

6
1 Read New Instructions
1 ea Bomb Sq.

CONFIDENTIAL

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 5 April 1945
13 CBW FO 89
13 CBW OPS 311
3 AD FO 632

SUBJECT: Tactical Report (NURNBERG, GERMANY)

TO : Col SHUCK, 95th B.G.

1. Information Concerning the Targets: a. The 1st priority target (visual only) for 13A, B Groups was the Sorting Sidings in the M/Y situated 2 miles S of Nurnberg, Germany.

b. The 1st priority target (visual only) for 13C Group was the Rail Flyovers 1 mile E of the center of Nurnberg, Germany.

c. The 2nd priority target (H2X) for all Groups was the Main Passenger Station in the center of Nurnberg, Germany.

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Target Assigned:
(1) 93 A,B,C,D:			Unterschlauebach
(a) 490	24 x 250 GP	36 A/C	
(b) 385	38 x 150 GP	36 A/C	
(c) 493	38 x 100 GP	36 A/C	
(d) 34	6 x 500 GP	36 A/C	
	2 x M-17		
(2) 4 A,B,C,D:			Nurnberg
(a) 94	4 x 1000 GP	36 A/C	
	4 x M-17		
(b) 447	6 x 500 GP	36 A/C	
	6 x M-17		
(c) 487	10 x 500 GP	36 A/C	
	2 x M-17		
(d) 486	4 x 1000 GP	36 A/C	
	4 x M-17		
(3) 13 A,B,C:			Nurnberg
(a) 100	6 x 1000 GP	36 A/C	
(b) 390	A,B: 10 x 300 GP	36 A/C	
	8 x 250 GP		
	2 x M-17		
	C,D: 10 x 500 GP		
	2 x M-17		
(c) 95	6 x 1000 GP	36 A/C	
(4) 45 A,B,C:			Bamberg
(a) 96	6 x 1000 GP	36 A/C	
(b) 452	6 x 1000 GP	36 A/C	
(c) 388	6 x 1000 GP	36 A/C	

b. Availability:

Airborne:

(1) 95	Reg: 42 A/C	57 C/C	34 A/C
	Lead: 11 A/C	9 C/C	4 A/C

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

(3) 390 Reg: 45 A/C 56 C/C 34 A/C
 Lead: 11 A/C 10 C/C 4 A/C

c. Non-effective Sorties and Returning Spares:

(1) 95: A/C 6475: 336 Sqdn "L" - #2 engine failure - Pilot Lt. Snyder - No sortie. A/C 6598: 335 Sqdn "N" - Oxygen system out - Pilot Lt. Rey - Sortie.

(2) 100: A/C 865: 349 Sqdn "O" - Electrical failure - Pilot Lt. Hilderbrant - No sortie.

(3) 390: A/C 505: 571 Sqdn "X" - #3 engine failure - Pilot Lt. Wentling - No sortie.

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

(1) 95A: H2X equipment inoperative; cause undetermined at present time.

(2) 100A: Flux-gate compass would not ungage.

(3) 390A: Both Gee units out.
 390B: H2X equipment failure, low crystal; cause undetermined at present.

e. A/C Outstanding:

(1) 100: A/C 636: 418 Sqdn "W" - Pilot Lt. Estes.

f. A/C Landing Away From Base:

(1) 100: A/C 649: 418 Sqdn "T" - Landed at A-93 - Low on fuel. Returned to base later - Pilot Lt. Jacobs. A/C 841: 349 Sqdn "H" - Landed at B-53 - Low on fuel - Returned to base later - Pilot Lt. Smith.

(2) 390: A/C 805: 350 Sqdn "O" - Landed at A-93 - Instruments out - Pilot Lt. Fowler.

3. Navigation:

Position	Flight Plan	Altitude	AL: N:	13A (100) Col. Sutterlin Lt. Wild	13B (390) Capt. Brannen Lt. Webster	13C (95) Maj. Swinney Lt. Hadlock
BU C-4	21000°			25000° 16½ min. late on course	25300° 17 min. late on course	26000° 16 min. late on course
CP 3	25000°			27000° 16 min. late 3 mi. right	27200° 20 min. late 1 mi. right	27000° 17 min. late 13 mi. left
IP	25000°			25000° 15 min. late 1 mi. left	27600° 15 min. late on course	27000° 18 min. late on course
TGT	25000°			25000° (1st P) (2nd P)	27600° (1st P) (2nd P)	27600° (1st P) (2nd P)
RP	24000°			24000° 16 min. late on course	26500° 16 min. late on course	27000° 18 min. late on course
CP 4	12000°			8000° 16 min. late on course	8000° 16 min. late on course	8000° 20 min. late 7 mi. right
CONT COAST	8000°			1500° 16½ min. late 15 mi. right	1000° 21 min. late 27 mi. right	1500° 23 min. late on course
ENG COAST	Minimum			1500° 26 min. late on course	1000° 31 min. late 5 mi. right	1000° 28 min. late on course

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

a. Assembly: 13A assembled over Buncher C-3; 13B and C over Buncher A-83. 13C was to assemble over Buncher C-3, but because of poor reception elected to use Buncher A-83. Assembly altitude was raised from 21000' to 25000' because of multi-layered clouds. 13B could not identify its Squadrons, at Group assembly, therefore, flew as two separate units, 390A as 13B and 390B, C, D as a unit with 45 Wing. Group and Wing assemblies were not completed until CP 3.

b. Route: Enroute to the IP all units climbed to 27000' to clear the tops of the clouds. 13A descended to 25000' shortly before the IP, however, 13B and 13C stayed at 27000' above the clouds and contrails. The peel off was made at the IP on individual H2X runs to the 2nd priority target. Reassembly of the Wing after bombs away was hampered by clouds and contrails, and was completed at the turning point after the RP. The route was flown essentially as briefed until approximately 0600E, when a cloud bank broke up the formations into small units which did not reassemble. From this point to the English Coast the briefed descent was not followed in order to get below cloud layers and all units were right of course at various distances as far as 30 miles. 390B, C, D failed to assemble with 390A at the Group assembly point and flew as a separate unit with 45 Wing approximately 13 minutes behind 390A. This unit experienced the same difficulties with weather and flew the route in much the same manner as 13 Wing.

c. Weather: Over the bases at take off there were 10/10 stratus at 8-1200' with light rain. Visibility was 2-3 miles. Enroute to the Continental assembly area, there were 10/10 multi-layered clouds at 1000/24-25000' to 0500-0600E. Enroute to the target there were 5-6/10 cumulus below 10000'; and broken to scattered layers of middle and high cloud from 15-25000' to 1000E. Middle and high cloud became nil below 25000' at 1000E with scattered fine cirrus above 30000', and 6-7/10 cumulus in large solid patches below 10000'. In the target area there were 6-7/10 cumulus but 2-3/10 in immediate target area, and fine cirrus above 30000'. Downward visibility was 20-30 miles. On the return route the weather was the reverse of the route in with multi-layered activity from 0900-0300E, where medium and high clouds broke rapidly to scattered patches, and low became 8-10/10 cumulus and strato-cumulus at 2500-3000/8-10000' with scattered showers, base 500-1000' over channel. Over the bases on return, there were 3-5/10 cumulus at 2500' and strato-cumulus at 4-5000'. Visibility was 5-8 miles. There were moderate semi-persistent contrails in medium cloud below 23000' in assembly area becoming light non-persistent East of 0800E. Average winds enroute were 275/50K and 287/54K in the target area.

d. Failures: Equipment: 13A - Fluxgate caging unit inoperative.
13B - Gee units out.

4. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	2nd P 35 A/C 210 x 1000 GP	1 A/C 6 x 1000 GP	2 A/C 12 x 1000 GP
100	1st P 27 A/C 162 x 1000 GP 2nd P 10 A/C 60 x 1000 GP	1 A/C 6 x 1000 GP	
390	1st P 16 A/C 110 x 300 GP 138 x 250 GP 20 x 500 GP 31 x 500 IB 2nd P 20 A/C 158 x 500 GP 44 x 250 GP 10 x 300 GP 37 x 500 IB 5 x WG 45	2 A/C 1 x 500 GP 1 x 300 GP	4 A/C 10 x 300 GP 1 x 500 GP 11 x 250 GP 4 x 500 IB

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

b. 13A (100)

Squadrons:	A (#719)	B (#009)	C (#849)	D (#183)
Target:	1st P	2nd P	1st P	1st P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	10	9	9
Bomb Load:	6 x 1000 GP	6 x 1000 GP	6 x 1000 GP	6 x 1000 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	24200°	24450°	23800°	24200°
Ind:	25000°	25400°	24700°	25000°
True Heading:	120	092	125	103
Drift:	8 R	1 1/2 R	8 R	2 R
Trail Change:	Added 6 mils	Added 5 mils	Added 5 mils	None
Ground Speed:	285	295	290	285
Tan. D.o.A.	.580	.582	.570	.580
Time of Release:	1137	1137	1138	1138
C-1	Yes	Yes	Yes	Yes
Pattern: Length:	2500°	2100°	1700°	2275°
Width:	2050°	1475°	1025°	1225°
Errors: Range:			0	1025° S
Def:			570° R	950° R
Radial:			570°	1450°
Percent: 1000°			80%	27%
2000°			100%	89%
Crew:	AL:	Col. Sutterlin	Capt. Albrecht	
	P:	Lt. Williams	Lt. Champion	Lt. Wofford
	TG:	Lt. Blockson	Lt. Plough	Lt. Wieland
	H:	Lt. Wild	Lt. Urice	S/Sgt. Abpley
	AM:	Lt. Andriess	Lt. Fruman	Lt. Pranger
(No. of Leads)	B:	Lt. Scott	Lt. (2)	Lt. (5)
		Capt. (20)	Lt. (9)	Lt. (5)
(Missions) RN:		Orenderff	Wellings	Paterno
		Lt. (23)	Lt. (20)	Lt. (1)
		Cately	Gault	Wells
				Decker

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

(1) Narrative: 100A: After the turn on the IP, the R/N took over and proceeded to set up course for the 2nd priority target, initiating the attack on a true heading of 072 degrees. The bombardier was clutched in at 11 miles and subsequent rate checks of 10, 9, and 8 miles were made. After the 8 mile check, the bombardier was able to take over visually and with 90 seconds to the BRL he proceeded to synchronize. A 50 degree correction to the right was necessary to make course good to the 1st priority target. At bombs away, rate was good but course was off. H2X equipment operated satisfactorily.

PI: The bombs fell short of and partially on the South RR Station and Goods Depot. There was 1 hit and a close hit on the roofless portion of the Transshipment Shed, and 6 hits on the RR tracks by the Rail-over-Road Bridge. The remaining bombs fell in fields adjacent to the tracks on the West. The MPI of the pattern was approximately 4150° left and 2000° S of the 1st priority target.

100B: The R/N took over after the turn at the IP, and proceeded to set up course by H2X technique on a true heading of 080 degrees. The bombardier was clutched in at 10 miles and rate checks at 9, 8, and 7 miles were made. A few seconds prior to the BRL, the bombardier picked up the 1st priority target, but because of insufficient time he decided not to bomb it and the attack on the 2nd priority target was completed. H2X equipment operated satisfactorily.

PI: The bombs fell in fields 7500° left of and 6000° over the 2nd priority target.

100C: After the turn on the IP, the R/N took over and by H2X technique he proceeded to set up course on a true heading of 074 degrees. The bombardier was clutched in at 11 miles and rate checks of 10, 9, and 8 miles were made. After the 8 mile check, the bombardier was able to pick up the 1st priority target visually and made a 40 degree course correction to the right. With 80 seconds to the BRL, the bombardier proceeded to make course and rate corrections. Because of insufficient time a bubble level was not possible and to compensate for this error the bombardier displaced the cross hairs. H2X equipment operated satisfactorily.

PI: There were about 5 hits on the tracks West (short) of the diverging lines at the entrance to the Sorting Sidings, 5-7 on the tracks leading into the M/Y from the SE and adjacent to the Rail-over-Road Bridge on the SW side, and 3 on the West end to the Reception Sidings. The remaining bombs fell just over the MPI in woods and on the RR embankment. Bombs from one A/C that released late fell in fields 8000° over.

100D: After the turn at the IP, the R/N began to set up course initiating the attack on a true heading of 077 degrees. The bombardier was clutched in at 11 miles and after the 10 mile rate check he was able to identify the 1st priority target visually. The bombardier proceeded to synchronize and with 30 seconds until bombs away he made corrections for course and rate. H2X equipment operated satisfactorily.

PI: The bombs fell on the right portion of C's pattern, and some of the bursts are smoke obscured. There were 6 hits near the diverging lines at the entrance to the Sorting Sidings and about 10 on the extreme South (left) portion of the M/Y.

Photographs taken by 95A show 3 separate fires from goods wagons in the Sorting Sidings, and 1 crater in the Rail-over-Road Bridge. This damage was done by 100C and D.

(2) Bombing Malfunctions:

100D: A/C 865 had a mission failure (electrical fire in engine) and jettisoned 6 x 1000 GP at 5128-0240.

c. 13B (390)

Squadrons:	A (#784)	B (#571)	C (#660)	D (#127)
Target:	1st P	2nd P	2nd P	2nd P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	13	3	11	9
Bomb Load:	7 A/C 10x300 GP 8x250 GP 2x500 IB 3 A/C 18x250 GP 2x500 IB	7 A/C 18x250 GP 2x500 IB 2 A/C 10x300 GP 8x250 GP	10x500 GP 2x500 IB	10x500 GP 2x500 IB
Method of Release:	30°	30°	140°	140°
Altitude: True:	26450°	25600°	25800°	24800°
Ind:	27500°	26300°	27000°	25500°
True Heading:	092	091	098	085
Drift:	2 L		4 L	5 L
Trail Change:	None		Added 7 miles	None
Ground Speed:	276		296	284
Tan. D.A.	.58		.65	.645
Time of Release:	1137½	1150½	1150½	1151½
C-1	Yes		Yes	Yes
Pattern: Length:	2265°			
Width:	1810°			
Errors: Range:	400°S			
Def:	1500°L			
Radial:	1600°			
Percent: 1000°	7%			
2000°	63%			
Crew: AL:	Capt. Brannen	Lt. Corcoran	Lt. Denne	Lt. Proffatt
P:	Capt. Tracy	Lt. Goelsby	Lt. Babbitt	Lt. Gorlitz
TG:	Lt. Reile	Sgt. Miller	Sgt. Flestrom	Sgt. O'Donnel
N:	Lt. Webster	Lt. Frederick	Lt. Stevens	Lt. Hoffman
AN:	Lt. Euaner			
(No. of Leads) B:	Lt. (20) Pace	Lt. (7) Florman	Lt. (11) Guekes	Lt. (2) McGrew
Missions) RN:	Lt. (23) Robinson	Lt. (5) Sternberg	Lt. (10) Groves	Lt. (1) McCarthy

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

(1) Narrative: 390A: Because of existing weather conditions, the entire 13C Group bombed higher than the briefed altitude. After the maneuver at the IP, the R/N identified the target in the scope and proceeded to set up course by H2X technique, initiating the attack on a true heading of 090 degrees. The bombardier was clutched in at 12 miles and rate checks were made at 11, 10, and 9 miles. After the 7 mile check, the bombardier was able to pick up the 1st priority target visually. With 50 seconds to the BRL, the bombardier proceeded to synchronize. Due to insufficient time, drift was not killed at the BRL. H2X equipment operated satisfactorily.

PI: The bombs fell in an industrial area 1600°N (left) of the assigned MPI. Four stray bombs fell in the M/Y, and 2 dropped close to the #2 power plant and the finishing shop of the Maschinenfabrik Augsburg Nurnberg A.G. - a tank factory. The remaining bombs blanketed unidentified factory buildings N of the M/Y.

390B: 390B bombed in formation with 390C because H2X equipment was inoperative. The cause for this failure is undetermined at the present time.

PI: A/C 901, lead A/C of #2 element, bombed with 390A and the bombs fell slightly over A's pattern on and near the Carriage and Locomotive Repair Shop. There was one direct hit on the corner of the building. The pictures taken by A/C 571 show unidentified farm and forest land.

390C: After the turn on the IP, the R/N proceeded to set up course by H2X technique on a true heading of 086 degrees. The bombardier was clutched in at 11 miles and rate checks of 10, 7, 6, 5, and 4 were made. Because of existing weather conditions, the bombardier was unable to give visual assistance. H2X equipment operated satisfactorily.

PI: Photos show 10/10 undercast.

390D: The R/N picked up the target in the scope at 40 miles. After the turn at the IP, the R/N proceeded to set up course on a true heading of 090 degrees. The bombardier was clutched in at 11 miles and rate checks to 4 miles were made. The bombardier was able to set up course and rate visually through a break in the clouds at the beginning of the run. This was the only visual assistance possible. H2X equipment operated satisfactorily.

PI: Photos show 10/10 undercast.

(2) Bombing Malfunctions:

390A: A/C 954 returned 3 x 250 GP and 1 x 500 IB because of rack malfunctions. A/C 064 jettisoned 1 x 300 GP at 5210-0206 because of rack malfunctions over the target.

390B: A/C 505 had a mission failure (#3 engine out) and returned 10 x 300 GP, 8 x 250 GP, and 2 x 500 IB.

390C: A/C 728 jettisoned 1 x 500 GP at 4920-1120 because of a rack malfunction over the target.

390D: A/C 127 returned 1 x 500 GP and 1 x 500 IB because of rack malfunctions over the target.

d. 130 (95)

Squadrons:	A (#8210)	B (#8548)	C (#8667)	D (#8179)	
Target:	2nd P	2nd P	2nd P	2nd P	
A.P.	Assigned	Assigned	Assigned	Assigned	
A/C Releasing:	10	8	10	7	
Bomb Load:	6x1000 GP	6x1000 GP	6x1000 GP	6x1000 GP	
Method of Release:	Salvo	Salvo	Salvo	Salvo	
Altitude: True:	25900°	26600°	27400°	27700°	
Ind:	27000°	27500°	28400°	28500°	
True Heading:	100	100	080	092	
Drift:		3 R	2½ R	5½ R	
Trail Change:		None	None	None	
Ground Speed:		295	298	298	
Tan. D.A.		.635	.64	.62	
Time of Release:	1144	1144½	1143½	1145	
C-1		Yes	Yes	Yes	
Pattern: Length:					
Width:					
Errors: Range:					
Def:					
Radial:					
Percent: 1000°					
2000°					
Crew:	AL:	Maj. Swinney	Capt. Greer	Maj. Aldendifer	Maj. Weaver
	P:	Lt. Brown	Lt. Jensen	Lt. Suberg	Lt. Oehlert
	TG:	Lt. Evans	Lt. Curley	Sgt. Laughlin	Sgt. Mandelberg
	N:	Lt. Hadlock	Lt. Sorenson	Lt. Pyle	Lt. Gresham
	AN:				
(No. of Leads)	B:	Lt. (14) Waters	Lt. (13) Zultz	Lt. (2) Spears	Lt. (3) Schetchy
(Missions)	RN:	Lt. (12) Urankar	Lt. (29) Painter	Lt. (23) Burrow	Lt. (6) Heald

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

(1) Narrative: 95A: H2X equipment was inoperative; the cause of this failure is not determined at the present time. 95A bombing in formation with 95C. The entire 95 Group was forced to fly above the briefed bombing altitude because of existing weather conditions.

95B: Bomb bay doors were opened 2 minutes prior to the IP. After the turn on the IP, the R/N proceeded to set up course by H2X technique initiating the attack on a true heading of 090 degrees. The bombardier was clutched in at 11 miles and rate checks were made to 4 miles. The bombardier picked up the target, however, it was too late to give visual assistance. Frost on the bombardier's windshield hampered visibility. H2X equipment operated satisfactorily.

PI: The bombs from A and B Squadrons fell to the left of, short of, and on C's pattern in a fully built-up residential area adjacent to the assigned 2nd priority target.

95C: 95C led the formation over the target because of its greater airspeed which was due to altitude differential. After the turn at the IP, the R/N took over and began to set up course. The bombardier was clutched in at 11 miles and rate checks of 10, 9, 8, 7, and 5 miles were made. The 7 and 5 mile checks required adjustments. Visual assistance was impossible because of existing weather conditions and the plexi-glass nose in the A/C was frosted over. H2X equipment operated satisfactorily.

95D: The R/N took over after the turn at the IP and proceeded to set up course on a true heading of 097 degrees. The bombardier was clutched in at 70 degrees and checks of 65, 60, and 55 degrees were made. Frost on the plexi-glass prevented any visual assistance on the bomb run. H2X equipment operated satisfactorily.

PI: The bombs from 95C and D fell 3000' right of the 2nd priority target on an unidentified factory area. There was a concentration of bursts on all of the 8 to 10 buildings. One explosion and subsequent large fire occurred.

NOTE: It is impossible to determine whether the first visible pattern belongs to C or D or both. Photographs indicate that these Squadrons bombed almost simultaneously. It is further impossible to determine from the next visible patterns, which overlap and are partially superimposed on C and D's, which is A's and which is B's.

(2) Bombing Malfunctions:

95A: A/C 6475 had a mission failure (#2 engine out) and returned 6 x 1000 GP.

95C: A/C 6598 had a mission failure (oxygen system out) and returned 6 x 1000 GP.

95D: A/C 8229 jettisoned 6 x 1000 GP at 5010-0220 (this A/C flew with the 96 Group which failed to bomb. Bombs were jettisoned because A/C was short of fuel).

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

5. Communications: a. VHF: (1) There was considerable traffic on Channel A (790) but for the most part it was justifiable. Communications within Groups was good throughout the entire mission. The frequency was exceptionally clear over the continent until on the return route where bad weather conditions were encountered.

(2) The route weather was received from preceding Wing Leaders. 13 Wing Leader was unable to contact Kodak Red and Kodak White. Control points were sent and receipted for by the Wing Leader. Channel B (809) carried considerable interference over England.

(3) Fighters were contacted satisfactorily on Channel C (782).

(4) There were no messages sent to Air/Sea Rescue.

b. W/T: (1) Strike and progress reports were received as follows:

13A	CP1	CP2	CP3	TGT	CP4
Flight Plan	scrubbed	scrubbed	1048	1121	1223
ATA			1102	1137	1239
TOD			1112	1149	1242

(2)	100A	P A 3	1137	TOD	1147
	B	S B 5	1137	TOD	1211
	C	P A 3	1138	TOD	1145
	D	P A 2	1138	TOD	1150

	390A	P B 4	1137	TOD	1155
	B	S B 5	1150	TOD	1220
	C	S A 5	1151	TOD	1223
	D	S B 5	1150	TOD	1231

	95A	S B 5	1144	TOD	1242
	B	S B 5	1144	TOD	1249
	C	S B 5	1143	TOD	1243
	D	S B 3	1143	TOD	1220

6. Photography: a. 95 installed 2 scope, 3 oblique, and 8 vertical cameras, 1, 3, and 8 of which took pictures: PFF A/C 8210 with scope camera installed: H2X set was out. A/C 8548, lead A/C 95B, with K-21 installed: camera started other than at target area. 1 set H2X scope photos taken; not plottable due to swept out scope.

b. 100 installed 2 16 mm scope, 1 oblique, and 8 vertical cameras, all of which took pictures.

c. 390 installed 2 scope, 2 oblique, and 8 vertical cameras, 1, 2, and 8 of which took pictures: PFF A/C 571 with scope camera installed: camera locked during bomb bay door test and ran off before target. 1 set of H2X scope photos taken; not plottable, not enough identifiable returns.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

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

13TH COMBAT BOMB WING (H)

NURNBURG, GERMANY

5 APRIL 1945

Note: 95C's pattern could not be separated from 95D's. 95A's pattern could not be separated from 95B's.

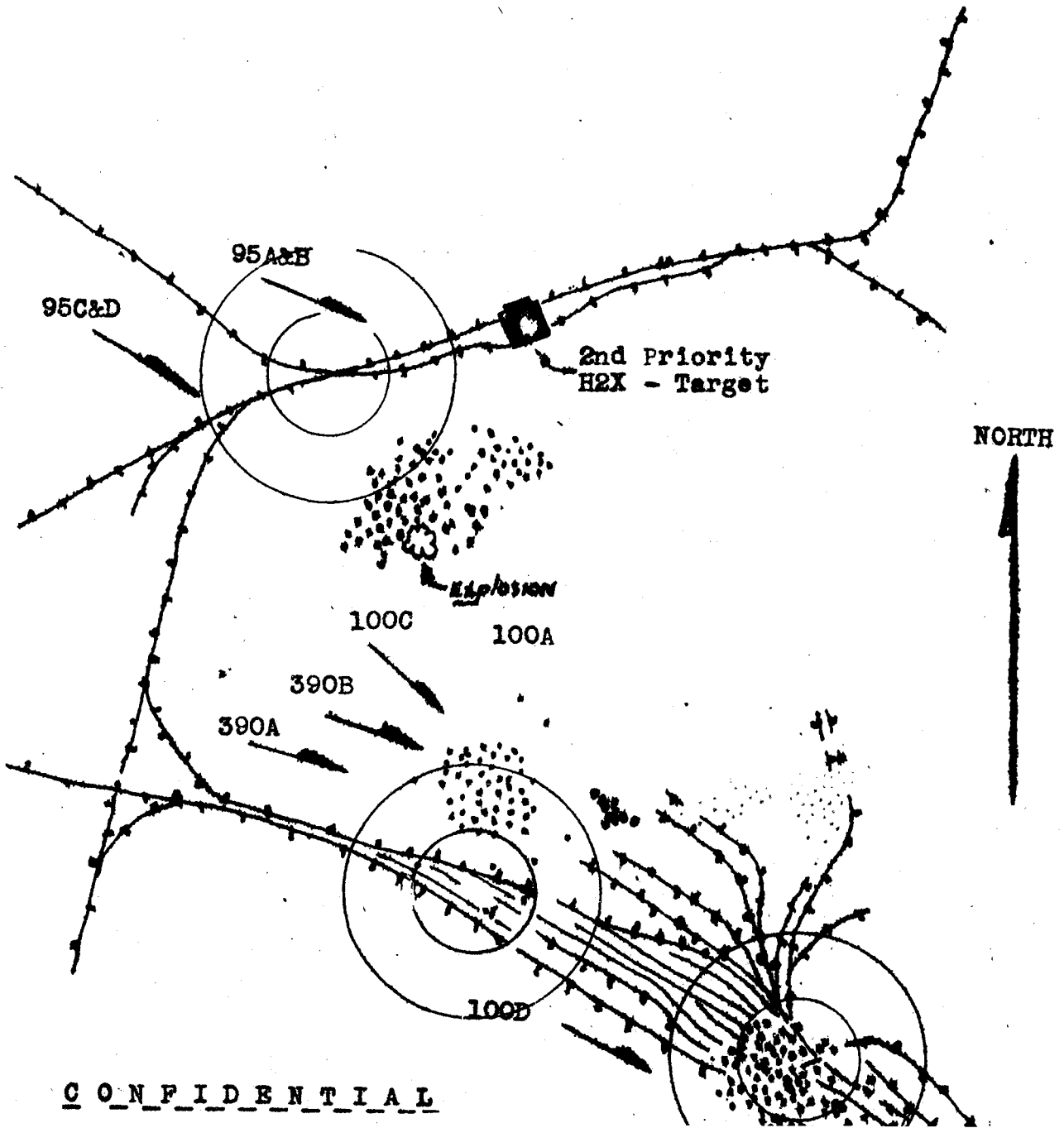
390C & D photos show 10/10 undercast, 390B Deputy lead A/C shows bomb run over unidentified forest and farm land, and photos taken by 390B lead A/C shows A/C to have dropped with 390A Sqdn.

95A-Dropped on 95C	95B-H2X	95C-H2X	95D-H2X
100A-Visual	100B-H2X	100C-Visual	100D-Visual
390A-Visual-H2X	390B-Dropped on 390C	390C-H2X	390D-H2X-Visual

SCALE - 1:32,000

CIRCLES - 1000' & 2000' from the assigned MPI.

100B



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

THREE HUNDRED THIRTY SIXTH BOMBARDMENT SQUADRON (H) C-B-1
OFFICE OF THE OPERATIONS OFFICER
APO 559

5 April 1945

SUBJECT: Abortion of Aircraft No. 6475.

TO : COMMANDING OFFICER, 95th Bombardment Group (H), APO 559, U.S. Army.
(attention operations officer)

1. I took off in Aircraft No. 6475 at 740 on mission of 5 April 1945.

2. In climbing to join formation over France No. 2 engine dropped to 23" while the others pulled 42". The amplifier was changed but did not help. After several minutes of trying the altitude of 23,500 was reached but the airplane mushed along at 135. Fireball leader was called and abortion call given no reply was received. We aborted at 49° 13' and 05° 41'. We let down and headed for England. At this altitude No. 2 engine returned to normal but cowlings vibrated violently. The English coast was crossed at 52° 10' N and 01° 38' E We landed at 1330 with our bombs.

Donald R. Snyder
DONALD R. SNYDER
2nd Lt. A. C.
Pilot

1st. Ind.

336th Bomb Sqdn., 95th Bomb Gp. (H), APO 559, U.S. Army, 5 April 1945.

TO : COMMANDING OFFICER, 95th Bombardment Group (H), APO 559, U.S. Army.
(attention operations officer)

1. I consider the action taken was justifiable.

2. Ship was checked on return to base and No. 2 engine is being changed.

3. For your information.

Harold F. Jeneman
HAROLD F. JENEMAN
Capt. A. C.
Operations Officer

335TH BOMBARDMENT SQUADRON (H)
95TH BOMBARDMENT GROUP (H)
APO # 559

5th, April 1945

SUBJECT: Abortion Of Aircraft # 6598

TO : Commanding Officer, 335th Bombardment Group

1. Aircraft # 6598, aborted at 49 18' N; 1011' E at 1022 hours.
2. Abortion was due to malfunction of diaphragm in Pilot's demand regulator, creating a leak, draining Pilot's, Co-Pilots and nose system.
3. Returned to base at 1450 hours, with bombs aboard.

Manuel Rey
MANUEL REY
2nd. Lt. A.C.

1st. Ind.

HEADQUARTERS: 95th Bombardment Group, APO # 559, AAF 119, 5th, April 1945

TO : Commanding Officer, 95th Bombardment Group, APO # 559

1. This abortion Considered justified.

John P. Losee
JOHN P. LOSEE
Lt. Col. A.C.
Commanding Officer

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

5 April 1945

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

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

1. The Mission - the 95th Group assembled with difficulty as 13C Combat Group and attacked Nurnberg as a secondary target because the primary target in Nurnberg was cloud obscured. Major Swinney was Group Air Leader.

A Squadron - Eight A/C and one PFF A/C formed the lead squadron and all but one attacked the secondary target. Spare A/C 6475 turned back at 1000 hours at 4913N-0541E with #2 turbo out.

B Squadron - Ten A/C and one PFF A/C formed the high squadron and all attacked the secondary target, one of these, however, bombing with D Squadron.

C Squadron - Eight A/C and one PFF A/C formed the low squadron, and all but one A/C attacked the secondary target. This A/C #6598 turned back at 1129 hours at 4918N-1011E because of oxygen failure.

D Squadron - Eight A/C and One PFF A/C formed the low-low squadron and six of these A/C bombed with the squadron. Two A/C bombed with C Squadron. A/C #8229 couldn't catch the formation and tagged on to the 96th Group which failed to bomb.

2. The Operational Narrative covers the ballance of the story of this mission.

For the Intelligence Officer:

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

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

XXX

95TH BG

XXX

5 APR 45 1815 S-2

S-2 OPERATIONAL NARRATIVE - 95TH BOMB GROUP - NURNBERG MISSION - 5 APRIL 1945

1. Leaflets - None.

2. Bombing Results - in order C, A, B, D.

C Squadron - secondary - HXK - results good - photos show bomb pattern in West-Central Nurnberg.

A Squadron - secondary - Ha smoke markers of C Squadron - results good - photos show a pattern developing nearer the center of Nurnberg than C Squadron bombs.

B Squadron - secondary - HXK - results good - hot prints show bombs near those of C and A Squadrons.

D Squadron - secondary - HXK - results good - no photos available - R/N estimates bombs on and left of MFI.

3. E/A - None.

4. Flak:

A. Damage and Losses (Final):

95A None

95B 1A HEL to KP.

95C None

95D None

B. Operations:

A. None.

B. None.

C. None.

C. Amount, Accuracy, & Type of Fire:

1. Target - meagre to moderate, inaccurate, Tracking & Barrage.

2. Target - meagre to moderate, inaccurate, Tracking & Barrage.

3. None.

4. 5141-0424 - meagre to moderate, accurate - all small calibre fire. A/C at 2,000 feet.

5. None.

D. Phenomena: None.

5. Weather - generally 7/10ths cloud with large breaks - in immediate target area 2/10 to 3/10ths cloud - see paragraph 7.

6. Observations:

1318 - 4932-0918 - 20/30 cars in a small M/Y - near front lines.

1820 - 4938-1009 - 2 large buildings with red crosses on roofs - big truck concentration near.

8-2 CPS NARRATIVE/2

7. Other Information - Fighter support was good under existing poor weather conditions. The 95th Group experienced great difficulty in assembling over the continent, mostly due to the high clouds. As a last resort the Group departed the assembly point on time with individual A/C joining the formation at odd intervals wherever there was an opening. Generally, the briefed route was followed with the exception of ~~ascending~~ exceeding the altitude to 29,000 feet to clear clouds. Otherwise the mission was flown as planned.

INTERPRETATION REPORT S.A. 3506

ATTACK ON NURNBERG MARSHALLING YARD AND MAIN STATION ON 6 APR 1945

1. INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 309, with full fighter escort.
- (b) Command : U. S. 8TH AIR FORCE.
- (c) Time : 1112 to 1152H hours.
- (d) Bombs : 1003 x 1000 lb. G.P.
473 x 500 lb. G.P.
166 x 300 lb. G.P.
608 x 250 lb. G.P.
452 x 150 lb. G.P.
454 x 100 lb. G.P.
495 x 500 lb. I.B.

2. DETAILS OF THE ATTACK:

(a) Main Railway Station

- (1) Several concentrations and scattered bursts totalling at least 200. Many hits are seen on the Station, Goods Depot, and the rail lines through the yard. A large explosion is seen but due to smoke it cannot be plotted.
- (2) Bursts on the Railway Station and its facilities are seen as follows: (Numbers refer to those on target illustration.)

(a) TERMINAL FACILITIES

- Goods depot (2) : 7 hits and several near hits.
- Main passenger station : 12 hits.

(b) STATION SIDINGS

- Rail lines just West of Station : 15 hits.
- Rail lines 1400 yards West of Station : 5 hits.
- Rail line 1900 yards West of Station : several probable hits.
- Rail - over - road bridge : 4 hits.
- () Rail line 2800 yards West : 10 hits.

(b) Railway Marshalling Yard.

- (1) Two concentrations and scattered HE bursts totalling at least 130 are seen in the target area, one of which fell in the area of the Off Loading sidings and scored hits and near hits on these sidings, the Stores Depot and sidings, and the transshipment shed. The other concentration fell on the East end of the Sorting sidings scoring hits and near hits to the Sorting sidings, the Reception sidings, the junctions at the West end of the yard, and rail lines passing under the Rail - over - rail bridge No. (8) at the East end of the yard. Three fires were started in the Sorting sidings among wagons.
- (2) Bursts are seen on the Marshalling Yard and its facilities as follows:

(Numbers refer to those on the target illustration).

(a) LOCOMOTIVE AND REPAIR FACILITIES

- Carriage and Locomotive Repairshop (20): 1 hit.

(b) TERMINAL FACILITIES

- Transshipment shed (24) : 1 hit and 1 near hit.
- Stores depot and sidings (33) : 3 hits.
- Off-loading sidings : 5 hits and several near hits.
- Storage sidings 200 yards West of (24): 5 hits.

(c) MARSHALLING YARDS

Reception sidings (1) : 3 hits.
 Sorting sidings (2) : 12 hits and near hits.
 Diverging lines at entrance to Sorting sidings (2a): 2 hits.
 Forwarding sidings : 2 hits.
 Junctions at West end of yard : 1 hit.
 Rail over road bridge (28) : 2 near hits.

(d) THROUGH RUNNING LINES

Rail lines under Rail-over-rail bridge (8): 20 hits and many near hits.
 Rail line 1700 yards S.E. of No (8) : 2 hits.

(e) Other bursts.

(Distances are measured from the Main Station).

- (1) A concentration of at least 65 H.E. bursts is seen in open fields and slightly built up residential district 2800 yards Northwest scoring a near hit to a barracks type building and several residences.
- (2) A rather scattered string of at least 130 H.E. bursts extending 2000 yards N.W/S.E. is seen on the Northeast side of the old part of the city 1550 yards North and extends into the new part, a fully built up residential area both of which have been damaged previously.
- (3) Smoke from two small groups of bursts is seen 6000 yards Northwest on the rail line one on a canal and one in a residential district but it is too late to plot the bursts.
- (4) A concentration of at least 30 H.E. bursts and an area of I.B. is seen on the TOWN GAS WORKS 1900 yards West and extends 200 yards East into a residential area but the photos are taken too late to plot bursts. Incendiary bursts are seen on several of the buildings and a large column of black smoke is seen late in the attack. Several probable hits are seen on the rail line immediately West.
- (5) A group of at least 45 H.E. bursts is seen on the rail line and adjacent areas 2800 yards West scoring at least 8 hits.
- (6) A group of at least 35 H.E. bursts and an area of I.B. is seen across the canal and rail line 2000 Yards West but smoke from the fire in the TOWN GAS WORKS prevents accurate plotting of bursts.
- (7) A group of at least 45 H.E. bursts is seen in open areas and partially built up areas 3800 yards North Northeast.
- (8) A concentration of at least 120 H.E. bursts is seen in a fully built up residential area extending from the rail line 800 yards West of the Main Station to a point 1200 yards Southwest scoring at least three hits on the rail lines and one hit on the Main Station.
- (9) A long string of at least 50 H.E. bursts 7000 yards Northwest extends along small railway sidings in a built up residential area scoring one hit on the through rail lines and 4 hits in storage sidings.

(In the following, distances are measured from the Locomotive Depot in the Marshalling Yard).

- (10) A concentration and scattered bursts totalling at least 95 are seen in the TRANSFORMER WORKS of SIEMENS SCHUCKERTWERKE A.G. and adjacent areas 1400 yards Northwest, scoring at least 5 hits and near hits to each of 4 large buildings and hits and near hits to several of the smaller buildings. Two near hits are seen by buildings in the SELENIUM DISC WORKS of SUDDEUTSCHE APPARATEFABRIK

- (11) Two groups of H.E. bursts totalling at least 16 are seen 2700 and 3300 yards Southeast mostly in open areas, two hits are seen on the rail lines.
- (12) 16 scattered bursts are seen in open areas 4500 yards Northwest.

3. ACTIVITY;

(a) NURNBERG MARSHALLING YARD.

- (1) The sidings are loaded as follows:

Reception sidings - heavy
 Sorting sidings - heavy
 Special traffic sidings - heavy
 Holding sidings - very light
 Forwarding sidings - heavy
 Stores Depot and sidings - heavy
 Holding sidings serving the following:

- (1) Constructional area - heavy
 (2) Transshipment shed - moderate
 (3) Goods station - light
 (4) Stores Depot - light

(b) NURNBERG AIRFIELD

- (1) The entire landing ground is covered on very small scale, hazy photographs.
- (2) 7 possible small aircraft are visible as follows:

Type	S. hangar area	East side	North side
7 small	5	1	1

- (3) Only the Southern third of the landing area is serviceable, a maximum run of 1300 yards is possible.

4. ANNOTATED PRINT: None prepared.

5. BOMB PLOT: Two bomb plots have been prepared and will be distributed.

Bomb Plot No. 1. NURNBERG MARSHALLING YARD.

Bomb Plot No. 2. NURNBERG MAIN STATION.

6. PHOTOGRAPHS RECEIVED

SAV 34/802	5 APR 1945	1142B hrs.	1/41100 (F.L. 7")	24000' "C"
SAV 92/1028	"	1130B "	1/15000 (F.L. 12")	15000' "C"
SAV 94/1619,1622, 1623,1625 "		1124 to 1140B hrs.	1/42400 (F.L. 7")	24750' "A"
SAV 95/1712,1714, 1716,1718 "		1114 & 1145 B hrs.	1/45800 "	26750' "B & C"
SAV 96/1064,1067 "		1150 & 1152 B "	1/45800 "	26750' "C"
SAV 96/1061 "		1152 B "	1/28000 (F.L.12")	28000' "C"
SAV 100/1531,1532 1535,1536"		1136 to 1138B "	1/41100 (F.L. 7")	24000' "A"
SAV 385/1218 "		1112B "	1/42800 "	25000' "A"
SAV 388/1149,1151"		1138 to 1150B "	1/47500 "	27750' "C"
SAV 390/1625,1627"		1137 & 1150 B "	1/43500 "	25500' "B & "C"
SAV 447/1193,1194 1196,1198"		1129 to 1131B "	1/38100 "	22250' "A & C"
SAV 452/1175,1176"		1144 & 1146 B "	1/45800 "	26750' "B & C"
SAV 486/1069 "		1130 B "	1/41500 "	24300' "A"
SAV 490/904 . "		1114 B "	1/43500 "	25500' "A"
SAV 493/863,864 "		1115 & 1116 B "	1/43100 "	25250' "A"

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 340

SECRET
By Authority of
C. G., Eighth Air Force
Initials
Date 5 April 1945

PERIOD: 0001 hours 5 April to 2400 hours 5 April 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u> E/A AA OT	<u>Totals</u>	<u>MYR</u>
Heavy Bomber Atks	1354	1035	2809.0	0-0-0 1-0-3 A(c)	1 1 2	4	17(b)
Fighter Escort (a)	606	553	0	7-0-3 C	0 0 0	0	6(b)
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.	23	23	0	0-0-0	0 0 0	0	0
Weather Recon.	45	43	0	0-0-0	0 0 0	0	0
Air/Sea Rescue	22	22	0	0-0-0	0 0 0	0	1
Special Operations	35	33	0	0-0-0 7-0-3 C	0 0 0	0	0
Total	2035	1709	2809.0	1-0-3 A(c)	1 1 2	4	24(b)

- (a) includes groups based on continent
(b) majority believed safe on continent
(c) includes 1-03 Me-262s Air and 0-0-1 Me-262s ground

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1354 a/c (957 B-17s, 397 B-24s) from three Air Divisions sortied in three forces against eight M/Ys, four ordnance depots, one A/P and one a/c components works in S central Germany. 1035 a/c dropped 2809.0 tons (2258.5 GP and 550.5 tons IB) on assigned targets and on one T/O. Five assigned primaries not attacked due to 10/10 cloud. Weather: 2/10 to 10/10 cloud in target areas with some breaks to allow two forces some visuals. Over continent weather very poor rendering many a/c non-effective and causing difficulties in assembly and formations. E/a opposition: 3 or 4 Me-262s attacked vicinity of Straubing. Claims: Nil. Losses: 4 B-17s (1 to AA, 1 to e/a, 2 to unknown causes). 17 a/c (9 B-17s, 8 B-24s) MYR (some believed safe on the continent).

SECRET

S E C R E T

First Force

Thirteen group formations (436 B-17s - 1st Air Division) sortied against the Ingoldstadt and Grafenwohr ordnance depots. 409 a/c dropped 1119.6 tons (802.3 tons GP and 317.3 tons IB) on assigned targets, on Bayreuth M/Y (a tertiary) and 2 T/Os at 1115-1226 hours from 13,500-17,200 feet. Ingolstadt bombed visually and on H2X, T/Os on H2X. Leaflets dropped on Ingoldstadt, Bayreuth, Weiden. Weather: 5/10 to 10/10 cloud with breaks in target areas. Flak: nil. Battle damage: 2 minor. E/a opposition: 3 or 4 Me-262s attacked making one pass in vicinity of Straubing; 2 Me-262s made two passes at straggler (attack believed to have been made in vicinity of Karlsruhe). Claims: nil. Losses: 3 a/c. NYR: 1 a/c.

Fighter Support: Four groups including 352nd Gp. based on continent, (201 P-51s) sortied. Up 0830-0920 hours; down 1419-1600 hours. 182 effective sorties. E/a opposition: one of two Me-262s was attacked N of Regensburg. Claims: 0-0-1, Me-262 air; 7-0-3 (including 0-0-1 Me-262) ground. Losses: nil. NYR: 1 a/c (believed safe on the continent).

Details of bomber attack as follows:

Assigned Targets	Sorties	Effective Sorties	Tonnage		Results
			GP	IB	
Ingoldstadt Ord. Dep.	220	211	274.9	114.0	Very good
Grafenwohr Ord. Dep.	216	94	341.8	64.5	Unobserved
Bayreuth M/Y (3rd Priority)		73	125.0	72.0	Unob. to poor
<u>Other Targets</u>					
Nuremburg		1	2.6	.5	Unobserved
Weiden		30	58.0	36.3	Unobserved
Total	436	409	802.3	317.3	

Second Force

Forty squadron formations (397 B-24s - 2nd Air Division) sortied against four M/Ys (Plauen, Bayreuth, Hof and Eger) and the Bayreuth Ordnance Depot. 31 a/c aborted vicinity of Eindhoven and 100 a/c aborted vicinity of Frankfurt due to weather. 192 a/c dropped 438.8 tons (391.3 tons GP and 47.5 tons IB) on Plauen and Bayreuth M/Ys and on 2 T/Os at 1045-1145 hours from 14,000-22,000 feet. All targets bombed on H2X (except 1 a/c on one T/O). Leaflets: nil. Weather: 10/10 at all targets; some breaks at Ingolstadt. Flak: meager and inaccurate along route. Battle damage: 2 major, 3 minor. E/a opposition: nil. Claims: nil. Losses: nil. NYR: 3 a/c (most believed safe on continent).

S E C R E T

Fighter Support: Five groups including 361st Gp. based on Continent (304 a/c - 53 P-47s, 251 P-51s) sortied. Up 0820-0918 hours; down 1330-1421 hours. 280 effective sorties. E/e opposition: 4 Me-262s encountered vicinity of Regensburg; 1 Me-262 engaged vicinity of Bobingen; 1 Me-262 observed (no combat) vicinity of Nuremburg. Claims: 1-0-2, Me-262s, Air. Losses: nil. NYR: 5 P-51s (believed safe on continent).

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Plauen M/Y	64	151	331.4	17.0	Unobserved
Eger M/Y	109	Not Attacked			
Bayreuth M/Y	111	39	55.5	30.0	Unobserved
Bayreuth Ord. Dep.	75	Not Attacked			
Hof M/Y	38	Not Attacked			

Other Targets

Grafenwohr Ord. Dep.		1	1.9	.5	Unobserved
Ingolstadt Armament Wks.		1	2.5		Unobserved
Totals	397	192	391.3	47.5	

Third Force

Fourteen group formations (521 B-17s - 3rd Air Division) sortied against three M/Ys (at Bamberg and Nuremburg), the ordnance depot and a/c components works at Furth, and the Unterschlaibach A/F. 434 a/c dropped 1250.6 tons (1064.9 tons GP and 135.7 tons IB) on assigned targets (Nuremburg Station M/Y and Bamberg M/Y not attacked) at 1137-1152 hours from 25,000-29,000 feet. Targets bombed visually and combination visual and H2X. Leaflets dropped on Nuremburg and Furth. Weather: 2/10 to 8/10 in target area with some breaks. Flak: Nuremburg - moderate to intense, fairly accurate. Battle damage: 1 Cat. "E", 20 major, 92 minor. E/a opposition: nil. Claims: nil. Losses: 1 A/D (to AA). NYR: 8 a/c (most believed safe on continent).

Fighter Support: Two groups (101 P-51s) sortied. Up 0900-0922 hours; down 1430-1456 hours. 91 effective sorties. E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil.

SECRET

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
			<u>GP</u> <u>IB</u>	
Unterschlaubersbach A/P	144	59	141.4 20.8	Fair to Good
Furth A/C Components	72	13	26.8 4.5	Unobserved
Furth Ord. Dep.	78	54	121.8 37.0	Good
Nuremburg S M/Y	75	37	104.8 4.8	Good
Nuremburg Central M/Y	76	NOT ATTACKED		
Bamberg M/Y	76	NOT ATTACKED		
Nuremburg Station M/Y(sec)		<u>271</u>	<u>670.1</u> <u>118.6</u>	Good
Total	521	434	1064.9 185.7	

2. Fighter Escort

Twelve groups, including the two groups based on the continent (553 P-51s, 53 P-47s - 606 a/o) sortied in support of three bomber forces. Up 0820-0900 hours, down 1421-1600 hours. 553 effective sorties, E/a opposition; 2 Me-262s were attacked N of Regensburg. 4 Me-262s vicinity of Regensburg, 1 Me-262 vicinity of Bobingen; 1 Me-262 observed vicinity of Bobingen; 1 Me-262 observed vicinity of Nuremburg. Two groups strafed A/Ps (Weiden A/P and another at WT-1592). Claims: 1-0-3 Me-262s Air, 7-0-3 (including 0-0-1 Me-262) ground. Losses: nil. NYRs: 6 P-51s (majority believed safe on continent).

SECRET

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

23 a/c (5 F-5s, with 18 P-51s as escort) on D/A photo missions over Halle, Nurnberg, Plauen, Berlin, Brandenburg, Bremen and Zeitz areas. No losses. 1 Category "E".

6. Weather Reconnaissance

45 a/c (33 P-51s, 8 B-17s, 4 Mosquitoes) sortied as follows:

37 a/c (33 P-51s, 4 B-17s) as weather scouts for bombers. 35 sorties.

2 B-17s on routine weather flights over the NW of Lands End.

2 B-17s on routine flight to Position 13 and return.

4 Mosquitoes on special weather reconnaissance over SE Germany, France, Atlantic (5100N-1000W) and U.K.

All a/c returned safely.

7. Air/Sea Rescue

22 a/c (20 P-47s, 1 OA-10, 1 B-17) on routine search and patrol. All a/c completed their missions and returned safely.

8. Special Operations

35 a/c sortied as follows:

8 Mosquitoes dropped Chaff for 1st and 3rd Divisions. 7 sorties.

1 Mosquito on experimental navigation flight for night photography.

12 B-24s dropped leaflets over France and Germany on the night of 4/5

April. 11 sorties.

4 B-24s sortied effectively on VHF screening, jamming from 0505 to 0834 hours.

10 a/c (8 P-51s, 1 B-24, 1 B-17) as airborne radio relays. 1 NYR.

Losses: nil. NYR: 1

SECRET

C. INTELLIGENCE

1. Enemy Air Opposition

Weather over southern Germany was operational for e/a, cloud base being 2000 feet, high cloud rose in some places to 27,000 feet but there were large breaks.

Only a small number of e/a, all jets, were sighted. These were not very aggressive and only one bomber was lost to e/a. Some eight or nine Me-262s appear to have attempted to make uncoordinated and unsuccessful attacks on the first force, leaving the other two forces alone, although the second force sighted two. Escorting fighters again successfully dispersed e/a, for claims of 1-0-3.

E/a operated in the Regensburg area, between 1115 and 1130, attacking out of high cloud above the bombers. Fighters however were able to chase e/a off and the first force bombers only report passes by three at 4850N-1230E (SE Regensburg).

One Me-262 was also damaged shortly after taking off from Bobingen A/F (S. Augsburg), and one Me-163 was observed on a SW course at 3000 feet over the same A/F.

2. Flak

Nurnberg - moderate to intense, fairly accurate.
Regensburg - meager, inaccurate.
Neustadt - meager, inaccurate.
Bayreuth - intense, accurate.
Ingolstadt - intense, accurate.

3. Observations

20 s/e a/c dispersed on northern edge of Ingolstadt A/F.
Air strip under construction in woods near large military camp at 4935-1140.

50-60 e/a parked on A/F at 4935N-1002E, parked along the side of the long runway.

20-30 FW-190s on A/F at Geisenfeld.

M/Y at Landshut seen to be under repair with considerable activity visible.

M/Y at Werszenburg and Trenchttingen full of rolling stock.

M/Y at 4906-1058 with about 100 cars.

M/Y at 4908-1108 with 75-100 cars.

S E C R E T

4. Damage to Enemy Installations

Nuremburg Station & South M/Y - Good Results

Three patterns of 1000 lb GP bombs seen blanketing choke points and northern corner of south M/Y. Two patterns of 1000 lb GP, 500 lb IB and 1 100 lb GP bombs blanket main RR station and at least two patterns of 1000 lb GP bombs and 500 lb IB bombs blanket junction one mile west of station. 11 patterns are seen in built up area and suburban area up to 4 miles from the RR station. M/Y appears to be heavily loaded and considerable amount of smoke is observed on the later photos. At least one circular cloud seen is probably the result of an explosion in a large gas holder.

Unterschlausersbach 4/E - Fair to Good Results

Two patterns blanket most of landing ground and parts of two patterns blanket almost all of the hangar and barracks area. Of the 17 a/c seen in the widely dispersed location from one to one and one half miles from the field, one and possibly two are damaged or destroyed.

Furth Ordnance Depot - Good Results

All but one of the patterns are well in the target area. Incendiary bombs are well distributed over the northern 4/5s of the target, later groups over target show two large patterns of white smoke over the area indicating fires or perhaps explosion.

Ingolstadt - Very good

Target area completely blanketed by 18 concentrations of mixed GP and IB bombs. 12 of the 18 concentrations could be identified. Remaining 6 fell into target area but could not be identified due to smoke.

Grafenwohr - Unobserved

Cloud covered 7 to 10/10. Impossible to plot 2 partial concentrations of mixed GP and IB in and adjacent to target. 75 GP bombs could be pinpointed and IB could be seen burning in E part of large Standard Ordnance Depot. 2 additional concentrations fell E at target area.

Weiden - unobserved

8 to 10/10 cloud cover. 3 partial concentrations of mixed heavy GP and IBs. Two of these concentrations burst in heavily built up areas E of the M/Y. One u/i explosion could be seen. 3rd concentration fell into open field.

Bayreuth Ordnance Depot - unobserved to poor

9 to 10/10 cloud cover. One concentration of GP fell 1/2 mile NW of target.

SECRET

5. Ground Activity

- 21st Army Group - The Canadian Army line now runs from Almelo south to the Twente Canal, the south bank of which is now clear to a point just east of Zutphen. Between Zutphen and Almelo there are a few enemy bridgeheads on the right bank of the IJssel River. Troops of the Second British Army are now fighting in the Almelo and have cleared Ossendrecht. Armored spearheads have now reached W 6525, 5517 and 1416.
- 12th Army Group - The Ninth U.S. Army has reverted to command of Army Group. On the Ruhr front attempts by enemy armor to break out eastwards have failed. Armored thrust passing between Herford and Bielefeld has reached River Weser at W 7303, where autobahn bridge was found to be blown. The enemy commanding general at Cassel has now surrendered with 400 men. The Third Army continues to make rapid advances without opposition, and Gotha has been captured.
- 6th Army Group - The Seventh U.S. Army has now cleared Aschaffenburg and Heilbronn, and is fighting in Wurzburg. The First French Army has crossed the Rhine River in strength with armor and has reached line R 5348, 6757, 8267.

S E C R E T

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	Sorties	Claims	Losses
Ninth Air Force	876	14-0-10A	1
First U.S. T.A.F. (a)	1569	60-2-256G 2-1-3A	1
Second T.A.F.	768	32-18-23G 3-1-6A	7
R.A.F. Fighter Command	<u>82</u>	0-0-2G <u>5-2-1A</u>	<u>2</u>
Totals	3295	24-4-20A 92-20-281G	11

(a) Includes total of day 4 April

Ninth Air Force

Sorties 876

Missions Ninth T.A.C. - 154 sorties. Conducted armed reconnaissance in area of the Ruhr pocket. Carried out air/ground cooperation with units of the First U.S. Army and furnished a cover to C-47s. Dropped 23 tons bombs, 24 Napalm tanks and 19 rockets.

19th T.A.C. - 365 sorties. Conducted armed reconnaissance in bombing of Coburg area. Fighters sweep in the Gera Zeitz area and air/ground cooperation with units of VIII and XX Corps. Attacked enemy A/FS south of Schweinfurt, Stollberg and 7 other A/FS in Weimar, Erfurt area and sighted 60 enemy a/c during the day. Dropped 35 tons bombs, 60 Napalm tanks and 45 rockets.

29th T.A.C. - 226 sorties. Conducted armed reconnaissance in Hannover area. Air/ground cooperation mission with units of XVI Corps. Sighted 8 enemy a/c during the day. 54 tons bombs, 6 Napalm tanks and 77 rockets, dropped.

131 a/c on reconnaissance, 106 effective. Night fighters 4/5 April - 11 sorties, uneventful defensive operation over Third Army area.

E/A Claims 14-0-10 Air, 60-2-256 Ground

S E C R E T

Other Claims:	Destroyed	Damaged
M/T	423	173
Armed Vehicles	32	26
Locos	49	47
RR Cars	237	367
Gun Positions	16	9
Buildings	50	28
Rail Cuts	11	
Hwy. Cuts	16	
Horse Drawn Vehicles	6	

Losses 1 a/c

NYR 4 a/c

First U.S. T.A.F.

Day 4

Sorties 718

Missions 12th TAG - Air cooperation to VI, XV, XXI Corps. Strongpoints, villages and troop concentrations attacked; armed reconnaissance in Neunberg, Stuttgart, Ludwigsburg and Heilbronn.

Claims 2-1-1 air, 0-0-2 ground

Other Claims	Destroyed	Damaged
Locos	13	41
M/T	135	209
Rail Cuts	9	
RR Cars	69	376
Horse Drawn Vehicles	16	7
Guns	5	14

Losses Nil

S E C R E T

Night 4/5

Sorties - 7 a/c

Missions- Intruder patrol in Karlsruhe-Stuttgart areas.

Claims and Losses- Nil

Day 5

Sorties - 844 a/c

Missions - 42nd Bomb Wing - 172 sorties. 118 a/c attacked ammo storage dump at Klein-Engstingen (X1575). 54 a/c sortied, 36 effectively against oil storage dump at Geislingen (S 5901).

12th TAC - 598 sorties. Air cooperation with VI, XV, XXI Corps. Armed reconnaissance in Nuremberg, Stuttgart, Heilbronn, Crailsheim areas. Fighter sweeps 2 A/Fs at Crailsheim and Unterschaut-Essbach. Escort to bombers and reconnaissance.

1st French Air Force - No report available due to interrupted communications.

Western French Air Force - 74 sorties. Attacked ammo dumps at Talais, strong point at Point de la Susse, gun positions at Royan.

E/A Claims - 0-0-2 Air, 32-18-21 ground

Other Claims -	Destroyed	Damaged
Locomotives	31	62
RR Cars	171	530
MT	129	79
Tanks	8	18
Buildings	213	104
Horse Drawn Vehicles	14	17
Guns	9	5
Rail Cuts	10	
Highway Cuts	1	

Losses - 1 a/c(to AA)

S E C R E T

Second TAF

Night 4/5

Sorties - 97 Mosquito Bombers
45 Interception Patrol
4 Reconnaissance
146

Mission - Towns, villages, M/T, rail facilities in Oldenberg, Bremen, Hannover, Brunswick, Nordhausen, Zutphen and A/F at Ochtersleben.

E/A Claims - 0-0-2 Ground

Other Claims -	Destroyed	Damaged
M/T	9	50
Locos	3	0
RR Cars	0	100
Rail Cuts	1	

Losses - Nil

Day 5

Sorties - 371 Armed reconnaissance
21 Ground cooperation
136 Fighter Operations
89 Reconnaissance
5 Air/Sea Rescue
622 a/c

Missions - Cooperation with 21st Army Group. Guns attacked by Typhoons at E9397.

E/A Claims - 3-1-6 Air

Other Claims -	Destroyed	Damaged
M/T	95	153
Locos	0	21
RR Cars	8	27
Horse Drawn Vehicles	3	12
Armored Force Vehicles	1	2
Barges	0	8

Losses : 7 a/c

S E C R E T

RAF Fighter Command

Night 4/5

Sorties - 36 Intruder Patrol
16 Interception Patrol
52

Mission - A/Fs in W and NW Germany

Claims - 1-0-0 Air

Losses - 1

Day 5

Sorties - 24 Escort to Coastal Command
4 Interception Patrol
2 Shipping Recco.
30

Mission - Escort and patrol. No ground objectives.

Claims - 4-2-0 Air

Losses - 1

2. Fifteenth Air Force

Unavailable

3. RAF Bomber Command

Day

2 Mosquitoes Weather Reconnaissance No losses

Night

1 Mosquito Weather Reconnaissance No losses

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

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