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HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 6 February 1945
13 CBW FO 36
13 CBW OPS 269
3 AD FO 575

SUBJECT: Tactical Report (CHEMNITZ, GERMANY)

TO : CO, 95BG, APO 559

1. Information Concerning the Target:

a. The primary target (visual) for today was the gas generating plant in the Synthetic Oil Plant of BRAUNKOHLE-BENZIN, A.G., situated 11 miles South of the center of Leipzig.

b. The secondary target (visual or H2X) for today was the Railway Junction in the center of Dresden, Germany.

c. The last resort target (visual or H2X) for today was the main passenger station in the center of Chemnitz, Germany.

2. Narrative of the Attack:

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

(1) Navigation;

(a) Assembly:

The three Squadrons from the 390 Group made a normal instrument climb to 11000 feet, however, due to overcast conditions the Group Leader let down to 8000 feet so that the Group could assemble. The Group remained at 8000 feet and proceeded to Buncher 28, the Wing Assembly point, arriving there 2 minutes early. Rendezvous with the B and C Groups was not made because of weather conditions in the area which prevented visual contact with the other Groups in the Wing. The Division Assembly was made approximately 7 minutes early, at 8500 feet. Groups and single A/C were scattered along the Division Assembly so that when the 13 A departed from the English Coast they were sandwiched in between the B and C Groups of the 4 CBW. The Group flew in this position throughout most of the mission. The English Coast was crossed at Southwold, at 0914, 5 minutes early, at an altitude of 9000 feet; 6000 feet lower than briefed altitude.

(b) Route:

The Group crossed the Continental Coast at 16500 feet at 0949, slightly south of course. The briefed course was followed from the Zuider Zee to 5054-1200 which was selected as the IP to the last resort target of Chemnitz. The Squadrons peeled off for individual bombing runs and proceeded into the target by H2X.

The Group was reassembled at 5040-1255 in good order. Shortly after leaving the RP the Groups received W/T instructions from 3 AD advising them on change in return route. Due to length of message considerable time was expended in decyphering it. The Division Leader acting on these instructions altered course and skirted the Sweifurt

Defenses. Due to the error in transmission the Division had proceeded to a point south of Darmstadt before the correction was received. The Groups made a northerly course to the vicinity of Geissen at which point the Division altered course to intercept the briefed course just south of Coblenz. The Lead Navigator had difficulty in keeping up accurate DR since his Gee was inoperative and the M/O had no reception on his H2X set, therefore he had no way of checking his position and winds in the area.

After following the briefed course to 4939-0637 where the Group turned on heading direct to base, because of fuel shortage in some of the A/C in the Group. Several A/C landed in Brussels due to lack of fuel. The Group recrossed the Continental Coast at 5127-0330 at 7500 feet.

(c) Weather:

Clouds over the base areas made assembly rather difficult. Middle clouds were reported at 10000 feet forcing the Groups to remain underneath during most of the Wing and Division Assembly. Undercast conditions prevailed throughout most of the mission. Frontal activity was encountered shortly after leaving the RP which greatly affected the H2X reception of PFF A/C. Winds were variable and not as briefed. In the target area winds obtained were reported to be from 278 degrees at 81 knots while on return the Groups ran into winds with velocities up to 130 knots.

(d) Navigational Difficulties:

Gee was badly jammed during entire mission. Gee went out at 0500E and did not come back in to use until passing 0600E on the return. The H2X reception became very poor when going thru frontal activity near the RP. Error in transmission of route change by W/T caused some difficulty for navigators on return route. Weather during assembly was another difficulty experienced by navigators, since it caused Groups to be at various altitudes and making rendezvous rather difficult.

(e) Remarks:

Navigation was very satisfactory despite difficulties encountered during the mission.

(f) PFF Narrative:

Three PFF aircraft were dispatched. All sets operated satisfactorily. The target was identified at an average range of 40 miles. The last resort target was attacked in Squadron formation by H2X technique. Results were unobserved. 390C Leader is at present, outstanding.

(2) Bombing:

(a) 390A Squadron:

<u>1.</u>	Air Leader	Lt. Col. Armstrong	Nav	Lt. Rawlins
	Pilot	Capt. Rohr	Asst Nav	Capt. Arvin
	Co-Pilot		M/O	Lt. Epton
			Bomb	Lt. Mattison

2. A/C Attacking: Bombs Dropped

a. Last Resort 12 118x500 LB GP

b. Bombing Altitude: 25000'

c. Time of Release: 1124½

3. Run In from IP to Target:

Attacking on a true heading of 104 degrees, the M/O picked up the target and set up course. The bombardier was clutched in at 10 miles. After the 10 mile clutch in, the M/O and bombardier proceeded to tie up the bomb run. The M/O could not pick up the 9 miles check, and neglected to inform the bombardier that the 8 mile check was coming up. Instead of using the regular procedure the M/O simply said, "coming up, check." Not knowing what check point was coming up the bombardier was at a loss. A rate check was finally made at 4 miles, the synchronization, however, was poor at bombs away. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: None.

(b) 390B Squadron:

<u>1.</u> Air Leader	Capt. Wilkinson	Nav	Lt. Webster
Pilot	Lt. Tracy	Asst Nav	
Co-Pilot		M/O	Lt. Robinson
		Bomb	Lt. Pace

2. A/C Attacking: Bombs Dropped

<u>a.</u> Last Resort	10	98x500 LB GP
Returning	3	30x500 LB GP

b. Bombing Altitude: 26500'

c. Time of Release: 1124

3. Run In from IP to Target:

After a poor maneuver at the IP, the B Squadron positioned itself in trail of the C Squadron. The interval was very close and the B Squadron found itself over running the C Squadron, consequently, the bomb run was made at an indicated air speed of 140 MPH. The M/O picked up the target without difficulty and set up course. The bombardier clutched in at 11 miles and checks in rate were made at 10, 9, 8, 7, 6 and 5 miles. All checks were accurate. Synchronization at the BRL appeared good. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions:

A/C 032, 505, 375: Aborted and returned 30 bombs.

(c) 390C Squadron:

<u>1.</u> Air Leader	Lt. Hannold	Nav	Lt. Openour
Pilot	Lt. Dognidene	Asst Nav	
Co-Pilot		M/O	Lt. Garrison
		Bomb	Lt. Krassen

2. A/C Attacking: Bombs Dropped

<u>a.</u> Last Resort	12	118x500 LB GP
Returning	1	10x500 LB GP

b. Bombing Altitude: Unknown

c. Time of Release: Unknown

3. Run In from IP to Target:

No report available as lead A/C landed in France.

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

5. Bombing Malfunctions:

A/C 945: Aborted - 10 bombs returned.

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

(1) Navigation:

(a) Assembly:

The Group assembled over Buncher 23 and was 2½ minutes late at Buncher 28 because of a high wind which had blown the Group over the North Sea. Because of poor visibility and the fact that 13A was 5 minutes early at CP 1 the Group did not make assembly with the other Groups.

(b) Route:

The briefed route was flown until CP 3, at which point the Group was 17 miles South at 5213-0849. They converged with the course at 5215-0921 and flew to the IP for the primary target, at which time 95B assumed the Group lead because of faulty H2X equipment. On advice from Fireball Leader an IP at 5052-1142 was made good for the last resort target at Chemnitz. After bombs away a 180 degree turn was made and position was resumed in the bomber stream. Because of strong NW winds they were blown south of course to 4940-0930. At this point the Group went north and followed the leader to 5043-0854. They made a course through the flak corridors at Koblenz to 5018-0643. The coast was departed at 5137-0337 at 6000 feet. A direct course was made back to the base.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties:

Gee Box went out at 0330E and H2X was out along the whole route.

(e) Remarks: Navigation was good.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 95A and C had very poor, unusable H2X returns. 95B took over lead and made H2X sighting on last resort target in Group formation. Results were unobserved.

(2) Bombing:

(a) 95B, A, C Squadrons:

1. Air Leader	Capt. Brittendian	Nav	Lt. Ballatore
Pilot	Lt. Gillen	Asst Nav	
Co-Pilot		M/O	Lt. Dement
		Bomb	Lt. Lytle

2. A/C Attacking: Bombs Dropped
- | | | |
|-----------------------|----|---------------|
| <u>a.</u> Last Resort | 34 | 298x500 LB GP |
| Jettisoning | 4 | 40x500 LB GP |
- b. Bombing Altitude: 25000'
- c. Time of Release: 1125
3. Run In from IP to Target:

95B Squadron assumed the lead after the H2X equipment in 95A failed. After the maneuver at the IP the M/O picked up the target and set up course. The bombardier clutched in at 11 miles and the remaining rate checks were accurate. When bombs were released on a true heading of 115 degrees, synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photographs show 10/10 undercast.
5. Bombing Malfunctions:

A Squadron:

A/C 331, 177: Aborted and jettisoned 20 bombs.

C Squadron:

A/C 438, 604: Aborted and jettisoned 20 bombs.

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

(1) Navigation:

(a) Assembly:

The Group assembled at 12000 feet and completed Division assembly at 8500. CP 1 was reached on time.

(b) Route:

Due to the low altitude at which the Wing departed the English Coast, the coast in point on the Continent was entered at 17000 feet slightly South of course and as a result flak was encountered from the Izmuden defenses. On the route into the target, the Division leader kept well to the South of course; at times as much as 12 miles. The decision was made to bomb Chemnitz, and 100C completed an H2X sighting on that target in Squadron formation. 100A was unable to pick up Chemnitz in the radar scope, and made a sighting, instead, on Zwickau with 100B in trail. The withdrawal route was flown to the South of course. The coast out point was made several miles to the North in order to make good a more direct route back to the base.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties:

Flux gate compass out in B Squadron.

(e) Remarks: Navigation was good.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 100B set went out completely. 100A made H2X sighting on Zwickau after an unsuccessful attempt on the LR target. 100B dropped on A. 100C made an individual H2X run on the LR target. Results were unobserved.

(2) Bombing:

(a) 100A, B Squadrons:

<u>1.</u>	Air Leader Maj. Martin	Nav	Lt. Juhlen
	Pilot Capt. Jones	Asst Nav	Capt. Anderson
	Co-Pilot	M/O	Lt. Rhode
		Bomb	Lt. Grueschow

2. A/C Attacking: Bombs Dropped

<u>a.</u>	TO - Zwickau	23	222x500 LB GP
	Returning	2	20x500 LB GP

b. Bombing Altitude: 26000'

c. Time of Release: 1137

3. Run In from IP to Target:

Using the RP of the primary target as an IP, a run was made on the last resort target. The M/O, however, was unable to pick up the target. After the turn off the target, the M/O picked up as a TO, the city of Zwickau. After setting up course the bombardier was clutched in at 11 miles and the remaining checks were accurate. Bombs were released on a true heading of 245 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photographs show 9-10/10 undercast.

5. Bombing Malfunctions:

A Squadron:

A/C 514, 313: Aborted and returned 20 bombs.

A/C 613, 383: Had to salvo twice to release bombs.

(b) 100C Squadron:

<u>1.</u>	Air Leader Capt. Albrecht	Nav	Lt. Bettman
	Pilot Lt. Blanding	Asst Nav	
	Co-Pilot	M/O	Lt. Jenista
		Bomb	Lt. Belimow

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Last Resort	13	126x500 LB GP
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b. Bombing Altitude: 25500'

c. Time of Release: 1129

3. Run In from IP to Target:

Attacking on a true heading of 100 degrees, the M/O picked up the target and set up course. The bombardier clutched in at 11 miles and checks in rate were made at 10, 8, 6 and 5 miles. All checks were accurate and no rate corrections were necessary. Synchronization appeared to be good at bombs away. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photographs show 9-10/10 undercast.

5. Bombing Malfunctions: None.

3. Planning and Execution of the Mission:

a. Group Order and Strength:

- | | | |
|-----|-------------------------|-----------------------|
| (1) | 93 A, B, C Groups: | 9 x 12 A/C Squadrons |
| | (a) 490 Group | 3 Squadrons |
| | (b) 493 Group | 3 Squadrons |
| | (c) 34 Group | 3 Squadrons |
| (2) | 45 A, B, C Groups: | 9 x 12 A/C Squadrons |
| | (a) 452 Group | 3 Squadrons |
| | (b) 96 Group | 3 Squadrons |
| | (c) 388 Group | 3 Squadrons |
| (3) | 4 A, B, C, D, E Groups: | 15 x 12 A/C Squadrons |
| | (a) 447 Group | 3 Squadrons |
| | (b) 94 Group | 3 Squadrons |
| | (c) 385 Group | 3 Squadrons |
| | (d) 487 Group | 3 Squadrons |
| | (e) 486 Group | 3 Squadrons |
| (4) | 13 A, B, C Groups: | 9 x 12 A/C Squadrons |
| | (a) 390 Group | 3 Squadrons |
| | (b) 95 Group | 3 Squadrons |
| | (c) 100 Group | 3 Squadrons |

b. A/C and C/C Available:

- | | | | |
|-----|-----------|------------|--------|
| (1) | 95 Group | REG 34 A/C | 43 C/C |
| | | PFF 8 A/C | 5 C/C |
| | | MH 5 A/C | 4 C/C |
| (2) | 100 Group | REG 44 A/C | 50 C/C |
| | | PFF 8 A/C | 5 C/C |
| | | MH 4 A/C | 4 C/C |
| (3) | 390 Group | REG 39 A/C | 57 C/C |
| | | PFF 9 A/C | 7 C/C |
| | | MH 8 A/C | 5 C/C |

c. 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 |

d. A/C Airborne:

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

e. A/C Abortive:

- (1) 95 Group:

A/C 9177: 412 Sqdn "Y" - #2 engine feathered because of low oil pressure, and high oil temperature - Pilot Lt. Beck - Sortie.

A/C 8331: 412 Sqdn "G" - #3 engine cut out - Lost turbo - Pilot Lt. Hunter - Sortie.

A/C 8438: 334 Sqdn "R" - Lost #2 engine because gas line was hit by flak - Pilot Lt. Rivet - Sortie.

A/C 8604: 336 Sqdn "X" - Bombed target and returned early with injured men - Salvaged Ball Turret which was on fire - Pilot Lt. Dunwoodie - Sortie.

(2) 100 Group:

A/C 313: 349 Sqdn "S" - Malfunction of controls - particularly ailerons - Pilot Lt. Gay - No sortie.

A/C 541: 349 Sqdn "J" - #2 prop ran away - Could not regulate - Could not keep up in formation - Pilot Lt. Lomas - Sortie.

A/C 071: 418 Sqdn "P" - Turret failure - Declared a personnel error by operations - Pilot Lt. Calder - No sortie.

(3) 390 Group:

A/C 505: 571 Sqdn "X" - Oxygen failure in both systems. - Pilot Lt. Thompson - No sortie.

A/C 375: 571 Sqdn "S" - Runaway prop - Could not regulate - Pilot Lt. Wickiser - No sortie.

A/C 032: 571 Sqdn "B" - #3 turbo was surging violently - Could not keep up with formation - Pilot Lt. Mitchell - Sortie.

A/C 945: 568 Sqdn "B" - Unexploded 88 shell out all radio equipment and oxygen system - Pilot Lt. Larson - Sortie.

f. A/C Outstanding:

(1) 95 Group:

A/C 475: 335 Sqdn "T" - Pilot Lt. Richardson - Sortie.

A/C 887: 335 Sqdn "F" - Pilot Lt. Oehlert - Sortie.

(2) 100 Group:

A/C 397: 349 Sqdn "O" - Pilot Lt. Garrison - Sortie.

A/C 865: 349 Sqdn "O" - Pilot Lt. Jacobs - Sortie.

A/C 680: 418 Sqdn "X" - Pilot Lt. Kane - Sortie.

A/C 811: 418 Sqdn "D" - Pilot Lt. Buckler - Sortie.

A/C 166: 418 Sqdn "R" - Pilot Lt. Doyle - Sortie.

A/C 162: 418 Sqdn "U" - Pilot Lt. Preslholtz - Sortie.

A/C 811: 349 Sqdn "X" - Pilot Lt. Wood - Sortie.

A/C 841: 349 Sqdn "H" - Pilot Lt. Akers - Sortie.

A/C 805: 350 Sqdn "O" - Pilot Lt. Fellows - Sortie.

(3) 390 Group:

A/C 812: 569 Sqdn "G" - Pilot Lt. Henry - Sortie.

A/C 769: 571 Sqdn "Q" - Pilot Lt. Wilson - Sortie.

A/C 390: 571 Sqdn "E" - Pilot Lt. Riolo - Sortie.

A/C 196: 571 Sqdn "A" - Pilot Lt. Damer - Sortie.

A/C 079: 569 Sqdn "R" - Pilot Lt. Raik - Sortie.

A/C 064: 569 Sqdn "E" - Pilot Lt. Geers - Sortie.

A/C 393: 569 Sqdn "V" - Pilot Lt. Harned - Sortie.

A/C 807: 568 Sqdn "O" - Pilot Lt. Proffatt - Sortie.

A/C 484: 568 Sqdn "X" - Pilot Lt. Miller - Sortie.

A/C 643: 569 Sqdn "K" - Pilot Lt. David - Sortie.

A/C 967: 569 Sqdn "A" - Pilot Lt. Bileam - Sortie.

A/C 904: 569 Sqdn "L" - Pilot Lt. Ealgaran - Sortie.

A/C 470: 570 Sqdn "H" - Pilot Lt. Todd - Sortie.

g. A/C Landing Away from Base:

(1) 95 Group:

A/C 826: 412 Sqdn "J" - Landed at A70 - Pilot Lt. O'Toole
Sortie.

A/C 067: 412 Sqdn "E" - Landed at A70 - Pilot Lt. Lave -
Sortie.

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A/C 741: 412 Sqdn "M" - Landed at Brussels - Pilot Lt.
Beard - Sortie.
A/C 996: 334 Sqdn "T" - Landed at A78 - Pilot Lt. Cummings-
Sortie.
A/C 858: 335 Sqdn "E" - Landed at B53 - Pilot Lt. Tregoning -
Sortie.
A/C 455: 335 Sqdn "Z" - Landed at Brussels - Pilot Lt.
Hansen - Sortie.

(2) 100 Group:

A/C 525: 418 Sqdn "A" - Landed at Lieston - Pilot Lt. De
Weered - Sortie.
A/C 817: 418 Sqdn "S" - Landed at Florennas - Pilot Lt.
Evans - Sortie.
A/C 673: 418 Sqdn "E" - Landed at Brussels - Pilot Lt.
Mikesh - Sortie.
A/C 230: 418 Sqdn "O" - Landed at Lieston - Pilot Lt.
Murasco - Sortie.
A/C 334: 349 Sqdn "B" - Landed at A53 - Pilot Lt. Talmage -
Sortie.
A/C 414: 350 Sqdn "Y" - Landed at B58 - Pilot Lt. Wilson -
Sortie.
A/C 437: 350 Sqdn "S" - Landed at Rochester - Pilot Lt.
Hansen - Sortie.

(3) 390 Group:

A/C 565: 571 Sqdn "N" - Landed at A78 - Pilot Lt. Silk -
Sortie.
A/C 124: 568 Sqdn "E" - Landed at Brussels - Pilot Lt.
Campbell - Sortie.
A/C 831: 571 Sqdn "C" - Landed at D61 - Pilot Lt. Hess - Sortie.
A/C 139: 568 Sqdn "A" - Landed at Y10 - Pilot Lt. Dunwoodie -
Sortie.
A/C 447: 569 Sqdn "P" - Landed at Y10 - Pilot Lt. Dognidene -
Sortie.

h. A/C Attacking - 13 A Group:

Bombs Dropped

(1) Last Resort	32	334 x500 LB GP
Returning	4	40x500 LB GP
(2) Method of Bombing:	PFF	
(3) Method of Release:	Salvo	

i. A/C Attacking - 13 B Group:

Bombs Dropped

(1) Last Resort	34	298x500 LB GP
Jettisoning	4	40x500 LB GP
(2) Method of Bombing:	PFF	
(3) Method of Release:	Salvo	

j. A/C Attacking - 13 C Group:

Bombs Dropped

(1) Last Resort	13	126x500 LB GP
TO Zwickau	23	222x500 LB GP
Returning	2	20x500 LB GP
(2) Method of Bombing:	PFF	
(3) Method of Release:	Salvo	

4. Communications:

a. VHF:

(1) Lt. Col. Armstrong led the 13th Wing. Communications within the Groups and between Groups was reported good. Considering the condition discipline was better than usual. The occasional jamming on the route out was caused by the scattered formations.

(2) While "Kodak Control" was in normal contact with the Wing Leader, the Kodak weather information was not received as satisfactory as usual. Control points were sent to Arrowswift as directed by SOP.

(3) Direct communication with fighters was not made. Contact was made with ground sectors both in England and on the Continent.

b. W/T:

(1) Control Points:

	CP 1	CP 2	CP 3	TGT	CP 4
Timings	0919	0948	1019	1109	1305
ATA	0914	0951	1033	1124	1254

(2) Strike Reports:

13A	(390)	L B 5	1124
13B	(95)	L B 5	1125
13C	(100)	O B 5	1136

(3) ITL sent 6 messages to RZNC, all Division aircraft in flight. Phrasing of messages was not satisfactory. Decoding in flight was difficult as messages were transmitted so that there was not sufficient time to decode one before another was on the air. All messages were receipted for by 13A except NR 3.

5. Mission Camera Report:

a. The 95 Group installed 2 scope and 9 vertical cameras, 2 and 6 of which took pictures:

A/C 8774 with K-21 installed: Clutch slipped in pinion take up spool.

A/C 8067, 6838 with K-21s installed: Have not returned to base.

A/C 6838 with K-21 installed: Has not returned to base.

b. The 100 Group installed 9 vertical cameras, 5 of which took pictures:

A/C 7071 with K-21 installed: Aborted.

A/Cs 8397, 8347, 7811, with K-21s installed: Have not returned to base.

c. The 390 Group installed 3 scope and 9 vertical cameras, 2 and 6 of which took pictures:

PFF A/C 447 with scope and K-21 camera installed: Believed to have landed in France.

A/C 032 with K-21 installed: Aborted.

A/C 565 with K-21 installed: Landed in Belgium.

6. Controller's Log:

a. 1650 from 3 AD: (1) Alerted (2) Force (3) Order (4) Target
(5) Division Order (6) Zero Hour.

b. 1700 to Groups: (1) Alerted (2) Force (3) Order and Strength

- c. 1710 to Groups: (1) Targets.
- d. 1814 from 3 AD: (1) Tentative Target Information.
- e. 1820 to Groups: (1) Tentative Target Information.
- f. 1955 from 3 AD: (1) Leaflet Load will not be carried.
- g. 2000 to Groups: (1) No Leaflet Load.
- h. 2310 from 3 AD: (1) Bomb Load (2) Targets (3) Plan B Targets (4) Weather A/C.
- i. 2315 to Groups: (1) Bomb Load.
- j. 2335 from 3 AD: (1) Route for Plan A (Tentative) (2) Route for Plan B (3) Division Assembly.
- k. 0015 to Groups: Targets - Plan A and Plan B.
- l. 0020 from 3 AD: (1) Weather A/C Information.
- m. 0025 to Groups: (1) Weather A/C Information.
- n. 0030 to Groups: (1) Advanced Warning to 13 CBW FO 36 Plan A.
- o. 0048 to Wing: (1) Intelligence Annex to 3 AD FO 575.
- p. 0100 to Groups: (1) Last Resort Target.
- q. 0115 to Groups: (1) Weather A/C Call Sign.
- r. 0140 from 3 AD: (1) Plan B Order (2) Plan B Strength (3) Plan B Targets (4) Assembly Altitude (5) T/I Plan A & B (6) RBW (7) Bombing Altitude (8) Minimum Altitude.
- s. 0159 to Groups: (1) Targets - Plan B.
- t. 0205 from 3 AD: (1) Target Information.
- u. 0210 to Groups: (1) Assembly Altitude.
- v. 0225 from 3 AD: (1) 3 AD FO 575.
- w. 0225 from 3 AD: (1) Final Timings (2) Final Assembly Altitude (3) Bombing Altitude (4) Control Points.
- x. 0245 from 3 AD: (1) Annex 1 to 3 AD FO 575.
- y. 0250 to Groups: (1) Bombing Altitude (2) Assembly Timings (3) Control Points.
- z. 0310 to Groups: (1) 13 CBW FO 36 Plan A.
- aa. 0415 from 3 AD: (1) Annex 3 to 3 AD FO 575.
- bb. 0420 to Groups: (1) Annex 1 to 13 CBW FO 36.
- cc. 0423 from 3 AD: (1) Annex 2 to FO 575.
- dd. 0445 from 3 AD: (1) Annex 4 to FO 575.
- ee. 0445 from 3 AD: (1) Time Change in Plan A.
- ff. 0450 from 3 AD: (1) New Times.

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- gg. 0455 to Groups: (1) New Timings.
- hh. 0555 From 3 AD: (1) Plan A in effect.
- ii. 0559 to Groups: (1) Plan A in effect.
- jj. 0610 from 13 CBW: (1) Annex 3 to 13 CBW FO 36.
- kk. 0700 from 3 AD: (1) Assembly Altitude (2) Bombing Altitude
(3) Route Changes.
- ll. 0710 from 13 CBW: (1) Assembly Altitude (2) Bombing Altitude
(3) Route Changes.
- mm. 0915 to Groups: (1) Bombing Altitude.
- nn. 0940 from 3 AD: (1) Bombing Altitude.
- oo. 0960 from 3 AD: (1) Annex 3 to 3 AD FO 575 Plan A.
- pp. 1020 from 3 AD: (1) Diversion (2) Altitude Changes.
- qq. 1030 to Groups: (1) Bombing Altitude (2) Diversion.
- rr. 1105 from 3 AD: (1) Route Change.
- ss. 1215 from 3 AD: (1) Relay A/G.
- tt. 1215 from 13 CBW: (1) Alternate Relay A/G.
- uu. 1343 from 3 AD: (1) Relay A/G.
- vv. 1417 from 3 AD: (1) Emergency Landing Field.
- ww. 1515 from 3 AD: (1) Annex 6 to 3 AD FO 575 Plan A.

For the Commanding Officer:



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

"A" SQUADRON

FORM 3

STATION 119

DATE 6 FEB '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	J	8210	Wilson	✓		652		1625	
412	B	8774	Sutkowski	✓		653		1626	
"	G	8331	HUNTER	✓		701		1417	ABORT 1417
"	F	8826	O'TOOLE	✓		709	77ab	1215	- LANDED - A-70
"	H	6522	HAIL	✓		712		1600	
"	Y	9177	BEK	✓		801		1147	abort 1147
"	E	8067	LAYL	Hi ✓		710	77ab	1211	BRUSSELS
334	A	2447	NEWMAN	✓		715		1629	BRUSSELS
412	M	8741	BEARD	✓		711	7 Feb	1340	FRAM.
"	A	6801	BUSSE	Lo ✓		730		1637	
"	T	7882	TWINING	✓		728		1634	
334	B	8776	Willis	✓		716		1624	

"B" SQUADRON

FORM 3

STATION 119

DATE 6 FEB '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
324	M	8230	GILLEN	✓		658		1617	
335	N	6598	GETCHIUS	✓		655		1618	
"	B	7204	J. HAMILTON	✓		657		1616	
"	T	6475	RICHARDSON	✓		659			
"	Z	2455	HANSEN	✓		656			Brunswick
"	A	8255	VOLZ	✓		704		1700	
"	E	6838	FREGONING	Hi ✓		703	77nd.	1634	B-53
334	U	8525	DILLON	✓		705		1619	
335	F	1887	OHLERT	✓		706			
334	P	9152	PLACE	✓		717		1617	
300	K	8269	SHAW	ho ✓		702		1635	
334	T	8996	CUMMINGS	✓		708			A-78
"	V	8657	PARRISH	✓		707		1634	

"C" SQUADRON

FORM 3

STATION 119

DATE 6 FEB. '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	S	8179	ABWENDER	✓		700		1631	
336	T	9037	ROSE	✓		713		1623	
"	U	8469	BURNS	✓		714		1614	
"	Z	8199	THOMAS	✓		721		1620	
"	X	8604	DUNWADY	✓		723		1505	ABORTED
"	P	8277	MILLSAUGH	✓		725		1631	
"	S	8333	GLOVICK	Hi ✓		726		1632	
"	W	6993	NELSON	✓		727		1633	
334	J	7201	JACKMAN	✓		724		1635	
"	X	8990	SCOTT	Lo ✓		718		1626	
"	D	8640	ROY	✓		719		1632	
"	R	8438	RIVET	✓		720		1105	aborted
"	K	8317	MOZLEY	✓		722		1615	

Mac

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 282

PERIOD: 0001 hours 6 February to 2400 hours 6 February 1945

A. STATISTICS

	Disp.	Sorties	Atkg.	Tonnage	Claims	Losses			Totals	NYR
						E/A	AA	OT		
Heavy Bomber Atks.	1383	1331	1310	2674.9	0-0-0	0	3	4	7	51
Fighter Escort(a)	850	780	0	0	1-0-1A(b) 3-0-OG	0	1	1	2	52
Fighter Sweeps	0	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	2	1	0	0	0-0-0	0	0	0	0	0
Weather Recon.	46	41	0	0	0-0-0	0	0	0	0	8
Air/Sea Rescue	27	27	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>45</u>	<u>45</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Totals	2353	2225	1310	2674.9	1-0-1A 3-0-OG	0	4	5	9	113

- (a) Includes 352nd and 361st Groups based on Continent
- (b) Includes one t/e jet damaged

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1383 a/c (949 B-17s, 434 B-24s) from three Air Divisions dispatched in three forces against the Lutzkendorf Syn. Oil Plant, the Magdeburg Rothensee Syn. Oil Plant and the Bohlen-Rotha Syn. Oil Plant. 1310 a/c dropped 2674.9 tons (2669.0 tons GP and 5.9 tons IB) on two secondaries, Chemnitz and Magdeburg M/Ys, and numerous T/Os. Secondaries bombed by H2X. Weather: 8/10 to 10/10 over targets (CAVU at some T/Os). E/A Opposition: nil. One Me-163 sighted in Hannover area. Losses: 7 a/c (2 B-17s, 5 B-24s - 3 to AA, 4 to unknown causes). NYR: 51 B-17s, majority believed safe on continent.

S E C R E T

First Force

Fourteen group formations (535 B-17s, 3rd Air Division) dispatched against the Bohlen-Rotha Syn. Oil Plant. 496 a/c dropped 969.2 tons GP on Chemnitz M/Y (the secondary) and several T/Os at 1108-1136 hours from 22,300-26,500 feet. All targets bombed on H2X (Reichenbach bombed visually). Leaflets dropped on Chemnitz. Weather: 8/10 to 10/10 en route, 10/10 over Chemnitz. Flak: meager to moderate, inaccurate. Battle Damage: 72 minor, 11 major, 8 Cat. "E". E/A Opposition: nil. One Me-163 sighted in Hannover area. Claims: nil. Losses: 2 B-17s to AA. NYR: 46 B-17s (part of diverted force, majority of which are believed safe on Continent).

Fighter Support: Five groups (295 P-51s) dispatched. Up 0851-0937 hours. Down 1415-1449 hours. 272 sorties. - E/A opposition: nil. Claims: 3-0-0 Ground, among other claims of low strafing group. Losses: 1 P-51 to AA; 1 cat "E". NYR: 35 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>GP</u>	<u>Results</u>
Bohlen-Rotha Syn. Oil Plant Chemnitz M/Y (Sec)	535	Not attacked 437	824.5	Unknown
<u>Other Targets</u>				
Greiz		22	55.0	Unknown
Saalfeld		13	32.5	Unknown
Zwischau		22	52.2	Unknown
Reichenbach		1	2.5	Unknown
Schmalkalden		1	2.5	Unknown
Totals	535	496	969.2	

Second Force

Eleven group formations (414 B-17s - 1st Air Division) dispatched against the Lutzkendorf Syn. Oil Plant. 394 a/c dropped 969.1 tons GP and 5.9 tons IB on Chemnitz M/Y (the secondary), Gotha M/Y and numerous other T/Os at 1127-1232 hours from 23,000-26,000 feet. Targets bombed visually and on H2X. Leaflets dropped on Giessen, Eisenach and Gotha. Weather: 10/10 at primary, 3/10 to 8/10 at other targets. Flak: generally meager and inaccurate. Battle damage: 28 minor, 4 major, 3 cat "E". E/A opposition: nil. Claims: nil. Losses: nil. NYR: 5 B-17s (believed safe on Continent).

Fighter Support: Five groups (293 P-51s) dispatched - (includes 65 a/c of the 352nd Group based on Continent). Up 0855-0927 hours, down 1355-1453 hours. 273 sorties. E/A opposition: One t/e jet, believed to be an Arado 234, bounced near Arnhem and damaged; one Me 109 destroyed near Dorsten (north of Ruhr). Claims: 1-0-1 Air. Losses: 1 P-51 to unknown causes; 2 cat "E". NYR: 11 P-51s (believed safe on Continent).

S E C R E T

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>	<u>Attacking</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Lutzkendorf Syn. Oil Plant Chemnitz M/Y (Sec)	414	Not attacked 37	92.3		Unobserved
<u>Other Targets</u>					
Gotha M/Y		88	216.5		Fair
Giessen		68	167.5		Poor
Saalfeld		36	90.0		Unobserved
Ohrdruf		35	85.5	5.5	Good
Eisfeld		34	85.0		Unobserved
Schmalkalden		32	74.5		Fair to Good
Eisenach		13	30.0		Good
Waltershausen		12	30.0		Poor
Dirlos		12	30.0		Poor
Ostheim		12	30.0		Poor
Friedrichroda		11	27.5		Fair
Steinbach		2	6.3	.4	Unobserved
Meppen		1	2.5		Unobserved
5124N-1026E		1	1.5		Unobserved
Totals	414	394	969.1	5.9	

Third Force

Forty-two squadron formations (434 B-24s - 2nd Air Division) dispatched against the Magdeburg Rothensee Syn. Oil Depot. 420 a/c dropped 730.7 tons GP on Magdeburg M/Y (the secondary) and two T/Os at 1058-1143 hours from 17,500 to 24,500 feet. Secondary bombed on H2X; T/Os visually. Leaflets dropped on Magdeburg. Weather: 10/10 over targets. Flak: meager to moderate, inaccurate over targets. Battle damage: 58 minor, 3 major, 1 cat "E". E/A opposition: nil. Claims: nil. Losses: 5 B-24s (1 to AA, 4 to unknown causes).
NOTE: 6 B-24s dropped Chaff.

Fighter Support: Five groups (262 P-51s) dispatched (includes 52 a/c of the 361st Group based on Continent). Up 0845-0931 hours; down 1416-1527 hours. 235 sorties. E/A opposition: nil. Claims: nil. One group strafed ground targets. Losses: nil. NYR: 6 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>
			<u>GP</u>	
Magdeburg Rothensee Syn. Oil Plant	434	Not Attacked		
Magdeburg M/Y (Sec.)		418	727.2	Unknown
<u>Other Targets</u>				
Meppen Bridge		1	1.0	Unknown
Quackenbruck		1	2.5	Unknown
Totals	434	420	730.7	

S E C R E T

2. Fighter Escort

Fifteen groups (50 P-51s) dispatched to support three bomber forces. Up 0845-0937 hours; down 1355-1527 hours. 780 sorties. E/A opposition: one t/e jet (believed to be on Arado 234) encountered and damaged in Arnhem area; one Me-109 destroyed in Dorsten area (north of Ruhr). Claims: 1-0-1 air, 3-0-0 ground. Two groups strafed with claims listed below. Losses: 2 P-51s (1 to AA, 1 to unknown causes); 3 cat "Es". NYR: 52 P-51s (believed safe on the Continent).

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	14	18
Goods Wagons	57	75
Passenger Cars	0	8
Motor Transport	10	2
Fuel Lorries	3	0
AA Towers	0	2

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

2 Mosquitoes dispatched as follows:

1 a/c completed Mickey photo flight to Kassel area.

1 a/c aborted due to mechanical failure.

All a/c returned safely.

6. Weather Reconnaissance

46 a/c dispatched as follows:

5 B-17s completed routine weather flights over Atlantic to west of England. Losses: nil.

3 Mosquitoes completed special flights over UK, Belgium, Holland and west Germany. Losses: nil.

38 P-51s as weather scout for bombers. 33 sorties. Losses: nil.
1 P-51 Cat. "E". NYR: 8, believed safe on continent.

7. Air/Sea Rescue

27 a/c (22 P-47s, 1 PBX, 4 B-17s) dispatched on routine search and patrol. All a/c completed their mission and returned safely.

SECRET

8. Special Operations

45 a/c dispatched as follows:

- 8 a/c (6 P-51s, 1 B-24 and 1 B-17) dispatched as radio relays. Losses: nil. NYR: 2 P-51s, believed safe on Continent.
- 10 a/c (8 B-24s, 2 B-17s) dispatched on leaflet operation. Leaflets dropped over Germany and Holland. Losses: nil.
- 8 B-24s on RCM mission, jamming between 0615-0942 hours. Losses: nil.
- 8 P-51s dispatched as escort to PRU a/c. Mission uneventful. Losses: 0
- 3 Mosquitoes dispatched to drop Chaff. Losses: nil.
- 8 P-51s dispatched as escort for air/sea rescue a/c. Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

Adverse weather conditions probably account for the failure of the GAF to attempt interception. Bombers reported sighting only one e/a, an Me-163 in the Hannover area.

On the penetration one t/e jet (possibly an AR-234) bounced a group of P-51s from the rear at 21,000 feet in the Arnhem area, and e/a was damaged in ensuing combat. Other P-51s engaged a single Me-109 which is claimed destroyed after e/a unsuccessfully attempted crash landing in the Dorsten area (north of Ruhr). Other scattered sightings of contrails indicate possible small-scale jet e/a activity.

2. Flak

Magdeburg	- meager to moderate, inaccurate, both barrage and predicted fire.
Chemnitz	- meager to moderate, inaccurate tracking.
Frankfurt	- moderate, fairly accurate tracking and barrage.
Coblenz	- moderate, fairly accurate barrage.
Egmond	- meager, fairly accurate.
Minden	- meager and inaccurate.
Vitgeest	- meager and inaccurate.
Bergen	- meager and accurate.
Nordhausen	- meager and inaccurate.
Eisenach	- meager and accurate.
Gotha	- meager and inaccurate.

3. Observations

Fresh excavation extending twenty miles long seen east and adjacent to Dortmund-Ems Canal (5240N-0720E).

Very large smoke screen reported at 5208N-0711E.

A/D at 5250N-0615E with several runways and hangars, appeared like a converted meadow.

4. Damage to Enemy Installations

Gotha M/Y - Fair Results

Through cloud cover six concentrations of GP bombs can be seen bursting in and adjacent to M/Y, also scattered bursts in the residential area north and south of yard damaging many houses. One concentration blanketed choke point at eastern end of yard but intense ground haze prevented assessment of damage and at least three direct hits on the work shop situated SW of passenger station and several direct hits on rail lines in center of yard.

Giessen - Poor Results

Through scattered cloud it was possible to see three partial concentrations of GP bombs bursting in open fields approximately $5\frac{1}{2}$ miles SW of Giessen.

Ohrdruf - Good Results

A heavy concentration of GP bombs could be seen bursting in the east central part of the town. Severe damage can be expected to residential area and roads throughout area. Many fires could be seen burning late in the attack.

Schmalkalden - Fair to Good Results

One concentration of approximately 80 bombs can be seen blanketing the central portion of the M/Y. Passenger station, goods depot and station siding were all hit heavily although individual bursts could not be pinpointed due to intense ground haze. Two concentrations can be seen east of the M/Y in the western part of Schmalkalden and an u/i industrial installation in this area was heavily blanketed by bursts. Through heavy cloud a concentration of bombs can be seen bursting in open area approximately $1\frac{3}{4}$ miles S-SE of the town.

Walterhausen - Poor Results

One concentration of approximately 75 GP bombs can be seen bursting in the SE portion of the town. These bombs fell into a lightly built up residential area.

OSTHEIM - Poor Results

One partial concentration of GP bombs can be seen in open field approximately $1\frac{1}{2}$ miles S of Ostheim.

Friedrichroda - Fair Results

One concentration of approximately 80 GP bombs can be seen bursting on and near railway siding east of town. At least 4 direct hits were made in the E choke point of the yard. Approximately 70 GP bombs can be seen in the E portion of the town and at least 1 direct hit and several near hits near the SE entrance of the railway tunnel in the northern outskirts of town.

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