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HEADQUARTERS 2d AIR DIVISION
APO 558

EE-S-4

373.2

27 March 1945

SUBJECT: Tactical Analysis of Mission 17 March 1945 - F. O. 630.

TO : Commanding Generals, All Combat Bomb Wings, This Division, APO 558.

This information is submitted for your consideration and any action you deem necessary. The deductions and remarks made below are the results of the study of mission reports and information obtained from combat Wings and Groups.

BATTLE ORDER	PRIMARY	SECONDARY	A/C DISPATCHED	A/C OVER TARGET
20th CBW	Hannover (Vis.)	Hannover (H2X)	87	79
96th CBW	" "	" "	84	80
14th CBW	Munster M/Y (Vis. or GH)	Munster M/Y (H2X)	93	90
2nd CBW	" " " " "	" " " "	88	86
		2AD	352	335

1. Takeoff, Assembly and DAL

a. Takeoffs were normal.

b. Assembly - On advice from Weather Scouts, assembly altitude was changed from 14,000 to 16,000 feet after units were airborne. Medium cloud just off the coast with tops at 16,000 feet made this change necessary.

c. DAL - Units left the coast on time and in good order.

Combat Wings	First Actual Takeoff	Assembly Altitude	Briefed Time For CP 1	Assembly Time
20th	1004	17,000	1224	2:20
96th	0955	16,000	1227	2:32
14th	1020	16,000	1230	2:10
2nd	1030	16,500	1233	2:03

2. Navigation - Penetration

a. At landfall all units were in good order - because of poor weather, flight altitudes were generally higher than briefed.

b. The Division was forced to a greater altitude than briefed primarily because of contrails. At this level (22,000') winds were greater than forecast and the lead gradually drifted to the south followed by the entire Division. The maximum extent of drift off course was ten miles - wing integrity was maintained.

c. All units approached the correct IP from a more southerly position than briefed - units uncovered in proper order.

d. Slight crowding on the run on the western target, Munster, was reported as units bombed in close order by instruments. On the eastern target, Hannover, the units approached without crowding and bombed by instruments.

3. Bombing Analysis

a. The 20th and 96th Combat Wings attacked the Hannover-Machinebau Tanks Assembly Works, the assigned secondary, by H2X through 10/10 cloud. Results were unobserved. The low left and high right Squadrons of the 93rd Group, the high right Squadron of the 446th, low left and high right Squadrons of the 448th, the 2nd Squadron of the 450th Group had H2X failures but bombed on smoke markers of preceding units without difficulty. The 3rd Squadron of the 458th Group bombed

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with azimuth stabilization out. The 3rd Squadron of the 466th Group bombed a last resort, Hereford, because of temporary H2X failure at the assigned secondary. Results were unobserved.

b. The 14th and 2nd Combat Wings attacked the Munster M/Y by GH methods through 10/10 clouds. Results were unobserved. The high right Squadron of the 392nd Group bombed by H2X because of a GH malfunction. The high right Squadron of the 44th Group could not pick up the GH releasing station but dropped on the smoke markers of the lead Squadron without difficulty. The low left Squadron of the 491st had a C-1 malfunction but had a successful manual run. The 2nd Combat Wing reported no difficulty.

c. Because of weather, units bombed from greater altitudes than briefed. Actual bombing altitudes ranged from 22,800 feet to 26,200 feet - briefed altitudes were: Munster - 21,000 feet, Hannover - 22,500 feet.

4. Navigation - Withdrawal

a. Rallies were good at both targets. The 14th Wing lead A/C experienced trouble with its fluxgate compass after bombs away and went off course directly afterward. Correction back on course was made after the lead crew was notified of its deviation by the deputy lead.

b. The route from Hannover to the coast was direct for the lead group; however, groups following behind were S-ing to keep formation. Here again the lead was slightly to the south. The route from Munster to the coast was generally as briefed except directly after the rally area. The 14th Combat Wing lead (491st Group) started out on course from 0800E but gradually went off course ten miles to the north, evidently overcorrecting for the increased wind. The 392nd and 44th Groups, following the 491st Group, cut the rally area and proceeded out to landfall generally south of course. The 445th Group, leading the 2nd Combat Wing, flew outside the rally area but corrected back to course directly. In doing so, however, it lost time and followed the 389th Group on the route out. The 453rd Group cut short in the rally area and flew out south of course.

c. Landfall was late due to increased wind but the groups were in fair order. The lateral spread of groups was about ten miles. This was a result of coming out close together in poor visibility.

5. Fighter Support

a. 2d had the 4th A and B Groups as close support for the first two Boxes and also covering the Mosquito Screening Force and the two command Mosquitoes. The 479th B Group escorted the third Box and also covered the Screening Force of B-24's - the 355th B Group was in support of the 4th Box. The 355th A Group was on free lance support in the Dummer Lake area and the 479th A Group operated in the Kassel area.

6. Enemy Action Encountered

a. There was no enemy A/C reaction.

b. Flak at Munster was from light to moderate and inaccurate; at Hannover flak was light to moderate, generally inaccurate.

7. Losses

a. There were no losses.

8. Scouting Force

a. Planning - Scouting Force was to report target weather twenty

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minutes ahead of the Bombers and route weather thirty minutes ahead of the Bombing Force.

b. Execution - Scouts encountered layered middle cloud 15 - 20,000 feet over the Channel, breaking to 10/10 low cloud over the Continent. Scouts recommended instrument bombing. Communications were fair to good - 96th Combat Wing had poor transmission.

9. Screening Force

a. Planning - Two Forces were planned: Mosquitos on Hannover and B-24's on Munster. They were to precede Bombers into the target area, dropping chaff from the IP through the defended area.

b. Execution - The screening maneuvers were executed as planned, and Combat Wing Leaders report the forces did an excellent job.

10. Radar

a. H2X Analysis

Group	<u>A/C</u> <u>Dispatched</u>	<u>A/C Over</u> <u>Target</u>	<u>OK For</u> <u>Navigation</u>	<u>OK For</u> <u>Bombing</u>	<u>Remarks</u>
389th	6	6	6	6	
445th	1	1	1	1	
453rd	4	4	4	3	1 equipment malfunction
44th	6	6	6	6	
392nd	4	4	4	4	
491st	3	3	3	3	
93rd	4	4	2	2	2 equipment malfunction
446th	3	3	3	2	1 personnel error
448th	4	4	1	1	3 equipment malfunction
458th	5	5	5	4	1 personnel error
466th	4	4	4	4	
467th	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	
	48	48	43	40	

(1) H2X operation for this mission was unsatisfactory. The 14th Combat Wing had no set failures. There were eight A/C unable to bomb with H2X. Two failures were caused by personnel errors, five were due to mechanical failure and one cause is undetermined. Five of the eight A/C unsatisfactory for bombing could not be used for navigation due to equipment failure.

b. GEE operation for this mission was satisfactory. Jamming was reported on both the Rheims and Ruhr chains but fixes were attained as far east as nine degrees.

c. GH Analysis

Group	<u>A/C</u> <u>Dispatched</u>	<u>OK For</u> <u>Bombing</u>	<u>Remarks</u>
389th	4	4	Signals fair, runs OK
453rd	3	3	Signals good, HR Squadron dropped on lead flares - probable personnel error

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44th	5	4	HR Squadron reported release faded. Dropped on lead Squadron. Other A/C reported good signals.
392nd	3	2	HR Squadron GH equipment failed. Bombed H2X. Good Signals.

(1) The over-all signal reception was fair. There was only one equipment failure and two probable personnel errors.

11. Comments

(1) The assembly time for the 96th Combat Wing appears excessive on this mission

By command of Major General KEPNER:

FRANCIS H. GRISWOLD
Brigadier General USA
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Robert H. Terrill
ROBERT H. TERRILL
Colonel GSC
Dep C of S for Operations

1 Incl:
Incl 1 - Weather Summary

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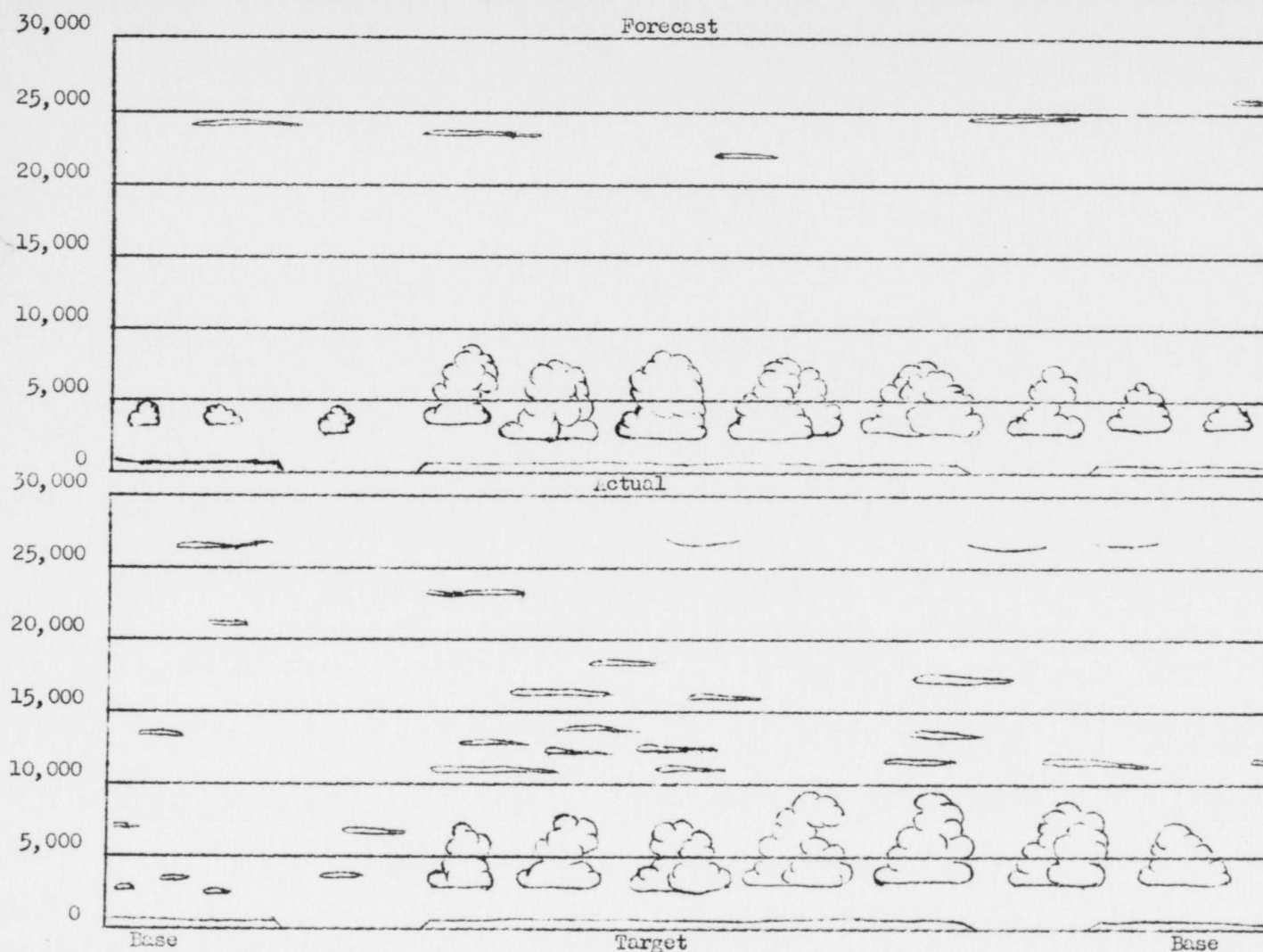
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Weather Summary

a. Forecast - Moderate persistent contrails above 25,000 feet. Target wind: at 25,000' - 330/75, temperature at 25,000' - 43°C.

b. Actual - Wings aloft - directions as forecast but velocities 10 - 15 knots stronger than forecast at flight altitudes over the Continent. Contrails - light persistent above 16,000 feet during assembly, becoming moderate persistent to tops of haze layer at 22,000 feet over Belgium becoming light non-persistent above 22,000 feet.

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Group 458th

STATISTICAL SUMMARY OF OPERATIONS

(Part 1)

Primary: Hanover-Korting Tank WorksOrdered Targets: Secondary: Hanover-Hanomag Tank WorksDate of Operation 17 March 1945Division Field Order No. 630

Squad- ron	Sorties		Credit Sort- ies	Effect ive Sort- ies	Non Effect ive Sort- ies	No. A/C Bomb- ing	Type of Tgt	Name of Target	Number and Type of Bombs on Targets	Aircraft Lost						Time of Take off	Total Time of Mis'n	Comments
	Total	Less Unused Spares								To- tal	Flak	Flak & E/A	E/A	Acc	U N K			
2	3	4	5	6	7	8	9	10	11	14	15	16	17	18	19	25	27	49
1d	9	9	9	9	-	9	ST	Hanover-Hanomag Tank Works	56 500# RDX 40 500# Mk12	-	-	-	-	-	-	1030	159	-
2	10	10	10	10	-	10	ST	Hanover-Hanomag Ta nk Works	78 500# RDX 36 500# GP	-	-	-	-	-	-	-	-	-
3	8	8	7	7	1	7	ST	Hanover-Ha nomag Tank Works	61 500# RDX 10 500# GP	-	-	-	-	-	-	-	-	-
TOTALS	27	27	26	26	1	26	ST	Hanover-Hanomag Tank Works	195 500# RDX 46 500# GP 40 500# Mk12	-	-	-	-	-	-	1030	159	

NON-EFFECTIVE SORTIE SUMMARY (Part 3)

Total Non Eff Sort ies	Causes of Non-Effectives					Incidents of Mechanical and Equipment Failures																Comments
	Weather	Personne	Enemy Action	Other Non Mech.	Mech. & Equip.	Total	Engine	Oil System	Fuel System	Super- charger	Propeller & Governor	Commun- ication System	Guns & Turrets	Bomb Release	Bomb Bay Doors	Elect- rical System	Instru- ments	Oxygen System	Bomb- sights	A/C in general		
46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	
1		1																			A/C Non-Effective due to Gunner hitting cylinder while test firing.	
	Footnote	1	N1																			
	Footnote	2	N1																			
	Footnote	3																				

42-110163

FORMATION PLAN458TH LEAD GROUP - 96TH WINGLEAD SQUADRONDYER-WILLIAMSON

J3 : 557H

8AF CONT.

RCM-8AF

ROSEN

MORAN-HENSLEY

J3 : 669J

2 AD

25 : 199A

8 AF

25 : 456D

RCM

SCOPE

PATAK

EVERETT

K-21

HOLTZ

RCM

25 : 6400

2AD CONT.

25 : 183U

25:126L

SNYDER

DANIEL

25 : 196Q

25 : 578F

K-21

K-22

2ND SQUADRONEISERT-KUHN

J3 : 743F

8AF-RCM

JOHNSON

SCOPE-K-20

HAYNES

J3 : 499U

8 AF

7V : 502E

PERRY

7V : 4250

2 AD

RCM-2 AD

7V : 457Q

K-21

FERRIELL

K-21

HOLMGREN

GRICE

DENARD

7V : 110M

7V : 316H

K-21

RCM-2 AD

JACKSON-W.E.

7V : 514B

3RD SQUADRONDAHM-GOODFRIEND

J3 : 628K

2 AD

8 AF

WILLIAMS-DK

J3 : 684B

8 AF

WARRELL

J4 : 163M

BECKSTROM

7V : 608W

2 AD

K-20

HADDEN

EIDELSBURG

25 : 108B

ROBINSON

25 : 059T

8 AF

25 : 366H

K-21

WILLIAMS-DG

J3 : 487R

PELTON

25 : 018J

K-21

K-21

SPARES: 837L-J3-19 SCOPE
516V-J3-35

WEATHER AIRCRAFT: 539B - 753RD SQ - PILOT: LT HOEY - 753RD SQ

WEST				EAST--ORDER OF T/O-RWY 23--WEST										EAST	
DISP	SHIPNO.	SHIP	DISP	DISP	A/C	NO.	A/C	DISP	DISP	SHIPNO.	SHIP	DISP	DISP		
22	557H	1 539B	45			11	578F	RY 28	30	352K	21				
		2				12	196Q	53	34	514B	22				
		3	669J	37		13	126L	51	47	163M	23				
		4	743F	37		14	183U	51			24	366H	RWY 28		
21	499U	5			27	502E	15		32	487R	25				
		6	628K	35		34	457Q	16			26	018J	44		
26	684B	7			30	4250	17		23	608W	27				
		8	199A	53		33	316H	18	44	059T	28				
		9	6400	RY 28		31	110M	19			29	108B	RWY 28		
		10	456D	RY 28		29	340N	20							

458th Pilots and Aircraft as listed on Formation Plans

Date	Target	Pilot	458th Msn	Pilot Msn	Cmd Pilot	Ld	Serial	Last 3	RCL	Sqdn	A/C Msn	A/C Name	Comments
17-Mar-45	HANNOVER	BECKSTROM	205	34			42-50608	608	W	J3	23	FILTHY McNAUGHTY	
17-Mar-45	HANNOVER	DAHM	205	28	GOODFRIEND	L3	42-95628	628	K	J3	18	UNKNOWN 038	
17-Mar-45	HANNOVER	DANIEL	205	2			42-50578	578	F	Z5	45	SKY ROOM	
17-Mar-45	HANNOVER	DENARD	205	1			42-95316	316	H	7V	93	PRINCESS PAT	
17-Mar-45	HANNOVER	DYER	205	23	WILLIAMSON	L1	42-95557	557	H	J3	36	LADY PEACE	
17-Mar-45	HANNOVER	EIDELSBERG	205	24			42-95108	108	B	Z5	67	ENVY OF 'EM ALL II	
17-Mar-45	HANNOVER	EISERT	205	27	KUHN	L2	42-51743	743	F	J3	20	UNKNOWN 006	
17-Mar-45	HANNOVER	EVERETT	205	21			42-95183	183	U	Z5	89	BRINEY MARLIN	
17-Mar-45	HANNOVER	FERRIELL	205	19			41-29352	352	K	7V	81	WOLFE'S LAIR	
17-Mar-45	HANNOVER	FLETCHER	205	24			42-51199	199	A	Z5	36	UNKNOWN 023	
17-Mar-45	HANNOVER	GRICE	205	33			42-51110	110	M	7V	89	TOP O' THE MARK	
17-Mar-45	HANNOVER	HADDEN	205	NT0			42-100366	366	H	Z5	--	MIZPAH	NO TAKE OFF
17-Mar-45	HANNOVER	HAYNES	205	35			42-50502	502	E	7V	48	LARRUPIN' LINDA	
17-Mar-45	HANNOVER	HOEY	205	WTHR			44-50539	539	B	J4	--	UNKNOWN 045	WEATHER SHIP
17-Mar-45	HANNOVER	HOLMGREN	205	3			41-29340	340	N	7V	69	YANKEE BUZZ BOMB	
17-Mar-45	HANNOVER	HOLTZ	205	3			44-40126	126	L	Z5	68	SPITTEN KITTEN / SKY TRAMP	
17-Mar-45	HANNOVER	JACKSON, WE	205	13			42-51514	514	B	7V	25	BIG CHIEF LIL' BEAVER	752 Sq Recs show WE
17-Mar-45	HANNOVER	JOHNSON, C	205	11			42-50499	499	U	J3	39	COOKIE/OPEN POST	
17-Mar-45	HANNOVER	MORAN	205	22	HENSLER	D1	42-51669	669	J	J3	19	UNKNOWN 026	
17-Mar-45	HANNOVER	PATAK	205	18			42-50640	640	O	Z5	33	BUGS BUNNY	
17-Mar-45	HANNOVER	PELTON	205	2			42-95018	018	J	Z5	90	OLD DOC'S YACHT	
17-Mar-45	HANNOVER	PERRY	205	31			42-100425	425	O	7V	67	THE BIRD	
17-Mar-45	HANNOVER	ROBINSON	205	2			42-110059	059	T	Z5	70	UNKNOWN 056	
17-Mar-45	HANNOVER	ROSEN	205	12			42-50456	456	D	Z5	47	DOROTHY KAY SPECIAL	
17-Mar-45	HANNOVER	SNYDER	205	1			42-51196	196	Q	J3	48	THE GYPSY QUEEN	
17-Mar-45	HANNOVER	SPRATT	205	17			42-52457	457	Q	7V	103	FINAL APPROACH	
17-Mar-45	HANNOVER	WARRELL	205	ABT			42-110163	163	M	J4	--	TIME'S A WASTIN	ABORT - GUNNER TEST FIRED INTO #1 ENG
17-Mar-45	HANNOVER	WILLIAMS, DG	205	22			44-10487	487	R	7V	42	Girl on surfboard (no name)	
17-Mar-45	HANNOVER	WILLIAMS, DK	205	14			42-50684	684	B	J3	13	A&G FISH SHOPPE	