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16 MAR 1945

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IMMEDIATE INTERPRETATION REPORT NO. K. 3974

LOCALITY: SIERKZE near HANNOVER  
Railway Marshallin Yard

PERIOD COVERED: Up to 1520A hours on 15 MAR 1945.

ATTACKS:

|                     | <u>Date</u> | <u>S.A.</u> | <u>Reported Weather</u> |
|---------------------|-------------|-------------|-------------------------|
| U. S. 8TH AIR FORCE | 14 MAR 1945 | 3383        | Clear.                  |

PROVISIONAL STATEMENT ON DAMAGE.

This Marshalling Yard has been heavily damaged, with a large concentration of craters across the center, another across the Eastern third of the yard and scattered craters elsewhere. Most of the through running lines have been cut in the yard and the line to the S.E. is cut by at least 3 craters about  $\frac{1}{2}$  mile from the East end of the target area.

Details of damage are as follows:

(Numbers refer to annotations on Illustration No. 6(d)(vi) 101/2)

FACILITIES

- |  |  |
|--|--|
| 8. Wagon Repair Shop                   | - South wall probably damaged by near miss.    |
| 40% unserviceable.                     |  |
| 7. Loco Depot                          |  |
| Small shed between semi-round houses.  | - roof destroyed.                              |
| West round house                       | - 3 craters cut lines in front of round house. |
| Medium size shed W. of W. round house. | - corner destroyed.                            |
| 15% unserviceable.                     |  |

M/Y SIDINGS

- |  |  |
|--|--|
| 3. Eastbound Sorting Sidings                               | - about 75 craters cut many lines. Nearly a third of these craters are on or near the diverging lines at the entrance to the sidings and 5 are seen on the converging lines at the exit. |
| 4b. Converging lines at exit of Westbound Sorting Sidings. | - at least 6 craters cut most of the lines.  |
| 5. Storage Sidings   | - 10 craters cutting most lines in several places.   |
| 6. Storage Sidings   | - 4 craters cut 3 or 4 lines.  |
| 1. Eastbound Reception Sidings                             | - all lines cut and a few wagons damaged by about 10 craters.  |
| 20. Westbound Forwarding Sidings                           | - all lines cut in several places by about 20 craters, a few wagons are damaged.   |
| 19. Eastbound Forwarding Sidings                           | - 14 craters cut 7 lines, 3 craters cut 2 lines at W. end of sidings.  |
| Converging lines at E. end of M/Y.                         | - 9 craters cut about 12 lines.  |
| 75% unserviceable.   |  |

/LOCOMOTIVE AND ROLLING

LOCOMOTIVE AND ROLLING STOCK

Approximately 20 wagons have been derailed or damaged.

THROUGH RUNNING LINES

Along N. edge of M/Y  
40% unserviceable.

- 8 craters cut all lines.

Through lines to S.E.

- cut by at least 3 craters about 700 yards from E. end of target area.

REPAIRS

Repairs to main lines appear to be in hand.

LOADING

Heavy.

(Prints. 4084/91)

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

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PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7GR/45B.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1520A hours on 15 MAR 1945.

SCALE: 1/10,500 (F.L.24").

COVER AND QUALITY: Full, good.

LAST REPORT: None.

COMPARATIVE SORTIE USED: 106G/4692 (3104/5, 4109/10).

PRINT DISTRIBUTED: 4086 (to follow when available).

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A.C.I.U.

BFW/MCL

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323 Copies.

HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 14 March 1945  
13 CBW FO 69  
13 CBW OPS 295  
3 AD FO 609

SUBJECT: Tactical Report (HANNOVER, GERMANY)

TO : Col. Shuck, 95th Group

1. Information Concerning the Targets: a. The primary targets (visual) for all Groups were in the SEELZE Marshalling Yard situated 5 miles WNW of Hannover, Germany. The M.P.I. for A Group was the sorting sidings near the west end, that for B Group the Eastbound sorting sidings in the center of the yard and that for C Group the sorting sidings near the west end.

b. The secondary target (H2X) for all Groups was the Main Railway Station situated in the center of Hannover, Germany.

2. Narrative of the Attack:

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

(1) Navigation: (a) Assembly: 13A departed Buncher 23 early because other formations which might have caused interference were coming into the area. At the Wing assembly, 13C was early, and out inside 13A, but gained a proper interval behind 13B over the channel. 13A reached CP 1 at 1227, altitude 11800'.

(b) Route: CP 2 was reached at 1255, altitude 14700'. On the route into the continent, 95B, which was at a higher altitude, was constantly overrunning 95A because of a high wind differential. 13A was also overrunning the preceding Group. 13A leveled off in the vicinity of 5110-0500, and 95B lost altitude to fly abreast of 95A in order to stay in position. This leveling off process caused 13A to gain bombing altitude late. CP 3 was made good at 1356. Kodak Control reported good visibility in the target area; however, this proved to be inaccurate, because there was considerable haze over the target. On the withdrawal route, 13A had some difficulty with 93 Wing formation, which was slow in descending, but this was remedied shortly, and the route was generally uneventful. The coast was departed on course at 1604, altitude 15000'. The English coast was entered 5 miles North of course, altitude 2000'. The navigation throughout the operation was excellent.

(c) Weather: Conditions during assembly were CAVU with ground haze. Enroute and in the target area, conditions were about the same, although the haze was more pronounced. There were cirrus clouds slightly above bombing altitude in the target area. On the withdrawal route in the vicinity of 0700E, the formations encountered cirrus clouds from 17000' to 25000'. Ground haze covered the base areas at landing time.

(d) Difficulties: None.

(e) PFF Narrative: Four PFF aircraft were dispatched. All sets operated satisfactorily, although the range and definition in 95A lead and deputy lead A/C could have been improved. Bombing was visual.

(2) Bombing:

(a) 95A Squadron: (8709)

|    |    |                 |    |               |
|----|----|-----------------|----|---------------|
| 1. | AL | Lt. Col. Cumbaa | N  | Lt. Wilbourne |
|    | P  | Capt. Wilson    | AN | Lt. Innman    |
|    | CP | Lt. Hollyfield  | BN | Lt. Owens     |
|    |    |                 | B  | Lt. Long      |

2. A/C Attacking: Bombs Dropped

a. Primary 12 408x100 GP  
20xM17 IB

b. Bombing Altitude: 26400'

c. Time of Release: 1451

3. Run in from IP to Target: Attacking on a true heading of 336 degrees, the bombardier had considerable trouble setting up course because of dense ground haze. The bombardier pin pointed himself to the target, setting up course and rate on check points. After picking up the assigned MPI, the bombardier quickly synchronized, and when bombs were released synchronization was excellent. Bombs were released on a true heading of 345 degrees. C-1 Auto Pilot was used on the bomb run.

4. PI Report: a. The quality and scale of the photographs prevent a detailed analysis of 95A's bombing.

b. There were approximately 50 to 60 hits on the M/Y near the West end, and all the tracks were undoubtedly cut in many places. About 20 bombs fell to the East of the main pattern on sidings containing goods wagons, at least 20 of which should have been severely damaged from direct hits and close misses.

c. Photographs taken by 95B show 95A's IBs covering the M/Y over the GP pattern laid down.

d. Bomb Pattern: 1700°L x 1360°W; includes 90% of the bombs.

e. Bombing Errors: Range : 200'S  
Deflection: 0  
Radial : 200'

f. Percent of Bombs Within 1000' & 2000' of the assigned MPI: 85% & 100%.

g. Bombing Results in relation to damage inflicted: Excellent.

h. Bombing Results in relation to sighting: Excellent.

5. Bombing Malfunctions: None.

(b) 95B Squadron: (8667)

|                         |    |    |                |    |               |
|-------------------------|----|----|----------------|----|---------------|
| HAMILTON<br>+<br>Calver | 1. | AL | CAPT BRIDGEMAN | N  | Lt. Wabian    |
|                         |    | P  | Lt. Tessier    | AN |               |
|                         |    | CP | Lt. Yerville   | BN | Lt. Finfinger |
|                         |    |    |                | B  | Lt. Kayes     |

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2. A/C Attacking: Bombs Dropped
- a. Primary 13 442x100 GP  
20xM17 IB
  - b. Bombing Altitude: 29600'
  - c. Time of Release: 1452

3. Run in from IP to Target: After the maneuver at the IP, which was good, the R/N proceeded to set up course, while the bombardier pin pointed himself on visible check points. Though weather at the target was CAVU, a very heavy ground haze made slant visibility most difficult. When the assigned MPI was finally indentified, course was off considerably to the right. The bombardier realized that there was insufficient time to synchronize on assigned MPI. An arbitrary AP was slected and when bombs were released synchronization was excellent. Bombs were away on a true heading 334 degrees. C-1 Auto Pilot was used on the bomb run.

4. PI Report: a. The quality and scale of the photographs prevent a detailed analysis of 95B's bombing.

b. There were about 40 hits on the M/Y near the round house in the East portion of the target, and 10 hits near the choke point. The tracks were undoubtedly all out, and the few goods wagons in the area damaged or destroyed.

c. One or two A/C's bombs fell 1300' to the right (East) of the main pattern. These bombs extended across the choke point.

d. Photographs taken by 95C show 95B's IBs, which completely covered the GP pattern.

e. Bomb Pattern: 1425'L x 925'W: excludes the bombs from 1 or 2 A/C that were 1300' to the right.

f. Bombing Errors: Range : 365'0  
Deflection: 275'L  
Radial : 420'

g. Percent of Bombs Within 1000' & 2000' of the AP: 64% & 98%.

h. Bombing Results in relation to damage inflicted: Excellent.

i. Bombing Results in relation to sighting: Excellent.

5. Bombing Malfunctions: None.

(c) 95C Squadron: (8210)

|       |              |    |              |
|-------|--------------|----|--------------|
| 1. AL | Capt. Morris | N  | F/O Sorenson |
| P     | Lt. Jensen   | AN |              |
| GP    |              | RN | Lt. Painter  |
|       |              | B  | Lt. Zultz    |

2. A/C Attacking: Bombs Dropped

- a. Primary 13 442x100 GP  
20xM17 IB

- b. Bombing Altitude: 25900'

- c. Time of Release: 1453

3. Run in from IP to Target: After the maneuver at the IP, which was good, the bombardier proceeded to pin point himself to the target, setting up course and rate on known check points. Difficulty was experienced with a very heavy ground haze throughout the entire bomb run. The assigned MPI, moreover, was covered by the smoke from 95A. The bombardier, however, selected an AP to the right of 95A's bombs and synchronized. Synchronization was fast at bombs away and bombs were released on a true heading of 326 degrees. C-1 Auto Pilot was used on the bomb run.

4. PI Report: a. The quality of the photographs and smoke over the target prohibits precise interpretation.

b. The bombs from 2 or 3 A/C fell short and partially on the M/Y about  $\frac{1}{2}$  mile right of the AP. Bombs from the remaining A/C fell in the smoke of 95A. Approximately 24 bombs are visible hitting on the tracks, about 16 adjacent to 95A's pattern and 8 adjacent to 95B's. (Smoke prevents an estimation of the damage.) Between 30 and 35 are also visible in fields beside the M/Y.

c. Bomb Pattern: Cannot be ascertained.

d. Bombing Errors: Cannot be ascertained.

e. Percent of Bombs Within 1000' & 2000' of the AP: An insufficient number of bombs are visible to determine accurately the percentages.

f. Bombing Results in relation to damage inflicted: Cannot determine.

g. Bombing Results in relation to sighting: Probably Good.

5. Bombing Malfunctions: None

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

(1) Navigation: (a) Assembly: The three Squadrons of 13B made a normal takeoff and assembly over Buncher 28 at 6000'. The Wing assembly point was made good in trail of 13A. CP 1 was departed 1 minute late at 12000'.

(b) Route: The route across the channel was as briefed and CP 2 was reached 1 minute early at 15000'. Upon advice from the Wing leader, 13B leveled off for a considerable length of time enroute to CP 3. Climb was resumed before crossing the front lines and CP 3 was made good 1 minute early at 20000'. Bombing altitude could not be reached before the IP because the climb was resumed too late. A turn was made South of the IP, and 13B peeled off in individual runs, passing over the IP to the primary target. After bombs away 13B was quickly reassembled 3 miles North of the briefed RP. Enroute to the Continental Coast, 13B was 3-4 North of course because of clouds. The Continental Coast was departed on course at 1607 $\frac{1}{2}$ , altitude 15000'. The briefed route was closely followed to the English coast, which was recrossed at Southwold at 1700, altitude 2000'.

(c) Weather: Same as 13A.

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(d) Difficulties: None.

(e) PFF Narrative: Three PFF aircraft were dispatched. 100B got out because of an inoperative 2x2 tube. Bombing was visual.

(2) Bombing:

(a) 100A Squadron: (8344)

|           |                  |    |              |
|-----------|------------------|----|--------------|
| <u>1.</u> | AL Maj. Robinson | N  | Lt. Johnson  |
|           | P Capt. Murray   | AN | Capt. Raden  |
|           | OP Lt. Tims      | RN | Lt. Bohrer   |
|           |                  | B  | Lt. Crichton |

2. A/C Attacking: Bombs Dropped

a. Primary 12 402x100 GP  
22x17 IB

b. Bombing Altitude: 24100'

c. Time of Release: 1455.

3. Run in from IP to Target: After the maneuver at the IP, which was good, the bombardier proceeded to set up course and rate from known check points. Because of a dense ground haze throughout the entire bomb run 2x2 was achieved. The A/C set up course and attached the bombardier in at 11 miles and followed through with rate checks. 20 to 25 seconds from the BRL, however, the bombardier picked up the assigned MPI and a short sighting operation was made. Bombs were released on a true heading of 312 degrees. G-1 Auto Pilot was used on the bomb run.

4. PI Report: a. No bursts are visible in any pictures taken by 100A. Those taken by 100B, however, show the IB pattern, which undoubtedly covers the GP pattern. This appears just short of the East end of the M/Y, and approximately 3/4 mile right of the assigned MPI.

5. Bombing Malfunctions: None.

(b) 100B Squadron: (8009)

|           |                 |    |             |
|-----------|-----------------|----|-------------|
| <u>1.</u> | AJ Maj. Staples | N  | Lt. Cheney  |
|           | P Capt. Ralford | AN |             |
|           | OP              | RN | Lt. Pivenka |
|           |                 | B  | Lt. Ruth    |

2. A/C Attacking: Bombs Dropped

a. Primary 13 426x100 GP  
22x17 IB  
Returned 10x100 GP  
2x17 IB

b. Bombing Altitude: 25400'

c. Time of Release: 1456

3. Run in from IP to Target: Attacking on a true heading of 336 degrees, the bombardier proceeded to set up rate and course from known check points. The bombardier was unable to receive any aid from the R/N because of inoperative radar equipment. The G-1 Auto Pilot went out on the bomb run and the remainder of the run was completed on PDI. Continuing to do pin point pilotage, the bombardier was able to pick up the MPI 10 seconds from the BRL. A short sighting operation was made and bombs were released on a true heading of 335

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4. PI Report: a. No bursts are visible in pictures taken by 100B. Those taken by 100C show rather poorly the outlines of 100B's pattern, which was at the junction of the two railroads leading into Seelze from the East and SEast, 25 miles East of the assigned MPI.

b. Since the bomb smoke had already dissipated by the time 100C made its run, it is impossible to determine whether 100B inflicted any damage on the railroads or buildings in the area bombed.

5. Bombing Malfunctions: A/C 297 had rack malfunctions and returned 10x100 GP and 2xM17 IB.

(c) 100C Squadron: (8226)

- |              |              |    |              |
|--------------|--------------|----|--------------|
| <u>1.</u> AL | Capt. Robbs  | N  | Lt. Andria   |
| P            | Lt. Champion | AN |              |
| GP           |              | RN | Lt. Gault    |
|              |              | B  | Lt. Wellings |

2. A/C Attacking: Bombs Dropped

a. Primary 13 436x100 GP  
24xM17 IB

b. Bombing Altitude: 23500'

c. Time of Release: 1457.

3. Run in from IP to Target: After the maneuver at the IP, which was good, the R/N proceeded to set up course by H2K. Dense ground haze prevented the bombardier from picking up the target until late in the run. The bombardier, however, set up course and rate from known check points, following through at the same time with rate checks from the R/N. 20 seconds from the BRL the bombardier was able to pick up the MPI and a short sighting operation was made. Bombs were released on a true heading 326 degrees. C-1 Auto Pilot was used on the bomb run.

4. PI Report: a. The bombs from 100C fell approximately 2700' to the left (West) of the assigned MPI. There were approximately 20 to 25 hits on the M/Y, and the tracks at this point were probably all cut. The remaining bombs fell on each side of the M/Y in fields and on scattered residences. The quality and scale of the pictures prevent a precise interpretation.

b. Bomb Pattern: 1750'L x 1300'W

c. Bombing Errors: Range : 1300'0  
Deflection: 2150'L  
Radial : 2550'

d. Percent of Bombs Within 1000' & 2000' of the MPI: 0% & 5%

e. Bombing Results in relation to damage inflicted: to the target: Probably Good.

f. Bombing Results in relation to sighting: Poor

5. Bombing Malfunctions: None.

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



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(1) Navigation: (a) Assembly: The three Squadrons of 13C made a normal take off and Group assembly over Buncher 11 at 6000'. 13C was 4 minutes early at Wing assembly, and it was necessary to cut this point short and "S" to lose time. At CP 1, it was 3 minutes early and ahead of 13B at 131000'.

(b) Route: Enroute across the channel it was necessary to "S" to the North in order to lose time and fall in trail of 13B. CP 2 was reached at 18200', 5 miles South of course, 2 minutes early. At CP 3, 13C was on course and on time at 23000'. The course was closely followed from this point to a few miles before the IP. 13C at this point cut South 3 miles just before the IP, and then passed over it on course to the target. After bombs away 13C was quickly reassembled 6 miles North of the IP. 390B & C went South of course and dropped to 16000' to attack the last resort target, while 390A remained on the briefed route. Unable to attack the last resort target, 390B & C abandoned the run and reassembled with 390A at 5236-0640. The Continental Coast was departed at 1611, altitude 16700'. The briefed route was followed to the English Coast, which was recrossed at Southwold at 1656, altitude 1700'.

(c) Weather: Same as 13A.

(d) Difficulties: None.

(e) PFF Narrative: Three PFF aircraft were dispatched. 390C had an inoperative set because of a blown T.R. tube. 390B was unable to make a sighting on the last resort target because of a too rapid descent and scope difficulty. The R/W was not using Azimuth stabilization because the fluxgate compass was erratic. In the azimuth stabilization off position, the scope picture shifted constantly, making orientation impossible.

## (2) Bombing:

(a) 390A, B, C Squadrons: (660, 488, 481)

|    |    |              |    |              |
|----|----|--------------|----|--------------|
| 1. | AL | Capt. Rhodes | N  | Lt. Barrett  |
|    | P  | Lt. Tracy    | AN | Lt. Webster  |
|    | GP | Lt. Arnold   | EM | Lt. Robinson |
|    |    |              | B  | Lt. Pace     |

|    |                    |    |  |
|----|--------------------|----|--|
| 2. | A/C Attacking:     |    | Bombs Dropped                              |
| a. | Primary            | 13 | 298x150 GP<br>136x100 GP<br>23xM17 IB      |
|    | Jettisoned         | 2  | 34x100 GP<br>2x150 GP<br>3xM17 IB          |
|    | Accidental Release | 4  | 102x100 GP<br>6xM17 IB<br>5xWG25<br>5xT330 |
|    | Returned           | 18 | 578x100 GP<br>34x150 GP<br>32xM17 IB       |

b. Bombing Altitude: 25800'

c. Time of Release: 1459g

3. Run in from IP to Target: After the maneuver at the IP, which was good, the bombardier proceeded to pin point himself visually for course and rate. On the approach to the target, moreover,

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the R/V followed through with rate checks. Throughout the entire bomb run difficulty was experienced with a heavy ground haze. The bombardier, consequently, could never pick up more than 70 degrees of vision in the bombsight. A very short distance from the BRL the bombardier pinpointed himself to be left of the target. After making a 4 degree turn to the right, the bombardier sighted on an arbitrary AP, as the assigned MPI was covered by smoke from preceding Squadrons. Because of insufficient time, synchronization was not good. Bombs were released on a true heading of 335 degrees. C-1 Auto Pilot was used on the bomb run.

Because of adverse weather conditions, the lead bombardiers in 390B and C were unable to pick up the primary. An attempt was made to go beneath the weather to bomb visually. Bombs were returned to base, however, because when a visual bombing altitude had been reached the formations had passed the bomb safety line.

4. PI Report: a. The bombs dropped by 390A fell in fields between the M/Y and a small stream 3000' from the MPI.

b. Photographs taken by 390A are difficult to interpret because of haze and smoke in the target area.

c. Bomb Pattern: Complete pattern is not visible.

d. Bombing Errors: Gross

e. Percent of Bombs Within 1000' & 2000' of the MPI: 0% & 0%.

f. Bombing Results in relation to damage inflicted: Nil.

g. Bombing Results in relation to sighting: Poor

5. Bombing Malfunctions: A/C 390 (390A): Jettisoned 2x150 GP and 1xM17 IB at 5225-0828. A/C 914 (390B): Leading high element, and an accidental release close to the BRL and A/C's 600, 9023, and 484 released off him. A/C 868 (390C): Released 3x100 GP and 2xM17 when he thought he saw the leader drop. A/C 375: Jettisoned 3x100 GP and 2xM17 IB at 5140-0213. A/C's 972 and 831 collided at IP and went down, each with 3x100 GP and 2xM17 IB.

3. Communications: a. VHF: (1) Lt. Col. Cumbaa led 13 Wing. Channel A discipline was reported excellent, and contacts both within the Groups and between Group Leaders were made at will.

(2) Kodak weather transmissions were well received. The Wing Leader contacted other Wing Leaders when required on Channel B. Monitor: heard Division Ground Station clearly, and necessary relays were made.

(3) There was some difficulty contacting fighters by Leader; however, visual contact was maintained from R/V throughout mission. High Squadron of 100 Group established contact on Channel C, and one Squadron of 390 Group contacted them on Channel D.

(4) There were no distress transmissions reported.

b. W/T:

(1) There was interference on Division frequency from 1200 to

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1215, 1300 to 1530, and 1600 to 1700. Control Point messages and Strike Reports were sent in successfully.

(2) Control Points:

|         | CP1  | CP2  | CP3  | TOT  | OP   |
|---------|------|------|------|------|------|
| Timings | 1226 | 1257 | 1356 | 1452 | 1605 |
| A.T.A.  | 1227 | 1255 | 1356 | 1452 | 1607 |

(3) Strike Reports:

|      |   |   |   |      |
|------|---|---|---|------|
| 95A  | P | A | 1 | 1452 |
| 95B  | P | A | 2 | 1453 |
| 95C  | P | A | 3 | 1455 |
| 100A | P | A | 5 | 1455 |
| 100B | B | A | 3 | 1456 |
| 100C | P | A | 2 | 1457 |
| 390A | P | A | 5 | 1459 |

4. Mission Camera Report: a. 95 Group installed 2 scope, 6 oblique, and 9 vertical cameras, 1, 6, and 9 of which took pictures: A/G 5782, No. 2 in lead element in A Squadron did not take off.

b. 100 Group installed 1-15 scope cameras, 2 oblique, and 9 vertical cameras, 0, 3, and 9 of which took pictures: PFF A/G 8009, B lead - the radar scope malfunctioned and no pictures were taken. No camera was installed in the No. 2 A/G in the lead element of C Squadron. There was one in No. 3, however.

c. 390 Group installed 3 scope, 2 oblique, and 9 vertical cameras, 1, 1, and 4 of which took pictures: A/G 488, 013, 481, 565, and 836, lead, No. 2 of lead element, and lead of high element in C; No bombs were dropped. Scope cameras were also installed in A/G 488 and 481. One K-20 camera was not used.

5. Planning and Execution of the Mission:

a. Group Order and Strength:

(1) 4 A, B, C, D Groups:

|     |           |                     |                     |
|-----|-----------|---------------------|---------------------|
| (a) | 486 Group | 14x500 (B-2)        | 12x12 A/G Squadrons |
| (b) | 94 Group  | 14x500 (B02)        | 3x12 A/G Squadrons  |
| (c) | 447 Group | 10x500 GP<br>4xM-17 | 3x12 A/G Squadrons  |
| (d) | 487 Group | 10x500 GP<br>4xM-17 | 3x12 A/G Squadrons  |

(2) 45 A, B, C Groups:

|     |           |                     |                    |
|-----|-----------|---------------------|--------------------|
| (a) | 486 Group | 10x500 GP<br>4xM-17 | 9x12 A/G Squadrons |
| (b) | 452 Group | 10x500 GP<br>4xM-17 | 3x12 A/G Squadrons |
| (c) | 388 Group | 10x500 GP<br>4xM-17 | 3x12 A/G Squadrons |

(3) 93 A, B, C, D Groups:

|     |           |           |                     |
|-----|-----------|-----------|---------------------|
| (a) | 385 Group | 6x1000 GP | 12x12 A/G Squadrons |
| (b) | 490 Group | 6x1000 GP | 3x12 A/G Squadrons  |
| (c) | 493 Group | 14x500 GP | 3x12 A/G Squadrons  |
| (d) | 34 Group  | 14x500 GP | 3x12 A/G Squadrons  |

(4) 13 A, B, C Groups:

|                    |
|--------------------|
| 3x12 A/G Squadrons |
| 6x13 A/G Squadrons |

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(a) 95 Group 34x100 GP 1x12 A/C Squadron  
2xM-17 2x13 A/C Squadrons  
(b) 100 Group 34x100 GP 1x12 A/C Squadron  
2xM-17 2x13 A/C Squadrons  
(c) 390 Group (A) 2xM-17 1x12 A/C Squadrons  
34x150 GP  
(B & C) 2xM-17  
34x100 GP

**b. A/C and C/C Available:**

|               |     |        |        |
|---------------|-----|--------|--------|
| (1) 95 Group  | REG | 43 A/C | 50 C/C |
|               | PFF | 12 A/C | 7 C/C  |
|               | MH  | 11 A/C | 7 C/C  |
| (2) 100 Group | REG | 47 A/C | 57 C/C |
|               | PFF | 12 A/C | 6 C/C  |
|               | MH  | 5 A/C  | 6 C/C  |
| (3) 390 Group | REG | 46 A/C | 66 C/C |
|               | PFF | 11 A/C | 10 C/C |
|               | MH  | 11 A/C | 5 C/C  |

**c. A/C Scheduled to Take Off:**

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

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

**e. Individual A/C Mission Failures:**

(1) 390 Group:

A/C 375: 571 Sqdn "S" - Pilot Lt. Wilson - No. 2 engine out. Sortie.

**f. A/C Landed Away from Base:**

(1) 390 Group:

A/C 484: 568 Sqdn "X" - Pilot Lt. Nicola - Landed at Woodbridge. - Two feathered props. Sortie.

**g. A/C Outstanding:**

(1) 95 Group:

A/C 8438: 334 Sqdn "R" - Pilot Lt. Brumbaugh.

(2) 390 Group:

A/C 972: 571 Sqdn "F" - Pilot Lt. Cressman - Mid-air collision at IP.  
A/C 831: 571 Sqdn "C" - Pilot Lt. Cast - Mid-air collision at IP.

**h. A/C Attacking - 13 A Group:**

(1) Primary

38

Bombs Dropped

1292x100 GP  
60xM17 IB

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

(2) Method of Bombing: Visual

(3) Method of Release: Minimum train.

i. A/C Attacking - 13 B Group:

Bombs Dropped

|             |    |             |
|-------------|----|-------------|
| (1) Primary | 38 | 1264x100 GP |
|             |    | 68xM17 IB   |
| Returned    | 1  | 10x100 GP   |
|             |    | 1xM17 IB    |

(2) Method of Bombing: Visual with H2X assist.

(3) Method of Release: Minimum train.

j. A/C Attacking - 13 C Group:

Bombs Dropped

|                    |    |            |
|--------------------|----|------------|
| (1) Primary        | 13 | 298x150 GP |
|                    |    | 136x100 GP |
|                    |    | 23xM17 IB  |
| Jettisoned         | 2  | 34x100 GP  |
|                    |    | 2x150 GP   |
|                    |    | 3xM17 IB   |
| Accidental Release | 4  | 102x100 GP |
|                    |    | 6xM17 IB   |
|                    |    | 5xWG25     |
|                    |    | 5xT330     |
| Returned           | 18 | 578x100 GP |
|                    |    | 34x150 GP  |
|                    |    | 32xM17 IB  |

(2) Method of Bombing: Visual

(3) Method of Release: Minimum train.

6. Controller's Log:

a. 1920 from 3 AD: (1) Forces and Order  
b. 1938 from 13CW: (1) Forces and Order  
c. 2137 from 3 AD: (1) New Force (2) Targets (3) Bombing altitude  
(4) Zero hour (5) Assembly (6) RBA (7) RBW  
(8) Time Control (9) Route  
d. 2205 from 13CW: (1) Zero hour (2) Bombing Altitude (3) Targets  
(4) RBA (5) RBW (6) Leflet load (7) Time Control  
e. 2215 from 3 AD: (1) Intelligence Annex  
f. 2230 from 3 AD: (1) Bomb load  
g. 2235 from 3 AD: (1) Adv. Warn. to 3 AD FO #609  
h. 2258 from 13CW: (1) Adv. Warn. to 13 CBW FO #69  
i. 2307 from 13CW: (1) Changed recall phrase  
j. 2340 from 3 AD: (1) New Zero hour (2) Bomb load (3) Last resort  
target.  
k. 2355 from 3 AD: (1) Intelligence Annex #2  
l. 0010 from 12CW: (1) Zero hour (2) Fuel load (3) Bomb load (4)  
Last resort target.  
m. 0035 from 3 AD: (1) New Zero hour (2) Final timings (3) Assem-  
bly altitude (4) Bombing altitude.  
n. 0103 from 13CW: (1) Annex 1 to 13 CBW FO #69  
o. 0115 from 13CW: (1) New Zero hour (2) Final timings (3) Assem-  
bly altitude (4) Bombing altitude.  
p. 0130 from 3 AD: (1) Alternate assembly plan.  
q. 0135 from 13CW: (1) Alternate assembly plan.  
r. 0240 from 3 AD: (1) Alternate assembly plan.  
s. 0245 from 13CW: (1) Alternate assembly plan.  
t. 0325 from 3 AD: (1) 3 AD FO #609  
u. 0348 from 3 AD: (1) Annex #1 to 3 AD FO #609  
v. 0436 from 3 AD: (1) Annex #2 to 3 AD FO #609  
w. 0536 from 3 AD: (1) Annex #3 to 3 AD FO #609

For the Commanding General:

*Conrad A. Kissling*  
FOR THE COMMANDING GENERAL

13TH COMBAT BOMB WING (H)

SEELZE M/Y, GERMANY

14 MARCH 1945

13A GROUP: VISUAL SQUADRON SIGHTINGS WERE MADE.

95A SQUADRON (RED DOTS ): 12 x 408 x 100 GP & 20 x M-17 IB.

95B SQUADRON (GREEN DOTS ): 13 x 442 x 100 GP & 20 x M-17 IB.

95C SQUADRON (GREEN DOTS ): 13 x 442 x 100 GP & 20 x M-17 IB.

13B GROUP: B SQUADRON: VISUAL; A & C: BOTH H2X-VISUAL SIGHTINGS.

100A SQUADRON (PURPLE OUTLINE) 12 x 402 x 100 GP & 22 x M-17 IB. SEE BELOW

100B SQUADRON (SEE BELOW ): 13 x 426 x 100 GP & 22 x M-17 IB.

100C SQUADRON (RED DOTS ): 13 x 436 x 100 GP & 24 x M-17 IB.

13C GROUP: A SQUADRON: H2X-VISUAL SIGHTING.

390A SQUADRON (PURPLE DOTS): 12 x 298 x 150 GP & 21 x M-17 IB & 102 x 100 GP.

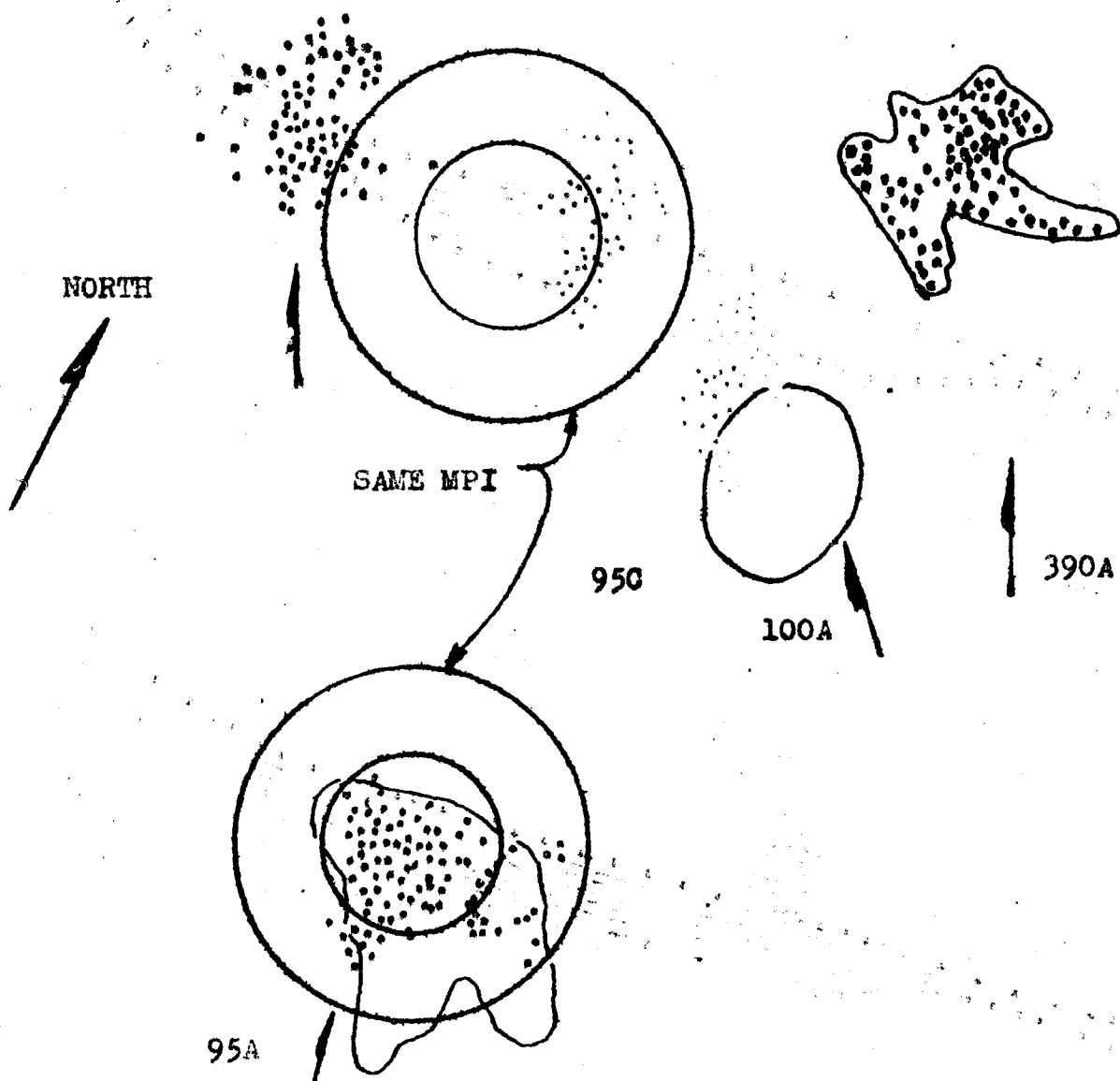
NOTE: 100A: No GP bombs were visible; the IB pattern shown appeared in 100C's pictures. 100B: Bombs fell around the selected AP, which was a RR Junction 1 mile E of the M/Y. 390B & C: Bombs were returned to base. 95B: Main pattern obscured by smoke of 95A.

PURPLE CIRCLES - 1000' and 2000' from the MPI.

GREEN CIRCLE - 1000' and 2000' from the AP for 95B. SCALE - 1:25,000

AREA OF IB PATTERN -

CANAL -



15TH COMBAT WING  
390TH BOMB GP.  
100TH BOMB GP.

XXXX

XXXX

14-3-45

S-2

OPERATIONAL NARR. SEELZE, GERMANY 14 MARCH 45

1. LEAFLETS - NONE

2. BOMBING RESULTS -

A SQ. - PRIMARY - VISUAL - EXCELLENT RESULTS - PHOTOS SHOW COMPACT PATTERN ON MPI.

B SQ. - PRIMARY - VISUAL - EXCELLENT RESULTS - PHOTOS SHOW A SPLIT PATTERN COVERING A SELECTED AIMING POINT CHOSEN BECAUSE HAZE PREVENTED BOMBARDIER FROM PICKING UP TARGET TILL LAST MINUTE.

C SQ. - PRIMARY - VISUAL - EXCELLENT RESULTS - HOT PRINTS DO NOT COVER MY - BOMBARDIER CHOSE AN AIMING POINT E OF THAT ASSIGNED BECAUSE IT WAS OBSCURED, AND REPORTS HITTING IT.

3. XXXX E/A - NONE

4. FLAK - PART B - FLAK IN TOT. AREA WAS ACCURATE, MODERATE, MAINLY TRACKING.

A. DAMAGE & LOSSES - FINAL

95A 2A, 1 AC IP TO BRL

95B 5A BRL TO RP

95C 7A BRL TO RP

B. OPERATIONS

1. NONE

2. NONE 3. NONE

**C. AMOUNT, ACCURACY & TYPE OF FIRE**

1. ACCURATE, MODERATE, BARRAGE, CHANGING TO TRACKING
2. " " , MAINLY TRACKING
3. NONE
4. NONE
5. NONE

**D. PHENOMENA - SINGLE REPORT RECEIVED FROM GUNNER -FORMER ARTILLERY MAN - STATING HE SAW A GREEN COLORED VERTICAL STREAK FROM ROCKET IN DUMMER LAKE AREA ON WAY OUT. SUNRISE IS DIRECTIONAL AID.**

**GROUP ENGINEER REPORTS USE OF INCENDIARY PELLETS -  $\frac{1}{2}$ " IN DIAMETER 1" LONG. SEVERAL DUDS FOUND IN A/C**

**WEATHER - CONSIDERABLE HAZE IN TARGET AREA WITH 6/10 MILES SLANT VISIBILITY 7 TO 10/10 THE CLOUD ABOVE 28,000 FT.**

**6. OBSERVATIONS -**

**BASE- ON RETURN FROM MISSION, MECHANICS REMOVED 2 TUBULAR INCENDIARY EXPLOSIVES  $1\frac{1}{2}$ " LONG FROM TAIL OF A/C 7184. UNEXPLODED. CREW DOES NOT KNOW WHERE THEY GOT THEM.**

**1355HRS. 5036-0617 - BOMBER A/C ON THE GROUND**

**1350HRS. 5000-0710 - SMOKE SCREEN ALONG RIVER.**

**1356HRS. 5022-0735 - M/Y'S IN KOBLENZ AREA GENERALLY LOADED.**

**1356HRS. 5053-0801 - NO ACTIVITY IN M/Y AT SEIGEN**

**1356HRS. 5005-0746 - 10 FLAT AND WIDE SHIPS, POSSIBLY MOTOR BARGES, ANCHORED IN RHINE RIVER.**

**1356HRS. 5008-0715 - 21 OF SAME IN MOSELLE RIVER.**

**1403HRS. 5012-0758 - 3/4 LOADED TRAINS IN M/Y**

**1403HRS. 5023-0805 - M/Y FILLED - NO ACTIVITY - ESTIMATED 4 TRACKS OF 80/90 CARS EACH.**



MRS. 5116-0852 - M/Y FAIRLY WELL FILLED.

MRS. 5218-0823 - 7 STRAIGHT WHITE SMOKE TRAILS CAME UP TO 26,000 FT. AND 3 ENDED IN EXPLOSIONS.

1837HRS. 5236-0836 - SMOKE SCREEN

1848HRS. 5243-0543 - BARRACKS AREA - PHOTO TAKEN.

1848HRS. 523500545 - 5/6 SMOKE TRAILS IN THE AIR OVER HOLLAND TO 18,000 FT.

1865HRS. 5230-0535 - 4 LARGE SHIPS AT URK.

OTHER INFORMATION. - FIGHTER SUPPORT GOOD. BRIEFED COURSE FOLLOWED THROUGHOUT MISSION - IP, RP, AND ALL TURNS MADE GOOD. HAZE AT TARGET BUT BOMBARDIERS MANAGED TO PICK UP TARGET USING HAZE FITTERS.

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

14 March 1945

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

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

1. The Mission - The 95th Group flew as the lead of the 13th Combat Wing to attack the Marshalling Yard at Seelze, Germany. All three squadrons and all A/C in the Squadrons attacked the primary target visually. Lt. Col. Cumbaa was in command.

95A - Ten A/C plus two PFF took off and formed the lead squadron. All A/C bombed the primary target.

95B - Twelve A/C plus one PFF took off and formed the high squadron. All A/C bombed the primary target.

95C - Twelve A/C plus one PFF took off and formed the low squadron. ~~A~~1 A/C bombed the primary target. A/C 8438 was lost over target evidently due to flak but it was later reported to have landed safely on the Continent with one injured man. This information was phoned to us by Flying Control at Third Air Division.

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

For the Intelligence Officer:

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

First Force

Fourteen Group formations (526 B-17s - 3rd Air Division) sortied against three tank plants in the Hannover area, oil refineries at Nienhagen and Misburg and the Seelze M/Y. 494 a/c dropped 1553.2 tons (1324.6 tons G.P. and 228.6 tons I.B. on all primaries, Hannover M/Y (Secondary), and Osnabruck M/Y at 1428-1508 hours from 22,900-27,200 feet. Bombing visual with H2X assists. Leaflets dropped on Hannover and Seelze. Weather: almost CAVU with very heavy ground haze over targets. Flak: moderate to intense, fairly accurate at Hannover; moderate, fairly accurate over Osnabruck. Two tubular incendiary explosives removed unexploded from tail of B-17 (special report attached). Battle damage: 152 minor, 36 major, 1 Cat. "E", crash-landed in U.K. E/a opposition: 1 a/c made abortive attack at 5045-0806E. Claims: nil. Losses: 3 B-17s (2 to mid-air collision, 1 to unknown reasons). NYR: nil.

Fighter Support: Four groups (204 P-51s) sortied. Up 1153-1222; down 1650-1722 hours. 192 effective sorties. E/a opposition: six possible Me-109s sighted near Koblenz; 1 Me-262 seen near St. Goar; 1 Me-262 passed under bomber formation at Neinhagen. Claims: nil. Losses: nil. 2 Cat. "E", collision at home base. NYR: 4 P-51s, believed safe on Continent.

Details of bomber attack as follows:

| <u>Assigned Targets</u>    | <u>Sorties</u> | <u>Effective Sorties</u> | <u>Tonnage</u> |             | <u>Results</u> |
|----------------------------|----------------|--------------------------|----------------|-------------|----------------|
|                            |                |                          | <u>G.P.</u>    | <u>I.B.</u> |                |
| Nienhagen Oil Ref.         | 77             | 58                       | 197.0          |             | Very Good      |
| Hanover/Gebruder AFV Plant | 77             | 75                       | 181.5          | 82.5        | Good           |
| Hannoversche Maschinenbau  | 114            | 61                       | 151.8          | 56.0        | Fair           |
| Hanover Eisenwerke         | 76             | 74                       | 221.0          |             | Good-V.Good    |
| Misburg Oil Ref.           | 68             | 56                       | 192.5          |             | Poor           |
| Seelze M/Y                 | 114            | 80                       | 141.0          | 35.8        | Good           |
| Osnabruck (Sec.)           |                | 29                       | 89.5           | 11.8        | Fair           |
| Hanover M/Y (Sec.)         |                | 61                       | 150.3          | 42.5        | Poor           |
| Totals                     | 526            | 494                      | 1324.6         | 228.6       |                |

Second Force

Twelve Group formations (449 B-17s - 1st Air Division) sortied against two RR bridges, a M/Y and a jet casting plant in northwestern Germany. 443 a/c dropped 1230.1 tons (1086.9 tons G.P., 143.2 tons I.B.) on all primaries, Osnabruck M/Y (secondary) and three other targets at 1505-1606 hours from 11,600-24,000 feet. Bombing visual on all targets except Osnabruck (Gee-H). Leaflets dropped on Osnabruck, Hildesheim, Lohne, and Bad Oeyenhausen. Weather: CAVU with heavy ground haze over targets. Flak: meager to moderate, generally accurate. Battle damage: 47 minor, 9 major. E/a opposition: 2 Me-262s and 1 Me-163 attacked bombers in Hildesheim area. Claims: nil. Losses: 1 B-17 to AA. NYR: nil.

*Mac*

*RAK*  
*COB*

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

.....  
: SECRET :  
: By Authority Of :  
: C.G. Eighth Air Force: :  
: Initials *JW* :  
: Date 14 March 1945 :  
:.....

INTOPS SUMMARY NO. 318

PERIOD: 0001 hours 14 March 1945 to 2400 hours 14 March 1945.

A. STATISTICS

|                    | <u>Total Sorties</u> | <u>Effective Sorties</u> | <u>Tonnage</u> | <u>Claims</u> | <u>Losses</u> |           |           | <u>Totals</u> | <u>NYR</u> |
|--------------------|----------------------|--------------------------|----------------|---------------|---------------|-----------|-----------|---------------|------------|
|                    |                      |                          |                |               | <u>E/A</u>    | <u>AA</u> | <u>OT</u> |               |            |
| Heavy Bomber Atks. | 1247                 | 1204                     | 3429.0         | 0-0-0         | 0             | 1         | 3         | 4             | 8          |
| Fighter Escort (b) | 625                  | 588                      | 0 (c)          | 5-0-OA        | 0             | 0         | 1         | 1             | 4          |
| Fighter Sweeps (b) | 132                  | 132                      | 0              | 11-0-OA       | 0             | 0         | 2         | 2             | 0          |
| Fighter Bombing    | 0                    | 0                        | 0              | 0-0-0         | 0             | 0         | 0         | 0             | 0          |
| Photo Recon.       | 59                   | 59                       | 0              | 0-0-0         | 0             | 0         | 0         | 0             | 1          |
| Weather Recon.     | 35                   | 34                       | 0              | 0-0-0         | 0             | 0         | 0         | 0             | 0          |
| Air/Sea Rescue     | 21                   | 21                       | 0              | 0-0-0         | 0             | 0         | 0         | 0             | 0          |
| Special Operations | <u>46</u>            | <u>44</u>                | <u>52.6</u>    | <u>0-0-0</u>  | <u>0</u>      | <u>0</u>  | <u>0</u>  | <u>0</u>      | <u>0</u>   |
| Totals             | 2165                 | 2032                     | 3481.6         | 16-0-OA       | 0             | 1         | 6         | 7             | 13(a)      |

- (a) Believed safe on Continent.
- (b) Includes 352nd and 361st Groups based on Continent.
- (c) Includes 4 AR-234s.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1247 a/c (975 B-17s, 272 B-24s) from three Air Divisions sortied in three forces against three tank plants, two oil refineries, four M/Ys, two RR bridges and a jet casting plant in northwestern Germany. 1204 a/c dropped 3429 tons (2938.7 tons G.P., 490.3 tons I.B.) on all primaries, three secondaries, and other targets. Bombing visual with PFF assists. Weather: CAVU - 3/10 with heavy ground haze in target areas. E/a opposition: 3 jet a/c attacked bombers in Hildesheim area; 1 u/f s/e a/c made abortive attack at 5045-0806E. Claims: nil. Losses: 4 B-17s. NYR: 8 B-24s, believed safe on Continent.

SECRET

Fighter Support: Four groups (194 P-51s) sortied. Up 1229-1314 hours; down 1700-1825 hours. 182 effective sorties. E/a opposition: combat with two AR-234s near Göttingen and with one AR-234 near Bielefeld. One possible AR-234 sighted over Göttingen and one FW-190 observed 10 miles E of Münster. Claims: 1-0-0 air (AR-234). 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> |
|-----------------------------|----------------|--------------------------|----------------|--------------|----------------|
|                             |                |                          | <u>G.P.</u>    | <u>I.B.</u>  |                |
| Vlotho RR Bridge            | 111            | 72                       | 214.5          |              | Fair           |
| Bad Oeynhausen RR Bridge    | 117            | 114                      | 338.5          |              | Poor-Fair      |
| Lohne M/Y and Junction      | 149            | 144                      | 242.6          | 71.2         | Fair-Good      |
| Hildesheim VIM Jet Castings | 72             | 60                       | 146.2          | 59.0         | Good           |
| Osnabrück (Sec.)            |                | 39                       | 112.7          | .5           | Unobserved     |
| <u>Other Targets</u>        |                |                          |                |              |                |
| Hamel M/Y                   |                | 12                       | 29.7           | 12.0         | Fair-Good      |
| Diamonds                    |                | 1                        | 1.0            |              | Unobserved     |
| Wetzlar M/Y                 |                | 1                        | 1.7            | .5           | Unobserved     |
| <b>Totals</b>               | <b>449</b>     | <b>443</b>               | <b>1086.9</b>  | <b>143.2</b> |                |

Third Force

Twenty-eight Squadron formations (272 B-24s - 2nd Air Division) sortied against Holzwickede and Gutersloh M/Ys. 267 a/c dropped 645.7 tons (527.2 tons G.P. and 118.5 tons I.B.) on both primaries and the Essen M/Y (Secondary) at 1530-1555 hours from 18,000-25,000 feet. Bombing both visual and by PFF. Leaflets dropped on Gutersloh and Giessen. Weather: OAVU - 3/10 with heavy ground haze over all targets. Flak: nil at Gutersloh, meager, inaccurate at other targets. Battle damage: 4 minor. E/a opposition: nil. Claims: nil. Losses: nil. N/R: 8 B-24s, believed safe on Continent.

Fighter Support: Four Groups (140 P-51s, 54 P-47s - 194 a/c) sortied. Up 1245-1324 hours; down 1737-1840 hours. 185 effective sorties. E/a opposition: combat with 6 AR-234s near Holzwickede and with one Me-109 (location not reported). Claims: 3-0-0 air (2 jets). Losses: 1 P-47 to unknown reason (pilot bailed out in Channel, chute failed to open). 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> |
|-------------------------|----------------|--------------------------|----------------|--------------|----------------|
|                         |                |                          | <u>G.P.</u>    | <u>I.B.</u>  |                |
| Holzwickede M/Y         | 142            | 31                       | 58.0           | 15.0         | Unobserved     |
| Gutersloh M/Y           | 130            | 126                      | 261.9          | 55.5         | Very Good      |
| Giessen M/Y (Sec.)      |                | 110                      | 207.3          | 48.0         | Unob. - Good   |
| <b>Totals</b>           | <b>272</b>     | <b>267</b>               | <b>527.2</b>   | <b>118.5</b> |                |

SECRET

17 a/c (14 F-5Es) on day photo missions over Germany. Four unescorted a/c were intercepted separately in Siegen area by total of 1 Me-163, 2 FW-190s and 6 Me-109s.

19 F-5Es on mapping and D/A missions to Germany and Czechoslovakia.  
20 P-51s provided escort for 7 separate photo missions.  
3 B-17s on special H2X photo mission.

Losses: nil. NYR: 1 a/c, believed safe on Continent.

6. Weather Reconnaissance

35 a/c (4 B-17s, 4 Mosquitoes, 27 P-51s) sortied as follows:

2 B-17s completed weather flights over NW of Lands End.  
2 B-17s completed flights to and from Azores.  
4 Mosquitoes completed reconnaissance flights over Eire, Holland, and Germany.  
27 P-51s scouted for heavy bomber forces. 1 abort.

Losses: nil.

7. Air/Sea Rescue

21 a/c (18 P-47s, 3 PBVs) sortied on search and patrol missions. Two incidents: one GAF pilot picked up 30 miles off Dutch Islands by PBV. A fighter a/c reported ditched 18 miles NW of Ostend. Area searched without results.

Losses: nil.

8. Special Operations

46 a/c (20 B-17s, 21 B-24s, 5 Mosquitoes) sortied as follows:

4 Mosquitoes on chaff-dispensing for 2nd Air Division.  
1 Mosquito on observed bombing results for 2nd Air Division.  
10 B-24s to drop leaflets over Germany and Holland - night 13/14 March.  
9 effective.

4 B-24s on RCM, jamming from 0925-1308 hours.

5 B-17s on radar reconnaissance - night 13/14 March - over Plauen, Ulm and Heilbron. 1 a/c returned due to mechanical failure. Leaflets dropped on Plauen and Augsburg areas.

6 B-17s screening force for bomber operations.

7 B-24s dropped 13.5 tons on Weisbaden M/Y - night 14/15 March - with unobserved results.

9 B-17s of 1st Air Division dropped 39.1 tons on IJmuiden Sub Pens - night 14/15 March - with unobserved results.

Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

No attacks were observed by conventional a/c, but some from central Germany were active, possibly in anticipation of a deeper penetration by the bombers. One fighter group saw and engaged 15 Me-109s from Magdeburg to Luckenwalde from 1415 onward. These e/a still had tanks attached, and were forming up at 15,000 feet when engaged for claims of 11 destroyed.

A few scattered jet a/c unaggressive passes at the bombers in the target area. Two twin-engine jets near Hildesheim at 1545 hours and one AR-234 in Bielefeld area at 1600 hours at 10,000 feet were seen by escorting fighters. 1st Air Division reported attacks, which caused no damage, by two Me-262s and one Me-263 in Hildesheim area at 1600 hours.

In the tactical area sporadic enemy activity was seen. One Me-262 was chased near St. Goar at 1334 hours. An AR-234 was destroyed while approaching Remagen Bridge at 1540 hours. At 1550 another AR-234 seen to bomb bridge at Linz. Six AR-234s going east at 19,000 feet near Siegen at 1600 hours were engaged for claims of 2 destroyed. At the same time in Dortmund area 5 Me-262s were seen at 16,000 feet but not engaged. In Zuider Zee an AR-234 was seen at 1720 hours at 10,000 feet. Six possible Me-109s evaded into cloud near Koblenz from 6,000 feet at 1315 hours. At 1600 in Koblenz area a Me-262 was engaged and destroyed at 10,000 feet.

2. Flak

Hannover - Moderate to intense, fairly accurate.  
Osnabruck - Moderate, fairly accurate.  
Giessen - Meager, inaccurate.  
Holzwickedede - Meager, inaccurate.  
Lohne - Meager to moderate, fairly accurate.  
Hildesheim - Nil to meager, accurate.  
Vlotho Bridge - Nil.

3. Observations

Apparent ammunition dump at 5138-0812.

Two parallel main roads at 5158-0849E, with cross roads between with a string of 100 or more buildings with red roofs. Smoke pots were started here. Six large barrage balloons appeared on dam at NW end of Lake at Waldeck. 30 plus balloons at 300 to 1000 feet vicinity Lake at 5112-0903E. Heavy traffic noted in M/Ys at Limburg and Paderborn.

Limburg A/F appeared to be operational.  
4 plus u/i t/e a/c seen on A/F 4 miles N of Kassel.  
20 plus silver u/i t/e a/c on twin A/Fs at Gotha.  
50 plus t/e e/a both silver and camouflaged seen on Halle/Nietleben A/D.  
15 plus t/e (Ju-88s, 188s and He-111s) on Juterbog A/D.  
8 e/a on A/F 8 miles North of Limburg.

4. Damage to Enemy Installations

Neinhausen Oil Refinery - Very Good Results.

Bombed by 5 squadrons carrying 500 G.P. bombs. Two squadrons blanketed the plant with hits on stores, workshops, gas and oil storage and boiler houses causing an explosion apparently in the gas storage area which later resulted in a fire. Two patterns are seen in woods and fields 1.7 miles N-NE and 2½ miles N-NW of the target.

Hanover/Gebruder AFV Plant - Good Results.

Attacked by nine squadrons carrying 500 G.P. and I.B. bombs. One pattern blanketed the western 2/3 of the plant with hits on the foundry, workshops and three of the machine assembly and finishing shops. Another pattern had one or two hits on the machine and assembly shops and one stray bomb from a third pattern probably hit the foundry. Patterns are seen in suburban and built-up areas to the SW and NE and up to 2.3 miles from the target.

Hanoveresche Maschinenbau - Fair Results.

Target attacked by five squadrons carrying 500 lb. G.P. and I.B. clusters. All patterns fell outside the target area south with the exception of one which may have covered the extreme southeastern corner of the plant. One squadron blanketed 2/3 of the nearby Gebruder Cording A.G. which was the primary target.

Hanover Eisenwerke - Good to Very Good Results.

Two targets separated by about one mile. Eisenwerke Wersel 1 target and the tank assembly about a mile south, the other target. Eisenwerke bombed by three squadrons. Tank assembly plant had two bombs in target area. Most of the other squadron attacking the tank plant dropped on the Eisenwerke plant and bombed it. Three squadrons hit on this plant. One of the two other squadrons apparently bombed the flak battery south of Hannover and direct hits are seen on two places.

Misburg Oil Refinery - Unobserved - Poor Results.

Seeitze M/Y - Good Results.

This yard attacked by three groups of which four squadrons dropped on the yard proper and one on the junction of the lines leading into it. Yards are seen to be loaded moderately. These four patterns seen to be compact and well placed on the central part of the yard.



Osnabruck M/Y - Fair Results.

Bombed by three squadrons carrying 500 G.P. bombs. One pattern blanketed the MPI with possibly two hits on the rail-over-road bridges. Other patterns are in the built-up area of the city one half mile to three-quarters mile from the MPI.

Hanover M/Y - Poor Results.

Target attacked by three squadrons carrying 500 lb. G.P. and I.B. bombs. Patterns observed in the city NW, E-SE and SE of the main passenger station with possibly a few bursts on the main line leading east.

Vlotho RR Bridge - Fair Results.

Four concentrations of bombs in target area. Intense ground haze and smoke in early attacks made it impossible to assemble all bomb damage. Two probable hits on bridge and five hits on rail lines and embankments. Target in open fields 1 mile E - 2 miles W.

Bad Oeyenhausen RR Bridge - Poor to Fair Results.

Seven concentrations of general purpose plotted but no bursts seen on target proper. Targets of military value were: two hits on bridge and 10 hits on rail on west side of bridge; 1 hit and two probable hits with damage to autobahn. Other bombs in town and column of smoke east and south of target caused by oil cars or tanks. Haze and smoke make complete damage assessment impossible.

Lohne M/Y and Junction - Fair to Good Results.

Eleven concentrations of G.P. and I.B. seen in and adjacent to target area. Smoke makes pin-pointing of strikes impossible but damage can be expected to be severe throughout center of target area. 40 direct hits seen on passenger station and platform. In addition, incendiary bombs cover station area. Goods depot severely damaged. Hits on rail lines and I.B. bombs seen bursting on rail-way cars about one-half mile from M/Y.

Hildesheim VDM Jet Castings - Good Results.

Two metal work factories: Veriniete Deutsche Metal Works, and Senking Werke. Five concentrations of G.P. and I.B. bursts in target area. Numerous foundries, machine shops and other buildings received direct and near hits and fires are seen burning. In addition, three u/i buildings were hit. Damage in target area expected to be severe. Many direct hits on rail lines and in M/Y adjacent to south boundary of target area. Fires seen in RR cars and severe damage can be expected. An u/i factory and residential section adjacent to target is seen to be damaged. Probable direct hit on road and rail bridge and southern approach to bridge destroyed.

Sameln M/Y - Fair - Good Results.

Approximately 100 G.P. bombs fell in and adjacent to target area. Although ground haze makes pin-pointing of strikes impossible, it can be seen that passenger station and goods depot have received hits. Target blanketed by smoke. Additional hits on rail lines in area.

Holzwickede M/Y - Unobserved Results.

Gutersloh Railway Center - Very Good Results.

Attacked by 12 squadrons. Hits seen on M/Y, rolling stock, built-up areas, roadways. Target area well hit.

Giessen M/Y - Unobserved to Good Results.

Attacked by 11 squadrons. M/Y, built-up area, rails, road-over-rail bridge hit.

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D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

|                     | <u>Sorties</u> | <u>Claims</u>     | <u>Losses</u> |
|---------------------|----------------|-------------------|---------------|
| Ninth Air Force     | 1851           | 12-3-18A          | 11            |
| 1st U.S. T.A.F.     | 805            | 52-0-48G<br>0-0-0 | 1             |
| 2nd TAF             | 838            | 1-0-0             | 1             |
| RAF Fighter Command | <u>313</u>     | <u>0-0-0</u>      | <u>1</u>      |
| Totals              | 3867           | 65-9-66A          | 14            |

Ninth Air Force

13/14 March - Night

Sorties : 14 a/c Intruder Defensive Patrol.

Claims & Losses: Nil.

Other Claims : 8-0-4 M/T

Day - 14 March 1945

Sorties : 399 Bombers  
1247 Fighter Bombers  
191 Reconnaissance

Mission : 1837 a/c  
9th Bomb Division: Attacked 4 bridges and 2 A/Fs in the tactical area. Claims: nil. Losses: 2 bombers.

9th TAC : Armed reconnaissance E. of Rhine; bridge-head area cover; air cooperation strafed and bombed Lippe A/F. Claims 2-2-4 Air, Losses: 3 a/c  
58-0-48 Ground

19th TAC: Armed reconnaissance E. of Rhine air cooperation; escort to bombers; leaflet missions. Claims: 10-1-13 air. Losses: 1 a/c.

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29th TAC - Armed reconnaissance Rhine River and Ruhr areas. Escort to bombers; A/F cover. Destroyed bridge at F 8502.

Claims : 0-0-1 air - two AR 234s over Hagen area.

Losses : 5 a/c

First U.S.T.A.F.

Night - 13/14 March

Sorties : 1 Interception Patrol

Claims & Losses: Nil.

Day - 14 March 1945

Sorties : 73 Bombers  
731 Fighters  
804 a/c

Mission : 42nd Bomb Wing - bombed Bad Munster RR Bridge and ammunition dump S of Ingbert. Claims and Losses: Nil.

1st French TAC - Air cooperation with First French area. Claims: nil. Losses 1 a/c.

12th TAF - Armed Reconnaissance; rail interdiction in battle area. Claims: Nil. Losses: 2 a/c.

Western French AF - Bombed gas dump on Royen sector. Claims and losses: Nil.

Second TAF

Night - 13/14 March

Sorties : 48 a/c

Mission : Armed reconnaissance and interception patrol, Siegburg-Frankfurt-Hildesheim area.

Claims & Losses: Nil.

Day - 14 March 1945

Sorties : 39 Medium Bombers  
42 Light Bombers  
26 Armed Recon.  
573 Fighter Operations  
110 Recon  
790 a/c

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Missions : Attacked three M/Ys E of Ruhr; armed reconnaissance in battle area; rail interdiction.

Claims : 1-0-0 AR-234 (nr Quackenbruck)

Losses : 1 Fighter

| Other Claims | <u>Destroyed</u> | <u>Damaged</u> |
|--------------|------------------|----------------|
| Rail Cuts    | 58               |                |
| Locomotives  | 2                | 1              |
| M/T          | 11               | 7              |
| RR Cars      | 4                | 10             |

RAF Fighter Command

Night - 13/14 March

Sorties : 21 a/c Intruder and Interception Patrols

Claims & Losses: Nil.

Day - 14 March 1945

Sorties : 292 a/c

Mission : Dive bombing rocket sites and bomber escort

Claims : Nil.

Losses : 1 a/c

2. Fifteenth Air Force

24 March

84 B-17s and 53 P-51s sortied. 80 B-17s escorted by 48 P-51s dropped 241 tons RDX on Szony Oil Refinery with excellent results. Losses: 1 B-17.

81 B-17s sortied. 65 B-17s dropped 144 tons RDX on Almasfuzito Oil Refinery with excellent results; 3 tons on Graz M/Y with results unavailable; 38 tons on Szony Oil Refinery with excellent results. Losses: 1 B-17.

80 B-17s sortied. 69 B-17s dropped 193 tons RDX on Komaron M/Y with good results. Losses: 1 B-17.

156 B-24s and 24 P-51s sortied. 28 B-24s escorted by 24 P-51s dropped 68 tons RDX on Zagreb West M/Y with fair results. Losses: 1 B-24.

163 B-17s and 42 P-51s sortied. 118 B-17s escorted by 41 P-51s dropped 291 tons RDX on Nova Zamky with good results. Claims: 19-3-1. Losses: 3 B-17s.

277 B-24s, 45 P-38s and 47 P-51s sortied. 273 B-24s escorted by 88 fighters dropped 611 tons RDX on Wiener Neustadt M/Y by PFF; 1 B-24 dropped 2 tons on Knittelfeld. Losses: 1 B-24.

104 P-38s sortied. 90 P-38s dropped 69 tons GP on Ptuj railroad bridge scoring one possible hit; one P-38 dropped 1.5 tons on roundhouse in M/Y. Losses: 1 P-38.

21 P-51s sortied. 21 P-51s strafed rail lines at Bruck, Leoben and Stetr with good results. Losses: nil.

Bombers

|              |                                |
|--------------|--------------------------------|
| Sorties :    | 841 a/c (408 B-17s, 433 B-24s) |
| Eff. Sorties | 634                            |
| Tonnage :    | 1591                           |
| Claims :     | Nil.                           |
| Losses :     | 8 a/c (6 B-17s, 2 B-24s)       |

Fighters

|               |                            |
|---------------|----------------------------|
| Sorties :     | 336 (149 P-38s, 187 P-51s) |
| Eff. Sorties: | 312                        |
| Tonnage :     | 70.5                       |
| Claims :      | 19-3-1                     |
| Losses :      | 1 P-38.                    |

3. RAF Bomber Command

Day - 14 March

|                     | <u>Targets</u>                               | <u>Losses</u> |
|---------------------|--|---------------|
| 89 Lancasters       | Heinrichschutte Benzol Plant<br>(nr. Bochum) | 1             |
| 80 Lancasters       | Emscher Lippe N Benzol Plant<br>at Detteln   | 0             |
| 15 Lancasters )     | Bielefeld RR Viaduct                         | 0             |
| 5 Mosquitoes )      |  |               |
| 17 Lancasters )     | Arnsberg Railway Viaduct                     | 0             |
| 4 Mosquitoes )      |  |               |
| <u>3 Mosquitoes</u> | Weather Reconnaissance                       | <u>0</u>      |
| 213 a/c             |  | 1             |

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|   | <u>Target</u>                             | <u>Losses</u>         |
|---|---|-----------------------|
| 127 Halifaxes<br>25 Lancasters<br>11 Mosquitoes                             | Homburg                                   | 1<br>0<br>0           |
| 98 Halifaxes<br>121 Lancasters<br>11 Mosquitoes                             | Zwaibrucken                               | 0<br>0<br>0           |
| 244 Lancasters<br>11 Mosquitoes   | Lutzendorf Syn. Oil                       | 10<br>0               |
| 69 Mosquitoes   | Berlin                                    | 0                     |
| 6 Mosquitoes  | Siren Tours Bremen,<br>Brunswick & Berlin | 0                     |
| 1 Mosquito  | Weather Reconnaissance                    | 0                     |
| 29 Mosquitoes<br>28 Halifaxes<br>1 Stirling<br>8 Fortresses<br>4 Liberators | Bomber Support                            | 2<br>0<br>0<br>1<br>0 |
| 8 Halifaxes<br>1 Mosquito   | Signal Investigation                      | 0<br>0                |
| 801 a/o   |   | 14                    |

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

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SPECIAL REPORT ON INCENDIARY FLAK

(See 1st Force under Bomber Attacks)

Two a/c of the First Force - Third Air Division report being hit by what is believed to be incendiary flak. This flak came up from the Hannover area, resembling red flares, and left a trail of black smoke. Both a/c, although flying in different groups, were struck in their tail sections. One a/c that was hit reported that the projectile burned furiously and with a peculiar odor. The other a/c reports that the projectile which hit them did not explode and is embedded in the fuselage.

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