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HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 9 March 1945
13 CBW FO 64
13 CBW OPS 291
3 AD FO 605

SUBJECT: Tactical Report (FRANKFURT-AM-MAIN, GERMANY)

TO : Col. Shuck - 95th

1. Information Concerning the Targets: a. The primary target (Visual or Cat Mouse) for 13A, B, and C was the Sheet Rolling Mills of the VEREINIGTE DEUTSCHE METALLWERKE A.G., situated 2 mile N of HERRERNHEIM, a suburb of Frankfurt-am-Main, Germany.

b. The secondary target (H2K) for 13A, B, and C was the Railway Marshalling Yard west of Frankfurt-am-Main, Germany.

2. Narrative of the Attack:

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

(1) Navigation: (a) Assembly: Group assembly was accomplished without difficulty. At the first Wing control point, 13A was one minute late, and on the assembly route cut inside of Buncher 11 in order to make up the time. 93 Wing formation reached CP 1 late forcing 13A to leave the coast 3 miles to the south of CP 1. 13A departed the coast at 0805 and at an altitude of 10000'.

(b) Route: The route across the channel was flown consistently 3 to 5 miles south of course. The continental coast was entered 3 miles south of CP 2 at 0849. 13A continued south of course in the Zuider Zee area, and in the vicinity of 0800E cut the turning point short by 5 miles in order to close up the Division Column interval. At this point, 390A had weak intermittent beacon reception; consequently, in the area of 5120N-0840E, the leader turned over the lead to 390B, which had better reception. During the change of lead maneuver, the IP was undershot by 5 to 10 miles to the SSW. The cloud coverage at this point was 8/10. Kodak Red reported 4/10 to 6/10 cloud coverage in the target area. 390B began a C/M sighting on the primary with A in formation; 390C began the run individually trailing to the left. An error in the Cat Mouse course compelled the Squadrons to attack the secondary target. After a right turn off the target, 13A re-assembled in Group formation. CP 3 was made good at 1100, one minute earlier than briefed. The withdrawal route was uneventful. The continental coast was departed at 1226 at Le Touquet, at 8000'. The English Coast was crossed at 1246, at 8000', at Bexhill.

(c) Weather: The weather was GAVU over England and the channel. On the route into the target, in the target area, and on the withdrawal route, there was 6 to 8/10 cloud coverage.

(d) Navigational Difficulties: "S"ing of bomber stream between Bielefeld and the Pre-IP.

(e) PFF Narrative: Four PFF A/C were dispatched. 390A received weak, intermittent beacon returns and was unable to retain them on the scope. The RN followed through on H2K on the bomb run. 390B had strong beacon reception, and attempted a C/M sighting on the primary target. An error in the beacon course prevented an attack on the primary target. 390C had difficulty receiving both beacons on one tuning setting; this made it impossible to retain both beacons in scope at one time. 390A-deputy had no beacon reception at all.

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(2) Bombing:

(a) 390B, A, C Squadrons (660; 750; 571)

<u>1.</u>	AL	Lt. Col. Walters	N	Lt. Buhrmaster
	P	Capt. Briggs	AN	Capt. Arvin
	GP	Lt. Arnold	RN	Lt. Heaton
			B	Lt. Martin

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Secondary	37	695x100 GP
			334xM-17 IB
	Returning	2	34x100 GP
			20xM-17 IB

b. Bombing Altitude: 23500'

c. Time of Release: 1011

3. Run-in from IP to Target: After the maneuver at the IP, which was made 5 to 10 miles SSW of the briefed IP, the RN of 390B began a Cat Mouse sighting on the primary target. 390A, because of no beacon reception, echeloned in formation to the left of B, and 390C trailed, individually, to the left on the run. The RN of 390B initiated the bomb run by making a 35 degree turn to the left in order to intercept the curvature C/M course. On the remainder of the approach to the target, the RN made constant corrections to the right in an effort to stay on the beacon course. Rate checks from 9 to 3 miles from the target were given to the bombardier; however a few seconds before bomb release time, the bombardier sighted the primary target 3 miles to the left, and withheld the bombs. At this point, the bombardier recognized the secondary target area, and made a radical left turn towards it. The sighting was made on the smoke trails of previous Groups. 390C, meanwhile, was unable to retain the beacons in the scope, and followed A and B on the run; as a result C was too far to the right to make a sighting on the primary. The bombardier began to close the bomb bay doors, but the Air Leader ordered them opened and the Squadron released on the smoke bombs of 390A. Bombs were released on a true heading of 080 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. There are no visible bursts in photographs taken by all Squadrons of 390 Group, however, sufficient terrain is visible in all prints to identify the position of each Squadron during the bomb run.

b. The bombs dropped by 390B probably fell on and around the Rail Flyovers and Junction 2 1/2 miles S of the center of Frankfurt.

c. The bombs dropped by A probably fell in woods between a factory and a Railroad 4 miles S of the center of Frankfurt.

d. The bombs from C probably fell in woods and near a highway 3 miles S of the center of Frankfurt.

5. Bombing Malfunctions: 390B: A/C 945 returned 16x100 GP and 10xM-17 because of rack malfunctions. 390C: A/C 265 had a mission failure and returned 18x100 GP and 10xM-17.

b. 13 B Group - 100A, B, C Squadrons:

(1) Navigation: (a) Assembly: The three Squadrons made a normal take off and assembled into Group formation over Buncher 28 at 6000'. 13B made contact with 13A and were in good Wing formation at Felixstowe. In order to avoid interference with 13C, the 100C was forced to "S" on the Wing assembly line, consequently, this caused the 100C to fall behind the 100A and 100B. CP 1 was crossed at 0805 hours, at an altitude of 11500'.

(b) Route: To enable the 100C to get back in formation the 13B leader leveled off at mid-channel. This allowed the 100C to pull up in formation. The Continental Coast was crossed approximately 4 miles S of CP 2. 13B was 6-8 miles S of course while following the bomber stream to 5236-0805. The flak corridor at this point was made good. 13B was left of course enroute to the Pre-IP. Bielefeld flak was skirted by 13B. There was considerable "S"ing of the bomber stream from this point to the Pre-IP. Prior to reaching the Pre-IP, the 13B Leader echeloned to the right in order to enable the Wing Leader to make the turn over the Pre-IP without interference. The Pre-IP was overshot by 6 miles. Being echeloned to the right and at too close an interval, 13B had to turn short at the IP and remain on the inside of the turn on the bomb run. Because of its position in Wing formation, 13B experienced considerable difficulty from 13A on the bomb run.

After bombing, Group formation was not effected at the RP. 100B, who had proceeded into the primary alone, assembled with the 96th Group and followed them out to the Continental Coast. 100A and 100C who were out off on the bomb run by 13A, proceeded into the target in trail of the 13A formation, and released on their smoke flares. The route out was essentially the same as that of 13A.

(c) Weather: Same as 13A.

(d) Difficulties: "S"ing of bomber stream between Bielefeld and Pre-IP. Improper position selected by the Air Leader for 13B to fly in the Wing formation.

(e) PFF Narrative: Three PFF A/C were dispatched. All Squadrons received beacons. ASC and H2X operated satisfactorily.

(2) Bombing:

(a) 100A, C Squadrons: (8717; 8344)

<u>1.</u>	AL	Maj. Martin	N	Lt. Bittman
	P	Lt. Blanding	AN	Capt. Raden
	CP		RN	Lt. Jenista
			B	Lt. Belinow

<u>2.</u>	A/C Attacking:		Bombs Dropped
<u>a.</u>	Secondary	24	396x100 GP
			238x17 IB
	Jettisoning	1	2x17 IB
	Returning	1	16x100 GP
			10x17 IB

b. Bombing Altitude: 23900'

c. Time of Release: 1014

3. Run-in from IP to Target: After the maneuver at the IP, which was cut short, the RN proceeded to set up course by H2X technique. 28 miles from the BRL the bombardier was able to pick up the primary target and proceeded to synchronize. The interval between Groups was too close when the 13A turned to the right, consequently, 100A and C were forced off the run. Unable to continue a run on the primary or secondary because of this inter-

Bombs were released on a true heading of 060 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. There are no bursts visible in photographs taken by 100A and C, however, there is sufficient terrain visible in prints to identify the position of both Squadrons during the bomb run.

b. The bombs dropped by 100A probably fell in the center of the wooded area 5 miles S of the center of Frankfurt.

c. The bombs dropped by 100C probably fell in a wooded area 5 miles S of the center of Frankfurt.

5. Bombing Malfunctions: 100A: A/C 514: 2xM17 hung up and were jettisoned in channel. 100C: A/C 090 returned 16x 100 GP and 10xM17 IB because of rack malfunctions. A/C 090 had to salvo bombs - intervalometer inoperative.

(b) 100B Squadron: (8209)

1.	AL	Maj. Styles	N	Lt. Romanowski
	P	Lt. Ellis	AN	
	GP		RN	Lt. Turner
			B	Lt. Snyder

2. A/C Attacking: Bombs Dropped

a.	Primary	13	212x100 GP
			126xM17 IB
	Jettisoning	1	4x100 GP
			4xM17 IB

b. Bombing Altitude: 24330'

c. Time of Release: 1011

3. Run-in from IP to Target: After the maneuver at the IP, which was cut short, the RN set up course. 12 miles from the BRL the bombardier picked up what he thought was the primary target and proceeded to synchronize. At bombs away synchronization appeared to be good, however, the bombardier had actually synchronized on the built-up area in N Frankfurt, short of the secondary target. Bombs were released on a true heading of 170 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. Bombs dropped by 100B fell in the vicinity of the secondary (H2X) target, seven miles S of the assigned target. There was one hit in the M/Y leading to the station and 5-6 bursts in the built-up area to the E. The main portion of the pattern is obscured by clouds and smoke.

b. The BRL was at a point just beyond the assigned MPI, given as the target attacked, which made the sighting operation a gross error for this Squadron.

5. Bombing Malfunctions: A/C 297: Had 4x100 GP and 4xM-17 IB hang up and were jettisoned in the channel.

c. 13 G Group - 95A, B, C Squadrons:

(1) Navigation: (a) Assembly: The three Squadrons of 13C made a normal take off and assembled over Buncher 23. The Buncher was left on time to make a perfectly coordinated assembly. However, an unidentified Group interfered with 13C and the plan was changed. On approaching Felixstowe from the W two additional Groups were approaching head on from the E. Consequently, 13C made a sharp left turn short of the Wing assembly point and scattered the formation. Good Group and Wing formation was effected before leaving the asset.

departed on course, 1/2 minute early, at 9500°.

(b) Route: CP 2 was reached 2 minutes early, at 16500°, 5 miles right of course. On the next leg to the E 13C was echeloned to the left and still was 4-5 miles right of course. The turning point was cut short by 6 miles. The briefed route was followed closely to the Pre-IP. The IP was out short 10 miles and individual runs were started on the primary target. After bombs away the Group was quickly reassembled near the RP. A wide turn was made to avoid congestion with the Group ahead and at the next turn returned to the briefed route. The flak corridor at Koblenz was made good and the route to the Continental Coast was closely followed. The coast was crossed at 1230, at 9000°, 4 miles right. The English Coast was entered at Hastings, 5 miles right of course, at 1246, at 9000°. Enroute to the base 13C was forced inside of the turns, approximately 6 miles, because of other Groups echeloned to the left.

(c) Weather: Same as 13A.

(d) Navigational Difficulties: None.

(e) PFF Narrative: Three PFF A/C were dispatched. 95A had strong beacon reception, and was able to make a C/M sighting on the primary target. 95B was unable to retain the beacons in the scope. 95C was unable to receive either course or rate beacons.

(2) Bombing:

(a) 95A Squadron: (8210)

<u>1.</u>	AL	Lt. Col. Cumbaa	N	Lt. Russel
	P	Capt. Parker	AN	Lt. Fry
			RN	Lt. Dechernias
			B	Lt. Schultz

<u>2.</u>	A/C Attacking:		Bombs Dropped	
	<u>a.</u>	Primary	12	185x100 GP
		Returning	2	104xM17 IB
		Jettisoning	1	12x100 GP
				13xM17 IB
				1x100 GP
				3xM17 IB

b. Bombing Altitude: 23000°

c. Time of Release: 1015

3. Run-in from IP to Target: After the maneuver at the IP, the RN picked up beacons and proceeded to set up course. Before the bombardier was clutched in, however, he was able to pick up the primary target through a large break in the clouds. The bombardier completed a normal sighting operation and synchronization was excellent at bombs away. Bombs were released on a true heading of 180 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. The bombs dropped by 95A fell on and around the MPI causing extensive damage to many of the important installations within the target area. There are 2-3 hits upon the Sheet Rolling Mills which was given as the MPI, 2-4 hits on the Gas Plant, 2 hits at one end of the long building housing light metal alloys, 2 hits on the Swaging Shop and 3 hits on the long building housing the coal dump, foundry, and Rolling Mills for aluminium and aluminium alloys. There were 6-8 hits on the Fitters and Repair Shops and the Bronze and Copper Foundry, and at least 3 hits upon the RR tracks at the NE edge of the target area. Various other installations sustained direct hits and near misses. The bombs dropped by 1 A/C fell in fields short and to the left of the target, and those

the MPI. There were 4 hits upon Railway Junctions at the SW edge of the target area.

b. Bomb Pattern: 1498°L x 1340°W.

c. Bombing Errors: Range : 118°S
Deflection: 197°R
Radial : 236°

d. Percent of Bombs Within 1000° & 2000° of the MPI: 80% & 90%.

e. Bombing Results in relation to damage inflicted to the assigned target: Excellent.

f. Bombing Results in relation to sighting: Excellent.

5. Bombing Malfunctions: A/C 8617 returned 10x100 GP and 10xM17 IB because of rack malfunctions. A/C 8990 returned 2x100 GP and 3xM17 IB because of rack malfunctions. A/C 8281 jettisoned 1x100 GP and 3xM17 IB in channel. Shackles loaded backward.

(b) 95B Squadron: (8754)

1. AL Capt. Garrison W Lt. Auterburn
P Lt. Taylor AN
GP RN Lt. Webber
B Lt. Carter

2. A/C Attacking: Bombs Dropped

a. Primary 13 214x100 GP
130xM17 IB
Returning 1 1x100 GP

b. Bombing Altitude: 24000°

c. Time of Release: 1016

3. Run-in from IP to Target: After maneuver at the IP, the RN proceeded to set up a Cat and Mouse course. However, before the bombardier was clutched in he picked up the primary target, through breaks in the clouds, and completed a normal sighting operation. Synchronization was very good at bombs away. Bombs were released on a true heading of 189 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. The bombs dropped by 95B fell in a very scattered pattern, which signifies that the Squadron was in loose formation during the bomb run. There are 2 hits upon a large unfinished building and 3-5 hits upon buildings in the northern target area probably making aircraft parts. There are scattered bursts among the buildings housing the main offices and laboratories, and 6-8 hits upon the RR tracks surrounding the target. Further interpretation is difficult because of smoke from 95A's incendiaries, which fell into the target area.

b. Bomb Pattern: 2000°L x 2674°W.

c. Bombing Errors: Range : 1234°S
Deflection: 1000°L
Radial : 1727°

d. Percent of Bombs Within 1000° & 2000° of the assigned MPI: 20% & 72%.

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e. Results in relation to damage inflicted to the assigned target: Fair.

f. Results in relation to sighting: Fair.

5. Bombing Malfunctions: A/C 8255 returned 1x100 GP because of a rack malfunction.

(c) 95C Squadron (8144)

1. AL Lt. Wright N Lt. Whelan
P Lt. Tessier AN
CP RN Lt. Finfinger
B Lt. Kloss

2. A/C Attacking: Bombs Dropped

a. Primary 13 216x100 GP
130x117 IB

b. Bombing Altitude: 22500'

c. Time of Release: 1017

3. Run-in from IP to Target: After the maneuver at the IP, the RN picked up the beacons and proceeded to set up course. Before being clutched in or receiving any rate checks, the bombardier saw the primary target through a large break in the clouds. He completed a normal sighting operation and bombs were released on a true heading of 173 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. Bombs dropped by 95C fell in fields to the right of the target causing no damage to any of the installations. The target is completely blanketed by fires started by the incendiaries of 95A and B.

b. Bomb Pattern: 1283°L x 1436°W.

c. Bombing Errors: Range : 308°
Deflection: 2000°R
Radial : 2150°

d. Percent of Visible Bombs Within 1000° & 2000° of the assigned MPX: 0% & 42%.

e. Bombing Results in relation to damage inflicted: NIL.

f. Bombing Results in relation to sighting: Poor.

5. Bombing Malfunctions: None.

3. Communications: a. VHF: (1) Lt. Col. Walters led the 13th Wing. Although Channel A was used heavily from RP until 0600E on the return trip, all Leaders were contacted at will, and communications within Groups was excellent.

(2) Kodak and Relay were contacted readily. Control Points 1 and 2 were transmitted successfully to Division Ground Station; CP 3 was not sent.

(3) Fighters were contacted both by VHF and visually.

(4) No distress messages were heard. All necessary relaying of messages by Channel Guards was accomplished satisfactorily.

b. A/C and C/C Available:

(1)	95	REG	40 A/C	52 C/C
		FFF	11 A/C	7 C/C
		MH	8 A/C	7 C/C
(2)	100	REG	46 A/C	56 C/C
		FFF	11 A/C	7 C/C
		MH	4 A/C	5 C/C
(3)	390	REG	42 A/C	69 C/C
		FFF	11 A/C	10 C/C
		MH	10 A/C	5 C/C

c. A/C Scheduled to Take Off:

(1)	95	33	3104	107
(2)	100	31	3104	107
(3)	390	31	3104	107

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

e. Individual A/C Mission Failures:

(1) 390:

A/C 265: 570 Sq "G" - Pilot Lt. Huber - #3 prop feathered - No sortie.

f. A/C Landed Away from Base:

(1) 95:

A/C 8640: 334 Sq "D" - Pilot Lt. Mezley - Landed at A-78 - Bombardier wounded - Returned to Herham 9/3/45. A/C 8229: 334 Sq "N" - Pilot Lt. Helgeson - Landed at A-89 - Sortie. A/C 8067: 412 Sq "E" - Pilot Lt. Olsen - Landed at A-92 - Engine damage - Sortie. A/C 6522: 412 Sq "E" - Pilot Lt. Willis - Landed at Woodbridge - Elevator controls out - Sortie.

g. A/C Outstanding:

(1) 95:

A/C 7884: 336 Sq "R" - Pilot Lt. Ourant.

h. A/C Attacking - 11 A Group:

Bombs Dropped

(1) Primary	37	695x100 GP
		334xM17 IB
Returning	2	34x100 GP
		20xM17 IB

(2) Method of Sighting: Cat & Mouse and Visual

(3) Method of Release: Minimum Train

i. A/C Attacking - 13 B Group:

Bombs Dropped

(1) Primary	13	212x100 GP
		126xM17 IB
Secondary	24	396x100 GP
		238xM17 IB
Jettisoning	2	4x100 GP
		6xM17 IB
Returning	1	16x100 GP
		10xM17 IB

(2) Method of Bombing: Visual

(3) Method of Release: Minimum Train

j. A/C Attacking - 13 C Group:

Bombs, Dropped

(1) Primary	38	615x100 GP
Jettisoning	1	364xM17 IB
Returning	3	1x100 GP
		3xM17 IB
		13x100 GP
		13xM17 IB

(2) Method of Bombing: Visual

(3) Method of Release: Minimum Train

6. Controller's Log:

a.	1820 from 3 AD:	(1) Zero Hour (2) Force Required.
b.	1830 from 13CW:	(1) Zero Hour (2) Force Required (3) Order of Wgs
c.	1925 from 3 AD:	(1) Targets (2) RBA (3) Tent. Route (4) Bomb Ld.
d.	1950 from 13CW:	(1) Targets.
e.	2000 from 13CW:	(1) RBA (2) Bomb Load (3) Interval Setting
		(4) Tent. Bombing Alt. (5) Order of Groups.
f.	2030 from 3 AD:	(1) AW to 3 AD FO 605.
g.	2040 from 3 AD:	(1) Leaflet Load.
h.	2053 from 13CW:	(1) Leaflet Load.
i.	2120 from 13CW:	(1) Assembly Alt. (2) Order of Stations for
		M17s and 100 LB GPs.
j.	2200 from 13CW:	(1) AW to 13 CBW FO 64.
k.	2245 from 3 AD:	(1) Tertiary Target Scrubbed.
l.	2300 from 13CW:	(1) Tertiary Target Scrubbed.
m.	2300 from 3 AD:	(1) No TO will be bombed (2) Diver Zone Clear.
n.	2303 from 13CW:	(1) Same as m.
o.	2310 from 3 AD:	(1) A-2 Annex to 3 AD FO.
p.	2339 from 13CW:	(1) Annex 1 to 13 CBW FO.
q.	0047 from 3 AD:	(1) 3 AD FO 605.
r.	0100 from 3 AD:	(1) Practice Mission Tomorrow.
s.	0115 from 3 AD:	(1) MH Info to 3 AD FO.
t.	0145 from 13CW:	(1) 13 CBW FO 64.
u.	0150 from 3 AD:	(1) Annex 1 to 3 AD FO.
v.	0200 to 3 AD:	(1) Check MH Info.
w.	0215 from 13CW:	(1) Change in MH Info.
x.	0220 from 3 AD:	(1) Annex 2 to 3 AD FO.
y.	0244 from 3 AD:	(1) Practice FO.
z.	0255 from 3 AD:	(1) Annex to LH Info to 3 AD FO.
aa.	0308 from 13CW:	(1) Practice Mission Info.
bb.	0533 from 3 AD:	(1) Have Air Leaders stay below high clouds.
cc.	0535 from 13CW:	(1) Same as bb.
dd.	0620 from Grps:	(1) First A/C Airborne.

For the Commanding General:

Ernest A. Kießling

ERNEST A. KIESSLING,
Major, Air Corps,
Director of Training & Analysis.

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13TH COMBAT BOMB WING (H)

FRANKFURT-AM-MAIN, GERMANY

9 MARCH 1945

13A GROUP: B, A, C SQUADRONS BOMBED BY H2X.

390A SQUADRON:	:	:
390B SQUADRON:	{ green circles }	: 37 x 695 x 100 GP & 334 x M17 IB.
390C SQUADRON:	:	:

13B GROUP: A, C SQUADRONS BOMBED IN FORMATION.

100A SQUADRON:	{ green circles }	: 12 x 198 x 100 GP & 118 x M17 IB.
100B SQUADRON:	{ green dots }	: 13 x 212 x 100 GP & 126 x M17 IB.
100C SQUADRON:	{ green circles }	: 13 x 198 x 100 GP & 120 x M17 IB.

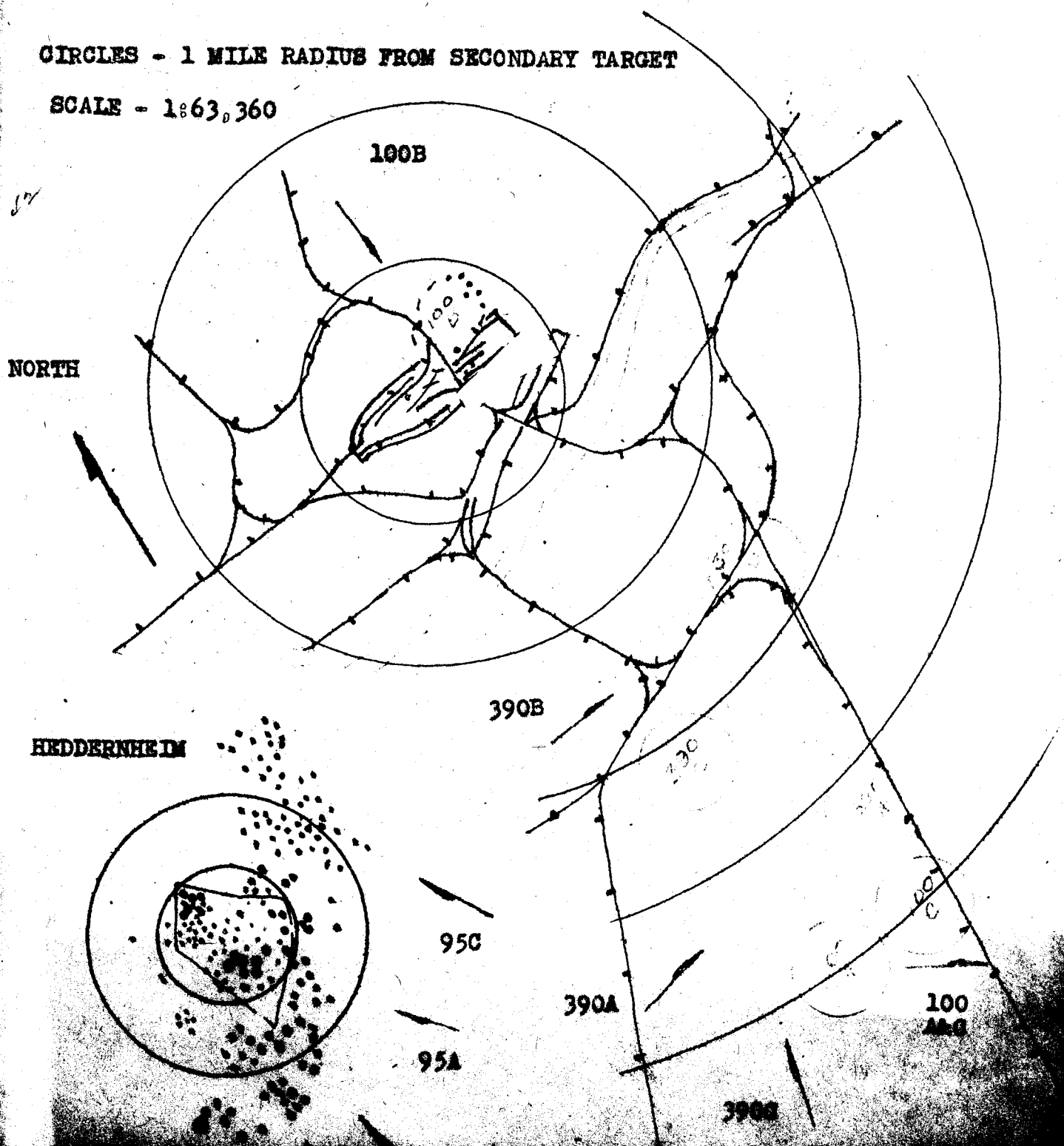
13C GROUP: BOMBED PRIMARY TARGET. CIRCLES - 1000' & 2000' FROM MPI

95A SQUADRON:	{ green dots }	: 12 x 185 x 100 GP & 104 x M17 IB.
95B SQUADRON:	{ purple dots }	: 13 x 214 x 100 GP & 130 x M17 IB.
95C SQUADRON:	{ red dots }	: 13 x 216 x 100 GP & 130 x M17 IB.

NOTE: 100B ONLY BURSTS VISIBLE FOR 13A AND B GROUPS. COMPUTATIONS FOR REMAINING SQUADRONS ARE BASED ON BOMB TRAJECTORY TABLES.

CIRCLES - 1 MILE RADIUS FROM SECONDARY TARGET

SCALE - 1:63,360



at truck. Mission
FOX

W
103

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13TH COMBAT BOMB WING (H)

FRANKFURT-AM-MAIN, GERMANY

9 MARCH

C O R R E C T E D

13A GROUP: B, A, & C SQUADRONS BOMBED BY H2X.

390A SQUADRON	}	green circles	:	37 x 695 x 100 GP & 334 x M-17 IB.
390B SQUADRON				
390C SQUADRON				

13B GROUP: A, & C SQUADRONS BOMBED H2X. B BOMBED PRIMARY VISUALLY.

100A SQUADRON (green circles): 12 x 198 x 100 GP & 118 x M-17 IB.

100B SQUADRON (green dots): 13 x 212 x 100 GP & 126 x M-17 IB.

100C SQUADRON (green circles): 13 x 198 x 100 GP & 120 x M-17 IB.

13C GROUP: BOMBED PRIMARY TARGET. CIRCLES - 1000' & 2000' FROM MI

95A SQUADRON (green dots): 12 x 185 x 100 GP & 104 x M-17 IB.

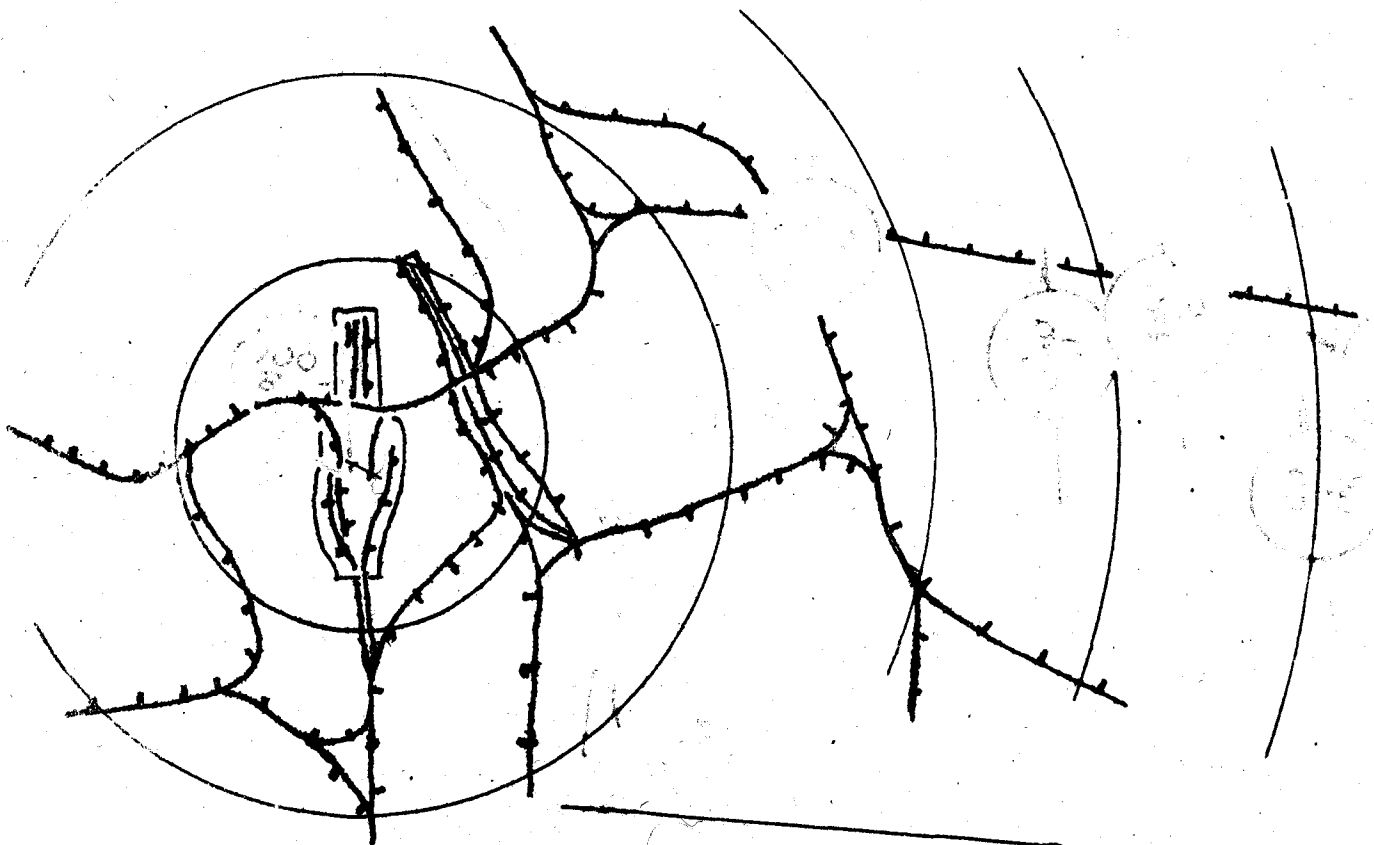
95B SQUADRON (purple dots): 13 x 214 x 100 GP & 130 x M-17 IB.

95C SQUADRON (red dots): 13 x 216 x 100 GP & 130 x M-17 IB.

NOTE: 100B ONLY BURSTS VISIBLE FOR 13A AND B GROUPS. APPROXIMATE FALL OF REMAINING SQUADRONS BASED UPON BOMB TRAJECTORY CHART.

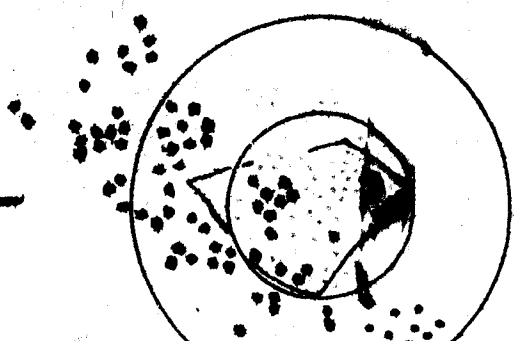
CIRCLES - 1 MILE RADIUS FROM SECONDARY TARGET.

SCALE - 1:63,360



NORTH

95B



C O R R E C T

HEDDERNHEIM

054

at truck. Mission
Full

W
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13TH COMBAT BOMB WING (H)

FRANKFURT-AM-MAIN, GERMANY

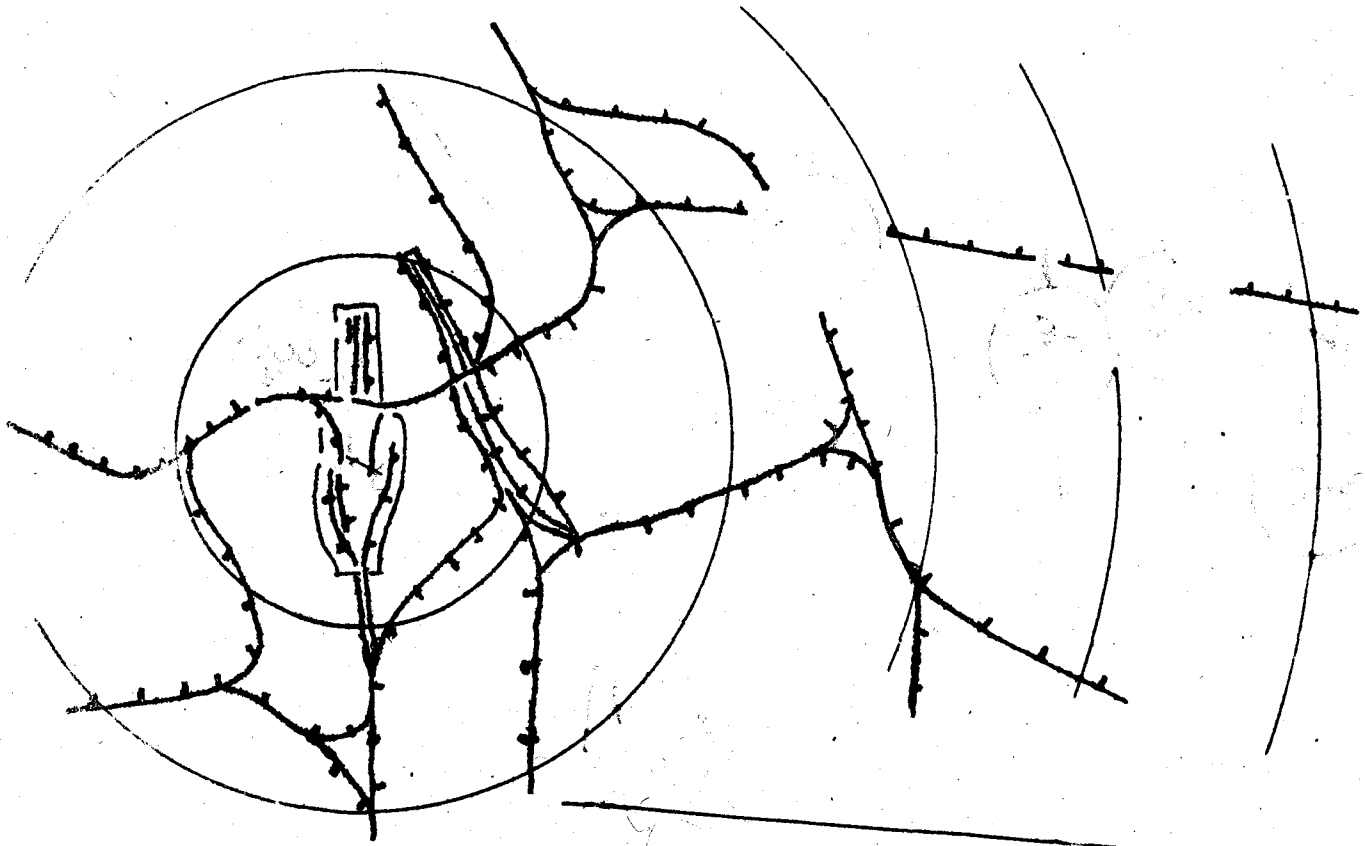
9 MARCH

C O R R E C T E D

- 13A GROUP: B, A, & C SQUADRONS BOMBED BY H2X.
- 390A SQUADRON (green circles): 37 x 695 x 100 GP & 334 x M-17 IB.
 - 390B SQUADRON (green circles): 37 x 695 x 100 GP & 334 x M-17 IB.
 - 390C SQUADRON (green circles): 37 x 695 x 100 GP & 334 x M-17 IB.
- 13B GROUP: A, & C SQUADRONS BOMBED H2X. B BOMBED PRIMARY VISUALLY.
- 100A SQUADRON (green circles): 12 x 198 x 100 GP & 118 x M-17 IB.
 - 100B SQUADRON (green dots): 13 x 212 x 100 GP & 126 x M-17 IB.
 - 100C SQUADRON (green circles): 13 x 198 x 100 GP & 120 x M-17 IB.
- 13C GROUP: BOMBED PRIMARY TARGET. CIRCLES - 1000' & 2000' FROM MI
- 95A SQUADRON (green dots): 12 x 185 x 100 GP & 104 x M-17 IB.
 - 95B SQUADRON (purple dots): 13 x 214 x 100 GP & 130 x M-17 IB.
 - 95C SQUADRON (red dots): 13 x 216 x 100 GP & 130 x M-17 IB.

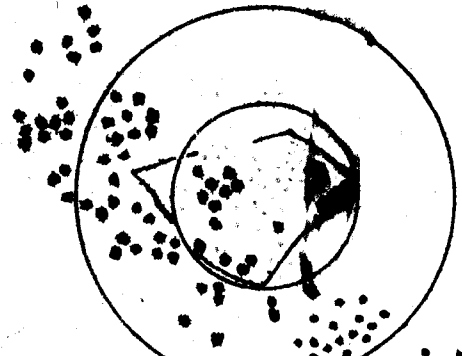
NOTE: 100B ONLY BURSTS VISIBLE FOR 13A AND B GROUPS. APPROXIMATE FALL OF REMAINING SQUADRONS BASED UPON BOMB TRAJECTORY CHART.

CIRCLES - 1 MILE RADIUS FROM SECONDARY TARGET. SCALE - 1:63,360



NORTH

95B



HEDDERNHEIM

95A

C O R R E C T E D

INTERPRETATION REPORT S.A. 3359

ATTACK ON FRANKFURT (HEDDERNHEIM) ENGINEERING WORKS ON 9 MAR 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- | | | |
|---------------------|---|--|
| (a) No. of aircraft | : | 38, with full fighter escort. |
| (b) Command | : | U.S. 8th AIR FORCE. |
| (c) Time | : | 0954 - 1017 A hrs. |
| (d) Bombs | : | 615 x 100 lb. G.P.
364 x 500 lb. I.B. |
- 95th Raid*

(ii) DETAILS OF THE ATTACK:

- (a) The Southeastern two-thirds of the works is well hit by a concentration of G.P. bombs and completely blanketed by incendiaries. Most of the buildings sustained direct and near hits. Of the total 615 H.E. bombs dropped, approximately 405 bursts are seen, at least 80 of which are in the target area.
- (b) Bursts are seen on the works as follows:
(Numbers used refer to those on target plan):
- | | | |
|---|---|--|
| Area of offices, stores, and laboratories (3) | - | One hit in the center of this area. |
| Fitters' shop (4) | - | One hit. |
| Repair shop (5) | - | One hit. |
| Bronze & Copper Foundry (6) | - | One hit and one near hit. |
| Rod and tube draining plant (10) | - | One near hit. |
| Dispatch (13) | - | One hit. |
| Light alloy tube drawing shops (20) | - | One hit. |
| Aircraft propeller construction shop (21) | - | One hit and one near hit. |
| Foundry for magnesium and its alloys (22) | - | One near hit. |
| Sheet rolling mills (24) | - | One near hit. |
| Light metal alloys (26) | - | Two hits and one near hit. |
| ? Gas plant (27) | - | Two near hits. |
| Swaging shop (25) | - | One hit and one near hit. |
| Group of eight large buildings (probably propeller and aircraft parts) (32) | - | A total of five hits on four of the buildings. |
| Large building of unknown use (33) | - | One direct and one near hit. |
| Unidentified building Immediately E. of (12) | - | One hit. |
| Tall smoke stack beside (14) | - | One hit. |
| Rail line along the East and South boundary of the target. | - | At least two hits and two probable hits. |

(c) Other Bursts

1. Approximately 25 in a built-up area immediately East of the target.
2. Approximately 60 in fields and sparsely built up areas just South of the works.

3. At least 60 G.P. and a large cluster of I.B. in open fields 100' to 1000' North-Northeast of the target.
4. About ten in open fields 800' North.
5. At least ten in marshlands 1000' East.
6. A group of at least 100 bursts are seen blanketing a residential area 3000 yards East of the target with one probable hit on a rail line.
7. Over 60 in open fields ten miles Northeast, one mile Southeast of the town of BURG-GRAFENRODE.

(iii) ANNOTATED PRINT: (SAV 95/1557-10)

Shows M.E. bursts in late and early stages and I.B. clusters on the target.

(iv) BOMB PLOT:

A bomb plot has been prepared and will be distributed.

(v) PHOTOGRAPHS RECEIVED:

SAV 94/1491	9 MAR 1945	0954A hrs.	1/39,400 (F.L.7")	23,000'	'B'
SAV 95/1557,1558, 1560,1561	"	1017A "	1/40,250 "	23,500'	'B'
SAV 452/1031	"	1002A "	1/36,800 "	21,500'	'B'

INTERPRETATION REPORT S.A. 3357

ATTACK ON FRANKFURT-OST MARSHALLING YARD on 9 MAR 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 150, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 0954 - 1013 A hours.
- (d) Bombs : 6058 x 100 lb. G.P.
277 x 500 lb. I.B.

(ii) DETAILS OF THE ATTACK:

- (a) Eight concentrations totalling over 1200 H.E. bursts and 4 concentrations of I.B. bursts blanketed all but part of the Western half of the FRANKFURT-OST MARSHALLING YARD hitting the sorting sidings, the reception sidings, the forwarding sidings and probably hitting a road-over-rail bridge and a flyover. These same eight concentrations of H.E. bursts extend into the FRANKFURT EAST HARBOR, an oil storage yard and the EAST GAS WORKS hitting many buildings and warehouses.

Of the 6058 bombs dropped over 1500 bursts can be accounted for on photographs, which are partially smoke obscured toward the end of the attack.

- (b) Bursts are seen in the marshalling yard as follows:

(Numbers refer to annotations on the target illustration).

- Locomotive depot (5) : 1 probable direct H.E. hit.
- Goods depot (6) : 1 direct H.E. hit and blanketed by I.B.'s
- Passenger station (8) : Hit by I.B.
- Reception sidings (1) : Blanketed by at least 70 H.E. hits and one concentration of I.B.
- Sorting sidings (2) : At least 150 H.E. bursts among rail lines and wagons.
- Secondary sorting sidings (3) : Approximately 70 H.E. bursts and one concentration of I.B.'s.
- Holding sidings (12) : Over 40 H.E. bursts.
- Flyover (9) : 2, probably 4, direct H.E. hits and at least 2 near hits.
- Road-over-rail bridge (10) : 3 probable direct H.E. hits and 2 near hits.
- Unidentified buildings near flyover (9) : At least 1 direct H.E. hit and blanketed by I.B.

- (c) Other bursts are seen as follows:

(Distances are measured from the road-over-rail bridge No. 10).

1. Other bursts from the same concentrations that blanketed the marshalling yard are seen as follows:
 - a. Over 150 H.E. bursts and 2 concentrations of I.B. bursts among warehouses in the harbor area to the South of the marshalling yard.
 - b. Over 25 H.E. bursts in the North part of the PETROLUM RECEIVING DEPOT of DEUTSCH-AMERIKANISCHE PETROLUM 700 yards Southeast with hits on at least 1 large building.
 - c. Over 15 H.E. hits and a group of I.B.'s in the Eastern half of the EAST GAS WORKS of MAIN-GASWERKE A.G. hitting at least 3 buildings.
 - d. At least 5 H.E. hits and a group of I.B.'s in the WELDING MACHINE WORKS of MESSER and CO, 700 yards East.
 - e. 15 H.E. bursts in an industrial area just Northwest of the holding sidings hitting 2 industrial type buildings and 2 barracks type buildings.

W.D. [unclear] mac

J.P. [unclear] 11
95

CONFIDENTIAL.
14 MAR 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 3934

LOCALITY: FRANKFURT on MAIN
Aircraft Works of Vereinigte Deutsch Metallwerke A.G.

PERIOD COVERED: From 1510A hours on 21 FEB 1945 to 1445A hours 13 MAR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U. S. 8TH AIR FORCE	8 MAR 1945	3349	10/10 cloud.
U. S. 8TH AIR FORCE	9 MAR 1945	3359	5/10 - 10/10 cloud.

PROVISIONAL STATEMENT ON DAMAGE.

This factory has been severely damaged, practically every identified installation and many unidentified buildings having been hit. The identified buildings which are seriously damaged are the Bronze and Copper Foundry, a Rod and Tube Drawing Plant, the Electrical workshops, Copper Alloy Foundry, both Rolling Mills of Aluminum and Aluminum Alloys, the Light Alloy Tube Drawing Shop, the Aircraft Propellor Construction Shop, the Foundry for Magnesium Alloys, the Tube Drawing and Extruding Presses, both Swaging Shops, and both Despatch buildings.

Other identified buildings have moderate to slight damage and many unidentified structures have varying degrees of damage.

Details of damage are as follows:

(Numbers in parentheses refer to Illustration No. 3(h) 38/5)

Offices (2)	- 2 large holes in roof.
Lab-Stores and Offices (3)	- 1 destroyed, 1 half destroyed.
Fitters Shop (4)	- at least 2 large holes in roof.
Repair Shop (5)	- about 1/3 of roof destroyed.
Bronze and Copper Foundry (6)	- all of roof stripped, some roof supports damaged.
Swaging Shop (7)	- most of roof stripped, some structural damage.
Hydraulic Accumulator Tower (8)	- probably damaged.
Extrusion Presses (9)	- minor roof damage.
Rod and Tube Drawing Plant (10)	- 2/3 of roof stripped.
Electrical Workshops (11)	- Southern 1/3 of roof destroyed, scattered roof damage to remainder.
Copper Alloy Foundry (14)	- 2/3 of roof stripped.
Despatch (13)	- center 1/2 destroyed.
Boiler House (15)	- probably damaged - no complete stereo.
Rolling Mills for Alluminum and Alluminum Alloys (17) (South half)	- roof destroyed - some structural damage.
Foundry (18)	- 3 large areas of roof stripping.
North half of (17)	- roof destroyed - remaining structure largely wrecked.
Reception and Despatch Section (19)	- destroyed.

S E C R E T

* CAMERA AND BOMBSIGHT

95 "A" LEAD SQ.

WILSON *
8709 L-F

ADDISON 8776 N-B RYAN 8657 N-V PEARSON * 8782 A-R DESHAZO * 8438 N-R

JOHANN 7154 N-F JUDY 7201 N-J ROY 8283 N-C SCHULZ 9175 N-L CUMMINGS 9152 N-P

HELGESON 8640 N-D SCHERFFIUS 8996 N-T

95 "B" HIGH SQ.

PARKER *
8040 A-N

BURNS 8617 L-Q GROSS 8584 L-A ROSE * 9037 L-T EARLEY * 8676 L-V

CALICURA 8838 I-E DRUMBAUGH 9052 I-S ROSS 8469 L-U GIBSON 8106 L-E NELSON, R.W. 8272 L-P

LIPPITT 8604 L-X TUSS 6475 L-L TRBOVICH 2447 L-H

95 "C" HIGH SQ.

TAYLOR *
8364 I-W

HUNTER 9177 A-Y BEARD 8990 A-X NEWMAN * 8281 A-Z O'TOOLE * 8826 A-J

CRAWFORD 8269 I-K DULLE 8140 A-C TWINNING 6946 A-F MURPHY 8331 A-G HAIL 7257 A-L

FABINIAK 8942 I-Y GRANT 8774 A-B CHRYSTAL 6801 A-A

	LEADERS	"A" SQ.	"B" SQ.	"C" SQ.	EXTRA AIRCRAFT:
READINESS		0825	0808	0626	PPF---8144 I-O
STATIONS	0700	0715	0705	0725	WING---7783 I-R
TAXI	0715	0730	0720	0740	6902 I-G
TAKE-OFF	0725	0740	0730	0750	6993 L-W
RENDEZVOUS		0840	0840	0840	
OVER		BASE	BASE	BASE	LAST TAKE-OFF TIME 0840
AT		7,000'	8,000'	6,000'	ZERO HOUR 0900
BOMB ALT.		22,000'	22,500'	21,500'	

SHIPS TO MONITOR:

	"A" SQ.	"B" SQ.	"C" SQ.
CHANNEL B	SCHULZ N-L	GIBSON L-E	MURPHY A-G
CHANNEL C 8TH AF	HELGESON N-D	LIPPITT L-X	GRANT A-B
CHANNEL C 66TH WG.	JUDY N-J		
COMLAND #2 (6295)	JOHANN N-F	CALICURA I-E	CRAWFORD I-K
M/F D/F	JOHANN N-F	CALICURA I-E	FABINIAK I-Y
CONTROL POINTS:	WILSON L-F		
	PEARSON A-R		
	CUMMINGS N-P		
STRIKE MESSAGES:	WILSON L-F	PARKER A-N	TAYLOR I-W
	PEARSON A-R	ROSE I-T	NEWMAN A-Z
	CUMMINGS N-P	TRBOVICH L-H	HAIL A-L

R/T COLLECTIVE CALLSIGNS AND FLARE COLORS:

	"A" SQ.	"B" SQ.	"C" SQ.
13A 95TH	FIREBALL LEADER--RR	FIREBALL BAKER HI--RR	FIREBALL BAKER LO--RR
13B 100TH	FIREBALL DOG----YY	FIREBALL DOG HI----YY	FIREBALL DOG LOW----YY

MINIMUM BOMBING ALTITUDE 10,000'

VHF AUTHENTICATOR--WINNEPEG
 DIVISION RECALL--CANADIAN CLUB SPECIAL
 WING RECALL--REMEMBER PEARL HARBOR
 INDIVIDUAL ABORTION--SARATOGA SPRINGS
 REFERENCE BASE ALTITUDE--22,000'
 REFERENCE BASE WIND---350 Degrees
 50 Knots

COLORS OF THE DAY:

TIME	FL.	CHALL.	REPLY
0700-1300	YY	J JIG	I ITEM
1300-1900	RG	O ORGE	G GEORGE

KODAK AUTHENTICATOR

BAKER	46
CHARLIE	64
WILLIE	21
TOMMY	40
JASON	90
RONALD	12
FREDDIE	37
KARLO	43
GEORGE	01
MICKY	19

VHF CALLSIGNS:

BOMBERS----VINEGROVE TWO-ONE
 FIGHTERS---BALANCE TWO
 GROUND 66TH FTR WG-----OILSKIN
 8TH AF-----COLGATE
 3RD DIV-----ARROWSWIFT
 13TH CBW-----RANDOLPH

WEATHER A/C CALLSIGNS:

DROWSEY "B" BAKER WILL PRECEDE BOMBER
 STREAM BY ONE HOUR TO 0400E.

SCOUTING FORCE:

1 P-51 KODAK CONTROL
 8 P-51'S KODAK RED TGT W/X 20 MINS PRIOR
 TO TGT TIME.
 I.P. POINT "8" TGT POINT "9"

EMERGENCY AIRFIELDS:

EMERGENCY -- B-53 MERVILLE (5037-0239) c/s DOMESTIC
 EXTREME EMERGENCY -- A-92 ST TROMD (5047-0511) c/s MANAGER

FIGHTER SUPPORT:

(A) 339 A & B GPS (P-51'S) R/V 5430-0900
 WITH 13A AND 13B GPS. CALLSIGNS BALANCE
 TWO-ONE AND TWO-TWO.

GEOGRAPHICAL CHECK POINTS:

S - WITTENBERGE
 I - KIEL
 M - ROSTOCK
 P - STETTIN
 L - HANNOVER
 E - HAMBURG
 T - KASSEL
 O - OZNABRUCK
 N - GIessen

CONTROL POINTS:

C.P. 1-- ENGLISH COAST
 C.P. 2-- 5400-0600
 C.P. 3-- 5430-0900
 C.P. 4-- 5440-1000 (OUT)

PROCEDURE TO FOLLOW WHEN LANDING ON THE CONTINENT:

1. Whenever possible, land at a field at which 8th AF Service Command Service Center facilities are located.
2. Have radio operator contact base giving necessary information. Pilot can contact ground station on VHF.
3. After landing, pilot will (a) arrange for medical assistance, if necessary, (b) fill out "Forced Landing Card" from rear of pilot's or co-pilot's seat, (c) safeguard all secret and confidential items on ship and contact nearest 8th AF Service Command Service Center representative if one isn't on the field, and (e) contact home base. (Use VHF or W/T in the air or on the ground.)
4. Crew members will be responsible for individual flying equipment.

Mac

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
ABO 634

SECRET
By Authority Of
G. C. Eighth Air Force
Initials *J. A.*
Date 9 March 1945

INTOPS SUMMARY NO. 313

PERIOD: 0001 hours 9 March to 2400 hours 9 March 1945

A. STATISTICS

	Total <u>Sorties</u>	Effective <u>Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>Losses</u>			<u>NYR</u>
						<u>AA</u>	<u>OT</u>	<u>Totals</u>	
Heavy Bomber Atks.	1041	1017(a)	2427.8	0-0-0	0	5	3	8	1
Fighter Escort (b)	396	374	0	2 $\frac{1}{2}$ -0-1A	0	0	0	0	4
Fighter Sweeps	150	141	0	0-0-0	0	0	0	0	1
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	32	31	0	0-0-1A	0	0	0	0	0
Weather Recon.	37	32	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	13	13	0	0-0-0	0	0	0	0	0
Special Operations	<u>33</u>	<u>30</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	1702	1638	2427.8	2 $\frac{1}{2}$ -0-2A(c)	0	5	3	8	6

(a) Includes 24 chaff a/c.

(b) Includes 145 P-51s from two groups based on Continent.

(c) Includes 0-0-2 Me 262s.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1041 a/c (759 B-17s, 282 B-24s) from three Air Divisions sortied in three forces against five M/Ys, a M/Y and tank plant, and a castings plant in western Germany. 1417 a/c effective. 993 a/c dropped 2427.8 tons (1635.5 tons GP 792.3 tons IB) on primaries. Bombing visual, by Micro-H, Gee-H and H2X with visual assists. 24 a/c dropped chaff. Weather: 5/10-3/10 with large breaks at Frankfurt; CAVU to 3/10 at Kassel; 8/10-10/10 at other targets. E/A Opposition: no attacks. 12 FW-190s sighted NE of Hanau, 1 Me-262 vicinity of Frankfurt, 1 Me-262 SW of Fulda. Claims: nil. Losses: 8 a/c (7 B-17s, 1 B-24). NYR: 1 B-24.

SECRET

First Force

Eleven group formations (423 B-17s - 3rd Air Division) sortied against two M/Ys in Frankfurt and a castings plant for Junk 004 engines just north of the city. 416 effective sorties, 410 a/c dropped 1090.3 tons (685.0 tons GP, 405.3 tons IB) on primaries. Bombing visual, by Micro-H, by H2X with visual assists, and in some cases on smoke markers of preceding groups. 6 a/c dropped chaff. Leaflets dropped in Frankfurt area. Weather: 5/10-3/10 cloud with large breaks over Frankfurt, enabling first groups over target to bomb visually. Flak: moderate to intense, generally accurate. Battle Damage: 144 minor, 38 major. E/A Opposition: 12 FW-190s sighted NE of Hanau, 1 Me-262 vicinity of Frankfurt, and 1 Me-262 SW of Fulda. No attacks. Claims: nil. Losses: 4 B-17s (2 to AA, 2 to unknown causes). NYR: nil.

Fighter Support: Two groups (101 P-51s) sortied. Up 0730-0801 hours, down 1230-1239 hours. 94 effective sorties. E/A Opposition: 1 Me-262 encountered vicinity of Giebelstadt A/F. Claims: 0-0-1 jet air. Losses: nil. NYR: 4 a/c (believed safe on Continent).

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Eff. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Frankfurt/Ost M/Y	157	150	302.6	69.3	Good
Frankfurt/Main M/Y	152	222	351.6	245.0	Fair-Poss.Good
Frankfurt Castings Plant (chaff a/c)	114	38 6	30.8	91.0	Good
Totals	423	416	685.0	405.3	

Second Force

Nine group formations (336 B-17s - 1st Air Division) sortied against Kassel M/Y and Henschel Tank Plant. 324 a/c effective. 318 a/c dropped 675.0 tons (402.5 tons GP, 272.5 tons IB) on primary visually at 1006-1029 hours from 24,500-27,900 feet. 6 a/c dropped chaff. Leaflets dropped on Kassel. Weather: CAVU to 3/10 middle cloud at target; 8/10-10/10 enroute. Flak: moderate to intense, accurate on some formations. Battle Damage: 87 minor, 31 major. E/A Opposition: nil. Claims: nil. Losses: 3 B-17s (2 to AA, 1 to unknown causes). NYR: nil.

Fighter Support: Two groups (99 P-51s) sortied. Up 0804-0807 hours, down 1228-1240 hours. 97 effective sorties. E/A Opposition: nil. Claims: nil. Losses: nil (1 a/c crashed over U.K., pilot safe). NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Target</u>	<u>Sorties</u>	<u>Eff. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Kassel M/Y and Henschel Tank Plant	336	324+	402.5	272.5	Fair-Good

+ Includes 6 chaff a/c.

Third Force

Twenty-seven squadron formations (282 B-24s - 2nd Air Division) sortied against M/Ys at Munster, Rheine and Osnabruck. 277 a/c effective. 265 a/c dropped 662.5 tons (548.0 tons GP, 114.5 tons IB) on primaries at 0951-1002 hours from 21,000-24,500 feet. Bombing by Gee-H and H2X with visual assists. 12 a/c dropped chaff. Leaflets dropped on primaries. Weather: 8/10-10/10 cloud at targets. Flak: meager to moderate, inaccurate to fairly accurate. Battle Damage: 51 minor, 1 major. E/A Opposition: nil. Claims: nil. Losses: 1 B-24 to AA. NYR: 1 B-24 (believed safe on Continent).

Fighter Support: One group (51 P-51s) sortied. Up 0815 hours, down 1314 hours. 47 effective sorties. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Eff. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Munster M/Y	97	97	194.3	40.5	Fair
Rheine M/Y	93	93	187.8	43.0	Good
Osnabruck M/Y	92	87	165.9	31.0	Very Good
Totals	282	277 +	548.0	114.5	

+ Includes 12 chaff a/c.

2. Fighter Escort

Seven groups (396 P-51s, including 145 P-51s from two groups based on Continent, in support of Ninth Air Force) sortied as follows:

Support to Eighth Air Force

Five groups (251 P-51s) sortied in support of three bomber forces. Up 0730-0815 hours, down 1228-1314 hours. 238 effective sorties. E/a Opposition: 1 Me 262 bounced vicinity of Gichelstadt A/F. Claims: 0-0-1 Me 262 air. Losses: nil. (1 a/c crashed over U.K., pilot safe). NYR: 4 a/c, believed safe on Continent.

Support to Ninth Air Force

Two groups based on Continent (145 P-51s) sortied on two missions in support of Ninth Air Force. Up 0936-1000 hours and 1500-1611 hours, down 1355-1400 hours and 1632-1844 hours. 136 effective sorties. E/a Opposition: Combat with 24 Fw 190s and Me 109s N of Frankfurt, 1145 hours; 10 Fw 190s N of Giessen, 1155 hours; 1 Me 262 attacked ineffectively in Coblenz area at 1452 hours. 4 jet a/c sighted NE of Wiesbaden, Cologne, Coblenz area, E of Dusseldorf respectively - no attacks. Claims: 2-0-0 air. Losses: nil. NYR: nil.

3. Fighter Sweeps

Three groups (103 P-51s, 47 P-47s - 150 a/c) sortied on free lance support of three bomber forces. Up 0730-0743 hours, down 1144-1250 hours. 141 effective sorties. E/a Opposition: nil. Claims: nil. Losses: nil. (1 a/c Cat. "E"). NYR: 1 a/c, safe on Continent

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

32 a/c (13 F-5s, 3 Spitfires, 1 Mosquito, with 15 P-51s as escort) sortied. 15 a/c flew photo missions over Germany; 1 F-5 sortied for photos of Lorient area and 1 Mosquito flew photo mission over N France. One F-5 aborted due to oxygen failure. E/a Opposition: One F-5 intercepted by 2 Me 262s near Obisfelde; escort engaged and damaged e/a. The second jet evaded. Another F-5 was intercepted over Dulman by a s/e e/a but evaded, and a third F-5 was intercepted by one e/a, believed to be a jet, over Munster. This e/a made two passes with firing. 15 P-51s escorted PRU a/c. Claims: 0-0-1 Me 262. Losses: nil.

6. Weather Reconnaissance

37 a/c (3 B-17s, 3 Mosquitoes, with 27 P-51s and 4 B-17s as weather scouts) sortied as follows:

2 B-17s flew routine weather missions over the Atlantic.

1 B-17 completed a routine flight to the Azores.

3 Mosquitoes completed special weather reconnaissance over Belgium, Germany, Denmark, and the North Sea.

27 P-51s and 4 B-17s as weather scouts for bomber forces. Total effective sorties: 32. Losses: nil.

7. Air/Sea Rescue

13 a/c (12 P-47s, 1 PBV) on routine search and patrol. Losses: nil.

8. Special Operations

33 a/c (22 B-24s, 6 B-17s and 5 Mosquitoes) sortied as follows:

6 B-17s sortied on H2X scope photo mission, taking scope photos of bomb runs on Regensburg, Brunswick and Kassel, night 8/9 March.

4 B-24s on R.C.M., jamming from 0522-0822 hours.

7 B-24s on special dropping operation, night 8/9 March. 4 a/c successful.

11 B-24s dropped leaflets on France, Holland and Germany, night 8/9 March.

5 Mosquitoes sortied on special operations - 3 as chaff a/c for 1st Air Division, 2 on missions of undisclosed nature.

Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

The First Force attacking targets in Frankfurt area reported sighting 12 Fw 190s NE of Hanau (5020N-0910E). These e/a made no attempt to attack. The same force also sighted two Me 262s; one of these, seen about 3 miles from bomber formation, headed for deck as formation approached target; the other was sighted SW of Fulda but likewise evaded. 1 Me 262 flying east in the Aschaffenburg area at 6,000 feet was the only e/a sighted by fighters escorting Eighth Air Force bombers. One P-51 group escorting First Force, attempted to engage but e/a pulled away and evaded in the overcast.

S E C R E T

Eighth Air Force fighters supporting Ninth Air Force mediums engaged 24 Fw 190s and Me 109s N of Frankfurt at 1145 hours and 10 Fw 190s N of Giessen at 1155 hours for claims of 2¹/₂-0-0. One Me 262 made an ineffective attack in the Coblenz area at 1452 hours. A few additional jets were sighted but did not attack.

2. Flak

Kassel - generally moderate to intense and accurate to inaccurate.

Osnabruck - meager to moderate and fairly accurate.

Munster - meager to moderate and inaccurate to fairly accurate.

Rheine - meager and inaccurate.

Frankfurt - moderate to intense tracking and barrage fire, generally accurate.

3. Observations

The following M/Ys were reported as being very active: Bielefeld, Herford, Gutersloh, Minden, Hannover and M/Y at 5030N-0908E was filled with freight and tank cars.

Approximately 300 railroad cars observed in the M/Y at Minden.

M/Y well filled with wagons observed at Bad Oeynhauscn.

M/Y heavily loaded at 5212N-0843E, observed at 1002 hours from 22,000 feet.

M/Y heavily loaded at 5223N-0756E, observed at 0959 hours from 22,000 feet.

M/Y heavily loaded at 5211N-0834E, observed at 1008 hours from 22,000 feet.

Supply depot observed at 5254N-0638E.

Approximately four large flat buildings observed at 5240N-0618E near Meppel at 1026 hours from 19,500 feet. There seemed to be the mouth of an underground tunnel nearby.

15 c/a and A/F at 5220N-0830E.

A/F with 10 u/i s/c a/c observed at 5250N-0605E.

A/F with runways (not on map) observed at 5227-0757E.

S E C R E T

4. Damage to Enemy Installations

Kassel - Fair-Good Results

Smoke covered target areas early in attack make it impossible to plot all concentrations or to pinpoint all bursts. Of the 27 concentrations dropped only 13 complete and 9 partial concentrations of mixed GP and IB bombs could be seen. Many fires could be seen burning in center part of Kassel as a result of the R.A.F. attack on night of 8/9 March.

Railway Marshalling Yard and Workshops

Severe damage can be expected to rail lines and goods cars parked in the yard at time of attack. Direct hits could be seen on reception sidings, North-bound sorting sidings, Southbound sorting sidings, Repair Shop, Fly-over and junction at south end of yard. At least 25 hits on rail lines in vicinity. Southern part of the railway workshops was completely blanketed by portions of two concentrations. This target has been seriously damaged in previous attacks. Additional damage will result.

Henschel Tank Works 1

3 concentrations of bombs bursting on western and southern portion of plant area. Slight damage will result to the targets since majority of bombs fell into residential areas. Most of residential areas have been devastated in previous attacks.

Henschel Tank Works 2

2 concentrations of bombs bursting in and west of target area. At least 4 direct hits on boiler smithy in western part of plant. At least 5 direct hits to rail lines south of target and west of passenger station. Incendiary bombs covered most of target area late in attack and additional damage can be expected.

Henschel Tank Works 3

Smoke, intense ground haze and small scale photographs made it impossible to pinpoint all bursts. Direct hits can be seen on the following installations: Small foundry, steam wagon work shop, components for lorries, locomotive frames and parts, Machine and Assembly Shops, coal stores, drawing office and an unidentified rectangular building west of coal stores. Direct hits by incendiary bombs could be seen on most buildings in plant area with possible additional damage resulting. 1 concentration of bombs bursting in residential area, 40-70 percent built-up, situated approximately 1200 yards south of locomotive depot.

Munster M/Y - Fair Results

Attacked by 9 Sqdns. Hits on rail lines, sidings and marshalling yard facilities.

Osnabruck M/Y - Very Good Results

Attacked by 10 Sqdns. Hits on rail lines, heavily built-up industrial area and many hits on the M.P.I.

Rheine M/Y - Good Results

Attacked by 9 Sqdns. Rail lines and industrial area hit. Some hits on M.P.I.

Frankfurt/Ost M/Y - Good Results

10 of 16 Sqdns. hit marshalling yard. About 500 cars were in yard. Entire M/Y well covered with bursts.

Frankfurt Main M/Y - Fair, Possibly Good Results

M/Y appeared filled to capacity with some 2000 cars. A number of bursts seen in M/Y, but cloud over part of target makes interpretation difficult.

Frankfurt/Heddernheim Castings Plant - Good Results

Three groups were assigned to bomb this target. Only two Sqdns. of 1 group hit target, but both Sqdns. got their bombs squarely on target area, which was covered with both GP and IB bursts.

Rheine M/Y - Good Results

Attacked by 9 Sqdns. Rail lines and industrial area hit. Some hits on M.P.I.

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5. Ground Activity

- 21st Army Group - Canadian infantry cleared Xanten and now on line A 1139-1239. British armor reached railroad junction A 1434 and Canadian armor reached A 124355 - 119353 - 112362. British and U.S. troops have contacted in area HUCK A 1631. U.S. troops meeting heavy resistance in area A 1930 but have elements east of town at A 2030
- 12th Army Group - In the drive towards Coblenz, armored spearheads reached L 8193 - 8596 - 8398 - 8099. NE of Prum, U.S. infantry reached L 4098 and 4087. NE of Trier, U.S. armor reached L 2738, 2936, 2737, 3466, 3243, 3142 against heavy opposition.

Mopping up on a large scale against light opposition in the pocket extending westward roughly from Sinzig, and from Brohl on the Rhine. Advances have been made to the following points: F 7109, 5609; L 4991, 4191, 3084, 3193, 3797; F 5307, 5610, 6011. The bridgehead over the Rhine has been extended northwards to the outskirts of Honnef, F 6426. Area between Bonn and Cologne being cleared to the Rhine.

Western France - about 100 enemy troops from the Channel Islands raided the port of Granville during the night of 8/9 March. They damaged the harbor machinery and got away.

- Miscellaneous - SS Jagdkommandos

A member of the staff of 167 VG Div states that recently the existence of these organizations has become known. He believes that they are special units, organized under no particular TO/TE and with irregular make-up and channels of command. They are directly controlled by HIMMLER and have the task of furnishing trained espionage and sabotage personnel. As such the employment of the Jagdkommandos would be similar to the "Brandenburg" detachments, but no definite connection could be established. It would appear that Jagdkommandos are equipped to cross the lines either by infiltration or by air-drop and that they will receive their orders by radio when once in our rear areas. There their task would be the gathering of information concerning our strength, movements, disposition and organization, and interference with the transportation, communication and command system of the Allied forces. Similar Jagdkommandos are said to have been employed with great success in the Balkans and it is believed that the date of their employment in the West has either already arrived or is imminent.

S E C R E T

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	1840	20-3-9A, 1-0-OG	9
First US TAF	331	0-0-0	2
Second TAF	821	1-0-1A	5
RAF Fighter Command	<u>407</u>	0-0-0	<u>5</u>
		21-3-10A	
Totals	3399	1-0-OG	21

Ninth Air Force

Sorties - 691 Medium Bombers
 1073 Fighters and Fighter-Bombers
 76 Reconnaissance
 1840 a/c

Night - 8/9 March

Sorties - 5

Missions - 1 A-20 attacked Drol, F7143; 4 P-61s attacked M/T E of Rhine, Cologne to Coblenz.

Claims & Losses- Nil.

Day --9 March

Missions - 9th Bomb. Div.: 691 sorties. Wiesbaden N & S M/Ys, town of Mastatten, Wiesbaden stores depot, Miedernhausen M/Y, Dotzheim AFV depot, Butzbach M/Y, an ammo. filling plant at Bork attacked by B-26s, A-26s, A-20s with unobserved results; Arnsburg M/Y and an ammo. filling plant at Wulfen attacked with good results. E/a: 6 s/e o/a engaged vicinity of Mastatten, 30 Me 109s Wiesbaden area.

9th T.A.C.: 406 sorties. Armed recon Cologne to Dusseldorf; air cooperation to ground forces; provided cover over bridgehead at Remagen.

19th T.A.C.: 321 sorties. Fighter sweeps in Dormstadt, Herfeld, Frankfurt areas; armed recon. in Coblenz, Wiesbaden areas; air cooperation to 20th Corps.

29th T.A.C.: 340 sorties. Armed recon. over the Ruhr; air cooperation to 12th Corps; rail cutting in front of 9th U.S. Army.

E/a Claims - 20-3-9 Air; 1-0-0 Ground.

S E C R E T

SECRET

<u>Other Claims</u>	<u>Destroyed</u>	<u>Damaged</u>
M/T	67	55
Locos	33	23
RR Cars	375	334
Guns	25	2
Barges	34	54
AFV	6	0
Rail Cuts	103	
Road Cuts	3	

76 a/c on reconnaissance for Ninth Air Force.

Losses - 9 a/c (2 bombers, 7 fighters).

First US TAF

Day - 9 March

Sorties - 38 Bombers
293 Fighters
331 a/c

Missions - 42nd Bomb. Wing: 38 sorties. 14 B-26s attacked tunnel at V-9587 with very good results. Remaining a/c abortive.

12th T.A.C.: 272 sorties. Armed reconnaissance Worms, Karlsruhe, Heilbronn, Pforzheim areas. Rail and road movements, supply dumps, a M/Y at R 4688 attacked; rail interdiction in Pirmosens, Karlsruhe, Ludwigshaven, Worms areas. Air cooperation to ground forces; escort to medium bombers; patrols and reconnaissance. P-47s dive-bombed an ammo. dump at Q 3872, a town at Q 3970 (good results), a supply dump and barracks at R 3242 (fair results).

1st French T.A.C.: 21 a/c on reconnaissance.

E/a Claims - Nil.

<u>Other Claims</u>	<u>Destroyed</u>	<u>Damaged</u>
Locos	5	7
RR Cars	27	27
M/T	17	1
Guns	16	10
Rail Cuts	11	
Road Cuts	1	

Losses - 2 a/c.

SECRET

S E C R E T

Second TAF

Night - 8/9 March

Sorties - 120 a/e

Missions - 47 Mosquitoes attacked M/Ys at F625441, F590463 and F583468, the towns of Sieburg, Aldenkirchen, and RR targets at E9255 with good results; 18 Mosquitoes attacked Isselburg, Meppel, Dortmund and Haltern with good results. Interception patrols over Germany and Holland.

E/a Claims - Nil.

Other Claims	-	<u>Destroyed</u>	<u>Damaged</u>
	M/T	5	52

Losses - 1 Mosquito.

Day - 9 March

Sorties - 701 a/e.

Missions - 121 a/e attacked M/Ys at Dorsten and Haltern with unobserved results. Armed reconnaissance over N. Germany and Holland. Rail movements in Zwolle-Enschede area attacked. Bridge at V 9437 destroyed. Fighter operations in Osnabruck, Munster, Rhine, Nordhorn areas.

E/a Claims - 1-0-1 air.

Other Claims	-	<u>Destroyed</u>	<u>Damaged</u>
	M/T	1	12
	Locos	3	6
	Rail Cuts	12	

Losses - 4 fighters.

RAF Fighter Command

Night - 8/9 March

Sorties - 53

Missions - Uneventful offensive patrols in Paderborn, Dortmund, Siegen, Stendal, Ludwigslust, Burg areas.

Claims & Losses- Nil.

Day - 9 March

Sorties - 354

S E C R E T

Missions - Three main rocket sites in Holland bombed by Spitfires with good results; road and rail bridge at Worden bombed by Spitfires; bridge S of Alphen and RR junction in Gouda area also bombed. Additional a/c flew escort to bombers, interception patrols, A/S/R, flying bomb and anti-submarine patrol, and reconnaissance.

Claims - Nil.

Losses - 5 a/c.

2. Fiftieth Air Force

8 March

251 B-17s, 113 B-24s and 160 P-51s sortied. 240 B-17s, 104 B-24s escorted by 156 P-51s dropped 784 tons GP on Hegyeshalov M/Y.

155 B-24s and 52 P-38s sortied. 54 B-24s escorted by 44 P-38s dropped 22.7 tons GP on Maribor Loco Depot and 19.5 tons GP on Komaron M/Y.

168 B-24s and 52 P-38s sortied. 32 B-24s escorted by 43 P-38s dropped 74.75 tons GP on Kapfenburg Steel Works.

161 B-24s and 42 P-38s sortied. 123 B-24s escorted by 39 P-38s dropped 239 tons GP on Verona Porto Nuova M/Y, 2 tons on a RR bridge.

Bombers

Sorties : 848 a/c (251 B-17s, 597 B-24s)
Eff. Sorties: 553 a/c (240 B-17s, 313 B-24s)
Tonnage : 1202
Claims : Nil.
Losses : 12 B-24s and 1 B-17

Fighters

Sorties : 306 a/c (160 P-51s, 146 P-38s)
Eff. Sorties: 282 a/c (156 P-51s, 126 P-38s)
Claims : Nil
Losses : Nil

9 March

248 B-17s, 506 B-24s, 80 P-38s and 96 P-51s sortied. 95 B-17s, 278 B-24s escorted by 74 P-38s and 90 P-51s dropped 705 tons GP on Graz M/Y; 39 tons GP on Klagenfurt M/Y; 36 tons GP on Ljubljana M/Y; 49 tons GP on Saint Paul M/Y; 19 tons GP on Saint Stefan M/Y; 4 tons GP on various T/Os.

31 P-38s sortied. 27 P-38s dropped 16 tons GP on Knittelfeld M/Y.
Losses: 1 P-38.

SECRET

<u>Service</u>	<u>Target</u>	<u>Losses</u>
12 Mosquitos	Bomber Support	0
2 Sturdivants		100
17 Hellcats		10000
4 Panthers		10000
3 Liberators		10000
158 a/c		0

NOTE: The foregoing is based on preliminary reports and is not to be used for record purposes.

CHARLES Y. BARTILL
Brigadier General, U.S.A.,
Director of Intelligence.