

4-10-45
S E C R E T

* CAMERA AND BOMBSIGHT

95 "A" SQ.

95 "B" SQ.

THOMAS * (LT. COL. CUMBA)
8210 I-J

SEABURG * (LT. WRIGHT)
8260 A-X

PURDY
7783 I-R

RICHARDSON *
8346 I-X

CUMMINGS
8996 N-T

DESHAZO *
9175 N-L

DILLON
9052 I-S

VOLZ
6902 I-G

ROY
8317 N-K

RIVET
8776 N-B

DRUMBAUGH
6838 I-E

FABINIAK
8269 I-K

SHEPARD
8640 N-D

BANKS
7154 N-F

CRAWFORD
8942 I-Y

JOLANN
1867 N-O

TURNER
7194 I-O

DETLEFS
6598 I-N

HELGESON
8990 N-X

CRIDER
8657 N-V

95 "C" SQ.

95 "D" SQ.

NEWMAN *
8364 I-W

SCHULZ * (MAJ. WEAVER)
8230 N-M

SCHERFFIUS
9152 N-P

ROSS *
9037 L-T

DULLE
8288 A-V

SHARAR *
8741 A-M

SALVO
8106 L-E

GRANT
9177 A-Y

SNYDER
8676 L-V

NELSON, R.W.
8584 L-A

MARKEY
8774 A-B

RAY
6522 A-H

GIBSON
8333 L-S

MOHRING
6946 A-F

JACKMAN
6993 L-W

LIPPITT
8469 L-U

McCLINTOCK
7992 A-Q

DURHAM
6801 A-A

OBSERVATION SHIP---0235---McKINNEY (CAPT. GREER)

R/T COLLECTIVE CALLSIGNS AND FLARE COLORS:

13A---100TH

13B---95TH

13C---390TH

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

SHIPS TO MONITOR:

"A" SQ.

"B" SQ.

"C" SQ.

"D" SQ.

CHANNEL B DETLEFS---I-N CRIDER N-V

CHANNEL C 8TH AF FABINIAK I-K BANKS N-F

CHANNEL C 66TH WG DRUMBAUGH I-E SHEPARD N-D

COMMAND #2 (5295) TURNER I-O HELGESON N-X JACKMAN L-W McCLINTOCK A-Q

M/F D/F HELGESON N-X JACKMAN L-W McCLINTOCK A-Q

CONTROL POINTS: RICHARDSON I-X

DETLEFS I-N

STRIKE MESSAGES: RICHARDSON I-X SEABURG A-X NEWMAN I-W SCHULZ N-M

DETLEFS I-N DESHAZO N-L ROSS L-T SHARAR A-M

LIPPITT L-U DURHAM A-A

	LEADERS	"A" SQ.	"B" SQ.	"C" SQ.	"D" SQ.	EXTRA AIRCRAFT:
READINESS		0715	0715	0730	0730	PF-----8667 I-L
STATIONS	0800	0810	0805	0815	0820	WING-----8229 N-N
TAXI	0815	0825	0820	0830	0835	8281 A-Z
TAKE-OFF	0825	0835	0830	0840	0845	8441 A-P
RENDEZVOUS		0930	0930	0930	0930	
OVER		BASE	BASE	BASE	BASE	LAST TAKE-OFF TIME 0940
AT		6,000	6,500	5,500	5,000	ZERO HOUR 1000
BOMB. ALT.		18,000	18,500	17,500	17,000	

Land Sheet

VHF AUTHENTICATOR---WAREHOUSE
 DIVISION RECALL---THE OLD SWIMMING HOLE
 WING RECALL---ROLLING WAGON WHEELS
 INDIVIDUAL ABORTION---DIAMOND JIM BRADY
 REFERENCE BASE ALTITUDE---18,000
 REFERENCE BASE WIND----> 300 DEGREES
 20 KNOTS

COLORS OF THE DAY:
 TIME FL. CHALL. REPLY
 0200-0800 RG P PETER C CHARLIE
 0800-1400 RRR Z ZEBRA I ITEM
 1400-2000 RG O OBOE B BAKER

VHF CALLSIGNS:

BOMBERS---VINEGROVE TWO TWO
 FIGHTERS---BALANCE TWO-ONE
 GROUND 66TH FTR WG.---OILSKIN
 8TH AF-----COIGATE
 3RD DIV.-----ARROWSWIFT
 13TH CBW-----HONEYPOT

WEATHER & SCOUTING FORCE:

1 P-51 KODAK CONTROL
 8 P-51 KODAK RED TGT W/X 30 MINS PRIOR TO TGT.
 2 P-51 KODAK WHITE ROUTE W/X TO 0700E.
 1 B-17 DROUSEY E-EASY ROUTE W/X 1 HR PRIOR TO
 BOMBERS TO 0600E.
 1 B-17 DROUSEY D-DOG BASE WEATHER 1 HR PRIOR
 TO TAKE-OFF.
 I.P. "3" TGT "4"

KODAK AUTHENTICATOR:

CHALLENGE	REPLY
BAKER	58
CHARLIE	16
WILLIE	03
TONNY	73
JASON	32
RONALD	50
FLODDIE	23
MARLO	39
GEORGE	14
MICKEY	04

GEOGRAPHICAL CHECK POINTS

I - MANNHEIM
 O - DUISBURG
 T - MUNCH
 H - STRAUBING
 E - NURNBURG
 R - LURZBURG

EMERGENCY AIRFIELD - MERVILLE - 5037-0239 c/s DOMESTIC

EXTREME EMERGENCY - FLORENNES/JUZAINNE - 5014-0439 c/s GONDOLA

FIGHTER SUPPORT:

(A) 353 A & B GPS (P-51'S) R/V 4932-0900
 CALLSIGNS BALANCE TWO-ONE

CONTROL POINTS:

CP 1 - ENGLISH COAST 1002
 CP 2 - ENEY COAST
 CP 3 - 4922-0930 1241
 CP 4 - 4922-0930(OUT) 1402

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:

CHARLEVOIX (5027-1428)	GELDERREIJEN (5138-0906)	ASCH (5058-0535)
LE CULOT (5046-0446)	ENHROVEN (5127-0524)	OPHOVEN (5102-0532)
LE CULOT/EAST (5046-0443)	VOLKEL (5139-0502)	THIONVILLE (4922-0612)
SANDWEILER (4938-0612)	SCHLUNDEL (5138-0530)	(extreme emergency only)
COURTRAI (5049-0512)	MELHOND (5130-0534)	LAON/COURVON (4938-0332)
HAUSEUCE (5019-0404)	HEESON (0538-5145)	(OK except for fuel)
COMPIEGNS (4909-0556)	INILL (0548-5142)	
NETZ (4909-0603)	PATTE BROUHL (5111-0529)	

Hospitals are located close to the following airfields:

LAON/ATHIES (4936-0243) BENVAIS/THIENS (4928-0207)
 DENAIN/PROUVY (5020-0328)
 (extreme emergency only)

6
 / Less new target
 / ea. Bomb Sq.

CONFIDENTIAL

S-3
 n/w

HEADQUARTERS
 13TH COMBAT BOMB WING (H)
 APO 559

Date 11 April 1945
 13 CBW FO 95
 13 CBW OPS 317
 3 AD FO 638

SUBJECT: Tactical Report (LANDSHUT, GERMANY)

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

1. Information Concerning the Targets: a. The 1st priority target (visual only) for 13A was the Ordnance Depot situated 1 mile N of Landshut, Germany.

b. The 1st priority target (visual only) for 13B and 13C was the M/Y 1 mile N/W of Landshut, Germany.

c. The 2nd priority target (visual only) for all Groups was the Ingelstadt M/Y.

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

2. Planning and Execution:

a. Order:	Bomb Load:	Force:	Assigned Target:
(1) 13 A,B,C:			Landshut
(a) 100	8 x 500 GP 4 x 500 IB	36 A/C	
(b) 95	8 x 500 GP 4 x 500 IB	36 A/C	
(c) 390	A,B: 12 x 500 GP C,D: 6 x 1000 GP	36 A/C	
(2) 4 A,B,C,D:			Ingelstadt
(a) 487	A: 8 x 500 GP 4 x 500 IB B,C,D: 4 x 1000 GP 4 x 500 IB	34 A/C	
(b) 94	A,C: 4 x 1000 GP 4 x 500 IB B: 8 x 500 GP 4 x 500 IB	36 A/C	
(c) 447	D: 38 x 120 Frag A: 38 x 120 Frag B: 6 x 1000 GP C,D: 12 x 500 GP	36 A/C	
(d) 486	A: 38 x 100 GP B: 38 x 150 GP C: 38 x 150 GP and 100 GP	36 A/C	
(3) 93 A,B,C,D:			Treuchlingen
(a) 34	6 x 1000 GP	36 A/C	
(b) 490	4 x 1000 GP 4 x 500 IB	36 A/C	
(c) 385	4 x 1000 GP 4 x 500 IB	36 A/C	
(d) 403	6 x 1000 GP	36 A/C	

(4) 45 A,B,C:

Donauworth

(a)	452	12 x 500 GP	36 A/C
(b)	96	12 x 500 GP	36 A/C
(c)	388	8 x 500 GP	36 A/C
		4 x 500 IB	

b. Availability:

Airborne:

(1)	95:	Reg:	44 A/C	49 C/C	34 A/C
		Lead:	10 A/C	8 C/C	4 A/C
(2)	100:	Reg:	34 A/C	37 C/C	34 A/C
		Lead:	13 A/C	9 C/C	4 A/C
(3)	390:	Reg:	45 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:

95D: A/C 230, Lt. Shultz, scope photos were not plottable because R/N had poor brilliance and no range marks in scope camera.

(b) Regular A/C:

95A: A/C 6838, Lt. Brumbaugh, jettisoned 2 x 500 IB because of rack malfunctions.

95B: A/C 8776, Lt. Rivet, returned 8 x 500 GP and 4 x 500 IB because #1 prop runaway - feathered engine. No credit sortie.

(2) 100:

(a) Lead A/C: None.

(b) Regular A/C:

100A: A/C 708, Lt. Harrison, jettisoned 3 x 500 GP and 1 x 500 IB at 4051-1130 because of rack malfunctions over target.

100A: A/C 852, Lt. Albright, jettisoned 4 x 500 GP and 1 x 500 IB early on the bomb run - togglier personnel error.

100B: A/C 383, Lt. Smith, jettisoned 8 x 500 GP and 4 x 500 IB in channel because of #4 engine failure. K-21 camera aboard. NES, credit sortie.

(c) Other:

100A: A/C 8512, Carpet I transmitter failure.

(3) 390:

(a) Lead A/C:

390A: A/C 784, Capt. Fisher, scope camera vibrated loose and did not operate.

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

390D: A/C 660, Lt. McKinney had 1 x 1000 GP hang up because of a rack malfunction. 2 other A/C also had bombs that failed to release. A run was initiated on the 2nd priority target, but bomb accidentally released 7 miles from the target.

(b) Regular A/C:

390D: A/C 932, Lt. Klar, had rack malfunctions over 1st priority target and released entire load (6 x 1000 GP) on A/C 660 7 miles short of 2nd priority target. NES - credit sortie.

390D: A/C 470, Lt. Wentling, had rack malfunctions over 1st priority target and released entire load (6 x 1000 GP) on A/C 660 7 miles short of 2nd priority target. NES - credit sortie.

d. A/C Outstanding: None.

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

3. Navigation:

Position	Flight Plan	AL: N:	13A (100) Col. Sutterlin Lt. Bittman	13B (95) Lt. Col. Cumbaa Lt. Flygstad	13C (390) Maj. Wilde Lt. Drew
BU 11	6000°		5500° 1½ min. early on course	5800° 2 min. early on course	6100° 1½ min. early on course
CP 1	6000°		5500° on time on course	5800° on time on course	6100° on time on course
CP 2	6000°		6000° 6 min. early on course	6000° 6 min. early on course	6600° 4½ min. early on course
CP 3	18000°		16000° 17 min. early on course	16000° 18 min. early 3 mi. right	17700° 17 min. early on course
IP	18000°		18000° 21 min. early on course	18000° 20 min. early 6 mi. right	18700° 20 min. early 7 mi. right
TGT	18000°		18000° (1st P) (2nd P)	18000° (1st P)	18000° (1st P)
RP	18000°		18000° 20 min. early 5 mi. right	18000° 20 min. early on course	18700° 18 min. early 2 mi. right
CP 4	18000°		18000° 19 min. early 3 mi. right	18000° 19 min. early 6 mi. right	18700° 17 min. early 3 mi. right
CONT COAST	8000°		6000° 11½ min. early on course	5000° 12 min. early on course	5700° 12 min. early on course
ENG COAST	Minimum		2000° 5 min. early on course	3000° 11 min. early on course	2100° 13½ min. early on course

a. Assembly: 13A assembled over Buncher 28, 13B over Buncher 23, 13C over Buncher 11. Assembly altitude was lowered from 6000° to 5000° by the Wing leader in order to clear the high Squadrons from the 1st layer at 6000°. Wing assembly was completed at Buncher 11.

Route: The route was flown essentially as briefed to the IP. Bombing altitude was reached 20 minutes prior to the IP and the fan out by Squadrons was made 2 minutes prior to the IP. 13 A made the IP good and 13 B and 13 C overshot the IP six and seven miles respectively, in order to obtain the proper interval for the bomb run.

100B was unable to release its bombs on the 1st priority target. The RP was overrun by 13A to allow its Squadrons to reassemble and to allow the Wing to be reassembled. 100B attacked the 2nd priority target with the other Squadrons echeloned to the right. 13A was reassembled shortly after bombs away. The route was flown 6-8 miles to the right of course enroute to the Continental Coast, because of unidentified Groups echeloned to the left. The let down was made to 6000' shortly before the Continental Coast in order to be under a shelf of clouds at the briefed altitude of 8000'. The briefed route was followed to the bases.

c. Weather: Over the bases at take-off there were 8-10/10 cirrus above 20000' with 6-9/10 alto-cumulus and alto-stratus with bases 8-10000'. Visibility was 2-3000 yards. Enroute to the target mid and high clouds gradually decreased, becoming nil to 2/10 by 0500E. Over the target there were nil clouds with downward visibility 20-30 miles. The weather on the return route was the reverse of the route to the target. Over the bases on return there were 8-10/10 alto-cumulus and alto-stratus at 6-7000' and 10/10 cirrus above 20000'. Visibility was 3-5 miles. Average winds enroute were 194/16K, 229/20K, 261/26K and 279/31K in the target area.

4. Communications: a. VHF: (1) Channel A (790) Communications were very good. Discipline was good and no difficulties were experienced.

(2) Channel B (809) communications were very satisfactory. Wing Leader received target weather information from Kodak Scouting Force and relayed to Group and Squadron Leaders. Progress reports were sent to Division Ground Station.

(3) Fighters and Ground Sector Control were contacted satisfactorily on Channel C (701). Ground Sector Control was told to relay to fighters that bombers would be 15 minutes early at fighter rendezvous. Fighters received the message and were later contacted directly.

(4) No distress transmissions were made.

b. W/T: (1) There was no serious interference encountered on the Division ground station frequency. There was slight jamming between 1100 and 1300 hours.

(2)	13A		CP1	CP2	CP3	TGT	CP4
	Flight Plan		1000	1042	1239	1318	1407
	ATA		1000	1033	1222	1257	1348
	TOD		1003	1050	1230	1310	1355
	100	A 1 A 1	1257 - 1310		95	A 1 A 1	1300 - 1315
		B 2 A 3	1314 - 1435			B 1 A 2	1301 - 1441
		C 1 A 5	1259 - 1335			C 1 A 2	1301 - 1437
		D 1 A 3	1259 - 1355			D 1 A 3	1302 - 1340
	390	A P A 1	1302 - 1310				
		B P A 5	1302 - 1310				
		C P A 1	1302 - 1322				
		D P A 1	1302 - 1325				

390 Group sent strike reports using incorrect old method. R/Os were briefed wrong.

c. RCM: (1) There was one Carpet I transmitter malfunction in the Wing. Frequencies spot jammed ranged from 460 to 608 megacycles. Most Wurzburgs went off the air immediately, however, a few tried to read through the jamming for a while.

(2) 720 units of chaff were carried by each A/C. No chaff was discharged.

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

5. Photography: a. 95 installed 2 scope, 3 oblique, and 8 vertical cameras, all of which took pictures. 1 set of scope photos is not plottable because of low brilliance and no range marks, the other set is plottable.

b. 100 installed 1-16mm scope, 2 oblique, and 8 vertical cameras, 1, 2, and 7 of which took pictures. Scope photos are plottable. A/C 8383 (K-21 camera aboard) mission failure.

c. 390 installed 2 scope, 2 oblique, and 9 vertical cameras, 0, 2, and 9 of which took pictures. Scope camera malfunctions in A/C 660 and A/C 784.

6. Bombing:

a.	Attacking:	Jettisoning:	Returning:
100	1st P 28 A/C 213 x 500 GP 98 x 500 IB	3 A/C 15 x 500 GP 6 x 500 IB	
95	1st P 37 A/C 280 x 500 GP 16 x 500 SAP 146 x 500 IB	1 A/C 2 x 500 IB	1 A/C 8 x 500 GP 4 x 500 IB
390	1st P 36 A/C 108 x 500 GP 108 x 500 SAP 101 x 1000 GP	3 A/C 13 x 1000 GP	

b. 13A (100)

Squadrons:	A (#824)	B (#705)	C (#794)	D (#719)
Target:	1st P	2nd P	1st P	1st P
A.P.	Assigned	Shifted	Assigned	Assigned
A/C Releasing:	9	9	9	10
Bomb Load:	8x500 GP 4x500 IB	8x500 GP 4x500 IB	8x500 GP 4x500 IB	8x500 GP 4x500 IB
Method of Release:	100°	100°	100°	100°
Altitude: True:	17000°	17300°	16780°	16250°
Ind:	18000°	18300°	17700°	17200°
Briefed Track (079)				
True Heading:	076	273	063	063
Drift:	7 R	8 L	6 R	6 R
Trail Change:	-5 miles	-5 miles	-5 miles	-5 miles
Ground Speed:	235	170	238	210
Tan. D.A.	.63	.45	.64	.65
Time of Release:	1257 ¹	1314	1259	1259
C-1	Yes	Yes	Yes	Yes
Pattern: Length:	1455'	1375'		1700°
Width:	460°	855°		800°
Errors: Range:	365°0	400°S		275°S
Def:	70°L	0		0
Radial:	375°	400°		275°
Percent: 1000°	96	98		87
2000°	100	100		100
Crew:	AL: Col. Sutterlin	Maj. Robinson		Capt. Albrecht
	Capt. Blanding	Capt. Raiford	Lt. Hellerich	Lt. Gilbert
	Lt. Beisser	Lt. Wendling	Sgt. Platzner	Sgt. Johnson
	Lt. Bittman	Lt. Cheney	Lt. Duncan	Lt. Clepeck
	Maj. Crosby			
(No. of Leads)	Lt. (18)	Lt. (14)	Lt. (9)	Lt. (3)
	B: Belimow	Zemake	Shiurba	Calvert
	Lt. (17)	Lt. (15)	F/O (9)	Lt. (3)
(Missions)	RN: Jenista	Cordier	Clinton	Hoffner

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

(1) Narrative: 100A: Initiating the attack on a true heading of 070 degrees, the bombardier pin-pointed himself down the bomb run and picked up the target at 15 miles. The assigned MPI was picked up in the sight 7 miles from the BRL and a normal sighting operation was completed. Synchronization at the BRL was excellent.

PI: The bombs fell on the assigned MPI. Of the ten small buildings, each measuring 140'L x 40'W, six received one or more direct hits. Two large buildings, each 210'L x 70'W, received three close hits, and probably suffered some blast damage. Incendiary bombs covered three fourths of the small residential area 1000' left of the assigned MPI and extended across the target area. One A/C released early, and the GP and incendiary bombs fell in fields 14,000' short of the target.

100B: In taking interval the AL lost sight of the 100A and overshot the IP some 9 miles. After the proper heading to the target was taken up utter confusion reigned in the nose of the lead A/C. The navigator's oxygen hose disconnected and in going back to connect it, took the bombardier's target folder. The bombardier meanwhile was relying on the navigator to locate the target for him. In the ensuing confusion the bombardier was unable to locate the target until it was too late to make a run. It was then decided to bomb the second priority target. The target was identified at 15 miles but the assigned MPI was obscured by smoke from previous Group's bombs. The bombardier selected an AP to the left of the assigned MPI and completed a normal sighting operation. Synchronization at the BRL was good.

PI: The bombs fell on and short of the selected AP, which was approximately 2400' South (left) of the assigned MPI. The main concentration of bombs was short of the M/Y. There were approximately 25 hits on tracks near the South choke point. Smoke over the target prevents a detailed analysis. According to H2X scope photo interpretation the bombfall was approximately 2800' NW of the MPI.

100C: Initiating the attack on a true heading of 134 degrees, the bombardier pin-pointed himself down the bomb run and picked up the target 15 miles from the BRL. Visibility was excellent and the assigned MPI was identified 1½ minutes before bombs away. 30 seconds before releasing bombs smoke from the 100A bombs obscured the MPI. The bombardier completed synchronization short of the target and using the "hot plate" displaced his cross hairs on the approximate position of the assigned MPI. Synchronization at the BRL was very good.

PI: The bombs fell in the smoke over the target. Fresh bursts indicate that the main impact of the bombs was centered on the ten small buildings. The bombs from 1 A/C that released late fell 2475' over, and those from another A/C 4375'.

100D: Attacking on a true heading of 134 degrees, the bombardier picked up the target 12 miles from the BRL. The assigned MPI, however, was obscured by smoke from previous bombing. The bombardier synchronized short of the smoke and using outside reference points displaced his cross hairs on the approximate location of the assigned MPI. Synchronization at the BRL was good.

PI: The bombs fell in the residential area adjacent to the target on the West (left), on the railroad tracks leading North, and across the buildings in the target area. Two large buildings, 210'L x 70'W, and at least three of the small ones, 140'L x 40'W, received direct hits. The incendiaries covered the GP pattern. Photographs taken later by a Group in another Wing show that both large ordnance buildings are on fire and burning freely inside and out.

(2) Bombing Malfunctions:

100A: A/C 798: 4 bombs jettisoned.
100A: A/C 852: 5 bombs jettisoned.
100B: A/C 383: 12 bombs jettisoned.

c. 13B (95)

Squadrons:	A (#210)	B (#260)	C (#364)	D (#230)
Target:	1st P	1st P	1st P	1st P
A.P.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	9	10	9	9
Bomb Load:	8x500 GP 4x500 IB	8x500 GP 4x500 IB	8x500 GP 4x500 IB	8x500 GP 4x500 IB
Method of Release:	100°	100°	100°	100°
Altitude: True:	17200°	17780°	16550°	16200°
Ind:	18000°	18500°	17400°	17100°
Briefed Track (079)				
True Heading:	61	60	60	62
Drift:	4 R	4 R	5 R	4 R
Trail Change:	None	None	None	None
Ground Speed:	245	246	233	232
Tan. D.A.	.65	.655	.73	.73
Time of Release:	1300	1301	1301	1301½
C-1	Yes	Yes	Yes	Yes
Pattern: Length:	1070°	1525°		
Width:	650°	550°		
Errors: Range:	260°S	120°S		
Def:	200°R	550°L		
Radial:	300°	580°		
Percent: 1000°	86	86		
2000°	89	100		
Crew: AL:	Lt. Col. Cumbaa	Lt. Wright		Maj. Weaver
P:	Lt. Thomas	Lt. Seaburg	Lt. Newman	Lt. Shultz
TG:	Sgt. McGalin	Sgt. Laughlin	Sgt. Lee	Sgt. Shultz
N:	Lt. Flygstad	Lt. Pyle	Lt. Boyes	Lt. Knight
AN:	Capt. Rohn			
(No. of Leads) B:	Lt. (18) Hathaway	Lt. (6) Spears	F/O (8) Messenger	Lt. (3) Sullivan
(Missions) RN:	Lt. (25) Decherniss	Lt. (9) Lowry	Lt. (23) Shuster	Lt. (19) Feeley

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

(1) Narrative: 95A: Attacking on a true heading of 71 degrees, the bombardier was able to identify the target at 15 miles. The MPI was located without difficulty and a normal sighting operation was completed. Synchronization at the BRL was excellent.

PI: With the exception of 8 bombs that fell 2500' over the assigned MPI, one that fell 2000' short, and 2 1100' short, all of the bombs fell around the assigned MPI. The only undamaged through track in the Yards was not hit. The incendiary bombs extended from about 500' short of the GP pattern to the center of it. A rather heavy incendiary pattern fell in fields adjacent to the right side of the GP bombs. One incendiary bomb that was released late fell 6000' beyond the MPI. According to H2X scope photo interpretation the bombfall was approximately 1 mile South of the MPI.

95B: Initiating the attack on a true heading of 70 degrees, the bombardier pin-pointed himself down the bomb run. There was a thin haze layer over the target area, but the bombardier located the MPI without difficulty, and completed a normal sighting operation. Synchronization at the BRL was excellent.

PI: The bombs fell on the damaged and destroyed tracks and goods wagons left of the assigned MPI. The incendiary bombs covered the GP pattern. The only through line received many hits.

95C: Initiating the attack on a true heading of 58 degrees the bombardier pin-pointed himself down the bomb run and identified the target at 20 miles. A 100' loss in altitude was necessitated because of prop wash. Shortly after the loss in altitude the bombardier picked up the assigned MPI and synchronized. Synchronization at the BRL was good.

PI: The bombs fell in the smoke between A's and B's patterns, extending across the assigned MPI in a S-N direction. Smoke prevents a detailed analysis.

95D: Shortly after the maneuver at the IP the bombardier picked up the target and proceeded to set up course. The assigned MPI was obscured by bursting bombs from the previous Squadrons. The bombardier synchronized short and displaced his cross hairs on the assigned AP. Synchronization at the BRL was good.

PI: Smoke obscures almost all of the bombs. Sufficient are visible on the right edge of the smoke, however, to indicate that the pattern was probably 500' right of the assigned MPI.

(2) Bombing Malfunctions:

95A: A/C 838: 2 bombs jettisoned.
95B: A/C 776: 12 bombs returned.

Squadrons:	A (#784)	B (#910)	C (#749)	D (#660)
Target:	1st P	1st P	1st P	1st P
A.O.F.	Assigned	Assigned	Assigned	Assigned
A/C Releasing:	10	9	9	10
Bomb Load:	12x500 GP	12x500 SAP	6x1000 GP	6x1000 GP
Method of Release:	Salvo	Salvo	Salvo	Salvo
Altitude: True:	17760°	17550°	17150°	16860°
Ind:	18600°	18270°	18000°	17500°
Briefed Track (079)				
True Heading:	044	046	048	048
Drift:	5 R	4 R	5 R	5 R
Trail Change:	None	None	None	None
Ground Speed:	231	215	232	219
Tan. D.A.	.605	.620	.630	.640
Time of Release:	1302	1302	1302½	1302½
C-1	Yes	Yes	Yes	Yes
Pattern: Length:	925°			
Width:	1050°			
Errors: Range:	300°0			
Def:	550°R			
Radial:	640°			
Percent: 1000°	80			
2000°	90			
Crew:				
AL:	Maj. Wilde	Maj. Black	Capt. Howe	Capt. Maddron
P:	Capt. Fisher	Lt. Allen	Lt. Dognibene	Lt. McKinney
TG:	Lt. Klar	Sgt. Lambrecht	Sgt. Spalding	Sgt. Gaete
N:	Lt. Drew	Lt. Donahue	Lt. Obensur	Lt. Barrett
AN:	Lt. Sommers			
(No. of Leads)	Lt. (17)	Lt. (13)	Lt. (6)	Lt. (4)
B:	Buck	Smith	Peccianti	Goldstein
(Missions)	Lt. (26)	Lt. (11)	Lt. (18)	Lt. (5)
RN:	Conroy	Anderson	Garrison	Wolfert

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

(1) Narrative: 390A: Initiating the attack on a true heading of 060 degrees, the bombardier pin-pointed himself down the bomb run and picked up the target 19 miles from the BRL. The assigned MPI was smoke obscured, consequently, the bombardier synchronized short of the smoke and using the "hot plate" displaced his cross hairs on the assigned AP. Synchronization at the BRL was excellent.

PI: The bombs fell near the choke point at the N end of the M/Y, approximately 300' over and 550' right of the assigned MPI. Smoke obscures a portion of the pattern, but the main concentration is visible on a portion of the tracks near the choke point. One A/C released late and the bombs fell 2200' over the assigned MPI.

390B: Initiating the attack on a true heading of 067 degrees, the bombardier picked up the target shortly after the maneuver at the IP. The assigned MPI was smoke obscured, consequently, the bombardier synchronized short of the smoke and using the "hot plate" displaced his cross hairs on the approximate location of the assigned AP. Synchronization at the BRL was excellent.

PI: The bombs fell on top of A's pattern and are obscured.

390C: Initiating the attack on a true heading of 061 degrees, the bombardier identified the target 15 miles from the BRL. Some difficulty was experienced with prop wash on the first part of the bomb run, but did not interfere with the sighting operation. The assigned MPI was obscured by smoke from previous bombing. The bombardier synchronized short of the smoke and using the "hot plate" displaced his cross hairs on the approximate location of the assigned MPI. Synchronization at the BRL was excellent.

PI: Most of the bursts are obscured. One small concentration appears about 1000' short and another 1100' right of the assigned MPI. The remainder fell in the smoke over the N portion of the M/Y.

390D: Initiating the attack on a true heading of 053 degrees, the bombardier picked up the target 15 miles from the BRL. Although some difficulty was experienced with smoke over the target area, the bombardier was able to identify the assigned MPI and complete a normal sighting operation. Synchronization at the BRL was good.

PI: The bombs fell on the pattern laid down by the previous Squadrons. No bursts are visible.

(2) Bombing Malfunctions:

95D: A/C 660: 1 bomb jettisoned.
A/C 932: 6 bombs jettisoned.
A/C 470: 6 bombs jettisoned.

By Command of Brigadier General HUGLIN:

Ernest A. Kiessling

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

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

13TH COMBAT BOMB WING (H)

LANDSHUT, GERMANY

11 APRIL 45

NOTE: 100B bombed the secondary target, INGOLSTADT, GERMANY. The bombs fell in the M/Y.

HEADINGS: 100A Δ 070
 B Δ 273
 C Δ 063
 D Δ 063

95A Δ 061
 B Δ 060
 C Δ 060
 D Δ 062

390A Δ 044
 B Δ 046
 C Δ 048
 D Δ 048

SCALE - 1:29,142

CIRCLES - 1000' & 2000' from Assigned MPIs.

12 Ordnance Buildings, 2 large and 10 small were hit by 100 Group.

1B patterns

100A

100B

Bombs dropped by 95C and D were partially obscured by smoke of A's & B's.

1B's released late by 1 A/C 95A.

1 A/C released early: 100A.

95C

95A

95D

(1)

1B pattern

Same Target

North.

Smoke Obscured

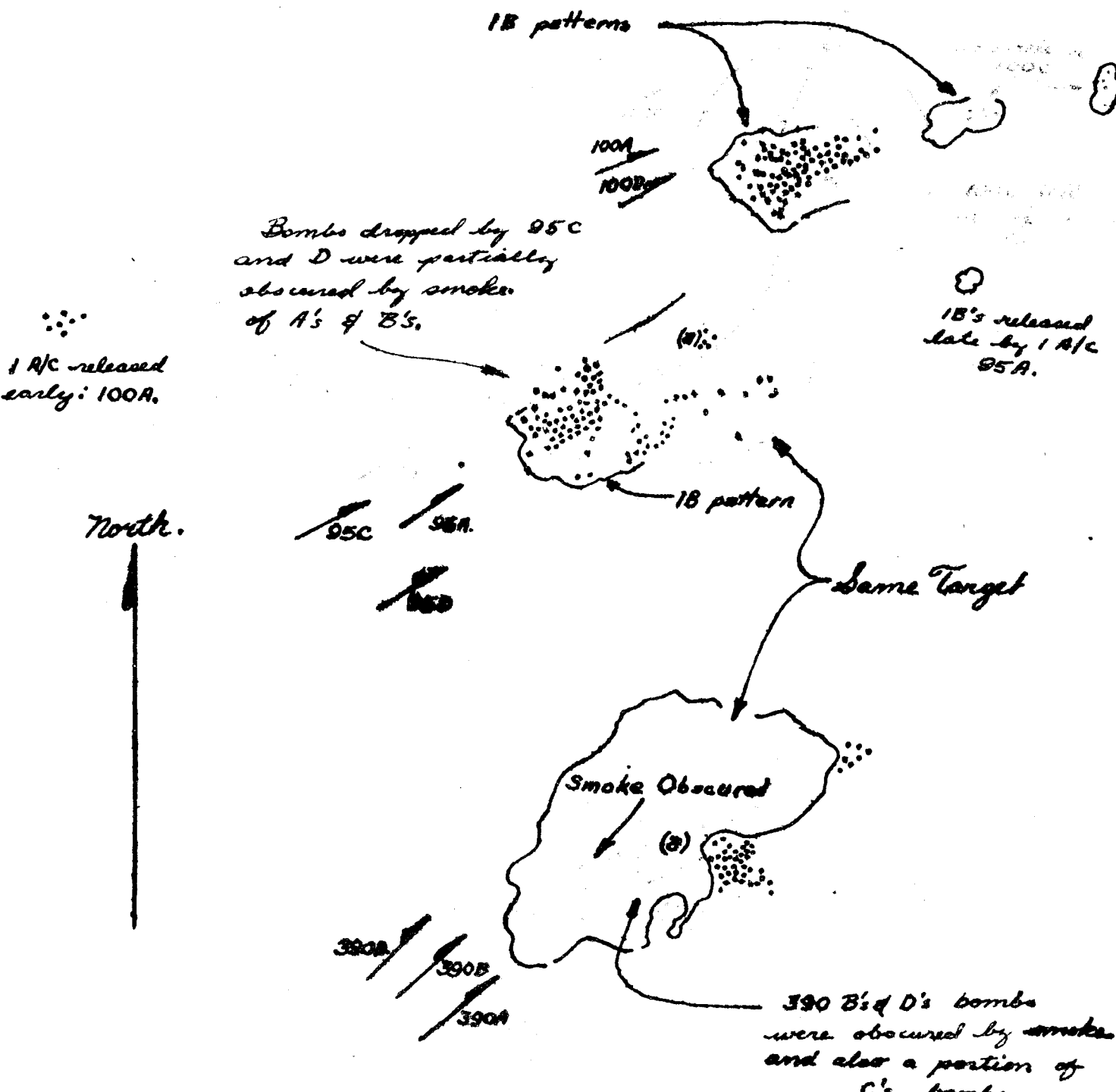
(2)

390A

390B

390A

390 B's & D's bombs were obscured by smoke and also a portion of C's bombs.



THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON (H)
Office of the Squadron Operations Officer
APO 559

11 April 1945

SUBJECT: Abortion of Aircraft #8776.

TO : Commanding Officer, 95th Bomb Group (H),
AAF Station 119, A.P.O. 559.

1. Taxi and take-off were made as briefed. Immediately after take-off, the #1 prop ran away and I was unable to stop it either with prop control or feathering button.

2. Upon feathering the engine, I called the tower and was instructed to circle the base till I had used enough gas to land.

3. After circling for two and one half hours, I landed with full bomb load and seventeen hundred gallons of fuel.

1st Ind. B
EWS

COMMANDING OFFICER, 334TH BOMB SQUADRON, 95TH BOMB GROUP (H), APO 559.
12 April 1945.

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

1. Lt. Rivet came in hot landing considerably down the run way. As a result he ran off the end of the runway.

2. The abortion was proper in that the propeller was uncontrollable, however, poor judgement was used in making the landing.

Harold E. Gooding
HAROLD E. GOODING,
Lt. Col., Air Corps,
Commanding.

19 APR 1945

AKK
CRB

IMMEDIATE INTERPRETATION REPORT NO. K. 4301

LOCALITY: LANDSHUT MARSHALLING YARD

PERIOD COVERED: Up to 1130B hours on 17 APR 1945.

ATTACKS:

	Date	S.A.	Reported Weather
UNKNOWN	Between 16 MAR-11 APR 45	--	-----
U.S. 8TH AIR FORCE	11 APR 45	3565	Clear.
" " " "	16 " "	3581	Part cloud.

95th Raid

PROVISIONAL STATEMENT ON DAMAGE

A very heavy concentration of craters covers the entire target and adjoining areas. All sections of the Marshalling Yard, all the facilities and all through lines are very severely damaged and are 100% unserviceable.

The heaviest damage resulted from an unknown attack or attacks between 16 MAR 1945 and 11 APR 1945. However, the two attacks by aircraft of U.S. 8TH AIR FORCE resulted in additional severe damage or destruction of facilities, rolling stock and installations at all parts of the Marshalling Yard.

Details are as follows:

NAME	UNKNOWN ATTACKS between 16 MAR - 11 APR 1945	ATTACKS U.S. 8TH AIR FORCE 11 and 16 APR 1945
------	--	---

LOCOMOTIVE AND REPAIR FACILITIES

Locomotive Depot	1/2 destroyed.	Almost completely destroyed.
Turntable	---	Damaged by at least 2 hits.
Wagon Repair Shop (S. of Loco Depot)	---	3/4 gutted; remainder damaged. Two adjoining small buildings damaged by blast.
Sidings adjoining Loco Depot to S.E.	Moderate loading. Several rail-way wagons are damaged, destroyed or derailed.	Additional new damage. Many wagons are now damaged or destroyed.

'F' Section Notes: - 100% unserviceable.

TERMINAL FACILITIES

Goods Depot (E. of Passenger Station)	1/5 destroyed. Several rail-way wagons nearby damaged, destroyed or derailed. Small building damaged.	Goods Depot totally destroyed. Medium building gutted. Two small buildings damaged. Many railway wagons now damaged or destroyed.
Large Warehouse Type Building (E. of Goods Depot)	----	Gutted and also damaged by H.E.
Passenger Station	Platform sheds completely destroyed.	-----
Probable Offices and Waiting Rooms	3/4 destroyed. Seven small buildings destroyed.	-----

'F' Section Notes: - 100% unserviceable.

MARSHALLING YARDS

Station Sidings	Moderate to heavy loading. All rail lines cut in very many places. Many wagons are damaged, destroyed or derailed.	New heavy damage. Many more wagons are now damaged or destroyed. Relatively few wagons remain undamaged.
-----------------	--	--

NAME	UNKNOWN ATTACKS between 16 MAR - 11 APR 1945	ATTACKS U.S. 8TH AIR FORCE 11 and 16 APR 1945
<u>MARSHALLING YARDS (CONT'D)</u>		
Storage Sidings (E end of Yard)	Few wagons are damaged, destroyed or derailed. Few rail lines are cut.	New damage to several wagons. Several new hits on rail lines. Probably all lines are now cut.
Four small buildings (Near Storage Sidings)	Three destroyed. One damaged.	----- -----

'F' Section Notes: - 100% unserviceable.

THROUGH RUNNING LINES

Converging Lines at (W. end of Yard)	Few craters.	Additional damage to rail lines all are cut.
Rail over Stream Bridge (W. end of Yard)	Damaged by at least 2 hits.	-----
Road over Rail Bridge (E. end of Yard)	-----	Section of N. approach destroyed.
Rail over Road Bridge (E. end of Yard)	-----	Few rails of N. approach cut by at least 3 craters.

'F' Section Notes: - 100% unserviceable.

OUTSIDE TARGET AREA

Business/Residential Property adjoining M/Y.	Many buildings severely damaged or destroyed.	Moderate new damage.
Unidentified Factory (N.E. of M/Y)	-----	Three small buildings destroyed. Large Main Building seriously damaged.
Large Warehouse Type Building (E. of M/Y)	-----	On fire. (Prints 3080/81 4078/81)

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

PHOTOGRAPHS TAKEN BY: 27 Squadron.

SORTIE: US7GR/297A.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1130B hours on 17 APR 1945.

SCALE: 1/13,000 (F.L.24").

COVER AND QUALITY: The target is fully covered on photographs of good quality.

LAST REPORT: None.

COMPARATIVE SORTIES USED: 680/172 Prints (3018/19; 4018) and SAV 100D-1582
Prints (1-7)

PRINT DISTRIBUTED: 4079. (To follow when available).

CONFIDENTIAL.

A.C.I.U.

MNC/PR

DISTRIBUTION NO. 24E

322 COPIES

IMMEDIATE INTERPRETATION REPORT NO.K.4255

LOCALITY: LANDSHUT Ordnance Depot and marshalling yard

PERIOD COVERED: up to 1500B hrs on 11 APR 1945

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	13 APR. 1945	3565	Clear

PROVISIONAL STATEMENT ON DAMAGE.

Very severe damage is seen to the entire ordnance depot where fires were still burning at the time of photography. Of the two standard type ramped buildings, one is gutted and the other is still on fire. All twelve miscellaneous type buildings (small) are gutted or destroyed and remains are seen still burning. A medium unidentified building in the Southeast of the site is burning fiercely and there is a concentration of craters over the entire target area. Both road and rail access to the site is cut as also the railway lines leading in to the marshalling yard and north east to Regensburg.

The marshalling yard is seen only on small scale photographs but severe fresh damage is visible, fires are still burning and many wagons appear damaged or derailed.

There is some damage to business/residential property on each side of the marshalling yard.

(Prints 4155-6: 7026-7)

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

PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7GR/139B.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1500B hrs. on 11 April 1945

SCALE: 1:8,300 (F.L.36")
1:50,000(F.L. 6")

COVER AND QUALITY: The ordnance depot. is fully covered on photographs of good quality and scale marred by smoke and the marshalling yard is covered on photographs of very small scale also marred by smoke.

LAST REPORT: None.

COMPARATIVE SORTIE USED: 325/829 (4049-53)

PRINT DISTRIBUTED: 4156. (to follow when available)

CONFIDENTIAL
A.C.I.U.
E.T.D./DG

DISTRIBUTION NO. 24E
322 COPIES

Passenger Station (a) : Over 50 bursts on the sidings and station remains.

(f) Incendiary Areas:

Southwest corner of the M/Y extending into open fields.

Blanketing eastern one-third of the yard covering the locomotive shed.

In open field 2500 yds. southeast of the Ordnance Plant.

(g) Other bursts:

(i) 10 bursts 1600 yds East of center of yard.

(ii) 2 bursts near a road intersection Southwest of the Locomotive shed.

(iii) One direct hit on a church one block South of the Passenger Station.

3. ACTIVITY

(a) LANDSHUT MARSHALLING YARD:

(i) LOADING: The loading consists almost wholly of damaged wagons.

(ii) LOCOMOTIVES: Five dead locomotives are visible in the roundhouse.

(iii) REPAIRS: Two through running lines have been repaired but other than that the yard appears 100% unserviceable.

(b) ERGOLDING AIRFIELD

(i) Four, possibly five, medium aircraft are seen on the Southern perimeter of the airfield.

(ii) The landing ground is serviceable.

4. ANNOTATED PRINT: None prepared.

5. BOMB PLOT: None prepared.

6. PHOTOGRAPHS RECEIVED:

SAV	94/1662	11 APR 1945	1305 B hrs.	1/31700 (F.L.7")	18500' 'A'
"	95/1758-61	"	1301 " "	1/28700	" 16750' "
"	100/1576,79,82	"	1257 " "	1/28600	" 16700' "
"	390/1677-80	"	1302 " "	1/29600	" 17300' "

mac

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

.....
: SECRET
: By Authority Of :
: C.G., Eighth Air Force :
: Initials. *RCG* :
: Date: 11 April 1945 :
.....

RCG
CHB

INTOPS SUMMARY NO. 346

PERIOD: 0001 hours 11 April to 2400 hours 11 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.	1300	1267	3363.8	0-0-0	0	0	0	0	4
Fighter Escort (a)	806	765	0	0-0-0	0	0	0	0	1
Fighter Sweeps (a)	52	52	0	0-0-0	0	0	0	0	1
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	39	38	0	0-0-0	0	0	0	0	0
Weather Recon.	41	37	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	19	19	0	0-0-0	0	0	0	0	0
Special Operations	<u>26</u>	<u>26</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Totals	2283	2204	3363.8	0-0-0	0	0	0	0	7

(a) Includes groups based on continent.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1300 a/c (954 B-17s, 346 B-24s) from three Air Divisions sortied in three forces against six M/Ys, two A/Fs, two Ordnance Depots, two Oil Storage Depots, and an Ammunition Factory in southern Germany. Thirteen assigned primaries. 1267 a/c dropped 3363.8 tons total (3025.9 tons GP, 337.9 tons IB) on all assigned targets. All bombing visual. Weather: CAVU to 2/10 cloud over primary targets. E/A Opposition: nil. Claims: nil. Losses: nil, NYR: 4 B-17s believed safe on Continent.

S E C R E T

First Force

Twelve group formations (445 B-17s - 1st Air Division) sortied against Kraiburg ammunition factory near Muhldorf and Freiham Oil Storage Depot. 435 a/c dropped 1101.3 tons GP on assigned primaries and two secondaries at 1247-1317 hours from 24,000-27,100 feet. All bombing visual. Leaflets dropped on Kraiburg and Freiham. Weather: CAVU. Flak: nil at Kraiburg; meager and inaccurate at Freiham. Battle Damage: 11 minor, 4 major. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: 4 B-17s believed safe on Continent.

Fighter Support: Five groups including 352nd Group based on Continent, (294 P-51s). Up 0945-1100 hours; down 1510-1645 hours. 273 effective sorties. E/A Opposition: 4 a/c, possibly jets, sighted south of Munich. 15 t/e jets seen flying parallel to bomber track Lake Constance area. Claims: nil. Losses: nil. NYR: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Results</u>
Kraiburg nr Muhldorf Ammo. Factory	139	133	381.0	Good
Freiham Oil Storage Depot	306	300	716.5	Good
Landshut Ordnance Depot (Sec)	—	1	2.5	Unobserved
Treuchtlingen M/Y (Sec)	—	1	1.3	Unobserved
Totals	445	435	1101.3	

Second Force

Fourteen group formations (509 B-17s - 3rd Air Division) sortied against Landshut Ordnance Depot and M/Y, Ingolstadt M/Y and A/F and M/Ys at Donauworth and Treuchtlingen. 498 a/c dropped 1210.1 tons GP, 239.5 tons IB on all six assigned primaries at 1257-1322 hours from 16,900-19,000 feet. All bombing visual. Leaflets dropped on Landshut, Ingolstadt, Treuchtlingen and Donauworth. Weather: CAVU. Flak: nil. Battle Damage: nil. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Five groups (294 P-51s) sortied. Up 1027-1123 hours; down 1545-1625 hours. 281 effective sorties. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Landshut Ordnance Depot	38	28	55.8	20.0	Very Good
Landshut M/Y	76	82	194.5	45.0	Very Good
Ingolstadt A/F	143	131	307.8	61.5	Very Good
Ingolstadt M/Y	68	79	191.0	46.0	Very Good
Treuchtlingen M/Y	70	70	173.0	34.0	Fair - Good
Donauworth M/Y	114	108	288.0	33.0	Very Good
Totals	509	498	1210.1	239.5	

Third Force

Thirty-five squadron formations (346 B-24s - 2nd Air Division) sortied against Obertraubling A/F, Oil Storage Depot and Ordnance Depot at Regensburg and M/Ys at Amberg and Neumarkt. 334 a/c dropped 714.5 tons GP, 98.4 tons IB on all five assigned primaries at 1336-1353 hours from 19,000-23,500 feet. All bombing visual. Leaflets dropped on Regensburg, Neumarkt and Amberg. Weather: CAVU to 2/10 cloud. Flak: moderate, inaccurate at Regensburg, nil at other targets. Battle Damage: 14 minor, 1 major, 2 Cat. "E" (mid-air collision over U.K.). E/A Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Four groups (163 P-51s, 55 P-47s - 218 a/c) sortied. Up 1015-1043 hours; down 1637-1700 hours. 211 effective sorties. E/A Opposition: 1 jet seen on deck southeast of Frankfurt. Claims: nil. Losses: nil. NYR: 1 P-51 believed safe on Continent.

Details of bomber attack as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Regensburg Oil Storage	86	80	137.5	67.4	Very Good
Regensburg Obertraubling A/F	82	79	180.5		Very Good
Regensburg Ordnance Depot	31	31	54.0	31.0	Good
Neumarkt M/Y	71	71	175.0		Very Good
Amberg M/Y	76	73	167.5		Very Good
Totals	346	334	714.5	98.4	

2. Fighter Escort

Fourteen groups, including 352nd Group based on Continent, (751 P-51s, 55 P-47s - 806 a/c) sortied in support of three bomber forces. Up 0945-1123 hours; down 1510-1700 hours. 765 effective sorties. E/A Opposition: 4 a/c, possibly jets, sighted south of Munich, 15 t/e jets seen flying parallel to bomber track Lake Constance area, 1 jet seen on deck southeast of Frankfurt. Claims: nil. Losses: nil. NYR: 1 P-51 believed safe on Continent.

3. Fighter Sweeps

One group, 361st Group based on Continent, (52 P-51s) sortied on Free Lance support for bombers in the Regensburg area. Up 1015 hours; down 1600 hours. 52 effective sorties. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: 1 P-51 believed safe on Continent.

4. Fighter Bombing

Nil

5. Photo Reconnaissance

39 a/c (26 P-51s, 11 F-5s, 2 Mosquitoes) sortied as follows:

2 Mosquitoes sortied on night photography over IJmuiden.

7 F-5s sortied on mapping of Dessau-Kelzig areas.

4 F-5s sortied on D/A photos of Leipzig area, Germany and Munich.

1 a/c aborted.

26 P-51s as escort to above missions.

No losses.

6. Weather Reconnaissance

41 a/c (29 P-51s, 5 Mosquitoes, 6 B-17s) sortied as follows:

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

2 B-17s completed routine weather reconnaissance to and from the Azores.

5 Mosquitoes completed special weather flights over Germany, N Sea,

France and S of Ireland.

32 a/c (29 P-51s, 3 B-17s) as weather scouts for bombers. 28 effective.

No losses.

7. Air/Sea Rescue

19 a/c (16 P-47s, 2 OA-10s, 1 B-17) sortied on routine search and patrol. No losses.

8. Special Operations

26 a/c sortied as follows:

12 B-24s dropped leaflets over France, Holland and Germany night of 10/11 April. NYR: 1 a/c believed safe on Continent.

4 B-24s on VHF screening, jamming from 0721-1000 hours.

4 a/c (2 P-51s, 1 B-24, 1 B-17) as airborne radio relays.

2 Mosquitoes sortied on special experimental navigation flight for night photography, one over Balkan and one over Italy.

4 Mosquitoes on chaff dispensing mission for 1st Air Division.

No losses.

NYR: 1 B-24.

4. Damage to Enemy Installations

Regensburg Obertraubling A/F - Very Good Results

Hits on runways and a/c assembly plant.

Regensburg Oil Storage - Very Good Results

Direct hits on railroad bridge, GP and IB patterns on workshops, hits on tanks, rail lines, rolling stock, possibly tank cars, and an oil tanker in the harbor and large building slips. Huge explosion was seen in the area. 1 M47 hit oil tank and set it on fire.

Regensburg Ordnance Depot - Good Results

Hits on buildings in target area, roadways and open area.

Neumarkt M/Y - Very Good Results

Rail lines and roadways in heavily built up area hit.

Amberg M/Y - Very Good Results

Hits on rail lines and buildings in heavily built up industrial area.

Treuchtlingen RR Center - Fair to Good Results

Six squadrons dropped 1000 GP and 500 IB bombs. Portions of three patterns are seen across the yards and the fourth was unobserved. Most lines were probably cut. Damage was probably not too great. Loading was moderately heavy.

Landshut Ordnance Depot - Very Good Results

Target area was blanketed by two tight and one not so tight patterns of 500 GP and IB. IB are noted blanketing the area in later coverage and later photos show entire area under a cloud of smoke from fires at both large buildings. Pre-hit photos of same type buildings not far away indicate possible extension of the area.

Landshut M/Y - Very Good Results

Target bombed by nine squadrons carrying 500 and 1000 GP, 500 SAP and 500 IB's. Of these, six squadrons put their patterns well on the yards and probably did considerable damage to any rolling stock that was in usable condition. At the beginning of the attack yard was observed to be very badly beaten up by previous attacks and the only thing that had been repaired was the through-running lines.

Ingolstadt M/Y - Very Good Results

Seven squadrons released 1000 GP and 500 IB at the M/Y, six of them placing most of their patterns on the target area. Abundant smoke prevents any accurate assessment of damage, but a number of hits were probably on the repair facilities. Loading was moderately heavy.

Ingolstadt A/F - Very Good Results

Fourteen squadrons dropped 1000, 500, 100 GP, 150 and 100 frag. and 500 IB bombs on the target area. This field has been well torn up and the hangar and barracks area blanketed with GP and IB bombs. Of the 83 a/c visible, 17 were probably damaged to some extent. Damage to the hangar and barracks area is difficult to access due to the large volume of smoke resulting from the attack.

Donauworth M/Y - Very Good Results

Bombed by nine squadrons carrying 500 GP and IB bombs. Larger part of seven squadrons blanketed the RR yards, with bursts from the station, rail-over road bridges and sidings and the approach to the rail road bridge over the river. One pattern is seen in the built up part of the city north of the RR yards and another in open area at the west end of the yard. PRU furnished by latter squadrons indicates that the bridge approaches and the rail-over-road bridges east of the M/Y are probably destroyed, and that extensive damage was done to at least one-third of the buildings in a factory-type installation south of the yards.

Kraiburg Ammo. Factory - Good Results

Seven complete and five partial concentrations of GP and semi-armored piercing bombs bursting in and adjacent to target. All installations were well concealed in woods making it difficult to pinpoint strikes. Bursts could be seen from the following areas, numbers refer to Ill. 56, Group 2. Areas 2, 3, 4, which is the nitro-glycerine manufacturing area, received 4, 6, and 10 hits respectively. Area 5, which is also nitro-glycerine manufacturing received at least 3 bursts in area, direct hits on small buildings adjacent. Area 6 cordite, a small group of bursts, one small fire at end of attack. Area 7, cordite, many concentrations of bursts in NW and NE portion of area. Area 8, magazine, many hits, one possibly two, intense explosions; one fire burning late in the attack. Area 9, magazine, scattered bursts. Area 11 magazine, blanketed by bursts, 2 small fires later increasing in size. The large explosion in the most northerly magazine should cause serious damage in this area, however, clouds of smoke covers this area early in the attack and prevents much assessment. Some damage can be expected in other portions of target but it is not readily discernible due to small scale photography.

Freiham Oil Storage Depot - Good Results

18 concentrations of GP and semi-armored piercing bombs plotted in northern and eastern portion of depot. Main weight of attack was concentrated in northern portion of reported benzine storage area; and across the storage siding in the southern portion of target. It was impossible to definitely pinpoint all strikes due to type of installations and small scale photography. Direct hits on the following (numbers and letters, refer to ACIU Plan No. U30).

A-buried pumping station, 2 near hits. B-buried refinery, 3 near hits. C-buried installation unidentified, 2 near hits. D-blending plant, blanketed by bursts. E-reported bombing station, possible direct hits. Storage Area No. 1-many hits in southern portion of area. Storage Area No. 2, northern portion well hit, 3 small explosions along eastern side. 5 Storage Siding, at least 3 hits. 6 Loading gantries, 3 hits rectangular building to north demolished, building to west, one direct hit. 8 Storage Yard of petrol, it will have many hits, building to the north of yard destroyed. 9 Loading Gantries, possible direct hits. 12 Storage sidings, at least 60 hits. 13 Hutted Camp, few bursts in northern end.

5. Ground Activity

21st Army Group - Canadian armor cleared V9169 and are fighting at 9672, while Canadian Infantry cleared Deventer. British armor is on the river Aller at X2756 and took a bridgehead at W0554 against stiff opposition. Airborne troops took Fulda and are 40 miles from Celle.

12th Army Group - Airborne troops advanced south to the northern outskirts of Essen, which has been abandoned by the enemy. Other troops reached Bochum and southeast of Dortmund an advance of three miles was made. Armor by-passing Hannover advanced 23 miles eastwards to Hardsesse X73. Troops on the southern edge of the Ruhr pocket gained three to four miles north west on wide fronts. Troops advancing towards the Harz Forest gained 10 miles eastwards. Armor passed through these positions and reached Bleicherode C91. Third Army troops advanced four to eight miles on a fifteen mile front, reaching Arnstadt, H25. Troops to the north advanced four to six miles against light resistance, reaching a point two miles west of Erfurt.

6th Army Group - A U.S. Cavalry Group has advanced 15 miles to the south east, reaching Sesslach, O28. French troops entered Pforzheim and Algerian troops captured Bailhingen.

D. OPERATIONS OF OTHER AIR FORCES

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	2403	37-0-13A 72-1-60G	12
First US T.A.F.	872	5-0-0A 42-1-36G	(a)
Second T.A.F.	1259	3-0-0A 14-0-8G	9
RAF Fighter Command	<u>276</u>	<u>4-0-2A</u>	<u>1</u>
Totals	4810	49-0-15A 128-2-104G	22

(a) Not reported.

Ninth Air Force

Night 10/11

Sorties : 25 a/c Defensive Patrols

E/A Claims : 4-0-0A

Losses : Nil

Day 11

Sorties : 1425 Fighters & Fighter Bombers
707 Bombers
246 Reconnaissance
2378 a/c

Missions : 9th Bomb Division - 707 sorties. Morning. Attacked Naumberg Ord. Depot, Bernburg M/Y and Ascherslissen M/Y. Afternoon. Attacked Kothen M/Y, Zwickau M/Y, Bamberg Assembly plant and Flak Positions.

9th TAC- 530 sorties. Escort to medium bombers. Armed reconnaissance in Ruhr pocket area. Air support to 3rd U.S. Army.

19th TAC- 544 sorties. Ground cooperation and support to XII and XX Corps. Escort to medium bombers.

29th TAC- 351 sorties. Air support to XIII, XVI, XIX Corps. Air cover for forward armored element. Escort to medium bombers. Air alert patrols.

E/A Claims : 37-0-13A 72-1-60G

Losses : 12 a/c (1 bomber, 11 fighters)

Ground Claims :	Destroyed	Damaged
M/T	957	687
Armored Vehicles	62	56
Locos	60	39
RR Cars	431	372
Gun Positions	22	28
Buildings	259	116

S E C R E T

First U.S. T.A.F.

Night 10/11

Sorties : 8 Intruder Patrol

Claims & Losses Nil

Day 11

Sorties : 684 Fighters and Fighter-Bombers
180 Bombers
864 a/c

Mission : 12nd Bomb Wing: 180 sorties. Attacked Geisling Fuel
Dump, Straff Ammunition dump.

12th TAC: 684 sorties. Air cooperation to Seventh
US Army, Armed recon. Bamberg, Stuttgart areas. Escort
to bombers. Tactical visual recon.

First French TAC; Western French AF: No report available.

E/A Claims : 5-0-0 Air
42-1-36 Ground.

Losses : Not reported.

Ground Claims:

	<u>Destroyed</u>	<u>Damaged</u>
M/T	105	67
Locos	28	53
RR Cars	63	326
Gun Positions	5	14
Armored Vehicles	2	1
HDV	32	0
Buildings	258	83

Second T.A.F.

Night 10/11

Sorties : 135 a/c

Mission : Attacked road and rail movement in NW Germany, Tactical
reconnaissance.

E/A Claims : 1-0-0

Losses : 3 a/c

Day 11

Sorties : 1027 Fighters
97 Bombers
1124 a/c

Missions : Attacked M/Ys at Soltau, Rotenberg. Bombed Dunkirk and gun position in tactical area, Armed reconnaissance in Arnhem, Meppel, Bremen areas. Air support to First Canadian and Second British Armies.

E/A Claims : 2-0-0 Air
14-0-8 Ground

Losses : 6 Fighters

Gr. Claims :	<u>Destroyed</u>	<u>Damaged</u>
M/T	130	149
Locos	4	33
Armored Vehicles	3	8
HDV	12	74
RR Cars	20	61

RAF Fighter Command

Night 10/11

Sorties : 35 a/c

Missions : Intruder and Interception Patrols

Claims : 3-0-0 Air

Losses : nil

Day 11

Sorties : 241 a/c

Missions : Escort to Bomber and Coastal Commands. Visual Reconnaissance.

Claims : 1-0-2 Air

Losses : 1 a/c

