

6
Lead Group
1st Bomb Group
CONFIDENTIAL

**HEADQUARTERS
 13TH COMBAT BOMB WING (H)
 APO 559**

Date 19 March 1945
 13 CBW FO 74
 13 CBW OPS 299
 3 AD FO 614

SUBJECT: Tactical Report (JENA AND FULDA, GERMANY)

TO : *Colonel Shuck - 95th*

1. Information Concerning the Targets: a. The primary target (visual only) for all Groups was a Gas Generating Plant in the Synthetic Oil Plant of Wintershall A.G. located at the little village of LUTZKENDORF, about 13 miles SSW of HALLE, GERMANY.

b. The secondary target (visual only) for all Groups was the Carl Zeiss Optical Instrument Works situated in the center of JENA, GERMANY. This plant is now in production of precision instruments for use by the German Army, Navy, and Luftwaffe.

c. The Tertiary target for all Groups was the same as the secondary target. H2X technique was to be employed in the event of the secondary target being overcast.

d. Three alternate Tertiary targets were assigned for this mission for all Groups. The one attacked was the Railway Storage Sidings situated SSW of FULDA, GERMANY.

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Assigned Target:
(1) 4 A,B,C,D:			
(a) 94	20 x 250 GP	36 A/C	Ruhland
(b) 487	12 x 500 GP	36 A/C	Ruhland
(c) 447	20 x 250 GP	36 A/C	Ruhland
(d) 486	20 x 250 GP	36 A/C	Ruhland
(2) 45 A,B,C:			
(a) 452	12 x 500 GP	36 A/C	Ruhland
(b) 388	12 x 500 GP	36 A/C	Ruhland
(c) 96	12 x 500 GP	36 A/C	Ruhland
(3) 93 A,B,C,D:			
(a) 34	22 x 260 Frag	36 A/C	Lutzkendorf
(b) 385	12 x 500 GP	36 A/C	Lutzkendorf
(c) 490	12 x 500 GP	36 A/C	Lutzkendorf
(d) 493	12 x 500 GP	36 A/C	Lutzkendorf
(4) 13 A,B,C:			
(a) 100	A: 12 x 500 GP B,C: 20 x 250 GP	36 A/C	Lutzkendorf
(b) 390	12 x 500 GP	30 A/C	Lutzkendorf
95	12 x 500 GP	6 A/C	
(c) 95	12 x 500 GP	36 A/C	Lutzkendorf

b. Availability: Airborne:

(1) 95 Reg: 39 A/C 50 C/C 39 A/C
 Lead: 9 A/C 8 C/C 4 A/C

(2) 100 Reg: 40 A/C 54 C/C 34 A/C

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

(3) 390 Reg: 28 A/C 64 C/C 28 A/C
 Lead: 8 A/C 12 C/C 4 A/C

c. Non-effective Sorties and Returning Spares:

(1) 95:

A/C 8640: 334 Sq "D" - Pilot Lt. Sharar - Oxygen System
 Out - No Sortie.
 A/C 8346: 335 Sq "X" - Pilot Lt. Volz - Bombardier Sick -
 Sortie.

(2) 100:

A/C 166: 418 Sq "H" - Pilot Lt. Mashyna - Oxygen System
 Out - No Sortie.

(3) 390:

A/C 134: 568 Sq "D" - Pilot Lt. Gilcrest - Oxygen System
 Out - Sortie.
 A/C 390: 569 Sq "X" - Pilot Lt. Geers - #4 Engine Out -
 No Sortie.

d. Lead A/C Failures and/or Malfunctions:

(1) 95: A: H2X range and definition poor.

(2) 100: A: H2X range poor.
 A-Deputy H2X definition poor.

(3) 390: B: H2X set out.
 C: H2X set out.

e. A/C Outstanding: None.

f. A/C Landing Away From Base:

(1) 95:

A/C 8604: 336 Sq "X" - Pilot Lt. Donwody - Engine Out -
 Crew OK - Landed at B-53.
 A/C 7882: 412 Sq "T" - Pilot Lt. Grant - Unable to
 Feather Windmilling Prop - Landed at B-53.

3. Navigation:

Position	Flight Plan	13A (100) AL: Maj. Robinson H: Lt. Kirby	13B (390) Capt. Wilkinson Lt. Sommer	13C (95) Lt. Col. Stuart Lt. Doherty
BU. C-1	13000'	13000' on time on course	14000' 1 min. early on course	13000' on time on course
BU. C-12	13000'	13000' on time on course	15000' 1 min. early on course	13000' 2 min. early on course
CP 1	18000'	19000' 1 min. early 2 mi. left	22500' on time 4 mi. left	20000' 2 min. early 5 mi. left
Target	25000'	25000' (third priority) (alternate tertiary)	26000' (third priority)	25000' (third priority) (alternate tertiary)

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

CP 2	20000°	23500° 8½ min. early 3 mi. right	20000° 8 min. early 5 mi. right	21000° 7 min. early 2 mi. right
CP 3	8000°	3400° 4½ min. early 2 mi. left	5800° 12 min. early 5 mi. right	5000° 7 min. early 3 mi. left
English Coast	Minimum	2000° 15 min. late on course	3000° 3 min. late 8 mi. left	4000° 5 min. late on course

a. Assembly: The continental assembly plan was used for this operation. 13A assembled over Buncher C-1, and 13B and C assembled over Buncher A-68. Assembly altitude was 13000° for 13A and B and 10000° for 13C. Wing assembly was completed at Buncher C-1. Proper interval was taken in the Division bomber stream at Buncher C-12.

b. Route: The route was flown essentially as briefed to CP 1. Enroute to the Pre-IP, 13A was 6-7 miles right of course while in the bomber stream. A correction was made to course and the Pre-IP was made good. Bombing altitude was reached 10 minutes prior to the IP. The IP was made good by 13A and B; however, 13C overshot this point 10 miles to the East. At this point, 13A and 13C peeled off for individual H2X runs and 13B made a Group run on the target. Considerable difficulty with high cirrus clouds and D/P contrails in the target area caused the Groups to lose visual contact with each other and also with the Squadrons within the Group. The briefed route to the base was flown essentially as briefed. The English Coast was recrossed at Southwold. see
PWR
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c. Weather: A low strata-cumulus layer prevailed over the base area and enroute to the continental assembly area. In the assembly area patchy middle clouds were encountered at 12000°, but caused no difficulty with the assembly which was made visually through breaks in the clouds. Between 6 and 7 degrees, light non-persistent contrails were encountered at 16000°, which dissipated later at 17000°. The IP was visual, but there were D/P contrails and cirrus clouds at 25000° on the bomb run and thereafter to the RP and vicinity. On the return, layers of low stratus were at 15000° and 5000° over the continent and 3000° over the channel. Winds enroute were generally 260/40 K and 320/50 K and 330/45K in the target area.

d. Failures: (1) Equipment: None.

4. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	TT 27 A/C 308 x 500 GP AT 12 A/C 136 x 500 GP TO 1 A/C 12 x 500 GP	1 A/C 12 x 500 GP	2 A/C 24 x 500 GP
100	TT 25 A/C 492 x 250 GP AT 12 A/C 136 x 500 GP		1 A/C 20 x 250 GP
390	TT 29 A/C 320 x 500 GP 10 x T334 TO 1 A/C 12 x 500 GP		2 A/C 24 x 500 GP

b. 13A: (1) 100B Squadron: (8344)

(a) AL Capt. Gibbons N Lt. Johnson

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

(b) ~~After the maneuver at the IP, which was overshoot,~~ the R/N took over and proceeded to set up course. The target was identified in the scope at 32 miles. The bombardier was clutched in at 11 miles, and subsequent rate checks of 10, 9, and 5 miles were made. The target faded in the scope between the 9 and 6 mile checks, and the 8, 7, and 6 mile checks were not obtainable. Bombs were released on a true heading of 172 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 25000° True, 25500° indicated

(d) Time of Release: 1327

(e) Method of Release: Salvo

(f) PI Report: 1. No bomb bursts from 100B are visible in any photographs taken. According to computations based on the bomb trajectory chart, the bombs fell about 4 miles to the right and 3 3/4 miles beyond the center of Fulda in open fields. The pattern probably extended across an autobahn going E and W South of Fulda.

(g) Bombing Malfunctions: None.

(2) 100C Squadron: (8209)

(a)	AL	Capt. Robbs	N	Lt. Graham
	P	Lt. Hutchinson	B	Lt. Zemske
	OTG	Lt. Batterman	R/N	Lt. Courdier

(b) After the maneuver at the IP, the R/N took over and proceeded to set up course, picking up the target in the scope at 35 miles. The bombardier was clutched in at 11 miles, and subsequent rate checks of 10, 9, 8, 7, and 6 miles were good. Bombs were released on a true heading of 184 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 24300° True, 24800° indicated

(d) Time of Release: 1327

(e) Method of Release: Salvo

(f) PI Report: 1. No bursts are visible from 100C in any photographs taken. According to computations based on the bomb trajectory chart, the bombs fell in woods about 2 1/2 miles left of and 1 3/4 miles beyond the center of Fulda.

(g) Bombing Malfunctions: A/C 166: had a mission failure and returned 20 x 250 GP to the base.

(3) 100A Squadron: (8226)

(a)	AL	Maj. Robinson	N	Lt. Kirby
	P	Capt. DePlanque	AN	Capt. Roesel
	OTG	Lt. McKeen	B	Lt. Svendsen
			R/N	Lt. Rhode

(b) Half way down the bomb run on the approach to the secondary, the target in the scope faded. The R/N was unable to continue the attack and relinquished the lead to the deputy leader. Because of insufficient time, however, the deputy was unable to complete the run. Consequently, the alternate Tertiary was attacked by the original lead A/C, who had retaken the lead. The R/N picked up the target at 22 miles, and proceeded to set up course. The bombardier was clutched in at 11 miles and subsequent rate checks from 10 to 6 miles were very good. Bombs were released on a true heading of 275 degrees. C-1 Auto-Pilot was used on the bomb run.

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(c) Bombing Altitude: 23500° True, 24900° indicated

(d) Time of Release: 1402

(e) Method of Release: Salvo

(f) PI Report: 1. The bombs from 100A fell in fields and on the RR leading NE out of Fulda. There were 3 hits on this RR and 2 on one leading North, which was hit by A/C 8705, #2 in the lead element, that released about 4 bombs late. Five residences and one small building in the ordnance plant area were hit. Two near misses were obtained on two other ordnance buildings. The remaining bombs fell in open fields.

2. Bomb Pattern: 3050°L x 1530°W: excludes about 20 stray bombs.

3. The bombs fell 500° right of and beyond the assigned MPI.

(g) Bombing Malfunctions: None.

e. 13B: (1) 390A, B, C Squadrons: (660-A, 481-B, 488-C)

(a) (390A)

AL	Capt. Wilkinson	N	Lt. Sommer
P	Lt. Presswood	AN	Lt. Lewis
OTG	Lt. Juren	B	Lt. Buck
		R/N	Lt. Mattson

(390B)

AL	Lt. Denne	N	Lt. Stevens
P	Lt. Babbitt	B	Lt. Guekes
		R/N	Lt. Groves

(390C)

AL	Lt. Proffatt	N	Lt. Koder
P	Lt. McKeller	B	Lt. Wills
		R/N	Lt. Beddow

(b) Because of inoperative radar equipment in 390B and C, bombing was accomplished in Group formation.

Attacking on true heading of 180 degrees, the R/N identified the target in the scope at 50 miles and proceeded to set up course. The bombardier was slotted in at 11 miles, and subsequent rate checks of 10, 9, 8, 7, 6, 5, and 4 miles were made. The bombardier was unable to contribute any visual assistance as weather restricted slant visibility to 1 1/2 miles. Bombs were released on a final true heading of 189 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 25769° True, 26000° indicated

(d) Time of Release: 1329

(e) Method of Release: Salvo

(f) PI Report: 1. The bombs dropped by 390A, B, and C Squadrons fell in a loose pattern in woods and fields near a small village of Wanzlerla, 2 1/2 miles South of Jena, Germany. There are 4-5 hits in the N end of a small M/Y East of the village, 1-2 hits on or near the junction at the South end of the yards and 1 hit upon the track leading to the East. There are 16 hits within the village, 6-8 hits upon the highway leading South, and 3 hits within the village of Goschwitz. All of the remaining bombs fell in woods and fields west of the village causing no visible damage.

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

2. Group Bomb Pattern: 2914°L x 5914°W. The individual Squadron's patterns could not be measured.

(g) Bombing Malfunctions: 390A: A/C 784 released 12 x 500 LB GP on a TD at 5014-1025 on signal from the lead A/C. A/C 390B had a mission failure and returned 12 x 500 LB GP. 390B: A/C 315: flew and bombed with 389 Group on the secondary target. 390C: A/C 6134 had a mission failure and returned 12 x 500 LB GP.

d. 138: (1) 95A Squadron: (8782)

(a)	AL	Lt. Col. Stuart	N	Lt. Doherty
	P	Capt. Hamilton	AN	Lt. Rohn
	OTG	Lt. Mott	B	Lt. Asprocolas
			R/N	Lt. Burrow

(b) After the maneuver at the IP, which was overshoot, the R/N took over, identified the target in the scope at 32 miles, and proceeded to set up course. The bombardier was clutched in at 10 miles. At the 7 mile rate check, the target in the scope began to break up and disappear. 30 seconds from the BRL, however, the bombardier was able to pick up the target visually. He proceeded to synchronize, but only one course correction could be made. Bombs were released on a true heading of 186 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 24800° True, 25000° Indicated

(d) Time of Release: 1330½

(e) Method of Release: Salvo

(f) PI Report: 1. The bombs dropped by 95A fell in a split pattern in fields on both banks of a river 1 ¾ miles SSE (over and left) of the center of Jena. There were 4 to 6 hits in the village of Wellnitz.

2. Bomb Pattern: 1970°L x 2100°W.

(g) Bombing Malfunctions: A/C 8604: had a mission failure and landed in France with 12 x 500 GP.

(2) 95C Squadron: (8210)

(a)	AL	Lt. Stanbrough	N	Lt. Flygstat
	P	Lt. Thomas	B	Lt. Hathaway
			R/N	Lt. Lowry

(b) After the maneuver at the IP, which was overshoot, the R/N picked up the target in the scope 18 miles from the BRL. The bombardier was clutched in 9 miles, and subsequent rate checks at 7, 6, 5, and 4 miles were made. After the 4 mile rate check, however, the bombardier was able to pick up the target 30 seconds from the BRL. Because of insufficient time, the bombardier was able to make only one rate check. Bombs were released on a true heading of 191 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 24300° True, 24500° Indicated

(d) Time of Release: 1331

(e) Method of Release: Salvo

(f) PI Report: 1. The bombs dropped by 95C fell in woods and fields 1½ miles SE (over and to the left) of Jena.

2. Bomb Pattern: 1460°L x 1875°W.

C O N F I D E N T I A

(g) Bombing Malfunctions: A/C 8255: had an accidental release at the IP when rack switches were turned on and jettisoned 12 x 500 LB GP. A/C 8346: attacked a TO at 5031-0858 and released 12 x 500 LB GP.

(3) 95B Squadron: (8754)

(a)	AL	Capt. Garrison	N	Lt. Sorenson
	P	Lt. Jensen	B	Lt. Zultz
			R/N	Lt. Painter

(b) Unable to identify the secondary target in the scope, the R/N attacked alternate Tertiary at Fulda, Germany. Picking up the target in the scope at 35 miles, the R/N proceeded to set up course. The bombardier was clutched in at 11 miles. After the 4 mile check, however, the bombardier was able to pick up the target 15 seconds from the BRL and made as many corrections as was possible. Bombs were released on a true heading of 260 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 24600° True, 24000° Indicated

(d) Time of Release: 1408

(e) Method of Release: Salvo

(f) PI Report: 1. There were 6 or 7 hits on the large Wagon Repair Shops adjacent to the Fulda M/Y, and 4 hits on the Boiler House. Four bombs fell in M/Y which were heavily loaded with goods wagons. Six residences and the street in front of the Repair Shops received a heavy concentration of bombs. Approximately 3/4 of the bombs fell in fields short of the M/Y.

2. Bomb Pattern: 1990°L x 1265°W: The bombs from 1 A/C fell 2000° left of the main pattern.

3. Bombing Errors: Range : 420° Short
Deflection: 1685° Right
Radial : 1770°

4. Percent of Bombs Within 1000° & 2000° of the MPI: 1% & 64%.

5. Bombing Results in Relation to Damage Inflicted on Assigned MPI: NIL.

6. Bombing Results in Relation to Sighting: FAIR.

(g) Bombing Malfunctions: A/C 8640: had a mission failure and returned 12 x 500 LB GP.

e. PFF Narrative:

(1) 13A:

Four PFF A/C were dispatched. 100A set operated with a limited range of 20 to 30 miles, which caused difficulty in navigation and bombing. 100B and C sets operated satisfactorily. 100A-deputy set operated with good reception on the 50 mile scan, but with poor reception on the 30 mile scan. Bombing was by H2X technique with A, B, and C making individual sightings.

(2) 13B:

Four PFF A/C were dispatched. 390A lead and deputy sets operated satisfactorily. 390B set was inoperative because of a short circuit. 390C set was inoperative due to a blown tube. Bombing was by

Four PFF A/C were dispatched. 95A set operated with poor definition. 95A-deputy, 95B, and 95C sets operated satisfactorily. Bombing was by combination H2X and Visual technique in 95A, B, and C.

5. Communications: a. VHF: (1) Major Robinson led 13 Wing. Channel A within the Wing was used heavily throughout the entire mission by all three Groups because bad weather was encountered. 100 Group was responsible for many transmissions beginning at the IP and lasting through to the RP because of confusion encountered on the bomb run.

(2) Control Points were sent to 3 AD VHF Ground Station by Wing leader. Wing leader received weather information from Kodak A/C prior to making the bomb run. Channel B was seldom used by Group Air leaders.

(3) Fighters were contacted by VHF at will by Wing leader.

(4) There were no distress messages instigated. The Wing lead navigator reported the assembly buncher was received approximately 50 miles with good readability.

b. W/T:	(1)	Control Points	CP 1	TGT	CP 2	CP 3
		Flight Plan	1225	1327	1440	1600
		ATA	1224	1402	1432	1555
		TOD	1230	1410	1440	1605

(2) Strike Reports:

100A	L B 5	1402	TOD	1413
100B	S B 5	1327	TOD	1410
100C	L B 5	1327	TOD	1340
390A	T B 5	1418	TOD	1420
390B	- - -	-----	---	-----
390C	S B 5	1328	TOD	1339
95A	S A 4	1331	TOD	1343
95B	O B 4	1408	TOD	1421
95C	- - -	-----	---	-----

6. Photography: a. 95 Group installed 2 scope, 6 oblique, and 10 vertical cameras, 2, 6, and 8 of which took pictures: A/C 8826, lead of high element in 95B: camera ran off on ground.

b. 100 Group installed 1 oblique, and 9 vertical cameras, all of which took pictures: No 16 mm motion picture cameras were installed. No camera was placed in the #2 A/C of the lead element in 100C. One was flown instead in the #6 A/C of the lead element.

c. 390 Group installed 3 scope, 2 oblique, and 8 vertical cameras, 1, 1, and 8 of which took pictures: PFF A/C 488, lead A/C 390C: bombs away picture only was taken by the R/N. PFF A/C 481, lead A/C 390B: scope camera was not used.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

...TED WITH THE AID OF THE ...
PURPLE CIRCLES - 1 MILE RADII. RED CIRCLES - 1000'
2000' FROM MPI OF TERTIARY.

LEGEND: RIVER-~ Woods-█ BUILT UP AREA-█
RR TRACKS-~

ILDA

100A

NORTH

95B

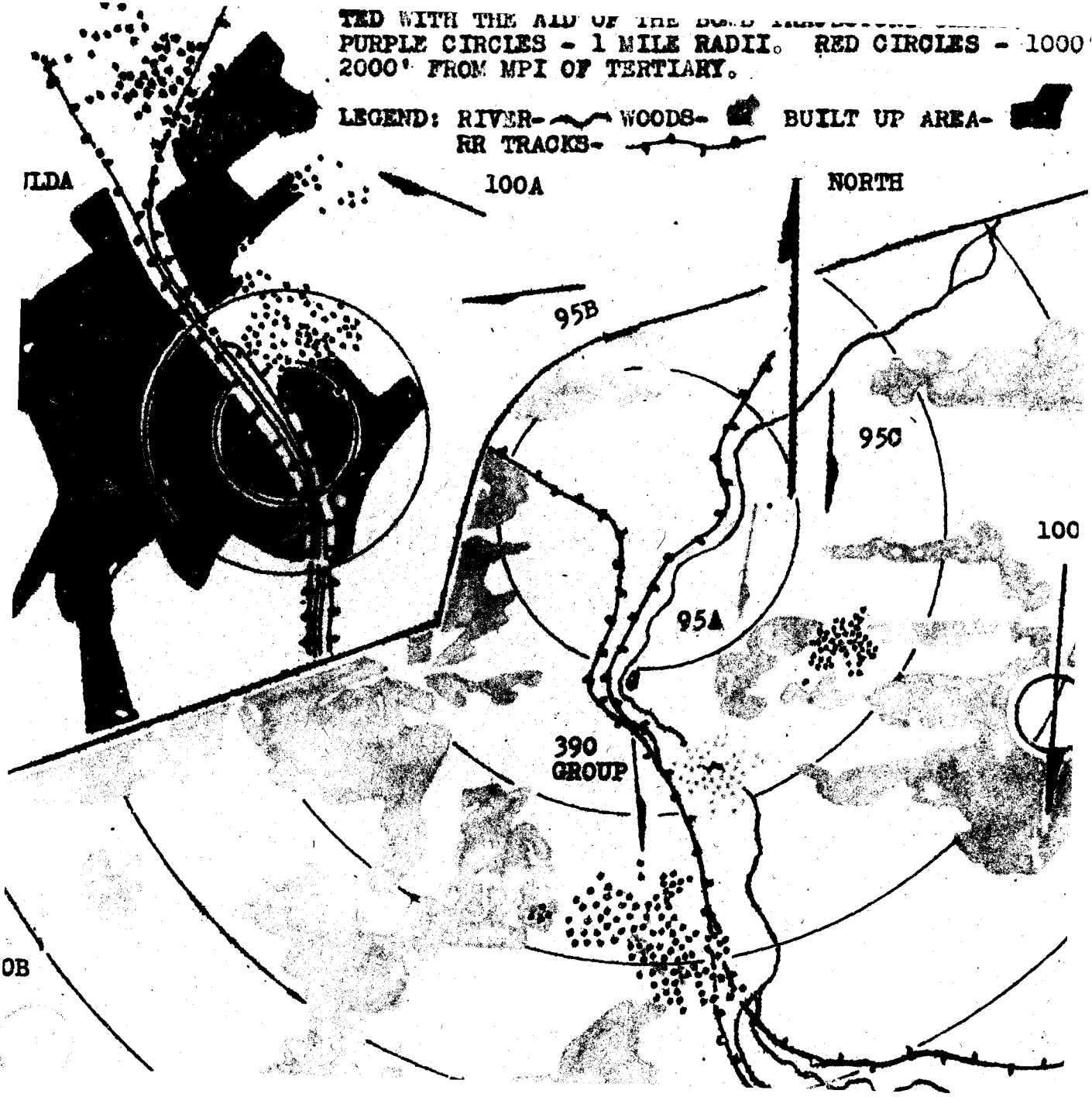
950

100

95A

390
GROUP

OB



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

13TH COMBAT BOMB WING (1)

JENA & FULDA
GERMANY

19 MARCH 1945

13A GROUP: B & C SQUADRONS ATTACKED THE TERTIARY TARGET H2X. A SQUADRON
ATTACKED THE ALTERNATE TERTIARY H2X.

100A SQUADRON (purple dots)	:	12 x 136 x 500 GPs.	(FULDA)
100B SQUADRON (green circle)	:	13 x 256 x 250 GPs.	(JENA)
100C SQUADRON (purple circle)	:	12 x 236 x 250 GPs.	(JENA)

13B GROUP: ATTACKED THE TERTIARY TARGET BY H2X IN GROUP FORMATION.
390 GROUP: (red dots) : 34 x 392 x 500 GPs. (JENA)

13C GROUP: A & C SQUADRONS BOMBED THE TERTIARY TARGET BY H2X WITH VISUAL
ASSIST. B SQUADRON ATTACKED THE ALTERNATE TERTIARY H2X WITH
VISUAL ASSIST.

95A SQUADRON (green dots)	:	11 x 124 x 500 GPs.	(JENA)
95B SQUADRON (red dots)	:	12 x 136 x 500 GPs.	(FULDA)
95C SQUADRON (blue dots)	:	10 x 112 x 500 GPs.	(JENA)

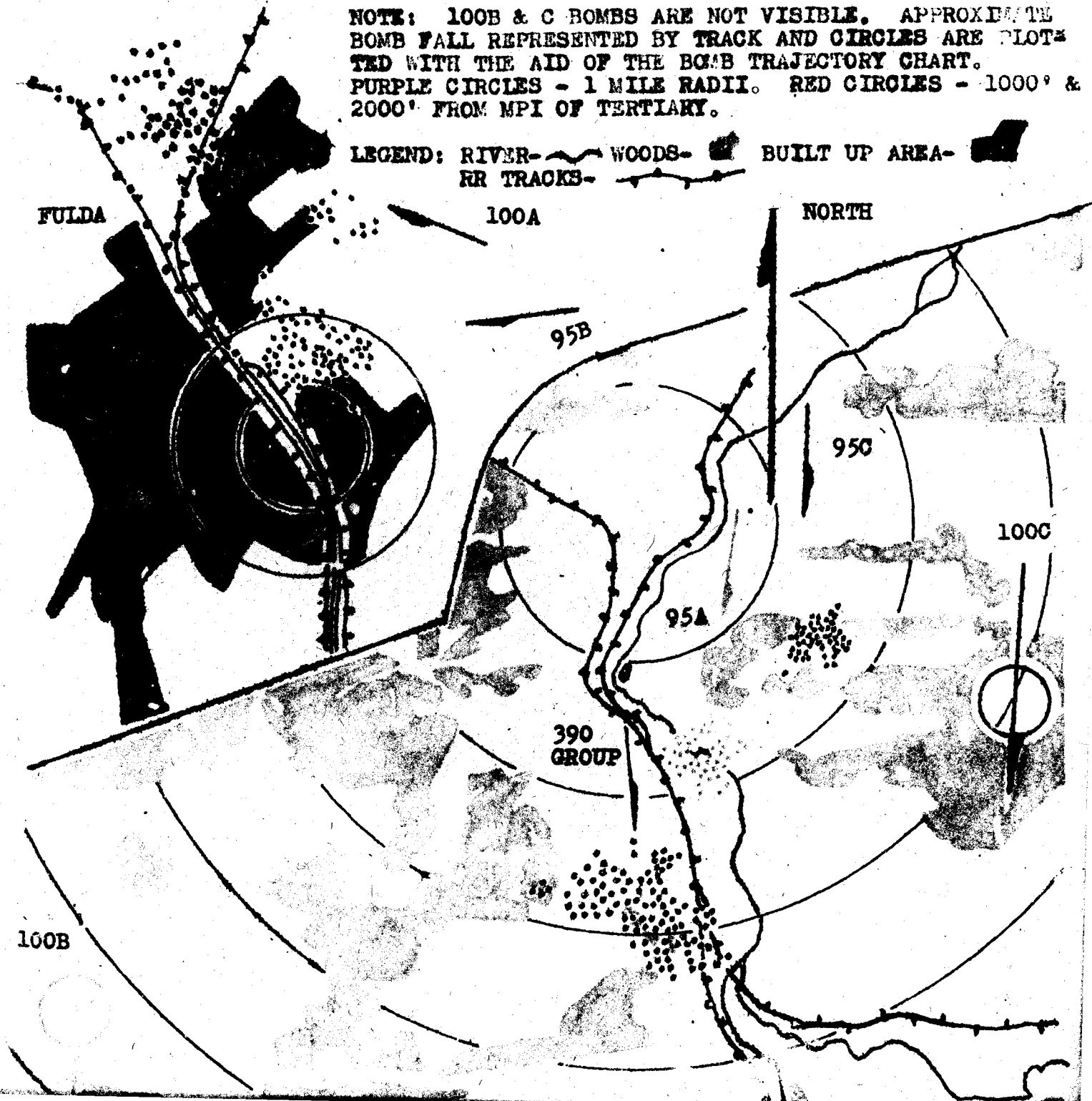
OVERLAY FOR JENA - NIGHT TARGET MAP. 1:63,360

FULDA - 1:25,000

NOTE: BOMBS DROPPED BY 100B & C SQUADRONS ARE NOT VISIBLE. APPROXIMATE
BOMB FALL, REPRESENTED BY CIRCLES, & TRACK, IS PLOTTED WITH THE AID
OF THE BOMB TRAJECTORY CHART.

NOTE: 100B & C BOMBS ARE NOT VISIBLE. APPROXIMATE
BOMB FALL REPRESENTED BY TRACK AND CIRCLES ARE PLOT-
TED WITH THE AID OF THE BOMB TRAJECTORY CHART.
PURPLE CIRCLES - 1 MILE RADII. RED CIRCLES - 1000' &
2000' FROM MPI OF TERTIARY.

LEGEND: RIVER-~ WOODS-■ BUILT UP AREA-■
RR TRACKS-~



main file

AK
CAB

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 323

.....
.SECRET
.By authority of
.C.G., Eighth Air Force
.Initials *CMO*
.Date 19 March 1945
.....

PERIOD: 0001 hours 19 March to 2400 hours 19 March 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>				
					<u>E/A</u>	<u>AA</u>	<u>OT</u>	<u>Totals</u>	<u>NYR</u>
Heavy Bomber Atks.	1273	1224	3143.4	1-1-2A	3	2	13	18	54(a)
Fighter Escort (b)	550	499	0	7-0-3A	0	0	3	3	4
Fighter Sweeps	98	95	0	33-2-14A	0	0	1	1	5
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	21	19	0	0-0-0	0	0	0	0	0
Weather Recon.	35	34	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	22	22	0	0-0-0	0	0	0	0	0
Special Operations	<u>53</u>	<u>52</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	2052	1945	3143.4	41-3-19A ^(c)	3	2	17	22	63

- (a) Majority believed safe on continent
- (b) Includes groups based on continent
- (c) Includes 7-1-6 Me-262s

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1273 a/c (932 B-17s, 341 B-24s) from three Air Divisions sortied in three forces against three synthetic oil plants and one benzol & power station and flak battery in eastern Germany, and 2 A/Fs and Me-262 assembly plants and 1 Me-262 components plant in southwestern Germany. 1224 a/c dropped 2914.6 tons GF, 228.8 tons IB - total 3143.4 tons on assigned targets and several T/Os. Bombed on H2X and visually. Weather: varied 3/10-10/10 over targets in eastern Germany with heavy ground haze to CIVJ with slight haze below clouds at

S E C R E T

18,000 feet. E/A Opposition: one group of 3rd Air Division was attacked prior to bombs away on Zwickau by 5-7 Me-262s. Claims: 1-1-2 Me-262s. Losses: 18 B-17s (2 to AA, 3 to E/A, 13 to causes unknown). NYR: 50 B-17s, 4 B-24s, majority believed safe on continent.

First Force

Fourteen group formations (496 B-17s, 3rd Air Division) sortied against synthetic oil plants at Ruhland and Lutzkendorf. 464 a/c dropped 1321.7 tons GP on the assigned secondaries and several T/Os at 1315-1425 hours from 20,000-27,700 feet. Bombing on H2X with some visual assists. Leaflets dropped on Zwickau and Jena. Weather: 10/10 enroute, 3/10-6/10 undercast with heavy ground haze over target area. Flak: moderate, accurate at Ruhland and Leipzig. Battle Damage: 107 minor, 14 major. E/A Opposition: one group attacked by 5 to 7 Me-262s prior to bombs away on Zwickau. Claims: 1-1-2 Me-262s air. Losses: 18 B-17s (2 to AA, 3 to E/A, 13 to causes unknown). NYR: nil.

Fighter Support: Four groups (198 P-51s) sortied. Up 1043-1055 hours, down 1613-1643 hours. 183 effective sorties. E/A Opposition: engaged 36 Me-262s north of Chemnitz. Sighted Me-262 vicinity of Hamm, 1 Me-262 near Frankfurt- no combat. Claims: 2-0-3 air (Me-262s). Losses: 3 P-51s. NYR: 1 P-51 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>
Ruhland Syn. Oil	243	Not Attacked		
Lutzkendorf Syn. Oil	253	Not Attacked		
Zwickau AFV Wks. (Tert)		177	493.8	Unobserved-Good
Jena Optical Wks (Sec)		197	563.1	Fair-Good
<u>Other Targets</u>				
Plauen		32	96.0	Poor
Fulda M/Y		44	127.3	Fair
Saalfeld M/Y		10	30.0	Poor
Zella (5040-1040E)		1	2.5	Unobserved
Zienlenruck		1	3.0	"
5034-1025E RR Junction		1	3.0	"
Ruppertding		1	3.0	"
Totals	496	464	1321.7	

S E C R E T

Second Force

Twelve group formations (436 B-17s, 1st Air Division) sortied against Bohlen synthetic oil plant, Molbis benzol & power station and Molbis flak battery. 425 a/c dropped 1058.7 tons GP on Plauen (Priority No. 3) and 2 T/Os at 1408-1453 hours from 23,000-29,000 feet. Plauen bombed on H2X, the 2 T/Os bombed visually. Leaflets dropped on Bohlen, Fulda and Plauen. Weather: generally 10/10 over assigned targets. Flak: nil to meager enroute. Battle Damage: 4 minor, 1 Cat. "E". E/A Opposition: nil. Claims: nil. Losses: nil. NYR: 50 B-17s, majority believed safe on continent.

Fighter Support: Three groups, including 352 Group based on continent, (158 P-51s) sortied. Up 1113-1205 hours, down 1625-1715 hours. 141 effective sorties. E/A Opposition: sighted 3 Me-262s west of Frankfurt, 2 Me-262s east of Antwerp- no combats. Claims: nil. Losses: nil. NYR: 2 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>
Bohlen Syn. Oil Plant	178	Not Attacked		
Molbis Benzol & Power Station	221	Not Attacked		
Flak Battery (Near Bohlen)	37	Not Attacked		
Plauen (Tert)		404	1007.4	Unobserved-Good
<u>Other Targets</u>				
Fulda		20	48.8	Fair-Good
Prissig		1	2.5	Unobserved
Totals	436	425	1058.7	

Third Force

Thirty-four squadron formations (341 B-24s, 2nd Air Division) sortied against Baumenheim Me-262 components plant, Neuberg and Leipheim A/Fs and Me-262 assembly plants. 335 a/c dropped 534.2 tons GP, 228.8 tons IB on assigned targets at 1444-1452 hours from 15,500-21,800 feet. All bombing visual. Leaflets dropped on Neuberg, Leipheim and Baumenheim. Weather: CAVU with slight haze below clouds at 18,000 feet. Flak: nil. Battle Damage: nil. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: 4 B-24s believed safe on continent.

S E C R E T

Fighter Support: Four groups, including 361 Group based on continent, (194 P-51s) sortied. Up 1144-1244 hours, down 1719-1834 hours. 175 effective sorties. E/A Opposition: engaged 1 Me-109 south of Frankfurt, 2 Me-262s near Lechfeld, 20 plus FW-190s and Me-109s over Munster A/F, 1 Me-262 over Gelchsheim A/F. Claims: 5-0-0 air (includes 1-0-0 Me-262). Losses: nil. NYR: 1 P-51 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>CP</u>	<u>IB</u>	
Neuberg	126	125	196.5	87.8	Good
Leipheim	87	84	126.5	63.0	Good
Baumenheim	<u>128</u>	<u>126</u>	<u>211.2</u>	<u>78.0</u>	Good
Totals	341	335	534.2	228.8	

2. Fighter Escort

Eleven groups, including groups based on continent (550 P-51s) sortied to support bomber forces. Up 1043-1244 hours, down 1613-1844 hours. 499 effective sorties. E/A Opposition: 30 Me-262s north of Chemnitz, 20 plus FW-190s and Me-109s over Munster A/F, 1 Me-262 over Gelchsheim A/F, 2 Me-262s near Lechfeld, 1 Me-109 south of Frankfurt. Sighted 3 Me-262s west of Frankfurt, 1 FW-189 west of Ingleheim, 2 Me-262s east of Aichweip-no combats. Claims: 7-0-3 air (includes 3-0-3 Me-262s). Losses: 3 P-51s to causes unknown. NYR: 4 P-51s believed safe on continent.

3. Fighter Sweeps

Two groups (98 P-51s) sortied as free lance support for bomber forces. Up 1111-1125 hours, down 1530-1711 hours. 95 effective sorties. E/A Opposition: engaged 10 Me-262s near Halle, 45 plus Me-109s, 1 Me-163 and 2 Me-262s in the Osnabruck-Dummer Lake area. Claims: 33-2-14 air (Includes 3-0-1 Me-262s). Losses: 1 P-51 to causes unknown. NYR: 5 P-51s believed safe on continent.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

21 a/c (15 F-5s, 2 Spitfires, 4 P-51s) sortied as follows:

12 a/c for D/A and activity photos in northern, central and eastern Germany.

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5 a/c on mapping missions over Regensburg and Fulda area.
4 P-51s as escort to PRU a/c. 2 a/c returned early.

No losses.

6. Weather Reconnaissance

35 a/c (2 B-17s, 5 Mosquitoes, 28 P-51s) sortied as follows:

1 B-17 completed routine flight from the Azores.

1 B-17 completed routine flight over Atlantic.

5 Mosquitoes completed special weather reconnaissance over U.K., Eire, Atlantic, Belgium and Holland.

28 P-51s as scouts for bomber forces. 1 a/c returned early.

No losses.

7. Air/Sea Rescue

22 a/c (19 P-47s, 3 PBVs) sortied on routine search and patrol missions.
All a/c returned safely.

8. Special Operations

53 a/c sortied as follows:

12 a/c (1 B-24, 1 B-17, 10 P-51s) as radio relays.

15 a/c (13 B-24s, 2 P-38s) on RCM, jamming from 0550 to 1045 hours. 14 effective sorties.

6 B-17s on radar mission. 6 a/c took radar scope photos of bomb runs on Dessau, Kassel and Brunswick - night 18/19 March.

10 B-24s on leaflet mission over France, Holland and Germany, night 18/19 March. All successful.

9 Mosquitoes on special operations for 1st, 2nd and 3rd Air Division.

1 Mosquito on special operations to France and Italy.

No losses.

ADDENDUM:

Claims for 3rd Air Division Intops 18 March should read 3-2-2.

S E C R E T

C. INTELLIGENCE

1. Enemy Air Opposition

Weather conditions over Central Germany were 3-5/10 low cloud, base 3,000 feet, tops 5 or 6,000 feet with middle cloud and haze from 14,000 feet to above the bomber formations. Over SW Germany there was 3/10 low cloud, base 3,000 feet, tops 5 or 6,000 feet and haze and contrails above 7,000 feet.

As on 18th March the enemy used his jet fighter force, concentrating one attack on the First Force N of Chemnitz at 1408 at which time escorting fighters were some distance from the bombers, and again skilfully using cloud cover. E/a are reported to have been operating in a larger single formation than hitherto used by jet a/c - attacks being made by 36 Me 262s flying in three waves of twelve, each consisting of four flights flying a V-formation. E/a attacked from 6-7 o'clock slightly high and appeared to be flying at relatively low speeds and although the first wave got through to the bombers who report attacks by 4-7 e/a, escorting fighters arrived on the scene in time to disperse the last two waves which broke into 2 ship elements in a slight dive. The jets easily out-distanced P-51s but in spite of this two were destroyed and four damaged. Only 3 bombers were lost to e/a.

No further attacks were made on the First Force bombers or on either of the other two forces, although one Me 262 was prevented from attacking a straggler at 1520 near Frankfurt.

Escorting fighters of the First and Second Forces, however, sighted and engaged small numbers of jets over a wide area. At 1510 near Giessen 3 Me 262s were seen chasing a flight of P-51s, these jets passed over a flight of another P-51 group without appearing to see them, a pilot of the second group opened fire at 600-800 yards scoring hits on one e/a which split-essed to the left and was seen to crash west of Giessen. Another fighter group sighted an u/i jet at 1445 at 20,000 feet in the Giessen area and chased it to Coblenz but was unable to engage. An early returning a/c on the same group sighted an Me 262 on a southerly course near Hamm at 10,000 feet, when bounced e/a pulled up in a 60 degree climb and out-distanced the P-51. 3 Me 262s were sighted at 1530 flying at 15,000 feet W of Frankfurt but were too far off to be engaged and 2 more were sighted on a northerly course E of Antwerp at 18,000 and 26,000 feet.

Fighters escorting the Third Force destroyed an Me 262 over Kitzingen A/F and an Me 109 flying on an easterly course at 11,000 feet S of Frankfurt. They also chased 2 Me 262s which tried to bounce some P-51s at 6,000 feet near Lechfeld, e/a again out-distanced our fighters. One fighter group after breaking escort with the Third Force swept up to the Hannover area and engaged some 30 conventional s/c e/a over Munster A/D at 1615 hours. These e/a were flying A/F formation with 20 plus Me 109s at 8,000 feet and 7-8 Fw 190s at 13,000 feet. When engaged they fought competently and aggressively but nevertheless 2 Fw 190s and 1 Me 109 were destroyed.

At 1230 in the Hesepe-Vorden-Achmer area a P-51 group on its way in to sweep the target area of the Second Force encountered some 45 Me 109s in 4 gaggles from 7,000-14,000 feet with top cover of 25 plus Fw 190s flying above cirrus cloud at 14,000 feet. Shortly before this on crossing the German border 1 Me 163 and 2

Me 262s had made passes at this group, evidently hoping they would drop their tanks. The P-51s however kept their tanks, turned into the jets which then pulled up and proved only a minor incident and continued on their way until they met the Me 109 - Fw 190 force. These s/e e/a appeared to be in process of forming up but were quite willing to fight, showed no tendency to run and only bailed out when badly hit. Claims for this combat which ranged from 15,000 feet to deck and lasted until 1330 hours were 30-3-13 s/e e/a and 2 t/e jets which were destroyed in the same area.

2. Flak

Jena - meager tracking fire, fairly accurate.

Leipzig - meager to moderate tracking fire, accurate.

Plauen - meager, inaccurate

3. Observations

20 plus t/e jets on Neuberg A/D.

50 plus u/i a/c on Landshut-Lutzenhof A/D.

15 plus t/e jets on Ergolding A/D.

15 plus u/i a/c on A/D 15 miles E of Abschaffenberg.

20 plus a/c on each of three A/Ds 40 miles NW of Wurzburg.

50 plus a/c on Manching A/D.

12/14 a/c on Bayreuth/Bindlach A/D.

4/5 a/c on Bayrouth/Lainock A/D.

20/30 a/c on Kitzingen A/D.

26 s/e and t/e a/c on Kirchen A/D.

20/30 a/c on Halberstadt A/D.

12/15 Me 262s on Giebelstadt A/D.

12/15 u/i a/c on Schweinfurt A/D.

60/70 s/e and t/e a/c on field and in revetments on Munster A/D.

4. Damage to Enemy Installations

Neuberg - Good

Barracks area blanketed by bursts and possibly three hangars well hit, hits seen in runway and landing ground.

Baumenheim - Good

The stock yards and the large work shops are well hit, the central portion of target, that is the boiler house, appears to have received a number of hits but was not attacked as successfully as were the other 2 APs of the target.

Leipheim - Good

Hits are seen in the barracks area and on three and possibly four of the hangars on perimeter track, the runway and the landing and repair shops. There are a number of small a/c visible on field.

Plauen - Unobserved to Good

Cloud of varying density, from 0/10 to 10/10 covered the city of Plauen and surrounding terrain. In addition intense ground haze made it difficult to plot all concentrations and pin-point all bursts. Only 13 of the 34 concentrations dropped could be plotted. The central, southern and western portions of the city were heavily hit by 7 concentrations of G.P. bombs. This area is heavily built-up and severe damage should result to business and residential property. Some fires seen burning in the town late in the attack. 1 concentration seen bursting in immediate vicinity of the Vomag Maschinensabrik AG Plant situated in southern outskirts of town. Possible direct hits seen on the machine shop, an erecting shop and several storage buildings. 2 additional concentrations fell into open fields and into a partially built-up residential area immediately south of the plant. A concentration of bombs could be seen in open areas immediately south of the cellulose of Sachsische Zellwolle AG. 2 final concentrations fell into open areas 2-1/2 miles northwest of the city.

Fulda M/Y - Fair to Good

One concentration of bombs bursting across reception and sorting sidings at southern end of the yard. One large explosion noted in reception sidings about 1,000 feet north of locomotive sheds. This explosion prevented pin-pointing of all of the bursts but there are at least two hits on rail lines and sorting sidings and at least 11 hits on yard installations immediately east of reception sidings. An additional concentration of bombs fell into a residential area immediately north of the Dummiwerke Fulda AG Plant.

Zwickau AFV Works - Unobserved, Possibly Good

Three patterns seen in the built-up area of the city, five patterns seen in suburbs within three miles of the M.P.I. and the balance unobserved and cannot be plotted down due to haze.

Saalfeld M/Y - Poor

Pattern seen 3-1/4 miles northwest in the mud-flats along the river. 1 or 2 bursts along the rail line.

Plauen M/Y - Poor

Pattern in the woods 1 mile south of the M/Y.

Fulda M/Y - Fair

Blanketed the north end of the yard and the junction 1 mile north. Other 2 squadrons had scattered bombs on the tracks.

Jena Optical Works - Possibly Good

Target area of Zeiss works blanketed by one pattern of G.P.s and probably the edge of another pattern of G.P.s. Heavy ground haze makes detailed interpretation impossible. Remainder dropped in open areas surrounding town at distances up to 7-1/2 miles. Practically all patterns fall into wooded areas of open fields.

5. Ground Activity

21st Army Group - Nothing to report.

12th Army Group - Continued heavy fighting in the Remagen bridgehead, with further counterattacks repulsed. In the Moselle sector, the whole of Coblenz has been cleared. South of the Moselle, two armored thrusts from north and west are almost in contact to the southeast of Oberstein. Infantry is following in close support of the armor and is consolidating the positions gained. Other armor has reached St. Wendel. 5000 P/Ws taken on Moselle front 19 March.

6th Army Group - On the Saar front further advances have been made, the enemy being out of contact in many sectors. Enemy resistance has been strongest in the Saarbrücken area. On the eastern sector of the front the Haguenau Forest has been cleared and contact established with French armor at R-2334.

Miscellaneous - The Russian Army in Germany

A Russian Army Order captured near Breslau by the Germans gave directions to all Russian Commands for the behavior of Russian troops in Germany. It is ordered that an absolutely correct attitude be maintained towards Germans (civilians). All acts of violence and plunder are forbidden. The settlement with the Nazi Party is to be entirely a question for administration and police officials who are to follow. The orders state that any violation is punishable by death and that officers and troops who had violated the order already had been shot. The German Propoganda Ministry has strict instructions against any publicity of this Order.
(From G-2 Periodic Report, 1st U.S. Army)

6. G.A.F. Activity over England

Flying Bombs - From 0001 hours to 2400 hours - 19 March 1945

<u>Launched</u>	<u>Landfall</u>	<u>Greater London</u>	<u>Destroyed</u>
8	3	0	1

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	2353	16-0-23A 15-0-0G	8
First U.S. T.A.F.	1655	5-1-4A 2-8-3G	6
Second T.A.F.	1243	3-0-4A 0-0-4G	8
R.A.F. Fighter Command	<u>292</u>	<u>0-0-0</u>	<u>1</u>
Totals	5543	24-1-31A 17-8-7G	23

Ninth Air Force

Sorties : 482 Medium Bombers
1871
2353 a/c

Mission : 9th Bomb Div.: 482 Sorties. Attacked 2 M/Ys, 1 communications center, 5 RR bridges in Western Germany with good results.

9th T.A.G.: 792 sorties. Armed reconnaissance in Siegen, Siegburg, Limburg, E of Cologne and bridge-head area. Air cooperation in battle area. Escort to Medium Bombers.

19th T.A.G.: 680 Sorties. Armed reconnaissance in Kassel, Hanau, Coblenz areas. Attacked supply dumps at Wiesbaden and Frankfurt.

29th T.A.G.: 399 sorties. Armed reconnaissance in Hamm, Paderborn, Dusseldorf and Wesel areas. Escort to Medium Bombers.

Claims : 16-0-23 air, 15-0-0 ground.

Losses : 8 a/c

Ground Claims :	<u>Destroyed</u>	<u>Damaged</u>
M/T	854	497
Locos	321	41
RR Cars	1137	987
Horse Drawn Vehicles	260	92
Highway Cuts	25	
Railway Cuts	102	

First U.S. T.A.F.

Night - 18/19

Sorties : 5 Intruder Patrols in Karlsruhe-Landau area.

Claims and Losses: Nil.

Day - 19

Sorties : 208 Bombers
142 Fighters
1650 a/c

Missions : 42nd Bomb Wing: 208 sorties against Landau M/Y and Erlenbach and Nieder. Claims and Losses: nil.

1st French T.A.C.: 336 sorties. Armed reconnaissance in Offenburg, Karlsruhe, Mannheim area. Claims: 1-0-0 air. Losses: nil.

12th T.A.C.: 1095 sorties. Armed reconnaissance in the Landau-Kaiserslautern-Mannheim areas. Intruder missions in Karlsruhe-Permasins area. Claims: 4-1-4 air, 2-8-3 ground. Losses: 6 a/c.

Western French Air Force: 11 reconnaissance sorties. Claims and Losses: nil.

Other Claims :	<u>Destroyed</u>	<u>Damaged</u>
M/T	446	345
Locos	21	66
RR Cars	271	343
Railway Cuts	87	

Second T.A.F.

Night - 18/19

Sorties : 67 Armed Reconnaissance
40 Interception Patrols
18 Reconnaissance
125 a/c.

Mission : Carried out armed reconnaissance against enemy movement along 21st Army front and in Hanau-Magdeburg area.

Claims : Nil.

Losses : 1 a/c

Day - 20

Sorties : 122 Armed Reconnaissance
322 Pre-arranged Support
150 Reconnaissance
524 Escort to Medium Bombers and Fighter Sweeps.
1118 a/c.

Missions : Carried out armed reconnaissance in Holland and NW Germany. Bombed rail centers and Dulmen and Cresfeld.

Claims : 3-0-4 air, 0-0-4 ground.

Losses : 7 a/c.

Ground Claims :		<u>Destroyed</u>	<u>Damaged</u>
	M/T	20	14
	RR Cars	36	54
	Barges	3	18

R.A.F. Fighter Command

Night - 18/19

Sorties : 22 Offensive Patrols
17 Interception Patrols
39 a/c

Mission : Bomber support in operations over NW Germany.

Claims and Losses: Nil.

Day - 19

Sorties : 78 Offensive Patrols
156 Escort to Bombers
2 Weather Reconnaissance
17 Flying-bomb Interception Patrols.
253 a/c

Mission : Attacked rail targets in The Hague area.

Claims : Nil.

Losses : 1 a/c (not due to enemy action)

2. Fifteenth Air Force

Day - 18 March

145 P-38s sortied. 140 P-38s dropped 115 tons on Varaxdin RR Bridge by dive-bombing and high level bombing. P-38s also strafed railroads. Losses: 4 P-38s

SECRET

39 P-51s sortied. 39 effective, strafing railroads at Maribor, Graz, Weiner Neustadt and Szombathely. Claims: 5-0-6 ground. Losses: 3 P-51s.

3. R.A.F. Bomber Command

Day - 19

<u>Sorties</u>	<u>Target</u>	<u>Losses</u>
20 Lancasters	Arnsberg RR Viaduct	0
18 Lancasters	Vlotho RR Bridge	0
79 Lancasters	Gelsenkirchen Benzol Plant	0
1 Mosquito	Weather Reconnaissance	0
<u>118 a/c</u>		<u>0</u>

Night - 19/20

34 Mosquitoes	Berlin	0
1 Mosquito	Weather Reconnaissance	0
<u>35 a/c</u>		<u>0</u>

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

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