 Mosquitoes) dispatched as follows:

17 a/c (9 F5s, 7 Spitfires, 1 Mosquito) dispatched on Day photo mission over Germany.

2 Mosquitoes dispatched for night photos in Misburg area. 1 aborted.

6. Weather Reconnaissance

44 a/c (35 P-51s, 5 Mosquitoes, 4 B-17s) dispatched as follows:

S E C R E T

2 B-17s completed weather reconnaissance over sea to NW of Lands End.  
1 B-17 completed routine weather flights from the Azores.  
1 B-17 completed flight to position 13 and return.  
5 Mosquitoes dispatched on special weather reconnaissance over U.K.,  
Atlantic, Belgium, Holland and Germany. 1 a/c aborted.  
35 P-51s as weather scouts for bombers. 35 sorties.

Losses: 1 P-51 (unknown cause). NYR: 2 P-51s.

7. Air/Sea Rescue

15 P-47s dispatched on routine search and patrol. 4 incidents and  
17 men were picked up. All a/c returned.

8. Special Operations

49 a/c dispatched as follows:

6 a/c (4 P-51s, 1 B-17, 1 B-24) dispatched as radio relays. No Losses.  
7 B-24s on RCM mission. 7 a/c completed mission, jamming from 0622-  
0900 hours.

9 a/c (8 B-24s, 1 B-17) dispatched on leaflet operation. All a/c  
completed mission dropping leaflets over 22 towns in Western Germany. No losses.

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

24 P-51s dispatched as escort to PRU a/c. 24 sorties. Encountered an  
Me-262 vicinity of Brunswick. Claims: 0-0-1 t/e jet. Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

Today's large scale attack in favorable weather on the German capital  
was unopposed by the GAF. One P-47 group sweeping ahead of the bombers  
engaged 15 FW-190s with Me-109s as top cover near Friedersdorf, east of Berlin.  
The same group also bounced 20 scattered e/a taking off from another A/F east of  
Berlin. Claims for these two combats were 9-0-6.

A small number of jet a/c were seen but were too far away to engage.

2 P-51s escorting a PRU ship were bounced by an Me-262 near Stendal.  
The jet a/c is claimed as damaged.

A P-51 group after uneventful escort encountered 6 pick-a-backs (FW-190s  
straddling He-111s) in the vicinity of Hamburg with claims of 9-1-0. They also  
destroyed 2 FW-58s northeast of Berlin and 1 Ju-88 near Wittenberg.

2. Flak

Berlin - moderate to intense barrage and tracking fire, fairly  
accurate.

Magdeburg- meager to moderate, generally inaccurate..



S E C R E T

3. Observations

Approximately 40 a/c parked on A/F at Diepholz (5235-0820E).  
Camouflaged A/F, two air-strips with buildings nearby (5241N-0713E).  
A/F with three strips, one approximately 8,000 feet long in Longingen  
area (5242N-0736E).

Smoke screens in operation at Magdeburg, NE section of Berlin, Quacken-  
bruck and Luckenwalde.

Potsdam M/Y was heavily loaded with freight cars.

4. Damage to Enemy Installations

Berlin Templehof M/Y - Good to Very Good Results (1st Division)

Sixteen concentrations of bombs could be seen bursting in the center of  
the city area south of Unter-Den-Linden and adjacent to the Berlin Tiergarten.  
At least eight direct hits on the Air Ministry Building. Potsdam Station siding  
area heavily hit. Four hits on goods depot, one on carriage repair shop, one on  
station platform. At least twenty on rail lines in the sidings. Five direct  
hits on the gas works of Deutsche-Gesellschaft. The Friedrichstrasse Station  
blanketed by bombs. Dense smoke prevents actual pin-pointing of strikes. Three  
concentrations of bombs in Schoneberg District approximately two miles SW center  
of Berlin area. At least twenty hits on rail lines in the area leading to the  
Potsdam area. The Gorlitz Station siding received at least one or two direct  
hits. Two Concentrations of bombs in the Friedrichshain District on the west edge  
of the central city area. One concentration in the Wilmersdorf area. Damage to  
all sections of the city is severe. However, the most severe will be areas  
immediately adjacent to the Tiergarten and the Air Ministry building. Smoke over  
area gives evidence of fires starting and target indicators of groups which could  
not be plotted could be seen heading into the center of this area.

Berlin Templehof M/Y - Good Results (3rd Division)

Target attacked by 42 squadrons carrying 500 and 1000 pound GP and 500  
lb IB clusters. Of these 20 squadrons are known to have dropped in the built-  
up part of the city, four on suburban areas, six were outside of the city  
proper and the balance are either unidentified or did not submit photographs.

Magdeburg/Rothensee Synthetic Oil Plant

Magdeburg Goods Yard

No assessment due to cloud coverage.

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