

INTERPRETATION REPORT NO. K. 2352

Railway Centre.

PERIOD COVERED: Between 7 JUL 1944 and 15 FEB 1945.

ATTACKS:

	Date	Time	Remarks	Weather
S. 8TH AIR FORCE	27 FEB 1945	329L	10,000 ft.	

STATEMENT ON DAMAGE.

Damage throughout the railway centre is widespread and moderately severe. Buildings in three out of the four large goods depots in particular, have been hard hit. One of the four locomotive sheds has been $\frac{1}{2}$ demolished and three large and one medium unidentified buildings flanking the main storage sidings have been partially destroyed or burnt out. There is also additional damage to the roof of the already badly battered main station and some of the platforms appear to have been hit. Severed tracks in all four of the storage sidings and in the goods depots have for the most part been completely repaired.

In the surrounding town, particularly in the SW damage to residential property including several small factories is very severe.

Details of damage are as follows:
(Numbers refer to illustration 6(d)vi 76/11)

- (16) Main Station: two new holes in roof and additional areas of stripping.
Several platforms appear damaged.
A few hits on tracks leading into main station have now been repaired.
2 large railway buildings SE of (16): one, another $\frac{1}{3}$ destroyed.
one, another $\frac{1}{2}$ destroyed.
- (14) Goods Depot: 1 medium building destroyed.
- (15) Goods Depot: previously damaged medium building now destroyed.
: medium building nearly $\frac{2}{3}$ destroyed.
: " " minor roof damage.
- (12) Goods Depot: very large irregularly shaped building corner damaged, several small areas of destruction and all roof lights blown.
Triangular building: $\frac{1}{2}$ gutted.

Several hits on tracks leading to Good Depot (12) - now repaired.

Large building on West side of storage sidings (3) - Central section destroyed, 2 small areas of roof damage and most of roof lights broken.

Medium building on East side of storage siding - Corner destroyed.

Few hits on tracks S. of carriage shed (9) - have almost all been repaired.

- (5) Locomotive Depot: $\frac{1}{4}$ destroyed.
- (10) Wagon Repair Shop: gutted.
- (2) Storage Sidings: several hits across the SW end under repair.
- (1) Storage Sidings: hits across the centre of the sidings appear to have

(11) Goods Depot: medium building corner destroyed.

Long rectangular building previously 5/8 gutted, end now destroyed.

Many small sheds damaged or destroyed.

A few hits on tracks not yet repaired.

(Prints. 3129/34, 2133/40)

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

PHOTOGRAPHS TAKEN BY: 14 Squadron.

SORTIE: US7/34C.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1500A hours on 15 MAR 1945.

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

COVER AND QUALITY: Full, good.

LAST REPORT: K.3859 issued on 3 MAR 1945.

COMPARATIVE SORTIE USED: 106G/4073 (3014/8, 4014/8).

PRINT DISTRIBUTED: 3137 (to follow when available).

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7 APR 1945

INTERPRETATION REPORT S.A. 3514

ATTACK ON LEIPZIG MARSHALLING YARDS on 6 APR 1945

1. INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 321, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1003 to 1016 1/2 B hours.
- (d) Bombs :
 - 252 x 1000 lb. G.P.
 - 80 x 500 lb. G.P.
 - 622 x 250 lb. G.P.
 - 5055 x 150 lb. G.P.
 - 1865 x 100 lb. G.P.
 - 528 x 500 lb. I.B.

2. DETAILS OF THE ATTACK

Bombs away are seen but no bursts are visible due to 10/10 cloud cover. For approximate areas of bursts see ITF INTERPRETATION REPORT P-78.

3. ANNOTATED PRINT: None prepared.

4. BOMB PLOT: None prepared.

5. PHOTOGRAPHS RECEIVED:

	1003 &			
SAV 92/1033,1034	6 APR 45	1004 B hrs.	1/43,100 (F.L.7")	25,250' 'C'
SAV 95/1722,1725	"	1015 B "	1/43,500 "	25,500' 'C'
SAV 100/1538 to 1544	"	1020-		
		1022 B "	1/43,000 "	25,160' 'C'
SAV 303/1897,1899,1901	"	1005-		
		1009 B "	1/43,500 "	25,500' 'C'
SAV 305/1335,1336	"	1012 B "	1/42,400 "	24,750' 'C'
SAV 306/1553,1554	"	1006 B "	1/42,400 "	24,750' 'C'
SAV 379/1200	"	1016 1/2 B "	1/41,900 "	24,400' 'C'
SAV 390/1637 to 1641	"	Unknown	1/43,500 "	25,500' 'C'
SAV 384/1608	"	1005 B "	1/25,100 (F.L.12")	25,100' 'C'

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6
Lead Crew
2nd Bomb

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

wn

Date 6 April 1945
13 CBW FO 90
13 CBW OPS 312
3 AD FO 633

SUBJECT: Tactical Report (LEIPZIG, GERMANY)

TO : Colonel Shuck - 95

- 1. Information Concerning the Targets:
 - a. The 1st priority target (visual only) for all Groups was the M/Y at Leipzig, Germany.
 - b. The 2nd priority target (H2K) for all Groups was the Railway Traffic Center at Leipzig, Germany.

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Assigned Target:
(1) 13 A,B,C:			Leipzig
(a) 95	A,B: 34 x 150 GP 2 x M-17 C,D: 2 x M-17	36 A/C	
(b) 390	34 x 100 GP 34 x 150 GP 2 x M-17	36 A/C	
(c) 100	34 x 150 GP 2 x M-17	36 A/C	
(2) 45 A,B,C:			Leipzig
(a) 96	2 Sq: 12 x 500 GP 1 Sq: 6 x 1000 GP	36 A/C	
(b) 388	1 Sq: 34 x 100 GP 2 x M-17 1 Sq: 18 x 250 GP 2 x M-17 1 Sq: 10 x 500 GP 2 x M-17	36 A/C	
(c) 452	2 Sq: 34 x 150 GP 2 x M-17 1 Sq: 18 x 250 GP 2 x M-17	36 A/C	

b. Availability: Airborne:

(1) 95:	Reg: 43 A/C 57 C/C	32 A/C
	Lead: 12 A/C 8 C/C	4 A/C

A/C 9037: 336 Sqdn "T" - Failed to take off - Magneto failure - Pilot Lt. Colman. A/C 8676: 336 Sqdn "V" - Failed to take off - #4 feathering motor failure - Pilot Lt. Millsbaugh.

(2) 100:	Reg: 38 A/C 42 C/C	34 A/C
	Lead: 12 A/C 7 C/C	4 A/C

(3) 390:	Reg: 40 A/C 56 C/C	33 A/C
	Lead: 12 A/C 10 C/C	4 A/C

A/C 837: 569 Sqdn "D" - Failed to take off - Oil pressure abnormal - Pilot Major Breeze.

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c. Non-effective Sorties and Returning Spares:

(1) 95: A/C 8106: 336 Sqdn "E" - Oil leak, #4 prop ran away - Pilot Lt. Salvo - No sortie. A/C 8617: 336 Sqdn "O" - #2 engine failure - Pilot Lt. Sundin - No sortie.

(2) 100: A/C 840: 350 Sqdn "H" - Runaway propeller - Pilot Lt. Bleha - Sortie.

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

(1) 95A: H2X equipment inoperative the entire operation. Maintenance reports range mark blocking oscillator tube burned out.
95C: H2X equipment inoperative the entire operation. Resistor in indicator unit was burned out.

(2) 390A: #1 Gee unit failure.

e. A/C Outstanding:

(1) 95: A/C 7204: 335 Sqdn "B" - Crashed South of Brussels - Pilot Lt. Davis.

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

3. Navigation:

Position	Flight Plan	AL: N:	13A (95) Lt. Col. Stuart Lt. Wilbourne	13B (390) Maj. Campbell Lt. Openeur	13C (100) Maj. Wooten Lt. Kirby
BU C-4	15000°		15000° 2 min. late on course	15500° 1 min. late 4 mi. right	17500° 1 min. late 4 mi. left
CP 1	20500°		19000° 1 min. late on course	21000° 1 min. late 3 mi. right	21000° 6 min. late 2 mi. right
IP	25000°		26000° 19 min. late 4 mi. left	27000° 18 min. late 9 mi. right	25600° 18 min. late 1 mi. left
TGT	25000°		26000° (2nd P)	27000° (2nd P)	25700° (2nd P)
RP	24000°		25000° 11 min. late on course	26000° 10 min. late on course	24000° 13 min. late 4 mi. short
CP 2	8000°		10000° 8 min. early on course	10000° 10 min. early 1 mi. right	9600° 10 min. early 2 mi. left
CONT COAST	8000°		8000° 21 min. early 4 mi. right	7800° 23 min. early 3 mi. right	6300° 23 min. early 4 mi. left
ENG COAST	Minimum		4000° 22 min. early on course	4500° 23 min. early on course	800° 22 min. early on course

a. Assembly: 13A assembled over Buncher A-80, 13B over Buncher C-1, and 13C over Buncher A-68. Assembly altitude was 15000°. Because of the late take off, Groups were late to assemble, consequently, the Wing did not completely assemble until approximately 0700E. There were several unidentified Groups over Buncher C-3 and C-4 which interfered in assembly. Enroute to Buncher C-4, 13C started its climb early and reached the Buncher 2500° above the briefed flight plan altitude.

b. Route: The course was flown essentially as briefed to the Pre-IP. At this point contrails forced the Groups to make wide turns in order to

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peel off in Squadron formation. However, 13A, which had H2X failures in two of its Squadrons, remained in Group formation with the exception of 95B which made an individual run. Bombing altitude, which was raised to clear the cirrus clouds, was reached at the IP. 13A cut the IP short by 4 miles and then "S"ed to the North in order to make the briefed track good, by doing this 13A forced 13B to overshoot the IP by 9 miles to the NW. After bombs away, the Wing was reassembled at the RP except 390C which overshoot the target and did not reassemble until 1030E. The route to bases was flown essentially as briefed except that 13C, which was echeloned left of 13A and 13B and was 6-12 miles left of course from GP 2 to the Continental Coast.

c. Weather: Over the base areas at take-off there were 1-5/10 alto cumulus at 12000'. Visibility was 2-3 miles in haze. Enroute to the Continental assembly area, the alto cumulus layer dissipated at 0600E. A strato-cumulus layer formed beyond 0500 and 0600E becoming 10/10 at 6-8000'. Nil-3/10 cirrus above 25000'. Visibility unrestricted except in contrails. In target area a 10/10 strato-cumulus layer prevailed at 8000'. Nil-3/10 cirrus were encountered above 25000'. Moderate to dense persistent contrails above 21000' were encountered in the target area. On return conditions were the reverse of the route to the target except a 10/10 alto-stratus layer with breaks at 0400E. Over base on return there were 3-5/10 strato-cumulus layer at 2-3000' with a 10/10 alto-stratus layer at 10000'. Visibility at bases was 2-3 miles in haze.

4. Bombings:

a.	Attacking:	Jettisoning:	Returning:
95	2nd P 33 A/C 374 x 150 GP 442 x 100 GP 61 x 500 IB	1 A/C 33 x 100 GP 2 x 500 IB	2 A/C 35 x 100 GP 3 x 500 IB
2 x 500 IB.	1 A/C crashed on the continent with 34 x 150 GP and Disposition of bombs unknown.		
100	2nd P 37 A/C 1214 x 150 GP 65 x 500 IB	1 A/C 2 x 150 GP 1 x 500 IB	2 A/C 36 x 150 GP 2 x 500 IB
390	2nd P 28 A/C 918 x 150 T-1 54 x 500 IB 10 x T 347 TO 9 A/C 306 x 150 T-1 18 x 500 IB		

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b. 13A (95)

Squadrons:	A (#8709)	B (#8179)	C (#8040)	C (#8667)
Target:	2nd P	2nd P	2nd P	2nd P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	10	9	5
Bomb Load:	34x100 GP 2x500 IB	34x150 GP 2x500 IB	34x100 GP 2x500 IB	34x100 GP 2x500 IB
Method of Release:	Minimum	Minimum	Minimum	Minimum
Altitude: True:	25300'	25800'	25020'	25400'
Ind:	26000'	26500'	25620'	26000'
True Heading:	305	308	300	298
Drift:		0		4 L
Trail Change:		-3 mila		None
Ground Speed:		175		170
Tan. D.A.		.34		.351
Time of Release:	1015	1016	1015	1015
C-1		Yes		Yes
Pattern: Length:				
Width:				
Errors: Range:				
Def:				
Radial:				
Percent: 1000°				
2000°				
Crew:	AL: Lt. Col. Stuart	Capt. Brittingham	Maj. Griffin	
	P: Capt. Willison	Capt. Savage	Lt. Parrish	Lt. Seeburg
	TG: Lt. Balzer	Sgt. Campbell	Sgt. Damet	Sgt. Laughlin
	N: Lt. Wilbourne	Lt. Pieper	Lt. Manzler	Lt. Pyle
	AN: Capt. Rohn	Lt. Malone		
(No. of Leads)	B: Lt. (24) Long	Lt. (10) Asprocolas	Lt. (5) Watt	Lt. (3) Spears
(Missions)	RN: Lt. (22) Owen	Lt. (21) Decherniss	Lt. (21) Baldie	Lt. (24) Burrows

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

(1) Narrative: 95A: Because of existing weather conditions, the entire 95 Group flew at an altitude higher than briefed on the bomb run.

The H2X equipment in 95A was inoperative the entire mission, therefore, prior to the IP, the decision was made to bomb in Group formation on 95D which had the only operative H2X set at the time. At the IP, range and definition improved in 95B H2X equipment and the R/N was able to make an individual run. 95A continued on the bomb run and released its bombs in formation with 95D. Because of existing weather conditions, no visual assistance was given.

PI: Photos show 10/10 undercast.

95B: H2X equipment in 95B was weak in range and definition prior to the IP, consequently, 95B had decided to bomb in Group formation with 95D. However, at the IP, the R/N was able to pick up the target and proceeded to set up course on a true heading of 312 degrees. 95B trailed 95A, C, D on the run. The bombardier was clutched in at 11 miles and rate checks of 10, 9, 8, 7, and 6 miles were made. All rate checks were good. Bombardier was unable to give any visual assistance.

PI: Photos show 10/10 undercast.

95C: The H2X equipment in 95C was inoperative the entire operation, therefore, prior to the IP, the decision was made to bomb in Group formation on 95D. The H2X set was inoperative in 95B until the IP, where the R/N was able to make an individual attack. 95C continued on the bomb run and released its bombs in formation with 95D. No visual assistance was given on the bomb run.

PI: Photos show 10/10 undercast.

95D: Bomb bay doors were opened 2 minutes prior to the IP. Beginning the attack on a true heading of 310 degrees, the R/N identified the target in the scope at 35 miles and proceeded to set up course by H2X technique. The bombardier was clutched in at 11 miles and rate checks of 10, 9, 8, and 4 miles were completed. All rate checks were good. No visual assistance could be given because of weather conditions.

PI: Photos show 10/10 undercast.

(2) Bombing Malfunctions:

95B: A/C 7204 crashed on the continent with 34 x 150 GP and 2 x 500 IB. Disposition of bombs unknown. A/C 8142 returned 1 x 500 IB because of a rack malfunction over the target.

95D: A/C 8106 had a mission failure (runaway prop) and jettisoned 33 x 100 GP and 2 x 500 IB 40 miles South of Southwold. 1 x 100 GP was returned to the base due to a rack malfunction. A/C 8617 had a mission failure (#2 engine failure) and returned 34 x 100 GP and 2 x 500 IB.

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o. 13B (390)

Squadrons:	A (#784)	B (#660)	C (#127)	D (#488)
Target:	2nd P	2nd P	T0	2nd P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	10	8	9	10
Bomb Load:	34x150 T-1 2x500 IB	34x150 T-1 2x500 IB	34x150 T-1 2x500 IB	34x150 T-1 2x500 IB
Method of Release:	Minimum	Minimum	Minimum	Minimum
Altitude: True:	26000'	25705'	26400'	24025'
Ind:	27000'	26400'	25900'	25000'
True Heading:	278	283	304	292
Drift:	12 L	5 L	9' L	10 L
Trail Change:	None	None	None	None
Ground Speed:	148	172	151	152
Tan. D.A.	.27	.42	.28	.29
Time of Release:	1017	1016½	1023	1017½
G-1	Yes	Yes	Yes	Yes
Pattern: Length:				
Width:				
Errors: Range:				
Def:				
Radial:				
Percent: 1000'				
2000'				
Crew:	Maj. Campbell	Lt. Ellis	Maj. Gross	Capt. Maddrow
AL:	Lt. Dognibene	Lt. McKeller	Lt. McDonald	Lt. Carlitz
P:	Lt. Klar	Sgt. Seabolt	Sgt. Bass	Sgt. O'Dennel
TG:	Lt. Obenour	Lt. Koder	Lt. Hilker	Lt. Hoffman
N:	Capt. Lewis			
AN:	Lt. (4) Peccinatti	Lt. (9) Willis	Lt. (8) Strickland	Lt. (3) McGrew
(No. of Leads)	Lt. (18) Garrison	Lt. (6) Baddow	F/O (9) Zebell	Lt. (3) McCarthey
(Missions) RN:				

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

(1) Narrative: 390A: Because of existing weather conditions the entire 390 Group were forced to fly above the briefed altitude on the bomb run.

The R/N identified the target in the scope at 45 miles. After the turn on the IP, the R/N proceeded to set up course by H2X technique, beginning the attack on a true heading of 293 degrees. The bombardier was clutched in at 11 miles and rate checks of 10, 8, and 6 miles were made, all of which seemed good. No visual assistance was given on the bomb run.

PI: Photos show 10/10 undercast.

390B: Beginning the attack on a true heading of 295 degrees, the R/N identified the target in the scope at 30 miles and proceeded to set up course by H2X technique. The bombardier was clutched in at 11 miles and rate checks to 4 miles were made, all of which were good. Because of existing weather conditions, the bombardier was unable to give any visual assistance.

PI: Photos show 10/10 undercast.

390C: After the turn on the IP, the R/N picked up what he thought was the 2nd priority target and proceeded to set up course by H2X technique. The bombardier was clutched in at 11 miles and rate checks to 7 miles were made. The 9 mile check was not good and required an adjustment. All other rate checks were good. Due to the R/N misidentifying the target in the scope, the attack resulted in a bombing of a TO in the Leipzig area. No visual assist was given on the bomb run.

PI: Photos show 10/10 undercast.

390D: The R/N picked up the 2nd priority target in the scope at 50 miles. Beginning the attack on a true heading of 285 degrees, the R/N proceeded to kill course by H2X technique. The bombardier was clutched in at 11 miles and rate checks to 6 miles were completed. All rate checks were good. Because of existing weather conditions, the bombardier was unable to give any visual assistance.

PI: Photos show 10/10 undercast. Bomb plot from H2X scope photo SAT 390D/118 show bombfall 1 1/8 miles NW of secondary target MPI.

(2) Bombing Malfunctions: None.

Squadrons:	A (#776)	B (#209)	C (#824)	D (#794)
Target:	2nd P	2nd P	2nd P	2nd P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	8	10	9	10
Bomb Load:	34x150 GP 2x500 IB	34x150 GP 2x500 IB	34x150 GP 2x500 IB	34x150 GP 2x500 IB
Method of Release:	Minimum	Minimum	Minimum	Minimum
Altitude: True:	25300°	25800°	24320°	24000°
Ind:	26000°	26500°	25000°	24700°
True Heading:	297	298	298	306
Drift:	2 L	6 L	1 L	8 L
Trail Change:	-3 mils	None	None	None
Ground Speed:	205	215	205	215
Tan. D.A.	.420	.460	.410	.410
Time of Release:	1021	1021	1022	1022
C-1	Yes	Yes	Yes	Yes
Pattern: Length:				
Width:				
Errors: Range:				
Def:				
Radial:				
Percent: 1000°				
2000°				
Crew: AL:	Maj. Wooten	Capt. Liljenquist		
P:	Capt. DePlanque	Capt. Hutchinsen	Lt. Champion	Lt. Wafford
TG:	Lt. McKeen	S/Sgt. Kanper	S/Sgt. Spencer	Sgt. Urice
N:	Lt. Kirby	Lt. Graham	Lt. Andris	F/O Frumin
AN:	Lt. Peifer			
(No. of Leads) B:	Lt. (20) Svendsen	Lt. (10) Zemske	Lt. (10) Wellings	Lt. (3) Paterno
(Missions) RN:	Capt. (29) Rhode	Lt. (12) Cordier	Lt. (21) Gault	Lt. (25) Wells

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

(1) Narrative: 100A: Due to existing weather conditions, the entire 100 Group flew higher than the briefed altitude on the bomb run.

After the turn on the IP, the R/N identified the target in the scope at 26 miles and began to set up course by H2X technique, initiating the attack on a true heading of 299 degrees. The bombardier was clutched in at 11 miles. Subsequent rate checks of 9, 7, 6, and 5 miles were completed, all of which were good. The bombardier was unable to give visual assistance on the bomb run because of existing weather conditions.

PI: Photos show 10/10 undercast. Bomb plot from H2X scope photo SAK 100/56 show bombfall 2 7/8 miles SSW of secondary target MPI.

100B: The R/N picked up the target in the scope at 45 miles. Beginning the attack on a true heading of 293 degrees, the R/N proceeded to set up course and clutched in the bombardier at 11 miles. Subsequent rate checks of 10, 9, 8, 7, 6, and 5 miles were made. The 10, 9, and 8 mile checks were not good and required adjustments, the remainder of the checks, however, were good. No visual assistance was given on the bomb run.

PI: Photos show 10/10 undercast.

100C: After the turn on the IP, the R/N picked up the target in the scope at 30 miles and proceeded to set up course. The bombardier was clutched in at 11 miles. Subsequent rate checks of 9, 8, 7, 6, and 5 miles were made, all of which were good. No visual assistance was given on the bomb run.

PI: Photos show 10/10 undercast.

100D: The R/N picked up the target at 29 miles and proceeded to set up course, beginning the attack on a true heading of 292 degrees. The bombardier was clutched in at 11 miles. Rate checks of 10, 9, 8, 7, 6, and 5 miles were completed, all of which were good. Because of existing weather conditions, the bombardier was unable to give any visual assistance.

PI: Photos show 10/10 undercast.

(2) Bombing Malfunctions:

100A: A/C 383 jettisoned 2 x 150 GP and 1 x 500 IB in the channel because of rack malfunctions over the target. A/C 840 had a mission failure due to a runaway prop and returned 34 x 150 GP and 2 x 500 IB.

100B: A/C 209 returned 2 x 150 GP because of rack malfunctions over the target.

... a. W/T: (1) Wing Leader...
 establishing communications with Squadron Leader...
 but after first contact was made the...
 appears that the Squadron Leaders were very...
 Channel A (790) frequency. Discipline was satisfactory...
 several complaints about the formation instigated...

(2) Wing Leader sets progress reports to...
 Station over Channel B (809). Wing Leader was never able to contact
 Kodak White but Kodak Red was contacted and the target weather information
 received for.

(3) The fighter support was called prior to reaching the first
 fighter rendezvous but no answer was received. The Air Leader then
 called Ground Sector Control and established contact with the
 fighters through "Colgate".

(4) No calls were made to Air/Sea Rescue.

b. W/T: (1) All strike and progress reports were received correctly.

13A		CP 1	TGT	CP2					
Flight Plan		0845	1005	1203					
ATA		0848	1014	1155					
TOD		0901	1030	1309					
95A	S B 5	1014	TOD	1031	390A	S B 5	1017	TOD	1100
B	S B 5	1016	TOD	1114	B	S B 5	1016	TOD	1120
C	S B 5	1014	TOD	1120	C	S B 5	1023	TOD	1130
D	S B 5	1015	TOD	1020	D	S B 5	1017	TOD	1049
100A	S B 5	1021	TOD	1029					
B	S B 5	1021	TOD	1230					
C	S B 5	1022	TOD	1125					
D	S B 5	1022	TOD	1215					

6. Photography: a. 95 installed 4 oblique, 3 scope, and 8 verticals,
 4, and 6 of which took pictures: A/C 8709 and 9037 with K-21s
 installed: failed to take off. PFF A/C 8667, #1 95D; scope camera
 failed to operate. PFF A/C 8040, #1 95C; H2X set was out. PFF A/C 8709,
 #1 95A; H2X set was out.

b. 100 installed 1-16mm motion picture, no oblique, and 8 verticals,
 1 and 7 of which took pictures: A/C 8776, #1 100A: camera froze.
 1-16mm H2X photo roll taken and is plottable.

c. 390 installed 2 oblique, 2 scope, and 9 verticals, 1, 2, and 9
 of which took pictures: A/C 784, #1 390A: camera inoperative.
 1 K-20 camera was not used. 1 set H2X scope photos taken and is
 plottable.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

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

6 April 1945

SUBJECT: Abortion of Aircraft No. 8617.

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

1. I took off in Aircraft No. 8617 on mission of 6 April 1945.

2. Joined formation at 0810 after wing assembly over France. At 0815 No. 2 engine dropped to 18 inches and started to vibrate violently. The prop fluctuated between 2400 and 1900 RPM from the setting of 2200 RPM. The amplifier was changed but to no avail. Was unable to keep up with the formation so aborted at 0838 at 49° 14' N and 05° 10' E. We let down to 10,000 ft. and headed for England. At this altitude the engine returned to 25' inches but cowling still vibrated. We landed at 1110 hrs. with our bombs.

Roger W. Sundin
ROGER W SUNDIN
2nd Lt. A. C.
Pilot

1st. Ind.

336th Bomb Sqdn., 95th Bomb Gp. (H), APO 559, U.S. Army. 6 April 1945.

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

1. I consider the action taken justifiable.

2. For your information.

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

THREE HUNDRED THIRTY SIXTH BOMBARDMENT SQUADRON (H) C-81
OFFICE OF THE OPERATIONS OFFICER
APO 559

6 April 1945

SUBJECT: Abortion of Aircraft No. 8106.

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

1. I took off in Aircraft No. 8106 on mission of 6 April 1945

2. Departed from base on time. Climbed on course and joined the group formation at buncher A-80. Started climb and about three minutes after division assembly I noticed No. 4 had gone to 2450 RPM. The others were at 2300 RPM and 37 inches. I reduced manifold pressure and tried to pull RPM down with prop pitch control but with no result. RPM went to 2600 so I used feathering button to bring it down to 1800. I released button and it ran up to 2900 No, 4 oil pressure and oil temp. ~~Normal~~ About a minute before this oil started to come out over the cowling on top of the nacelle. I feathered the prop and aborted at 15,000 ft. at 49° 22' N and 05° 55' E at 0820. Jettisoned bombs 40 miles east of Southwold. Returned to base and landed at 1050 hours.

Henry J. Salvo
HENRY J. SALVO
1st. Lt. A. C.
Pilot

1st. Ind.

336th Bomb Sqdn., 95th Bomb Gp. (H), APO 559, U.S. Army, 6 April 1945.

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

1. I consider the action taken justifiable.

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

STATION WEATHER OFFICE
AAF STATION 119
APO 559


T-4-2

7 April 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 6 April 1945.

TO : Commanding Officer, Hq., 95th Bomb Group(H), APO 559, U. S. Army.

1. Base at take-off: Time was 0530-0621 hours. 1-2/10 altocumulus base 12,000 ft. Visibility 3 miles in haze.
2. Route to target: 2-4/10 altocumulus became nil at 06°E. Stratocumulus forming beyond 06° E becoming 10/10 tops 8000 ft. Nil-3/10 cirrus above 26,000 ft. Visibility unrestricted except in contrails.
3. Target: Leipzig, Germany. Time was 1015 hours. 10/10 stratocumulus below 10,000 ft. Patchy cirrus above 26,000 ft.
4. Return route: Reverse of route to target except 10/10 altostratus with breaks from 04° E.
5. Base on return: Time was 1405-1428 hours. 3/10 stratocumulus base 4500 ft. 10/10 altostratus above 8000 ft. Visibility 2500 yards in haze.
6. Remarks: Moderate to dense persistent contrails above 21,000 ft. in target area.


WALTER S. MILLS, JR.,
Capt., Air Corps,
Staff Weather Officer.

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

6 April 1945

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

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

1. **The Mission** - The 95th Group led the Third Division in an attack on Wahren Marshalling Yards $4\frac{1}{2}$ miles NW of Leipzig. However due to weather conditions over this target, the 95th Group was forced to bomb the Second Priority target the Marshalling Yard in Leipzig on H2X. Because of H2X difficulties 95A and 95C were forced to drop on the H2X equipment of 95D. 95B also had H2X trouble at start of bomb run but managed to make a separate run.

95A - Seven A/C plus two PFF took off and formed the lead squadron. All A/C bombed the Second Priority target.

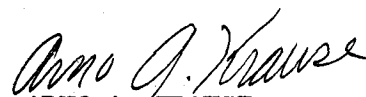
95B - Ten A/C plus one PFF took off and formed the High squadron. Nine A/C plus the PFF bombed the Second Priority target. A/C 7204 turned back prior to crossing battle lines and crashed just south of Brussels, killing all crew members.

95C - Eight A/C plus one PFF took off and formed the low squadron. All A/C bombed the Second Priority target.

95D - Six A/C took off and formed the low-low squadron. Four A/C plus the PFF bombed the Second Priority target. A/C #8106 turned back at 4922N 0555E at 0817 hours because of mechanical difficulties and jettisoned all but one bomb in the channel. A/C 8617 turned back at 4914N-0510E at 0838 hours because of mechanical difficulties and returned bombs to base.

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

For the Intelligence Officer:


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

CG. 10TH COMBAT GROUP
CG. 100th Bomb. Grp.
CG. 100th Bomb. Grp.

XXX

W. DATE TIME. (K)

XXX

0-6-45 13:08 2-3

OPERATIONAL NARRATIVE

6678

LEIPZIG, GERMANY

6 APRIL 1945

1. REAPLETS: NONE

2. BOMBING RESULTS:

- D Squadron - Secondary ~~XXX~~ Photos cloud covered - ~~XX~~ identified target - thinks MPI hit.
- A Squadron - dropped on D
- C Squadron - dropped on D
- H Squadron - Secondary ~~XXX~~ Photos cloud covered - ~~XX~~ identified target - thinks MPI hit.

3. ~~W/A~~: None

4. FLAK:

A. Damage: None

None

B. Operations

- 1. None
- 2. None
- 3. None

C. Amount, Accuracy, Etc.

- 1. Target Meagre, Inaccurate, T&B (encountered)
- 2. Target Meagre, Inaccurate, T&B (encountered)
- 3. None
- 4. None
- 5. None

D. Phenomena: None

5. WEATHER: 10/10ths clouds below 12,000

6. OBSERVATIONS: None

7. OTHER INFORMATION: Friendly fighter escort was unusually good - close support was excellent. Due to the fact that the ~~XXX~~ unit was inoperative in all but the 98D lead aircraft the bomb run was begun with 98D in the lead position. However 98B R/W identified the target in time to make a separate run. There were no large deviations from the briefed route although some navigational difficulties were encountered due to ~~XXX~~ failure.

gmac

CA

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

.....
:SECRET
:By Authority of
:C.G., Eighth Air Force
:Initials *gmac*.....
:Date 6 April 1945
:.....

INTOPS SUMMARY NO. 341

PERIOD: 0001 hours 6 April to 2400 hours 6 April 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>			<u>Totals</u>	<u>NYR</u>
					<u>E/A</u>	<u>AA</u>	<u>OT</u>		
Heavy Bomber Atks	659	646	1628.7	0-0-0	0	0	4	4	5
Fighter Escort	628	593	0	0-0-0	0	0	0	0	5
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.	16	15	0	0-0-0	0	0	0	0	0

S E C R E T

First Force

Twenty-one Squadron formations (207 B-24s - 2nd Air Division) sortied against Halle M/Y, Stassfurt Oil Storage Plant, Army Headquarters at Halle. 205 a/c dropped 366.2 tons G.P. and 86 tons I.B. on Halle M/Y and one T/O at 0938-0950 hours from 21,000 - 23,000 feet. All bombed on H2X. Leaflets dropped on Halle. Weather: 10/10 undercast over assigned targets. Flak: meager to moderate, inaccurate at Halle. Battle damage: 3 minor. E/a opposition: nil. Sighted 1 Me-262 near Halle. Claims: nil. Losses: nil. NYR: 1 B-24, believed safe on Continent.

Fighter Support: Five Groups, including 361st Group based on Continent, (39 P-47s, 179 P-51s - 218 a/c) sortied. Up 0709-0754 hours, down 1225-1300 hours. 201 effective sorties. E/a opposition: nil. Sighted 2 u/i jet a/c near Halle - no combat. Claims: nil. Losses: nil. NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Stassfurt Oil Storage	106	Not Attacked			
Halle M/Y	47	183	315.7	86.0	Unobserved
Halle Army Headquarters	54	Not Attacked			
<u>Other Targets</u>					
Eisleben (City)		22	50.5		Unobserved
Totals	207	205	366.2	86.0	

Second Force

Six Group formations (230 B-17s - 1st Air Division) sortied against Leipzig/Engelsdorf M/Y and Leipzig/Mockau M/Y. 226 a/c dropped 487.4 tons G.P. and 89 tons I.B. on Leipzig Main Station & M/Y (Secondary) and Halle M/Y at 1004-1017 hours from 24,400 - 27,800 feet. All bombed on H2X. Leaflets dropped on Leipzig. Weather: 10/10 undercast over all assigned targets. Flak: nil to meager, inaccurate at Leipzig. Battle damage: nil. E/a opposition: nil. Sighted one Me-262 vicinity of Leipzig - no combat. Claims: nil. Losses: 4 B-17s (due to mid-air collision). NYR: 4 B-17s, believed safe on Continent.

Fighter Support: Five Groups, including 352nd Group based on Continent, (211 P-51s) sortied. Up 0709-0745 hours, down 1245-1314 hours. 202 effective sorties. E/a opposition: nil. Claims: nil. Losses: nil. NYR: 5 P-51s.

S E C R E T

S E C R E T

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>	
Leipzig/Engelsdorf M/Y	113	Not Attacked			
Leipzig/Mockau M/Y	117	Not Attacked			
Leipzig Main Sta. & M/Y (Sec.)		215	456.1	83.5	Unobserved
<u>Other Targets</u>					
Halle M/Y	—	11	31.3	5.5	Unobserved
Totals	230	226	487.4	89.0	

Third Force

Six Group formations (222 B-17s - 3rd Air Division) sortied against Leipzig/Wahren M/Y and Gera M/Y. 215 a/c dropped 515.6 tons G.P. and 84.5 tons I.B. on Leipzig Main Station and M/Y (Secondary) and Gera (industrial area) at 1014-1033 hours from 14,600-26,500 feet. All bombed on H2K. Leaflets dropped on Gera. Weather: 10/10 undercast over all assigned targets. Flak: meager, inaccurate at Leipzig. Battle damage: 1 Cat. "E". E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Five Groups (199 P-51s) sortied. Up 0723-0732 hours, down 1250-1352 hours. 190 effective sorties. E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Leipzig/Wahren M/Y	111	Not Attacked			
Gera M/Y	111	Not Attacked			
Leipzig Main Sta. & M/Y (Sec.)		106	240.2	48.5	Unobserved
Gera (industrial area)	—	109	275.4	36.0	Unob. to air
Totals	222	215	515.6	84.5	

2. Fighter Escort

Fifteen Groups, including groups based on Continent (39 P-47s, 589 P-51s - 628 a/c) sortied to support bomber forces. Up 0709-0754 hours, down 1225-1352 hours. 593 effective sorties. E/a opposition: nil. Sighted 2 u/i jet a/c near Halle - no combat. Claims: nil. Losses: nil. NYR: 5 P-51s, believed safe on Continent.

S E C R E T

S E C R E T

3. Fighter Sweeps

Nil

4. Fighter Bombing

Nil

5. Photo Reconnaissance

16 a/c sortied as follows:

5 F-5s for D/A and activity photos in Central Germany. 4 effective.
11 P-51s as escort to PRU a/c. Mission uneventful. 11 effective.

Losses: nil.

6. Weather Reconnaissance

37 a/c sortied as follows:

2 B-17s on routine reconnaissance over the Atlantic.

2 B-17s on routine flights to and from the Azores.

6 Mosquitoes on special reconnaissance over North Sea, Holland, France, Germany and Denmark.

27 P-51s as scouts for bomber forces. 26 effective.

Losses: nil.

7. Air/Sea Rescue

12 P-47s sortied on routine search and patrol. All a/c completed their missions and returned safely.

8. Special Operations

41 a/c sortied as follows:

12 B-24s on leaflet mission to France, Holland and Germany - night 5/6 April, 1945. 12 effective.

4 B-24s on RCM, jamming between 0433-0730 hours.

15 a/c (12 P-51s, 1 B-24, 2 P-47s) as airborne radio relays.

9 Mosquitoes on chaff dispensing mission for bomber forces. 7 effective.

1 Mosquito on experimental navigational mission. A/c returned early due to technical failure.

Losses: nil.

S E C R E T

C. INTELLIGENCE

1. Enemy Air Opposition

10/10 low and medium clouds in heavy layers over enemy bases apparently prevented any G.A.F. reaction to this mission.

2. Flak

Halle - meager to moderate, inaccurate.
Leipzig - nil to meager, inaccurate.

3. Observations

No observations of military importance.

4. Damage to Enemy Installations

Gera - unobserved to fair

One pattern GP and parts of two patterns GP and IB seen in woods one and three tenths miles W and NW of MPI.

Due to 10/10 cloud coverage, no damage assessment could be made on other targets.

5. Ground Activity

21st Army Group - Canadian troops have cleared Almelo, but enemy is resisting strongly to the north of Osnabruck, where remnants of a Pz Grenadier Div. and three parachute divisions are surrounded in several groups between Osnabruck and Zutphen.

12th Army Group - Ninth U.S. Army troops are across the River Weser at C-1681 and have cleared Hameln. The western and southern sectors of the Ruhr front are quiet, but the enemy has made several attempts to break out eastwards from areas north of Winterburg G-5688 and north of Siegen G-2052. First U.S. Army holds line C-0532 to Paderborn B-7043. In the Third Army sector the capture of Mulhausen was bitterly contested but the town is now cleared of the enemy. Enemy Army Group G has an organized front on general line Karlsruhe-Heilbronn-Wurzburg-Fulda.

S E C R E T

5. Ground Activity (cont'd)

6th Army Group - U.S. Troops repulsed a strong enemy counter-attack, to the north of Heilbronn. Infantry units have advanced through Gemunden to Hammelburg and a crossing of the Main river has been made in this area.

S E C R E T

SECRET

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	389	1-0-2 A 2-0-2 G	0
First U.S. T.A.F.	590	3-0-9 G	3
Second T.A.F.	354	7-0-0 A	8
R.A.F. Fighter Command	<u>30</u>	<u>0-0-0</u>	<u>0</u>
Totals	1363	8-0-2 A 5-0-11 G	11

Ninth Air Force

Night - 5/6 April

Sorties : 14 Fighters
Mission : Interception patrol in 3rd U.S. Army front.
Claims and Losses: nil

Day - 6 April

Sorties : 114 Bombers
232 Fighters
2 Reconnaissance
375 a/c
Mission : Ninth Bomb Div. - Attacked M/Ys at Gottingen and
Nordenham. Claims and losses: nil.

Ninth T.A.C. - A/F cover. Patrol and provided escort
for bombers. Claims and losses: nil.

19th T.A.C. - Armed reconnaissance in Zeitz-
Naumburg areas. Fighter sweeps in Magdeburg Leipzig
area. Claims: 1-0-2 Air, 2-0-2 Ground. Losses: nil.

29th T.A.C. - A/F cover patrol and escorted bombers.
Claims and losses: nil.

Total Claims: 1-0-2 Air, 2-0-2 Ground

Losses : nil.

First U.S. T.A.F.

Night - 5/6 April

Sorties : 1 Intruder Patrol

Claims and Losses: Nil.

Day - 6 April

Sorties : 102 Bombers
484 Fighters
3 Reconnaissance
589 a/c

Mission : 42nd Bomb Wing - 78 bombers attacked ammo dump at Gailenkirchen. Claims and Losses: nil.

12th T.A.C. - 389 fighters on armed reconnaissance and air cooperation in Rothenburg, Nurenburg, Stuttgart areas. Claims: 3-0-9 ground. Losses: 3 a/c.

1st French - 95 fighters on armed reconnaissance in the Heilbronn, Offenburg, Pforzheim area. Claims and Losses: nil.

Western French - 24 bombers and 3 reconnaissance. Bombers attacked strong points at Pointe Des Grave, Claims and Losses: nil.

Second TAF

Night - 5/6 April

Sorties : 97 Armed Reconnaissance
34 Interception Patrol
131 a/c

Mission : Attacked enemy movement in Holland and NW Germany.

Claims : nil

Losses : 2 a/c

Day - 6 April

Sorties : 1 Medium bomber
32 Armed Reconnaissance
36 Immediate and Prearranged Support
117 Interception Patrol
37 Reconnaissance
223 a/c

Mission : Armed reconnaissance in Zwolle-Almelo area - support to ground forces.

Claims : 7-0-0 Air

Losses : 6 a/c

R.A.F. Fighter Command

Night - 5/6 April - Nil

Day - 6 April

Sorties : 24 Escort to bombers
2 Interception Patrol
2 Weather Reconnaissance
2 Shipping Reconnaissance
30 a/c

Claims and Losses : nil.

Day - 6 April

168 B-17s, 52 P-38s sortied.

146 B-17s escorted by 47 P-38s dropped 431 tons on Verona Parana rail
Losses: 1 B-17

127 B-24s, 42 P-51s sortied.

103 B-24s escorted by 39 P-51s dropped 190.6 tons on Verona Porto Nuovo
7 tons on Brescia M/Y. Losses: nil.

56 B-24s sortied.

43 B-24s dropped 79 tons on Verona Ordnance depot, 7 tons on Brescia M/Y.
nil.

88 B-24s and 53 P-51s sortied.

85 B-24s escorted by 52 P-51s dropped 197 tons on Brescia Breda Small
ant. Losses: nil.

13 B-24s sortied.

10 B-24s dropped 23 tons on Verone flak positions. Losses: nil.

81 P-38s dropped 14 tons on rail bridge at 4614N-1302E. Losses: nil.

54 P-51s sortied.

16 P-51s strafed rail traffic at 4850N-1247E. Losses: 1 P-51.

Adverse weather forced rest of fighters to return without strafing.

Bombers

Sorties: 452 a/c (168 B-17s, 284 B-24s)

Eff. Sorties: 387 a/c (146 B-17s, 241 B-24s)

Tonnage: 940.3

Claims: nil

Losses: 1 B-17

Fighters

Sorties: 282 a/c (133 P-38s, 149 P-51s)

Eff. Sorties: 235

Tonnage: 14

Claims: nil

Losses: 1 P-51

R.A.F. Bomber Command

Day - 6 April

Losses

54 Lancasters	Naval Target in Holland -	0
1 Mosquito	not attacked due to weather.	0
<u>2</u> Mosquitoes	Weather Reconnaissance	<u>0</u>
57 a/c		0

Night - 6/7 April - Nil

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

10. CASUALTIES:

(Name, Type of Injury, Cause)

None

11. DAMAGE TO A/C

None

12. CREW COMMENTS AND SUGGESTIONS:

*Saw A/C ~~in~~ ahead of us
over channel test field.*

Interrogator

[Signature]

Time Completed

1450

12. CREW COMMENTS AND SUGGESTIONS:

PLATES, DESERT DISHES IN MESS DIRTY

Interrogator

[Signature]

Time Completed

1510

11. DAMAGE TO A/C

12. CREW COMMENTS AND SUGGESTIONS:

*No business where by assemblies
are cancelled
Don't wake crew up on being
navigator didn't have enough time at brief*

Interrogator

[Signature]

Time Completed

17⁴⁵

Nil

Davis aborted at 0900 AM, prior to crossing
lines.

10. CASUALTIES: Nil
(Name, Type of Injury, Cause)

11. DAMAGE TO A/C Nil

12. CREW COMMENTS AND SUGGESTIONS:

1. ~~Ops~~ Operations did not notify this
crew of the advance in briefing time.
Gunnery missed briefing in consequence.

Interrogator KSM Time Completed _____

Can you be made known earlier? Last
two items Ordnance crushed in loading
that a bomb has momentarily hung off.

Interrogator J. Kelly Time Completed 1500

12. CREW COMMENTS AND SUGGESTIONS:

Don't like
contaminated assembly.
Don't like jervale every morning

Interrogator J. Johnson Time Completed 1415