

INTERPRETATION REPORT S.A. 3492

ATTACK ON ZEITZ SYNTHETIC OIL PLANT ON 31 MAR 1945

(i) INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 137, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 0908-0923 A hours.
- (d) Bombs : 426 x 1000 lb. G.P.  
1438 x 250 lb. G.P.  
50 x 260 lb. Frag.

(ii) DETAILS OF THE ATTACK:

(a) Detailed interpretation is made difficult by haze, a smoke screen, and partial cloud cover, but three concentrations of bursts are seen in the target area with probable hits on the distillation plant, the hydrogenation stalls, the liquid air plant, oil storage tanks and the offices.

(b) Bursts are seen on the synthetic oil plant and its facilities as follows: (Numbers refer to the target illustration);

- Oil storage tanks (13) -- Blanketed by bursts.
- Liquid air plant -- Several probable hits.
- Hydrogenation stalls (6) -- Southwest end blanketed by bursts.
- Offices (17) -- Area blanketed by bursts.
- Distillation plant (11) -- South half blanketed by bursts.
- Oil Storage tanks (15) -- Blanketed by bursts.
- Gas generating plant (1) -- Possible near hits.

(c) Other Bursts: (All distances are measured from the center of the plant plant)

1. Approximately 25 bursts 1000 yards East in open fields.
2. At least 25 bursts 1750 yards Northeast in fields.
3. Eighty scattered bursts strung from 2000 yards to 4500 yards East Southeast in open fields.
4. At least 85 bursts 2500 yards Southeast in open area.
5. Sixty-five bursts 3000 yards Southeast in fields.
6. Twenty-five bursts 3000 yards South in open fields.
7. Two concentrations 4000 yards Southeast in open fields.

(iii) SMOKE SCREEN:

A smoke screen is seen in effective operation.

(iv) ACTIVITY:

ZEITZ MARSHALLING YARD

1. The yard is moderately loaded.

(v) ANNOTATED PRINT: None prepared.

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

(vii) PHOTOGRAPHS RECEIVED:

SAV	95/168, 1690, 1696	31 MAR 45	0911 A hrs.	1/41,800 (F.L.7")	24,300'	'B'
"	96/1040, 1041	"	0920 " "	1/42,400	"	24,750' "
"	100/1511-1513, 1515	"	0915 " "	1/39,400	"	23,600'B to C'
"	388/1135, 1137	"	0923 " "	1/42,800	"	25,000'B to C'
"	390/1604	"	0908 " "	1/41,200	"	24,100' 'B'
"	452/1152, 1154	"	0918 " "	1/42,200	"	24,600' 'B'

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"	452/1152, 1154	"	0918 " "	1/42,200	"	24,600' 'B'

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8 APR 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 4183

LOCALITY: ZEITZ (Troglitz)  
Synthetic Oil Plant.

PERIOD COVERED: 1615A hours on 20 MAR 1945 and 1700B hours on 7 APR 1945.

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	31 MAR 1945	3492	Haze.

PROVISIONAL STATEMENT ON DAMAGE

Moderate new damage only, is visible. The roofs of the Boiler House, Pump House, Gas Generating Plant and a small building of the Oil Refinery are either wholly or partly destroyed revealing the supporting framework. Six small Offices are either seriously damaged or partly destroyed. Six small unidentified buildings are seriously damaged; three are destroyed and a medium building is very seriously damaged. The wall of a medium tank is buckled.

Several additional new craters are seen on the rail yard servicing the Plant where a few additional railway wagons are damaged, destroyed or derailed.

Clearance, repair and reconstruction of old damage is visible at several points throughout the Plant.

Details of damage are as follows;

(Numbers refer to Illustration No. 1(a)(iii)33b/7)

1. Offices : six small buildings either seriously damaged or partly destroyed.
4. Pump House : entire roof stripped revealing skeletal framework.
10. Boiler House : entire roof now stripped revealing framework.
21. Gas Treatment Plant : roof entirely destroyed exposing rows of small cylinders.
27. Hydrogen Conversion Plant : roof of one tower either removed or destroyed.
49. Oil Refinery Plant : roof of small building destroyed.
78. Medium Unidentified Building : very serious new damage.
80. Tanks under construction : wall of one tank buckled.

Prints 3128-30,  
4127-29,  
4119-20)

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

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PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7GR/123B.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1700B hours on 7 APR 1945.

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

COVER AND QUALITY: The target is fully covered on photographs of good quality.

LAST REPORT: Interpretation Report No. K. 3766 issued 27 FEB 1945.

COMPARATIVE SORTIE USED: 106G/4949 (Prints 3075-8; 4089-91).

PRINT DISTRIBUTED: 4119. (to follow when available)

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A.C.I.U.

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6  
1 Lead Gen  
1 ea Bomb Sgt

C O N F I D E N T I A L  
HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 559

Date 31 March 1945  
13 CBW FO 86  
13 CBW OPS 308  
3 AD FO 627

SUBJECT: Tactical Report (ZEITZ, GERMANY)

TO : Colonel Shuck - 95

1. Information Concerning the Targets:
  - a. The 1st priority targets (visual) for 390A and B were two 36 gun flak batteries in the vicinity of Zeitz, Germany.
  - b. The 1st priority target (visual) for 390C, D, 95A, B, and C was the Distillation Plant of the Braunkohle-Benzin A.G. near Zeitz, Germany.
  - c. The 1st priority target (visual) for 95D, 100A, B, C, and D was the Compressor House of the Braunkohle-Benzin A.G. near Zeitz, Germany.
  - d. The 2nd priority target (visual) for all Groups was the Oil Storage Depot at Bad-Berka near Erfurt, Germany.
  - e. The 3rd priority target for all Groups (H2X) was the center of Gotha, Germany.
  - f. Targets of opportunity could be attacked only within the area bounded by 5400-1000, 5220-1000, 5140-1100, 5030-1100, 5010-1240, 5210-1200.

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Assigned Target:
(1) 13 A,B,C:			Zeitz
(a) 390	A,B: 20 x 260 Frag	36 A/C	
	C,D: 24 x 250 GP		
	Chaff A/C 10 x 260 Frag	6 A/C	
(b) 95	24 x 250 GP	36 A/C	
(c) 100	24 x 250 GP	36 A/C	
(2) 45 A,B,C:			Zeitz
(a) 452	6 x 1000 GP	36 A/C	
(b) 96	6 x 1000 GP	36 A/C	
(c) 388	6 x 1000 GP	36 A/C	
(3) 4 A,B,C,D:			Derben
(a) 487	12 x 500 GP	36 A/C	
(b) 486	A,B: 24 x 300 GP	36 A/C	
	C,D: 6 x 1000 GP		
(c) 94	A,B: 12 x 500 GP	36 A/C	
	C,D: 6 x 1000 GP		
(d) 447	A,B: 12 x 500 GP	36 A/C	
	C: 24 x 250 GP		
(4) 93 A,B,C,D:			Stassfurt
(a) 490	12 x 500 GP	36 A/C	
(b) 493	6 x 1000 GP	36 A/C	
(c) 34	38 x 100 GP	36 A/C	

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

b. Availability:

Airborne:

(1)	95	Reg: 36 A/C	50 C/C	34 A/C
		Lead: 10 A/C	6 C/C	4 A/C
(2)	100	Reg: 40 A/C	47 C/C	34 A/C
		Lead: 13 A/C	9 C/C	4 A/C
(3)	390	Reg: 39 A/C	53 C/C	39 A/C
		Lead: 10 A/C	13 C/C	5 A/C

c. Non-effective Sorties and Returning Spares:

(1) 390: A/C 139: 568 Sqdn "A" - Pilot Lt. Dalton - #2 engine on fire - No sortie. A/C 315: 568 Sqdn "P" - Pilot Lt. Hayward - Gas lead #3 engine - No sortie. A/C 124: 568 Sqdn "E" - Pilot Lt. Stoan - Lost formation - No sortie.

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

(1) 390-A deputy: H2X equipment failure.  
C: AFCE inoperative.

e. A/C Outstanding:

(1) 100: A/C 470: 349 Sqdn "T" - Pilot Lt. Larsen.

f. A/C Landing Away From Base:

(1) 95: A/C 8826: 412 Sqdn "J" - Pilot Lt. McClintock - Low on petrol - Landed B-58 - Crew OK.

3. Navigation:

Position	Flight Plan	AL: N:	13A (390) Col. Moller Lt. Buhrmaster	13B (95) Lt. Col. Gooding Lt. Pieper	13C (100) Maj. Cruver Lt. Johnson
BU 11	11000°		Not Used	Not Used	Not Used
CP 1	11000°		12700° 1 min. late 7 mi. right	12500° ½ min. late on course	12000° 4 min. late on course
CP 2	16000°		14000° 1 min. late 10 mi. right	15000° 2 min. late 10 mi. right	15000° 4 min. late 5 mi. right
CP 3	22000°		21000° 6 min. late on course	19700° 5½ min. late on course	22000° 7 min. late on course
IP	25000°		25800° 11½ min. late on course	25200° 12 min. late on course	24000° 13 min. late 2 mi. right
TGT	25000°		25400° (1st P) 25500° (2nd P)	25200° (1st P) 22500° (3rd P)	24000° (1st P) 23000° (2nd P)
RP	24000°		None Used	23500° 16 min. late on course	24000° 17 min. late 3 mi. left
CP 4	20000°		20000° 12 min. late 7 mi. right	19000° 1 min. late on course	20000° 6½ min. late 12 mi. right
CONT COAST	8000°		8000° 7 min. early 1 mi. right	5500° 13 min. early on course	4000° 13 min. early 1 mi. right
ENG COAST	Minimum		1000° 8 min. early on course	1500° 14 min. early on course	4000° 6 min. early 24 mi. right

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

a. Assembly: Because of clouds over the assembly area, 13A was forced to assemble 30 miles ESE of Buncher 11. 13B assembled over Buncher 23, and 13C assembled over the North Sea using Buncher 28 as the Western terminal of the assembly pattern. Assembly for all Groups was raised from 11000° to 12500° because of clouds at the briefed altitude. 13A proceeded directly to CP 1, abandoning the Wing assembly line because of the delay in forming the Group. Wing assembly was not completed until approximately 1000E. 13A announced that it would be five minutes late at CP 1, so 13B and 13C changed their assembly plan accordingly. However, 13A was only one minute late and this placed 13B and 13C considerably behind at CP 1. 13B was assembled with 13A at the Continental Coast, and 13C assembled with 13A and 13B at 5037-1000.

b. Route: Enroute to CP 3, 13A was forced to parallel course 8-10 miles to the South because an unidentified Group was echeloned to the left. The route was closely followed from CP 3 until shortly before the IP. At this point, the Wing fanned out and peeled off on individual runs on the 1st priority target. 390A, B, and C did not release their bombs on the 1st priority target, over-ran the target and made a sweeping 180 degree turn to the right. Using 5035-1130 as an IP, 390A, B, and C made individual runs on the 2nd priority and a target of opportunity. After bombs away, 13A was reassembled at 5036-1000 and followed 13C on the withdrawal. 95D did not release its bombs on the 1st priority target and followed 13A to the 3rd priority target. 95A, B, and C continued on course and led the Wing on the withdrawal. 95D assembled with 13A after bombs away. 100A did not release its bombs on the 1st priority target. Using 5044-1151 as an IP 100A attacked the 2nd priority target, with 100B, C, and D echeloned to the left. After bombs away 13C was reassembled at 5050-1058. Enroute to the Continental Coast from CP 4, the Wing was 10 miles to the North of course. The briefed route was closely followed to the English Coast.

c. Weather: Over the bases at take-off there were 3-4/10 patchy alto-cumulus between 10500-12000°, and 10/10 cirrus and cirro-stratus above 20000°. Visibility was 3-6 miles. Enroute to the target there were nil low cloud to mid-channel, where strata-cumulus and cumulus rapidly formed to 8-10/10 below 6000°, breaking East of 0700E to 4-7/10. There were 3-4/10 patchy alto-cumulus and alto-stratus below 12000° West of 1000E, and 10/10 cirrus and cirro-stratus above 25000°, continuing enroute and lifting to 8-10/10 above 28000° in the target area. In the area of Zeitz, there were 4-6/10 strata-cumulus below 6000° with a temporary break over MPI. Downward visibility was 30-40 miles, restricted occasionally to 10-15 miles in contrails and cirrus. In the area of Bad Berka, there were nil-3/10 strata-cumulus and cumulus below 6-8000° and 6-9/10 cirrus above 28000°. In the area of Gotha, there were 8-9/10 strata-cumulus below 6000°, 3-4/10 thin patch of alto-stratus below 12000°, and 7-9/10 cirrus above 28000°. On the return route, the low cloud was the reverse of route in to the Continental Coast breaking over the channel and England to 4-6/10 2-3000°/5-6000°. Alto-cumulus and alto-stratus formed in thin indefinite layers West of 1000E between 10-20000°, becoming 10/10 by 0500E above 10000°. High clouds were 6-8/10 cirrus, gradually becoming 10/10 and estimated to be lowering. Over the bases on return, there were 4-6/10 strata-cumulus 2500-3000°/5-6000° and 10/10 alto-stratus with 4-7 miles visibility. There were light, non-persistent, and intermittent contrails East of 0700E. Average winds were 300/60K with 297/56K in target areas.

d. Failures: (1) Equipment: None.

4. Bombing:

a. 13A (390)

Squadrons:	A	B	C	D
Lead A/C No.	571	798	748	750
Target:	2nd P	TO	TO	1st P
AoP.	Assigned	Selected	Selected	Assigned
A/C Releasing:	7	9	8	9
Bomb Load:	20x260 Frag	20x260 Frag	24x250 GP	24x250 GP
Method of Release:	Minimum Train	Minimum Train	Salvo	Salvo
Altitude: True:	24800°	24600°	24100°	24100°
Ind:	25600°	25300°	25000°	24750°
True Heading:	346	305	295	030
Drift:	12 R	1 L	5 L	10 R
Trail Change:	None	None	None	None
Ground Speed:	181 MPH	162 MPH	170 MPH	224 MPH
Tan. D.A.	.38	.36	.334	.52
Time of Release:	0942	0946½	0944	0908
C-1	Yes	Yes	Inoperative	Yes
Pattern: Length:			1925°	1840°
Width:			1925°	1440°
Errors: Range:			425°S	
Def:			1400°L	
Radial:			1450°	Gross
Percent: 1000°			33%	
2000°			96%	
Crew: AL:	Col. Moller	Maj. Wilde	Maj. Brown	Capt. Maddrow
P:	Capt. Briggs	Capt. Beazley	Capt. Morris	Lt. Dognibene
TG:	Lt. Taylor	Sgt. Miller	Sgt. Smith	Sgt. Spalding
N:	Lt. Buhrmaster	Lt. Rosen	Lt. Yary	Lt. Obenour
AN:	Maj. Hickey			
(No. of Leads) B:	Lt. (25) Martin	Capt. (26) Rodgers	Capt. (17) Phalen	Lt. (3) Peccinati
(Missions) RN:	Lt. (30) Heaton	Capt. (31) Houser	Lt. (23) Flanagan	Lt. (17) Garrison

(1) Narrative: 390D: After the maneuver at the IP, the R/N picked up the target in the scope at 35 miles. The bombardier was clutched in at 11 miles and subsequent rate checks to 7 miles were made. After the 7 mile check, the bombardier picked up the target visually. With 45 seconds for synchronization, the bombardier made as many course and rate corrections as was possible. The H2X equipment operated poorly, but was used for navigation and bombing.

PI: The bombs fell in fields approximately 3000° right and 2640° over the assigned MPI. A/C 478 released at least 8 bombs late and another A/C from the high element released its entire load late. 38 bombs are seen stretching to the right from 1650° to 3300° from the main pattern.

390A: The 1st priority target was not attacked because clouds and haze prevented its identification. Consequently, the 2nd priority target was attacked. The bombardier was able to pick up the target visually 10 miles from the BRL. However, when the target was sighted, a 45 degree turn to the right was necessary. This turn allowed the bombardier only 45 seconds of synchronization. At bombs away, synchronization appeared to be good but bubbles were slightly off. H2X equipment in the lead A/C operated satisfactorily. The deputy lead A/C H2X equipment had defective inverters and azimuth stabilization, however, R/N was able to use the equipment for navigation.

PI: The bombs fell in woods 2300° right (NE) of the assigned MPI. Only 8 to 12 bursts are visible. A small cloud obscures the remaining bombs.

390C: Because of poor synchronization on the 1st priority target, the bombardier did not drop his bombs and the decision was made to attack the 2nd priority target. The bombardier picked up the target 12 miles from the BRL and completed a normal sighting operation. The AFCE was inoperative on the bomb run. H2X equipment operated satisfactorily.

PI: The bombs fell in a fully built-up residential area in the W part of Erfurt, Germany.

390B: The 1st priority target was not attacked because clouds and haze prevented its identification. While attacking the 2nd priority target the R/N misidentified the target. This resulted in an attack on a TO at Erfurt, Germany. After a few rate checks, the bombardier picked up the target visually and completed a normal sighting operation. Synchronization appeared to be good at bombs away. H2X equipment operated satisfactorily with fair definition.

PI: The bombs fell in a fully built-up residential area on the N side of the M/Y at Erfurt. One phosphorous bomb burst on the tracks. No exact AP was known and none furnished to this Headquarters, so it was impossible to determine any bombing errors or percentages. Smoke and haze prevents measurement of the bomb pattern.

## (2) Bombing Malfunctions:

390A: A/C 9139 had a mission failure (#2 engine on fire) and jettisoned 20 x 260 Frags at 5220-0249. A/C 315 had a mission failure (gas leak in #3 engine) and returned 20 x 260 Frags. Chaff Force Squadron: A/C 124 was unable to find the formation and returned to base with 10 x 260 Frags.

390C: A/C 9134 jettisoned 24 x 250 GP at 5055-1220 at 0913 because of severe battle damage. A/C 895 had an accidental release (because of flak damage) and jettisoned 24 x 250 GP on the bomb run.

390D: A/C 521 attacked the TO with 390C because bomb bay doors could not be cranked down in time on the approach to the 1st priority target. Bomb bay doors failed to open electrically. It was revealed in the critique that the high element of 390D had released 4 to 5 seconds late. This information was not given in Bomb Disposition Report.



Squadrons:	A	B	C	D
Lead A/C No.	8210	8230	8548	8179
Target:	1st P	1st P	1st P	3rd P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	8	11	8	8
Bomb Load:	24x250 GP	24x250 GP	24x250 GP	24x250 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	24400'	24950'	23710'	21700'
Ind:	25000'	25500'	24500'	22500'
True Heading:	028	030	015	289
Drift:	14 R	12 R	16 R	7 R
Trail Change:	None	-6 mila	None	None
Ground Speed:	250 MPH	260 MPH	265 MPH	131 MPH
Tan. D.A.	.51	.53	.55	.44
Time of Release:	0911	0911	0912	0951
C-1	Yes	Yes	Yes	Yes
Pattern: Length:		1900'L	1625'L	
Width:		1500'W	1400'W	
Errors: Range:		85'S		
Def:		385'L		
Radial:		425'		
Percent: 1000'		75%		
2000'		100%		
Crew: AL:	Lt. Col. Gooding	Capt. Sorrison		
P:	Capt. Savage	Lt. Brown	Lt. Jensen	Lt. Newman
TG:	Lt. Bunin	S/Sgt. Malloy	Sgt. Minick	S/Sgt. Lee
N:	Lt. Pieper	Lt. Hadlock	Lt. Sorensen	Lt. Boyes
AN:	Lt. Inman			
(No. of Leads) B:	Lt. (15) Hathaway	Lt. (10) Watters	Lt. (11) Zultz	F/O (2) Messenger
(Missions) RN:	Lt. (19) Decherniss	Lt. (11) Urankar	Lt. (27) Painter	Lt. (19) Shuster

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

(1) Narrative: 95A: After the turn at the IP, the attack was begun on a true heading of 023 degrees. The R/N picked up the target in the scope at 35 miles and proceeded to kill course, clutching the bombardier in at 11 miles. Subsequent rate checks of 10, 9, 8, 7, 6, and 5 miles were made, all of which were good. Immediately after the 5 mile check, the bombardier picked up the target visually through breaks in the clouds. With 30 seconds to the BRL, course and rate corrections were made. H2X equipment operated satisfactorily.

PI: The bombs fell in fields and the extreme N portion of the target area approximately 2250' over the assigned MPI. There were several close misses on the NW storage oil tanks. Smoke and haze prevents precise interpretation and the measurement of the bomb pattern.

95B: The attack was initiated on a true heading of 032 degrees. The R/N picked up the target in the scope at 35 miles and clutched the bombardier in at 11 miles. Immediately after the 11 mile check, the bombardier was able to pick up the target visually. With two minutes to the BRL, the bombardier completed a normal sighting operation. The bombardier reduced his trail 6 miles because the bomb run was flown at an IAS of 140 MPH. H2X set operated satisfactorily.

PI: The bombs fell on and around the assigned MPI. One explosion occurred on an unidentified building near the SW oil storage tanks. The Distillation Plant and the Oil Storage areas around the MPI received a heavy concentration of bombs. Haze and smoke prevents a more detailed interpretation. Photos taken by 95C show several smoke columns over the area around the MPI. These are probably from oil storage tanks on fire. One A/C released early and the bombs fell 12000' short in fields.

95C: After identifying the target in the scope at 40 miles, the R/N clutched the bombardier in at 11 miles. The R/N gave rate checks but the bombardier did not use them. Seven miles from the BRL, the bombardier picked up the target visually. With 1 minute for synchronization, the bombardier was able to make course and rate corrections. H2X set operated satisfactorily.

PI: The bombs fell in the extreme NE corner of the target area and the fields beyond, approximately 1800' over the assigned MPI. There may have been several close hits on the Compressor House. Smoke prohibits a detailed analysis. The bomb pattern measurements given are approximate.

95D: On the approach to the 1st priority target, violent prop wash was encountered. The C-1 Auto-Pilot had to be turned off but was re-set later. 1 minute from the BRL prop wash again was encountered. This threw synchronization off considerably and the bombardier withheld his bombs. Attacking the 3rd priority target the R/N had picked up the target in his scope at 32 miles. The bombardier was clutched in at 10 miles and subsequent rate checks of 7, 6, and 4 miles were made. At the BRL the bombardier was able to check synchronization on a building adjacent to the assigned MPI. No rate or course corrections, however, were possible. H2X equipment operated fairly well, however, it was necessary to use the manual tuning throughout the operation, because AFC would not lock in. No. 1 inverter also was defective. The set was satisfactory for bombing and navigation.

PI: No bursts are visible, but according to computations based on the bomb trajectory chart the bombs probably fell in fields 2 miles East (short) of Gotha.

(2) Bombing Malfunctions:

95A: A/C 8140, because of rack malfunctions over the 1st priority target, released 2 x 250 GP on a TO at Grieg, Germany. Bombs again hung up and the remaining bombs (22 x 250 GP) were released on a TO at Auma, Germany. The bombsight in this A/C was used.

95C: A/C 8776 returned 12 x 500 GP because of rack malfunctions. A/C 7154 attacked the 3rd priority target releasing 24 x 250 GP with 95D. Bombs had hung up over the 1st priority target.

95D: A/C 8996 returned 7 x 250 GP because of rack malfunctions. A/C 8469 jettisoned 1 x 250 GP at 5210-0312. This bomb failed to release over the target because of a rack malfunction. A/C 6175 attacked a TO with the 447 Group because it did not make

Squadrons:	A	B	C	D
Lead A/C No.	790	705	209	776
Target:	2nd P	1st P	1st P	1st P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	9	9	10
Bomb Load:	24x250 GP	24x250 GP	24x250 GP	24x250 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	21900°	23350°	22800°	22500°
Ind:	23000°	23800°	23400°	23000°
True Heading:	288	021	018	038
Drift:	8 L	19 R	18 R	11 R
Trail Change:	Added 6 mils	-1 mil	None	None
Ground Speed:	185 MPH	183 MPH	185 MPH	216 MPH
Tan. D.A.	-----Not Reported-----			
Time of Release:	0943 <sup>1</sup>	0915	0915	0916
C-1	Yes	Yes	Yes	Yes
Pattern: Length:	1950°L		1635°L	2300°L
Width:	1125°W		1550°W	1540°W
Errors: Range:	400°0			
Def:	1300°L			
Radial:	1400°			
Percent: 1000°	8%			
2000°	97%			
Crew: AL:	Maj. Cruver	Capt. Hensey		
P:	Capt. Murray	Capt. Raiford	Capt. Dawson	Lt. Weiland
TG:	Lt. Timms	Lt. Windling	Sgt. Henion	Sgt. Appleby
N:	Lt. Johnson	Lt. Cheney	Lt. Raning	Lt. Pranger
AN:	Maj. Crosby			
(No. of Leads) B:	Lt. (9) Crichton	Lt. (6) Ruth	Lt. (12) Silva	Lt. (2) Tolliver
(Missions)RN:	Lt. (21) Bohrer	Lt. (14) Pivonka	Lt. (26) Rowland	Lt. (26) Decker

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

(1) Narrative: 100B: The attack was begun on a true heading of 041 degrees. The R/N assisted in setting up course at the beginning of the run. The 1st priority target was attacked by the method of Grid Bombing because a very extensive smoke screen covered the target area. Three miles from the BRL, however, the target outline could be discerned, but the assigned MPI could not be identified. H2X equipment operated satisfactorily.

PI: No bursts are visible, but according to computations based upon the bomb trajectory chart the bombs probably fell in fields 7500° East (right) of the assigned MPI.

100C: Because of a very heavy smoke screen over the target area the Grid method of bombing was employed. The attack was initiated on a true heading of 033 degrees. The bombardier clutched in at 11 miles and made grid bombing checks at 7 and 5 miles. Throughout the entire run the bombardier checked his course by pin-point pilotage. The target outline could be identified only at the BRL. H2X set operated satisfactorily.

PI: The bombs fell in fields 9600° SE (right) of the assigned MPI.

100D: After the turn at the IP, the R/N proceeded to set up course. The bombardier, however, did pin-point pilotage throughout the bomb run and because of the heavy smoke screen covering the target area, the Grid method of bombing was employed. Not until 10 seconds from the BRL could the bombardier identify the target area. H2X equipment operated satisfactorily the entire route.

PI: The bombs fell in fields and a village 6900° SE (short) and (right) of the assigned MPI.

100A: Because of violent prop wash prior to the BRL, the bombardier experienced a tumbled gyro. Unable to get the gyro re-leveled before the BRL, the 1st priority target was not attacked. The attack on the 2nd priority target was begun on a true heading of 284 degrees. The bombardier was able to pick up the target visually 13 miles from the BRL. A normal sighting operation was completed and at bombs away synchronization appeared to be good. H2X equipment operated fair to good. Range was approximately 50 miles.

PI: The bombs fell in woods and fields 1300° left of the assigned MPI.

(2) Bombing Malfunctions:

100B: A/C 836 bombed with the 486 Group. This A/C lost the formation at CP 1 because of weather.

100D: A/C 334 because of a shackle malfunction 1 x 250 GP was returned to the base.

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

d.	Attacking:	Jettisoning:	Returning:
95	1st P 27 A/C 609 x 250 GP 3rd P 9 A/C 200 x 250 GP TO 2 A/C 48 x 250 GP	1 A/C 1 x 250 GP	2 A/C 19 x 250 GP
100	1st P 28 A/C 648 x 250 GP 2nd P 9 A/C 208 x 250 GP TO 1 A/C 24 x 250 GP	1 A/C 1 x 250 GP	
390	1st P 9 A/C 184 x 250 GP 3 x T344 7 x T345 2nd P 7 A/C 132 x 260 Frag TO 17 A/C 176 x 260 Frag 184 x 250 GP Chaff Force: 1st P 5 A/C 50 x 260 Frag	3 A/C 20 x 260 Frag 48 x 250 GP	2 A/C 30 x 260 Frag

5. Communications: a. VHF: (1) Channel A had steady tone until the Wing left the English Coast. This tone is not a keyed transmission, but is believed to be some type of English radar operating near our channel A frequency. Interference was not too bad, and general communications on channel A were carried on satisfactorily.

(2) Wing leader had good contact with Kodak White on route, which proved very helpful due to the extremely bad weather conditions encountered. Prior to arriving at the IP, both Kodak Red and Kodak Yellow were contacted and gave the target weather information. Arrowswift was called and control point timings sent on time.

(3) The fighter force was contacted prior to the first rendezvous, and again at the IP. Communications with the fighters were very good.

b. W/T: Progress and Strike report tabulations were as follows:

		CP1	CP2	CP3	TGT	CP4
390A	Flight Plan	0700	0724	0803	0854	1045
	ATA	0702	0730	0809	0942	1057
	TOD	0705	0736	0830	0953	1107
390A	S A 5	0942				
	B L B 5	0951				
	C T A 2	0944				
	D L A 5	0946				
95A	P A 5	0911				
	B P A 5	0911				
	C P B 5	0912				
	D L B 5	0951				
100A	S A 3	0943				
	B P A 5	0915				
	C P A 5	0915				
	D P A 5	0915				

C O N F I D E N T I A

6. Photography: a. 95 installed 2 scope, 6 oblique, and 8 vertical cameras, all of which took pictures. 2 sets of H2X scope photos were received and both are plottable.

b. 100 installed 3, 16mm scope and 9 vertical cameras, 3 and 7 of which took pictures. No oblique cameras were reported on this mission; reason yet unknown. A/C 8470, #2 A/C lead element D Squadron with K-21 installed was MIA. A/C 8840, #2 A/C lead element B Squadron with K-21 installed: camera frozen. 2 rolls of 16mm film received.

c. 390 installed 3 scope, 2 oblique, and 11 vertical cameras, all of which took pictures. PFF A/C 571 made two bomb runs and ran out of film on the second run. 3 sets of H2X scope photos were received; one set is plottable. Remaining two sets are not plottable because of swept out photographs.

By Command of Brigadier General HUGLIN:

*Ernest A. Kierling*  
ERNEST A. KIERSLING,  
Lt. Col., Air Corps,  
Director of Training & Analysis.

~~SECRET~~  
7/1/45

J.P.  
CAB

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

13TH COMBAT BOMB WING (H)

ZEITZ & ERFURT  
GERMANY

31 MARCH 1945

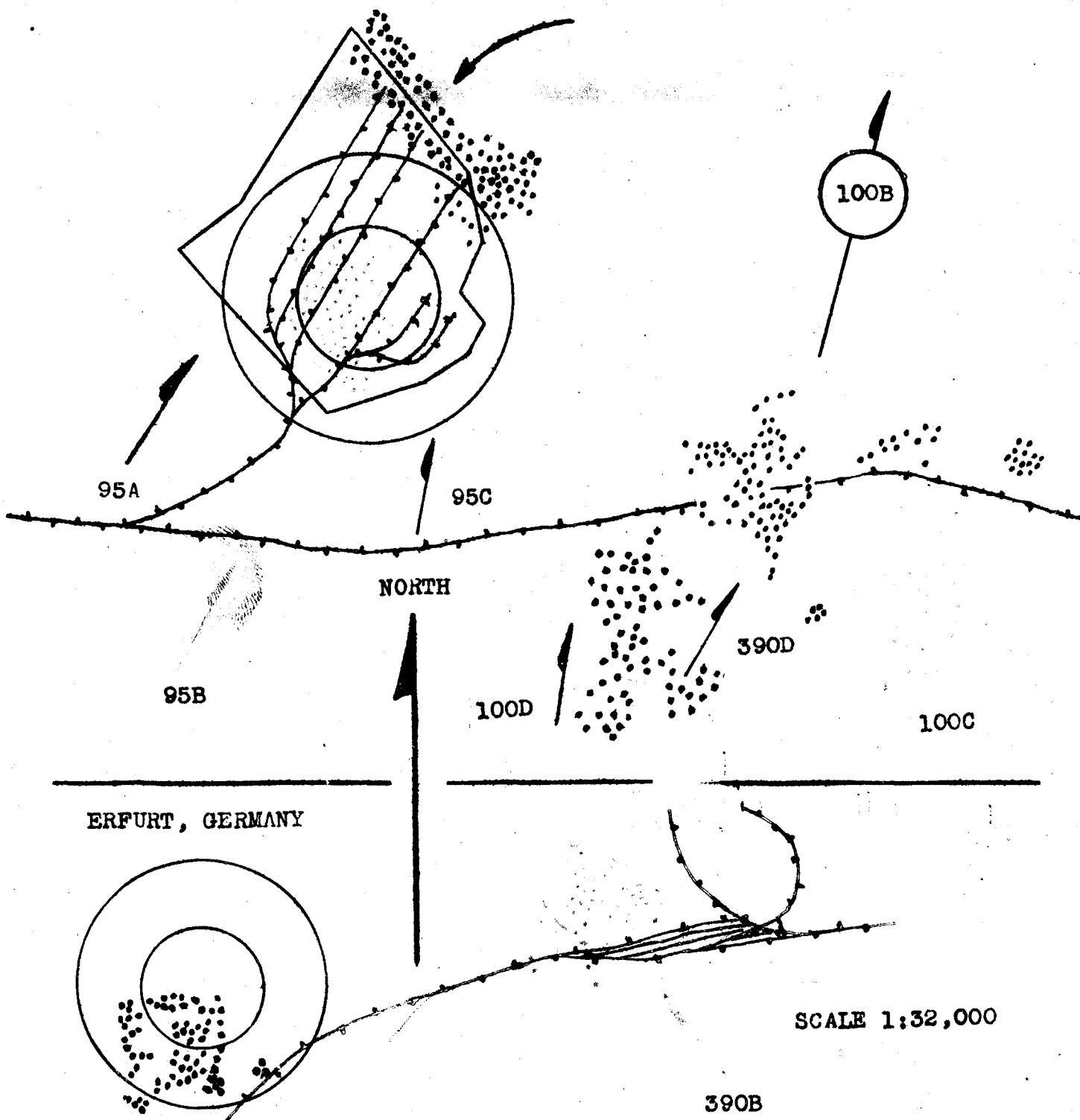
NOTE: Bombfall for 100B was based on the Bomb Trajectory Chart.

Squadrons attacking targets not shown on Plot were: 390A & 100A -  
bombed BAD BERKA. 95D bombed GOTHA.

CIRCLES: 1000' and 2000' from the MPI for 95A, B, and C Squadrons.  
1000' and 2000' from the AP for 390C Squadron.

ZEITZ, GERMANY - SCALE 1:25,000

SMOKE OBSCURES PARTIAL PATTERN  
OF 95A AND C SQUADRONS



SCALE 1:32,000

390B

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

- DATE    /    / 44 TARGET    DUTY OFFICERS
- CBW 30 GROUP 95B GP. LEADER Capt. Garrison A/C <sup>334</sup> 8230-MW/T WQT  
POSITION High DEPUTY LDR. Lt. Palmer A/C <sup>335</sup> 8269-KW/T NSP
- EST. TAXI TIME 0455 EST. T.O. 1ST A/C 0505 ETD BASE 0625  
ETR BASE
- NUMBER A/C ORIGINALLY SCHEDULED 11 NUMBER OF <sup>PFF</sup> ~~SERIES~~ INCLUDED 1
- TIME 1ST T.O.    LAST T.O.    TIME 1ST LANDING     
LAST LANDING
- SQUADRON 334 NO. OF A/C     CALL SIGNS; W/T WQT

A/C	<u>M</u>	<u>P</u>	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	<u>0502</u>	<u>0523</u>	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	<u>1257</u>	<u>1254</u>	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

- DATE <sup>31</sup>    /    / 45 TARGET    DUTY OFFICERS Capt. Parker
- CBW 19B GROUP 11A GP. LEADER Lt. Col. Goome A/C <sup>335</sup> 8210-JW/T NSP  
POSITION Lead DEPUTY LDR. Lt. Twinning A/C <sup>412</sup> 8140-CW/T LLR
- EST. TAXI TIME 0500 EST. T.O. 1ST A/C 0510 ETD BASE 0625  
ETR BASE
- NUMBER A/C ORIGINALLY SCHEDULED 9 NUMBER OF <sup>PFF</sup> ~~SERIES~~ INCLUDED 1
- TIME 1ST T.O.    LAST T.O.    TIME 1ST LANDING     
LAST LANDING
- SQUADRON 335 NO. OF A/C     CALL SIGNS; W/T NSP

A/C	<u>J</u>	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	<u>0500</u>	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	<u>1257</u>	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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

A/C	<u>C</u>	<u>A</u>	<u>B</u>	<u>H</u>	<u>Y</u>	<u>M</u>	<u>J</u>	<u>Z</u>	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	<u>0501</u>	<u>0515</u>	<u>0518</u>	<u>0519</u>	<u>0516</u>	<u>0517</u>	<u>0520</u>	<u>0521</u>	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	<u>1245</u>	<u>1256</u>	<u>1258</u>	<u>1257</u>	<u>1258</u>	<u>1300</u>	<u>B-58</u>	<u>1300</u>	:	:	:	:	:	:	:	:	:	:	:	:
REM'S.	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

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





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

V-A-1

APO 559  
31 March 1945

SUBJECT: Engineering Report on Combat Mission of 31 March 1945

TO : Commanding Officer, 95th Bombardment Group (H), Attention:  
Operations Officer

1. The following information is submitted concerning combat mission of 31 March 1945.

a. Thirty-eight (38) B-17 aircraft took-off as scheduled.

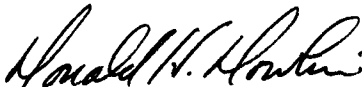
b. Thirty-seven (37) B-17 aircraft returned to base after completion of combat mission.

c. B-17 43-38826 - landed on continent with battle damage.

2. There were no abortive aircraft.

3. Battle damage is as follows.

8657 - major battle damage	8996 - skin damage
8826 - major battle damage	8525 - skin damage
8548 - rt aileron chg	8179 - skin damage
8469 - #2 induction system	8617 - skin damage
2455 - spar damage rt wg	7992 - skin damage
8814 - #2 induction system	6522 - skin damage
8640 - skin damage	9177 - skin damage
7154 - skin damage	8774 - skin damage
8317 - skin damage	8741 - skin damage
9175 - skin damage	8281 - skin damage
1867 - skin damage	

  
DONALD H. DOWLIN  
Capt., Air Corps  
Gp Engineering O

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

31 March 1945

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

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

1. The Mission - The 95th Group flew as 13B Combat Group to attack the Synthetic Oil Works at Zeitz. The primary target was attacked visually by 95A, B, and 95C. 95D squadron hit prop wash twice on bomb run and were unable to get sight set up again in time to bomb primary. This squadron then attacked the last resort target, the Fighter Assembly Factory at Gotha, on H2X.

95A - Eight A/C plus one PFF took off and formed the lead squadron. Seven A/C plus the Pff bombed the primary target. A/C 8140 bombed tow targets of T.O. dropping two bombs on warehouses at Greiz 5039N-1212E at 0927 hours and twenty two bombs on Auma 5042N-1154E at 0932 hours.

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

95C Eight A/C plus one PFF took off and formed the low Squadron. Seven A/C plus the PFF bombed the primary target. A/C 7154 bombed the Last Resort target with 95D.

95D Eight A/C plus one PFF took off and formed the low-low squadron. Seven A/C plus the PFF bombed the Last Resort target. A/C 6475 bombed the target of opportunity flying the the 447th Bomb Group, 4th Combat Wing.

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.

CG, 13TH CBW  
CO, 390TH BG  
CO, 100TH BG

XXX

95TH BOMB GRP

XXX

31/3/45 1620 8-2

8-2 OPERATIONAL NARRATIVE, 95TH BOMB GROUP, 31 MARCH 1945  
ZEITZ, GERMANY

1. Leaflets - None.

2. Bombing Results -

A Squadron - Primary, Zeitz, visual - hot prints show bombs bursting on target. Good results.

B Squadron - Primary, Zeitz, visual - hot prints show bombs hitting in target. Good results.

C Squadron - Primary, Zeitz, visual - hot prints show bombs bursting in target. Very good results.

D Squadron - Last Resort, Gotha, H2X - Photos cloud covered. R/H picked up target, but believes hit short.

A/C 6475 bombed a TG with 447th Group at 0939 hours. Results unobserved.

A/C 8140 bombed two TOS. Dropped two bombs on Speis (5039-1212) at 0927 hours, hitting warehouses. This A/C also dropped 22 bombs on Auma (5042-1154) at 0952 hours and saw bombs hit in town.

A/C 7154 in 950 bombed last resort target with 950 squadron.

3. E/A - None.

4. Flak:

A. Damage - Final.

95A IAC SA IP to BRL to RP

95B None

95C SAC SA IP to BRL to RP

95D SAC SA IP to BRL to RP

B. Operations:

1. None

2. None

3. None

C. Amount, Accuracy, & Type of Fire:

1. Target - moderate to intense, accurate, tracking & barrage.

2. Target - moderate to intense, accurate, tracking & barrage.

3. None.

4. None.

5. None.

D. Phenomena: None.

# OPERATIONAL NARRATIVE

5. Weather - 4-6/10 cloud below 8,000 feet in target area. Open break in low clouds.

6. Observations -

2,015 - 0910 hours - dense smoke screen.

5037-1115 - 0938 hours - smoke screen.

7. Other Information - Fighter support good. Briefed course followed throughout. Bombing of primary done by squadrons visually. Mickey Operators set up course and rate but bombardiers were able to synchronize visually. 95D squadron hit prop wash twice on bomb run and were unable to get sight set up again in time to bomb primary. Turned off and bombed last resort target with other groups. Made an H2X run which was short because could not get out of bomber stream going to another target. This squadron used 5037-1124 as IP. Rejoined group at 5035-1000.

SECRET

.....  
: SECRET  
: By Authority Of  
: C. G., Eighth Air Force  
: Initials J. F. ...  
: Date: 31 March 1945  
: .....

*RAK*  
*CSB*  
*Rum*

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APC 634

INTCPS SUMMARY NO. 335

PERIOD: 0001 hours 31 March to 2400 hours 31 March 1945.

A. STATISTICS

	Total Sorties	Effective Sorties	Tonnage	Claims	Losses			Totals	NYR
					E/A	AA	OT		
Heavy Bomber Atks.	1338	1294	3618.0	3-3-1 A 0-0-0 G	2	2	5	9	0
Fighter Escort (a)	840	802	0	5-0-7 A 0-0-0 G	0	0	3	3	3
Fighter Sweeps	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	29	27	0	0-0-0	0	0	0	0	0
Weather Recon.	38	34	0	1-0-1 A 0-0-0 G	0	0	0	0	1
Air/Sea Rescue	72	71	0	0-0-2 A 0-0-0 G	0	0	0	0	0
Special Operations	<u>70</u>	<u>68</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>
Totals	2387	2296	3618.0	9-3-11A(b)2 0-0-0 G	2	9	13	13	5

(a) Includes two groups based on Continent.  
(b) Includes 6-3-11 Me-262s.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1338 a/c (955 B-17s, 383 B-24s) from three Air Divisions sortied in four forces against three synthetic oil plants (Zeitz, Lutzkendorf, Merseburg/Leuna), an oil refinery and ammunition filling plant north of Hannover and a tank plant at Brunswick. 1294 a/c dropped 3618.0 tons (3339.3 tons GP, 232.2 tons IB, 46.5 tons frag.) on Zeitz Synthetic Oil Refinery, the city of Brandenburg, Halle M/Y Bad Berka Oil Depot (near Erfurt), the city of Gotha and eleven T/Os. Weather: 8/10-10/10 clouds over all primaries except Zeitz, with tops well below normal bombing altitude, caused most groups to attack 2nd and 3rd priority targets. E/A Opposition: main attacks were against third force B-24s bombing Brunswick. Some 10-15 Me-262s were active in this area and attacks against two groups by 6-7 and by 4-6 Me-262s, respectively, at the target and after the bomb run were reported. 2 Me-262s made a single pass against second force B-17s in the Brandenburg area. Claims: 3-3-1 Me-262s, air. Losses: 9 a/c (4 B-17s, 5 B-24s - 2 to AA, 5 to unknown causes, 1 B-24 definitely to E/A and another believed to E/A). NYR: nil.

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S E C R E T

First Force

Six group formations (229 B-17s - 3rd Air Division) sortied against Zeitz Synthetic Oil Plant. 18 of these a/c were assigned the NW and SE flak batteries at Zeitz, which were not attacked. 219 a/c dropped 629.4 tons (582.9 tons G.P., 46.5 tons frag.) on primary; Bad Berka oil depot (nr Erfurt), second priority target; Gotha (3rd priority target); and six T/Os at 0942-1008 hours, from 22,000 - 25,300 feet. Zeitz oil refinery bombed by 12 squadrons visually and by one squadron by H2X with visual assist. Bad Berka bombed visually. Leaflets dropped on Zeitz and Gotha. Weather: 6/10 - 8/10 undercast in Zeitz area, no cloud in Bad Berka area. Flak: moderate to intense, accurate at Zeitz. Battle damage: 87 minor, 21 major. E/a opposition: nil. Claims: nil. Losses: 4 B-17s (2 to AA, 2 to unknown causes). NYR: nil.

Fighter Support: Two groups (120 P-51s) sortied. Up 0645-0656 hours, down 1215-1228 hours. 117 effective sorties. E/a opposition: nil. Claims: nil. Losses: 1 P-51 - bellied in near Flauen and was set on fire, pilot safe. 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>Frag.</u>	
Zeitz Syn. Oil	211	137	392.7	6.5	Good
Zeitz NW Flak Btry.	9	Not Attacked			
Zeitz SE Flak Btry.	9	Not Attacked			
Bad Berka Oil Stg. (2nd Priority Tgt.)		29	64.0	17.2	Poor-Fair
Gotha (city) (3rd Priority Tgt.)		20	55.0		Unobs.
<u>Other Targets</u>					
Erfurt		25	47.5	22.8	Fair
Brandenburg		4	12.0		Unobs.
Auma (5042-1154)		1	2.7		Unobs.
Saalfeld		1	3.0		Unobs.
Fulda		1	3.0		Unobs.
T/O (5250-1252)		1	3.0		Unobs.
Totals	229	219	582.9	46.5	

Second Force

Eight group formations (294 B-17s - 3rd Air Division) sortied against oil storage depots at Derben (NE of Magdeburg) and Straszfurt/Leopoldshall (S of Magdeburg). 283 a/c dropped 772.7 tons GP on Brandenburg city (3rd priority target) and two T/Os by H2X at 0931-1016 hours from 21,600-25,000 feet. Leaflets dropped on Brandenburg. Weather: 8/10-10/10 over primaries with tops at

S E C R E T

S E C R E T

10,000-12,000 feet forced groups to bomb 3rd priority target. Flak: meager and inaccurate at Brandenburg. Battle Damage: 1 minor. E/A Opposition: several jet a/c sighted. 2 Me-262s made a single attack in Brandenburg area. Claims: 0-1-0 Me-262. Losses: nil. NYR: nil.

Fighter Support: Four groups (221 P-51s) sortied. Up 0705-0711 hours, down 1240-1350 hours. 207 effective sorties. E/A Opposition: some 10-12 jets, mostly Me-262s, encountered in Brandenburg area and effectively dispersed for claims of 2-0-0. 1 Me-109 destroyed as it was coming in to land vicinity of Hannover and several other s/e e/a engaged south of Osnabruck. Claims: 5-0-0 air, including 2-0-0 Me-262s. Losses: nil (1 a/c crashed in Poland - cat. "E") NYR: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Derben Oil Storage	153	Not Attacked		
Straszfurt/Leopoldshall Oil Storage	141	Not Attacked		
Brandenburg (city) (3rd Priority Tgt.)		265	718.7	Unobserved
<u>Other Targets</u>				
Stendal		9	27.0	Unobserved
Salzwedel		9	27.0	Unobserved
Totals	294	283	772.7	

Third Force

Thirty-eight squadron formations (383 B-24s - 2nd Air Division) sortied against Hassel Ammunition Filling Plant (NW of Hannover), Nienhagen Oil Refinery (NE of Hannover) and a tank plant at Brunswick. 371 a/c dropped 989.2 tons (776.7 tons GP, 212.5 tons IB) on Brunswick M/Y by H2X at 0912-0924 hours from 21,500-25,000 feet. Leaflets dropped on Brunswick. Weather: 10/10 cloud over targets; 9/10-10/10 enroute. Flak: meager to moderate, inaccurate at Brunswick. Battle Damage: 3 minor (1 a/c cat. "E" - crashed over U.K. during assembly). E/A Opposition: about 10-15 Me-262s seen in Brunswick area. Two groups report being attacked by 6-7 and by 4-6 Me-262s, respectively, at target and immediately after bombs away. Claims: 3-2-1 Me-262s. Losses: 5 B-24s (1 definitely to E/A, 1 believed to E/A, 3 to unknown causes). NYR: nil.

S E C R E T



S E C R E T

Fighter Support: Five groups (213 P-51s, 53 P-47s - 266 a/c) sortied. Up 0700-0715 hours, down 1130-1340 hours. 253 effective sorties. E/a opposition: Some 6 - 8 Me-262s engaged in Brunswick area and four damaged; 4 Me-262s chased in Steinhuder Lake area and one of these damaged near Hamburg. Claims: 0-0-7 Me-262s, air. Losses: 2 P-51s (1 to unknown causes, 1 to engine failure - pilot believed safe in Holland). 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>	
Hassel Ammo. Plant	191	Not Attacked			
Nienhagen Oil Ref.	64	Not Attacked			
Brunswick Tank Plant	128	Not Attacked			
Brunswick M/Y (Sec.)	—	<u>371</u>	<u>776.7</u>	<u>212.5</u>	Unobserved
Totals	<u>383</u>	<u>371</u>	<u>776.7</u>	<u>212.5</u>	

Fourth Force

Twelve Group formations (432 B-17s - 1st Air Division) sortied against Lutzkendorf Synthetic Oil Refinery and the Merseburg/Leuna Synthetic Oil Refinery, 421 a/c dropped 1226.7 tons (1207 tons G.P., 19.7 tons I.B.) on Halle M/Y (Secondary) and 4 T/Os, including Weimar and Leipzig. Bombing by H2X - one T/O bombed visually. Leaflets dropped on Halle and Leipzig. Weather: 10/10 alto-cumulus over primaries, tops at 16,000 feet. Flak: generally meager and inaccurate. Battle damage: 33 minor, 4 major. E/a opposition: nil. Claims: nil. Losses and NYR: nil.

Fighter Support: Four groups (233 P-51s) sortied. Up 0651-0730 hours, down 1200-1238 hours. 225 effective sorties. E/a opposition: several Me-262s sighted. No combat. Claims: nil. Losses: nil. NYR: 3 P-51s (2 known safe, 1 believed safe on Continent).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Lutzkendorf Syn. Oil Ref.	210	Not Attacked			
Merseburg/Leuna Oil Ref.	222	Not Attacked			
Halle M/Y (Sec.)		369	1050.5	18.8	Fair
<u>Other Targets</u>					
Leipzig		8	22.6		Unobserved
Weimar		36	108.0		Fair
Aschersleben		7	22.9	.9	Unobserved
T/O		1	3.0		
Totals	<u>432</u>	<u>421</u>	<u>1207.0</u>	<u>19.7</u>	

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2. Fighter Escort

Fifteen Groups, including the two groups based on Continent (787 P-51s, 53 P-47s - 840 a/c) sortied in support of four bomber forces. Up 0645-0730 hours, down 1130-1350 hours. 802 effective sorties. E/a opposition; about 10 - 12 jets, mostly Me-262s, encountered in Brandenburg area and all but two prevented from getting through to bombers; 1 Me-109 destroyed on deck near Hannover and several other s/e engaged South of Osnabruck; some 6 - 8 Me-262s engaged in Brunswick area and several pursued in Steinhuder Lake area to near Hamburg. Claims: 5-0-7 air, including 2-0-7 Me-262s. Losses: 3 P-51s (2 to mechanical failure, 1 to unknown causes). NYR: 3 P-51s (2 known safe, 1 believed safe on Continent).

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

29 a/c (10 F-5s, escorted by 19 P-51s) sortied. Photos obtained in central and western Germany. 2 F-5s aborted due to mechanical failure. Losses: nil.

6. Weather Reconnaissance

38 a/c (4 B-17s, 4 Mosquitoes, 30 P-51s) sortied as follows:

4 B-17s completed routine flights over Atlantic to west of UK.

4 Mosquitoes completed special flights to Germany, Atlantic, SW of UK, and Brest area.

30 P-51s as weather scouts for bomber forces. 26 effective sorties.

1 P-51 returned early. Claims: 1-0-1 Me-262s, in Brunswick area. Losses: nil. NYR: 1 P-51, down on Continent-status unknown.

7. Air/Sea Rescue

72 a/c (25 P-47s, 20 A-10s, 1 B-17 and 26 P-51s from four fighter groups) sortied on routine search and patrol, and special mission to rescue crew of a FBY. Two Me-262s made strafing pass at the FBY and were dispersed by two P-51s. Claims: 0-0-2 Me-262s. Losses: nil.

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8. Special Operations

70 a/c (9 B-17s, 35 B-24s, 12 Mosquitoes, 12 P-51s, 2 P-47s) sortied as follows:

Night - 30/31 March

13 B-24s dropped leaflets over Holland and Germany. Losses: nil.  
19 B-24s on special operations. Losses: 1 B-24.  
2 Mosquitoes on special operations. 1 a/c NYR, safe on Continent.

Day - 31 March

3 B-24s on VHF screen, jamming from 0440-1015 hours.  
15 a/c (12 P-51s, 1 B-17, 2 P-47s) as airborne radio relays.  
17 a/c (8 B-17s, 9 Mosquitoes) dropped chaff for bomber forces.  
1 Mosquito on special operation.

Losses: 1 B-24  
NYR: 1 Mosquito

C. INTELLIGENCE

1. Enemy Air Opposition

Over Germany there was broken medium and high cloud with variable low coverage of 4/10 to 8/10 with a general 2500 foot ceiling.

Again opposition was on a small scale and exclusively by jet e/a. Sightings indicate some 20 plus Me-262s with an occasional Me-163, operated in the general Stendal-Magdeburg-Brunswick area during the time of the operation. The only serious attempt at interception occurred in the Brunswick area where up to 15 Me-262s tried to break through escort and get to the B-24 force at approximately 0910-0915 hours during and immediately after the bomb run. Escorting fighters in the area engaged e/a for claims of 1-0-8 Me-262s and only one B-24 is reported definitely lost to e/a. One NYR, a straggling B-24, is also known to have been damaged by jet attack. For the most part e/a attacked in elements of two from 5 to 7 o'clock level, pressing some attacks to 100-150 yards range. However, the bomber lost to e/a is reported to have been in the low left squadron of the Fifth Group in the B-24 column which was attacked from 5 to 6 o'clock level by 4 Me-262s flying line abreast, two attacking the left side of the squadron breaking left and under and two hitting the high right element. The elements of 2 e/a were reported attacking in trail from astern. Escort stated e/a dove from haze layer at 28,000 - 30,000 feet attempting to come up beneath the bombers from the rear and fire while in climb, then splitting down and away without getting above bombers. E/a shunned combat with our fighters, breaking in and out of cloud and using superior speed for evasion. Liberator gunners claimed 3-2-1.

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B-17s attacking Brandenburg reported an ineffective attack from the rear by 2 Me-262s during the bombing run, with bombers claiming 0-1-0. Our fighters scattered the 10 - 12 jets threatening bombers in this area, destroying 2 Me-262s in the process. On return a P-51 destroyed one Me-109 landing near Hannover and 2 of 5 additional s/e a/o encountered at 8000 feet south of Osnabruck.

The force attacking Halle had no opposition and escorting fighters sighted only an occasional random jet e/a.

A flight of P-51s covering Air/Sea Rescue operations off Schiermonnikoog Island (E. Frisians) damaged 2 Me-262s strafing one of our FBVs on the water.

2. Flak

Brandenburg	- meager, inaccurate, tracking.
Brunswick	- meager, to moderate, inaccurate, both barrage and predicted.
Halle	- nil to meager, inaccurate to accurate.
Zeitz	- moderate to intense, accurate, barrage and tracking.
Gotha	- meager, inaccurate, tracking.

3. Observations

Eisenach M/Y full of rolling stock.  
Many cars in small M/Y at 5217N-1100E.  
Possible large military camp observed at 5245N-1213E.  
Several sheds in V-shaped area in open country (5233-0609E).  
12 tank cars observed in M/Y at Zeitz.  
Zwickau M/Y (5042N-1235/) heavily loaded.  
30-40 barges observed in Saale River (5044N-1127E).  
M/Ys active at Plauen, Zwickau, Erfurt and Sallfeld.

4. Damage to Enemy Installations

Zeitz Oil Refinery - Good Results.

Target attacked by 13 squadrons carrying 250 and 1000 lb. G.P. and 100 lb. I.B. bombs. Haze and smoke screen make photo interpretation difficult. Two patterns of 250 lb. G.P. blanket most of the SE one-third of the plant with one pattern probably centered over the distillation plant. Another pattern of 250 lb. G.P. fell in the north corner of the plant with hits probable in the area occupied by the boiler house and the gas purifying plant. One pattern of 1000 lb. G.P. noted extending NE from the NE side in the vicinity of the gas purification plant. Exact pattern is not known although hits are probable. One pattern of 1000 G.P. bombs lies just west of the west corner with possible hits in the office area.

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Erfurt - Fair Results.

Town bombed by three squadrons carrying 250 and 1000 lb. G.P. and 260 lb. frag. bombs. All patterns fell outside of the target area. No unusual smoke noted except in the frag. pattern where at least four white smoke pots were noted but did not appear to be bomb smoke.

Halle M/Y - Fair Results.

Intense ground haze and cloud cover of 10/10 density prevents the plotting of all concentrations of bombs dropped. Six concentrations of GP bombs could be plotted in and adjacent to the town area. These indicated possible hits on rail lines in south sorting siding; on lines of junctions at south end of M/Y; on rail junction about 1½ miles S-SW of railway work shops; on lightly built-up area 1½ miles W-SW of railway workshops; on heavily built-up area adjacent to west side of west portion of M/Y; on installations in factory area of the a/c assembly and components plant 2½ miles north of the main station (Siebelsflugzeugwerke of Halle). Fires could be seen burning in central portions of the town late in the attack but damage should be moderate.

Wiemar M/Y - Fair Results.

Three concentrations of heavy GP bombs, totalling approximately 200, could be seen bursting within the town area. Cloud cover prevents the pinpointing of bursts. At least ten hits were seen on rail lines just east of the passenger station with two probable hits on a rail-over-road bridge. Also probable hits were made in the Armament works of Berlin Suhlcr Waffen Sahrzeugwerke just north of the carriage sidings at the East end of the M/Y. Approximately 75 bursts could be seen in a heavily built-up area just south of the M/Y, with three groups of 60 bursts in an open area approximately one mile south of the M/Y. Damage to central portion of town will be moderate.

ADDENDUM

Effect of Recent Attacks on German Airfields by Eighth Air Force

On 21, 22, and 24 March, Eighth Air Force directed the main weight of its attacks in the area between Munster and Oldenburg where the largest force of e/a was concentrated and the best operational A/Fs were to be found.

The attacks of 21 March on the key A/Fs used for jet a/c in NW Germany were completely successful. They included A/Fs which would have been valuable alternatives as well as those in actual use. Nine were put completely out of action.

Attacks on the 24th included return visits to some of the former A/Fs where repairs were in progress and these were again rendered unserviceable and

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repair work nullified. An additional 12 A/Fs were heavily bombed with almost complete success; they included possible alternatives for jet a/c as well as active fighter and ground attack bases.

As a result, offensive and defensive activity by the GAF since the launching of the new Rhine offensive has been almost negligible to date.

5. Ground Activity

21st Army Group - Ninth U.S. Army: Fighting on line A 3314-5834. Spearheads at B 0450-0063.

Second British Army: Spearheads at A 8770-V8504-A6788-2383. Fighting continues about Neterden A0262.

12th Army Group - Third U.S. Army: Spearheads at N1379-H2212-3133-2284.

First U.S. Army: Spearheads at G9787-B9522-6744.

Fifteenth U.S. Army: Took over sector Bonn to Dusseldorf.

6th Army Group - First French Army: Crossed Rhine south of Speyer (15777).

Seventh U.S. Army: Reached R8088-N1500-2820-N0940.

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	1957	4-0-0 A	10
First U.S. T.A.F.	1411	12-0-21G 5-0-0 A	6
Second T.A.F.	1071	29-14-4G 5-0-0 A	12
R.A.F. Fighter Command	332	0-0-1 A	0
Totals	4771	14-0-1 A 41-14-25G	28

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Ninth Air Force

Night - 30/31 March

Sorties : 27 night fighters on patrol over 1st and 3rd U.S. Army sectors.

Claims and Losses : Nil.

Day - 31 March

Sorties : 568 B ombers  
1213 Fighters and Fighter-bombers  
149 Reconnaissance

1930 a/c

Missions : 9th Bomb Division: 568 a/c sortied on two missions. Morning - 211.4 tons dropped on Ebrach POW dump, with fair to good results; 263 tons on Wurzburg M/Y, with good results; 112 tons on Wurzburg storage area, excellent results; 27 tons on T/O. 8 chaff a/c. Afternoon - 399 tons on Marienburg storage and barracks area, by PFF with unobserved results; 6 tons on Karlstadt, unobserved results; 3 chaff a/c.

9th T.A.C.: 308 sorties. Armed reconnaissance east of the Rhine; escort to 9th Bomb Div. A/F at H 0880 strafed.

19th T.A.C.: 688 sorties. Air cooperation to ground forces. A/F at J 0586 and at H 9268 strafed.

29th T.A.C.: 216 sorties. Air cooperation to ground forces and armed reconnaissance.

149 a/c on reconnaissance for Ninth Air Force.

E/a Claims : 4-0-0 air, 12-0-21 ground.

Other claims as follows:

	<u>Destroyed</u>	<u>Damaged</u>
MT	703	246
RR Cars	245	526
Locos	72	29
AFV	41	36
Gun Positions	40	12
Rail Cuts	29	

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Ninth Air Force (continued)

Day - 31 March (continued)

Losses : 10 a/c (1 bomber, 9 fighters)

First U.S. T.A.F.

Night - 30/31 March

Sorties : 8 Intruder Patrols in battle area

Claims & Losses: Nil

Day - 31 March

Sorties : 190 Medium Bombers  
1213 Fighters  
1403 a/c

Mission : 42nd Bomb Wing: 190 sorties. 127 tons on M/Y at Heilbronn, all results poor to good; 70 tons on an M/T depot at Boblingen, unobserved to fair results; 6 tons on an ordnance and supply depot at Achern.

12th T.A.C.: 911 sorties. Armed reconnaissance and air cooperation in 6th, 15th and 21st Corps area. Escort to mediums.

1st French Air Force: 293 sorties. Air cooperation missions and armed reconnaissance in Karlsruhe, Heilbronn, Boblingen and Nuremberg areas. Escort to mediums.

Western French Air Force: 5 sorties. Coastal Command mission in Lorient area.

E/A Claims : 5-0-0 air, 29-14-4 ground

Other Claims :	<u>Destroyed</u>	<u>Damaged</u>
RR Cars	177	638
M/T	387	379
Rail Cuts	21	
Highway Cuts	11	

Losses : 6 a/c (1 medium, 5 fighters)

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Second T.A.F.

Day - 31 March

Sorties : 488 Armed Reconnaissance  
32 Immediate Support  
38 Prearranged Support  
12 Medium Bombers  
24 Light Bombers  
296 Sweeps and Interception Patrols  
51 Reconnaissance

941 a/c

Mission : Bombers attacked gun positions SE of Arnhem; 25 tons GP and 336 x 20 lb. frag. dropped with unobserved results. Armed reconnaissance in Holland and NW Germany.

Claims : 4-0-0 air

Other Claims :

	<u>Destroyed</u>	<u>Damaged</u>
M/T	254	340
Rail Cuts	6	

Losses : 12 a/c

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Second T.A.F.

Night - 30/31 March

Sorties : 70 Armed Reconnaissance  
14 Reconnaissance  
46 Interception Patrols  
130 a/o

Mission : Armed reconnaissance against transport on rail route between northern battle area and northern and central Germany.

Claims : 1-0-0 air

Losses : Nil

R.A.F. Fighter Command

Night - 30/31 March

Sorties : 27 Offensive Patrols  
7 Interception Patrols  
2 Air/Sea Rescue  
36 a/o

Missions : Intruder and long-range patrols over Germany

Claims & Losses: Nil

Day - 31 March

Sorties : 101 Offensive Patrols  
14 Flying Bomb Interception Patrols  
181 Escort to Bombers  
296 a/o

Missions : Rail interdiction in The Hague area

Claims : 0-0-1 air

Losses : Nil

2. Fifteenth Air Force

Report not available.

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3. R.A.F. Bomber Command

<u>Day - 31 March</u>	<u>Target</u>	<u>Losses</u>
360 Lancasters	Hamburg-Blohm & Voss U-Boat Yards	8
100 Halifaxes		3
8 Mosquitoes		0
<u>1 Mosquito</u>	<u>Weather Reconnaissance</u>	<u>0</u>
469 a/c		11
<u>Night - 31 March/1 April</u>		
1 Mosquito	Weather Reconnaissance	0

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

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Director of Intelligence

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