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HEADQUARTERS 2d AIR DIVISION
APO 558

EE-S-4

373.2

9 April 1945

SUBJECT: Tactical Analysis of Mission 31 March 1945 - F. O. 644.

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	SORTIES	EFFECTIVE SORTIES
96th CBW	Braunschweig (Vis.)	Braunschweig M/Y (H2X)	95	92
2nd CBW	" "	" "	97	94
" "	Nienhagen (Vis. Only)	" "		
20th CBW	Hassel " "	" "	95	94
14th CBW	" " "	" "	96	95
		2LD	383	375

1. Takeoff and Assembly

a. Times

Combat Wing	First Actual Takeoff	Assembly Altitude	Briefed Time For CP 1	Assembly Time
96th	0527	14,000	0725	1:58
2nd	0530	14,500	0728	1:58
20th	0522	15,000	0731	2:09
14th	0530	14,000	0734	2:04

b. Takeoffs were pre-dawn, approximately thirty minutes before civil twilight - accomplished without incident.

c. Assemblies - Altitude originally set for 12,000 feet. Weather ship reports received thirty minutes before takeoff time indicated middle cloud, tops to between 11,000 and 12,000 feet. Because of the short time interval remaining, no change was made.

(1) A further check with Combat Wing leaders regarding the best advisable assembly altitude was made after aircraft had become airborne. Assembly altitude was set at 14,000 feet and coordinated via R/T.

(2) Some difficulty was experienced with haze and contrails (which had been an expected possibility) at 15,000 feet and above.

(3) Units departed in good order from one-half to two minutes late and at altitudes of from 14,000 to 15,500 feet.

(4) A change in assembly altitude passed prior to takeoff, if only to Group leaders, would possibly have facilitated assemblies.

2. Navigation - Penetration

a. Landfall was made at briefed point on the Continental coast by all Groups but the 445th. The 445th Group made a dogleg in order to get into proper Combat Wing formation and as a result of this dogleg was north of course when crossing the coast. The Division column was twelve minutes in length at this point.

b. The route from landfall to IP was flown generally as briefed by all

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units with the exception of the 458th, 491st, 446th and 93rd Groups. The 458th Group flew seven miles north of course on penetration. The navigator knew where he was and informed the command pilot of his position, but the command pilot did not see fit to correct back to the briefed route. The 491st Group flew about five miles north of course to avoid prop wash of the Group ahead. The 446th and 93rd Groups when informed by the Wing leader that their first priority target (Hassel) was covered and the third priority target (Brunswick) would be attacked, cut short of course to avoid flak.

c. The 96th Wing made good its IP and the bomb run was made as briefed. The lead of the 2nd Wing made IP good and the run as briefed - however, the 445th Group overran the IP by eight miles in order to uncover properly - the run was made from WSW to ENE instead of west to east. The 20th Wing made the IP good and had no trouble on the bomb run. The 14th Wing also made good its IP.

3. Bombing Analysis

a. All units attacked the Brunswick M/Y by H2X through 10/10 cloud with unobserved results. Several instances of H2X equipment failure were reported, but the affected units bombed on smoke markers of preceding Squadrons without difficulty. The high right Squadron of the 448th Group released three to five minutes early - the H2X aircraft had a bombsight malfunction and bombs were released from H2X signal.

4. Navigation - Withdrawal

a. Rally was made good by all Wings although the 20th Wing reported confusion due to 1st Division aircraft in the vicinity of the rally point. These aircraft from the 1st Division had overrun their rally points and had come down into our area.

b. The withdrawal was flown as briefed by all units with landfall out made at the briefed point. At landfall out the Division column was eight minutes in length. Over the Channel, Wings were forced north of course to avoid clouds.

5. Fighter Support

a. There were five Fighter Groups providing close escort to 2nd Bombers. The 479th A and B Groups escorted the Observer Mosquito, the Screening Force and the 96th Combat Wing. The 361st A and B were assigned to the first thirty aircraft of the 2nd Combat Wing with the 355th A and B Groups on the remaining aircraft of that Wing. The 2nd Combat Wing was to split up and attack two different targets but when the decision was made to hit priority 2 target the 2nd Combat Wing remained as one unit. The 2nd Wing, therefore, had two complete Fighter Groups as their close escort. The 56th A and B and the 4th A and B supported the 20th and 14th Combat Wings respectively.

6. Enemy Action Encountered

a. Attacks by approximately twenty Me262's were made on the tail end of the 96th Wing and the first part of the 2nd Wing. Three Fighter Groups took part in the defense and except for the initial passes broke up the attacks. The 479th, 361st, and the 355th Groups all report encounters with Jet aircraft in the target area and have claims of 0-0-8. The Jets again used clouds to hide their approaches and evade. The initial passes made by the Jets were the only ones successful and resulted in the destruction of one B-24 and damaging another. The Scouting Force also took part in the melee and have claims of 1-0-1. Reports of sighting four Me163's were also received but no combat resulted.

b. Anti-Aircraft

(1) No anti-aircraft was encountered on route.

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(2) At the target meager to moderate and very inaccurate anti-aircraft was encountered by all formations. The attack was exceptionally well concentrated, and the fact that the 14th Wing attacked simultaneously with the 20th Wing but on a different heading must have added considerably to the confusion on the ground. It is impossible to determine what attempted method of fire control was employed.

(3) Phenomena - A number of anti-aircraft bursts were seen in the target area which emitted particles which appeared to burst again. These were probably incendiary pellets.

(4) Sorties - 375
A/C Lost to Flak - Nil
A/C Damaged by Flak - 5 (1.3%)

7. Losses

a. One aircraft, 389th Group - Aircraft was attacked by three Me262's just before the target (Brunswick). Aircraft burst into flame and disintegrated. No chutes seen.

b. One aircraft, 453rd Group - Aircraft caught fire at the Dutch coast enroute to the target (Brunswick). Crews report seeing eleven chutes. Aircraft crashed and exploded at 5250N-0453E. No further information available.

c. One aircraft, 453rd Group - Aircraft was lagging behind Squadron formation enroute home due to malfunction of supercharger. Aircraft was attacked by two Me262's and pilot reported that he had an engine shot out and one man injured. Aircraft followed formation to vicinity of Dummer Lake and then headed for friendly territory on the Continent. No further information available.

8. Scouting Force

a. Planning - Two of the Division's three targets were restricted to visual attack only, and the third, Braunschweig, was designated as the H2X target for all units. Altitudes required for the visual and H2X targets differed, and advance information was necessary to enable units to maintain altitude should the H2X target be attacked.

b. Execution

(1) Scouts advised bombers of 10/10 cloud cover in the target areas and recommended the maintenance of Division formation and the altitude (22,500 feet required for attack of Brunswick on H2X.

(2) Bombers reported weather information as being satisfactory.

(3) Communications were good.

9. Screening Force

a. Planning - For use in the normal procedure on the Braunschweig target.

b. Execution - Screening Force was not familiar with 2/D code words, did not recognize the IP, and hence was late in pulling ahead to drop chaff. The Division Air Commander deemed the screening for the lead units to be ineffective.

c. 25th Recon. Group has been called regarding complete briefing on 2/D Field Orders henceforth.

10. Radar

a. H2X Analysis

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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>	Remarks
389th	4	4	4	3	1 equipment malfunction
445th	4	3	3	3	1 non-effective
453rd	4	3	3	3	1 MIA
44th	4	4	2	2	2 equipment malfunction
392nd	4	4	3	1	3 equipment malfunction
491st	4	4	4	3	1 equipment malfunction
93rd	4	4	4	4	
446th	4	4	4	4	
448th	5	5	4	4	1 equipment malfunction
458th	5	5	5	5	
466th	5	5	5	4	1 equipment malfunction
467th	4	4	4	4	
	<u>51</u>	<u>49</u>	<u>45</u>	<u>40</u>	

(1) H2K performance on this mission is considered unsatisfactory - malfunctions could not be remedied in the air.

b. GEE performance on this mission is considered satisfactory. Jamming was encountered on the Ruhr chain but operation was unrestricted.

By command of Major General KEPNER:

FRANCIS H. GRISWOLD,
Brigadier General US.
Chief of Staff

OFFICIAL:

Robert H. Terrill
ROBERT H. TERRILL
Colonel, GSC
Dep C of S for Operations

1 Incl:
Incl 1 - Weather Summary

1cy Col Terrill
1cy Lt Col Roberts
Capt Bauer
Capt Morrison
1cy Lt Col Brandon
Navigator
Barbador
1cy CG
1cy Weather
1cy OTC
1cy Staff Control

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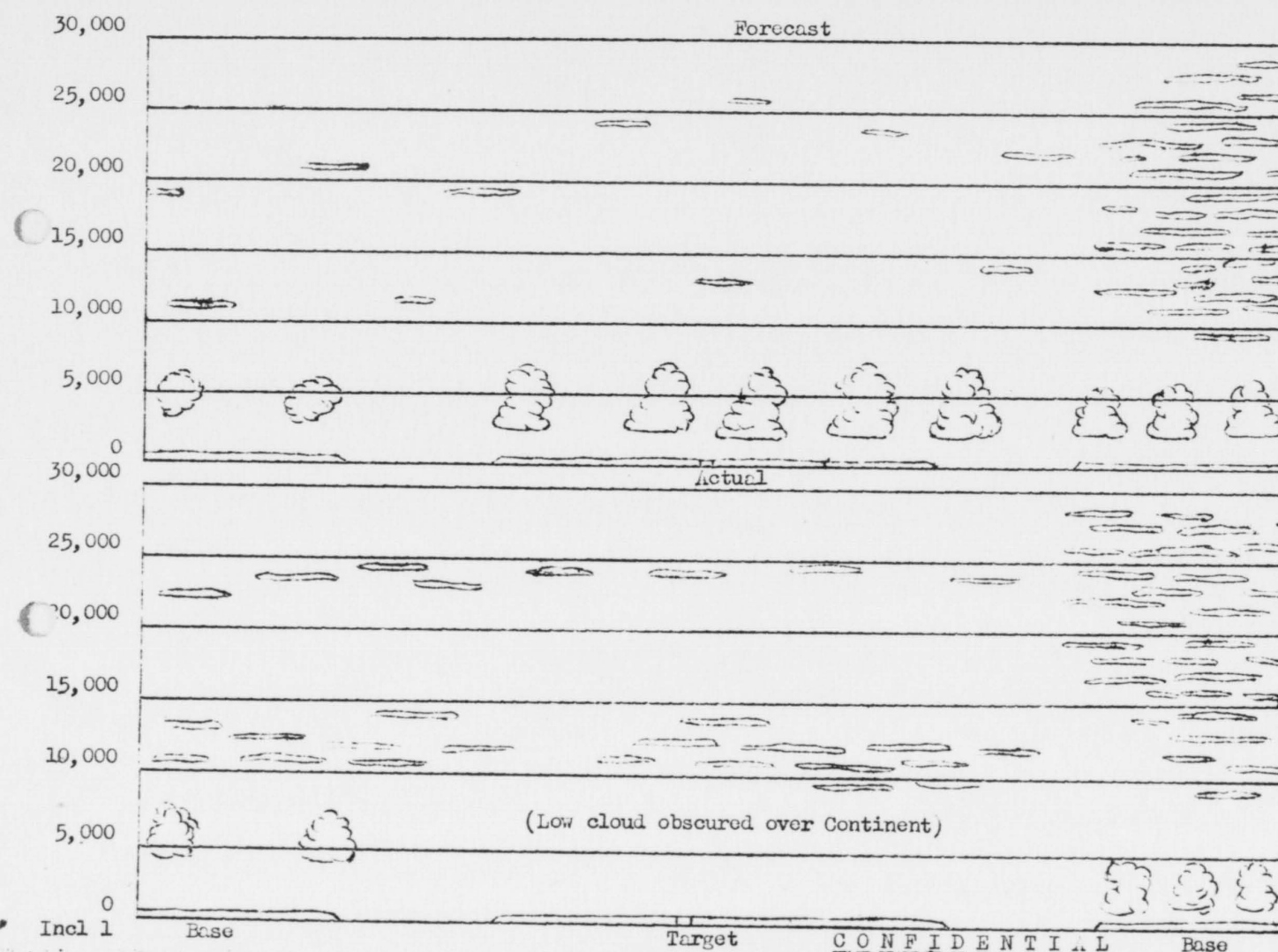
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C O N F I D E N T I A LWeather Summary

a. Forecast - Contrails - Moderate to dense persistent within 1000 feet of high cloud. Light rime ice in medium cloud on return route. Target winds: at 20,000 - 280/60, at 25,000 - 290/70.

b. Actual - Contrails - light to moderate semi-persistent 12 - 14,000 feet on assembly - light non-persistent 18 - 19,000 feet over the eastern North Sea and 19 - 22,000 feet from 07E to 09E. Light rime ice in medium cloud on ascent and descent. Winds aloft about 10 degrees more northerly than forecast - temperatures aloft as forecast.

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

Group 458

STATISTICAL SUMMARY OF OPERATIONS

(Part 1)

Primary: Brunswick M/Y

Ordered Targets: Secondary: Brunswick M/Y H2X

Date of Operation 31 March 1945

Division Field Order No. 644

Squadron	Sorties		Credit Sorties	Effective Sorties	Non Effective Sorties	No. A/C Bombing	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								Total	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
Lead	9	9	9	9	-	9	ST	Brunswick M/Y	84 X 500ORDX 8 X 500M64							0550	172	H2X Sighting
2	10	10	10	10	-	10	ST	Brunswick M/Y	90 X 500ORDX 14 X 500M64							-	-	
3	10	10	10	10	-	10	ST	Brunswick M/Y	109 X 500ORDX 3 X 500M64							-	-	
Total	29	29	29	29	-	29	ST	Brunswick M/Y	283 X 500ORDX 25 X 500M64							0550	172	

NON-EFFECTIVE SORTIE SUMMARY (Part 3)

[illegible]

FORMATION PLAN

31 March 1945

Lead Squadron - Lincoln Red # 1

Allen-Phillip

J3 : 938I

Scope

8AF Cent. RCM

Healy-Goodfriend

J3 : 557A

K-20

2AD

Patak

Z5 : 6400

RCM

Herd

Z5 : 018J

K-22

8AF

Rhodes

Z5 : 179P

K-21

2AD Cent.

Wallis

Z5 : 298T

8AF

Daniel

Z5 : 183U

K-21

Holtz

Z5 : 126L

K-22

2nd Squadron - Lincoln Red # 2

Hoffman

J3 : 669J

Scope

2AD

Sievertson

7V : 514B

8AF

O'Keefe

7V : 487A

K-21

2AD

Craven

7V : 206S

K-21

Johnson

J3 : 743F

Scope

8AF

Ferrell

7V : 766J

K-21

2AD - RCM

Jackson, J.L.

7V : 110M

Laird

7V : 424F

3rd Squadron - Lincoln Red # 3

Williams, D.K.

J3 : 837L

Scope-K-20

8AF

8AF

Wilburn

J4 : 768Y

LoJennese

J4 : 141U

8AF

K-21

Glenn

J4 : 285H

2AD

J3 : 740Q

2AD

Hidden

J4 : 277P

K-21

8AF

Carter

J4 : 602E

Hartwick

J4 : 163M

K-21

2AD - RCM

Montgomery

J4 : 200F

RCM

Dantler

J4 : 287J

8AF

Martin

7V : 567G

SPARS

DISP.

J3-628K

(PFF)

11

J3-610T

(Vis)

22

25-578F

2AD

19

25-138B

21

BOMB LOAD - 12 X 500# GP's

1/10 N. - 1/100 T.

ORDER OF TAKE OFF

23

WEST	DISP.	A/C	T.O.	V/C	EAST	DISP.	A/C	T.O.	V/C	EAST	DISP.
	24	938I	1		32	487A	16				
	26	557H	2		31	110M	17				
	10	669J	3		33	502E	18				
	20	743F	4		28	424F	19				
	15	837L	5		32	206S	20				
	17	740Q	6				21				
	21	456D	7				21		768Y	61	
	25	6400	8				22		277P	42	
							23		141U	40	
							24		602E	38	
	8	126L	10				25		200F	44	
	12	183U	11				26		285H	45	
	19	179P	12				27		163M	49	
	23	298T	13				27		287J	49	
	34	514B	14				28				
	29	766J	15				29				

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
31-Mar-45	BRUNSWICK	ALLEN, G	216	30	PHILLIP	L1	42-51936	936	I	J3	27	UNKNOWN 027	
31-Mar-45	BRUNSWICK	BURMAN	216	22			42-50502	502	E	7V	56	LARRUPIN' LINDA	
31-Mar-45	BRUNSWICK	CARTER	216	2			44-10602	602	E	J4	41	TEN GUN DOTTIE	
31-Mar-45	BRUNSWICK	CRAVEN	216	31			42-51206	206	S	7V	54	THE PIED PIPER	
31-Mar-45	BRUNSWICK	DANIEL	216	7			42-95183	183	U	Z5	95	BRINEY MARLIN	
31-Mar-45	BRUNSWICK	DANTLER	216	6			44-40287	287	J	J4	57	BACHELOR'S BEDLAM	
31-Mar-45	BRUNSWICK	DYE	216	8			42-50740	740	Q	J3	31	OUR BURMA	
31-Mar-45	BRUNSWICK	FERRIELL	216	24			44-50766	766	J	7V	4	YOU'VE HAD IT	
31-Mar-45	BRUNSWICK	HADDEN	216	31			44-40277	277	P	J4	57	MISS USED	
31-Mar-45	BRUNSWICK	HARTSWICK	216	15			42-110163	163	M	J4	79	TIME'S A WASTIN	
31-Mar-45	BRUNSWICK	HEALY	216	30	GOODFRIEND	D1	42-95557	557	A	J3	43	LADY PEACE	TYPO (S/B 555A or 557H)
31-Mar-45	BRUNSWICK	HERDTI	216	20			42-95018	018	J	Z5	97	OLD DOC'S YACHT	
31-Mar-45	BRUNSWICK	HOFFMAN	216	16		L2	42-95628	628	K	J3	23	UNKNOWN 038	REPLACED 669
31-Mar-45	BRUNSWICK	HOLTZ	216	6			44-40126	126	L	Z5	76	SPITTEN KITTEN / SKY TRAMP	
31-Mar-45	BRUNSWICK	JACKSON, WL	216	19			42-51110	110	M	7V	99	TOP O' THE MARK	
31-Mar-45	BRUNSWICK	JOHNSON, C	216	15			42-51743	743	F	J3	28	UNKNOWN 006	
31-Mar-45	BRUNSWICK	LAIRD	216	18			44-40424	424	F	7V	5	MONYA	
31-Mar-45	BRUNSWICK	LaJEUNESSE	216	21			42-110141	141	U	J4	50	BREEZY LADY / MARIE / SUPERMAN	
31-Mar-45	BRUNSWICK	MARTIN, W	216	4			41-29567	567	G	7V	22	MY BUNNIE / BAMBI	
31-Mar-45	BRUNSWICK	MONTGOMERY	216	8			42-51200	200	F	J4	7	STINKY	
31-Mar-45	BRUNSWICK	O'REGAN	216	20			44-10487	487	R	7V	52	Girl on surfboard (no name)	
31-Mar-45	BRUNSWICK	PATAK	216	21			42-50640	640	O	Z5	37	BUGS BUNNY	
31-Mar-45	BRUNSWICK	RHOADES	216	27			42-51179	179	P	Z5	85	DUSTY'S DOUBLE TROUBLE	
31-Mar-45	BRUNSWICK	SANDERS	216	7			42-95108	108	B	Z5	75	ENVY OF 'EM ALL II	REPLACED 456
31-Mar-45	BRUNSWICK	SIEVERTSON	216	35			42-51514	514	B	7V	31	BIG CHIEF LIL' BEAVER	
31-Mar-45	BRUNSWICK	SLOAN	216	5			44-40285	285	H	J4	76	TABLE STUFF	TAIL # & RCL HAND-NOTED
31-Mar-45	BRUNSWICK	WALLIS	216	12			44-40298	298	E	Z5	49	THE SHACK	RCL "E" HAND-WRITTEN
31-Mar-45	BRUNSWICK	WILBURN	216	20			42-50768	768	Y	J4	46	ARISE MY LOVE AND COME WITH ME	
31-Mar-45	BRUNSWICK	WILLIAMS, DK	216	16		L3	44-48837	837	L	J3	22	UNKNOWN 041	