

286

Handwritten initials/signature

CONFIDENTIAL
18 MAR 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 4020

LOCALITY: DRESDEN

PERIOD COVERED: Up to 16 MAR 1945

ATTACKS:

	<u>Date</u>	<u>S.N.</u>	<u>Reported Weather</u>
U.S.8th AIR FORCE	7 OCT 1944	2823	Clear
U.S.8th AIR FORCE	16 JAN 1945	3149	Clear
U.S.8th AIR FORCE BOMBER COMMAND	13/14 FEB 1945	-	Clear to 10/10 cloud
U.S.8th AIR FORCE	14 FEB 1945	3207	Clear
U.S.8th AIR FORCE	15 FEB 1945	3212	10/10 cloud
U.S.8th AIR FORCE	2 MAR 1945	3314	8/10 to 10/10 cloud

PROVISIONAL STATEMENT ON DAMAGE

It is now apparent that the whole central, south, and eastern sections of Dresden have been extensively gutted. Damage reaches devastating proportions in the city center, and in the districts of Johannstadt, Neustadt, and Plauen. Outside of this area there is severe damage extending to the northern, eastern and southern extremities of the city. In addition, considerable HE destruction is visible in the southwestern portion, south of the Friedrichstadt marshalling yard.

Due to lack of cover no statement can be made for the industrial area around the Albert Hafen and the northern bend of the Elbe.

Details of damage in addition to that previously listed in supplement K.3742 are:

Industrial

- Shipyards: Heavy damage.
- Aircraft Component Factory: Heavily damaged.
- Aircraft Component Factory: gutted.

Public Buildings

- Saxony Propaganda Ministry: partially gutted.
- Main Post Office: Heavily damaged.
- Nazi District Hqtrs: gutted
- State Railway Directory: severe damage.

Public Utilities

- Town power station: some roof damage.

Military

- Arsenal: slight damage
- Barrack area: partial gutting

Transportation

- Main Passenger Station: heavy roof damage.
- Friedrichstadt Station: heavy damage

Friedrichstadt Marshalling Yard

Large railway shops: severe damage

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 By EUNARA Date 9/14/07

Group of Railway shops : 2 roundhouses gutted
(S. of goods station) 2 " " severely damaged
Large shed destroyed.

Unidentified Railway Buildings: Numerous buildings destroyed on railway premises
throughout the town.

Road over Rail Bridges: 2 bridges W. of Main station holed, partially unservice-
able.

(Print 3160-90, 4160-4200)

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

PHOTOGRAPHS TAKEN BY: 544 Squadron.

SORTIE: 106G/4864

MEAN TIME AND DATE OF PHOTOGRAPHY: 1500 A hrs. on 16 MAR 1945

SCALE: 1/8,000 (F.L.36")

COVER AND QUALITY: Part cover on fair quality prints. The industrial area around
the northern bend of the river still not covered.

LAST REPORT: Supp. to K 3742 dated 18 FEB 1945

COMPARATIVE SORTIE USED: 106G/630

PRINT DISTRIBUTED: 3187, 4169 (to follow when available)

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A.C.I.U.
JHN/MF

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By SWNARA Date 9/10/07

7/1/45
CONFIDENTIAL
17 MAR 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 3993

LOCALITY: RUHLAND Synthetic Oil Plant

PERIOD COVERED: From 1300 A hours on 12 OCT 1944, to 1415 A hours on 16 MAR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8th AIR FORCE	2 MAR 1945	3316	9/10 to 10/10 cloud
U.S. 8th AIR FORCE	3 MAR 1945	3319	5/10 to 9/10 cloud

PROVISIONAL STATEMENT ON DAMAGE:

On a single print, marred by a smoke screen in operation, little fresh damage is visible. Concentrations of craters are seen in the SW corner of the plant spreading out into open country and causing moderate damage in the small adjoining village.

One small building SW of the boiler house has been demolished and several of a large number of small huts clustered in the extreme south have been damaged or destroyed. One workman's hut just outside the plant has been hit. Railway tracks serving the plant have been cut in several places.

Since the last cover on 12 OCT 1944 extensive repairs have been carried out on installations, buildings, gasholders, and storage tanks.

(Print: 3062)

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

PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7GR/52B

MEAN TIME AND DATE OF PHOTOGRAPHY: 1415 A hrs. on 16 MAR 1945.

SCALE: 1/7,300

COVER AND QUALITY: Full cover on a single print of rather poor quality.

LAST REPORT: K. 3304 issued 28 OCT 1944.

COMPARATIVE SORTIE USED: 680/36 (4035,6,7)

PRINT DISTRIBUTED: None.

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A.C.I.U.
JEM/CS

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By EW/NARA Date 9/14/07



RUHLAND
K4123
DISFLAG



PRINTED BY BASE LAB 525TH PHOTO WING RCN

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By SW/NARA Date 9/14/07

DRESDEN
K 4020 (supplement)
Dist-91C

A



b. The secondary target (visual or H2X) for all Groups was the center of Dresden, Germany.

2. Narrative of the Attack:

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

(1) Navigation: (a) Assembly: The Squadrons made a normal take off and climbed to assembly altitude over Buncher 11. Kodak Red Weather Control advised the Group leaders to raise the assembly altitude an additional 2000' so that no difficulty would be experienced with the cloud layer over the Channel. The Wing Assembly was made at Buncher 11, a minute early. The English Coast was crossed 2 miles south of Southold, approximately a minute early.

(b) Route: The Division was drifting off course while crossing the channel. It was necessary, consequently, to make a correction to the North and intercept the briefed course at CP 2. The Division was at 14500' when the Continental Coast was crossed. In order to remain in the bomber stream, 13A was forced to fly slightly south of course to approximately 0600Z, at which point the Division Leader announced to make very pronounced "S" turns along the route. The 13A Leader contacted Clam A and inquired as to his actions. It then learned that the Lead Navigator in the Division Lead A/C was apparently disoriented and was endeavoring to orient himself. After considerable waiting, the briefed route was again assumed at 0830Z and followed to the IP. At this point Kodak Red relayed weather data to the Air Leaders, informing them that the primary target was covered. The Division Leader announced that the secondary would be attacked. Kodak Control gave invaluable aid all along with target weather data. Just prior to reaching the IP, the 13A Leader was notified of bandits in the target area, and decided to bomb in Group formation. The IP was cut a little short by the R/N when he made his turn onto the target. The subsequent IP selected and used was 5121-1309. The R/N set up course into the target and gave the bombardier rate checks along the bomb run.

After bombs away the Group made good the RP and abreast 93C. The 13A deviated to the left of course to avoid passing over the Bruxiak defenses near the briefed route. The turning point at 5020-1358 was over about several miles in order to remain in the bomber stream. From this point, the Division Column began to drift south of course to about 11 degrees E, where the column was 15 miles south of course. After relaying a fix to the Division Leader, the briefed course was intercepted and followed to the battle lines at CP 2. The 13A Leader then contacted the Division Leader to the IP, which at 1100Z was a straight line to the IP in front of the Division Column.

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

TR, 2 Mar. '45

The 13A altered course to base at CP 4 and was north of course at the Continental Coast, which was crossed at 1439, altitude 8000'. The English Coast was reached at 5219-0141, at 1522, altitude 1100'.

(c) Weather: A low cloud layer prevailed over the base areas. No difficulties, however, was experienced during assembly with this layer. Kodak Red gave very good weather aid throughout. The assembly altitude was raised an additional 2000' to avoid reported activity over the channel. A 10/10 undercast, with an occasional break, was reported over the Continent and target area. Winds reported from 325 degrees at 80 knots.

(d) Difficulties: "S"ing along the route made navigation difficult. 390C lead A/C had very poor IIR reception. The R/N reported definition and link range could be used very sparingly as a navigation aid. The unit went out at the battle lines on return.

(e) PFF Narrative: Three PFF A/C were dispatched. All sets operated satisfactorily.

(2) Bombing:

(a) 390A B. C Squadrons:

	ltz	Nav	Lt. Rosen
390A	Capt. Beazley	Asst Nav	Lt. Lewis
Co-Pilot	Lt. Taylor	R/N	Lt. Caserly
		Bomb	Lt. Rosen

2. A/C Attacking: Bombs Dropped

<u>a.</u> Secondary	36	653x250 LB GP
		1x R-1
		2x G 97
		2x G 30
		5x T318
Jettisoning	2	2x 250 LB GP
Return	2	2x 250 LB GP

b. Bombing Altitude: 22151'

c. Time of Release: 1030

3. Run-in from IP to Target: The maneuver at the IP, which was made 4 miles short of briefed IP, was good. The R/N took over, set up course, and picked up the target in the Radar Scope at 40 miles. The bombardier was cluttered in at 10 miles, and subsequent rate checks of 8 and 6 were very accurate. The angle of dropping angle at bombs away was .68. Bombs were released on a true heading of 150 degrees. C-1 Auto-Pilot was used on the bomb run. 390B and C released off 390A because of the presence of clouds.

4. PI Report: Photos show 10/10 undercast.

5. Bombing Malfunctions: 390B: A/C 600 returned 9x250 LB GP because of engine malfunctions. A/C 093 jettisoned 14x250 LB GP because of engine malfunctions.

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21 Feb 1945

1000

(1) (a) A

a normal

of and

CP 1, Southwold,

(b) Route

in excellent assistance, CP 2 was P 3.

CP 3 was

miles north

After

route to route was course was as at

(c) Weather

(d) Navigational

(e) PFE Narrative

(2) (a)

(a) 1000, C 50

Cr... Lt. Crit. Cor

A/C... Bombs Dropped

70... 60 LB CP

b. Bombing Altitudes:

c. Time of Release

1. Run-in from IP to Target. The recovery at the IP was made good. The... at 10 miles, and rate checks at 70, 68, 66.7, 65.7, 62.7, and 58.19 degrees... Bombs were released on a true heading of

DECLASSIFIED Authority 745005 By SP4 NARA Date 9/14/07

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE / / 44 TARGET DUTY OFFICERS
- CBW 13E GROUP 95A GP. LEADER Major Jimmy A/C 8230 W/T JCZ-M
POSITION Lead DEPUTY LDR. H. Rose A/C 9037 W/T PAH-T
- 1ST. TAXI TIME 0640 EST. T.O. 1ST A/C 0650 LTD BASE 0745
ETR BASE 1540
- NUMBER A/C DETAILEDLY SCHEDULED 12 NUMBER OF SPARES INCLUDED 1
- TIME 1ST T.O. TIME 1ST LANDING
LAST LANDING
- SQUADRON 334 NO. OF A/C 3 CALL SIGNS; W/T JCZ

	M	X	P																
A/C	8230	8990	9152	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	0635	0657	0658	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	1544	1533	1539	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C CALL SIGNS: W/T NKS

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

SQUADRON 336 NO. OF A/C 9 CALL SIGNS: W/T PAH

	T	U	X	P	A	E	L	W	Y										
A/C	9037	8469	8604	8272	8584	8106	6475	6993	8676	:	:	:	:	:	:	:	:	:	:
A.T.O.	0636	0650	0651	0652	0652	0653	0654	0655	0656	:	:	:	:	:	:	:	:	:	:
A.T.R.	1545	1552	1547	1547	1546	1552	1550	1549	1548	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

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

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

SQDN	REFFER	NUMBER	DESIGNATION	REMARKS	SORTIE
:	:	:	:	:	:
:	:	:	:	:	:
:	:	:	:	:	:

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 By SWNARA Date 9/16/07

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE / / 44 TARGET DUTY OFFICERS
- CBW 13C GROUP 95B GP. LEADER Lt. Greer A/C 8667 W/T NKS-L
POSITION High DEPUTY LDR. Lt. O'Toole A/C 6946 W/T KDP-F
- 1ST. TAXI TIME 0630 1ST. T.O. 1ST A/C 0640 LTD BASE 0740
ETR BASE 1540
- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF SPARES INCLUDED
INCLUDED 1
- TIME 1ST T.O. LAST T.O. TIME 1ST LANDING
LAST LANDING
- SQUADRON 334 NO. OF A/C 2 CALL SIGNS; W/T JCZ

O U C L

A/C	:1867	:8525	: 9175	:9175	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:0643	:0646	:0283	:0642	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1540	:1541	:0641	:1536	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:1537	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 1 CALL SIGNS: W/T NKS

L

A/C	:8667	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:0637	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1535	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

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

SQUADRON 412 NO. OF A/C 10 CALL SIGNS: W/T KDP

F L B E Y H M Z J C

A/C	:6946	:757	:8004	:8067	:9175	:6522	:8741	:8581	:8826	:8140	:	:	:	:	:	:	:	:	:
A.T.O.	:0638	:0640	:	:0645	:	:0642	:0644	:0706	:0644	:0706	:	:	:	:	:	:	:	:	:
A.T.R.	:1536	:1535	:	:1538	:	:1540	:1539	:1543	:1542	:1543	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

SQDN	INTELR NUMBER	DESIGNATION	REMARKS	SORTIE

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 Authority 745005
 By NARA Date 9/16/07

- DATE / / 44 TARGET DUTY OFFICERS
- CBW 13C GROUP 95C GP. LEADER St. Pearson A/C 8040 W/T KDP-N
POSITION Low DEPUTY LDR A. Getchins A/C 6838 W/T NKS-E
- EST. TAXI TIME 0650 EST. T.O. 1ST A/C 0700 LTD BASE 0750
ETR BASE 1540
- 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 6 CALL SIGNS; W/T JCZ

	B	P	H	T	V	F								
A/C	:8726	:8283	:9175	:8996	:8657	:7154	:	:	:	:	:	:	:	:
A.T.O.	:0658	:	:	:0659	:0700	:0707	:	:	:	:	:	:	:	:
A.T.R.	:1556	:	:	:1607	:1604	:1603	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 6 CALL SIGNS: W/T NKS

	E	B	A	V	K	G								
A/C	:6838	:7204	:8255	:2450	:8269	:6902	:	:	:	:	:	:	:	:
A.T.O.	:0639	:0702	:0708	:0708	:0708	:0704	:	:	:	:	:	:	:	:
A.T.R.	:1558	:0701	:1601	:1559	:1602	:1604	:	:	:	:	:	:	:	:
REMARKS	:	:1600	:	:	:	:	:	:	:	:	:	:	:	:

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

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

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

	N	B	Y											
A/C	:8040	:	:9177	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:0638	-	:0705	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1557	-	:1558	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

SQDN	LETTER	NUMBER	DESIGNATION	REMARKS	SOURCE
:	:	:	:	:	:
:	:	:	:	:	:

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 By NARA Date 9/16/07

STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-A-2

3 March 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 2 March 1945.

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

1. Base at take-off: Time was 0650 hours. 4-6/10 stratocumulus base 3-4000 ft., tops 5000 ft. Visibility 5 miles.

2. Route to target: Scattered stratocumulus below 5000 ft. over the channel becoming broken cumulus below 8000 ft. over Zuider Zee, then 10/10 with breaks for remainder of route.

3. Target area: Dresden, Germany. Time was 1030 hours. 9-10/10 stratocumulus below 8000 ft.

4. Return route: Reverse of route to target.

5. Base on return: 5-6/10 high stratocumulus base 7000 ft., tops 8000 ft. and 4-5/10 cumulus base 3000 ft., tops 5-6000 ft. Visibility 5-10 miles.

6. Remarks: None.



WALTER S. MILLS, JR.,
Capt., Air Corps,
Staff Weather Officer.

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Authority 745005

By SWNARA Date 9/14/07

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 2 March 1945.

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

1. The following information is submitted concerning combat mission of 2 March 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 SWN NARA Date 9/14/07

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

APO 559
2 March 1945

SUBJECT: Mission Expenditure Report for 2 March 1945.

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

1. Following are the armament expenditures for the mission of 2 Mar 1945.

A. Station AAF 119
B. Unit 95th Bombardment Group (H)
C. Type of Ammunition Cal. 50 API&I-TIEI
D. Gun locations and number of guns

74 Ball Turret Guns	740
74 Upper Turret Guns	740
37 Left Waist Guns	370
37 Right Waist Guns	370
37 Left Nose Guns	370
37 Right Nose Guns	370
74 Chin Turret Guns	740
74 Tail Guns	740

E. Total number of guns.....444
F. Total amount of ammunition expended.....4440 rounds.
G. Total number of bombs expended.....713- 250 lb. G.P. Demolition
Bombs.
6- Chb M 1 Sky Markers.

Leonard F. Dawson
LEONARD F. DAWSON
Capt. Air Corps
Group Armament Officer

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By *ECNARA* Date 9/14/07

FROM HRM 022130A
TO OIHRM
FRA
TAS

SECRET 95BG R58D. OPERATIONAL NARRATIVE REPORT.

1. NONE.
2. A SQUADRON. PRIMARY RUHLAND, H2X, PHOTOS CLOUD COVERED.
RN ESTIMATES FAIR RESULTS.
B SQUADRON. SECONDARY DRESDEN, H2X, PHOTOS CLOUD COVERED.
RN CALLS NW SECTION OF DRESDEN HIT.
C. SQUADRON. PRIMARY RUHLAND, RELEASED ON A SQUADRON,
PHOTOS CLOUD COVERED, FOR RESULTS SEE A SQUADRON. EXPLANATION
IN PAR. 7.
3. 1015 HOURS 5217-1217-22, 500 FEET TWO ME 109'S AFTER FOLLOWING
FORMATION LEVEL FOR ABOUT TEN MINUTES MADE AN ATTACK ON THE
LOW SQUADRON. E/A FELL IN TRAIL ABOUT 600 YARDS APART AND MADE
ATTACK FROM YXXXXX FROM 6 O'CLOCK LEVEL. OPENED FIRE AT ABOUT
600 YARDS AND PRESSED ATTACK TO 300 YARDS, SEEMING TO HANG
IN AIR FOR A FEW SECONDS, BEFORE BREAKING OFF TO THEIR RIGHT
AND DIVING DOWN INTO THE CLOUDS HEADING NORTH WITH P-51'S ON
THEIR TAIL. ONE MINUTE PRIOR TO THIS ATTACK 3 ME 163'S
CAME LOW UNDER FORMATION FROM NOSE TO FIVE O'CLOCK WITH P-51'S
ON TAIL. THIS COULD POSSIBLY HAVE BEEN A DECOY. THE ME 109'S
WERE DULL GREY. TWO E/A WERE CLAIMED DAMAGED. OUR FORMATION
AT THE TIME OF ATTACK WAS GOOD. FIGHTER ESCORT BUSY AT THE TIME
BEING ENGAGED WITH ABOUT 10 FW 190'S IN DOG-FIGHTS. NO BATTLE
DAMAGE. ENEMY FIGHTER PILOTS WERE BOTH AGGRESSIVE AND EX-
PERIENCED. WE WERE FLYING AS 13C WHICH WAS NUMBER TWO BOMBER
STREAM OF DIVISION. OUR HEADING WAS 100 DEGREES.
4. FLAK.
 - A. DAMAGE AND LOSSES. NONE-FINAL.
 - B. OPERATIONS.
 1. NONE
 2. NONE
 3. 95A AND 95C BOMBED RUHLAND, 95B BOMBED
DRESDEN.
 - C. AMOUNT ACCURACY AND TYPE OF FIRE.
 1. TARGET 95A, 95C INACCURATE MEAGRE TRACKING.
TARGET 95B, INACCURATE MEAGRE BARRAGE.
 2. NONE
 3. OBSERVED: ZWOLLE INACCURATE MEAGRE TRACKING.
5237-1005 " " BARRAGE
HANNOVER " " "
 4. OBSERVED: 5012-1321 " " TRACKING.
 5. NONE
 - D. PHENOMENA: NONE.
5. WEATHER: 10/10THS CLOUDS WITH SMALL BREAKS
6. OBSERVATIONS:
 - 5033-1205-1120-27 E/A ON A/D.
 - 4957-1137-1123-AT BAYREUTH SAW A/F WITH 6 LARGE TRANSPORT PLANES
M/Y FULL OF CARS.
 - 5034-1146-1133-40 TO 50 CAR HOSPITAL TRAINS STANDING STILL.
 - 3-4 SECTIONS OF CARS MARKED WITH RED CROSS.
 - FULDA-1228-M/Y FULL OF CARS.

DECLASSIFIED
Authority 745005
By SWNARA Date 9/16/07

3BD INST 45-2 (9 OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

DECLASSIFIED

Authority 745005

By SWNARA Date 9/16/07

	95A	95B	95C
1. GROUP <i>Sol</i>			
2. A/C AIRBORNE <i>Sorties</i>	11+1	12+1	11+1
3. SORTIES <i>CREATED</i>	11+1	12+1	11+1
4. A/C ATTACKING <i>Effective Sorties</i>	11+1	12+1	11+1
5. A/A FAILING TO ATTACK	0	0	0
a. Mechanical			
b. Weather			
c. Enemy action			
d. Other			
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	1031	1047	1031
8. ALTITUDE OF ATTACK	20500	21000	22500
9. BOMBS DROPPED (PRIMARY)	<i>Ruhland H2X</i>		<i>Ruhland (H2X-dropped in H)</i>
a. Number	232		231
b. Size	250		250
c. Type	GP		GP
d. Number A/C Bombing	12		12
BOMBS DROPPED (OTHER)		<i>Dresden Sec.</i>	
a. Number		250	
b. Size		250	
c. Type		GP	
d. Number A/C Bombing		13	
BOMBS DROPPED (OTHER)			
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	0-0-2
		<i>2X 250GP Ret</i>	<i>1X 250GP Ret</i>

*Thomed 1615h
allk*

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

2 March 1945

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

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

1. The Mission - the 95th group flew as the 13 C Combat Group to attack the Oil Refinery at Ruhland, Germany. 95A and 95C bombed the primary target on H2X with 95C dropping on 95A because there were E/A in the area. 95B was in the group formation on the primary bomb run but left them at 5105N-1410E using that point as an IP for a run on the secondary at Dresden using H2X. At 1015 hours 5217N-1217E at 22,500' tow Me 109s, after following group for about ten minutes, made an attack from six oclock level on the low squadron. There was no battle damage from the attack.

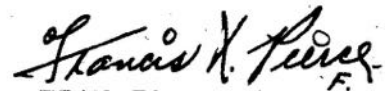
95A - Eleven A/C plus one PF^F took off and formed the lead squadron. All A/C bombed the primary target on H2X.

95B.- Twelve A/C plus one PF^F took off and formed the high squadron. All A/C bombed the secondary target on H2X.

95C - Eleven A/C plus one PF^F took off and formed the low squadron. All A/C bombed the primary target dropping on 95A.

2. Reference is suggested to the Operational Narrative teletype of the intelligence section for further information.

For the Intelligence Officer:


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