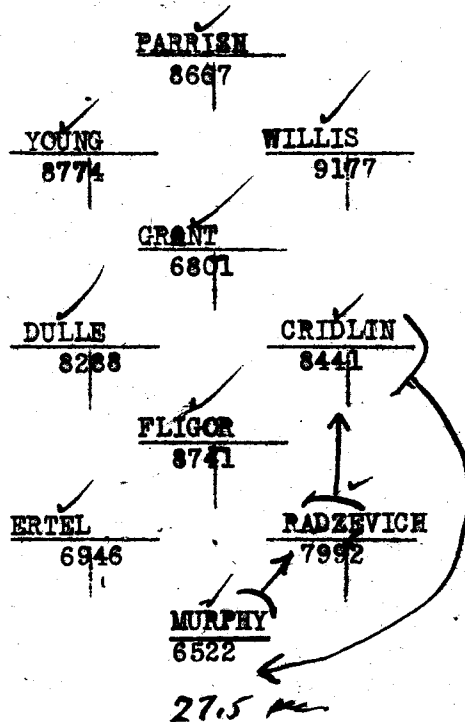


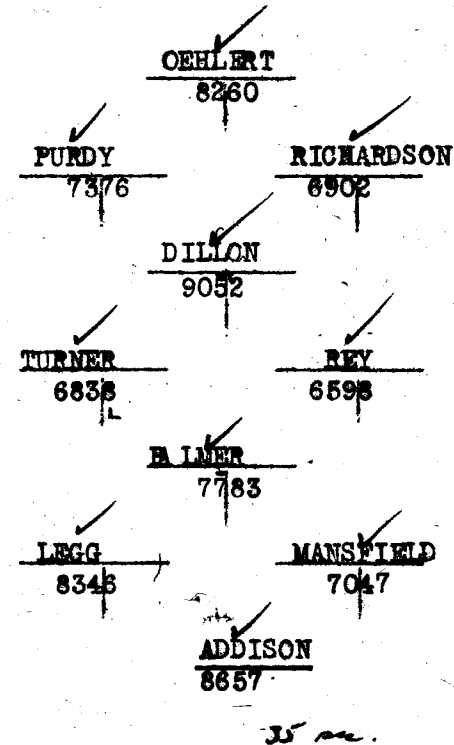
HEADQUARTERS
 NINETY FIFTH BOMBARDMENT GROUP (H)
 Office of the Operations Officer

DATE 17 April 1945

A SQUADRON



B SQUADRON



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

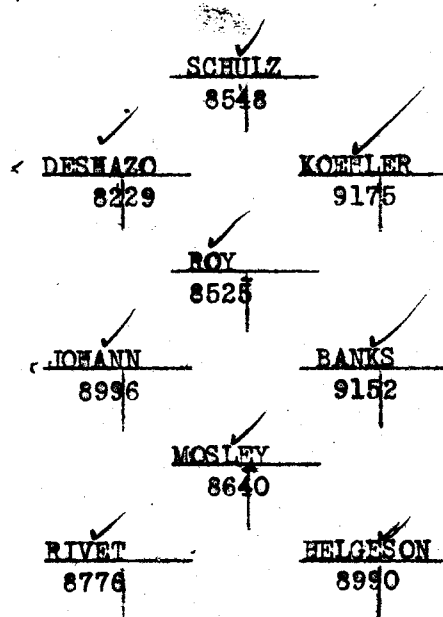
EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

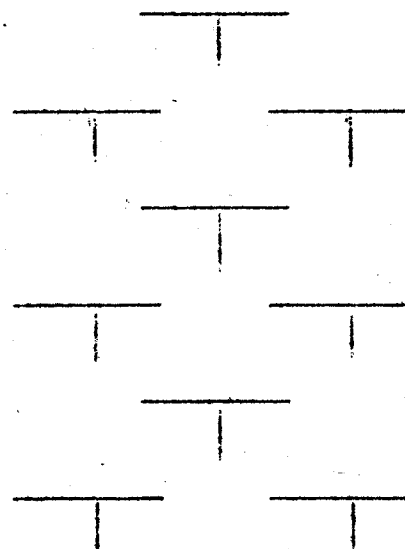
HEADQUARTERS
 NINETY FIFTH BOMBARDMENT GROUP (H)
 Office of the Operations Officer

DATE 17 April 1945

R SQUADRON



_____ SQUADRON



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

LEAD CREWS AND AIR LEADERS FOR 17 April 1945

AIR LEADERS-----LT. COL. STUART
CAPT. JENEMAN-----336th
LT. MALONE-----154
LT. DUDA-----412th
OBS.-----LT. STANBOROUGH-----412th - WITH REG CREWS.

LEAD AND DEPUTY LEAD CREWS

PILOTS

FARRISH-----334th
GSELERT-----335th
SSEWULZ-----334th
WILLIS-----412th
RICHARDSON-----335th
KOENLER-----334th

BOMBARDIERS

CARTER-----336th
SHETKY-----335th
SULLIVAN-----334th
STILWELL-----412th
FACKERELL-----335th
~~KOENIGER~~
GIBSON-----334th

NAVIGATORS

ARTERBURN-----336th
~~BERNARD~~ GRESHAM-----335th
KNIGHT-----334th
LEANNAH-----412th
DETSRING-----335th
LINDSLEY-----334th

RADAR NAVIGATORS:

WEBER-----336th
HEALD-----335th
FEELEY-----334th

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

APO 559
April 17 1945

SUBJECT: Lead Crew Officer Personnel on Mission 17 April 1945.

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

1. The following Lead Crew Officer personnel were dispatched on combat mission this date:

"A" SQUADRON

Air Leader	Lt. Col. Stuart
Group Navigator	Lt. Malone
Pilot	Lt. Parrish
Co-Pilot	Lt. Balzer
Navigator	Lt. Arterburn
Bombardier	Lt. Carter
Radar Navigator	Lt. Webber

"B" SQUADRON

Air Leader	Capt. Jeneman
"B" Squadron Navigator	Lt. Duda
Pilot	Lt. Oehlert
Navigator	Lt. Gresham
Bombardier	Lt. Schetky
Radar Navigator	F/O Heald

"C" SQUADRON

Pilot	Lt. Schulz
Co-pilot	Lt. Krein
Navigator	Lt. Knight
Bombardier	Lt. Sullivan
Radar Navigator	Lt. Feeley

JOHN A. COTNER
1st Lt., A.C.,
Asst. Operations Officer.

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP.
STA.

- DATE 7/4/45 TARGET _____ DUTY OFFICERS _____
- CBW 3B GROUP 95C GP. LEADER LT. SCHULTZ. A/C ³³⁶8548-K W/T PKZ
POSITION Lo DEPUTY LDR. LT. KOENLER A/C ³³⁴9175-L W/T MRF
- EST. TAXI TIME 1020 LST. T.O. 1ST A/C 1030 ETD BASE 1100
MTR BASE 1850
- NUMBER A/C ORIGINALLY SCHEDULED 9 NUMBER OF ^{PKZ}~~STATES~~ ~~INCLUDED~~
INCLUDED 1
- TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____
LAST LANDING _____
- SQUADRON 334 NO. OF A/C 8 CALL SIGNS; W/T MRF

L N U P T D X B

A/C	: 9175	: 8229	: 8525	: 9152	: 8998	: 8646	: 8990	: 8770	:	:	:	:	:
A.T.O.	: 1019	: 1031	: 1032	: 1033	: 1033	: 1034	: 1035	: 1036	:	:	:	:	:
A.T.R.	: 1855	: 1917	: 1857	: 1914	: 1916	: 1915	: 1919	: 1918	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 1 CALL SIGNS: W/T PKZ

K

A/C	: 3548	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 1018	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1913	:	:	:	:	:	:	:	:	:	:	:	:
REMARKS	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON _____ NO. OF A/C _____ CALL SIGNS: W/T _____

95 "A" SQ.

95 "B" SQ.

PARRISH * (LT. COL. STUART)
8667 I-L

YOUNG
8774 A-B

GRANT
6801 A-A

DULLE
8288 A-V

FLIGOR
8741 A-M

ERTEL
6946 A-F

MURPHY
6522 A-H

WILLIS *
9177 A-Y

CRIDLIN
8441 A-P

RADZEVICH
7992 A-Q

OEHLERT * (CAPT. JENEMAN)
8260 A-X

FURDY
7376 I-H

DILLON
9052 I-S

TURNER
6838 I-E

LEGG
8346 I-X

ADDISON
8657 N-V

RICHARDSON *
6902 I-G

REY
6598 I-N

PALMER
7783 I-R

MANSFIELD
8269 I-K

95 "C" SQ.

OBSERVATION SHIP

SCHULZ *
8548 L-K

DESHAZO
8229 N-N

ROY
8525 N-U

JOHANN
8996 N-T

MOZLEY
8640 N-D

RIVET
8776 N-B

KOEHLER *
9175 N-L

BANKS
9152 N-P

HELGESON
8990 N-X

BRUMBAUGH (Lt. STANBOROUGH)
7586 I-D

SHIPS TO MONITOR:

"A" SQ.

"B" SQ.

"C" SQ.

CHANNEL B
CHANNEL C 8TH AF
CHANNEL C 66TH WG
COMMAND #2 (5295)
M/F D/F

RADZEVICH A-Q
CRIDLIN A-P
DULLE A-V
ERTEL A-F

MANSFIELD I-K
REY I-N
TURNER I-L
LEGG I-X
LEGG I-X

RIVET N-B
RIVET N-B

CONTROL POINTS:

WILLIS A-Y
MURPHY A-H

STRIKE MESSAGES:

FARRISH I-L
WILLIS A-Y
MURPHY A-H

OEHLERT A-X
RICHARDSON I-G
MANSFIELD I-K

SCHULZ L-K
KOEHLER N-L
HELGESON N-X

R/T COLLECTIVE CALLSIGNS AND FLARE COLORS:

13A--100TH

13B--95TH

13C--390TH

A SQ. FIREBALL LEADER----RY
B SQ. FIREBALL DOG 2-----RY
C SQ. FIREBALL DOG 3-----RY

FIREBALL BAKER----RR
FIREBALL BAKER 2--RR
FIREBALL BAKER 3--RR

FIREBALL JOHNNY----GG
FIREBALL JOHNNY 2--GG
FIREBALL JOHNNY 3--GG

LEADERS

"A" SQ.

"B" SQ.

"C" SQ.

EXTRA AIRCRAFT:

READINESS
STATIONS
TAXI
TAKE-OFF
IENDEZVOUS
OVER
AT
BOMB. ALT.

0900
1000
1005
1015
1025
1100
BASE
3,000
20,000

0855
0955
1010
1020
1100
BASE
3,500
20,500

0905
1005
1020
1030
1100
BASE
2,500
19,500

PFF-----8040 A-N
WING-----7154 N-F
7047 I-M
8140 A-C

ZERO HOUR__1100
LAST TAKE-OFF TIME__1125

VHF AUTHENTICATOR--RAZORBACK
 DIVISION RECALL--THE ARKANSAS GAZETTE
 WING RECALL--OLD WOODEN BUCKET
 INDIVIDUAL ABORTION--THE GARBAGE MAN
 REFERENCE BASE ALTITUDE--20,000
 REFERENCE BASE WIND--360 Degrees
 35 Knots

COLORS OF THE DAY			
TIME	FLARE	CHALL.	REPLY
0800-1400	RY	I-ITEM	W-WILLIAM
1400-2000	RR	Z-ZEBRA	L-LOVE
2000-0200	RY	Q-QUEEN	B-BAKER

VHF CALLSIGNS:

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

KODAK AUTHENTICATOR

Challenge	Reply
BAKER	80
CHARLIE	33
WILLIE	87
TOMMY	60
JASON	21
RONALD	44
FIEDDIE	14
KARLO	09
GEORGE	90
MICKEY	20

SCOUTING FORCE:

1 P-51 KODAK CONTROL
 8 P-51'S KODAK RED TGT W/X 30 MIN PRIOR TO TGT TIME.
 IP POINT "12" TGT POINT "13"

CONTROL POINTS

- CP 1 - ENGLISH COAST
- CP 2 - ENEMY COAST
- CP 3 - 5017-0700
- CP 4 - 5012-1211
- CP 5 - 5031-1123 (OUT)
- CP 6 - 5037-0700 (OUT)

EMERGENCY FIELD: MERVILLE (5037-0239) c/s DOMESTIC
 EXTREME EMERGENCY: THIONVILLE (4921-0612) c/s BACHELOR

RUSSIAN RECOGNITION SIGNALS:

BASIC: ROCK WINGS
 SECONDARY: RED FLARE
 NIGHT BASIC: CONTINUOUS FLASHING OF NAVIGATION LIGHTS
 NIGHT SECONDARY: WHITE FLARE

GEOGRAPHICAL CHECK POINTS

- W - COBURG
- R - LEIPZIG
- I - DRESDEN
- T - KARLSBAD
- E - PLAUEN
- O - TABOR
- S - PLZEN

FIGHTER SUPPORT:

(D) 357 GP (P-51'S) R/V 5016-0900
 CALLSIGN: BALANCE TWO-FOUR.

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-RIHEN (5134-0456)	ASCH (5058-0535)
LE CULOT (5045-0446)	EINDHOVEN (5127-0524)	OPHOVEN (5102-0532)
LE CULOT/EAST (5046-0448)	VOLKEL (5139-0542)	THIONVILLE (4922-0532)
SANDWILER (4938-0612)	SCHIUNDEL (5138-0530)	(extreme emergency only)
COURTRAI (5049-0512)	HELMOND (5130-0534)	LAON/COURVON (4938-0332)
MAUBEUGE (5019-0404)	HEESCH (0538-5145)	(OK except for fuel)
CONFIENS (4909-0556)	MILL (0548-5142)	
METZ (4909-0608)	PETIT BROGEL (5111-5142)	

Hospitals are located close to the following airfields:

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

AAF STATION 119

APO 559

18 April 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 17 April 1945.

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

1. Base at take-off: Time was 1020 hours. 3/10 thin patchy altocumulus above 10,000 feet. Visibility was 7 miles.
2. Route to target: Nil low cloud the entire route. Patchy altocumulus became nil over North Sea. Gradual cirrus and cirrostratus overcast formed above an estimated 25,000 feet to 06 degrees east then lowering to 19,500 feet over the target.
3. Target area: Aussig, Czechoslovakia. Time was 1445 hours. Nil low and middle cloud. 10/10 cirrus and cirrostratus, base 19,500 feet. Visibility was 10-15 miles downward thru haze and contrails.
4. Return route: Reverse of route to target to 05 degrees east with cirrus remaining 9-10/10 above an estimated 20,000 feet.
5. Base on return: Time was 1910 hours. Nil low or medium cloud. 6-8/10 cirrus above an estimated 20,000 feet. Visibility was 10 miles.
6. Remarks: Moderate to dense and persistent contrails at flight level over southern Germany. Ground haze layer restricted visibility downward east of 10 degrees east. Swelling cumulus to north of route at approximately 06-08 degrees east.

Harvey T. Jacobus
HARVEY T. JACOBUS,
1st Lt., Air Corps,
Station Weather Officer.

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

F-A-1

APO 559
18 April 1945

SUBJECT: Engineering Report on Combat Mission of 17 April 1945.

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


1. The following information is submitted concerning combat mission of 17 April 1945.

a. Twenty-nine (29) B-17 aircraft took-off as scheduled

b. Twenty-nine (29) B-17 aircraft returned to base after completion of combat mission.

2. There were no abortive aircraft.

3. There was no battle damage.


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

HEADQUARTERS

F-B-1

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

APO 559
17 April 1945

SUBJECT: Mission Expenditure Report for 17 April 1945.

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

1. Following are the expenditures for the mission of 17 April 1945.

- A. Station AAF 119
- B. Unit 95th Bombardment Group (H)
- C. Type of Ammunition- No Ammunition expended on this mission.
- D. Total number of bombs expended- 348- 500 lb. G.P. Demolition Bomb.
4- CHB M 1 Sky Markers.

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
18 April 1945

SUBJECT: Operational Communications for Mission of 17 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-N (Interphone/RW switch out)
- (b) 335-R (Interphone/faulty TT throat mike)
- (c) 335-L (Interphone/faulty dynamotor)
- (d) 335-X (Interphone/faulty dynamotor)

3. The following navigational aids were used successfully:

- (a) Twenty-seven A/C used Splashers and Bunchers
- (b) Twenty-seven A/C used Station 7000

4. The division ground station was jammed with solid CW note from beginning to end of mission. The local HF/DF frequency was weak and obstructed by heavy R/T interference.

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

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

17 April 1945

SUBJECT: S-2 Report for the mission to Aussig, Czechoslovakia on the above date.

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

1. **The Mission -** The 95th Group put up three squadrons which flew as the 13B Combat Group to attack the Railway Marshalling Yard at Aussig. The First Priority Target was attacked visually by all three squadrons in the order 95A, B, and 95C.

95A - Nine A/C plus one PFF took off and formed the lead squadron. All A/C bombed the First Priority Target.

95B - Nine A/C plus one PFF took off and formed the High squadron. All A/C bombed the First Priority Target.

95C - Eight A/C plus one PFF took off and formed the Low squadron. Seven A/C plus the PFF bombed the First Priority Target. A/C 9175 did not drop its bombs over the target and later jettisoned bombs at 5040N-1405E, at 1447 hours.

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

For the Intelligence Officer:

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

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

95TH BG

XX

XX

17 Apr 45 2100 S-2

95TH BOMB GROUP S-2 OPERATIONAL NARRATIVE - AUSSIG - 17 APRIL 1945

1. Leaflets - None.

2. Bombing Results -

A Squadron - primary, visual - photos show bombs bursting on Eastern edge of M/Y. Fair results.

B Squadron - primary, visual - photos show bombs bursting about 1 mile short of MPI. Poor results.

C Squadron - primary, visual - photos show bombs bursting short of MPI. Fair results.

3. E/A - none.

4. Flak:

A. Damage & Losses - None.

B. Operations: None.

C. Amount, Accuracy & Type of Fire:

1. None.

2. None.

3. Brux -- observed - meagre, tracking.

4. None.

5. None.

D. Phenomena: None.

5. Weather - 9-10/10 cirrus ~~nimbus~~ above 20,500 feet. Nil to 2/10 below 6,000. Visibility 10-20 miles in haze.

6. Observations:

1414 - 5014-1156 - Packed M/Y.

1450 - Brux - B-17 hit by flak and on fire, exploded on ground. Five chutes seen.

1457 - 5021-1350 - M/Y with 150 cars.

1516 - Dresden - M/Y filled.

1520 - 5056-1320 - Packed M/Y.

1528 - 5055-1254 - M/Y full. Also 25 oil storage tanks.

1536 - 5051-1226 - Lots of tanks and trucks moving East from Chemnitz on Auto-bahn.

7. Other Information - Fighter support was excellent throughout. The only departure from briefed course occurred immediately after bombs away when this Group made two complete 360s to allow the 13A Group to bomb. Otherwise the mission was flown as planned.

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

95TH BG

XX

XX

17 Apr 45 2100 S-2

95TH BOMB GROUP S-2 OPERATIONAL NARRATIVE - AUSSIG - 17 APRIL 1945

1. Leaflets - None.

2. Bombing Results -

A Squadron - primary, visual - photos show bombs bursting on Eastern edge of M/Y. Fair results.

B Squadron - primary, visual - photos show bombs bursting about 1 mile short of MFI. Poor results.

C Squadron - primary, visual - photos show bombs bursting short of MFI. Fair results.

3. E/A - none.

4. Flak:

A. Damage & Losses - None.

B. Operations: None.

C. Amount, Accuracy & Type of Fire:

1. None.

2. None.

3. Brux - observed - meagre, tracking.

4. None.

5. None.

D. Phenomena: None.

5. Weather - 9-10/10 cirrus ~~nimbus~~ above 20,500 feet. Nil to 2/10 below 5,000. Visibility 10-20 miles in haze.

6. Observations:

1414 - 5014-1156 - Packed M/Y.

1450 - Brux - B-17 hit by flak and on fire, exploded on ground. Five chutes seen.

1457 - 5021-1350 - M/Y with 150 cars.

1516 - Dresden - M/Y filled.

1520 - 5056-1520 - Packed M/Y.

1528 - 5055-1254 - M/Y full. Also 25 oil storage tanks.

1556 - 5051-1226 - Lots of tanks and trucks moving East from Chemnitz on Autobahn.

7. Other Information - Fighter support was excellent throughout. The only departure from briefed course occurred immediately after bombs away when this Group made two complete 360s to allow the 13A Group to bomb. Otherwise the mission was flown as planned.

IMMEDIATE INTERPRETATION REPORT NO. K. 4303

LOCALITY: AUSSIG H/Y and WORKSHOPS
 AUSSIG/SCHNECKENSTIEN SIDINGS

PERIOD COVERED: Up to 1330 B hours 19 APR 1945.

ATTACKS:

	Date	S.A.	Reported Weather
U.S. 8th AIR FORCE	17 APR 1945	3590	Clear
U.S. 8th AIR FORCE	19 APR 1945	3605	Clear

PROVISIONAL STATEMENT ON DAMAGE:

Damage from the most recent attack cannot be assessed due to the heavy billows of smoke which obscure the eastern half of the marshalling yards and the sidings.

The western end of the yard previously reported not covered can be seen with a close concentration of craters across the reception sidings and new reception sidings and extending southwards into the fields, but no craters can be seen on the thru lines.

Fires are seen burning in the South central portions of the Verin für Chemische u. Metallurgische Production but again identified installations are hidden by the smoke.

Notes on unserviceability by 'F' Section.

LOCOMOTIVE AND REPAIR FACILITIES

(Numbers refer to Illustration 2(d)13/1)

Loco Depot (15) : no change.
 Wagon Workshops (35) : East end on fire - 25% unserviceable.
 Power Station ? (34) : probably on fire - 90% unserviceable.
 Loco Workshop (33) : possibly on fire - 90% unserviceable.
 Service Facilities - 70% unserviceable.

H/Y SIDINGS

Reception Sidings (10,11) : lines cut by craters - 100% unserviceable.
 Sorting Sidings (14) : 50% unserviceable where seen.
 Rail over Road Bridge (12) : collapsed.
 Marshalling Yards - 75% unserviceable.

Terminal Facilities - no change seen.

THROUGH LINES

Smoke obscured.

LOADING

Moderate

Verin für Chemische u. Metallurgische Production

Ammonia Synthesis ? (2) : probably on fire.
 Nitric Acid Plant ? (5) : probably on fire.

(Prints: 4091-4, 3091-4)

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

PHOTOGRAPHS TAKEN BY: 22 Squadron.

SORTIE: US7/139D

MEAN TIME AND DATE OF PHOTOGRAPHY: 1330 B hours on 19 APR 1945.

SCALE: 1/12,500 (F.L.24")

COVER AND QUALITY: Full cover fair quality, smoke.

LAST REPORT: K. 4290

COMPARATIVE SORTIE USED: US7/146B (3086-94, 4094)

PRINT DISTRIBUTED: 4091 (to follow when available).

CONFIDENTIAL

A.C.I.U.

WS/CS

DISTRIBUTION NO. 24-E

320 COPIES.

SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT NO. K. 4303.

LOCALITY: AUSSIG W/Y AND WORKSHOPS
AUSSIG/SCHRECKENSTEIN SIDINGS

PERIOD COVERED: Up to 1415B hours on 20 APR 1945.

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	17 APR 1945	3590	Clear.
" " " "	19 " "	3605	"

PROVISIONAL STATEMENT ON DAMAGE

In addition to the damage already reported it can now be seen that the through railway lines of the Aussig W/Yard and the Aussig Schreckenstein sidings and the railway line on the Western side of the Labe river are all cut. Severe damage to the South central portions of the Verein fur Chemische u. Metallurgische Production plant is visible and to an unidentified plant East of the Schreckenstein sidings.

Details of damage with 'F' Section notes follow:
(Numbers refer to Ill. No. 2(d)13/1)

LOCOMOTIVE AND REPAIR FACILITIES

Loco Depot (15) : 25% unserviceable.
Loco Depot (16) : about 2/3 gutted. 50% unserviceable.
Locomotive Workshops (33) : roof burnt away, craters on tracks in front of depot. 90% unserviceable.
Wagon Repair Shops (35) : East end of building partly burnt away. 25% unserviceable.
Power House (34) : gutted, 90% unserviceable.

Loco Facilities 35% unserviceable.

TERMINAL FACILITIES

Goods Depot (18) : 70% unserviceable.
" " (19-20-21) : No damage.

Shipping shed of Chemische u. Metallurgische Production Verein : 3/4 gutted.

Terminal facilities 20% unserviceable.

W/Y SIDINGS

Reception Sidings (10 & 11): both 100% unserviceable.
Sorting Sidings (14) : many cars seen on fire, some craters cutting tracks. 50% unserviceable, but 100% unserviceable for thru working.

Shunting Sidings (30) : cut by craters and many wagons afire. 100% unserviceable.

W/Y sidings 80% unserviceable.

LOCOMOTIVE AND ROLLING STOCK

A considerable number of wagons are seen still burning. Several locomotives under repair were in the Workshops during the fire may have been damaged.

THROUGH RUNNING LINES

The through running lines are cut South of the Chemical Industry plant and at the rail over road bridge (24). The line to the Schreckenstein sidings is probably cut by a landslide just West of the river bridge. The line to the West bank of the river is cut just North of the bridge. Two barges have been damaged.

Through lines are 100% unserviceable.

AUSSIG SCHRECKENSTEIN SIDINGS

LOCOMOTIVE FACILITIES

Loco Depot : Turntable is damaged. 40% unserviceable.

TERMINAL FACILITIES

Goods Depot : Damage from near misses. 30% unserviceable.

M/Y SIDINGS

All sidings : Every track cut. 50% unserviceable.

THROUGH LINES

All tracks cut. 100% unserviceable.

LOADING

Moderate.

OTHER DAMAGE

Verein fur Chemische u. Metallurgische Production:

Nine buildings and the Nitric acid plant were gutted. A gasholder was holed. A stores area of the industry East of the Schreckenstein sidings was hit by high explosives scattering the stores and damaging buildings.

(Prints US7/311A - 4152-4
3152-4

US7/152B - 4222-4
3222-4

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

PHOTOGRAPHS TAKEN BY: 13 Squadron.

27 Squadron.

SORTIE: US7/152B.

US7/311A .

MEAN TIME AND DATE OF PHOTOGRAPHY: 1415B hours on 20 APR 1945.

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

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

COVER AND QUALITY: Part cover, fair quality.

Full cover, fair quality.

LAST REPORT: K. 4303 Immediate.

COMPARATIVE SORTIE USED: US7/146B

PRINTS DISTRIBUTED: 3151, 4151 US7/311A (to follow when available).

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320 COPIES

INTERPRETATION REPORT S.A. 3590

ATTACK ON AUSSIG. (CZECH) MARSHALLING YARD ON 17 APR 1945

319

1. INFORMATION RECEIVED ON THE ATTACK:

- (a) No. of aircraft : 87, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE
- (c) Time : 1443 to 1448 B hours.
- (d) Bombs : 1020 x 500 lb. G.P.
5 x 250 lb. G.P.

2. STATEMENT ON THE TARGET:

The target is the Railway Marshalling Yard located at AUSSIG, CZECHO-SLOVAKIA. It is the only natural outlet from Czechoslovakia to Saxony and is therefore the most important railway center in this part of Europe.

3. DETAILS OF THE ATTACK:

- (a) Scattered bursts, from concentrations which fell near by, are seen in the East and West ends of the Yard scoring hits on junctions, rail lines and a rail over road bridge.
- (b) Bursts are seen on the Marshalling Yard and its facilities as follows:-
(Numbers used refer to those in the target illustration)

- Reception siding (10) - Two bursts in the East end.
- New reception sidings (11) - 25 bursts in Eastern half.
- Locomotive depot (15) - Approximately seven bursts in the Eastern half.
- Rail over road bridge (24) - One, possibly 2, hits.
- Rail over road bridge (27) - A possible hit.
- Junction at East end (32) - Five near hits.

(c) Other bursts:

- (i) At least 10 hits are seen on the Northern junctions of a small marshalling yard located 1-1/3 miles East/Southeast of the target and approximately 50 bursts are seen in the built-up area along the East side of this yard.
- (ii) Approximately 350 bursts are seen in the wooded area just South of the East end of the target.
- (iii) A concentration of approximately 100 bursts is seen on business/residential buildings just North of the East end of the target.
- (iv) At least 40 scattered bursts are seen in open fields just South of the West end of the target. Approximately eight scattered bursts are seen on and among factory-type buildings located just North of this end of the target.

4. ACTIVITY:

- (a) The cover is of very small scale with ground haze.
- (b) LOADING -
 - Sorting sidings - Heavy
 - Workshop sidings - Heavy
 - Shunting Sidings - Moderate to heavy

5. ANNOTATED PRINT: None to be issued.

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

7. PHOTOGRAPHS RECEIVED:

SAV 95/1781,1783,1784	17 APR 45	1445B hrs.	1/32,600 (F.L.7")	19,000'	'B'
" 100/1606,1608,1609	"	1443B "	1/31,700 "	18,500'	"
" 390/1712-1714	"	1446B "	1/31,700 "	18,500'	"
" 486/1127	"	1448B "	1/30,900 "	18,000'	"

18 APR 1945

IMMEDIATE INTERPRETATION REPORT NO. K. 4290

LOCALITY: AUSSIG M/Y and WORKSHOPS

PERIOD COVERED: Up to 1700 B hours on 17 APR 1945.ATTACK:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8TH AIR FORCE	17 APR 45	3590	Clear

PROVISIONAL STATEMENT ON DAMAGE.

A concentration of craters extends across the junction at the East end of the yard where all tracks are cut and the turntable which serves the Eastern Loco Depot damaged. One building in the Goods Depot is approximately $\frac{1}{2}$ destroyed and a locomotive on the tracks nearby damaged. Incidents of business/residential damage extend for over a quarter of a mile North of the M/Y and three fires in this area are still burning.

At least a dozen craters are seen in the Aussig/Schreckenstein railway center across the river S.E. of the Aussig M/Y cutting most of the tracks. A small number of wagons in the yard have been damaged and a locomotive probably damaged by a very near miss. The turntable is also probably damaged by a near miss at the North side. Three buildings have been damaged in the large factory adjoining this yard on the East.

No damage is visible to the Verein Chemische u. Metallurgische Produktion Chemical Works North of the Aussig M/Y.

Details of the damage are as follows:- (AUSSIG M/Y)

LOCOMOTIVE AND REPAIR FACILITIES:

Turntable serving Eastern Loco Depot damaged. 25% Unserviceable.
Servicing facilities 10% Unserviceable.

TERMINAL FACILITIES:

One rectangular building in goods station approximately $\frac{1}{2}$ destroyed.
Terminal facilities: 20% unserviceable.

M/Y SIDINGS:

30% unserviceable.

LOCOMOTIVE AND ROLLING STOCK

One Locomotive and a small number of wagons damaged in M/Y.

THROUGH RUNNING LINES

Cut at junction at East end of yard. 100% unserviceable.

LOADING

Moderate.

Details of damage: (Aussig/Schreckenstein Railway Center)

LOCOMOTIVE AND REPAIR FACILITIES:

Loco Depot: Turntable probably damaged by very near miss.
40% unserviceable.

TERMINAL FACILITIES:

No damage.

M/Y SIDINGS:

A number of tracks cut at North end and in dead-end sidings on East side. Sidings 30% Unserviceable.

LOCOMOTIVE AND ROLLING STOCK:

A small number of wagons damaged and one Locomotive probably damaged by a very near miss.

THROUGH RUNNING LINES:

Damaged at North end but at least two lines along East side of yard remain open. 70% unserviceable.

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Page 2

IMME. INT. REPORT NO. K. 4290 (cont'd)

(Prints 4093/4, 3096/7)

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

PHOTOGRAPHS TAKEN BY: 13 Squadron.

SORTIE: US7/146B.

MEAN TIME AND DATE OF PHOTOGRAPHY: 1700 B hours on 17 APR 1945.

SCALE: 1/5,300 (F.L.36").

COVER AND QUALITY: The E $\frac{1}{2}$ of yard only covered on prints of good quality.

LAST REPORT: None.

COMPARATIVE SORTIE USED: Target illustration.

PRINT DISTRIBUTED: 4094 (to follow when available).

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A.C.I.U.

JEW/HB

DISTRIBUTION NO. 24-E

322 Copies.

OIHRM V HRM NR 15 R
FROM : HRM 17/2035
TO: OIHRM

CONFIDENTIAL P-378-D

95TH BOMB GROUP STAT CONTROL OFFICERS

AUSSIG, CZECH. 17 APRIL 1945

95A

95B

95D

A. LT COL STUART	CAPT JENEMAN, H.F.	NONE
B. LT WILLIS, C.E.	LT RICHARDSON, N.W.	LT KOEHLER, J.E.
C. LT PARRISH, E. R.	LT OEHLERT, L.G.	LT SCHULZ, D.D.
D. LT ARTERBURN, J.O.	LT GRESHAM, T.A.	LT KNIGHT, W.D.
E. LT CARTER, M.F.	LT SCHETKE, J.L.	LT SULLIVAN, N.F.
F. LT BALZER, R.H.	S/S MANDELBERG, R.	LT KREIN, A.N.
G. LT WEBBER, D.D.	F/O HEALD, J. A.	LT FEELEY, R.B.
NYFIN		
H. 10	10	38
I. 10	10	9
J. LT BALZER, R.H.	CAPT JENEMAN, H.F.	LT KREIN, A.N.

---SHUCK---
COBOMBGP 95

J/CARTER AR
OIHRM R.....17/2040B CG AR 0

OPERATIONAL REPORT - STATISTICAL SECTION

	95A	95B	95C
1. GROUP			
2. A/C AIRBORNE	9+1	9+1	8+1
3. SORTIES	9+1	9+1	8+1
4. A/C ATTACKING	9+1	9+1	7+1
5. A/A FAILING TO ATTACK	0	0	1
a. Mechanical			
b. Weather			
c. Enemy action			
d. Other			1 Personnel Error
6. A/C LOST	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	1444	1444 1/2	1445
8. ALTITUDE OF ATTACK	19,000	19,800	18,500
9. BOMBS DROPPED (PRIMARY)	AUSSIG	AUSSIG	76 AUSSIG
a. Number	120	120	96
b. Size	500	500	500
c. Type	GP	GP	GP
d. Number A/C Bombing	9+1	9+1	7+1
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	0	0
a. Minor			
b. Major			
c. Salvage			
12. Claims	0-0-0	0-0-0	0-0-0
			127500 left 5040-1405 (1447)

Telephone 2019

A

A/C No.	Air- borne	Sor- ties	Attack- ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED				RET.	
				M	W	E	O	F/A	AA	OTHER	Maj.	Min.	P	S	LR	TO		JETT
9177	1	1	1										12					
7288	1	1	1										12					
8774	1	1	1										12					
6001	1	1	1										12					
8741	1	1	1										12					
6522	1	1	1										12					
8441	1	1	1										12					
6946	1	1	1										12					
7993	1	1	1										12					
9667	1	1	1										12					
70	10	10	10										120					

17-4-4

A/C Nos.	Air- borne	Nor- ties	Attack- ing	ABORTS				LOST			DAMAGE		BOMBS DROPPED				
				M	W	E	O	E/A	AA	OTHER	Maj.	Min.	P	S	LR	TO	JETT
9175	1	1	1									12					
8525	1	1	1									12					
8776	1	1	1									1.2					
8996	1	1	1									1.2					
8990	1	1	1									1.2					
9152	1	1	1									1.2					
8640	1	1	1									1.2					
8229	1	1	1									1.2					
	1	1	1									1.2					

12
9
108

108

9

206

SECRET

HEADQUARTERS EIGHTH AIR FORCE
 AAF STATION 101
 APO 634

SECRET
 By Authority Of
 C.G., Eighth Air Force
 Initials *G.M.C.*
 Date 17 April 1945

INTOPS SUMMARY NO. 352

PERIOD: 0001 hours 17 April to 2400 hours 17 April 1945

A. STATISTICS

	Total Sorties	Effective Sorties	Tonnage	Claims	Losses					
					E/A	AA	CF	Totals	NYR	
Heavy Bomber Atks.	1054	981	2724.2	1-0-1 0-0-0	A	I	4	2	7	3
Fighter Escort (a)	782	723	0	(b) 13-0-5 286-0-113	A	O	7	6	13	9
Fighter Sweeps	0	0	0	0-0-0	0	0	0	0	0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0	0
Photo Recon.	19	19	0	0-0-0	0	0	0	0	0	0
Weather Recon.	32	31	0	0-0-0	0	0	0	0	0	0
Air/Sea Rescue	11	11	0	0-0-0	0	0	0	0	0	0
Special Operations	<u>32</u>	<u>31</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	1930	1796	2724.2	14-0-6 286-0-113	A	I	11	8	20	12

(a) Includes groups based on Continent.

(b) Includes 4-0-4 Me-262s.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1054 a/c (860 B-17s, 194 B-24s) from three Air Divisions sortied in three forces against eight RR centers, junctions, M/Ys and stations and one oil depot in eastern Germany and western Czechoslovakia. 981 a/c dropped 2519.4 tons GP, 204.8 tons IB - total 2724.2 tons on assigned targets. Bombing visually, on H2X and H2X with visual assists. Weather: generally CAVU with moderate to heavy ground haze; dense persistent contrails in the Dresden area. E/A Opposition: First force attacked by 3-5 Me-262s in the Dresden area. Claims: 1-0-1 Me-262. Losses: 7 B-17s (4 to AA, 1 to E/A, 2 to unknown causes). NYR: 3 B-17s believed safe on Continent.

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First Force

Twelve group formations (450 B-17s - 1st Air Division) sortied against railway center and M/Y at Dresden. 428 a/c dropped 1097.5 tons GP and 178.8 tons IB on assigned targets at 1347-1512 hours from 18,000-25,000 feet. Bombing visually, H2X and H2X with visual assists. Leaflets dropped on Dresden. Weather: CAVU with heavy ground haze and persistent contrails. Flak: moderate, accurate at Dresden. Battle Damage: 99 minor, 31 major, 1 cat. "E". E/A Opposition: attacked by 3-5 Me-262s near Dresden. Claims: 1-0-1 Me-262s. Losses: 5 B-17s (2 to AA, 1 to E/A, 2 to unknown causes). NYR: 3 B-17s believed safe on Continent.

Fighter Support: Five groups, including 352nd Group based on Continent, (257 P-51s) sortied. Up 1108-1123 hours; down 1700-1846 hours. 230 effective sorties. E/A Opposition: approximately 30 Me-262s encountered in Dresden area. Groups strafed A/Fs at Ganacker, Pilsen, Karlsbad and landing ground NW of Plattling. Claims: 2-0-3 Me-262s air, 91-0-37 ground. Losses: 2 P-51s to unknown causes. NYR: 4 P-51s believed safe on Continent.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Eff. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>IB</u>	
Dresden Railway Center	214	152	395.4	35.0	Good
Dresden M/Y	<u>236</u>	<u>276</u>	<u>702.1</u>	<u>143.8</u>	Good
Totals	450	428	1097.5	178.8	

Second Force

Fourteen group formations (410 B-17s - 3rd Air Division) sortied against Roudnice Oil Depot and M/Y, Dresden-Neustadt RR Center and RR facilities junction and station at Aussig. 364 a/c dropped 1001.9 tons GP, 26.0 tons IB on assigned primaries and one secondary (Dresden M/Y) at 1419-1509 hours from 17,900-22,100 feet. Bombing visual, H2X and H2X with visual assists. Leaflets dropped on Dresden, Aussig, Roudnice. Weather: CAVU with heavy ground haze over Aussig and Roudnice; at Dresden 8/10-10/10 high cirrus clouds with dense persistent contrails. Flak: meager to moderate, accurate at Dresden. Battle Damage: 40 minor, 7 major. E/A Opposition: nil. Claims: nil. Losses: 2 B-17s to AA. NYR: nil.

Fighter Support: Five groups (276 P-51s) sortied. Up 1141-1216 hours; down 1753-1900 hours. 265 effective sorties. E/A Opposition: engaged 15 FW-190s and 8-10 Me-262s vicinity of Dresden. Groups strafed A/Fs at Clatovy, Manching, Prague, Karlsbad and A/Fs in the vicinity of Dresden. Claims: 11-0-2 air (includes 2-0-1 Me-262s), 142-0-47 ground. Losses: 9 P-51s (6 to AA, 3 to unknown causes). NYR: 5 P-51s believed safe on Continent.

Details of bomber attacks as follows:

SECRET

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effec. Sorties</u>	<u>Tonnage</u>		<u>Results</u>
			<u>GP</u>	<u>LB</u>	
Dresden-Neustadt RR Center	203	76	201.2	10.0	Poor-Fair
Aussig RR Junction & Sta.	87	87	255.6		Fair
Roudnice Oil Depot & M/Y	120	115	315.8		Good
Dresden M/Y (secondary)	—	86	229.3	16.0	Poor-Fair
Totals	410	364	1001.9	26.0	

Third Force

Twenty squadron formations (194 B-24s - 2nd Air Division) sortied against RR facilities, M/Ys and junctions at Kladno, Beroun, Fischern (near Karlsbad) and one RR junction and bridge at Falkenau. 189 a/o dropped 420.0 tons GP on assigned targets at 1450-1506 hours from 16,800-19,000 feet. All bombing visual. Leaflets dropped on Falkenau, Beroun and Fischern. Weather: generally CAVU with moderate ground haze. Flak: nil. Battle Damage: nil. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Five groups, including 361st Group based on Continent, (56 P-47s, 193 P-51s) sortied. Up 1115-1231 hours; down 1750-2045 hours. 228 effective sorties. E/A Opposition: nil. Sighted 10 Me-262s near Prague - no combats. Groups strafed A/Fs at Karlsbad, Puchhof, Pilsen and Eger. Claims: 53-0-29 ground. Losses: 2 P-51s (1 to AA, 1 to unknown causes). NYR: nil.

Details of bomber attacks as follows:

<u>Assigned Targets</u>	<u>Sorties</u>	<u>Effec. Sorties</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Fischern RR Center, Sta. & Jct. (near Karlsbad)	56	55	121.5	Fair
Kladno RR Junction & Facilities	36	36	81.0	Fair
Falkenau RR Junction & Bridge	40	37	79.0	Fair
Beroun RR M/Y & Junction	62	61	138.5	Poor
Totals	194	189	420.0	

2. Fighter Escort

Fifteen fighter groups, including groups based on Continent, (56 P-47s, 726 P-51s - 782 a/c) sortied to support bomber forces. Up 1108-1231 hours; down 1700-2045 hours. 723 effective sorties. E/A Opposition: 30-40 Me-262s and 15 FW-190s sighted and engaged in the Dresden area. Groups strafed A/Fs at Pilsen, Karlsbad, Prague, Puchhof, Eger, Olatovy, Manching and several near Dresden. Claims: 13-0-5 air (includes 4-0-4 Me-262s), 286-0-113 ground. Losses: 13 P-51s (7 to AA, 6 to unknown causes). NYR: 9 P-51s believed safe on Continent.

3. Fighter Sweeps

Nil.

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4. Fighter Bombing

Nil.

5. Photo Reconnaissance

10 F-5s escorted by 9 P-51s on day photo mission. Losses: nil. NYR: nil.

6. Weather Reconnaissance

32 a/c sortied as follows:

4 B-17s completed routine flights to and from the Azores and over the Atlantic.

3 Mosquitoes on special flights over England, France, Germany and the Atlantic.

25 P-51s as weather scouts for bomber forces. 24 effective.

Losses: nil. NYR: nil.

7. Air/Sea Rescue

11 a/c (8 P-47s, 1 B-17, 20 A-10s) sortied on routine search and patrol missions. All a/c completed their missions and returned safely.

8. Special Operations

32 a/c sortied as follows:

April. 12 B-24s on leaflet mission to France, Holland and Germany - night 16/17
11 effective.

2 a/c (1 B-17, 1 B-24) on radar scope reconnaissance - night 16/17 April.

4 B-24s on VHF screening mission, jamming between 0822-1156 hours.

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

10 Mosquitoes on chaff dispensing mission for bomber forces.

Losses: nil. NYR: nil.

SECRET

C. INTELLIGENCE1. Enemy Air Opposition

Today's large scale heavy bomber attacks in the Dresden-Prague area evoked a reaction of some 30 Me-262s which attempted spirited if uncoordinated attacks on First Force bombers in the general Dresden target area, around 1355-1410 hours. In spite of poor air-to-air visibility due to haze and overcast escorting fighters were successful in preventing all but 4 to 5 Me-262s from reaching the bomber column and in the process claimed at least 4-0-4 of the t/e jets in the air. Only one bomber was reported lost to e/a, with bombers claiming 1-0-1. Second and Third Force bombers sighted no e/a.

As the First Force was approaching Dresden, escorting P-51s sighted some 30 Me-262s approaching the front of the bomber column from the North at 1355 hours. Most of these e/a were driven off, but some 5 of the e/a got through to make a few quick passes at the bombers from 6 o'clock low using haze and overcast from which to launch attacks. E/A formations were varied, 4 plane P-51 formations predominating, and the jets quickly split up when turned into by our fighters. Some jets were reported attempting passes at the bombers in two plane elements from 12 o'clock. For approximately an hour, 1355 to 1500, the jets were harried and chased by P-51s in the general Dresden-Prague-Pilsen area, with e/a generally successful in evading our fighters except when attempting turns or when caught at disadvantage at lower altitudes or attempting to land. Two Me-262s were reported bouncing a flight of P-51s in the Pilsen area from 5,000-7,000 feet, 1 e/a attacking from 6 o'clock high and the other from 12 o'clock. P-51 scouts reported one eventful pass by an Me-262 at 1425 at 18,000 feet in the Kladno area (West of Prague).

Sightings in the air and on the ground, in addition to observed landing and take-off activity, indicate extensive use by Me-262s of airfields located in the Prague area, and it would appear that today's opposition was mounted exclusively from e/a based in this vicinity. One P-51 squadron chased an Me-262 from Dresden at 1400 to an A/F near Prague where 5 or 6 other t/e jets were observed in a landing pattern; intense flak from numerous automatic weapons protecting the field prevented P-51s from taking full advantage of the situation. At 1425 other fighters observed 2 Me-262s taking off from Prague/Ruzyne A/F, and again our fighters were prevented from engaging because of strong flak defenses. Presence of light flak in area indicated enemy attaches considerable importance to protection of airfields in the Prague vicinity.

S E C R E T

One P-51 group engaged some 20 tactical s/e in the general Dresden area from 1520 to 1530 hours. Of 15 FW-190s discovered flying West in the Riesa Area at 5,000 feet at 1520 hours, 3 were destroyed and 1 damaged before the rest could evade. At the same time East of Dresden 5 bombed-up FW-190s were sighted taking off and all were destroyed. An additional FW-190 was destroyed while attempting to land on a field N of Dresden at 1530 hours.

2. Flak

Dresden - meager to moderate, accurate.

3. Observations

50 plus e/a on A/F at Alterhofen

50 plus e/a dispersed in trees at dispersal area SE of Pocking

300 plus e/a at Budejovice A/F - field appeared fully operational.

20-25 e/a well dispersed on Strausing A/F.

15-20 observed on A/F at 5049-1230 (N of Zwickham)

8 plus jets, 10 plus Me-109s, Me-110s on Prague A/F.

4. Damage to Enemy Installations

Kladno RR Junction and Facilities - Fair Results

Few hits on junction, rail lines, road-rail crossing and in open areas adjacent to target.

Beroun RR Station and Junction - Poor Results.

Bursts seen on rail lines roads and in open areas.

Falkenau RR Bridge and Junction - Fair Results

Hits on rail lines, roads, city area and fields.

Fischern RR Junction, Station and M/Y - Fair Results

Hits on RR junction, facilities on minor roads and in open areas.

Aussig M/Y - Fair Results

Parts of three patterns fell across west chokepoint and probably parts of two patterns fell across east choke point. A few stray bombs on rail line running south along the west side of the river. A small cluster fell on junction of E-W line and the line running south on the east side of the river.

S E C R E T

Roudnice Underground Oil Storage Depot - Good Results

Target area was about 3/4 blanketed by bursts. Other patterns seen up to 1 1/2 miles distant from the target area.

Dresden Railway Center (Third Air Division)

Dresden M/Y - Dresden-Neustadt - Poor to Fair Results

16 squadrons dropped bombs in Dresden area; of these, possible 8 patterns caused damage to rail facilities. Detailed assessment of damage is difficult due to poor quality of photographs in target area and to smoke and haze. It is believed that serious damage was caused to rail facilities. Lines leading NE and SW were probably cut.

Dresden M/Y - Good Results (First Division)

Ground haze combined with intense smoke made it impossible to locate all bombs dropped. The main station received 4 direct hits. Direct hits on 4 large engine roundhouses. Easternmost choke point received 50 direct hits and lines seen cut.

Dresden RR Center - Good Result (First Division)

Haze and smoke made it impossible to pinpoint results. Direct hits on wagon repair shop and loco shed. E and W chokepoint severely damaged -- rail lines cut. One concentration fell in warehouse 1/2 miles N of target. Four large warehouses received direct hits -- fires in area.

S E C R E T

5. Ground Activity

21st Army Group - 1st Canadian Army - Polish Armored Division fighting at Ems crossing V-78. Otherwise NW Holland being mopped up. Negligible opposition. Canadian Armor advanced from Arnhem to Barneveld E-59. British Infantry clearing area between Apeldoorn Z-70 and Arnhem. Fighting at Velzen X-99 and near Walsrode X-27. Slight advances against moderate opposition on line X-0583-W-7290-X-3080-1099.

12th Army Group - 9th U. S. Army repulsed counter-attacks in Elbe bridgehead D-98. Left bank of Elbe cleared to Wittenberg Y-69 but no other successful attempts at crossing reported.

1st U. S. Army - Armored Division by-passing Leipzig advanced north to E-4818. Infantry have cleared Halle D-9523. Armored columns are approaching Dessau E-0968 and Bamberg D-7662 from the south. Harz Mts. almost encircled.

3rd U. S. Army - Autobahn north from Bayreuth cleared to J-98. Forward elements of troops at Hof O-9899, Plauen K-1020, Zeulenroda K-0036 and north of Greiz K-1844. Infantry in outskirts of Chemnitz K-6363. Armor reached Frankenburg K-77 and Waldheim K-68.

6th Army Group - 7th U. S. Army - Closed in on Nuremberg reached T-1191-0-3816-4602-5404. Patrols probably entered town but capture not confirmed. Autobahn Nuremberg Bayreuth firmly held by U. S. Infantry.

1st French Army captured Offenburg W-1585.

In center efforts to bring up reinforcements Harz region completely nullified. Enemy trying hard to push back bridgeheads over the Elbe and several new divisions have appeared. Appointment of Field Marshal Busch, C in C northwest confirms split of Western front with Kesselring in command of South. Ruhr pocket resistance confined to triangle Mulheim A-31, Wuppertal F-69, Dusseldorf and collapsing. Dunkirk fortress further truce arranged from 171800 to 190600. Western France; North of Gironde French captured Royan advanced to line Y4082-3676. South of Gironde French captured St. Vivien advanced to line Y4057-2647. 6000 PW taken. More on Ruhr pocket: General P.D. Baderlein of German 53rd Corps collecting all troops and equipment in Eastern (smaller) Ruhr pocket for surrender. Prisoners include 4 Major Generals, one Admiral and Col. von Hauser, notorious commander of Panzer Div. Lehr. Gen. Baderlein says that Model is in pocket and later reports indicate that Model may have committed suicide.

S E C R E T

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>SORTIES</u>	<u>CLAIMS</u>	<u>LOSSES</u>
Ninth Air Force	2342	11-0-3 Air	7
1st USTAF	798	142-5-127 Ground	
2nd TAF	1600	4-2-6 Air	5
RAF Fighter Command	<u>54</u>	10-0-7 Ground	
Totals	4794	5-2-5 Air	9
		0-0-0 Air	<u>0</u>
		20-4-11 Air	
		152-5-132 Ground	21

Ninth Air Force

Night - 16/17 April

Sorties : 24 Intruder and Interception Patrols in the 1st and 3rd US Army areas.

Claims & Losses : Nil.

Day - 17 April

Sorties : 699 Bombers
1619 Fighters
 2318

Mission : 9th Bomb Division - 699 sorties. Attacked defended area in Magdeburg; ordance depots at Tubingen, Regensburg, Aalen and M/Ys at Aalen and Tubingen.

9th TAC - 555 Sorties. Armed reconnaissance in the Dresden area, air cooperation with 3rd and 9th Armored Divisions.

19th TAC - 599 sorties. An armed reconnaissance in the Chemnitz-Falkenburg -Pilsen areas, Air cooperation with 8th and 20th Corps.

S E C R E T

29th TAC - 465 sorties. On Armed Reconnaissance Brandenburg area; Air cooperation with 2nd and 5th Armored Divisions; escort to medium bombers.

Total Claims : 11-0-3 Air
142-5-127 Ground

Losses : 1 Bomber
6 Fighters.

Ground Claims :	<u>Destroyed</u>	<u>Damaged</u>
M/T	534	360
Locomotives	195	86
RR Cars	240	381
APV	14	14
Barges	20	34

First US TAF

Night - 16/17 April

Sorties : 6 Intruder - Mannheim area.

Claims and Losses : Nil.

Day - 17 April 1945

Sorties : 251 Bombers
541 Fighters
792 a/c

Mission : 42nd Bomb Wing - 251 sorties. Attacked ammunition dump at Gunzenhausen and Depdelsan and also gun positions. Combined with the WESTERN FRENCH AIR FORCE to attack Chateau d'Oleron(Fort).

12th TAC - 541 sorties. Air cooperation with the 6th, 15th and 21st Corps. Armed reconnaissance in Halle, Nuremburg, Brittheim, Schwabach areas. Escort to medium bombers

1st French Air Force) No Information
Western-French Air Force) available.

S E C R E T

CLAIMS : 4-2-6 Air
10-0-7 Ground

Losses : 5 Fighters (4 to flak, 1 Cat "E")

Other Claims :

	<u>Destroyed</u>	<u>Damaged</u>
M/T	98	83
AFV	1	5
Guns	14	27
Rail Cuts	5	0
Highway Cuts	4	0
HDV	93	14
Locomotives	19	11
RR Cars	51	141

2nd TAF

Night - 16/17 April

Sorties : 84 Armed Reconnaissance
2 Photo
32 Defensive Patrols
2 Signal Investigation
120 a/c

Mission : Armed reconnaissance in the Emden, Westerland, Brandenburg, Hamburg and Oldenburg areas.

Claims and Losses: Nil.

Day - 17 April

Sorties : 127 Bombers
1353 Fighters
1480 a/c

Mission : Armed reconnaissance in Holland and Northern Germany. Immediate support in First Canadian and Second British Army Sector.

Total Claims : 5-2-5 Air

Losses : 1 Bomber 8 Fighters

S E C R E T

<u>Ground Claims</u> :	<u>Destroyed</u>	<u>Damaged</u>
AFV	4	9
M/T	151	313
Barges	4	356
Locomotives	8	59
RR Cars	20	304
Rail Cuts	15	

RAF Fighter Command

Night - 16/17 April

Sorties : 16 a/c Intruder and Interception patrol over Germany and Czechoslovakia.

Claims and Losses: Nil.

Day - 17 April

Sorties : 24 Escort to Coastal Command
6 Visual Reconnaissance
6 Weather Reconnaissance
2 Interception Patrol
38 a/c

Claims and Losses: Nil.

SECRET

2. Fifteenth Air Force

17 April 1945

252 B-17s, 533 B-24s, 142 P-51s sortied.
248 B-17s, 503 B-24s escorted by 143 P-51s dropped 1643 tons on tactical targets in the Bologna area. Losses: nil.

107 P-38s sortied.

96 P-38s dropped 88 tons on Seelfeld Insbruck rail bridge. Losses: Nil.

53 P-38s sortied.

51 P-38s dropped 40 tons on Marhof rail viaduct (4714N-1050E).

Losses: Nil.

62 P-51s sortied.

61 P-51s escorted B-25s attacking bridges in Southern Austria. Losses:

Nil.

26 P-51s sortied.

24 P-51s strafed railroads in the Munich-Pilsen-Linz areas. Claims:

1-0-0 Air, 1-0-0 ground. Losses: Nil.

Bombers

Sorties: 785 a/o (252 B-17s, 533 B-24s)

Eff. Sorties: 751 (248 B-17s, 503 B-24s)

Tonnage : 1643

Claims : Nil.

Losses : Nil.

Fighters

Sorties : 248 a/o (160 P-38s, 88 P-51s)

Eff. Sorties: 232

Tonnage : 128

Claims : 1-0-0 Air

1-0-0 Ground

Losses : Nil.

SECRET

3. R.A.F. Bomber Command

Day - 17 April 1945

3 Mosquitoes Weather Reconnaissance Losses
0

Night - 17/18 April

90 Lancasters Cham M/F Still Airborne
11 Mosquitoes (JG of Regensburg)

61 Mosquitoes Berlin 0

42 Mosquitoes Ingolstadt 0

40 Mosquitoes Bomber Support Still Airborne

17 Halifaxes

4 Liberators

3 Forts

2 Halifaxes Signal Investigation Patrol Still Airborne

2 Mosquitoes

272 a/c Unknown

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

CHARLES Y. BANFILL
Brigadier General, USA
Director of Intelligence.

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

OFFICE OF THE COMMANDING OFFICER
95TH BOMBARDMENT GROUP

DECLASSIFIED

Authority WIND 745005

By WS NARA Date 6/30/10

PFF AND MICRO-H BOMBING REPORT

TARGET BRIEFED AUSSIG DATE 17 APRIL '45
TARGET ATTACKED AUSSIG

1. (a) A/C No. 548 Rad. Nav. FEELEY No. PFF Missions 21
(b) Sqn. 334 (COM) Pilot SCHULZ
(c) Group 95 (C) D.R. Nav. KNIGHT
(d) Combat Wing 13 (B) Bombardier SULLIVAN

2. (a) Sqn. led over target LOW
(b) Bombing was done by: Group _____ Squadron
(c) Bombing technique used H2X _____ M-H _____ Visual
Combination: _____

3. (a) Cloud conditions over target: 2500 tenths above us - none below.
(b) Visual conditions over target: HAZEY

4. Coordinates of I.P. used: as briefed _____ other: 50° 14' N
13° 50' E

5. (a) Was drift killed on bomb run
(b) At bombs away: Time 1445 hrs. True alt. 18400
Drift 5 R. G.S. 156 K. T.H. 347°

6. (a) Bombing results: Observed Unobserved _____
(b) RN's opinion: Short Right MPI _____
Over _____ Left _____ Other _____

7. Performance of PFF equipment:

	signals	Definition	Range
(a) Route in	<u>STRONG</u>	<u>GOOD</u>	<u>GOOD</u>
(b) On bomb run	<u>"</u>	<u>"</u>	<u>"</u>
(c) Route out	<u>MEDIUM</u>	<u>"</u>	<u>FAIR 700000</u>

8. Remarks: ALTERNATE INVERTER WAS OUT AND APP. FLUCTUATED
A GREAT DEAL ON REGULAR SO TUNED SET MANUALLY
THROUGHOUT MISSION.



SAV-95A-1784-9 X(17-4-45)X(8667-7-192 00 XAUSSIG, CZECH. XCONF. XT. 69)