

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 21 February 1945
13 CBW FO 50
13 CBW OPS 277
3 AD FO 590

SUBJECT: Tactical Report (NUREMBURG, GERMANY)

TO : *Commanding Officer, 95 TB. Sq.*

1. Information Concerning the Targets:

a. The primary target (visual) for today was the Railway Marshalling Yard, situated on the SE outskirts of Nuremburg, Germany.

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

c. The Tertiary target (visual or H2X) was the Railway Marshalling Yard situated on the NW outskirts of Ulm, Germany.

2. Narrative of the Attack:

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

(1) Navigation:

(a) Assembly:

A normal take off and Group assembly was made over Buncher 28 at 8000'. The Group was 2 minutes late at Buncher 27, the Wing assembly point, and 2 minutes early at CP 1. At this point they were 6 miles south of course with 13B abreast of them. The Group eased to the left in order to leave the proper interval in the Division column.

(b) Route:

The briefed route was followed across the channel, crossing the Continental Coast, CP 2, at 0912, 2 minutes early. CP 3 was reached at 1010, 5 minutes late at an altitude of 23700'. At the next turning point the Group overshot 2 miles to 5022-0919 and paralleled the course 8 miles to the left until 5 minutes from the IP. At this point the navigator noticed that the preceding Groups in the column were right of course and the decision was made to follow the bomber stream. The IP was overshot 2 miles and individual H2X runs were made by the Squadrons to the secondary target. The Group did not drop to 24000' on the run to the RP in order to stay above the D/P contrails in the target area. All Squadrons quickly reassembled in good Group formation at the RP and the descent to 20000' was started. The route was paralleled 6-8 miles right to 0935E. At this point a left turn was made to get back on course and CP 4 was reached at 1219 at 21000'. The route to the Continental Coast was as briefed and the coast was crossed at 6600' at 1405. The English Coast was crossed at 1449 at an altitude of 1000'.

(c) Weather:

Conditions were CAVU over the bases. Enroute over the Continent these conditions prevailed until about 0700E, when a thin layer of high cirrus clouds was encountered with base at 23000', tops 23500'. At the target there was 5-8/10 low cumulus with D/P contrails prevailing in the immediate target area.

- 1 -

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

(d) Navigation Difficulties:

Because of misidentification of Groups the turn to Buncher 27 was not made as planned. The Group, consequently, was 2 minutes late at this point.

(e) Remarks:

Navigation was very satisfactory.

(f) PFF Narrative:

Three PFF aircraft were dispatched. All radar sets operated satisfactorily. A Squadron made an individual H2X sighting on the secondary target, while B and C made individual H2X and visual sightings.

(2) Bombing:

(a) 100A Squadron:

1.	Air Leader	Lt. Col. Wallace	Nav	Capt. Anderson
	Pilot	Capt. Brown	Asst Nav	Lt. Krepiemann
	Co-Pilot	Lt. Beadle	M/O	Lt. Lentz
			Bomb	Lt. Eden

2. A/C Attacking: Bombs Dropped

a.	Secondary	12	61x500 LB GP
			57x500 LB IB

Jettisoning	None
Returning	None

b. Bombing Altitude: 24000'

g. Time of Release: 1124

3. Run-in from IP to Target:

After the maneuver at the IP, 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 9, 8, 7, 6 and 5 miles. Rate refinements were necessary at 8, 7, and 6 miles because the M/O made three course corrections, which resulted in a change of heading and ground speed. The final rate check was reported as good, but actually rate was off as the bombs were short for range. Bombs were released on a true heading of 95 degrees, with 16 degrees of right drift. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. No bursts are visible, but according to computations based on the bomb trajectory chart, the bombs fell in fields and a sparsely built-up suburban district $\frac{1}{2}$ mile North (left) and $\frac{1}{2}$ mile West (South) of the secondary target, on which the run was made.

5. Bombing Malfunctions: None

(b) 100B Squadron:

1.	Air Leader	Capt. Ferbrache	Nav	Lt. Bittman
	Pilot	Lt. Blanding	Asst Nav	
	Co-Pilot		M/O	Lt. Jenista
			Bomb	Lt. Belinow

2. A/C Attacking: Bombs Dropped

a.	Secondary	13	66x500 LB GP
			62x500 LB IB

Jettisoning None
 Returning None

b. Bombing Altitude: 24890°

c. Time of Release: 1125

3. Run-in from IP to Target:

After the maneuver at the IP, the M/O picked up the target and set up course. The bombardier was successful in setting up rate through breaks in the clouds, after which he clutched in at 11 miles. The M/O proceeded to call off the rate checks, but approximately 5 miles from the target, the bombardier picked up the target area visually. There was insufficient time to set up course and rate, consequently, synchronization was incomplete when bombs were released on a true heading of 100 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. No bursts are visible, but according to computations based on the bomb trajectory chart the bombs probably fell in the city about 2 1/2 miles North (left) and 1 mile East (short) of the secondary target, on which the run was made.

5. Bombing Malfunctions: None.

(c) 1000 Squadron:

1. Air Leader	Capt. Craft	Nav	Lt. Graham
Pilot	Lt. Hutchinson	Asst Nav	
Co-Pilot		M/O	Lt. Courdier
		Bomb	Lt. Zenske

2. A/C Attacking: Bombs Dropped

a. Secondary	13	66x500 LB GP
		61x500 LB IB
Jettisoning	1	1x500 LB IB
Returning	None	

b. Bombing Altitude: 23830°

c. Time of Release: 1126

3. Run-in from IP to Target:

After a good maneuver at the IP, the M/O picked up the target and set up course. The bombardier sighted for rate through breaks in the clouds, and then clutched in at 11 miles. Shortly after the clutch-in the bombardier observed his cross hairs to be on the edge of a cloud, under which appeared to be the center of the city, close to the M/Y. He let his cross hairs ride and when the indices met released his bombs. Bombs were released on a true heading of 93 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. No bursts are visible, but according to computations based upon the bomb trajectory chart, the bombs from this Squadron probably fell in fields 3 miles NW of the secondary target, on which the run was made.

5. Bombing Malfunctions:

A/C 841: Shackle malfunction, 1 bomb kicked out shortly after bombs away.

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

(1) Navigation:

(a) Assembly:

The Group assembled without difficulty. At Buncher 27 another formation cut in front of Baker and caused the Group to get ahead of Able leader. The east cut point was made good and on time.

(b) Route:

The correct Wing formation was attained over mid-channel after considerable "S"ing allowed Able to pull into position. On the route in both Groups were at a higher altitude than the Groups in front of the Division Column: this resulted in constant overrunning of the front Groups. Both Baker and Able were compelled to "S" constantly to stay in position. Baker, in addition, indicated a minus airspeed in an effort to keep from sliding over Able. "S"ing in the Limburg area caused the Group to skirt the flak defenses slightly North of course. The southeast leg into the IP was cut off completely by the Wing leader. The Group followed suit and finally established an IP approximately 25 miles Northwest of the briefed IP. The Squadrons made individual target approaches, using H2X and some visual assistance. After the turn on the RP, D/P contrails forced the Group to lose altitude in an effort to get below them. On the route out, the Group followed Able North of course until approximately 12 miles east of Stuttgart, where corrections were made towards the proper route. Back to the base the route was uneventful.

(c) Weather: Same as 13A Group.

(d) Navigational Difficulties: None.

(e) Remarks: The Navigation was satisfactory.

(f) PFF Narrative:

Three PFF aircraft were dispatched. All radar sets operated satisfactorily. C Squadron made an individual H2X sighting on the secondary target, while A and B made individual H2X and Visual sightings.

(2) Bombing:

(a) 95A Squadron:

1.	Air Leader Capt. Brittingham	Nav	Capt. Shire
	Pilot Lt. Savage	Asst Nav	Lt. Pieper
	Co-Pilot	M/O	Capt. Mitch
		Bomb	Lt. Seferian
2.	A/C Attacking:	Bombs Dropped	
a.	TO 10	50x500 LB GP	
	Jettisoning 2	45x500 LB IB	
	Returning None	10x500 LB GP	
		10x500 LB IB	
b.	Bombing Altitude: 24350'		

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

TR, 21 Feb. '45

g. Time of Release: 1126

1. Run-in from IP to Target:

After a good maneuver at the IP, the M/O picked up the target and set up course. The bombardier clutched in at 11 miles and after three rate checks took over visually. A 40 degree course correction was made to the right, and in doing so the bombardier over-corrected. The bombardier failed to pick up the assigned target and chose an AP in the built-up area short of the M/Y. After synchronizing the bombardier released his bombs on a true heading of 130 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. The bombs from this Squadron fell on a fully built-up factory and residential district 1 1/2 miles short (NW) of the secondary target, on which the run was made.

b. The complete pattern is not visible.

5. Bombing Malfunctions:

A/C 230: Rack malfunction - run made on
Kensingen (4812N-0746E) 1 bomb dropped.
A/C 106: 10 bombs jettisoned on Giessen.
A/C 617: 10 bombs jettisoned at 5023N-0825E.

(b) 95B Squadron:

<u>1.</u> Air Leader	Capt. Jeneman	Nav	Lt. Osterburn
Pilot	Lt. Taylor	Asst Nav	
Co-Pilot	Lt. Murray	M/O	Lt. Carter
		Bomb	Lt. Webber

2. A/C Attacking: Bombs Dropped

<u>a.</u> Secondary	13	66x500 LB GP
		60x500 LB IB
Jettisoning	None	
Returning	None	

b. Bombing Altitude: 24850'

g. Time of Release: 1127

3. Run-in from IP to Target:

Attacking on a true heading of 110 degrees, the M/O picked up the target and set up course. The bombardier clutched in at 11 miles and after four rate checks took over visually for a 20 second sighting operation. Rate and course were reported as accurately pre-set, and cross hairs positioned on the assigned MPI when bombs were released. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. Insufficient terrain is visible to identify the position of the A/C during the bomb run.

5. Bombing Malfunctions: None.

(c) 95C Squadron:

1.	Air Leader	Lt. Stanborough	Nav	Lt. Sorenson
	Pilot	Lt. Jensen	Asst Nav	
	Co-Pilot	Lt. Minich	M/O	Lt. Painter
			Bomb	Lt. Zultz

2. A/C Attacking: Bombs Dropped

a.	Secondary	12	61x500 LB GP
			55x500 LB IB
	Jettisoning	1	5x500 LB GP
			5x500 LB IB
	Returning	None	

b. Bombing Altitude: 23800'

c. Time of Release: 1128

3. Run-in from IP to Target:

Attacking on a true heading of 098 degrees, the M/O picked up the target and set up course. Rate was set up visually through breaks in the clouds after which the bombardier clutched in at 11 miles. All subsequent rate checks were reported as accurate. C-1 Auto-Pilot was used on the bomb run.

4. PI Report:

a. The bombs from this Squadron fell in a sparsely built-up residential district $\frac{1}{2}$ miles short (NW) of the secondary target, on which the run was made, and across the Pegnitz river from those of 95A Squadron.

b. The complete pattern is not visible.

5. Bombing Malfunctions:

A/C 455: 10 bombs jettisoned at 5014N-0820E.

3. Planning and Execution of the Mission:

a. Group Order and Strength:

(1)	45 A, B Groups:	6 x 12 A/C Squadrons
	(a) 388 Group	3 x 12 A/C Squadrons
	(b) 452 Group	3 x 12 A/C Squadrons
(2)	93 A, B, C, D Groups:	12 x 12 A/C Squadrons
	(a) 385 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
	(d) 490 Group	3 x 12 A/C Squadrons
(3)	13 A, B Groups:	6 x 12 A/C Squadrons
	(a) 100 Group	3 x 12 A/C Squadrons
	(b) 95 Group	3 x 12 A/C Squadrons
(4)	4 A, B, C Groups:	9 x 12 A/C Squadrons
	(a) 94 Group	3 x 12 A/C Squadrons
	(b) 486 Group	3 x 12 A/C Squadrons
	(c) 487 Group	3 x 12 A/C Squadrons

b. A/C and C/C Available:

(1)	95 Group	REG	40 A/C	46 C/C
		PFF	9 A/C	7 C/C
		MH	9 A/C	7 C/C
(2)	100 Group	REG	44 A/C	49 C/C
		PFF	8 A/C	4 C/C
		MH	5 A/C	2 C/C
(3)	390 Group	REG	31 A/C	64 C/C
		PFF	8 A/C	8 C/C
		MH	8 A/C	5 C/C

c. A/C Scheduled to Take Off:

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

d. A/C Airborne:

(1) All Scheduled A/C Airborne.

e. A/C Abortive:

(1) 95 Group:

A/C 8617: 336 Sqn "Q" - #2 supercharger out - Pilot Lt. Burns - Sertie - Bombed TO.

A/C 2455: 335 Sqn "Z" - Two turbos out - Pilot Lt. Olsen - Sertie - Bombed TO.

A/C 8106: 336 Sqn "E" - Internal engine failure on #3 engine - Pilot Lt. Millpugh - Sertie - Bombed TO.

(2) 100 Group: None.

f. A/C Outstanding: None.

g. A/C Attacking - 13 A Group:

Bombs Dropped

(1)	Secondary	38	193x500 LB GP
			180x500 LB IB

(2) Method of Bombing: H2X with Visual Assist

(3) Method of Release: 140° Train

h. A/C Attacking - 13 B Group:

Bombs Dropped

(1)	Secondary	15	127x500 LB GP
			115x500 LB IB
	TO	10	50x500 LB GP
			45x500 LB IB
	Jettisoning	3	15x500 LB GP
			15x500 LB IB

(2) Method of Bombing: H2X with Visual Assist

(3) Method of Release: 140° Train

4. Communications:

a. VHF:

(1) Lt. Col. Wallace led the 13th Wing. Communications

TR, 21 Feb. '45

within the Group and between Groups was reported to be very satisfactory, radio discipline being fair. There were some unnecessary transmissions on airdrome frequency to tower of the 95 Group.

(2) Contact was made with Kodak aircraft, and information passed very satisfactorily. Very good communications with both fighters and ground sectors was reported, fighters being contacted visually as well as by VHF.

b. W/T:

(1) Control Points:

	CP 1	CP 2	CP 3	TWT	CP 4	ETR
Timings	0844	0914	1005	1106	1202	1440
A.T.A.	0842	0912		1125	1225	1445

(2) Strike Reports:

100 Group S B 5 1125

(3) Wing leader sent Control Points, Strike Report to Division Ground Station satisfactorily. Jamming of Division frequency was reported, with interference noticed throughout the entire mission. ETR report transmitted successfully to 95 HF D/F Station 2 hours before arrival at base.

5. Mission Camera Report:

a. The 100 Group installed no scope, 9 vertical, and 1 oblique camera, all of which took pictures.

b. The 95 Group installed 2 scopes, 9 vertical, and 3 oblique cameras, 1, 9, and 3 of which took pictures:

PF A/C 8230 with scope camera: Camera malfunction; cause undetermined.

6. Controller's Log:

a. 1930 from 3 AD: (1) Force.

b. 1957 to Groups: (1) Force.

c. 2033 from 3 AD: (1) Order (2) Target and Routes A & B (3) Tentative Bombing Altitude (4) Zero Hour (5) RBA (6) Weather A/C (7) Air Force Order and Targets (8) RBW (9) 2nd Division Routes.

d. 2050 to Groups: (1) Zero Hour (2) RBW (3) RBA (4) A and B Routes (5) H2X Leads (6) Tentative Bombing Altitude.

e. 2150 from 3 AD: (1) AW to 3 AD FO 590.

f. 2151 to Groups: (1) Targets.

g. 2215 to Groups: (1) AW to 13 CBW FO 50.

h. 2222 from 3 AD: (1) Time Control.

i. 2239 from 3 AD: (1) Preliminary Timings.

j. 2327 from 3 AD: (1) Bomb Lead (2) Plan B Route Scrubbed (3) Assembly Altitude.

21 Feb. '45

- k. 2340 to Groups: (1) Time Control (2) Bomb Lead (3) Assembly Altitude (4) Instructions.
- l. 2355 from 3 AD: (1) S.S. Ref.
- m. 2355 from 3 AD: (1) Change of Bombing Altitude (2) Targets Plan B (3) Time Control (4) Division Assembly.
- n. 0010 from 3 AD: (1) A-2 Annex to 3 AD FO 590 Plan A.
- o. 0018 from 3 AD: (1) Annex 1 to AW to 3 AD FO 590.
- p. 0026 from 3 AD: (1) Intervalometer Setting.
- q. 0035 to Groups: (1) Plan B Targets.
- r. 0039 to Groups: (1) AW to 13 CBW FO 50 Plan B.
- s. 0110 from 3 AD: (1) Plan A Tertiary Changed.
- t. 0114 to Groups: (1) S.S. Ref.
- u. 0118 from 3 AD: (1) New Route.
- v. 0120 to Groups: (1) New Last Resort.
- w. 0125 to Groups: (1) Annex 1 to AW 13 CBW FO.
- x. 0157 to Groups: (1) 13 CBW FO 50 Plan A.
- y. 0200 from 3 AD: (1) Final Timings Plan B (2) 3 AD FO 590 Plan A.
- z. 0210 to Groups: (1) Assembly Altitude (2) Timings for Plan A and B.
- aa. 0230 from 3 AD: (1) Annex 1 to 3 AD FO 590 Plan A.
- bb. 0235 to Groups: (1) Annex 1 to 13 CBW FO 50 Plan A.
- cc. 0255 to Groups: (1) 13 CBW FO 50 Plan B.
- dd. 0300 from 3 AD: (1) 3 AD FO 590 Plan B.
- ee. 0310 from 3 AD: (1) A-2 Annex to 3 AD FO 590.
- ff. 0445 from 3 AD: (1) 447 Group is Scrubbed. Several A/C are on fire and blowing up.
- gg. 0448 to Groups: (1) 447 Group Scrubbed.
- hh. 0558 from 3 AD: (1) Plan B Will Run.
- ii. 0603 to Groups: (1) Plan B Will Run (2) May Get Visual Bombing.
- jj. 0622 to Groups: (1) Annex 2 to 13 CBW FO 50 Plan A.

For the Commanding General:

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

CONFIDENTIAL

13TH COMBAT BOMB WING (H)

MUNICH, GERMANY

21 FEBRUARY 1945

RAILWAY MARSHALLING YARD

13A GROUP: BOMBED BY SQUADRONS.

100A SQUADRON (purple circle): 12 x 61 x 500 lb GP's. (H2X)

100B SQUADRON (red circle): 13 x 66 x 500 lb GP's. (H2X & vis. Asst)

100C SQUADRON (green circle): 13 x 66 x 500 lb GP's. (H2X & vis. Asst)

13B GROUP: BOMBED BY SQUADRONS.

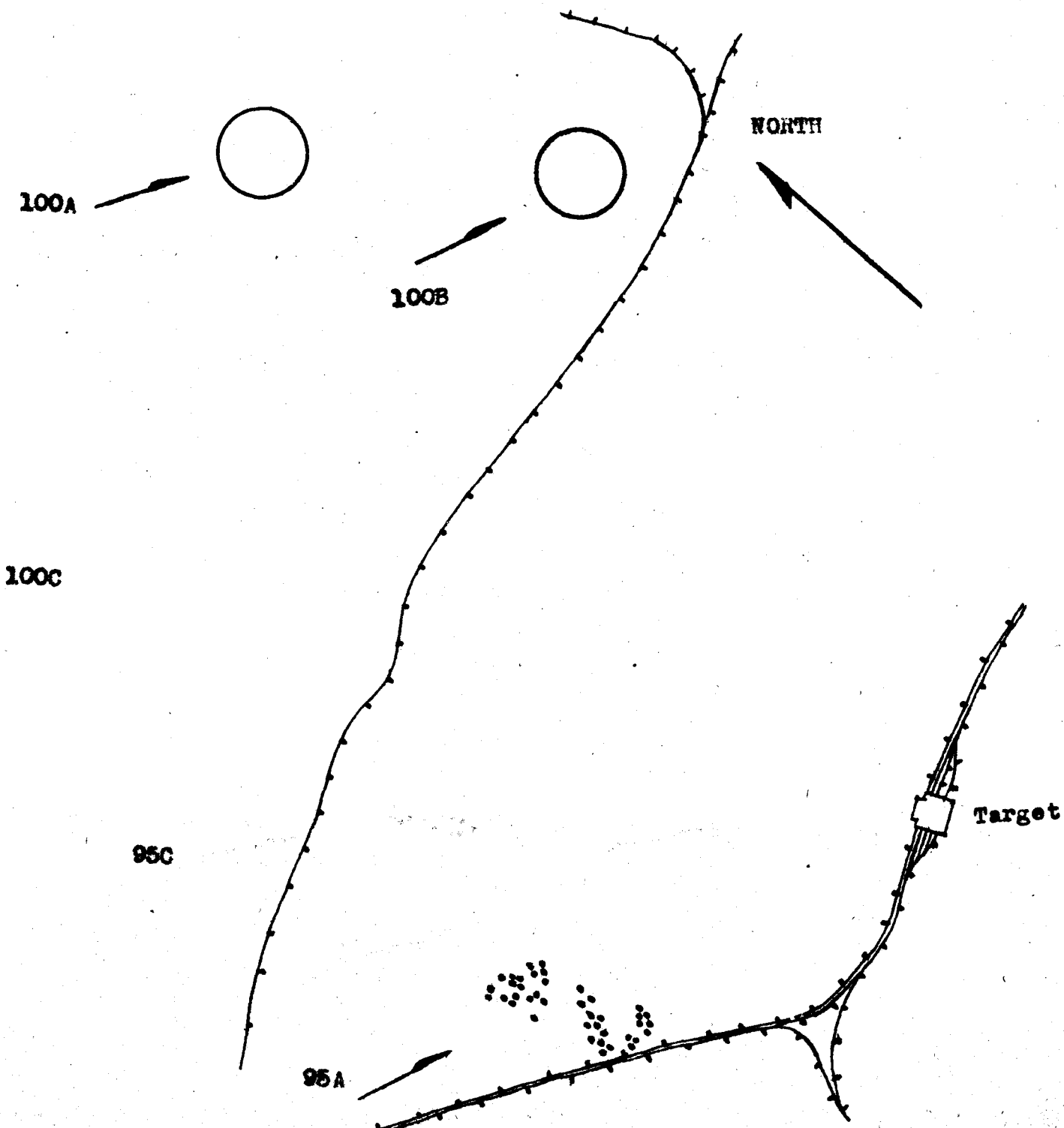
95A SQUADRON (red dots): 10 x 50 x 500 lb GP's. (H2X & vis. Asst)

95B SQUADRON (10/10ths): 13 x 66 x 500 lb GP's. (H2X)

95C SQUADRON (green dots): 12 x 61 x 500 lb GP's. (H2X & vis. Asst)

NOTE: CIRCLES FOR 100TH GROUP SHOW WHERE SMOKE BOMBS FELL.

SCALE 1:32,000 (approximate)



"A" SQUADRON

FORM 3

STATION 119

DATE 21 Feb 1945

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
34	M 8230	SAVAGE		✓	0650		1500	
36	U 8469	MILLER		✓	0651		1501	
"	E 8106	MILLSBROOK		?	0656		1327	*3 Engine (Sortie)
"	G 8617	BURNS		? Sortie	0700		1937	*2 Supercharger (Sortie)
"	X 8604	DUNWOODY		✓	0729		1500	
"	P 8272	NELSON, RCO		✓	0718		1506	
412	M 8741	LAYL	Hi	✓	0743		1949	
"	P 8441	TWINNING		✓	0725		1507	
"	B 8774	SUTKOWSKI		✓	0707		1506	
36	V 8676	TOWER	LR	✓	0705		1504	
"	T 9037	TWISS		✓	0706		1503	
"	R 7844	JACKMAN		✓	0708		1504	

"B" SQUADRON

FORM 3

STATION 119

DATE 21 Feb. 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
412	N	8040	TAYLOR		✓	0652		1452	
34	R	8438	BRAMLETT		✓	0702		1453	
"	V	8657	RYAN		✓	0703		1454	
"	B	8776	GRIFFIN		✓	0703 ⁺		1455	
"	P	9152	RUDKINS		✓	0705 ⁺		1455	
"	J	7201	SCHERFFIUS		✓	0708		1454	
"	D	8640	CORBIN	Hi	✓	0709		1449	
"	X	8990	SCOTT		✓	0710		1458	
"	L	9175	KOETTLER		✓	0711		1459	
"	K	8317	DESHAZO		✓	0714		1457	
"	T	8996	ROSENZWEIG	LO	✓	0711 ⁺		1457	
"	U	8525	ROY		✓	0712		1456	
"	O	1867	MOZLEY		?	0713		1640	1640

"C" SQUADRON

FORM 3

STATION 119

DATE 21 FEB 45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	W	8364	TENSEN		✓	0657		1508	
"	G	6907	BETCHIUS		✓	0719		1452	
"	R	7183	NELSON, D.A.		✓	0715		1509	
"	S	9052	SHAW		✓	0720		1509	
"	V	2450	DEHERT		✓	0721		1510	
"	E	6838	CALICOURA		✓	0723		1509	
"	Y	8942	TREGONING HI		✓	0716		1450	
"	B	7204	DUNCAN		✓	0724		1508	
"	A	8255	HANSEN		✓	0721		1507	
"	H	7376	RISTINE	Lo	✓	0722		1511	
"	Z	2455	OLSON		✓	0727		1505	RF
412	F	6946	O'TOOLE		✓	0726		1512	
"	L	7257	CRYSTAL		✓	0722		1505	

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

24 February 1945

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

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

1. The Mission - the 95th Group flew as 13B Combat Group to attack marshalling yards at Nurnburg. Because of weather at the primary the secondary was attacked by 95A and 95B. 95C, because of Micky failure at secondary target attacked a target of Opportunity at Nurnburg and photos show bombs striking near a large building in built up area.

95A - Eleven A/C plus one PFF flew as the lead squadron. Nine A/C plus the PFF attacked a target of opportunity at Nurnburg. Lead A/C 8230 had one bomb hang up over Nurnburg and dropped it on the town of Kenzingen (4812N-0746E) crew reporting bomb hit int town. A/C 8106 turned back at 1043 hours 5019N-0911 because of battle damage and dropped bombs on target of opportunity at Giessen (5035N-0846E) crew report bombs hit edge of town. A/C 8617 turned back at 1033 hours 5024N-0844 because of mechanical failure and bombed a target of opportunity, a RR Junction at 5023N-0825, and report near misses on the Junction.

95B - Twelve A/C plus one PFF took off and formed the high squadron. All A/C bombed the Secondary target at Nurnburg.

95C - Twelve A/C plus one PFF took off and formed the low squadron. Eleven A/C plus the PFF bombed the secondary target at Nurnburg. One A/C 2455 turned back at 1036 hours 5016N-0832 because of mechanical failure and bombed a target of opportunity at Ildstein (5014N-0820E).

2. Reference is made to the Operational Narrative teletype of the Intelligence Section for further information on the mission.

For the Intelligence Officer:

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

CG, 13TH CBW
CO, 100TH BG
CO, 390TH BG

95TH BG

XX

XX

21/2/45

1930

3-2

95TH BOMB GROUP INTELLIGENCE NARRATIVE, NURNBERG, GERMANY, 21 FEB 1945

1. LEAFLETS - None.

2. BOMBING RESULTS - Bombing was by squadrons in order A-B-C. 95A made an HX run with a visual assist, picking up target at 50 miles, on a TO, Nurnberg, and hot prints show bombs striking near a large building on which bombardier sighted in the built up area. Primary and secondary were not bombed because of mickey failure as noted in paragraph 7 and cloud interference. A/C 8106 bombed a TO, Giessen (5035-0846), visually with a sighting device, with hits observed on the edge of the town. A/C 8617 bombed a TO, a RR junction (5023-0825), visually using the chin turret sight and reported near misses on the junction. K-20 photo taken. Lead A/C, 8230, had one bomb hang up and dropped it right in the town of Kunsingen (4812-0746), a TO. 95B made an HX run with visual assist, picking up target at 45 miles, on the secondary target with unobserved results, but crews, including the M/O, believe bombs on the target. Strike photos cloud covered. 95C made an HX run on the secondary target, picking up the target at 25 miles, with unobserved results, but M/O reports target registered in the scope and believes bombs on the target. A/C 2455 bombed a TO, the flak battery at Idstein (5014-0820), killing his drift with the turret sight and setting computed dropping angle with the guns in the turret. A cloud moved in, but crew believes bombing good. This A/C made several passes before bombing. Bombing results are therefor classified as: 95A, good; 95B, good; 95C, fair to good.

3. E/A - None.

4. FLAK - 5016-0822 - Accurate, tracking, meagre.
Nurnberg - Accurate, barrage and tracking, moderate.
Freidburg - Accurate, tracking, meagre.

5. WEATHER - 5/10 to 6/10 low cloud in target area.

6. OBSERVATIONS -

0914 5113-0855 Vapor trail at a 20 degree angle upwards and westward estimated climbing from 8,000 to 25,000 feet over 5148-0400 or over Rotterdam.

1040 5020-0845 Freidburg M/Y full of rolling stock, and six engines had steam up.

95TH INTELLIGENCE NARRATIVE/2

1115 4945-0640 2 bridges S of Trier knocked out, and there appeared to be two new bridges across Moselle River N of Trier.
1300 4925-0548 B-17 in a field.
1440 5215-0154 Two ships in channeled took evasive action, heading north when they saw A/C formation.

7. OTHER INFORMATION - Fighter support was reported generally good. The only deviation from the briefed course prior to the target came at 5012-0810 when the group esged ten miles south of course to avoid flak. The bomber stream cut short the IP and this group used 4933-1014 as an IP before bombing in squadron formation with unobserved results. Flak damage above coordinates caused HEX malfunction in 95A but M/O was able to give rate checks up to the five mile check. 95C had inter-phone difficulty but the 11, 7, 6, and 5 mile checks were made. The rally point was made good and bomber stream followed to 4855-0930 where 95th Group esged south to briefed course to avoid flak Stuttgart flak. Front line crossing was as briefed and bomber stream followed to about 5000-0530 where 95th Group returned to briefed course and to base.

Mac

Rum

RAILWAY MARSHALLING YARD

13A GROUP: BOMBED BY SQUADRONS.

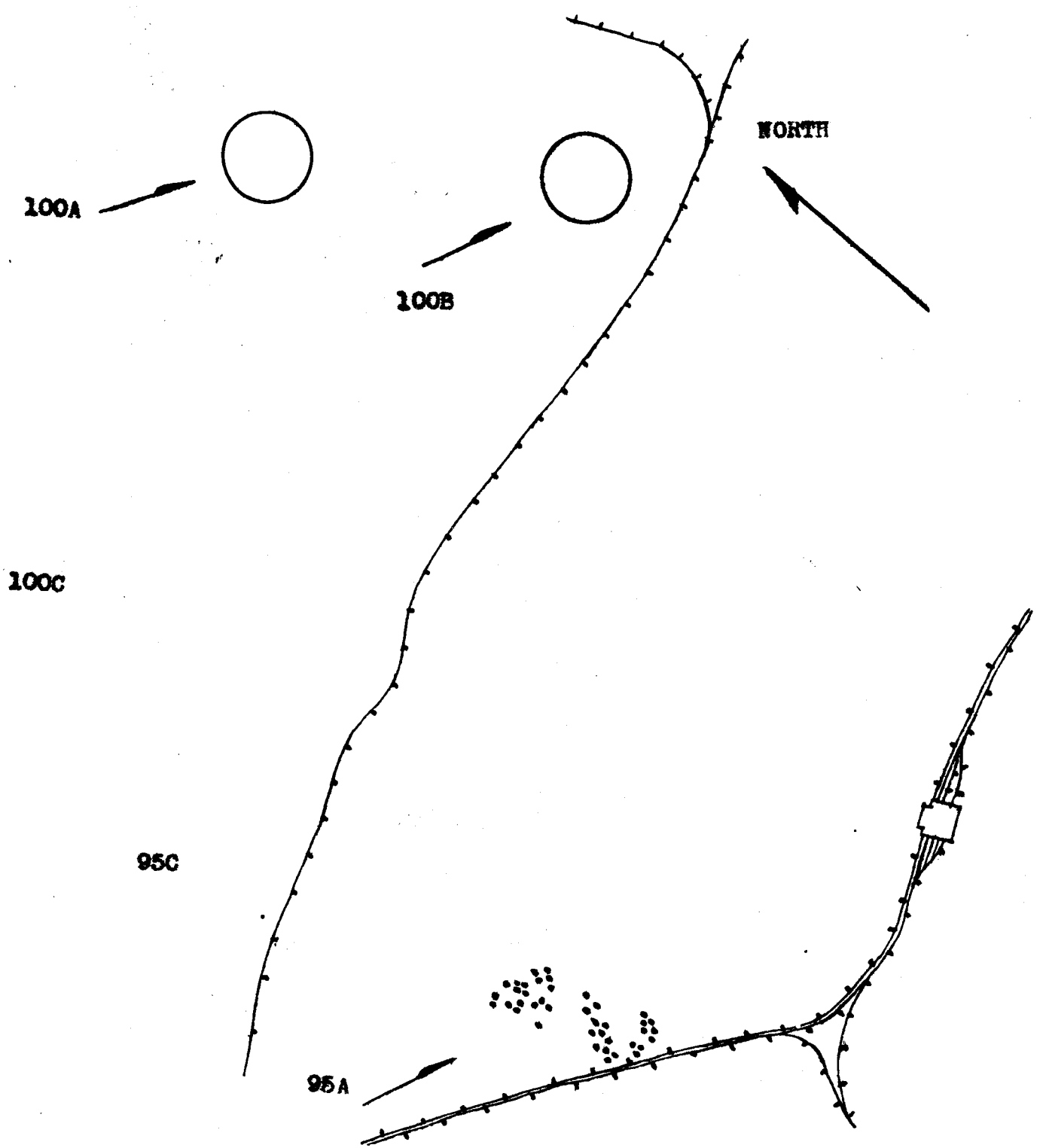
- 100A SQUADRON (purple circle): 12 x 61 x 500 lb GP's. (H2X)
- 100B SQUADRON (red circle): 13 x 66 x 500 lb GP's. (H2X & vis. Asst)
- 100C SQUADRON (green circle): 13 x 66 x 500 lb GP's. (H2X & vis. Asst)

13B GROUP: BOMBED BY SQUADRONS.

- 95A SQUADRON (red dots): 10 x 50 x 500 lb GP's. (H2X & vis. Asst)
- 95B SQUADRON (10/10ths): 13 x 66 x 500 lb GP's. (H2X)
- 95C SQUADRON (green dots): 12 x 61 x 500 lb GP's. (H2X & vis. Asst)

NOTE: CIRCLES FOR 100TH GROUP SHOW WHERE SMOKE BOMBS FELL.

SCALE 1:32,000 (approximate)



Me

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 297

PERIOD: 0001 hours 21 February 1945 to 2400 hours 21 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.	1262	1219	2893.9	0-0-0	0	0	5	5	0
Fighter Escort (a)	685	646	0	0-0-0					
Fighter Sweeps	46	45	0	4-0-12 G	0	3	2	5	2
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	48	45	0	(b) 1-0-0 A	1	0	0	1	0
Weather Recon.	41	33	0	0-0-0	0	0	1	1	0
Air/Sea Rescue	18	18	0	0-0-0	0	0	0	0	0
Special Operations	<u>51</u>	<u>47</u>	<u>0</u>	<u>0-0-0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Totals	2151	2053	2893.9	(b) 1-0-0 A 4-0-12G	2	5	8	15	3

(a) Groups based on the Continent operated in support of 9th Air Force.
(b) An Me-262

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1262 a/c (867 B-17s, 395 B-24s) from three Air Divisions sortied in three forces against the M.A.N. Tank Plant, the Main Station and M/Ys, and Locomotive Shops in Nurnburg. 1219 a/c dropped 2893.9 tons (1701.9 tons G.P., 1192.0 tons I.B.) on assigned targets and 13 T/Os. Bombing on H2X with visual assists. Weather: generally 6/10 to 10/10 cloud in target area with some breaks. E/a opposition: nil. 9 t/e e/a (vicinity of Nurnburg), 7 FW-190s (SW of Strasbourg), and 2 u/i e/a (SE of Strasbourg) sighted. Claims: nil. Losses: 5 a/c (4 B-24s, 1 B-17) - all to unknown causes.

First Force

Eleven group formations (416 B-17s - 3rd Air Division) sortied against the Nurnburg M/Y. 405 a/c dropped 515.5 tons G.P. and 471.3 tons I.B. (986.8 tons - total) on the assigned target and 9 T/Os at 1111-1137 hours from 23,600 - 26,700 feet. Bombing on H2X with some visual assists. Leaflets dropped in

SECRET

S E C R E T

Nurnburg area. Weather: 5/10 - 10/10 over target with some breaks. Flak: moderate to intense, fairly accurate. Battle damage: 151 minor, 24 major, 1 category "E". E/a opposition: nil. 9 t/e e/a (vicinity of Nurnburg), 7 FW-190s (SW of Strasbourg), and 2 u/i e/a (SE of Strasbourg) sighted. Losses: 1 B-17 to unknown causes.

Fighter Support: Four groups (200 P-51s) sortied. Up 0821-0840 hours, down 1345-1432 hours. 189 effective sorties. E/a opposition: nil. All group strafed ground targets. E/a claims: nil. Losses: 2 P-51s 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>G.P.</u>	<u>I.B.</u>	
Nurnburg M/Y	416	396	504.7	460.5	Fair
<u>Other Targets</u>					
9 T/Os	—	9	10.8	10.8	
	416	405	515.5	471.3	Unob.

Second Force

Twelve group formations (451 B-17s - 1st Air Division) sortied against the Nurnburg M.A.N. Tank Plant. 436 a/c dropped 1074.0 tons (539.5 tons G.P., 534.5 tons I.B.) on the Nurnburg M/Ys (the secondary) and 1 T/O at 1147-1205 hours from 24,500-27,500 feet. Bombing on H2X. Leaflets dropped on Nurnburg. Weather: 8/10 to 10/10 low cloud, tops about 10,000 feet with occasional clear strips prevailing to target area. Flak: meager to moderate, inaccurate, at Nurnburg. Battle damage: 80 minor, 23 major. E/a opposition: nil. Claims: nil. Losses: nil.

Fighter Support: Four groups (191 P-51s) sortied. Up 0859-0911 hours, down 1430-1500 hours. 184 effective sorties. E/a opposition: nil. Three groups strafed ground targets, including A/Fs south of Nurnburg (4857-1037E), NW of Crailheim, and at Schweinfurt (5004-1010E) and Deiningen (4853-1034E). E/a claims: 2-0-11 ground. Losses: nil. NYR: 2 P-51s, known safe on continent.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Nurnburg M.A.N. Tank Plant	451	Not Attacked			
Nurnburg M/Y (Sec.)		434	537.0	532.0	Unobserved
<u>Other Targets</u>					
T/Os	—	2	2.5	2.5	Unobserved
Totals	451	436	539.5	534.5	

S E C R E T

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Third Force

Thirty-nine squadron formations (395 B-24s - 2nd Air Division) sortied against the Nurnburg Main Station and M/Ys. 378 a/c dropped 833.1 tons (646.9 tons G.P. and 186.2 tons I.B.) on the assigned target and 3 T/Os at 1125-1225 hours from 12,700 - 23,900 feet. Bombing on H2X. Leaflets dropped in Nurnburg area. Weather: 9/10 to 10/10 undercast in target area. Flak: meager to moderate, generally inaccurate. Battle damage: 63 minor. E/a opposition: nil. Claims: nil. Losses: 4 B-24s to unknown reasons.

Fighter Support: Four groups (156 P-51s, 37 P-47s - 193 a/c) sortied. Up 0900-0915 hours, down 1452-1505 hours. 175 effective sorties. E/a opposition nil. One FW-190 sighted vicinity of Neustadt. Three groups strafed ground targets, including Gotha A/F. E/a claims: 2-0-0 ground. Losses: 3 P-51s (1 to AA, 2 to strafing accident).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Nurnburg Main Station & M/Ys	395	375	646.7	186.0	Unobserved
<u>Other Targets</u>					
Speyer		1	.5	.5	Unobserved
T/O 4949-0723E		1	.5	.5	Unobserved
T/O 5016-0738E		1	1.2	1.2	Unobserved
Totals	395	378	646.9	186.2	

2. Fighter Escort

12 Groups (584 a/c - 527 P-51s, 37 P-47s) sortied in support of the three bomber forces. 548 effective sorties. E/a opposition: nil. One FW-190 sighted vicinity of Neustadt. Ten groups strafed ground targets. E/a claims: 4-0-11 ground. Losses: 5 P-51s (3 to AA, 2 to accident). NYR: 2 P-51s, known safe on Continent.

Two groups (101 P-51s of 352nd and 361st Groups, based on Continent) sortied in support of Ninth Air Force bombers. 98 effective sorties. E/a opposition: nil. One Me-262 (SW of Munster) and 2 Me-262s (W of Arnhem) sighted. Both groups strafed. E/a claims: 0-0-1 ground. Losses: nil.

Miscellaneous ground target claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Locomotives	54	14
Goods Wagons	29	201
Passenger Car (RR)	11	15

S E C R E T

SECRET

Miscellaneous ground claims (contd)

	<u>Destroyed</u>	<u>Damaged</u>
Oil cars	11	39
RR Station	0	2
Switch Tower	0	2
Power Station	0	1
Radar Installations	4	1
Radio Station	0	1
Buildings	1	3
Trucks	4	7
Half Track	1	1
Flak Position	0	1
Hangar	0	1
Gas Tank	0	1

3. Fighter Sweeps

One group (46 P-51s) swept the Meiningen, Coburg, and Nurnburg areas. Up 0827 hours, down 1355 hours. 45 effective sorties. E/a opposition: nil. Ground targets strafed. E/a claims: nil. Losses: 2 P-51s to AA.

Miscellaneous ground claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Locos	9	0
Goods Wagons	1	13
Flat cars loaded with vehicles	0	12
Coaches carrying troops	0	7
Oil tank car	1	0
Flak RR Car	0	1
Flak Towers	0	3
Flak Gun Emplacement	0	1
Barracks Building	0	2
Motor Transport	3	1
Switch Tower	0	1

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

48 a/c sortied as follows:

17 a/c (10 F-5s, 7 Spitfires) sortied to obtain D/A photos in all parts of Germany. 2 F-5s failed to obtain photos due to mechanical failure. E/a opposition: 1 F-5 attacked by a Me-262 vicinity of Politz. Another F-5 was attacked by 2 Me-262s in Berlin area. Claims: nil. Losses: 1 F-5 to e/a.

SECRET

S E C R E T

30 P-51s escorted PRU missions. 29 effective sorties. E/a opposition: 2 Me-262s attacked in Brunswick area, 2 Me-262s attacked in Stettin area. Claims: 1-0-0 Me-262. Losses: nil.

1 Mosquito sortied on mission to N France, completed mission and returned.

6. Weather Reconnaissance

41 a/c (5 B-17s, 5 Mosquitoes, 31 P-51s) sortied as follows:

3 B-17s completed routine weather flights over sea NW of Lands End.

2 B-17s completed a routine flight to and from the Azores.

5 Mosquitoes completed special weather reconnaissance over Germany, Holland, North Sea and the U.K. No losses.

31 P-51s sortied as weather scouts for bomber operations. 8 a/c returned early. 1 P-51 lost.

7. Air/Sea Rescue

18 a/c (15 P-47s, 3 PBVs) sortied on routine search and patrol. All a/c completed mission and returned safely.

8. Special Operations

51 a/c (14 P-51s, 37 B-24s) sortied as follows:

15 a/c (14 P-51s, 1 B-24) sortied as airborne radio relays. All a/c completed mission and returned safely.

7 B-24s sortied on RCM mission, jamming between 0551-0830 hours. All a/c completed mission and returned safely.

29 B-24s sortied against Duisburg. 25 B-24s dropped 57.5 tons G.P. on assigned target at 2012-2027 hours from 18,000 feet. Bombing on markers with results believed good. Weather: CAVU. Flak: meager to moderate, inaccurate. E/a opposition: 3 crews report encounters with e/a in target area; 1 e/a identified as a Me-410. Claims: nil. Losses: 1 B-24 to e/a. NYR: 1 B-24.

C. INTELLIGENCE

1. Enemy Air Opposition

There was no opposition to today's mission. One FW-190 (on a NE course near Neustadt), 9 t/e a/c (in the vicinity of Nurnburg), 7 FW-190s (SW of Strasbourg) and 2 u/i e/a (SE of Strasbourg) were sighted but offered no opposition.

Two P-51s escorting a PRU a/c shot down an Me-262 which attacked the P-38 in the Stettin area. The same P-51s also bounced another Me-262 east of Hamburg but this e/a split-essed to the deck. 4 P-51s, as PRU escort, were bounced by 2 Me-262s in the Magdeburg area, each jet making but one pass and then retiring.

S E C R E T

SECRET

2. Flak

Nurnberg - generally meager to moderate, inaccurate
St. Goar - moderate and accurate
Frankfurt area - meager and accurate.

3. Observations

Friedburg, Einburg, Wengerohr M/Ys reported very active and well loaded.
Sidings at 5018N 0848E had a great number of cars on them.
Large number of barges observed at Kestert.
Large motor convoy was observed heading NE - 5017N-0833E.
Three long buildings with silver colored roofs which are believed newly erected observed about five miles SE of Frankfurt.
Two new bridges over the Moselle River at 4945N 0640E observed.
Much barge traffic on Rhone-Rhine Canal.
M/Y at Frankfurt jammed with rail transportation.

4. Damage to Enemy Installations

Nurnberg M/Y - Fair Results

Broken cloud makes photo interpretation difficult sometimes practically impossible. Eleven groups dropped GP and IB on main RR station and of these three groups dropped bombs on city. Remainder of groups not definitely plotted but appear N of city in open fields and wooded areas. A few photos show bomb bursts and incendiaries burning in area lying north of main E and W RR lines - through the city extending from one side of the city to the other.

5. Ground Activity

21st Army Group : Enemy still has small holding in southeast corner of Goch. Own troops established in area E 9141 outside of town. High ground captured southwest of Bucholt (E 9543). Total P/Ws in operation to date 10,900. Main bridge at Goch captured intact.

12th Army Group : Steady progress at three points; lines of forward troops L 1203- 1304 - 0906; P 9949 - 9349; P 9170 - 9470 - 9565. Prisoners to date 1000.

6th Army Group : Fighting continues in Forbach and pressure continues in Saar area. Leading troops at Q 5559 - 5261 - 5060 - 4963 - 4862 - 4564 - 4466 - 4267.

Miscellaneous : Emphasis on Snipers

A reprint of an order by the Commanding General, 39 Pz Corps and supplementary order of 905 Division z.b.v. (reprint dated 1 February) stated;

SECRET

"The situation on the Eastern Front forces upon us at present an economy of artillery ammunition which may seem unbearable. Especially the consumption of arty How ammunition must be reduced. The consumption of inf How ammunition also must be curtailed, although it is not as critical as the above mentioned. The same applies to mortar ammunition. The confidence of the rifleman in his weapon (MG, rifle or carbine) must be strengthened by all means ... sniper activity must be considerably increased. Also, units not equipped with telescopic sights must train their snipers in an adequate manner to destroy as many as possible... Snipers who have accounted for 15 certified victims will receive a certificate from the Commanding General of 39 Pz Corps and if possible a special furlough or special PX ration. Snipers who can only account for 10 certified victims will be issued a special PX ration by the Div."

6. GAF Activity over England

Flying Bombs - To 2400 Hours 21 February 1945

Nil.

S E C R E T

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	1724	1-0-0 A	12
First US T.A.F.	719	1-0-4 G	1
Second T.A.F.	1405	0-0-0	5
R.A.F. Fighter Command	<u>341</u>	4-0-3 A	<u>4</u>
Totals	4189	5-2-5 A	22
		1-0-4 G	

Ninth Air Force

Night - 20/21 February 1945

Sorties : 1 a/c
Mission : Attacked Weilerwift. Claims and losses: nil.

Day - 21 February 1945

Sorties : 1723 a/c
Missions : 9th Bomb Division - 355 sorties against 3 Railway bridges, 2 communication centers, 1 RR overpass and 1 oil storage depot in western Germany. Claims: nil. Losses: 5 a/c (1 to AA, 4 MYR), 1 category "E".

9th T.A.C. - 400 sorties on armed reconnaissance, visual and photo reconnaissance and escort to bombers.
E/a claims: nil.
Losses : 2 a/c

19th T.A.C. - 587 sorties on armed reconnaissance, tactical and photo reconnaissance, ground cooperation, escort to bombers.
E/a claims: 1-0-0 air, 1-0-2 ground.
Losses : 4 a/c.

29th T.A.C. - (Operationally controlled by 2nd T.A.F.)
381 sorties in Cologne-Ruhr-Rhine areas. Cologne rail interdiction and escort to bombers.
E/a claims: 0-0-2 ground
Losses : 1 a/c to unknown reasons. 1 Cat. "E".

S E C R E T

S E C R E T

Miscellaneous ground claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
M/T	202	132
Locos	33	26
RR cars	359	524
AFV	8	37
Gun Positions	33	9
Horse drawn vehicles	25	01
Rail cuts	133	
Barges	3	10
Highway cuts	11	

First U.S. T.A.F.

Night - 20/21 February

Nil.

Day - 21 February

Sorties : 719 a/c

Missions : 42nd Bomb Division - 116 sorties against Bad Munster RR bridge and M/Y, and two other RR bridges in western Germany. Claims and losses: nil.

12th T.A.D. - 462 sorties on armed reconnaissance in SW Germany, escort to bombers, and cooperation with 7th U.S. Army. E/a claims: nil.
Losses: 1 a/c to AA.

1st French Air Force - 141 sorties against targets in Strasbourg - Basle - Belfort areas.
Claims and losses: nil.

Western French Air Force - Nil.

Miscellaneous ground claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
Locos	3	12
RR cars	163	138
MF	7	5
Rail Cuts	16	0

S E C R E T

SECRET

Second TAF

Night - 20/21 February 1945

Sorties : 120 a/c

Missions : Attacked Munster-Arnhem-Bocholt areas; Armed Reconnaissance in the Ruhr area; attacking shipping on Dutch Coast; visual and photo reconnaissance. Claims and Losses: Nil.

Day - 21 February 1945

Sorties : 1285 a/c

Missions : Attacked Dunkerque, Uden, Weeze, Calcan and Sousbech; Armed Reconnaissance S and SE of Canadian Army Front. Claims: 4-0-3 Air. Losses: 5 a/c.

Ground Claims:	<u>Destroyed</u>	<u>Damaged</u>
M/T	41	112
Locomotives	4	89
Rail Cuts	55	
Barges	0	4
Tugs	1	0

Fighter Command

Night - 20/21 February 1945

Sorties : 44 a/c

Missions : Intruder and interception patrols in NW Germany.

Claims & Losses: Nil.

Day - 21 February 1945

Sorties : 297 a/c

Missions : Attacked rocket targets; rail interdiction; escort to a/c of Coastal Command attacking targets in Norway; weather reconnaissance, defensive patrols.

Claims : 5-2-2 Air

Losses : 4 a/c (2 a/c to ground explosions while strafing, 2 to e/a)

Ground Claims: 3 complete trains (including air ammunition train) and 6 locomotives destroyed.

SECRET

2. Fifteenth Air Force

Night 20/21 February 1945

1 B-17 and 15 B-24s sortied.

1 B-17 and 13 B-24s were effective dropping 41 tons on supplies and leaflets in Northern Italy.

Claims: nil.

Losses: nil.

Day 21 February 1945

167 B-17s, 359 B-24s, 87 P-38s and 153 P-51s sortied.

157 B-17s, 359 B-24s, 83 P-38s and 131 P-51s effective as follows:

152 B-17s and 78 B-24s dropped 590 tons on Vienna Central Yards.

189 B-24s dropped 370 tons on Vienna Marzleinsdorf M/Y

62 B-24s dropped 110 tons on Vienna South Station.

5 B-17s and 30 B-24s attacked T/Os including Pola, Sopron M/Y and Weiner/Neustadt M/Y dropping 59 tons GP. 83 P-38s and 131 P-51s as escort.

Claims: nil.

Losses: 2 B-17s and 3 B-24s

NYR: 1 B-17 and 7 B-24s

44 P-51s sortied.

41 P-51s were effective as follows:

8 P-51s escorted supply mission to Yugoslavia.

21 P-51s as photo reconnaissance and escort in Germany, Austria, Italy and Yugoslavia.

8 P-51s on weather reconnaissance.

4 P-51s on photo reconnaissance.

Claims: nil.

Losses: nil.

Bombers:

Sorties: 542 (168 B-17s, 374 B-24s)

Effective Sorties: 530 (158 B-17s, 372 B-24s)

Tonnage: 1129 tons

Claims: nil

Losses: 2 B-17s and 3 B-24s

Fighters:

Sorties: 284 (87 P-38s, 197 P-51s)

Effective Sorties: 255 (83 P-38s, 172 P-51s)

Claims: nil

Losses: nil

3. R. A. F. Bomber Command

<u>Day - 21 February 1945</u>	<u>Target</u>	<u>Losses</u>
1 Mosquito	Weather Recon.	0
1 Halifax	Signal Investigation Patrol	0
<u>Night - 21/22 February 1945</u>		
288 Halifaxes	Worms	16
36 Lancasters		1
16 Mosquitoes		0
166 Lancasters	Gravenhorst Canal	13
11 Mosquitoes	Embankments	0
362 Lancasters	Duisburg	9
11 Mosquitoes		0
31 Mosquitoes (1st Attack)	Berlin	0
46 Mosquitoes (2nd Attack)		0
5 Mosquitoes	Bremen/Deschimag Shipyard	0
10 Mosquitoes	Worms	0
43 Mosquitoes	Bomber Support	0
5 Stirlings		0
29 Halifaxes		0
10 Fortresses		0
8 Liberators		0
5 Halifaxes	Signals Investigation Patrol	0
1 Mosquito		
6 Hudsons	Special Operations	1
22 Stirlings		0
1107 a/c - Total		40

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

CHARLES Y. BANFILL,
Brig. General, U.S.A.,
Director of Intelligence.