## IMMEDIATE INTERPRETATION REPORT NO. K. 3886

AFV and MT works

LOCALITY: ULM

A. Railway M/Y

C. Fire Fighting Equipment

D. Town Area.

Works

CO COVERED:

1550 A hours on 27 FEB to 1045 A hours on 2 MAR 1945.

KCKS:

. 8th AIR FORCE

Date 1 MAR 45 S.A.

Reported Weather 10/10 cloud

VISIONAL STATEMENT ON DAIL GE:

The weight of the attack by aircraft of the U.S. 8th AIR FORCE on 1 MAR 45 appears to have fallen across the industrial Northeast end of the town area causing severe damage to industrial, transport, and business/residential facilities. Although the two specific industrial targets escaped damage from the attack and the marshalling yard sustained damage only in the area of the locomotive depot and wagon repair shops, two priority industries were affected as well as several other industrial premises. A road bridge across the Danube was damaged, through rail lines were cut, residential property destroyed and light now damage sustained by the ordrance depot.

Danage to the town includes severe damage to the priority 1 Wieland-Werke A.G. Metallwerke, brass founders and non-ferrous alloy fabricators. Severe room damage is seen to the assembly shop (No. 6 on Illustration No. 3(h)42/5), and other damage is visible to the machine shop (4) heat treatment shop (5) and the power plant (3). Several subsidiary buildings have been damaged or destroyed, Also affected is the Gebr Eberhardt works (priority 3). Several direct hits have been registered on almost every building of the plant. Storage buildings and railroad sidings have been wrecked. At least two other industrial premises have been severely damaged and an incident of new damage is seen in the town gas works (priority 3). Two groups of unidentified hut type buildings have been over 60% destroyed.

Damage seen in Marshalling Yard appears to be concentrated in the north central section. A large locomotive roundhouse has been gutted and a second, half destroyed. A small building connected with these has been destroyed. New craters are seen in the area of the wagon repair shops and in the southern part of the goods depot. Wagons have been damaged but sorting sidings appear intact. Several craters are seen on the embankment of the approach to a road over rail bridge. Southeast of the Danube River in the Neu-Ulm District severe damage is seen to transportation facilities in the station area. Craters on sidings in this area have damaged wagons and torn up trackage. Other craters in the southern part of the city are seen to have cut the railroad line to Friedrich-shafen at 666797 (G.S.G.S. 4416 - W4). In the eastern area craters at 679817 have cut the line to Neiderheim and at 671816 have possibly cut the line to Stuttgart.

Devastation is seen to much business/residential property in the hitherto almost untouched NE section of the city and N part of Neu-Ulm. Both fire and blast damage is visible and in some instances fires still burning are apparent. Damage is seen to the road bridge over the Danube River at Brucken Strasse.

## Details of damage to specific targets:

A. Marshallin; Yard. (Including 'F' Section Notes) (Numbers in parenthesis refer to annotations on Illustration No. 6(d)(vi)125/6)

### Facilities

Locomotive Depots

Other facilities

- Two round houses and subsidiary building damaged (4): 12% unserviceable.
- 12% unserviceable. Craters are seen in southern part of goods depot (7) and in

DECLASSIFIED
Authority 745005
By ANARA Date 4/5/07

M/Y Sidings

No damage.

Locomotive and Rolling Stock

Several damaged or derailed wagens visible.

Through Running Lines

5% unserviceable.

Loading

Moderate.

Ropairs

No statement.

(Print 4078)

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

PHOTOGRAPHS TAKEN BY: 27 Episideen.

SORTIE: US7GR/124A.

MEAN TIME AND BATE OF THOTOGRAPHY: 1045 A hours on 2 MAR 1945.

SCALE: 1/8,000

COVER AND QUALITY: Full cover on good quality prints.

LAST REPORT: K. 3835 (Supp.)

COMPARATIVE SORIIE USED. US7 13/4013 (3113)

PRINT DISTRIBUTED: 4078 (to Follow when available).

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COMP. TOWNS 2 1 IAN 7.045

## INTERPRETATION REPORT S.A. 3305

## ATTACK ON ULM OW 1 MAR 1945

## IMPORIATION RECEIVED ON THE ATTACK:

Ho. of aircraft

420, with full fightor escort.

(b) (c) Command

U.S. STH AIR FORCE.

Timo

1315-1346A hours.

(a)Dombs

3703 x 500 lb. G.P.

1595 x 500 lb. G.P.

## DETAILS OF THE ATTACK:

Bombs are seen filling, but no bursts are visible on 9/10 and 10/10 cloud obscured photographs. For the approximate area of bursts refer to PFF DITERPRETATION REPORT T-61.

#### (iii) AUTOTALIED PRINT:

Hone propered.

#### (iv)BOYB PLOT:

Hone prepared.

#### (v) PHOTOGRAPHS RECEIVED:

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HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

nn

uthority 74 500 S

Date 1 March 1945 13 CBW FO 58 13 CBW OPS 285 3 AD FO 598

CT: Tactical Report (UIM, GERMANY)

# Col. Shuck - 95th

Information Concerning the Targets: a. The primary target (visual) for 13A was the Fire-Fighting Equipment Works, at the Northwest outskirts of Ulm, Garmany.

The primary target (visual) for 13B was the Reilroad Marshelling Yerd, at the Northwest outskirts of Ulm. Germany.

of The secondary target for all Groups was the same as the primary target for 13A. HZX Technique was to be used in the event of the primary target being overcast.

2. Narrative of the Attack: or washing 1339

## a. 13 A Group = 95A, B, O Squadrone:

- (1) Navigation: (a) Assembly: 13A made a normal take off and assembly over Buncher 23 at 9000°. Buncher 27, the Wing Assembly point, was made good, 1 minute late, with 13B in trail CP 1, Southwold, was departed 1 minute early at 9000°.
- (b) Route; CP 2 was reached 7 minutes early, at 13500°, on course. Staying in the bomber stream, 13A was 12-15 miles right of course. A correction to the left was made and CP 3 was made good 13 minutes early, at 19700°. The briefed route was followed to the 13 minutes early, at 19700°. The briefed route was followed to the 19 minutes early, at 19700° and the bomb run, fell behind the other two 950, which had H2X trouble on the bomb run, fell behind the other two Squadrons at the maneuver at the RP. After the bombs were released at 4803-0955, 950 stayed right of course and intercepted the other two Squadrons at 4759-0658. Enroute to the front lines, 958 pulled out to the right of course in order to have one A/C release its bombs out to the right of course in order to have one A/C release its bombs on Rottwell. 958 rejoined the Group, and the route to the Continental Coast was closely followed. The coast was crossed at Ostend at 8000°, at 1618. The English Coast was crossed at Southwold at 2000°.
  - tops 7000%. This condition, with occasional breaks, prevailed over the Goutinent. The IP was identified visually and several check points were picked up on the bomb run. The target, however, was 10/10 overcast.
    - (4) Navigational Difficulties: None.
  - (e) PFF Marrative: Three PFF aircraft were dispatched. The fluxgate compass of 950 was erratic on the bemb run causing the azimuth stabilization to stick. The Z/N was not able to complete the sighting because of this condition. 95A and B sets operated satisfactorily.
    - (2) Bombing: " verbourse:
      - (a) 95A Squadron:

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	POSITION HIGH DEPUTY LDH. LT. Kose / CAOST-TW/TPDC
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### STATION WEATHER OFFICE AAF STATION 119 APO 559

Authority 745005

By Lanara Date 4/5/07

2 March 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 1 March 1945.

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

- l. Base at take-off: Time was 0935 hours. 8-10/10 stratocumulus clouds in two layers base 1000 ft. and 5000 ft. respectively. Visibility 6 miles plus.
- 2. Route to target: 10/10 stratocumulus below 10,000 ft. becoming 10/10 altocumulus and altostratus tops 15,000 ft. at 51° M 022° E. Tops of undercast gradually lowered to below 10,000 ft. over the target. Breaks were seen in the Rhine and Stuttgart area otherwise 10/10. Scattered cirrus above 25,000 ft.
- 5. Target area: Ulm, Germany. Time was 1538 hours. 10/10 stratocumulus below 10,000 ft. Downward visibility 20-30 miles.
- 4. Return route: 10/10 stratocumulus below 10,000 ft. breaking to 5-7/10 in Rhine area becoming 10/10 tops 13-15,000 ft. at 50° M 05° E them breaking to 5-7/10 cumulus and stratocumulus at the continental coast.
- 5. Base on return: Time was 1715 hours. 5-7/10 cumulus base 3500 ft. Visibility 6 miles plus.
  - 6. Remarks: Mone.

LEROY F. TROUTNER,

W/O (jg), AUS,

Asst Weather Officer.

# HEADQUARTERS NINETY FIFTH EOMBARDMENT GROUP (II) Office of the Engineering Officer

uthority 74 5005

APO 559 2 March 1945

SUBJECT: Engineering Report on Combat Mission of 1 March 1945.

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

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

- a. Thirty-six (36) B-17 aircraft took off as scheduled.
- b. Thirty-six (36) 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

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

1 March 1945

JECT: S-2 Report for the Mission to Ulm, Germany for above date.

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

l. The Mission - the 95th group flew as 13A Combat Group to ack Railway Marshalling Yards at Ulm. Because of weather conditions over Ulm the secondary target was bombed by 95A and 95B on H2X. 95C made a run on the Secondary target but PFF equipment went out on bomb run and didn't come back on till shortly before crossing front lines. Rather than bring bombs back 95C jettiosoned their bombs at 4803N-0955E at 1345½ hours.

95A = Eleven A/C plus one PFF took off and formed the lead squadron. A/C bombed the Secondary target, the M/Y at Ulm, on H2X.

95B - Eleven A/C plus one PF took off and formed the high squadron. Ten A/C and the PF bombed the Secondary target on H2X. One A/C 8676 had its bombs hang up over Secondary target and dropped them on a target of opportunity at Rottweil (4810N=0837E) with lead A/C making the sighting and firing a flare at release point. Crew reports bombs hit in center of small town.

95C = Twelve A/C plus one PFF took off and formed the low squadron. Because of H2X failure the bombs were jettisoned by eleven A/C and the PFF.  $O_ne$  spare A/C 9052 turned back at 1030 hours 5213N=0115E because of mechanical failure and jettisoned bombs in channel.

2. Reference is suggested to the operational narrative teletype of Intelligence Section for further information.

For the Intelligence Officer:

ARNO A. KRAUSE, Captain, Air Corps, Ass't. S-2 Officer.

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	F			
7, 5	GROUP	95A	158	950
3,	A/C ATRIONNE SOLTIES	11+1	11+1	12 + 1
30	GORTTES Credited	11+1	11+1	11 -
. 4.	ALC ATTACKING FH Souties	12	19	T.
- 5.	A A FAILING TO ATTACK	: /2	1	None
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8	c. Type	60 M-17	500 500	100 No. 12
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DECLASSIFIED Authority MD 743005 By NARA Date 12-909

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OISAS ( T SUB UNITS) OIWOD

CONFIDENTIAL 3AD R-26-D ATTN: A-2 & S-2

3D AIR DIVISION BRIEFING NOTES - MISSION S OF 1 MARCH 1945

1ST DIVISION: 452 A/C WERE AIRBORNE OF WHICH 132 A/C ATTACKED HEIL-BRONN M/Y-GH AND H2X WITH REPORTED GOOD TO UNOBSERVED RE-SULTS, 115 A/C ATTACKED BRUCHSAL RR CENTER - VISUALLY-WITH FAIR TO GOOD RESULTS, 85 A/ C ATTACKED NECHARSULM M/Y - GH WITH VISUAL CORRECTIONS-GOOD TO UNOBSERVED RESULTS, 69 A/C ATTACKED REUTLINGEN M/Y- VISUALLY-WITH POOR TO GOOD RESULTS, 36 A/C ATTACKED COPPINGEN M/Y-GH- WITH GOOD RESULTS. WEATHER WAS FROM 4/10 TO 10/10 OVER TARGETS. FLAK WAS NIL OVER TARGETS BUT MEAGER ACCURATE FLAK WAS ENCOUNTED OVER BATTLE LINE.

(BATTLE DAMAGE 22 MINOR, 5 MAJOR) NO E/A SIGHTED. NO CLAIMS. THIS DIVISION LOST NO A/C.

WAR 2 1345 02 32

2ND DIVISION:

331 A/C WERE AIRBORNE OF WHICH 253 A/C ATTACKED INGOL-STADT M/Y-H2X-WITH UNOBSERVED RESULTS, 62 A/C ATTACKED AUGSBURG M/Y-H2X-WITH UNOBSERVED . WEATHER WAS 10/10 OVER TARGETS. FLAK WAS NIL TO MEAGER. (NO BATTLE DAMAGE) 6 ME 262S WERE ENCOUNTERED OVER INGOLSTADT ONE OF WHICH MADE AN ATTACK. NO DAMAGE DONE AND NO CLAIMS. THERE ARE 9 A/C LISTED AS NYR FOR REASONS UNKNOWN.

3RD DIVISION:

449 A/C WERE AIRBORNE OF WHICH 418 A/C ATTACKED ULM M/Y H2X WITH UNOBSERVED RESULTS, 2 A/C ATTACKED T.O.'S WITH UNOBSERVED RESULTS. WEATHER WAS GENERALLY 7-10/10 OVER TARGET. FLAK WAS NIL TO MEAGRE AND INACCURATE (BATTLE DAMAGE: 3 MINOR). NO E/A ENCOUNTERED. NO CLAIMS THIS DIVISION HAS 1 A/C NYR, BELIEVED TO HAVE LANDED IN ALLIED TERRITORY AND 2 A/C CAT. E. DUE TO COLLISION OVER BELGIUM COAST.

FIGHTERS:

446 A/C WERE AIRBORNE AS ESCORT TO BOMBER OPERATIONS. 6 ME 262S WERE ENCOUNTERED IN THE INGOLSTADT AREA AS ONE E/A TRIED TO ATTACK 2ND AD BOMBERS. CLAIMS 1-0-0. 1 BU 181 S/E TRAINER A/C WAS DESTROYED IN THE NORDLINGEN AREA. CLAIM 1-0-0. 2 ME 2625 WERE

NEAR BITCHE,

SEEN MAKING PASSES AT A 1ST AD BOMBER THAT WAS STRAGGLING

E, E A VAMOOS D AS ESCORT

DROVE UP. TOTAL AIR CLAIMS. 2-0-0. GROUND STRAFFING

RESULTED IN THE FOLLOWING CLAIMS 9-0-7 E/A, 36-0-12 LOCOMOTIVES, 10-0-161 FREIGHT CARS, 19-0-17 TRUCKS, 1-0-0 ARMORED CARS, 8-0-8 SIGNAL BOXES, 1-0-0 ROUND HOUSE, 21-0-0 NAZI SUPERMEN. 5 A/C ARE DEFINITELY LISTED AS LOST, 2 TO AA, 1 HIT A TRUCK WHILE STRAFFING, AND 2 PILOTS BAILED OUT AFTER THEIR A/C HAD CAUGHT FIRE.

-PARTRIDGE-

CLT BBB TOD 02/0233A MARCH 45

STAND BY

DECLASSIFIED Authority MD 743005 By (ANARA Date 12-909

MAN 7 EYE 7 HAK 7 OIBSE 1 OISNT 1 OIHRM 1 OIMAM 1

USLIST SB SC V THE OLVOD NR 01/02 -OP--OP-

FROM OTWOD (3RD SCOUTING FORCE ) 02/0001A TO OITHE (CG 3AD A-3, A-2, AND TACTICAL ANALYSIS)
(ALL COMB WINGS AND BOMB GROUPS 3AD)

OIHON (1ST SCOUTING FORCE OISTP (2ND SCOUTING FORCE)

### CONFIDENTIAL

MARRATIVE OF 3RD SCOUTING FORCE MISSION OF 1 MARCH 1945.

- 4 B-17'S WERE AIRBORNE BETWEEN 0552 AND 1004 HOURS AND RE-
  - TURNED SAFELY TO BASE BETWEEN 1243 AND 1730 HOURS.

    13 A/C P-51'S WERE AIRBORNE BETWEEN 1037 AND 1530 HOURS AND RETURNED SAFELY TO BASE BETWEEN 1147 AND 1630 HOURS.
- 1 A/C C/S KODAK CONTROL DISPATCHED TO ASSIST DIVISION LEADER 2. IN ASSEMBLY. VAMPIRE A LITTLE EARLY AT CP1 AND OTHER WINGS A LITTLE LATE. CONSIDERABLE INTERVAL BETWEEN VAMPIRE AND CLAMBAKE - KODAK NOTIFIED DIVISION LEADER OF INTERVAL AND
  - SUGGESTED TO CLAMBAKE LEADER THAT INTERVAL COULD BE MADE UP
    BY CUTTING SOUTH OF CP1. MESSAGE NOT ACKNOWLEDGED.

    2 A/C C/S KODAK WHITE SCOUTED ROUTE TO CP3. ALL CONTACTS
    WITH DIVISION LEADER GOOD. 10/10 LOW CLOUD WITH OCCASIONAL
    BREAKS ENTIRE ROUTE. BEGINNING CP2 MIDDLE CLOUD 12 TO 15,000 FEET FOR 15 MILES THEN NO MIDDLE CLOUD TO CP3. HIGH THIN PATCHY STUFF AT 20,000 IN WHICH BOMBERS PULLED L.N.P. CONTRAILS. AIR TO AIR VISIBILITY GOOD. KODAK WHITE AGAIN AIR-BORNE FROM 1530 TO 1630 TO LEAD BONBERS IN - NO DIFFICULT WEATHER AND CONTACTS GOOD.
- 1 A/C B-17 C/S DROWSY FREDDIE DISPATCHED AS LOCAL 1 TO SCOUT I// MERRKKER WEATHER ()9:-)). ME

2 A/C B-17'S C/S DROWSY HOWE AND DROWSY ABLE DISPATCHED TO SCOUT WEATHER ONE HOUR AND TWENTY MINUTES PRECEDING BOMBERS.
1 A/C B-17 C/S BAKER DISPATCHED AS RELAY SHIP.

A D-51'S C/S KODAK RED FLEW TO TARGET. CONTACTS EXCELL-SOM AND WENT UP TO 5,000