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CONFIDENTIAL

8 APR 1945

SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT NO. K. 4165

LOCALITY: HAMBURG - Blohm and Voss Shipyard.

PERIOD COVERED: From 1330A hours on 22 MAR 1945 to 1215B hours on 7 APR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	30 MAR 1945	3488	5/10 to 8/10 cloud.
R.A.F. BOMBER COMMAND	31 MAR 1945	----	8/10 cloud.

PROVISIONAL STATEMENT ON DAMAGE

There is only slight new damage in the Blohm and Voss U-boat yard. A smithy shows a small area of fresh roof stripping and a small unidentified building has been severely blast damaged.

At the Western end of the yard, in the Norder Elbe, a merchant vessel approximately 200/250 feet in length has been sunk with only a portion of the superstructure and the stack protruding above the surface of the river.

West of the target on the quay between Vor and Kohlenschiff Hafen, at least seven unidentified medium/small buildings have been severely damaged.

(Prints 4091-94)

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

PHOTOGRAPHS TAKEN BY: 542 Squadron.

SORTIE: 106G/5200.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1215B hours on 7 APR 1945.

SCALE: 1/7,100 (F.L.36").

COVER AND QUALITY: Full and good, small amount of cloud.

LAST REPORT: K. 4165 (Immed) dated 3 APR 1945.

COMPARATIVE SORTIE USED: 106G/4902 (3281-85)

PRINT DISTRIBUTED: None.

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INTERPRETATION REPORT S.A. 3490

ATTACK ON HAMBURG (FINKEN WARDER) SUBMARINE BUILDING YARD on 30 MAR 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 26, with full fighter escort
- (b) Command : U.S. 8TH AIR FORCE
- (c) Time : 1325 - 1349 A hrs.
- (d) Bombs : 312 X 500 lb. G.P.

(ii) DETAILS OF THE ATTACK:

(a) A concentration of at least 60 bursts is seen in the center of the target area with direct hits on assembly shops, near hits on U-BOATS in floating dry dock, and hits in stores and dumps. Severe damage to a heavy assembly shop, two fires in a probable assembly shop and the absence of three of the U-BOATS in floating dry docks are noted on photographs taken late in the attack. A late group of bursts in the target area is visible on very poor quality prints which prevent accurate plotting.

(b) Hits on the target are seen as follows: (Numbers refer to those used on the plan in the target folder).

Heavy assembly shop (26) - 3 direct and 2 near hits.

Probable assembly shops (12 and 13) - 13 hits with two fires visible.

U-BOATS in floating dry dock in RUSCH BASIN - 5 very near hit

Stores dumps (14) - 3 hits in the area.

Timber stores (27) - 15 hits in the area.

Slips (1-6) - A total of at least three possible hits on number 5 and 6.

Many bursts seen in the target area have scored hits on small unidentified building and rail lines connecting the various sections of the works.

(c) Other Bursts: A group of approximately 20 H.E. bursts is seen in the ELBE RIVER immediately North of the target.

(iii) ACTIVITY:

(a) HAMBURG/FINKENWARDER AIRFIELD

1. No aircraft are visible.
2. Except for a few unfilled craters, the landing ground appears serviceable.

(b) HAMBURG/ALTONA AIRFIELD

1. The field is fully covered on hazy, poor quality photographs.
2. No aircraft are visible.
3. The landing ground appears serviceable.

(iv) ANNOTATED PRINTS (SAV 385/1199-7,9)
(SAV 486/1038-7,8)

Two stereo pairs showing a concentration on the target and damaged facilities later in the attack.

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31 MAR 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 4150

LOCALITY: HAMBURG Oil Refinery of Europaische Tanklager u. Transport A.G. and Port Area.
Blohm and Voss U Boat Yards.

PERIOD COVERED: Between 1000B hours on 26 JUN 1944 and 1445A hours on 30 MAR 1945

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	30 MAR 1945	Not Available	Clear

PROVISIONAL STATEMENT ON DAMAGE:

Europaische Tanklager u. Transport A.G. and Port Area:

A large area of burning oil is seen in the vicinity of two large tanks in the S.E. corner of Storage area (9), and in the extreme N.W. corner of the same area, some smaller tanks are on fire. In Storage area (10), at least three large tanks are on fire, and other conflagrations are located in the railway sidings immediately S.W. of these. The above numbers refer to Illustration No. 1(a)(ii)5/17.

No statement on the Port area is possible, owing to the quality of the photographs.

(Prints 4022/3)

Blohm and Voss U Boat Yards:

A single print of fair quality shows thick plumes of black and white smoke emanating from what appears to be the target area. It is impossible to be more concise until further cover is available.

(Print 7008)

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

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: US7GR/92D.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1445A hours on 30 MAR 1945.

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

COVER AND QUALITY: Full, smoke and cloud covered.

LAST REPORT: K. 2510 (3 JUL 1944) and K. 4046 (23 MAR 1945).

COMPARATIVE SORTIE USED: US7GR/2134 (3009), 106G/4992 (4181/3).

PRINT DISTRIBUTED: None.

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JHK/RAC

DISTRIBUTION NO. 24-C

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INTERPRETATION REPORT S.A. 3488

ATTACK ON HAMBURG/BLOHM & VOSS K.G. SHIPYARD ON 30 MAR 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

(a) No. of aircraft : 301, fully escorted.
(b) Command : U.S. 8th AIR FORCE.
(c) Time : 1318 - 1346A hours.
(d) Bombs : 430 x 1000 lb. G.P.
2300 x 500 lb. G.P.
304 x 150 lb. G.P.
777 x 100 lb. I.B.

(ii) DETAILS OF THE ATTACK:

(a) Approximately ten groups of bursts are seen in and near industrial areas, shipbuilding areas, storage areas, and an airfield all of which are in the surrounding areas of the BLOHM and VOSS K.G., Shipyard. As the photographs are partially smoke obscured and 5/10 to 8/10 cloud obscured, an intense interpretation is impossible.

(b) Bursts are seen as follows: (All distances are measured from the main slips of the BLOHM and VOSS K.G., Shipyard).

1. A group of at least 45 bursts are seen, six miles East-Southeast, blanketing a rail junction, with approximately five bursts extending into the area of the KLOCKNER FLUGMOTORENBAU G.m.b.H. and probably scoring hits on some of the components.
2. One group of approximately 40 bursts are seen in an industrial area, 1000 yards Southeast, with probable hits on the BLOHM and VOSS K.G., (OSTHALLE FACTORY), the grain warehouse of HAMBURGER GETREIDE LAGERHAUS A.G., and other industrial components that are unidentified.
3. One group of at least 40 bursts are seen in the waterway and across the mole, with three near hits to a probable merchant vessel, near hits to at least four barges, probable hits on a group of storage tanks, and probable hits on some unidentified industrial type buildings. One string of 16 bursts in the waterway and extending across the quay into the area of HOWALDTS-WERKE A.G. SHIPYARD, with hits among barges and goods wagons, 1500 yards Southwest.
4. An undetermined number of bursts are seen on or near the JULICES SCHINDLER OILWERKE G.m.b.H. and the DEUTSCHE ERDOL A.G., 2 miles Southwest.
5. Two and one half miles South-Southwest, in the area of the ZINNWERKE WILHELMSBURG G.m.b.H. copper works, is seen a group of approximately 12 bursts.
6. One group of approximately 35 bursts is seen in a lightly built up area and across what appears to be a stadium; five scattered bursts in the Southwest corner of the HAMBURG/FUHLBOTTEN landing ground, 6-1/2 miles North.
7. A group of at least 30 bursts are seen in a business/residential area, 4-1/2 miles North.
8. One group of approximately 20 bursts in a business/residential area 1600 yards Northeast.
9. Approximately 12 bursts are seen starting in the edge of a cemetery and extending into a business/residential area, 2400 yards North-Northwest.

10. Twelve bursts are seen in a waterway, 300 yards West.

(iii) ACTIVITY

(a) MARSHALLING YARDS

1. HAMBURG/LANGENFELDE

The yard is covered on poor quality photographs.
The sidings are moderately loaded.

2. HAMBURG/ROTHENBURGSORT

Only the Northwest half of the yard is covered.
The part covered is moderately loaded.

3. HAMBURG/WILHELMSBURG

The yard is covered on small scale partially cloud obscured photographs.
The sidings are heavily loaded.

(b) AIRFIELD

1 HAMBURG/FUHLS BUTTEL

The Northwestern portion of the field is cloud obscured.
Two aircraft are visible in shelters on the Eastern side.
The landing ground appears serviceable.

(iv) ANNOTATED PRINT: None to be issued.

(v) BOMB PLOT: None to be issued.

(vi) PHOTOGRAPHS RECEIVED:

SAV 34/766,767,768	30 MAR 1945	1524A	hrs.	1/43,500 (F.L.7")	25,600' 'B & C'
SAV 94/1592,1596,1597	"	1324A	"	1/42,800 (F.L.7")	24,900' 'B & C'
SAV 95/1682,1685,1686	"	1335A	"	1/42,800 (F.L.7")	24,950' 'B & C'
SAV 96/1035,1036	"	1346A	"	1/42,000 (F.L.7")	24,400' 'B & C'
SAV 100/1507	"	1334A	"	1/41,100 (F.L.7")	23,890' 'B'
SAV 385/1200	"	1518A	"	1/42,800 (F.L.7")	25,000' 'B'
SAV 447/1162,1164	"	1330A	"	1/42,400 (F.L.7")	24,600' 'B & C'
SAV 493/838,839,840	"	1318A	"	1/41,500 (F.L.7")	24,300' 'B'
0 34/262-1,2,3,4,5,6,	"	Unknown		Oblique (F.L.6-3/8")	25,750' 'B'

6
Lead Crew
as Bomb #

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

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 30 March 1945
13 CBW FO 85
13 CBW OPS 307
3 AD FO 626

SUBJECT: Tactical Report (HAMBURG, GERMANY)

TO Colonel Shueh - 95

1. Information Concerning the Targets: a. The 1st priority target (visual) for 13A and B was the Engine Erecting Shop of the Blohm & Voss K.G. Shipyard, 2 miles SW of the center of Hamburg, Germany.

b. The 1st priority target (visual) for 13C was the Submarine Slips of the Blohm & Voss K.G. Shipyard, 2 miles SW of the center of Hamburg, Germany.

c. The 2nd priority target (H2X) for all Groups was an industrial area 3000 yards E of the visual primary, and 2 miles S of the center of Hamburg, Germany.

d. No 3rd priority target was assigned and no targets of opportunity were to be attacked.

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Assigned Target:
(1) 93 A, B, C, D:			Hamburg
(a) 385	12 x 500 GP	36 A/C	
(b) 493	12 x 500 GP	36 A/C	
(c) 490	6 x 1000 GP	36 A/C	
(d) 34	12 x 500 GP	36 A/C	
(2) 4 A, B, C, D:			Hamburg
(a) 94	12 x 500 GP	36 A/C	
(b) 447	12 x 500 GP	36 A/C	
(c) 486	38 x 100 GP	36 A/C	
(d) 487	38 x 150 GP	36 A/C	
(3) 13 A, B, C:			Hamburg
(a) 100	6 x 1000 GP	36 A/C	
(b) 95	6 x 1000 GP	36 A/C	
(c) 390	12 x 500 GP	36 A/C	
(4) 45 A, B, C:			Hamburg
(a) 96	12 x 500 GP	36 A/C	
(b) 388	12 x 500 GP	36 A/C	
(c) 452	12 x 500 GP	36 A/C	

b. Availability: Airborne:

(1) 95	Reg: 46 A/C 52 C/C	34 A/C
	Lead: 12 A/C 8 C/C	4 A/C
(2) 100	Reg: 43 A/C 44 C/C	34 A/C
	Lead: 12 A/C 7 C/C	4 A/C
(3) 390	Reg: 41 A/C 56 C/C	34 A/C

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

c. Non-effective Sorties and Returning Spares: None.

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

(1) 95: A: H2X set had poor definition for bombing.

(2) 100: D: Personnel error in operation of H2X equipment on the bomb run.

(3) 390: B: H2X equipment failure.

e. A/C Outstanding: None.

f. A/C Landing Away From Base:

(1) 95: A/C 8144: 336 Sqdn "O" - Pilot Major Aldendifer - Battle damage - Landed at Woodbridge - Sortie.

3. Navigation:

Position	Flight Plan	AL: N:	13A (100) Lt. Col. Price Lt. Wild	13B (95) Lt. Col. Loose Lt. Arterburn	13C (390) Capt. Wilkinson Lt. Webster
BU 11	20000 ⁰		20000 ⁰ 1 min. early on course	20000 ⁰ on time 3 mi. right	20000 ⁰ on time on course
CP 1	20650 ⁰		20500 ⁰ 1½ min. early on course	21000 ⁰ 3 min. early 5 mi. right	21000 ⁰ 2 min. early 5 mi. right
CP 2	24750 ⁰		23000 ⁰ 2 min. early on course	23500 ⁰ 3 min. early 1 mi. left	23700 ⁰ 4 min. early on course
IP	25000 ⁰		25300 ⁰ 4 min. early 4 mi. right	25000 ⁰ 4½ min. early on course	25500 ⁰ 5 min. early 1 mi. left
TGT	25000 ⁰		25300 ⁰ (2nd priority)	25000 ⁰ (2nd priority)	25500 ⁰ (2nd Priority)
RP	24000 ⁰		24000 ⁰ 3 min. early on course	24000 ⁰ 4 min. early on course	25000 ⁰ 4 min. early 3 mi. right
CONT'L COAST	24000 ⁰		23500 ⁰ 3 min. early on course	24000 ⁰ 2 min. early on course	22000 ⁰ 3 min. early on course
CP 3	15000 ⁰		15000 ⁰ on time on course	16000 ⁰ 2 min. early 3 mi. left	17000 ⁰ 2 min. early 2 mi. left
ENG COAST	Minimum		2000 ⁰ 14 min. early on course	2000 ⁰ 16 min. early 4 mi. right	2000 ⁰ 22 min. early on course

a. Assembly: 13A assembled over Buncher 28, 13B over Buncher 23 and 13C over Buncher 11. Assembly altitude was 18000⁰. Wing assembly was completed at Felixstowe and the proper interval in the Division Column was taken at CP 1.

b. Route: The route was flown essentially as briefed to the IP. Bombing altitude was reached 15 minutes prior to the IP. 13A was forced to overshoot the IP four miles because of interference from the 487 Group. Individual H2X runs were started on the 2nd priority target. The Wing was not completely reassembled at the RP because of interference from other Groups of the Wings ahead. However, they were reassembled shortly after the next turning point. The briefed route was followed to the bases.

At Felixstowe the Wing Leader was notified to cross CP 2 at 22000⁰. Evidently the Division Leader did not receive this message, for at CP 1 the Wings ahead were considerably higher and all Groups were

C O N F I D E N T I A

c. Weather: Over the bases at take-off, there were 2-3/10 cumulus at 2000⁰ with 10 mile visibility. Enroute to the target there were 2-3/10 cumulus increasing to 5-7/10 below 8000⁰, and nil-2/10 cirrus from 20-25000⁰ increasing to 5-8/10 in target area. In the target area there were 5-6/10 cumulus below 8000⁰ with 20-30 miles downward visibility. On the return route the weather was the reverse of the route in with occasional swollen cumulus tops 18-20000⁰ at Continental Coast and Eastern North Sea. Over the bases on return there were 2-4/10 cumulus at 2-3000⁰ and 8-10/10 cirrus above 20000⁰. Visibility was 8-15 miles. Light non-persistent contrails formed at 25000⁰. Average winds enroute were 240/60K with 236/77K in the target area.

d. Failures: Equipment: None.

4. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	2nd P 38 A/C 212 x 1000 GP	1 A/C 2 x 1000 GP	2 A/C 5 x 1000 GP
100	1st P 38 A/C 218 x 1000 GP	2 A/C 2 x 1000 GP	
390	2nd P 35 A/C 386 x 500 GP 10 x T342	4 A/C 42 x 500 GP	

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

b. 13A (100 Group)

Squadrons:	A	B	C	D
Lead A/C No.	776	209	696	719
Target:	1st Priority	1st Priority	1st Priority	1st Priority
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	10	9	10
Bomb Load:	6x1000 GP	6x1000 GP	6x1000 GP	6x1000 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	25000°	25250°	24200°	23890°
Ind:	25500°	25800°	24700°	24400°
True Heading:	060	026	018	027
Drift:	1 R	10 R	12 R	5 R
Trail Change:	Added 5 mils	None	Added 7 mils	Added 10 mils
Ground Speed:	320 MPH	285 MPH	285 MPH	290 MPH
Tan. D.A.	.674	.62	.64	.648
Time of Release:	1333	1333	1333	1334
C-1	Yes	Yes	Yes	Yes
Pattern: Length:			1250°	
Width:			1250°	
Errors: Range:				
Def:				
Radial:				
Percent: 1000°				
2000°				
Damage:	Probably NIL	NIL	NIL	Probably NIL
Crew: AL:	Lt. Col. Price	Maj. Ferbrache	Lt. Ellis	Lt. Hellerich
P:	Capt. Williams	Capt. Blanding	S/Sgt. Kendig	S/Sgt. Platzner
TG:	Lt. Blockson	Lt. Reisser	Lt. Romanowski	Lt. Duncan
N:	Lt. Wild	Lt. Bittman		
AN:	Capt. Roesel			
(No. of Leads) B:	Lt. (18) Orendorff	Lt. (16) Belimow	Lt. (13) Snyder	Lt. (4) Shuirba
(Missions) RN:	Lt. (21) Gately	Lt. (15) Jenista	Lt. (21) Turner	P/O (4) Clinton

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b. 13A (100 Group)

Squadrons:	A	B	C	D
Lead A/C No.	776	209	696	719
Target:	1st Priority	1st Priority	1st Priority	1st Priority
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	10	9	10
Bomb Load:	6x1000 GP	6x1000 GP	6x1000 GP	6x1000 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	25000°	25250°	24200°	23890°
Ind:	25500°	25800°	24700°	24400°
True Heading:	060	026	018	027
Drift:	1 R	10 R	12 R	5 R
Trail Change:	Added 5 mils	None	Added 7 mils	Added 10 mils
Ground Speed:	320 MPH	285 MPH	285 MPH	290MPH
Tan. D.A.	.674	.62	.64	.648
Time of Release:	1333	1333	1333	1334
C-1	Yes	Yes	Yes	Yes
Pattern: Length:			1250°	
Width:			1250°	
Errors: Range:				
Def:				
Radial:				
Percent: 1000°				
2000°				
Damage:	Probably NIL	NIL	NIL	Probably NIL
Crew: AL:	Lt. Col. Price	Maj. Ferbrache	Lt. Ellis	Lt. Hellerich
P:	Capt. Williams	Capt. Blanding	S/Sgt. Kendig	S/Sgt. Platzner
TG:	Lt. Blockson	Lt. Reisser	Lt. Romanowski	Lt. Duncan
N:	Lt. Wild	Lt. Bittman		
AN:	Capt. Roesel			
(No. of Leads) B:	Lt. (18) Orendorff	Lt. (16) Belimow	Lt. (13) Snyder	Lt. (4) Shuirba
(Missions) RN:	Lt. (21) Cately	Lt. (15) Jenista	Lt. (21) Turner	F/O (4) Clinton

C O N F I D E N T I A

(1) Narrative:

100A: After the turn at the IP, the R/N picked up the target and proceeded to set up course. The bombardier was clutched in at 11 miles and subsequent rate checks of 10, 9, 8, and 7 miles were completed. After the 7 mile check, however, the formation broke out of the weather, and the bombardier was able to pick up the target, which was considerably off to the right of course. The bombardier immediately altered course 30 degrees to the right and positioned the cross hairs on the smoke and haze, which covered the MPI, by using check points outside the target. Only a few seconds were allowed for synchronization before the BRL. H2X operated satisfactorily the entire route.

100B: The R/N identified the target in the scope at 40 miles. After the turn at the IP, the R/N proceeded to set up course and clutched the bombardier in at 11 miles. After the 9 and 7 mile rate checks, the bombardier was able to pick up the target area visually and found that synchronization by the R/N was 1 mile left of the target. With the outside course knob the bombardier displaced the cross hairs on the target area, because the assigned MPI had been covered by smoke and haze. With only 30 seconds to the BRL the bombardier refined synchronization as much as possible. Drift in this Squadron is apparently incorrect. According to target winds drift should have been approximately 5 degrees R. H2X set operated satisfactorily.

100C: The R/N had identified the target in the scope at 45 miles. After the turn at the IP, the R/N clutched the bombardier in at 11 miles and rate checks of 10 and 9 miles were made. The bombardier, after the 9 mile check, identified the target visually. A few course corrections to the right were made and with 20 seconds to the BRL, the bombardier proceeded to synchronize on what he thought was the assigned MPI. H2X equipment operated satisfactorily.

100D: Radar equipment failed 30 miles from the BRL. The decision was then made to follow in trail with 100C and drop on its smoke bombs. However, 20 seconds from the BRL, the bombardier was able to identify the target area. With the aid of the "hot plate" and using check points outside the target area, the bombardier positioned the cross hairs on what he considered the assigned MPI, which was obscured by smoke, haze, and contrails. H2X was inoperative for bombing, because the R/N did not properly adjust the radar sweep. This was a personnel error.

(2) PI:

100A: No bursts of any bombs dropped by 100A are visible. According to computations based on the bomb trajectory chart and the location of the smoke bombs in late pictures of the camera sorties, the bombs probably fell in water and fields 1 1/2 miles SW (short) of the 1st priority target.

100B: The only set of pictures taken by 100B show 10/10 undercast. Photographs taken by 100C show a Squadron's pattern, which in all probability is that of 100B, in water and on the Oil Refinery of Europäische Tanklager Transport, A.G., which is 2 3/4 miles W (left) of the 1st priority target. No fires were started, but the main concentration of bombs fell on portions of the oil installations. Smoke and clouds prevents a detailed interpretation, as well as the measurement of the bomb pattern.

100C: The bombs from 100C fell in a concentrated industrial area 4 3/4 miles WNW (left) of the 1st priority target. About 3/4 of the bombs hit on the factory buildings, while the remainder fell in the Elbe River.

100D: No bursts of any bombs dropped by 100D are visible. According to computations based on the bomb trajectory chart and the location of smoke bombs in late pictures of the camera sortie, the bombs probably fell about 3/4 mile S (right) of the 1st priority target in water and on a small dock area.

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

(3) Bombing Malfunctions: A/C 383: jettisoned 1x1000 GP over the North Sea. This was due to a B-10 shackle malfunction over the target. A/C 975: jettisoned 1x1000 GP just prior to the RP. This was due to a B-10 shackle malfunction.

c. 13B (95 Group)

Squadrons:	A	B	C	D
Lead A/C No.	8230	8210	8667	8144
Target:	2nd P	2nd P	2nd P	2nd P
A.P.	-----Unable to identify-----			
A/C Releasing:	9	11	9	9
Bomb Load:	6x1000 GP	6x1000 GP	6x1000 GP	6x1000 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	24490°	25900°	23950°	23800°
Ind:	25000°	26000°	24500°	23900°
True Heading:	025	021	024	027
Drift:	11 R	6 R	7 R	Unknown
Trail Change:	-2 mils	None	-2 mils	None
Ground Speed:	300 MPH	300 MPH	295 MPH	296 MPH
Tan. D.A.	.64	.53	.66	
Time of Release:	1334	1335	1335	1335
C-1	Yes	Yes	Yes	
Pattern: Length:	1275°			
Width:	1275°			
Errors: Range:				
Def:				
Radial:				
Percent: 1000°				
2000°				
Damage:	NIL	NIL	Probably NIL	Probably NIL
Crew: AL:	Lt. Col. Losee	Capt. Philpott	Maj. Weaver	M. O'Quendifer
P:	Lt. Taylor	Lt. Brown	Lt. Jensen	Lt. Parrish
TG:	Lt. Murray	S/Sgt. Malloy	S/Sgt. Olsen	S/Sgt. Dament
N:	Lt. Arterburn	Lt. Hadlock	Lt. Sorenson	Lt. Manzler
AN:	Capt. Shirey			
(No. of Leads) B:	Lt. (9) Carter	Lt. (9) Waters	Lt. (10) Zultz	Lt. (4) Watt
(Missions) RN:	Lt. (20) Webber	Lt. (10) Urankar	Lt. (26) Painter	Lt. (20) Baldie

95A: After the turn at the IP, the R/N proceeded to set up course. The R/N, however, had difficulty holding the target in the scope on the run. Consequently, he was able to give only the 11 and 9 mile checks. These checks were slow and required adjustments. Prior to the BRL the weather cleared to enable the bombardier to identify the target area, which was 5 miles right of course. Because a Squadron was paralleling course to the BRL a course correction was not possible. H2X equipment operated with poor definition at altitude, resulting in the target breaking up on the bomb run. The R/N could not make rate or course corrections after the 9 mile check, because target returns broke up entirely. Cause not accurately determined at present time.

95B: The R/N picked up the target at 40 miles and at the IP, took over and proceeded to set up course. The bombardier was clutched in at 11 miles and subsequent rate checks of 9, 8, and 7 miles were made. 95B had to climb 500' on the bomb run because of contrails from preceding Squadrons. At the BRL, enough breaks in the clouds enabled the bombardier to put the cross hairs on what appeared to be the target. No course or rate corrections were possible. H2X equipment operated satisfactorily.

95C: After the turn at the IP, the R/N took over and proceeded to set up course picking up the target in the scope at 35 miles. The bombardier was clutched in at 11 miles and subsequent rate checks of 10, 9, 8, and 7 miles were made. At the BRL, enough breaks in the clouds enabled the bombardier, by using the outside knob, to put the cross hairs on what appeared to be the target. Course or rate corrections were not possible. H2X equipment operated satisfactorily the entire route.

95D: Lead A/C received flak damage over the target after bombs away, and returned to Woodbridge. The deputy leader took over the formation for the remainder of the route. Information (for 95D) in the above table was reported by the deputy leader. However, it is believed an H2X run was made on the 2nd priority target, and that H2X equipment operated satisfactorily.

(2) PI:

95A: The bombs from 95A fell in the Elbe River 4 1/2 miles WNW (left) of the 2nd priority target.

95B: About 8 bombs dropped by 95B are visible bursting in water and a dock area 2 miles E (right) of the 2nd priority target.

95C: No bursts of any bombs dropped by 95C are visible. According to the location of the smoke bombs in late pictures of the camera sorties, and computations based on the bomb trajectory chart, the bombs probably fell about 1 mile SSW (short) of the 2nd priority target in water and the dock areas.

95D: According to computations based on the bomb trajectory chart and the location of the smoke bombs in late pictures of the camera sorties, the bombs probably fell about 2 1/2 miles S (short & right) of the 2nd priority target in an area containing fields, water, & scattered buildings.

(3) Bombing Malfunctions: 95A: A/C 8584 returned 3x1000 GP because of flak damage to the racks. 95B: A/C 8826 jettisoned 2x1000 GP at 5237-0303 because of rack malfunctions over the target. 95C: A/C 8269 returned 2x1000 GP because of rack malfunctions.

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

d. 13C (390 Group)

Squadrons:	A	B	C	D
Lead A/C No.	837	447	749	127
Target:	2nd P	2nd P	2nd P	2nd P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing	10	9	6	10
Bomb Load:	12x500 GP	12x500 GP	12x500 GP	12x500 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	24800°	24750°	24850°	23950°
Ind:	25500°	25450°	25400°	24500°
True Heading:	348	354	010	003
Drift:	15 R	14 R	14 R	16 R
Trail Change:	None	None	None	None
Ground Speed:	266 MPH	320 MPH	280 MPH	296 MPH
Tan. D.o.A.	Not obtainable because of reporting negligence			.67
Time of Release:	1336½	1336½	1336½	1336½
C-1	Yes	Yes	Yes	Yes
Pattern: Length:		2225°	2650°	
Width:		1775°	1775°	
Errors: Range:				
Def:				
Radial:				
Percent: 1000°				
2000°				
Damage:	NIL	NIL	NIL	NIL
Crew: AL:	Capt. Wilkinson		Capt. Howe	Lt. Proffatt
P:	Lt. Tracy	Lt. McKellar	Lt. McDonald	Lt. McKinney
TG:	Lt. Arnold	Sgt. Seabolt	Sgt. Bass	Sgt. Gaeto
N:	Lt. Webster	Lt. Koder	Lt. Hilker	Lt. Barrett
AN:	Capt. McInerney			
(No. of Leads) B:	Lt. (18) Pace	Lt. (7) Wills	Lt. (6) Strickland	Lt. (1) Goldstein
(Missions) RN:	Lt. (21) Robinson	Lt. (4) Beddow	P/O (7) Zebell	Lt. (5) Cude

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

(1) Narrative:

390A: After the maneuver at the IP, bomb bay doors were opened and the R/N proceeded to set up course. The bombardier clutched in at 11 miles. However, before further rate checks were made, the bombardier picked up an unidentified dock area to the left of course. A correction to the left was made and synchronization appeared to be fair at bombs away. The H2X equipment was used on the bomb run, but the azimuth stabilization was inoperative and considerable interference on the scope was experienced.

390B: Because of H2X equipment failure, 390B trailed 390A on the bomb run until an erratic turn to the left was made by 390A. 390B was unable to follow 390A on this maneuver, and continued on course to drop on smoke flares of a preceding Squadron. Bombardier was unable to pick out the assigned target. The H2X equipment had weak range and could not be used for bombing. The cause is not determined at the present time.

390C: The R/N picked up the target in the scope at 50 miles. After the maneuver at the IP, the R/N proceeded to set up course. The bombardier was clutched in at 11 miles and subsequent rate checks to 7 miles were made. One minute from the BRL the bombardier picked up and synchronized on what he thought was the target. H2X equipment operated satisfactorily.

390D: The R/N picked up the target in the scope at 40 miles, and after the turn at the IP, the attack was initiated on a true heading of 025 degrees. The bombardier was clutched in at 11 miles and subsequent rate checks of 9, 8, and 7 miles were made. The bombardier picked up what he thought was the target 25 seconds from the BRL. One correction to the right was made before bombs were released. H2X equipment operated satisfactorily the entire operation.

(2) PI:

390A: The bombs from 390A fell 1 3/4 miles SW (left) of the 2nd priority target in an area containing fields, water, a few scattered factory installations. Clouds and smoke obscure most of the pattern.

390B: The bombs from 390B fell 3 1/2 miles SW (left) of the 2nd priority target in fields and water.

390C: The bombs from 390C fell in the South portion of the Oil Refinery of Europaische Tanklager Transport A.G., 3 miles WSW (left) of the 2nd priority target. Bombs are visible hitting in the water, fields, and on the M/Y, where an explosion occurred, and the oil storage tank area. Smoke obscures a portion of the pattern.

390D: The bombs from 390D fell in fields 3 1/2 miles WSW (left) of the 2nd priority target.

(3) Bombing Malfunctions: 390C: The lead A/C, 749, accidentally released a smoke bomb (cause unknown as yet) 5 1/2 minutes from the BRL. A/Cs 607, 812, and 196 jettisoned their entire bomb loads on this signal. A/C 169 also released on this signal, however, 6x500 GP had temporarily hung up, but were released on the 2nd priority target.

5. Communications: a. VHF: (1) Discipline within the Wing on Channel A was poor. Communication between Air Leaders, however, was good. The radios worked very well and the frequency was jammed only slightly prior to reaching GP 2. Group leaders contacted Squadron leaders readily with exceptions at times due to the poor discipline among themselves.

(2) Channel B communications were very good. There was some confusion during the Division assembly between Relay and Arrowswift. This was due to the Relay A/C checking in to Arrowswift with improper R/T procedure. These transmissions caused Wing leader to miss important assembly information. The weather information was received from Kodak scouting force by the Wing Leader and the information was passed back to other Air Leaders.

sent progress reports to Colgate and had good contact with fighter support.

b. W/T: (1) Strike and Progress reports are tabulated as follows:

100A	CP1	CP2	TGT	CP3
Flight Plan	1218	1247	1336	1414
ATA	1216	1243	1333	1417
TOD	1225	1253	1343	1417

95A	1220	1249	1338	1416
Flight Plan	1218	1243	1324	1418
ATA	1223	1249	1245	1421
TOD				

390A No reports received

100A	P A 5	1333
B	P A 5	1334
C	P A 5	1333
L	P A 5	1334

95A	P B 5	1324	*****
B	S B 5	1335	
C	S B 5	1335	

390A	P A 5	1334
B	S B 5	1336
C	P A 5	1336
D	S B 5	1338

***** Error in reception

6. Photography: a. 95 installed 4 scope, 4 oblique, and 8 vertical cameras, 3, 4, and 7 of which took pictures: PFF A/C 8144 with K-21 and scope cameras installed: landed at Woodbridge. 2 sets of H2X scope photos were received, both of which are plottable.

b. 100 installed 1 16mm scope, 2 oblique, and 9 K-21 cameras, all of which took pictures. A/C 8047 with K-21 installed: accidentally turned camera on over England. 1 roll of 16mm scope film received.

c. 390 installed 2 scope, 2 oblique, and 12 vertical cameras, all of which took pictures. 3 sets of H2X scope photos were received, 2 of which are plottable and the other is not plottable because of too low brilliance.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

Mac
35TH COMBAT BOMB WING (H)

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

AMK
003

HAMBURG, GERMANY

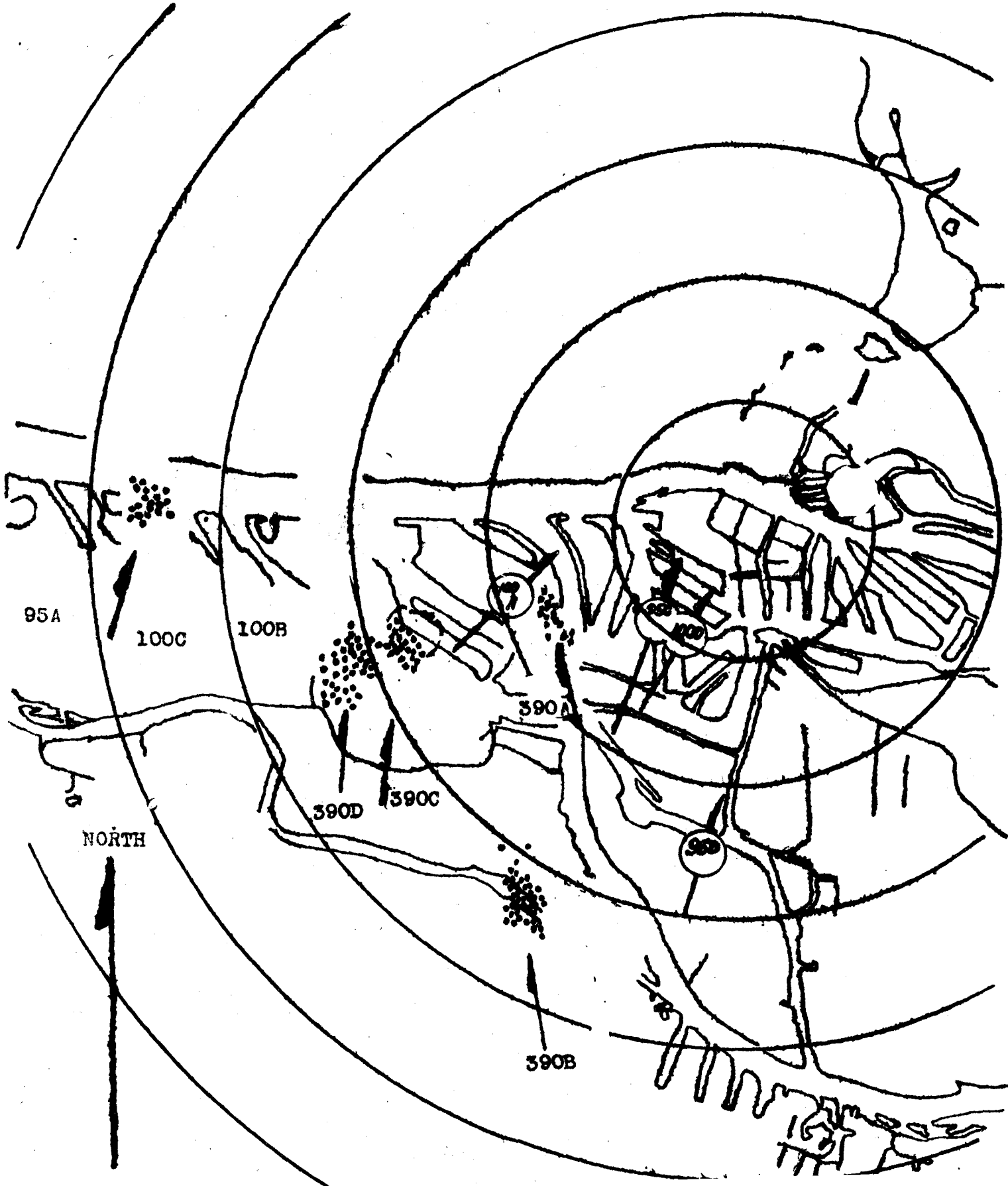
30 MARCH 45

NOTE: BOMBFALLS FOR 95 C and D and 100 A and D were based on the bomb trajectory chart.

95B's bombs fell 2 miles East of the SPT in a dock area not shown on the bomb plot.

BOMBING: 390 GROUP : H2X-VISUAL 95 GROUP: H2X
100 A, B, C: H2X-VISUAL 100 D : VISUAL

SCALE: 1: 63,360 / CIRCLES: 1 MILE RADII FROM 2ND PT.



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

30 March 1945

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

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

1. The mission - The 95th Group flew as the 13B Combat Group to attack the Submarine Building Yards at Hamburg. However weather conditions prevented the bombing of this target. The second priority target, the Oil Refineries on the dock area, was attacked by all four squadrons on H2X in the order 95A, B, C, and 95D. Lt. Col Losee was Group Leader.

95A - Eight A/C plus one PF^H took off and formed the lead squadron. All A/C bombed the secondary priority target.

95B - Ten A/C plus one PF^H took off and formed the High squadron. All A/C bombed the secondary priority target.

95C - Eight A/C plus one PF^H took off and formed the Low squadron. All A/C bombed the secondary priority target.

95D - Eight A/C plus one PF^H took off and formed the Low-Low squadron. All A/C bombed the Secondary Priority target.

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

For the Intelligence Officer:

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

Mac

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HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

SECRET
By Authority of
O.G., Eighth Air Force
Initials
Date: 30 March 1945

INTOPS SUMMARY NO. 334

PERIOD: 0001 hours 30 March to 2400 hours 30 March 1945.

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>			<u>Totals</u>	<u>NYR</u>
					<u>E/A</u>	<u>AA</u>	<u>OT</u>		
Heavy Bomber Atks.	1360	1282	3581.0	0-1-3A	0	4	3	7	0
Fighter Escort (a)	698	662	0	6-0-8A 1-0-1G	1	0	2	3	1
Fighter Sweeps (a)	159	153	0	1-0-0A	0	0	0	0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	16	16	0	0-0-0	0	0	0	0	0
Weather Recon.	38	33	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	15	13	0	0-0-0	0	0	0	0	0
Special Operations	<u>77</u>	<u>73</u>	<u>16.0</u>	<u>0-0-0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>
Totals	<u>2365</u>	<u>2232</u>	<u>3597.0</u>	<u>7-1-11(b)</u> <u>1-0-1G(b)</u>	<u>1</u>	<u>5</u>	<u>5</u>	<u>11</u>	<u>2</u>

(a) Includes groups based on Continent.
(b) Me-262s

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1360 a/c (978 B-17s, 382 B-24s) from three Air Divisions sortied in three forces against U-Boat yards at Bremen, Wilhelmshaven and Hamburg, a road bridge at Bremen and Hamburg Petroleum Hafen Oil Storage. 1282 a/c dropped 3581.0 tons total (3484.0 tons G.P., 97.0 tons I.B.) on all assigned primary targets, a secondary and a T/O. Bombing visual, on H2X and combination of visual and H2X technique. Weather: 5/10 to 8/10 cloud at targets. E/a opposition: 10 - 14 Me-262s attempted to attack bombers but were intercepted by escort. One Me-262 shadowed one formation for four minutes, no attack. Claims: 0-1-3 Me-262s air. Losses: 7 a/c (4 B-17s to AA, 2 B-17s, 1 B-24 to unknown reasons). NYR: nil.

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First Force

Fourteen Group formations (530 B-17s - 3rd Air Division) sortied against Finkenwarden; Blohm & Voss, U-boat yards and Petroleum Hafen Oil Storage in Hamburg area. 497 a/c dropped 1401.5 tons total (1304.5 tons G.P., 97.0 tons I.B. on three assigned primaries, a secondary and a T/O, at 1317-1349 hours from 22,000 to 26,000 feet. Primaries bombed visually with H2X assists; secondary on H2X. Leaflets dropped in Hamburg area. Weather: 6/10 - 8/10 in target area. Flak: moderate to intense, accurate, tracking and barrage. Battle damage: 2 Cat, "E" (crashed in U.K.), 76 major, 176 minor. E/a opposition: 6 - 8 Me-262s made several passes in target area; 1 FW-190 sighted NW of Hamburg; 1 Me-163 sighted vicinity of Hamburg. Claims: 0-1-3 Me-262s air. Losses: 3 a/c to AA. NYR: nil.

Fighter Support: Five Groups (304 P-51s) sortied. Up 1130-1200 hours, down 1620-1645 hours. 289 effective sorties. E/a opposition: 12 to 15 Me-262s encountered while attempting to attack bombers in Hamburg area; 1 FW-190 seen Rheine area. Claims: 4-0-7 t/e jet air, 1-0-1 t/e jet ground. Losses: 2 a/c (1 to e/a, 1 to mechanical failure). 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>
			<u>G.P.</u>	<u>I.B.</u>	
Hamburg Finkenwarden U-Boat Yards	145	26	78.0		Unobs.
Hamburg Petroleum Oil Storage	157	169	409.2	58.2	Fair
Hamburg Blohm & Voss U-Boat Yards	228	38	109.0		Unobs.
Hamburg Port Area (Secondary)		263	705.3	38.8	Fair.
<u>Other Target</u>					
Bremen		<u>1</u>	<u>3.0</u>		Unobs.
Totals	530	497	1304.5	97.0	

Second Force

Thirteen Group Formations (448 B-17s, 1st Air Division) sortied against Bremen-Duching U-Boat Yards and Bremen Road Bridge. 427 a/c dropped 1154.8 tons G.P. on assigned primaries at 1349-1414 hours from 23,500-26,100 feet. Bombing visual with H2X assists. Leaflets dropped in Bremen area. Weather: 6/10 to 9/10 over U-Boat Yards, 3/10 to 5/10 over road bridge. Flak: moderate to intense, accurate. Battle damage: 63 major, 162 minor. E/a opposition: 4 - 5 Me-262s made a few passes in target area. Claims: nil. Losses: 3 a/c (1 to AA, 2 to unknown causes). NYR: nil.

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Fighter Support: Five Groups, including 352nd Group, based on Continent, (287 P-51s) sortied. Up 1211-1237 hours, down 1638-1900 hours. 268 effective sortied. E/a opposition: 5 Me-262s encountered attempting to attack bombers in Bremen area. One jet destroyed when it ran out of fuel NW of Magdeburg. Claims: 2-0-1 t/e jets. Losses: 1 a/c (mechanical failure), NYR: 1 a/c (believed safe on Continent).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u> <u>G.P.</u>	<u>Results</u>
Bremen U-Boat Yards	338	318	831.8	Good
Bremen Road Bridge	<u>110</u>	<u>109</u>	<u>323.0</u>	Fair
Totals	448	427	1154.8	

Third Force

Thirty-seven Squadron formations (382 B-24s - 2nd Air Division) sortied against U-Boat Yards and Midget Submarine Concentrations at Wilhelmshaven. 358 a/c dropped 1024.7 tons G.P. on two assigned primaries at 1329-1347 hours from 21,000 - 24,500 feet. Bombing visual and H2X technique. Leaflets dropped in Wilhelmshaven area. Weather: 5/10 - 9/10 with low and middle cloud at target. Flak: moderate, inaccurate to accurate. Battle damage: 1 major, 55 minor. E/a opposition: 1 Me-262 followed formation leaving target for four minutes - no attacks. Claims: nil. Losses: 1 a/c (unknown cause). NYR: nil.

Fighter Support: Two Groups (53 P-47s, 54 P-51s - 107 a/c) sortied. Up 1145-1213 hours, down 1614-1855 hours. 105 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>G.P.</u>	<u>Results</u>
Wilhelmshaven U-Boat Yards and Bauhaben	284	273	785.4	Good
Wilhelmshaven Port Area	<u>98</u>	<u>85</u>	<u>239.3</u>	Good
Totals	382	358	1024.7	

2. Fighter Escort

Twelve Groups, including the 352nd Group, based on Continent (645 P-51s, 53 P-47s - 698 a/c) sortied in support of three bomber forces. Up 1130-1237 hours, down 1614-1900 hours. 662 effective sorties. E/a opposition: 12 - 15 Me-262s encountered in Hamburg area; 5 Me-262s encountered in Bremen area;

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jets were intercepted while attempting to attack bombers. One FW-190 seen in the Rhaine area. Claims: 6-0-8 Me-262s air, 1-0-1 t/e jet ground. Losses: 3 P-51s (1 to e/a, 2 to mechanical reasons). NYR: 1 A/c (believed safe on Continent).

3. Fighter Sweeps

Four Groups, including 361st Group based on Continent, (159 P-51s) sortied on free lance support of bomber forces. Up 1115-1230 hours, down 1550-1650 hours. 153 effective sorties. E/a opposition: 5 Me-262s encountered NW of Bremen, 1 Me-262 seen vicinity Elmshorn, 1 Me-262 attacked West of Rendsburg. Claims: 1-0-0 Me-262s. Losses: nil. NYR: 1 a/c, believed safe.

4. Fighter Bombing

Nil

5. Photo Reconnaissance

16 a/c (11 P-51s, 5 F-5s) sortied as follows:
5 F-5s, escorted by 11 P-51s, sortied to obtain D/a and activity photos of central and western Germany. Losses: nil.

6. Weather Reconnaissance

38 a/c (31 P-51s, 3 B-17s, 4 Mosquitoes) sortied as follows:

1 B-17 completed routine flight over sea NW of Land's End.
2 B-17s completed routine flights to and from Azores.
4 Mosquitoes completed special weather reconnaissance over North Sea, NW Germany, UK, Atlantic and south of Ireland. Jet a/c sighted over Bremen.
31 P-51s as weather scouts for bomber formations. 26 effective sorties.

Losses: nil.

7. Air/Sea Rescue

15 a/c (12 P-47s, 3 PBVs) on routine search and patrol. 13 effective sorties. Losses: nil.

8. Special Operations

77 a/c (43 B-17s, 14 B-24s, 12 Mosquitoes, 8 P-51s) sortied as follows:
15 a/c (9 Mosquitoes, 6 B-17s) chaff dispensing for bomber forces. All effective. No losses.
3 Mosquitoes on special operations for 2nd and 3rd Divisions. No losses.
13 B-24s on Radar screen and VHF, jamming from 0936-1301 hours. No losses.
10 a/c (8 P-51s, 1 B-24, 1 B-17) as airborne radio relays. No losses.
36 B-17s sortied against Forge Construction Works. 32 a/c dropped 16 tons special bombs on primary at 1423-1505 hours from 20,000-20,300 feet. Bombing visual. Weather: 6-9/10 over target. Flak: intense, accurate. Battle damage: 4 major, 10 minor. Claims: nil. Losses: 1 B-17 to AA.

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C. INTELLIGENCE

1. Enemy Air Opposition

Weather over Northern Germany between 9 and 13 degrees east was generally 6/10-9/10 cloud, base 1,000-2,000; tops 6,000-12,000 feet with 3/10 high cirrus cloud, base 30,000 feet.

Me-262s again provided the only opposition. These a/c operated chiefly against the First Force in the Hamburg area where some 30-35 appear to have been active. Fighter escort, however, prevented e/a from attacking in strength and dispersed them over a wide area. E/a attacks do not appear to have been particularly well coordinated and only one formation of eight jets, flying in line abreast, is reported. In the Bremen area only 4-5 Me-262s were sighted. These again were dispersed before they could destroy any bombers.

Of the total number of Me-262s reported in the Hamburg area by the fighters only some 6-7 Me-262s and 1 Me-163 were sighted by the bombers who report fighter escort as very effective. E/a made passes at the bombers singly or in pairs, mainly from 6 o'clock. In some cases they did not even fire but merely flew through the bomber formation. Attacks started at 1328 hours over the target and lasted till 1340 hours. Gunners report the jets as flying faster than usual and being difficult to track. Bomber claims are 0-1-3. Fighters escorting this force destroyed 3 e/a and damaged 5 but the majority escaped owing to their superior speed. These claims include one jet destroyed just after it had taken off from Kalkenkirchen A/F. One P-51 was shot down by an Me-262 which made a hit and run pass.

Fighters escorting the Second Force destroyed and damaged two jets which were attempting to attack the bombers south of Bremen at 1420 hours. One P-51 also chased a jet from 1400 to 1425 hours from Bremen to Magdeburg where it finally crashed. Another Me-262 followed the bomber stream for four minutes but made no attack.

Third Force bombers report one Me-262 following them from the target area but escorting fighters report no sightings.

Sweeping fighters destroyed one jet a/c at 1346 hours west of Rendsburg and dispersed five others at 1350 hours NW of Bremen. This force also sighted two s/e e/a taking off from Bremen at 1420 hours but lost them in the clouds.

2. Flak

Wilhelmshaven	- moderate, inaccurate to accurate.
Bremen	- moderate to intense, inaccurate to accurate.
Farge	- moderate to intense, inaccurate to accurate.
Hamburg	- moderate to intense, accurate.
Vegesack	- moderate, inaccurate.
Ameland Island	- moderate, inaccurate.
Heligoland	- moderate, inaccurate.
Zwolle	- meager, accurate.

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3. Observations

Smoke screen reported at 5235N-064OE.
Considerable shipping seen on the Alver River, near Bremen.
Balloons seen at Oosterland.
9 s/e e/a on A/F just SE of Cuxhaven.
3 a/c on A/F at Heligoland
2 e/a on new A/F with triangular-shaped runway pattern just south of Nordholz A/F (5348-0838).
A/F with two criss-crossed, dark-colored runways observed 5 miles south of Nordholz A/F.
4-6 vessels in harbor at Heligoland.
Large number of barges in canal at 5255-0605.
Considerable port activity at Wilhelmshaven; 15-20 small ships and submarines, also large vessel of carrier size in dock area.
Smoke screens at Wesermünde, Wilhelmshaven and Cuxhaven.
15 e/a reported on Heligoland A/F.
A/F observed under construction east of Elmshorn (5345N-094OE).
8 to 11 e/a reported on A/F at 5418N-0853E.
3 to 5 e/a reported on A/F at 5400N-0925E.
3 e/a on A/F near Meppel.
40-50 freight cars in M/Y at 5418N-0856E.
Maldorf M/Y (5405N-0905E) and Heide M/Y (5412N-0905E) filled with cars.
Very effective smoke screen at Brunsbüttel Koog (5345N-0910E) covering many ships.
2 submarines seen heading NW and submerging at 5400N-0830E.
2 large ships seen in Kiel Canal south of Rensburg at 5418N-084OE.
12 ships in convoy at 5340N-0815E headed west.
6-9 ships heading out to sea at Elbe River at 5340N-0935E.

4. Damage to Enemy Installations

Hamburg Petroleum Hafen Oil Storage - Fair Results.

One pattern of 500 lb. GPs, one pattern of 1000 lb. GPs and probably another pattern of 100 lb. IBs in target area. 500 lb. GPs wiped out and destroyed large double storage which was one of the MPIs. Most of one pattern of 100 lb. IBs and part of pattern of 1000 GPs fell on or very near distillation and cracking plant and one of the boiler houses. One pattern of 150 lb. GPs fell on storage tank area and SE corner of plant probably exploding three of the four undamaged tanks left in this area. Another pattern of 500 lb. GPs fell very close or possibly on the area.

Hamburg Port Area - Fair Results.

Twelve patterns in or very close to dock areas. Patterns were 150, 500 and 1000 lb. GPs and 100 lb. IBs. One pattern of 1000 lb. GPs probably on main RR bridge across the northern Elbe River in the eastern edge of the city. Remainder of patterns which have been plotted were mostly south of the dock area up to several miles distant and a few patterns noted north of the river in the northern suburbs of town.

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Bremen U-Boat Yards - Good Results.

Photo cover of ship yards reveal that 12 concentrations of GP bombs fell in and adjacent to target. In addition, nine concentrations could be seen near target covering at least three other important targets and open areas. All bomb strikes could not be pin-pointed but it was apparent that the western and northern portions of shipyards were severely damaged.

In addition, further damage can be expected to many smaller buildings already damaged at time of attack. At least two submarines will be destroyed or very severely damaged and some damage can be expected to at least two and possibly three others. Several fires burning among oil tankers in western end of yards. In the warehouse and docks immediately north of ship yards, and in Hafen F. severe damage could be seen. Of eight large warehouses on western edge of Hafen, only a small portion of two buildings could be seen standing at end of attack. In addition, four other large buildings were severely damaged and many small buildings were hit.

Miscellaneous: Other bursts could be seen on rail lines in a small M/Y immediately adjacent to the north edge of Hafen in the Kaffee Handle A.F. (coffee) and in the Bremen Lager Haus (green silos area).

Bremen Road Bridge - Fair Results.

Nine concentrations of G.P. bombs in and adjacent to target. At least three direct hits on bridge. However, photography taken late in attack shows that these bombs damaged only the edges of the bridge. Both approaches have been damaged. Residential and industrial areas immediately adjacent to targets will suffer additional heavy damage.

Range Construction Works - Poor to Fair Results.

Cloud of 4/10 - 8/10 over target and incomplete photographic coverage made it impossible to pinpoint all special purpose bombs dropped. Only a small portion of total bombs dropped will be identified. At least one, possibly two direct hits were made near center of concrete shelter. One, possibly two bursts could be seen immediately adjacent to northern edge of shelter. Additional bursts seen in water 1000 feet west of target; 1 burst in open areas 1500 feet SE of target; at least 1 burst in barracks area 2400 feet NE of target. At least 30 bombs fell in open areas NE of target.

Wilhelmshaven Port area and U-Boat Base - Unobserved to Good Results.

Many hits on docks and port facilities and some smaller naval vessels. Also several patterns in the city.

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5. Ground Activity

- 6th U.S. Army Group - 1st French Army - Nothing to report.
7th U.S. Army - Mannheim cleared. Armored troops advanced along the Neckar River making good gains toward Heidelberg. Infantry has taken Ladenburg (R69) and Dulsenheim. Armor in a thrust from Weinhain advanced thirteen miles, capturing Bierfelden (M80). Infantry advancing on broad front reached Worth (M03) on Main River. Fighting in Aschaffenburg.
- 12th U.S. Army Group - 3rd U.S. Army - Opposition varies from light to moderate. Armor pushing northeast from Hanau reached Lieglgs (M97). Infantry following up advanced three miles against moderate resistance. An enemy counterattack was repulsed. Armored troops pushing eastward from Grunberg gained 20 miles, reaching Lauterback (H12). Infantry continued mopping up behind, Friedberg (M79) has been cleared by other armor, Frankfurt has been occupied by infantry, Wiesbaden has been cleared and elements of the 1st Army were contacted at Hahn (M27). A cavalry group advanced 10 miles north and met strong resisting SS troops at Grossenlinden (G61). In the pocket north and west of Wiesbaden infantry advanced five miles.
- 1st U.S. Army - Armored troops advancing between the salients of the 3rd Army and 1st Army contacted elements of armored units at Kirchain (G84). Other armor advanced five miles, capturing Kirchain after heavy fighting and advanced two miles north after being held up by heavy fire. Other armor in excellent gains advanced 35 miles north passing through Korbach (G97) and Medebach (G68). Twelve enemy aircraft and one aircraft factory were captured. P/Ws state that the aircraft were to have been assembled at Paderborn on the night of 29 March.
- 21st Army Group - 9th U.S. Army - Only slight progress was made against the fairly heavy opposition. Infantry cleared to the line of the canal east of Gladbach. Gladbach has been cleared and armored troops advanced one mile east.

1st Canadian Army - Nothing to report.

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Ground Activity (continued)

\ 21st Army Group (continued) - 2nd British Army - British airborne have captured Coesfeld (A68), armored troops reached Gescher (A27) and lost contact with the enemy. Other armor advanced four miles clearing Sudlohn (A27). Infantry cleared Bocholt (A26). Infantry have cleared Anholt (A06). Canadian troops have cleared most of Emmerich.

S E C R E T

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	1297	37-0-19G	2
First U.S. T.A.F.	79	0-0-0	0
Second T.A.F.	1255	1-0-0A	12
R.A.F. Fighter Command	<u>235</u>	<u>0-0-0</u>	<u>0</u>
Totals	2866	1-0-0A 37-0-19G	14

Ninth Air Force

Night - 29/30 March

Adverse weather prevented operations.

Day - 30 March

Sorties : 765 Fighters and Fighter Bombers
415 Bombers
117 Reconnaissance
1297 a/c

Mission : 9th Bomb Division; 415 sorties. 533 tons dropped on POL dumps and 2 Ordnance Depots with unobserved results.

9th T.A.C.: 276 sorties. Provided top cover for advanced armored columns. Ground support to 12th and 20th Corps. Fighter sweeps in Leipzig, Weimar area.

19th T.A.C.: 167 sorties. Escort to medium bombers. Air-ground cooperation. Dropped 70 tons on dive bombing missions against enemy troop concentrations.

29th T.A.C.: 322 sorties. 82 tons dropped on enemy points of resistance. Attacked two A/Fs vicinity of Rheda. Support to ground forces.

E/A Claims : 37-0-19 ground

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Other claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
M/T	205	276
RR Cars	257	343
Armored Vehicles	6	6
Buildings	80	72
Rail Cuts	33	

Losses : 2 a/c (1 bomber, 1 fighter)

First U.S. T.A.F.

Night - 29/30 March

Nil.

Day - 30 March 1945

Sorties : 77 Fighters
2 Reconnaissance

79 a/c

Mission : 42nd Bomb Wing: Nil.

12th T.A.O.: 77 sorties. Armed reconnaissance in Karlsruhe area. Interception patrols.

1st French T.A.F.: 2 sorties. Weather Reconnaissance.

Western French Air Force:- Nil.

E/a claims and losses: Nil.

Other claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
M/T	12	17
Locos	2	0
M/Y	0	2

Second T.A.F.

Night-29/30 March

Sorties : 25 Armed Reconnaissance
35 Fighter Operations

60 a/c

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Mission : Attacked rail and road traffic in Dolmen, Zelle and Brunswick area.

Claims and Losses: Nil.

Day - 30 March 1945

Sorties : 1034 Fighters and Fighter Bombers
72 Medium and Light bombers
89 Reconnaissance
1195 a/c

Mission : Attacked Hq. at E-727802; strafed gun positions. Rail interdiction. Air support to ground forces.

E/a Claims : 1-0-0 air

Other Claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
M/T	146	322
RR Cars	130	285
Locos	3	27
Barges	1	27
Rail Cuts		37

Losses : 12 a/c

R.A.F. Fighter Command

Night - 29/30 March

Sorties : 4 Interception Patrols

Claims & Losses : Nil.

Day - 30 March 1945

Sorties : 138 Fighter Bombers
47 Fighter Sweeps
16 Anti-Flying Bomb Patrol
20 Escort to Coastal Command
6 Escort to Transport
4 Escort to Photo Recon.

231 a/c

Mission : Bombed and strafed rail and road movements in Hague Amsterdam areas. Swept Dummer Lake, IJburg areas.

Claims & Losses : Nil.

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2. Fifteenth Air Force

Day - 30 March 1945

84 a/c (24 B-17s, 60 B-24s) sortied against Vienna North Station and Goods Depot.

63 a/c (17 B-17s, 46 B-24s) dropped 37.8 tons on primary, 64.5 tons on Graz M/Y, 9 tons on Kapfenburg Tank Works, 16.5 tons on Wiener Neustadt M/Y and 14 tons on T/Os. Claims and losses: nil.

28 a/c (16 P-38s, 12 P-51s) sortied on medium altitude sweeps between Zagreb and Graz. 28 effective sorties. Claims: 1-0-0 air. Losses: nil.

Bombers

Sorties : 84 a/c (24 B-17s, 60 B-24s)
Effec. Sorties: 63 a/c
Tonnage : 135.8
Claims : Nil
Losses : Nil

Fighters

Sorties : 28 a/c (16 P-38s, 12 P-51s)
Effec. Sorties: 28
Claims : 1-0-0 air.
Losses : Nil

3. R.A.F. Bomber Command

Day - 30 March

Nil.

Night - 30/31 March 1945

	<u>Target</u>	<u>Losses</u>
43 Mosquitoes	Berlin	1
43 Mosquitoes	Erfurt	0
4 Mosquitoes	Nordlingen	0
3 Mosquitoes	Siren Tour	0
1 Mosquito	Weather Reconnaissance	0
6 Mosquitoes	Mine Laying	0

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	<u>Target</u>	<u>Losses</u>
31 Mosquitoes	Bomber Support	0
4 Liberators	" "	0
26 Halifaxes	" "	0
2 Fortresses	" "	0
2 Halifaxes	Signal Investigation Patrol	0
2 Mosquitoes	" "	0
<u>168</u>		<u>1</u>

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

CHARLES Y. BANFILL,
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Director of Intelligence.

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