

RCB

HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 15 February 1945  
13 CBW FO 44  
13 CBW OPS 273  
3 AD FO 584

SUBJECT: Tactical Report (COTTBUS, GERMANY)

TO : CO, 95BG, APO 559

1. Information Concerning the Targets:

a. The primary target (visual) for today was the Synthetic Oil Refineries at Ruhland, Germany.

b. The secondary target (visual or H2X) for today was Cottbus, Germany.

c. The last resort target (visual or H2X) for today was Bautzen, Germany.

2. Narrative of the Attack:

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

(1) Navigation:

(a) Assembly:

The three Squadrons of the 100 Group made a normal take off and climb to assembly altitude. The Group was quickly formed over the field. The Wing assembly was made as briefed. The 13B and 13C Groups were in good Wing position at CP 1. The English Coast was crossed at 0903 on time.

(b) Route:

The briefed route was closely followed across the Channel. The Group arrived at CP 2 about  $\frac{1}{2}$  minute late slightly north of the briefed point on the coast. The route over the Continent was essentially as briefed, deviating at times to echelon on the Groups ahead. The IP was overshot approximately 15 miles to the East, this was mainly caused by preceding Groups overshooting the IP, thus making it necessary for the 13A Group to swing a little further to the East to avoid interfering with the Squadrons ahead on the bomb run. The Low Squadron did not have good H2X operation so had to fly with the A Squadron on the bomb run. The High Squadron peeled off and made an individual run. The Radar Navigator in the High had picked up Ruhland instead of Cottbus and proceeded to make a run on it, however, after being notified by the Navigator that he was on the wrong target, picked up the Secondary and made a run on that after correcting to the right behind the A and C Squadrons. The Group was quickly reformed after bombs away and made a right turn in an effort to close up the interval with the preceding Groups. The 13A Group was slightly left of course to 5015-1335 in order to remain in Division Column. From 5015-1335 to the Continental Coast the route was essentially as briefed with minor deviations at times to "S" slightly.

(c) Weather:

CAVU conditions prevailed over the base areas during assembly. Over most of the Continent the Groups experienced a solid

undercast. Kodak Control gave very accurate weather during the mission, which enabled the Division Leader to plan accordingly. The target areas were completely covered. Average winds obtained at altitude were from 300 degrees at 40 knots.

(d) Navigational Difficulties:

H2X equipment in Low Squadron had poor range during most of the mission.

(e) Remarks:

Navigation was good. Good crew coordination was exhibited in the High Squadron Lead.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 100C radar equipment had poor range due to low transmitting current, and was compelled to drop on 100A. 100A and 100B made H2X sightings on the secondary target. Results were unobserved.

(2) Bombing:

(a) 100A, C Squadrons:

<u>1.</u>	Air Leader Major Scott	Nav	Capt. Roesel
	Pilot Capt. Jones	Asst Nav	Lt. Juhlin
	Co-Pilot	M/O	Lt. Rhode
		Bomb	Lt. Grueschow

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Secondary	22	205x500 LB GP
	Jettisoning	3	27x500 LB GP
	Returning	1	10x500 LB GP

b. Bombing Altitude: 23800'

c. Time of Release: 1218

3. Run In from IP to Target:

It was necessary to overshoot the IP 15 miles in order to stay in trail of the preceding Wing on the bomb run. After the turn, the M/O picked up the target and set up course. The bombardier was clutched in at 11 miles, and checks in rate were made at 10, 9, 8, 7, 6, 5 and 4 miles. All checks in rate were good and the final check accurate. When bombs were released on a true heading of 338 degrees, synchronization was good. C-1 Auto-Pilot was used on the bomb run. C Squadron released off A Squadron's smoke bombs.

4. PI Report:

a. 100A: Released approximately 2 3/10 miles SSE of M/Y on a heading of about 345 degrees with a calculated drift of 5 degrees right. With using bomb trajectory table for 500 LB GP a true air speed of 216 MPH at 24000; it is calculated that 100A Squadron's pattern would cover the east choke point and possibly east end of the Cottbus M/Y.

b. 100C: Shows no check points in bomb release photo, but check points recognized in later prints would indicate that C Squadron's pattern probably covered the eastern part of the M/Y, and southern part of Cottbus.

5. Bombing Malfunctions:

## A Squadron:

A/C 436: Bomb released at IP after rack switches were turned on.

## C Squadron:

A/C 602: Aborted and returned 10 bombs.

A/C 514: Aborted and jettisoned 10 bombs in channel at 5226N-0400E.

(b) 100B Squadron:

<u>1.</u>	Air Leader	Capt. Ferbracke	Nav	Lt. Bettman
	Pilot	Lt. Blanding	Asst Nav	
	Co-Pilot		M/O	Lt. Junista
			Bomb	Lt. Belinau

2. A/C Attacking: Bombs Dropped

a. Secondary 13 126x500 LB GP

b. Bombing Altitude: 24000'

c. Time of Release: 1219

3. Run In from IP to Target:

After the maneuver at the IP, which was overshot 15 miles, the M/O picked up the target at Ruhland and started to set up course. The navigator, however, corrected him back on course to the secondary target. The M/O picked up the target at 20 miles and proceeded to set up course. Shortly thereafter the target was lost and the M/O did not pick it up again until at 8 miles. The bombardier was clutched in at 7 and rate checks were made at 6 and 5 miles. One slight rate correction was made at 6 miles since rate was a little fast, final rate, however, was poor. When bombs were released on true heading of 335 degrees, synchronization was poor. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. This Squadron released on approximately the same heading and drift as A Squadron, but about one mile later and the pattern is believed to be about 1½ miles NE of 100A's, in open country NE of Cottbus.

5. Bombing Malfunctions: None.b. 13 B Group - 95A, B, C Squadrons:(1) Navigation:(a) Assembly:

A normal take off and assembly was made over Buncher 23 at 9000. Conditions were CAVU over England and both Wing and Division assembly points were made good without difficulty.

(b) Route:

The route was flown essentially as briefed with the Group moving from left to right of the bomber stream through the flak

corridor at Bummer Lake. At CP 4 they were slightly South of course still echeloned to the right. At the pre-IP the bomber stream was 5 miles South of course and overshot the IP 12-15 miles. At this point 95A peeled off and passed over the IP at 1145. An H2X run was made to the secondary target, Cottbus, and bombs were away at 1212. The 95B Squadron used 5036-1402 as an IP at 1138 and made an individual H2X run staying in the bomber stream. 95C Squadron used 5031-1410 as an IP at 1140 and followed 95B. Bombs were away at 1217 and 1218 for 95B and C respectively. It is assumed that because of the difference in timings that 95A released their bombs before the 95C Group. After bombs away 95A made a 360 degree turn to the right and the Group reformed on the leg from the RP to the next turning point. The remainder of the route was without incident until 0600E when a direct route to the base was taken up because of gas shortage in some of the aircraft.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties: None.

(e) Remarks:

Navigation was very satisfactory. Although no interference with other Groups on the bomb run was reported, it is recommended that when bombing in Squadron formation in an area such as this, the Group Leader should maintain Wing integrity if the Wing Leader elects to follow the bomber stream.

(f) PFF Narrative:

Three PFF aircraft were dispatched. All sets operated satisfactorily for navigation and bombing. Bombing was by Squadrons, and results were unobserved.

(2) Bombing:

(a) 95A Squadron:

<u>1.</u>	Air Leader	Capt. Jeneman	Nav	Lt. Russel
	Pilot	Capt. Parker	Asst Nav	Capt. Sirey
	Co-Pilot		M/O	Capt. Borch
			Bomb	Lt. Schultz

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Secondary	11	106x500 LB GP
	Returning	1	10x500 LB GP

b. Bombing Altitude: 22725'

c. Time of Release: 1212

3. Run In from IP to Target:

The Squadron was south of the IP, but then cut back and made it good. The M/O picked up the wrong target at first, but corrected back on course and picked up the secondary target. The M/O set up course and clutched the bombardier in at 10 miles. The subsequent rate checks were accurate and when bombs were released on a true heading of 352 degrees, synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photos are cloud-covered.

5. Bombing Malfunctions:

A/C 826: Aborted - 10 bombs jettisoned.

(b) 95B Squadron:

<u>1.</u>	Air Leader	Lt. Morris	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>	Secondary	12	116x500 LB GP
	Jettisoning	1	10x500 LB GP

b. Bombing Altitude: 23500'

c. Time of Release: 1217½

3. Run In from IP to Target:

The 95B Squadron followed the bomber stream and made good an arbitrary IP, 20 miles east of the briefed IP. After the turn the M/O picked up the target and set up course. The bombardier clutched in at 10 miles and subsequent rate checks were accurate. When bombs were released on a true heading of 339 degrees, synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photos are cloud-covered.

5. Bombing Malfunctions:

A/C 447: Aborted and jettisoned 10 bombs.

(c) 95C Squadron:

<u>1.</u>	Air Leader	Lt. Greer	Nav	Lt. Flygstad
	Pilot	Lt. Philpott	Asst Nav	
	Co-Pilot		M/O	Lt. Decherniss
			Bomb	Lt. Hathaway

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Secondary	13	126x500 LB GP
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b. Bombing Altitude: 22400'

c. Time of Release: 1222

3. Run In from IP to Target:

The 95C Squadron followed the bomber stream and made good the same arbitrary IP used by 95B Squadron. After the turn the M/O picked up the target, with excellent returns, and set up course. The bombardier clutched in at 10 miles and all subsequent rate checks were accurate. When bombs were released on a true heading of 345 degrees, synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photos are cloud-covered.

5. Bombing Malfunctions: None.

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

(1) Navigation:

(a) Assembly:

The three Squadrons made a normal take off and climb to

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assembly altitude. The Group was formed over the Buncher in very good order. The Wing assembly was as briefed and completed at Southwold at 0907 on time.

(b) Route:

The route flown was essentially the same as that flown by the 13A and 13B Groups. The IP was also overshoot because the Group followed the bomber stream. Between the pre-IP and the IP the Deputy Leader took over the Group lead because the A Squadron Lead H2X set was not functioning properly at the time. The Squadrons peeled off at 5046-1424 using this as the IP for the secondary target. The Group was reformed at 5132-1438 and followed the A and B Groups back to base.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties: None.

(e) Remarks:

Navigation was very satisfactory. Because of the High and Low Squadrons of 95 Group lagging the 390 Group was subjected to prop-wash and was not able to keep its proper interval.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 390A set had poor H2X definition, and the lead was given to 390B prior to the IP, however, the scope returns in 390A became sufficiently clear to make a bomb run on the secondary. 390B and 390C also made H2X sightings on the secondary target. Results were unobserved.

(2) Bombing:

(a) 390A Squadron:

<u>1.</u> Air Leader Capt. Stokes	Nav	Lt. Yary
Pilot Lt. Morris	Asst Nav	Lt. Lewis
Co-Pilot	M/O	Lt. Flanagan
	Bomb	Lt. Kellerhouse

2. A/C Attacking: Bombs Dropped

<u>a.</u> Secondary	11	108x500 LB GP
Jettisoning	1	10x500 LB GP

b. Bombing Altitude: 22800'

c. Time of Release: 1225

3. Run In from IP to Target:

After following the bomber stream and overshooting the IP 15 miles, the M/O picked up the target and set up course. Setting up rate through breaks in the clouds, the bombardier clutched in at 10 miles and all subsequent rate checks coincided with the visual rate that had been set up previously. When bombs were released on a true heading of 338 degrees, synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run.

The B Squadron took over the lead between the pre-IP and IP because of poor definition of the H2X equipment in A Squadron. On the bomb run, however, the definition cleared up, consequently, A Squadron released on its own equipment, in trail of the B Squadron.

4. PI Report: Photos are cloud-covered.

5. Bombing Malfunctions:

1311E.

A/C 565: Aborted, 10 bombs jettisoned at 5038N-

## (b) 390B Squadron:

1. Air Leader Capt. Howe Nav Lt. Welsh  
Pilot Lt. Fisher Asst Nav  
Co-Pilot M/O Lt. Connroy  
Bomb Lt. Liana
2. A/C Attacking: Bombs Dropped
  - a. Secondary 12 108x500 LB GP  
10 Leaflet Containers  
Returning 1 10x500 LB GP
  - b. Bombing Altitude: 22700'
  - c. Time of Release: 1224
3. Run In from IP to Target:

The B Squadron assumed the Group lead when definition of the H2X equipment in A Squadron became erratic. The IP was overshot 15 miles, but after the turn the M/O picked up the target and set up course. Setting up rate visually through breaks in the clouds, the bombardier clutched in at 10 miles. All subsequent rate checks coincided with the rate that had been set up previously. When bombs were released on a true heading of 346 degrees, synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photos are cloud-covered.
5. Bombing Malfunctions:  
A/C 868: Aborted, 10 bombs returned.

## (c) 390C Squadron:

1. Air Leader Lt. Hannold Nav Lt. Sommer  
Pilot Lt. Tresswood Asst Nav  
Co-Pilot M/O Lt. Matteson  
Bomb Lt. Buck
2. A/C Attacking: Bombs Dropped
  - a. Secondary 13 128x500 LB GP
  - b. Bombing Altitude: 22200'
  - c. Time of Release: 1226
3. Run In from IP to Target:

Attacking on a true heading of 340 degrees, the M/O picked up the target and set up course. The bombardier set up rate visually through breaks in the clouds, and clutched in at 10 miles. After the clutch-in all subsequent rate checks coincided with the rate that had been previously set up. When bombs were released, synchronization appeared to be good. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: Photos are cloud-covered.
5. Bombing Malfunctions: None.

3. Planning and Execution of the Mission:

a. Group Order and Strength:

- (1) 4 A, B, C Groups: 9 x 12 A/C Squadrons
  - (a) 94 Group 3 x 12 A/C Squadrons
  - (b) 487 Group 3 x 12 A/C Squadrons
  - (c) 447 Group 3 x 12 A/C Squadrons
- (2) 45 A, B, C Groups: 9 x 12 A/C Squadrons
  - (a) 452 Group 3 x 12 A/C Squadrons
  - (b) 388 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) 490 Group 3 x 12 A/C Squadrons
  - (b) 493 Group 3 x 12 A/C Squadrons
  - (c) 34 Group 3 x 12 A/C Squadrons
- (4) 13 A, B, C Groups: 6 x 13 A/C Squadrons  
3 x 12 A/C Squadrons
  - (a) 100 Group 2 x 13 A/C Squadrons  
1 x 12 A/C Squadron
  - (b) 95 Group 2 x 13 A/C Squadrons  
1 x 12 A/C Squadron
  - (c) 390 Group 2 x 13 A/C Squadrons  
1 x 12 A/C Squadron
- (5) 4 D, E Groups: 6 x 12 A/C Squadrons
  - (a) 486 Group 3 x 12 A/C Squadrons
  - (b) 385 Group 3 x 12 A/C Squadrons

b. A/C and C/C Available:

(1) 95 Group	REG	43 A/C	53 C/C
	PFF	10 A/C	8 C/C
	MH	5 A/C	8 C/C
(2) 100 Group	REG	45 A/C	51 C/C
	PFF	9 A/C	7 C/C
	MH	5 A/C	5 C/C
(3) 390 Group	REG	42 A/C	63 C/C
	PFF	8 A/C	9 C/C
	MH	7 A/C	6 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 8826: 412 Sqdn "J" - Blew collector ring - Lost turbo



on #4 engine - Pilot Lt. Walters - Sortie.  
A/C 2447: 334 Sqdn "A" - Runaway turbo - Pilot Lt. Rivet -  
No sortie.

(2) 100 Group:

A/C 602: 349 Sqdn "P" - Runaway prop #2 engine - Could  
not regulate - Pilot Lt. Talmage - No sortie.  
A/C 514: 349 Sqdn "J" - Runaway prop #4 engine - Could  
not feather - Pilot Lt. Larson - Sortie.

(3) 390 Group:

A/C 868: 571 Sqdn "Y" - Turbo out in #3 engine - Pilot  
Lt. Damar - Sortie.

f. A/C Outstanding:

(1) 95 Group:

A/C 1887: 335 Sqdn "F" - Pilot Lt. Schaap.  
A/C 8199: 336 Sqdn "Z" - Pilot Lt. Volz.

(2) 100 Group:

A/C 649: 418 Sqdn "T" - Pilot Lt. Baker.  
A/C 230: 418 Sqdn "O" - Pilot Lt. Wafford.

(3) 390 Group:

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

g. A/C Landing Away from Base:

(1) 95 Group:

A/C 9152: 334 Sqdn "P" - Pilot Lt. Rudkins - Landed at A-78.

(2) 390 Group:

A/C 472: 570 Sqdn "F" - Pilot Lt. Babbitt - Landed at A-78.  
A/C 663: 569 Sqdn "M" - Pilot Lt. Woodard - Landed at  
Woodbridge.  
A/C 470: 570 Sqdn "H" - Pilot Lt. Todde - Landed at A-78.

h. A/C Attacking - 13 A Group:

Bombs Dropped

(1) Secondary	35	331x500 LB GP
Jettisoning	3	27x500 LB GP
Returning	1	10x500 LB GP

(2) Method of Bombing: PFF

(3) Method of Release: Salvo

i. A/C Attacking - 13 B Group:

Bombs Dropped

(1) Secondary	36	348x500 LB GP
Jettisoning	1	10x500 LB GP
Returning	1	10x500 LB GP

(2) Method of Bombing: PFF

(3) Method of Release: Salvo

j. A/C Attacking - 13 C Group:

Bombs Dropped

(1) Secondary	36	344x500 LB GP
		10 Leaflet Containers

Jettisoning	1	10x500 LB GP
Returning	1	10x500 LB GP

(2) Method of Bombing: PFF

(3) Method of Release: Salvo

4. Communications:

a. VHF:

(1) Major Scott led the 13th Wing. Communications within the Group and between Groups is reported good. There was some continuous keying on the return trip on Channel A.

(2) Control points were transmitted satisfactorily to Arrowswift on Channel B. Target and route weather information was received from Kodak.

(3) Fighter contact was not made as fighters were heard clearly on Channel C.

(4) Discipline was reported good.

b. W/T:

(1) Control Points:

	CP 1	CP 2	CP 3	CP 4	TGT	CP 5	BASE
Timings	0903	0941	1013	1059	1151	1345	1620
ATA	0903	0941	1021	1100	1128	1401	

(2) Strike Reports:

100	S B 5	1218
100	S B 5	1219
95	S B 5	1222
95	S B 5	1217

5. Mission Camera Report:

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

A/C 8179 with scope camera installed: Film slipped from take up spool.

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

A/C 602 with K-21 installed: Aborted.  
 A/C ??? with K-21 installed: Camera froze.

c. The 390 Group installed 2 scope and 10 vertical cameras, 1 and 10 of which took pictures:

A/C 566 with scope camera installed: Malfunction in bomb bay switch.

6. Controller's Log:

a. 1848 from 3 AD: (1) Force (2) Order (3) Assembly Plan.

b. 1853 to Groups: (1) Force (2) Order (3) Assembly Plan.

c. 1855 from 3 AD: (1) Zero Hour (2) Task Force A & B (3) Assembly Information.

- d. 1925 to Groups: (1) Wing Order (2) Weather A/C.
- e. 2107 from 3 AD: (1) Leaflet Load.
- f. 2108 to Groups: (1) Leaflet Load.
- g. 2110 from 3 AD: (1) Targets and MPIs (2) Order (3) Bombing Altitudes (Tentative) (4) Division Assembly and Approaches (5) Routes (6) Zero Hour (7) RBA and RBW (8) Weather A/C (9) Bomb Load (10) Routes and Radio Aids for Continent Assembly (11) Division Order (12) Time Control.
- h. 2200 to Groups: (1) Zero Hour (2) RBA and RBW (3) Fuel (4) Bombing Altitudes (Tentative) (5) Assembly Altitude (6) Weather A/C (7) Bomb Load (8) Routes and Radio Aids (9) Time Controls.
- i. 2210 from 3 AD: (1) A-2 Annex to 3 AD FO 584.
- j. 2215 from 3 AD: (1) AW to 3 AD FO 584.
- k. 2225 to Groups: (1) Targets and MPIs.
- l. 2310 from 3 AD: (1) Bomb Load and T/I (2) Continent Assembly Scrubbed (3) New Assembly.
- m. 2315 to Groups: (1) Bomb Load (2) T/I (3) New Assembly.
- n. 2327 from 3 AD: (1) Weather A/C Information.
- o. 2330 from 3 AD: (1) Annex 1 to 3 AD FO 584.
- p. 2333 to Groups: (1) Weather A/C Information.
- q. 2335 from 3 AD: (1) Route.
- r. 2335 to Groups: (1) Target Information.
- s. 2355 from 3 AD: (1) New Division Assembly (2) New Assembly Altitude (3) Wing Approaches.
- t. 0007 from 3 AD: (1) Annex 1 to A-2 Annex to 3 AD FO 584.
- u. 0010 to Groups: (1) AW to 13 CBW FO 44.
- v. 0025 from 3 AD: (1) Annex 1 to AW to FO 584. (2) New Zero Hour (3) Weather A/C Information.
- w. 0025 to Groups: (1) New Zero Hour (2) Weather A/C Information.
- x. 0100 from 3 AD: (1) New Last Resort Target.
- y. 0104 to Groups: (1) Annex 1 to AW to 13 CBW FO 44.
- z. 0110 from 3 AD: (1) Final Timings (2) New Assembly Altitude (3) Bombing Altitude.
- aa. 0111 to Groups: (1) Target Information.
- bb. 0120 to Groups: (1) Annex 2 to AW to FO 44.
- cc. 0128 from 3 AD: (1) Annex 2 to A-2 Annex to FO 584.
- dd. 0200 from 3 AD: (1) Time Controls (2) Division Order (3) New Target Information.

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- ee. 0210 to Groups: (1) Target Information.
- ff. 0215 from 3 AD: (1) New Times.
- gg. 0225 to Groups: (1) Time Controls (2) Division Order  
(3) New Target Information.
- hh. 0230 to Groups: (1) 13 CBW FO 44.
- ii. 0250 from 3 AD: (1) FO 584.
- jj. 0355 from 3 AD: (1) Time Correction.
- kk. 0402 from 3 AD: (1) Annex 3 to A-2 Annex to FO 584.
- ll. 0450 from 3 AD: (1) MH Information.
- mm. 0520 from 3 AD: (1) Annex 1 to FO 584.
- nn. 0555 to Groups: (1) Annex 1 to 13 CBW FO 44.
- oo. 0635 from 3 AD: (1) Smudge Pot Information.
- pp. 0640 to Groups: (1) Smudge Pot Information.
- qq. 0725 from Grps: (1) First Time of Take Off.

For the Commanding General:

ERNEST A. KIESSLING,  
Major, Air Corps,  
Asst A-3.

- 12 -

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

War Room  
~~Activity~~  
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AK  
C-103

CONFIDENTIAL.  
16 FEB 1945

INTERPRETATION REPORT S.A. 3210

ATTACK ON COTTBUS MARSHALLING YARD ON 15 FEB 1945

95<sup>th</sup> Road  
Room

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 455, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1151 - 1226A hours.
- (d) Bombs : 4258 X 500 lb. G.P.

(ii) DETAILS OF THE ATTACK

Of the 4258 H.E. bombs dropped a total of 175 bursts can be seen on 7/10 to 10/10 cloud obscured photographs. (Note: A single burst seen on a photograph may be the result of the explosion of more than one bomb). These bursts extend from approximately 1 1/2 miles South Southeast, across a partial built-up business/residential area, to the Southeast border of the yard with one hit on the rail lines in the East end of the yard, and several possible hits on a probable textile factory. A few scattered bursts are seen North of the yard.

(iii) ACTIVITY

- (a) The yard is covered on poor quality photographs.
- (b) The loading is heavy.

(iv) ANNOTATED PRINT: None prepared.

(v) BOMB PLOT : None prepared.

(vi) PHOTOGRAPHS RECEIVED

SAV	34/548-50	15 FEB 1945.	1215-26A	hrs.	1/39,400	(F.L. 7")	23,000'	'B'
"	95/1425-27,29	"	1212-22A	"	1/40,250	"	23,500'	'C'
"	96/825,826	"	1203A	"	1/41,100	"	24,000'	'B'
"	96/827	"	1205A	"	1/22,300	(F.L.12")	22,300'	"
"	100/1238,41,43	"	1218A	"	1/41,100	(F.L. 7")	24,000'	"
"	388/897,98,901	"	1201A	"	1/39,400	"	23,000'	"
"	390/1332,1334-35	"	1220A	"	1/39,400	"	"	"
"	447/960-62	"	1201A	"	"	"	"	"
"	452/915-18	"	1204A	"	1/39,400	"	"	"
"	487/766-68	"	1151-52A	"	1/39,900	"	23,250'	"
"	487/771	"	1151A	"	1/22,900	(F.L.12")	22,900'	"
"	490/627,28,30	"	1207A	"	1/39,400	(F.L. 7")	23,000'	"
"	493/635,639	"	1205A	"	1/39,900	"	23,250'	"
"	493/638	"	1210A	"	1/22,500	(F.L.12")	22,500'	"
SAO	487/291	"	Unknown	"	Oblique	(F.L.6-3/8")	22,700'	'A'

IMMEDIATE INTERPRETATION REPORT NO. 3890

LOCALITY: COTTBUS - MARSHALLING YARD AND TOWN

PERIOD COVERED: 16 AUG 1944 to 1640A hours on 3 MAR 1945

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	15 FEB 1945	3219	7/10-10/10 Cloud

PROVISIONAL STATEMENT ON DAMAGE:

Damage to the marshalling yard is confined to the Eastern half of the area particularly in the large locomotive repair depot where two round houses, a water repair shop, and the power station are gutted or heavily damaged. Several structures remain in the heavily loaded sorting, storage, and passenger sidings and numerous others have apparently been repaired since the attack.

In the town area Southeast of the marshalling yard, serious incidents involve at least five light industrial establishments and scattered business, commercial and residential premises.

Details of damage in the marshalling yard are as follows: (Numbers refer to Illustration G(d)(i)47/7).

I. LOCOMOTIVE AND REPAIR FACILITIES:

1. Locomotive Repair Shop : North end gutted, roof lights out, probable further roof damage repaired.
2. Locomotive Repair Shop : Probable roof damage repaired.
3. Wagon and Carriage Shop : One-third gutted at East end.
6. Engine Shed (Roundhouse) : Gutted, turntable probably damaged.
7. Engine Shed (Roundhouse) : Gutted. Two large and five smaller buildings adjacent to engine sheds destroyed or heavily damaged.
12. Power Station of Loco Repair Depot : Two-thirds gutted.

II. TERMINAL FACILITIES:

18. Transshipment Shed : Approximately 100' of roof of loading dock destroyed. Roof lights out and slight roof damage to main part of shed.
20. Passenger Station : Main building 1/2 gutted. Four buildings adjacent to the West destroyed or damaged. South platform roofs damaged. Ramp to roadway cratered in three places.

14. Sorting Sidings : Several craters and derailed rolling stock. Numerous craters apparently repaired.
15. Storage Sidings : Trackside building 1/2 gutted. Trackage apparently repaired at several points.

IV. THRU RUNNING LINES:

Apparently intact.

(Prints 3097-8, 3106-8, 4068-9, 4084-5)

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

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PHOTOGRAPHS TAKEN BY: 13 Squadron.

FORM: US7GR/6B.

EXPOSURE TIME AND DATE OF PHOTOGRAPHY: 1640A hours on 3 MAR 1945.

SCALE: 1/6,000.

COVER AND QUALITY: The marshalling yard and Western three-fourths of town are covered on fair quality photographs.

LAST REPORT: K, 3028, 17 AUG 1944.

COMPARATIVE SORTIES USED: US7GR/2993 (3041-48), 106G/1969 (3103-8, 4104-9).

PRINT DISTRIBUTED: 3098 (to follow when available).

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DISTRIBUTION NO. 24-C

US7GR/6B

320 copies





"B"

FORM 3

STATION

119

DATE

15 Feb 1945

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	S 8179	Gillen	✓	✓	727		1621	
"	R 8438	Bramlett	✓	✓	728		1621+	
"	V 8657	Griffin	✓	✓	729		1617+	
"	P 9152	Rodkins	✓	✓	730		-	Landed at A-78
"	A 2447	Rivet	✓	NO	730		1044	Eng trouble
"	J 7201	Addison	✓	✓	732		1630	
"	D 8640	Corbin	Hi	✓	733		1615	
"	T 8996	Rosenzweig		✓	733		1617	
"	U 8525	Cummings		✓	734		1619+	
412	M 8741	Helgeson		✓	731		1622	
334	X 8990	Scott	Lo	✓	738		1619	
"	L 9175	Koehler		✓	735		1614	
412	L 7257	Parrish		✓	735		1618+	

"C"

FORM 3

STATION

119

DATE

15 Feb 1945

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
412	N 8040	Philpott		✓	727		1637+	
335	G 6902	Richardson		✓	744		1638	
412	A 6801	J. Hamilton		✓	746		1637	
335	N 6598	Bradley		✓	747		1639	
"	R 7783	Palmer		✓	747		1640	
"	F 1887	Schaad		✓	751		--	
"	H 7376	Tregoning	Hi	✓	745		1643	
"	O 7194	Dillon		✓	751		1643+	
"	A 8255	Hansen		✓	748		1642	
"	S 9052	Shaw	Lo	✓	749		1644	
412	H 6522	Purdy		✓	749		1615+	
335	E 6838	Galicura		✓	750		1638+	
336	Z 8199			✓				
412	<del>D 8922</del>	Volz		✓	837		--	

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 291

PERIOD: 0001 hours 15 February to 2400 hours 15 February 1945.

A. STATISTICS

	<u>Sorties+</u>	<u>Effective Sorties+</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>			<u>Tot.</u>	<u>NYR</u>
					<u>E/A</u>	<u>AA</u>	<u>OT</u>		
Heavy Bomber Atks.	1131	1075	2652.3	0-0-0	0	0	11	11	3
Fighter Escort	478	431	0	(a)2-0-0A	0	0	1	1	13
Fighter Sweeps (b)	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	30	28	0	0-0-0	0	0	1	1	0
Weather Recon.	29	25	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	22	22	0	0-0-0	0	0	0	0	0
Special Operations	<u>28</u>	<u>26</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	1718	1607	2652.3	2-0-0A	0	0	13	13	16

(a) Includes 1-0-0 Me-262

(b) The two groups based on Continent did not operate.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1131 a/c (759 B-17s, 372 B-24s) from three Air Divisions sortied in four forces against synthetic oil plants at Bohlen, Magdeburg and Ruhland and the rail bridge at Wesel. 1075 a/c dropped 2652.3 tons GP on one primary (Magdeburg), two secondaries (Cottbus M/Y and Dresden), one last resort (Rheine M/Y) and several T/O's. Targets bombed on PFF. Weather: generally 8/10 - 10/10 over all targets. E/a Opposition: nil. One possible Me-163 sighted over Dummer Lake. No combat. Losses: 11 B-17s to unknown causes. NYR: 3 B-24s, believed safe on Continent.

+USSTAF Regulation 80-6B, 20 January 1945, on definitions is now in effect. According to this regulation (1) "A 'sortie' is an aircraft airborne on a mission against the enemy (synonymous with terms: aircraft dispatched, aircraft airborne and aircraft taking off, previously used)"; (2) An 'effective sortie' is a sortie which carries out the purpose of the mission". This applies to fighters and bombers. (See said regulation for further explanations.) In accordance with the above the terms "dispatched" and "attacking", formerly used, have been eliminated.

S E C R E T

S E C R E T

First Force

Twelve group formations (459 B-17s, 3rd Air Division) sortied against Ruhland Synthetic Oil Plant. 439 a/c dropped 1074.5 tons GP on Cottbus M/Y (secondary) and several T/Os at 1151-1225 hours from 22,500-24,500 feet. Cottbus bombed on H2X with some visual assists. Leaflets dropped on Cottbus. Weather: 8/10 - 10/10 over target. Flak: nil to meager inaccurate. Battle Damage: 26 minor, 8 major. E/a opposition: nil. One possible Me-163 sighted over Dummer Lake - no combat. Claims: nil. Losses: 11 B-17s to causes unknown. NYR: nil.

Fighter Support: Three groups (173 P-51s) sortied. Up 0833-1012 hours, down 1506-1525 hours. 153 effective sorties. E/a opposition: one group engaged one Me-262 near Amberg and one HS-129 east of Dresden. Sighted 5 u/i jet a/c south of Dresden - no combat. Strafed transportation facilities in Karlsbad-Eger area and northeast of Dresden. Claims: 2-0-0 air (includes 1 Me-262 destroyed). Losses: nil. NYR: 11.

Details of attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Ruhland Syn. Oil Plant Cottbus M/Y (Sec)	459	Not Attacked 435	1064.5		Unobserved
<u>Other Targets</u>					
Rd. Jct. 5136N-1009E		1	2.5		Unobserved
Dresden		1	2.5		Unobserved
5230-0733E - T/O		1	2.5		Unobserved
Quackenbruck		1	2.5		Unobserved
Totals	459	439	1074.5		

Second Force

Ten group formations (224 B-17s, 1st Air Division) sortied against Bohlen Synthetic Oil Plant. 212 a/c dropped 466.3 tons GP on Dresden (assigned secondary) and 2 T/Os at 1151-1201 hours from 24,400-27,700 feet. Leaflets dropped on Dresden. Secondary bombed on H2X. Weather: 10/10 cloud at target. Flak: nil to meager, inaccurate. Battle Damage: 8 minor, 4 Cat. "E" (crashed on take off). E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Three groups (158 P-51s) sortied. Up 0850-0920 hours, down 1445-1514 hours. 141 effective sorties. E/a opposition: nil. Strafed rail transportation in Frankfurt area. Claims: nil. Losses: 1 P-51 to causes unknown. NYR: nil.

Details of attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Bohlen Syn. Oil Plant Dresden (Sec.)	221	Not Attacked 210	461.9	Unobserve
<u>Other Targets</u>				
Eingen		1	2.2	Unobserve
Ems-Weser Canal		1	2.2	Unobserve
<b>Totals</b>	<b>221</b>	<b>212</b>	<b>466.3</b>	

Third Force

Thirty-seven squadron formations (372 B-24s, 2nd Air Division) sortied against Magdeburg Synthetic Oil Plant 353 a/c dropped 898.5 tons GP on Magdeburg Synthetic Oil Plant at 1139-1155 hours from 21,000-25,000 feet.

Primary bombed on H2X. Leaflets dropped on Magdeburg. Weather: generally 9/10 10/10 over target. Flak: meager to moderate, inaccurate. Battle damage: 32 minor, 3 Cat "E". E/a opposition: nil. Claims: nil. Losses: nil. NYR: 3 B-24s believed safe on Continent.

Fighter Support: Two groups (120 P-51s) sortied. Up 0922-0930 hours, down 1450-1505 hours. 110 effective sorties. E/a opposition: nil. Strafed rail traffic in Kassel area. Claims: nil. Losses: nil. NYR: 2 P-51s, believed safe on Continent.

Details of attack as follows:

<u>Assigned Target</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Magdeburg Syn. Oil Plant	372	353	898.5	Unobserved

Fourth Force

Two group formations (76 B-17s, 3rd Air Division) sortied against Wesel Rail Bridge, 71 a/c dropped 213 tons GP on Rhine M/Y (last resort) and one T/O at 1352-1411 hours, from 23,000-25,000 feet. All bombed on H2X. Weather 10/10 over Wesel. Flak: nil. Battle Damage: nil. E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: One group (27 P-47s) sortied. Up 1232 hours, down 1553 hours. 276 effective sorties. E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Details of attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Wesel RR Bridge Rhine M/Y (Last Resort)	76	Not Attacked 58	174.0	Unobserved

S E C R E T

<u>Other Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Munster (city)	—	13	39.0	Unobserved
Totals	76	71	213.0	

2. Fighter Escort

Nine groups (451 P-51s; 27 P-47s - 478 a/c) sortied as support to bomber forces. Up 0833-1232 hours, down 1445-1553 hours. 431 effective sorties. E/a opposition: one group engaged one Me-262 near Amberg and one HS-129 east of Dresden. Five u/i jet a/c sighted south of Dresden - no combats. Transportation targets strafed. Claims: 2-0-0 air (includes 1 Me-262 destroyed). Losses: 1 P-51 to causes unknown. NYR: 13 P-51s.

<u>Ground Claims</u>	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	40	10
Oil Cars	2	47
Tank Cars	30	0
Goods Cars	3	42
Trucks	3	2
Station	0	2
Radar Tower	1	0

3. Fighter Sweeps

Nil

4. Fighter Bombing

Nil

5. Photo Reconnaissance

30 a/c sortied as follows:

16 F-5s and 5 Spitfires on day photography in central, western and northwestern Germany, on activity study of Linden, Bissel, Kiel Canal and mapping of Frankfurt area.

4 P-51s as escort for above.

4 Mosquitoes on night photography over Deventer, Amsterdam, IJmuiden, Meppel, Groningen, Leuwarden, DeKoov and Zwolle.

1 Mosquito on Mickey mission. Aborted due to weather.

Total Losses: 1 F-5.

ADDENDUM TO INTOPS FOR 14 February 1945.

Report received 0330 hours 16 February.

10 F-5s on D/A of M/Y in western, northern and central Germany and mapping of Siegen, Frankfurt, Siegen-Wiesbaden, Frankfurt-Coblenz-Kassel areas. 5 P-51s as escort. 2 F-5s intercepted by an Me-109 over Dorsten. Claims and Losses: Nil.

SECRET

6. Weather Reconnaissance

29 a/c sortied as follows:

4 B-17s and 5 Mosquitoes on weather flights: 1 B-17 on routine weather flight to Azores; 1 B-17 on routine weather flight from Azores; 2 B-17s on weather flight over sea NW of Lands End; 5 Mosquitoes on special weather reconnaissance over Holland, Northwestern Germany, east and central Germany, Atlantic south of Iceland and U.K.

20 P-51s scouted weather for bombers. 25 effective sorties.

No Losses.

7. Air/Sea Rescue

22 P-47s on routine search and patrol. All a/c completed missions and returned safely.

8. Special Operations

28 a/c sortied as follows:

10 B-24s dropped leaflets over Holland and Germany.

7 B-24s on RCM, jamming from 0616-0845 hours.

3 a/c, (2 P-51s, 1 B-24) as radio relays.

2 B-17s took radar scope photos of various bomb runs on Hanover.

5 Mosquitoes on Chaff dispensing missions. (1 a/c aborted and 1 was recalled).

1 Mosquito on experimental navigation flight over Holland, NE and S Germany.

No losses.

C. INTELLIGENCE

1. Enemy Air Opposition

Ground haze and low fog probably prevented the GAF from putting up any opposition. The only e/a seen in the air was by 2 P-51 groups escorting the First Force. One of these groups surprised and destroyed an Me-262 near Amberg (east of Nuremberg) at 1,000 feet and destroyed an HS-129 east of Dresden at 8,000 feet. They also saw five u/i jet a/c at 15,000 feet south of Dresden on an easterly course but these disappeared before they could be engaged. The other group sighted a possible jet a/c in the Wiesbaden area.

Four P-51s escorting a PRU a/c were bounced on the return flight near Hanover by two Me-262s. The jets broke away when the P-51s turned into them and disappeared in broken cloud.

2. Flak

Magdeburg - meager to moderate, both barrage and predicted fire.

Dresden - meager and inaccurate.

Groszenhain - meager and inaccurate.

Cottbus - nil to meager, inaccurate.

S E C R E T

3. Observations

4 - 5 e/a observed on Dedelstorf A/F.

What appeared to be a mine field or net observed about one mile off shore extending from 5248N-0535E to 5236N-0540E.

Horse drawn vehicles and wagons carrying refugees and household goods moving west in the Bohm/Leipa Niemes area.

Large A/F reported at 4959N-0816E. Main runway bordered by orange lights running E to W intersected by two strings of white lights at each end -- letters A, X alternately flashed by white light beacon.

4. Damage to Enemy Installations

Magdeburg/Rothensee Synthetic Oil Plant - Unobserved Results

Generally unobserved results. A few patterns seen through small breaks from 1 2/3 to 3 3/4 miles S-SE and S-SW of target. One trajectory was calculated one mile south of the MPI. Results of visible patterns generally good, with hits seen on docks and an industrial area.

Cottbus - Unobserved Results

Twelve squadron patterns are seen in the built-up area of the city crossing the east end of the M/Y. The photos are partly cloud covered and these patterns cannot be observed completely, they can only be seen partly under the clouds. 11 squadrons plotted down in the city, two of them in the M/Y and 5 squadrons plotted down in open country 2 1/2 miles from the city. The balance of the photos are so completely cloud covered that they cannot be located.

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