

293 JAY
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23 APR 1945

INTERPRETATION REPORT NO. K. 3975

LOCALITY: SWINEBUNDE

PERIOD COVERED: Up to 1545 A hrs. on 25 MAR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	12 MAR 45	3376	10/10 Cloud

PROVISIONAL STATEMENT ON DAMAGE.

Scattered items of heavy damage are distributed over the town and port area, the greatest concentration having involved commercial, business and residential property in the town area adjacent to Winter Hafen. Some damage to shipping is seen, including a U-Boat and a 520' liner.

At the Naval Base, which includes a small ship yard, sixteen warehouse and workshop type buildings have been destroyed or damaged together with two small storage tanks. Moven Haken, a small ship building yard on the East bank of the Swine River opposite the Coaling Harbor, has lost some twenty-eight small buildings with others damaged. There are two direct hits on the slipways and an over water boat shelter is destroyed.

A wagon shop of the Ostswine sidings has been destroyed and probable cratering of siding trackage has been repaired.

SHIPPING ACTIVITY AND DAMAGE.

(Extracted from Interpretation Report No. 7401)

1. "Both naval and merchant shipping activity in the port remains at the high level noted on the last cover, ----".
2. Shipping Damaged:-
 - 1 740 ton U-Boat damaged.
 - 1 Liner 520' Caribia type L.26 sunk;
 - 1 M/V 300'/350' sunk.
 - 1 M/V 330' approx. sunk.
 - 1 Coaster 150'/200' probably sunk.

(Prints 3055-60, 4171-76)

PHOTOGRAPHS TAKEN BY: 544 Squadron.

SORTIE: 106G/5120.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1545 A hours on 25 MAR 1945.

SCALE: 1/8,800 (F.L.36").

COVER AND QUALITY: Full and good with some interference by smoke screen.

LAST REPORT: I/R K. 3975 16 MAR 1945, Sup K. 3975, 23 MAR 1945.

COMPARATIVE SORTIE USED: 106G/1201 (3020-24), A/655 (5114-120)

MATERIAL DISTRIBUTED: Damage Plot No. 1.

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MBG/HB

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INTERPRETATION REPORT S.A. 3376

ATTACK ON SWINEMUNDE ON 12 MAR 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 661, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1206 - 1300 A hours.
- (d) Bombs : 3216 x 1000 lb. G.P.
2 x 500 lb. G.P.

(ii) DETAILS OF THE ATTACK:

Bombs are seen falling but no bursts are visible on completely cloud obscured photographs. Columns of smoke are seen rising through the undercast. For approximate areas of bursts see PFF INTERPRETATION REPORT T-70.

(iii) ANNOTATED PRINT: None prepared.

(iv) BOMB PLOT: None prepared.

(v) PHOTOGRAPHS RECEIVED:

S.A.V 34/679-681	12 MAR. 45	1230 $\frac{1}{2}$ -1231 $\frac{1}{2}$ A hrs.	1/39,000 (F.L. 7")	22,750'	"C"
" 92/911,912	"	1254-1255 A hrs.	1/39,000 (F.L. 7")	21,500'	"C"
" 95/1578,1583	"	1221 A	1/38,600	22,500'	"
" 100/1399-1406	"	1224-1225A	1/38,600	22,500'	"
" 305/1219-122	"	1249-1250A	1/40,000	23,300'	"
" 306/1429,1432,1433"	"	1258-1300A	1/41,100	24,000'	"
" 351/1079,1081	"	1241A	1/22,000 (F.L.12")	22,000'	"
" 385/1127-1129	"	1231-1235A	1/38,100 (F.L.7")	22,250'	"
" 389/1296,1301	"	1210A	1/34,000	19,750'	"
" 389/1300	"	1210A	1/20,500 (F.L.12")	20,500'	"
" 401/1192	"	Unknown	1/39,400 (F.L. 7")	23,000'	"
" 448/1186,1187	"	1206A	1/34,400	20,000'	"
" 457/1028,1031	"	1241-1242	1/40,700	23,750'	"
" 467/1155,1158,1159"	"	1213-1214A	1/34,400	20,000'	"
" 486/962-964	"	1227-1230 A	1/37,700	22,000'	"
0-100/67,68	"	Unknown	Oblique (F.L.6-3/8")	20,000'	"
0-446/235	"	"	"	"	"
0-392/191	"	"	"	"	"

Mac *JCB*
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13 MAR 1945

INTERPRETATION REPORT S.A. 3380

ATTACK ON HUSUM MARSHALLING YARD ON 12 MAR 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

(a) No. of aircraft : 1, fully escorted.
(b) Command : U.S. 8TH AIR FORCE.
(c) Time : 1114A hours.
(d) Bombs : 5 x 1000 lb. G.P.

(ii) STATEMENT ON THE TARGET:

This target of opportunity is located at HUSUM (G.S.G.S. 4416/J3 - 935643).

(iii) DETAILS OF THE ATTACK:

A small group of five bursts is seen across the North end of the marshalling yard with four hits on the tracks and wagons in the lightly loaded North sidings.

(iv) ACTIVITY:

(a) HUSUM MARSHALLING YARD:

The yard is lightly loaded.

(b) HUSUM AIRFIELD:

1. Five medium/large aircraft are visible on the South side of the airfield.
2. The landing ground and runways are serviceable.

(v) ANNOTATED PRINT:

None prepared.

(vi) BOMB PLOT:

None prepared.

(vii) PHOTOGRAPHS RECEIVED:

→ SAV 95/1575 12 MAR 1945 1114A hrs. 1/24,000 (F.L.7") 14,000' 'A'

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LOCALITY: SWINEMUNDE TOWN AND PORT AREA

PERIOD COVERED: Up to 0900A hours on 21 MAR 1945.

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	12 MAR 1945	3376	10/10 Cloud

PROVISIONAL STATEMENT ON DAMAGE:

Further cover reveals moderate fresh damage mainly in the region of the NAVAL BASE on the E. side of the River SWINE where a number of unidentified buildings have been destroyed or damaged.

There is damage in the BAU HARBOUR AND COALING HARBOUR. One liner is capsized and two M/Vs are sunk.

Details of damage are as follows:

- (i) NAVAL BASE : A large number of unidentified buildings of varying sizes have been either destroyed or damaged. (Assessment is somewhat hampered by only having stereo cover on small scale prints.)
- (ii) COALING HARBOUR : On the River Swine side of the Eastern quay, a section of the quay has been destroyed. There are also four craters in open ground between the COALING HARBOUR and the WINTER HARBOUR.
- (iii) BAU HARBOUR : A small number of craters on the N. quay.

In addition to the above there is moderate business/residential damage in the area North of the entrance to the WINTER and COALING HARBOURS. There is a very large group of craters in open ground N. of the BAU HARBOUR.

SHIPPING (Notes provided by 12th Section):

A liner (L26 Cabania type) capsized alongside the Eichstaden Dock. One M/V 300-350' sunk in mid channel off the boat harbor and one M/V 330' sunk at the railway quay.

(Prints 1037/45, 2037/42, 3036/45, 4038/44)

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

PHOTOGRAPHS TAKEN BY: 544 Squadron.

SORTIE: 106G/4956.

MEAN TIME AND DATE OF PHOTOGRAPHY: 0900A hours on 21 MAR 1945.

SCALE: 1/8,700 (F.L.36"); 1/22,300 (F.L.14").

COVER AND QUALITY: Full cover on prints of good quality although the N. area is only seen on small scale prints.

LAST REPORT: K. 3975 Immediate (16 MAR 1945).

COMPARATIVE SORTIE USED: 106G/4693. (Prints: 3007/3013).

PRINT DISTRIBUTED: 3039 (to follow when available)

IMMEDIATE INTERPRETATION REPORT NO. K. 3976

LOCALITY: SWINEMUNDE TOWN AND PORT AREA

PERIOD COVERED: Up to 1530A hours on 15 MAR 1945.

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	12 MAR 1945	3376	10/10 Cloud

PROVISIONAL STATEMENT ON DAMAGE:

The town of SWINEMUNDE has been heavily damaged by H.E. Five separate concentrations are visible. The first lies across the centre of the town causing destruction to business and residential property and cluttering roads with rubble. The second saturates the South bank of the Swine destroying or damaging a small factory, 3 (probable) warehouses near the boat harbour, a large number of buildings in a huddled area, and private property in the village of Ostswine. The three remaining concentrations are found in the suburbs of Der Strand, West Swine and Friedrichstater affecting small houses and huts.

Little can be said regarding damage in the Port Area because the coaling harbour and North bank of the Swine is obscured by a smoke screen operating on the Grüne Flacke. It is seen however that several buildings in the vicinity of the Ban Harbour have been hit and one small and one medium building near the seaplane base have been damaged.

Shipping: (Notes supplied by 'A' Section).

No statement can be made.

(Prints 1032/5, 2026/9)

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

PHOTOGRAPHS TAKEN BY: 544 Squadron.

SORTIE: 1066/4696.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1530A hours on 15 MAR 1945.

SCALE: 1/24,000 (F.L. 14").

COVER AND QUALITY: Full fairly poor quality. Port Area between Winter and coaling harbour and South bank of Swine obscured by smoke screen.

LAST REPORT: None.

COMPARATIVE SORTIE USED: 1066/4693.

PRINT DISTRIBUTED: 1032 (to follow when available).

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HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 12 March 1945
13 CBW FO 68
13 CBW OPS 294
3 AD FO 608

SUBJECT: Tactical Report (SWINEMUNDE AND SIEGEN, GERMANY)

TO

Colonel Shuck. 95th

1. Information Concerning the Targets: a. Task Force I: (1) The primary target (visual) for 13A & B was the port area of Swinemunde, Germany.

(2) The secondary target (visual or H2X) for 13A & B was the port area of Swinemunde, Germany.

b. Task Force II: (1) The primary target (visual) for 13C was the Railroad Station and Goods Depot situated N of Siegen, Germany.

(2) The primary target (MH Cat Mouse) for 13C was the Station Sidings of the Railway M/Y situated NW of Siegen, Germany.

(3) The secondary target (visual or H2X) was the Railway M/Y situated to the W of Frankfurt-am-Main, Germany.

2. Narrative of the Attack:

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

(1) Navigation: (a) Assembly: Although the Group Leader was delayed at take off because of a poor liaison unit, the three Squadrons made a normal take off and climb to assembly altitude. The Group was formed over Buncher 23 at 7000'. The Wing and Division assembly was as briefed. CP 1 was crossed at 0908 hours, 1 minute late, altitude 7000'.

(b) Route: Concerned about interference with the 2nd Division Column ahead, the 3rd Division Air Leader echeloned to the left, thereby placing the Groups in the Wing approximately 5-10 miles N of course while enroute to CP 2. When it became apparent that no difficulty would be encountered, the 13A leader corrected to the briefed course at 5345-0500 and remained on course to CP 2 and the Continental Coast. The Danish Coast was crossed on course at 1105 hours, altitude 15000'. Pilotage was utilized when the undercast broke up over Denmark. This enabled the navigator to follow the briefed course to the Pre-IP where undercast conditions became 10/10 throughout. The IP was made good, and the Squadrons peeled off for individual H2X runs. Kodak Control gave very good weather aid prior to the IP and after turning on to the bomb run, thus allowing the Air Leader ample time to make decisions on method of attack.

The RP was made good by 13A. The return route was essentially as briefed, except for a minor deviation in the Rostock area. The Continental Coast was crossed at approximately 1450, at an altitude of 8000'. The English Coast was recrossed at Great Yarmouth at 1538, altitude 2000'.

(c) Weather: A 10/10 undercast prevailed over the North Sea. Near the Danish Coast and over the major part of Denmark the undercast became broken. A complete undercast was again encountered at the Pre-IP, which persisted throughout the return route.

(d) Difficulties: Gee in 95A became inoperative during assembly.

(a) FFF Narrative: Four PFF A/C were dispatched. All radar sets operated satisfactorily. 95A, B, and C made successful approaches on the secondary target.

(a) Bombing Task Force I

(a) 95A Squadron: (8709)

- 1. AL Col. Shack M Lt. Wilbourne
- P Capt. Wilson AN Lt. Frei
- CP Lt. Owens
- B Lt. Long

- 2. A/C Attachings: Bombs Dropped
- a. Primary: 12 56x1000 GP
- b. Bombing Altitude: 22200'
- c. Time of Release: 1220

3. Run-in from IP to Target: After the maneuver at the IP, which was made good, the RN took over and proceeded to set up course. The RN picked up the target in the scope at 45 miles. The bombardier was clutched in at 10 miles and subsequent rate checks, except the first, were good. Bombs were released on a true heading of 189 degrees. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: None.

(b) 95B Squadron: (8840)

- 1. AL Maj. Frankosky M Lt. Sacks
- P Capt. Barkan AN Lt. Finfinger
- CP B Lt. Shultz

- 2. A/C Attachings: Bombs Dropped
- a. Primary: 11 53x1000 GP
- TO: 1 5x1000 GP
- Returning: 1 5x1000 GP
- b. Bombing Altitude: 22200'
- c. Time of Release: 1220

3. Run-in from IP to Target: After the maneuver at the IP, the RN took over and proceeded to set up course. The target was picked up in the scope at 40 miles. The bombardier was clutched in at 10 miles, and subsequent rate checks of 9, 8, 7, 6, and 5 miles were accurate. Bombs were released on a true heading of 192 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. Photographs of the assigned target show 10/10 undercast. A/C 9037, #2 A/C in the lead element, released its bombs on a M/Y at Hasum, Germany. The M/Y was lightly loaded, but from 12 to 15 goods wagons were probably damaged, and fire tracks in the sidings probably cut. One bomb fell beyond the yard in fields.

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Bombing Malfunctions: A/C 8617: (apare) re-
A/S 9037: attacked a TO at Husum, Germany, because
of a malfunction.

(c) 95C Squadron: (8364)

<u>1.</u>	AL	Lt. Wright	N	Lt. Orterburn
	P	Lt. Taylor	AN	
	CP		RN	Lt. Webber
			B	Lt. Carter

2. A/C Attacking: Bombs Dropped

a. Secondary 13 63x1000 GP

b. Bombing Altitude: 21200'

c. Time of Release: 1221

3. Run-in from IP to Target: After the maneuver at the IP, the RN took over and proceeded to set up course by H2X technique. The target was picked up in the scope at 40 miles. The bombardier was clutched in at 10 miles, and all subsequent rate checks of 8, 7, 6, and 4 miles were accurate. Bombs were released on a true heading of 193 degrees. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: None.

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

(1) Navigation: (a) Assembly: 13B assembled over Buncher 28 at 7000', but encountered difficulties with 2nd Division forces to the N and 95 Group to the S. 13A leader moved its assembly farther S upon request from 13B leader. At the wing assembly point, 13B was forced to make a very sharp turn to the left. 100B could not, consequently, complete the turn, and was lagging at GP 1, which was made good by 13B at 0909, at 7000'. 100B recovered its proper position enroute over the North Sea.

(b) Route: Enroute across the North Sea, 13B was in very good position and was echeloned to the right of 13A. GP 2 was reached 3 miles left of the briefed point 2 minutes early at 1025. At approximately 0700E, 13B "S"ed, crossed behind, and echeloned left of 13A. GP 3 was crossed 2 1/2 miles left of course at 1107. Bombing altitude, 22000', was reached at approximately 1230E. The IP was made about 10 miles N of the briefed point. The peel off was executed, and individual H2X runs were initiated on the secondary target. The RP was cut short, and 13B re-assembled in Group formation. The return route was flown as briefed, and the coast out crossed at 5430-0900, 18500', 1338 hours. The English Coast in point was at Southwold, which was crossed at 1000' at 1543.

(c) Weather: Same as 13A.

(d) Difficulties: Interference during assembly with Groups from the 2nd Division was the only difficulty encountered.

(e) PFF Narrative: Three PFF A/C were dispatched. All radar sets operated satisfactorily. 100A, B, and C made individual Squadron H2X approaches on the secondary target.

(2) Bombing: Task Force I

(a) 100A Squadron: (8705)

- 2. A/C Attacking: Bombs Dropped
 - a. Secondary 12 59x1000 GP
 - b. Bombing Altitude: 22190'
 - c. Time of Release: 1224

3. Run-in from IP to Target: After the maneuver at the IP, the RN took over and proceeded to set up course by HZX technique. The target was picked up in the scope at 50 miles. The bombardier was clutched in at 10 miles, and all subsequent rate checks were good. Bombs were released on a true heading of 183 degrees. C-1 Auto-Pilot was used on the bomb run.

- 4. PI Report: Photos show 10/10 undercast.
- 5. Bombing Malfunctions: None.

(b) 100B Squadron: (8705)

- 1. AL Capt. Weston N Lt. Johnson
- P Lt. Murray AN
- GP RN Lt. Bohrer
- B Lt. Crichton

- 2. A/C Attacking: Bombs Dropped
 - a. Secondary 12 59x1000 GP
 - Jettisoning 1 5x1000 GP
 - b. Bombing Altitude: 22780'
 - c. Time of Release: 1224 1/2

3. Run-in from IP to Target: After the maneuver at the IP, the RN picked up the target in the scope at 50 miles and proceeded to set up course. The bombardier was clutched in at 10 miles and subsequent rate checks of 9, 8, 7, 6, 5, and 4 miles were good. Bombs were released on a true heading of 205 degrees. C-1 Auto-Pilot was used on the bomb run.

- 4. PI Report: Photos show 10/10 undercast.
- 5. Bombing Malfunctions: A/C 841 had a mission failure and jettisoned 5x1000 GP in channel at 5228-0210.

(c) 100C Squadron: (8717)

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

- 2. A/C Attacking: Bombs Dropped
 - a. Secondary 13 64x1000 GP
 - b. Bombing Altitude: 21700'
 - c. Time of Release: 1225

3. Run-in from IP to Target: After the maneuver at the IP, the RN picked up the target in the scope at 35 miles and proceeded to set up course. The bombardier was clutched in at 10 miles and five subsequent rate checks were good. Bombs were released on a

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true heading of 200 degrees. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: None.

6. 13 C Group - 390A, B, C Squadrons:

(1) Navigation: (a) Assembly: Because of a combination of changing winds and a poor assembly pattern accomplished by 13C, CP 1 was reached 5 minutes late. The coast was departed at an altitude of 14300°.

Route: CP 2 was made good at 1145, at an altitude of 20400°. The penetration route was uneventful. 390A and B had good beacon reception all along the route. 390C experienced a little difficulty with reception, but the course and rate beacons came into the scope strongly in the vicinity of the IP. The Squadrons made Cat Mouse approaches on the primary target. The withdrawal route was without incident, and the Continental Coast was departed at the briefed point, at an altitude of 8700°.

Weather: Cloud coverage was 10/10 over the channel and Continent. The weather was essentially as briefed.

Difficulties: None.

PFM Narrative: Four PFM A/C were dispatched. All A/C had strong beacon reception. 390A, B, and C made individual Cat Mouse approaches on the primary target. RNs reported good scope results.

(2) Bombing: Task Force II

(a) 390A Squadron: (660)

1. AL Maj. McHenry	N Lt. Drew
P Lt. Fisher	AN Capt. McInerney
CP Lt. Riolo	RN Lt. Conroy
	B Lt. Liana

2. A/C Attacking: Bombs Dropped

a. Primary 12 405x100 GP
20xM17 IB

b. Bombing Altitude: 23000°

c. Time of Release: 1301

2. Run-in from IP to Target: The bomb bay doors were opened immediately after the turn at the IP, which was made good. The RN picked up beacons and proceeded to set up a C/M course. The bombardier was clutched in at 12 miles. The first four rate checks made required adjustment. The remainder of five checks, however, were good. Bombs were released on a true heading of 221 degrees. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: None.

(b) 390B Squadron: (750)

1. AL Maj. Wilde	N Lt. Donahue
P Lt. Allen	AN
CP	RN F/O Anderson
	B Lt. Smith

2. A/C Attacking:

Bombs Dropped

a. Primary	12	372x100 GP
Accidental		19xM17 IB
Release	1	34x100 GP
Returning	1	2x100 GP
		2x100 GP
		1xM17 IB

b. Bombing Altitude: 24450'

c. Time of Release: 1302

3. Run-in from IP to Target: After the maneuver at the IP, the RN picked up beacons and proceeded to set up a C/M course. The bombardier was clutched in and 6 subsequent rate checks were good. Bombs were released on a true heading of 206 degrees. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: A/C 784 had an accidental release - 34x100 GP and 2xM17 IB at 5200-0833 - when the bombardier opened the bomb bay doors. A/C 390: returned 2x100 GP and 1xM17 IB because of rack malfunctions.

(c) 3900 Squadron: (571)

1. AL Maj. Cross	W Lt. Stevens
P Lt. Babbitt	AN
GP	RN Lt. Keelan
	B Lt. Guekes

2. A/C Attacking:

Bombs Dropped

a. Primary	12	408x100 GP
Jettisoning	1	22xM17 IB
		34x100 GP
		2xM17 IB

b. Bombing Altitude: 22500'

c. Time of Release: 1303

3. Run-in from IP to Target: After the maneuver at the IP, the RN picked up beacons and proceeded to set up a C/M course. The bombardier was clutched in, and six subsequent rate checks were good. The first rate check required an adjustment. The remainder, however, were good. Bombs were released on a true heading of 260 degrees. C-1 Auto-Pilot was used on the bomb run.

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

5. Bombing Malfunctions: A/C 9129 had a mission failure and returned 34x100 GP and 2xM17 IB.

3. Communications: a. VHF: (1) Col. Shuck led 3rd Division in Task Force 1. VHF discipline was reported excellent. Communications within Groups and between Group and Squadron leaders were very satisfactory. 390 Group, in Task Force 2, reported clear reception on Channel A also.

(2) In Task Force 1, there was some difficulty with Channel B. Control Points one and two were sent to Division Ground Station successfully, after which there were no further contacts. Weather

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

was received satisfactorily, though reports from Kodak A/C were later than ~~expected~~. Difficulty was experienced in contacting other Wing leaders. In Task Force 2, 390 leader reported Channel B communications clear with good discipline.

(3) The high Squadron in Task Force 1 made all necessary calls to fighters on Channel C. Task Force 2 contacted both fighters and "Hutouse".

(4) There were no distress transmissions. In all Groups, monitors relayed all messages as required.

b. W/T: (1) Division W/T Station was again jammed between 1300 and 1400 hours. In Task Force 2, 390 lead A/C's transmitter went out after CP 1. Control Point 2 and Strike Report were sent by deputy.

(2) Control Points:

(a) Task Force I:

	CP 1	CP 2	CP 3	TRGT	CP 4
Timings	0907	1025	1108	1225	1329
A.T.A.	0908	1022	-----	1220	1322

(b) Task Force II:

	CP 1	CP 2	TRGT
Timings	1102	1113	1255
A.T.A.	1107	1115	1302

(3) Strike Reports:

(a) Task Force I:

95A	S B 5	1220
95B	S B 5	1220
100A	P B 5	1224
100C	S B 5	1225

(b) Task Force II:

390A	P B 5	1302
390B	P B 5	1302
390C	P B 5	1303

4. Mission Camera Report: a. 95 installed 1 scope, 5 oblique, and 9 vertical cameras, all of which took pictures.

b. 100 installed 1 scope, 2 oblique, and 9 vertical cameras, 1, 2, and 8 of which took pictures: A/C 8344, lead of high element in 100B, with K-21 installed: camera froze.

c. 390 installed 2 scope, 2 oblique, and 9 vertical cameras, 1, 1, and 9 of which took pictures: ~~FF A/C 5/1~~, lead A/C of 390C, with scope camera: RN did not turn camera on at IP. 1 K-20 oblique was not used.

5. Planning and Execution of the Mission:

a. Group Order and Strength:

(1) 13 A, B Groups:

4 x 13 A/C Squadrons
2 x 12 A/C Squadrons

(a) 95 5x1000 GP

2 x 13 A/C Squadrons
1 x 12 A/C Squadron

(b) 100 5x1000 GP

2 x 12 A/C Squadrons
1 x 12 A/C Squadron

(2) 4 A Group:

3 x 12 A/C Squadrons

(a) 486 5x1000 GP

3 x 12 A/C Squadrons

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| (3) 93 A, B Groups: | | 6 x 12 A/C Squadrons |
| (a) 34 | 5x1000 GP | 3 x 12 A/C Squadrons |
| (b) 385 | 5x1000 GP | 3 x 12 A/C Squadrons |
| (4) 45 A Group: | | 3 x 12 A/C Squadrons |
| (a) 452 | 5x1000 GP | 3 x 12 A/C Squadrons |
| (5) 4 B, C, D Groups: | | 9 x 12 A/C Squadrons |
| (a) 487 | 34x100 GP 2xM17 | 3 x 12 A/C Squadrons |
| (b) 447 | 34x100 GP 2xM17 | 3 x 12 A/C Squadrons |
| (c) 96 | 34x100 GP 2xM17 | 3 x 12 A/C Squadrons |
| (6) 93 C, D Groups: | | 6 x 12 A/C Squadrons |
| (a) 490 | 34x100 GP 2xM17 | 3 x 12 A/C Squadrons |
| (b) 493 | 34x100 GP 2xM17 | 3 x 12 A/C Squadrons |
| (7) 45 B, C Groups: | | 6 x 12 A/C Squadrons |
| (a) 388 | A: 34x100 GP 2xM17 | 3 x 12 A/C Squadrons |
| | B&C: 18x250 GP 2xM17 | |
| (b) 96 | 34x100 GP 2xM17 | 3 x 12 A/C Squadrons |
| (8) 13 C Group: | | 2 x 13 A/C Squadrons |
| | | 1 x 12 A/C Squadron |
| (a) 390 | 34x100 GP 2xM17 | 2 x 13 A/C Squadrons |
| | | 1 x 12 A/C Squadron |

b. A/C and C/C Available:

(1) 95	REG 40 A/C	53 C/C
	PFF 12 A/C	10 C/C
	MH 10 A/C	10 C/C
(2) 100	REG 45 A/C	57 C/C
	PFF 12 A/C	7 C/C
	MH 2 A/C	7 C/C
(3) 390	REG 44 A/C	63 C/C
	PFF 11 A/C	10 C/C
	MH 10 A/C	4 C/C

c. A/C Scheduled to Take Off:

- | | |
|---------|---------------|
| (1) 95 | 34 Plus 4 PFF |
| (2) 100 | 35 Plus 3 PFF |
| (3) 390 | 35 Plus 3 PFF |

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

e. Individual A/C Mission Failures:

- (1) 95:

A/C 8617: 336 Sq "Q" - Pilot Lt. Burns - Prop governor out - No sortie. A/C 9037: 336 Sq "T" - Pilot Lt. Rose - Oxygen system out - Sortie.

- (2) 100:

A/C 841: 349 Sq "H" - Pilot Lt. King - #2 engine out - No sortie.

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(3) 390:

A/G 124: 568 Sq "E" - Pilot Lt. Corder - #2 and 3 engines out - Sortie.

f. A/G Landing Away From Base:

(1) 390:

A/G 097: 570 Sq "D" - Pilot Lt. O'Brien - Engine out - Crew OK - Landed at A-92 - Sortie.

g. A/G Outstanding: None.

h. A/G Attacking - 13 A Group - TF I:

Bombs Dropped

(1) Primary	23	109x1000 GP
Secondary	13	63x1000 GP
TO	1	5x1000 GP
Returning	1	5x1000 GP

(2) Method of Bombing: H2X

(3) Method of Release: Salvo

i. A/G Attacking - 13 B Group - TF I:

Bombs Dropped

(1) Secondary	37	182x1000 GP
Jettisoning	1	5x1000 GP

(2) Method of Bombing: H2X

(3) Method of Release: Salvo

j. A/G Attacking - 13 C Group - TF II:

Bombs Dropped

(1) Primary	36	1188x100 GP
Jettisoning	1	61xM17 IB
Accidental Release	1	34x100 GP
Returning	1	2xM17 IB
		34x100 GP
		2xM17 IB
		2x100 GP
		1xM17 IB

(2) Method of Bombing: Cat & Mouse

(3) Method of Release: Minimum Train

6. Controller's Log:

a. 1805 from 3 AD:	(1)	Alert (2) Force and Order (3) Targets.
b. 1820 from 13GW:	(1)	Alert.
c. 1910 from 3 AD:	(1)	Target Info.
d. 1932 from 3 AD:	(1)	Zero Hour (2) HBA (3) DAP (4) Targets
	(2)	Assembly Altitude (6) Bombing Altitude
	(3)	Bomb Load.
e. 1957 from 13GW:	(1)	Zero Hour (2) HBA (3) Task Forces
	(4)	Bomb Load (5) Fuel (6) Assembly
	(7)	Altitude (7) Bombing Altitude.
f. 2015 from 13GW:	(1)	Targets.
g. 2030 from 3 AD:	(1)	Routes (2) Time Control.
h. 2052 from 3 AD:	(1)	AW to 3 AD FO 608.
i. 2105 from 3 AD:	(1)	T/I.
j. 2145 from 3 AD:	(1)	A-2 Annex to 3 AD FO 608.
k. 2200 from 13GW:	(1)	AW to 13 CBW FO 68.
l. 2230 from 3 AD:	(1)	Routes.
m. 2243 from 3 AD:	(1)	Leaflet Load.

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o.	2251	from 3 AD:	(1)	Annex 1 to A-2 Annex to 3 AD FO 608.
p.	2305	from 3 AD:	(1)	Bomb Load (2) Targets (3) Time Control.
q.	2321	from 13CW:	(1)	Bomb Load (2) Targets (3) Time Control.
r.	2332	from 3 AD:	(1)	T/I.
s.	2340	from 13CW:	(1)	Timings.
t.	2353	from 3 AD:	(1)	Battle Lines.
u.	0001	from 13CW:	(1)	Battle Lines.
v.	0015	from 3 AD:	(1)	Routes.
w.	0020	from 13CW:	(1)	Timings.
x.	0021	from 13CW:	(1)	Annex 1 to 13 CBW FO 68.
y.	0045	from 3 AD:	(1)	3 AD FO 608.
z.	0125	from 3 AD:	(1)	Annex 1 to 3 AD FO 608.
aa.	0133	from 13CW:	(1)	13 CBW FO 68.
bb.	0145	from 3 AD:	(1)	MH Info to 3 AD FO 608.
cc.	0150	from 3 AD:	(1)	Timings.
dd.	0150	from 13CW:	(1)	Recall Phrases.
ee.	0201	from 13CW:	(1)	Annex 1 to 13 CBW FO 68.
ff.	0240	from 3 AD:	(1)	Bombing Altitude.
gg.	0245	from 13CW:	(1)	Bombing Altitude.
hh.	0301	from 3 AD:	(1)	Timings.
ii.	0310	from 13CW:	(1)	Bombing Altitude. Also Timings.
jj.	0255	from 3 AD:	(1)	Annex 2 to 3 AD FO 608.
kk.	0323	from 3 AD:	(1)	Annex 3 to 3 AD FO 608.
ll.	0335	from 3 AD:	(1)	Annex 1 to MH Info for 3 AD FO 608.
mm.	0710	from 3 AD:	(1)	Final OK.

For the Commanding General:

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

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336 BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER
AAF 119 APO 559

12 March 1945

SUBJECT: Airplane Abortions.

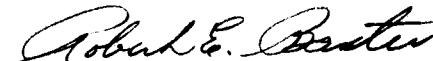
TO : Whom It May Concern.

1. Airplane #43-38617 returned early from a combat mission of this date because of an uncontrollable propeller on #4 engine.

A ground check showed the propeller ^{Governor} to be defective.

2. Airplane #43-39037 returned early from a combat mission of this date because of insufficient oxygen in the pilot's system. The pilot reported that the system had 400 psi when he left the ground and at 11,000 ft., prior to going on oxygen, the system was down to 90psi. The pilot's, navigator's, and engineer's pressure gage all gave the same reading of 90psi.

Ground check--When the plane returned, the system was serviced to 425psi and no leaks could be found. The plane was then test flown to 20,000ft. for one hour and no less of oxygen was detected. With the three regulators of the pilot system in use, the plane returned with approximately 380psi left.


ROBERT E. BAXTER,
Captain, Air Corps,
Engineering Officer.

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

APO 559
12 March 1945

SUBJECT: S-2 Letter, Mission to Swinemunde, 12 March 1945.

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

1. The Mission - The 95th Group lead the 3d Air Division in an attack against military activity in the harbor at Swinemunde, Germany. Col. Shuck was Division Air Leader. The secondary target, the same installation, was attacked by H2X because the area was cloud covered.


95A - Ten A/C plus two PFF A/C formed the lead squadron and all A/C attacked the secondary target.

95B - Twelve A/C plus one PFF A/C formed the high squadron, and eleven A/C attacked the same target. A/C 9037 left the formation over Jutland because of lack of oxygen, and bombed a target of opportunity, the M/Y at Husum, Germany, with good results. Spare A/C 8617 returned from over the base at 0900 hours because of a runaway prop.

95C - Twelve A/C plus one PFF A/C formed the low squadron, and all A/C attacked the secondary target.

2. Further Intelligence Information will be found in the Operational Narrative. Attention is called to the extensive shipping observations recorded on the mission.

For the Intelligence Officer:


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

Operations

CG, 13TH CBW
CG, 590 BG
CG, 100 BG

X

8-2 95BG

X

12-3-45 1930 8-2

OPERATIONAL NARRATIVE 95BG SWINEMUNDE, GER. 12-3-45

1. LEAFLETS - NONE

2. BOMBING RESULTS - ALL SQUADRONS - SECONDARY- H2X- PHOTOS SHOW SOLID CLOUD THRU WHICH BLACK SMOKE IS BREAKING - RN'S IDENTIFIED TARGET AND REPORT GOOD RESULTS. B SQDN - A/C 9037 - TO HUSUM M/Y (5428/0903) - VISUAL PHOTOS SHOW GOOD RESULTS ON SIDINGS.

3. B/A - NONE

4. FLAK - ANONE -FINAL

B-OPERATION - 1. NONE 2. NONE 3. NONE

C-AMOUNT, ACCURACY ETC.

1. TARGET - MEAGRE, INACCURATE, BARRAGE AND TRACKING

2. TARGET - MEAGRE, INACCURATE, BARRAGE AND TRACKING

3. NONE

4. HELIGOLAND - MEAGRE INACCURATE, BARRAGE

5. NONE

D-NONE

5. WEATHER - XI- 10/10THS BELOW 8000 FEET.

6. OBSERVATIONS -	1103	5430/0904	A/D WITH POSSIBLE SEP
	1104	5428/0858	LARGE MV HEADED N.
	1110	5429/0931	SEP ON RUNWAY AWAITING TAKE-OFF
	1110	5428/0950	SMOKE SCREEN OVER ECKERNFORDE -SAW 4 LARGE AND 12 SMALL MVS THRU SMOKE ONE POSSIBLY A BB.
	1114	5450/0926	3 LARGE MVS IN FLENSBURG HARBOR

OBSERVATIONS CONT.

1115	5430/0934	2 MVS AND SMOKE SCREEN AT SCHLESWIG
1118	5440/1000	15 SHIPS IN HARBOR AT KAPPELN
1120	5430/1010	2 LARGE MVS AND PROBABLY MORE IN CONVOY HEADING 30 DEGREES - COULD COUNT 12 IN ALL PHTO TAKEN:
1120	5450/0950	1 LARGE AND 1 MED MV ANCHORED
1125	5443/1045	4 LARGE MVS HEADING N IN A DIAMOND FORMATION, 4 E-BOATS AND ONE 8000 TON SS.
1130	5440/0927	80/75 WHITE COLORED TRUCKS IN CONVOY ON HIGHWAY - HEADING SE, THEN STOPPED.
1257	5422/1153	2 DD AND 1 MV HEADING E.
1259	5422/1123	A TRAWLER, 1600 TON SS AND SMALL MV HEADING NW.
1259	5435/1158	GA IN DOCK
1306	5430/1113	ABOUT 20 MILITARY BUILDING - NO VEHICLES.
1307	5433/1120	MINESWEEPER, 6 ESCORT PT BOATS AND 1 SS HEADED TOWARDS ROSTOCK.
1308	5425/1108	AIRSTRIIP BEING BUILT.
1310	5430/1050	1 SUBMERGED SS NOT MOVING - PHONED AS HOT NEWS.
1314	5434/1041	2 SURFACED SS, 1200 AND 1800 TONS, HEADING TOWARDS KIEL PLUS 2 8000 TON MVS.
1315	5422/1103	4 LARGE MV PLUS 50 SMALL BOATS.
1315	5442/1044	1 TANKER, 2DD, 1SS ANCHORED AT DOVES CLIFF
1337	5430/0907	20 SEP ON A/D - NOTE M/Y TO IN PAR 2 BOMBED AT 1114 HOURS.

7. OTHER INFORMATION - FIGHTER SUPPORT WAS EXCELLENT FOR THE ENTIRE

MISSION. THERE WERE NO DEVIATIONS FROM THE BRIEFED ROUTE AND THE MISSION WENT OFF PRIMARILY AS PLANNED. PRIMARY NOT ATTACKED BECAUSE OF WEATHER.

me

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

SECRET
By Authority Of
C.G. Eighth Air Force
Initials
Date 12 March 1945

INTOPS SUMMARY NO. 316

PERIOD: 0001 hours 12 March 1945 to 2400 hours 12 March 1945.

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>AA</u>	<u>OT</u>	<u>Totals</u>	<u>NYR</u>
Heavy Bomber Atks..	1355	1315	3003.0	0-0-0	0	0	0	0	1(b)
Fighter Escort (a)	655	604	0	4-0-1A	0	0	4	4	0
Fighter Sweeps	108	97	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	17	17	0	0-0-0	0	0	0	0	0
Weather Recon.	33	32	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	12	12	0	0-0-0	0	0	0	0	0
Special Operations	<u>45</u>	<u>42</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>
TOTALS	2225	2119	3003.0	4-0-1A	0	0	5	5	1

(a) Includes two groups based on Continent.
(b) Believed safe in neutral territory.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1355 a/c (974 B-17s, 381 B-24s) sortied in six forces against Swinemunde Port Area, and six M/Ys in the tactical area. 1315 a/c dropped 2719.3 tons G.P., 283.7 tons I.B. - total 3003.0 tons on all primaries, a secondary and a T/O. Bombing on PFF. Weather: 10/10 undercast at all targets. E/a opposition: 1 Me-410 sighted N. of Fehmarn Is.; 1 FW-190 sighted at Swinemunde; 1 Me-163 sighted NW of Lingen - no combat. Claims: nil. Losses: nil. NYR: 1 B-17 (believed in neutral territory).

First Force

Twenty-three squadron formations (227 B-24s - 2nd Air Division) sortied against Swinemunde Port Area. 220 a/c dropped 521.5 tons G.P. on Swinemunde Port area using T2X technique at 1205-1215 hours from 18,000 - 21,000 feet. Leaflets dropped on Swinemunde. Weather: 10/10 undercast at target. Flak: meager and inaccurate. Battle damage: nil. E/a opposition: 1 Me-410 sighted

S E C R E T

N of Fehmarn Is.; 1 FW-190 sighted in target area - no combat. Claims: nil.
Losses: nil. NYR: nil.

Fighter Support: Three Groups, including the 361st Group based on Continent, (150 P-51s) sortied. Up 0859-0913 hours, down 1358-1520 hours. 129 effective sorties. E/a opposition: nil. Claims: nil. Losses: 1 a/c (engine failure). NYR: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Swinemunde	227	220	<u>G.P.</u> 521.5	Unobserved

Second Force

Six group formations (230 B-17s - 3rd Air Division) sortied against Swinemunde Port area. 224 a/c dropped 550.0 tons G.P. on Swinemunde Port area and one T/O using H2X technique at 1220-1238 hours from 21,000 - 23,000 feet. Leaflets dropped on Swinemunde. Weather: 10/10 undercast at target. Flak: meager and inaccurate. Battle damage: 2 minor. E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Three groups (150 P-51s) sortied. Up 0910-0932 hours, down 1515-1540 hours. 139 effective sorties. E/a opposition: 5 Me-109s encountered at 7,000 feet above Hellevad A/F (5505N-0918E). Claims: 4-0-1 s/e air. Losses: 3 a/c (2 to engine failure, 1 unknown). NYR: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Swinemunde	230	223	<u>G.P.</u> 547.5	Unobserved
<u>Other Target</u>				
Husum M/Y (T/O)	—	<u>1</u>	<u>2.5</u>	Fair
Totals	230	224	550.0	

Third Force

Six group formations (220 B-17s - 1st Air Division) sortied against Swinemunde Port area. 218 a/c dropped 539.5 tons G.P. on Swinemunde Port area using H2X technique at 1240-1258 hours from 21,000 - 24,200 feet. Leaflets dropped on Swinemunde. Weather: 10/10 undercast at target. Flak: meager and inaccurate. Battle damage: 4 minor. E/a opposition: nil. Claims: nil. Losses: NYR: 1 a/c (believed safe in neutral territory).

S E C R E T

S E C R E T

Fighter Support: Three groups (152 P-51s) sortied. Up 0940-0945 hours, down 1525-1550 hours. 114 effective sorties. E/a opposition: nil. Claims: nil. Losses: nil. N/R: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			G.P.	I.B.	
Swinemunde	220	218	539.5		Unobserved

Fourth Force

Sixteen squadron formations (154 B-24s, 2nd Air Division) sortied against Friedberg and Wetzlar M/Ys. 119 a/c dropped 295.8 tons G.P. and 67.0 tons I.B. on primary targets on Gee-H at 1233-1239 hours from 19,500-20,500 feet. Leaflets dropped on Wetzlar. Weather: 10/10 undercast at target. Flak: nil. Battle damage: nil. E/a opposition: nil. Losses: nil. N/R: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			G.P.	I.B.	
Friedberg M/Y	77	75	114.1	32.5	Unobserved
Wetzlar M/Y	77	74	151.7	34.5	Unobserved
Totals	154	149	295.8	67.0	

Fifth Force

Eight formations (298 B-17s - 3rd Air Division) sortied against M/Ys at Siegen and Marburg. 278 a/c dropped 423.4 tons G.P., 105.9 tons I.B. on primary targets and secondary (Frankfurt M/Y) using Micro-H technique on primary and H2X on secondary at 1244-1307 hours from 22,300-24,600 feet. Leaflets dropped on Marburg and Siegen. Weather: 10/10 undercast at target. Flak: nil at target, meager and inaccurate en route. Battle damage: 4 minor. E/a opposition: 1 Me-163 sighted at 30,000 feet NW of Lingen. Claims: nil. Losses: nil. N/R: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			G.P.	I.B.	
Marburg M/Y	117	113	189.5	55.7	Unobserved
Siegen M/Y	181	141	193.4	50.2	Unobserved
Frankfurt M/Y (Secondary)		24	40.5		Unobserved
Totals	298	278	423.4	105.9	

Sixth Force

Six group formations (226 B-17s - 1st Air Division) sortied against M/Ys at Dillenburg and Betzdorf. 226 a/c dropped 389.1 tons G.P. and 110.8 tons I.B.

S E C R E T

12th Army Group

: 1st U.S. Army - Infantry cleared up to the river Rhine between Andernach and Bohl. Infantry in the Southern sector of the bridgehead advanced 1200 yards and troops in the middle sector advanced 3000 yards and units in the northern area repulsed three small counter-attacks and advanced 1000 yards. Bridgehead expanded to F6914-7114-7121-6826-6627-6428-6328. Two trestle bridges are now operational and three ferries are operational. The artillery fire on the bridge area is now light.

3rd U.S. Army - East of Trier armor cleared Cassel L22 repulsed a counter-attack, and advanced one mile East. Armor advancing along the northern banks of the river have cleared the enemy between Schweich and Kestern K44. Troops advancing East from Wittlich reached the Moselle at Urzig. Infantry North of Wittlich gained three miles Northeast reaching Plein L35 and Gipperath. The Northern bank of the Moselle has been cleared from Ochem to Coblenz. Armor has cleared up to the Moselle River from Coblenz to Andernach. Remagen bridges attacked by 47 enemy aircraft. No damage, 23 e/a destroyed. Bridgehead extended to F 6915-7015-7116-7217.

Total PWs from D-Day to 9 March - 1,007,001
(81,000 taken in February -64,000 from 1 - 9 Mar)

MISCELLANEOUS
(IDLE AIRCRAFT)

: Reconnaissance has revealed that there are large numbers of bomber and transport type a/c and not a few s/e fighters apparently laid up near certain main bases in North and Central Germany. They have been found parked close together round the edges of woods near some very roughly prepared piece of ground. These areas are unsuitable for operational use in their present state and therefore strongly suggest park or dump plots for unwanted a/c. Considering the large number of planes the G.A.F. has probably salvaged from lost bases in East Prussia, Poland, Hungary and the Balkans, it is not surprising that some such method of temporary disposal should have been adopted. To date, 3 of these sites have been identified near Gosler, 1 near Parchim and a fifth near Luneburg. These a/c are not necessarily obsolete and a reasonable explanation of their disposal is lack of petrol and pilots.

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	1425	0-0-1 A	0
First US TAF	141	0-0-0	2
Second TAF	412	1-0-0	1
RAF Fighter Command	<u>296</u>	<u>1-1-0</u>	<u>2</u>
Totals	2274	2-1-1	5

Ninth Air Force

Night - 11/12 March

Sorties : 22 a/c Intruder Defensive Patrol.

Claims & Losses : Nil.

Day - 12 March

Sorties : 620 Bombers
752 Fighters
31 Reconnaissance

Mission : 1403 a/c
: 9th Bomb Division - Attacked 9 M/Ys and an ammunition dump in the tactical area. Claims and Losses: Nil.

9th T.A.C. - Sortied in support of Rhine bridge-head. Supported ground forces. Dive bombed Seigburg M/Y. Claims and Losses: Nil.

19th T.A.C. - Sortied on escort to medium bombers and fighter sweeps in Bonn area. Claims and Losses: Nil.

29th TAC - Sortied in support of ground forces E of Rhine. Provided escort to medium bombers. E/A Opposition: 2 Me-262 encountered South of Bonn at 1100 hours. E/A Claims: 0-0-1 Me-262. Losses: Nil.

C. INTELLIGENCE

1. Enemy Air Opposition

Deep and shallow penetrations alike met no opposition from the GAF. Operation was uneventful except for claims of 4-0-1 resulting from the discovery by P-51s of 5 Me-109s flying at 7,000 feet at 1240 hours above an airfield at Hellevad in Northern Denmark (5505N-0918E).

The first force of bombers reported sighting one Me-410 North of Fehmarn Island at 1115 and 1 FW-190 in the Swinemunde area at 1207 hours being chased by P-51s, although this is not confirmed in fighter reports. The Fifth Force reported sighting 1 Me-163 at 1230 hours circling above the formation at 30,000 feet NW of Lingen.

2. Flak

Swinemunde - Meager, inaccurate, tracking and barrage.

3. Observations

Flensburg M/Y loaded with rolling stock.
M/Y full of rolling stock and 6 large oil tanks at 5450N-1110E.
Kappeln M/Y filled with rolling stock.
10 t/e e/a and 20 s/e e/a seen on Husum A/F.
4 Jet a/c seen on A/F at 5437N-0926E.
A/F under construction on island at 5428N-1112E.
A/F four miles south of Schleswig with approximately 15 a/c on it.
Triangular shaped runways on A/F at 5432N-0921E.
10-15 t/e e/a observed on south edge of field at 5435N-0933E.
12 t/e a/c seen on A/F at 5440N-0901E.

4. Damage to Enemy Installations

10/10 Cloud makes damage assessment impossible.

5. Ground Situation

21st Army Group : 9th U.S. Army - Infantry captured Ft. Blucher and 250 PWs were taken on 10 March.
1st Canadian Army - Canadian armor has captured 22,000 PWs, when the enemy was pushed from the W bank of the Rhine. Organized resistance in the bridgehead at Wesel ceased at 2200 hours 10 March. The road bridge is destroyed and the S approaches the RR bridge are heavily damaged and the N span is in the water. Patrol and raid activity made contact with the enemy on Schouwen and Overflakkee Islands.

S E C R E T

1st U.S. T.A.F.

Night - 11/12 March

Sorties : 1 Interception Patrol
Claims & Losses : Nil

Day - 12 March

Sorties : 43 Bombers
97 Fighters
140 a/c
Mission : 42nd Bomb Wing - Bombed ammunition dump at
Q 598765. Claims and Losses: Nil.

12th TAF - Armed reconnaissance and interception
patrols in Saarburg area. Escort to bombers.
Claims: Nil. Losses: 2 a/c.

1st French TAC - Armed reconnaissance and fight
sweeps in Frieburg area. Air support to ground
forces. Claims and Losses: Nil.

Western French Air Force - No report received.

Second TAF

Night - 11/12 March

Sorties : 79 a/c
Mission : Attacked enemy movements in battle and bridge-
head areas (Wesel). Bombed M/Y at F 5846.
E/A Claims : Nil.
Losses : 1 a/c

Day - 12 March 1945

Sorties : 96 Medium bombers
12 Armed Reconnaissance
179 Fighter Operations
46 Reconnaissance
333 a/c
Mission : Bombers attacked midget submarines and tugs
at Z-8402 and E-4378.
E/a Opposition : One Me-262 encountered near Rheinberg.

S E C R E T

2. Fifteenth Air Force

12 March 1945

249 B-17s, 602 B-24s, 54 P-38s and 175 P-51s sortied. 243 B-17s and 556 B-24s escorted by 50 P-38s and 163 P-51s dropped 1667 tons RDX on Floridorf Oil Refinery; 42 tons RDX on Graz M/Y; 34 tons on Zeltweg M/Y; 21 tons on Wiener Neustadt M/Y; 20.5 tons on T/Os. Losses: 1 B-17, 1 B-24 - NYR; 2 B-24s

105 P-38s sortied. 100 P-38s dive bombed, dropping 49 tons GP on Knittelfeld RR Bridge and 1 ton on T/O with good results. These a/c also strafed railroads between Wiener Neustadt and Klagenfurt. Losses: 2 P-38s.

60 P-51s sortied and strafed RR communications in southern Germany. Losses: 1 P-51.

Bombers

Sorties: 851 a/c- 249 B-17s, 602 B-24s
Eff. Sorties: 799
Tonnage : 1969 RDX
Claims : Nil
Losses : 2 a/c (1 B-17, 1 B-24)

Fighters

Sorties : 394 (159 P-38s, 235 P-51s)
Effective Sorties: 373
Tonnage : 49 tons GP
Claims : Nil
Losses : 3 a/c (2 P-38, 1 P-51)

3. R.A.F. Bomber Command

Day - 12 March

	<u>Target</u>	<u>Losses</u>
779 Lancasters	Dortmund	2
292 Halifaxes)	RR Facilities & Built	0
38 Mosquitoes)	Up Area.	0
<u>1109</u> a/c		<u>2</u>

Night - 12/13 March

16 Lancasters)	Minelaying	3
3 Halifaxes)		0
81 Mosquitoes	Berlin	0
3 Mosquitoes	Siren Tour	0
1 Mosquito)	Signal Investigation Patrol	0
1 Halifax)		0
<u>105</u>		<u>3</u>

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

CHARLES Y. BANFILL
Brigadier General, USA
Director of Intelligence