

IMMEDIATE INTERPRETATION REPORT NO. K. 3859

LOCALITY: LEIPZIG

3

- I ENGELSDORF M/Y
- II DEUTSCHE KUGELLAGERFABRIK
- III RAILWAY TRAFFIC CENTER

IOD COVERED:

- I Between 7 JUL 1944 and 2 MAR 1945.
- II Between 22 JUL 1944 and 2 MAR 1945.
- III Between 7 JUL 1944 and 2 MAR 1945.

PLACE:

| | <u>Date</u> | <u>S.A.</u> | <u>Reported Weather</u> |
|--------------------|-------------|-------------|-------------------------|
| U.S. 8TH AIR FORCE | 27 FEB 1945 | 3291 | 10/10 Cloud |

PROVISIONAL STATEMENT ON DAMAGE:

I ENGLES DORF M/Y:

No fresh damage is visible.

1. Facilities - all serviceable.
2. M/Y sidings - serviceable.
3. Workshops - less than 5% unserviceable.
4. Repairs - none seen.
5. Loading - light.

II METALLGUSS GESELLSCHAFT M.B.H. of BALL BEARING WORKS OF DEUTSCHE KUGELLAGER-FABRIK:

No fresh damage is seen in the extreme Western corner of this target, which is the only portion free from clouds on these photographs.

III RAILWAY TRAFFIC CENTER:

Five craters are seen in the Northern half of the Northernmost storage sidings; this being the only portion of the target satisfactorily covered on these photographs. Through running lines, North to BERLIN, have been cut in seven places just North of the storage sidings.

Several large industrial-type buildings, adjacent to the storage sidings, have been seriously damaged.

(Prints: US7/7D - 4045-57, US7/4C - 5145-47)

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

PHOTOGRAPHS TAKEN BY: A. 22 Squadron.
B. 14 Squadron.

SORTIE: A. US7G/7D.
B. US7G/4C.

MEAN TIME AND DATE OF PHOTOGRAPHY: A. 0950A hours on 2 MAR 1945.
B. 1010A hours on 2 MAR 1945.

SCALE: A. 1/12,000.
B. 1/12,500.

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745005
Authority
By/ANARA Date 4/5/07

INTERPRETATION REPORT S.A. 3291

ATTACK ON LEIPZIG MARSHALLING YARD ON 27 FEB 1945

alk
CRB
95th Raid

W. P. ...
...
...

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 717, with full fighter escort.
- (b) Command : U. S. 8TH AIR FORCE.
- (c) Time : 1341 to 1406A hours.
- (d) Bombs : 3902 x 500 lb. G.P.
1565 x 300 lb. G.P.
2061 x 250 lb. G.P.
1830 x 500 lb. I.B.

(ii) DETAILS OF THE ATTACK:

Bombs away are seen but not bursts are visible on 10/10 cloud obscured photographs.

(iii) ANNOTATED PRINT:

None prepared.

(iv) BOMB PLOT:

None prepared.

(v) PHOTOGRAPHS RECEIVED:

| SAV | Serials | Date | Time | Altitude | Flare | Height | Notes |
|-----|----------------------|-----------|------------|----------|---------------|---------|------------|
| " | 34/620-622 | 27 FEB 45 | 1352A hrs. | 1/44,500 | (F.L. 7") | 26,000' | 'C' |
| " | 91/1033, 1037 | " | 1351A " | 1/45,000 | " | 26,300' | " |
| " | 91/1038 | " | " " | 1/26,700 | (F.L. 12") | 26,700' | " |
| " | 92/869/870 | " | 1404A " | 1/44,500 | (F.L. 7") | 26,100' | " |
| " | 94/1433, 1435, 1437 | " | 1342A " | 1/44,500 | " | 26,000' | " |
| " | 95/1502, 1504, 1506 | " | 1338A " | 1/44,100 | " | 25,700' | " |
| " | 303/1351, 1633 | " | 1355A " | 1/45,350 | " | 26,400' | " |
| " | 303/1629 | " | 1357A " | 1/27,500 | (F.L. 12") | 27,500' | " |
| " | 306/1359, 1362, 1364 | " | 1404A " | 1/44,100 | (F.L. 7") | 25,800' | " |
| " | 351/1008-1010 | " | 1358A " | 1/46,200 | " | 27,000' | " |
| " | 379/984-986 | " | 1357A " | 1/43,100 | " | 25,300' | " |
| " | 381/1150, 1152, 1153 | " | 1352A " | 1/42,800 | " | 25,020' | " |
| " | 384/1374-1376 | " | 1406A " | 1/26,500 | (F.L. 12") | 26,500' | " |
| " | 388/969, 970, 973 | " | 1346A " | 1/45,400 | (F.L. 7") | 26,500' | " |
| " | 390/1399-1401 | " | 1336A " | 1/45,800 | " | 26,800' | " |
| " | 398/703-710 | " | 1350A " | 1/42,100 | " | 24,600' | " |
| " | 447/1028, 1031, 1034 | " | 1342A " | 1/41,100 | " | 25,700' | " |
| " | 452/984, 986, 987 | " | 1350A " | 1/44,100 | " | 25,700' | " |
| " | 457/946, 949 | " | 1358A " | 1/45,800 | " | 26,800' | " |
| " | 457/947 | " | 1358A " | 1/25,900 | (F.L. 12") | 25,900' | " |
| " | 486/891, 892, 895 | " | 1341A " | 1/45,000 | (F.L. 7") | 26,300' | " |
| " | 490/701, 703, 705 | " | 1351A " | 1/39,900 | " | 23,300' | " |
| " | 493/689 | " | 1349A " | 1/26,500 | (F.L. 12") | 26,500' | " |
| O- | 94/390-10, 13, 14 | " | Unknown | 1/48,000 | (F.L. 6.3/8") | 25,500' | 'A' to 'C' |
| O- | 94/389-9, 19, 21, 23 | " | " | 1/48,000 | " | 25,500' | 'A' to 'C' |

28 FEB 1945

PFF INTERPRETATION REPORT T-59

(1) General Statement:

From the information derived from the plotted scope photos, the weight of the attack fell in the built-up areas in and around Leipzig and Halle, six sorties indicating hits in the congested areas near the centers of each city.

In general, the photographs are of excellent quality and the plotting is accurate, except for a few which are considered doubtful. Out of a total of 38 sorties received, 22 are plotted. The bombs from one group (two sorties) fell in an area outside the limits of the attached maps and therefore are not shown.

(2) See S.A. Reports 3290, 3291 for additional information.

(3) Summary of PFF missions on 27 FEB 1945 from photographs received through 1700 hours on 28 FEB 1945:

Mission to Leipzig1ST DIVISION

SAT 91/147 - plotted - see bomb plot - plotting doubtful.
 " 91/148 - not plottable - not enough check points.
 " 91/149 - plotted - see bomb plot, plotting doubtful.
 " 303/94 - not plottable - out of focus, not enough check points.
 " 351/145 - plotted - see bomb plot.
 " 351/146 - " " " "
 " 384/152 - " " " "
 " 384/153 - " " " "
 " 398/70 - " " " "
 " 398/71 - not plotted - unable to orient, not enough check points.
 " 398/72 - not plottable - gain too low.
 " 398/73 - plotted - see bomb plot.
 " 457/100 - not plottable - insufficient returns.

2ND DIVISIONMission to Bitterfeld

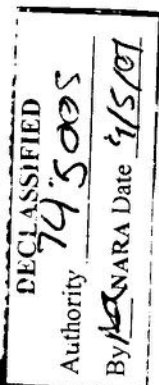
SAT 44/157 - plotted - see bomb plot.

Mission to Halle

SAT 389/94 - plotted - see bomb plot, plotting doubtful.
 " 392/106 - plotted - see bomb plot.
 " 392/107 - not plottable - gain too low.
 " 445/76 - plotted - see bomb plot.
 " 453/119 - plotted - see bomb plot.
 " 455/120 - not plottable - gain too low.
 " 458/85 - plotted - see bomb plot.
 " 458/86 - plotted - see bomb plot, plotting doubtful.
 " 466/94 - not plottable - out of focus, not enough check points.
 " 486/95 - plotted - see bomb plot, plotting doubtful.
 " 467/133 - plotted - bombs away approximately 6 naut. mi. S. of Halle.
 " 467/135 - plotted - bombs away approximately 6 naut. mi. W. of Leipzig.
 " 491/104 - plotted - see bomb plot, plotting doubtful.
 " 491/105 - no bomb run.

3rd DIVISIONMission to Leipzig

SAT 94/214 - plotted - see bomb plot.
 " 95/133 - not plottable - gain too low.
 " 388/29 - plotted - see bomb plot.
 " 390/72 - not plottable - gain too low.
 " 390/73 - not plottable - no blips.



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

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 27 February 1945
13 CBW FO 56
13 CBW OPS 283
3 AD FO 596

from. cc Sq

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Authority 745005
By NARA Date 4/5/07

SUBJECT: Tactical Report (LEIPZIG, GERMANY)

Col. Shuck, 95th Bomb Group

1. Information Concerning the Targets:

a. The primary target (visual) for 13A was a new large workshop in the Mitteldeutsche Motorenwerke G.m.b.H., situated at TAUCHA, a suburb of LEIPZIG, GERMANY.

b. The primary target (visual) for 13B was the Foundry in the Mitteldeutsche Motorenwerke G.m.b.H., situated at TAUCHA, a suburb of LEIPZIG, GERMANY.

c. The secondary target (H2X) for all Groups was the Main Station in the center of LEIPZIG, GERMANY.

2. Narrative of the Attack:

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

(1) Navigation: (a) Assembly: The three Squadrons made a normal take off and assembled over Buncher II. Assembly altitude was raised to 9000' because of weather over base areas and on suggestion of Tightboot Control. The Wing and Division assembly was as briefed, although the altitude was at 9000' instead of 7000'. CP 1 was crossed at 1051½, about a ½ minute late.

(b) Route: CP 2 was reached at 1121½ about ½ minute late and on course. The route to CP 3, which was as briefed, was reached at this point at 1202½, at an altitude of 19000'. The flak corridor over the front lines was as briefed. At 5050-1003 the Wing Leader was notified that the 2nd Division was approximately 7 minutes late at its pre-I.P., so the Air Leader decided to "S" along the route to 5122-1009, thereby losing about 8 minutes during the maneuver, and giving the 2nd Division Column sufficient time to make its turn on the target without interference from the 3rd Division Column. The I.P. was cut short about 2 miles to the South. The Air Leader decided to bomb by H2X technique because weather over the target was reported to be solid. The "B" Squadron was unable to bomb individually because the H2X equipment was not functioning properly. The decision was made to bomb on the Leader's release. "C" Squadron had very poor H2X reception, and the equipment was useless, consequently, as a navigation and bombing aid. It was necessary to tack on the lead Squadron and release on its smoke flares. Good coordination throughout the bomb run was evident in the lead A/C. The Group was reformed very quickly before reaching the R.P. The briefed route was closely followed after leaving the R.P. to CP 4 and to the Continental Coast, which was crossed at 1638, at an altitude of 9500'. Descent to minimum altitude was accomplished at mid-channel thru a break in the undercast.

(c) Weather: A low cloud layer existed over the base areas, tops at approximately 7000'. Over the route in and target and on return route a 10/10 solid undercast prevailed.

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TR, 27 Feb. '45

(e) PFF Narrative: Five PFF aircraft were dispatched. One aircraft was employed in the Chaff force. 390B H2X set was not usable for bombing, because of poor range and definition. 390C set operated on low transmitting current and could not be used for bombing. 390A made an H2X sighting with B and C in Group formation.

(2) Bombing:

(a) 390A, B, C Squadrons:

| | | | | |
|----|------------|------------------|----------|---------------|
| 1. | Air Leader | Lt. Col. Von Arb | Nav | Lt. Burmaster |
| | Pilot | Capt. Briggs | Asst Nav | Capt. Hickey |
| | Co-Pilot | | R/N | Capt. Houser |
| | | | Bomb | Lt. Martin |

| | | | |
|----|----------------|----|--|
| 2. | A/C Attacking: | | Bombs Dropped |
| | a. Secondary | 39 | 206x500 LB GP 174x500 LB IB 94xM81 5xWG30 5xT313 |
| | T.O. | 2 | 12x500 LB GP 12x500 LB IB |
| | Returning | 3 | 12x500 LB GP 12x500 LB IB 20xM81 |

b. Bombing Altitude: 26650'

c. Time of Release: 1336 1/2

3. Run-in from IP to Target: The I.P. was made good by DR and H2X, and the target was picked up at this point by H2X. The course was killed by H2X technique, and Rate checks were given the bombardier at 11, 9, and 7 miles. Bombs were away on a true heading of 112 degrees at 1336 1/2. The mickey sets in B and C Squadrons were inoperative, and bombs were released by both Squadrons off A leader's smoke bombs.

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

5. Bombing Malfunctions:

A/C 807 (390A): Had a mission failure and attacked a T.O. at 5027-0936.

A/C 600 (390A): Had a mission failure and returned entire load to base.

A/C 032 (390B): Had a mission failure and attacked a T.O. at 5122-1008.

A/C 868 (390C): Had a mission failure and returned entire load to base.

A/C 124 (390 Chaff Force): Had a mission failure and returned 20xM81 to base.

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

(1) Navigation: (a) Assembly: The three Squadrons of 13B made a normal take off and assembled over Buncher 23 at 8000'. The assembly altitude was raised because of clouds at 7000'. Wing and

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Handwritten notes:
 To [unclear]
 [unclear]

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

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sion assemblies were made without difficulty in trail of 13A. CP 1 reached at 9000° on time.

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(b) Route: CP 2 was reached on time at 13000°. The route and was flown as briefed arriving at this point 1 minute late at an altitude of 19000°. The briefed course was closely followed to 5123-8. At this point Maypole II advised Fireball leader that the last up of B-24's over the target at Halle would be 7 minutes late. Subsequently, the leader "S"ed to the North to lose time. The I.P. was 6 miles and individual H2X runs were made on the secondary target. The Group was quickly reassembled at the R.P. In as much as the leader was having engine trouble 95B assumed the lead for the remainder of the route. Enroute to CP 4, 13B made a run on Fulda with bombs that had hung up at the secondary. 13B reached CP 4 5 minutes late, at 20000, and started to let down to minimum altitude. The Continental Coast was crossed at 1639, at 9500°. At 1719, the English Coast was crossed at 5500°.

(c) Weather: Same as 13 A.

(d) Navigational Difficulties: None.

(e) PFF Narrative: Three PFF aircraft were dispatched. All sets operated satisfactorily. Individual Squadron H2X sightings were made on the Secondary target.

(2) Bombing:

(a) 95B Squadron:

| | | | | |
|-----------|------------|--------------|----------|---------------|
| <u>1.</u> | Air Leader | Lt. Garrison | Nav | Lt. Arterburn |
| | Pilot | Lt. Taylor | Asst Nav | |
| | Co-Pilot | | R/N | Lt. Webber |
| | | | Bomb | Lt. Carter |

2. A/C Attacking: Bombs Dropped

| | | | |
|-----------|-----------|----|--------------|
| <u>a.</u> | Secondary | 13 | 80x500 LB GP |
| | | | 72x500 LB IB |

b. Bombing Altitude: 26700°

c. Time of Release: 1338

3. Run-in from IP to Target: After the maneuver at the I.P. which was made good, the R/N took over and set up course. The bombardier was clutched in at 60 degrees and all subsequent rate checks of 55 degrees, 50 degrees, and 45 degrees were good. Bombs were released on a true heading of 115 degrees. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: None.

(b) 95A Squadron:

| | | | | |
|-----------|------------|-------------------|----------|----------------|
| <u>1.</u> | Air Leader | Capt. Brithingham | Nav | Lt. Doherty |
| | Pilot | Capt. Hamilton | Asst Nav | Lt. Inna |
| | Co-Pilot | | R/N | Lt. Burrow |
| | | | Bomb | Lt. Asprocolas |

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b. Bombing Altitude: 24700'

c. Time of Release: 1338 1/2

3. Run-in from IP to Target: The Lead A/C in 95A unable, because of faulty engines, to reach briefed bombing altitude. Group lead, consequently, was given to the High Squadron. After the maneuver at the I.P., which was overshot 4 miles, the R/N took over and set up course, picking up the target in scope at 45 miles. Good Rate checks from 11 to 4 miles were given to the bombardier, and bombs were released on a true heading of 105 degrees. C-1 Auto-Pilot was used on bomb run.

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

2. Bombing Malfunctions:

A/C 8667: Could not release 4x500 LB GP bombs because of rack malfunctions and returned them to base.

A/C 8774: Spare aircraft jettisoned entire load in channel.

(c) 95C Squadron:

| | | | |
|---------------|------------|----------|--------------|
| 1. Air Leader | Lt. Wright | Nav | Lt. Sorenson |
| Pilot | Lt. Taylor | Asst Nav | |
| Co-Pilot | | R/N | Lt. Painter |
| | | Bomb | Lt. Zultz |

2. A/C Attacking: Bombs Dropped

| | | |
|--------------|----|--------------|
| a. Secondary | 13 | 80x500 LB GP |
| | | 72x500 LB IB |

b. Bombing Altitude: 25280'

c. Time of Release: 1339

3. Run-in from IP to Target: The maneuver at the I.P., which was overshot by 4 miles, was made good. Because A Squadron flew at a lower level, 95C was forced to fly lower than briefed bombing altitude. The R/N took over, set up course, and picked up the target in his scope at 35 miles. The bombardier was clutched in at 11 miles, and all subsequent rate checks of 10, 9, 7, and 5 miles were good. Bombs were released on a true heading of 105 degrees. C-1 Auto-Pilot was used on the bomb run.

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

2. Bombing Malfunctions: None.

3. Communications: a. VHF: (1) Lt. Col. Von Arb led the 13th Combat Wing. Communications within the Wing and with Group and Squadron Air Leaders was excellent.

(2) Fireball leader received normal weather information except that Kodak Red was late with target weather and Kodak White was late with route weather. Control points were sent to Arrowswift satisfactorily.

(3) Fighter were contacted satisfactorily.

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

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b. A/C and C/C Available:

| | | |
|---------------|------------|--------|
| (1) 95 Group | REG 35 A/C | 41 C/C |
| | PFF 8 A/C | 10 C/C |
| | MH 5 A/C | 10 C/C |
| (2) 390 Group | REG 42 A/C | 69 C/C |
| | PFF 9 A/C | 6 C/C |
| | MH 9 A/C | 6 C/C |

c. A/C Scheduled to Take Off:

| | |
|---------------|------------------------------------|
| (1) 95 Group | 35 A/C plus 3 PFF |
| (2) 390 Group | 35 A/C plus 3 PFF plus Chaff Force |

d. A/C Airborne: All Scheduled A/C Airborne.

e. A/C Failing to Take Off: None.

f. Individual A/C Mission Failures:

(1) 95 Group:

A/C 8774: 412 Sqdn "B" - Bomb racks malfunctioned. Dropped bombs while checking doors over channel. Pilot Lt. Sutkowski - No Sortie.

(2) 390 Group:

A/C 124: 568 Sqdn "E" - #3 Prop. Windmilling - Pilot Lt. Campbell - No Sortie.

A/C 600: 568 Sqdn "S" - #2 Turbo failure. #3 Engine ran rough - Pilot Lt. Gilcrest - Sortie.

A/C 807: 568 Sqdn "O" - #3 Turbo Out - Pilot Lt. Berryman - Sortie.

A/C 032: 571 Sqdn "B" - Internal failure #4 Engine - Pilot Lt. Wickkiser - Sortie

A/C 868: 571 Sqdn "Y" - Engine, Turbo malfunction - Pilot Lt. Baldwin - No Sortie.

g. A/C Landing Away From Base: None

h. A/C Outstanding: None

i. A/C Attacking - 13 A Group:

| | | |
|---------------|----|---------------|
| (1) Secondary | 39 | Bombs Dropped |
| | | 206x500 LB GP |
| | | 174x500 LB IB |
| | | 94xM81 |
| | | 5xWG30 |
| | | 5xT313 |
| T.O. | 2 | 12x500 LB GP |
| | | 12x500 LB IB |
| Returning | 13 | 12x500 LB GP |
| | | 12x500 LB IB |
| | | 20xM81 |

j. A/C Attacking - 13 B Group:

| | | |
|---------------|----|---------------|
| (1) Secondary | 37 | Bombs Dropped |
| | | 224x500 LB GP |
| | | 204x500 LB IB |
| Jettisoning | 1 | 6x500 LB GP |
| | | 6x500 LB IB |
| Returned | 1 | 4x500 LB GP |

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COMBAT

95 A

DECLASSIFIED
 Authority 745005
 By NA NARA Date 9/5/07

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

GROUP FORMATION FORM

DATE 27 FEBRUARY

LEAD

Hamilton AL CAPT. BRITTING hdm
 86 | 67

LOW

PURDY
 24 | 55

SUTKOWSKI
 87 | 74

Bomb = H. Wilson

HIGH

PALMER
 65 | 98

WALTER
 88 | 26

STOTESBURY
 90 | 52

Bomb = Levin

SEABURG
 72 | 04

LEGG
 82 | 55

CALICURA
 68 | 38

DUNCAN
 89 | 42

HANSEN
 2450

OEHLERT
 69 | 02

LEADERS

TAXI - 0910
 T/O - 0920

BRIEFING 0645 0615
 READINESS 0800
 STATIONS 0910
 TAXI 0925
 TAKE-OFF 0935
 RENDEZVOUS BASE 7,000 1030

EXTRA SHIPS

334 _____
 355 _____
 336 _____
 412 8782 PFF

COMBAT

95 B

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 By NA NARA Date 9/5/07

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

GROUP FORMATION FORM

DATE 27 FEBRUARY

LEAD

Taylor AL L. GARRISON
 87 | 09

LOW

DESHAZO
 91 | 52

RYAN
 86 | 57

Bomb. = Jednak

HIGH

Bomb. = Sherman

SCOTT
 85 | 25

GRIFFIN
 87 | 76

ROSENZWEIG
 89 | 96

MOZLEY
 71 | 54

PARRISH
 86 | 40

HELGESON
 18 | 67

RIVET
 91 | 75

CUMMINGS
 82 29

SCHERFFIUS
 84 | 38

TWINING
 69 | 46

BRIEFING 0645 0615
 READINESS 0800
 STATIONS 0900
 TAXI 0915
 TAKE-OFF 0925
 RENDEZVOUS BASE 8,000 1030

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 8782 PFF

COMBAT

95 C

DECLASSIFIED
 Authority 745005
 By NA NARA Date 9/5/07

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

GROUP FORMATION FORM

DATE 27 FEBRUARY

LEAD

Jensen AL LT. Wright
80 | 40

MILLER
84 | 69

ROSE Bomb = Bailey
82 | 72

LOW

HIGH

BURNS
86 | 04

BUSSE
91 | 77

EARLEY Bomb = Flagella
86 | 76

TUSS
81 | 40

JACKMAN
64 | 75

BEK
72 | 57

NEWMAN
87 | 41

GROSS
78 | 44

SUTTON
69 | 93

YOUNG
65 | 22



BRIEFING 0645 0615
 READINESS 0810
 STATIONS 0920
 TAXI 0935
 TAKE-OFF 0945
 RENDEZVOUS BASE 6,000 1030

EXTRA SHIPS

- 334 _____
- 335 _____
- 336 _____
- 412 _____

- DATE Feb/27/44 TARGET DUTY OFFICERS
- CBW 13B GROUP 95A GP. LEADER Capt. Brittingham /C 335-L 8667 W/T TUG
POSITION Lead DEPUTY LDR. Lt. Sutkowski /C 412-B 8774 W/T POR
- EST. TAXI TIME 0925 EST. T.O. 1ST A/C 0935 EST. BASE 1030
EST. BASE
- NUMBER A/C ORIGINALLY SCHEDULED 12 NUMBER OF SPARES
INCLUDED
- TIME 1ST T.O. LAST T.O. TIME 1ST LANDING
LAST LANDING
- SQUADRON 335 NO. OF A/C 10 CALL SIGNS; W/T TUG

| | L | Z | Y | E | S | G | V | N | A | B | | | |
|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|---|
| A/C | :8667 | :2455 | :8942 | :6838 | :9052 | :6902 | :2450 | :6598 | :8255 | :7204 | : | : | : |
| A.T.O. | :919 | :970 | :937 | :932 | :933 | :931 | :934 | :935 | :936 | :936 | : | : | : |
| A.T.R. | :1735 | :1734 | :1737 | :1736 | :1740 | :1741 | :1735 | :1742 | :1742 | :1741 | : | : | : |
| REMARKS | : | : | : | : | : | : | : | : | : | : | : | : | : |

SQUADRON 412 NO. OF A/C 2 CALL SIGNS: W/T POR

| | B | J | | | | | | | | | | | |
|---------|-------|-------|---|---|---|---|---|---|---|---|---|---|---|
| A/C | :8774 | :8826 | : | : | : | : | : | : | : | : | : | : | : |
| A.T.O. | :958 | :837 | : | : | : | : | : | : | : | : | : | : | : |
| A.T.R. | :1154 | :1736 | : | : | : | : | : | : | : | : | : | : | : |
| REMARKS | : | : | : | : | : | : | : | : | : | : | : | : | : |

SQUADRON NO. OF A/C CALL SIGNS: W/T

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

SQUADRON NO. OF A/C CALL SIGNS: W/T

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

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

| SQDN | LETTER | NUMBER | DESIGNATION | REMARKS | SORTIE |
|------|--------|--------|-------------|---------|--------|
| : | : | : | : | : | : |
| : | : | : | : | : | : |
| : | : | : | : | : | : |

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 Authority 745005
 By NARA Date 1/5/07

- DATE Feb 27/44 TARGET _____ DUTY OFFICERS _____
- CBW 13B GROUP 95B GP. LEADER Lt. Garrison A/C 336-F 8709 W/T NJN
POSITION H1 DEPUTY LDR. Lt. Ryan A/C 334-V 8657 W/T KMZ
- 1ST. TAXI TIME 0915 1ST. T.O. 1ST A/C 0925 ETD BASE 1030
ETR BASE _____
- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES INCLUDED _____
INCLUDED _____
- TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____
LAST LANDING _____
- SQUADRON 334 NO. OF A/C 11 CALL SIGNS; W/T KMZ

| | V | P | B | L | O | T | R | N | U | D | F | | |
|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|
| A/C | :8657 | :9152 | :8776 | :9175 | :1867 | :8796 | :8438 | :8229 | :8525 | :8640 | :7154 | : | : |
| A.T.O. | :921 | :924 | :925 | :926 | :926 | :938 | :930 | :929 | :927 | :978 | :929 | : | : |
| A.T.R. | :1727 | :1726 | :1728 | :1729 | :1727 | :1731 | :1732 | :1730 | :1733 | :1733 | :1730 | : | : |
| REMARKS | : | : | : | : | : | : | : | : | : | : | : | : | : |

SQUADRON 336 NO. OF A/C 1 CALL SIGNS: W/T NJN

| | F | | | | | | | | | | | | |
|---------|-------|---|---|---|---|---|---|---|---|---|---|---|---|
| A/C | :8709 | : | : | : | : | : | : | : | : | : | : | : | : |
| A.T.O. | :920 | : | : | : | : | : | : | : | : | : | : | : | : |
| A.T.R. | :1726 | : | : | : | : | : | : | : | : | : | : | : | : |
| REMARKS | : | : | : | : | : | : | : | : | : | : | : | : | : |

SQUADRON 412 NO. OF A/C 1 CALL SIGNS: W/T POR

| | F | | | | | | | | | | | | |
|---------|-------|---|---|---|---|---|---|---|---|---|---|---|---|
| A/C | :6946 | : | : | : | : | : | : | : | : | : | : | : | : |
| A.T.O. | :931 | : | : | : | : | : | : | : | : | : | : | : | : |
| A.T.R. | : | : | : | : | : | : | : | : | : | : | : | : | : |
| REMARKS | : | : | : | : | : | : | : | : | : | : | : | : | : |

SQUADRON _____ NO. OF A/C _____ CALL SIGNS: W/T _____

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

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

| SQDN | LETTER | NUMBER | DESIGNATION | REMARKS | SORTIE |
|------|--------|--------|-------------|---------|--------|
| : | : | : | : | : | : |
| : | : | : | : | : | : |
| : | : | : | : | : | : |

DECLASSIFIED
 Authority 745005
 By NARA Date 4/5/07

1. DATE Feb/27/44 TARGET _____ DUTY OFFICERS _____

2. CBN 13B GROUP 95C GP. LEADER Lt. Wright A/C ^{412-N} 8040 W/T POR

POSITION Lo DEPUTY LDR. Lt. Rose A/C ^{336-P} 8272 W/T NJN

3. EST. TAXI TIME 0935 EST. T.O. 1ST A/C 0945 EST. BASE 1030

ETR BASE _____

4. NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES _____

INCLUDED _____

5. TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____

LAST LANDING _____

6. SQUADRON 336 NO. OF A/C 7 CALL SIGNS; W/T NJN

| | P | U | V | W | R | X | L | | | | | | |
|---------|-------|-------|-------|-------|-------|-------|-------|---|---|---|---|---|---|
| A/C | :8272 | :8169 | :8676 | :6993 | :7844 | :8604 | :6475 | : | : | : | : | : | : |
| A.T.O. | :942 | :939 | :941 | :942 | :943 | :943 | :944 | : | : | : | : | : | : |
| A.T.R. | :1744 | :1743 | :1748 | :1749 | :1748 | :1751 | :1751 | : | : | : | : | : | : |
| REMARKS | : | : | : | : | : | : | : | : | : | : | : | : | : |

7. SQUADRON 412 NO. OF A/C 6 CALL SIGNS; W/T POR

| | N | Y | M | L | C | H | | | | | | | |
|---------|-------|-------|-------|-------|-------|-------|---|---|---|---|---|---|---|
| A/C | :8040 | :9177 | :8741 | :7657 | :8140 | :6522 | : | : | : | : | : | : | : |
| A.T.O. | :922 | :939 | :940 | :940 | :740 | :945 | : | : | : | : | : | : | : |
| A.T.R. | :1744 | :1745 | :1746 | :1745 | :1750 | :1740 | : | : | : | : | : | : | : |
| REMARKS | : | : | : | : | : | : | : | : | : | : | : | : | : |

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

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

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

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

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

| SQDN LETTER | NUMBER | DESIGNATION | REMARKS | SORTIE |
|-------------|--------|-------------|---------|--------|
| : | : | : | : | : |
| : | : | : | : | : |
| : | : | : | : | : |

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 Authority 745005
 By NARA Date 4/5/07

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer
A.P.O. 559

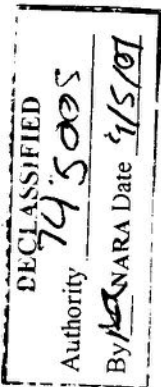
27 February 1945.

SUBJECT: Abortive aircraft.

TO : Commanding Officer, 412th Bombardment Squadron (H).

1. Airplane B-17G #43-38774 aborted from a combat mission this date, landing at approximately 1200 hours.
2. Pilot accidentally salvoed his bombs.
3. No Engineering deficiencies were reported.

Chester L. Peek
CHESTER L. PEEK,
Captain, AC,
Engineering Officer.



FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Armament Officer

AFO 559
27 February 1945

SUBJECT: Explanation of Malfunction on A/C No. 8774.

TO : Group Armament Officer, 95th Bombardment Group (H).

1. On combat mission of 27 February 1945, aircraft number 8774 dropped its bombs when the bombardier was checking his doors.

2. Upon return of the aircraft to the base, it was inspected thoroughly by the undersigned. No malfunction of any kind could be found. The releases, racks, switches, wiring and intervalometer were found to function perfectly.

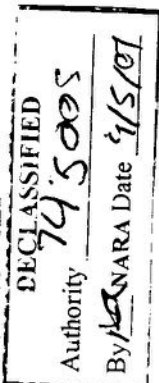
3. Upon questioning the bombardier, Lt. Wilson, it was found that he did the following:

Turned on his rack switches, opened his doors and then set up his intervalometer. Upon setting the interval at 20, it immediately started to run off, dropping the bombs.

4. The only explanation is that the intervalometer was getting an impulse from either the toggle switch or the bombsight. The toggle switch was checked for a short as was the intervalometer. None were found.

5. This malfunction would have been avoided if the bombardier had followed the checking procedure sent out by 3rd Air Division and used in this group. The check list clearly shows that the intervalometer is to be set up before the doors are opened. In this case, the bombardier would have seen the intervalometer run off and known the bombs would have to be salvoed, or else check his sight to be sure it wasn't giving an impulse.

Mac L. Mc Crory
MAC L. MC CRORY
Capt. Air Corps
Squadron Armament Officer



STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-D-2

28 February 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 27 February 1945.
TO : Commanding Officer, Hq., 95th Bomb Group(H), APO 559, U. S. Army.

1. Base at take-off: Time was 0940 hours. 8-10/10 stratocumulus clouds base 3000 ft. Visibility 4-6 miles.
2. Route to target: 8-10/10 stratocumulus clouds tops below 12,000 ft. for entire route. Scattered wispy cirrus becoming 3-5/10 thin cirrus above 26,000 ft. east of 10° E.
3. Target area: Leipzig, Germany. Time was 1339 hours. 8-10/10 stratocumulus below 12,000 ft. 3-5/10 thin cirrus above 26,000 ft. Downward visibility 20-25 miles.
4. Return route: Reverse of route to target except stratocumulus clouds breaking to 3-5/10 at English coast.
5. Base on return: Time was 1740 hours. 3-5/10 cumulus and stratocumulus base 3000 ft. Visibility 6 miles plus.
6. Remarks: None.

Leroy F. Troutner
LEROY F. TROUTNER,
W/O (jg), AUS,
Asst Weather Officer.

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Authority 74500
By NARA Date 4/5/07

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

V-A-1

APO 559
27 February 1945

SUBJECT: Engineering Report on Combat Mission of 27 February 1945.

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

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

a. Thirty-seven (37) B-17 aircraft took-off as scheduled.

b. Thirty-seven (37) B-17 aircraft returned to base after
completion of combat mission.

2. There were no abortive aircraft.

3. There was no battle damage.



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

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Authority 745005
By NARA Date 4/5/07

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

APO 559
27 February 1945

SUBJECT: S-2 Report for the Mission to Leipzig, Germany on Above Date.
TO : Commanding Officer, 95th Bombardment Group (H), APO 559, U.S. Army.

1. The Mission: The 95th Group flew as 13B Combat Group to attack an aero engine plant at Leipzig. Because of the weather conditions over the primary target it was not attacked. The secondary target, the marshalling yards at Leipzig, was attacked by all three squadrons on H2X.

95A - Eleven A/C plus one PFF took off and formed the lead squadron. Ten A/C plus one PFF bombed the secondary target. One spare, A/C 8774, turned back at 1116 hours at 5134-0242 because bombs had salvoed while checking bomb bay doors over channel. The lead A/C, 8667, returned 4 x 500 GP bombs which hung up over the target.

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

95C - Twelve A/C plus one PFF took off and formed the low squadron. All A/C bombed the secondary target.

2. Reference to the Operational Narrative TWX of the Intelligence Section is suggested for further information.

For the Intelligence Officer:

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

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Authority 74500
By NARA Date 4/5/07

3BD INST 45-2 (9 OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

27/2/45

DECLASSIFIED
Authority 74500
By NARA Date 4/5/07

| | 95A | 95B | 95C |
|------------------------------|-------------|-------------|-------------|
| 1. GROUP | | | |
| 2. A/C AIRBORNE SORTIES | 11+1 | 12+1 | 12+1 |
| 3. SORTIES CREDITED | 16+1 | 12+1 | 12+1 |
| 4. A/C ATTACKING EFF SORTIES | 10+1 | 12+1 | 12+1 |
| 5. A/A FAILING TO ATTACK | 1 | 0 | 0 |
| a. Mechanical | | | |
| b. Weather | | | |
| c. Enemy action | | | |
| d. Other SPARE | 1 | | |
| 6. A/C LOST | 0 | 0 | 0 |
| a. TO AA | | | |
| b. TO E/A | | | |
| c. TO AA AND E/A | | | |
| d. TO Accident | | | |
| e. By Reasons Unknown | | | |
| 7. TIME OF ATTACK | 1338 1/2 | 1338 | 1339 |
| 8. ALTITUDE OF ATTACK | 24,500 | 26,000 | 25,000 |
| 9. BOMBS DROPPED (PRIMARY) | Leipzig-Sec | Leipzig-Sec | Leipzig-Sec |
| a. Number | 64 60 | 80 72 | 80 72 |
| b. Size | 500 500 | 500 500 | 500 500 |
| c. Type | GP M-17s | GP M-17s | GP M-17s |
| d. Number A/C Bombing | 11 | 13 | 13 |
| BOMBS DROPPED (OTHER) | 0 | 0 | 0 |
| a. Number | | | |
| b. Size | | | |
| c. Type | | | |
| d. Number A/C Bombing | | | |
| BOMPS DROPPED (OTHER) | 0 | 0 | 0 |
| a. Number | | | |
| b. Size | | | |
| c. Type | | | |
| d. Number A/C Bombing | | | |
| 10. BATTLE DAMAGE | 0 | 0 | 0 |
| a. Minor | | | |
| b. Major | | | |
| c. Salvage | | | |
| 12. Claims | 0-0-0 | 0-0-0 | 0-0-0 |

Ret: 4,500 GP

Jet:
6,500 GP
6,500 INC

LEIPZIG

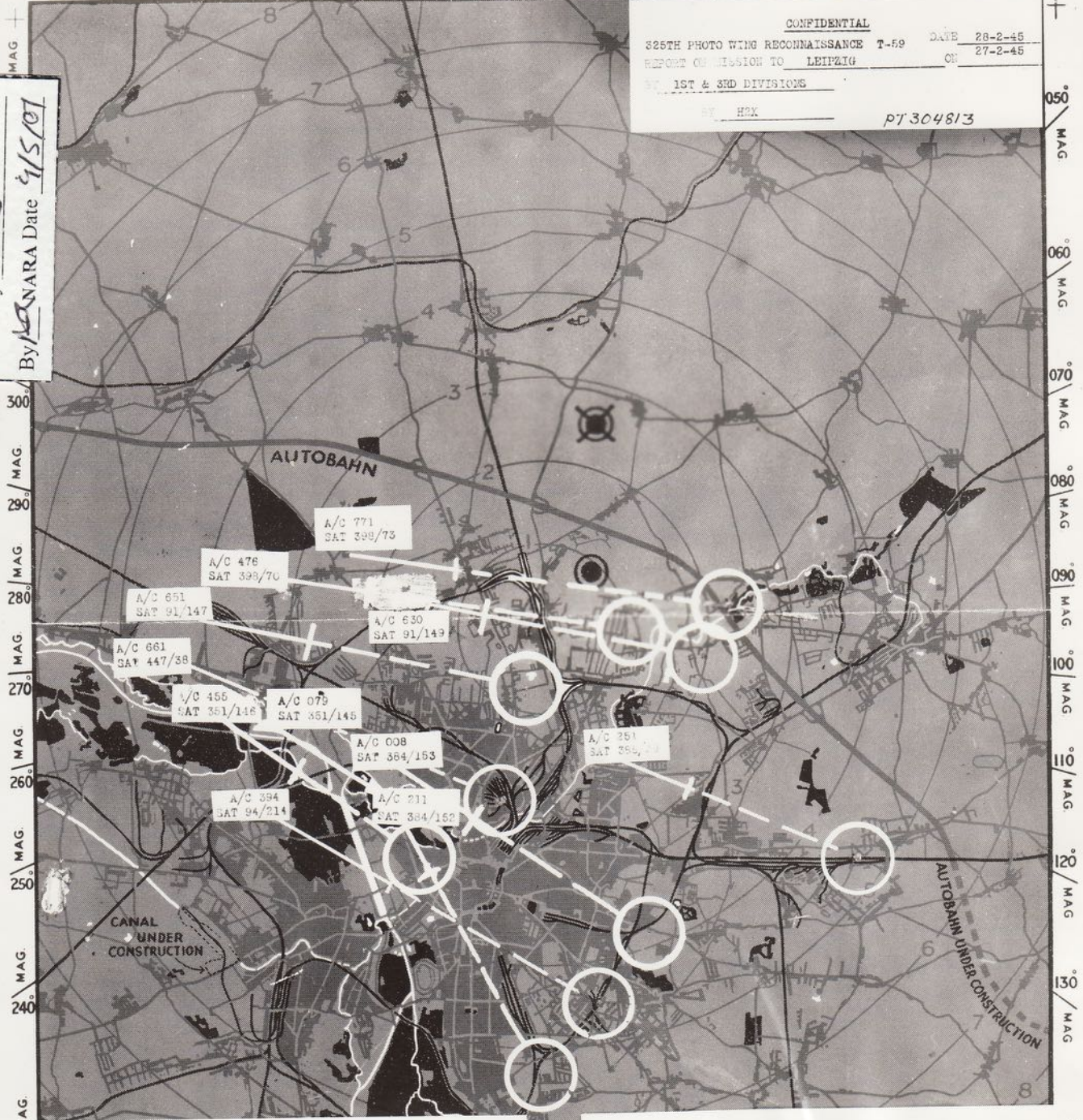
TRUE NORTH

BEARINGS ARE MAGNETIC

330° MAG 340° MAG 350° MAG 360° MAG 010° MAG 020° MAG 030° MAG 040° MAG

CONFIDENTIAL
 325TH PHOTO WING RECONNAISSANCE T-59 DATE 28-2-45
 REPORT OR MISSION TO LEIPZIG ON 27-2-45
 BY 1ST & 3RD DIVISIONS
 BY HBK PT 304813

DECLASSIFIED
 Authority 745005
 By NARA Date 4/5/07



LEGEND

BOMBS AWAY BOMB FALL AREA

TRACK ONLY-BOMBS AWAY PHOTOGRAPH NOT PLOTTABLE

IMPORTANT: THE PURPOSE OF THIS REPORT IS TO FURNISH INFORMATION AS TO THE APPROXIMATE RESULTS OF THIS MISSION PENDING PRU COVER. THESE RESULTS WERE OBTAINED BY PLOTTING H2X SCOPE PHOTOGRAPHS TAKEN ON THE MISSION AND UNDER NO CIRCUMSTANCES DO THEY ATTEMPT TO PREDICT BOMBING ACCURACY.

MAG /220° MAG /210° MAG /200° MAG /170° MAG /160° MAG /150°

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