

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

25 February 1945

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

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

1. The Mission - the 95th group flew as 13B Combat Group to attack a Oil Storage Depot at Neuburg, Germany. Because of a cloud sitting over the target the primary target was not attacked. The secondary target bombed was the M/Y at Munich.

95A - Eleven A/C plus one PFF took off and formed the lead squadron. Ten A/C plus the PFF bombed the secondary target. A/C 1989 turned back at 4850N-1050E with #1 engine smoking and is still outstanding.

95B - Twelve A/C plus one PFF took off and formed the high squadron. All A/C bombed the secondary target. A/C 8444 landed on the Continent at C-15 and has not returned as yet. A/C 6801 landed at B-53 on the continent and has not returned. A/C 552 landed at A-82 on the continent and returned to this base 26 Feb. 1945. This A/C had two turbos shot out over target and was low on fuel.

95C - Twelve A/C plus the PFF took off and formed the low squadron. Eleven A/C plus the PFF bombed the secondary target. One A/C 8640 turned back at 1130 hours at 4830N-0950E because of mechanical failure and bombed a target of opportunity at Geislingen (4838N-0950E) and crew reports fair to good results as bombs hit town.

2. Reference is made to the Operational Narrative teletype of the Intelligence section for further information.

For the Intelligence Officer:

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

Lead Crew Jmg
each Bomb

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

un

HEADQUARTERS
13TH COMBATTING (H)
APO 559

Date 25 February 1945
13 CBW FO 54
13 C OPS 261
3 AD FO 594

SUBJECT: Tactical Report (MUNICH, GERMANY)

TO : Colonel Shuck - 95th Group

1. Information Concerning the Targets:

a. The primary target (visual) for 13A was the Holding Sidings, in the rail yard situated west of Munich, Germany.

b. The primary target (visual) for 13B was the main area for burning of U.S. Army Oil Storage Plant situated west of Munich, Germany.

c. Secondary target (H2X) for all Groups was the center of Munich, Germany.

2. Narrative of the Attack:

a. 13 A Group - 106A, B, C Squadrons:

(1) Navigation: (a) *[illegible]*: A normal take off and Group assembly was made over *[illegible]* without difficulty. At 0220, the first point in the assembly, was departed 1 minute early, *[illegible]* in trail. At CP *[illegible]* as *[illegible]* to the south, 2 *[illegible]* "S"ed to the South to allow 93D to pull up in proper intervals.

(b) Route: 13A reached CP 2 at 0220, 6 minutes early, at an altitude of *[illegible]*. Route to CP 3, the Group was 6-8 miles right of *[illegible]* the *[illegible]* at this point a *[illegible]* was taken to return to the briefed route. CP 3 was reached at *[illegible]* at an altitude of *[illegible]*. From CP 3 the *[illegible]* was 12 miles south of *[illegible]*. The Group reached the target at 0225 and the track to the IP as briefed. The Squadrons pulled off and passed over the IP in Squadron formation. The primary target, *[illegible]* was quickly reassessed and at 0230 the *[illegible]*. The *[illegible]* to *[illegible]*. At *[illegible]* /C *[illegible]* a cloud *[illegible]* at *[illegible]* the Group altered course to leave the coast 25 miles north of this point. The Continental Coast was departed at 1500 at 3000. The English Coast was crossed at 1714 at *[illegible]*.

(c) Weather: Middle clouds over the bases did not affect the Group and Wing assemblies. A minute over the Continent middle clouds prevailed. 2-3/4 mile clouds were encountered in the target area.

(d) Navigational Difficulties: None.

(e) PFF Narrative: Three PFF aircraft were dispatched. All radar sets operated *[illegible]* and were *[illegible]*.

(2) Bombing:

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

TR, 25 Feb. '45

Pilot Capt. Jones
Co-Pilot Suller

Asst Nav Capt. Kessel
Lt. Rhoads
Bomb Lt. Grueschew

2. A/C Attacking:

Bombs Dropped

a. Primary 12

72x500 LB GP
68x500 LB IB

Jettisoning None
Returning None

c. Time of Release: 1158

3. In from IP to Target: Attacking on a true heading of 175 degrees. The aircraft picked up the target area and released the bombs. The aircraft was hit by a flak fragment which pierced the nose and damaged the stabilizer. After a quick check, however, the aircraft continued bombarding on check points around the area. The pilot realized that he could not pick up the assistant

C-1 A Co-Pilot

4. PI Report: Photographs taken by 10 show

approximately 10 buildings in the area of the city in a fully developed area. The buildings are of varying heights and are situated in a row. The buildings are situated in a row and are of varying heights. The buildings are situated in a row and are of varying heights.

5. Bombing Altitude:

A/C 840: Door failed to open electrically.

(b) 1. Summary:

1. Air Leader Capt. Partridge Nav Lt. Johnson
Pilot Lt. Munnig Asst Nav Lt. Bahrer
Bomb Lt. Swan

2. A/C Attacking:

Bombs Dropped

a. Primary 11

68x500 LB GP
68x500 LB IP
12x500 LB GP
68x500 LB GP
68x500 LB GP
68x500 LB GP

Jettisoning 1

b. Bombing Altitude: 2000

c. Time of Release: 1159 1/2

3. In from IP to Target: Attacking on a true

heading of 175 degrees. The aircraft picked up the target area and released the bombs. The aircraft was hit by a flak fragment which pierced the nose and damaged the stabilizer. After a quick check, however, the aircraft continued bombarding on check points around the area. The pilot realized that he could not pick up the assistant

DECLASSIFIED
Authority NND 743083
By R.J. NARA Date 9-4-07

"A"

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 25 FEB 45

LEAD

PARKER (CAPT. WRIGHT)

82/10

ADDISON

86/17

ROSIE

70/37

DUNWODI

86/04

HAVLIK

19/89

outstanding

SCHAFF

86/76

HIGH

EARLE

85/84

JACKMAN

82/72

NELSON, R. W.

69/93

LOW

LENOX

81/06

TRBOVICH

78/44

SUTTON

85/25

LEADERS

STA. — 0645

TAXI — 0700

7/0 — 0710

TRUCKS	0315
AWAKE	0315
EAT	0345
BRIEFING	0430
READINESS	0620
STATIONS	0705
TAXI	0720
TAKE-OFF	0730
RENDEZVOUS	0825 — 6,000 over Base

EXTRA SHIPS

334 1867, 9175

335

336 8144 PFF

412

"B"

DECLASSIFIED
Authority NND 745005
By R.T. NARA Date 9-4-07

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 25 FEB 45

LEAD

ABWENDER (LT. STANBROUGH)

8782

L'ECUIER
6946

SUTKOWSKI
8774

HIGH

RISTINE
8741

LOW

WALTER
8826

WEISS outstanding
6522

CRYSTAL
8283

HAIL
8996

O'TOOLE
8441
under escort

HUNTER
9177

NEWMAN
6801
under escort

BEK
7257

PLACE
8317

TRUCKS	-	<u>0315</u>
AWAKE	-	<u>0315</u>
EAT	-	<u>0345</u>
BRIEFING		<u>0430</u>
READINESS		<u>0610</u>
STATIONS		<u>0655</u>
TAXI		<u>0710</u>
TAKE-OFF		<u>0720</u>
RENDEZVOUS		<u>0823</u> at 7,000 over Base

EXTRA SHIPS

334	<u>1867, 9175</u>
335	
336	<u>8144 PFF</u>
412	

- DATE / / 44 TARGET DUTY OFFICERS
- CBW 13B GROUP 95B GP. LEADER Lt. STANBOROUGH A/C 8782 W/T ^{JVW} NFF-R
POSITION HIGH DEPUTY LDR Lt. SUTKOWSKI A/C 8774 W/T ^{JVW} NFF-B
- 1ST. TAXI TIME 0640 1ST. T.O. 1ST A/C 0650 1ST BASE 0755
2ND BASE 1543
- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES
INCLUDED 1
- TIME 1ST T.O. LAST T.O. TIME 1ST LANDING
LAST LANDING
- SQUADRON 334 NO. OF A/C 3 CALL SIGNS; W/T LTA

K T C

A/C	: 8317 : 8496 : 8283 :	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 725* : 730* : 731 :	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON NO. OF A/C CALL SIGNS; W/T ~~TSY~~ SYK

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON NO. OF A/C CALL SIGNS; W/T ~~WUL~~ WUL

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 10 CALL SIGNS; W/T NFF JVW

R B F H Y P M L A J

A/C	: 8782 : 8774 : 6946 : 6522 : 9172 : 8441 : 8741 : 7257 : 6801 : 8826 :	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 727* : 717* : 720* : 723* : 721* : 722* : 713* : 724* : 715* : 726* :	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

7. EXPLANATION: Aircraft P.T.O., P.E., Landed away from base, and Outstanding.

SQDN	LETTER	NUMBER	DESIGNATION	REMARKS	SORTIE
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DECLASSIFIED
Authority NMDS 79508J
By R.J. NARA Date 9-4-07

- DATE / / 44 TARGET DUTY OFFICERS
- CBW 13B GROUP 95C GP. LEADER LT. R. WRIGHT A/C 8040 W/T JVW ~~WTF~~ - N
POSITION Low DEPUTY LDR. LT. Gatchins A/C 8942 W/T SYK ~~WTF~~ - Y
- 1ST. TAXI TIME 0700 1ST. T.O. 1ST A/C 0710 ETD BASE 0755
RTR BASE 1543
- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES
INCLUDED 1
- TIME 1ST T.O. LAST T.O. TIME 1ST LANDING
LAST LANDING
- SQUADRON 334 NO. OF A/C 3 CALL SIGNS; W/T ~~WTF~~ TQA

J R D

A/C	:7001	:8438	:8640	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:741	:747	:744	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 9 CALL SIGNS; W/T ~~WTF~~ SYK

Y Z G B N K V A E

A/C	:8942	:2455	:6902	:7204	:6598	:8269	:2460	:8255	:6538	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:739	:742	:745	:743	:740	:739	:744	:743	:744	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON NO. OF A/C CALL SIGNS; W/T ~~WTF~~ WUL

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
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REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 1 CALL SIGNS; W/T ~~WTF~~ JVW

N

A/C	:8040	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:714	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
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REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

7. EXPLANATION: Aircraft F.T.C., I.E., Landed away from base, and Outstanding.

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DECLASSIFIED
Authority NND 743083
By R.J. NARA Date 9-4-07

STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-B-2

26 February 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 25 February 1945.

TO : Commanding Officer, Hq., 95th Bomb Group(H), APO 559, U. S. Army.

1. Base at take-off: Time was 0730 hours. 9-10/10 altocumulus, base 10-12,000 ft. 4-6/10 cirrus above 20,000 ft. Visibility was 4 miles.

2. Route to target: Low cloud forming below 4000 ft. by the English coast, becoming 8-10/10 stratocumulus rapidly, remaining to 49° N 06° E where it abruptly became nil-2/10 below 4000 ft. 9-10/10 altocumulus gradually thinning and lifting enroute becoming nil south of 50° N. 4-6/10 cirrus, varying to 6-8/10 occasionally, above 20,000 ft. lifting to above 30,000 ft. in target area. Visibility unrestricted.

3. Target area: Munich, Germany. Time was 1207 hours. Nil-2/10 stratocumulus below 3000 ft. 3-4/10 cirrus above 30,000 ft. Visibility unrestricted.

4. Return route: Low cloud remaining nil-2/10 to 49° N 05° E where rapidly becoming 8-10/10 stratocumulus below 5000 ft., with base 1500-2000 ft. over channel and England. Nil middle becoming 6-8/10 altocumulus and altostratus east of 04° E above 10,000 ft. 3-4/10 cirrus above 30,000 ft. gradually 10/10 cirrus and cirrostratus and lowering to merge with middle clouds over channel.

5. Base on return: Time was 1355-1645 hours. 10/10 stratocumulus, base 1500 ft. Visibility was 6 miles.

6. Remarks: Moderate non persistent contrails near middle cloud over continent en route to target.

Harvey T. Jacolick
HARVEY T. JACOLICK,
1st Lt., Air Corps,
Station Weather Officer.

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Authority NND 743083
By R. J. NARA Date 9-4-07

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

V-A-1

APO 559
26 February 1945

SUBJECT: Engineering Report on Combat Mission of 25 February 1945

TO : Commanding Officer, 95th Bombardment Group (H). Attention:
Operations Officer.


1. The following information is submitted concerning combat mission of 25 February 1945.

- a. Thirty-eight (38) B-17 aircraft took-off as scheduled.
- b. Thirty-four (34) B-17 aircraft returned to base after completion of combat mission.
- c. B-17G 42-31989 is missing.
- d. B-17Gs 43-38441, 44-6801 and 44-6522 landed in France.

2. There were no abortive airplanes.

3. Battle damage is as follows:

42-107201 - Major battle damage	44-38283 - Skin damage
43-38317 - Major battle damage	44-8525 - Skin damage
43-38255 - Main spar rt wg	42-107204 - Skin damage
44-8210 - Rt wg chg	44-8604 - Skin damage
43-39037 - Major battle damage	43-38676 - Skin damage
43-38617 - Rt wg & rt flap chg	42-106993 - Skin damage
44-8584 - Major battle damage	44-8272 - Skin damage
43-38106 - Major battle damage	42-97844 - Skin damage
43-38826 - Tokio tank chg	44-6946 - Skin damage
44-8438 - Skin damage	43-39177 - Skin damage
44-8640 - Skin damage	44-8741 - Skin damage
43-38996 - Skin damage	43-38774 - Skin damage


DONALD H. DOWLIN
Capt., Air Corps
Gp Engineering O

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Authority NARA 743083
By R.J. NARA Date 9-4-07

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Authority 745005
By 10 NARA Date 4/5/07

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US 706/401. 255F845 F2411 24/2600 2250.

CONFIDENTIAL

OFFICE OF THE COMMANDING OFFICER
95TH BOMBARDMENT GROUP

PFF AND MICRO-H BOMBING REPORT

TARGET BRIEFED NEUBURG DATE 25 FEB 45
TARGET ATTACKED MUNICH

- 1. (a) A/C No. 782 Rad. Nav. BALDIE No. PFF Missions 7
- (b) Sqn. B Pilot ABWEITER
- (c) Group 95 D.R. Nav. FRYE
- (d) Combat Wing 13 Bombardier WENENWEBER

- 2. (a) Sqn. led over target B
- (b) Bombing was done by: group _____ Squadron ✓
- (c) Bombing technique used H2X _____ M-H _____ Visual ✓
- Combination: _____

- 3. (a) Cloud conditions over target: _____
- (b) Visual conditions over target: ✓

4. Coordinates of I.P. used: as briefed _____ other _____

- 5. (a) Was drift killed on bomb run ✓
- (b) At bombs away: Time 1207 hrs. True Alt. 22500
Drift 412 G.S. 2400 T.H. 2240

- 6. (a) Bombing results: Observed _____ Unobserved ✓
- (b) RN's opinion: Short _____ Right _____ MPI ✓
Over _____ Left _____ Other _____

7. Performance of PFF equipment:

	signals	Definition	Range
(a) Route in	<u>GOOD</u>	<u>GOOD</u>	<u>GOOD</u>
(b) On bomb run	<u>GOOD</u>	<u>GOOD</u>	<u>GOOD</u>
(c) Route out	<u>GOOD</u>	<u>GOOD</u>	<u>GOOD</u>

8. Remarks: _____

BOMBING BY H2X TECHNIQUE

- 1. Distance target first identified in scope 45 N.M.
- 2. (a) Was bombsight coordination used? VISUAL
- (b) What ground checks were used? _____
- (c) Did indices agree with checks? _____
- 3. Did Radar Navigator or bombardier set up: (a) course RN + B
(b) rate B
- 4. Were any visual corrections made by the bombardier Yes
- 5. Did R.N. follow through after last check was given? YES

6. Remarks: _____

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Authority NW 743083
By R.J. NARA Date 9-4-07

CONFIDENTIAL
 OFFICE OF THE COMMANDING OFFICER
 95TH BOMBARDMENT GROUP

PFF AND MICRO-H BOMBING REPORT

TARGET BRIEFED Neuburg, Germany DATE 25 February 1948
 TARGET ATTACKED Neuburg, Germany

1. (a) A/C No. 644 Rad. Nav. xxxx No. PFF Missions 1
 (b) Sqn. 44 Pilot xxxx
 (c) Group 44 D.R. Nav. Neuburg
 (d) Combat wing 13 Bombardier xxxx
2. (a) Sqn. led over target yes
 (b) Bombing was done by: group xxxx Squadron xxxx
 (c) Bombing technique used H2X xxxx H-H xxxx Visual xxxx
 Combination: xxxx
3. (a) Cloud conditions over target: xxxx
 (b) Visual conditions over target: smoke obscured.
4. Coordinates of I.P. used: as briefed no other xxxx
5. (a) Was drift killed on bomb run yes.
 (b) At bombs away: Time 1:30 hrs. True alt. 24,000
 Drift xxxx G.S. 90 T.H. 90
6. (a) Bombing results: Observed xxxx Unobserved xxxx
 (b) RN's opinion: Short xxxx Right xxxx MPI xxxx
 Over xxxx Left xxxx Other xxxx

7. Performance of PFF equipment:

	signals	Definition	Range
(a) Route in	<u>poor</u>	<u>poor</u>	<u>30 miles.</u>
(b) On bomb run	<u>good</u>	<u>good</u>	<u>30 miles.</u>
(c) Route out	<u>good</u>	<u>good</u>	<u>30 miles.</u>

8. Remarks: _____

BOMBING BY HEX TECHNIQUE

1. Distance target first identified in scope 30 miles.
2. (a) Was bombsight coordination used? no
 (b) What ground checks were used? no
 (c) Did indices agree with checks? no
3. Did Radar Navigator or bombardier set up: (a) course xxxx
 (b) rate xxxx
4. Were any visual corrections made by the bombardier yes
5. Did R.N. follow through after last check was given? no
6. Remarks: _____

DECLASSIFIED
 Authority NND 745085
 By R.J. NARA Date 9-4-07

3BD INST 45-2 (9 OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

DECLASSIFIED
 Authority NND 743083
 By R.J. NARA Date 9-4-07

	95A	95B	95C
1. GROUP			
2. A/C AIRBORNE <i>Sarties</i>	11+1	12+1	12+1
3. SORTIES <i>Credited</i>	11+1	12+1	12+1
4. A/C ATTACKING <i>EFF Sarties</i>	10+1	12+1	12+1
5. A/A FAILING TO ATTACK	1	0	0
a. Mechanical	0	0	0
b. Weather	0	0	0
c. Enemy action	0	0	0
d. Other	1	0	0
6. A/C LOST	1	0	0
a. TO AA	0	0	0
b. TO E/A	0	0	0
c. TO AA AND E/A	0	0	0
d. TO Accident	0	0	0
e. By Reasons Unknown	1	0	0
7. TIME OF ATTACK	1206	1207 1/2	1208
8. ALTITUDE OF ATTACK	25000'	25300'	24500'
9. BOMBS DROPPED (PRIMARY)	Munich	Munich	Munich
a. Number	64	75	70
b. Size	1000	1000	1000
c. Type	GP	GP	GP
d. Number A/C Bombing	11	13	12
BOMBS DROPPED (OTHER)			To Gerstlingen 4839-0950
a. Number	0	0	6
b. Size			1000
c. Type			GP
d. Number A/C Bombing	0	0	1
BOMBS DROPPED (OTHER)			
a. Number	0	0	0
b. Size			
c. Type			
d. Number A/C Bombing	0	0	0
10. BATTLE DAMAGE	11	9	6
a. Minor	7	4	6
b. Major	4	5	0
c. Salvago	0	0	0
12. Claims	0	0	0

Handwritten notes:
 12th eBW
 18:33

FEB 25 1945 21 12

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Authority NND 743085
By R. J. NARA Date 9-4-07

OHRM-TAS-FRA V HRM NR 19; 0 0

OM HRM 25/1937A
TO OIHRM-CG 13TH COMBAT WING
TAS-CO 100TH BOMB GP
FRA-CO 390TH BOMB GP
SECRET 95BG F-496-D

FLAK REPORT (95TH BOMB GP) MUNICH, GERMANY 25 FEBRUARY 1945
F.X. PIERCE.

1. STATISTICS:

13B	95A	192 DEGREES	130 DEGREES	MUNICH
	95B	211 DEGREES	143 DEGREES	"
	95C	235 DEGREES	140 DEGREES	"

2. FLAK DAMAGE AND LOSSES:

95A 1A - 2AC IP BRL 5A 2AC IP RP ONE A/C OUTSTANDING
95B 6A IP - BRL 1A IP RP 2A BRL RP
95C 4A IP BRL 2A BRL RP

DAMAGE IS CREW ESTIMATION. TWO A/C IN 95C HAVE DEFINITELY LANDED ON THE CONTINENT AND ONE OTHER IS BELIEVED TO HAVE. THE A/C OUTSTANDING IN 95A TURNED BACK AT 4850N-1050E WITH ONE ENGINE SMOKING. NO FURTHER INFORMATION ON THIS A/C

- 3. A. NONE
- B. NONE
- C. NONE

4. A. ACCURATE TRACKING AND BARRAGE MODERATE TO INTENSE

- B. " " " "
- C. ENCOUNTERED 4816N-0744 INACCURATE TRACKING MEAGRE
- " 4823N-0749 " BARRAGE "
- D. ENCOUNTERED 4812N-0812 " " "
- " 4816N-0744 " TRACKING "

E APPROXIMATELY 27 PER CENT OF BURSTS AT TARET WERE 105 MM TRACKING.

5. PHENOMNA: NONE

*95th
Flak Report*

AS
CC TOP LINE AS FOLLOWS: OIHRM-TAS-FRA V HRM NR 19 P P
TOD:2055A FAW AR
Q FOR R

USLIST SB - SC - OISAS - OIWOD V OITHE NR 2 -PP-
OISAS T ALL SUB UNITS

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TO USLIST SB SC
OISAS ALL SUB U
OIWOD

CONFIDENTIAL 3AD F-532-D

3RD AIR DIVISION

BRIEFING NOTES ON THE MISSION OF THE 25 FEBRUARY 1945

1ST DIVISION: 377 A/C WERE AIRBORNE OF WHICH 63 A/C ATTACKED

FREIDRICHSHAFEN USING G-H TECHNIQUE WITH UNOBSERVED
RESULTS; THE FOLLOWING TARGETS WERE ATTACKED VISUALLY;
51 A/C ATTACKED ULM M/Y WITH FAIR TO GOOD RESULTS; 73
A/C ATTACKED MUNICH MAIN M/Y WITH GOOD RESULTS; 174 A/C
ATTACKED MUNICH OST. M/Y WITH GOOD RESULTS. WEATHER WAS
CAVU OVER THE MUNICH AREA, AND 3/10 TO 4/10 OVER THE
ULM AREA. FLAK WAS MODERATE ACCURATE AT MUNICH.
(BATTLE DAMEGE 102 MINOR 33 MAJOR) NO E/A ATTACKS. NO
CLAIMS. 14 A/C ARE NYR (3 A/C TO AA 11 TO REASONS UN-
KNOWN)

2ND DIVISION: 368 A/C WERE AIRBORNE AND ATTACKED THE FOLLOWING TARGETS

VISUALLY; 115 A/C ATTACKED ASCHAFFENBURG M/Y WITH VERY
GOOD RESULTS; 54 A/C ATTACKED ASCHAFFENBURG (AVF PLAN)
WITH VERY GOOD RESULTS; 96 A/C ATTACKED GIEBELSTADT/
WURZBURG A/F WITH VERY GOOD RESULTS; 93 A/C ATTACKED
SCHAUBISCH A/F WITH EXCELLENT RESULTS. WEATHER WAS CAVU.
FLAK WAS NIL TO MEAGRE OVER THE TARGETS. (BATTLE DAMAGE
31 MINOR 1 CAT. E). NO E/A ATTACKS. NO CLAIMS. 14 A/C
ARE NYR ALL TO REASONS UNKNOWN.

3RD DIVISION: 452 A/C WERE AIRBORNE AND ATTACKED THE FOLLOWING TARGETS

VISUALLY; 315 A/C ATTACKED MUNICH M/Y WITH GOOD RESULTS;
88 A/C ATTACKED NEUBURG OIL STORAGE WITH GOOD RESULTS; 12
A/C ATTACKED LUDWIGSFELDT M/Y WITH GOOD RESULTS; 13 A/C
ATTACKED KAUFBEUREN WITH FAIR RESULTS; 9 A/C ATTACKED
TARGETS OF OPPORTUNITY WITH UNOBSERVED RESULTS. WEATHER
WAS CAVU AT MUNICH, AND 1/10 TO 3/10 AT NEUBURG. FLAK
WAS MODERATE INTENSE FAIRLY ACCURATE AT MUNICH. (BATTLE
DAMAGE 165 MINOR 32 MAJOR). NO E/A ATTACKS. NO CLAIMS.
8 A/C ARE NYR (1 A/C TO AA AND 7 TO REASONS UNKNOWN).

FIGHTERS: 814 A/C WERE AIRBORNE AS ESCORT TO BOMBER OPERATIONS AND

ON FIGHTER SWEEPS. E/A WERE ENCOUNTERED IN SMALL GAGGLES
AND FLYING ALONE AND CLAIMS OF 21-0-4 IN THE AIR HAVE
BEEN REPORTED, OF WHICH 8-0-0 J/P ARE CLAIMED BY ONE
GROUP OVER GIEBELSTADT A/D. GROUND STRAFFING RESULTED IN
THE FOLLOWING PRELIMINARY CLAIMS 10-0-12 J/P E/A, 47-0-162
TRUCKS AND CARS, 52-0-45 LOCOMOTIVES 33-0-153 FREIGHT CARS,
1-0-0 AMMUNITION TRAIN, 0-0-34 OIL CARS, 1-0-18 SWITCH
HOUSES, 1-0-0 WOODED AREA CONTAINING 40 PLUS JU 188S,
45-0-0 NAZI SUPERMEN. ONE PILOT WHO MUSHED INTO KOTHEN A/D
WHILE STRAFFING REPORTED OVER R/T THAT HE WAS OK AND AS
NO ONE WAS BOTHERING HIM HE DIRECTED THE ATTACK BY
CALLING OUT FLAK AND AIRCRAFT LOCATIONS THAT HAD TO BE
WORKED OVER. 10 A/C WERE LOST.

Briefing Notes

----- PARTRIDGE -----

SECRET

First Force

Ten group formations (377 B-17s - 1st Air Division) sortied against the Freidrichshafen-Maybach Tank Engine Plant, Munich Main Station and M/Y, and Munich Ost M/Y. 362 a/c dropped 1074.2 tons (535.2 tons G.P. and 539.0 tons I.B.) on assigned targets, Ulm M/Y (secondary), and one T/O at 1041-1151 hours from 23,500-27,200 feet; bombing Freidrichshafen-Maybach Tank Engine Plant on Gee-H and all other targets visually. Leaflets dropped on Munich, Weather: 10/10 over reidrichshafen; 2/10 - 3/10 over Ulm; CAVU to 1/10 over Munich. Flak: nil over reidrichshafen and Ulm; moderate and accurate over Munich. Battle damage: 102 minor, 33 major. E/a opposition: nil. Four FW-190s seen W-SW of Ulm. Claims: il. Losses: 3 B-17s to AA. NYR: 11 B-17s (majority believed safe on continent

Fighter Support: Three groups, including 352nd Group based on Continent, 149 P-51s) sortied. Up 0838-0915 hours, down 1333-1425 hours. 136 effective sorties. E/a opposition: nil. One u/a jet a/c seen in Saarbrucken area. Two groups strafed. E/a claims: 1-0-2 ground. Losses: 4 P-51s (3 to AA, 1 to unknown causes). NYR: 4 P-51s (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>	
Freidrichshafen-Maybach Tank Engine Plant	116	63	93.0	94.5	Unobserved
Munich Main Station, & M/Y	73	73	108.2	107.5	Good
Munich Ost M/Y	188	174	255.8	259.0	Good
Ulm M/Y (Sec.)		51	75.7	76.5	Good
<u>Other Targets</u>					
Kenzingen (T/O)	—	1	1.5	1.5	Unobserved
Totals	377	362	535.2	539.0	

Second Force

Twelve group formations (452 B-17s - 3rd Air Division) sortied against the Munich Main Station and M/Y and the Neuburg Oil Storage Depot. 437 a/c dropped 1258.1 tons (848.3 tons G.P. and 409.8 tons I.B.) on the assigned targets, Munich M/Y (the secondary), and ten T/Os at 1151-1214 hours from 21,500-26,200 feet; bombing visually. Leaflets dropped on Munich, Neuburg, and Kaufbeuren. Weather: CAVU over Munich; 1/10 to 3/10 over Neuburg. Flak: moderate to intense, fairly accurate. Battle damage: 165 minor, 32 major. E/a opposition: nil. Claims: nil. Losses: 1 B-17 to AA. NYR: 7 B-17s.

Fighter Support: Three groups (145 P-51s) sortied. Up 0854-0915 hours, down 1455-1525 hours. 140 effective sorties. E/a opposition: nil. Two groups strafed. E/a claims: 2-0-3 ground. Losses: nil.

Details of bomber attacks as follows:

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