

~~TOP SECRET~~
CONFIDENTIAL
24 MAR 1945

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IMMEDIATE INTERPRETATION REPORT NO. K. 4089

LOCALITY: AHLHORN A/F (nr. Oldenburg)

PERIOD COVERED: From 1138 A hours on 21 MAR 1945 to 1315 A hours 22 MAR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8th AIR FORCE	22 MAR 1945	3433	Clear

PROVISIONAL STATEMENT ON DAMAGE:

The whole area of this airfield is covered with dense concentrations of small craters. Runways are severely affected and many hits have been scored on taxi-tracks and servicing tarmacs. One of the huts seen burning on the last cover is now seen to have blown up and left a large crater. Two Barracks huts are gutted and a total of 19 ammunition stores damaged.

HANGARS AND WORKSHOPS

No damage visible.

AIRCRAFT

N.W. Dispersal	: 3 medium, twin engined A/C.
E. Area	: 1 medium, twin engined A/C.
N. Refuelling Points	: 1 medium, twin engined A/C damaged by near miss.

ACCOMMODATIONS

2 Barrack huts gutted.

DISPERSALS

About 40 craters in N.W. dispersal areas and about 30 craters on the ladder refuelling tarmacs. The S.W. refuelling ladder tarmacs are pitted by about 20 craters.

LANDING GROUND

The whole area is pitted by hundreds of small craters.

E.W. Runway	: At least 100 craters.
NE/SW Runway	: At least 120 craters.
NW/SE Runway	: At least 150 craters.

OTHER FACILITIES

Ammunition Stores.

These stores were previously damaged and two were burning. One of these has since blown up and caused additional damage. 9 stores destroyed. 10 stores damaged.

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

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: US7/73D

MEAN TIME AND DATE OF PHOTOGRAPHY: 1315 A hrs. on 22 MAR 1945.

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

COVER AND QUALITY: Full and excellent.

LAST REPORT: K. 4062 issued on 23 MAR 1945.

COMPARATIVE SORTIE USED: US7/68D

PRINT DISTRIBUTED: 3195 (to follow when available).

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A.C.I.U.

DISTRIBUTION NO. 24-C

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LOCALITY: APLHORN A/F

PERIOD COVERED: From 23 FEB 1944 to 1138 A hours on 21 MAR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8th AIR FORCE	21 MAR 1945	3430	Clear

PROVISIONAL STATEMENT ON DAMAGE:

Heavy concentrations of small craters are visible across the north-eastern and central part of the landing ground with a section of the N-S runway badly holed. In the southern part of the field concentrations of craters have blanketed the ammunition dump in which 2 large fires are still burning, 4 huts destroyed, and 4 severely damaged. In this area part of the south tarmac and the junction of the N-S and NW-SE runways have been heavily cratered.

Thirteen aircraft are visible on the field. Two twin-engined craft have been damaged in the NE end of the field, 7 aircraft are visible in the north dispersal area, and 4 in the south dispersal.

Details of damage are:

I HANGARS AND WORKSHOPS

No damage visible.

II AIRCRAFT

South Dispersal	:	2 single-engined aircraft. 2 twin-engined aircraft.
North Dispersal	:	7 twin-engined aircraft.
NE section of landing field	:	2 damaged twin-engine aircraft.

III ACCOMMODATIONS

No damage visible.

IV DISPERSALS

No damage visible.

V LANDING GROUND

Large group of craters across NE and central section.
N-S runway : severely cratered near center.
NW-SE runway : cratered at south end.

VI OTHER FACILITIES

Ammunition Dump	:	blanketed by craters. 4 huts destroyed. 4 huts heavily damaged. 2 huts burning.
South Tarmac	:	craters across extreme eastern end.

(Prints: 3090, 4094, 4095)

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

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: 7/68D

TIME AND DATE OF PHOTOGRAPHY: 1138 A hrs. on 21 MAR 1945.

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

COVER AND QUALITY: Full and excellent, some cloud in north part.

LAST REPORT: K. 1886 dated 24 FEB 1944.

COMPARATIVE SORTIE USED: BE/4, prints (5015-6)

PRINT DISTRIBUTED: 4094 (to follow when available)

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HN/CS

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ATTACK ON AHLHORN AIRFIELD ON 22 MAR 1945

VAT
95

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 99, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1146 - 1153A hours.
- (d) Bombs : 76 X 150 lb. G.P.
3620 X 100 lb. G.P.

(ii) DETAILS OF THE ATTACK

(a) Concentrations of bursts totalling over 1200 are seen blanketing the runways and landing areas, and photographs taken late in the attack show the airfield completely obstructed by craters. Hits are also visible on the refuelling points, Northwest dispersal area, and the ammunition storage huts. Of the 11, probably 13, aircraft visible, two are probably damaged.

(b) Hits are seen on the airfield and its facilities as follows:

1. AIRCRAFT

Two aircraft probably damaged, by bursts within 50 feet, one in the Northwest dispersal, and the other on the North perimeter.

2. DISPERSAL

Approximately four bursts are seen in the Northwest dispersal area.

3. LANDING GROUND

Runways - Northwest/Southeast; approximately 175 hits.
Northeast/Southwest; " " "
East/West ; " 140 hits.

Landing area - approximately 710 hits.

4. OTHER FACILITIES

Refuelling points : three groups of bursts cover the three ladder-type refuelling points.
Ammunition storage : one direct hit on an ammunition storage hut - several near hits.

(c) OTHER BURSTS

1. One hit and three near hits to the VECHTA-OLDENBURG railway line West of the field.
2. Approximately 20 bursts in an open area 3000 yards Southeast of the airfield.
3. Approximately 18 bursts in a small copse, 2000 yards South of the airfield.
4. Two groups totalling approximately 20 bursts in the wooded area North of the Northwest dispersal.

(iii) ACTIVITY

(a) Eleven, probably 13, aircraft are visible as follows:

Type	NW dispersal	S. dispersal	N. perimeter
Medium	5, probably 6	4, probably 5	1
Small		1	
	5, probably 6	5 probably 6	1

(b) The landing area and runways are unserviceable.

(iv) ANNOTATED PRINT: (SAV 390/1534-9)

Shows landing area cratered and two more concentrations of bursts developing.

(v) BOMB PLOT: A bomb plot has been prepared and will be distributed.

(vi) PHOTOGRAPHS RECEIVED

SAV 95/1641,42,45	22 MAR 1945.	1146A hrs.	1/31,300	(K.L.7")	18,200'	'A'
" 100/1459,64,65	"	1149A "	1/31,300	"	"	"
" 390/1534;1536	"	1153A "	1/31,900	"	18,000'	"

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WOW/GAS/PR

DISTRIBUTION NO. 11C

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HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 22 March 1945
13 CBW FO 77
13 CBW OPS 302
3 AD FO 617

SUBJECT: Tactical Report (AHLHORN, GERMANY)

TO : Colonel Shuck - 95 *Sh*

1. Information Concerning the Targets: a. The primary target (visual) for 13A, B, and C was the A/F at AHLHORN, GERMANY.

b. The secondary target (visual) for 13A, B, and C was the A/F at RHEINE, GERMANY.

c. The Tertiary target (H2X) for 13A, B, and C was the M/Y at RHEINE, GERMANY.

d. The suggested target of opportunity, 4th priority (visual or H2X) for all Groups, was the M/Y at OLDENBURG, GERMANY. This target was to be attacked in the event that one Squadron within a Group did not bomb the other assigned targets.

2. Planning and Execution:

a. Order:	Bomb Lead:	Force:	Assigned Target:
(1) 13 A,B,C:			Ahlhorn
(a) 95	38 x 100 GP	36 A/C	
(b) 100	38 x 100 GP	36 A/C	
(c) 390	38 x 100 GP	36 A/C	
(2) 93 A,B,C,D:			Dusseldorf
(a) 490	6 x 500 GP	36 A/C	
	6 x M-17		
(b) 493	6 x 500 GP	36 A/C	
	6 x M-17		
(c) 34	6 x 500 GP	36 A/C	
	6 x M-17		
(d) 385	6 x 500 GP	36 A/C	
	6 x M-17		
(3) 4 A,B,C,D:			Mulheim
(a) 487	6 x 500 GP	36 A/C	
	6 x M-17		
(b) 447	6 x 500 GP	36 A/C	
	6 x M-17		
(c) 94	34 x 100 GP	36 A/C	
	2 x M-17		
(d) 486	6 x 500 GP	36 A/C	
	6 x M-17		
(4) 45 A,B,C:			Frankfurt
(a) 452	38 x 150 GP	36 A/C	
(b) 96	38 x 100 GP	36 A/C	
(c) 388	38 x 150 GP	36 A/C	

b. Availability:

Airborne:

(1) 95	Reg: 39 A/C 43 C/C	34 A/C
	Lead: 12 A/C 7 C/C	4 A/C

(2) 100 Reg: 38 A/C 56 C/C 35 A/C
 Lead: 10 A/C 6 C/C 3 A/C

(3) 390 Reg: 37 A/C 68 C/C 35 A/C
 Lead: 11 A/C 9 C/C 3 A/C

c. Non-effective Sorties and Returning Spares:

(1) 100:

A/C 840: 350 Sqdn "H" - Pilot Lt. Fowler - Internal failure - #3 engine - Sortie.

(2) 390:

A/C 121: 569 Sqdn "N" - Pilot Lt. Geers - #4 supercharger cut - Sortie.

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

(1) 390: A: H2X set failed on withdrawal route.

e. A/C Outstanding:

(1) 390:

A/C 710: 570 Sqdn "B" - Pilot Lt. Flotron - Crash landed in enemy occupied Holland.

f. A/C Landing Away From Base: None.

3. Navigation:

Position	Flight Plan	AL: N:	13A (95) Col. Shuck Lt. Wilbourne	13B (100) Capt. Ferbrache Lt. Johnson	13C (390) Capt. Jones Lt. Webster
BU 11	8000 ^v		8000 ^v on time on course	8000 ^v 1 min. early on course	8000 ^v on time 3 mi. right
CP 1	8000 ^v		8000 ^v 1 min. early on course	8000 ^v 2 min. early 1 mi. right	10500 ^v 3 min. early 7 mi. right
CP 2	16000 ^v		15000 ^v 1 min. early on course	15600 ^v 1 min. early on course	16500 ^v 1½ min. early 1 mi. right
IP	18000 ^v		18000 ^v 1 min. late on course	18000 ^v 1 min. late on course	18000 ^v 3 min. late on course
TGT	18000 ^v		18000 ^v (1st priority)	18000 ^v (1st priority)	18000 ^v (1st priority)
RP	18000 ^v		18000 ^v 1 min. late on course	18000 ^v on time on course	18000 ^v 3 min. late 5 mi. over
CP 3	16000 ^v		16000 ^v 5 min. early on course	18000 ^v 3½ min. early 1 mi. left	16000 ^v 2 min. early
English Coast	Minimum		2500 ^v 10 min. early 8 mi. right	2000 ^v 8 min. early 8 mi. right	4000 ^v 5 min. early 9 mi. right

a. Assembly: 13A assembled over Buncher 23; 13B over Buncher 28; 13C over Buncher 11. Assembly altitude was 8000^v. 13B was early at Buncher 11 and 13C, therefore, was forced to cut short this point and CP 1 to attain proper interval in the Wing formation.

b. Route: The route was flown essentially as briefed to the Pre-IP. At this point 13B & 13C were to the right of course to obtain the proper interval and approach to the IP. Bombing altitude was reached at 0600E, 45 minutes prior to the IP. The IP was made good, and individual visual runs were made on the 1st priority target. The RP was made good with the exception of 13C, which overshot to allow 390C to release on the suggested TO. 13C was reassembled after 390C released its bombs and rejoined the bomber stream at 5300-0700. 13C had an interval of 5 minutes at this point; 13A "S"ed to the South and maintained altitude to allow 13C to close up the interval. The briefed route was followed from CP 3 to the English Coast, which was recrossed at Lowestoft.

c. Weather: Haze restricted visibility at bases to 3 to 6000° with nil to 3/10 cirrus clouds above 20000°. Enroute, a haze layer prevailed with tops at 10000° and nil to 3/10 cirrus clouds above 25000°. The target area was clear with visibility 15 to 25 miles in haze and nil to 3/10 cirrus clouds above 25000°. Bases on return were clear with 8 miles visibility. Winds enroute were generally 260/15K and 280/12K in the target area.

d. Failures: (1) Equipment: None.

4. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	PT 38 A/C 1324 x 100 GP 76 x 150 GP		1 A/C 18 x 100 GP
100	PT 37 A/C 1392 x 100 GP	5 A/C 52 x 100 GP	
390	PT 24 A/C 950 x 100 GP TO 13 A/C 480 x 100 GP	1 A/C 4 x 100 GP	1 A/C 38 x 100 GP

b. 13A: (1) 95A Squadron: (8709)

(a)	AL Col. Shuck	N Lt. Wilbourne
	P Capt. Wilson	AN Capt. Shirey
	OTG Lt. Murray	B Lt. Long
		R/N Lt. Owens

(b) Attacking on a true heading of 301 degrees the bombardier took over and picked up the target by extended vision at 25 miles. He proceeded to synchronize, and a normal sighting operation was completed. Synchronization at the ERL was good. Bombs were released on a final true heading of 304 degrees. G-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 18200° True, 18000° Indicated
 (d) Time of Release: 1146
 (e) Method of Release: 100° Train

(f) PI: 1. The bombs from 95A fell in a split pattern near the assigned MPI. About 25 bombs fell on the NW-SE runway and 12 on the E-W runway. Excluding approximately 30 bombs, the remainder released dropped on the L/F.

2. Bomb Pattern: 2800°L x 1965°W. The edge of the small pattern was 625° right of the main pattern, and indicates that the high element was out of position during the run.

3. Bombing Errors: Range : 950°
 Deflection: 500°R
 Radial : 1100°

These are approximate; the

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

split pattern hinders accurate interpretation.

4. Percent of Bombs Within 1000° & 2000° of the MPI: 45% & 80%.
5. Bombing Results in relation to damage inflicted to the target: GOOD.
6. Bombing Results in relation to sighting: FAIR.

(g) Bombing Malfunctions: None.

(2) 95B Squadron: (8754)

(a) AL Lt. Col. Cumbaa N Lt. Fryer
P Capt. Abwender AN Capt. Henry
OTG Lt. Menick B Lt. Spinnenweber
R/N Lt. Baldie

(b) After the maneuver at the IP, which was made good, the bombardier took over and initiated the attack on a true heading of 300 degrees. The assigned MPI was identified 14 miles from the BRL. A normal sighting operation was completed with bubbles level and synchronization excellent. Bombs were released on a final true heading of 295 degrees. C-1 Auto-Pilot was used on the bomb run.

- (c) Bombing Altitude: 18750° True, 18500° Indicated
- (d) Time of Release: 1146½
- (e) Method of Release: 100° Train

(f) PI: 1. The bombs from 95B fell on and around the MPI. Excluding approximately 30, all of the bombs fell in a concentrated pattern on the NW-SE runway and L/F. The bombs from 1 A/C, which released late, fell 2000° over the MPI on a highway and railroad.

2. Bomb Pattern: 1450°L x 1300°W.

3. Bombing Errors: Range : 300°0
Deflection: 0
Radial : 300°

4. Percent of Bombs Within 1000° & 2000° of the MPI: 87% & 94%.

5. Bombing Results in relation to damage inflicted to the assigned target: EXCELLENT.

6. Bombing Results in relation to sighting: EXCELLENT.

(g) Bombing Malfunctions: A/C 1867: returned 18 x 100 GP because of rack malfunctions.

(3) 95C Squadron: (8230)

(a) AL Capt. Garrison N Lt. Hadlock
P Lt. Brown B Lt. Waters
OTG Lt. Evans R/N Lt. Urankar

(b) After the maneuver at the IP, the bombardier took over and proceeded to kill course. The MPI was identified 20 miles from the BRL. A normal sighting operation was completed with bubbles level and synchronization very good at bombs away. Bombs were released on a true heading of 300 degrees. C-1 Auto-Pilot was used on bomb run

- (c) Bombing Altitude: 17720° True, 17500° Indicated
- (d) Time of Release: 1147
- (e) Method of Release: 100° Train

(f) PI: 1. The bombs from 95C fell in the smoke of the preceding Squadron's patterns, beginning just short of the assigned MPI and extending toward the NW portion of the A/D and across it into fields. One A/C in the high element was out of position, and its bombs fell in the NE portion of the L/F and the dispersal area in the woods beyond. All of the bombs with the exception of about 20 fell on the L/F and the NW-SE runway.

- 2. Bomb Pattern: Cannot be accurately ascertained.
- 3. Bombing Errors: Cannot be accurately ascertained.
- 4. Percent of Bombs Within 1000° & 2000° of the MPI: 52% & 63%.
- 5. Bombing Results in relation to damage inflicted to the target: PROBABLY GOOD.
- 6. Bombing Results in relation to sighting: PROBABLY GOOD.

7. Photos taken by 390 Group show 80 distinct craters in the NW-SE runway, over two hundred on the L/F, and the RR tracks running N-S by the A/D cut in two places.

(g) Bombing Malfunctions: None.

c. 13B: (1) 100A Squadron: (8705)

(a) AL	Capt. Ferbrache	N	Lt. Johnson
P	Lt. Murray	AN	Capt. Passen
OTG	Lt. Timms	B	Lt. Crichton
		R/N	Lt. Bohrer

(b) After the maneuver at the IP, which was made good, the bombardier took over and proceeded to kill course, using the extended vision. 17 miles from the BRL the bombardier identified the assigned MPI, and made a well synchronized run of 4 to 5 minutes. When bombs were released on a true heading of 300 degrees, synchronization was good and bubbles level. C-1 Auto-Pilot was used on the bomb run.

- (c) Bombing Altitude: 18230° True, 18000° Indicated
- (d) Time of Release: 1148½
- (e) Method of Release: 100° Train

(f) PI: 1. The bombs from 100A extended from the SE dispersal area short of the A/D in a NW direction across the L/F and NE-SW runway. The end of the pattern disappeared in the smoke of preceding Squadron's bombs. Approximately ¼ of the bombs fell on the L/F and runway.

- 2. Bomb Pattern: 2800°L x 1250°W: The pattern was loose.
- 3. Bombing Errors: Range : 160°S
Deflection: 940°R
Radial : 1000°
- 4. Percent of Bombs Within 1000° & 2000° of the MPI: 52% & 89%.
- 5. Bombing Results in relation to damage inflicted: GOOD.

6. Bombing Results in relation to sighting: FAIR.

(g) Bombing Malfunctions: A/C 865: jettisoned 6 x 100 GP at 5300-0725 because of rack malfunctions.

(2) 100B Squadron: (8794)

(a)	AL	Maj. Stivers	N	Lt. Andris
	P	Lt. Champion	B	Lt. Wellings
	OTG	Lt. Plough	R/N	Lt. Goult

(b) After the maneuver at the IP, the bombardier took over and proceeded to kill course. 12 miles from the BRL the bombardier identified the assigned MPI and completed a normal sighting operation, which lasted 2½ minutes. At bombs away synchronization was very good and bubbles were level. Bombs were released on a true heading of 300 degrees. C-1 Auto-Pilot was used on bomb run.

(c) Bombing Altitude: 18730° True, 18500° Indicated
(d) Time of Release: 1149
(e) Method of Release: 100° Train

(f) PI: 1. The bombs from 100B almost hit in the same pattern of 100A. One concentration of about 30 are visible in the extreme SE portion of the L/F about 1500° short of the MPI, another of about 20 on the runway about 500° left of the MPI, and a third concentration on the tip of the West end of the EW runway. At least ½ of the pattern is smoke obscured.

2. Bomb Pattern: Cannot be ascertained.

3. Bombing Errors: Cannot be ascertained.

4. Percent of Bombs Within 1000° & 2000° of the MPI: not enough bombs are visible to determine accurately these percentages.

5. Bombing Results in relation to damage inflicted to the target: GOOD.

6. Bombing Results in relation to sighting: FAIR to GOOD.

(g) Bombing Malfunctions: None.

(3) 100C Squadron: (8344)

(a)	AL	Capt. Albrecht	N	Lt. Duncan
	P	Lt. Hellerich	B	Lt. Shiurba
	OTG	Lt. Whitney	R/N	Lt. Clinton

(b) After the maneuver at the IP, the bombardier took over and proceeded to set up course. 10 miles from the BRL he identified the assigned MPI and started to synchronize. Synchronization was hampered by smoke over the target. This necessitated positioning the cross hair on the smoke, using check points outside the target. Bombs were released on a true heading of 300 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 17720° True, 17500° Indicated
(d) Time of Release: 1150
(e) Method of Release: 100° Train

(f) PI: 1. The bombs from 1000 extended from fields 2500° SE of the MPI in a compact pattern across the SE portion of the L/F to the runway, which received only about 12 hits.

2. Bomb Pattern: 2425°L x 1000°W.
3. Bombing Errors: Range : 1300°S
Deflection: Practically 0
Radial : 1300°
4. Percent of Bombs Within 1000° & 2000° of the MPI: 35% & 83%.
5. Bombing Results in relation to damage inflicted to the target: FAIR.
6. Bombing Results in relation to sighting: FAIR.

7. Photos taken by 390 Group show 55 distinct craters in the NE-SW runway, and over 125 craters in the L/F around this runway.

(g) Bombing Malfunctions: A/C 840: had a mission failure and jettisoned entire load in the channel 40 miles E of Southwold. A/C 834: jettisoned 2 x 100 GP at 5313-0414 at 1247 because of rack malfunctions. A/C 297: jettisoned 4 x 100 GP at 5300-0714 because of rack malfunctions. A/C 505: jettisoned 2 x 100 GP in the channel because of rack malfunctions.

d. 13C: (1) 390A Squadron: (784)

(a) AL Capt. Jones N Lt. Webster
P Lt. Tracy AN Lt. Eusner
OTG Lt. Arnold B Lt. Pace
R/N Lt. Robinson

(b) After the maneuver at the IP, the bombardier picked up the target by extended vision at 19 miles and proceeded to kill course. With 7 minutes allowed for synchronization, a normal sighting was completed. Synchronization was very good and bubbles level at the BRL. Bombs were released on a true heading of 289 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 18250° True, 18000° Indicated
(d) Time of Release: 1152
(e) Method of Release: 100° Train

(f) PI: 1. The bombs from 390A fell over the assigned MPI, and the main weight of the attack was concentrated on the L/F in the triangle of the runways and on the E-W runway. About 25-30 bombs fell on the E-W runway and about 20 on the S-E.

2. Bomb Pattern: 1775°L x 1775°W. There were two patterns 300° apart from each other.
3. Bombing Errors: Range : 675°0
Deflection: Practically 0
Radial : 675°
4. Percent of Bombs Within 1000° & 2000° of the MPI: 60% & 99%.
5. Bombing Results in relation to the damage inflicted on assigned target: VERY GOOD.
6. Bombing Results in relation to sighting: FAIR to GOOD.

(g) Bombing Malfunctions: None.

(2) 390B Squadron: (571)

(a) AL Maj. Wilde N Lt. Drew
 P Lt. Fisher B Lt. Liana
 R/N Lt. Conroy

(b) Attacking on a true heading of 279 degrees, the bombardier took over and proceeded to set up course. Because smoke covered the target area it was not possible to sight the assigned MPI until 10 miles from the BRL. At bombs away, however, synchronization appeared to be good. Bombs were released on a final true heading of 283 degrees. C-1 Auto-Pilot was used on the bomb run.

(c) Bombing Altitude: 18600° True, 18350° Indicated
(d) Time of Release: 1153
(e) Method of Release: 100° Train

(f) PI: 1. Only a few bursts of 390B are visible, and these appear in the smoke E of the L/F. No new bursts are present on the L/F, and it is reasonable to assume that this Squadron missed the target.

2. It is impossible to determine the bomb pattern, bombing errors, or percent of bombs within 1000° & 2000° of the MPI.

3. Bombing Results in relation to damage inflicted on the assigned target: PROBABLY NIL.

4. Bombing Results in relation to sighting: PROBABLY POOR.

(g) Bombing Malfunctions: A/C 121: had a mission failure and returned 38 x 100 GP. A/C 048: jettisoned 4 x 100 GP (safe) at 5250-0440 at 1248.

(3) 390C Squadron: (749)

(a) AL Maj. Black N Lt. Fredricks
 P Lt. Goelsby B Lt. Florman
 R/N Lt. Sternberg

(b) Because dense bomb smoke covered the MPI and target area, the bombardier could not bomb the primary target.

Attacking the M/Y at Oldenburg, Germany, the bombardier took over and proceeded to kill course. A normal sighting operation was completed with bubbles level and synchronization good at bombs away. Bombs were released on a true heading of 358 degrees. C-1 Auto-Pilot was used on the bomb run.

This target was a suggested TO and was to be attacked in the event one Squadron within a Group failed to drop on the other assigned targets. The bombardier used very good judgment in his decision.

(c) Bombing Altitude: 17450° True, 17200° Indicated
(d) Time of Release: 1157
(e) Method of Release: 100° Train

(f) PI: 1. The bombs from 390C smothered with a heavy concentration the choke between the N & S M/Ys at Oldenburg, Germany. All tracks in South portion of the North and larger yard were cut, and the choke point itself probably completely destroyed. One large and one small shed were heavily hit, and at least 50 goods wagons were either damaged or destroyed. The damage sustained by the yards was of a severe nature.

2. Bomb Pattern: 1950° L x 1200° W.
3. Bombing Errors: Range 8 800° S
Deflection: 100° R
Radial 8 900°
4. Percent of Bombs Within 1000° & 2000° of the MPI: 50% & 97%.
5. Bombing Results in relation to damage inflicted on the assigned target: EXCELLENT.
6. Bombing Results in relation to sighting: GOOD.

(g) Bombing Malfunctions: A/C 749: returned one smoke bomb. A/C 895: was loaded with only 24 x 100 GP because of a misunderstanding on the part of the Group officer controlling the mission.

e. PFF Narrative: (1) 13A: Four PFF A/C were dispatched. All sets operated satisfactorily, and were employed for navigational assistance only.

(2) 13B: Three PFF A/C were dispatched. All sets operated satisfactorily, and were used for navigational assistance only.

(3) 13C: Three PFF A/C were dispatched. 390A set operated satisfactorily on the penetration route and in the target area. After the RP, there was considerable interference, and the set became inoperative because of erratic inverters. 390B and C sets functioned satisfactorily.

5. Communications: a. VHF: (1) Col. Shuck led the 3 AD. Channel A communications were very satisfactory throughout the mission. Discipline was excellent.

(2) Kodak A/C were contacted in the target area, prior contact being unnecessary. Communications with 3 AD Ground Station were established well and all necessary transmission made to them.

(3) Fighter support was contacted by Wing Leader fifteen minutes prior to rendezvous and communications maintained throughout. All Group leaders made contact with fighters, and in 390 Group, one A/C in the high Squadron in distress asked for fighter support. Group Leader contacted fighters and an escort was provided.

(4) 390 Leader sent a message to "Colgate" upon sighting of two dinghys at 5240-0250. Message was receipted. Amphibious A/C were seen circling the boats and it is assumed that previous calls had been made for assistance.

b. W/T: (1) Wing Leader sent Control Points and Strike Reports to Division W/T Station; other Group and Squadron Leaders sent them to respective stations in the Wing.

(2) Control Points: (a) 13A - 95 Group:

	CP1	CP2	TGT	CP3
Flight Plan	1000	1040	1156	1243
ATA	0959	1039	1146	1238
TOD	1005	1042	1152	1241

(b) 13B - 100 Group:

	CP1	CP2	TGT	CP3
Flight Plan	1002	1042	1158	1245
ATA	0959	1039	1148	-----
TOD	1004	1043	1153	-----

(c) 13C - 390 Group:

	CP1	CP2	TGT	CP3
Flight Plan	1004	1044	1160	1247
ATA	0959	1039	1152	1238
TOD	1004	1040	1155	1240

(3) Strike Reports:

95A	P A 2	1146	TOD	1152
95B	P A 3	1146	TOD	1152
95C	P A 2	1147	TOD	1153
100A	P A 2	1148	TOD	1155
100B	P A 3	1148	TOD	1156
390A	P A 1	1152	TOD	1155
390B	P A 1	1153	TOD	1200
390C	S A 2	1156	TOD	1201

6. Photography: a. 95 installed 2 scope, 6 oblique, and 9 vertical cameras, all of which took pictures. 2 sets of H2X scope photos were received, 1 of which is plottable and 1 not plottable because of low brilliance.

b. 100 installed 1 16mm motion picture scope, 1 oblique, and 9 vertical cameras, 0, 1, and 0 of which took pictures: PFF A/C 8705, lead of 100A: no pictures were taken; there were no returns on the remote scope.

c. 390 installed 1 scope, 2 oblique, and 9 vertical cameras, all of which took pictures. 1 set of H2X scope photos received. Photos are plottable.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

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

13TH COMBAT BOMB WING (H)

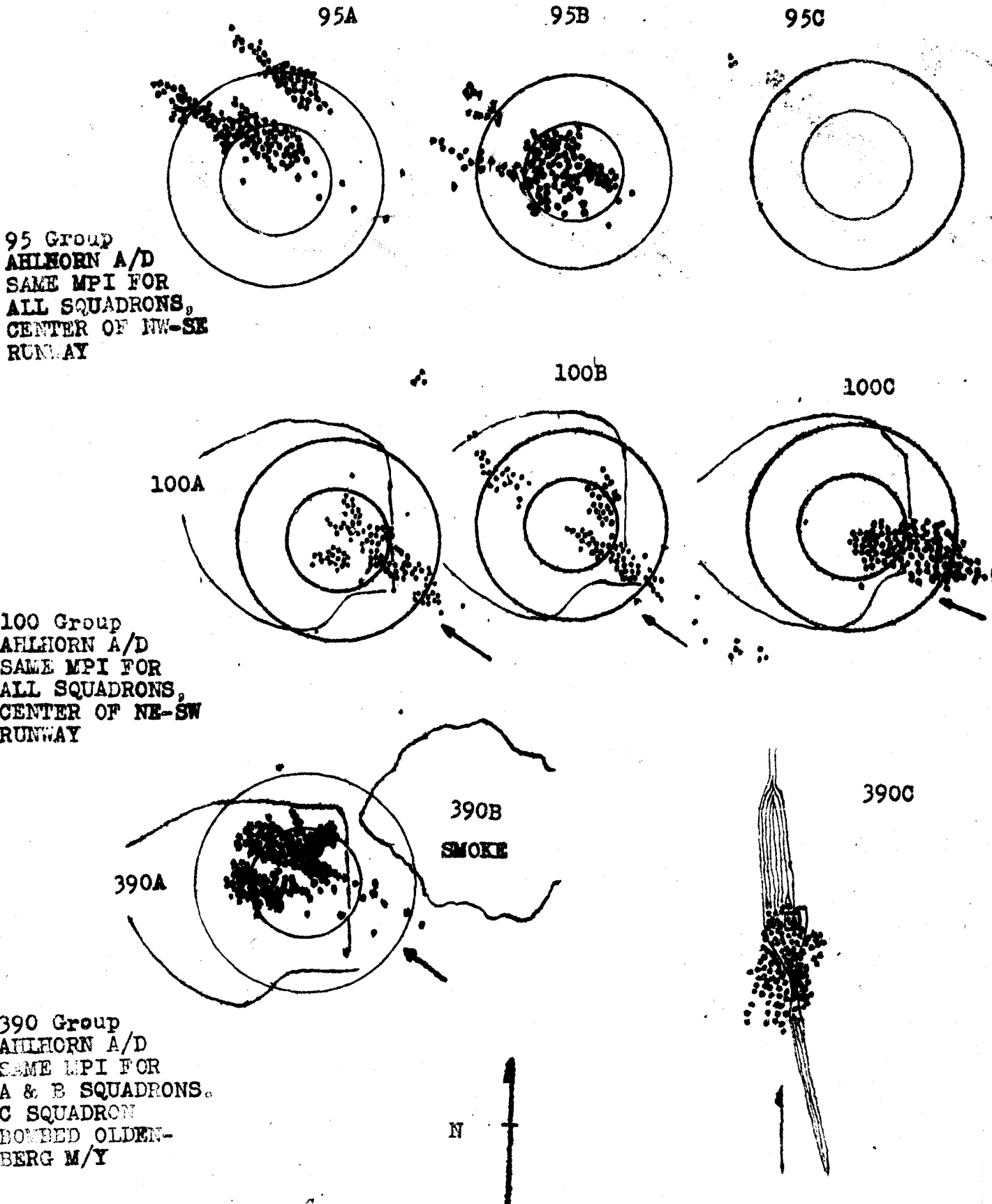
22 MARCH 1945

CIRCLES 1000' & 2000' FROM ASSIGNED MPIs. SMOKE OBSCURES A PORTION OF 95C'S, 100B'S, AND PRACTICALLY ALL OF 390B'S BOMBS.

RF: 390A: 29857
J: 29914

100A: 30430
B: 32105
C: 31250

95A: 31200
B: 32143
C: 30375



"A"

FORM 3

STATION

119

DATE

22 March

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	F	8709	Wilson		✓	✓	805	1342	
335	L	8667	Newman		✓	✓	806	1342	
334	X	8990	Cummings		✓	✓	825	1341	
"	U	8525	Roy		✓	✓	857	1331	
"	B	8776	Rinet		✓	✓	827	1344	
"	J	7201	Banks		✓	✓	828	1343	
"	L	9175	Koehler	Hi	✓	✓	829	1349	
335	Y	8942	Purdy		✓	✓	832	1346	
"	E	6838	Calicura		✓	✓	830	1345	
334	T	8996	Addison	Lo	✓	✓	827	1347	
"	P	9152	Scherffins		✓	✓	830	1348	
"	D	8640	Shepard		✓	✓	831	1348	

"B"

FORM 3

STATION

119

DATE

22 March

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	Z	8754	Abwender		✓	806		1333	
336	T	9037	Rose		✓	807		1330	
"	X	8604	Ross		✓	815		1334	
"	U	8469	Salvo		✓	816		1337	
334	O	1867	Gross		✓	816		1335	
"	K	8317	Lippett		✓	817		1336	
336	S	8333	Blonick	Ni	✓	819		1338	
412	P	8441	Sutton		✓	820		1339	
334	F	7154	Jackman		✓	818		1337	
335	X	8346	Holz		✓	821		1335	
"	B	7204	Schaaf		✓	821		1340	
336	W	6993	Coleman		✓	823		1340	
335	S	9052	Hansen		✓	822		1338	

STATION

119

FORM 3

DATE

22 March

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	M	8230	Brown		✓	✓	808	1351	
412	M	8741	Sharar		✓	✓	809	1324	
"	B	8774	Crystal		✓	✓	840	1350	
"	G	8331	Fligor		✓	✓	833	1353	
"	H	6522	Markey		✓	✓	834	1354	
"	J	8826	Beard		✓	✓	834	1352	
"	Y	9177	Willis	Ni	✓	✓	838	1355	
"	F	6946	Cridlin		✓	✓	836	1355	
"	Z	8281	Young		✓	✓	839	1354	
335	K	8269	Nelson ^{RAF}	Lo	✓	✓	835	1356	
"	H	7376	Brumbaugh		✓	✓	837	1357	
"	R	7783	Fabiniak		✓	✓	839	1356	
"	A	8255	Detlefs		✓	✓	841	1358	

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE 22/3/45 TARGET _____ DUTY OFFICERS _____
- CBW 13A GROUP 95B GP. LEADER Lt. Col. Cumba A/C ⁸⁷⁵⁴334-Z W/T MYV
POSITION H1 DEPUTY LDR. Lt. Rose A/C ⁹⁰³⁷336-T W/T MLM
- EST. TAXI TIME 805 EST. T.O. 1ST A/C 815 ETD BASE 915
ETR BASE 1300

PF

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE 22/3/45 TARGET _____ DUTY OFFICERS _____
- CBW 13A GROUP 95A GP. LEADER Col. Shuck A/C ⁸⁷⁰⁹336-F W/T MLM
POSITION Lead DEPUTY LDR. Lt. Newman A/C ⁸⁶⁶⁷335-L W/T PSU
- EST. TAXI TIME 815 EST. T.O. 1ST A/C 825 ETD BASE 920
ETR BASE 1330

PF

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE 24/3/45 TARGET _____ DUTY OFFICERS _____
- CBW 13A GROUP 95C GP. LEADER Capt. Garrison A/C ⁸²³⁰334-M W/T MYV
POSITION Lo DEPUTY LDR. Lt. Sharar A/C ⁸⁷⁴¹412-M W/T TNB
- EST. TAXI TIME 825 EST. T.O. 1ST A/C 835 ETD BASE 925
ETR BASE 1330

PF

- NUMBER A/C ORIGINALLY SCHEDULED 13 NUMBER OF ~~STAGES~~ STAGES INCLUDED 1
- TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____
LAST LANDING _____
- SQUADRON 334 NO. OF A/C 1 CALL SIGNS; W/T MYV

A/C	: M	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 808	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1351	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 4 CALL SIGNS; W/T PSU

A/C	: K	:	H	:	R	:	A	:	:	:	:	:	:
A.T.O.	: 835	:	837	:	839	:	841	:	:	:	:	:	:
A.T.R.	: 1356	:	1357	:	1356	:	1358	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 8 CALL SIGNS; W/T TNB

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

APO 559
22 March 1945

SUBJECT: S-2 Report for the Mission to Ahlhorn A/D, 22 March 1945.

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

1. The Mission: The 95th Group, on its 300th mission, led the Third Air Division in an attack on the Ahlhorn A/D. The primary target was attacked visually by all three squadrons in the order A, B, C, with excellent results. Col. Shuck was Division leader.

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

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

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

2. For further information reference is suggested to the Operational Narrative teletype of the Intelligence Section.

For the Intelligence Officer:

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

95TH BOMB GROUP

XXX

22/3/45 1715 8-2

INTELLIGENCE NARRATIVE 95TH BOMB GROUP AHLHORN MISSION 22 MARCH 1945

1. Leaflets - None.

2. Bombing Results -

A Squadron - primary visual - Ahlhorn A/D - prints show bombs hitting MPI - excellent results.

B Squadron - primary visual - Ahlhorn A/D - prints show bombs hitting MPI - excellent results.

C Squadron - primary visual - Ahlhorn A/D - prints show bombs hitting MPI - excellent results.

3. E/A - None.

4. Flak -

A. Damage: None - final.

B. Operations:

1. None.

2. None.

3. None.

C. Amount, Accuracy, & Type of Fire:

1. None.

2. None.

3. None.

4. None.

5. None.

D. Phenomena: None.

5. Weather - No clouds, target. Downward visibility 20-25 miles in moderate haze.

6. Observations -

5242-0615 - 1058 - A/D. Appeared to be building on hardstand.

5513-0548 - 1051 - Balloon barrage.

5240-0600 - 1055 - Number of barracks or warehouses.

5228-0710 - 1111 - Army camp, and 3/4 miles to east was a large grass area with ground burned or scraped, and something like an antenna in the center.

5501-0756 - 1158 - Military camp.

5242-0718 - 1112 - M/Y full.

5240-0758 - 1119 - 50/100 cars in small M/Y.

5220-0818 - 1120 - Large M/Y.

5207-0840 - 1127 - Smoke screen at Hereford.

5212-0848 - 1128 - Effective smoke screen.

5223-0756 - 1129 - A/D with one landing strip serviceable.

5305-0839 - 1200 - Effective smoke screen at Bremen.

5256-0639 - 1211 - Army camp.

5241-0633 - 1212 - Large barracks area.

5251-0538 - 1225 - About 4 naval vessels anchored.

5250-0438 - 1239 - Cargo vessel anchored.

5240-0252 - 1302 - One dinghy in water. Lead A/C radioed in to Group and 3d AD was notified at 1310 hours.

7. Other Information - Friendly fighter support was very good throughout. The only departure from briefed route occurred when this wing eased to enable one squadron of the 390th Group to attack a T/O and return to the wing formation.

me

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

.....
SECRET
By Authority of
CG Eighth Air Force
Initials
Date 22 March 1945
.....

INTCPS SUMMARY NO. 326

PERIOD: 0001 hours 22 March to 2400 hours 22 March 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>Losses</u>			<u>NYR</u>
						<u>AA</u>	<u>OT</u>	<u>Totals</u>	
Heavy Bomber Atks.	1323	1293	3065	0-0-0	0	1	3	4	1
Fighter Escort (a)	709	669		14-1-4 13-0-8	A 0	0	3	3	2
Fighter Sweeps	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	44	38	0	0-0-0	0	0	0	0	0
Weather Recon.	44	42	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	16	16	0	0-0-0	0	0	0	0	0
Special Operations	<u>30</u>	<u>28</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	2166	2086	3065	A 14-1-4 G 13-0-8	0	1	6	7	3

(a) Includes 2 groups based on Continent as support to RAF Bomber Command; 3 groups as support to Fifteenth Air Force.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1323 a/c (981 B-17s, 342 B-24s) from Three Air Divisions, sortied in five forces against ten barracks and military encampments in the Roer and five A/Fs in Germany. 1293 a/c dropped 3065 tons (2333.8 tons GP - 731.2 tons IB) visually on all primaries and two other targets. Weather: CAVU to 2/10 with ground haze in target areas. E/A Opposition: 10-12 Me-262s observed in various sightings; also 1 FW-190. No attacks. Claims: Nil. Losses: 4 B-17s NYR: 1 B-24 (believed safe on continent).

S E C R E T

First Force

Three group formations (114 B-17s - 3rd Air Division) sortied against Alhorn A/F. 112 a/c dropped 210.7 tons GP visually on primary and one other target at 1146-1157 hours from 16,800-18,500 feet. Leaflets: Nil. Weather: CAVU with light ground haze. Flak: Nil. E/A Opposition: Nil. Claims: Nil. Losses: 1 to unknown reasons. NYR: Nil.

Fighter Support: Two groups (99 P-51s) sortied. Up 0945-0950 hours; down 1337-1347 hours. 95 effective sorties. E/A Opposition: Nil. Claims: Nil. Losses: Nil. NYR: Nil.

Details of Bomber Attack as follows:

<u>ASSIGNED TARGETS</u>	<u>SORTIES</u>	<u>EFFECTIVE SORTIES</u>	<u>TONNAGE</u>	<u>RESULTS</u>
Alhorn A/F	114	99	186.7	Very Good
<u>Other Target</u>				
Oldenburg M/Y		13	24.0	Fair
Totals	114	112	210.7	

Second Force

Twelve group formations (457 B-17s - First Air Division) sortied against six barracks and military encampments in the Roer. 450 a/c dropped 1024.2 tons (725.9 tons GP - 298.3 tons IB) visually on all primaries, at 1221-1242 hours from 22,500-26,500 feet. Leaflets dropped on Barmingholten, Feldhausen South, Dorsten and Westerholt. Weather: CAVU with ground haze in target areas. Flak: meager to moderate, very accurate. Battle Damage: 69 minor, 42 major. E/A Opposition: Nil. 1 FW-190 sighted in target area. Claims: Nil. Losses: 3 B-17s (1 to AA, 2 to unknown reasons). NYR: Nil.

Fighter Support: Two groups (99 P-51s) sortied. Up 1020-1103 hours; down 1415-1502 hours. 95 effective sortied. E/A Opposition: Nil. One t/e jet sighted near Hamm. Claims: Nil. Losses: Nil. NYR: Nil.

Details of Bomber Attack as follows:

<u>ASSIGNED TARGETS</u>	<u>SORTIES</u>	<u>EFF. SORTIES</u>	<u>TONNAGE</u>		<u>RESULTS</u>
			<u>GP</u>	<u>IB</u>	
Barracks & Mil. Encamp- ments at: Bottrop	39	36	58.6	17.5	Fair to Good
Barmingholten	113	111	178.9	56.8	Very Good
Dorsten	74	74	109.1	85.3	Good

S E C R E T

		<u>SORTIES</u>	<u>EFF. SORTIES</u>	<u>TONNAGE</u>		<u>RESULTS</u>
				<u>GP</u>	<u>IB</u>	
Barracks & Military Encampments						
at:	Westerholt	117	116	203.4	50.5	Good
	Feldhausen N.	75	74	114.2	69.5	V. Good
	Feldhausen S.	<u>39</u>	<u>39</u>	<u>61.7</u>	<u>18.7</u>	Fair
	Totals	457	450	725.9	298.3	

Third Force

Eight group formations (297 B-17s - Third Air Division) sortied against four barracks and military encampments in the Roer. 289 a/c dropped 800.6 tons (431.7 tons GP - 368.9 tons IB) visually on all primaries at 1221-1243 hours from 21,700-26,000 feet. Leaflets dropped in the Dusseldorf and Hattingen areas. Weather: CAVU to 2/10 with slight ground haze over targets. Flak: meager to intense, accurate to inaccurate. Battle damage: 97 minor, 17 major. E/A Opposition: Nil. Two possible Me-262s observed over Hattingen. Claims: Nil. Losses: Nil. NYR: Nil.

Fighter Support: One group (48 P-51s) sortied. Up 1037 hours, down 1507 hours. 48 effective sorties. Strafed Plantlunne A/F. E/A Opposition: Nil. Two u/i jets sighted N of Zwolle. Claims: 0-0-1 Ground. Losses: Nil.

Details of Bomber Attack as follows:

<u>ASSIGNED TARGETS</u>	<u>SORTIES</u>	<u>EFF. SORTIES</u>	<u>TONNAGE</u>		<u>RESULTS</u>	
			<u>GP</u>	<u>IB</u>		
Barracks & Military Encampments						
at:						
	Hinsbeck	68	67	102.2	91.5	Good
	Goresheim nr Dusseldorf	75	73	101.6	108.0	Good
	Hattingen	77	75	108.0	107.7	Fair
	Mulheim	<u>77</u>	<u>74</u>	<u>119.9</u>	<u>61.7</u>	Good
	Totals	297	289	431.7	368.9	

Fourth Force

Thirty-Four squadron formations (342 B-24s - 2nd Air Division) sortied against three A/Fs in southwestern Germany. 333 a/c dropped 759.1 tons (691.1 tons GP - 68 tons IB), visually on all primaries and Wurzburg (secondary) at 1311-1345 hours from 13,400-17,000 feet. Leaflets dropped on all primary targets. Weather: CAVU with slight ground haze. Flak: Nil at all targets. Battle Damage: 1 minor, 1 Cat. "E". E/A Opposition: 8-10 Me-262s observed in various sightings in Ulm area and N of Lake Constance. 1 FW-190 seen near Frankfurt. Claims: Nil. Losses: Nil. NYR: 1 (believed safe on Continent.)

S E C R E T

Fighter Support: Three groups (153 P-51s) sortied. Up 0952-1019 hours; down 1534 - 1600 hours. 138 effective sorties. Two groups strafed Lechfeld, Memingen, Kitzingen and Wurzburg A/Fs. E/A Opposition: combats with three to six Me-262s; 1 Me-163 near Giebelstadt A/F; with 1 Me-262 near Ulm; with one Me-262 over Lechfeld A/F and with 1 Me-262 over Giebelstadt A/F. Claims: 3-0-1 Air, 13-0-7 Ground. Losses: 3 P-51s to unknown reasons. NYR: 2 P-51s (believed safe on Continent).

Details of bomber attack as follows:

<u>ASSIGNED TARGET</u>	<u>SORTIES</u>	<u>EFF. SORTIES</u>	<u>TONNAGE</u>		<u>RESULTS</u>
			<u>GP</u>	<u>LB</u>	
Kitzingen A/F	172	168	310.5	68.0	Excellent
Giebelstadt A/F	87	75	175.1		Excellent
Schwabisch Hall A/F	83	82	186.3		Excellent
Wurzburg (Sec)		8	19.2		V. Good
Totals	342	333	691.1	68.0	

Fifth Force

Three group formations (113 B-17s, 3rd Air Division) sortied against Frankfurt-Rhine-Main A/F. 109 a/c dropped 274.4 tons GP visually on the primary at 1307-1312 hours from 25,500-27,000 feet. Leaflets: Nil. Weather: CAVU to 2/10 with slight ground haze. Flak: Moderate, tracking fire, generally inaccurate. Battle Damage: 27 minor, 4 major. E/A Opposition: Nil. Claims: Nil. Losses: Nil. NYR: Nil.

Fighter Support: One group (56 P-51s) sortied. Up 1027 hours, down 1528 hours. E/A Opposition: Nil. Claims: Nil. Losses: Nil. NYR: Nil.

Details of Bomber Attack as follows:

<u>ASSIGNED TARGET</u>	<u>SORTIES</u>	<u>EFF. SORTIES</u>	<u>TONNAGE</u>	<u>RESULTS</u>
Frankfurt - Rhine Main A/F	113	109	274.4	Good

2. Fighter Escort

Fourteen groups, including two groups based on continent, (709 P-51s) sortied in support of bomber forces as follows:

EIGHTH AIR FORCE : Nine groups (455 P-51s) sortied in support of five bomber forces. Up 0945-1103 hours. Down 1337-1600 hours. 432 effective sorties. E/A Opposition: Combat with 3 to 6 Me-262s and 1 Me-163 near Giebelstadt A/F; with 1 Me-262 near Ulm; with one Me-262 over Lechfeld A/F; 1 Me-262 over Giebelstadt A/F. One t/e jet sighted near Hamm; 2 possible Me-262s observed over Hattingen. Three groups strafed A/Fs. Claims: 3-0-1 Air, 13-0-8 Ground. Losses: 3 P-51s to unknown reasons. NYR: 2 P-51s believed safe on Continent.

-4-

S E C R E T

S E C R E T

FIFTEENTH AIR FORCE: Three groups (153 P-51s) sortied in support of the Fifteenth Air Force bombers. Up 0945-0956 hours. Down 0605-1615 hours. 150 effective sorties. E/A Opposition: Combat with 15 FW-190s over Furstenwalde A/F; with four Me-262s at Torgau. 8 Me-262s and 4 Me-163s intercepted while attacking bombers near Ruhland; another Me-262 sighted nearby. Claims: 11-1-3 Air. Losses: Nil. NYR: Nil.

RAF BOMBER COMMAND: Two groups based on the Continent (101 P-51s) sortied in support of RAF Bombers. Up 1205-1217 hours; down 1539-1625 hours. E/A Opposition: Nil. Claims: Nil. Losses: Nil. NYR: Nil.

3. Fighter Sweeps

Nil

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

44 a/c sortied as follows:

22 a/c on photo reconnaissance obtaining photos in the Berlin, Kiel, Magdeburg, Dresden and Kassel area and other targets in central and southern Germany, also mapping in the Frankfurt area. One Me-262 observed in the vicinity of Marburg. 3 a/c unsuccessful due to mechanical difficulties.

Escort by 22 P-51s; 3 a/c aborted.

Losses: Nil.

6. Weather Reconnaissance

44 a/c (7 B-17s, 5 Mosquitoes, 32 P-51s) sortied as follows:

5 B-17s on routine weather flights to and from the Azores and over Eastern Atlantic. 1 a/c aborted due to mechanical failure.

5 Mosquitoes on special weather flights over U.K., Holland, Germany, Ireland and North Sea.

34 a/c (32 P-51s, 2 B-17s) weather scouts for bomber forces. 1 P-51 returned early.

Losses: nil.

7. Air/Sea Rescue

16 a/c (14 P-47s, 2 PBVs) sortied on routine search and patrol. No incidents. Losses: Nil.

8. Special Operations

34 a/c (9 B-24s, 11 B-17s, 10 Mosquitoes, 4 P-51s) sortied as follows:

Night - 21/22 March

9 B-24s dropped leaflets over Holland and Germany. 1 a/c aborted.

4 B-17s on Radar Reconnaissance. H2X scope photos obtained in Weisbaden and Paderborn areas.

Day - 22 March 1945

1 B-17 on Micro-H test bombing. Escort by 4 P-51s. 4 u/i e/a seen on bombing run; dispersed by escort.

1 Mosquito on special operation in support of Second Air Division.

(6 B-17s, 9 Mosquitoes) - 15 a/c chaff dispensing in support of 1st and 3rd Air Division. Mosquito aborted due to mechanical failure.

Losses: Nil.

SECRET

INTELLIGENCE

1. Enemy Air Opposition

Weather was fully operational over all Germany but in spite of this no organized opposition was offered to any of the bomber formations although some five to eight Me-262s and one Me-163 attempted to get through to the Fourth Force B-24s in the Giebelstadt-Aasbach area. Of these, three to six Me-262s and one Me-163 were chased away from the bombers near Aasbach, another Me-262 attempted a pass on the first box of bombers SE of Schwabisch Hall at 1310 hours but evaded when chased, and another which made passes at the bombers from out of the sun at 8 o'clock high in the Schwabisch Hall area was chased and damaged by fighters. Me-262s were destroyed just after taking off, one from Lechfeld and one from Giebelstadt, and another was destroyed near Ulm.

Fighters escorting the Second and Third Forces sighted a twin jet on an easterly course near Hamm at 30,000 feet at 1145 hours and two u/i jets on an easterly course North of Zwolle at 22,000 feet at 1415 hours.

Fighters escorting RAF Lancasters sighted three jet contrails at 25,000-30,000 feet in the Zuider Zee area at 1250 hours.

Three fighter groups giving target support to the Fifteenth Air Force in the Ruhland area had engagements with some 14 jet a/c and 15 FW-190s. The largest formation of jets, consisting of two flights of four Me-262s each and accompanied by an Me-163, attacked the bombers north of Ruhland at 1235 hours. E/a were flying in line abreast at 24,000 feet and attacked 7 o'clock high. Two bombers are reported to have gone down as a result of this attack. E/a were up for a second bounce, but our fighters turned into them and they split-essed to the deck. At 1230 hours in the Torgau area two early returning P-51s at 20,000 feet were bounced by two formations of two Me-262s each. E/a attacked from 12 o'clock and 4 o'clock level, missing the fighters and continuing on to shoot down a lone B-17 flying below at 7,000 feet. P-51s turned on to the jets which evaded and outdistanced our fighters. A single Me-262 was sighted approaching Ruhland from the north but was chased back again.

The only engagement with conventional s/e s/a was from 1310-1340 hours over Furstenwalde A/F with some 15 FW-190s which appeared to be forming up. Combat was from 8,000 feet to deck with claims of 11-1-3.

2. Flak

Dorsten	- Meager to moderate, fairly accurate.
Westerholt	- Meager to moderate, accurate.
Farmingholten	- Meager, fairly accurate.
Bottrop	- Meager, inaccurate.
Feldhausen	- Meager, fairly accurate.

SECRET

S E C R E T

Flak (Contd)

Dusseldorf	- Meager to moderate, tracking, generally inaccurate.
Hattingen	- Moderate to intense, tracking, generally inaccurate.
Milheim	- Moderate to intense, tracking, fairly accurate.
Frankfurt	- Moderate, tracking fire, generally inaccurate.

3. Observations

Active A/F observed at 5243-0615E.

A/F six miles east of Meppel in good repair with runways serviceable. Unplotted airstrip at 5255-0502.

15 - 20 s/e a/c, possibly dummies, seen on A/F with grass runways at 4945-0930E.

Approximately 15 s/e a/c scattered around edges of A/F at 4925-1047E.

15 s/e a/c on Mengen A/F - runway appeared extended.

20 s/e a/c and 10 t/e a/c on A/F at 4920-1023 (Illesheim).

New A/F with 2 a/c on field at 4829-1038E.

A/F with approximately 30 a/c (possibly dummies) at 5000-0930.

A/F at Wurzburg with several a/c on field.

A/F with 40 to 50 Me-109s dispersed on grass at 4919-1038E.

A/F at 4939-1018 with 9 u/i s/e a/c on field.

Approx. 100 u/i e/a of all types on edge of field and between runway at 4853-1034E.

25-30 s/e a/c parked on Insbach A/F.

Approximately 50 Me-262s seen on field at 4857-1037 (Ottingen).

New A/F with extended runway at 4801-0930.

Geisheim A/F with several Me-262s.

New long east-west runway at Biberach A/F (4808-0946E)

Approx. 18 a/c parked in field north of Schwabisch Hall.

New A/F with dirt runways at 5300-0751E.

Possible camouflaged A/F at 5242-0615E.

Following M/Ys full of rolling stock: 1521-0804E, Sigmaringen(4804-0925), Friedburg, 4756-0843E, Donauworth, Millenberg,

Much activity at Nordlingen and Giessen M/Ys.

Approximately 400 cars and sorting sidings at Wurzburg M/Y.

50 - 100 freight cars in Quackenbruck M/Y.

Factory covering approximately two acres at 5022-0844E. One large building and four small buildings seen. Four large smoke screens seen in the group of buildings camouflaged in woods at 4810-0957.

Possible military camp at 4906-1050E.

Large active industrial plant at Sodel 5022-0848.

Large army camp at 5005-0935E.

Long new factory buildings at Gundelfingen.

Synthetic oil plant at Scholven apparently in operation.

S E C R E T

4. Damage to Enemy Installations

Alhorn A/F - Very Good Results.

Bursts blanketed field and all MPIs. PRU after first two groups indicated field well post-holed and probably unusable. Five a/c seen on field under pattern.

Frankfurt-Rhein-Main A/F - Good Results.

A total of seven patterns dropped on field and northern part of field. Well blanketed in hangar areas, covered by two patterns of 250 lb. G.P.s. Ten a/c noted on this field but none hit.

Kitzingen A/F - Excellent Results.

Hits seen on gun emplacements, perimeter track, a/c shelters, parked a/c, machine gun range, machine shops, repair shops and stores sheds. Large hangars, several repair shops and several storage sheds were completely blanketed by an extremely tight pattern. Runway also well hit.

Schwabisch Hall A/F - Excellent Results.

The runways and landing grounds were very well hit. Hits also seen on parked a/c, large hangars, a few repair shops and a/c blast shelters. Western dispersal area of field also well blanketed.

Giebelstadt A/F - Excellent Results.

Numerous parked a/c hit. Approximately 35% of runways and landing grounds very well hit. Bursts also seen in dispersal areas and well concentrated pattern fell squarely across western end of runway.

Oldenburg M/Y - Fair, possibly Good Results.

One squadron dropped 100 pound G.P. bombs in pattern 4/10 mile south of aiming point blanketing the choke point at that location. Yard was loaded but pattern not on loaded section.

Wurzburg (Secondary) - Very Good Results.

Bombed by one squadron. 12 large buildings of the target are blanketed by bursts. Also other bursts are seen on two runways and perimeter grounds.

Hattingan Military Camp - Fair Results.

Bombed by six squadrons carrying 250 and 300 G.P. and 500 I.B. bombs. Pattern blanketed western part of small town north of Barracks.

S E C R E T

Dusseldorf Military Camp - Good Results.

Bombed by six squadrons with 250 and 500 lb. G.P. and 500 lb. I.B. bombs. Three patterns blanketed the MPI with the balance of bursts within 5/10 of a mile.

Milheim Military Camp - Good, possibly Very Good.

Five squadrons dropped bombs on target. Pattern of one squadron fell 10 miles N-NE of target. Two patterns seen in center of target area. One probably hit north corner.

Westerholt Military Camp - Good Results.

Four concentrations of G.P., I.B. and frag. bombs bursting in and near camp area. A number of huts received direct hits, at least five being damaged or destroyed and six seen on fire late in attack. A small explosion noted in the vicinity of rail line adjacent to the SW corner of the camp. One large concentration blanketed the western end of a small M/Y due east of the target. One explosion noted in yard. Most of rail lines will be out.

An u/i industrial installation north of the yards received a number of direct hits and at least four fires in this area were burning late in the attack. One concentration of mixed G.P. and I.B. bombs bursting in and near a small u/i industrial plant in the town of Langenbochum, E-NE of hitted camp. Explosion noted and numerous direct hits upon installations. Some damage to residential area in the town.

Barmingholten - Very Good to Excellent Results.

Four concentrations of mixed G.P. and I.B. completely blanketed the huts in the southeast portion of the target area while the western hitted area was heavily hit by five concentrations. Smoke covered target area early in the attack and prevented complete assessment. However, both hitted areas should be severely damaged both from blast and incendiary action. Numerous direct hits could be seen on the rail line and secondary roads in the area.

Feldhausen Military Camps - Fair to Very Good Results.

Two hitted camp areas 1/2 mile apart. The western hitted camp which contains 45 huts was heavily blanketed by five concentrations of mixed G.P. and I.B. bombs. Numerous fires could be seen in the area late in the attack and this camp should be severely damaged. Most of the 45 huts will be damaged or destroyed by blast and fire.

The eastern hitted camp of 15 large and numerous small huts will only be moderately damaged since only one concentration of bombs fell into western portion of camp area. The RR line between the two areas is out in many places, and some damage will also result to residential areas adjacent to hitted camps.

S E C R E T

S E C R E T

Dorsten Military Camp - Good Results.

Four concentrations of mixed G.P. and I.B. bombs seen bursting in and adjacent to the camp. Direct hits of G.P. bombs are seen on at least four huts and I.B.s cover the entire area late in the attack. Additional bombs could be seen falling toward target but bursts unobserved due to smoke.

Bottrop Military Camp - Fair to Good Results.

One large concentration of bombs seen bursting in and near southern portion of camp area. At least seven buildings destroyed or damaged. At least four direct hits on rail lines and six hits on an autobahn in the vicinity. In addition, one direct hit seen in a road-over-rail bridge. A second concentration plotted along a rail line 1100 yards east of camp. Most of these bombs fell in open areas. A group of I.B. bursts is seen in a residential area 600 yards east of the target.

S E C R E T

SECRET

5. Ground Activity

21st Army Group - Patrol Activity only.

12th Army Group - In the Remagen Bridgehead the northern sector has now been pushed to the line of the Sieg River. U.S. troops now hold the line of the Rhine River between M 4636 and 4343. Fighting continues in Mainz, Worms and Ludwigshafen. Neustadt (R 3083) has been captured.

6th Army Group - Armored thrust through Homburg joined up with 3rd U.S. Army northeast of the town. Narrow pocket extending 20 miles west from Homburg now being mopped up.

Miscellaneous - Hitler Jugend.

Two P/Ws, 17 years of age, having paybooks from the Volkssturm, were captured in the vicinity of Rimlingen (Q 2798) on 16 March.

In mid-January approximately 60 youths of this same age had been recalled from the Volkssturm and assigned to a "Hitler Jugend" unit. Under the direction of an HJ leader this unit was employed in digging foxholes and trenches for the retreating Wehrmacht in the vicinity of Reimbach (Q 3095) and Rimlingen. It had been stated that in the event of a major attack they would be used as reinforcements and, possibly, as a force instituting a "counter-attack". Though they had practice and experience with infantry weapons, none had been issued nor had there been any held for distribution to this unit.

The P/Ws stated that at some time or other nearly all of the members of this unit had deserted but were always made to come back. This was especially true when the order to withdraw was made known.

(Source - U.S. XX Corps)

6. G.A.F. Activity over England

Flying Bombs	<u>Launched</u>	<u>Landfall</u>	<u>Gr. London</u>	<u>Destroyed</u>
0001 hours - 2400 hours - 22 March 1945.	9	2	0	9

SECRET

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	3047	8-0-0 Air	6
First U.S.T.A.F.	1084	1-0-0 Ground	6
Second T.A.F.	1024	6-1-3 Air	1
R.A.F. Fighter Command	<u>356</u>	<u>0-0-1 Ground</u>	<u>0</u>
Totals	5511	14-1-3 A 1-0-1 G	13

Ninth Air Force

Night - 21/22 March

Sorties : 24 a/c Intruder and Defensive Patrol in battle sorties, W/Ys, road nets.

Claims & Losses: Nil.

Day - 22 March 1945

Sorties : 1917 Fighters
848 Bombers
258 Reconnaissance.
3023

Missions : Ninth Bomber Command; Attacked 9 communication center N of Ruhr with good - excellent results, dropping 1220 tons visually. Claims: Nil. Losses: 2 to AA.

Ninth TAC : Armed recce E of Rhine; air ground cooperation; attacked A/Fs vic of Giessen; destroyed tunnel E of Siegburg. Claims: nil. Losses 1 a/c to flak.

19th TAC : Armed reconnaissance E and W of the Rhine, Air-ground cooperation, destroyed a supply dump S of Giessen. Claims: 8-0-0
Air Losses: 2 a/c.

29th TAC : Armed reconnaissance E of the Rhine; bomber escort; attacked 4 A/Fs in Munster Paderborn area: claims: Nil. Losses: 1 A/C

E/A Sightings : 6 a/c (including 4 jet a/c) enroute to target.
Several u/i jets in the vicinity of Remagen Bridge.
15 FW-190s NE of Mannheim

E/A Sightings (Cont'd) : 20 FW-190s seen vicinity Limburg
14 u/i e/a (including 6 possible jets) seen
at Ludwigshafen.
4 Me-163s over Zuidor Zee.

Ground Claims : 61-7-47 e/a on the ground

	<u>Destroyed</u>	<u>Damaged</u>
M/T	420	369
AFV Tanks	39	37
Gun Position	42	23
Locos	185	47
RR Cars	1798	1768
Railcuts	124	
Horse drawn vehicles	48	7

First U.S.T.A.F.

Night-21/22 March

Sorties : 10 Fighters.
 Mission : Intruder patrols, Neustadt, Earlsruhe and Landau areas.
 Claims : Nil.
 Losses : 1 a/c.

Day - 22 March

Sorties : 1074 a/c
 Missions: 42nd Bomb Wing - 172 sorties; attacked 2 railroad bridges and one RR embankment in battle area. Claims: Nil Losses: 1
12th TAC - 657 sorties; air cooperation; armed recon in Mannheim-Karlsruhe area. Claims: Nil. Losses: 3 a/c
 Other Claims: RR Cars 189 Destroyed 258 Damaged
 M/T 407 199
First French TAC - 212 sorties; armed recon Karlsruhe-Ludwigshafen area. Claims: 1-0-0 G. Losses: 1 a/c,
 Other Claims Railroad cars 119 Destroyed 47 Damaged
Western French Air Force - 33 sorties; attacked infantry placement in Royen Center. Claims and Losses: Nil.

Second TAF

Night - 21/22 March

Sorties : 48 Armed Recon.
36 Interception Patrol
17 Recon.
101 a/c

Mission : Armed Reconnaissance over Holland and NW Germany.

Claims : 1-1-0- Air

Losses : 1 a/c

Day - 22 March

Sorties : 76 Armed Recon.
317 Pre-Arranged Support
117 Recon.
413 Sweeps, Interception Patrols & Escort
923

Mission : Armed Recon. Holland and NW Germany. Pre arranged support - attacked towns W. Germany to harass enemy and disrupt movement. Also attacked rly bomb and military traffic Southern Holland.

Claims : 5-0-3

Losses : Nil.

R.A.F. Fighter Command

Night - 21/22 March

Sorties : 33 a/c flying bomb and interception patrols.

Claims : 1-0-1 Ground

Losses : Nil

Day - 22 March

Sorties : 122 Offensive Patrol
14 Interceptor
183 Escort to Bombers
4 Photo Recon.
323 a/c

Mission : Attacks against railway targets in Holland

Claims & Losses: Nil.

2. Fifteenth Air Force

Report not available.

3. RAF Bomber Command

Day - 22 March 1945

	<u>Target</u>	<u>Losses</u>
100 Lancasters	Bocholt	0
100 Halifaxes		
12 Lancasters	Dorsten	0
12 Mosquitoes		
106 Halifaxes	Dulmen	0
12 Lancasters		
12 Mosquitoes		
227 Lancasters	Hildesheim	4
8 Mosquitoes		
30 Lancasters	Nienburg Bridge	0
82 Lancasters	Bremen Bridge	0
691 a/c		4

Night - 22/23 March 1945

56 Mosquitoes	Berlin	0
8 Mosquitoes	Paderborn	0
6 Mosquitoes	Bochum	0
21 Lancasters	Minselaying	0
8 Mosquitoes		
30 Mosquitoes	Bomber Support	2
20 Halifaxes		
6 Fortresses		
7 Liberators		
2 Mosquitoes	RCM	0
4 Halifaxes		
168 a/c		2

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

CHARLES Y. BANFILL
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