

Date 18 April 1945  
13 CBW FO 103  
13 CBW OPS 322  
3 AD FO 646

SUBJECT: Supplement to Tactical (STRAUBING, GERMANY)

TO : *Colonel Shuck-95*

1. Tabulation of Bombing:

Bomb Load	95 A,B,C:	12 x 500 GP	Minimum
and Method	100 A,B,C:	12 x 500 GP	Salvo
of Release:	390 A,B,C:	12 x 500 GP	Salvo

<u>Group:</u>	<u>Length:</u>	<u>Width:</u>	<u>1000'</u>	<u>2000'</u>	<u>Radial:</u>	<u>Target:</u>	<u>AP:</u>
95 A:	Partially smile obscured					2nd P	MPI
B:	1365'	1025'	27%	98%	1470'	2nd P	MPI
C:	Smoke obscured					2nd P	MPI
18 April:	1365'	1025'	27%	98%	1470'		
1-17 " :	1219'	850'	48%	63%	1380'		
March :	1667'	1340'	46.9%	73.1%	910'		
100 A:	1000'	1175'	0%	0%	4360'	2nd P	MPI
B:	1025'	785'	100%	100%	300'	2nd P	MPI
C:	1135'	810'	50%	95%	975'	2nd P	MPI
18 April:	1053'	923'	50%	65%	638'		
1-17 " :	1494'	936'	49%	75%	879'		
March :	2070'	1230'	40.8%	67.6%	870'		
390 A:	940'	1165'	0%	28%	2280'	2nd P	MPI
B:	1075'	900'	61%	100%	950'	2nd P	MPI
C:	Smoke obscured					2nd P	MPI
18 April:	1008'	1033'	31%	64%	1615'		
1-17 " :	1260'	1183'	50%	78%	775'		
March :	1840'	1330'	47%	75%	784'		
<u>13 CBW Averages:</u>							
18 April:	1142'	994'	36.0%	75.6%	1333'		
1-17 " :	1324'	1000'	49.0%	72.0%	1011'		
March :	1859'	1300'	44.9%	71.8%	855'		

2. Corrections: a. Paragraph 5, c, 13B (95), page 6: Under radial error, correct to read - 95B: 1470' and not as 1745'.

b. Paragraph 5, d, 13C (100), page 8: Under pattern, errors, and percentages, transpose 100B and 100C.

By Command of Brigadier General HUGLIN:

*Ernest A. Kiessling*

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

(1) 95:

(a) Lead A/C: None.

(b) Regular A/C:

95A: A/C 6902, Lt. Nelson, because of a rack malfunction over the target, joined B Squadron and released 5 x 500 GP on the second run. K-21 camera took picture other than target area, the cause is undetermined.

(2) 100:

(a) Lead A/C:

100B: A/C 824, Lt. Weeford, C-1 auto pilot failed on bomb run. Cause undetermined at present time. 10 x 500 GP did not release immediately and had to be salvaged.

(b) Regular A/C:

100B: A/C 512, Lt. Lenke, landed at Brussels because of runaway prop, returned to base later. Sortie.

A/C 865, Lt. Smith, Carpet I transmitter failure.

(3) 390:

(a) Lead A/C: None.

(b) Regular A/C:

390A: A/C 868, Lt. Miller, returned 1 x 500 GP because of a defective shackle.

d. A/C Outstanding: None.

e. A/C Landing Away From Base:

(1) 100B: A/C 512: 350 Sqdn. "E", Lt. Lenke, landed at Brussels because of runaway prop, returned to base later. Sortie.

### 3. Navigation:

Position	Flight Plan	Altitude	AL: N:	13A (390) Lt. Col. Von Arb Lt. Yary	13B (95) Capt. Brittingham Lt. Arterburn	13C (100) Maj. Staples Lt. Peiffer
BU 11	5000'	5000'		5000' 1 min. early on course	5000' on time on course	5000' 1 min. early on course
CP 1	5000'	5000'		5000' 1 min. early on course	5000' 1 min. early on course	5000' 1 min. early on course
CP 2	5000'	5000'		5000' 3 min. early on course	5000' 4 min. early on course	5000' 4 min. early on course
CP 3	15000'	15800'		15800' 7 min. early 10 mi. right	15500' 6 min. early 19 mi. right	15000' 8 min. early 15 mi. right
IP	20000'	20300'		20300' on course	20000' 2 mi. left	20200' 1 mi. left
TGT	20000'	20300'		(2nd P)	(2nd P)	19800' (2nd P)

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

RP	20000°	20300° -- 1 mi. left	20000° -- 6 mi. left	20000° -- on course
CONT COAST	8000°	7500° 7 min. early on course	8000° 9 min. early 3 mi. left	8800° 9 min. early on course
ENG COAST	Minimum	2000° 4½ min. early on course	1500° 7 min. early on course	1300° 7 min. early 4 mi. right

a. Assembly: 13A assembled over Buncher 11, 13B over Buncher 23, and 13C over Buncher 28. Assembly altitude was 5000°. Wing assembly was completed at Felixstowe.

b. Route: The route was followed as briefed to the Continental Coast. From the Coast in point, the Wing drifted slightly South of course until it was 15 miles south at GP3. A correction was made to course at this point and the briefed route followed to the IP for the 2nd Priority target. At 1300E Kodak Red reported that the 1st Priority target was covered and the decision was made to attack the 2nd Priority target. Bombing altitude was reached 30 minutes prior to the IP. The fan out was made by Squadrons 2 minutes prior to the IP. 390C, 95B, and 100B were unable to release on the first run and made second runs while the other Squadrons followed through. The Groups were reassembled at the RP but 13A was considerably ahead of 13B & 13C. Therefore 13B & 13C cut the next turning point short to gain the proper interval. 13B & 13C lost 13A in the haze between 0930E and 0900E. 13A, went North of course to GP4 and followed the original route to the Continental Coast. 13B & 13C followed the briefed withdrawal route to the Continental Coast. At 0500E the Wing was reassembled and followed the briefed route to the bases.

c. Weather: Over the bases at take-off there were 5-7/10 cirrus above 25000°. Visibility was 2-3 miles. Enroute to the target there were nil low cloud to 0800E, with 2-4/10 strato-cumulus below 5000° by 1000E, and 5-7/10 swelling cumulus, tops 10-12000° occasionally 16-18000°, East of 1000E. There were nil middle clouds and 6-9/10 cirrus above 25000° along entire route. Over the target there were 6-8/10 swelling cumulus tops 10-12000°, occasionally 16-18000°, and 5-7/10 cirrus above 25000°. Visibility was 20-30 miles downward in haze. The weather on the return route was the reverse of the route to the target. Over the bases on return there were 7-9/10 cirrus above 25000°. Visibility was 4-8 miles in haze. Average winds enroute were 350/25K and 350/30K in the target area.

4. Flak: None encountered or observed.

5. Bombing:

a.	Attacking:	Jettisoning:	Returning:
95	2nd P 29 A/C 348 x 500 GP		
100	2nd P 29 A/C 348 x 500 GP		
390	2nd P 29 A/C 335 x 500 GP 10 leaflet containers		1 A/C 1 x 500 GP

b. 13A (390)

Squadrons:	A (784)	B (660)	C (571)
Target:	2nd P	2nd P	2nd P
AP	Assigned	Assigned	Assigned
A/C Releasing:	10	9	10
Bomb Load:	12 x 500 GP	12 x 500 GP	12 x 500 GP
Method of Release:	Salvo	Salvo	Salvo
Altitude: True:	19580'	19280'	18900'
Ind:	20300'	20000'	19500'
Briefed Track (240)			
True Heading:	252	255	185
Drift:	10L	9L	5L
Trail Change:	None	None	None
Tan. D.A.	.59	.615	.62
Ground Speed:	202	210	240
Time of Release:	1307½	1308	1320½
C-1	Yes	Yes	Yes
Pattern: Length:	940'	1075'	Smoke
Width:	1165'	900'	obscured
Errors: Range:	2215'S	920'S	
Def:	300'R	285'R	
Radial:	2280'	950'	
Percent: 1000'	0	61	
2000'	28	100	
Crew: AL:	Lt. Col. Ven Arb	Maj. Brown	Capt. Maddren
P:	Capt. Morris	Lt. Babbitt	Lt. Garlitz
TG:	Lt. Riolo	Sgt. Elstrom	Sgt. O'Dennel
N:	Lt. Yary	Lt. Stevens	Lt. Hoffman
AN:	Capt. Orvin		
(No. of Leads) B:	Lt. (19) Buck	Lt. (15) Guekes	Lt. (6) McGrew
Missiens RN:	Lt. (26) Flanagan	Lt. (14) Groves	Lt. (6) McCarthy

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

Because of undercast conditions over the 1st priority target all Squadrons in 13A, 13B, and 13C attacked the penetration 2nd Priority target.

(1) Narrative: 390A: The R/N picked up the target at 45 miles. After the IP maneuver, the R/N took over and began to set up course on a true heading of 240 degrees. The bombardier was clutched in at 8 miles and rate checks to 4 miles were completed. Rate checks came out good. Because of existing weather conditions, the bombardier was unable to give visual assistance other than placing cross hairs on the target at bombs away.

PI: The bombs fell in fields and residences 2280' short of the assigned MPI. No damage was inflicted on the target.

390B: The R/N picked up the target in the scope at 45 miles and proceeded to set up course on an initial true heading of 246 degrees. The bombardier was clutched in at 8 miles and rate checks through to 4 miles were made and came out good. 15 seconds prior to the BRL, the bombardier was able to pick up the target visually and made as many corrections as was possible. Other than this the bombardier was unable to give visual assistance because of existing weather conditions.

PI: Most of the bombs fell in a fully built-up residential-factory area adjacent to the M/Y on the North. There were 4-5 direct hits on 2 large sheds- and 4 hits on the three tracks and sidings by the sheds, which were loaded with goods wagons. The bombs from one A/C that released late fell 600' beyond the pattern on the South side of the M/Y in a factory area. One bomb fell on goods wagons in the sidings on the south side.

390C: A second run was necessary as the bombardier discovered that bombs would miss the target considerably if the attack was completed on the first approach which was made by H2X. Initiating the second run on a true heading of 183 degrees, the bombardier took over and proceeded to set up course by pin point pilotage. Shortly before bombs away, the bombardier picked up the target and began synchronization with 1 minute to the BRL. Because smoke obscured the MPI the bombardier employed the hot plate to help discern assigned MPI. Synchronization at bombs away appeared to be fair.

No assistance from H2X was given on the second bomb run.

PI: The bombs fell from 2000' to 2700' left of the assigned MPI. Smoke obscures all but about 6 bursts, which appear at the edge of the smoke adjacent to the tracks on the south.

(2) Bombing Malfunctions:

390A: A/C 868: defective shackle.

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

c. 13B (95)

Squadrons:	A (8210)	B (8782)	C (8754)
Target:	2nd P	2nd P	2nd P
A.P.	Assigned	Assigned	Assigned
A/C Releasing:	9	10	10
Bomb Load:	12 x 500 GP	12 x 500 GP	12 x 500 GP
Method of Release:	Minimum	Minimum	Minimum
Altitude: True:	19500'	20100'	18630'
Ind:	20000'	20500'	19500'
Briefed Track: (240)			
True Heading:	263	232	244
Drift:	7L	8L	8L
Trail Change:	None	None	None
Ground Speed:	215	225	212
Tan. D.A.	.54	.58	.551
Time of Release:	1311½	1347	1311½
C-1	Yes	Yes	Yes
Pattern: Length:	Partially Smoke	1365'	Smoke
Width:	Obscured	1025'	obscured
Errors: Range:		855'S	
Def:		1200'L	
Radial:		1745'	
Percent: 1000'		27	
2000'		98	
Crew: AL:	Capt. Brittingham	Capt. Greer	Lt. Stanborough
P:	Lt. Tayler	Lt. Schulz	Lt. Turbevič
TG:	Lt. Murray	Sgt. Shultz	Sgt. Willard
N:	Lt. Arterburn	Lt. Knight	Lt. Gresham
AN:	Maj. Magnass		
(No of Leads) B:	Lt. (15) Carter	Lt. (5) Sullivan	Lt. (2) Skelnick
Missions RN:	Lt. (26) Webber	Lt. (22) Feeley	Lt. (6) Durgan

(1) Narrative: 95A: The R/N identified the target in the scope at 40 miles. After the IP maneuver the R/N took over and initiated the attack on a true heading of 330 degrees. The bombardier was clutched in at 70 degrees and rate checks of 65 and 60 degrees were made all of which were good. 1 minute from the BRL, the bombardier was able to pick up the target visually and proceeded to synchronize. At bombs away synchronization appeared to be good.

PI: The bombs fell 2000° short of the assigned MPI, but on the choke point at the E end of the M/Y. Smoke over the target, which obscures about 1/2 of the pattern, prevents the measurement of bombing errors and the pattern. Photographs taken by 95B reveal that all of the tracks leaving the yards were cut (8 craters are visible), and considerable damage was inflicted on the yard itself just west of the round house where many destroyed & damaged goods wagons were strewn over the tracks. According to H2X photo-interpretation, the bombfall was approximately 2500° S of the MPI.

95B: On the first run, which was made by H2X, the bombardier discovered that course was off at the BRL. A second run, consequently was made. The R/N was unable to pick up the target on the second attack. The bombardier took over and proceeded to make course good by pin point pilotage, beginning the attack on a true heading of 355 degrees. One minute from the BRL he picked up the target and began synchronization. At bombs away synchronization appeared to be good.

PI: The bombs fell 1470' left and short of the assigned MPI. There were about 10 hits on the tracks in the center of the M/Y, one on the tracks leading east from it, and 3 on the round house. According to H2X photo-interpretation, the bombfall was approximately 5300' NE of the MPI.

95C: The R/N picked up the target at 40 miles. After the IP maneuver the R/N initiated the course on a true heading of 247 degrees. The bombardier proceeded with pilotage to make course good. 1 1/2 minutes from the BRL he picked up the target visually and began to synchronize. Because of smoke obscuring the assigned MPI, the bombardier synchronized short and then positioned the cross hairs on the smoke at the BRL. Synchronization appeared to be good at bombs away.

PI: All except approximately 6 bombs are smoke obscured. These are apparent in fields at the edge of the smoke that covers the remaining bombs 1500°-2000° left & short of the MPI. According to H2X photo-interpretation the bombfall was approximately 8000° ENE of the MPI.

(2) Bombing Malfunctions:

95A: A/C 6902: rack malfunction.

Squadrons:	A (794)	B (824)	C (776)
Target:	2nd P	2nd P	2nd P
A.P.	Assigned	Assigned	Assigned
A/C Releasing:	9	10	10
Bomb Load:	12 x 500 GP	12 x 500 GP	12 x 500 GP
Method of Release:	Salvo	Salvo	Salvo
Altitude: True:	19600'	20000'	19200'
Ind:	20000'	20500'	19500'
Briefed Track (240)			
True Heading:	250	241	251
Drift:	6L	4L	10L
Trail Change:	Plus 8	Plus 9	Plus 8
Ground Speed:	212	215	220
Tan. D.A.	.52	.59	.55
Time of Release:	1314	1348	1314 $\frac{1}{2}$
C-1	Yes	Not used	Yes
Pattern: Length:	1000'	1135'	1025
Width:	1175'	810'	785'
Errors: Range:		750'S	0
Def:		530'R	300'L
Radial:	4360'	975'	300'
Percent: 1000'	0	50	100
2000'	0	95	100
Crew: AL:	Maj. Staples	Lt. Gunn	
P:	Lt. Ellis	Lt. Wofford	Lt. Evans
TG:	Lt. Beisser	Sgt. Urice	Sgt. Wassen
N:	Lt. Peiffer	Lt. Frumin	Lt. Fenton
AN:	Lt. Crotty		
(No of Leads) B:	Capt. (11) Grueschow	Lt. (6) Paterne	Lt. (2) Garvan
Missions RN:	Lt. (25) Turner	Lt. (18) Wells	Lt. (2) Eilers



(1) Narrative: 100A: The R/N identified the target at 36 miles. After the IP maneuver, the R/N took over and proceeded to set up course, initiating the run on a true heading of 255 degrees. The bombardier was clutched in at 9 miles and rate checks of 8 and 7 miles were made. After the 7 mile check, the bombardier was able to pick up the target visually and placed the cross hairs on what he believed was the MPI. Because of weather conditions this was all the visual assistance possible.

PI: The bombs fell in fields 4360' left and over the assigned MPI.

100B: A second run was made on the 2nd Priority target because the bombardier was not satisfied with synchronization on the first attack.

Initiating the second approach on a true heading of 244 degrees, the R/N proceeded to set up course by H2X technique. The bombardier was clutched in at 9 miles and rate checks of 8 and 7 miles were made. Shortly before bombs away, the bombardier was able to make visual adjustments. Prop wash unlevelled the gyro a few seconds from the BRL, which the bombardier relevelled immediately. Traffic interference was experienced on the bomb run from Groups of B-24's bombing a target in the vicinity of the 2nd priority.

C-1 auto pilot became inoperative on the bomb run. The run was completed on PDI.

All bombardiers in 13C added 8 to 9 miles of trail to center the bomb pattern on the MPI.

PI: Approximately 8-10 bombs fell on the M/Y around the assigned MPI. The remaining covered a factory area adjacent to the M/Y on the south. An explosion occurred in the building that C Squadron had previously left burning.

100C: After the IP maneuver, the R/N picked up the target at 35 miles and proceeded to set up course by H2X technique, initiating the run on a true heading of 249 degrees. The bombardier was clutched in at 9 miles and rate checks of 8 and 7 miles were made. 40 seconds from the BRL, the bombardier was able to pick up the target and synchronize. At bombs away, synchronization appeared to be good. Traffic interference was experienced on the bomb run from Groups of B-24's bombing a target in the vicinity of the 2nd priority.

PI: The MPI of the pattern was approximately 1000' short of the assigned MPI. A heavy concentration of bombs fell on the center of the M/Y. Two bombs fell among Goods Wagons in the sidings near the MPI, and one bomb fell on a factory building. Later pictures show this building on fire. Smoke over the M/Y prevents any P assessment of damage inflicted on the tracks, but all of them were undoubtedly cut in several places. Two A/C released late, and the bombs from one fell about 400' from the main pattern, while those from the other fell about 2000' beyond. According to H2X photo-interpretation, the bombfall was approximately 1300' SW of the MPI.

(2) Bombing Malfunctions:

100B: A/C 824: C-1 auto pilot inoperative.

6. Photography: a. 95 installed 3 scope, 4 oblique, and 6 vertical cameras, all of which took pictures. All H2X scope photos are plottable. A/C 6902, #2 A/C lead element, A Squadron; K-21 camera took pictures other than target area.

b. 100 installed 1 16 MM scope, and 6 vertical cameras, all of which took pictures. There were no oblique cameras on this mission. H2X scope photos are plottable.

c. 390 installed 3 scope, 3 oblique, and 7 vertical cameras, all of which took pictures. No H2X scope photos are plottable because of too high brilliance, too many ground returns, and viewer window being open.

7. Communications: a. VHF (1) Communications on channel A (790) were very good due to excellent discipline. Wing Leader contacted two Group leaders at will.

(2) Wing Leader sent control point timings to 3D Division ground station. Weather was received from Scouting Force and communications with other Wing leaders in the bomber stream on channel B (809) were satisfactory.

(3) 390 Leader could not contact fighters on channel C (701) or (782) but Squadron leaders in this Group had good fighter contact. 95 and 100 both had radio and visual contact with fighter support.

(4) No distress transmissions were made.

b. W/T (1)

13A	CP1	CP2	CP3	TGT
Flight Plan	0930	1005	1201	1318
ATA	0929	1003	1206	1307
TOD	0956	1010	1211	1312

390 A 2 B 5 1307 - 1312  
B 2 A 2 1308 - 1320  
C R A 5 1320 - 1350

95 A 1 A 1 1310 - 1333  
B 2 A 3 1348 - 1409  
C 2 A 2 1311 - 1503

100 A 2 B 4 1314 - 1345  
B 1 A 3 1348 - 1510  
C 2 A 2 1314 - 1530

c. RCM (1) There was one Carpet I failure in the Wing. Heaviest jamming took place between 510 and 570 megacycles. Strong signals were received from Wurzburg stations in the target area. Most stations shifted frequencies a few megacycles. Some shut down completely.

(2) No chaff was discharged.

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)

STRAUBING, GERMANY

18 APRIL 1945

NOTES: The patterns of 3900 and 950 were obscured by smoke of previous bombing. 950's pattern was partially obscured.

All Squadrons attacked the second priority target.

North.

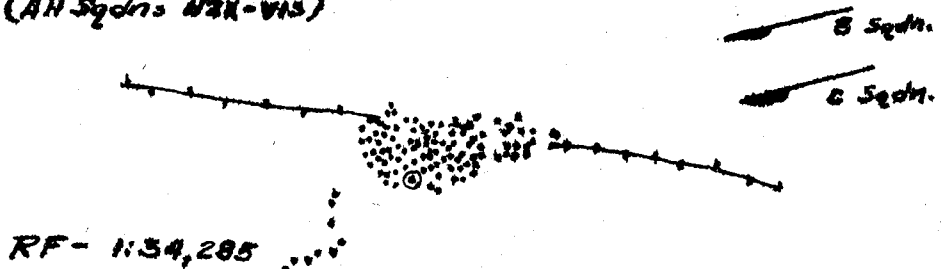
(VISUAL)

390 GROUP



100 GROUP

(All Sqdns N2X-VIS)



95 GROUP

All Sqdns (N2X-VIS)



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

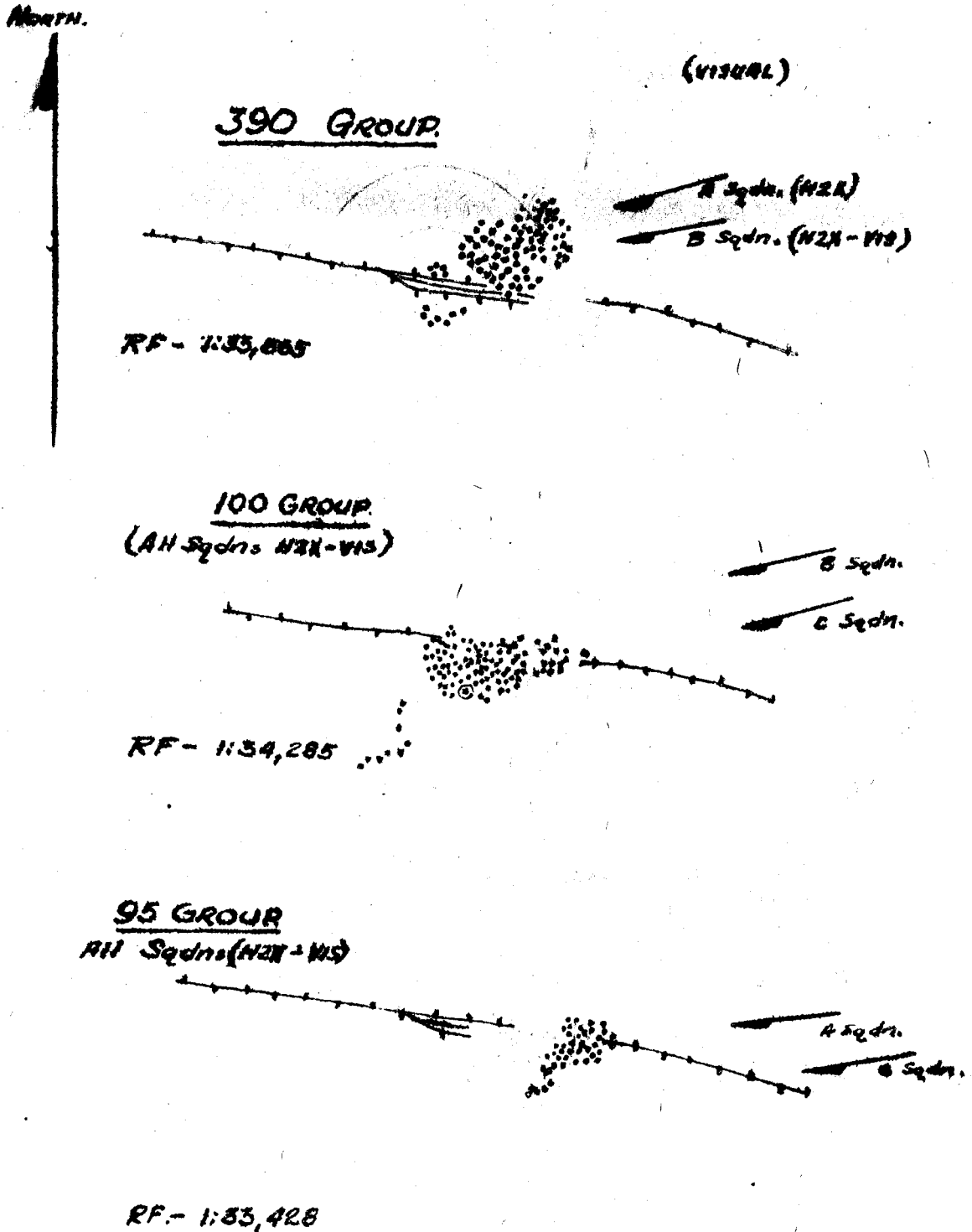
13TH COMBAT BOMB WING (H)

STRAUBING, GERMANY

18 APRIL 1945

NOTES: The patterns of 390G and 95G were obscured by smoke of previous bombing. 95B's pattern was partially obscured.

All Squadrons attacked the second priority target.



IMMEDIATE INTERPRETATION REPORT NO. K. 4317

LOCALITY: STRAUBING M/Y  
(062091 on Ill. No. 3(k)82/1)

PERIOD COVERED: Up to 1550 B hours on 20 APR 1945.

*95th Raid*

ATTACKS:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8th AIR FORCE	18 APR 1945	3599	Clear

PROVISIONAL STATEMENT ON DAMAGE:

As a result of the attack by aircraft of U.S. 8th AIR FORCE on 18 APR 1945 the marshalling yard is severely battered and largely unserviceable and probably completely out of use at the time of cover. All tracks including through running lines are cut and there is severe damage to the round house, station, goods sheds and sidings. A large amount of rolling stock has been damaged, destroyed, or derailed.

Details of damage:

FACILITIES

- Round house : 90% unserviceable. The round house is 2/3 destroyed. Structural members are seen damaged and craters are visible in floor.
- Turntable : A near miss appears to have warped the turntable well.

TERMINAL FACILITIES

- Passenger Station : 50% unserviceable. East half of all platforms destroyed. Roof lights in station shed blown.
- Goods Depot : 80% unserviceable. Small area of large building destroyed. Tracks in front of building ripped up.

LOCOMOTIVE AND ROLLING STOCK

A large number of both goods wagons and passenger cars have been destroyed or damaged.

THROUGH RUNNING LINES

100% unserviceable. All lines through the target are cut.

M/Y SIDINGS 100% unserviceable

- Storage Sidings : All tracks appear to have been cut.
- Sorting Sidings : All tracks have been cut at both ends and in the center.

OTHER DAMAGE

An underpass beneath the sidings appears to have been breached in several places. Considerable business/residential damage is visible.

REPAIRS

None visible.

LOADING

Heavy

(Prints: 4122-3)

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

/PHOTOGRAPHS TAKEN

INTERPRETATION REPORT S.A. 3599

ATTACK ON STRAUBING RAIL FACILITIES ON 18 APR 1945

1. INFORMATION RECEIVED ON THE ATTACK

- (a) No. of aircraft : 174, with full fighter escort.
- (b) Command : U.S. 8TH AIR FORCE.
- (c) Time : 1307 - 1349B hours.
- (d) Bombs : 1923 X 500 lb. G.P.  
135 X 500 lb. I.E.

2. DETAILS OF THE ATTACK

(a) Concentrations totalling more than 800 bursts blanket the central and Eastern sections of the marshalling yard and adjacent areas. On late cover the main sidings and repair facilities appear to be severely damaged and all through running lines are probably cut. Numerous small warehouse type buildings have been damaged or destroyed. One large explosion is seen just South of the yard and one factory type building approximately  $1\frac{1}{2}$  miles South is seen burning throughout the attack. Smoke from early bursts makes pin-pointing of many bursts impossible.

(b) Bursts are seen on the rail facilities as follows:

- Roundhouse : one near hit.
- Main sidings : blanketed by at least 50 hits among wagons.
- Through running lines : received at least 20 hits and many near hits.
- Rail over road bridge : three near hits.
- Repair facilities and shops : blanketed by bursts.

(c) OTHER BURSTS

(i) Concentrations totalling at least 600 bursts blanket business/residential areas to the North and South of the marshalling yard scoring many hits on buildings and roads.

One explosion is seen among storage type buildings just South of the yard.

(ii) A group of at least 40 bursts is seen approximately  $1\frac{1}{2}$  miles South of the yard. At least 20 bursts have hit among several factory type buildings scoring probable hits. One building is burning throughout the attack.

(iii) A string of 20 bursts is visible in a built-up area approximately  $\frac{1}{2}$  mile South of the yard.

3. ACTIVITY

The sidings appear to be moderately loaded.

4. ANNOTATED PRINT: None to be issued.

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

6. PHOTOGRAPHS RECEIVED

SAV 95/1782-90	18 APR 1945.	1310B hrs.	1/33,500	(F.L. 7")	19,500'	'A'
" 96/1134-36	"	1349B "	1/19,750	(F.L.12")	19,750'	"
" 100/1612,14,16	"	1314B "	1/34,000	(F.L. 7")	"	"
" 388/1218,20,21	"	1320B "	1/19,750	"	"	"
" 452/1254,55,58	"	1324B "	1/20,000	(F.L.12")	20,000'	"
" 390/1719-21	"	1307B "	1/33,500	(F.L. 7")	19,500'	"









HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 18/4/45 TARGET \_\_\_\_\_ DUTY OFFICERS \_\_\_\_\_
2. CBW 13B GROUP 950 GP. LEADER LT. STANBROUGH A/C 7182-R W/T NOK  
POSITION Lo DEPUTY LDR. LT. COLEMAN A/C 9037-T W/T WAV
3. EST. TAXI TIME 0800 EST. T.O. 1ST A/C 0810 ETD BASE 0854

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 18/4/45 TARGET \_\_\_\_\_ DUTY OFFICERS \_\_\_\_\_
2. CBW 13B GROUP 95B GP. LEADER CAPT. GREER A/C 8754-2 W/T URO  
POSITION High DEPUTY LDR. LT. DESHAZO A/C 9175-L W/T URO
3. EST. TAXI TIME 0750 EST. T.O. 1ST A/C 0800 ETD BASE 0854  
ETD BASE 1723

PPF

HEADQUARTERS 3D BOMBARDMENT DIVISION  
"J" FORM

GP.  
STA.

1. DATE 18/4/45 TARGET \_\_\_\_\_ DUTY OFFICERS \_\_\_\_\_
2. CBW 13B GROUP 950 GP. LEADER CAPT. BRITTINGHAM A/C 8210-JW T MPY  
POSITION Lead DEPUTY LDR. LT. R.A. NELSON A/C 6902-GW T MPY
3. EST. TAXI TIME 0755 EST. T.O. 1ST A/C 0805 ETD BASE 0854  
ETD BASE 1723

4. NUMBER A/C ORIGINALLY SCHEDULED 9 NUMBER OF STATES INCLUDED \_\_\_\_\_

PPF

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

E-C-20

APO 559.  
18 April 1945.

SUBJECT: Lead Crews Flying.

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

95 "A" SQUADRON

Air Leader	- Capt. Brittingham
Pilot	- 1st Lt. Taylor
Co-Pilot	- 1st Lt. Murray
Command Navigator	- Maj. Magness
Navigator	- 1st Lt. Arterburn
Bombardier	- 1st Lt. Carter
Radar Navigator	- 1st Lt. Webber

95 "B" SQUADRON

Air Leader	- Capt. Greer
Pilot	- 1st Lt. Schulz
Navigator	- 2nd Lt. Knight
Bombardier	- 2nd Lt. Sullivan
Radar Navigator	- 2nd Lt. Feeley

95 "C" SQUADRON

Air Leader	- 1st Lt. Stanborough
Pilot	- 2nd Lt. Trbovich
Navigator	- 2nd Lt. Gresham
Bombardier	- 2nd Lt. Skelnik
Radar Navigator	- F/O Durgin

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

DECLASSIFIED

Authority ND 75005  
By RF-NARA Date 9-14-11

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

18 April 1945

SUBJECT: S-2 Report for the mission to Straubing, Germany on above date.

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

1. The Mission - The 95th Group flew as 13B Combat Group to attack a railway marshalling yard at Tabor, Czechoslovakia. However because of weather conditions the first priority target was abandoned. The second priority target the Straubing M/Y was attacked on the penetration route by all three squadrons visually. 95B due to a cloud over target was forced to make a second run on the target before releasing bombs.

95A - Eight A/C plus one PFF took off and formed the lead squadron. All A/C bombed the second priority target. A/C 6902 could only drop seven bombs on the 95A run so they made a second run over the target flying with 95B and dropped the remaining five bombs.

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

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

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

For the Intelligence Officer:

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

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

16 April 1945

**SUBJECT:** S-2 Report for the mission to Straubing, Germany on above date.

**TO :** Commanding Officer, 95th Bomb Group (H), APO 569.

1. The Mission - The 95th Group flew as 1st Combat Group to attack a railway marshalling yard at Tabor, Czechoslovakia. However because of weather conditions the first priority target was abandoned. The second priority target the Straubing M/Y was attacked on the penetration route by all three squadrons visually. 95B due to a clouded over target was forced to make a second run on the target before releasing bombs.

95A - Eight A/C plus one PFF took off and formed the lead squadron. All A/C bombed the second priority target. A/C 6902 could only drop seven bombs on the 95A run so they made a second run over the target flying with 95B and dropped the remaining five bombs.

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

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

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

For the Intelligence Officer:

**FRANCIS X. PINNICH,  
1st Lt., Air Corps,  
Asst. S-2 Officer.**

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

F-A-1

APO 559  
21 April 1945

SUBJECT: Engineering Report on Combat Mission of 20 April 1945.

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

1. The following information is submitted concerning combat mission of 20 April 1945.

a. Thirty-five (35) B-17 aircraft took-off as scheduled.

b. Thirty-three (33) B-17 aircraft returned to base after completion of combat mission.

2. There were two (2) abortions.

a. 8317 - Engine failure

b. 8441 - Supercharger failure

3. There was no battle damage.



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

DECLASSIFIED

Authority ND 75005  
By RF-NARA Date 9-14-11

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

SECRET  
By Authority Of  
U.S., Eighth Air Force  
Initials J.F.A.  
Date 18 April 1945

INTOPS SUMMARY NO. 353

PERIOD: 0001 hours 18 April to 2400 hours 18 April 1945

A. STATISTICS

	<u>Total Sorties</u>	<u>Effective Sorties</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>				
					<u>E/A</u>	<u>AA</u>	<u>OE</u>	<u>Totals</u>	<u>NYR</u>
Heavy Bomber Atks.	767	761	2081.4	0-0-0	0	3	0	3	1
Fighter Escort (a)	764	736	0	4-0-6 A 12-0-8 G	0	2	0	2	6
Fighter Sweeps	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	33	29	0	0-0-0	0	0	0	0	1
Weather Recon.	34	34	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	21	21	0	0-0-0	0	0	0	0	0
Special Operations	<u>47</u>	<u>46</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	1666	1627	2081.4 (b)	4-0-6 A 12-0-8 G	0	5	0	5	8

(a) Includes two groups (103 P-51s) supporting Ninth Air Force mediums.  
(b) t/e jets

B. OPERATIONAL SUMMARY

1. Bomber Attacks

767 a/c (571 B-17s, 196 B-24s) from three Air Divisions sortied in four forces against three M/Ys and RR facilities in western Czechoslovakia (four targets); three M/Ys and transformer stations, and two RR bridges and junctions in SE Bavaria (six targets). 761 a/c dropped 2081.4 tons (2047.6 tons GP, 33.8 tons IB) on six first priority and three second priority targets. The latter were attacked on advice of weather scouts. Bombing visual with some H2X assistance. Weather: generally 3/10-8/10 with good visibility through breaks, in most cases. E/A Opposition: only e/a attack was made by an Me-262 against a straggling B-17 of the last group in the second force attacking Kolin. E/a made a single pass as IP was reached, causing major damage to bomber. Claims: nil. Losses: 3 B-17s to AA. NYR: 1 B-24, believed safe on Continent.

S E C R E T

First Force

Six group formations (174 B-17s - 3rd Air Division) sortied against M/Ys at Budweis and Tabor in western Czechoslovakia, south of Prague. 174 a/c dropped 514.6 tons (480.8 tons GP, 33.8 tons LB) on Straubing M/Y - second priority target. Bombing visual and in a few cases by H2X with visual assists. Straubing bombed on advice of weather scouts. Leaflets dropped on Straubing. Weather: 4/10-8/10, with breaks. Flak: nil at Straubing. Battle Damage: nil. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Two groups (99 P-51s) sortied. Up 1010-1014 hours; down 1614-1639 hours. 99 effective sorties. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: nil.

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>LB</u>	
Budweis M/Y	87	Not Attacked			
Tabor M/Y	87	Not Attacked			
<u>Straubing M/Y (second priority)</u>		<u>174</u>	<u>480.8</u>	<u>33.8</u>	Very Good
Totals	174	174	480.8	33.8	

Second Force

Four groups (121 B-17s - 3rd Air Division) sortied against M/Y at Kolin, E-SE of Prague. 119 a/c dropped 352.1 tons GP on Kolin M/Y, Pilzen M/Y (second priority target) and Passau M/Y (1 a/c) at 1307-1411 hours from 18,000-22,500 feet. Bombing visual. Weather: 4/10-6/10, with breaks, at Kolin. Flak: moderate to intense, accurate at Pilzen. Battle Damage: 7 minor, 10 major, 1 cat. "E". E/A Opposition: one Me-262 made a single pass on a straggling B-17 at the IP for Kolin target (4944N-1506E), resulting in major damage to the B-17. Claims: nil. Losses: nil. NYR: nil.

Fighter Support: Three groups (160 P-51s) sortied. Up 1000-1027 hours; down 1625-1645 hours. 157 effective sorties. E/A Opposition: one Arado 234 destroyed south of Regensburg and one Me-262 damaged west of Prague; one Me-262 destroyed and three damaged over Prague/Ruzyně A/F. 6-10 additional Me-262s seen in Prague area. Claims: 3-0-4 air. Losses: 1 P-51 to AA, over Prague/Ruzyně A/F. NYR: nil.

Details of bomber attacks as follows:

S E C R E T



<u>Assigned Targets</u>	<u>Sorties</u>	<u>Eff. Sorties</u>	<u>Tonnage</u> <u>GP</u>	<u>Results</u>
Kolin M/Y	121	97	287.3	Good
Pilzen M/Y (second priority)		21	61.8	Fair
<u>Other Target</u>				
Passau M/Y	—	<u>1</u>	<u>3.0</u>	Fair
Totals	121	119	352.1	

Third Force

Twenty-one squadron formations (196 B-24s - 2nd Air Division) sortied against a RR bridge and junction and M/Y at Passau in eastern Bavaria (on Austrian border, E-NE of Munich), RR bridge and junction at Zwiesel (north of Passau, near the Czechoslovakian border), and RR facilities at Klatovy in western Czechoslovakia. 194 a/c dropped 434.3 tons GP on Passau RR bridge and junction and Passau M/Y at 1354-1406 hours from 17,000-19,500 feet. Bombing visual. All attacked Passau on advice of weather scouts. Leaflets dropped on Passau. Weather: generally 4/10-7/10 over Passau, with breaks. Flak: nil. Battle Damage: nil. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: 1 B-24, believed safe on Continent.

Fighter Support: Five groups (198 P-51s, 54 P-47s - 252 a/c) sortied. Up 1035-1116 hours; down 1647-1755 hours. 240 effective sorties. E/A Opposition: nil. One group strafed A/Fs at Ingolstadt, Ottingen, Deiningen and Muhlendorf. Claims: 12-0-8 ground. Losses: 1 P-51 to AA. NYR: 3 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>GP</u>	<u>Results</u>
Passau M/Y	53	166	372.3	Very Good
Passau RR Bridge & Junction	28	28	62.0	Fair
Zwiesel RR Bridge & Junction	57	Not Attacked		
Klatovy RR Facilities	58	Not Attacked		
Totals	196	194	434.3	

Fourth Force

Eight group formations (276 B-17s - 1st Air Division) sortied against M/Y and transformer stations at Traunstein and Rosenheim, SE of Munich. 274 a/c dropped 730.4 tons GP on all three first priority targets and on Freising M/Y, the second priority target, at 1430-1517 hours from 17,100-18,700 feet. Bombing visual and in a few cases by H2X with visual assists. Leaflets dropped on Rosenheim and Freising. Weather: 3/10-5/10, with breaks, at Rosenheim; 5/10-10/10, with breaks, at Traunstein. Flak: meager and accurate at Traunstein and Freising; meager, generally inaccurate at Rosenheim. Battle Damage: 21 minor, 4 major. E/A Opposition: nil. Claims: nil. Losses: 3 B-17s to AA. NYR: nil.

S E C R E T

Fighter Support: Three groups (150 P-51s) sortied. Up 1110-1145 hours; down 1730-1745 hours. 139 effective sorties. E/A Opposition: nil. Claims: nil. Losses: nil. NYR: 3 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>GP</u>	<u>Results</u>
Traunstein Transformer Sta.	60	9	20.0	Very Good
Traunstein M/Y	68	56	179.7	Very Good
Rosenheim M/Y & Transf. Sta.	148	148	431.2	Good
Freising M/Y (second priority)	—	<u>61</u>	<u>149.5</u>	Very Good
Totals	276	274	780.4	

2. Fighter Escort

764 a/c (710 P-51s, 54 P-47s) sortied as follows:

Support to Eighth Air Force

Thirteen groups (607 P-51s, 54 P-47s - 661 a/c) sortied in support of three bomber forces. Up 1000-1145 hours; down 1614-1755 hours. 635 effective sorties. E/A Opposition: 1 AR-234 destroyed south of Regensburg, 1 Me-262 damaged in running combat west of Prague, 6-8 Me-262s attacked over Prague/Ruzyně A/F. An additional 6-10 Me-262s sighted in Prague area. Conventional s/e and t/e e/a strafed on A/Fs at Ingolstadt, Ottingen, Deiningen and Muhlcrf. Claims: 3-0-4 t/e jets, air; 12-0-8 ground. Losses: 2 P-51s to AA. NYR: 6 P-51s, believed safe on Continent.

Support to Ninth Air Force

Two groups (103 P-51s) sortied in support of Ninth Air Force medium bombers attacking target at 4843N-1105E. 101 effective sorties. E/A Opposition: 1 AR-234 destroyed 12 miles S-SW of Donauworth; 4 Me-262s engaged while they were attacking the bombers in target area, and two of the jets damaged. Claims: 1-0-2 t/e jets, air. Losses: nil. NYR: nil.

3. Fighter Sweeps

Nil.

4. Fighter Bombing

Nil.

S E C R E T

S E C R E T

5. Photo Reconnaissance

33 a/c (13 F-5s, 3 Mosquitoes, 17 P-51s) sortied as follows:

13 F-5s on mapping missions over central Germany. 11 a/c successful.

3 Mosquitoes on night photography; 2 in IJmuiden area and one on experimental navigation flight with a/c landing at San Severo, Italy.

17 P-51s as escort to four PRU missions. 15 effective. 1 a/c NYR.

Losses: nil.

6. Weather Reconnaissance

34 a/c (4 B-17s, 3 Mosquitoes, 27 P-51s) sortied as follows:

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

2 B-17s completed weather reconnaissance over sea NW of Lands End.

2 B-17s on routine reconnaissance to and from Azores.

3 Mosquitoes on weather reconnaissance over Germany, Denmark, U.K. and the Atlantic.

Losses: nil.

7. Air/Sea Rescue

21 a/c (12 P-47s, 4 P-51s, 4 Catalinas, 1 B-17) sortied. One incident. No losses.

8. Special Operations

47 a/c (36 B-24s, 6 P-51s, 3 B-17s, 2 Mosquitoes) sortied as follows:

Night - 17/18 April

20 B-24s on supply dropping mission. 19 successful.

10 B-24s dropped leaflets on Germany, Holland, and France.

2 a/c (1 B-17, 1 B-24) on radar reconnaissance. Radar scope photos taken of Ruhland. Leaflets dropped on Ruhland and Wittenberg.

Day - 18 April

9 a/c (6 P-51s, 2 B-17s, 1 B-24) as radio relays.

4 B-24s on VHF screen covering assembly of Eighth Air Force bombers, jamming from 0658-1030 hours.

2 Mosquitoes on special operations for 1st and 3rd Air Divisions.

Losses: nil.

S E C R E T

3. Observations

Approximately 30 e/a dispersed in woods Manching A/F (4843N-1130E).  
25 - 36 e/a larger than conventional fighters Eger A/F (5005N-1225E).  
20 e/a on Ingolstadt A/F (4842N-1130E).  
A/F at 4819N-1157E with approximately 25 s/e and one t/e a/c.

Large number of freight cars Eisenstein M/Y (4908N-1313E).  
100 - 150 freight cars Nordlingen M/Y (4851N-1030E).  
150 - 200 freight cars Donauworth M/Y (4844N-1046E).  
Heavy traffic in M/Y at Ingolstadt.  
Much activity in M/Y seven miles south of Passau.  
Heavy traffic in M/Y at Eichstatt.

4. Damage to Enemy Installations

Passau M/Y - Very Good Results

Sorting sidings, holding sidings and road-over-rail bridge are well blanketed with bursts and hits are also seen on adjacent quay sidings.

Passau RR Bridge - Fair Results

Possible direct hits on rail-over-river bridge. Two well concentrated patterns.

Straubing RR Facilities - Very Good Results

Eighteen squadrons dropped 500 GP bombs in an exceptionally concentrated pattern, about 94% of the bombs falling in a 5000 foot circle scattered on the east end of the M/Y. The rail lines have probably been put out of commission by this attack. Most of the handling and repair facilities appear to be severely hit, only the small roundhouse escaping. A number of storage-type buildings south of the yard have been destroyed or damaged, one of them producing a sizable explosion. The rail-over-road bridge at the western end of the yard is undamaged.

Pilzen RR Center - Fair Results.

Bombed by two squadrons with 500 lb. GP. One pattern is seen near the storage sidings with possibly three or four bursts on or near the tracks. The balance on open or suburban area and the other pattern in the south suburbs of the town, about one mile from the main yard.

Kolin M/Y - Good Results

Attacked by ten squadrons carrying 500 GP bombs. Cloud cover over part of the yard makes interpretation difficult. It is estimated that most of four patterns center over the sidings which branch off from the central part of the

yard and the adjacent tracks in the yard proper. Two other patterns fell near and may have extended into the yard area. One pattern fell in the yard near the passenger station at the NW part. Another pattern fell just south of the large locomotive or wagon repair shop and may have extended into the yard in this vicinity. One pattern fell one-half mile south of tye yard and another squadron which reported bombing this target fell into unidentified open country. The yards were observed to be moderately loaded.

Rosenheim M/Y and Transformer Station - Good Results

Cloud from 0-6/10 density covered target during the attack. It was possible to plot eight complete and two partial concentrations in and adjacent to target. Main weight of bombs fell in vicinity of engine sheds, passenger station and transformer station. Direct hits on numerous installations, including rail-over-river bridge.

Traunstein M/Y and Transformer Station - Very Good Results

Through 2/10 to 5/10 density five concentrations of GP bombs blanket central portion of yard and adjacent area. The passenger station received many direct hits and was destroyed, as were the two sheds in the goods depot area. Severe damage to rail lines in yard with all through-lines cut in many places. Turntable south of station blanketed by bursts. Many goods cars damaged or derailed. Serious damage to business and residential areas near the yard. One concentration immediately south of transformer station, only slight damage will result to the station; however, a number of small stations south of target will be damaged or destroyed.

Friesing M/Y - Very Good Results.

Five concentrations GP bombs blanket small yard and unidentified industrial installation along west edge of yard. Severe damage will result in passenger station and goods depot area. All of the through-running lines will be cut in many places, goods cars derailed and on fire. Industrial installation adjacent to passenger station will be very severely damaged. Three large buildings and several small ones in this area will be either damaged or destroyed by blast and fire. Two warehouse-type buildings along east side of yard could be seen on fire at the end of the attack.

5. Ground Activity

- 21st Army Group - Canadian armor is moving through the bridgehead established at W-1499 and infantry cleared Auween and Apeldoorn. There are enemy pockets at U-4202 and Z-4392, but otherwise northeast Holland is clear of enemy to the North Sea.  
British armor and airborne troops by-passed Uelzen and continue to advance towards Hamburg. Resistance in Uelzen itself is stiff.
- 12th Army Group - Organized resistance in Ruhr pocket is ended and the Ninth U.S. Army is consolidating its Elbe bridgehead in vicinity D-9873-9975-9582-9387-8587, where several enemy counter-attacks have been repulsed. The enemy pocket of resistance in the Harz Mountains has been encircled and is believed to include the area Gusten-Aschersleben-Harzgerode-Elbingerode-Mount Brocken, though the exact perimeter is unknown. The First U.S. Army is closing round Leipzig and the Third Army is closing up to the general line Bayreuth-Chemnitz with a drive to the east in the direction of Dresden.
- 6th Army Group - The Seventh U.S. Army is fighting in Nuremburg and has also reached Altdorf.  
The First French Army made a rapid advance southeast from Strasbourg through Kehl to Nonnenburg and Tiergarten. An advance was also made through the Black Forest to a point north of Freudenstadt.
- Western France - Advances have been made both north and south of the Gironde River and there are few enemy strong points now remaining.
- Later Reports - Practically the whole of the city of Magdeburg has been cleared. In the Harz Mountains pocket the town of Aschersleben is now clear of the enemy. Third Army troops captured two bridges intact at K-3647.

D. OPERATIONS OF OTHER AIR FORCES

1. Tactical Air Forces

	<u>Sorties</u>	<u>Claims</u>	<u>Losses</u>
Ninth Air Force	1936	16-1-2 A 22-0-13G	4
*First US T.A.F.	749	0-0-2 A 5-0-7 G	2
Second T.A.F.	1229	0-0-1 A 25-0-14G	2
RAF Fighter Command	<u>302</u>	<u>0-0-0</u>	<u>1</u>
	4216	16-1-5 A 52-0-34G	9

\* Complete report not available.

Ninth Air Force

Night - 17/18 April

Sorties : 24 Intruder and Interception Patrols.

Claims & Losses : Nil

Day - 18 April

Sorties : 591 Bombers  
1321 Fighters and Fighter-Bombers  
1912

Mission : 9th Bomb Division - 591 sorties, 1081.8 tons dropped on Neuburg Oil Storage Depot and on M/Ys at Falkenburg, Juterbog and Nordlingen.

9th TAC - 555 sorties, Armed reconnaissance and Air cooperation missions in First US Army area; escort to mediums.

19th TAC - 472 sorties, Armed reconnaissance in Pilsen-Prague area; fighter sweeps in Dresden-Pilsen area.

29th TAC - 294 sorties, Armed reconnaissance in advance of Ninth US Army and air cooperation missions with Ninth US Army.

S E C R E T

E/A Claims : 16-1-2 Air; 22-0-13 ground.

Other Claims :

	<u>Destroyed</u>	<u>Damaged</u>
M/T	535	320
RR Cars	297	428
Locomotives	25	42
Rail Cuts	21	
Highway Cuts	23	

Losses : 4 a/c (2 bombers, 2 fighters)

First US T.A.F.

Night - 17/18 April

Sorties : 3 Patrols in Wurzburg-Bamberg areas.

Claims & Losses : Nil

Day - 18 April

Sorties : 192 Bombers  
557 Fighters  
749

Missions : 42nd Bomb Wing - 192 sorties. 143 tons dropped on A/Fs at Schussenred and Rissflessen, with good to excellent results.

12th TAC - 557 sorties. Pre-arranged cooperation with Seventh US Army, escort to mediums, air cooperation with First French Army.

First French TAF - Report not available.

Western French Air Force - Report not available.

E/A Claims : 0-0-2 Air; 5-0-7 Ground.

Other Claims :

	<u>Destroyed</u>	<u>Damaged</u>
M/T	89	28
RR Cars	58	112
Buildings	205	74
Rail Cuts	4	

Losses : 2 a/c to flak.



S E C R E T

Second T.A.F.

Night - 17/18 April

Sorties : 61 Armed Reconnaissance  
33 Interception Patrols  
94 a/c

Mission : Armed reconnaissance in Emden, Bremen, Hamburg,  
Flensburg and Westerland areas.

Claims : Nil

Losses : Nil

Day - 18 April

Sorties : 60 Medium bombers  
515 Armed Reconnaissance  
252 Air Cooperation  
206 Fighter Operations  
102 Reconnaissance  
1135 a/c

Mission : 118 tons dropped on Oldenburg barracks with good  
results. Armed reconnaissance over Germany, Air  
cooperation to First Canadian and Second British  
armies.

Claims : 0-0-1 Air; 25-0-11 Ground.

Other Claims		<u>Destroyed</u>	<u>Damaged</u>
M/T		130	276
Goods Wagons		90	252
Rail Cuts		27	

Losses : 2 a/c

S E C R E T

R.A.F. Fighter Command

Night - 17/18 April

Sorties : 19 Offensive Patrols.  
          8 Interception Patrols  
          27 a/c

Missions : Intruder and bomber support missions over  
          Germany and Denmark.

Claims and Losses : Nil

Day - 18 April

Sorties : 2 Interception Patrols.  
          257 Escort to Bombers  
          4 Tactical Reconnaissance  
          2 Shipping Reconnaissance  
          10 Anti-midget submarine Patrols  
          275 a/c

Claims : Nil

Losses : 1 a/c

2. Fifteenth Air Force

18 April 1945

252 B-17s, 248 B-24s, 92 P-51s sortied.

231 B-17s, 242 B-24s, escorted by 89 P-51s dropped 1091 tons on tactical targets in the Bologna area, visually with good results. Losses: nil.

88 P-38s sortied.

81 P-38s dropped 67.75 tons on Kilbnitz RR Bridge (4653N-1318E); 6 P-38s dropped 5 tons on a RR bridge just SE of the target. Losses: nil.

89 P-38s sortied.

78 P-38s dropped 47 tons on Malborghetto RR Bridge (4630N-1326E), visually with fair results. Losses: nil.

24 P-51s sortied.

24 P-51s assigned to strafe Augsburg-Pilzen-Linx area. No strafing due to lack of targets. Claims: 1-O-O Me-262 Air. Losses: nil.

OPERATIONAL HIGHLIGHTS: For the fourth successive day, enemy concentrations and defenses before the Fifth Army front were attacked in coordination with the current Fifth Army offensive. Visual and radio aids were used to safeguard against dropping behind our lines. Due to adverse target weather, take-off was delayed, thus permitting a medium force to be dispatched.

Bombers

Sorties : 500 a/c (252 B-17s, 248 B-24s)  
Effective Sorties: 473  
Tonnage : 1091  
Claims : nil  
Losses : nil

Fighters

Sorties : 269 a/c (92 P-51s, 177 P-38s)  
Effective Sorties: 254  
Tonnage : 119.75  
Claims : 1-O-O Me-262 Air  
Losses : Nil

3. R.A.F. Bomber Command

<u>Day</u> - <u>18 April</u>	<u>Targets</u>	<u>Losses</u>
617 Lancasters	Heligoland (Main Island	0
332 Halifaxes	Naval Base and Dune A/F)	3
30 Mosquitoes		0
<u>2</u> Mosquitoes	Weather Reconnaissance	<u>0</u>
981 a/c		3
 <u>Night</u> - <u>18/19 April</u>		
113 Lancasters	Komothau M/Y (So. of	
10 Mosquitoes	Chamnitz)	
56 Mosquitoes	Berlin	
36 Mosquitoes	Schleissheim A/F	
40 Mosquitoes	Bomber Support	
19 Halifaxes		
2 Liberators		
4 Fortresses		
7 Halifaxes	Signals Investigation Patrols	
<u>3</u> Mosquitoes		
290 a/c		Losses unavailable.

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

CHARLES Y. BANFILL  
Brigadier General, U.S.A.  
Director of Intelligence