

Date 20 February 1945
13 CBW FO 49
13 CBW OPS 276
3 AD FO 589

SUBJECT: Tactical Report (NUREMBURG, GERMANY)

TO : *Commanding Officer, 95 B. Gr.*

1. Information Concerning the Targets:

a. The primary target (visual) for today was the large Railway Marshalling Yards at Nuremburg, Germany.

b. The secondary target (H2X) was the Main Passenger Station and Goods Yards situated in the centre of Nuremburg, Germany.

2. Narrative of the Attack:

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

(1) Navigation:

(a) Assembly:

Assembly was hampered somewhat by cloud layers over the base areas. The Group was formed, however, at approximately 6000' between two cloud layers. The Wing and Division Assembly was as briefed. The English Coast was crossed on time, on course.

(b) Route:

At mid-channel the 13A Group formation broke up because visual contact with the Lead Squadron became impossible in the cloud layer which the Group had just penetrated. The B and C Squadrons were able to make contact with one another at approximately 0500E after coming out of the cloud layer. The Lead Squadron could not be located because dense, persistent contrails made horizontal visibility very poor. VHF contact, however, was maintained. The route flown by the B and C Squadrons was approximately 9 miles south of the briefed route to the IP. Weather hampered the mission throughout the route into the target. The Low Squadron took over the lead just prior to reaching the IP because the High Squadron H2X set was inoperative. The A Group, consisting of the 95B and C Squadrons, turned approximately 12 miles south of the briefed IP following what appeared to be the bomber stream.

The R/N set up the course into the target for the bombardier and gave aid all along the bomb run. Approximately 10 miles from the target the undercast began to break up, allowing the bombardier to sight on the target visually. The B and C Squadrons bombed in Squadron formation. The A Squadron could not be located at any time along the route to the target, however, after turning off the RP the A Squadron was located and was followed by B and C Squadrons to CP 4. At 4830-0720, the A Squadron Leader left the formation due to engine failure. The Squadrons began to let down individually thru the undercast and returned to base in more or less a Squadron formation.

(c) Weather:

Over the base areas several thick layers of clouds were encountered. The first layer tops at 5000', the second layer base at 7000', and tops at 20-21000'. The Groups encountered difficulty during the climb thru the top layer, which broke up the formations. Heavy

dense contrails at 23000' made flying more difficult. At the target area, breaks in the undercast afforded the bombardiers an opportunity to make a visual sighting.

(d) Difficulties:

H2X in B Squadron was inoperative. Gee faded out at 0430. Equipment failure made navigation rather difficult, since the Lead Navigator in the B had no aids to assist him. DR was unreliable.

(e) Remarks:

Despite difficulties encountered on this mission, the navigation was very good. The High Squadron navigator, even though his navigational aids were inoperative, should be complimented on his efforts in maintaining his DR and making this mission a success.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 95A leader aborted and landed on the Continent. 95B Squadron's radar equipment was out completely due to blown fuses. 95C made a combination H2X-visual sighting on the primary target with 95B echeloned in formation. The bombardier of C was able to sight visually after the 11 mile check point.

(2) Bombing:

(a) 95A Squadron:

<u>1.</u>	Air Leader	Col. Stuart	Nav	Lt. Russell
	Pilot	Capt. Rankin	Asst Nav	Lt. Rahn
	Co-Pilot		M/O	Capt. Borch
			Bomb	Lt. Shultz

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	12	144x250 LB GP
	Returning	None	44x500 LB IB
	Jettisoning	1	12x250 LB GP
			4x500 LB IB

b. Bombing Altitude: 23700'

c. Time of Release: 1334

3. Run-in from IP to Target:

The lead A/C landed away from base, however, a report was available from the D/L A/C in the Squadron. Attacking on a true heading of 360 degrees the bombardier did an excellent job of synchronizing. Weather that prevailed at target area indicate that M/O assisted the bombardier on the bomb run.

4. PI Report:

a. The bombs from this Squadron fell in a loose pattern on the M/Y. There was 1 hit on the fly over in the SE portion, at least 24 on the tracks running through the M/Y, and 9 hits on tracks coming into the M/Y from the North. The remaining bombs fell in sparse built-up areas adjacent to the yards. Smoke and haze prevents precise interpretation, but it is clear that the main concentration of bombs fell on the assigned MPI.

b. Bomb Pattern: 2640°L x 3250°W

c. Bombing Errors: Range : 325°0
Deflection: 1000°L
Radial : 1150°

d. Percent of Bombs Within 1000° & 2000°
of the MPI: 46% & 93%

e. Bombing Results: Very Good

5. Bombing Malfunctions:

A/C 741: Jettisoned 16 bombs at 4828N-0842E.

(b) 95B Squadron:

1. Air Leader Maj. Swinney Nav Lt. Doherty
Pilot Capt. Hamilton Asst Nav
Co-Pilot M/O Lt. Burrow
Bomb Lt. Asprocolas

2. A/C Attacking: Bombs Dropped

a. Primary	11	122x250 LB GP
		40x500 LB IB
TO	1	10x250 LB GP
Jettisoning	1	12x250 LB GP
		4x500 LB IB
Returning	1	12x250 LB GP
		4x500 LB IB

b. Bombing Altitude: 24700°

c. Time of Release: 1336

3. Run-in from IP to Target:

Attacking on a true heading of 15 degrees, the M/O picked up the target and set up course. The bombardier set up rate through breaks in the clouds and also oriented the position of the target. Using known check points the bombardier took over at 11 miles, placed his cross hairs on the approximate position of the MPI and synchronized. When bombs were released, course was excellent but rate was slightly off. C-1 Auto-Pilot was used on the bomb run. The lead A/C released four smoke bombs but the GP bombs hung up. The Squadron released on the lead A/C's smoke bombs.

4. PI Report:

a. Only a few bombs dropped by this Squadron are visible, and these fell approximately 2000° beyond the assigned MPI on and around a large factory building (probably a warehouse or freight depot) by railroad tracks leading into the large M/Y from the N. Smoke from 95A Squadron's bombs obscures practically all of B Squadron's bombs.

5. Bombing Malfunctions:

A/C 8667: Lead A/C: Rack malfunction 10 bombs hung up but lead A/C made a visual run on the town of Engelstadt, 4848N-1125E, Germany. Results reported as good.

A/C 598: Jettisoned 16 bombs at 4833N-0911E.

A/C 455: Spare, returned 16 bombs.

1.	Air Leader	Lt. Wright	Nav	Lt. Fryer
	Pilot	Lt. Abwender	Asst Nav	
	Co-Pilot		M/O	Lt. Baldi
			Bomb	Lt. Spinnenweber

2. A/C Attacking: Bombs Dropped

a.	Primary	8	96x250 LB GP
			28x500 LB IB
	Jettisoning	3	36x250 LB GP
			12x500 LB IB
	Returning	1	12x250 LB GP
			4x500 LB IB

b. Bombing Altitude: 24700'

c. Time of Release: 1335

3. Run-in from IP to Target:

Attacking on a true heading of 15 degrees, the M/O set up course. Though the M/O called off the check points on the bomb run, the bombardier attempted to set up his own rate and course after picking up the target visually through a break in the clouds. Though course was excellent rate was off when bombs were released. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. Only a few bombs dropped by this Squadron are visible, and these fell approximately 1/2 mile short in a sparsely built-up area. Smoke over the target obscures practically all of the bursts.

b. The bombs from 3 A/C fell in woods between the IP and the target.

5. Bombing Malfunctions:

A/C 990:	Aborted and returned 16 bombs.
A/C 438:	Jettisoned 16 bombs.
A/C 152:	Jettisoned 16 bombs.
A/C 201:	Jettisoned 16 bombs.

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

(1) Navigation:

(a) Assembly:

A normal take off and assembly was made over Buncher 28 at 6000'. The assembly was effected between two layers of clouds over the base area at this altitude. As Fireball Able had reported that he would be on time at Buncher 23, the first point in the Wing Assembly, the lead navigator left Buncher 28 so that the Group would also be on time at this point. When the Group was due south of Buncher 23 and about to start a 180 degree turn to the right in order to arrive at Buncher 23 on time from the West, 385 Group flew in from the SW on a collision course with them. This caused them to cut this point short and to miss Buncher 8, the second point in the Wing Assembly. The Group eased to the South and then to the North and crossed the Coast at CP 1, 3 miles South of course and 3 minutes early.

(b) Route:

At mid-channel the Group was in excellent Wing order at the briefed altitude of 7000' and exactly on course. At this point layers of stratus clouds were encountered, and a climb was started to get above the weather. The Continental Coast, CP 2, was crossed at 1103½, 4½ minutes early and 4 miles South of course. The Group remained in Wing order as much as possible during the climb through the cloud layers. The briefed route was paralleled 6 miles South to CP 3. At this point the Group was at 22000' at 1231, 12 minutes early and 5 miles South of course. On the run to the IP, it seemed as though the Wing leader was making a run on the Tertiary target at Ulm. He did not, however, and the turn was made to the IP, approximately 9 miles South of this point. The IP was made good and an H2X run was executed on the secondary target in Group formation. The RP was made good, but the next point was cut short. The Group converged with the briefed route at 0930E, which was closely followed to the Continental Coast. In the let down over the Continent considerable difficulty was encountered with clouds, which were as low as 400'. The Group had extreme difficulty staying in formation and many ships returned to the bases alone. The Continental Coast was crossed at 500' at 1643 and a direct route to the base was flown, crossing the English Coast at Aldeburgh at 1722.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties:

The Group was cut out by an unidentified Group at Buncher 23 Wing assembly point, and was not able to accomplish Wing assembly until mid-channel.

(e) Remarks:

Despite adverse weather conditions navigation was excellent.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 100B is MIA. 100C had very poor H2X and ASG range and could not use the set for bombing. 100A made H2X sighting on the secondary target with B and C in formation.

(2) Bombing:

(a) 100A, B, C Squadrons:

<u>1.</u>	Air Leader	Capt. Robinson	Nav	Lt. Wild
	Pilot	Lt. Williams	Asst Nav	Lt. Paffen
	Co-Pilot	Lt. Blackmore	M/O	Lt. Cately
			Bomb	Lt. Orenderff
<u>2.</u>	A/C Attacking:			Bombs Dropped
<u>a.</u>	Secondary	36	430x250 LB GP	
			144x500 LB IB	
	Jettisoning	1	12x250 LB GP	
			4x500 LB IB	
	Returning	1	12x250 LB GP	
			4x500 LB IB	
<u>b.</u>	Bombing Altitude:	23600'		
<u>c.</u>	Time of Release:	1341½		

3. Run-in from IP to Target:

Attacking on a true heading of 016 degrees, the M/O picked up the target and set up course. The bombardier clutched in at 70 degrees, and checks in rate were made at 68 degrees, 65 degrees, 62 degrees, 58 degrees and 53 degrees. Small rate refinements were made on the first two check points, after which no further corrections were necessary. Though synchronization was reported to be good, rate was actually poor. Bombs were released on a C-1 Auto-Pilot bomb run.

4. PI Report:

a. No bursts from A Squadron are visible, but according to computations based upon the bomb trajectory chart, the bomb probably fell in a sparsely built-up factory-residential area about 4000' short and 8250' to the left of the secondary target, on which the run was made.

b. Only a few bursts of B Squadron are visible and these appeared in fields approximately 10500' short and 12000' left of the secondary target.

c. No bursts from C Squadron are visible, but according to computations based on the bomb trajectory chart the bombs fell in the vicinity of the Ordnance Plant, which is situated between the two M/Ys in Nuremberg, and one mile South (short) of the secondary target.

5. Bombing Malfunctions:

A Squadron:

A/C 865: Rack malfunction, 2 bombs returned to base

B Squadron:

A/C 613: Aborted, 16 bombs jettisoned at 5120N-0250E.

A/C 297: Aborted, 16 bombs returned.

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

(1) Navigation:

(a) Assembly:

The Group joined Baker at Buncher 11. Considerable "S"ing on the leg to Buncher 23 caused the Group to overrun Baker, and this maneuver ultimately positioned Charley between Able and Baker at the coast out point. The coast was departed 6 minutes early and 6 miles to the South of course.

(b) Route:

Over the channel, dense clouds at altitude made visual contact with the remainder of the Wing impossible. CP 2 was made good 11 minutes early at an altitude of 9000'. At approximately 0400E, the Group broke out of the contrails and clouds, and found itself in front of Able and Baker. In an effort to get into proper Wing position, the Group "S"ed along the route, and although weather again made visual contact impossible, the "S"ing did allow Able and Baker to pull ahead. This information was gleaned over VHF when Baker reported the turn over the IP. On the route into the IP, the Group was constantly forced to the right by other formations; and two flak areas were barely skirted as a result. In the IP sector, the Group was 20 miles Southwest of the

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briefed IP, but was able to turn onto the target run at approximately the briefed heading, and passed over the IP on the course to the target. B Squadron's radar equipment was inoperative, and the Squadron dropped off A on the secondary target. C Squadron made a combination H2X-Visual sighting on the primary. The bombardier of A was able to kill rats on the ground at irregular intervals, thus assisting the RN on an H2X sighting. After the target, A overshot the RP, which resulted in temporary separation from C. This was remedied shortly, however, and the Group was intact until dense clouds and showers around 0500E caused a general split up of the Squadrons. There was a semblance of formation as the Group crossed the enemy coast at 6500', 9 miles North of the briefed course. The return across the channel was uneventful.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties:

The fluxgate compass in 390A lead aircraft was out completely. The pilot's compass was used for navigation.

(e) Remarks:

Navigation was very satisfactory.

(f) PFF Narrative:

Three PFF aircraft were dispatched. 390B radar equipment was out completely due to blown fuses; this occurred before the English Coast was departed. 390C Squadron leader used the AN (APS-15A) equipment, which is employed for the first time in operations by the Group. The radar navigator reported a 90 mile range. 390A made an H2X sighting on the secondary target with B Squadron in formation. The bombardier of A killed rats on the ground before the target. 390C made a combination visual-H2X attack on the primary target.

(2) Bombing:

(a) 390A, B Squadrons:

1.	Air Leader Maj. Campbell	Nav	Lt. Buhrmaster
	Pilot Capt. Morris	Asst Nav	Lt. Yary
	Co-Pilot Lt. Juren	M/O	Lt. Flanagan
		Bomb	Lt. Kellerhouse

2.	A/C Attacking:	Bombs Dropped
a.	Secondary 23	274x250 LB GP
		80x500 LB IB
		10 Leaflet Containers
	Jettisoning 2	24x250 LB GP
		8x500 LB IB

b. Bombing Altitude: 24200'

c. Time of Release: 1344

3. Run-in from IP to Target:

Attacking on a true heading of 005 degrees, the M/O picked up the target and set up course. The bombardier set up rate through breaks in the clouds. Clouds, however, precluded a visual run. The M/O clutched the bombardier in at 10 miles and checks in rate were made at 9, 8, 7, 6 and 5 miles. Rate refinements were made at 9, 8, 6 miles, after which no further corrections were necessary. When bombs were released, however, the M/O's course was off to the right. C-1 Auto-Pilot was used on the bomb run. B Squadron released off A Squadron's smoke bombs.

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4. PI Report:

a. The bombs from A & B Squadrons fell approximately 1/2 mile short and 1 mile to the right of the secondary target in a park and residential area. One explosion, followed by a fire, occurred in the built-up area.

b. Because of smoke and haze it is impossible to measure the bomb pattern.

5. Bombing Malfunctions:

B Squadron:

A/C 484: Jettisoned 16 bombs at 4817N-0821E.
A/C 945: Jettisoned 16 bombs at 4802N-1015E.

(b) 3900 Squadron:

1. Air Leader	Lt. Rhodes	Nav	Lt. Sumner
Pilot	Lt. Presswood	Asst Nav	
Co-Pilot		M/O	Lt. Mattson
		Bomb	Lt. Buck

2. A/C Attacking: Bombs Dropped

a. Primary 13 160x250 LB GP
48x500 LB IB

b. Bombing Altitude: 23400'

c. Time of Release: 1345

3. Run-in from IP to Target:

The primary target was attacked, because a visual run was expected. Contrails and broken clouds precluded a visual run, consequently, the M/O set up course. The bombardier set up rate through breaks in clouds, after which he clutched in at 11 miles. All subsequent rate checks were reported as accurate. Approximately 15 seconds from the BRL, the bombardier picked up the MPI through the contrails and broken clouds, but did not have sufficient time to make the necessary course corrections. When bombs were released on a true heading of 012 degrees course was off to the right. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. The bombs from this Squadron fell in a park area 1 1/2 miles to the right of the primary target, the M/Y, which was attacked.

b. Bomb Pattern: 1610°L x 2015°W: The pattern was loose, and many bombs fell outside these dimensions.

5. Bombing Malfunctions: None

and Execution of the Mission:

a. Group Order and Strength:

(1) 4 A, B, C Groups:	9 x 12 A/C Squadrons
(a) 487 Group	3 x 12 A/C Squadrons

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- (b) 94 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) 388 Group 3 x 12 A/C Squadrons
 - (b) 96 Group 3 x 12 A/C Squadrons
 - (c) 452 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) 34 Group 3 x 12 A/C Squadrons
 - (c) 493 Group 3 x 12 A/C Squadrons
- (4) 13 A, B, C Groups: 9 x 12 A/C Squadrons
 - (a) 95 Group 3 x 12 A/C Squadrons
 - (b) 100 Group 3 x 12 A/C Squadrons
 - (c) 390 Group 3 x 12 A/C Squadrons

b. A/C and C/O Available:

(1) 95 Group	REG	51 A/C	52 C/O
	PFF	11 A/C	9 C/C
	MH	8 A/C	9 C/O
(2) 100 Group	REG	47 A/C	46 C/O
	PFF	9 A/C	5 C/C
	MH	4 A/C	3 C/O
(3) 390 Group	REG	39 A/C	62 C/O
	PFF	9 A/C	7 C/C
	MH	8 A/C	5 C/O

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:

95 Group:

A/C 8741: 412 Sqdn "M" - Pilot Lt. Twining - Lost formation in weather before IP - Sertie.

A/C 2455: 335 Sqdn "Z" - Pilot Lt. Dillen - Pilot had sinus trouble - No sertie.

A/C 6598: 335 Sqdn "N" - Pilot Lt. Oehlert - Super-charger on #2 engine out - Sertie.

A/C 8990: 334 Sqdn "X" - Pilot Lt. Scott - Lost formation in weather - Sertie.

(2) 100 Group:

A/C 521: 351 Sqdn "K" - Pilot Lt. Fillingaine - #2 engine out - Sertie.

A/C 613: 350 Sqdn "T" - Pilot Lt. Baker - #1 engine out, feathered - #2 engine ran rough - No sertie.

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A/C 297: 350 Sqdn "X" - Pilot Lt. Hansen - Lost formation over France in bad weather - Sertie.

(3) 390 Group:

A/C 058: 570 Sqdn "N" - Pilot Lt. Jefferson - Joined and bombed with another formation - Sertie.

A/C 484: 568 Sqdn "X" - Pilot Lt. Slean - Airspeed indicator out - Sertie.

A/C 945: 568 Sqdn "B" - Pilot Lt. Larsen - Lost formation in weather - Tried to rendezvous at IP - Jettisoned bombs - Sertie.

f. A/C Landed Away from Base:

(1) 95 Group:

A/C 8922: 412 Sqdn "D" - Pilot Lt. Beard - Low on gas - Landed at A-89 - Sertie.

A/C 8333: 336 Sqdn "S" - Pilot Lt. Willis - Flak damage - Landed at A-82 - Sertie.

A/C 8179: 334 Sqdn "S" - Command Pilot Lt. Col. Stuart - Pilot Lt. Parker - Landed at A-78 - Sertie.

A/C 2447: 334 Sqdn "A" - Pilot Lt. Rivit - #1 engine out - Landed on Continent - Sertie.

(2) 100 Group:

A/C 613: 351 Sqdn "S" - Pilot Lt. Blendfield - Landed at Brussels - Sertie.

A/C 230: 351 Sqdn "O" - Pilot Lt. Pratt - Crash landed in Belgium - Sertie.

(3) 390 Group:

A/C 769: 571 Sqdn "Q" - Pilot Lt. Ellis - Hydraulic system out - Landed at Woodbridge - Sertie.

A/C 972: 571 Sqdn "F" - Pilot Lt. Wachs - Runaway prop - Landed at Woodbridge - Sertie.

g. A/C Outstanding:

(1) 95 Group:

A/C 6583: 336 Sqdn "Y" - Pilot Lt. Young.

(2) 100 Group:

A/C 400: 350 Sqdn "W" - Command Pilot Capt. Albrecht - Pilot Lt. Dawson.

h. A/C Attacking - 13 A Group:

Bombs Dropped

(1) Primary	31	362x250 LB GP
		112x500 LB IB
TO	1	12x250 LB GP
		4x500 LB IB
Jettisoning	5	60x250 LB GP
		20x500 LB IB
Returning	2	24x250 LB GP
		8x500 LB IB

(2) Method of Bombing: H2X & Visual Assist

(3) Method of Release: 30° Train

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- i. A/C Attacking - 13 B Group: Bombs Dropped
- | | | |
|---------------|----|---------------|
| (1) Secondary | 36 | 430x250 LB GP |
| Jettisoning | 1 | 144x500 LB IB |
| Returning | 1 | 12x250 LB GP |
| | | 4x500 LB IB |
| | | 12x250 LB GP |
| | | 4x500 LB IB |
- (2) Method of Bombing: H2X
- (3) Method of Release: 30° Train

- j. A/C Attacking - 13 C Group: Bombs Dropped
- | | | |
|---------------|----|---------------|
| (1) Secondary | 23 | 274x250 LB GP |
| Primary | 13 | 80x500 LB IB |
| | | 160x250 LB GP |
| | | 48x500 LB IB |
- (2) Method of Bombing: H2X & Visual Assist
- (3) Method of Release: 30° Train

4. Communications:

a. VBT:

(1) Lt. Col. Stuart led the 13th Wing. Communications within the Groups was reported good. There was considerable chatter because of formations being separated. Some continuous keying was reported.

(2) Central point messages were sent to Arrowswift satisfactorily. Weather reported from Kodak were confusing. Kodak Red reports were the most satisfactory of those received.

(3) Fighters were contacted satisfactorily by the lead Group. No contact was attempted with the ground sector.

(4) Monitors of specific channels in the lead Group relayed messages to leader satisfactorily.

(5) Strike reports were sent by lead operator. No ETA report was sent as lead ship failed to return. Deputy leader did not send ETA report. 100 Lead operator sent strike report but failed to obtain a receipt.

b. W/T:

(1) Control Points:

	CP 1	CP 2	CP 3	TGT	CP 4	BASES
Timings	1030	1106	1241	1340	1454	1730
A.T.A.	1030	1103	1230	1335		1730

(2) Strike Reports: 390 S B 5, 95 P B 5, 1335

(3) Slight interference on Division ground station frequency. 95 and 100 Group HF/DF stations had considerable traffic and were interfered with over the Continent.

5. Mission Camera Report:

a. The 390 Group installed 3 scope, 9 vertical, and 1 oblique camera, all of which took pictures.

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b. The 100 Group installed 1 15mm motion picture and 9 vertical cameras, 0 and 7 of which took pictures:

PFF A/C 8400 with an H2X and vertical K-21 camera: MIA.
One K-22 camera froze, and no pictures were taken.

c. The 95 Group installed 2 scopes, 9 vertical, and 5 oblique cameras, 1, 7, and 4 of which took pictures:

PFF A/C 8179 with a scope, K-21 vertical, and a K-20 oblique camera: Landed on the Continent.

A/C 2455 with a K-21 vertical camera: A/C was a spare and returned to base.

6. Controller's Log:

- a. 1825 from 3 AD: Alerted.
- b. 1915 to Groups: (1) Alerted.
- c. 1949 from 3 AD: (1) Force and Order (2) Two Plans.
- d. 2000 to Groups: (1) Force and Order.
- e. 2115 from 3 AD: (1) Assembly Point (2) Zero Hour (3) Targets for Plan A and B (4) Tentative Routes.
- f. 2155 to Groups: (1) Zero Hour (2) Plan A and B (3) Two Task Forces on Plan A (4) Tentative Time Control (5) Approximate Assembly Altitude (6) Full Fuel Load (7) W/X Information.
- g. 2215 to Groups: (1) Targets on Plan A, Alternate Plan A, and Plan B.
- h. 2225 from 3 AD: (1) Leaflet Load.
- i. 2227 to 390 GR: (1) Leaflet Load.
- j. 2302 from 3 AD: (1) Plan A Targets Scrubbed.
- k. 2315 to Groups: (1) Plan A Targets Scrubbed.
- l. 2325 from 3 AD: (1) A-2 Annex to 3 AD FO 589.
- m. 0013 from 3 AD: (1) Targets for Plan A (2) Train Interval (3) RBA (4) Bomb Load.
- n. 0051 to Groups: (1) Zero Hour (2) RBA (3) Bomb Load.
- o. 0121 to Groups: (1) AW to 13 CBW FO 49.
- p. 0200 to Groups: (1) Tertiary Targets.
- q. 0218 to Groups: (1) Annex 1 to AW to 13 CBW FO 49.
- r. 0345 from 3 AD: (1) 3 AD FO 589 Plan A.
- s. 0345 from 3 AD: (1) Preliminary Timings.
- t. 0353 to Groups: (1) Annex 2 to AW to 13 CBW FO 49.
- u. 0405 to Groups: (1) No Change in Final Timings.
- v. 0415 to Groups: (1) Assembly Timings, Altitudes, and Start Climb Times for Both Plans.

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- w. 0440 to Groups: (1) 13 CBW FO 49.
- x. 0440 from 3 AD: (1) 3 AD FO 589.
- y. 0557 from 3 AD: (1) Plan B Will Run.
- z. 0600 to Groups: (1) Plan B Will Run.
- aa. 0610 from 3 AD: (1) 3 AD Annex with Timings.
- bb. 0615 from 3 AD: (1) Annex 2 to 3 AD FO 589 Plan A.
- cc. 0625 from 3 AD: (1) Annex 1 to 3 AD FO 589 Plan B.
- dd. 0635 from 13CW: (1) Annex 1 to 13 CBW FO 49.
- ee. 0725 from 3 AD: (1) Assembly.
- ff. 0726 from 13CW: (1) Assembly.
- gg. 0750 from 13CW: (1) Assembly.
- hh. 0810 from 3 AD: (1) Assembly.
- ii. 1012 from 3 AD: (1) Weather.
- jj. 1017 from 13CW: (1) Weather.

For the Commanding General:

Ernest A. Kiessling
ERNEST A. KIESSLING,
Major, Air Corps,
Director of Training
and Analysis.

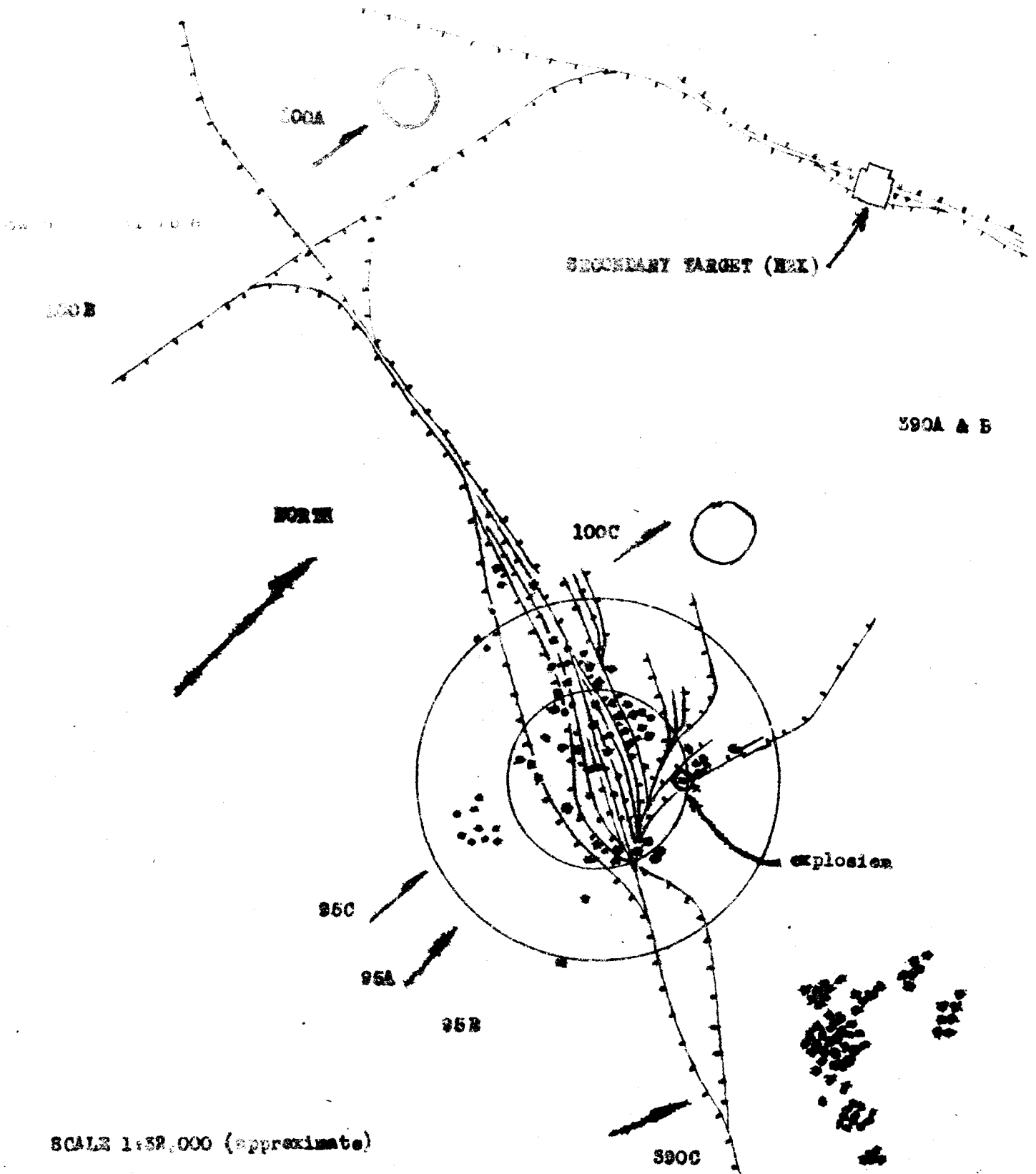
C O N F I D E N T I A L

RAILWAY MARSHALLING YARDS

- 15A GROUP: A & B SQUADRONS DROPPED VISUALLY. C DROPPED HELI WITH VISUAL ASSIST.
 - 95A SQUADRON: (purple dots): 12 x 144 x 250 lb GP's. 44 x 500 lb IB's.
 - 95B SQUADRON: (green dots): 11 x 132 x 250 lb GP's. 40 x 500 lb IB's.
 - 95C SQUADRON: (red dots): 8 x 96 x 250 lb GP's. 28 x 500 lb IB's.
- 15B GROUP: FORMED BY HELI IN GROUP FORMATION.
 - 100A SQUADRON: (purple circle): 12 x 142 x 250 lb GP's. 43 x 500 lb IB's.
 - 100B SQUADRON: (not shown): 11 x 132 x 250 lb GP's. 44 x 500 lb IB's.
 - 100C SQUADRON: (red circle): 13 x 156 x 250 lb GP's. 52 x 500 lb IB's.
- 15C GROUP: A & B SQUADRONS DROPPED TOGETHER BY HELI. C DROPPED HELI WITH VISUAL ASSIST.
 - 390A SQUADRON: (green dots): 12 x 140 x 250 lb GP's. 44 x 500 lb IB's.
 - 390B SQUADRON: (" "): 11 x 126 x 250 lb GP's. 38 x 500 lb IB's.
 - 390C SQUADRON: (purple dots): 13 x 160 x 250 lb GP's. 48 x 500 lb IB's.

CIRCLES - 1000' and 2000' FROM NFX OF PRIMARY.

NOTE: 95TH STARTED 2 FIRMS IN P.M. 390TH STARTED ONE IN BUILT-UP AREA.



"A"

FORM 3

STATION

119

DATE

20 Feb. 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	S	8179	Parker		✓	0849			A-78
412	H	6522	Weisz		✓	0850	1703		
"	F	6946	L'Ecuyer		✓	0850	1657		
"	E	8067	Layl		✓	0909	1735		
"	J	8826	O'Toole		✓	0909	1740		
336	S	8333	Willis		✓	0913			A-82
412	A	6801	Busse	Hi	✓	0910	1731		
"	M	8741	^{WINNING} Bea		✓	0911	1549		couldn't find formation
"	Y	9177	Olson		✓	0913	1723		
"	B	8774	Sutkowski	Lo	✓	0914	1722		
"	D	8922	Beard		✓	0912			A89
336	Y	6583	Young		✓	0915			

B

FORM 3

STATION 119

DATE 20 Feb. 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	L	8667	W. Hamilton	✓		0851		1730	
335	Z	2455	Dillon	⊘		0852		1309	Pilot sinus trouble
"	A	8255	Getchus	✓		0853		1756	
"	S	9052	Shaw	✓		0854		1705	
"	Y	8942	Hansen	✓		0859		1722	
"	R	7783	Palmer	✓		0855		1724	
"	G	6902	Richardson	Hi	✓	0854		1728	
"	N	6598	Oehlert	✓		0856		1557	#2 Supercharger
"	K	8269	RA Nelson	✓		0857		1727	
"	E	6838	Calicura	✓		0857		1738	
336	V	8676	Tower	So	✓	0858		1726	
"	T	9037	Schaeff	✓		0922		1727	
"	X	8604	Millspaugh	✓		0917		1721	

"C"

STATION

119

FORM 3

DATE 20 Feb. 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	O	8144	Abwender		✓	0852		1712	
334	R	8438	Bramlett		✓	0916		1719	
"	B	8776	Griffin		✓	0917		1713	
"	P	9152	Rudkins		✓	0918		1737	
"	A	2447	Rivet		✓	0919			Landed on continent
"	V	8657	Ryan		✓	0920		1712	
"	D	8640	Corbin	Hi	✓	0920		1702	
"	L	9175	Koehler		✓	0921		1655	
"	J	7201	Scherffius		✓	0923		1741	
"	X	8990	Scott	Lo	✓	0924		1457	couldn't find formation
"	U	8525	Roy		✓	0925		1725	
"	T	8996	Mozley		✓	0925		1713	
"	K	8317	Cummings		✓	0926		1720	

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer

20 February 1945

SUBJECT: S-2 Report for the Mission to Nurnburg, Germany for the above date.

TO : Commanding Officer, 95th Bomb Group (H), APO 559.

1. The Mission - the 95th group flew as the 13A Combat Group to attack M/Y's at Nurnburg, Germany. The primary target was attacked by all squadrons in squadron formation. The enlisted bombardier, S/S Dorn, in A/C 6946 flying with 95A sustained a serious flak wound in leg on bomb run but managed to release his bombs. The M.O. in lead A/C of 95A received flak wound in calf of left leg after giving six mile check point on bomb run. The Co-Pilot Lt. Perry, of A/C 522 in 95A received a broken arm from flak over nurnburg.

95A - Eleven A/C plus one PFF formed the lead squadron. Ten A/C and the Pff attacked the primary target. One A/C 8741 turned back at 1304 hours, 4828N-0842 because they couldn't find formation and bombed tartet of opportunity at Horb (4828N-0842) and crew reported edge of town hit.

95B - Twelve A/C plus one PFF formed the high squadron. Ten A/C attacked the primary target. The lead A/C 8667 had 10 bombs hang up over primary target and later dropped them on a target of opportunity at Ingolstadt (4828N-1125) and crew reports bombs walked across town. One A/C 6598 turned back at 12:47 hours, 4833N-0912) because of mechanical failure and attacked a target of opportunity at Reutlingen (4830N-0913E) and crew report bombs walked across town. One spare A/C 2455 turned back at 5053N-0435 because pilot was ill.

95C - Twelve A/C plus one PFF formed the low squadron. Seven A/C plus the PFF bombed the primary target. One A/C 8438 bombed Nurnburg with 100th group. One A/C 7201 bombed Nurnburg with the 487th group. One A/C 8657 bombed with 95B squadron. One A/C 9552 bombed with the 94th Group. One A/C 8990 turned back at 4821N-0729E, because couldn't find formation in clouds and returned bombs.

2. Reference is suggested to the operational narrative teletype for further S-2 information.

For the Intelligence Officer:

Francis X. Pierce

FRANCIS X. PIERCE,
1st Lt., Air Corps,
Ass't. S-2 Officer.

CG, 15TH CBW
CO, 590TH BG
CO, 100TH BG

98TH BG

XXX

XXX

20 Feb 45 2200 8-2

INTELLIGENCE OPERATIONAL NARRATIVE, NURNBERG, GERMANY, 20 FEB 1945. 98TH BOMB GROUP

1. L-APLETS - None.

2. BOMBING RESULTS - Bombing was done by squadron formation in order A-C-B with visual sighting for 95A and 95B. 95C M/O identified target at 40 miles, killed course and gave first check. From then on visual sighting was made. In 95A one A/C bombed TO, Herb (4828-0942) with visual estimated sighting and bombs hit in town. In 95B lead A/C made a visual sighting with bombsight on Ingolstadt at 4828-1125 and reported bombs walked across town. Bombs had hung up over primary target. Another A/C in 95B estimated a run on Reutlingen (4830-0915) and reports bombs walked across town. In 95C one A/C bombed with the 100th through an undercast and another bombed with the 487th Group, and both A/C report they bombed Nurnberg. Strike photos show excellent results for 95A, but a detailed assessment of 95B and 95C cannot be made at this time.

3. S/A - None.

4. FLAK - Nurnberg - moderate to intense, accurate, tracking.
4812-0835 - moderate, inaccurate, tracking.
4823-1025 - meagre, inaccurate, barrage.
4843-1110 - meagre, inaccurate, tracking.
4808-0758 - meagre, inaccurate, tracking.
4820-1050 - moderate, accurate, tracking.
4813-0758 - meagre, inaccurate, tracking.

5. WEATHER - 9/10 clouds. Broken layers below 15,000 feet.

6. OBSERVATIONS -

4812-0722 - 1226 hrs - At front lines on route in horizontal expanding red flak was observed bursting in elongated twin cones. Photographer claims photos of this phenomena were obtained.

7. OTHER INFORMATION -- Fighter support was good throughout. The rendezvous and route to front lines were generally as briefed even though clouds from 7000-23000 feet along the route made formation flying very difficult. At 4820-0825 group turned north of course, avoiding weather, then eased until 10 miles south of course at about 4820-0850, from which point actual route paralleled briefed course. IP used was turning point of preceding groups in bomber stream at 4841-1053, 1516 hours. 95B mickey failure at 4833-0815 going in necessitated following course set up by 95C but

95th Operational Narrative

the sightings were made visually. 95A, B, & C made RP but separated when 95B leader made a visual run on TO, Ingolstadt, 4848-1128, at 1351 hours, in order to drop ten bombs which had failed to drop on primary. These bombs were observed to damage a factory of considerable size. Prior to this time 95A, B & C flew the same route but 95B lost contact when bombing the TO. From here 95A and 95C followed briefed route to the front lines, then separated in clouds, 95C flying parallel to course fifteen miles right to 4941-0604 where they altered course to briefed route and returned to base. 95A leader has not yet returned, therefore complete report on 95A's activities cannot be attempted. 95B eased on both sides of briefed return route after bombing TO and followed bomber stream to front lines, then gradually departed from briefed course until reaching 5100-0420 at 1605 hours where a new course was plotted to base. All ships became separated in clouds at about 0630 and returned to base singly.

INTERPRETATION REPORT S.A. 3236

From
CAB

95/10
1/10

ATTACK ON NURNBERG MAIN STATION AND MARSHALLING YARD ON 20 FEB 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 831, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1229-1344A hours.
- (d) Bombs : 2075 x 500 lb. G.P.
8597 x 250 lb. G.P.
2042 x 500 lb. I.B.

(ii) STATEMENT ON THE TARGETS:

The targets attacked are the Main Railway Station and Goods Yards; and the Railway Marshalling Yard and adjoining Railway Shops, Station, and Goods Depot.

(iii) DETAILS OF THE ATTACK:

(a) Photographs received are for the most part from 8/10 to 10/10 cloud obscured but some bursts can be plotted throughout the city and adjoining area. The NURNBERG RAILWAY MARSHALLING YARD received one concentration, several small groups, and numerous scattered H.E. bursts, totalling at least 125, and a group of incendiary bursts with most of the hits seen on the central portion of the yard. A concentration of both H.E. and incendiary bursts is seen across the Main Railway Station and Goods Yards and another concentration is seen blanketing the SIEMENS SCHUCKERTWERKE A.G. Many fires are seen burning throughout the city. Of the 10,672 H.E. bombs dropped, a total of 1,100 bursts can be seen. (Note: A single burst seen on a photograph may be the result of the explosion of more than one bomb).

(b) Bursts are seen on identified targets and facilities as follows: (Numbers refer to the target illustration).

1. NURNBERG RAILWAY MARSHALLING YARD:

- A. Reception sidings (1) : 3 hits on rail lines.
- Sorting sidings (2) : 20 hits on rail lines. Probable explosion and fires seen.
- Diverging lines at entrance to sorting sidings (2a) : 1 direct hit.
- Converging lines at exits from sorting sidings (2b) : hits blanket the area.
- Locomotive depot (3) : 1 near hit.
- Wagon repair shop (4) : 1 possible hit.
- Special traffic sidings and holding sidings (11, 12, 13) : at least 25 hits in area; a fire is seen in the Special Traffic Sidings.
- Wagon repair shop (19) : 2 probable hits.
- Holding sidings serving transhipment shed (30) : 10 hits on rail lines.

B. Other scattered bursts are seen on the rail lines, and the central portion of the yard is seen partially covered by incendiary bursts.

/2. MAIN RAILWAY STATION AND GOODS YARD:

2. MAIN RAILWAY STATION AND GOODS YARD:

A concentration of both incendiary and H.E. bursts is seen across goods depots, sidings, and adjacent heavily built-up areas.

3. SIEMENS SCHUCKERTWERKE A.G.: (Manufacturing electric motors, searchlights, etc.)

A concentration of bursts is seen blanketing the factory area.

(c) Other bursts are seen as follows: (Distances are measured from the center of the NURNBERG MARSHALLING YARD).

1. A group on a built-up area 2,500 yards North.
2. A concentration on a built-up area 2,000 yards North.
3. A group in a late stage of development on a residential area 700 yards Southwest.
4. A small group on a residential area 1,500 yards Southwest.
5. At least 70 in fields 1-3/4 miles Northwest.
6. A concentration of both H.E. and incendiary bursts on a partially built-up area 1-3/4 miles North.
7. A concentration on a built-up area 2-1/2 miles North.
8. A concentration across an area of small industries and rail lines 2 miles Northwest, starting fires.
9. A group of H.E. and a concentration of incendiary bursts in woods and across a rail line 2-1/2 miles West Southwest.
10. A concentration of incendiary bursts on a built-up area 2-1/2 miles Northwest, starting fires.
11. A group of both H.E. and incendiary bursts on a partially built-up area 2 miles West with probable hits on rail lines.
12. A concentration of incendiary bursts on a partially built-up area 2-3/4 miles West Northwest.
13. A concentration of incendiary bursts 3-1/4 miles West in fields.
14. A group of incendiary bursts in the village of LOHE, 6 miles North.
15. Approximately 30 in fields and across a rail line 3-1/2 miles West Northwest.
16. Approximately 80 on a partially built-up area and in fields 4 miles West Northwest.
17. At least 50 in woods 4 miles South Southeast.
18. At least 40 in fields 5 miles Northwest.
19. A concentration across minor industrial areas and in fields 5-1/2 miles Northwest.
20. Approximately 50 in woods 7 miles South Southwest.
21. Scattered small groups throughout the city and in fields within 2 miles

(iv) ACTIVITY:

/NURNBERG RAILWAY MARSHALLING YARD:

NURNBERG RAILWAY MARSHALLING YARD:

1. The marshalling yard is covered on poor quality, partially cloud covered photographs.
2. The sidings are heavily loaded.

(v) ANNOTATED PRINT:

None prepared.

(vi) BOMB PLOT:

A bomb plot of the NURNBERG RAILWAY MARSHALLING YARD and adjoining area has been prepared and will be distributed.

(vii) PHOTOGRAPHS RECEIVED:

SAV	34/572, 575, 574	20 FEB 45	1326A hrs.	1/46,040	(F.L. 7")	26,900*	'B-C'
"	91/984-986	"	1229A "	1/43,500	"	25,500*	"
"	92/826-828	"	1242A "	1/44,500	"	26,000*	"
"	94/1380, 1381, 1383, 1385	"	1334A "	1/42,400	"	24,750*	"
"	95/1451-1454, 1456, 1457	"	1336A "	1/41,420	"	24,200*	'B'
"	96/857	"	1343A "	1/42,000	"	24,500*	"
"	100/1263, 1265, 1266	"	1340A "	1/41,100	"	24,000*	'B-C'
"	303/1560-1562	"	1229A "	1/45,000	"	26,250*	"
"	305/1099-1102, 1104	"	1236A "	1/43,500	"	25,500*	"
"	305/1103	"	1236A "	1/25,500	(F.L. 12")	"	"
"	306/1317-1319, 1321	"	1234A "	1/46,360	(F.L. 7")	27,100*	"
"	351/972, 973	"	1237A "	1/44,900	"	26,200*	"
"	351/970, 971	"	1232A "	1/25,500	(F.L. 12")	25,500*	"
"	379/933-936	"	" "	1/42,000	(F.L. 7")	24,500*	"
"	381/1106	"	1234A "	1/45,900	"	26,600*	"
"	381/1107, 1108	"	1235A "	1/27,000	(F.L. 12")	27,000*	'B'
"	384/1320-1322	"	1229A "	1/43,500	(F.L. 7")	25,500*	'B-C'
"	388/914-917	"	1330A "	1/44,400	"	25,900*	"
"	390/1353, 1359, 1361	"	1344A "	1/41,100	"	24,000*	'B'
"	398/672-674	"	1238A "	1/26,500	(F.L. 12")	26,500*	'B-C'
"	398/675	"	" "	1/45,400	(F.L. 7")	"	"
"	401/1068-1070	"	1229A "	1/43,500	"	25,500*	"
"	447/934, 986, 987	"	1333A "	1/39,600	"	23,100*	"
"	452/940, 942, 945	"	1335A "	1/42,800	"	25,000*	"
"	452/946	"	1332A "	1/24,500	(F.L. 12")	24,500*	"
"	457/901	"	1234A "	1/24,300	"	24,300*	'B'
"	457/896, 899	"	1231A "	1/44,500	(F.L. 7")	26,000*	'B-C'
"	487/782-784	"	1352A "	1/42,000	"	24,500*	"
"	490/649-651	"	1321A "	1/42,100	"	24,600*	"
"	493/651-653	"	1329A "	1/42,800	"	25,000*	"
O	94/384, 385	"	Unknown	Oblique	(F.L. 6- 3/8")	24,000*	'B'
"	487/298, 300	"	"	"	(F.L. 6- 3/8")	24,900*	"

Handwritten: Main Station

LOCALITY: NUREMBERG TOWN AND-A. Railway Workshops.
B. Station and Goods Yard.
C. South Marshalling Yard.
D. M.A.N. Works and Siemens Schuckert A.G.

PERIOD COVERED: 1430 A hours on 14 JAN 1945 to 1045 A hours on 2 MAR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	20 FEB 1945	3236	8/10-10/10 Cloud
U.S. 8TH AIR FORCE	21 FEB 1945	3239	8/10-10/10 Cloud

PROVISIONAL STATEMENT ON DAMAGE.

Although large patches of cloud obscure much of the town and two of the specific targets, it can be seen that damage inflicted in the attacks under review was severe. All the targets were hit, but the severity of the damage inflicted cannot be completely assessed at this stage in the case of the South Marshalling Yard, the M.A.N. Works and SIEMENS SCHUCKERT A.G.

RAILWAY WORKSHOPS:

Damage in the railway workshops is very heavy and most of the main buildings have been affected. Among the more important buildings seriously damaged are the machine shop, one locomotive round house, one carriage repair shop, one locomotive repair shop, a woodworking shop and the locomotive shed. A large number of goods wagons, some inside the various buildings, and others in the area, have been damaged.

STATION AND GOODS YARD

In the area of the Main Passenger Station and goods yard, damage is not heavy but one goods depot has been gutted, the station further slightly damaged, a long storage building gutted, and two goods sheds slightly damaged. About six hits are seen in the sidings where some tracks are cut and a number of wagons derailed or damaged.

SOUTH M/Y

Through gaps in the cloud, a group of craters is seen in the yard among rolling stock in the holding sidings serving the transshipment shed and goods station towards the East end of the target area. No statement on damage to buildings in this area is possible, owing to cloud cover.

M.A.N. WORKS and SIEMENS SCHUCKERT WERKE A.G.

In the M.A.N. works, a machine shop, a second tank erecting shop and a paint shop have all been damaged whilst hits have been scored on two large workshops in the Northern works of SIEMENS SCHUCKERT WERKE A.G. The main SIEMENS works is cloud covered and no statement on damage in this plant is possible at this stage.

NUREMBERG TOWN

Damage to business/residential property is severe and it is noteworthy that the main concentration is in an area which was hitherto practically unaffected. This lies directly between the passenger station and the railway workshops and extends in a Northernly direction for approximately 700 yards. There are scattered incidents further to the North and a few to the East and Southeast of the main station.

Details of the damage are as follows:-

(Numbers refer to annotations on Illustration 6(d)(i)29/6)

(a) RAILWAY WORKSHOPS

4. Machine shop : Roof completely destroyed.
5. Carriage repair shop : Gutted.
6. Locomotive repair shops: Gutted.
8. Locomotive roundhouse: : More than three-quarters destroyed.
10. Locomotive Shed : Roof one-third destroyed.
11. Woodworking shop : Northwest end destroyed.
- 2 medium sized buildings: Two roofs destroyed
One with Southeast end destroyed.

IMM. INT. REPORT NO. K.3879 (cont'd)

One small unidentified building: Slight roof damage.
Unserviceability of Facilities : Loco depot 15%; Workshops 70%.

(b) STATION and GOODS YARD

Terminal Facilities

Main Passenger Station: Slight damage to platform roofs, now 10% unserviceable.
Goods depot : One building gutted) depot now 20% unserviceable.
One long building)
gutter gutted)
Two goods sheds)
slightly damaged)

Marshalling Yard: No visible damage.

Carriage Sidings: No visible damage.

Through Running Lines: No visible damage.

Loading: Moderate and mixed.

(a) M.A.N. WORKS and SIEMENS SUBMACHINE WORK A.G.

M.A.N. WORKS

Large tank erecting shop: Four areas of slight roof damage.
Machine shop : Severely damaged.
Paint shop : Fresh roof damage.
Small unidentified building: Destroyed.

SIEMENS WORKS (Northern works only)

Large workshop: Severely damaged at one end.
Large workshop: Two fresh holes in roof.

(Prints: 3046-52, 4044-50, 4039-41)

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

PHOTOGRAPHS TAKEN BY: 27 Squadron.

SCOUTS: US7GR/12AA.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1045 A hours on 2 MAR 1945.

SCALE: 1/12,500 (F.L.24"),

COVER AND QUALITY: A. Full and good. The town, with the exception of
B. Full and fair. the Eastern section is covered on
C. Largely cloud covered. fair quality prints but consider-
D. Largely cloud covered. able areas are cloud obscured.

LAST REPORT: K. 3641 (Detailed) dated 7 FEB and K.3780 (Immed.) dated 21 FEB 45.

COMPARATIVE SCOUTS USED: 106G/4153, (3076-83, 3101-3111, 3126-28, 4075-99,
4100-4111, 4125-34).

PRINT DISTRIBUTED: 4039 (to follow when available).

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ED, EWG, CR/HB

DISTRIBUTION NO. 24-E
325 Copies.

LOCALITY: NURNBURG

PERIOD COVERED: 1430 A hours on 14 JAN 1945 to 1422 A hours on 20 FEB 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
US 8th AIR FORCE	20 FEB 1945	3236	8/10 to 10/10 cloud

PROVISIONAL STATEMENT ON DAMAGE.

Photographs taken a very short time after the attack show a heavy volume of smoke obscuring the whole of the city and leaving visible only the South Marshalling Yard. Reference testrike photographs shows that the largest volume of smoke originates from the centre of the city, but since these photographs are also obscured by smoke and cloud the origin of the fire cannot be located with certainty.

In the Southern outskirts of the city, severe damage is seen in the South Marshalling Yard, where also fires are seen burning among wagons in the heavily loaded Sidings. A part of the N.A.N. works only is seen, where one large building is severely damaged. Further damage is seen to the nearby Works of SIEMENS-SCHUCKERT WERKE A.G., where five large buildings are variously damaged. West of this Works, the Works of SUDDEUTSCHE APPARATE-FABRIK G.m.b.H.- manufacturers of Selenium discs for W/T receivers, is seen to be on fire. Scattered fires are also burning South of the South Marshalling Yard among residential buildings on the outskirts of the city.

Details of damage are as follows:-

N.A.N. A.G.

Almost completely obscured by smoke and cloud but the Tank Erecting Shop is seen to be severely damaged at the Northeast corner.

SIEMENS-SCHUCKERT WERKE A.G.

- 2 long buildings : roofs holed by direct hits.
- Boiler House : destroyed.
- Small Workshop : roof holed.
- Medium Workshop : roof holed.

SOUTH MARSHALLING YARD (Notes on serviceability contributed by 'F' Section).

Heavy concentrations of craters are seen in the Sidings, and a large number of fires are burning among the Wagons in the Yards. All tracks are cut West of the Yards, and the avoiding line passing South of the Yards is also cut. One roundhouse and the Wagon Repair Shop are seen to be on fire. The road bridge crossing the Yard has three craters on the Southern approach and there is one direct hit on the side of the bridge, which is probably partly serviceable.

FACILITIES

- Engine Roundhouse : on fire.
- Wagon Repair Shop nearby : on fire.
- Carriage and Loco repair shop : at least one hit. Many Wagons derailed on tracks approaching the Shops.

(Facilities 10% unserviceable)

MARSHALLING YARD SIDINGS

- Reception Sidings : several hits have cut tracks.
- Sorting Sidings : many tracks cut by hits, and many fires burning among Wagons stored there.
- Forwarding Sidings : Several tracks cut. Some Wagons derailed.

/Holding Sidings

Holding (Sidings) : many hits have cut tracks. Wagons are derailed and burning.

Special Traffic Sidings : several Wagons on fire.

(90% unserviceable)

THROUGH RUNNING LINES

60% unserviceable.

LOADING

Heavy - mixed goods.

(Prints 4032/4; 7011/2)

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

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: US7GR/3961.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1422 A hrs. on 20 FEB 1945.

SCALE: 1/12,800 (F.L.24").

COVER AND QUALITY: The city is covered on prints almost entirely covered by smoke. The South M/Yd, however, is seen on prints of fair quality.

LAST REPORT: K. 3641.

COMPARATIVE SORTIE USED: 106G/4153.

PRINT DISTRIBUTED: 4033 (to follow when available).

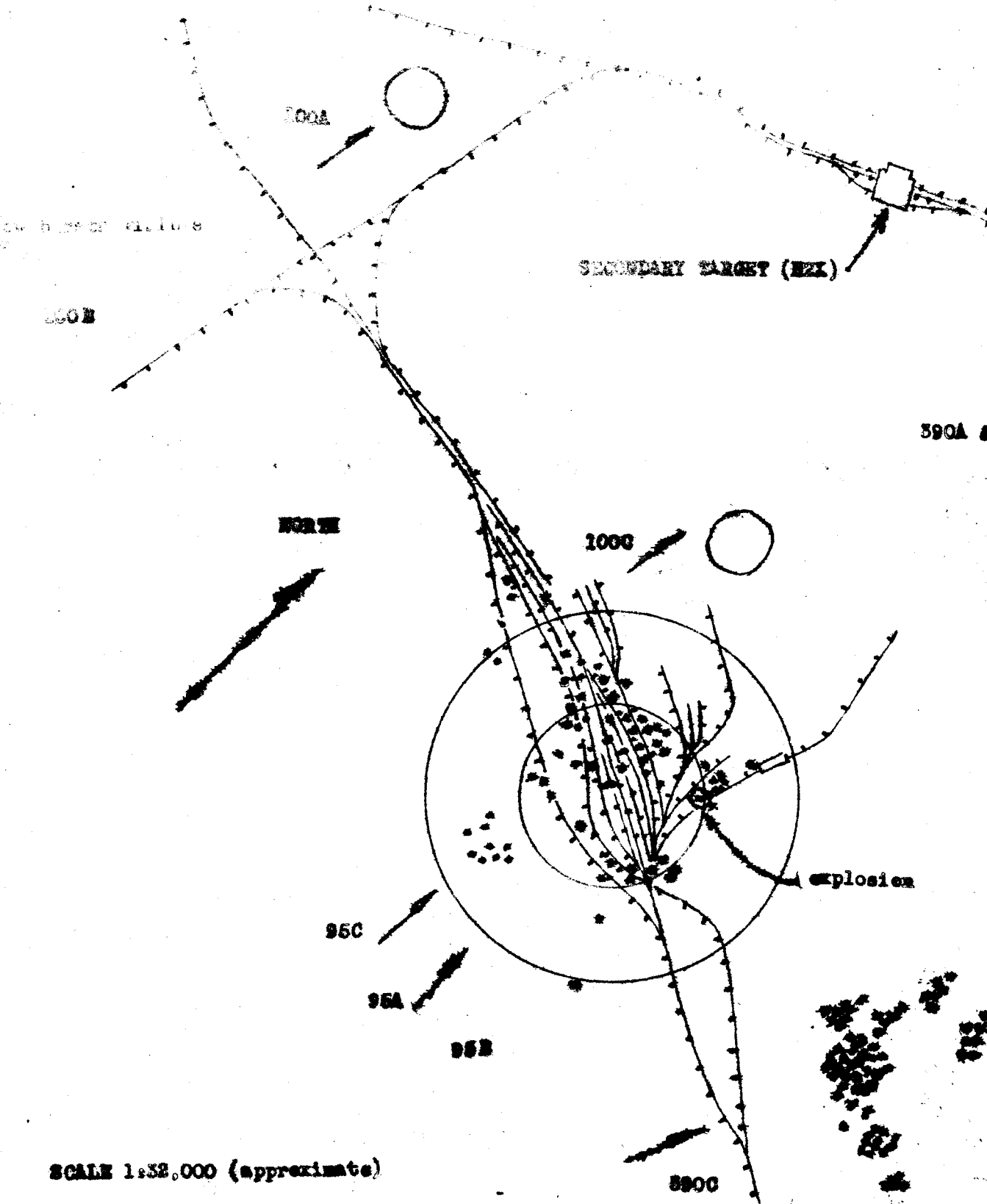
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GHH/CJ

DISTRIBUTION NO. 24-E
324 copies

- 15A GROUP: A & B SQUADRONS DROPPED VISUALLY. C DROPPED NZK WITH VISUAL ASSIST.
- 95A SQUADRON: (purple dots) : 12 x 144 x 250 lb GP's. 44 x 500 lb IB's.
 - 95B SQUADRON: (green dots) : 11 x 122 x 250 lb GP's. 40 x 500 lb IB's.
 - 95C SQUADRON: (red dots) : 8 x 96 x 250 lb GP's. 28 x 500 lb IB's.
- 15B GROUP: MARKED BY NZK IN GROUP FORMATION.
- 100A SQUADRON: (purple circle) : 12 x 142 x 250 lb GP's. 46 x 500 lb IB's.
 - 100B SQUADRON: (not shown) : 11 x 132 x 250 lb GP's. 44 x 500 lb IB's.
 - 100C SQUADRON: (red circle) : 13 x 156 x 250 lb GP's. 52 x 500 lb IB's.
- 15C GROUP: A & B SQUADRONS DROPPED TOGETHER BY NZK. C DROPPED NZK WITH VISUAL ASSIST.
- 390A SQUADRON: (green dots) : 12 x 148 x 250 lb GP's. 44 x 500 lb IB's.
 - 390B SQUADRON: (" ") : 11 x 128 x 250 lb GP's. 36 x 500 lb IB's.
 - 390C SQUADRON: (purple dots) : 13 x 160 x 250 lb GP's. 48 x 500 lb IB's.

CIRCLES - 1000' and 2000' FROM MPI OF PRIMARY.

NOTE: 95TH COMBINED 2 FIRMS IN N/Y. 390TH STARTED ONE IN BUILT-UP AREA.



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HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 296

PERIOD: 0001 hours 20 February to 2400 hours 20 February 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>			<u>Totals</u>	<u>NYR</u>
					<u>E/A</u>	<u>AA</u>	<u>OT</u>		
Heavy Bomber Atks.	1264	860	2176.9	0-0-0	0	6	8	14	1
Fighter Escort	478	438	0	2-0-0A 8-0-2G	0	1	7	8	3
Fighter Sweeps (a)	209	194	0	12-0-1A 35-1-20G	0	1	6	7	13
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	18	15	0	0-0-0	0	0	0	0	0
Weather Recon.	34	33	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	19	19	0	0-0-0	0	0	0	0	0
Special Operations	<u>63</u>	<u>60</u>	<u>58.5</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	2085	1619	2235.4	14-0-1A 43-1-22G	0	8	21	29	17

(a) Groups based on continent did not operate

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1264 a/o (904 B-17s, 360 B-24s) from three Air Divisions sortied in three forces against targets at Nurnberg. Second Division abandoned mission due to adverse cloud condition enroute to target. 860 a/o dropped 1657.0 tons GP, 519.9 tons IB - total 2176.9 tons on assigned targets and 14 T/Os. Bombing with H2X technique and visual assists. Weather: 8/10 to 10/10 cloud in target area. E/A Opposition: nil. Claims: nil. Losses: 14 B-17s (6 to AA, 8 to unknown reasons). NYR: 1 B-24.

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First Force

360 B-24s (2nd Air Division) sortied against Nurnberg M.A.N. Tank Plant. A/C abandoned operation at about 5000N-0400 to 0500E after encountering a thick layer of clouds from 13,000-25,000 feet. The force deviated forty miles south of course but even then could not get around the middle and low cloud. 1 a/c became separated from formation and went on to bomb Steig (SE of Freiburg in Baden - 4757N-0806E), dropping 2.5 tons GP and IB at 1230 hours from 22,000 feet. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: 1 B-24.

Fighter Support: Three groups (141 P-51s) sortied. Up 0941-1014 hours, down 1445-1650 hours. 123 effective sorties. E/A Opposition: 2 FW-190s, flying at about 300 feet over autobahn near Ingolstadt, bounced and destroyed. Windischenleibach A/F strafed for claims of 8-0-2. Ottingen and Dainingen A/Fs dive-strafed but flak was found too intense to go down. T/E jet seen paralleling bomber track vicinity of Brussels. Two Me-262s sighted Saarbrucken area. No combat. Claims: 2-0-0 air, 8-0-2 ground. Losses: 1 P-51, believed to AA.

Details of bomber 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>	
Nurnberg M.A.N. Tank Plant	360	All abandoned mission			
<u>Other Targets</u>					
Steig City (T/O)	—	1	1.5	1.0	Unobserved
Totals	360	1	1.5	1.0	

Second Force

Twelve group formations (450 B-17s, 3rd Air Division) sortied against Nurnberg M/Y and shops. 428 a/c dropped 851.0 tons GP and 200.7 tons IB on assigned target and 10 T/Os at 1313-1352 hours from 22,300 to 27,000 feet. Bombing with H2X technique and some visual. Leaflets dropped in Nurnberg area. Weather: 9/10 with small break at target. Flak: moderate to intense and accurate. Battle Damage: 2 Cat. "E", 25 major, 127 minor. E/A Opposition: nil. Claims: nil. Losses: 10 a/c (4 to AA, 6 to unknown causes). NYR: nil.

Fighter Support: Four groups (170 P-51s) sortied. Up 1035-1055 hours, down 1645-1656 hours. 163 effective sorties. E/A Opposition: nil. E/A Claims: nil. Three groups strafed transportation targets. Losses: 6 a/c (5 to unknown causes, 1 to accident). NYR: 3 a/c (believed safe on continent).

Details of bomber attacks 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>	
Nurnberg Station and M/Y	450	403	794.5	194.7	Probably Good
<u>Other Targets</u>					
Schiltach		16	39.0	1.0	Unobserved
9 Misc. T/Os		9	17.5	5.0	Unobserved
Totals	450	428	851.0	200.7	

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3. Fighter Sweeps

Four groups (177 P-51s, 32 P-47s - 209 a/c) sortied against rail and road traffic. Up 0924-1013 hours, down 1445-1513 hours. 194 sorties effective. E/A Opposition: 7-8 FI 156s (Fieseler Storchs - Army Liaison a/c) attacked 35 miles NE of Nurnberg. 1 Me-109 attacked SW of Nurnberg, 6 s/e light a/c encountered at 500 feet near Straubing. 1 Me-109 destroyed in landing pattern. All groups strafed ground targets. E/A Claims: 12-0-1 air, 35-1-20 ground. Losses: 7 P-51s (5 to unknown causes, 1 to AA, 1 to mechanical difficulties). NYR: 13 P-51s (majority believed safe).

Ground Claims as follows;

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	110	15
RR Cars	7	165
Trucks	8	14
Oil Cars	33	23
Switch Houses	1	4
Passenger Cars	0	2
Staff Cars	0	10
Radio Station	0	2
Warehouse	1	0
Ammunition Cars	4	0
Factories	1	2
Buildings	0	7
Radar Tower	0	5
Flak Emplacement	0	1
Power Plant	1	0
Lumber Yard	5	0

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

Day - 20 February

16 a/c sortied as follows:

4 a/c (3 F-5s, 1 Spitfire) escorted by 6 P-51s, sortied on day photo missions. 1 F-5 successfully obtained D/A photos in Nurnberg area; 1 F-5 mission was cancelled; 1 F-5, 1 Spitfire failed to obtain photos due to clouds. All a/c returned safely.

2 F-5s escorted by 4 P-51s, sortied, obtaining D/A photos of Frankfurt, Hanau, Fechenhem, Rumpfenheim and Offenbach M/Ys. All a/c completed mission and returned safely.

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Night - 20 February

2 Mosquitoes sortied, successfully obtaining night photos of Holland.

No losses.

6. Weather Reconnaissance

34 a/c (3 B-17s, 2 Mosquitoes, 29 P-51s) sortied as follows:

1 B-17 flew routine reconnaissance.

1 B-17 flew routine flight over sea to NW of Lands End.

1 B-17 flew routine flight to the Azores.

2 Mosquitoes flew weather flight over southern and eastern Germany.

29 P-51s weather scouts for bomber operations. 1 a/c returned early.

No losses.

7. Air/Sea Rescue

19 a/c (18 P-47s, 1 PBV) sortied on routine search and patrol. 1 incident, 1 pilot rescued.

8. Special Operations

63 a/c (56 B-24s, 1 B-17, 2 P-51s, 4 Mosquitoes) sortied as follows:

Day - 20 February

4 a/c (1 B-17, 1 B-24, 2 P-51s) sortied as airborne radio relays. All a/c completed mission and returned safely.

11 B-24s sortied, dropping leaflets over Holland and Germany. 1 a/c returned early due to mechanical failure. All a/c returned safely.

7 B-24s sortied on ECM mission, jamming from 0720-1000 hours. All a/c returned safely.

3 Mosquitoes sortied on chaff dispensing mission in support of 1st Air Division bombers. All a/c returned safely.

1 Mosquito sortied on special operations for 2nd Air Division but was recalled due to adverse weather conditions. A/c returned safely.

Night - 20/21 February

30 B-24s sortied against Neustadt M/Y, dropping 58.5 tons on assigned target on FFF with unobserved results.

Claims and Losses: nil.

7 B-24s sortied on special operation. 1 a/c aborted. Claims and losses: nil.

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O. INTELLIGENCE

1. Enemy Air Opposition

There was no enemy opposition to the mission of 20 February. The only claims of the day were scored on low flying enemy aircraft by groups which were strafing. Sightings of jet a/c were less than usual. No groups had opportunity to engage.

2. Flak

Nurnberg - Moderate to intense, accurate
Stuttgart - Meager, inaccurate
Karlsruhe - Moderate, accurate

3. Observations

A large, very active factory at 4808-0812E (Triburg) with 3 RR tracks leading into it. Consisted of 10-12 big brick buildings. The plant seemed to be built on a hill.

Cheb and Cheb/Oberochon A/Fs - 35 plus u/i e/a on each.

Kirchenlaibach M/Y filled.

A/F at Weiden (4940-1209E) - 35 plus He-111, 8 Me-110s, 1 FW-190, 1 Me-109, 1 Me-410, well dispersed and camouflage.

A/F at Straubing - 50 plus a/c - all types.

4. Damage to Enemy Installations

Nurnberg M/Y and Tank Factory - Unobserved to Good Results

Attack by 2nd Force - 3rd Air Division

Nurnberg was attacked by 34 squadrons of 3rd Air Division carrying 250 and 500 GP and 500 IB bombs. Cloud cover, contrails, haze and smoke plus the fact that several photo ships flew with other groups than their own makes interpretation very difficult. Patterns from six squadrons are seen through clouds blanketing the main M/Y south of the tank factory. One pattern appears to blanket most of the tank factory. One pattern is seen in the open area to the east of the yards and at least two main patterns plus several small u/i groups of bursts are seen at the southwest edge of the town, one pattern blanketing the junction. Two patterns extend north from the tank factory along the east edge of town. Of the remaining squadrons, only plot down outside of the city and almost all of them are in the built-up area. Large fires were started in the city and one or two small explosions were observed in the M/Y.

Attack by 3rd Force - 1st Air Division

Cloud of 8/10-10/10 density covers city and surrounding territory, making it impossible to plot main weight of bombs dropped. Through breaks in cloud it was possible to plot nine partial concentrations of GP and IB bombs in the center of the city and in suburban areas. Individual pinpointing of strikes was not possible. Two concentrations of bombs could be seen bursting in and adjacent to the western portion of the main railroad station in goods

S E C R E T

yard area. Damage to these installations and to the heavily built-up areas north and south should be severe. Fires could be seen burning in this area late in the attack. One concentration partially hidden by cloud could be seen blanketing the Siemens Schuckert Werke, manufacturers of electric motors and transformers, with possible direct hits to installations in the area. Another partial concentration could be seen immediately north of the plant of Maschinenfabrik Augsburg-Nurnberg, manufacturers of submarine engines and heavy tanks. A group of bursts could be seen through heavy cloud in rail traffic concentration in the southern part of Nurnberg. One concentration of bombs could be seen bursting in the central city area immediately north of the main railroad station. This is a fully built-up and residential section. A group of bursts could be seen covering a rail intersection 2 3/4 miles southwest of main station. Two other partial concentrations could be seen in open areas 3 1/4 miles W-NW and 3 1/4 miles W-SW of main railroad station respectively. Additional bombs could be seen falling towards central city area and many industrial installations in center part of city. Majority of these bombs should fall within the city limits and damage to Nurnberg should be severe.

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