

SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT NO. K. 4202

LOCALITY: EGER (or Cheb)
Marshalling Yard

PERIOD COVERED: Up to 1250B hours on 10 APR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 15th AIR FORCE	25 MAR 1945		Clear
U.S. 8th AIR FORCE	8 APR 1945	3535	Clear

PROVISIONAL STATEMENT ON DAMAGE.

Every line of the yard is cut at the southern entrance in several places. At the northern entrance every line appears to be cut or blocked by derailed wagons. Craters also cut the tracks between these points. The two large roundhouses are partly destroyed. The Goods Depot which lies between the sorting sidings has been damaged, some buildings gutted, and others destroyed.

Details of Damage Follow:-

(Numbers refer to Illustration 6(d)(vi)68/2)

(Percentages of unserviceability given by 'F' Section)

LOCOMOTIVE AND REPAIR FACILITIES

Loco Depot (6) : 2/3 destroyed, crater in turntable.
Loco Depot (7) : 1/3 destroyed.

Loco Depots 40% unserviceable.

Terminal Facilities:

Goods Depots (11) : At least 6 buildings gutted or destroyed.

Carriage sidings (5) : Craters derail carriages.

Terminal Facilities are 65% unserviceable.

Servicing Facilities (carriage & wagon shops) 100% unserviceable.

MARSHALLING YARDS

Sorting Sidings (2 & 3) : Cut by many craters, especially near south (2a & 3a) where every line is cut by many craters, also in the center and north, where all lines over bridge 16 are cut many wagons are derailed and damaged.

Reception Sidings (1) : wagons are still burning.

Shunting Neck (21) : Every track cut near bridge (14).

Marshalling Yard is 85% unserviceable.

THROUGH LINES.

Through lines are cut in several places and are 100% out.

LOADING

Loading is heavy.

OTHER DAMAGE

Bridge (14) is possibly damaged by near misses.

Bridge (13) is possibly damaged by near misses cutting roadway at edge of embankment.

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

PHOTOGRAPHS TAKEN BY; 544 Squadron.

SORTIE; 106G/5265.

MEAN TIME AND DATE OF PHOTOGRAPHY; 1250B hrs. on 10 APR 1945.

SCALE; 1/9,500 (F.L.36").

COVER AND QUALITY; Full cover, fair quality.

LAST REPORT; K. 4204 Immed.

COMPARATIVE SORTIE USED; None.

PRINT DISTRIBUTED; 3052 (to follow when available)

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9 APR 1945

IMMEDIATE INTERPRETATION REPORT NO.K. 4204

LOCALITY: EGER (or Cheb)
Marshalling Yard,

PERIOD COVERED: Up to 1715B hours on 8 APR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
15TH AIR FORCE	25 MAR 1945		Clear.
U.S. 8TH AIR FORCE	8 APR 1945	3535	"

PROVISIONAL STATEMENT ON DAMAGE

The absence of comparative cover renders the separation of damage caused by the individual attacks impossible, but reports Nos. 4DB-35 and 4DB-34 were issued in connection with the attack made by the 15th AIR FORCE on 25 MAR 1945.

Photographs marred by smoke reveal a number of fires burning within the boundaries of the marshalling yard, and many burning in a large portion of the town area West of the yard. Considerable damage has also been inflicted on the nearby Cheb/Oberschon airfield, where all three assembly shops and one of the two sub-assembly shbps have been fairly severely affected.

The following is the damage so far visible in the marshalling yard:-

LOCOMOTIVE AND REPAIR FACILITIES

Loco Depot (Northeast) : considerable roof damage.
20% unserviceable.

TERMINAL FACILITIES

Four goods depots : damaged severely.
Terminal facilities 60% unserviceable.

MARSHALLING YARD

Many lines cut. 75% unserviceable.

THROUGH RUNNING LINES

50% unserviceable.

LOADING

Heavy.

(Prints 3122/5, 4104/5,
4123)

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

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: US7GR/112D.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1715B hours on 8 APR 1945.

SCALE: 1/7,000 (F.L.36").

COVER AND QUALITY: Full, good, but marred by smoke.

LAST 'K' REPORT: None.

COMPARATIVE SORTIE USED: None.

PRINT DISTRIBUTED: 3125. (to follow when available).

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(b) AIRFIELDS

(1) CHEB AIRFIELD

The airfield is completely covered with the exception of the remote Eastern dispersal area.

Thirty-nine aircraft are visible as follows:

<u>Type</u>	<u>N. Hangar area</u>	<u>S. area</u>	<u>E. area</u>
Large	3	-	8
Medium	1	10	6
Small	<u>6</u>	<u>2</u>	<u>3</u>
	10	12	17

The landing ground is serviceable.

(2) CHEB/OBERSCHON AIRFIELD

~~Twenty-one~~ aircraft are visible as follows:

<u>Type</u>	<u>Southcast</u>	<u>Northwest</u>	<u>West</u>
Large	13	1	6
Small	<u>1</u>	<u>1</u>	<u>6</u>
	14	1	6

The landing ground is serviceable.

4. ANNOTATED PRINT: None to be issued.

5. BOMB PLOT: None to be issued.

6. PHOTOGRAPHS RECEIVED:

SAV 95/1734-1736,1738	8 APR 1945	1234 B hours	1/23,200 (F.L.7")	13,500' 'B'
" 100/1553,1555	"	1237 B hours	1/23,200	" "
1556,1560				
" 390/1652-1655	"	1240 "	1/24,800	" 14,500' 'B&C

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

HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 8 April 1945
13 CBW FO 92
13 CBW OPS 314
3 AD FO 635

Tactical Report (EGER, CZECHOSLOVAKIA)

Colonel Shuck - 93

Information Concerning the Targets: a. The 1st priority target (visually) for all Groups was the M/Y at Eger, Czechoslovakia.

b. 2nd priority target (visual or H2X) for all Groups was the Plauen, Germany.

c. 3rd priority target was assigned. Bombs were to be returned to base if neither the 1st or 2nd priority targets were attacked.

Assignment and Execution:

Order:	Bomb Load:	Force:	Assigned Target:
1) 4 A,B,C,D:			Plauen
(a) 94	34 x 150 GP 2 x M-17	36 A/C	
(b) 447	10 x 500 GP 2 x M-17	36 A/C	
(c) 486	12 x 500 GP	36 A/C	
(d) 487	34 x 100 GP 2 x M-17	36 A/C	
2) 93 D,A,B,C:			Plauen
(a) 385	6 x 1000 GP	36 A/C	
(b) 490	4 x 1000 GP 4 x M-17	36 A/C	
(c) 34	8 x 500 GP 4 x M-17	36 A/C	
(d) 493	8 x 500 GP 4 x M-17	36 A/C	
3) 13 A,B,C:			Eger
(a) 95	4 x 1000 GP 4 x M-17	36 A/C	
(b) 100	10 x 500 GP 2 x M-17	36 A/C	
(c) 222	10 x 500 GP	36 A/C	

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

(2) 100: Reg: 37 A/C 45 C/C 34 A/C
 Lead: 14 A/C 8 C/C 4 A/C

(3) 390: Reg: 43 A/C 54 C/C 34 A/C
 Lead: 11 A/C 13 C/C 4 A/C

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

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

(1) 95A: H2X equipment was inoperative. Cause undetermined at present time.

95D: Fluxgate compass was inoperative. Azimuth stabilization OFF operation had to be used. There was considerable interference on the scope. R/N was not sure of the set, therefore, elected to follow 95A on the bomb run.

(2) 390D: A/C 749 released a smoke bomb accidentally at the IP. Bomb released as doors were opening, switches were on.

e. A/C Outstanding: None.

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

3. Navigation:

Position	Flight Plan	AL: N:	13A (95) Lt. Col. Gooding Lt. Flygstad	13B (100) Maj. Staples Lt. Romanowski	13C (390) Capt. Rhodes Lt. Webster
BU 11	5000°		5000° ½ min. late on course	5000° on time 1 mi. right	6000° on time 2 mi. right
CP 1	5000°		5000° ½ min. late on course	5000° on time on course	6000° ½ min. late 3 mi. left
CP 2	5000°		5000° 3 min. late on course	5000° 1 min. early 1 mi. left	6000° 4 min. late 2 mi. left
CP 3	15000°		15000° 19 min. late on course	15500° 18½ min. late on course	15800° 21 min. late on course
IP	15000°		15000° 14 min. late on course	15000° 14½ min. late on course	15600° 15 min. late on course
TGT	15000°		15000° (1st P)	15000° (1st P)	15600° (1st P)
RP	14000°		14000° 18 min. late on course	13500° 20 min. late on course	15000° 22 min. late on course
CP 4	8000°		8000° 12 min. late on course	8000° 12 min. late 3 mi. right	11000° 12 min. late on course
CP 5	8000°		8500° 6 min. late on course	8000° 2½ min. late 3 mi. right	8200° 4 min. late 1 mi. right
ENG COAST	Minimum		5500° 1 min. late on course	2000° 2 min. late on course	500° 3 min. late 2 mi. right

a. Assembly: 13A assembled over Buncher 23, 13B over Buncher 28 and 13C over Buncher 11. Assembly altitude was 5000°. Wing assembly was completed at Buncher 11 and the proper position in the Division Column was taken at CP 1.

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

b. Route: Enroute across the Channel, the 93 Wing was "S"ing and it was necessary for 13A leader to "S" with 93 to prevent over-running; this occurred again near Brussels. The remainder of the route was flown essentially as briefed to the IP. Bombing altitude was reached 60 minutes prior to the IP. The peel off was made at the IP by 13A and 13C by Squadrons, on individual runs to the 1st priority target. However, 13B made the run in Group formation, because of enemy A/C in the area. The Wing was reassembled shortly after the RP and the briefed route followed to the bases. The briefed descent over the continent was not followed by 13C, which was lagging, in order to close up the interval by means of the wind and true air speed differential.

c. Weather: Over the bases at take-off there were 10/10 stratus and strato-cumulus at 800-1000' and 1800-2000'. Visibility was 2-3 miles. Enroute to the target there were 10/10 stratus and strato-cumulus below 2000' continuing to 0400Z, breaking rapidly to 2-3/10 strato-cumulus below 5000'. There were nil high clouds gradually becoming 3-4/10 cirrus above an estimated 20000'. In the target area there were 2-3/10 strato-cumulus below 5000' with 3-4/10 cirrus above 20000'. Visibility was 20-30 miles. Target conditions prevailed on the entire route back with patchy 4-6/10 strato-cumulus below 5000' between 0300Z and 0500Z. There were 2-3/10 cirrus above 20000' gradually becoming nil by 0400Z. Over the bases on return there were 2-3/10 strato-cumulus and cumulus at 2000'. Visibility was 4-7 miles. Average winds enroute were 078/33K and 090/45K in the target area.

4. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	1st P 38 A/C 151 x 1000 GP 146 x 500 IB	1 A/C 2 x 500 IB	2 A/C 1 x 1000 GP 4 x 500 IB
100	1st P 38 A/C 380 x 500 GP 68 x 500 IB		
390	1st P 35 A/C 420 x 500 GP	2 A/C 24 x 500 GP	1 A/C 10 leaflet containers

b. 13A (95)

Squadrons:	A (#8709)	B (#8548)	C (#8210)	D (#8179)
Target:	1st P	1st P	1st P	1st P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	11	9	9
Bomb Load:	4x1000 GP 4x500 IB	4x1000 GP 4x500 IB	4x1000 GP 4x500 IB	4x1000 GP 4x500 IB
Method of Release:	140°	140°	140°	140°
Altitude: True:	14000°	14400°	13180°	12700°
Ind:	15000°	15500°	14500°	14000°
True Heading: (058)	53	45	54	51
Drift:	10 L	10 L	8 L	
Trail Change:	None	None	None	
Ground Speed:	150	144	148	
Tan. D.A.	.45	.447	.46	
Time of Release:	1232½	1233½	1234½	1233
C-1	Yes	Yes	Yes	Yes
Pattern: Length:				
Width:				
Errors: Range:			1575°S	
Def:			400°L	
Radial:			1650°	
Percent: 1000°	95		0	95
2000°	100		80	100
Crew: AL:	Lt. Col. Gooding	Capt. Jeneman		Maj. Aldendifer
P:	Lt. Thomas	Lt. Parrish	Lt. Seaburg	Lt. Newman
TG:	Lt. Kreis	S/Sgt. Dament	Sgt. Laughlin	Sgt. Lee
M:	Lt. Flygstad	Lt. Smith	Lt. Pyle	Lt. Boges
AN:	Capt. Rehn			
(No. of Leads) B:	Lt. (17) Hathaway	Lt. (7) Watt	Lt. (4) Spears	Lt. (5) Messenger
(Missions) RN:	Lt. (23) Decherniss	Lt. (23) Baldie	Lt. (25) Burrow	Lt. (21) Schuster

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

(1) Narrative: 95A,D: Because of faulty radar equipment 95D bombed in formation with 95A as an H2X-Visual assist bomb run was anticipated. The bombardier in 95D sighted for rate.

Bomb bay doors were opened 2 minutes prior to the IP. After the turn on the IP, the bombardier began the attack on a true heading of 064 degrees. 20 miles from the BRL, the bombardier picked up the target area. The assigned MPI, however, could not be identified as a cloud obscured it at that time. 9 miles from the BRL, the bombardier was able to identify the MPI and completed a normal sighting operation. At bombs away synchronization appeared to be good.

PI: Clouds obscure a portion of the bomb pattern and prevent precise interpretation. There were at least 15 hits on the M/Y near the assigned MPI. Incendiary bombs covered the G.P. pattern and the areas containing goods wagons, which were not severely hit by the G.P. bombs. Pictures taken by 100 and 390 Groups show several small fires, probably from burning goods wagons, and one large fire in a building within the Yards. A large crater is also visible on the through tracks, and several small ones on the sidings. Derailed cars and severed tracks are faintly visible. An explosion and subsequent fire occurred in a factory building adjacent to the Yards, and it was the black smoke from this that eventually covered the target area. In 390D's pictures, the building was still freely burning.

95B: Initiating the attack on a true heading of 055 degrees, the bombardier took over and picked up the target area at 13 miles. As a cloud then obscured the MPI, the bombardier was not able to begin synchronization until 2 minutes from the BRL. A normal sighting operation was completed and at bombs away synchronization appeared good.

PI: Only about 8 bombs are apparent, and these are visible bursting in the center of the M/Y and repair sheds. In all probability, the entire pattern extended over this area. The incendiary bombs extended across the width of the Yards in the center, which was heavily loaded.

95C: After the turn on the IP, the bombardier took over and began the attack on a true heading of 58 degrees. 15 miles from the BRL, the bombardier identified the 1st priority target and completed a normal sighting operation. Synchronization at bombs away, however, was poor.

PI: The bombs fell from 1000° to 2200° short of the assigned MPI in a residential-factory area adjacent to the Yards. A large fire was started from direct hits on a factory building. A portion of the pattern was obscured.

H2X scope photo plot indicates the bombfall approximately 4500° SW of the MPI.

(2) Bombing Malfunctions:

95A,D: A/C 8776 returned 2 x 500 IB because of rack malfunctions. A/C 8317 returned 2 x 500 IB and 1 x 1000 GP because of rack malfunctions.

95B: A/C 6993 jettisoned 2 x 500 IB 40 miles East of Southwold. Bombs hung up because of rack malfunctions over the target.

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

e. 13B (100)

Squadrons:	A (#824)	B (#183)	C (#776)	D (#849)
Target:	1st P	1st P	1st P	1st P
A.P.:	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	10	9	10
Bomb Load:	10x500 GP 2x500 IB	10x500 GP 2x500 IB	10x500 GP 2x500 IB	10x500 GP 2x500 IB
Method of Release:	50°	50°	50°	50°
Altitude: True:	13900°	14200°	13400°	13100°
Ind:	15000°	15300°	14700°	14400°
True Heading: (058)	055	053	055	057
Drift:	4 L			
Trail Change:	-3 mils			
Ground Speed:	132			
Tan. D.A.	.451			.430
Time of Release:	1237	1237	1237	1237
C-1	Yes			
Pattern: Length:				
Width:				
Errors: Range:				
Def:				
Radial:				
Percent: 1000°				
2000°				
Crew:	AL:	Capt.	Capt.	Capt.
	Maj. Staples	Robbs	Milling	Hensey
	Lt.	Lt.	Lt.	Lt.
	P: Ellis	Hellerich	Wieland	Gilbert
	Sgt.	Lt.	Lt.	Lt.
	TG: Kanper	Whitney	Valitine	Noorey
	Lt.	Lt.	Lt.	Lt.
	N: Romanowski	Duncan	Pranger	Clepeck
	Capt.			
	AN: King			
(No. of Leads)	Lt. (15)	Lt. (7)	Lt. (7)	Lt. (1)
	B: Snyder	Shiurba	Tolliver	Calvert
	Lt. (23)	F/O (7)	Lt. (30)	Lt. (1)
(Missions) RN:	Turner	Clinton	Decker	Hofner

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

(1) Narrative: 100A, B, C, D: Because of the presence of enemy A/C bombing was accomplished in Group formation. 100B, C, and D bombed in formation with 100A. 100D was the only Squadron that released on its own rate.

After the turn at the IP, the bombardier took over and initiated the attack on a true heading of 060 degrees. The bombardier proceeded with pin-point piloting and killed rate and course on check points short of the target area on the approach to the BRL. 12 miles from the BRL the bombardier was only able to pick up the edge of the town, which was just short of the assigned MPI, as a cloud covered the target. He positioned the cross hairs on the cloud, covering the MPI, using check points outside the target and not until 5 miles from the BRL was he able to identify the assigned MPI. Smoke from preceding Squadrons made synchronization more difficult. At bombs away, synchronization appeared to be good. 3 miles of trail were subtracted to center bomb pattern on the MPI.

PI: 100A: No bursts are visible, but according to computations based on bomb trajectory tables, the bombs fell on the assigned MPI.

100B: No bursts are visible, but according to computations based on bomb trajectory tables, the bombs fell on the assigned MPI.

100C: No bursts are visible, but according to computations based on bomb trajectory tables, the bombs fell on the M/Y, approximately 500° right of the assigned MPI.

H2X scope photo plot indicates bombfall 1800° SW of the MPI.

100D: No bursts are visible, but according to computations based on bomb trajectory tables, the bombs fell on the M/Y, approximately 1500° right of the assigned MPI.

(2) Bombing Malfunctions: None.

d. 130 (390)

Squadrons:	A (#784)	B (#798)	C (#571)	D (#749)
Target:	1st P	1st P	1st P	1st P
A.P.:	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	8	9	9	9
Bomb Load:	12x500 GP	12x500 GP	12x500 GP	12x500 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	14600 ⁰	14200 ⁰	13590 ⁰	13610 ⁰
Ind:	15600 ⁰	15300 ⁰	14900 ⁰	14500 ⁰
True Heading: (058)	058	059	059	056
Drift:	5 L	6 L	6 L	6 L
Trail Change:	None	None	None	None
Ground Speed:	147	145	153	141
Tan. D.A.	.44	.44	.415	.425
Time of Release:	1240	1240	1240 3/4	1241
C-1	Yes	Yes	Yes	Yes
Pattern: Length:				
Width:				
Errors: Range:				
Def:				
Radial:				
Percent: 1000⁰				
2000⁰				
Crew:	AL:	Capt. Rhodes	Capt. Maxwell	Lt. Praffati
	P:	Capt. Tracy	Lt. Allen	Lt. McKinney
	TG:	Lt. Riele	Egt. Lambrecht	Egt. Gaeto
	N:	Lt. Webster	Lt. Donahue	Lt. Barrett
	AN:	Lt. Eusner		
(No. of Leads)	B:	Lt. (21) Pace	Lt. (12) Smith	Lt. (9) Strickland
		Lt. (24) Robinson	Lt. (10) Anderson	Lt. (3) Goldstein
(Missions) RN:			P/O (10) Zebell	Lt. (4) Wolfer

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

(1) Narrative: 390A: Bomb bay doors were opened immediately after the maneuver at the IP. Attacking on a true heading of 063 degrees, the bombardier took over and proceeded to kill course. As smoke from preceding Squadrons obscured the assigned MPI, the bombardier positioned the cross hairs on the smoke using check points outside the target area. The "hot plate" was also used as an aid for locating the MPI. Synchronization at bombs away appeared to be good.

PI: No bursts are visible, but according to computations based on bomb trajectory tables, the bombs fell on the M/Y, approximately 1000' left of the assigned MPI.

H2X scope photo plot indicates the bombfall in the M/Y.

390B: Bomb bay doors were opened immediately after the turn at the IP. The attack was initiated on a true heading of 065 degrees. The bombardier picked up the target at 15 miles, which was covered by smoke by preceding Squadrons, and proceeded to kill course. With the aid of check points outside the target, and the hot-plate, the bombardier positioned his cross hairs on the smoke covering the MPI. At bombs away synchronization appeared to be good.

PI: No bursts are visible, but according to computations based on bomb trajectory tables, the bombs fell on the M/Y, approximately 1000' left of the assigned MPI.

390C: Immediately after the turn at the IP, bomb bay doors were opened. Initiating the run on a true heading of 064 degrees, the bombardier picked up the target area and began to kill course. 10 miles from the BRI, the bombardier identified the target, however, because of smoke from preceding Squadrons obscuring the MPI, it was necessary to synchronize short of the target. A few seconds from the BRI, the bombardier positioned the cross hairs on the smoke using check points outside the target area. Synchronization at bombs away appeared to be good.

PI: No bursts are visible, but according to computations based on bomb trajectory tables, the bombs fell on the assigned MPI.

H2X scope photo plot indicates the bombfall in the M/Y.

390D: Bomb bay doors were opened immediately after the turn at the IP. The run was initiated on a true heading of 064 degrees. As smoke from preceding Squadrons obscured the target, it was necessary for the bombardier to synchronize short of the target. With 3 minutes for synchronization, the bombardier positioned the cross hairs on the smoke covering the MPI using check points outside the target and completed a normal sighting operation. At bombs away, synchronization appeared good.

PI: No bursts are visible, but according to computations based on bomb trajectory tables, the bomb fell on the assigned MPI.

(2) Bombing Malfunctions:

390A: A/C 769 accidentally jettisoned 12 x 500 GP at 4949-1140 on the bomb run. This was due to a personnel error from the Toggelier. A/C 470 returned 10 leaflet containers because of rack malfunctions over the target.

390D: A/C 749 accidentally released a smoke bomb when bomb bay doors were opened and switches turned on at the IP. A/C 833 released its entire load on the signal from the above malfunctions. Had bomb bay doors been opened prior to the IP, the toggelier may have realized that the releasing of the smoke bomb was accidental.

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

5. Communications: a. VHF: (1) Channel A communications were very good. Wing Leader had good contact with Group and Squadron Leaders. 390 Group cluttered the channel with unnecessary chatter.

(2) Wing Leader had very excellent contact with both Kodak White and Kodak Red. Kodak Red gave Wing Leaders the target weather information twice and the reports were very accurate. There was very good cooperation among all the Wing Leaders in the Division column on Channel B.

(3) The fighter communications were excellent throughout the mission. Fighters contacted the formation prior to each rendezvous. Channel C was a little crowded at times. The aircraft in 100 Group assigned to transmit for a fix called the Channel C ground station and asked if a fix was wanted. Channel C ground station replied that a fix was not needed.

(4) No distress transmissions were made.

b. W/T: (1) The Division W/T ground station faded out for 30 minutes on the route in. It was jammed with music for a short period at 0958. W/T discipline was very good.

(2)	13A		CP1	CP2	CP3	TGT	CP4	CP5
	Flight Plan		0838	0920	1129	1215	1334	1432
	ATA		0838	0923	1148	1233	1343	1438
	TOD		0847	0931	1158	1240	1348	1443

(3)	95A	P A 1	1233	-	1240
	B	P A 1	1235	-	1247
	C	P A 2	1235	-	1243
	D	P A 2	1233	-	1237
	100A	P A 2	1237	-	1245
	390A	P A 1	1240	-	1248
	B	P A 5	1240	-	1250
	C	P A 2	1241	-	1251
	D	P A 5	1241	-	1249

100 Group bombed in Group formation.

6. Photography: a. 95 installed 1 scope, 4 oblique, and 8 vertical cameras, 1, 4, and 7 of which took pictures. A/C 8525 with a K-21 installed: failed to take off. The one set of H2X scope photos taken is plottable.

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

c. 390 installed 2 scope, 2 oblique, and 9 vertical cameras, all of which took pictures. Both sets of H2X scope photos are plottable.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

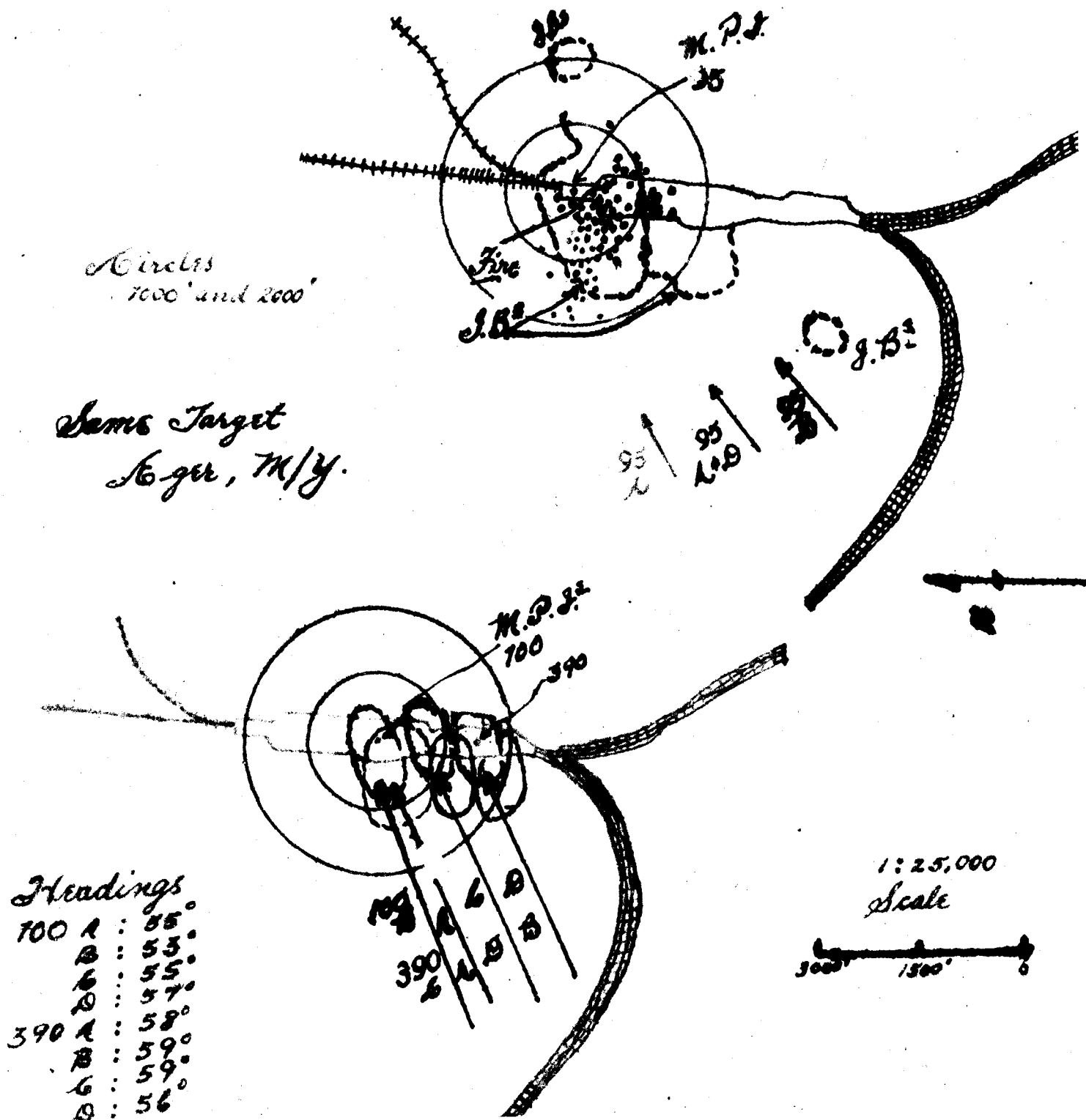
95, 100, and 390 Groups attacked the M/Y at Eger, Czechoslovakia.

95 A and D bombed in Group formation. Clouds over the target obscure the complete patterns of 95 A, B, C, and D.

100: no bursts are visible. According to computations based upon bomb trajectory tables, the bombs fell in the approximate positions indicated below on the plot.

390: no bursts are visible. According to computations based upon the bomb trajectory tables, the bombs fell in the approximate positions indicated below on the plot.

Over 63 S/E and T/E A/C are visible on the two A/Ds near the M/Y.



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

APO 559
8 April 1945

SUBJECT: S-2 Report on the Mission to Eger, Czechoslovakia, 8 April.
TO : Commanding Officer, 95th Bombardment Group (H), APO 559.

1. The Mission: The 95th Group led the 13th Combat Wing in an attack on the Marshalling Yards at Eger. The first priority target was attacked by all squadrons visually. The order of bombing was 95A-95D-95B-95C.

95A - Eight A/C plus one PFF A/C took off and formed the lead squadron. All A/C bombed the first priority target.

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

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

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

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

For the Intelligence Officer:

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

CO. 13TH COMBAT WING
CO. 100TH BOMB GROUP
CO. 390TH BOMB GROUP

XXX

NO. 90TH BOMB GROUP (H)

KDXK

3-7-45

17:48

8-3

OPERATIONAL NARRATIVE

EGER, CZECHOSLOVAKIA

(90TH)

8 APRIL 1945

1. LEAPLETS: NONE

2. BOMBING RESULTS:

A Squadron - Primary visual - prints show bombs bursting on MPI excellent results

B Squadron - Primary visual - prints show bombs bursting on M/Y - very good

C Squadron - primary visual - Prints show bombs bursting to left of M/Y - fair results.

D Squadron - Primary visual - Prints show bombs bursting on MPI excellent bombing

3. E/A: None

4. FLAK:

A Damage: None - Final

B Operations

1. None

2. None

3. None

C Amount, Accuracy, Etc.

1. None

2. None

3. None

4. None

5. Noisy flak seen at Plauen and a intense barrage at Hurnberg

D Phenomena: None

5. WEATHER: 2-5/10ths below 5000 feet.

6. OBSERVATIONS:

1150 4942N-1016E 3 A/C on A.D. other taking off

1155 4942N-1016E Lots of highway traffic N of Hurnberg south and east.

1216 4942N-1016E more than 100 trucks headed south

1220 4955N-1146E large M/Y with about 200 cars in it.

1235 5015N-1211E looked like lots of new factories

1255 5008N-1220E (Eger) M/Y with about 30/40 A/C mostly S/E, also 10 gliders
photo taken.

1255 5019N-1215E M/Y Full

1257 5014N-1211E (Asch) 40-50 packing crates along R.H.

1240 5022N-1118 M/Y packed full of rolling stock.

1255 5016N-1058 M/Y loaded with cars.

7. OTHER INFORMATION: The high quality of the fighter escort is proven by the fact that not one E/A was able to approach the Group even though they were reported in the area. Considerable easing was made necessary from the centre of the channel to about 0900E because of the slowness of preceding wings. Otherwise the mission was flown as planned. Order of bombing was 95A, D, B, and C.

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HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

.....
: SECRET :
: By Authority Of :
: C.G., 8th Air Force :
: Initials *J.P.L.* :
: Date 8 April 1945 :
:.....

INFOES SUMMARY NO. 343

PERIOD: 0001 hours 8 April to 2400 hours 8 April 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>			<u>NYR</u>	
					<u>E/A</u>	<u>AA</u>	<u>OT</u>		<u>Totals</u>
Heavy Bomber Atks.	1223	1184	3179.3	0-0-0	0	9	1	10	1
Fighter Escort (a)	750	719	0	3-0-0 A 3-0-1 G	0	1	0	1	2
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.	35	35	0	0-0-0	0	0	0	0	0
Weather Recon.	36	36	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	10	8	0	0-0-0	0	0	2	2	0
Special Operations	<u>27</u>	<u>27</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	2081	2009	3179.3	3-0-0 A 3-0-1 G	0	10	3	13	3

(a) Includes 361st Group based on Continent.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1223 a/c (921 B-17s, 302 B-24s) from three Air Divisions sortied in three forces against two oil storage depots and two A/Fs W and NW of Leipzig (in Stendal, Magdeburg, Halle areas); two A/Fs, an Me-262 components and repair factory, three M/Ys, an ordnance depot, a tank factory and ordnance depot in Nuremberg area and area NE of Nuremberg and SW of Chemnitz. 12 assigned first priority targets. 1184 a/c dropped 3179.3 tons (2563.4 tons GP, 615.9 tons IB) on ten primary and two secondary targets. Latter attacked due to patchy cloud cover over primary areas and bombed by H2X with visual assists; all except one primary (Plauen M/Y) bombed visually. Weather: generally clear over target areas with some low cloud, varying from 1/10 to 10/10, but permitting visual sightings in most cases. E/A Opposition: nil. Only two jets sighted in Stendal-Derben area - no attacks. Claims: nil. Losses: 10 B-17s (9 to AA, 1 to unknown causes). NYR: 1 B-17, believed down on Continent due to battle damage.

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First Force

Eleven Group formations (399 B-17s - 1st Air Division) sortied against oil storage depots at Derben and Stassfurt (respectively NE and S/SW of Magdeburg) and A/Fs at Zerbst (SE of Magdeburg) and Schafstadt (W of Merseburg). 395 a/c dropped 1022.6 tons (973.6 tons GP, 49 tons IB) on Derben oil storage depot, Schafstadt A/F and two second priority targets at 1131-1237 hours from 19,000 - 21,000 feet. First priorities bombed visually, second priorities by H2X with visual assists. Leaflets dropped on Stendal, Halberstadt and Schafstadt. Weather: 8/10 cloud, with breaks, in Derben area; 1/10 over Schafstadt; 8/10 - 10/10 over Stendal; generally 2/10 - 7/10 over Halberstadt. Flak: meager to moderate, very accurate at Stendal; nil at other targets. Battle damage: 34 minor, 21 major. E/a opposition: 2 jets seen in Derben area; no attacks. Claims: nil. Losses: 5 B-17s (4 to AA, 1 to unknown causes). NYR: 1 B-17, believed down on Continent due to battle damage.

Fighter Support: Five Groups, including 361st Group, based on Continent (252 P-51s) sortied. Up 0802 - 0931 hours, down 1341-1417 hours. 239 effective sorties. E/a opposition: 1 u/a jet seen in Frankfurt area - no attack. Claims: nil. Losses: nil. NYR: 1 P-51, safe on Continent.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effec. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Derben Oil Storage Depot	105	31	77.5		Fair to Good
Zerbst A/F	113	Not Attacked			
Stassfurt Oil Storage Depot	108	Not Attacked			
Schafstadt A/F	73	73	171.9		Very Good
Stendal B/Y Workshops (Sec.)		73	178.5		Poor to Fair
Halberstadt M/Y (Sec.)		<u>218</u>	<u>545.7</u>	<u>49.0</u>	Good
Totals	399	395	973.6	49.0	

Second Force

Fourteen Group formations (522 B-17s - 3rd Air Division) sortied against M/Ys at Plauen, Hof and Eger, and a tank and ordnance depot at Grafenwohr (all in general area SW of Chemnitz and NE of Nuremberg). 501 a/c dropped 1474 tons (1063.6 tons GP, 410.4 tons IB) on Plauen M/Y and industrial area by H2X, with some visual assists, and on other primaries visually at 1213-1303 hours from 13,600 - 16,000 feet. Leaflets dropped on Plauen, Hof and Grafenwohr. Weather: 5/10 - 9/10 low cloud over Plauen; OAVU to 3/10 in other target areas, with tops at about 5000 feet. Flak: meager, inaccurate at Plauen; meager and very accurate at Hof; nil at other targets. Battle damage: 36 minor, 22 major. E/a opposition: nil. Claims: nil. Losses: 5 B-17s to AA. NYR: nil.

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Fighter Support: A/c from five groups (246 P-51s) sortied. Up 0832-0923 hours, down 1423-1510 hours. 235 effective sorties. One group swept Perleberg, Stendal, Berlin, to north of Leipzig. E/a opposition and claims: nil. Losses: nil. NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effe . Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Plauen M/Y	76	86	208.8	49.5	Unobserved
Hof M/Y	116	101	152.1	129.2	Good
Grafenwohr Tank & Ord. Depot	216	203	427.5	178.5	Very Good
Eger M/Y	<u>114</u>	<u>111</u>	<u>275.2</u>	<u>53.2</u>	Unob.-poss. V. Good
Totals	522	501	1063.6	410.4	

Third Force

Thirty Squadron formations (302 B-24s - 2nd Air Division) sortied against a Me-262 components and repair factory and two A/Fs in the Nuremberg area, and an Ordnance depot at Bayreuth, NE of Nuremberg. 288 a/c dropped 682.7 tons (526.2 tons GP, 156.5 tons IB) on all first priority targets visually at 1205-1224 hours from 18,000 - 23,000 feet. Leaflets dropped on Roth, Furth, Unterschlaubach and Bayreuth. Weather: CAVU to 3/10 over targets. Flak: moderate and accurate at Furth, nil at other targets. Battle damage: 36 minor, 3 major. E/a opposition and claims: nil. Losses: Nil. NYR: nil.

Fighter Support: A/c from five Groups (200 P-51s, 52 P-47s - 252 a/c) sortied. Up 0851-0911 hours, down 1402-1500 hours. 245 effective sorties. E/a opposition: 3 Me-109s destroyed while attempting to land at Oberpfaffenhofen A/F, 1 Me-262 seen near IP for Bayreuth target. Ansbach A/F and u/i A/F vicinity of Neustadt strafed. Claims: 3-0-0 air, 3-0-1 ground. Losses: 1 P-51 to AA. NYR: 1 P-51, safe on Continent.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Efec. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Bayreuth Ordnance Depot	53	51	73.3	57.0	V.Good-Ex.
Furth-Bachman Von Blumenthal (Me-262 Comp. & Repair Factory)	96	89	154.6	54.0	Excellent
Unterschlaubach A/F	58	57	127.6		Very Good
Roth A/F	<u>95</u>	<u>91</u>	<u>170.7</u>	<u>45.5</u>	V. Good
Totals	302	288	526.2	156.5	

S E C R E T

2. Fighter Escort

Fourteen Groups, including one group based on Continent, (698 P-51s, 52 P-47s - 750 a/c) sortied in support of three bomber forces. Up 0802-0931 hours, down 1341-1510 hours. 719 effective sorties. E/a opposition: 3 Me-109s destroyed while attempting to land on Oberpfaffenhofen A/F. Two jets sighted but no attacks. Ansbach A/F (22 miles W-SW of Nuremberg) and an u/i A/F vicinity of Neustadt strafed. Claims: 3-0-0 air, 3-0-1 ground. Losses: 1 P-51 to AA. NYR: 2 P-51s, safe on Continent.

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

35 a/c (19 F-5s, 16 P-51s) sortied as follows:

8 F-5s obtained D/A and activity photos over today's target areas and other areas in Germany.

11 F-5s obtained mapping photos over Dresden, Chemnitz, Leipzig and southern Germany.

16 P-51s as escort to PRU a/c.

Losses: nil.

6. Weather Reconnaissance

36 a/c (28 P-51s, 4 B-17s, 4 Mosquitoes) sortied as follows:

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

2 B-17s completed routine flights over Sea to NW of Lands End.

4 Mosquitoes completed weather flight over western, central and northwest and north Germany, North Sea, Denmark, Belgium, and western France.

28 P-51s as weather scouts for bomber forces.

All a/c effective. Losses: nil.

7. Air/Sea Rescue

10 P-47s sortied on routine search and patrol. 8 effective sorties. Losses: 2 P-47s to mid-air collision.

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8. Special Operations

27 a/c (10 P-51s, 7 B-17s, 5 B-24s, 5 Mosquitoes) sortied as follows:

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

4 B-24s on VHF screen, jamming from 0519-0847 hours.

10 a/c (6 B-17s, 4 Mosquitoes) as screening force for 1st and 3rd Air Divisions.

1 Mosquito on experimental navigation flight for night photography.

Losses: nil.

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C. INTELLIGENCE

1. Enemy Air Opposition

In spite of excellent operational weather conditions the Luftwaffe made no effort to intercept heavy bombers attacking visually over a wide area ranging from Stendal south to Nurnberg. The enemy's extremely heavy losses on 7 April, when uncoordinated and desperately aggressive attacks resulted in the loss of approximately half of the e/a (predominantly s/e) hurled at the bombers, possibly had some bearing on the Germans' apparent disinclination to repeat his costly "do or die" effort.

Several jet e/a were observed at scattered points over Germany but no attacks were attempted and escorting fighters were unable to engage them. These e/a appeared to be shadowing or spotter a/c.

One F-51 group after escorting bombers back to friendly territory swept south to Oberpfaffenhofen A/F where 3 Me-109s attempting to land were destroyed at 2,000 feet altitude.

2. Flak

Nuremberg - meager to moderate, tracking fire, generally inaccurate.
Furth - moderate, accurate.
Hof - meager to moderate, very accurate, tracking.
Flausen - meager, inaccurate, tracking.
Stendal - meager to moderate, very accurate.

3. Observations

10 e/a parked on pasture-like field with no buildings or runways and with woods on all sides.

25 t/e a/c on A/F at Thamsbruck.

Approximately 70 a/c on A/F at 5215-1115, with several taking off.

Approximately 50 s/e a/c on Kollida A/F, which appeared usable.

Goslar A/F undamaged with 30 plus e/a of all types on it. To north of A/F are depot buildings and very large stores of supplies under camouflage.

Approximately 24 blue-painted a/c on Illesheim A/F.

Approximately 40 s/e and t/e e/a on A/F at 5007³1232E (probably Eger).

Approximately 70 a/c parked on field at 4929-0943E.

A/F at 4343-1133E under construction.

50 plus Ju-88s sighted parked on open fields to east of A/F at Eger.

Numerous jets on field, believed Perleberg A/F.

Large concentration of railway traffic in Nuremberg area.

The following M/Ys active or well-filled:

5036N-1135E

Forcheim

Widen

Redwitz

Eger

Kotzau

Munchberg

Schathau

Falkenberg

Kirchenlaibach

Schwarzenbach

Kulmbach

Coburg

Kronach

Alkenburg

Auerbach

Hof

Ardorf

Sonneburg

Pressig

Saalfeld

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4. Damage to Enemy Installations

Crazenwahr Tank and Ordnance Depot - Very Good (Possibly Excellent) Results

Attacked by 16 squadrons carrying 1000 and 500 lb. GPs and 500 lb. IBs. Probably all of depot except the extreme east part was blanketed by patterns of at least 14 of the 16 squadrons. M/T yard was hit by 6 patterns including three of 1000 G.P. Prominent barracks area and storage buildings area were well blanketed. Later pictures show almost entire target blanketed in smoke of many fires.

Eger RR Center - Unobserved to Possibly Very Good.

Attacked by 12 squadrons carrying 1000 GP, 500 GP, 500 IB. Bursts from 3 squadrons seen in M/Y at north sorting siding and one seen in built-up part of city. Large smoke clouds resulting from IBs completely hide target and most of the town and later groups over target cannot be plotted. Plots indicate that all groups probably hit M/Y. 50 a/c seen on partial cover of two A/Fs east of town.

Hof M/Y - Good Results.

Attacked by 11 squadrons carrying 100, 150, 500, 100 GP and 500 IBs. One squadron did not bomb. Four patterns fell completely outside target area. Yards moderately heavily loaded. Two large roundhouses at east end of yard blanketed by pattern of 1000 lb. GPs and later photos show both demolished, and steam from at least 7 locos rising from the debris. Another pattern of 1000 lb. bombs covered part of this end of the yard where steam from at least six locos was noted previously. Semi-roundhouse at the other end of the yard severely hit. Parts of three other patterns fell on yard. One explosion noted and several fires in a tightly packed area of goods wagons. Battery of four heavy railroad flak guns noted in siding just west of town.

Halberstadt - Good Results.

3/10 cloud covered the town. 13 concentrations of GP bombs seen bursting in central and southern parts of town; two of these concentrations fell near passenger station and R/Y workshops. One covered a portion of Junkers a/c components factory, while remainder of concentrations fell near and south of the goods station, extending through the heart of the city. Very severe damage can be expected to central portion of Halberstadt. Numerous fires, large and small, burning late in attack. Industrial area adjacent to goods station will have heavy damage from blast and fire. Explosion north of goods station from direct hit on oil tank. In the R/Y traffic center direct hits on numerous installations.

In Junkers a/c components factory, a large building used as a final wing assembly shop received at least 17 direct hits and could be seen about 50% demolished. Large workshop north of this target received six direct hits and a small L-shaped workshop was 50% destroyed. These two shops were the only large buildings intact in plant area.

SECRET

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Scharstadt A/F - Very Good Results.

Five concentrations of GP bombs completely blanketed landing ground proper and 1/2 of single runway extending NE-SW. As a result, this landing ground should be unserviceable for some time. At least 13 small and 4 medium sized a/c on A/F at time of attack. Five will probably be damaged or destroyed.

Standal Railway Workshops - Poor to Fair Results.

3/10 - 6/10 density over target. Three concentrations of GP bombs in north portion of target and in residential areas to W and N. Possible direct hits on wagon workshops and the traverser, in addition to direct hits on rail lines along east side of target area. Two concentrations of bursts in open area south and southeast of target.

Derben Oil Storage Depot - Fair to Good Results.

Two concentrations on and near southernmost siding at SE corner of oil depot. A string of oil tank cars on sidings at time of attack. At least four were hit and seen on fire. 25 direct hits on rail lines. The loading entries along west edge may be damaged by three possible direct hits. One concentration covered a portion of a small sidings immediately south of target, with direct hits on rail lines and roads in vicinity. Majority of these bombs fell in open fields.

Bayreuth Ordnance Depot - Very Good to Excellent Results.

Six squadrons attacked this target visually with GP patterns observed squarely across the standard ramped buildings, large stores buildings and barracks type buildings.

Unterschlaubach A/F - Very Good Results.

Six squadrons attacked this target post-holing the landing ground and scoring hits on the hangars, perimeter and southwest perimeter facilities.

Furth A/G Components and Me-262 Repair Factory - Excellent Results.

Nine squadrons attacked this target with patterns of heavy and light GPs and IBs bursting across the MPIs repeatedly. Hits are seen on the offices, stores, workshops, hangars, boiler house, landing ground, runway and the perimeter. Heavy fires seen burning at the conclusion of the attack and it is believed that damage is very severe.

Roth A/F - Very Good on Hangars and Perimeter Area.

Nine squadrons attacked this target with very good results on the southern and southeastern area containing the hangars, repair buildings, control buildings, stores, offices and barracks. G.P. and I.B. patterns are seen bursting across the wooded dispersal area with probable hits on several parked a/c. General results are very good in this area but the central area of the landing ground was not post-holed and the landing area remains serviceable.

S E C R E T

S E C R E T

5. Ground Situation

- 21st Army Group - During the night of 7 - 8 April, several hundred Allied paratroops were dropped in the areas of Meppel V 95 and Assen V 29. Further units of the Second British Army are crossing the River Weser at W 8825, 9951 and 9871.
- 12th Army Group - U.S. Armor has elements at X 4506 and at O 5492 and 4897 - 4899, and over 1500 prisoners were taken by one formation yesterday. Infantry continues to eliminate the remaining pockets of resistance behind the lines, and has prevented the formation of major pockets.
- 6th Army Group - The advance of the Seventh U.S. and First French Armies continues, but no further details are yet on hand.

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	2159	37-3-13A 60-3-38G	14
First U.S. T.A.F. +	193	0-0-0	0
Second T.A.F.	1092	1-0-0A	5
R.A.F. Fighter Command	<u>36</u>	<u>1-0-0A</u>	<u>0</u>
+Incomplete Report		39-3-13A	
Totals	3480	60-3-38G	29

Ninth Air Force

Total Sorties : 643 Bombers
1252 Fighters & Fighter-Bombers
264 Reconnaissance
2159 a/c

Night - 7/8 April

Sorties : 2 Intruder Patrols
5 Patrols over 1st U.S. Army front
7 a/c

S E C R E T

S E C R E T

Claims : 2-0-0 air
Losses : nil

Day - 8 April

Missions : 9th Bomb Div.: 643 sorties. 158.4 tons dropped on oil storage depot at Munchen Bernsdorf with excellent results; 135 tons on Sondershausen communication center with generally fair results; 358 tons on Nienhagen oil refinery, good to excellent results; 264 tons on Calle M/Y, good to excellent results; 123 tons on T/Os.

9th T.A.C.: 317 sorties. Airfield cover, armed reconnaissance in Ruhr pocket, air cooperation to 3rd and 7th Corps, escort to bombers.

19th T.A.C.: 555 sorties. Armed reconnaissance in Dessau, Bernberg, Magdeburg area. Air cooperation to 8th, 12th and 20th Corps, escort to bombers.

29th T.A.C.: 373 sorties. Armed reconnaissance in Hannover area, air cooperation to 3rd, 16th and 19th Corps.

264 reconnaissance sorties for Ninth Air Force.

E/A Claims : 35-3-13 air, 60-3-38 ground.

Other Claims	<u>Destroyed</u>	<u>Damaged</u>
M/T	554	284
RR Cars	184	260
Locomotives	39	21
AFV	26	39
HDV	24	5
Guns	9	17
Rail Cuts	29	
Highway Cuts	15	

Losses : 14 a/c (9 bombers, 5 fighters)

Second T.A.F.

Night - 7/8 April

Sorties : 96 sorties

Missions : 62 Mosquitoes attacked targets in the Emden, Lubeck, Schleswig, Berlin, Hannover areas; 30 Mosquitoes on defensive patrols in the Scheldt, Deventer areas; 4 Wellingtons on reconnaissance.

S E C R E T

S E C R E T

E/A Claims : 1-0-0 air
Losses : 1 Wellington

Day - 8 April

Sorties : 996 sorties
Missions : Armed reconnaissance in Borkum, Cloppenberg, Lingen, Gramsbergen, Zwolle, Hasselune area; immediate support to ground forces; prearranged support and reconnaissance.

E/A Claims : Nil

Other Claims :	<u>Destroyed</u>	<u>Damaged</u>
M/T	82	88
Locomotives	5	10
Rail Cuts	13	

Losses : 4 Fighters

R.A.F. Fighter Command

Night - 7/8 April

Sorties : 8 Intruder Patrols over A/Fs in W. Germany
4 Defensive Patrols
12 Air/Sea Rescue
24 a/c

Claims : 1-0-0 air

Losses : Nil

Day - 8 April

Sorties : 2 Visual reconnaissance over N. Holland
2 Weather Reconnaissance
8 Air/Sea Rescue
12 a/c

Claims & Losses: Nil

First U.S. T.A.F.

Night - 7/8 April

S E C R E T

Sorties : 8 a/c

Claims and Losses: Nil.

Day - 8 April

Missions : 42nd Bomb Wing: 185 sorties. Ammo. storage at Klein and Engstingen attacked with excellent results; Geislingen Oil Storage Depot attacked with fair results.

Claims & Losses : Nil.

Remainder of report unavailable.

S E C R E T

SECRET

2. Fifteenth Air Force

Day - 8 April 1945

168 B-17s, 453 B-24s, 209 P-51s sortied.

146 B-17s and 362 B-24s, escorted by 168 P-51s, dropped 214 tons RDX and GP bombs on Bressanone rail bridge; 141 tons on Campodazzo rail bridge; 210 tons on Vipiteno rail bridge; 219 tons on Fortezza M/Y; 233 tons on Campo di Trens rail bridge; 117 tons on Gorizia; 55 tons on Corona bridge; 64 tons on Pardenona M/Y; 22 tons on Avisy viaduct; 13 tons on rail bridge south of Campodazzo; 18 tons on a highway bridge; 11.5 tons on Brescia M/Y and 6 tons on T/Os. All bombing visual, with good results where observed.

Claims: nil. Losses: 7 a/c (1 B-17, 5 B-24s, 1 P-51)

84 P-38s sortied on dive-bombing mission.

83 P-38s dropped 34 tons on Rotterburg RR bridge (primary). 23 of these P-38s also strafed area between Salzburg, Munich and Linz.

Claims: 0-0-1 ground. Losses: 1 P-38.

74 P-38s sortied.

73 P-38s dropped 35 tons on rail targets between Linz, Salzburg and Munich. A/c also strafed rail lines and rail yards.

Claims and losses: nil.

Operational Highlights: Today's attack was planned to interdict the Brenner transportation system. These attacks were planned so as to destroy a number of targets along this line delaying repairs and thus severely hampering the enemy's supply problem, as this is the most important supply line into Italy.

BOMBERS

Sorties : 621 (168 B-17s, 453 B-24s)
Effec. Sorties: 508 (146 B-17s, 362 B-24s)
Tonnage : 1323.5
Claims : nil
Losses : 6 a/c (1 B-17, 5 B-24s)

FIGHTERS

Sorties : 367 a/c (209 P-51s, 158 P-38s)
Effec. Sorties: 324 a/c
Tonnage : 69
Claims : 0-0-1 ground
Losses : 2 a/c (1 P-51, 1 P-38)

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3. R.A.F. Bomber Command

Day - 8 April

Nil.

Night - 8/9 April

	<u>Target</u>	<u>Losses</u>
263 Halifaxes	Hamburg Blohm & Voss U-Boat Yards	3
160 Lancasters		2
18 Mosquitoes		0
231 Lancasters	Lutzkendorf Syn. Oil Plant near Halle	6
11 Mosquitoes		0
22 Halifaxes	Travemunde Dock Area	0
28 Mosquitoes	Berlin	0
71 Mosquitoes	Dessau	0
8 Mosquitoes	Munich	0
53 Mosquitoes	Bomber Support	0
34 Halifaxes		0
8 Fortresses		0
11 Liberators		1
<u>9 Halifaxes</u>	ROM	<u>0</u>
927 a/c		12

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

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