

6
 1. Lead Crew June
 1. ea. Bomb

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

HEADQUARTERS
 13TH COMBAT BOMB WING (H)
 APO 559

Date 24 March 1945
 13 CBW FO 79
 13 CBW Ops 304
 3 AD FO 619

SUBJECT: Tactical Report (STEENWIJK, HOLLAND)

TO : *Col. Shuck, 95th Group.*

1. Information Concerning the Targets: a. The first priority target (visual only) for all Groups was the airdrome at STEENWIJK, HOLLAND.

b. No second or third priority target was assigned. Bombs were to be returned in the event that the first priority target could not be bombed visually.

2. Planning and Execution:

a. Order	Bomb Load:	Force:	Assigned Target
(1) 13 A,B,C:			Steenwijk
(a) 390	A,B: 38 x 150 GP C,D: 38 x 100 GP	36 A/G	
(b) 95	14 x 500 GP	36 A/G	
(c) 100	A,B: 38 x 150 GP C,D: 38 x 100 GP	36 A/G	
(2) 93 A,B,C,D:			
(a) 385	14 x 500 SAP	36 A/G	Zwischenahn
(b) 34	14 x 500 SAP	36 A/G	Zwischenahn
(c) 490	6 x 1000 GP	36 A/G	Varel
(d) 493	14 x 500 GP	36 A/G	Varel
(3) 4 A,B,C,D:			
(a) 486	14 x 500 GP	36 A/G	Varel
(b) 487	14 x 500 GP	36 A/G	Varrelbusch
(c) 447	38 x 150 GP	36 A/G	Varrelbusch
(d) 94	38 x 150 GP	36 A/G V	Varrelbusch
(4) 45 A,B,C:			Plantlunne
(a) 96	14 x 500 SAP	36 A/G	
(b) 388	14 x 500 SAP	36 A/G	
(c) 452	14 x 500 SAP	36 A/G	

b. Availability:

Airborne:

(1) 95	Reg: 40 A/C Lead: 11 A/C	51 C/C 6 C/C	34 A/C 4 A/C
(2) 100	Reg: 43 A/C Lead: 12 A/C	50 C/C 7 C/C	34 A/C 4 A/C
(3) 390	Reg: 40 A/C Lead: 12 A/C	60 C/C 11 C/C	34 A/C 4 A/C

c. Non-Effective Sorties & Returning Spares: None

d. Lead A/C Failures and/or Malfunctions: None.

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3. Navigation:

Position	Flight Plan	AL:	13A (390) Lt. Col. Penny- baker.	13B (95) Capt. Brittingham	13C (100) Major. Gibbons
	Altitude	N:	Lt. Rosen	Lt. Arterburn	Lt. Johnson
BU 11	6000°		6000° 1 early on course	6000° 1 early on course	6000° 1 early on course
CP1	6000°		6000° 1 early on course	6100° 2 early on course	7000° on time 3 left
CP2	14000°		12700° 2 early on course	11500° 2 early on course	14000° 1 early 2 left
IP	14000°		14300° 3 early on course	13500° 3 early on course	14000° 1 1/2 early on course
TGT	14000°		14600° (1st Priority)	14000° (1st Priority)	14000° (1st Priority)
RP	14000°		14600° 5 early 8 left	14000° 2 early on course	14000° 1/2 early 4 left
CP3	14000°		13800° 5 early on course	14000° 2 early on course	14000° 3/4 late on course
English Coast	Minimum		2700° 5 early on course	3500° 2 early 13 right	2000° 4/6 late 6 right

a. Assembly: 13A assembled over Buncher 11; 13B over Buncher 23; 13C over Buncher 28. Assembly altitude was 6000°. Wing assembly was completed at Felixstowe.

b. Route: The briefed route was closely followed to CP2. Bombing altitude was reached at CP2 by 13C, 9 minutes prior to the IP by 13A, but not until the bomb run by 13B, because 13B Air Leader did not maintain standard rate of climb. The IP was made good and the Wing peeled off on individual visual runs to the first priority target. The RP was out short by 13A to allow one A/C which had not released it's entire load on the initial run to join 13C in attacking the target. Since 100B had not released on its initial run, 100A, C, and D executed several 360° turns at 5237-0540 while 100B released on a second run. 13C was re-assembled at 5302-0551 and returned last in the Wing column. The briefed route was followed to the English Coast which was recrossed at Southwold.

c. Weather: CAVU conditions existed throughout the operation. Visibility at the bases was 3 miles at take-off, and 6 miles on return. Downward visibility was 15-30 miles in the target area. Average winds enroute were 166/30K with 165/29K in the target area.

d. Failures: (1) Equipment: None.

4. Bombing:

a.	Attacking	Jettisoning	Returning
95	1st P 36 A/C 516 x 500 GP		
100	1st P 38 A/C 714 x 150 GP 652 x 100 GP	2 A/C 2 x 150 GP 6 x 100 GP	
390	1st P 38 A/C 1384 x 100 GP 5 - m220		1 A/C 8 x 100 GP

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b. 13A: (1) 390A Squadron: (784)

(a)	AL	Lt. Col. Pennybaker	N	Lt. Rosen
	P	Capt. Beazley	AN	Capt. Arvin
	OTG	Lt. Taylor	B	Lt. Rodgers
			RN	Capt. Houser

(b) The bombardier opened the bomb bay doors 8 minutes from the target and at 8 miles from the BRL he was able to pick up the assigned MPI. A normal sighting operation was completed. At bombs away synchronization was very good. Bombs were released on a true heading of 065°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 14800° True 14600° indicated.
(d) Time of Release: 0844½.
(e) Method of Release: 100° train.

(f) PI: 1. The bombs from 390A fell on the west portion of the runway and L/F around the assigned MPI. Approximately 25 bombs fell on the runway, and the remainder on the L/F.

2. Bomb Pattern: 1750°L x 1500°W.

3. Bombing Errors: Range : 300°0
Def. : 250°L
Radial : 350°

4. Percent of bombs within 1000° & 2000° of the MPI: 94% and 100%.

5. Bombing Results in relation to damage inflicted: Very Good.

6. Bombing Results in relation to sighting: Very Good.

(g) Bombing Malfunctions: None.

(2) 390B Squadron: (660)

(a)	P	Lt. Allen	N	Lt. Donahue
	CP	Lt. Juren	B	Lt. Smith
			RN	Lt. Anderson

(b) After the maneuver at the IP, the bombardier picked up the assigned MPI 7 miles from the BRL. Through the last one third of the run it was necessary to reduce the IAS 10 mph because of interference from the preceding Squadron. However, a normal sighting operation was completed. Synchronization was excellent at bombs away. Bombs were released on a true heading of 074°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 14550° True 14320° indicated.
(d) Time of Release: 0844½.
(e) Method of Release: 100° train.

(f) PI: 1. The bombs from 390B fell on the assigned MPI. There were at least 25 hits on the runway. The remaining bombs fell on the L/F.

2. Bomb Pattern: 1715°L x 1230°W.

3. Percent of bombs within 1000° and 2000° of the MPI: 97% and 100%.

4. Bombing Errors: Range : 150°0
Reflection: 100°R
Radial : 200°

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

6. Bombing Results in relation to sighting: Excellent.

(g) Bombing Malfunctions: None.

(3) 390C Squadron: (749)

(a) AL Capt. Watts
P Lt. Dognibene

N Lt. Obernour
B Lt. Beccianti
RN Lt. Garrison

(b) After the maneuver at the IP which was made good, the bombardier picked up the assigned MPI 8 miles from the BRL. A normal sighting operation was completed. Synchronization at bombs away was excellent and bubbles were level. Bombs were released on a true heading of 073°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 14240° True, 14040° indicated.

(d) Time of Release: 0845.

(e) Method of Release: 100° train.

(f) PI: 1. The bombs from 390C fell on top of 390B's pattern. Approximately 15 bombs fell short of the L/F, but the remainder dropped on the runway and L/F around the assigned MPI.

2. Bomb Pattern (approximate): 1700°L x 800°W. The bombs from 1 A/C that released late fell 650' over the edge of the bomb pattern. About 5 bombs fell 1300' short of the bomb pattern.

3. Bombing Errors: Practically 0.

4. Percent of Bombs within 1000' and 2000' of the MPI: 90% and 98%.

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

6. Bombing Results in relation to sighting: Excellent.

(g) Bombing Malfunctions: A/C 901: returned 8 x 100 GP because of rack malfunctions.

(4) 390D Squadron: (328)

(a) AL Lt. Corcoran
P Lt. Garlitz

N Lt. Hoffman
B Lt. McGrew
RN Lt. Cude

(b) Attacking on a true heading of 083°, the bombardier picked up the target 8 miles from the BRL. Using pre-set drift and dropping angle at the beginning of the run, a normal sighting operation was completed. Synchronization at bombs away was very good. Bombs were released on final true heading of 084°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 13300° True 13050° indicated.

(d) Time of Release: 0845.

(e) Method of Release: 100° train.

(f) PI: 1. The bombs from 390D fell on the patterns of the preceding Squadrons. A heavy concentration was placed on the

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runway. About 25 bombs fell 400' short of the W perimeter track and off the L/F.

2. Bomb Pattern (approximate): 1825°L x 800°W.
3. Bombing Errors: Range: 340°S (approximate)
Def. : 0
Radial: 340°
4. Percent of bombs within 1000' and 2000' of the MPI: 83% and 100%.
5. Bombing Results in relation to damage inflicted: Very Good.
6. Bombing Results in relation to sighting: Very Good.
7. Photographs taken by 95A show 200 distinct craters on the west portion of the runway and over 200 craters on each side of the runway.

(g) Bombing Malfunctions: A/C 607: 1 x 100 GP failed to release. A/C joined 130 formation and dropped remaining bomb.

c. 13B: (1) 95A Squadron: (8230)

(a) AL	Capt. Brittingham	N	Lt. Arterburn
P	Lt. Taylor	AN	Capt. Shirey
OTG	Lt. Murray	B	Lt. Carter
		RN	Lt. Weber

(b) After the turn from the IP, which was made good, the bombardier picked up the target visually and proceeded to set up course. A normal sighting operation was completed. Synchronization was good and bubbles were level at bombs away. Bombs were released on a true heading of 072°. C-1 auto-pilot was used on the bomb run.

- (c) Bombing Altitude: 14250° true, 14000° indicated.
- (d) Time of Release: 0847.
- (e) Method of Release: 100° train.

(f) PI: 1. The bombs from 95A fell on the center portion of the runway and L/F. There were approximately 20 hits on the runway.

2. Bomb Pattern: 2100°Lx 800°W.
3. Bombing Errors: Range : 735°0
Def. : 0°
Radial : 735°
4. Percent of Bombs within 1000' and 2000' of the MPI: 60% and 96%.
5. Bombing Results in relation to damage inflicted: Very Good.
6. Bombing Results in relation to sighting: Fair to Good.

(g) Bombing Malfunctions: None.

(2) 95B Squadron: (8210)

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(a)	AL	Capt. Morris	N	Lt. Hadlock
	P	Lt. Brown	B	Lt. Waters
	OTG	Lt. Evans	RN	Lt. Urankar

(b) Weather Throughout the bomb run was CAVU. After the IP, the bombardier picked up the target and proceeded to kill course. A normal sighting operation was completed. Synchronization was good and bubbles were level. Bombs were released on a true heading of 080°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 14780' true, 14530' indicated.
(d) Time of Release: 0847½.
(e) Method of Release: 100' train.

(f) PI: 1. The bombs from 95B fell in a split pattern on the runway, which received about 12 hits, and the L/F. The high element was out of position.

2. Bomb Pattern: 1750' L x 1625' W. The two patterns are 500' apart.

3. Bombing Errors: Range : 275'S : Measured
Def. : 176°L : from the
Radial : 300' : main bomb
pattern.

4. Percent of Bombs within 1000' and 2000' of the MPI: 82% and 100%.

5. Bombing Results in relation of damage inflicted: Good.

6. Bombing Results in relation of sighting: Good.

(g) Bombing Malfunctions: None.

(3) 95C Squadron: (8144)

(a)	P	Lt. Tessier	N	Lt. Whalen
	CP	Lt. Krien	B	Lt. Keyes
			RN	Lt. Finfinger

(b) The bombardier was able to pick up the assigned MPI immediately after the maneuver at the IP. The bombardier proceeded to synchronize, and a normal sighting operation was completed. Synchronization was fair at bombs away. Bombs were released on a true heading of 072°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 13730' true, 13480' indicated.
(d) Time of Release: 0848.
(e) Method of Release: 100' train.

(f) PI: 1. The bombs from 95C fell on the E portion of the L/F. About 1/3 of the bombs fell on the E portion of the field under excavation, while remainder dropped on the L/F, northeast of the runway. There were no hits on the runway.

2. Bomb Pattern: 1950' L x 575' W.

3. Bombing Errors: Range : 1600'0
Def. : 0
Radial : 1600'

4. Percent of bombs within 1000' and 2000' of the MPI: 11% and 70%.

5. Bombing Results in relation to damage inflicted: Fair.

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6. Bombing Results in relation to sighting: Poor.

(g) Bombing Malfunctions: None.

(4) 95D Squadron: (8782)

(a) P Lt. Parrish
CP Lt. Balzer

N Lt. Manzler
B Lt. Watt
RN Lt. Baldie

(b) Attacking on a true heading of 072°, the bombardier was able to pick up the target immediately after the maneuver at the IP. He proceeded with synchronization and completed a normal sighting operation. Synchronization at bombs away was good. Bombs were released on a final true heading of 088°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 13210° true, 13060° indicated.
(d) Time of Release: 0848½.
(e) Method of Release: 100° train.

(f) PI: 1. The bombs from 95D fell on the center portion of the runway and L/F. There were about 25 hits on the runway. The bombs from 1 A/C, which released late, fell 3000' over the AP.

2. Bomb Pattern: 990°L x 650°W.

3. Bombing Errors: Range : 475'0
Def. : 150'L
Radial : 1500'

4. Percent of Bombs within 1000' & 2000' of the MPI: 90% and 100%. Excluding the bombs from 1 A/C that were released late.

5. Bombing Results in relation to damage inflicted on the Target: Very Good.

6. Bombing Results in relation to sighting: Good.

7. Photographs taken by 100B show 75 distinct craters that 95A, B, and D Squadrons made on the runway.

(g) Bombing Malfunctions: None.

d. 13C: (1) 100A Squadron: (790)

(a) AL Major Gibbons
P Lt. Murray
OTS Lt. Timms

N Lt. Johnson
AN Lt. Klinkowski
B Lt. Crichton
RN Lt. Bohrer

(b) After the maneuver at the IP, the R/W assisted the bombardier in setting up course. 12 miles from the BRL, the bombardier picked up the assigned MPI and proceeded to synchronize. A normal sighting operation was completed and synchronization was excellent at bombs away. Bombs were released on a true heading of 084°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 14241° true, 14000° indicated.
(d) Time of Release: 0849½.
(e) Method of Release: 100° train.

(f) PI: 1. The bombs from 100A cut diagonally across the L/F in a SW-NE direction. Approximately 30 bombs hit the runway.

2. Bomb Pattern: 3175°L x 725°W.

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3. Bombing Errors: Practically 0.
4. Percent of Bombs within 1000' & 2000' of the MPI: 50% and 100%.
5. Bombing Results in relation to damage inflicted: Very Good.
6. Bombing Results in relation to sighting: Excellent.

(g) Bombing Malfunctions: A/C 505; jettisoned 2 x 150 GP at 5239-0330 (in the channel) because of rack malfunctions.

(2) 1000 Squadron: (696)

(a) AL Major Wooten	N Lt. Browning
P Lt. Dawson	B Lt. Eden
	RN Lt. Rowland

(b) After the maneuver at the IP, the R/W assisted the bombardier in setting up course. The bombardier picked up the target and with 2 minutes for synchronization, a normal sighting operation was completed. Bombs were released on a true heading of 072°. C-1 auto-pilot was used on the bomb run.

(c) Bombing Altitude: 13600' true, 13500' indicated.
(d) Time of Release: 0851.
(e) Method of Release: 100' train.

(f) PI: 1. The bombs from 1000 fell over and right of the assigned MPI. Approximately 85 bombs fell on the L/F, the remainder beyond.

2. Bomb Pattern: 2822'L x 1260'W.

3. Percent of Bombs within 1000' and 2000' of the MPI: 3% and 60%.

4. Bombing Errors: Range : 1560'0
Def. : 1000'R
Radial : 1825'

5. Bombing Results in relation to damage inflicted: Nil to Fair.

6. Bombing Results in relation to sighting: Poor.

(g) Bombing Malfunctions: A/C 817; jettisoned 6 x 100 GP at 5236-0342 (in the channel) because of rack malfunctions.

(3) 100D Squadron: (209)

(a) P Lt. Champion	N Lt. Andris
GP Lt. Plough	B Lt. Wellings
	RN Lt. Gault

(b) Initiating the attack on a true heading of 069°, the bombardier took over and picked up the target area 15 miles from the BRL. At 12 miles, he identified the assigned MPI and proceeded to synchronize. A normal sighting operation was completed. Synchronization was good. Bombs were released on a final true heading of 074°. C-1 auto-pilot was used on the bomb run.

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- (c) Bombing Altitude: 13240' true, 13000' indicated.
- (d) Time of Release: 0851 $\frac{1}{2}$.
- (e) Method of Release: 100' train.

(f) PI: 1. The bombs from 100D fell diagonally across the L/P in a SW-NE direction. There were approximately 25 hits on the runway.

- 2. Bomb Pattern: 2700'L x 800'W.
- 3. Percent of bombs within 1000' and 2000' of the MPI: 84% and 100%.
- 4. Bombing Results in relation to damage inflicted: Good.
- 5. Bombing Results in relation to sighting: Good.
- 6. Bombing Errors: Range : 225'S
Def. : 70'R
Radial : 270'

(g) Bombing Malfunctions: None.

(4) 100B Squadron: (705)

- | | |
|-------------------|----------------|
| (a) AL Lt. Wilson | N Lt. Pranger |
| P Lt. Wieland | B Lt. Tolliver |
| OTG Lt. Valentine | BN Lt. Decker |

(b) At the BRL on the first run, the bombs in the lead A/C failed to release. Consequently, the bombardier made a second run on the first priority target. On the second run, after observing that the assigned MPI was well bombed, the bombardier chose as an AP, the barracks area. A normal sighting operation was completed. Bombs were released on a true heading of 092°. C-1 auto-pilot was used on the bomb run.

Bombs failed to release on the first run, because the bombardier was not aware of the fact that the bombsight had not been modified for an automatic salvo release switch.

- (c) Bombing Altitude: 14500' true, 14700' indicated.
- (d) Time of Release: 0923.
- (e) Method of Release: 100' train.

(f) PI: 1. The bombs from 100B fell in woods and fields approximately 3000' N of the runway.

- 2. Bomb Pattern: 3275'L x 760'W.
- 3. Bombing Errors: Range : 1000'0; Measured
Def. : 700'L from the
Radial : 1125' selected
AP.
- 4. Percent of bombs within 1000' and 2000' of the AP: 35% and 65%.
- 5. Bombing Results in relation to damage inflicted on the assigned target: Nil.
- 6. Bombing Results in relation to sighting: Poor.

(g) Bombing Malfunctions: None.

e. PFF Narrative: (1) 13A: Four PFF aircraft were dispatched. All sets operated satisfactorily. H2X was not used on the bomb run.

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(2) 13B: Four PFF aircraft were dispatched. All sets operated satisfactorily. H2X was not used on the bomb runs.

(3) 13C: Four PFF aircraft were dispatched. All sets operated satisfactorily. 100B R/N assisted in setting up course on the first half of the bomb run. H2X was not used on the run in the remaining Squadrons.

5. Communications: a. VHF: (1) Lt. Col. Pennybaker (390 Group) led this Wing. Channel A communications were poor. Jamming and very unsatisfactory discipline during assembly and climb and to a lesser degree in the target area, hindered use of the channel.

(2) Channel B was very clear. Control Points were sent to Division Ground Station with the exception of CP2 when no contact could be made. Contact was made with Kodak aircraft and weather reports transmitted satisfactorily.

(3) Fighters were contacted, but as they were on area support did not join the Wing formation.

(4) Monitors on channel guards performed their duties satisfactorily. An aircraft of 100 Group reported a ditching and received an acknowledgement.

b. W/T:

(1) Control Points:

	CP1	CP2	TGT	CP3
Flight Plan	0734	0820	0847	0913
A.T.A.	0733	0818	0844	0908
T.O.D.	0739	0830	0849	0911

(2) Strike Reports:

390A	PA1	0844	TOD	0849
390B	PA1	0844	TOD	0921
390C	PA1	0845	TOD	0902
390D	PA2	0845	TOD	0916
95A	PA1	0847	TOD	0858
95B	PA2	0847	TOD	0910
95C	PA2	0843	TOD	0912
100A	PA1	0852	TOD	0920
100B	PA1	0923	TOD	0940
100C	PA3	0851	TOD	0938

6. Photography: a. 95 Groups installed 4 scope, 5 oblique, and 8 vertical cameras, 4, 5, and 8 of which took pictures; 4 sets of H2X scope photographs received. 2 sets are not plottable because the brilliance was too low.

b. 100 Group installed 2 scope and 9 vertical cameras, 1 and 7 of which took pictures: 1 - 16 mm negative roll received. PFF A/C 8790, film claw jammed on H2X camera. A/C 2649, lead of high element in 100C, returned early. A/C 7994, lead of high element in 100A, camera was frozen.

c. 390 Group installed 1 scope, 2 oblique, and 12 vertical cameras, 1, 2 and 12 of which took pictures; 1 set of plottable scope photos received.

By command of Brigadier General HUGLIM:

Ernest A. Kiessling

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

W. R. ...
Mac

OK
CDG

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

13TH COMBAT BOMB WING (H)

STEENWIJK A/D, HOLLAND

24 MARCH 1944

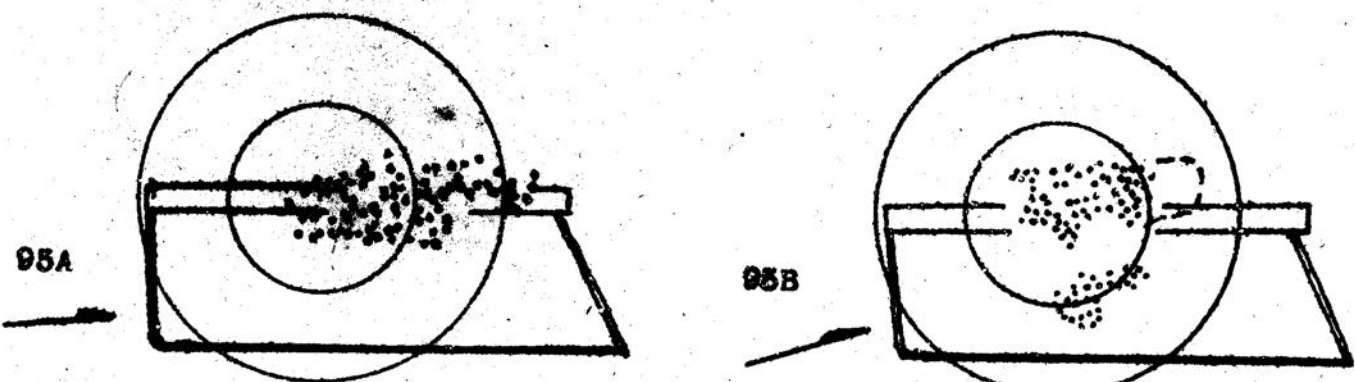
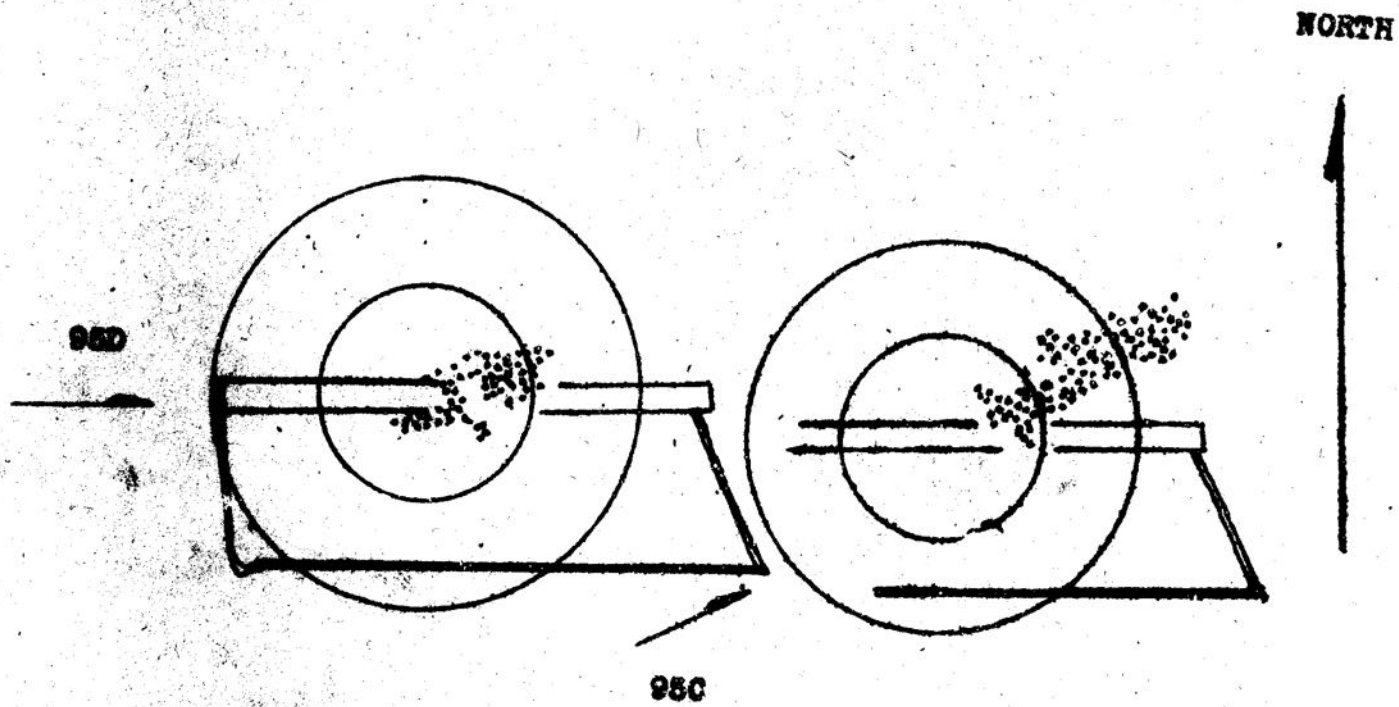
CIRCLES - 1000' AND 2000' FROM ASSIGNED MPIs.

RF - 95A: 1:24,514

B: 1:25,200

C: 1:22,970

D: 1:21,600



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13TH COMBAT BOMB WING (H)

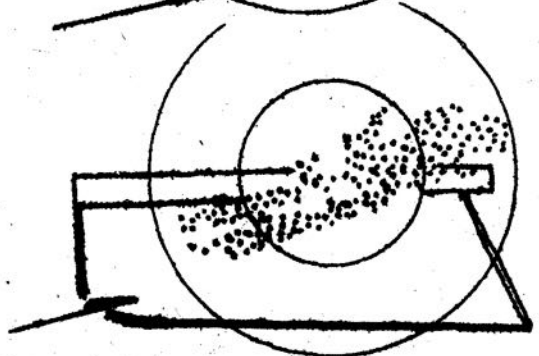
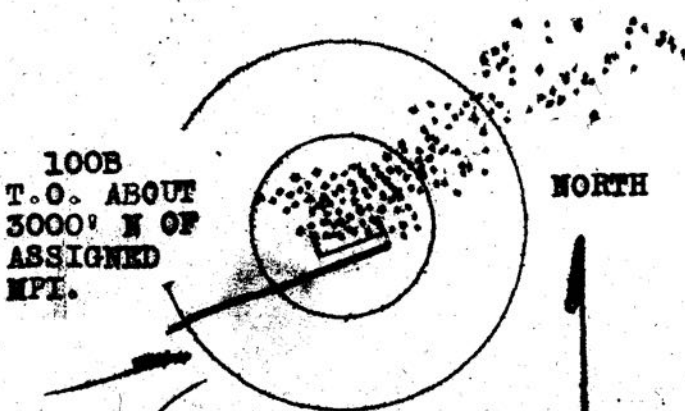
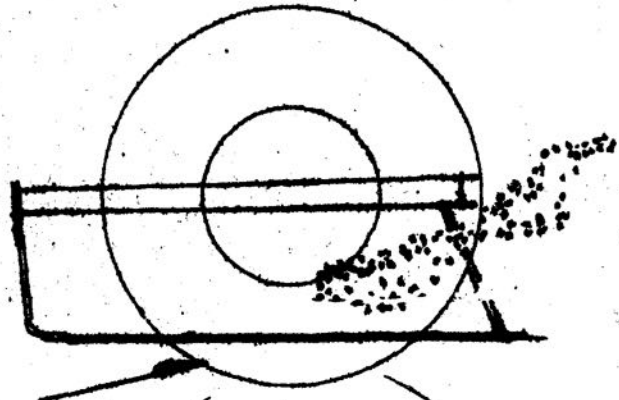
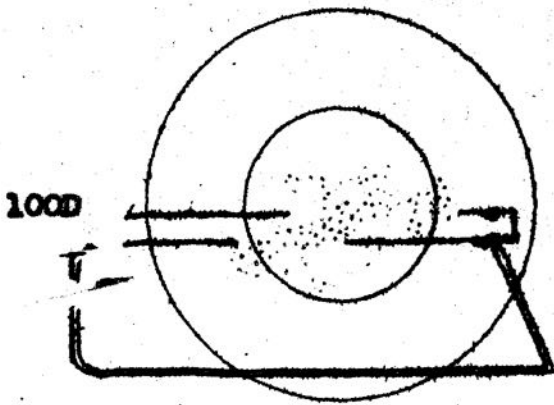
STEENWIJK A/D, HOLLAND

24 MARCH 1945

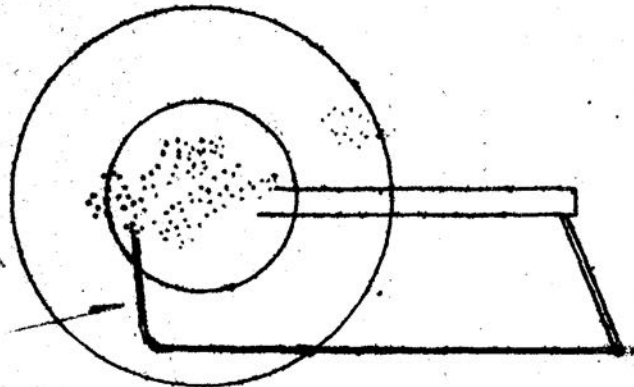
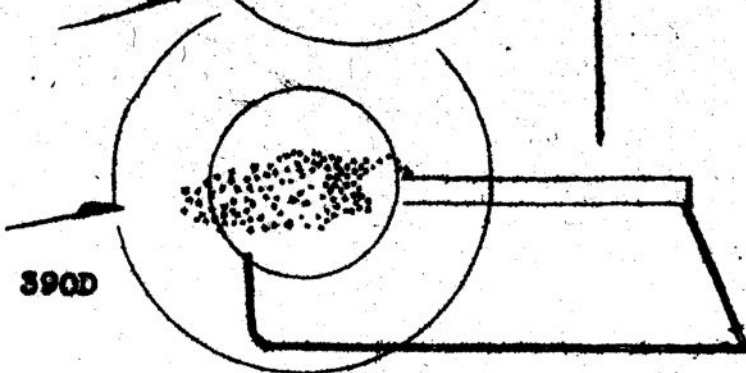
CIRCLES - 1000' AND 3000' FROM THE ASSIGNED NPIs.

RP: 390A: 1:25,050
 B: 1:24,850
 C: 1:24,404
 D: 1:22,600

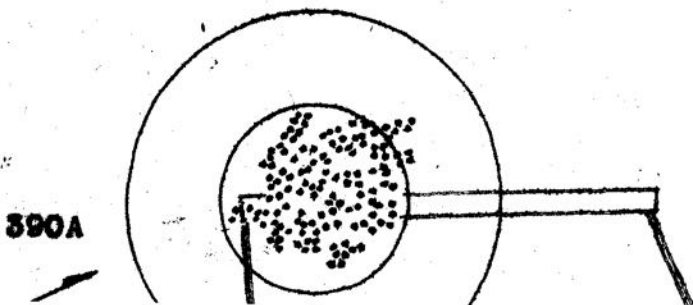
100A: 1:24,415
 B: 1:25,200
 C: 1:25,200
 D: 1:22,697



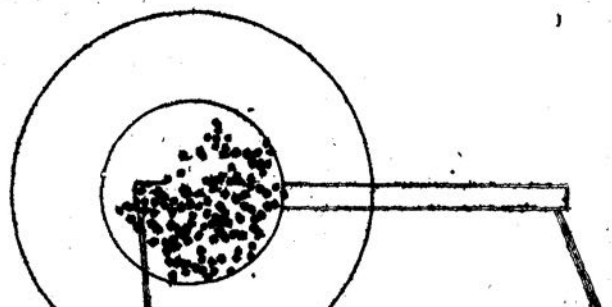
100A



390C



390A



nm

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

APO 559
24 March 1945

SUBJECT: Lead Crew Personnel on Missions 24 March 1945

TO : Commanding Officer, Ninety Fifth Bombardment Group (H), APO 559.

1. Below are listed lead crew officer personnel dispatched on two combat missions this date.

MORNING

AFTERNOON

"A" Squadron

Command Pilot
Pilot
Command Navigator
Navigator
Bombardier
Radar Navigator

Capt. Raymond C. Brittingham Jr.
1st Lt. D.M. Taylor
Capt. G.L. Shirey
1st Lt. J.O. Arterburn
1st Lt. M.F. Carter
1st Lt. D.D. Webber

Major J.O. Frankosky
1st Lt. G.L. Savage
1st Lt. C.E. Rohm Jr.
1st Lt. F.T. Pieper
1st Lt. V. Seferian
2nd Lt. H.F. Burrow

"B" Squadron

Command Pilot
Pilot
Navigator
Bombardier
Radar Navigator

Capt. L.W. Morris
1st Lt. R.M. Brown
1st Lt. E.C. Hadlock
1st Lt. C.E. Waters
2nd Lt. J.S. Urankar

Capt. H.F. Jeneman
1st Lt. H.F. Thomas
1st Lt. D.B. Flygstad
1st Lt. B.F. Hatheway
1st Lt. L.I. Painter

"C" Squadron

Pilot
Navigator
Bombardier
Radar Navigator

1st Lt. A.L. Tessier
2nd Lt. L.F. Whelan
2nd Lt. D.O. Keyes
2nd Lt. R.T. Finfinger

1st Lt. A.L. Tessier
2nd Lt. L.F. Whelan
2nd Lt. D.O. Keyes
2nd Lt. R.T. Finfinger
2nd Lt. F. Lowry

"D" Squadron

Pilot
Navigator
Bombardier
Radar Navigator

1st Lt. Parrish
F/O P.C. Mansler
1st Lt. J. Watt
1st Lt. D.A. Baldie

1st Lt. R. Newman
2nd Lt. P. Bayes
F/O M. Messenger
2nd Lt. C. Shuster
2nd Lt. F. Lowry.

**R.E. PARKER
Capt., Air Corps,
Asst. Operations Officer.**

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

24 March 1945

SUBJECT: S-2 Report for the mission to Steenwijk/Havelte Germany, for the above date.

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

1. The Mission - as the first of two attacks by this group today against A/D's, in direct support of Field Marshall Montgomery's drive across the Rhine River the 95th Group formed 13B Combat Wing with Capt. Brittingham as Group Leader.

Magnificent patterns of bombs were laid down by each of the four squadrons with par excellence results as each A/C dropped every bomb on the target.

In tabulation by squadrons there were:

A Squadron - Eight A/C plus one PFF A/C
B Squadron - Ten A/C plus one PFF A/C
C Squadron - Eight A/C plus one PFF A/C
D Squadron - Eight A/C plus one PFF A/C

2. Further Intelligence Information is reported in the Operational Narrative.

For the Intelligence Officer:

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

MUC

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

SECRET
By Authority of
C.G. Eighth Air Force
Initials: *BJG*
Date: 24 March 1945

INTOPS SUMMARY NO. 328

PERIOD: 0001 hours 24 March to 2400 hours 24 March 1945.

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>AA</u>	<u>OT</u>	<u>Totals</u>	<u>NYR</u>
Heavy Bomber Atks.v	1747	1712	4088.8(b)	1-0-0-A	0	23	3	26	5
Fighter Escort	103	95	0	0-0-0	0	0	0	0	0
Fighter Sweeps(a)	1227	1158	3.5	53-0-12A 0-0-1 G	3	1	0	4	5
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	38	38	0	0-0-0	0	0	0	0	0
Weather Recon.	29	28	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	27	27	0	0-0-0	0	0	0	0	0
Special Operations	<u>35</u>	<u>34</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>
Totals	3206	3092	4092.3	54-0-12A 0-0-1 G	3	24	4	31	10

(a) Includes groups based on Continent.

(b) Does not include 582.3 tons of supplies dropped in Assault Area.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1747 a/c (1267 B-17s, 480 B-24s) from three Air Divisions sortied against sixteen A/Fs in western and northwestern Germany and on a supply dropping mission to Assault Area east of the Rhine.

MORNING: 1298 a/c (267 B-17s, 182 B-24s) from three Air Divisions sortied in five forces against twelve A/Fs and supply dropping east of the Rhine. 1269 a/c dropped 3083.7 tons (2980.2 GP, 103.5 IB) on assigned A/Fs and several T/O's, and dropped 582.3 tons of supplies in assigned areas.

S E C R E T

S E C R E T

All bombing visual. Weather: CAVU at all targets. E/a Opposition: 1 FW-190 encountered east of Osnabruck; 1 u/i jet a/c sighted near-Zuider Zee; 1 Me-163 sighted near Wesel. Claims: 1-0-0 Air. Losses: 26 a/c (18 B-24s, 8 B-17s - 23 to AA; 3 to unknown causes).

AFTERNOON: 449 a/c (267 B-17s, 182 B-24s) from three Air Divisions sortied in three forces against four A/Fs in northwestern Germany. 443 a/c dropped 1108.6 tons GP on assigned targets and a third priority target, a tertiary target and a T/O. Weather: CAVU at targets. E/a Opposition: nil. Claims: nil. Losses: nil.

First Force

Five group formations (179 B-17s - 1st Air Division) sortied against Vechta A/F. 176 a/c dropped 482.6 tons GP and 102.0 tons IB on assigned target and one T/O at 0849-0855 hours from 24,000-25,600 feet. All bombing visual. Leaflets dropped on Vechta A/F. Weather: CAVU. Flak: nil. Battle Damage: nil. E/a Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Details of Bomber Attack as follows:

<u>Assigned Target</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Vechta A/F	179	175	480.6	102.0	Fair
<u>Other Target</u>					
Rheine A/F	—	1	2.0	1.5	Unobserved
Totals	179	176	482.6	103.5	

Second Force

Fourteen group formations (527 B-17s - 3rd Air Division) sortied against A/Fs at Steerwejk, Zwischenahn, Varrell, Varrelbusch and Plantlunne. 515 a/c dropped 1721.0 tons GP on assigned targets and three T/Os at 0924-0945 hours from 12,230-26,700 feet. All bombing visual. Leaflets dropped on Varrelbusch, Varrell, Steerwejk and Plantlunne. Weather: CAVU at target, few patchy high clouds over Zuider Zee. Flak: nil to meager, inaccurate. Battle damage: 2 minor. E/a Opposition: nil. Claims: nil. Losses: 2 B-17s to causes unknown. NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Steenwejk A/F	114	114	303.4		Good
Zwischenahn A/F	77	74	253.1		Fair
Varrell A/F	107	88	397.5		Fair
Varrelbusch A/F	115	113	339.2		Good
Plantlunne A/F	114	111	382.5		Good
<u>Other Targets</u>					
Wittmundhafen A/F		13	39.0		Unobserved
2 T/Os	—	2	6.3		"
Totals	527	515	1721.0		

Third Force

Eight group formations (294 B-17s, 1st Air Division) sortied against A/Fs at Rheine, Hopsten, Furstenau/Vechtel, Achmer and Hesepe. 280 a/c dropped 654.9 tons GP on assigned targets and one T/O at 1005-1045 hours from 23,900-25,500 feet. All bombing visual. Leaflets dropped on Furstenau and Hopsten. Weather: CAVU. Flak: moderate, accurate. Battle Damage: 75 minor, 25 major, 1 cat "E". E/A Opposition: 1 Fw 190 encountered E of Osnabruck. Claims: 1-0-OA. Losses: 6 B-17s (5 to AA, 1 to causes unknown). NYR: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u> G.P.	<u>Results</u>
Rheine A/F	36	36	103.0	Good
Hopsten A/F	76	62	114.5	Fair
Furstenau/Vechtel A/F	73	72	133.5	Good
Achmer A/F	73	73	227.9	Good
Hesepe A/F	36	36	69.0	Fair
<u>Other Targets</u>				
Wiedenbruck	—	<u>1</u>	<u>2.0</u>	Unobserved
Totals	294	280	654.9	

Fourth Force

Six squadron formations (58 B-24s, 2nd Air Division) sortied against Nordhorn A/F. 58 a/c dropped 121.7 tons GP on assigned target at 1034-1037 hours from 20,000-21,000 feet. All bombing visual. Leaflets dropped on Nordhorn A/F. Weather: CAVU. Flak: nil. Battle Damage: nil. E/A Opposition: nil. One u/i jet a/c sighted near Zuider Zee. Claims: nil. Losses: nil. NYR: nil.

Details of bomber attack as follows;

<u>Assigned Target</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Nordhorn A/F	58	58	121.7	Good

Fifth Force

Twenty-seven squadron formations (240 B-24s, 2nd Air Division) sortied on supply dropping mission to American and British assault areas east of Rhine. 240 a/c dropped 532.3 tons of supplies in assigned area at 1305-1335 hours from

S E C R E T

100 to 600 feet. Weather: CAVU in target area. Flak: small arms fire machine gun, 20 mm, encountered - moderate and accurate. Battle Damage: 94 minor, 9 major, 1 Cat. "E". E/a Opposition: 1 Me-163 sighted in target area. Claims: nil. Losses: 18 a/c (to AA). NYR: 5 a/c.

Details of dropping mission as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage of Supplies</u>	<u>Results</u>
American Assault Area	120	122	312.0	Dropped in assigned area.
British Assault Area	120	118	270.3	
Totals	240	240	582.3	

• Fighter Support (1st, 2nd, 3rd, 4th, 5th Forces):

Fighter support was in the nature of area support and patrol and armed reconnaissance. (See Fighter Sweeps, below).

Sixth Force

Eighteen squadron formations (182 B-24s - 2nd Air Division) sortied against A/Fs at Stormede and Kirtof. 181 a/c dropped 416.2 tons GP on assigned primaries, one tertiary and a T/O at 1719-1728 hours from 19,100-22,200 feet. Bombing visual. Leaflets dropped on Stormede and Treysa. Weather: CAVU. Flak: nil at target, meager, inaccurate over battle line. Battle Damage: 16 minor, 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>
Stormede A/F	95	96	229.0	Very Good
Kirtof A/F	87	65	144.0	Very Good
Ziegenhain A/F (Tertiary)		9	19.4	Good - Very Good
<u>Other Target</u>				
Treysa M/Y		11	23.8	Unobserved
Totals	182	181	416.2	

Seventh Force

Three group formations (114 B-17s - 3rd Air Division) sortied against Ziegenhain A/F. 110 a/c dropped 343.7 tons GP on primary target and Siegen M/Y

(3rd priority) at 1715-1721 hours from 23,700-26,000 feet. Bombing visual. Weather: CAVU, Flak: nil at target. Battle damage: 2 minor. 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>
Ziegenhain A/F	114	104	327.6	Good
Siegen M/Y (3rd Priority)	—	6	16.1	Unobserved
Totals	114	110	343.7	

Eighth Force

Four group formations (153 B-17s, 1st Air Division) sortied against Twente Enschede A/F. 152 a/c dropped 348.7 tons on primary at 1731-1756 hours from 21,000-22,900 feet. Bombing visual. Weather: CAVU. Flak: meager to moderate, generally inaccurate. Battle Damage: 16 minor, 4 major. E/a Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Details of bomber attack as follows:

<u>Assigned Target</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Twente Enschede A/F	153	152	343.7	Good

2. Fighter Escort

Four groups (35 P-47s, 68 P-51s - 103 a/c) sortied in support of three bomber forces on afternoon mission. Up 1435-1552 hours; down 1905-1935 hours. 95 effective sortied, E/a Opposition: nil. Two groups strafed. Claims: nil. Losses: nil. NYR: nil.

<u>Miscellaneous Ground Claims:</u>	<u>Destroyed</u>	<u>Damaged</u>
Trucks	10	6
Staff Cars	1	0
Medium Tank	0	1
Oil Cars	0	6

3. Fighter Sweeps

Fifteen groups, including two groups based on Continent (24 P-47s, 1203 P-51s - 1227 a/c) sortied in four forces on area patrol and armed reconnaissance in support of bomber forces in following general areas: Zwolle, Enschede, Munster, Siegen, Planckenburg, Gutersloh, Osnabruck, Furstenau, Opange Canal, Eeld, Dummer Lake, Lengo, N of Ziegenhain. Four patrols. Up 0556-1529 hours; down 1100-1933 hours. 1158 effective sortied. One group dive bombed a military camp (W 3038) dropping 3.5 tons).

E/a Opposition: 1 u/1 jet sighted Meppel area; 2 u/1 jets seen Lingen area; 20 Me-109s engaged W of Gutersloh A/F; 15 Me-109s bounced over Eikeln A/F; 15 FW-190s, 15 Me-109s encountered W of Kassel; 1 Me-109 destroyed S of Soest. E/a Claims: 53-0-12 Air; 0-0-4 Ground. Losses: 4 P-51s - 3 to a/a, 1 to AA. NYR: 5 P-51s (believed safe on Continent).

Miscellaneous Ground Claims:	<u>Destroyed</u>	<u>Damaged</u>
M/Vs	46	33
Light Tanks	1	1
Automobiles	18	9
Locomotives	8	8
Oil Trucks	10	2
Observation Tower	1	0
Buildings	4	1
Trucks	74	12
Radar Towers	1	2
Goods Wagons	3	132

4. Fighter Bombing

Nil

5. Photo Reconnaissance

38 a/c (917 P-51s, 15 F-5s, 5 Spitfires, 2 Mosquitoes) sortied as follows: -

- 6 a/c sortied on D/A photos in eastern Germany.
 - 3 a/c sortied on mapping mission over Kassel and Neuruppin areas.
 - 7 a/c sortied on activity study over eastern and central Germany.
 - 3 a/c sortied for research photos.
 - 17 P-51s sortied as escort.
 - 2 Mosquitoes sortied on night photography over Altenbeken.
- Losses: nil.

6. Weather Reconnaissance

29 a/c (20 P-51s, 6 B-17s, 3 Mosquitoes) sortied as follows:

- 2 B-17s completed routine weather flights over sea to NW of Lands End.
 - 1 B-17 completed routine flight to Position 13.
 - 1 B-17 completed routine flight to the Azores.
 - 3 Mosquitoes completed weather reconnaissance over N Germany, Holland, UK, S of Ireland, W France and the Atlantic.
 - 22 a/c (20 P-51s, 2 B-17s) as weather scouts for bombers. 21 Effective sorties.
- Losses: nil.

7. Air/Sea Rescue

27 a/c (23 P-47s and 4 OA-10s) sortied on patrols and searches.
2 incidents. 1 pilot rescued. No losses.

8. Special Operations

35 a/c (22 B-24s, 8 P-51s, 5 Mosquitoes) sortied as follows:

4 Mosquitoes sortied on special operation for 1st, 2nd, 3rd Air Divisions. No losses.

9 a/c (1 Mosquito, 8 P-51s as escort) sortied special mission.
Losses: 1 Mosquito.

12 B-24s sortied on UHF mission, jamming 0447-0900 hours; 1224-1613 hours. No losses.

10 B-24s sortied on leaflet dropping mission over Holland and Germany.
1 a/c aborted. No losses.

C. INTELLIGENCE

1. Enemy Air Opposition

In spite of OAVU weather the GAF made very little effort to hinder any part of today's multiple operations and it is possible that the recent bombing of airfields in NW Germany was a major factor in keeping the enemy on the ground.

The only attack experienced by the bombers was by an FW-190 which shot down a straggling B-17, 5 to 10 miles E of Osnabruck at 1021 hours, before being itself destroyed. Two FW-190s were also seen in the First Division target area but these made no attacks.

Fighter groups patrolling throughout the day and flying a maximum number of sorties encountered relatively few e/a and only report three engagements with enemy formations. The first of these was at 1210 when a squadron of P-51s flying at 2,000 feet observed 20 Me-109s west of Gutersloh flying on the deck towards the front. P-51s engaged and in a combat lasting 20 minutes destroyed 16 and damaged 4. The second was at 1300 hours W of Hamm where P-51s at 12,000 feet observed 15 Me-109s circling airfield and apparently preparing to land - e/a fought aggressively when bounced but our fighters had the advantage of higher altitude and in a combat ranging from 6,000 to the deck, twelve were destroyed and two damaged.

The third took place NW of Kassel at 1525 until 1600 hours. P-51s attacked 15 FW-190s and 15 Me-109s flying at 3,000-6,000 feet. E/A were aggressive and experienced and fought from 10,000 to the deck. Claims however are 24-0-6 for the loss of one P-51.

A further Me-109 was destroyed at 1600 hours 5 miles S of Soest at 3000 feet - a P-51 is also thought to have been lost in this engagement.

Two other Me-109s were sighted at 0925 hours W. of Munster flying North at 10,000 feet but were too far off to be engaged.

Only three jet a/c were sighted, one at 0930 on a southerly course at 30,000 feet in the Meppele area and two others at 1000 on a SW course at 30,000 feet in the Lingen area.

2. Flak

Rheine - meager, accurate.
Hopsten - moderate, accurate.
Munster - intense, accurate
Bielefeld - meager, accurate.
Furstenau - moderate, inaccurate.
Aohmer - meager, inaccurate.
Varell - meager, inaccurate, tracking.
Zwischenahn - meager, inaccurate, barrage.

3. Observations

14 a/c observed on the ground at A/F, 2 miles E of Dummer Iako. Military installation of about 12 buildings seen at approximately 5245-0735 E.

M/Y at Hereford appeared very crowded.

M/Y at Arnhem well filled with approximately 150 cars.

M/Y at Enschede crowded.

M/Y at Mullholland full of rolling stock.

M/Y at Betsenbruck with considerable traffic.

Quackenbruck M/Y filled with freight cars.

Groningen M/Y with considerable activity.

Lingen M/Y much activity reported.

Heavy concentration of fortification reported at 5300N-0630E.

Small factory at Borken (5104N-0917E) with three stacks, all billowing black smoke in complete defiance of our air power. 20-30 box cars in small M/Y adjacent to factory.

Radio station circled by 6 towers with another in center of 4 RV 3961.

Train with 25 plus cars stationary at entrance of tunnel RB0462.

Red Cross train with 15 plus cars stationary at 4 RB 2458.

Oldenburg M/Y filled with 300-400 freight wagons.

4. Damage to Enemy Installations

Vechta A/F - Good to Very Good Results

15 concentrations of mixed GP and IB bombs fell into target area. Three flight hangars - direct hits. Photos showed 2 hangars on fire and the third is 5% destroyed. Control tower, 2 direct hits and burning. Large repair hangar center target area 3 direct hits left it severely damaged. Seven small workshops destroyed or on fire. Motor transport area large workshop severely damaged and on fire; 1 small workshop on fire. Barracks area heavily hit. Of 34 barracks 18 severely burning - 3 severe damage resulted. Smoke covers remainder of hangars and it is impossible to estimate other damage, in this area. 130 hits on main runway - severely damaged. Concentration of bombs fell across main field area and post holed field throughout. At least 12 a/c were visible on the field at time of attack. 7 of these a/c were damaged or destroyed.

Furstenau/Vechtel - Very Good Results

Six concentrations of GP blanketed landing ground. Main weight of bombs in target area. One large hangar, 3 small workshops direct hits. 8 a/c on field - 7 destroyed or damaged. Damage to landing ground severe.

Hesepe A/F - Good Results

2 concentrations on NW portion of landing field with E-W and S W runways. 38 hits on E W Runways. 54 hits on NW-SE runways. Main weight of bombs on landing field adjacent to runways. One concentration fell across the main highway 1 mile SE of A/F.

Hopsten A/F - Good Results

Three full and 1 partial concentration GP fell in target area. 150 bursts on E W Runway. 35 hits on N S runway. 1 concentration one mile N of center and open area. Second concentration extended to E edge of A/F. 15 hits E end of EW Runway. 14 a/c on fields - none damaged.

Achmer A/F - Fair to Good

Four GP concentrations bursts on Landing Field and across three main runways - E-W 53 hits NE-SW; NW-SE 18 and 21 hits respectively. Heaviest concentration out three junctions eliminating the use of runways. Main weight fell on landing ground, 1 concentration fell on and across rail line E edge of A/F. 1 small hangar received direct hits with 18 hits on rail line. 350 bombs in dispersal area. 4 direct hits S SE center A/F. 2 a/c shelters direct hits. 13 a/c on field not hurt.

Rheine A/F - Fair Results.

Three concentrations in area adjacent to SW dispersal area and ; three covered direct hits and many near misses to our shelters. 2 small workshops and two open shelters damaged. At least 3 small explosive fires visible in area. Runways N S and NW-SE hit by ten bombs. 4 a/c on field at time of attack. None damaged. Photos showed much damage previously inflicted on runways and landing field.

Enschede - Very Good Results

Good concentration of bombs on A/F. All runways severely damaged. Covered junction of three runways.

Varrell A/F - Good Results

All patterns except two fell on the field. Most of the patterns centered on or near the NW-SE runway with one pattern extending into the barracks area. 7 small a/c probably fighters were noted, incl. one Me-163 - none were hit.

Plantlunne A/F - Fair to Good

Bombed by 9 squadrons carrying 500 GP and SAP bombs. Patterns blanketed the NW one-half of the A/F with most of the bombs on the field.

Ardorf A/F - Fair Results

Sixteen a/c were noted mostly probably small and medium a/c with one or two Me-163s. None were hit. Rumsay probably severely damaged at this one point.

Varrell-Busch - Very Good Results

A/F attacked by 12 squadrons 4 of which carried 500 lb. GPs and bombed the intersection NW-SE and NE-SW runways and the other 8 bombed the open part of the field to the N. with 150 lb. GPs. 3 squadrons effectively hit the runway intersection with large bombs and seven squadron racked practically all of the open part of the field at the north. One squadron racked half of the large latter termso. 2 a/c noted on the field and 2/3 of the way through the attack, 2 fires probably from burning a/c were noted in what dispersals hidden in the woods.

Steenwijk A/F - Very Good Results

Bombed by 12 squadrons carrying 100-150 and 500 GP bombs. 11 Squadrons blanketed the runway from the last squadron over shows the entire length unusuable One squadron blanketed the small barracks area north of the field.

Zwischenahm A/F - Good Results

Bombed by 6 squadrons carrying 500 GP and 500 S&P bombs. The E-W runway was cut by three patterns, the NE-SW runway hit by 3 patterns and the E and W intersections were blanketed. None of the 7 a/c on field appears to have been hit.

Ziegenhain A/F - Good possibly very Good Results

Bombed by 11 squadrons carrying 500 GP, 250 and 100 GP bombs. 2 patterns 500 GP fell just at the NW corner and one pattern of 150 GP blanketed the small village one-half mile E of the field. The balance of the patterns blanket most of the landing ground.

Nordhorn A/F - Very Good Results

Landing ground blanketed and bursts on open field, hangar, possible on gun emplacement and small auxiliary buildings.

Kirtof A/F - Very Good Results

Landing ground blanketed and hits also seen on nearby road, gun emplacements, perimeter track and small buildings.

Stormede A/F - Very Good Results

Landing ground blanketed by bursts, also hits observed on perimeter track, minor buildings, roads and a few bursts in adjacent open areas.

5. Ground Situation

6th Army Group : First French Army: Nothing to Report.

7th U.S. Army: Thrust by armor and infantry to line R 3954, 4658, 4465, 3561, 2960 and the thrust into Speyer 5180 has broken the enemy bridgehead west of the Rhine between Ludwigshafen and Karlsruhe and into three parts, each of which are being rapidly cleared.

12th Army Group : 3rd U.S. Army: In addition to clearing the remaining enemy West of the Rhine with 7th U.S. army now having a substantial bridgehead E of the Rhine on the line M-4637, 5337, 5539, 5443, 4749, 4444 with elements at 5634, 5934.

1st U.S. Army: The Remagen bridgehead is now expanded to the line F-8102, 8206, 8406, 8409, 8310, 8113, 8118, 7920, 7722, 7523, 7526, 7428, 7531, 7232, 7435, 7239, 7040, 6742, 6843, and line of Sieg River to junction with Rhine.

21st Army Group : 9th U.S. Army: Bridgehead over Rhine being established against light opposition. Right sector of Rhine A 2926, 3027, 3029, Left sector on Rhine 2335, 2337, 2137. Railway line crossed in center at 2732.

2nd British Army: Wesel captured. Right line on Rhine; 1541, 1544, 1345. Left Sector on Line, 0854, 0554, 0354. Strong opposition in Rees, 0752 - Airborne operation in connection with these crossing has gone according to plan.

Airborne Divisions have established contact with ground forces in the area of Schuttwick, 1644 and Dierssordt, 1744. Airborne elements also at 2048. Approximately 2500 P/Ws captured.

6. GAF Activity over England

0001 - 2400 hours - 24 March 1945

	<u>Launched</u>	<u>Landfall</u>	<u>Greater London</u>	<u>Destroyed</u>
Flying Bombs	5	4	1	0

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	2865	4-0-0 A 24-2-28 G	11 a/c
First U.S. T.A.F.	1105	2-0-0	1 a/c
Second TAF	Unavailable		
RAF Fighter Command	Unavailable		
Totals	3970	6-0-0 Air 24-0-28 Ground	12 a/c

Ninth Air Force

Night 23/24 March

Sorties : 31 Intruder Patrol
 10 Attack Communication Centers
 41 a/c

E/A Claims : 1-0-0

Losses : 1 a/c

Day - 24 March 1945

Sorties : 1787 Fighters and Fighter Bombers
 770 Bombers
 267 Reconnaissance
 2824 a/c

Mission : 9th Bomb Division: 770 a/c sortied on two missions bombing flak positions, A/Fs, 3 RR bridges and 3 communication centers.

9th, 19th, 29th TACs: 1787 sorties. Supported the ground forces in break through area E of Rhine.

E/A Claims : 3-0-0 Air 24-2-28 Ground

Losses : 11 a/c (9 Fighters, 2 Bombers)

<u>Misc. Ground Claims:</u>	<u>Destroyed</u>	<u>Damaged</u>
M/T	442	556
AFV	11	25
RR Cars	394	415
Locomotives	24	18
Buildings	166	86
Gun Positions	29	33

SECRET

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

Night - 23/24 March

Sorties : 10 a/c on Intruder Defensive Patrol

Claims & Losses: Nil.

Day - 24 March 1945

Sorties : 916 Fighters and Fighter Bombers
171 Bombers
8 Reconnaissance
1095 a/c

Missions : 42nd Bomb Wing: 171 sorties. Attacked RR Bridges, RR embankments, RR viaducts, RR stations and a M/Y in tactical area.

12th TAC : 653 sorties. Armed Reconnaissance in support of ground forces attacked rail and road movement supply dump, troop concentration E of Rhine.

1st French TAF : 263 sorties. Fighter sweeps in support of ground forces. Escort to bombers. Rail interdiction.

Western French Air Force: 8 Sorties. Tactical Recon.

E/A Claims : 2-0-0

Losses : 1 Fighter

Second TAF

Unavailable.

RAF Fighter Command

Unavailable.

2. Fifteenth Air Force

23 March 1945

171 B-17s and 231 P-51s sortied.

163 B-17s escorted by 211 P-51s dropped 427 tons on Ruhland Oil Refinery, 18 tons on Budejovice M/Y. Losses: 3 B-17s and 1 P-51.

62 B-24s and 38 P-38s sortied.

56 B-24s escorted by 38 P-38s dropped 102 tons on St. Valentin M/Y and 2 tons on T/Os. Losses: nil.

69 B-24s and 13 P-38s sortied.

67 B-24s escorted by 12 P-38s dropped 118 tons on St. Polten South M/Y. Losses: nil.

95 B-24s and 48 P-38s sortied.

87 B-24s escorted by 45 P-38s dropped 156 tons on Kagran Oil Refinery and 8.7 tons on T/Os. Losses: 5 B-24s.

150 B-24s and 31 P-38s sortied.

146 B-24s escorted by 27 P-38s dropped 276 tons on Gmund M/Y. Losses: nil.

165 B-24s and 29 P-38s sortied.

161 B-24s escorted by 27 P-38s dropped 437 tons on St. Valentin Tank Works and 11 tons on T/Os. Losses: 6 B-24s.

Operational Highlights: Program of disabling all remaining operative oil refineries within range was continued by the attacks on Ruhland and Karwan Oil Refineries. The Ruhland attack was closely phased to permit minimum fighters to provide maximum cover and also to allow mutual protection against the bomber formations. Active tank production at Valentin hampered by successful attack will produce immediate advantages on fighting fronts by curtailment of tank deliveries. Austrian communication targets are gradually assuming vital importance due to the continually increasing restrictions on transportation system in this area. The use of closely matched routes to all targets with staggered attacks on Valentin to allow clearance of bomb smoke plus minimum efficient time in the target areas coupled with the same general return route permitted the relatively small number of fighters not needed for the Ruhland penetration to give the remaining 4 wings the best possible target cover in Austria. Very good weather conditions apart from slight haze permitted all groups to bomb visually except 3, which bombed offset method due smoke screen or bomb smoke.

<u>Bombers</u>	<u>Fighters</u>
Sorties : 712 a/c (171 B-17s, 541 B-24s)	Sorties: 390 a/c (231 P-51s, 159 P-38s)
Eff. Sorties: 680 a/c (163 B-17s, 517 B-24s)	Eff. Sorties: 360 a/c (211 P-51s, 149 P-38s)
Tonnage : 1555.7	Claims : Nil.
Claims : Nil.	Losses : 1 P-51
Losses : 14 a/c (3 B-17s, 11 B-24s)	

Fifteenth Air Force

24 March 1945

169 B-17s and 227 P-51s, 62 P-38s sortied.

150 B-17s, escorted by 214 P-51s, 58 P-38s dropped 356 tons on Berlin Marienfeldada Imler Benzol Tank works. Claims: 8-6-0 Air. Losses; 4 a/c (3 B-17s 1 P-51). NYR 10 a/c (6 B-17s, 4 P-51s)

283 B-24s and 75 P-38s sortied.

272 B-24s escorted by 70 P-38s dropped 565 tons on Neuberg Airdrome. Claims: 20-0-0 Ground. Losses: Nil.

150 B-24s and 30 P-38s sortied.

147 B-24s escorted by 27 P-38s dropped 331 tons on Munich Reim A/F and a T/O. Claims and Losses: Nil.

94 B-24s sortied.

92 B-24s dropped 164 tons on Budenovice M/Y and a T/O. Claims & Losses: Nil.

Operational Highlights:

Fortresses have made deepest penetration in 15th Air Force Histroy to attack most important objective in our range. Ruhland, St. Valentine and Kagrau attacks have left no known gas producers in our operational area. Enemy now known to be short of fuel and strong on aircraft so counter air effort included to prevent possible hoarding of reserves for all out comittment of air power. Careful conservation of fuel plus minimum engine time on ground plus rapid rendezvous plus slow climb plus direct route to target plus alert crews allowed 1500 mile round trip to Berlin. Five fighter groups assigned to fortresses to afford strong target cover and light escort on penetration and withdrawal.

Bombers:

Sorties : 696 (427 B-24s, 159 B-17s)
Eff. Sorties: 661
Tonnage : 1413
Claims : 0-0-0
Losses : 4 B-17s

Fighters

Sorties: 304 (227 P-51s, 167 P-38s)
Eff. Sorties: 369
Claims : 8-6-0 A -20-0-0 Ground
Losses: 1 P-51

3. R.A.F. Bomber Command

<u>Day</u> - <u>24 March 1945</u>	<u>Target</u>	<u>Losses</u>
153 Halifaxes	Gladbeck Troop Concentration	1
16 Lancasters		0
6 Mosquitoes		0
155 Halifaxes	Sterkrade M/Y	0
17 Lancasters		0
6 Mosquitoes		0
89 Lancasters)	Dortmund/Hanpenerweg	4
6 Mosquitoes)	Oil Refinery	0
84 Lancasters	Mathias Stinnes Benzol	0
6 Mosquitoes	Plant nr. Bottrop	0
538 a/c		5

Night - 24/25 March 1945

67 Mosquitoes	Berlin	0
8 Mosquitoes	Northeim M/Y	0
2 Mosquitoes	Siren Tour	0
1 Mosquito	Weather Recon.	0
33 Mosquitoes	Bomber Support	0
22 Halifaxes		
7 Liberators		
6 Fortresses		
1 Halifax)	Signals Investigation	0
2 Mosquitoes)	Patrol	0
149 a/c		0

4. First Allied Airborne Army

Ninth TCC

906 C-47 towing 897 gliders sortied dropping the 17th U.S. Airborne Division in assigned dropping zones from 1000-1059 hours with satisfactory results. Weather: CAVU with smoke and haze in target area. Flak: moderate, intense. E/A Opposition: 10-15 u/i a/c sighted in assigned areas - no combat. Losses: 32 a/c NYR: 47 a/c.

52nd T.C. Wing

243 C-47s, C-53s and 399 glider tug combinations sortied dropping the Sixth British Airborne Division in assigned areas from 1000-1056 hours. Weather: CAVU with ground haze. E/A Opposition: nil. Losses: 13 a/c.

S E C R E T

18th Group

300 glider tug combinations sortied dropping the 6th British Airborne Division with satisfactory results. E/A Opposition: Nil. Losses: 6 a/c.

46th Group

120 glider tug combinations sortied supporting the 6th British Airborne Division operations. E/A Opposition: Nil. Losses: 1 a/c.

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

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

S E C R E T

6
Lead Crew
1 ea Bomb Sq.

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 24 March 1945
13 CBW FO 79
13 CBW OPS 304
3 AD FO 619

SUBJECT: Supplement to Tactical Report (Steenwijk, Holland)

TO: Colonel Shuck - 95th

1. Corrections:

a. Paragraph 4, C, (2), (f), page 6: last sentence to read - An element was out of position.

b. Paragraph 6, b, page 10: to read - 100 Group installed 2 scope and 9 vertical cameras, 1 and 7 of which took pictures: 1-16mm negative roll received. PFF A/C 8790, film claw jammed on H2X camera. A/C 2649, No. 4 in 100C, returned early. A/C 7994, No. 4 in 100A, camera was frozen.

2. Tabulation of Bombings:

Bomb Load:	390	A,B:	38 x 150 GP
		C,D:	38 x 100 GP
	95		14 x 500 GP
	100	A,B:	38 x 150 GP
		C,D:	38 x 100 GP

Method of Release: 100' Train

Group:	Length:	Width:	1000':	2000':
390A:	1750'	1500'	94%	100%
B:	1715'	1230'	97%	100%
C:	1700'	800'	90%	98%
D:	1825'	800'	83%	100%
Average:	1745'	1080'	91%	99%
95A:	2100'	800'	60%	96%
B:	1750'	1625'	82%	100%
C:	1950'	575'	11%	70%
D:	990'	650'	90%	100%
Average:	1700'	912'	61%	92%
100A:	3175'	725'	50%	100%
B:	3275'	760'	0	0
C:	2822'	1260'	3%	60%
D:	2700'	800'	84%	100%
Average:	2993'	886'	36%	65%

13 CBW Average:

2146' 957' 62.8% 85.3%

3. The above table is neither a true, nor a correct comparison, of either pattern length or percentages. The only true comparison can be made in pattern width. The length of the 100 Group patterns, is approximately what is to be expected releasing 38 bombs from 24 stations. The length for a single A/C should be 2300'; consequently, all Squadrons did well, especially 100D.

has shown that 95 and 390 Groups have rewired the

4 Photography:

Two out of four sets of scope photographs, from 95 Group, were not plottable because of poor adjustments on scope brilliance. One *ready* scope camera from 100 Group malfunctioned. Photography by 390 Group was excellent.

100 Group, again, failed to comply with instructions in 13 CBW R-95-A, dated 9 March 1945.

Wing Commander's Comments:

Lt. Col. Pennybaker, leading the Wing failed to follow the briefed flight plan; consequently, he was 1300' low at CP 2, 900' high at the IP, and 600' high at the target. This is poor leadership in appearance, and is inexcusable for Lt. Col. Pennybaker who is an experienced leader.

Sept. Brittingham, leading 95 Group, failed to follow the flight plan by not maintaining standard rates of climb; consequently, he was 1500' low at CP 2, and 500' low at the IP. Therefore, a climb to IP-Target run was necessary. This is poor leadership and lack of consideration of the bombardier's problem.

Major Gibbons, leading 100 Group was 1000' high at CP I, and at 100A, C, and D circling in the target area, while 100B made a *run*. The first case, shows poor leadership; the second, shows poor judgement, knowing a second mission was scheduled and knowing the conditions and depth of this penetration.

Lt. Tolliver, the lead bombardier in 100B, made two mistakes which indicate that either he does not have the qualifications of a lead bombardier, or he has not received proper training from the lead crew section. In the first place, Lt. Tolliver was not familiar with the M/C in which he flew; secondly, he took it upon himself to change his AP, when there was no reason why the assigned MPI could not be attacked. The effort of 100B was wasted because of bombardier error.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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