

CONFIDENTIAL
4 MAR 1945

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IMMEDIATE INTERPRETATION REPORT NO. K. 3886

LOCALITY: ULM

- A. Railway M/Y C. Fire Fighting Equipment
B. AFV and MT works D. Town Area. Works

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

ACKS:

	Date	S.A.	Reported Weather
8th AIR FORCE	1 MAR 45	5305	10/10 cloud

VISIONAL STATEMENT ON DAMAGE:

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 ordinance depot.

Damage to the town includes severe damage to the priority 1 Wieland-Werke A.G. Metallwerke, brass founders and non-ferrous alloy fabricators. Severe roof 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 Friedrichshafen 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. Marshalling Yard: (Including 'F' Section Notes) (Numbers in parenthesis refer to annotations on Illustration No. 6(d)(vi)125/6)

Facilities

Locomotive Depots

: Two round houses and subsidiary building damaged (4); 12% unserviceable.

Other facilities

: 12% unserviceable. Craters are seen in southern part of goods depot (7) and in area of wagon repair shops (6)

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W/Y Sidings

No damage.

Locomotive and Rolling Stock

Several damaged or derailed wagons visible.

Through Running Lines

5% unserviceable.

Loading

Moderate.

Repairs

No statement.

(Print 4078)

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

PHOTOGRAPHS TAKEN BY: 27 Squadron.

SORTIE: US7GR/124A.

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

SCALE: 1/8,000

COVER AND QUALITY: Full cover on good quality prints.

LAST REPORT: K. 3835 (Supp.)

COMPARATIVE SORTIE USED. US7GR/4013 (3113)

PRINT DISTRIBUTED: 4078 (to follow when available).

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BY BASE LAB 325TH PHOTO WING RGN

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2 MAR 1945

INTERPRETATION REPORT S.A. 3305

ATTACK ON ULM ON 1 MAR 1945

INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 420, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1315-1346A hours.
- (d) Bombs : 3703 x 500 lb. G.P.
1595 x 500 lb. G.P.

DETAILS OF THE ATTACK:

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

(iii) ANNOTATED PRINT:

None prepared.

(iv) BOMB PLOT:

None prepared.

(v) PHOTOGRAPHS RECEIVED:

SAV 34/639-631	1 MAR 1945	1334A hours	1/36,000	(F.L. 7")	21,000'	'C'
" 94/1443, 1451,	"	" "	1/37,700	"	22,000'	'B-C'
1453	"	" "	" "	"	"	"
" 95/1510-1515	"	1337A "	1/36,850	"	21,500'	'C'
" 96/904, 905	"	1515, 1522A	1/37,400	"	21,800'	"
		hours				
" 535/1097, 1099,	"	1327A hours	1/37,700	"	22,000'	"
1100						
" 338/978, 981,	"	1320A "	1/36,850	"	21,500'	"
932						
" 390/1417, 1418,	"	Unknown	1/37,700	"	22,000'	"
1421-1423						
" 447/1036-1044	"	"	1/36,850	"	21,500'	"
" 452/1000, 1002,	"	1316A hours	1/37,700	"	22,000'	"
1003						
" 487/843, 849,	"	1346A "	"	"	"	"
351						
" 490/718, 720,	"	1536A "	1/39,400	"	23,000'	"
721						
" 493/706	"	1529A "	1/22,000	"	22,000'	"
O 96/26	"	Unknown	Oblique	(F.L.6- 3/8")	"	'B'

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HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

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

File

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Authority 745005
By NARA Date 4/5/07

SUBJECT: Tactical Report (ULM, 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, Germany.

b. The primary target (visual) for 13B was the Railroad Marshalling Yard, at the Northwest outskirts of Ulm, Germany.

c. The secondary target for all Groups was the same as the primary target for 13A. H2X Technique was to be used in the event of the primary target being overcast.

2. Narrative of the Attack:

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

(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 IP. 13A peeled off and made individual H2X runs on the secondary. 95C, 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, 95C stayed right of course and intercepted the other two Squadrons at 4759-0858. Enroute to the front lines, 95B pulled out to the right of course in order to have one A/C release its bombs on Rottweil. 95B 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°.

(c) Weather: There were 9-10/10 clouds over the bases, tops 7000°. This condition, with occasional breaks, prevailed over the Continent. The IP was identified visually and several check points were picked up on the bomb run. The target, however, was 10/10 overcast.

(d) Navigational Difficulties: None.

(e) PFF Narrative: Three PFF aircraft were dispatched. The fluxgate compass of 95C was erratic on the bomb run causing the azimuth stabilization to stick. The E/N was not able to complete the sighting because of this condition. 95A and B sets operated satisfactorily.

(2) Bombing:

(a) 95A Squadron:

STATION WEATHER OFFICE
AAF STATION 119
APO 559

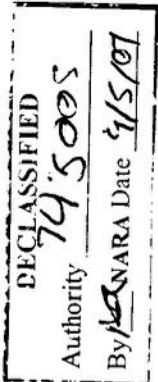
T-D-2

2 March 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 1 March 1945.
TO : Commanding Officer, Hq., 95th Bomb Group(H), APO 559, U. S. Army.

1. **Base at take-off:** Time was 0935 hours. 8-10/10 stratocumulus clouds in two layers base 1000 ft. and 3000 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° N $02\frac{1}{2}^{\circ}$ 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.
3. **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° N 05° E then 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:** None.

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



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

V-A-1


APO 559
2 March 1945

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

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

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Authority
By/ANARA Date 4/5/07

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.

1. The Mission - the 95th group flew as 13A Combat Group to
back 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 jettisoned their bombs at 4803N-0955E
at 1345½ hours.

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

95B - Eleven A/C plus one PFF took off and formed the high
squadron. Ten A/C and the PFF 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. One 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
ARNO A. KRAUSE,
Captain, Air Corps,
Ass't. S-2 Officer.

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Authority

By/ANARA Date 4/5/07

OPERATIONAL REPORT - STATISTICAL SECTION

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 Authority 745005
 By *[Signature]* NARA Date 4/5/07

	95A	95B	95C
1. GROUP			
2. A/C AIRBORNE Sorties	11+1	11+1	12+1
3. SORTIES Credited	11+1	11+1	11+1
4. A/C ATTACKING Eff. Sorties	12	12	None
5. A/A FAILING TO ATTACK	0	0	12+1
a. Mechanical			
b. Weather			
c. Enemy action			Spore 1
d. Other			10+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	1337	1338	1345 1/2
8. ALTITUDE OF ATTACK	21,800	22,400	21,800
9. BOMBS DROPPED (PRIMARY)	ULM	ULM	Settled 4803-0953
a. Number. <i>Secondary</i>	108	44	98
b. Size	500	500	500
c. Type	GP	M-17	GP
d. Number A/C Bombing	12	11	12
BOMBS DROPPED (OTHER)	0	480-0937 Potting	0
a. Number		4	9
b. Size		500	500
c. Type		M-17	GP
d. Number A/C Bombing		1	
BOMBS 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
		Returned	Settled 1h Channel
		2XM-17	4-M-17
		1X500 GP	9X500 GP

Authority NWD 745005By ANARA Date 12-9-09

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

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 MEAGER 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 262S WERE
 SEEN MAKING PASSES AT A 1ST AD BOMBER THAT WAS STRAGGLING
 NEAR BITCHE, E/A VAMOOSSED 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

