

AP

CONFIDENTIAL
12 APR 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 4245

LOCALITY: MUNICH/RIEMS A/F

PERIOD COVERED: 18 JUL 1944 to 1100B hours on 10 APR 1945

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	9 APR 1945	3543	Clear

PROVISIONAL STATEMENT ON DAMAGE:

A concentration of craters has been formed on the Western two-thirds of the landing ground and in the building area where the curved main building is badly damaged and all small adjacent buildings destroyed. There are at least sixty-five aircraft on or near the field of which twelve are visibly damaged.

Repair crews are apparently engaged in filling craters on the NW-SE runway.

NOTES ON SERVICEABILITY: (Supplied by Z(R) Section)

The Western two-thirds of the landing ground is unserviceable.

Details of damage are as follows;

1. Hangars and Workshops;

Eastern 3000' of curved hangar, control tower, and administrative building is three-fourths gutted or wrecked. Twenty-three major workshop and accommodation buildings destroyed.

2. Aircraft;

At least sixty-five aircraft visible of which twelve are damaged.

3. Accommodations;

See Item 1 above.

4. Dispersals;

Several revetments breached in both North and South dispersal areas.

5. Landing Ground;

Western two-thirds heavily hit. Continuous cratering on Western two-thirds of E-W runway. Central one-third of NW-SE cratered in slightly less concentration.

6. Other Facilities;

Taxi tracks on North, West and South out. Compass swinging base cratered.

(Prints 3047-8, 4046-8)

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

PHOTOGRAPHS TAKEN BY: 27 Squadron.

SORTIE: US7GR/265A.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1100B hours on 10 APR 1945.

SCALE: 1/12,000.

COVER AND QUALITY: Full and good.

LAST REPORT: K. 2710, 19 JUL 1944.

COMPARATIVE SORTIE USED: 106G/1494 (3073-77).

PRINT DISTRIBUTED: 4048 (to follow when available).

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INTEL RETENTION REPORT S.A. 3543

ATTACK ON MUNICH/RIEM AIRFIELD on 9 APR 1945

1. INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 212, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1657 - 1710 B hours.
- (d) Bombs : 252 x 1000 lb. G.P.
795 x 500 lb. G.P.
1857 x 100 lb. G.P.
1161 x 120 lb. Frag.
252 x 500 lb. I.B.

2. DETAILS OF THE ATTACK:

(a) At least seven concentrations of H.E. bursts, a large area of incendiary bursts, and a very large area of fragmentation bursts are seen on and across the greater portion of the airfield and its facilities, with hits on the hangars, workshops, open shelters, ammunition stores, station buildings, and the North dispersal area, all located at the North side of the field. Fragmentation bursts blanket the South dispersal area and two small towns located immediately South and South-east of the airfield. Another concentration of H.E. bursts is seen on a residential area approximately one mile South Southwest of the target area. Of the forty-seven aircraft visible, eight are seen on fire and twenty others are probably damaged or destroyed.

(b) Bursts are seen on the airfield and its facilities as follows:

(1) HANGARS

(North)

Very Large hangar : 4 hits; 3 near hits, blanketed by incendiary bursts.

Two adjoining hangars (previously damaged) : 1 hit; 1 near hit.

(2) AIRCRAFT

(North Dispersal)

Five medium aircraft : seen burning.

Four medium aircraft) : blanketed by H.E., Frag., bursts and
(and three small a/c) incendiary.

(South Dispersal)

One large aircraft : blanketed by Fragmentation bursts.

Four medium aircraft : blanketed by fragmentation bursts and several H.E. bursts.

Three small aircraft : blanketed by H.E. bursts.

Three medium aircraft : seen burning.

(East side, in outlying fields)

Two large aircraft : blanketed by fragmentation bursts.

Three medium aircraft : blanketed by fragmentation bursts.

(3) ACCOMMODATIONS

Station buildings : probably hits by H.E., incendiary, and fragmentation bursts.

(4) DISPERSALS

(North)

: blanketed by H.E., incendiary and fragmentation bursts.

(South)

: West end blanketed by H.E. bursts
East end blanketed by fragmentation bursts.

(5) LANDING GROUND

At least 1000 H.E. bursts are seen on the landing ground with at least 200 bursts on the WNW/ESE runway. A very large concentration of fragmentation bursts is seen over practically the entire landing ground and incendiary bursts are visible on the Northern portion.

//(6) OTHER FACILITIES

(6) OTHER FACILITIES

- a. Workshops located immediately to the North of the large hangar (previously damaged) -- blanketed by H.E., incendiary, and fragmentation bursts.
- b. Ammunition dump -- blanketed by H.E. bursts.
- c. Perimeter and taxi-tracks -- many portions hit by H.E. bursts.

(c) Other Bursts:

- (1) One concentration of H.E. bursts is seen on a residential area approximately one mile South Southwest of the target area.
- (2) The large concentration of fragmentation bursts which fell across the airfield, extended Northwest into open fields, on an autobahn and a sports field and Southeast into open fields and also on two small villages.

3. ACTIVITY:

(a) MUNICH/RIEM AIRFIELD

- (1) The airfield is covered on small scale, partially smoke obscured photographs.
- (2) Forty-seven aircraft are visible as follows:

Type	North side	South side	East side
7 Large aircraft	2	1	4
26 modium a/c	12	8	6
14 small aircraft	5	5	4

This represents a decrease of 25 aircraft since the last full cover on 25 MAR 1945 (32S/922) when 72 aircraft were visible.

- (3) The landing ground appears unserviceable.

(b) MUNICH/OST MARSHALLING YARD and STATION

- (1) All, but a small portion of the station sidings, is visible.
- (2) The yard is loaded as follows:

Shunting spurs	: heavy
Holding sidings	: heavy
Sorting sidings	: moderate
Reception sidings	: heavy
Goods dept	: moderate to heavy
Station sidings	: light

4. ANNOTATED PRINT: None to be issued.

5. BOMB PLOT: A bomb plot was prepared and will be distributed.

6. PHOTOGRAPHS RECEIVED:

SAV 95/1741-1743,1746	9 APR 45	1702B hrs.	1/36,000 (F.L.7")	21,000'	'A'
SAV 96/1090	"	1703B "	1/22,200 (F.L.12")	22,200'	'A'
SAV 96/1092,1093	"	1705B "	1/35,600 (F.L.7")	20,800'	'A'
SAV 100/1562,1564,1565,1568"	"	1657B "	1/37,700 (F.L.7")	22,000'	'A'
SAV 388/1177,1178,1180	"	1707B "	1/38,600 (F.L.7")	22,500'	'A'
SAV 390/1660,1662	"	1700B "	1/36,800 (F.L.7")	21,500'	'A'
SAV 452/1198-1200	"	1710B "	1/39,400 (F.L.7")	23,000'	'A'
SAV 452/1201-1202	"	1710B "	1/22,300 (F.L.12")	22,300'	'A'
0 100/99,100	"	Unknown	Oblique (F.L.6-3/8")	21,400'	'A'

S E C R E T

* CAMERA & BOMBIGHT

95 "A" SQ.

95 "B" SQ.

SAVAGE * (Maj. FRANKOSKY)
8548 L-K

NEWMAN * (Capt. GREER)
8210 I-J

RW NELSON ROSS *
8333 L-S 9037 L-T

GRANT HENDRICKS *
6801 A-A 6946 A-F

SALVO
8584 L-A

FLIGOR CRAWFORD
8741 A-M 8942 I-Y

JACKMAN SNYDER
8469 L-U 8272 L-P

ERTEL DULLE SHEPARD
6522 A-H 8288 A-V 7154 N-F

SCHAAF
8676 L-V

MOLMIRING
8774 A-N

SUNDIN GALBRAITH
8106 L-E 8617 L-Q

McCLINTOCK RAY
8281 A-Z 7992 A-Q

95 "C" SQ.

95 "D" SQ.

OEHLERT *
8667 I-L

SCHULZ * (Maj. KERR)
8179 I-T

PURDY DILLON *
7376I-H 9052 I-S

CUNNINGHAM ROY *
8996 N-T 8525 N-U

CALICURA
6838 I-E

RIVET
8776 N-B

REY HANSEN
8269 I-K 8255 I-A

BANKS HELGESON
8317 N-K 8640 N-D

VOLZ
7783 I-R

BROWN
7201 N-J

DETLEFS TURNER
7194 I-G 6902 I-G

SCEURMAN CRIDER
8229 N-N 8657 N-V

OBSERVATION SHIP -- 7586 CAPT. BAILEY

R/T COLLECTIVE CALLSIGNS AND FLARE COLORS:

13A---100TH

13B---390TH

13C---95TH

A SQ.	FIREBALL LEADER---RY	FIREBALL JOHNNY---GG	FIREBALL BAKER---RR
B SQ.	FIREBALL DOG 2---RY	FIREBALL JOHNNY 2---GG	FIREBALL BAKER 2---RR
C SQ.	FIREBALL DOG 3---RY	FIREBALL JOHNNY 3---GG	FIREBALL BAKER 3---RR
D SQ.	FIREBALL DOG 4---RY	FIREBALL JOHNNY 4---GG	FIREBALL BAKER 4---RR

SHIPS TO MONITOR:

"A" SQ.

"B" SQ.

"C" SQ.

"D" SQ.

CHANNEL B	GALBRAITH L-Q	RAY A-Q		
CHANNEL C 8TH AF	SNYDER L-P	DULLE A-V		
CHANNEL C 66TH WG	JACKMAN L-U	ERTEL A-H		
COMMAND #2 (5295)	SUNDIN L-E	McCLINTOCK A-Z	DETLEFS I-G	SCEURMAN N-N
M/F D/F		McCLINTOCK A-Z	DETLEFS I-G	SCEURMAN N-N

CONTROL POINTS:

ROSS L-T

GALBRAITH L-Q

STRIKE MESSAGES:

ROSS L-T

GALBRAITH L-Q

NEWMAN I-J

HENDRICKS A-F

RAY A-Q

OEHLERT I-L

DILLON I-S

TURNER I-G

SCHULZ I-T

ROY N-U

CRIDER N-V

LEADERS

"A" SQ.

"B" SQ.

"C" SQ.

"D" SQ.

EXTRA AIRCRAFT:

READINESS	0825	0820	0830	0835	PFF-----8782 A-R
STATIONS	0910	0905	0915	0920	WING-----1867 N-095CD
TAXI	0915	0925	0920	0930	6475 L-L95AB
TAKE-OFF	0925	0935	0930	0945	8140 A-C 95AB
RENDEZVOUS	1020	1020	1020	1020	
OVER	BASE	BASE	BASE	BASE	ZERO HOUR 1100
AT	7,000	7,500	6,500	6,000	LAST TAKE-OFF TIME 1035
BOMB. ALT.	25,000'	25,500'	24,500'	24,000'	

VHF AUTHENTICATOR--WATCHMAN
 DIVISION RECALL--THE NORTHWEST PASSAGE
 WING RECALL--MY FRIEND FLICKA
 INDIVIDUAL ABORTION--THE SARATOGA SPECIAL
 REFERENCE BASE ALTITUDE--20,000
 REFERENCE BASE WIND--100 Degrees
 40 Knots

COLORS OF THE DAY
 TIME PLARE CHALL. REPLY
 0800-1400 RG N-NAN C-CHARLIE
 1400-2000 GRR X-XRAY M-MIKE
 2000-0200 GRR Y-YOKE O-OBOE

KODAK AUTHENTICATOR

<u>CHALLENGE</u>	<u>REPLY</u>
BAKER	01
CHARLIE	15
WILLIE	19
TOMMY	47
JASON	14
RONALD	06
FREDDIE	32
KARLO	50
GEORGE	84
MICKY	90

WEATHER & SCOUTING FORCE:

- 1 P-51 KODAK CONTROL
- 2 P-51'S KODAK WHITE ROUTE WEATHER TO 0800E
- 8 P-51'S KODAK RED TARGET WEATHER 30 MINS PRIOR TO TGT. IP "8" TGT "9"
- 1 B-17 DROWSEY C-CHARLIE ROUTE WEATHER 1-HR BEFORE BOMBERS TO 0600E. T/O 0930.
- 1 B-17 DROWSEY G-GEORGE BASE WEATHER - T/O 0830 DOWN 1100

EMERGENCY AIRFIELD -- MERVILLE (5037-0239) c/s DOMESTIC
 EXTREME EMERGENCY -- ST TROND (5047-0511) c/s MANAGER

FIGHTER SUPPORT:

(F) 353 GP (P-51'S) R/V 4940-0900 WITH 13C AND 45A
 GPS. CALLSIGN BALANCE THREE-TWO

GEOGRAPHICAL CHECK POINTS

- F - MANNHEIM
- L - STUTTGART
- Y - NURNBERG
- R - REGENSBURG
- I - MUNICH
- G - CHIEM LAKE
- H - GUTZBURG
- T - CONSTANCE

VHF CALLSIGNS:

- BOMBERS---VINEGROVE THREE-THREE
- FIGHTERS---BALANCE THREE-TWO
- GROUND 66TH FTR WG---OILSKIN
- 8TH AF-----COLGATE
- 3RD DIV-----ARROWSWIFT
- 13 CW-----HONEYPOT

VHF RECALL PHRASE FOR INDIVIDUAL TASK FORCE -- "HOME BY CHRISTMAS"

CONTROL POINTS:

LOWESTOFT CP 1 1104
 CONT. COAST CP 2 1143
 4940-0900 CP 3 1339 F/R
 TARGET 1507
 4930-0900 CP 4 1553
 CONT. COAST 1725
 SOUTHWOD 1758

PROCEDURE TO FOLLOW WHEN LANDING ON THE CONTINENT:

1. Whenever possible, land at a field at which 8th AF Service Command Service Center facilities are located.
2. Have radio operator contact base giving necessary information. Pilot can contact ground station on VHF.
3. After landing, pilot will (a) arrange for medical assistance, if necessary, (b) fill out "Forced Landing Card" from Form 1 Pad, (c) safeguard all secret and confidential items on ship, (d) contact nearest 8th AF Service Command Service Center representative if one isn't on the field and (e) contact home base.
4. Crew members will be responsible for individual flying equipment.

HEAVY BOMBERS WILL NOT LAND AT THE FOLLOWING FIELDS:

CHARLERIO (5027-1426)	GILZE-RIJEN (5184-0456)	ASCH (5058-0535)
LE CULOT (5045-0446)	EINDHOVEN (5127-0524)	OPHOVEN (5102-0532)
LE-CULOT/EAST (5048-0448)	VOLKEL (5189-0542)	THIONVILLE (4922-0612)
SANDWEILER (4938-0612)	SCHIJNDEL (5138-0530)	(extreme emergency only)
COURTRAI (5049-0512)	HELMOND (5130-0534)	LAON/COURVON (4938-0332)
MAULEUGE (5019-0404)	HEESCH (0538-5145)	(OK except for fuel)
CONFIENS (4909-0556)	MILL (0548-5142)	
METZ (4909-0608)	PETIT BROGEL (5111-0529)	

Hospitals are located close to the following airfields:

LAON/ATHIES (4936-0343)	BEAUBAIS/TILLE (4928-0207)
DENAIN/PROUVY (5020-0328)	
(extreme emergency only)	

6
Lead Grouping
Lead Bomb Sq.

HEADQUARTERS
 13TH COMBAT BOMB WING (H)
 APO 559

S.S.
[Signature]

Date 9 April 1945
 13 CBW FO 93
 13 CBW OPS 315
 3 AD FO 636

SUBJECT: Tactical Report (MUNICH, GERMANY)

TO : *Colonel Shuck - 95*

1. Information Concerning the Targets: a. The 1st priority target (visual only) for all Groups was the Munchen/Riem Air Field situated 5½ miles E of Munich, Germany. Separate MPIs were assigned for each Group.

b. The 2nd priority target (visual only) for all Groups was the Airfield situated 3 miles SE of Neuburg, Germany.

c. The 3rd priority target (visual or H2X) for all Groups was the center of Ingolstadt, Germany.

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Assigned Target:
(1) 93 A,B,C,D:			Ober Schleisheim
(a) 34	38 x 150 GP	36 A/C	
(b) 385	12 x 500 GP	36 A/C	
(c) 490	4 x 1000 MK-13	36 A/C	
	4 x M-17		
(d) 493	8 x 500 GP	36 A/C	
	4 x M-17		
(2) 13 A,B,C:			Munich
(a) 100	4 x 1000 MK-13	36 A/C	
	4 x M-17		
(b) 390	4 x 1000 MK-13	36 A/C	
	4 x M-17		
(c) 95	A,B: 38 x 100 M1A1	36 A/C	
	C,D: 12 x 500 SAP		
(3) 45 A,B,C:			Munich
(a) 96	12 x 500 SAP	36 A/C	
(b) 388	12 x 500 GP	36 A/C	
(c) 452	38 x 100 M1A1	36 A/C	
(4) 4 A,B,C,D:			Ingolstadt
(a) 447	12 x 500 SAP	36 A/C	
(b) 486	38 x 100 GP	36 A/C	
(c) 487	12 x 500 GP	36 A/C	
(d) 94	12 x 500 GP	36 A/C	

b. Availability: Airborne:

(1) 95:	Reg: 47 A/C 56 C/C	34 A/C
	Lead: 12 A/C 8 C/C	4 A/C
(2) 100:	Reg: 42 A/C 42 C/C	34 A/C
	Lead: 14 A/C 9 C/C	4 A/C

c. Non-effective Sorties and Returning Spares:

(1) 95: A/C 8774: 412 Sqdn "B" - Pilot Lt. Moehine - Oxygen out - Sortie.

(2) 100: A/C 047: 351 Sqdn "O" - Pilot Lt. Brown - #4 engine failure - No sortie.

(3) 390: A/C 901: 571 Sqdn "U" - Pilot Lt. Welton - Bombardier removed arming vanes from bombs - No sortie.

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

(1) 95: D: Very poor range on H2X equipment, but set was usable

(2) 100: B: H2X equipment failure cause undetermined at present

(3) 390: D: H2X equipment failure. MK-23 pressure pump failed. R/N failed to turn on de-icer pressure.

e. A/C Outstanding:

(1) 390: A/C 798: 569 Sqdn "O" - Pilot Capt. Slade - Hit by another ship while test firing - Ditched in channel - Crew saved - Sortie.

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

3. Navigation:

Position	Flight Plan	Altitude	AL: N:	13A (100) Maj. Ferbrache Lt. Johnson	13B (390) Capt. Wilkinson Lt. Sommers	13C (95) Maj. Frankosky Lt. Pieper
BU 11	7000°	7000°		7000° on time on course	7700° 1 min. early on course	7000° on time on course
CP 1	7000°	7000°		7000° on time on course	7700° 1 min. early on course	7000° 2 min. early 1 mi. left
CP 2	7000°	7000°		7000° 2 min. early on course	7800° 1½ min. early on course	7000° 2½ min. early on course
CP 3	15000°	15000°		15000° 2 min. early 1 mi. left	15800° 2½ min. early on course	16000° 4 min. early 3 mi. left
IP	25000°	22600°		22600° 5 min. early 2 mi. right	23000° 5 min. early on course	22500° 3 min. early 1 mi. left
TGT	25000°	22500°		22500° (1st P)	23050° (1st P) 21000° (3rd P)	22500° (1st P)
RP	24000°	21500°		21500° 5 min. early 2 mi. right	22700° 5 min. early 3 mi. left	21500° 3 min. early 4 mi. left
CP 4	15000°	16000°		16000° 5 min. early 5 mi. right	16000° 4 min. early on course	16000° 5 min. early 2 mi. right
CONT COAST	8000°	8000°		8000° 12 min. early on course	8800° 11½ min. early on course	7500° 13 min. early 5 mi. right
ENG COAST	Minimum	4000°		4000° 17 min. early on course	2400° 12 min. early on course	2000° 11 min. early on course

a. Assembly: 13A assembled over Buncher 28, 13B over Buncher 11, and 13C over Buncher 23. Assembly altitude was 7000°. Wing assembly was completed at Buncher 23.

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

b. Route: The route was flown essentially as briefed to the IP. Briefed bombing altitude was not reached because of a shelf of cirrus clouds above 23000'. The bombing altitude, which was used, was reached 32 minutes prior to the IP. The peel off by Squadrons was made at the IP for individual runs on the 1st priority target. The Wing was reassembled at the RP. However, as 390D had not released on the 1st priority target it went on to attack the 3rd priority target. After bomb away, 390D reassembled with the Group. 13A "S"ed slightly West of the 3rd priority target to allow 13B to close up the interval. The briefed route was followed to the bases.

c. Weather: Over the bases at take-off there were 10/10 stratus 4-500'/1500-2000'. Visibility was 2500-3500 yards. Enroute to the target there were 10/10 stratus below 2000' which broke to nil at 0500E. There were nil middle or high cloud over England and Channel which became 3-4/10 cirrus above are estimated 25000' by 0700E, gradually becoming 6-8/10 East of 1000E and lowering to 23000'. Visibility was unrestricted. In the target area there were 6-8/10 cirrus at 23000'. Visibility was 20-30 miles. Target conditions continued for entire route back except for isolated thin patches of alto-stratus between 15-18000' West of 0600E. Ground haze restricted visibility West of 0800E. Over the bases on return there were 5-7/10 cirrus and cirro-cumulus above an estimated 24000'. Visibility was 10-14 miles. Average winds enroute were 086/18K, 093/35K and 098/34K in the target area.

4. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	1st P 37 A/C 705 x 100 M1A1 216 x 500 SAP	3 A/C 55 x 100 M1A1	
100	1st P 37 A/C 148 x 1000 MK-13 148 x 500 IB		1 A/C 4 x 1000 MK-13 4 x 500 IB
390	1st P 27 A/C 104 x 1000 MK-13 104 x 500 IB 10 Leaflet Containers 3rd P 10 A/C 39 x 1000 MK-13 38 x 500 IB	2 A/C 5 x 1000 MK-13 6 x 500 IB	

b. 13A (100)

Squadrons:	A (#705)	B (#719)	C (#794)	D (#824)	
Target:	1st P	1st P	1st P	1st P	
A.P.	Assigned	Assigned	Assigned	Assigned	
A/C Releasing:	9	10	9	10	
Bomb Load:	4x1000 GP 4x500 IB	4x1000 GP 4x500 IB	4x1000 GP 4x500 IB	4x1000 GP 4x500 IB	
Method of Release:	250°	250°	250°	250°	
Altitude: True:	21400°	22000°	20800°	21000°	
Ind:	22500°	23000°	22000°	22500°	
Briefed Track: (303)					
True Heading:	300	310	303	283	
Drift:	3 L	5 L	5 L	5 L	
Trail Change:	Added 5 miles	Added 5 miles	Added 5 miles	Added 5 miles	
Ground Speed:	250	235	240	250	
Tan. D.A.	.69	Not Reported	.625	.70	
Time of Release:	1658	1658	1659	1659	
C-1	Yes	Yes	Yes	Yes	
Crew:	AL:	Maj. Ferbrache	Maj. Stivers		
	P:	Capt. Murray	Capt. Raiford	Lt. Champion	
	TG:	Lt. Timms	Lt. Wendling	S/Sgt. Spencer	
	N:	Lt. Johnson	Lt. Cheney	Lt. Andria	
	AM:	Capt. Klinikowski			
	(No. of Leads) B:	Lt. (11) Crichton	Lt. (7) Ruth	Capt. (10) Egan	Lt. (2) Calvert
	(Mis-sions) RN:	Lt. (23) Behrer	Lt. (15) Pivonka	Lt. (21) Gault	Lt. (2) Hoffner

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

(1) Narrative: 100A: Because of high cirrus clouds on the bomb run, 13A was forced to bomb lower than the briefed altitude.

After the maneuver at the IP, the bombardier took over and began the attack on a true heading of 300 degrees. Immediately after the turn, the 1st priority target was identified. The bombardier clutched in at 70 degrees and completed a normal sighting operation. Synchronization at bombs away was poor.

Bombardiers in 13A added 5 miles for the Navy type bombs.

PI: The bombs fell on the L/T 1200° to 2300° short of the assigned MPI. The incendiary bombs fell to the right of the G.P. pattern.

100B: Initiating the attack on a true heading of 307 degrees, the bombardier took over, picked up the target area, and proceeded to set up course. 20 miles from the BRL, he identified the assigned MPI and completed a normal sighting operation. Synchronization at bombs away was poor.

PI: The bombs fell on the L/T 200° to 1800° from the assigned MPI. The bombs from 1 A/C that released late fell 2300° over the main pattern. The incendiaries fell to the right of the G.P. pattern.

100C: After the turn on the IP, the attack was begun on a true heading of 304 degrees. The bombardier was able to pick up the target area immediately after the IP. 20 miles from the BRL, the bombardier identified the assigned MPI and completed a normal sighting operation. Prep wash was experienced during the run which caused a temporary tumbled gyro, however, synchronization was good at bombs away.

PI: The bombs fell slightly right of the assigned MPI. Damage was inflicted to the remaining portion of the previously damaged small hangar directly west of the MPI, and to the previously damaged large hangar. A small building behind the hangars was left burning. The bombs from one A/C that released late fell 1800° over the main pattern. The incendiary bombs covered the G.P. pattern.

100D: Beginning the attack on a true heading of 300 degrees, the bombardier was able to pick up the target area immediately after the IP. 20 miles from the BRL he identified the assigned MPI and completed a normal sighting operation. Synchronization at bombs away was poor.

PI: The bombs fell approximately 1200° right and 1600° short of the assigned MPI in an area containing open dispersal bays. Nine A/C were either damaged or destroyed. The incendiary bombs covered the G.P. pattern, and left the Administration and Reception Halls burning.

(2) Bombing Malfunctions:

100D: A/G 047 had a mission failure (#4 engine out) and returned 4 x 1000 GP and 4 x 500 IB to base.

o. 13B (390)

Squadrons:	A (#784)	B (#798)	C (#750)	D (#571)
Target:	1st P	1st P	1st P	3rd P
A.P.	Assigned	Assigned	Assigned	Selected
A/C Releasing:	9	9	9	10
Bomb Load:	4x1000 MK-13 4x500 M-17	4x1000 MK-13 4x500 M-17	4x1000 MK-13 4x500 M-17	4x1000 MK-13 4x500 M-17
Method of Release:	250°	250°	250°	250°
Altitude: True:	21550°	21100°	21000°	19950°
Ind:	23000°	22500°	22400°	21000°
Briefed Track (303)				
True Heading:	311	312	310	345
Drift:	6 L	7 L	7 L	11 L
Trail Change:	Added 5 miles	Added 5 miles	Added 5 miles	Added 5 miles
Ground Speed:	252	248	248	230
Tan. D.A.	.60	.59	.59	.543
Time of Release:	1700½	1700½	1700 ¾	1715½
C-1	Yes	Yes	Yes	Yes
Crew:				
AL:	Capt. Wilkinson	Lt. Corcoran	Capt. Greene	Capt. Morris
P:	Lt. Presswood	Capt. Slade	Lt. Dognibene	Lt. Garlitz
TG:	Lt. Klar	Sgt. Trindle	Sgt. Spalding	Sgt. O'Donnell
N:	Lt. Sommers	Lt. Kaby	Lt. Obenour	Lt. Hoffman
AN:	Lt. Buhrmaster			
(No. of Leads)	Lt. (16)	Lt. (2)	Lt. (5)	Lt. (4)
B:	Buck	Burk	Peccinati	McGrew
(MissionsRN:	Lt. (16) Mattsen	Lt. (13) Keelan	Lt. (18) Garrison	Lt. (4) McCarthy

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

(1) Narrative: 390A: 13B was forced to bomb at a lower altitude than briefed because of high cirrus clouds on the bomb run.

After the maneuver at the IP, the bombardier took over and proceeded to do pin-point pilotage, initiating the attack on a true heading of 308 degrees. 20 miles from the BRL, the bombardier picked up the target area. Because of smoke from preceding Squadrons obscuring the MPI, it was necessary to position the cross hairs on the smoke using check points outside the target area. The "hot plate" also aided the bombardier in locating the MPI. At bombs away synchronization was very good.

PI: The bombs fell approximately 750° over and 800° left of the assigned MPI. A small building left of the assigned MPI was blanketed by several bombs. The incendiary bombs covered the G.P. pattern.

According to H2X scope photographs, the bombfall was approximately 2700° SE of the MPI.

390B: The narrative is not obtainable because the lead A/C did not return to base. The above bombing data information was supplied by the deputy leader.

PI: There was no photographic coverage for 390B. Pictures taken by 390C show B's smoke bombs falling in the smoke over the L/F, so it can be assumed that the Squadron's bombs fell on or close to the assigned MPI.

390C: The run was initiated on a true heading of 311 degrees. 20 miles from the BRL, the bombardier was able to pick up the target visually and proceeded to synchronize. Because of smoke from preceding Squadrons obscuring the MPI, it was necessary to position the cross hairs on the smoke using check points surrounding the target. The "hot plate" was also used for locating the assigned MPI. At bombs away, synchronization was good.

PI: Practically all of the pattern is smoke obscured. About 8 GP bombs are visible and these are seen on and over the assigned MPI. The bombs from 1 A/C that released late fell approximately 7000° over the MPI.

According to H2X scope photographs, the bombfall was approximately 1 mile SSE of the MPI.

390D: Attacks on the 1st and 2nd priority targets were precluded by heavy smoke from preceding Squadrons' bombs.

Attacking on a true heading of 330 degrees, the bombardier identified the 3rd priority target immediately after the turn on the IP. He proceeded with synchronization and completed a normal sighting operation. Although the assigned MPI was clear and weather was CAVU, the bombardier selected an AP approximately 1000° short of the assigned MPI.

PI: The bombs fell around the selected AP in a fully built-up area 1000° to 2000° short of the assigned MPI.

(2) Bombing Malfunctions:

390B: A/C 901 had a mission failure because the bombardier removed cotter pins instead of arming wire and vanes from the bombs which fell out in the bomb bay. 4 x 1000 MK-13 and 4 x 500 IB were jettisoned in the channel.

390D: A/C 124 jettisoned 1 x 1000 MK-13 and 2 x 500 IB in channel due to rack malfunctions over the target.

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

d. 13C (95)

Squadrons:	A (#8548)	B (#8210)	C (#8667)	D (#8179)
Target:	1st P	1st P	1st P	1st P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	10	9	9
Bomb Load:	38x100M1A1	38x100M1A1	12x500 SAP	12x500 SAP
Method of Release:	200°	200°	100°	100°
Altitude: True:	21500°	21790°	20800°	20700°
Ind:	22500°	23000°	22000°	21500°
Briefed Track (303)				
True Heading:	303	311	300	326
Drift:	6 L	6 L	6 L	7 L
Trail Change:	None	None	-15 miles	-15 miles
Ground Speed:	265	255	238	246
Tan. D.A.	.143	.53	.68	.69
Time of Release:	1703½	1704	1704½	1704½
C-1	Yes	Yes	Yes	Yes
Crew:	AL:	Maj. Frankosky	Capt. Greer	Maj. Kerr
	P:	Capt. Savage	Lt. Newman	Lt. Cahler
	TG:	S/Sgt. Campbell	S/Sgt. Lee	S/Sgt. Mandelberg
	H:	Lt. Pieper	Lt. Bayes	Lt. Gresham
	AN:	Capt. Shirey		
	(No. of Loads)	Lt. (18)	F/O (7)	Lt. (5)
(Missions)	B:	Hathaway	Messenger	Schetky
	RN:	Lt. (24)	Lt. (22)	Lt. (8)
		Decherness	Shulster	Hald
				Feely

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

(1) Narrative: 95A: Because of high cirrus clouds on the bomb run, 13C was forced to bomb below the briefed altitude.

After the maneuver at the IP, the bombardier picked up the target area and initiated the attack on a true heading of 305 degrees. Because smoke from preceding Squadrons covered the target, the bombardier positioned the cross hairs on the smoke obscuring the MPI, using check points outside the target. The "hot plate" was also used to determine the MPI. Synchronization at bombs away appeared to be good.

13C experienced a collision course with the 45 Wing Leader which released 10 seconds before 95A. However, no traffic interference occurred.

PI: Smoke obscures about $\frac{1}{2}$ of the bombs dropped. These visible are seen extending from the NW portion of the L/F, across the Administrative and Reception Hall area, into a village and fields 3000' beyond the L/F.

95B: Beginning the attack on a true heading of 310 degrees, the bombardier picked up the target area and proceeded to kill course. As smoke from preceding Squadrons obscured the MPI, it was necessary to position the cross hairs on the smoke using check points surrounding the target area. The hot plate was also used to locate the MPI. At bombs away, synchronization appeared to be good.

PI: Smoke obscures about $\frac{1}{3}$ of the bombs dropped. These visible are seen extending from about 700' to 6000' over the assigned MPI.

95C: After the maneuver at the IP, the bombardier took over and began to set up course on a true heading of 300 degrees. Smoke from preceding Squadrons obscured the MPI and necessitated the bombardier to position the cross hairs on the smoke using check points outside the target area. The "hot plate" was also used to help locate the MPI. At bombs away, however, synchronization was poor.

15 miles of trail were subtracted to center pattern on the AP.

PI: The bombs fell 7500' left and short of the assigned MPI in fields and residences.

95D: Initiating the attack on a true heading of 326 degrees, the bombardier picked up the target area and proceeded to kill course. Due to smoke from preceding Squadrons obscuring the MPI, it was necessary to position the cross hairs on the smoke using check points outside the target area. The "hot plate" was also used to locate the MPI. At bombs away, synchronization appeared to be good.

15 miles of trail were subtracted to center the pattern on the AP.

PI: It is impossible to determine which one of the three GP patterns visible in 95D's photographs belongs to this Squadron. 96A and B bombed at the same time. All three patterns were on the SW portion of the L/F, short and left of the MPI for 95D.

(2) Bombing Malfunctions:

95B: A/C 8744 had a mission failure (oxygen system out) and jettisoned 38 x 100 M1A1 in the channel. A/C 8942 jettisoned 1 x 100 M1A1 in channel. Bomb hung up due to a rack malfunction. A/C 7154 jettisoned 16 x 100 M1A1 in channel because of rack malfunctions.

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

6. Photography: a. 95 installed 2 scope, 3 oblique, and 8 vertical cameras, 2, 3, and 7 of which took pictures. A/C 8179, lead A/C 95D, with K-21 camera installed: camera accidentally started over the channel. 2 sets of H2X photos were plottable.

b. 100 installed 2 oblique, and 8 vertical cameras, all of which took pictures. One 16mm H2X camera was installed, however, no pictures were taken because the shutter was out of time. The quality of photographs in camera series 100A-1564, 1000-1565, and 1000-1566 was poor.

c. 390 installed 3 scope, 2 oblique, and 9 vertical cameras, 2, 2, and 7 of which took pictures. PFF A/C 571, lead A/C 390B, with scope camera installed: Mickey Set went out at take-off and camera was disconnected. A/C 901, #2 A/C 390B, with K-21 installed: had a mission failure. A/C 798, lead A/C 390B, with K-21 installed: ditched in channel. 2 sets of scope photos were plottable. There was no photographic coverage for 390B.

By Command of Brigadier General HUGLIN:

Ernest A. Kiersling

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

6
 1 Lead Crew Injury
 1 ea Bomb

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

HEADQUARTERS
 13TH COMBAT BOMB WING (H)
 APO 559

unw

11 April 1945

**SUBJECT: Supplement to Tactical Reports (EGER, CZECHOSLOVAKIA
 8 April 1945)**

**(MUNICH, GERMANY
 9 April 1945)**

TO : Col. SHUCK, 95th B.G.

1. EGER, CZECHOSLOVAKIA (8 April 1945)

a. Corrections: (1) Paragraph 2, c, (1): Correct - 390A: A/C 769 Pilot Lt. Damar - Toggelier jettisoned entire bomb load prior to the target. Sertie.

b. Reports on H2X Failures: (1) 95A: A/C 709 - Tube in range unit burned out. This could only be replaced on the ground.

2. MUNICH, GERMANY (9 April 1945)

a. Tabulation of Bombing:

Bomb Load	95	A,B:	38 x 100 Frags	200' Train
and		C,D:	12 x 500 SAP	100' Train
Method	100	A,B,C,D:	4 x 1000 GP	250' Train
of			4 x 500 IB	
Release:	390	A,B,C,D:	4 x 1000 GP	250' Train
			4 x 500 IB	

Group:	Length:	Width:	1000'	2000'	Radial:	Target:
95A:	Target obscured by smoke					1st P MPI
B:	Target obscured by smoke					1st P MPI
C:	1250'	820'	0	0		1st P MPI
D:	Target obscured by smoke					1st P MPI

Averages:

9 April	1250'	820'	0	0	
1-8 April:	1443'	1050'	58%	85%	1650'
March:	1667'	1340'	46.9%	76.1%	910'

100A:	1020'	755'	0	69%	1770'	1st P MPI
B:	1400'	875'	50%	100%	855'	1st P MPI
C:	1885'	1125'	83%	92%	300'	1st P MPI
D:	1885'	875'	0	55%	2000'	1st P MPI

Averages:

9 April	1548'	908'	33%	79%	1231'
1-9 April:	2143'	1498'	54%	95%	1010'
March:	2160'	1190'	41.5%	67.6%	870'

390A:	1850'	1375'	33%	100%	1100'	1st P MPI
B:	Target obscured by smoke					1st P MPI
C:	Target obscured by smoke					1st P MPI
D:	1370'	1025'	95%	100%	515'	3rd P SRL

Averages:

9 April	1610'	1200'	64%	100%	808'
1-8 April:	1582'	1170'	9%	81%	1600'
March:	1785'	1320'	53.8%	81.4%	784'

13 CBW:

9 April	1523'	970'	27%	71%	1000'
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C O N F I D E N T I A L

b. Corrections: (1) Paragraph 2, c, (1), Page 2: In addition - A/C 8179, lead A/C 95D, K-21 camera accidentally started over the channel; the cause is undetermined.

(2) Paragraph 4, b, Page 4: Change 100D Sqdn to 9 A/C releasing.

(3) Paragraph 4, c, (1), Page 7: In 390D Narrative, change the last sentence to read: Although the assigned MPI was clear and weather was GAVU, the bombardier selected and AP approximately 1000⁰ short of the assigned MPI because this was what appeared to be the warehouse area of the city.

(4) Paragraph 5, b, (1), Page 10: Change last sentence to read, The Wing HF/DF station was bothered with its usual voice interference.

(5) Paragraph 6, c, Page 11: Change "A/C 901, #2 A/C 390B" to read "A/C 901, #4 A/C 390B".

c. Reports on H2X Failures:

(1) 95D: A/C 179 - Ground check of H2X equipment revealed nothing mechanically wrong with set. Cause of poor range was probably due to R/N's improper setting of video and gain controls.

(2) 100B: A/C 719 - Ground check of H2X equipment revealed weak rectifier tube and erratic inverter. This could not be remedied in flight.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 559

10 April 1945

SUBJECT: Abortion.

TO : Office of the Squadron Commander, 412th Bomb Sq (H), 95th Bomb Gp (H), APO 559, U. S. Army.

1. Abortion was 49 25'N, 10 10'E at 1555.

2. Reason for abortion due to trouble with oxygen system. There was 350 pounds pressure at all stations before take off. After Group got into continent and started the climb to altitude our crew was ordered to get on oxygen. It was then that we noticed the pressure on the pilot side was down to 100 pounds while co-pilot side remained normal. On checking the crew other positions had same malfunction there was insufficient oxygen in the system for the tail gunner, ball turret operator, right waist upper local, pilot and navigator. The co-pilot had trouble also with his regulator and was using more than normal, also had the sopt jammer with us giving an extra man using the remaining oxygen supply. There was still remaining at least two hours oxygen left for the remainder of the flight.

3. After abortion we flew direct route back to base, contacted tower and had instructions to jettison bombs, landing time was 1850 hours.

Robert H. Moehring
ROBERT H. MOEHRING
2nd Lt., Air Corps,
Pilot.

1st Ind.

412TH BOMBARDMENT SQUADRON (H), 95TH BOMBARDMENT GROUP (H), APO 559, U. S. Army, 10 April 1945.

TO: Commanding Officer, (Attn: Group Operations Officer), 95th Bombardment Group (H), APO 559, U. S. Army.

1. With oxygen low pilot had to abort because of being in a deep penetration.

2. Disciplinary Action

a. If it is proved at Abortion Board meeting that some members of the crew are following faulty oxygen procedure, whole crew will forfeit their next 48 hour pass.

James O. Frankosky
JAMES O. FRANKOSKY
Major, Air Corps,
Commanding.

SECRET

SECRET
By Authority Of
C.G., 8th Air Force
Initials
Date 9 April 1945

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 344

PERIOD: 0001 hours 9 April to 2400 hours 9 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 Totals</u>	
Heavy Bomber Atks.	1252	1212	3107.9	0-0-0	0	5	7 12	1
Fighter Escort (a)	705	672	0	(b)1-0-3 A (c)94-0-56 G	0	2	2 4	4 (d)
Fighter Sweeps	58	58	0	0-0-0	0	0	0 0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0 0	0
Photo Recon.	93	93	0	(b)0-1-1 A 0-0-0 G	0	0	0 0	1 (d)
Weather Recon.	33	31	0	0-0-0	0	0	1 1	1 (d)
Air/Sea Rescue	13	13	0	0-0-0	0	0	0 0	0
Special Operations	<u>54</u>	<u>54</u>	<u>62.4</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0 0</u>	<u>1</u> (d)
Totals	2208	2133	3170.3	(b)1-1-4 A (c)94-0-56 G	0	7	10 17	8

- (a) Includes both groups based on Continent.
- (b) Me-262s
- (c) Includes 13-0-7 Me-262s.
- (d) Believed safe on Continent.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1252 a/c (850 B-17s, 402 B-24s) from three Air Divisions sortied in four forces against ten jet A/Fs, one ammo filling plant and one underground oil storage dump in south central Germany. 1212 a/c dropped 3107.9 tons (2657.4 tons GP, 318.3 tons IB, 132.2 tons frag.) on all assigned targets and Ingolstadt M/Y and railway center (tertiary). All targets bombed visually. Weather: generally GAVU at all targets with some ground haze at two targets. E/A Opposition: 4 Me-262s made a single unsuccessful pass in the Ingolstadt area. Claims: nil. Losses: 12 a/c (10 B-17s and 2 B-24s) (5 a/c to AA, 6 a/c to unknown causes, 1 a/c ditched). NYR: 1 B-24.

SECRET

S E C R E T

First Force

Nine group formations (333 B-17s - 1st Air Division) sortied against Oberpfaffenhofen A/F, Wolfratshausen Ammo Filling Plant and Furstenfeldbruck A/F. 319 a/c dropped 857.0 tons (716.7 tons GP, 140.3 tons IB) on assigned targets at 1705-1740 hours from 23,600-26,500 feet; bombing visually. Leaflets dropped on all bombed targets. Weather: generally CAVU at targets. Flak: moderate to intense, fairly accurate at Furstenfeldbruck; nil to meager, inaccurate, at Oberpfaffenhofen; nil at Wolfratshausen. Battle Damage: 11 minor, 1 major. E/A Opposition: nil. Losses: 3 B-17s to unknown causes. NYR: nil.

Fighter Support: Three groups, including the 352nd Group based on the Continent, (146 P-51s) sortied. Up 1348-1450 hours; down 1920-2010 hours. 137 effective sorties. E/A Opposition: 1 Me-262 observed 20 miles SW of Augsburg; 1 Me-163 seen in Munich area - no combat. Two groups strafed grass A/F 4 miles E of Munich/Reim A/F; Holzkirchen A/F; Biberach A/F. Claims: 4-0-10 ground. Losses: nil. NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effec. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Oberpfaffenhofen A/F	105	104	251.9	45.5	Good
Wolfratshausen Ammo Filling Plant	77	76	200.5	24.8	Good
Furstenfeldbruck A/F	<u>151</u>	<u>139</u>	<u>264.3</u>	<u>70.0</u>	Very Good
Totals	333	319	716.7	140.3	

Second Force

Eight group formations (289 B-17s - 3rd Air Division) sortied against Schleissheim A/F, Neuburg A/F and Neuburg Oil Depot. 283 a/c dropped 780.0 tons (727.5 tons GP, 52.5 tons IB) on assigned targets at 1633-1651 hours from 17,500-24,600 feet; bombing visually. Leaflets dropped on Neuburg A/F. Weather: generally CAVU at targets. Flak: nil at Neuburg; meager to moderate, fairly accurate at Schleissheim. Battle Damage: 38 minor, 4 major. E/A Opposition: nil. Losses: 3 B-17s (2 to AA, 1 to unknown causes). NYR: nil.

Fighter Support: Four groups (203 P-51s) sortied. Up 1320-1341 hours; down 1906-2015 hours. 193 effective sorties. E/A Opposition: 1 Me-262 encountered vicinity Munich; 4 Me-262s vicinity Augsburg. Three groups strafed A/Fs (at Munich/Brunnthal A/F; at A/F vicinity Munich - Y8560; and 200 Ju-88s parked on autobahn south of Munich - Y7840). Claims: 1-0-3 (Me-262s) air; 70-0-37 (including 10-0-4 Me-262s) ground. Losses: 3 P-51s (2 to AA, 1 to collision). NYR: 3 P-51s believed safe on Continent.

Details of bomber attacks as follows:

S E C R E T

S E C R E T

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effec. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Schleissheim A/F	114	128	306.3	52.5	Good
Neuburg A/F	67	66	179.2		Very Good
Neuburg Underground Oil Storage	78	89	242.0		Very Good
<u>Totals</u>	<u>289</u>	<u>283</u>	<u>727.5</u>	<u>52.5</u>	

Third Force

Six group formations (228 B-17s - 3rd Air Division) sortied against Munich/Riem A/F. 222 a/c dropped 579.3 tons (437.1 tons GP, 72.5 tons IB, 69.7 tons frag.) on the primary and Ingolstadt M/Y and railway center (tertiary) at 1657-1716 hours from 21,000-23,500 feet; bombing visually. Leaflets dropped on Munich area. Weather: generally CAVU at targets. Flak: meager to moderate, fairly accurate in Munich area. Battle Damage: 31 minor, 5 major, 1 cat. "E". E/A Opposition: 4 Me-262s made a single pass in Ingolstadt area. Losses: 4 B-17s (2 to AA, 1 to unknown causes, 1 "ditched"). NYR: nil.

Fighter Support: Three groups (151 P-51s) sortied. Up 1312-1340 hours; down 1915-1930 hours. 149 effective sorties. E/A Opposition: observed 4 Me-109s and 4 FW-190s vicinity Hall and 2 Me-262s in the Ulm-Munich area. No combat. One group strafed A/F 25 miles SE of Munich. Claims: 6-0-4 (includes 3-0-3 jets) ground. Losses: 1 P-51 (mechanical failure). NYR: 1 P-51 believed 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>GP</u>	<u>Frag.</u>	<u>IB</u>	
Munich/Riem A/F	228	212	417.6	69.7	63.0	Very Good
<u>Other Targets</u>						
Ingolstadt M/Y & Railway Center (tertiary)		10	19.5		9.5	Fair
<u>Totals</u>	<u>228</u>	<u>222</u>	<u>437.1</u>	<u>69.7</u>	<u>72.5</u>	

Fourth Force

Forty squadron formations (402 B-24s - 2nd Air Division) sortied against Lechfeld A/F, Memmingen A/F, Leipheim A/F, Landsberg A, Lech A/F and Landsberg East L/G. 388 a/c dropped 891.6 tons (776.1 tons GP, 53.0 tons IB, 62.5 tons frag.) on assigned targets at 1729-1741 hours from 19,400-23,700 feet; bombing visually. Leaflets dropped on all bombed targets except Landsberg East L/G. Weather: generally CAVU at all targets with slight ground haze at Memmingen A/F and Landsberg East L/G. Flak: nil at all targets except Lechfeld A/F where meager to moderate, accurate. Battle Damage: 6 minor, 1 major, 1 cat. "E". E/A Opposition: nil. Losses: 2 B-24s (1 to AA, 1 to unknown causes). NYR: 1 B-24.

S E C R E T

Fighter Support: Four groups, including the 361st Group based on the Continent, (205 P-51s) sortied. Up 1429-1512 hours; down 1940-1950 hours, 193 effective sorties. E/a opposition: nil. One group strafed the Memmingen A/F and the Hailfingen A/F. Claims: 14-0-5 ground. Losses: nil. NYR: nil.

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>	<u>FRAG.</u>	
Lechfeld A/F	113	109	180.3		62.5	Very Good
Memmingen A/F	98	96	184.3	27.0		Very Good
Leipheim A/F	91	88	191.9	26.0		Very Good
Landsberg A, Lech A/F	64	62	147.0			Very Good
Landsberg East I/G	<u>36</u>	<u>33</u>	<u>72.6</u>			Very Good
Totals	402	388	776.1	53.0	62.5	

2. Fighter Escort

Fourteen groups, including both groups based on the Continent, (705 P-51s) sortied in support of the four bomber forces. Up 1312-1512 hours; down 1906-2015 hours. 672 effective sorties. E/a opposition: 4 Me-262s were attacked in vicinity of Augsburg; one Me-262 was attacked vicinity of Munich. The following sightings did not result in combat: 1 Me-262 SW of Augsburg, 1 Me-163 in Munich area, 4 Me-109s and 4 FW-190s vicinity of Hall, and 2 Me-262s in Ulm-Munich area. Seven groups strafed A/Fs mainly in Munich area. Claims: 1-0-3 (Me-262s) air; 94-0-56 (including 13-0-7 Me-262s) ground. Losses: 4 P-51s (2 to AA, 1 to collision, 1 to mechanical failure). NYR: 4 P-51s (believed safe on Continent).

3. Fighter Sweeps

One group (58 P-47s) sortied in free lance support of bombers. Up 1335 hours; down 1840 hours. 58 effective sorties patrolling Regensburg, Nurnberg and Worzberg areas. E/a opposition: nil. Claims: nil. Losses: nil. NYR: nil

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

93 a/c (32 F-5s, 58 P-51s, 3 Mosquitoes) sortied as follows:

32 F-5s, escorted by 58 P-51s, sortied on mapping and D/A missions in central, southern, and northern Germany; 3 Mosquitoes on night photography mission. One flight of P-51s encountered two Me-262s vicinity Halle for claims of 0-1-1. Losses: nil. NYR: 1 P-51 (believed safe on Continent).

S E C R E T

S E C R E T

6. Weather Reconnaissance

33 a/c (4 B-17s, 4 Mosquitoes, 25 P-51s) sortied as follows:

4 B-17s flew routine flights over the Atlantic.

4 Mosquitoes flew special flights over Continent and UK. One Mosquito aborted due to mechanical failure, crash-landing at home base. A/c category "E".
Losses: nil.

25 P-51s as weather scouts for bomber operations, 24 effective sorties.
Losses: 1 P-51 (ditched). NYR: 1 P-51, believed safe on continent,

7. Air/Sea Rescue

13 a/c (12 P-47s, 1 OA-10) sortied on routine search and patrol. Losses:
nil.

8. Special Operations

54 a/c (3 B-17s, 38 B-24s, 11 Mosquitoes, 2 A-26s) sortied as follows:

Night - 8/9 April

11 B-24s dropped leaflets over France, Germany and Holland. All effective.
Losses: nil.

12 B-24s sortied against Travemunde dock area, dropping 29.3 tons (16.3 tons G.P. and 13.0 tons I.B.) on primary at 2213-2227 hours, with unobserved results. Weather: moderate to heavy ground haze. Flak: nil to meager, inaccurate. E/a opposition: nil. Losses: nil.

1 B-17 on radar scope reconnaissance of Zeitz. A/c completed mission and returned safely.

Day - 9 April

4 Mosquitoes dropped chaff for 1st Air Division. 1 a/c NYR, believed safe on Continent.

2 Mosquitoes on experimental navigational flight for night photography. All effective. Losses: nil.

3 a/c (2 B-17s, 1 B-24) as airborne radio relays. All effective. Losses:
nil.

Night - 9/10 April

19 a/c (14 B-24s, 5 Mosquitoes) sortied. 14 B-24s, escorted by 5 Mosquitoes, dropped 33.1 tons (16.8 tons G.P. and 16.3 tons I.B.) on Stade A/F from 2218-2232 hours, reporting good concentration in target area - otherwise unobserved. Weather: clear with haze over target. Flak: nil at target; meager to moderate; generally inaccurate en route. E/a opposition: nil. Losses: nil.

2 A-26s on carpetbagger mission. Both a/c completed mission and returned safely.

S E C R E T

C. INTELLIGENCE

1. Enemy Air Opposition

No organized opposition was encountered by either bombers or fighters although four Me-262s attempted an unsuccessful pass at the 3rd Force bombers near Ingolstadt at 1620 hours before being dispersed by escorting fighters. Another F-51 group escorting the same force damaged three of four Me-262s at 1645 hours near Augsburg. These could have been the same e/a which had previously been driven away from the bombers.

Other fighter groups sighted one Me-163 in the Munich area at 1620 hours, four Me-109s and four FW-190s near Hall at 23,000 feet and two Me-262s in the Ulm-Munich area but were unable to engage any of them.

P-51s escorting PRU a/c encountered two Me-262s near Halle at 1550 hours. E/A were engaged from 25,000-8,000 feet, one being damaged and the other probably destroyed.

Weather over Germany was generally clear with patches of haze at 21,000 feet and some cirrus cloud at 24,000 feet.

2. Flak

Furstenfeldbruck - moderate to intense, fairly accurate.
Oberpfaffenhofen - nil to meager, inaccurate.
Schleissheim - meager to moderate, fairly accurate.
Munich - meager to moderate, fairly accurate.
Lechfeld - meager to moderate, accurate.

3. Observations

A/Fs at 4753-0908, 4742-0950 and 4803-0852 had extended runways.

60 a/c on Lechfeld A/F.

15 to 20 s/e a/c on A/F near 4752-0934.

10 t/e a/c on A/F near 4853-1034.

Numerous a/c dispersed in all directions approximately 1 to 1½ miles from Memmingen A/F.

6 jet a/c 1 mile north of A/F at Grasburg (4828-1022).

Extended runway at Mengen A/F (4803-0922).

75 a/c on A/F at Plieningen (4841-0912).

4 t/e a/c in dispersal area 3 miles NE of Leipheim A/F.

A/F under repair and possible construction to extend runway at 4755-1000.

Numerous a/c in fields at Landsberg.

15 to 20 e/a Grailsheim (4908N-1003E).

Approximately 50 e/a on Munich/Riem A/F of which 6 to 8 were burning.

Large number of e/a on Neuburg A/F (4844N-1113E).

15 to 20 e/a parked along cratered runway on A/F at 4905N-1024E.

40 Me-262s and 30 s/e e/a on A/F at 4821N-1212E.

Military camps at 4750-1052 and 4808-0904.

30 gun emplacements at 4850N-1208E.

Factory area with numerous oil drums around it at 4812N-1247E.

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Observations (continued)

Large active industrial plant in SW Augsburg.

Wooded area honey-combed with roads and revetments west of Neuberg and south of rail line at 4843-1105.

Barracks area in woods at 4845N-1120E.

Barracks area at 4844N-1106E.

The following M/Ys active or well-filled:

Mengen	Ansbach	Eitensheim
Regensburg	Landshut	Ingolstadt
Treuchtlingen	Heidenheim	Weissenburg
Aalen	Donauworth	Ravensburg
Scheer	Nordlingen	Aulendorf
Ulm	Buchloe	Tuttlingen
4750-1002	4806N-1125E	

4. Damage to Enemy Installations

Furstenfeldbruck A/F - Very Good Results

Smoke covered the target early in the attack making the pinpointing of all bursts impossible. Out of the 12 concentrations of bombs dropped 9 complete or partial concentrations could be plotted in and adjacent to the target area. The remaining three groups of bombs could be seen falling into the smoke in the target. Hits were pinpointed on numerous installations.

Landing ground and runways heavily hit by GPs and IBs. At least 50 direct hits on the runway. Field should be unserviceable. At time of attack there were 15 small a/c of which at least three were jets and 10 more medium or large planes. Two can be seen burning and at least one other should be damaged from near hits.

Oberpfaffenhofen A/F - Good Results

There were 9 concentrations of GP and IB dropped. Only 5 could be plotted in or adjacent to target area but the remaining 4 could be seen falling into smoke-covered target. Hits could be pinpointed on numerous installations. The east and north side of the landing ground was completely blanketed by GP and IB bursts with at least 50 hits on the NE-SW runway, which appeared to be serviceable at time of attack but no a/c visible on the field at time of attack.

Wolftratshausen Ammo Filling Plant - Fair Results

Hazy photography combined with the type of bomb dropped make the pinpointing of all bombs impossible. Three concentrations of GP and IB falling on each of the two assigned MPIs and blanketed installations in the target area should cause excessive damage. Two small explosions can be seen.

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Lechfeld A/F - Very Good Results

Bursts are seen blanketing the runways, landing ground, taxi-ways, minor buildings and storage area.

Landsberg A/F - Very Good Results

Hits seen on runways, taxi-ways, dispersal area and in hangar area.

Memmingen A/F - Very Good Results

Bursts seen blanketing the huge main runway and in the hangar and auxiliary buildings area.

Leipheim A/F - Very Good Results

Bursts blanketing both MPIs on the main runway with hits also seen on taxi-ways, landing grounds and hangar area. The city area MPI was completely blanketed by the bursts of three squadrons.

Lechfeld East L/G - Very Good Results

Four squadrons attacked blanketing the south and west sides of the landing ground with bursts covering both MPIs.

Neuburg Oil Storage Sidings - Very Good Results

Both MPIs were blanketed by tight patterns and four explosions were observed in the vicinity of the eastern MPI. All squadrons placed their bombs on the MPIs they were assigned.

Munich/Riem Jet A/F - Very Good Results

One pattern of 500 GP is seen in the open area one mile S-SW of the field. All other patterns are on the field which was blanketed and well post-holed. Fires are started in the hangar area and at least two a/c were observed to be on fire. Of the 50 a/c on the field, most of which are jets, probably half appear to be under patterns.

Ingolstadt - Fair Results

One squadron bombed town of Ingolstadt. Bombs are observed in the built-up area of town.

Neuburg A/F - Very Good Results

About 50 a/c were visible on the field at the start of the attack, most of which are probably Me-163s. Runs were made lengthwise of the runway and four squadrons put nice patterns on the half of the runway. One pattern hit the west end of the runway. Cover at the end of the attack shows half of the runway well post-holed and two a/c probably damaged or destroyed.

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Schleissheim A/F - Good Results.

The east end of the runway and its eastern vicinity and the northeastern part of the field were hit by patterns. Smoke covers the two hangars on the west central side of the field and interpretation of strikes is impossible. Later photographs showed two small fires burning in one hangar and one fire in the other. These fires appear to be a/c on fire and the hangars do not appear to be severely damaged at this time, although they may possibly burn. Two patterns of 1000 lb. G.P. and 500 lb. I.B. fell in the southwest dispersal area. In the south hangar area two hangars and possibly a third were hit and about 1/2 of the adjoining barracks was covered by two patterns. One pattern covers the north-east quarter of the south barracks area. 46 a/c were counted on the field, many of which were twin-engine a/c and of these 15 - 20 may have been damaged or destroyed.

5. Ground Activity

- 21st Army Group - Canadian infantry are moving forward to contact paratroops from vicinity of Meppel and Assen. British armor is approaching Bremen, which is under shellfire, and has reached X 2445 and 2551, and captured Lederholz.
- 12th Army Group - In the Ruhr pocket an advance has been made from the northern flank, reaching the railroad at A 7323 and capturing Marten A 7423. U.S. infantry has advanced to the following positions: C 5928 - 5927 - 5424 - 5620 - 5418 - 4616 - 4415 - 4813 - 4511 - 4911 - 5008, and also to J1083. 0886 and J 1137 - 1141 and 0544. Dietharz J 0347 has been captured, and Seebach and Kalberfeld cleared.
- 6th Army Group - No change.

S E C R E T

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	2088	6-0-1 A 73-0-42G	2
First US T.A.F. +	130	0-0-0	1
Second T.A.F.	1091	3-0-0 A	6
R.A.F. Fighter Command	291	3-0-4 A 0-0-1 G	0
	<u>3603</u>	<u>12-0-5 A</u> 73-0-43G	<u>9</u>

+ Complete report unavailable.

Ninth Air Force

Night - 8/9 April

- Sorties : 22 a/
- Missions : 10 a/c Intruder patrols in 1st U.S. Army sector;
12 a/c Interception patrols in 3rd U.S. Army sector
- E/a Claims : 1-0-0 air
- Losses : Nil

Day - 9 April

- Sorties : 2066 a/c
- Missions : 9th Bomb Div. - 718 bombers sortied. Attacked Bad Berka Oil Depot; Amberg Ordnance Depot; Naumburg Ordnance Depot; M/Y at Jena; M/Y at Saalfeld; Oil Refinery at Dedenhausen.

9th T.A.C. - 385 sorties. 314 fighters, fighter-bombers and 71 recces. Armed recces in 1st U.S. Army Front and air cooperation; interception patrol and escort to medium bombers; 4 A/Fs and 5 M/Ys attacked.

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29th T.A.C. - 298 sorties. 233 fighters and fighter-bombers, 65 recon. Air cooperation in 13th, 16th and 19th corps areas; escort to medium bombers. 2 A/ attacked.

E/a Claims : 5-0-1 air; 73-0-42 ground.

Other Claims	:	<u>Destroyed</u>	<u>Damaged</u>
MT		373	272
Locos		26	49
RR Cars		228	219
HDV.		57	29
Gun Positions		20	16
Rail Cuts		44	
Highway Cuts		6	

Losses : 2 a/c (1 to e/a, 1 to AA)

First US T.A.F.

Night - 8/9 April

Sorties : 8 a/c

Mission : Intruder and interception patrol in Heilbron, Crailsheim and Stuttgart areas.

Claims : Nil.

Losses : 1 a/c

Day - 9 April

Sorties : 122 a/c

Mission : 42nd Bomb Division - 122 a/c attacked ammo dump at Klein-Engstingen.

12th T.A.C. - Unavailable due to delays in transmission of report.

1st French Air Force - Unavailable due to breakdown in communications.

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Western French Air Force - Unavailable due to break-down in communications.

Claims : Nil.

Losses : Nil.

Second T.A.F.

Night - 8/9 April

Sorties : 128 a/c

Missions : Armed reconnaissance in NW Germany, attacking rail facilities and towns.

Claims : Nil.

Losses : 1 a/c

Day - 9 April

Sorties : 963 a/c

Missions : Attacked gun positions at Arnhem, Apeldoorn, Deventer areas. Armed reconnaissance in Cloppenburg, Bochum, Emden areas. Immediate support in 1st Canadian Army area.

E/a Claims : 3-0-0 air

Other Claims :

	<u>Destroyed</u>	<u>Damaged</u>
MT	86	117
Locos	2	22
Goods Cars	7	93
HDV	11	22
Rail Cuts	10	

Losses : 5 a/c

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R.A.F. Fighter Command

Night - 8/9 April

Sorties : 36 a/c
 Mission : Bomber support operations over Germany.
 Claims : 0-0-1 ground
 Losses : nil.

Day - 8 April

Sorties : 258 a/c
 Mission : Escort to bombers and to a/c of Coastal Command. Interception patrols and weather and tactical reconnaissance.
 Claims : 3-0-4 air,
 Losses : Nil.

2. Fifteenth Air Force

Day - 9 April

246 B-17s and 620 B-24s, escorted by 90 P-51s, sortied against tactical targets in North Italy in close cooperation with the 8th Army. 242 B-17s and 583 B-24s, escorted by 88 P-51s, dropped 1692 tons GP and frag. bombs on assigned targets. Bombing visually with good to very good results. Claims: nil. Losses 1 B-24 to AA.

86 P-38s sortied against the Rattenberg RR Bridge (4718N-1137E). 81 P-38s dropped 40.0 G.P. on assigned target, and 3 T/Os. Dive-bombing with good results on primary. Claims and losses: nil.

80 P-38s sortied against Seefeld RR Bridge (4720N-1111E). 74 P-38s dropped 35.5 tons G.P. on the assigned target and one T/O. Dive bombing with good results. Claims and losses: nil.

BOMBERS

Sorties : 866 a/c (246 B-17s, 620 B-24s)
 Effec. Sorties: 825 a/c (242 B-17s, 583 B-24s)
 Tonnage : 1692 frag. and G.P.
 Claims : Nil.
 Losses : 1 B-24 to AA

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FIGHTERS

Sorties : 256 a/c (90 P-51s, 166 P-38s)
Effec. Sorties: 243 a/c (88 P-51s, 155 P-38s)
Tonnage : 75.5 G.P.
Claims : Nil.
Losses : Nil.

3. R.A.F. Bomber Command

<u>Day - 9 April</u>	<u>Targets</u>	<u>Losses</u>
17 Lancasters 1 Mosquito	Hamburg/Finkenwarder U-Boat Shelters	0 0
<u>40</u> Lancasters	Hamburg Oil Storage	0
58 a/c		2
<u>Night - 9/10 April</u>		
220 Lancasters	Kiel Howaldtswerke Ship yards and shipping	1
371 Lancasters 9 Mosquitoes	Kiel Deutsche Werke and Germania Ship Yards and shipping.	2 0
22 Halifax	Stade	1
44 Mosquitoes	Berlin	0
24 Mosquitoes	Hamburg	0
37 Mosquitoes	Plauen	0
70 Lancasters	Mine laying	0
28 Halifaxes	"	0
49 Mosquitoes	Bomber Support	0
30 Halifaxes	"	0
5 Fortresses	"	0
3 Liberators	"	0
2 Mosquitoes	RCM	0
<u>3</u> Halifaxes	"	<u>0</u>
917 a/c		4

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

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S E C R E T