

6  
Lead Crew Training  
ea Bomb Sq.

CONFIDENTIAL  
HEADQUARTERS  
19TH COMBAT BOMB WING (H)  
APO 559

*un*

Date 10 April 1945  
13 CBW FO 94  
13 CBW OPS 316  
3 AD FO 637

SUBJECT: Tactical Report (BURG, GERMANY)

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

1. Information Concerning the Targets: a. The 1st priority target (visual only) for all Groups was the Hangars and Runways of the Burg A/F situated 2 1/2 miles ESE of Burg, Germany.

b. The 2nd priority target (visual only) for all Groups was the Zerbst A/F 3 miles NE of Zerbst, Germany.

c. The 3rd priority target (visual or H2X) was the Railway Junction situated 1 mile S of Stendal, Germany.

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Assigned Target:
(1) 4 A,B,C,D:			Brandenburg
(a) 486	4 x 1000 GP	36 A/C	
	4 x 500 IB		
(b) 487	8 x 500 GP	36 A/C	
	4 x 500 IB		
(c) 94	38 x 120 Frag	36 A/C	
(d) 447	6 x 1000 GP	36 A/C	
(2) 45 A,B,C:			Zerbst
(a) 388	6 x 1000 GP	36 A/C	
(b) 452	12 x 500 GP	36 A/C	
(c) 96	12 x 500 GP	36 A/C	
(3) 13 A,B,C:			Burg
(a) 390	A: 8 x 500 GP	36 A/C	
	4 x 500 IB		
	B,C,D: 12 x 500 SAP		
(b) 95	A,B,C: 6 x 1000 GP	36 A/C	
	D: 8 x 500 GP		
	4 x 500 IB		
(c) 100	8 x 500 GP	36 A/C	
	4 x 500 IB		
(4) 93 A,B,C,D:			Neuruppin
(a) 490	6 x 1000 GP	36 A/C	
(b) 385	6 x 1000 GP	36 A/C	
(c) 493	24 x 250 GP	30 A/C	
(d) 34	12 x 500 GP	36 A/C	

b. Availability:	Airborne:
(1) 95: Reg: 45 A/C 53 C/C	34 A/C
Lead: 11 A/C 8 C/C	4 A/C
(2) 100: Reg: 39 A/C 42 C/C	34 A/C
Lead: 14 A/C 9 C/C	4 A/C

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

(3) 390: Reg: 47 A/C 59 C/C 34 A/C  
Lead: 11 A/C 12 C/C 4 A/C

c. Malfunctions and Failures:

(1) 95:

(a) Lead A/C:

95B: A/C 667, Lt. Parrish, electrical system weak affecting all electrical equipment including C-1 Auto Pilot. Credit sortie.

95D: A/C 840, Lt. Schulz, H2X had considerable interference in scope, was usable for navigation and bombing. Ground check revealed defective Selsyn motor. Credit sortie.

(b) Regular A/C:

95A: A/C 8281, Lt. McGlintock, returned 6 x 1000 GP, turbos out, electrical failure, NES, credit sortie.

95D: A/C 8441, Lt. Lippett, returned 8 x 500 GP, 4 x 500 IB to base. Teggeler failed to turn on bomb bay switches. NES, credit sortie.

(c) Other: One Carpet I transmitter failed.

(2) 100:

(a) Lead A/C:

100A: A/C 790, Capt. Hutchinson, photographs show 1 bomb burst in unidentified terrain, probably somewhere before the target area.

100B-Deputy: A/C 414, Lt. Dixon, jettisoned 8 x 500 GP and 4 x 500 IB in North Sea, because of rack malfunctions over target. NES, credit sortie.

100D: A/C 183, Lt. Wieland, K-21 camera failed, electrical system hit by flak. 16mm camera turned OFF prior to bombs away, cause undetermined at present time. Credit sortie.

100D-Deputy: A/C 865, Lt. Hilderbrandt, jettisoned 8 x 500 GP and 4 x 500 IB in North Sea, #1 engine out, internal failure. NES, credit sortie.

(b) Regular A/C:

100D: A/C 681, Lt. Wood, returned 1 x 500 IB to base due to a rack malfunction. Credit sortie.

(c) Other: One Carpet I transmitter failed.

(3) 390:

(a) Lead A/C:

390B: A/C 127, Lt. Goolsby, C-1 Auto Pilot inoperative, rudder servo unit failure. Credit sortie.

390C: A/C 784, Lt. Babbitt, scope camera used all film prior to bombs away.

d. A/C Outstanding:

(1) 100:

A/C 062. 35. . . . . lost to

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A/C 840: 350 Sqdn "H" - Lt. Reeve, lost to enemy A/C.

A/C 811: 418 Sqdn "D" - Lt. Fillingame, crash landed near Leiston (A/C suffered severe damage from enemy A/C). Crew reported OK.

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

3. Navigation:

Position	Flight Plan	AL: N:	13A (390) Lt. Col. Walters Lt. Webster	13B (95) Lt. Col. Losee Lt. Arterburn	13C (100) Maj. Cruver Lt. Graham
BU 11	3000°		3500° on time on course	3000° on time on course	3000° on time 3 mi. right
ENG COAST	3000°		3500° 1 min. early 5 mi. left	3000° on time 5 mi. left	3000° 2 min. early 5 mi. left
CP 1	3000°		4000° 1 min. late 4 mi. left	4000° on time 1 mi. right	3000° 2 min. late 2 mi. right
CP 2	16000°		14300° 3½ min. early on course	15600° 3 min. early 3 mi. left	14400° 4 min. early on course
IP	20000°		20600° 10 min. early 8 mi. left	20000° 8 min. early on course	20000° 10 min. early 7 mi. left
TGT	20000°		20600° (1st P)	20000° (1st P)	20000° (1st P)
RP	19000°		20000° 4 min. early 2 mi. right	20000° 2 min. early on course	19000° 7 min. early 6 mi. right
CP 3	8000°		8000° 10 min. late 8 mi. right	7000° 9 min. late on course	8000° 3 min. early 14 mi. right
CONT COAST	8000°		8000° 18 min. late on course	6600° 10 min. late 2 mi. right	7000° 3 min. late 3 mi. right
ENG COAST	Minimum		2000° 17½ min. late on course	2000° 8 min. late 5 mi. right	2000° 3 min. late 25 mi. right

a. Assembly: 13A assembled over Buncher 11, 13B over Buncher 23, and 13C over Buncher 28. Assembly altitude was 3000°. Wing assembly was completed at Buncher 11 and proper interval was taken in the Division Column 5 miles North of Felixstowe, abreast of 450 which was late at the Division assembly point.

b. Route: The route was flown essentially as briefed to the Pre-IP, with the exception of "S"ing in order to maintain the proper interval in the Division column. Bombing altitude was reached 16 minutes prior to the IP. The fan out by Squadrons was made prior to the IP. 13A was unable to turn at the IP because of interference from 450, and overshot this point 8 miles. However, 13B made the IP good, while 13C overshot the IP by 7 miles because 95D made a wide turn. After bombs away, the Wing was not reassembled at the RP. Because of interference from Task Force I, which did not guide right at 1200Z, 13A was forced to continue on its heading off the target and then make a wide left turn to the RP. 95A and 13C maintained Wing integrity, however 95B, C, D turned off the target as briefed, thereby reaching the RP ahead of the other Groups. Enroute to the base 13A was unable to follow the briefed flight plan, because it was boxed in by two waves of unidentified Groups. An indicated air speed of 145 MPH was maintained to allow several battle damaged A/C to remain in formation during descent. Consequently 95A and 13C passed 13A. From CP 3 to the Continental Coast to the South to allow 95A to reassemble with them. 13C,

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maneuver, went ahead of 13B and became the Wing Leader. The brief route was followed to the English Coast, with the exception of 13C, which crossed the coast at Southwold.

c. Weather: Over the bases at take-off there were 3/10 patchy thin alto-cumulus and alto-stratus above 10000', and 7-9/10 cirrus above 20000'. Visibility was 3-4 miles. Enroute to the target, there were nil-3/10 patchy alto-cumulus below 3000' for entire route, and nil-3/10 patchy thin alto-cumulus and alto-stratus over continent below 18000'. There were 7-9/10 cirrus above an estimated 20000' which became patchy nil-4/10 East of 0500E. In the target area there were 4-6/10 patchy cirrus above 25000'. Downward visibility was 25-30 miles in haze. Enroute to the bases, the weather was the reverse of that to the target, with cirrus decreasing over England to nil-3/10 above an estimated 25000'. Visibility over the bases on return was 3-4 miles. Over the entire route there was a ground haze layer with an estimated top at 5000'. Average winds enroute were 160/20K and 285/22K in the target area.

#### 4. E/A Fighter Opposition:

13A - 390 Group: Several E/A were sighted before reaching the target area at approximately 5240-1053E. Fighter escort prevented mass attacks by enemy aircraft, and engaged all but one Me-262 in combat. This E/A began an attack on the low Squadron from seven o'clock low. Gunners opened fire at maximum range. Support fire was given and E/A started into verticle dive when at approximately 500 yards range.

Losses: None.

Claims: One Me-262 destroyed.

13B - 95 Group: Five Me-262s and two FW-190s were observed approaching the bomber stream from five o'clock. Attacks began 5248-1057E and lasted until the bombers had reached 5216-1155E. Several attacks of opportunity were made on D Squadron. The first attack began approximately 1445 by one FW-190. This E/A started attacking from six o'clock level, and approached to within 300 yards. Hits were observed and E/A disintegrated. The next attack came from six o'clock level by one Me-262. E/A began firing 30mm cannon after closing in to about 500 yards. E/A broke away down and to the left at approximately 150 yards. Three minutes later two Me-262s began a co-ordinated attack from the five and seven o'clock positions. This attack was poorly co-ordinated and E/A broke away at a range of 600 yards. Coloring on E/A was observed and reported as follows: Me-262: Black with white cross on vertical stabilizer. Large red cross below canopy.

Losses: None.

Claims: 3-1-2.

13C - 100 Group: Ten Me-262s were sighted climbing to intercept this Group as they neared the IP at 5248-1057E. Ball turret gunners reported these E/A as possibly from two airfields located at 5248-1057E. Fighter escort for this Group had apparently been drawn off to engage E/A attacking 13A. This Group was under attack approximately twelve minutes-- the first attack at 1443. Four Me-262s, in Company Front formation began an attack on a straggler to the rear of B Squadron. Passing under straggler, E/A continued attack on D Squadron. Hits were scored on two of the E/A. The next attack was by six Me-262s coming in from six o'clock in trail directed at B Squadron. The first E/A broke away to the left and made a fly through attack at C Squadron. The second E/A was destroyed as he broke away towards nine o'clock. The third and fourth E/A broke away early in the attack. The fifth Me-262 started the attack from six o'clock level, coming in to about 200 yards breaking away down and to the right. The last E/A of this attack came in to 100 yards. Gunners reported cannon fire from this E/A. Two Me-262s began a co-ordinated attack from five and seven o'clock on B Squadron. In this attack one E/A was destroyed and one B-17 was lost.

Losses: Two 17s.

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

5. Photography: a. 95 installed 4 scope, 3 oblique, and 8 vertical cameras, all of which took pictures. 3 sets of scope photos are plottable; 1 remaining set is not plottable because R/N did not have proper brilliance setting or range marks on scope.

b. 100 installed 4-16mm scope, 1 oblique, and 8 vertical cameras, 4, 1, and 7 of which took pictures. 3 sets of scope photos are plottable. Scope and vertical camera malfunctions in A/C 183.

c. 390 installed 2 scope, 2 oblique and 9 vertical cameras, 1, 2, and 9 of which took pictures. 1 set of scope photos is plottable. Scope camera malfunction in A/C 784.

## 6. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	1st P 36 A/C 168 x 1000 GP 64 x 500 GP 32 x 500 IB		2 A/C 6 x 1000 GP 8 x 500 GP 4 x 500 IB
100	1st P 34 A/C 280 x 500 GP 119 x 500 IB	2 A/C 16 x 500 GP 8 x 400 IB	1 A/C 1 x 500 IB
	2 A/C were lost to enemy A/C prior to the target		
390	1st P 38 A/C 336 x 500 SAP 72 x 500 GP 36 x 500 IB 10 x Leaflet Containers		

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b. 13A (390)

Squadrons:	A (#784)	B (#127)	C (#749)	D (#660)
Target:	1st P	1st P	1st P	1st P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	10	9	9	10
Bomb Load:	8x500 GP 4x500 IB	12x500 SAP	12x500 SAP	12x500 SAP
Method of Release:	100°	100°	100°	100°
Altitude: True:	21100°	20850°	20400°	20030°
Ind:	20600°	20300°	20000°	19650°
Briefed Track (140)				
True Heading:	157	168	170	177
Drift:	4 L	4 L	5 L	4 L
Trail Change:	None	None	None	None
Ground Speed:	236	230	234	235
Tan. D.A.	.58	.556	.565	.57
Time of Release:	1453	1453½	1453½	1454
C-1	Yes	No	Yes	Yes
Pattern: Length:		1600°	1400°	1400°
Width:		900°	770°	770°
Errors: Range:		500'0	455'0	455'0
Def:		175'R	600°R	600°R
Radial:		535°	700°	700°
Percent: 1000°		74	60	60
2000°		100	100	100
Crew:				
AL:	Lt. Col. Walters	Lt. Poffat	Capt. Hannold	Lt. Ellis
P:	Capt. Tracy	Lt. Goalsby	Lt. Babbit	Lt. Goodwin
TG:	Lt. Riele	Sgt. Miller	Sgt. Elstrom	Sgt. Strickland
N:	Lt. Webster	Lt. Frederick	Lt. Stevens	Lt. Kent
AN:	Capt. Arvin			
(No. of Leads)	Lt. (22)	Lt. (9)	Lt. (12)	Lt. (2)
B:	Pace	Florman	Guekes	Johnson
(Missions)	Lt. (25)	Lt. (7)	Lt. (11)	Lt. (4)
RN:	Robinson	Sternberg	Greves	Roche

(1) Narrative: 390A: Attacking on a true heading of 148 degrees, the bombardier pin-pointed himself down the bomb run, and picked up the target area 25 miles from the BRL. The assigned MPI was obscured by smoke from previous Groups bombs, consequently, the bombardier synchronized short using outside reference points and positioned his cross hairs on the approximate location of the assigned MPI. Bubbles were level and synchronization was very good when bombs were released.

PI: All but a few bombs are smoke obscured.

Approximately 3 bombs are seen bursting at the edge of the smoke by the E-W runway and 8 at the edge of the smoke by the barracks area 1500' right of the assigned MPI. There were three direct hits on two small buildings in this area. The incendiaries, which appear in 95A's pictures, burst on the L/F beside the NE/SW runway and in the assigned hangar area. This would indicate that the GP bombs fell on or close to the assigned MPI.

390B: Attacking on a true heading of 148 degrees, the bombardier pin-pointed himself down the bomb run, and picked up the target approximately 20 miles from BRL. No difficulty was experienced in identifying the assigned MPI. Three minutes from the BRL the C-1 Auto Pilot failed and the bomb run was completed on PDI. When bombs were released synchronization was excellent and bubbles level.

PI: The bombs fell on the assigned MPI. There were 11 hits on the E-W runway. The remaining bombs fell on the L/F on both sides of the runway.

390C: Attacking on a true heading of 133 degrees, the bombardier picked up the target at the IP and proceeded to synchronize. Approximately 3 minutes from the BRL the assigned MPI was identified. When bombs were released synchronization was excellent and bubbles level.

PI: The bombs fell right of the assigned MPI on the runway and L/F. 16 visible craters were left in the E/W runway at the W end, 16 on the L/F N of the E/W runway, 14 on the L/F on the S side, 9 on the perimeter track in this area, and 14 off the L/F. Smoke prevents a more detailed count of the craters. One small A/C by the E/W runway was hit and set on fire. The bombs from 1 A/C that released late fell approximately 6000' over the MPI in woods.

390D: Attacking on a true heading of 156 degrees, the bombardier picked up the target approximately 20 miles from the BRL. The assigned MPI was identified three minutes from the target and a normal sighting operation was completed. When bombs were released synchronization was excellent and bubbles level.

PI: The bombs fell almost at the same time as C's, and the two patterns were superimposed. The photo-analysis report given for 390C includes the damage inflicted by both Squadrons. By H2X bomb plot, bombfall determined on MPI.

(2) Bombing Malfunctions:

390B: A/C 127: C-1 Auto-Pilot failure.

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

c. 13B (95)

Squadrons:	A (#210)	B (#567)	C (#782)	D (#840)
Target:	1st P	1st P	1st P	1st P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	8	11	9	8
Bomb Loads:	6x1000 GP	6x1000 GP	6x1000 GP	8x500 GP 4x500 IB
Method of Release:	100°	100°	100°	100°
Altitude: True:	20390'	21000'	19890°	19400°
Ind:	20000'	20500'	19500°	19000°
Briefed Track (140)				
True Heading:	160	167	170	162
Drift:	4 L	7 L	4 L	3 L
Trail Change:	None	None	None	None
Ground Speed:	225	220	231	210
Tan. D.A.	.56	.56	.58	.57
Time of Release:	1455	1455h	1456	1457
Q-1	Yes	No	Yes	Yes
Pattern: Length:		1080'		
Width:		1080'		
Errors: Range:		1375°S	1375°S	
Def:		3750°L	3750°L	
Radii:		4000'	4000'	
Percent: 1000°		0	0	
2000°		0	0	
Crew:	AL: Lt. Col. Losee	Lt. Stanborough		Capt. Bailey
	P: Lt. Taylor	Lt. Parrish	Lt. Seaburg	Lt. Schulz <i>2/A</i>
	TG: Lt. Murray	Sgt. Darnet	Sgt. Laughlin	Sgt. Schultz
	N: Lt. Arterburn	Lt. Manzler	Lt. Pyle	Lt. Knight
	AM: Lt. Smith			
(No. of Leads)	B: Lt. (12) Carter	Lt. (8) Watt	Lt. (5) Steare	Lt. (2) Sullivan
(Missions)	RN: Lt. (23) Webber	Lt. (24) Baldie	Lt. (30) Painter	Lt. (18) Feely



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

(1) Narrative: 95A: Attacking on a true heading of 157 degrees, the bombardier picked up the target at the IP. The MPI, however, was never seen, because smoke from the previous Groups bombs obscured it. The bombardier synchronized short and using outside reference points, positioned his cross hairs on the approximate location of the assigned MPI. When bombs were released synchronization was good and bubbles level.

PI: The bombs fell in the smoke covering the MPI. Only about two bursts are visible, one short of 95D's assigned hangar and one beyond in woods, which would indicate that the pattern extended across the hangar area, and the SW portion of the L/F. According to H2X photo interpretation the bombfall was approximately 1½ miles SW of MPI.

95B: Attacking on a true heading of 160 degrees, the bombardier visually identified the target from the IP and proceeded to set up course. Smoke from previous Groups bombs obscured the assigned MPI. The bombardier, consequently, synchronized short and using outside reference points, displaced his cross hairs on the approximate position of the assigned MPI. When bombs were released course was off to left. C-1 Auto-Pilot was inoperative and a PDI run was made.

PI: The bombs fell 4000° NE (left of) the assigned MPI on the newly extended NE portion of the NE/SW runway. According to H2X photo interpretation, the bombfall was approximately 1 mile N of MPI.

95C: Initiating the attack on a true heading of 140 degrees, the bombardier picked up the target at the IP, and set up course. The assigned MPI was never seen, because smoke from the previous Groups bombs obscured it. The bombardier synchronized short and using outside reference points displaced his cross hairs on the approximate position of the assigned MPI. Although synchronization was reported as being good, it was actually poor.

PI: The bombs fell on top of B's pattern, 4000° NE (left of) the assigned MPI. According to H2X photo interpretation, the bombfall was about 1½ miles NW of MPI.

95D: Attacking on a true heading of 160 degrees, the bombardier experienced no difficulty in picking up the target and setting up course. The bombardier was unable to visually identify the assigned MPI, because smoke from previous Groups bombs obscured it. Synchronization was accomplished short of the smoke, and using outside reference points the bombardier displaced his cross hairs on the approximate position of the assigned MPI. Synchronization was good when bombs were released.

PI: About 8 bursts are visible approximately 4000° beyond the assigned hangar installation in woods. These bombs may have been released by 1 A/C that dropped late. The smoke bomb fell on the SW tip of the NE/SW runway, 750° short and 1200° right of the MPI. In all probabilities the Squadron's bombs fell on and beyond the Repair Hangar and Barracks area in the woods. In 100A's pictures, 95D's incendiaries are shown in front of and left - toward the assigned MPI - of the Repair Hangar.

## (2) Bombing Malfunctions:

95A: A/C 281: 6 bombs returned.  
 95B: A/C 667: C-1 Auto-Pilot failure.  
 95D: A/C 441: Returned 12 bombs.  
       A/C 840: H2X.

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

d. 130 (100)

<b>Squadrons:</b>	A (#790)	B (#776)	C (#009)	D (#183)
<b>Target:</b>	1st P	1st P	1st P	1st P
<b>A.P.</b>	Assigned	Assigned	Assigned	Assigned
<b>A/C Releasing:</b>	9	8	9	8
<b>Bomb Load:</b>	8x500 GP 4x500 IB	8x500 GP 4x500 IB	8x500 GP 4x500 IB	8x500 GP 4x500 IB
<b>Briefed Track (140)</b>				
<b>Method of Release:</b>	100°	100°	100°	100°
<b>Altitude: True:</b>	20400°	20680°	20080°	19600°
<b>Ind:</b>	20000°	20400°	19700°	19200°
<b>True Heading:</b>	173	177	182	171
<b>Drift:</b>	6 L	5 L	7 L	8 L
<b>Trail Change:</b>	-2 miles	-2 miles	-2 miles	None
<b>Ground Speed:</b>	236	235	231	236
<b>Tan. D.A.</b>	.575	.573	.575	.576
<b>Time of Release:</b>	1458	1458	1459	1459
<b>C-1</b>	Yes	Yes	Yes	Yes
<b>Pattern: Length:</b>				Too irregular
<b>Width:</b>				
<b>Errors: Range:</b>				350°
<b>Def:</b>				1170°R
<b>Radial:</b>				1225°
<b>Percent: 1000°</b>				9
<b>2000°</b>				73
<b>Crew:</b>	<b>AL:</b> Maj. Cruver Capt.	Lt. Gunn Capt.	Lt. Hellerich	Capt. Milling Lt.
	<b>P:</b> Hutchinsen S/Sgt.	Champion Lt.	Platzner	Wieland Lt.
	<b>TG:</b> Kemper Lt.	Plough Lt.	Pranger	Valitine Lt.
	<b>N:</b> Graham Lt.	Andris	Duncan	Pranger
	<b>AN:</b> Pretty Lt. (13)	Capt. (11) Eden	Lt. (8) Shurba	Lt. (8) Tolliver
<b>(No. of Leads)</b>	<b>B:</b> Zemske Lt. (14)	Lt. (22) Gault	Lt. (8) Clinton	Lt. (17) Decker
<b>Missions)</b>	<b>RN:</b> Cordier	Gault	Clinton	Decker

(1) Narrative: 100A: Initiating the attack on a true heading of 180 degrees, the bombardier identified the target area at 17 miles. The MPI, however, could not be seen because of smoke from previous bombs. Using outside check points, the bombardier synchronized short and placed his cross hairs on the approximate location of the MPI. Synchronization at time of bomb release was good.

PI: Approximately 10 bursts are visible - thru a small break in the smoke - on or beside the assigned hangar. According to H2X photo interpretation, the bombfall was approximately 1320° W of the MPI.

100B: After the turn on the IP, the bombardier began the attack on a true heading of 155 degrees. The target was visually identified at that point, although the MPI was obscured by smoke from previous bombs. The bombardier, making use of several check points synchronized short of the smoke before displacing his cross hairs on the approximate position of the assigned MPI. Synchronization at time of bomb release was good.

PI: Approximately 7 bombs are visible, and these appeared on the A/F between the NE/SW runway and the hangar area, approximately 2750° (NE) left and short of the assigned MPI. Pictures taken by 100C show the incendiary pattern of either 100A or 100B or both. This begins at the center portion of the NE/SW runway and extends across the center portion of the hangar area, covering, probably, the lower portions of the GP patterns. According to H2X photo interpretation, the bombfall was approximately 1760° NW of the MPI.

100C: After the turn on the IP, the bombardier began the attack on a true heading of 139 degrees. The target area was identified approximately 10 miles from the BRL, but the MPI was obscured by smoke from previous bombs. By using the hot plate and reference points outside the smoked up area the bombardier was able to position the MPI, and synchronized. Synchronization at BRL was very good.

PI: Approximately 20 bombs are visible bursting left of the assigned Repair Hangar on and adjacent to another large Hangar, and two or three on the Repair Hangar itself. Smoke over the area prevents precise interpretation. According to H2X photo interpretation, the bombfall was approximately 2640° NE of the MPI.

100D: Initiating the attack on a true heading of 121 degrees, the bombardier identified the target area approximately 10 miles from the BRL. The MPI was obscured by smoke from previous bombs, consequently, the bombardier synchronized short of the smoke before displacing his cross hairs on its approximate location. Synchronization was very good at the BRL.

PI: Falling in a loose pattern, indicative of late releases, the bomb extended from the extreme SW corner of the L/F, approximately 1000° right of the assigned MPI, to a point about 3000° beyond. The bombs from 1 A/C fell 1000° and those from another 2000° beyond the main pattern.

## (2) Bombing Malfunctions:

100A:	A/C 790:	Premature release.
100B:	A/C 414:	12 bombs jettisoned.
100D:	A/C 865:	12 bombs jettisoned.
	A/C 681:	1 bomb returned.

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

7. Communications: a. VHF: (1) Channel A (790) communications were satisfactory. Group and Squadron Leaders were contacted at will. Discipline was fair.

(2) Channel B (809) communications were very good. Wing Leader had good contact with Division Leader. Weather information was received from Kodak Red Scouting Force and relayed back to Group Leaders.

(3) Communications with the fighters was fair to poor. 390 made contact with Ground Sector Control and obtained a VHF fix. 95 Group Leader was unable to establish contact so the Channel C (701) monitor A/C was delegated to make calls.

(4) No distress transmissions were made.

b. W/T: (1) There was moderate to severe steady CW tone on the Division W/T frequency from 1200 to 1259. Wing HF/DF station was very noisy with musical interference and static.

(2)	13A	CP1	CP2	TGT	CP3
	Flight Plan	1238	1401	1502	1627
	ATA	1240	1359	1454	1637
	TOD	1305	1410	1509	1649

390	A 1 A 1	1454 - 1509	95A P A 1	1455 - 1459
	B 1 A 1	1453 - 1520	B P A 5	1502 - 1617
	C 1 A 1	1453 - 1540	C P A 3	1558 - 1606
	D 1 A 2	1454 - 1550	D P A 3	1500 - 1622

100	A 1 B 5	1458 - 1515
	B 1 A 3	1458 - 1549
	C 1 A 5	1500 - 1500
	D 1	none received

No strike report was received from 100D Leader because this A/C was hit by flak in the radio room, damaging the radio equipment. The Leader did not designate a deputy to send in the strike report.

95 Group was instructed to send in strike reports according to new 3AD Instruction 100-7. Group Communication Officer elected to use the old instruction one more day while new material and instructions could be prepared for the radio operator's flimsy.

c. RCM: (1) There were two Carpet I transmitter failures in the Wing, consequently, the barrage jamming did not lose its efficiency because of too many "holes." Both large and small enemy Wurzburg stations were active. Stations were received between 450 and 600 megacycles. The Wurzburgs shifted frequencies and shut down their stations completely to escape the jamming.

(2) 720 Units of chaff were carried by each A/C. The average amount of chaff discharged was about 100 units. Most of this was discharged in the target area where flak was encountered.

By Command of Brigadier General HUGLIN:

*Ernest A. Kiessling*

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

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

## PRELIMINARY REPORT OF AIRCRAFT NOT ATTACKING

I. The following report will be filled out for every aircraft which does not bomb the assigned target or a target of opportunity, or leaves the formation before the target.

1. To be filled out by Pilot and Navigator in Group Operations Office within two (2) hours after landing, or at Mission Interrogation.

1. Date of mission 10. April 45.
2. Aircraft number 8281.
3. Pilot's name McClintock . Number of missions to date 5.
4. Combat mission  or Practice Mission .
5. Coordinates of point of turn-around 52° 34' N. 09° 30' E  
Time 1420 Altitude 17000.
6. Target attacked, if any None.
7. or Place where bombs were jettisoned  
or were bombs returned to base? yes
7. Reason for leaving formation All turbos went out. Couldn't maintain altitude.
8. Reason for not bombing Aborted before target.
9. Was aircraft attacked by E/A? NO Where? \_\_\_\_\_  
Or by flak? NO ? Where? \_\_\_\_\_
10. Place landed if not Horham NO

If pilot left formation before the target, he will write a letter the same day to his squadron commander stating place, time, and altitude of abortion, reason and action taken, disposal of bombs, and time of landing.

II. To be filled out by Group Operations Officer after reference to letters from Squadron Engineering Officer and Squadron Commander:

1. Reason for abortion is considered to be:

- a. Weather
- b. Personnel
- c. Abortion of entire formation
- d. Enemy action
- e. Mechanical and equipment
- f. Other

2. The abortion is considered:

- a. Justified
- b. Unjustified
- c. Questionable

3. Sortie line 0910

Abort

DECLASSIFIED

Authority VND 745005

By USNARA Date 6/30/10

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 Sqdn (H), 95th Bomb Gp (H),  
APO 559, U. S. Army.

1. Pilot McClintock of Aircraft No. 43-38281 on this date aborted at 5234N -  
0920E at 1420 hours.

2. All 4 turbos went out at once while climbing to altitude. Altitude at  
time of failure was 17,500 feet. Pilot told Baker leader of failure and that he  
would lag behind formation until he could ascertain whether or not trouble could  
be corrected.

3. After changing inverters and replacing amplifiers the turbos would still  
give no boost.

4. Told leader A/C was returning to base. Landed with bombs aboard at  
1640 hours.

*Lewis R. McClintock 2nd Lt.*  
LEWIS R. McCLINTOCK  
2nd Lt., Air Corps,  
Pilot.

1st Ind.

HEADQUARTERS, 412TH BOMB SQDN (H), 95TH BOMB GP (H), APO 559, U. S. ARMY, 10 Apr 45.

TO: Commanding Officer (Attn: Gp Ops. O.), 95th Bomb Gp (H), APO 559, U. S. Army.

1. Pilot had no choice but to abort with 4 turbos out. A check with Engineer-  
ing has been made and they've changed No. 1 turbo regulator and cockpit turbo select  
switch.

2. Disciplinary action taken at present time: None.

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

DECLASSIFIED

Authority AVND 745005

By WS NARA Date 6/30/10

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

11 April 1945

SUBJECT: Failure of Mission.

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

1. Was given aircraft No. 2455 on mission of 10 April 1945.

2. Started engines on aircraft No. 2455, engine runup showed # 3 turbo was out. Was advised by engineering officer to take spare aircraft No. 8441. Started engines and took off at 11:35. Rendezvous with group was made at Buncher 11. Proceeded in formation to I.P., bomb bay doors were opened with rest of the Squadron but at bombs away bombs did not release because bomb bay rack selector switches were in the off position. Squadron air leader was contacted and he ordered bombs be returned to base. Stayed in formation until almost to English coast where permission was granted by air leader to return to base and land with the bombs.



EDWARD G. LIPPITT Jr.  
1st. Lt. A.C.  
Pilot


1st. Ind.

336th Bomb Sqdn., 95th Bomb Gp. (H), APO 559 U.S.Army, 11 April 1945

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

1. Mission failure due to personnel error, toggelier is being flown as gunner only. Steps are being taken by Squadron Bombardier to insure all toggeliers of being thoroughly familiar with equipment through continued training.

2. For your information.



HAROLD F. JENEMAN  
Capt. A.C.  
Operations officer.

95 "A" SQ.

TAYLOR \* (Col, LOSEE)  
8210 I-J

GRANT SHARAR \*  
6801 A-A 8741 A-M

TWINING  
8774 A-B

DURHAM McCLINTOCK  
9177 A-Y 8281 A-Z

FLIGOR  
6946 A-F

DULLE ERTEL  
8288 A-V 6522 A-H

95 "B" SQ.

PARRISH \* (Lt. STANDOROUGH)  
8667 I-L

HANSEN RICHARDSON \*  
8255 I-A 6902 I-G

DILLON  
9052 I-S

TURNER PURDY  
8942 I-Y 7376 I-H

CALICURA  
6838 I-E

BRUMBAUGH FABINIAK  
8269 I-K 8346 I-X

RIVET  
1867 N-O

RAY  
7992 A-Q

95 "C" SQ.

SEABURG \*  
8782 A-R

SCEURMAN SCHERFFIUS \*  
8525 N-U 9152 N-P

MOZLEY  
7201 N-J

BANKS CRIDER  
8657 N-V 8996 N-T

BROWN  
9175 N-L

JOHNSON SHEPARD  
8317 N-K 8229 N-N

95 "D" SQ.

SCHULZ \* (Capt. BALLY)  
8040 A-N

GIBSON ROSS \*  
6993 L-W 9037 L-T

SCHAAF  
8676 L-V

SNYDER LIPPITT  
8272 L-P 2455 L-Z

RV NELSON  
8469 L-U

SUNDIN JACKMAN  
6475 L-L 8617 L-Q

OBSERVATION SHIP -- 7586 MOEHRING (Lt. WRIGHT)

R/T COLLECTIVE CALLSIGNS AND FLARE COLORS:

	138---390TH	139---95TH	130---100TH :
A SQ.	FIREBALL LEADER----GG	FIREBALL BAKER----RR	FIREBALL DOG----RY
B SQ.	FIREBALL JOHNNY 2---GG	FIREBALL BAKER 2---RR	FIREBALL DOG 2---RY
C SQ.	FIREBALL JOHNNY 3---GG	FIREBALL BAKER 3---RR	FIREBALL DOG 3---RY
D SQ.	FIREBALL JOHNNY 4---GG	FIREBALL BAKER 4---RR	FIREBALL DOG 4---RY

SHIPS TO MONITOR:	"A" SQ.	"B" SQ.	"C" SQ.	"D" SQ.
CHANNEL B	ERTEL A-H	FABINIAK I-X		
CHANNEL C 8TH AF	McCLINTOCK A-Z	PURDY I-H		
CHANNEL C 66TH WG	DURHAM A-Y	TURNER I-Y		
COMMAND #2 (5295)	DULLE A-V	BRUMBAUGH I-K	JOHNSON N-K	SUNDIN L-L
M/F D/F		BRUMBAUGH I-K	JOHNSON N-K	SUNDIN L-L
CONTROL POINTS:	SHARAR A-M			
	ERTEL A-H			
STRIKE MESSAGES:	SHARAR A-M	PARRISH I-L	SEABURG A-R	SCHULZ A-N
	ERTEL A-H	RICHARDSON I-G	SCHERFFIUS N-P	ROSS L-T
		FABINIAK I-X	SHEPARD N-N	JACKMAN L-Q

	LEADERS	"A" SQ.	"B" SQ.	"C" SQ.	"D" SQ.	EXTRA AIRCRAFT
READINESS		0915	0910	0920	0925	PFF-----8230 N-M
STATIONS		1015	1010	1020	1025	WING-----8776 N-B
TAXI	1020	1030	1025	1035	1040	7194 I-O
TAKE-OFF	1030	1040	1035	1045	1050	8441 A-P
RENDEZVOUS		1120	1120	1120	1120	
OVER	BASE	BASE	BASE	BASE	BASE	ZERO HOUR 1500
AT	3,000	3,500	2,500	2,000		LAST TAKE-OFF TIME 1145
BOMB. ALT.		20,000	20,500	19,500	19,000	



VHF AUTHENTICATOR--YARDSTICK  
 DIVISION RECALL--ALONG THE CINDER TRAIL  
 WING RECALL--SEVEN COME ELEVEN  
 INDIVIDUAL ABORTION--WHISPERING GRASS  
 REFERENCE BASE ALTITUDE--18,000  
 REFERENCE BASE WIND--340 Degrees  
 20 Knots

COLORS OF THE DAY  
 TIME FLARE CHALL. REPLY  
 0800-1400 RR L-LOVE S-SUGAR  
 1400-2000 RGG H-HOW Z-ZEBRA  
 2000-0200 YY P-PETER G-GEORGE

KODAK AUTHENTICATOR

Challenge	Reply
BAKER	42
CHARLIE	29
WILLIE	24
TOMMY	15
JASON	05
RONALD	08
FREDDIE	48
KARLO	32
GEORGE	41
MICKY	22

VHF CALLSIGNS:

BOMBERS---VINEGROVE THREE-NINE  
 FIGHTERS--BALANCE THREE-FIVE & THREE-SIX  
 GROUND 66TH FTR WG----OILSKIN  
 8TH AF-----COLGATE  
 3RD DIV-----ARROWSWIFT  
 13 GBW-----HONEYPOT

FIGHTER SUPPORT:

55 A & B GPS (P-51'S) R/V 5210-0800  
 CALLSIGN BALANCE THREE FIVE & THREE SIX.

SCOUTING FORCE:

KODAK CONTROL  
 KODAK WHITE - 2 P-51'S ROUTE WEATHER TO  
 7 DEGREES.  
 KODAK RED - 8 P-51'S ROUTE WEATHER FROM 7  
 DEGREES TO TGT, TGT WEATHER  
 30 MINS PRIOR TO TGT TIME.  
 (I.P. 8) (TGT. 9)  
 DROWSEY "C" CHARLIE - PROCEED BOMBERS BY  
 1 HR TO 7 DEGREES EAST.

GEOGRAPHICAL CHECK POINTS

S - STEINHUDEER LAKE  
 I - WITTENBERGE  
 L - BERLIN  
 K - SCHWERIN  
 T - MAGDEBERG  
 O - KIEL  
 P - HAMBURG

VHF RECALL PHRASE FOR INDIVIDUAL TASK FORCE: -- "VACATION IN BERMUDA"

EMERGENCY AIRFIELD -- MERVILLE --5039-0239 c/s DOMESTIC  
 EXTREME EMERGENCY -- VENLO --5122-0612E c/s COCKADE

CONTROL POINTS:

C.P. 1 DUTCH COAST  
 C.P. 2 5210-0800  
 C.P. 3 5134-0615 (OUT)

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 AIRFIELDS:

CHARLERIO (5027-1426)	GILZE-RIJEN (5134-0456)	ASCH (5058-0535)
LE CULOT (5045-0446)	EINDHOVEN (5127-0524)	OPROVEN (5102-0532)
LE CULOT/EAST (5046-0448)	VOLKEL (5139-0542)	THIONVILLE (4922-0612)
SANDWEILER (4938-0612)	SCHIUNDEL (5138-0530)	(extreme emergency only)
COURTRAI (5049-0512)	HELMOND (5130-0534)	LACT/COURVON (4938-0332)
MAUBEUGE (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) BEAUVAIS/TILLE (4928-0207)  
 DENAIN/PROUVY (5020-0328)



B

FORM 3

STATION 119

DATE 10 APRIL 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	L	8667	PARRISH ✓			1031		1804	
335	G	6902	RICHARDSON ✓			1032		1758	
335	A	8255	HANSEN ✓			1035		1754	
335	S	9052	DILLON ✓			1036		1805	
335	H	7376	PURDY ✓			1037		1804	
335	V	8942	TURNER ✓			1038		1803	
335	E	6838	CALICURA ✓			1038		1807	
335	X	8346	FABINIAK ✓			1039		1806	
335	K	8269	BRUMBAUGH ✓			1040		1805	
334	O	1867	RIVET ✓			1041		1806	
#12	Q	7992	RAY, G.I. ✓			1042		1812	FLYING SPARE

DECLASSIFIED  
 Authority AM/D 745005  
 By USNARA Date 6/30/10





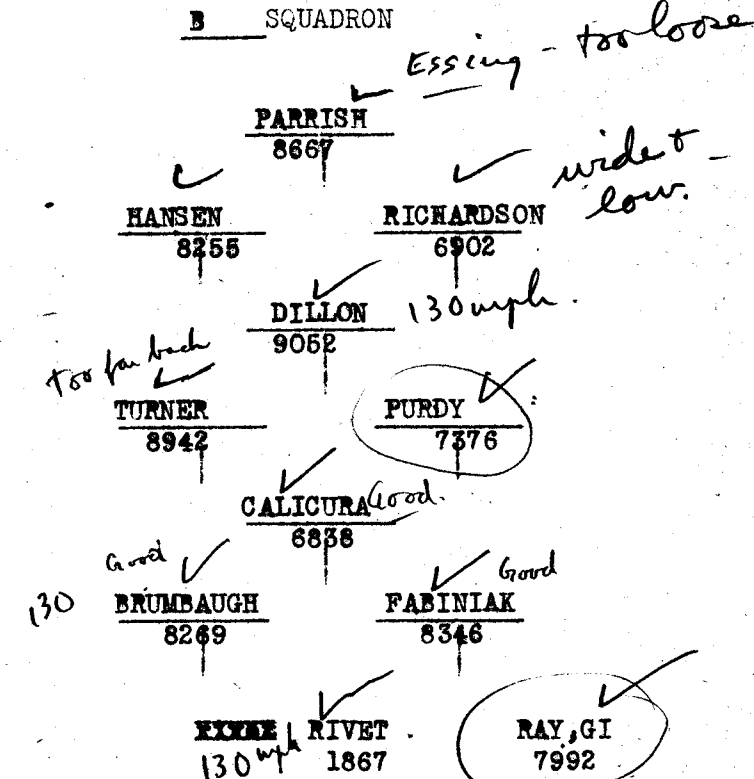
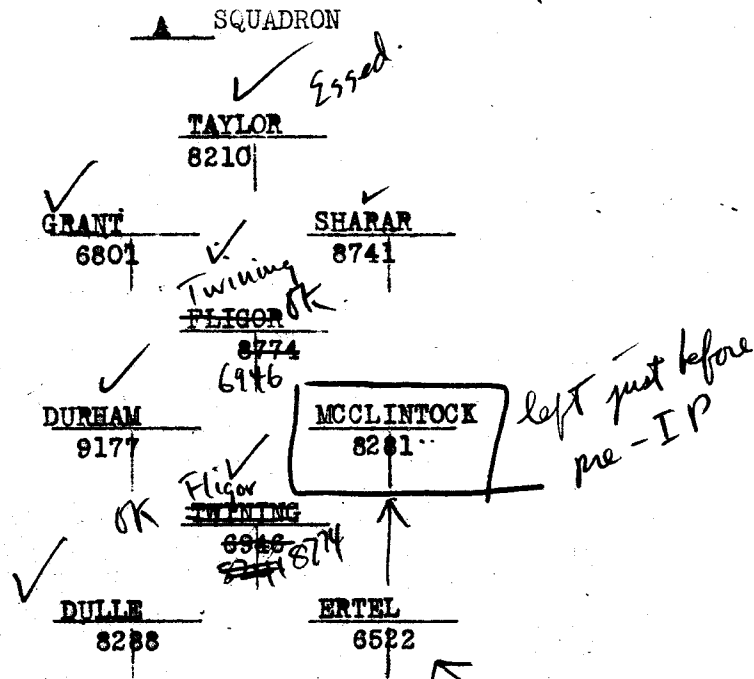
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Authority ANP 745005

By WS NARA Date 6/30/15

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

DATE 10 April 1945



BRIEFING \_\_\_\_\_

READINESS \_\_\_\_\_

STATIONS \_\_\_\_\_

TAXI \_\_\_\_\_

TAKE-OFF \_\_\_\_\_

RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_

335 \_\_\_\_\_

336 \_\_\_\_\_

412 \_\_\_\_\_

BRIEFING \_\_\_\_\_

READINESS \_\_\_\_\_

STATIONS \_\_\_\_\_

TAXI \_\_\_\_\_

TAKE-OFF \_\_\_\_\_

RENDEZVOUS \_\_\_\_\_

DECLASSIFIED

Authority AMP 745005

By WSNARA Date 6/30/10

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

DATE 10 April 1945

C SQUADRON

SEABURGH

8782

SCEURMAN

8525

SCHERFFIUS

9152

MOZLEY

7201

BANKS

8657

CRIDER

8996

BROWN

9175

JOHNSON

8317

SHEPARD

8229

*low airspeed Essed  
135 mph prop wash*

*too low back*

*Good*

*125 mph*

*115 mph*

*120 mph*

D SQUADRON

SCHULZ

8040

GIBSON

6993

ROSS

9037

SCHAAF

8676

SNYDER

8272

LIPPITT

8441

NELSON, R.W.

8469

SUNDIN

6476

JACKMAN

8617

*Rough A/s OK*

*too wide*

*OK 170 mph*

*Returned bombs*

*low A/s*

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE-OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS  
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE-OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

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

APO 559  
10 April 1945

**SUBJECT: Lead Crew Officer Personnel on Mission 10 April 1945.**

**TO: Commanding Officer, Ninety Fifth Bombardment Group (H), APO 559.**

1. Below is list of lead crew officer personnel dispatched on combat mission this date.

"A" Squadron

Command Pilot  
Pilot  
Command Navigator  
Navigator  
Bombardier  
Radar Navigator

Lt. Col. J.P. Losee  
1st Lt. D.W. Taylor  
2nd Lt. B. Smith  
1st Lt. J.O. Arterburn  
1st Lt. M.F. Carter  
1st Lt. D.D. Webber

"B" Squadron

Command Pilot  
Pilot  
Navigator  
Bombardier  
Radar Navigator

1st Lt. E.T. Stanborough  
1st Lt. E.R. Parrish  
P/O R.C. Mansler  
1st Lt. J.E. Watt  
1st Lt. D.A. Baldie

"C" Squadron

Pilot  
Navigator  
Bombardier  
Radar Navigator

1st Lt. B.C. Seaburg  
2nd Lt. R.E. Pyle  
2nd Lt. O.K. Spears  
1st Lt. L.I. Painter

"D" Squadron

Command Pilot  
Pilot  
Navigator  
Bombardier  
Radar Navigator

Capt. R.F. Bailey  
1st Lt. D.D. Schulz  
2nd Lt. W.D. Knight  
2nd Lt. H.P. Sullivan  
2nd Lt. R.R. Feeley

LARRY L. KERR  
Major, Air Corps,  
Asst. Operations Officer









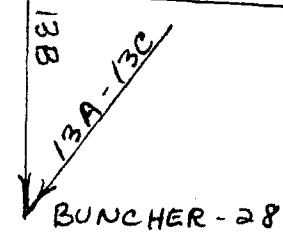


DATA ON WING ASSEMBLY: BU 28 TIME 1145

DIAGRAM OF WING ASSEMBLY

DECLASSIFIED  
 Authority AND 745005  
 By WS NARA Date 6/30/10

WING GRP	ALTITUDE	DIRECTION	FLARE	CALL
13A	300	3,000	NE	GG LEADER
13B	85	3,000	N	RR BAKER
13C	100	3,000	NE	RY DOG

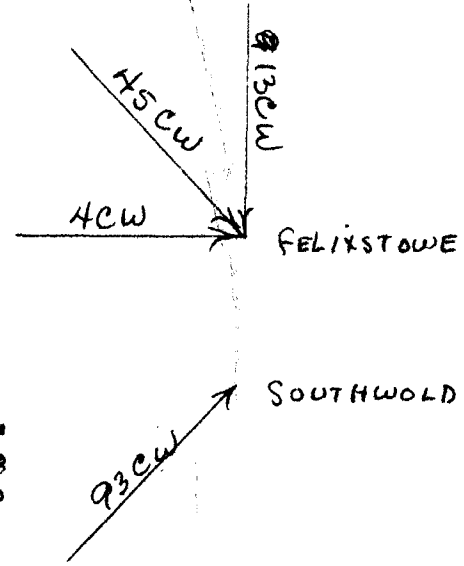


DATA ON DIVISION ASSEMBLY AT ALTITUDE: 1150  
 D.A. FELIXSTOWE ALTITUDE 3,000 TIME 1217

DIAGRAM OF DIVISION ASSEMBLY

WING	DIRECTION	FLARE	CALL SIGN	TIME
TASK FORCE # 1				
4A	W	YY	HOTSHOT LEADER	
4B	W	RG	" PAUL	
4C	W	RR	" ABLE	
4D	W	GG	" KING	
TASK FORCE # 2				
45A	NW	RG	VAMPIRE LEADER	
45B	NW	RGG	" LOVE	
45C	NW	RR	" CHARLIE	
TASK FORCE # 3				
93A	SOUTHWOLD	RY	CLAMBAKE LEADER	
93B	SW	YY	" GEORGE	
93C	SW	RG	" VICTOR	
93D	SW	RR	" SUGAR	
13A	N	GG	FIREBALL LEADER	1216
13B	N	RR	" BAKER	1217
13C	N	RY	" DOG	1218

1156  
1158  
1200



START CLIMB 1310

COORDINATES	ALTITUDE	FO TIME	TURN TO	CP	REMARKS
BASE	ASSEMBLY COMPLETE	1140			
BU. 28	3,000	1145	1804	222	WING ASSEMBLY
BU. 11	3,000	1151	1810	184	
FELIXSTOWE	3,000	1158	1817	112	DIV. ASSEMBLY
5123-0325	3,000	1243	1855	84	1
5134-0615		1332	1841	65	
5208-0800		1356	1869	67	2 F/R
5233-0920	20,000	1427	1830	82	
5234-1048		1447	1848	72	
5239-1122		1455	1855	135	IF
Target	20,000	1504	1808	56	TOP
5219-1208	20,000	1507	1808	307	RP DESC. TO 18,000
5253-1032		1530	1833	249	
5233-0920	18,000	1545	1850	239	DESC. TO 8,000
5134-0615		1629	1838	263	3
512300325	8,000	1708	1716	295	DESC. TO MIN.
FELIXSTOWE		1742	1752	355	
BASES		1755	1816		

1st PRIORITY TARGETS:  
 2nd " PRIMARY: BURG  
 3rd " SECONDARY: KERBST  
 LAST RESORT: STENDAL  
 ATTACKED LAST RESORT NONE  
 NO TARGETS OF OPPORTUNITY

METHOD OF ATTACK  
VISUAL ONLY  
VISUAL ONLY  
VISUAL ONLY OR MIX  
NONE

STATION WEATHER OFFICE  
AAF STATION 119  
APO 559

T-B-2

11 April 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 10 April 1945.

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

1. Base at take-off: Time was 1040 hours. 8-9/10 cirrus above an estimated 20,000 ft. Visibility was 4 miles.

2. Route to target: Nil low or middle clouds. 8-9/10 cirrus above an estimated 20,000 ft. became patchy nil-3/10 east of 05° E.

3. Target area: Burg Airfield, Germany. Time was 1456 hours. 4-5/10 patch of cirrus above estimated 25,000 ft. Visibility 25-30 miles.

4. Return route: Reverse of route to target with cirrus decreasing to nil-3/10 above an estimated 25,000 ft. over England.

5. Base on return: Time was 1815 hours. A trace of cirrus above an estimated 25,000 ft. Visibility was 4 miles.

6. Remarks: Nil contrails at flight level. Ground haze layer, top estimated 5000 ft. restricting visibility entire route.

*Harvey T. Jacolick*

HARVEY T. JACOLICK,  
1st Lt., Air Corps,  
Station Weather Officer.

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

F-A-1

APO 559  
11 April 1945

SUBJECT: Engineering Report on Combat Mission of 10 April 1945.

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

1. The following information is submitted concerning combat mission of 10 April 1945.

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

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

2. There was one (1) abortive aircraft.

43-38281 - Turbo failure.

3. Battle damage is as follows.

7201 - L wg chg  
8255 - Cyl chg  
8317 - skin damage  
9175 - skin damage  
9152 - skin damage  
8229 - skin damage  
8525 - skin damage  
8657 - skin damage  
6902 - skin damage  
8667 - skin damage



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

DECLASSIFIED

Authority ANP 745005

By WS NARA Date 6/30/10

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

F-B-2

APO 559  
10 April 1945

SUBJECT: Mission Expenditure Report for 10 April 1945.

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

1. Following are the expenditures for the mission of 10 April 1945.

- A. Station AAF 119
- B. Unit 95th Bombardment Group (H)
- C. Type of Ammunition- No ammunition expended on the mission.
- D. Total number of bombs expended-
  - 168- 1000 lb. G.P. Demolition Bombs
  - 64- 500 lb. G.P. Demolition Bombs
  - 32- 500 lb. M 17 Incendiary Bombs

*Frederick A. Flint*

FREDERICK A. FLINT

1st Lieut. Air Corps

Asst. Group Armament Officer



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

(J-A-1)

APO 559  
11 April 1945

SUBJECT: Operational Communications for Mission of 10 April 1945

TO : Commanding Officer, 95th Bombardment Group, Station #119

1. All crews assigned to the mission were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures noted were as follows:

- (a) 335-X (VHF/tube failure)
- (b) 335-H (Interphone/RW hdset faulty)
- (c) 335-G (Radio compass/antenna broken)
- (d) 412-R (Radio compass/antenna broken)
- (e) 412-P (Interphone/BT & IW switches out)

3. The following navigational aids were used successfully:

- (a) Thirty-five A/C used Splashers and Bunchers
- (b) Thirty-eight A/C used Station 7000

4. The division ground station was obstructed by steady CW tone, 1220-1259. The local HF/DF station was hampered by heavy R/T & W/T traffic.

*Richard F. Knox*  
RICHARD F. KNOX  
Major, Air Corps  
Gp. Communications O.

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

APO 559  
 10 April 1945

**SUBJECT:** S-2 Report for the Mission to Burg A/F, 10 April 1945.

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

1. The Mission: The 95th Group flew 15B Combat Group to attack the Burg A/D in the Magdeburg area. The First Priority Target was attacked visually by all four squadrons in the order 95A-95B-95C-95D. At 1445 hours the 95D squadron was attacked at 5240-1114 by five Me-262s, making single passes. At 1449 hours at 5235-1120 the 95D squadron was attacked by 2 FW-190s which attacked in trail. At 1515 hours at 5240-1110 the 95D squadron was again attacked by 2 Me-262s. All three attacks came from the tail. Claims were 3-2-1.

95A - Eight A/C plus one PFF A/C took off and formed the Lead Squadron. Seven A/C plus one PFF A/C bombed the First Priority Target. A/C 8281, because of mechanical difficulties, turned back at 1420 hours at 5234-0930 and returned its bombs to base.

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 Squadron. Seven A/C plus one PFF A/C bombed the First Priority Target. A/C 8441 did not drop bombs on the target and returned bombs to base.

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

For the Intelligence Officer:

*F. X. Pierce*

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

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

XXX

95TH BOMB GP

XXX

10/4/45      2115      S-2

S-2 OPERATIONAL NARRATIVE, BURG A/V, 10 APRIL 1945, 95TH BOMB GROUP

1. Leaflets - None.

2. Bombing Results -

A Squadron - primary visual - photos show bombs bursting on NE edge of A/D. Results good.

B Squadron - primary visual - photos show bombs bursting on NE edge of A/D. Results good.

C Squadron - primary visual - photos show bombs bursting on A/D to east of MPI. Results good.

D Squadron - primary visual - photos show a few bursts over MPI in wood. Smoke obscures most of bursts. Results good.

3. E/A - To follow.

4. Flak:

A. Damage & Losses (Final):

95A - None

95B - IAC, 2A NRL to RP

95C - 6A BRL to RP

95D - None

B. Operations:

1. None

2. None

3. None

C. Amount, Accuracy & Type of Fire:

1. 5220/1148 - 1448 - Inaccurate, meagre, tracking (encountered)

2. 95A - Inaccurate, meagre, tracking (encountered)

95B - Accurate, meagre, tracking (encountered)

95C - Accurate, meagre, to moderate, tracking (encountered)

95D - Inaccurate, meagre, tracking (encountered)

5222/1148 - 1515 - 6-gun battery - meagre, tracking (observed)

3. 5230/1200 - 1448 - meagre, barrage (observed)

4. 5238/1152 - 1450 - Observed

5225/1200 - 1515 - Moderate, tracking (observed)

5245/1088 - 1518 - Moderate, tracking, accurate (observed)

5251/1110 - 1522 - Meagre, tracking (observed)

5. A B-17 was observed hit from flak at 5245/1088.

Meagre flak observed from flak boats in Elbe River at 1450 hours.

E. Phenomena:

5255/1105 - 1445 - Enormous red flash over entire sky with practically no flak burst observed.

5. Weather - 4-6/10 high cloud above 25,000 feet, downward visibility unrestricted.

6. Observations -

- 1423 - 5250-0951 - Effective smoke screen.
- 1425 - 5235-0953 - Convoy headed West. At least 25 huge trucks.
- 1429 - 5236-1000 - 45 oil storage tanks.
- 1435 - 5226-1043 - 200 trucks parked in motor pool by river. Some other type of storage next to it.
- 1442 - Brunswick - Heavy, effective smoke screen.
- 1448 - 5239-1122 - 3 buildings in area in triangle with octagonal walls around each building and seemed to be a radio tower there.
- 1450 - Magdeburg - Ineffective smoke screen.
- 1452 - 5220-1150 - Heavy barges and shipping in river.
- 1459 - 5221-1158 - 17 ships in canal.
- 1500 - 5219-1208 - Big rocket flak installation one mile to West of wooded area.
- 1529 - 5249-1013 - A/D with long runway. No A/C seen on it. Might have been a jet A/D.

7. Other Information - Fighter support was excellent throughout. After bombs away 95A was forced to fly beyond the RP to avoid a collision course with the bomber stream. 95B, C, & D managed to make the RP good and they returned in position until intercepted by 95A at 0500E. Otherwise the mission was flown as planned.

8. E/A -

- (1) Group attacked - 95D Squadron.
- (2) Position - Low low squadron in 15D Combat Group.
- (3) E/A Attacking - 1 FW-190  
2 Me-262s
- (4) Tactics - FW-190 - single attack level on the tail. E/A exploded.  
Me-262 - single attacks level on the tail, breaking away down and to the right.
- (5) Location - FW-190 - 1449 hrs - 5235-1046.  
Me-262s - 1445 hrs - 5240-1114 & 1515 hrs - 5240-1110.
- (6) Length of Attack - single passes each.
- (7) Ability - non-aggressive and inexperienced - no unusual armament.
- (8) Colorings - FW-190 - none noted.  
Me-262s - black with cross on tail and big red cross just below canopy. Other had black and white cross on fuselage.
- (9) Claims - 3-1-2.

E/A Observed - 5 Me262s seen at 1445 hrs at 5240-1114. Spooing around at bombing altitude until one attacked - didn't see the rest leave.

CG, 15th CG  
~~CG, 15th CG~~  
 CG, 100th Gp  
 CG, 290th Gp

XXX

CG, 95th Gp

XXX

10 Apr 45 2045 S-8

## SPECIAL INTELLIGENCE REPORT

BOMB MISSION OF 10 APRIL 45.

This report amends Par 3 of the Operational Narrative which was written in the belief that there were duplications in the reports of sightings and attacks of E/A; careful analysis revealed this was not true.

## 1. Statistical

- a. 8/11 Me 262's and 2 FW 190's sighted.
- b. 5 Me 262's and 2 FW 190's attacked.
- c. Claims E/A Destroyed: 2 Me 262's and 1 FW 190.  
     Probable : 2 Me 262's.  
     Damaged : 1 Me 262.

## 2. Narrative

The 95th flew as 15B Combat Group somewhat behind the middle of the Division bomber stream. At the principal time of the principal attacks, the group was taking interval at the IP and making the turn from NNE to SE. Squadron formations were generally good though there was some confusion at the turn. While there was plenty of escort it was not flying close. E/A approached the bombers from W and NW, and headed generally SW and W after breaking off attacks or when engaged by escort. There was no unusual battle damage reported.

At 1445 Hrs about 5240-1114 5 Me 262's were straggling around at bombing altitude behind the formation until one attacked, later a second attacked, and finally at 1451 hrs a third attacked; 2 Me 262's were shot down by P-51's one-half mile off to the right. The first attack from the 4:30 clock position level closed in to about 200 yds breaking off down and right under the formation--the second attack from 5:30 level with a weaving action as if trying to line up his sights, tumbling off down and right after being hit--the third attack in a pursuit curve from 4 o'clock slightly low was pressed to 50 yds, and when hit, E/A flopped on his back and went straight down. Pilots were aggressive but inexperienced, and no B-17's were lost with claims 2-0-1. Two Me 262's were black with cross on the tail and big red cross on fuselage below canopy, third was olive green or putty gray with black and white cross on fuselage.

*All Attacks on D. Sqd.*

DECLASSIFIED

Authority AINP 745005

By US NARA Date 6/30/10

### **Special Intelligence Report--cont.**

At 1449 hrs about 5235-1120, 2 FW 190's attacked D Sqd in trail from the 6:30 position coming in straight and level--the first exploded before it reached the bomber formation, and don't quite know what happened to the second because of pending Me 262 attacks. Pilot seemed intent on pressing his attack. Claims 1-0-0 with no losses. No armament or colorings noted.

Later at 1515 hrs about 5240-1110 flying westerly, 2 Me 262's attacked D Sqd on the tail at 5 o'clock, one flying above and behind the other. The higher E/A passed over the formation and peeled off left, the lower one passed under and peeled off right--both were hit and in a steep dive burning when last seen. Pilots reported as lacking experience. No unusual armament or markings noted. No losses against claims 0-2-0.

Significant is that Me262's attacked power off.

**Sightings:** In addition to the above, 1/4 Me 262's were seen flying about 1000 yds below the D Sqd at 1445 hrs, approaching the formation from below the 100th Group flying behind, and heading southwesterly as the P-51's moved in from above.

CONFIDENTIAL  
11 APR 1945IMMEDIATE INTERPRETATION REPORT NO. K. 4217LOCALITY: BURG AIRFIELD, near MAGDEBURG  
(52° 15' N; 11° 54' E.)PERIOD COVERED: Up to 1630B hours on 10 APR 1945.ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	10 APR 1945	3558	Clear.

PROVISIONAL STATEMENT ON DAMAGE

Only the Southwest corner of the airfield is covered and there is no stereo overlap.

Volumes of smoke are seen pouring from the two hangars and associated buildings immediately South of the control buildings which have themselves received one or two direct hits. Fires are also raging in the barracks just South of these hangars but a pall of smoke over all the area prevents interpretation of damage at this stage.

The large repair hangar in the Southwest corner has received considerable roof damage.

Over 200 craters are visible in the area of the target covered, including five on the Southwest end of the NE/SW runway, over fifty on tarmac strips and aprons and five or six in the vicinity of the ammunition dump.

Of some 35 aircraft seen in the area, one is still burning and four others may possibly be damaged.

(Prints 4054/5)

---

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

---

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: US7GR/120D.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1630B hours on 10 APR 1945.

SCALE: 1/10,750 (F.L.24").

COVER AND QUALITY: Only the Southwest corner of the airfield is covered on one print of good quality with no stereo overlap.

LAST REPORT: None issued.

COMPARATIVE SORTIE USED: Illustration No. 3/AIR/17a/4.

PRINT DISTRIBUTED: 4055. (to follow when available)

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SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT NO. K. 4217

LOCALITY: BURG A/F, near MAGDEBURG  
(52°15'N, 11°54'E)

PERIOD COVERED: Up to 1515B hours on 16 APR 1945.

ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	10 APR 1945	3558	Clear

PROVISIONAL STATEMENT ON DAMAGE:

Full cover reveals heavy concentrations of craters saturating the entire landing ground and airfield facilities. The four large hangars have been burnt out and several small adjoining buildings have been damaged or destroyed.

Further South ten barrack buildings have been gutted or partially demolished.

Both runways have received at least sixty hits and tarmac aprons and taxi tracks particularly in the South have been heavily cratered.

Of the 17 aircraft visible, eleven in the Southeast dispersal and one in the West dispersal appear undamaged. Three in the West dispersal have been destroyed and a fourth damaged while a fifth on the hangar aprons has been burnt out.

(Prints 3152/5)

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

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: US7GR/130D.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1515B hours on 16 APR 1945.

SCALE: 1/12,000 (F.L.24").

COVER AND QUALITY: Full, fair.

LAST REPORT: K. 4217 (Immediate) issued on 11 APR 1945.

COMPARATIVE SORTIE USED: Illustration No. 3/AIR/17a/4.

PRINT DISTRIBUTED: 3154 (to follow when available).

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Total	346 copies



INTERPRETATION REPORT S.A. 3558

ATTACK ON BURG-BEI-MAGDEBURG AIRFIELD on 10 APR 1945

1. INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 147, with full fighter escort.
- (b) Command : U.S. 8th AIR FORCE.
- (c) Time : 1450 to 1500 B hours.
- (d) Bombs : 168 x 1000 lb. G.P.  
1176 x 500 lb. G.P.  
243 x 500 lb. I.B.

2. DETAILS OF THE ATTACK

(a) In the first phase of the attack three concentrations of at least 320 H.E. bursts and a large area of I.B. bursts are seen extending across the two runways and landing ground.

In the second phase the barracks and barracks area are smoke obscured but three groups of at least 75 H.E. bursts and an area of I.B. bursts are seen in this area through the smoke scoring hits on the repair hangar, one small hangar, and several probable hits on three other hangars and the control building. Nine possibly eleven aircraft of the 79 aircraft visible are probably damaged by near hits and one small aircraft is seen on fire.

(b) Bursts are seen on the airfield and its facilities as follows:  
(Numbers refer to annotations on Bomb Plot)

(1) HANGARS AND WORKSHOPS

- Repair hangar (1) : three hits and several near hits.
- Hangar (2) : three hits and several near hits.
- Hangars (3) (4) : several probable hits.
- Hangar (5) : two hits.
- Control buildings (6) : one probable hit.

(2) AIRCRAFT

- North side : one medium : probably damaged - one H.E. burst within 80 feet.
- four small : probably damaged - H.E. bursts within 100 feet.
- East side : one small : damaged - seen burning.
- South Hangar area : three possibly five small - probably damaged, H.E. bursts within 100 feet.

(3) ACCOMMODATIONS

- Two small barracks type buildings : one hit and several near hits each.

(4) LANDING GROUND

- NE/SW runway : at least 43 hits.
- ENE/WSW runway : at least 60 hits.
- Landing area : at least 200 hits.

(5) OTHER FACILITIES

- Taxi track, West side : seven hits.
- Taxi track, North side : five hits.
- Rail line adjacent to North side of airfield : three hits.
- Ammunition dump : five hits.

(c) Other Bursts:

Three small groups of H.E. bursts totalling at least 25 are seen in woods 1200 yards Southeast of the repair hangar.

## 3. ACTIVITY

(a) 79 aircraft are visible as follows:

<u>Type</u>	<u>Hangar area</u>	<u>W.dispersal</u>	<u>N.side</u>	<u>S.E.dispersal</u>
Large		1	1	2
Medium	1	10	3	12
Small	<u>5</u>	<u>20</u>	<u>4</u>	<u>20</u>
	6	31	8	34

(b) There were 60 aircraft visible when last covered on 21 FEB 1945  
(US7/3967)

(c) The runways and landing ground are unserviceable except for the North-west corner where a run of 500 yards is possible.

4. ANNOTATED PRINT: None prepared.

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

## 6. PHOTOGRAPHS RECEIVED

SAV 95/1749-1752	10 APR 45	1455-1457B hrs.	1/34,400 (F.L.7")	20,000'A'
SAV 96/1100	"	1451B hrs.	1/34,400 (F.L.7")	20,000'A'
SAV 96/1097,1098	"	1450-1451B hrs.	1/20,750 (F.L.12")	20,750'A'
SAV 100/1569-1571,1573	"	1458-1500B hrs.	1/34,700 (F.L.7")	20,150'A'
SAV 390/1667,1669-1671	"	1453-1454B hrs.	1/35,200 (F.L.7")	20,500'A'

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CG, 15TH CBW

95TH BG

XXX

10/4/45

2030

S-2

XXX

STAT CONTROL OFFICERS, 95TH BOMB GROUP, 10 APRIL 1945

95A

A. LT COL LOSEE, J. F.  
 B. LT SHARAR, C. R.  
 C. LT TAYLOR, D. M.  
 D. LT ANTERBURN, J. O.  
 E. LT CARTER, M. F.  
 F. S/SGT MUNROE R. T.  
 G. LT WEBBER, D. D.  
 H. 8  
 I. 9  
 J. LT COL LOSEE, J. F.

95B

A. LT STANBOROUGH, Z. T.  
 B. LT RICHARDSON, N. W.  
 C. LT PARRISH, E. R.  
 D. F/O MANZLER, P. C.  
 E. LT WART, J. E.  
 F. S/SGT DAMENT, J. P.  
 G. LT BALDIE, D. A.  
 H. 11  
 I. 11  
 J. LT STANBOROUGH, Z. T.

95C

NONE  
 LT SCHERFFIUS, E.  
 LT SEABURG, B. C.  
 LT PYLE, R. E.  
 LT SPEARS, O. K.  
 S/SGT LAUGHLIN, J. D.  
 LT PAINTER  
 9  
 9  
 LT BAKER, R. H.

95D

A. CAPT BAILEY, R. F.  
 B. LT ROSS, J. R.  
 C. LT SCHULTZ, D. D.  
 D. LT KNIGHT, W. D.  
 E. 1ST SULLIVAN, N. F.  
 F. S/SGT SHULTZ, A. L.  
 G. LT FEELEY, R. R.  
 H. 8  
 I. 9  
 J. CAPT BAILEY, R. F.

## OPERATIONAL REPORT - STATISTICAL SECTION

	95A	95B	95C	95D
1. GROUP				
2. A/C AIRBORNE	8+1	10+1	8+1	8+1
3. SORTIES	8+1	10+1	8+1	8+1
4. A/C ATTACKING	7+1	10+1	8+1	7+1
5. A/A FAILING TO ATTACK	1	0	0	1
a. Mechanical				
b. Weather				
c. Enemy action				
d. Other	1			
6. A/C LOST	0	0	0	
a. TO AA				
b. TO E/A				
c. TO AA AND E/A				
d. TO Accident				
e. By Reasons Unknown				
7. TIME OF ATTACK	1455	1455 1/2	1456	1457
8. ALTITUDE OF ATTACK	20,000	21,500	19,400	18,500
9. BOMBS DROPPED (PRIMARY)	BURG AIF	BURG AIF	BURG AIF	BURG AIF
a. Number	48	66	54	64
b. Size	1000	1000	1000	500
c. Type	GP	GP	GP	GP
d. Number A/C Bombing	8	11	9	8
BOMBS DROPPED (OTHER)				
a. Number				
b. Size				
c. Type				
d. Number A/C Bombing				
BOMBS DROPPED (OTHER)				
a. Number				
b. Size				
c. Type				
d. Number A/C Bombing				
10. BATTLE DAMAGE	0	3	8	0
a. Minor		7	8	
b. Major		1		
c. Salvage				
12. Claims	0-0-0	0-0-0	0-0-0	3-1-2
	6x1000 Ret.			8x500
				4x500
				Ret.

#8676 - D. Sq.  
 2 - 6hr delay  
 2-12 " "  
 2-24 " "  
 1-36 " "  
 1-72 " "

A

A/C No.	Air-borne	Sorties	Attacking	ABORTS				LOST			DAMAGE			BOMBS DROPPED			JETT	
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO		
8781	1	1		1														
8288	1	1	1										6					
6522	1	1	1										6					
8741	1	1	1										6					
6846	1	1	1										6					
9177	1	1	1										6					
8774	1	1	1										6					
6801	1	1	1										6					
8210	1	1	1										6	1455	20,000			

48

DECLASSIFIED  
 Authority A/M/D 745005  
 By WSNARA Date 6/30/10

B

A/C No.	Air- borne	Sor- ties	Attack- ing	ABORTS				LOST			DAMAGE		1000 GP			BOMBS DROPPED		
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO	JETT	
7376	1	1	1										6					
8142	1	1	1										6					
9052	1	1	1										6					
8255	1	1	1							1			6					
6838	1	1	1										6					
6902	1	1	1								1		6					
7992	1	1	1										6					
8269	1	1	1										6					
1867	1	1	1										6					
8346	1	1	1										6					
8067	1	1	1										6	1455 1/2	21500			
	11	11	11										1	2	66			

DECLASSIFIED  
 Authority: A/NID 745002  
 By: USNARA Date: 6/30

C

A/C No.	Airborne	Sorties	Attacking	ABORTS				LOST			DAMAGE			BOMBS DROPPED			JETT	REMARKS
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO		
9152	1	1	1									1	6					
9157	1	1	1									1	6					
8496	1	1	1										6					
201	1	1	1									1	6					
9175	1	1	1									1	6					
8525	1	1	1									1	6					
8317	1	1	1									1	6					
8229	1	1	1									1	6					
8782	1	1	1									1	6	1456	19,400			
	9	9	9									8	54					

DECLASSIFIED  
 Authority: AWP 745005  
 By: USNARA Date: 6/30/10





Mac

SECRET

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

SECRET  
By Authority Of  
C. G., 8th Air Force  
Initials (C.G.)  
Date 10 April 1945

INTOPS SUMMARY NO. 345

PERIOD: 0001 hours 10 April to 2400 hours 10 April 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>Losses</u>			<u>NYR</u>
						<u>AA</u>	<u>OT</u>	<u>Totals</u>	
Heavy Bomber Atks.	1315	1232	3402.4	17-4-12 0-0-0	A 10	6	5	21	3
Fighter Escort (a)	801	764	0	18 1/2-0-11 288-0-190	A 0	4	2	6	3
Fighter Sweeps	62	59	0	2-0-2 41-0-66	A 0	0	0	0	1
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	36	35	0	0-0-0	0	0	0	0	0
Weather Recon.	39	39	0	0-0-0	0	0	0	0	2
Air/Sea Rescue	23	23	0	0-0-0	0	0	0	0	0
Special Operations	<u>34</u>	<u>31</u>	<u>31.7</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	2310	2183	3434.1	(b) 37 1/2-4-25 (c) 329-0-256	A 10	10	7	27	7

- (a) Includes groups based on Continent.
- (b) Includes 34 1/2-4-25 Me-262s.
- (c) All types.

B. OPERATIONAL SUMMARY

1. Bomber Attacks.

1315 a/c (958 B-17s, 357 B-24s) from three Air Divisions sortied in four forces against eight A/Fs and one army headquarters and ordnance depot. 1232 a/c dropped 2814.8 tons GP, 587.6 tons IB - total 3402.4 tons on all assigned targets and Stendal M/Y and Wittenberge M/Y (tertiaries). All assigned targets bombed visually. Weather: generally CAVU over all assigned targets with some ground haze. E/A Opposition: engaged 30-40 Me-262s near Oranienburg, 10 Me-262s and 1 Me-109 near Brandenburg and 10-12 Me-262s and 1 FW-190 vicinity Gardelegen. Claims: 17-4-12 air (includes 15-4-12 Me-262s). Losses: 20 B-17s, 1 B-24 (6 to AA, 10 to E/A, 5 to unknown causes). NYR: 5 B-24s believed safe on Continent.

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First Force

Twelve group formations (442 B-17s - 1st Air Division) sortied against Oranienburg A/F and Oranienburg Army Headquarters and Ordnance Depot. 428 a/c dropped 853.1 tons GP and 390.8 tons IB on two assigned primaries and one secondary at 1436-1523 hours from 22,500-26,000 feet. All bombing visual. Leaflets dropped on Oranienburg. Weather: CAVU over assigned targets. Flak: moderate, accurate at Wittenberge. Battle Damage: 31 minor, 19 major. E/A Opposition: 30-40 Me-262s engaged in target area. Claims: 7-1-8 air (Me-262s). Losses: 11 B-17s (1 to AA, 5 to E/A, 5 to unknown causes). NYR: nil.

Fighter Support: Five groups, including 352nd Group based on Continent, (289 P-51s) sortied. Up 1143-1237 hours; down 1721-1758 hours. 273 effective sorties. E/A Opposition: engaged 30-40 Me-262s in Oranienburg area. Groups strafed A/Fs at Oranienburg, Schornwalde, Hassburg, Werder and dispersals in woods west of Stendal. Claims: 11-0-8 air (Me-262s), 56-0-32 ground. Losses: 4 P-51s (2 to AA, 2 to causes unknown). 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>	
Oranienburg Army Hdqs. & Ordnance Depot	296	278	460.3	337.0	Good
Oranienburg Jet A/F & Assembly Plant	146	139	376.3	37.3	Good
Rechlin A/F (secondary)	—	11	16.5	16.5	Unobserved
Totals	442	428	853.1	390.8	

Second Force

Four group formations (144 B-17s - 3rd Air Division) sortied against Neuruppin A/F. 141 a/c dropped 419.3 tons GP on assigned primary and Stendal M/Y (tertiary) at 1520-1541 hours from 20,000-23,000 feet. All bombing visual. Leaflets dropped on Neuruppin. Weather: generally CAVU with slight ground haze. Flak: moderate and accurate at Neuruppin A/F. Battle Damage: 30 minor, 14 major. E/A Opposition: nil. Claims: nil. Losses: 1 B-17 to AA. NYR: nil.

Fighter Support: Two groups (117 P-51s) sortied. Up 1234-1308 hours; down 1812-1820 hours. 112 effective sorties. E/A Opposition: nil. Sighted 2 Me-262s vicinity Wittenberge, 1 Me-262 near Brunswick - no combat. Strafing Neuruppin A/F, Wittstock A/F and dispersal areas NW of Neuruppin A/F. Claims: 128-0-94 ground. Losses: nil. NYR: nil.

Details of bomber attacks as follows:

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<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effec. Sorties</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Neuruppin A/F	144	132	392.3	Good
Stendal M/Y (tertiary)	—	9	27.0	Fair
Totals	144	141	419.3	

Third Force

Ten group formations (372 B-17s - 3rd Air Division) sortied against Zerbst A/F, Brandenburg/Briest A/F and Burg-bei-Magdeburg A/F. 360 a/c dropped 922.7 tons GP and 122.8 tons IB on three assigned primaries at 1449-1509 hours from 19,500-22,500 feet. All bombing visual. Leaflets dropped on all primaries. Weather: generally CAVU with slight ground haze over all targets. Flak: moderate, accurate at all targets. Battle Damage: 118 minor, 42 major, 1 cat. "E". E/A Opposition: engaged 10 Me-262s and 1 Me-109 near Brandenburg and 10-12 Me-262s and 1 FW-190 vicinity Gardelegen. Claims: 10-3-4 air (includes 8-3-4 Me-262s). Losses: 8 B-17s (3 to AA, 5 to E/A). NYR: nil.

Fighter Support: Three groups (175 P-51s) sortied. Up 1212-1232 hours; down 1735-1800 hours. 172 effective sorties. E/A Opposition: engaged 10-15 Me-262s and 1 Me-109 vicinity Brandenburg and Magdeburg. Strafed A/Fs at Werder, Briest, Brandenburg, Gardelegen, Hustedt and Burg. Claims: 6-0-2 air (includes 5-0-2 Me-262s), 84-0-4.3 ground. Losses: 2 P-51s to AA. NYR: 2 P-51s 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>IB</u>	
Brandenburg/Briest A/F	144	138	322.7	62.0	Good
Zerbst A/F	75	75	222.0		Good
Burg-bei-Magdeburg A/F	153	147	378.0	60.8	Very Good
Totals	372	360	922.7	122.8	

Fourth Force

Thirty-six squadron formations (357 B-24s - 2nd Air Division) sortied against Rechlin A/F, Parchim A/F and Rechlin/Larz A/F. 303 a/c dropped 619.7 tons GP and 74.0 tons IB on three assigned primaries and one tertiary at 1454-1522 hours from 20,500-24,500 feet. All assigned targets bombed visually. Leaflets dropped on all primaries. Weather: generally CAVU over assigned targets. Flak: meager to moderate, accurate at Wittenberge. Battle Damage: 22 minor, 4 major. E/A Opposition: nil. Sighted 2-4 Me-109s and 2-3 Me-262s near Rechlin - no combat. Claims: nil. Losses: 1 B-24 to AA. NYR: 3 B-24s.

**Fighter Support:** Four groups, including 361st Group based on Continent, (220 P-51s) sortied. Up 1209-1229 hours; down 1727-1800 hours. 207 effective sorties. E/A Opposition: engaged 2 Me-262s vicinity Lubeck. Two groups strafed A/Fs at Wittstock, Rechlin. Claims: 1-0-1 Me-262s air, 20-0-21 ground (all types). Losses: nil. 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>IB</u>	
Rechlin A/F	189	159	292.2	74.0	Good
Rechlin/Larz A/F	105	103	232.5		Good
Parchim A/F	63	32	74.0		Fair
<u>Other Target</u>					
Wittenberge M/Y	—	—	21.0	—	Unobserved
Totals	357	303	619.7	74.0	

2. Fighter Escort

Fourteen groups, including groups based on Continent, (801 P-51s) sortied to support bomber forces. Up 1143-1308 hours; down 1721-1820 hours. 764 effective sorties. E/A Opposition: engaged 30-40 Me-262s in the Oranienburg area, 10-15 Me-262s, 1 FW-190 and 1 Me-109 vicinity Brandenburg and Magdeburg; 2 Me-262s near Lubeck. Strafed A/F at Oranienburg, Fassburg, Werder, Briest, Brandenburg, Gardelegen, Hustedt, Burg, Schomwalde and several dispersal areas. Claims: 18½-0-11 air (includes 17½-0-11 Me-262s), 288-0-190 ground (all types). Losses: 6 P-51s (4 to AA, 2 to unknown causes). NYR: 3 P-51s believed safe on Continent.

3. Fighter Sweeps

One group (62 P-47s) sortied as free lance support for bombers. Up 1220 hours; down 1805 hours. 59 effective sorties patrolling Lubeck, Murriz Lake area. E/A Opposition: engaged 4 Me-262s SE of Murriz Lake. Strafed A/Fs at Rechlin, Neuruppin, Werder, Stendal and dispersal areas west of Oranienburg. Claims: 2-0-2 Me-262s air, 41-0-66 ground. Losses: nil. NYR: 1 P-47 believed safe on Continent.

4. Fighter Bombing

Nil.

5. Photo Reconnaissance

36 a/c (21 F-5s, 15 P-51s) sortied.

21 F-5s, escorted by 15 P-51s, obtained D/A, mapping and special target photos over central Germany. 1 a/c aborted due to mechanical failure.

Losses: nil. NYR: nil.

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6. Weather Reconnaissance

39 a/c (4 B-17s, 5 Mosquitoes, 30 P-51s) sortied as follows:

- 2 B-17s on routine weather flights over sea to NW of Lands End.
- 1 B-17 on routine flight to Azores.
- 1 B-17 on routine flight to Position 13.
- 5 Mosquitoes flew weather reconnaissance over North Sea, Denmark, north-eastern Germany, Holland, N. Germany and France.
- 30 P-51s as weather scouts for bomber forces. NYR: 2 P-51s.

Losses: nil.

7c. Air/Sea Rescue

23 a/c (14 P-47s, 3 Catalinas, 1 B-17, 4 P-51s) sortied. 19 a/c (14 P-47s, 3 Catalinas, 1 B-17), escorted by 4 P-51s, on routine search and patrol.

Losses: nil.

8. Special Operations

34 a/c sortied as follows:

Night - 9/10 April

11 B-24s sortied to drop leaflets over Holland, Germany and France. 1 a/c aborted due to mechanical failure.

Losses: nil.

Day - 10 April

1 B-24 as airborne radio relay.  
4 B-24s on VHF screen, jamming from 0955-1230 hours.  
4 Mosquitoes on chaff dispensing mission for 1st Air Division. 1 a/c aborted due to mechanical failure. E/A Opposition: 1 pass made by 1 Me-262 two miles north of Oranienburg. 5 Me-262s observed at 27,000 feet just south of Oranienburg - no attack.

Losses: nil.

Night - 10/11 April

14 B-24s sortied against Dessau rail depot. 13 a/c dropped 16 tons GP and 15.7 tons IB on assigned target with unobserved results. Weather: clear. Flak: meager, inaccurate at Dessau. E/A Opposition: nil. Claims and Losses: nil.

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C. INTELLIGENCE

1. Enemy Air Opposition

Visual attacks on Oranienburg and jet A/Fs located in an arc west of Berlin evoked a strong reaction from Me-262s, forming currently the only strong G.A.F. force primarily committed to defense of the Reich against strategic heavy bomber attacks. Aggressive attacks were made against elements of B-17s of 1st and 3rd Forces, e/a generally following pattern of approaching from 6 o'clock singly and in pairs. Fighter escort broke up many e/a attacks and succeeded in destroying at least 19 Me-262s in the air. Preliminary bomber claims are 15 Me-262s and 2 "casual" s/e a/c destroyed for a loss of 10 B-17s to e/a action. The nature of sightings prevents an accurate estimate of e/a scale of effort, but claims and area of encounters indicates a minimum of 50 t/e jets operated against the bombers. No large concentrations of e/a were reported, and s/s were conspicuously absent.

Several groups of the First Force encountered an estimated total of 30 to 40 Me-262s in the general target area north of Berlin, losing five bombers to e/a and claiming 7-1-8. No mass attacks were made, e/a coming in singly and in small flights from 5 to 7 o'clock high, low and level, usually making only one complete but vigorous pass. Five bombers are believed to have been lost to e/a. Fighters escorting this force destroyed some 11 Me-262s, an appreciable number at low altitudes and when some e/a were apparently caught short of fuel and in the act of landing. A few P-51s were bounced by t/e jets, and one flight reported a possible attempt to ram our fighters. A P-51 pilot strafing Fassberg A/F reported being bounced by 15 FW-190s; e/a broke when turned into and our a/c evaded by going to deck.

The Third Force lost 5 B-17s to attacks by up to 15 Me-262s in the target area, particularly during bombing runs. Supporting fighters destroyed 8 of the t/e jets; bombers claim to have destroyed 8 Me-262s, 1 FW-190 and 1 Me-109. Again attacks were in small units, usually in elements of two, and e/a appeared to concentrate on stragglers.

Absence of conventional s/e e/a was in marked contrast to 7 April when a fairly large force of s/e was badly decimated in an uncoordinated though enthusiastically patriotic interception effort. Today only two s/e were reported attacking bombers and bomber gunners claim to have destroyed both.

2. Flak

Neuruppin A/F	- Moderate, accurate.
Wittenberge	- Moderate, accurate.
Brandenburg/Briest A/F	- Moderate, accurate.
Zerbst A/F	- Moderate, accurate.
Burg-bei-Magdeburg A/F	- Moderate, accurate.

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3. Observations

Approximately 20 a/c dispersed on A/F at 5312-1230E.

Numerous a/c on A/F at 5242-1030E.

25 - 30 s/e silver fighters, several t/e jet a/c and 1 short stubby a/c on A/F at 5312-1230E.

50 - 60 e/a parked on A/F at 5313-1232E.

50 plus e/a of all types on Dessau A/F.

30 plus s/e and T/e e/a at Brunswick/Waggum A/F.

30 plus Me-109s and u/i t/a, including 8 Me-262s on Kothen A/F.

50 plus u/i e/a on Lüneburg A/F.

20 plus u/i e/a on Bomlitz A/F.

200 e/a, mostly JU-88s on Celle A/F.

100 plus e/a (FW-190s and Me-262s) on Jüterbog.

4. Damage to Enemy Installations

Oranienburg Ordnance Depot - Good Results.

Due to intense smoke in target area only 14 of 21 concentrations dropped could be plotted. All of these bombs fell into or partially in the target. In addition, target markers for six other squadrons indicate their bombs will be in or immediately adjacent to the target. The majority of bombs dropped could not be pinpointed. However, it was possible to see that the large workshop on the eastern bank of the Hohenzollern Canal received at least 25 direct hits. At least 42 of the other type buildings received direct hits. Approximately 31 fires were burning in the target area and it is highly probable that additional fires can be expected since the majority of all installations were blanketed not only by G.P. and SAP bombs but also by heavy concentrations of IBs.

Oranienburg Headquarters Building - Two concentrations of GP bombs bursting in and adjacent to the target area. Smoke covered target early in attack and made it impossible to pinpoint main weight of bombs dropped. However, at least two fires started. One concentration fell approximately 900 yards north of this target with direct hits in residential areas, rail lines and a RR embankment.

Oranienburg A/F - Good Results.

Four large assembly hangars adjacent to the southeastern edge of landing ground received direct hits. One of these hangars completely destroyed, one 25% burned out and still burning; remaining two received two hits and one hit respectively. At least one large and eight small u/i buildings in same area received direct hits. Landing field and runways heavily hit. Photos late in attack showed all runways post-holed. At least 66 a/c on the field at time of attack. Approximately 20 of these a/c will be damaged or destroyed. Damage severe in southeastern factory and landing field areas.

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Zerbst A/F - Good Results.

About one-half of the runway in the east center was post-holed as well as most of the eastern portion of the field. Probably 5/6 of the bombs fell on the target area.

Burg-bei-Magdeburg - Very Good Results

Large amount of smoke from the IB patterns complicates interpretation. At least eight patterns, including two of GP blanket most of the east-west runway and the east part of the NE-SW runway. The balance of the patterns blanket the hangar and barracks areas. About 10 of the 50 planes seen are under the pattern.

Brandenburg/Briest A/F - Good Results.

The field was fairly well blanketed. Two and possibly three hangars were hit, together with other buildings. Six to eight fires were noted in the building area, including two hangars.

Neuruppin A/F - Good Results.

Patterns covering the southern half and particularly the southwest corner of the A/F. Only scattered bomb bursts on the northern half of the L/G which probably still is usable. Four out of five main hangars hit and three left burning. Other installations suffered less severely.

Stendal M/Y - Fair Results.

About half of the G.P. dropped on the selected aiming point on the east end of the M/Y. Most of the pattern fell outside of the yard. Eight to 10 bursts noted on the tracks, 4 - 6 on the wagon repair shop on the side of the yard and four hits on the area of the large u/i factory type building adjacent to the RR workshops.

Parchim A/F - Fair Results.

Two patterns of HE seen to fall across central part of landing ground and runway.

Rechlin A/F - Good Results.

Main weight of attack falls across the N and NW dispersals. It appears that hangars and repair shops are well hit by GP and IB. Some bombs also fell on northern part of L/G.

Rechlin/Larz A/F - Good Results.

Both runways very well hit. Majority of bursts on northern part and most central part of the A/F. Only a few bursts in the hangar area.



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5. Ground Activity

21st Army Group - Canadian armor advancing north reached Ahlen V-87 and Sogen V-78. Infantry captured Rijssen V-21 against weak opposition. Troops advancing from Dalen V-35 have made contact with airborne troops in Westerbreek area, V-27. British armor advanced 6 miles and is now 4 miles from the town. Armor has cleared Furstenau and is now fighting in Andorf W-95.

12th Army Group - In the Ruhr pocket airborne troops and infantry have entered Essen and in the Dortmund area an advance was made two miles south of the city. Armor south of the city reached the Ruhr river. The town of Gandersheim C-56 has been taken in the push to the east across the Weser. Armor has taken Hildesheim C-95 and is about 6 miles south of Hannover. Other armor advanced 10 miles and is about 2 miles southwest of Hannover, with infantry. Contact was also made with the Second British Army in this area. In the First Army sector infantry advanced 8 miles northeast from Gottingen and passing through the infantry bridgehead, armor reached Northheim C-54 and Moringen C-44. Third Army infantry captured Frankenhain J-14.

6th Army Group - U.S. troops advanced 1 to 3 miles southeast, to the south of Kitzingen, and armor advanced 6 miles east and southeast of Bad Kissingen. French Moroccan and Colonial troops advanced 4 to 6 miles south in the area southeast of Karlsruhe and Algerian troops captured Grossachsenheim R-94.

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	2061	16-2-5A 40-8-31G	4
R.A.F. Fighter Command	206	2-0-1A	2
First U.S. T.A.F.	Report Not Available.		
Second T.A.F.	1405	3-0-0A 1-0-0G	6
Total	3672	21-2-6A 41-8-31G	12

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Ninth Air Force

Night - 9/10 April

Sorties : 20 a/c Intruder and defensive patrols in Ruhr pocket and 3rd Army Front.

Claims and Losses : Nil.

Day - 10 April

Sorties ; 436 Bombers  
1342 Fighters  
263 Reconnaissance  
2041 a/c

Mission : 9th Bomb Div. - 436 sorties. Attacked 2 RR bridges in Czechoslovakia, 1 M/Y and ordnance depot and POL Depot in Germany.

9th T.A.C. - 495 sorties. Conducted armed recces in Ruhr pocket area and in front of 3rd U.S. Army. Escorted 9th Bomb Div. and attacked A/Fs at Leipzig, Erfurt and Halberstadt.

29th T.A.C. - 317 sorties. Escorted 9th Bomb Div.; conducted air-ground cooperation with units of the 16th and 19th Corps. Armed recces in Magdeburg area.

19th T.A.C. - 530 sorties. Air cooperation with 12th and 20th Corps. Conducted armed recces in front of 3rd Army; escorted 9th Bomb Div.; attacked A/Fs at Coburg, Weimar and south of Plauen.

Ground Claims	<u>Destroyed</u>	<u>Damaged</u>
MT	696	511
Locos	42	29
Armored Vehicles	37	44
RR Cars	1030	492
Rail Cuts	60	

Total Claims : 16-2-5 air, 40-8-31 ground.

Losses : 1 Bomber, 2 Fighters, 1 Recon, a/c.

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R.A.F. Fighter Command

Night - 9/10 April

Sorties : 32 Offensive Patrols  
          4 Interception Patrols  
          36 a/c  
Claims : 2-0-0 air  
Losses : Nil.

Day - 10 April

Sorties : 4 Offensive Patrols  
          154 Escort to Bombers  
          4 Reconnaissance  
          2 Interception Patrol  
          6 Air/Sea Rescue  
          170 a/c

Mission : Attacked shipping at Den Helder.

Claims : 0-0-1 air

Losses : 2 a/c

First U.S. T.A.F.

Report not available.

Second T.A.F.

Night - 9/10 April

Sorties : 97 Armed Reconnaissance in Northwest Germany.  
          30 Interception Patrols.  
          13 Reconnaissance  
          140 a/c.

Claims : 1-0-0 air. Losses: nil.

Day - 11 April

Sorties : 84 Medium Bombers  
          1181 Fighters and Fighter/Bombers,  
          1265 a/c

S E C R E T

Missions : Attacked railroad centers and troop movements in Northern Holland. Armed reconnaissance in Holland and Northwest Germany.

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

Losses : 6 a/c.

Ground Claims :

	<u>Destroyed</u>	<u>Damaged</u>
M/T	107	146
Locos	5	4
RR Cars	30	126
Rail Cuts	12	

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2. Fifteenth Air Force

Day - 10 April 1945

248 B-17s, 620 B-24s and 90 P-51s sortied.  
242 B-17s and 606 B-24s, escorted by 88 P-51s, dropped 1792 tons on tactical targets along Santerno River - North Italy.

Losses: 1 B-17, 3 B-24s.

83 P-38s sortied.

74 P-38s dive-bombed railroad bridge at Seefeld dropping 36 tons GP and RDX bombs.

Losses: nil.

83 P-38s sortied.

80 P-38s dive-bombed railroad bridge r.t. 4720-1204E dropping 57 tons GP bombs.

Losses: nil.

53 P-51s sortied. 50 P-51s strafed rail communications in the Munich-Regensburg, Passau areas.

Claims: 6-0-0 air. Losses: nil.

83 P-51s sortied.

83 P-51s provided escort for B-25s attacking targets in North Italy.

Losses: nil.

Bombers

Sorties : 868 a/c (248 B-17s, 620 B-24s)  
Effec. Sorties: 848 a/c (242 B-17s, 606 B-24s)  
Tonnage : 1792  
Claims : Nil  
Losses : 1 B-17, 3 B-24s

Fighters

Sorties : 392 a/c (166 P-38s, 226 P-51s)  
Effec. Sorties: 375  
Tonnage : 93  
Claims : 6-0-0 air  
Losses : Nil

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3. R.A.F. Bomber Command

<u>Day - 10 April 1945</u>	<u>Targets</u>	<u>Losses</u>
128 Lancasters 6 Mosquitoes	Leipzig-Engledorf	1 0
90 Halifaxes 6 Lancasters	Leipzig-Mookau M/Y	1 0
<u>1</u> Mosquito 231 a/c	Weather Reconnaissance	0 2
<u>Night - 10/11 April 1945</u>		
307 Lancasters 9 Mosquitoes	Plauen M/Y	1 0
76 Lancasters 19 Mosquitoes 77 Mosquitoes 21 Mosquitoes 6 Mosquitoes 2 Mosquitoes	Leipzig-Wahren M/Y " " Berlin Chernits Bayreuth Ball Bearing Wks. Weather Reconnaissance	6 0 1 0 0 0
34 Mosquitoes 30 Halifaxes 5 Liberators 6 Fortresses	Bomber Support	0 1 1 0
<u>2</u> Mosquitoes <u>8</u> Halifaxes	Signals Investigation Patrol	0 0
602 a/c		10

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

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