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Request information on the following points:

Erbitte Erklaerung folgender Bezeichnungen:

Study 9 to 11, Volumes III and IIIa.

In the German text: / Im deutschen Text:	In the English text: / Im englischen Text:
Seite 100: FF ? Funk feuer	Page 86. ~~[illegible]~~
Seite 100: Y-~~Fuehrung~~ ?	Page 87.
Seite 106: ~~FF ? (wie oben)~~	Page 92.
Seite 119: FN ? Fernnachtjäger	Page 103.
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Seite 130: FN ? (Wie oben)	Page 112.
Seite 127: L.Gr. ? und L.F. ? Leuchtfeuer	Page 111.
Seite 140: Y-Fuehrung? (wie oben)	Page 123.
Seite 210: Y-Fuehrung ? (wie oben)	Page 177.
Seite 296: Dueppeln ?	Page 241.

Foot notes

P.R.C.

~~L.G.R~~

L. Gr. = Leuchtgranate von Flakartillerie abgeschossen

Study 9 to 11

The Employment of the German Luftwaffe

Against the Allies in the West

1943 to 1945

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Study 9 to 11

The Employment of the German Luftwaffe Against the Allies in the West 1943 to 1945

Volume III (with Supplement III):

Air Battles over the Reich's Territory in Defense of the Vital Resources of the German Luftwaffe From 1 April 1944 to D-Day (6 June 1944)

Prepared from German Material by

Beppo Schmid

Generalleutnant (ret.) and Former Commanding General of the I Fighter Corps

Augsburg, May 1954

Preface

1. On account of the chain of command of the German Luftwaffe in World War II the Study 9 to 11 is subdivided into two books:

"The Air War in the West" and

"The Home Air Defense (RLV)"

2. The procurement and extent of the required source material do not permit the preparation of the Study 9 to 11 in the form of a chronological historical presentation. The author was under the necessity of anticipating in his work those periods for which adequate source material was available in time. For this reason, the historical presentation of the air operations within the framework of the home air defense during the period from 15 September 1943 to D-Day (6 June 1944) was completed first. It contains the following three volumes with three supplements:

I Volume

Air Warfare over the Reich's Territory by Day and by Night from 15 September 1943 to 31 December 1943

II Volume

The Battle for the Air Supremacy over the Reich's Territory from 1 January 1944 to 31 March 1944

III Volume

Air Battles over the Reich's Territory in Defense of the Vital Resources of the German Luftwaffe from 1 April 19 44 to D-Day (6 June 1944)

A critical comparison of the Allied and the German historical presentations of the events of the air warfare during the period selected will be given later.

3. In this third volume of the Study 9 to 11 the air operations in the framework of the home air defense are presented strictly on the basis of German knowledge. So far as the required source material was available, detailed data on the employment of the German antiaircraft artillery and the effects of the bombing attacks were included in the presentation too. This, however, distorts an otherwise clear picture. These data, however, serve the formation of an idea of the direct successes in connection with the economy of the German antiaircraft artillery in addition to its indirect deterring effect as well as of the extent of the damage inflicted upon personnel and material by bombing attacks.

The sketches pertaining to the third volume are contained in Supplement III.

4. Source Material for the III Volume

The war diary of the I Fighter Corps was used as the main basis for the presentation of the events. It is of documentary value. Complementary data were taken from the remaining papers of the former Branch of Military Science of the Luftwaffe which are to be regarded as semi-official.

The only source for the presentation of the period from 21 May to 6 June 1944 was the documentary material left by the former Branch of Military Science of the Luftwaffe. Therefore, the sketches in Supplement III regarding this period of time are incomplete and offer a graphic presentation of the air operations only.

Individual complementary remarks were based on private notes taken by a former civil air defense official.

A few other sources from which specific data were taken are especially quoted in the text.

Critical comments which are contained in the monthly reviews represent the views of the author. In preparing them the opinions of the following gentlemen were considered:

Generalmajor (ret.) Walter Grabmann, the former Commanding General of the 3rd Fighter Division,

Oberst (ret.) Guenther Radusch, the former Commanding Officer of the 5th Night Fighter Wing.

The following material was not considered:

Reports written from memory and data from belletristic wartime and post-war literature.

5. Overall Evaluation of the III Volume of the Study 9 to 11

The presentation of the course of events of the air warfare in the third volume is based on material of the air force command of medium level. Combat reports of flying units were not available. Owing to the extraordinary conditions at the end of the war it will hardly be possible to procure documentary material of the operational units relating to the course of combat in the air. Out of this results a considerable deficiency for historiography all the more so as reports subjectively prepared from memory of indiduals are of limited value only.

The statements made in Volume III of the Study 9 to 11 will come close to the historical truth.

Regarding the period from 21 May to 6 June 1944 the presentation is presumably incomplete. In view of the limited source material available and human frailties allowance must be made for minor historical errors.

It should be noted that all ~~the~~ statements ~~mex~~ regarding the Allied air operations reflect exclusively the German knowledge at the respective point of time.

All figures excluding those relating to time ~~must~~ can be evaluated only in respect to relative quantities. The author will later comment on the always limited value of numerical data, moreover on the characteristics of and omissions in ~~mfxxxxxxxxxx~~ the preparation of reports.

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List of Photos

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Mr. Bliss says:

Somewhere in this text he wrote "medium heavy damages" when he only intended to write "medium damages."

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(XXII)

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X-Fuehrung
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Windpunkt

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Y - Fuehrung

2 meanings:
ultra high frequency method of directing aircraft and also means of determining location - See Volume XII (Allgemeines)

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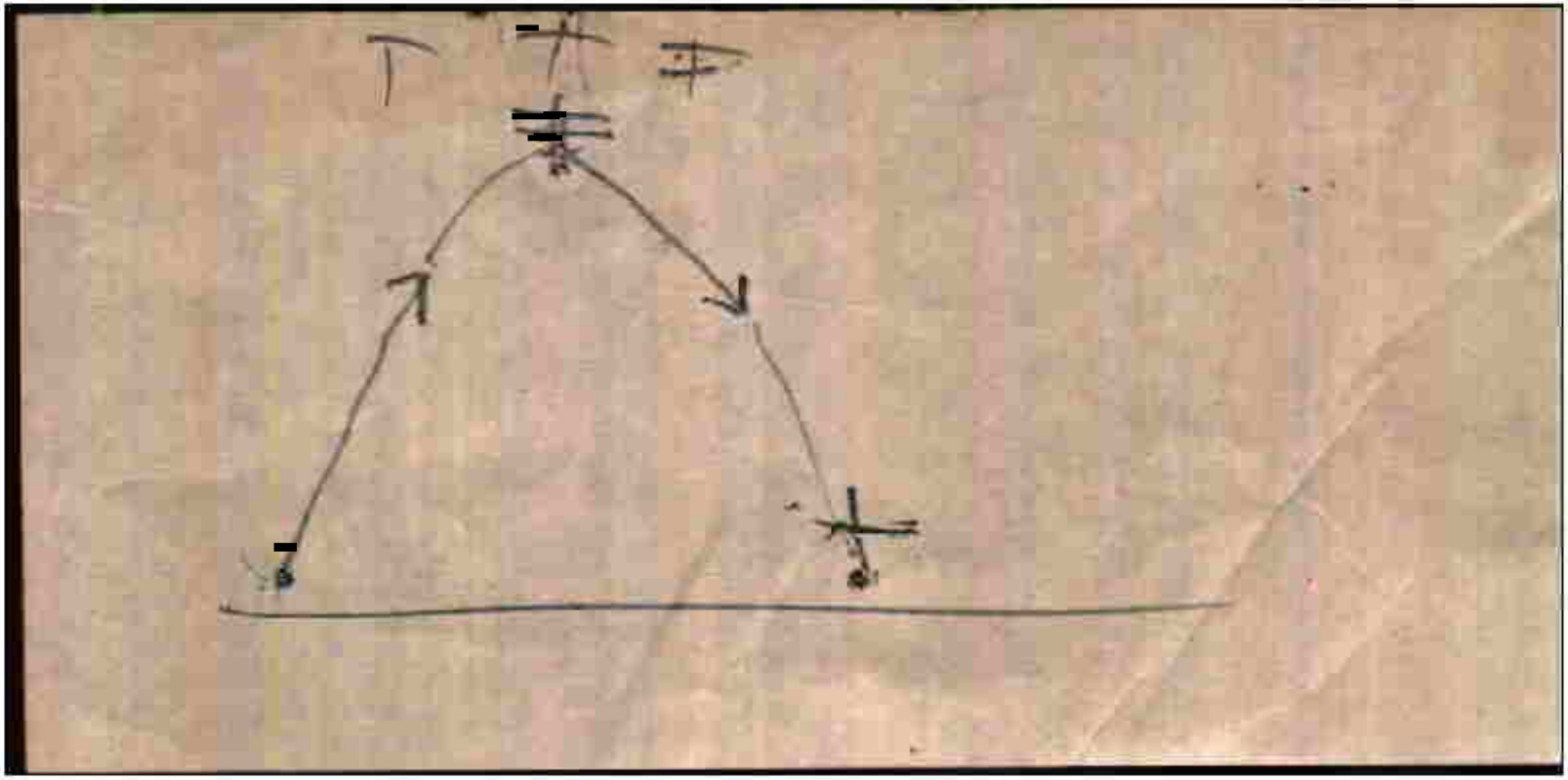

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Chapter I

* *

Daytime Activities in April 1944

1.) Survey

a.) American Offensive Operations

The air supremacy of the American air forces over the Reich's territory could be consolidated in April 1944. The former was, in particular, demonstrated by the fact that the American fighter forces began to carry out especially strafing attacks against the Luftwaffe on airfields within the Reich's territory. Thi was done within the framework of large-scale bomber attacks as well as in special fighter operations. Bombing operations against German airfields were conducted only to a limited extent.

By this new American practice of fighting the German Luftwaffe on the ground several hundred aircraft were destroyed and the same number of them was damaged. The striking power of the Luftwaffe, however, was only slightly impaired by these operations. The readiness for action of the flying units of the home air defense was hardly affected. The few bombardments of airfields remained without any influence on the functioning of the home air defense. The fact that the American fighter forces obtained freedom of operation, however, had grave consequences for the home air defence. While the American fighters were, in performance of their escort duties, hitherto tied to the four-engine bomber formations they had now obtained their full freedom

of operation in all altitudes and attacked the German fighter aircraft wherever the latter appeared. Thus the American fighter attacks were also directed against the German single- and twin-engine fighter units while the latter were assembling or on their approach flight. Above all, singly flying German fighters which had already suffered hits were unable to escape their American pursuers. This also applied to German fighters which were forced to precocious landing because they had run out of fuel. Eventually, the American fighters began to interfere with the landing maneuvers of German fighter units and scored considerable success. The air supremacy of the American fighter forces over the Reich's territory had by now become complete. The American fighters had been released from their rigid mission of escorting bombers and fulfilled their proper mission of free operating. Sometimes this fact proved to be disadvantageous to the American bombers. In cases when American fighters left the bombers they were to escort precociously to fly low-level attacks in free operations the German fighter units succeeded, in surprise attacks, in decimating the unprotected bomber formations or in destroying them completely.

In April 1944 the emphasis of the American bombing attacks was placed again on the German air armament industry. The latter suffered heavy damage by attacks carried out on a large scale under favorable weather conditions. In addition, the American air forces stationed in Great Britain started bombing attacks on installations of the tranportation system in North-West Germany and strafing raids on trains, especially locomotives.

A synchronization of the American air operations conducted from the air base in Great Britain with those conducted from the Italien base was to be assumed on three days only.

The operations of the American air force stationed in Italy extended

to targets in Austria, Hungary, Jugoslavia, and Rumania. Not including the attacks on targets in France the amounted to almost one third of the American total effort in April and brought about a dipersion of the fighter defense force within the home air defense.

In spite of the weather conditions favorable for offensive operations the American air force in Great Britain did not continue their attacks against the German air armament industry within the Reich's territory on 27 and 28 April. On both these days these forces operated over ~~the~~ French-Belgian territory.

The intensity of the American air effort against the Reich's territory in April is demonstrated by the following numbers of offensive missions flown:

12 large-scale attacks conducted from the air base in Great Britain,
6 large-scale attacks conducted from the air base in Italy,
3 independent operations conducted by fighters and fighter-bombers against German airfields,
11 offensive operations by fighter units against airfields within the Reich's territory in conjunction with American large-scale bomber operations.

It was only on two days that the American bombers over the Reich's territory met with such unfavorable weather conditions that they had to drop their bombs without visual observation of the ground. Nine large-scale attacks were ~~always~~ concentrated on the respective city, while on all the other days when attacks were flown several targets were covered. On six days of the month the American air force conducted only reconnaissance operations over the Reich's territory and on three days there was no American aircraft over the Reich's territory at all.

In April 1944 the American air operations had been very successful. They had seriously hit the German air armament industry and thus slowed down the expansion of the German fighter aircraft industry as well as prevented the speedy reinforcement of the fighter defense forces of the home air defense. The order of the Commander in Chief of the Luftwaffe of 24 April 1944 to increase the total strength of the day fighter forces of the home air defense within the shortest possible period of time to the number of 2000 aircraft could not be carried out.

The American attacks on installations of the transportation system and railroad material within the Reich's territory had only limited results in April 1944.

The casualty figures of the American air forces had considerably increased as compared to March 1944. The relative extent of casualties, however, by no means jeopardized future operations.

b.) Commitment of the I Fighter Corps

On 1 April 1944 the Corps Headquarters of the I Fighter Corps assumed the mission of protecting the entire Reich's territory including the territories of Austria and Hungary. For this purpose the corps headquarters was assigned the 1st, 2nd, 3rd, and 7th Fighter Divisions.

The following were the advantages of the new command organization:

responsibility of a single command staff within the home air defense, uniform interpretations of the air situation for the purpose of conducting fighter operations within the entire Reich's territory,

possibility of concentrating forces in the air for the defense against American day air attacks provided the cruising ranges of the fighter aircraft and the weather conditions permitted such operations.

Despite this new command organization the Corps Headquarters of the I Fighter Corps did not succeed in obtaining from the Commander in Chief of the Luftwaffe the permission for the concentration of all day fighter forces within one limited area of the Reich's territory. It was the objective of the corps headquarters to beat the American attacking forces by the employment of all forces available in a limited area. The Commander in Chief of the Luftwaffe, on the other hand, maintained his demand that all parts of the Reich's territory should be protected for economic reasons as well as for reasons of interior politics. Consequently, the day fighter forces were deployed over the Reich's territory as follows:

one single-engine and one twin-engine fighter wing in the area between Hannover and Berlin,

one fighter wing in Western Germany,

two fighter groups in the area of Frankfurt,

two fighter groups in Bavaria,

one single-engine and one twin-engine fighter wing in the area of Vienna.

Owing to this wide dispersion of the day fighter forces it was only seldom possible to concentrate all forces in repect to time and space for commitment in defensive operations within the framework of the home air defense.

The air defense operations over the Reich's territory in April 1944 continued to be dominated by the American air supremacy. Even so, it had been possible, with the exception of two days, and owing to favorable weather conditions, to offer resistance to all American large-scale attacks. The result was a balance between the American attacking and the German defense forces which was more favorable in April than it had been in March 1944. This is demonstrated in the following:

Balance of Forces

	American Total Effort (Bomber and Fighter Aircraft)	:	German Total Effort (Single- and Twin-Engine Fighters)
March 1944 :	7,5	:	1
April 1944 :	4,5	:	1

	American Total Effort (Fighters only)	:	German Total Effort (Single- and Twin-Engine Fighters)
March 1944 :	3,6	:	1
April 1944 :	2,2	:	1

The commitment of the day fighter forces was in April 1944 considerably influenced by inadequate interpretation of the air situation in the cases of American large-scale attacks from the air base in Italy and by the American fighter tactics of free operation. The incomplete air route observation and plotting system in the areas of Italy, Dalmatia, and Croatia as well as inadequate signal communications across the Alps to the aircraft reporting stations within the sector of the Second Air Fleet Command were the reasons why fighter command staffs of the home air defense often received retarded or incomplete reports on bomber aircraft intruding from the South. On these grounds bomber attacks conducted from the American air base in Italy could, in most cases, be fought off only with limited forces or in a precipitated and unsystematic manner. The German fighter forces often did not reach the American attackers at all because they had been sent on their mission too late. It was due to the initiative and energy of the Fighter Commander Ostmark, Oberst Handrick, that conditions had been created by the end of April 1944, which made it possible to establish a well functioning aircraft warning system and a workable ground command organization in the area of Austria and Hungary and its southern foreground.

The American tactics of free operation forced the friendly fighter forces to assemble to form combat formations outside the areas in which the American fighters were, on account of the general direction of operations, expected to operate; doing so the former were to escape the danger of being attacked already while assembling in the air. By this the periods of time for which the German fighters could engage themselves in combat were shortened. Moreover, the new American fighter tactics meant a new additional moral strain for the single- and twin-engine fighter pilots of the home air defense.

They were admittedly fairly trained in fighting in strong formations especially against four-engine bombers, but lacked experience in combat in detached formation or against individual adversaries. They knew about the technical superiority of the American fighter aircraft and realized that whenever they had to operate singly as a result of bad weather, engine trouble, or damage incurred in combat they could fall a victim to the American fighters now operating at all altitudes. This was, especially in the cases of young and inexperienced fighter pilots, the cause of the so-called "Fighter Panic" (German: Jaegerschreck). Its result was an increase of the number of German aircraft shot down and lost because the pilot bailed out procociously from fear. Eventually it had become impossible to employ twin-engine or night fighters in areas in which American fighter aircraft could be expected to operate.

The attempts of the I Fighter Corps to fight the Type Mosquito reconnaissance aircraft were unsuccessful.

The operational strengths of the day fighter units employed in the home air defense decreased towards the end of the month. The reason for this decrease was that the Luftwaffe High Command began, in anticipation of a possible invasion in France, to establish fighter reserves of matériel and personnel at the cost of replacements for the home air defense.

It could be noticed that, in spite of all the difficulties resultant from the American air supremacy, the inferiority of the friendly forces in respect to technical equipment and training as well as from the

wide dispersion of the fighter forces, the day fighter forces fought bitterly and often successfully. The number of enemy aircraft shot down had increased compared to March 1944. The casualties of the friendly forces, in particular the numbers of damaged aircraft and of formation leaders lost were high. Even so, the fighter forces employed in the home air defense could not prevent an American large-scale attack on the Reich's territory. Their defensive action supplied action for the Luftwaffe juggernaut under the motto of endeavoring primarily to shoot down four-engine bombers. The daytime air warfare over the Reich's territory with the increased American offensive action had also brought about a psychological effect on all command staffs and dominated them. Nowhere, at no command headquarters, neither at the Wehrmacht High Command, nor at the headquarters of the Commander in Chief of the Luftwaffe, nor at the General Staff of the Luftwaffe, nor at the staff of the General of the Fighter Force, nor at the Air Fleet Command Reich, nor at the Corps Headquarters of the I Fighter Corps a generous plan for operations to regain the air supremacy by a victorious fighter battle was under consideration. The attention of all responsible commanders was focused on only one danger - the flying fortresses carrying heavy bomb loads. The persistent demand for destroying mainly American bomber aircraft by incessant commitment of fighters doubtless originated with the Supreme Commander of the German Wehrmacht. It had, however, not become known during the war that an experienced airman had contradicted him or had suggested an other technique for a successful defense against the dangerous American daytime bombardments together with a plan for regaining the air supremacy over the Reich's territory.

The fact that, as early as on 25 May 1943, the General of the Fighter Forces, Generalmajor Galland suggested to the Inspector General of the

Luftwaffe, Generalfeldmarschall Milch, the employment of all the free armament capacity for the production of the Type Me 262 jet fighter, is not considered here.

c.) Special Information

The unification of the fighter defenses within the Reich's territory was initiated by the following teletype message from the Air Fleet Command Reich of 31 March 1944:

"For the purpose of concentrating the home air defense in the Reich's territory as well as in the occupied western territories the Reichsmarschall issued the following order:

(1.) The 7th Fighter Division including the Fighter Commander Ostmark will be assigned to the I Fighter Corps as of this date. Thus the I Fighter Corps, subordinate to the Air Fleet Reich assumes command of all fighter operations within the Reich's territory, in particular also of the fighter defenses of Southern and South-East Germany against enemy aircraft intruding from the South. Close contact will be maintained with the Second Air Fleet.

(2.) The day fighter forces of the Third Air Fleet will be employed concentrated in the sector of the II Fighter Corps for the defense of the occupied western territories, in particular of the imper-

.....

Note: * Information taken from the document: Letter of the General of the Fighter Forces to Generalfeldmarschall Milch, dated 25 May 1943.

tant supply and tranportation centers as well as the friendly ground organization. These forces will be committed in the home air defense only against such enemy forces intruding into or leaving the the Reich's territory via South-West Belgium and France. Transfers of these forces over longer distances into the Reich's territory will be abstained from in future. The night fighter forces assigned to the Third Air Fleet will be committed as hitherto in the home air defense.

(3.) Particular attention is called to the close cooperation between the I and II Fighter Corps as well as between the Air Fleet Reich and the Third Air Fleet by current and prompt communication of information on the situation and the operational objectives. Special directives will be issued regarding signal communications which may become additionally necessary and improvements of the radar and the fighter control system as well as the possible transfer of the command post of the I Fighter Corps. The new chain of command will become effective as of 31 March 1944, 21:00 hours". Air Fleet Reich - Center - number 1921/44, top military secret. (operations officer/J).

d.) Successes and Losses in April 1944

The average total strength of operational day fighter aircraft in the sector of the I Fighter Corps in April 1944 amounted to:

400 single-engine fighters,

100 twin-engine fighters.

The total figure of day fighter aircraft employed in the sector of the I Fighter Corps in April 1944 amounted to:

4522 aircraft.

The total losses of aircraft in the sector of the I Fighter Corps in April 1944 amounted to:

395 aircraft - which is 8,8% of the total effort.

The enemy losses over the Reich's territory in the sector of the I Fighter Corps in April 1944 amounted to:

514 aircraft not including those shot down by antiaircraft artillery.

This was 2,5 % of the estimated American total effort against the Reich's territory amounting to 20 337 aircraft of which were 10 000 fighters. The operations conducted from the American basis in Italy are included in this consideration.

In addition, the incomplete lists in the war diary of the I Fighter Corps show the following data on the American losses over the Reich's territory in April 1944:

42 aircraft shot down for sure by antiaircraft artillery,

10 aircraft crash-landed in Switzerland.

Thus , the American losses in aircraft over the Reich's territory in April 1944 add up to:

566 aircraft.

This was 2,8 % of the American total effort against the Reich's territory in April 1944.

2.) The American Attack on Pforzheim on 1 April 1944

(See sketch: home air defense in supplement 161)

The Enemy Effort

At 08:35 hours a strong American fighter force intruded via the Belgian Channel coast at Blankenberg in south-eastern direction to cover following bomber forces to the North. Elements of this fighter force penetrated into South-West German territory where they arrived one hour ahead of the bombers. The bombers, flying in south-eastern direction too, appeared over the Channel coast in the sector between Ostend and Etaples at 08:45 hours. They proceeded via Malines - Charleville, Bingen - Strassbourg into the area of Heilbronn, Stuttgart, Reutlingen, Karlsruhe. In their approach flight they attacked the city of Pforzheim from 10:50 hours to 11:05 hours from the South-East and North-West. The altitude of attack amounted to 6100 to 6700 meters. The target could be located only by observation through openings of the clouds. Strassbourg, too, was hit by a number of bombs. A smaller bomber unit flew over Switzerland by mistake and accidentally dropped its bombs on Schaffhausen on the Rhine. From 10:50 hours on the four-engine bomber units left the area of Pforzheim in north-western direction. Their last elements left the Channel coast between Ostend and the mouth of the Somme River by 12:30 hours. Escort fighter units returning to their bases were observed from 09:07 hours on in the area of Dinant and from 10:16 in the area of Trier. From 10:50 hours on, fighter forces missioned to escort the bomber forces back to their bases flew across the coastal sector between Ostend and Calais into area of Dinant to meet the bomber aircraft.

~~Xxxthexxttxx~~

In the attack against Pforzheim the following forces were committed:

150 bomber aircraft, 200 single-engine fighter aircraft, and 150 twin-engine fighter aircraft. The damages caused by this bombing raid were comparatively little.

In addition, to cover the bombing raid the American air force stationed in Great Britain carried out the following operations:

Two intruding operations with Type Thunderbolt fighters. The aircraft approached at 08:32 hours over the Walcheren Island, Hertogenbosch into the area of Muenster and at 08:40 hours over Ijmuiden, Meppel, Meppen into the area of Delmenhorst. They left the area at 09:10 hours via Grenau - Assen. Until 10:35 hours patrol missions were flown along the coast between Den Helder and Zandvoort.

Commitment of the I Fighter Corps

The following forces were committed:

Units of the 3rd Fighter Division in direction of Mannheim and Mainz.
Units of the 7th Fighter Division in direction of Heilbronn and Reutlingen.

~~The~~ Information on the air situation available in respect to aircraft approaching over French territory was inadequate. For this reason, only the units of the 3rd and 7th Fighter Divisions were operationally employed. The majority of the fighters employed did not encounter enemy forces.

Total effort: 150 fighter aircraft

Enemy losses : 2 bomber and 1 fighter aircraft ~~definitely shot down~~ ;
total: 3 aircraft definitely shot down.

Losses of friendly forces:
(as of 1 April 1944, 17:00 hours)

4 aircraft,
1 aircraft received over 60% damage;
losses of personnel: 1 killed,
4 missing.

Weather conditions:

3/10 to 10/10 shallow stratus clouds of 800 up to 1500 meters, above them medium-high and high clouds. South of the line Stuttgart - Nuremberg 10/10 clouds at altitudes of 200 to 300 meters with light snow fall.

Special information:

German intelligence later issued the following statement in respect to the American attack on 1 April: The attack was intended to hit the chemical plants at Ludwigshafen and was to be carried out as a coordinated action of the 2nd and 3rd Bomber Divisions. The units of the 3rd Bomber Division, however, were ordered back on account of the bad weather conditions in the area of Dunkirk. It was the first time that the 2nd Bomber Division operated alone over the Reich's territory. About 180 Type Liberator bombers reached the area above the target. Each aircraft carried a bomb load of 1,9 tons.

3.) The American Attack on Steyr and Bruck/Mur on 2 April 1944

(See sketch: home air defense, supplement 162 !)

The Enemy Effort

Starting from the American air base in Italy 400 bombers, 200 single-engine and 100 twin-engine fighters reached the areas of Agram and Laibach at 10:00 hours.

The attacking forces proceeded in northern direction raided armament plants at Bruck on the Mur River and at Steyr. A smaller force released its bombs on Linz on the Danube River. The bombers began their return flight from the target area at 11:20 hours. The last returning ~~unit~~ formation was flying over Klagenfurt in southern direction at 11:37 hours. The American bomber attacks were dispersed by strong German fighter defenses. In the target area under attack medium damage was caused to industrial installations and light damage was inflicted on houses. The emphasis of the attack was placed on the ball-bearing plants and the Daimler motor plants at Steyr.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 3rd Fighter Division from the area of Frankfurt in direction of Wels.

Units ~~from~~ of the 7th Fighter Division from the area of Bavaria in direction of Passau and Salzburg and from the area of Vienna in direction of Graz.

Good visibility at high altitudes and cloudless weather made it possible to engage all forces employed in combat.

Total effort: 226 single- and twin-engine fighters.

Enemy losses: 34 bombers and 3 fighters;
that is:
~~totalxlossxxx~~ 37 aircraft definitely shot down.

6 bombers probably shot down.

Moreover:

1 bomber shot down by antiaircraft artillery.

Losses of friendly forces:
(as of 3 April 1944, 10:00 hours)

12 aircraft
8 aircraft received over 60% damage.

Losses of personnel: 5 killed,
2 wounded,
16 missing.

Weather conditions: 0/10 to 4/10 shallow stratus clouds of 1000 up to 2000 meters. In the target area cloudless, good visibility.

Special information: German intelligence later issued the following statement in respect to the American attack on 2 April 1944 :

The attack was primarily intended to hit the ball-bearing plants and the motor plants at Steyr. It was flown at altitudes of 6700 to 7000 meters without employing pathfinder forces. Owing to the strong German defenses the attack was not fully effective. All fighter forces (Types Thunderbolt and Lightning) available at the American air base were committed for escort purposes. The German fighter defenses which exceeded the expectations of the bomber crews engaged the bomber force for the first time in area of Udine. The climax of the air battle was over the target area. The antiaircraft artillery fire was termed inaccurate by the bomber crews. Three bomber aircraft were lost due to collision in the air and engine trouble.

4.) The American Attack on Budapest on 3 April 1944

(See sketch: home air defense, supplement 163)

Enemy Effort

At 10:15 hours unclear reports were received on American offensive forces approaching over Croatian in northern direction. In the area of Lake Balaton is was observed that 200 bomber aircraft turned into north-eastern direction. Their objective was the aircraft industry in the area of Budapest where heavy damage was inflicted on industrial installations. The bombers left the target area in southern and south-eastern directions. The last report on the position of these aircraft over Southern Hungary was timed 11:15. 150 twin-engine fighters were observed escorting the bombers in the area of Budapest.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 7th Fighter Division

from the area of Bavaria in direction of Passau and Linz,

from the area of Vienna in direction of Lake Balaton and Budapest.

~~A systematic employment of the forces was not possible as a result of confusing information available in respect to the air situation.~~

It was not possible to employ the available forces systematically, since information received on the air situation was extremely confusing.

Total effort: 203 single- and twin-engine fighters of which only 58 single-engine fighters were engaged in combat.

Enemy Losses: 2 bomber aircraft definitely shot down.

Losses of friendly forces:
(as of 4 April 1944, 10:00 hours)

3 aircraft;

losses of personnel: 3 missing.

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5.) American Strafing Raids on Airfields in the Reich's Territory on 5 April 1944

(See sketch:home air defense, supplement 1641)

Enemy Effort

It was the first time that the American air force stationed in Great Britain conducted a major fighter operation against airfields in the Reich's territory. Under weather conditions unfavorable for defensive action a force of a total strength of 80 single-engine ~~fighters~~ and 70 twin-engine fighters attacked airfields in the areas of Salzwedel, Hannover, Magdeburg, Brandenburg, Stuttgart, Memmingen, Munich, and Augsburg. By ~~them~~ the low-level strafing attacks heavy damages were inflicted on all types of grounded aircraft on nine airfields.

The American fighter raids were conducted as follows:

A total of 70 fighter aircraft approached in two waves ~~from~~ beginning at 13:10 hours. The first wave approached via Ostend, Trier, Mannheim ~~and~~ to Karlsruhe from where the aircraft started their return flight. The second wave proceeded in south-eastern direction to the area of Stuttgart, Augsburg, and Munich and returned via Heilbronn, Mannheim, Antwerp, Strassbourg, and Charleville. Patrol missions were flown along the coast between Heyst and Boulogne till 17:00 hours.

Beginning at 13:40 hours, a total of 80 fighter aircraft approached over the Dutch coast between Den Helder and Rotterdam. They proceeded

in eastern direction via the lines Muenster - Vechta, south of Hildesheim - Hannover, and Halberstadt - south of Braunschweig. The longest penetration obtained in eastern direction was Luckenwalde - Berlin.

Elements of these units returned from the area Muenster, Osnabrueck. The bulk of the force returned from the area of Berlin in western direction.

Missions were flown across the coast between Den Helder and the Island of Walcheren till 17:00 hours.

The fighter aircraft approached at an altitude of 9000 meters and carried out their low-level attacks at an altitude of 300 meters.

Commitment of the I Fighter Corps.

36 fighter aircraft which had been in a state of alert were employed by the 1st and 7th Fighter Divisions.

Enemy losses: 3 Type Mustang fighter aircraft were definitely shot down.

Losses of friendly forces: 1 aircraft received over 60% damage.

Losses of personnel: none.

6.) American Attack on Graz on 6 April 1944

(See sketch: home air defense, supplement 164!)

Enemy Effort

Under extremely bad weather conditions the American airforce ~~[illegible]~~ stationed in Italy conducted an air raid on Graz employing 120 bombers, 30 single-engine and 30 twin-engine fighters. They took the air ~~[illegible]~~ route via Croatia on their approach and return flight. The majority of the bombs hit open terrain. Only limited damage to buildings was inflicted on the city of Graz.

Commitment of the I Fighter Corps:

107 single- and twin-engine fighters of the 7th Fighter Division were committed. Owing to the bad weather conditions only a limited number of fighters encountered the American attackers in the area of Graz.

Enemy Losses: 3 bomber and 2 fighter aircraft;
that is: 5 aircraft definitely shot down.
1 aircraft probably shot down.

Losses of Friendly Forces: 1 single-engine fighter.
1 aircraft received over 60% damage.
Losses of personnel: 1 missing

Special Information: The knight cross of the iron cross was awarded to Oberfeldwebel Ehrenberger of 6th Squadron/ 53rd Fighter Wing and to
Oberfeldwebel Rellwage of 5th Squadron/ 53rd Fighter Wing on 6 April 1944.

P H O T O O F

Oberfeldwebel Rellwage of 5th Squadron/53rd Fighter Wing

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7.) American Reconnaissance Operations on 7 April 1944

Enemy Effort

In spite of weather conditions favorable for offensive action no large-scale attack was conducted by the American air forces. A number of Type Mosquito aircraft only flew reconnaissance missions over the Reich's territory.

Commitment of the I Fighter Corps: Several fighter aircraft.

Enemy Losses: 1 Type Mosquito reconnaissance aircraft definitely shot down

Losses of Friendly Forces: none.

8.) The American Attack on Braunschweig and on Airfields in the Reich's Territory on 8 April 1944

(See sketch: home air defense, supplement 1651)

Enemy Effort

Beginning at 12:00 hours strong American fighter forces intruded via Holland flying over the coastal sector of Den Helder and Nordwijk and ~~xtax~~ over the mouth of the Schelde River. They proceeded in eastern respectively southeastern direction in to the area of Hannover, Bremen as well as into the area of Trier and Koblenz where they carried out strafing attacks on 23 airfields. At the same time 500 American bomber aircraft of the 2nd and 3rd Bomber Divisions escorted by strong fighter forces crossed the Dutch coast between the island of Texel and Nordwijk. Flying in eastern direction they reached the area of Magdeburg and Braunschweig. The majority of the four-engine bomber force bombed , with unobstructed vision of the ground, armament plants at Braunschweig. Smaller units released their bombs on airfields ~~xk~~ in the area of Braunschweig , Bremen, and Rheine as well as on 34 villages in the area around Braunschweig. The bombing attack on Braunschweig inflicted medium damage on buildings and industrial installations. The following were the results of the bombing and strafing attacks against the airfields:

4 heavily damaged landing fields,

72 destroyed aircraft of all types and

45 damaged aircraft.

Beginning at 14:04 hours the American bomber units left the area of Braunschweig in western and north-western direction. Patrol flights over

the area between the island of Borkum and the mouth of the Schelde River were observed till 16:10 hours. Tot meet the returning bomber aircraft for escort purposes , several fighter units had, beginning at 13:30 hours, intruded via Holland and had partially reached the border of the Reich. German estimates showed that the total strength of fighter aircraft which participated in the large-scale attack on Braunschweig amounted to 400 single-engine and 250 twin-engine fighters.

On 8 April a force of Type Wellington bombers escorted by Type Spitfire fighters carried out, for the first time, a daytime attack on targets in Yugoslavia.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st Fighter Division in direction of Braunschweig,
units of the 2nd Fighter Division in direction of Hildesheim,
units of the 3rd Fighter Division in direction of Diepholz, Bremen, and Braunschweig,
units of the 7th Fighter Division in direction of Braunschweig.

A bitter air battle developed in the area of Braunschweig and Hannover during which both sides suffered casualties. The American fighter operations over German landing fields inflicted additional casualties on the German forces.

Total Effort: 417 single- and twin-engine fighters

Enemy Losses : 39 bombers and 11 fighters;

that is: 50 aircraft definitely shot down.

28 bombers and 1 fighter;

that is: 29 aircraft probably shot down.

Losses of Friendly Forces: 36 aircraft,

34 aircraft received over 60% damage,

(as of 9 April 1944, 12:00 hours)

Losses of personnel:

9 killed,

14 wounded,

36 missing.

Weather Conditions: 6/10 to 9/10 upsloping clouds,

bottom ceiling : 5000 meters,

in Southern Germany fogs and high fogs,

east of the Elbe River cloudless.

Special Information

A.) Effect of the Attacks on the Airfields in the Reich's Territory on 8 April 1944

Airfield	Destroyed Aircraft	Damaged Aircraft	Condition of Airfield
Quakenbrueck	18	-	blocked
Retenburg	4	1	clear for landing
Celle	7	3	"
Waggum-Braunschweig	-	1	"
Braunschweig-Breizem	5	10	"
Achmer	8	7	blocked
Oldenburg	2	2	"
Hesepe	3	3	"
Hannover-Langenhagen	1	4	clear for landing
Wesenderf	6	7	"
Hustedt near Celle	11	-	"
Dedelsdorf	-	7	"
Trier-Euren	7	-	"
Limburg	-	-	"
Merzhausen	-	-	"
Niedermendig	-	-	"
Ailertchen	-	-	"
Total:	72	45	4 blocked airfields

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b.) On 8 April 1944 Oberleutnant Zwernemann, Commanding Officer of the 1st Squadron/11th Fighter Wing, after having successfully bailed out with a parachute, died of injuries incurred in fierce air battle. He had 126 downed enemy aircraft to his credit and had been awarded the addition of the oakleaf cluster to the knight cross of the iron cross.

c.) On 8 April 1944

Hauptmann Grislawski, Commanding Officer of the 1st Group/1st Fighter Wing, was awarded the addition of the oakleaf cluster to the knight cross of the iron cross

and

Major Specht, 11th Fighter Wing, was awarded the knight cross of the iron cross.

9.) American Attack on Aircraft Plants at Poznan, Gotenhafen, Marienburg, and Tutow on 9 April 1944

(See sketch: home air defense, supplement 1661)

Enemy Effort

Beginning at 09:31 hours strong American air forces were seen intruding about 170 kilometers north-west of the island of Texel flying in eastern direction. 500 bomber aircraft escorted by strong fighter forces crossed the southern North Sea and flew across the west coast of Jutland between Husum and Heide. Continuing their flight these forces were divided as follows:

Northern units flying in eastern direction over the island of Laaland into the area of the Bay of Danzig, Koenigsberg/East Prussia, and Marienburg to attack the aircraft plants at Gotenhafen and Marienburg.

Southern units flying across the Bay of Luebeck, the island of Ruegen, the Bay of Mecklenburg in south-eastern direction to attack Poznan and across the Bay of Luebeck and Rostock to attack Tutow and Warnemuende.

Returning to their bases the aircraft used the following routes:

Beginning at 13:35 hours the aircraft flew from the Bay of Danzig in western direction via the island of Bornholm, the southern corner of Zealand, the island of Roem and across the Bay of Mecklenburg, the Bay of Luebeck, and Elbe Estuary .

Beginning at 13:35 hours in north-western direction across the Stettiner Haff and the Bay of Mecklenburg.

Beginning at 12:07 hours the aircraft flew from the Pomeranian Bay across the lines Luebeck - Salzwedel, Hannover - Wesermuende, Bocholt - Groningen and the Schelde Estuary - island of Texel. At 16:38 hours the bombers which had left last were flying north of the island Ameland.

According to German reports the American bomber aircraft were escorted by 400 single-engine and 250 twin-engine fighters. The fighter operations were conducted as follows:

Beginning at 09:36 hours several fighter units approached flying in eastern direction along the West and East Frisian islands to the Bays of Heligoland and Luebeck to cover the bomber force to the South and to carry out low-level attacks on airfields in the area of the Baltic Sea coast.

Beginning at 11:09 hours several fighter units intruded in eastern direction and crossed the lines Assen - Lingen, Kleppenburg - Minden, Seltau - Celle to proceed into the area Lueneburg, Salzwedel, Braunschweig, and Bremen where they were to meet the returning bombers. Simultaneously, strafing attacks were conducted on a number of airfields in this area.

Beginning at 14:00 hours several fighter units intruded via the island of Heligoland, Husum, Kiel, and the island of Fehmarn into the area of Stralsund to meet the returning bombers.

The American bomber attacks inflicted heavy damage on the aircraft plants at Marienburg, Posen, Gotenhafen, Tutow, and Warnemuende.

Medium damage was inflicted on grounded aircraft of all types by the strafing attacks against airfields.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st Fighter Division in direction of Kiel, units of the 2nd Fighter Division in direction of Neumuenster, units of the 3rd Fighter Division in direction of Heligoland and Schleswig.

On a second mission elements of all divisions were employed against in direction of Flensburg against returning bomber aircraft.

The combat units of the 2nd and 3rd Fighter Divisions were engaged in combat with American fighters already in the area of Hamburg and Elbe Estuary.

Total Effort: 354 single- and twin-engine fighters.

Enemy Losses: 24 bombers and 5 fighters:

that is: 29 aircraft definitely shot down.

7 bombers and 1 fighter;

that is: 8 aircraft probably shot down.

Losses of Friendly Forces: 13 aircraft,

12 aircraft received over 60% damage.

Losses of personnel: 3 killed,

7 wounded,

13 missing.

Weather Conditions: Irregular high upsloping clouds.

Dense high-altitude haze.

Special Information: During the attack on April 9 RAF squadrons were, equipped with Type Mustang aircraft, for the first time employed over large areas

10.) American Fighter-Bomber Attack on Bielefeld on 10 April 1944

(See sketch: home air defense, supplement 167)

Enemy Effort

At 15:05 hours a total of 80 fighters approaching about 100 kilometers west of Ijmuiden were located by radio direction finding. The fighter-bombers crossed the Dutch coast between Bergen op Zoom and Nordwijk in eastern direction. While 40 Type Thunderbolt aircraft bombed Bielefeld Type Lightning fighters covered the operation in the area Nienburg, Hannover, and Paderborn. From 15:55 hours on all fighter aircraft were on their return flight in western direction. They crossed the coast between Bergen op Zoom and the mouth of the Schelde River till 17:00 hours. They flew at an altitude of 5500 meters. Light damage only was brought about in Bielefeld.

Commitment of the I Fighter Corps

Under weather conditions unfavorable for defensive action 30 fighter aircraft which had been in a state of alert were employed by the 3rd Fighter Division.

Enemy Losses: No enemy losses were observed.

Losses of Friendly Forces: None.

11.) American Attacks on Rostock, Stettin, Bernburg, and Oschersleben on 11 April 1944

(See sketch: home air defense, supplement 168)

Enemy Effort

Employing units of the 1st to 3rd Bomber Divisions the American air force stationed in Great Britain struck a strong blow against the plants of the German air armament industry. These operations were conducted with 600 bombers, 450 single-engine and 250 twin-engine fighters.

Beginning at 09:10 hours strong fighter units flew ahead of the bombers over Holland into the area of Northern Germany. They did not succeed in disturbing the assembly of the German day-fighter units. Instead they inflicted damage on aircraft by strafing attacks against airfields. During their low-level attacks on 25 trains 21 locomotives suffered heavy damage.

The American bomber force which was escorted by strong fighter forces approached in two seperate groups:

The northern group approached via the southern North Sea to attack Rostock and Stettin. This group approached at 09:09 hours over the sea area about 90 kilometers north-west of the island of Vlieland. The aircraft crossed the coast between Westerland and Rendsburg. They proceeded via Laaland and Ruegen into the area of Koeslin in Pomerania, Stargard, Poznan, and Stettin, moreover via the island of Fehmarn into the area of Rostock.

The southern group crossed the coast between Bergen op Zoom and Den Haag from 09:55 hours on. The aircraft proceeded in eastern direction across

the Zuider Sea and the lines Kloppenburg - Osnabrueck, Soltau - Hildesheim, Stendal - Dessau to attack Oschersleben and Bernburg. A smaller bomber unit proceeded from the area of Stendal across the area south of Berlin to Cottbus and via Frankfurt on the Oder, Gruenberg in Silesia, Sagan, and Torgau into the area of Bernburg.

The following were the targets of the attack:

Stettin, the factories of the "Pommersche Motorenbau GmbH",
Poznan, the "Focke-Wulf" factories,
Oschersleben, aircraft plants,
Bernburg, the factories of the "Junkers Flugzeug- und Motorenwerke",
Sorau, the "Focke-Wulf" aircraft plants,
Cottbus, the factories of the "Pommersche Motorenbau GmbH", and
Halberstadt, the factories of the "Junkerswerke".

The bomber units returned across the following lines:

Northern group: Eberswalde - Bay of Pomerania, Schwerin - island of Falster, and Elbe Estuary - island of Roem. The last report on the aircraft on their return flight over the western coast of Jutland was timed 14:45.

Southern group: Rotenburg - Paderborn, Muenchen - Gladbach - Groningen, and and island of Vlieland - Ostend. The last report on the ~~xxxx~~ aircraft on their return flight over Ostend was timed 15:10.

Fighter units escorted the bombers to their target areas. Moreover, several fighter units intruded at 12:38 hours from the sea area 50 kilometers north of the island of Terschelling in eastern direction across the Heligo-

land Bight to the island of Laaland to meet the returning bombers.

The attacked air armament plants showed heavy damages.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st Fighter Division in direction of Schwerin and the island of Fehmarn,

units of the 2nd Fighter Division in directio of Kiel,

units of the 3rd Fighter Division in directio of Stade, Flensburg, and in direction of the Brocken in the Harz.

Total Effort: 432 single- and twin-engine fighters.

Combat units of the 1st, 2nd, and 3rd Fighter Divisions repeatedly attacked American bomber formations in the area of Kiel, Rostock, and Luebeck. Fierce air battles developed. The single- and twin-engine fighters of the 1st Fighter Division distinguished themselves especially. Owing to bad visibility in the area of Central Germany the units of the 3rd and 7th Fighter Divisions scored limited success only.

Fighting against American air forces three times superior the day-fighter units of the home air defense shot down a considerable number of enemy aircraft. However, they did not succeed in preventing the air attacks of the German air armament plants which were of utmost consequence.

Enemy Losses: 81 bomber and 11 fighter aircraft;

that is: 92 aircraft definitely shot down.

20 bomber and 3 fighter aircraft;

that is: 23 aircraft probably shot down.

Losses of Friendly Forces:

(as of 12 April 1944, 12:00 hours)

19 aircraft,

17 aircraft received over 60% damage.

Losses of personnel:

13 killed,

17 wounded,

24 missing.

Of these losses the units of the 1st Fighter Division sustained:

11 aircraft completely lost,

12 aircraft received over 60% damage.

Losses of personnel:

10 killed,

11 wounded,

16 missing.

Weather Conditions: Frequently changing clouds, ground haze.

Special Information:

It was observed that the bombers intruding into the Reich's territory used a new type of flying formation. The three groups of a wing flew in a broad front one beside the other without being echeloned vertically. Within the individual groups the vertical ~~xxxxxx~~ echelonment by leading, high- and low-altitude flight was omitted. Units of the 2nd Bomber Division were up to 34 minutes late.

The escort fighter forces for the 3rd Bomber Division were subdivided into 16 waves.

12.) American Attacks on Wiener-Neustadt and on Airfields in Central Germany on 12 April 1944

(See sketch: home air defense, supplement 169)

Enemy Effort

The following operations were conducted by the American air forces:

a.) A large-scale attack from the air base in Italy 500 bombers, 400 single-engine and 250 twin-engine fighters on the aircraft factories at Wiener-Neustadt. The bombing raid brought about heavy damages.

b.) Strafing attacks with a strong fighter unit from the air base in Great Britain on airfields in Central Germany. The attacks were almost completely ineffective owing to the strong German fighter defenses.

Commitment of the I Fighter Corps

The following forces were employed:

All units of the 7th Fighter Division in the area of Vienna. During these operations superior American fighter forces inflicted serious losses on the German defense forces, in particular on the twin-engine fighter units.

Almost all fighter units of the 1st, 2nd, and 3rd Fighter Divisions which had been in a state of alert; they were to fight off the low-level attacks in Central Germany. They prevented the systematic conduct of the American attacks on the airfields.

Total Effort: 421 single-engine and twin-engine fighters.

Enemy Losses:

In the area of Vienna:

21 bombers and 2 fighters;

that is: 23 aircraft definitely shot down.

1 bomber and 1 fighter;

that is: 2 aircraft probably shot down.

In the area of Central Germany:

1 fighter definitely shot down,

2 fighters probably shot down.

Losses of Friendly Forces:

(as of 13 April 1944, 10:00 hours)

12 aircraft,

13 aircraft received over 60% damage.

Losses of personnel:

7 killed,

11 wounded,

15 missing.

13.) American Attacks on Augsburg, Schweinfurt, and Budapest 13 April 1944

(See sketch: home air defense, supplement 170)

Enemy Effort

At 08:29 hours three units equipped with Type Marauder aircraft

crossed the Channel coast between Calais and Ostend and prodeeded in south-eastern direction into the area of Brussels, Liége, and Sedan. Presumably they bombed airfield on Belgian territory. Beginning at 08:50 hours the medium bombers returned on their former flying routes. They were met in the area of Douai and at an altitude of 3300 meters by a fighter unit which had intruded at 08:50 hours over Etaples.

The heavy bomber forces continued their attacks on aircraft factories in the Reich's territory. 500 four-engine aircraft, escorted by 300 single-engine and 150 twin-engine fighters, bombed armament plants in Schweinfurt and Augsburg as well as a number of airfields in Southern Germany. The bombers used the air route across the Channel coast between Schelde Estuary and Calais where they appeared at 12:00 hours. They proceeded across the lines Antwerp - Dinant, south of Koeln - Bingen, Giessen - Darmstadt into the areas of Schweinfurt and Augsburg, Muenchen. The escort fighter units flew ahead of the bombers in notthern direction. Beginning at 13:40 hours elements of them flying over the area of Frankfurt on the Main began turning home. Other elements penetrated into the area of Southern Germany where they conducted strafing attacks on a number of airfields. The bomber aircraft commenced their return flight at 14:08 hours over the area of Schweinfurt and at 15:00 hours over the area of Augsburg flying in north-western direction. Over the Channel coast in the sector between Schelde Estuary and Boulogne the return flights lasted until 17:45 hours.

Several fighter units met the attacking forces over the Rhine River as well as over the areas of Mainz and Mannheim. They had been intruding

from 15:22 hours on between Schelde Estuary and Boulogne in south-eastern direction.

The damages inflicted by bombing on the aircraft plants at Schweinfurt and Augsburg were heavy. Heavy damages were also caused to aircraft grounded on the airfields in Southern Germany.

The American air force stationed in Italy attacked industrial installations at Budapest and other Hungarian cities successfully with 300 bombers, 100 single-engine and 50 twin-engine fighters.

Commitment of the I Fighter Corps

Under weather conditions favorable for defensive action the following forces were employed:

To repulse a large-scale attack on Southern Germany:

Units of the 1st Fighter Division in directio of Frankfurt on the Main,

units of the 2nd Fighter Division in direction of Frankfurt on the Main,

units of the 3rd Fighter Division in direction of Koblenz and Eifel,

units of the 7th Fighter Division from the Bavarian Woods in direction of Mannheim.

To repulse the attack on Budapest:

Units of the Fighter Commander Ostmark in the area of Lake Balaton.

In the area of Frankfurt on the Main and Schweinfurt fierce air battles

developed between German and American fighter forces. The American escort forces often succeeded in preventing the German attacks on the bombers. They inflicted considerable losses on the German fighter units.

Since the air situation in Croatia and Hungary was obscure the commitment of the forces of the Fighter Commander Ostmark was difficult.

Total Effort: 412 single-engine and twin-engine fighters.

Enemy Losses: 31 bombers and 4 fighters;
that is: 35 aircraft definitely shot down.
11 bombers and 2 fighters;
that is: 13 aircraft probably shot down.

Losses of Friendly Forces:
(as of 14 April 1944, 10:00 hours)

28 aircraft,
15 aircraft received over 60% damage.
Losses of personnel:
1 killed,
4 wounded,
32 missing.

Weather Conditions: 5/10 to 10/10 clouds. Visibility of 5 to 10 kilometers.

14.) American Fighter-Bomber Attack on the Airfield of Diedenhofen on 14 April 1944

(See sketch: home air defense, supplement 171)

Enemy Effort

80 American fighter-bombers attacked the airfield of Diedenhofen. They had approached via Ostend in south-eastern direction and returned on counter xxxxxx routes via Dunkerk to Great Britain. The damages caused at Diedenhofen were negligible.

Commitment of the I Fighter Corps

Several fighters of the 3rd Fighter Division which had been in a state of alert were employed from the area of Frankfurt. They did not reach the attackers any more.

Enemy Losses: No enemy losses were observed.

Losses of Friendly Forces: None.

15.) American Strafing Attacks on Airfields in the Reich's Territory and in Jutland on 15 April 1944

(See sketch: home air defense, supplement 171)

Enemy Effort

The American fighter forces conducted strafing attacks on 28 airfields in the Reich's territory and in Jutland with a total strength of 400 sinle-engine (Type Mustang and Thunderbolt) and 200 Type Lightning fighters; they scored little success.

The operations were conducted as follows:

a.) From 12:14 hours to 13:07 hours a great number of fighter units penetrated across the Dutch coast between Den Helder and Hoek van Holland in eastern direction into the areas of Northern and Central Germany. A portion of these units conducted low-level strafing attacks on airfields while provided cover against German fighters at high altitudes.

The area in which the American fighters operated was bordered by the following general lines:

In the North: Assen - Kloppenburg - Bremen - Lueneburg - Parchim.

In the South: Hertogenbosch - Duisburg - Kassel.

In the East : Wittstock - Neuruppin - west of Potsdam - Dessau - Halle - Nordhausen - Langensalza.

Elements of the American fighter forces began their return flights in western direction already in the area of Osnabrueck and Hannover. The majority of the fighters left the area of attack split up into a great number of small units which flew in a very broad front in western and north-western direction. They were observed flying over the coast between the Heligoland Bight and Schelde Estuary until 15:15 hours.

b.) Beginning at 12:32 hours a number of American fighter units penetrated between the island of Terschelling and Den Helder across the West and East Frisian islands in eastern respectively north-eastern direction into the area of Schleswig-Holstein and the Bay of Kiel and of the islands of Falster, Laaland, Zealand, and Fyn. In this area they carried out strafing attacks against airfields. Beginning at 14:00 hours they returned in western direction flying in a broad front and had left the western coast of

Jutland by 15:05 hours.

Strong offensive forces from the American air base in Italy bombed targets within the urban areas of Bukarest, Ploesti, and Nisch.

Commitment of the I Fighter Corps

To repulse the low-level attacks in Northern and Central Germany a total of 133 fighter aircraft were employed by the 2nd and 3rd Fighter Divisions. These fighters succeeded in preventing systematic offensive action of the American fighters and major damage to the airfields.

Enemy Losses: 4 fighter aircraft definitely shot down.
In addition, 20 fighters were destroyed by antiaircraft artillery.

Losses of Friendly Forces: 11 aircraft.
Losses of personnel: 6 killed,
2 missing.

16.) American Attack on Berlin on 18 April 1944

(See sketch: home air defense, supplement 172)

Enemy Effort

Beginning at 10:30 hours an American offense force consisting of 500 bombers, 400 single-engine and 200 twin-engine fighters flew across the Zuider Sea and proceeded in eastern and south-eastern direction towards Berlin. Under weather conditions moderately suitable for offensive action the bombers attacked industrial targets in the area of Berlin approaching from western and southern direction. Some bomber formations bombed Rathenow and the airfield of Perleberg. Berlin suffered medium damages to industrial installations. The damages caused to Rathenow and the airfield of Perleberg, however, were heavy. The bombers returned from the area of Berlin in north-western direction via Elbe Estuary as well as in western direction via Northern Germany, Holland, and Schelde Estuary.

The targets of the attack in the area of Berlin were:

Oranienburg, the factories of the "Heinkelwerke",
Klein-Machnow, the factories of the "Boschwerke", and
Brandenburg, the factories of the"Aradowerke".

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st Fighter Division in direction of Salzwedel after being assembled in the area of Schwerin.

Units of the 2nd Fighter Division were, after assembly in the area of Hannover and Nienburg, engaged in fierce air combat with American fighter forces.

The units of the 3rd and 7th Fighter Divisions could not be employed owing to bad weather conditions in Western and Southern Germany.

Total Effort: 144 single-engine and twin-engine fighters.

Enemy Losses: 31 bombers and 3 fighters;
that is: 34 aircraft definitely shot down.
1 bomber probably shot down.

Losses of Friendly Forces: 6 aircraft,
2 aircraft received over 60% damage.
(as of 19 April 1944, 12:00 hours)
Losses of personnel: 2 killed,
6 missing.

Special Information:

a.) A bomber force attacked from the front by German fighters fired rocket-type projectiles after the German combat unit which exploded with black or grey bursts at a distance of roughly 600 meters behind the combat unit.

b.) On 18 April 1944 the 3rd Fighter Wing (Udet) under the command of Major Karl Friedrich Mueller succeeded in destroying completely a bomber force flying in close formation.

PHOTO

The Commanding General of the I Fighter Corps inspected the factories of the "Arado-Flugzeugwerke" at Brandenburg on the Havel on 1 May 1944. The American bombing attack on 18 April 1944 did not cause any damage to the factories.

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PHOTO

Major Karl Friedrich Mueller (left), Commanding Officer of the 3rd Fighter Wing (Udet), killed in action in May 1944.

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17.) American Attacks on Koblenz and Kassel on 19 April 1944

(See sketch: home air defense, supplement 173!)

Enemy Effort

The American air force stationed in Great Britain conducted large-scale attacks on Kassel and Koblenz as well as against a number of airfields employing a total strength of 600 bombers, 450 single-engine and 350 twin-engine fighters. The aircraft factories at Kassel as well as three airfields sustained heavy and the installations of the transportation system at Koblenz sustained medium damage.

Beginning at 09:00 hours bomber units escorted by strong fighter forces crossed the Dutch coast between Bergen op Zoom and Hoek van Holland. Proceeding across the lines Meppen - Muenster, Hannover - Bielefeld in eastern and south-eastern direction they reached the area of Nordhausen, Eisenach, and Kassel. From here a number of units proceeded in south-western direction to Koblenz. From 10:40 hours on the bombers returned in western direction via Schelde Estuary to Great Britain. The last units left the continent at 12:19 hours. Beginning at 10:20 hours several American fighter units had intruded via Schelde Estuary in south-eastern direction to protect the returning bombers.

Commitment of the I Fighter Corps

Under variable weather conditions the following forces were employed:

Units of the 1st Fighter Division in direction of Hameln, units of the 2nd Fighter Division in direction of Osnabrueck; they were, while assembling, attacked and dispersed by American

fighters.

Units of the 3rd Fighter Division in direction of Muenster and Paderborn.

The units of the 7th Fighter Division could not be moved in owing to weather conditions.

Total Effort: 220 single-engine and twin-engine fighters; only 96 of them engaged in combat.

Enemy Losses: 15 bombers and 7 fighters;
that is: 22 aircraft definitely shot down.
2 bombers probably shot down.

Losses of Friendly Forces: 10 aircraft.
(as of 20 April 1944, 10:00 hours)
7 aircraft received over 60% damage.
Losses of personnel:
6 wounded ,
10 missing.

Special Information:

On 19 April 1944 Oberleutnant Otto Wessling, Commanding Officer of the 11th Squadron/3rd Fighter Wing was killed in action. He was credited with 83 downed enemy aircraft and was ~~xxxxx~~ decorated with ~~and~~ the knight cross of the iron cross.

18.) American Reconnaissance Operations over thr Reich's Territory on 20 and 21 April 1944

(See sketch: home air defense, supplement 173!)

Enemy Effort

On 20 April the following reconnaissance missions were flown:

1 Type Mosquito reconnaissance aircraft intruded into the area of Kassel. This aircraft approached at 09:00 hours via Brussels, Koblenz, and Kassel. It returned in north-western direction via Paderborn and left the air space over Den Helder at 12:00 hours.

1 Type Mosquito reconnaissance aircraft intruded into the area of the Baltic coast. This aircraft approached at 09:35 hours via Heligoland, Schleswig, north of Kiel into the area of Greifswald. Its return flight on counter route lasted until 11:20 hours.

On 21 April several Type Mosquito aircraft flew reconnaissance missions over the Reich's territory.

Commitment of the I Fighter Corps: The corps was not operationally committed

Enemy Losses: No enemy losses were observed.

Losses of Friendly Forces: None.

19.) American Attacks on Hamm and Koblenz on 22 April 1944

(See sketch: home air defense, supplement 174!)

Enemy Effort

The American large-scale attack carried out by 600 bombers, 400 single-engine and 200 twin-engine fighters was directed against the installations of the transportation system at Hamm and Koblenz. While the marshalling yard at Hamm was heavily damaged,the city of Koblenz sustained mediun damage inflicted on industrial installations and buildings.

At 17:20 hours 6 American fighter units began intruding in a broad front across the Dutch as well as French-Belgian coasts. They penetrated between Texel and Schelde Estuary in eastern direction into the area of Hamburg, Uelzen, east of Braunschweig, Hildesheim, west of Kassel.They conducted strafing attacks in this area. Other fighter forces intruded between Ostend and Dieppe in south-eatsren direction into the areas of Mainz, Darmstadt, Mannheim, as well as Soissons, Metz, and Luxembourg. At 18:25 hours the bombers appeared, escorted by strong fighter forces, over the Dutch coast between Amsterdam and Den Haag. They crossed the line Deventer - Wesel in east-southeastern direction and ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ attacked Hamm; elements of them proceeded via Muenster. Other elements proceeded in south-eastern direction into the area of Marburg where they turned to attack Koblenz. Returning from the Ruhr area and from the area of Koblenz the bombers and escort fighters flew in western direction and left the Channel coast between Dunkerk and Boulogne at 20:30 hours.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st Fighter Division in direction of Koblenz, units of the 3rd Fighter Division in direction of Muenster and Siegen. The units of the 2nd Fighter Division could not be employed owing to weather conditions.

The majority of the fighters of the 1 Fighter Division did not reach the American attacking forces any more. Superior American fighter forces inflicted heavy losses on the fighter units of the 3rd Fighter Division.

Total Effort: 193 single-engine and twin-engine fighters of which 140 aircraft engaged in combat ~~xxxxx~~.

Enemy Losses: 9 bombers and 10 fighters;
that is: 19 aircraft definitely shot down.

Losses of Friendly Forces: 17 aircraft,
10 aircraft received over 60% damage.
(as of 23 April 1944, 08:00 hours)
Losses of personnel:
1 killed,
5 wounded,
17 missing.

Weather Conditions: 4/10 to 7/10 cumulus clouds with scattered showers.
High-altitude wind: 300 degrees, 100 kilometers per hour.

20.) American Attacks on Wiener-Neustadt and on Airfields in the Reich's Territory on 23 April 1944

(See sketch: home air defense, supplement 175)

Enemy Effort

In the morning 600 four-engine aircraft, escorted by 200 single-engine and 100 twin-engine fighters, bombed the aircraft plants at Wiener-Neustadt. This large-scale attack which was conducted from the American air base in Italy caused medium damage to buildings and industrial installations.

In the afternoon a total strength of 100 American fighters conducted strafing attacks against airfields in North-Western Germany and in the area of Stuttgart. The airfield of Soesterberg in Holland was bombed.

The offensive operations were conducted as follows:

At 14:05 hours 30 fighter aircraft intruded over Bergen op Zoom in eastern direction into the area of Emden, Bremen, and Osnabrueck. They returned in western direction and were observed leaving the air space over the island of Terschelling up to 15:30 hours.

At 14:26 hours 20 fighter aircraft appeoached flying in south-eastern direction via Ostend, Longwy into the area of Stuttgart. They returned on counter routes and were observed leaving the air space over Schelde Estuary up to 16:25 hours.

Beginning at 14:48 hours 50 fighter aircraft intruded flying in small formations across Den Haag in eastern direction into the areas of Paderborn, Hannover, Bremen, Halberstadt, and Kassel. A small unit bombed the airfield of Soesterberg. They aircraft returned flying

in a broad front in western direction across the coastal sector Den Helder - Schelde Estuary up to 19:25 hours.

Commitment of the I Fighter Corps

To repulse the attack on Wiener-Neustadt the units of the 7th Fighter Division were employed. On account of the weather conditions no mission was flown against the aircraft attacking the airfield.

Total Effort: 174 single-engine and twin-engine fighters of which 169 engaged in combat.

Enemy Losses: 12 bombers and 9 fighters;

that is: 21 aircraft definitely shot down.

2 bombers were probably shot down.

Losses of Friendly Forces:

(as of 24 April 1944, 19:30 hours)

11 aircraft,

8 aircraft received over 60% damage.

Losses of personnel:

1 killed,

4 wounded,

15 missing.

Weather Conditions: 3/10 to 7/10 light clouds at altitudes of 100 to 1500 meters, around 2500 and above 7000 meters.

21.) American Attack on Munich, Friedrichshafen, and on Airfields in Southern Germany on 24 April 1944

(See sketch: home air defense, supplement 176 !)

Enemy Effort

From 09:00 hours on 10 to 11 American combat wings were located assembling over the area of Norwich and over Thames Estuary by the German radio intercept service. Beginning at 11:10 hours 600 bombers escorted by strong fighter forces left the Island of Britain between Brighton and Dover flying in south-eastern direction. Having crossed the coast between Boulogne and Treport they reached the area east of Paris. From here they proceeded via Nancy, Strassbourg, and via Neufchateau, Colmar into the area of Munich. Individual units branched off into the area of Friedrichshafen. Strong fighter forces intruded across Schelde Estuary, Liege, and Frankfurt on the Main into the area of Munich and covered the bombers to the North. In addition, they conducted strafing attacks against a total of 15 airfields in the area of Nuremberg, Stuttgart, and Munich. The bulk of the bombers returned via Mannheim and Darmstadt in north-western direction. A number of units left the area of Southern Germany in western direction. To protect the returning offense forces additional fighter units had penetrated via Schelde Estuary into the area of the Mosel River. The bomber operations were protected by a total force of 600 single-engine and 300 twin-engine fighters.

The American attacks had brought about the following results:

At Munich and in the aircraft factory of Oberpfaffenhofen:

Medium damage to buildings and to the tranportation system.

At Fiedrichshafen:

Heavy damage to the aircraft factories.

On the airfields in Southern Germany:

Heavy damage inflicted on grounded aircraft by strafing and bombing raids.

A secondary attack was directed against the piston manufacturing plants at Neckarsulm.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st Fighter Division in direction of Eisenach, Wuerzburg,
units of the 2nd Fighter Division in direction of Frankfurt, Stuttgart,
units of the 3rd Fighter Division in direction of Mainz, Strassbourg,
units of the 7th Fighter Division from the area of Bavaria in direction of Stuttgart, Sigmaringen;
from the area of Vienna in direction of Munich.

Total Effort: 350 single-engine and twin-engine fighters of which 301 engaged in combat.

The units of the 2nd and 3rd Fighter Divisions engaged in fierce air battles with the American fighter forces protecting the bombers to the North. The units of the 1st and 7th Fighter Divisions scored good successes in bringing down enemy aircraft. The losses sustained by friendly forces were extremely high.

Enemy Losses: 48 bombers and 14 fighters;
that is: 62 aircraft definitely shot down.

6 bombers and 6 fighters;

that is: 12 aircraft probably shot down.

Additional losses:
~~Losses of Friendly~~ 12 aircraft shot down by antiaircraft artillery,

10 aircraft made emergency landings in Switzerland.

Total losses: 84 aircraft.

Losses of Friendly Forces: 32 aircraft,

22 aircraft received over 60% damage.

Losses of personal:

10 killed,

8 wounded,

35 wounded.

Weather Conditions:

In Northern Germany: Low clouds.

In Southern Germany: Bright, good visibility at high altitudes.

Special Information: On 24 April 1944 Leutnant Schwaiger, Commanding Officer of the 1st Squadron/3rd Fighter Wing, was killed in action. He was credited with 58 downed enemy aircraft and decorated with the knight cross of the iron cross.

22.) American Attacks on Southern Germany on 25 April 1944

(See sketch: home air defense, supplement 177!)

Enemy Effort

Beginning at 08:20 hours 600 bombers escorted by strong fighter forces crossed the French Channel coast between Valery en Caux and Berck sur Mer in south-eastern direction. While proceeding they crossed the areas of St. Quentin, Meaux, Sedan, St. Dizier, Diedenhofen, Epinal and reached the area of Mannheim, Stuttgart, Ulm, Konstanz, and Freiburg in the Breisgau. High-altitude clouds in the area of Ulm presumably hindered the continuation of their flight. They dropped their bombs unsystematically on small towns, airfields, and open terrain. The damage thus caused was negligible. Starting at 10:10 hours the bomber units turned back in north-eastern direction flying over Belgium and and Northern France. They were observed leaving the coastal sector Ostend - Somme Estuary up to 12:00 hours. 400 single-engine and 200 twin-engine fighters took part in this unsuccessful offensive operation. Beginning at 08:25 hours the majority of these fighters crossed Schelde Estuary in south-eastern direction flying in subsequent unit formation into the area of Ingolstadt, Schleissheim near Munich. A portion of these units began turning back on counter routes as early as at 09:10 hours over the area of Schwaebisch-Gmuend.

Commitment of I Fighter Corps

The corps was not operationally employed owing

to bad weather conditions.

Enemy Losses: No enemy losses were observed.

Weather Conditions: 4/10 to 7/10 clouds. Lower ceiling was 150 to 200 meters in rainy weather. Upper ceiling was 3500 to 4000 meters.

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23.) American Attack on Braunschweig on 26 April 1944

(See sketch: home air defense, supplement 1781)

Enemy Effort

At 07:49 hours 700 intruding bombers escorted by 400 single-engine and 200 twin-engine fighters reached the Dutch coast between Den Helder and Den Haag flying in eastern direction. They proceeded in four waves across the lines Zwolle - south of Groningen, Minden - Verden and Hildesheim - Uelzen to attack Braunschweig where the bombs were dropped without visual observation of the ground. The third wave struck at Braunschweig flying by way of Detmold and Holzminden. From 09:55 hours the bomber units left the area of Braunschweig in western direction. Their return lane was bordered by the following lines:

In the North: Celle - Vechta - Assen - Den Helder.

In the South: Paderborn - Bielefeld - Apeldoorn - Haarlem.

The last bombers crossed the coast at 11:30 hours in western direction. In addition to the fighters immediately escorting the bombers a fighter unit was observed which penetrated at 08:50 hours across the island of Goeree, Emmerich, Muenster, and Detmold into the area southwest of Hannover. Braunschweig reported medium damage caused to buildings and slight damage inflicted on industrial installations.

Commitment of the I Fighter Corps

The commitment of the corps was not possible owing to bad weather conditions. The 3rd Fighter Wing was readied for a possible operational employment over Berlin.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: Dense stratus clouds; lower ceiling from 300 to 500 meters, upper ceiling 1500 meters. East of the Elbe River high-altitude fog. Strong icing in cases of flights through the clouds in the extremely moisty air. At altitudes of 5000 to 7000 meters high-altitude winds of 350 degrees, 60 kilometers per hour.

24.) American Reconnaissance Operations over the Reich's Territory on 27 and 28 April 1944

Enemy Effort

On both days a number of Type Mosquito aircraft flew reconnaissance missions over the Reich's territory.

Commitment of the I Fighter Corps

On 27 April 19 fighter aircraft.

On 28 April 10 fighter aircraft.

Enemy Losses: 2 aircraft were definitely shot down on 28 April.

Losses of Friendly Forces: None.

25.) American Attack on Berlin on 29 April 1944

(See sketch: home air defense, supplement 179!)

Enemy Effort

From 07:25 hours on the German radio intercept service was able to locate the assemblies of 11 combat wings. Beginning at 09:15 hours 800 bombers, 400 single-engine and 200 twin-engine fighters started in the area of Great Yarmouth to fly an offensive mission in eastern direction towards Berlin. They crossed the Zuider Sea, the area of Hannover and Soltau and struck at Berlin flying by way of Stendal and Pritzwalk.

Elements of the offense force bombed Braunschweig. The bulk of the bombers left the area of Berlin in southern direction. The aircraft returned by way of the area of Magdeburg from where they proceeded in a broad front to the Dutch coast which they crossed over the sector between the island of Texel and Schelde Estuary. Elements of the American escort fighter forces flew about 100 kilometers ahead of the intruding bombers forming a broad cover. A number of fighters conducted low-level strafing attacks against the airfield of Burg near Magdeburg. To provide cover for the returning bombers several fighter units penetrated across Schelde Estuary into the area of Bielefeld and Nienburg. While proceeding in south-eastern direction elements of these forces carried out strafing attacks against the air bases of Gotha and Nordhausen.

In spite of good visibility and high numerical strength of its operational units the large-scale attack on Berlin was, for this American air force, no success of great importance in respect to the over-all war effort.

The industry of Berlin sustained slight damage only. The damages caused to buildings and the losses of personnel were hravy. The strafing attacks against the air bases showed no results.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st Fighter Division: Assembly over Magdeburg and operational employment in direction of Braunschweig. The 26th Twin-Engine Fighter Wing was kept in readiness over Kuestrin for commitment against bombers breaking through to the North.

Units of the 2nd Fighter Division: Assembly over Hamburg. Employment in direction of Hannover.

Units of the 3rd Fighter Division: Assembly of all elements over Kassel. Employment in direction of Braunschweig.

Elements of all fighter divisions could be employed on a second mission from the sectors of the 1st and 2nd Fighter Divisions against returning bombers. It was not possible to move in units of the 7th Fighter Division owing to weather conditions.

Total Effort:	1st mission:	275 single-engine and twin-engine fighters.
	2nd mission:	75 single-engine fighters.
	Total :	350 single-engine and twin-engine fighters.

By assembling the combat units outside the approach lanes of the American bombers the German fighter units could be launched into a

concentrated attack against the bomber units. During these operations the day-fighter units of the I Fighter Corps scored a considerable defensive success by ~~bringing down~~ destroying 10% of the American bombers committed.

Enemy Losses: 84 bombers and 7 fighters;

that is:91 aircraft definitely shot down.

9 bombers and 2 fighters;

that is: 11 aircraft probably shot down.

Losses of Friendly Forces: 11 aircraft,

10 aircraft received over 60% damage.

(as of 30 April 1944, 14:00 hours)

Losses of personnel:

3 killed,

2 wounded,

11 missing.

Weather Conditions:

Sector of the 1st Fighter Division: 4/10 to 6/10 cumulus clouds.

Sectors of the 2nd and 3rd Fighter Divisions : 6/10 to 10/10 ~~shower~~ light rain clouds, lower ceiling 400 to 600 meters; snow and rain showers; icing in case of flights ~~from~~ through clouds.

Special Information:

Effects of the attack on Berlin: During the period from 10:41 hours to 11:30 hours about 1000 demolition bombs were dropped on Berlin. The sectors hit were: The center of the city, the southern sector of the city, Zehlendorf, and Steglitz.

Damages inflicted on material and personnel:

294 buildings completely destroyed,

1808 buildings damaged,

375 killed,

470 wounded, and

13 700 lost their homes.

26.) American Reconnaissance Operations over the Reich's Territory on 30 April 1944

Enemy Effort

A number of Type Mosquito aircraft flew reconnaissance missions over Northern Germany. In addition, several American fighter aircraft conducted strafing attacks against airfields without scoring any success.

Commitment of the I Fighter Corps

The corps was not operationally committed.

Enemy Losses:

Enemy losses were not observed.

Losses of Friendly Forces: None.

Chapter II

Night Activities in April 1944

1.) Survey

a.) British Offensive Action

In spite of the high losses in heavy bomber aircraft which the RAF had sustained at the end of March the British air command maintained its concept of night attacks. In April 1944 the night bombing operations against the Reich's territory were continued with undiminished intensity. In the first half of the month the RAF admittedly limited the ranges of penetration as well as the total strengths of its bomber forces committed and temporarily placed the emphasis of its attacks on the western areas occupied by Germany. In the last third of the month, however, the striking power of the RAF reached a climax in respect to the momentum of its attacks. The British air armament industry had proved to be in a position to cover the material losses of the RAF without difficulty and the RAF had surprisingly proved able quickly to replace losses in personnel. The British nuisance raids were continued regardless of weather conditions and visibility at night. The British Mosquito force exercised the unqualified air supremacy over the Reich's territory at night. By now, the continual effect of the night attacks had developed into a "Mosquito-plague" for Germany. The employment of British nuisance bombers

and aircraft carrying agents from the air base in Italy had been increased in April. The alarming effects of this employment extended to Austria, Hungary, and to the areas of Czechoslovakia, Yugoslavia, and Poland.

The British large-scale attacks did not reveal a special tendency in respect to the selection of targets. However, the British Bomber Command as well as the American air force stationed in Great Britain began to attack installations of the transportation system in the Reich's territory, especially in the area of the Rhine River. These attacks caused heavy damage to railroad stations, however, did not materially impair the German transportation activities to the western areas occupied by Germany.

It could be assumed that it was only during the day and night attacks on Munich on 24 April that the RAF and the American air force stationed in Great Britain directly coordinated their operations.

The total operations of the RAF against the Reich's territory and the eastern areas covered by the home air defense in April 1944 consisted of:

6 large-scale attacks on targets in the Reich's territory,

1 large-scale attack on Budapest,

18 nuisance raids against targets in the Reich's territory conducted from the air base in Great Britain,

2 missions to drop agents flown from the British air base in Italy, and

11 mining operations with emphasis on the Baltic Sea, often conducted with strong forces.

It was only during one night of the month that not a single British aircraft appeared over the Reich's territory.

b.) British Offense Tactics and Radio Interference

During the winter of 1943/44 the RAF placed great emphasis on ample and varied radio interference activities in line with its night bomber operations to disturb the commitment of the German night fighter units. This period of radio interference had been successfully overcome by the Germans by the end of March. However, already since the beginning of 1944 the British air command attempted to counter by variable tactical measures the defensive action of the German night fighter force in the home air defense which scored increasing success. By action of all types the British air command endeavored to conceal the approach routes and the targets of the bomber units. Even so, it was not able to prevent the failure on 30/31 March 1944.

The April 1944, however, brought a change in the British night bomber warfare. This could, above all, be ascribed to the great flexibility and tenacity of the British command as well as to the considerable striking power of the British night bomber forces. Thelatter was demonstrated by numerical superiority, varied command facilities, and high training standards of the flight crews. In spite of the loss of at least 500 men of high-class flight personnel solely during the night of 30/31 March,the fighting spirit of the bomber groups was unbroken.

In April 1944 the RAF, applying new tactical methods, started night operations against the Reich's territory and with comparatively little losses it succeeded inmaintaining the night air operations which were to have so grave consequences for Germany. The new tactics applied

by the RAF consisted in [illegible] employing several bomber streams if possible simultaneously against different targets in the Reich's territory instead of operating with a single bomber stream in these night attacks. The evaluation of these British intruding operations by the German command was, in addition, rendered difficult by the fact that often British nuisance [illegible] and mining forces left the air base Great Britain simultaneously with the four-engine bomber streams. Thus, it had become extremely difficult and often impossible for the German radio intelligence to locate the main bomber stream(s) accurately and in time. It had to acquire new knowledge to be able to compute on the basis of the bearings of the British radar stations the main effort of the four-engine bomber streams.

c.) Commitment of the German Night Fighter Forces

On 1 April the headquarters of the I Fighter Corps assumed the responsibility for the night fighter defenses within the entire Reich's territory. (See Chapter I, 1c) By this arrangement a demand raised by the corps headquarters in autumn 1943 was met. The command organization of 1 April 1944 created the basis for a unified interpretation of the air situation in the Reich's territory and made it ossible to concentrate forces for the repulsion of British night attacks. In spite of this basis the efficiency of the night fighter defenses had decreased in April 1944. The reason for this decrease was primarily the British tactics of employin several bomber streams in conjunction with ample camouflage measures. The headquarters of the I Fighter Corps did not succeed in concentrating a maximum strength of defense forces on the respective bomber stream.

Short-range intrusions with attacks against targets in the western part of the Reich's territory or in the western outpost area and time-consuming efforts to find out the respective main bomber stream were the reasons why the night fighter forces were often employed too late or in a precipitated manner. Moreover, the British several-bomber stream and concealment tactics brought about a dispersion of the night fighter operations as well as the misdirected commitment of forces. Finally, bad weather conditions and, above all, bad visibility at high altitudes sometimes impaired the efficiency of the German night fighter defenses.

In the endeavor to repulse the British intrusions from the South the inadequacy of matériel and personnel of the radar and ground control organization in the areas of Austria and Hungary made itself unfavorably felt. The network of radar stations in these areas was widely dispersed, the construction of the stations was, in part, not yet completed and the personnel manning the stations lacked experience. The night fighter training units employed in the sector of the Fighter Commander Ostmark lacked operational experience. A strange development occurred that over the areas of Austria and Hungary, among other types of aircraft, the obsolete Type Do 217 night fighter without the Type SN 2 airborne search apparatus was committed against the obsolete Type Wellington bomber. It was not until 5 April 1944 that the headquarters of the I Fihgter Corps transferred the experienced 2nd Group/ (Twin-Engine Night Fighter) 5th Night Fighter Wing from the sector of the 1st Fighter Division on the airfield of Parndorf into the sector of the Fighter Commander Ostmark.

Among other statements, post-war literature disclosed that British interference impaired the efficiency of the German

Type SN 2 airborne search apparatus already in April 1944 and thereby reduced the successes of the night fighters in bringing down enemy aircraft. The war diary of the I Fighter Corps contains no statement to this effect.

Towards the end of April 1944 German radio intelligence had succeeded in differentiating between the employed bomber groups in British large-scale operations and in evaluating the different bomber streams. Consequently, the operations of the night fighter units in the home air defense had again justified prospects for decisive successes in the future. This was especially so since the British several-bomber stream tactics had not reduced the effectiveness of the German night fighter combat methods but, above all, the efficiency of the German radar system which was the basis of a systematic night fighter commitment. This abuse was remedied.

The problem of repulsing the Type Mosquito bombers remained completely unsolved also in April 1944.

d.) Successes and Losses in April 1944

In April 1944 the average total strength of operational night fighter aircraft in the sector of the I Fighter Corps amounted to:

270 twin-engine night fighter aircraft

and 110 single-engine night fighter aircraft.

The total number of night fighter aircraft committed in the srctor of the I Fighter Corps in April 1944 amounted to:

1884 single-engine and twin-engine fighter aircraft.

The total losses in night fighter aircraft in the sector of the I Fighter

Corps in April 1944 amounted to:

76 aircraft which is 4% of the total effort.

The losses of the RAF over the Reich's territory in the sector of the I Fighter Corps in April 1944 amounted to :

143 aircraft not including aircraft brought down by antiaircraft artillery.

This figure was about 2,6% of the estimated total effort of the RAF against the Reich's territory amounting to 5400 aircraft in April 1944 and about 3% of the heavy bomber aircraft employed.

2.) British Nuisance Raid on Essen during the Night of 31 March to 1 April 1944

(See sketch: home air defense, supplement 1801)

Enemy Effort

Essen was attacked by 10 Type Mosquito bombers without special success. At 21:02 hours 12 aircraft approached across the Zuider Sea. One Type Mosquito aircraft of them cruised over the area east of Meppel and than turned back on counter route. An other Mosquito penetrated into the area of Meppen. The majority of the aircraft proceeded in south-eastern direction into the area of Essen, Duisburg. They returned via Schelde Estuary up to 22:05 hours.

Other Enemy Activities

During the period from 21:23 hours to 21:40 hours a number of aircraft cruised in the sea area north of the island of Terschelling and presumably dropped mines.

An aircraft (FN) penetrated across the Zuider Sea, flying at a low altitude, into the area of Hannover, Kassel, Magdeburg, and Stendal and returned by way of Bremen and Emden.

A Mosquito, flying over France and Frankfurt on the Main in eastern direction, reached the area of Wuerzburg and Bamberg and returned on counter route.

Southern Norway was crossed by two British courier aircraft flying in direction of Sweden. A British courier aircraft passed by Northern Jutland flying to Sweden.

Commitment of the I Fighter Corps

The following forces were employed:

The 1st and the 3rd Fighter Divisions employed ~~xxxx~~ 3 single-engine fighters each.

Total Effort: 6 aircraft

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions:

In the southern part of the sector of the 3rd Fighter Division and in the Ruhr area: Bright.
Otherwise: 3/10 to 8/10 clouds between 800 and 4000 meters. Visibility: 10 to 20 kilometers. In the coastal area scattered snow showers with clouds at altitudes of 200 to 400 meters.

3.) British Nuisance Raids on Krefeld, Aachen, and Hameln on 1/2 April 1944

(See sketch: home air defense, supplement 180!)

Enemy Effort

A total of 30 Type Mosquito bombers attacked Krefeld, Aachen, and Hameln. Beginning at 20:39 hours the bombers approached via the island of Terschelling and Northern Holland. They proceeded in eastern direction into the area of Celle, Braunschweig, and Hannover and in southern direction into the area of Duisburg and Aachen. They returned from the area of Hameln from 21:30 hours and from the Ruhr area from 21:05 hours on. Theaircraft left the air space over the island of Ameland and over the Westerschelde up to 22:50 hours.

In addition, the following operations were observed:

Several aircraft intruded over sea to the West Frisian islands. After dropping tinfoils they turned back on counter routes.

A British aircraft was observed flying over Northern Jutland, presumably carrying supplies for agents.

Commitment of the I Fighter Corps

The following forces were committed:

By the 3rd Fighter Division 3 single-engine fighters were employed to repulse attacking Type Mosquito aircraft, and 4 twin-engine fighters were employed which were to apply the "Himmelbett"*-night fighter tactics to repulse ~~xxxxxx~~ aircraft intruding to the West Frisian islands.

By the 2nd Fighter Division 1 twin-engine fighter was employed to apply the "Himmelbett"*-night fighter tactics in order to repulse aircraft intruding to the West Frisian islands.

Total Effort: 8 aircraft

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 0/10 to 4/10 clouds, lower ceiling 1000 meters, upper ceiling 1500 to 2000 meters. Above 6000 meters thin cloud formations.

4.) British Attack on Budapest on 3/4 April 1944

(See sketch: home air defense, supplement 180!)

Enemy Effort

In the first half of the night about 30 Type Wellington bombers approached from the British air base in Italy via Croatia and Western Hungary in northern direction and bombed Budapest. A number of aircraft, presumably carrying supplies for agents, penetrated by way of Slovakia into the area of Lodz and Warsaw. All these aircraft reurned on counter routes. Slight damage was caused at Budapest.

Commitment of the I Fighter Corps

The following forces were employed in night fighter pursuit

.....

Note: "Himmelbett" is the designation for the older type of night fighting in which each German aircraft was assigned to a particular "box" outside of which it was not authorized to operate.

operations:

By the 7th Fighter Division (Fighter Commander Ostmark) : 6 twin-engine fighter aircraft. They assembled over the airfield of Parndorf and proceeded across the Lake Balaton to Budapest.

Enemy Losses: 3 bomber aircraft definitely shot down.

Losses of Friendly Forces: 1 Type Do 217 aircraft slightly damaged.

Weather Conditions: In Austria and Hungary thin cloud formations at about 5000 meters. Visibility from 5 to 15 kilometers.

Special Information: On 3 April 1944 Major Hans Joachim Jabs was awarded the addition ~~xxxxx~~ of the oakleaf cluster to the knight cross of the iron cross.

5.) British Nuisance Raids on Essen and Koeln on 4/5 April 1944

(See sketch: home air defense, supplement 180!)

Enemy Effort

In the first half of the night a force of about 40 Type Mosquito bombers penetrated via Northern Belgium in eastern direction and attacked Essen and Koeln. They returned via Holland.

Commitment of the I Fighter Corps

Operations against the nuisance aircraft were not conducted, since the night fighters of the 3rd Fighter Division which were to be employed against the Type Mosquito aircraft were not in operational condition.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None

Weather Conditions: 3/10 to 6/10 light clouds at about 800 meters; cloudless in the target area.

6.) British Nuisance operations on 5/6 April 1944

(See sketch: home air defense, supplement 180!)

Enemy Effort

2 British nuisance aircraft flying via Schelde Estuary and St. Trond reached the area of Metz. They returned on counter routes.

Commitment of the I Fighter Corps

The corps was not operationally employed.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 10/10 stratus clouds. Lower ceiling from 200 to 400 meters, rain.

Special Information: a.) On 6 April 1944 Oberstleutnant Guenther Radusch, Commanding Officer of the 2nd Night Fighter Wing was awarded the addition of the oakleaf to the knight cross of the iron cross.

b.) On 6 April 1944 Oberfeldwebel Frank, 2nd Squadron/3rd Night Fighter Wing, was awarded the knight cross of xx the iron cross.

7.) British Nuisance Raids on Hagen, Duisburg, Koeln, and Hamburg on 6/7 April 1944

(See sketch: home air defense, supplement 181!)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids on Hagen, Duisburg, and Koeln.

Beginning at 21:25 hours 30 Type Mosquito bomber aircraft approached via Holland in south-eastern direction and flew into the area of Dortmund, Wuppertal, Koeln, and Bonn. Some aircraft returned extremely early across the area of Holland. The majority of the aircraft returned from the Ruhr area via Schelde Estuary up to 23:27 hours. Individual aircraft dropped their bombs also on Krefeld and Aachen.

A nuisance raid on Hamburg.

Beginning at 22:02 hours 30 Type Mosquito bomber aircraft intruded across the North Frisian islands, Husum, and Neumuenster into the area of Hamburg. They returned via Elbe Estuary up to 22:50 hours.

A courier aircraft flew to Switzerland. The aircraft approached by way of Dunkerk in south-eastern direction to the Lake of Constance and proceeded to Switzerland.

Two courier aircraft ~~flew~~ came from Sweden across the Skagerrak and another courier aircraft flew to Sweden.

Commitment of the I. Fighter Corps

The British aircraft approaching across the North Sea were, at first presumed to be four-engine bomber stream. For this reason, 11 twin-engine fighter aircraft of the 2nd Fighter Division assembled for commitment. They were later committed over the coastal areas of the Heligoland Bight by "Himmelbett"-tactics.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: In the sector of the 3rd Fighter Division 10/10 clouds, lower ceiling 150 meters, upper ceiling from 1500 to 2000 meters. In the Heligoland Bight 0/10 to 5/10 clouds, lower ceiling 800 meters.

8.) British Mining Operations off the Dutch Coast on 7/8 April 1944

(See sketch: home air defense, supplement 181!)

Enemy Effort

During the period from 22:34 hours to 23:09 hours 40 British minelayer aircraft cruised over the sea and coastal area from the island of Vlieland to Bergen op Zoom at an altitude of 150 meters. They were observed returning in western direction from 22:58 hours on.

Individual aircraft, presumably "FN", penetrated via Northern Belgium in south-eastern direction into the area of St. Trond and returned by way of Schelde Estuary.

Commitment of the I Fighter Corps

By "Himmelbett"-tactics 2 twin-engine fighters were employed by the 3rd Fighter Division over the coastal area of Northern Holland.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None

Weather Conditions: 5/10 thin layer of stratus clouds at altitudes from 500 to 1000 meters; at higher altitudes cloudless.

Special Information: The following officers were decorated on 8 April:

Hauptmann Schoenert, Commanding Officer of the 10th Night Fighter Group was awarded the addition of the oakleaf cluster to the knight cross of the iron cross, and

Hauptmann Fellerer, Commanding Officer of the 2nd Group/ 5th Night Fighter Wing, and Oberfeldwebel Scherfling, 4th Group/1st Night Fighter Wing, were awarded the knight cross of the iron cross.

9.) British Nuisance Raids on Duisburg and Essen on 8/9 April 1944

(See sketch: home air defense, supplement 181!)

Enemy Effort

The following operations were conducted by the RAF:

A nuisance raid against Essen with 50 Type Mosquito bombers. Beginning at 21:42 hours the aircraft intruded between Bergen op Zoom and Noordwijk by way of Nordhorn, Rheine, Muenster into the Ruhr area. From 22:16 hours on they returned in western direction. The aircraft left the air space between Schelde Estuary and Bergen op Zoom up to 23:10 hours. A few aircraft dropped bombs also on Bocholt and Oberhausen.

A nuisance raid on Duisburg with 30 Type Mosquito bombers. Beginning at 22:18 hours the aircraft intruded via Northern Holland, Groningen and Osnabrueck into the Ruhr area. They returned across the Dutch coast between Den Helder and Zandvoort up to 23:37 hours.

Nuisance operations conducted by individual aircraft from the British air base in Italy over Croatia into the area of Budapest. The aircraft returned in southern direction.

Commitment of the I Fighter Corps

The following forces were employed:

To repulse nuisance raids against the Ruhr area: By the 3rd Fighter Division in "Himmelbett"-tactics: 4 twin-engine fighters (Types He 219 and Me 410).

To repulse nuisance aircraft in Hungary:

By the 7th Fighter Division in pursuit operations: 16 twin-engine fighters (Types Me 110 and Do 217). the aircraft assembled over the airfield of Parndorf and proceeded by way of Lake Balaton to Budapest.

Total Effort: 20 twin-engine fighters.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 8/10 to 10/10 upsloping clouds above 3000 meters.

10.) British Nuisance Raids on Cities in the Reich's Territory and Mining Operations in the Bay of Danzig on 9/10 April 1944

(See sketch: home air defense, supplement 182!)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids on Duisburg and Osnabrueck with a total force of 30 Type Mosquito bombers. Beginning at 21:40 hours the aircraft approached

between Ijmuiden and the island of Texel. They proceeded by way of Muenster, Osnabrueck, and in south-eastern direction into the Ruhr area. From 22:17 hours on the aircraft returned in western and north-western direction. They left the coast by way of the island of Vlieland and Schelde Estuary up to 23:00 hours.

Nuisance raids on Koeln and Mannheim with a total of 30 Type Mosquito bombers. Beginning at 22:08 the aircraft approached across the Channel coast between Dunkerk and Calais flying in eastern direction into the area of Koeln and in south-eastern direction into the area of the Rhine and Main Rivers. From 22:30 hours on the aircraft returned in western and north-western direction. They crossed the coast between Ostend and Calais up to 24:00 hours.

A nuisance raid on Hamburg with 20 Type Mosquito bombers. Beginning at 22:18 hours the aircraft approached roughly 50 kilometers north of the island of Terschelling flying in eastern direction north of the West and East Frisian islands into ~~the~~ Heligoland Bight from where they proceeded in south-eastern direction into the area of Hamburg. Beginning at 23:05 hours they returned in north-western direction into Heligoland Bight. The last aircraft left at 23:30 hours.

A mining operation in the Bay of Danzig with 80 aircraft. The aircraft approached across the North Sea about 150 kilometers west of Esbjerg at 22:58 hours. They crossed the coast between the island of Roem and Ringkoebing. From there they proceeded by way of the Kattegat and the Central Baltic into the Bay of Danzig. Beginning at 01:55 hours the aircraft returned on counter routes by way of Northern Jutland up to 04:45 hours.

Missions to drop agents were flown by a number of aircraft from the British

air base in Italy into the areas of Southern Poland and Upper Silesia. The aircraft approached by way of Croatia, Western Hungary, and Slovakia and returned on counter routes.

Commitment of the I Fighter Corps

The following forces were employed:

Against intruding Type Mosquito aircraft in the Ruhr area:

By the 3rd Fighter Division: 5 twin-engine fighter aircraft in "Himmelbett"-tactics over Holland.

Against mine-laying operations:

By the 2nd Fighter Division: A number of twin-engine fighter aircraft in "Himmebett"-tactics at the western coast of Jutland. They turned to the pursuit of the enemy aircraft in direction of the Kattafat. The Night Fighter Group "Stade" was committed for the pursuit. The pursuit operation was initiated by the radar station "Seehund"(English: seal). The pursuit operation was stopped when Swedish territory was reached.

Units of the 1st Fighter Division: The aircraft assembled over FF.* 15. After the mine-laying aircraft had proceeded into the Central Baltic the friendly aircraft landed on the airfield of Kolberg.

In night fighter operations to pursue returning mine-laying aircraft:

Units of the 1st Fighter Division: The aircraft started from the airfield of .....

Note: * FF means

Kolberg and assembled over F.F."Seehund"(English: seal) and turned to the pursuit of the enemy aircraft north-west of the radar station "Seehund".
Units of the 2nd Fighter Division: Twin-engine fighter aircraft which had made a stop at stade assembled over the radar station "Seehund" and turned to the pursuit of the enemy aircraft north-west of the radar station "Seehund".
Twin-engine fighter aircraft from Vechta: Y- guidance * to Jutland and turning to the pursuit of the enemy aircraft.
Units of the 3rd Fighter Division: The Ju 88 Groups"Twente"and"Langensalza" started in direction of the radar station"Seehund" and turned to the pursuit of the enemy aircraft in the area of the Kattagat.

Against aircraft carrying agents in Hungary:

By the 7th Fighter Division: A number of twin-engine fighter aircraft of the Fighter Commander Ostmark. The aircraft started from the airfield of Parndorf in direction of Budapest and turned into the area of Lake Balaton.

Total Effort: 77 twin-engine fighter aircraft.

Enemy Losses: 14 mine-laying aircraft were definitely shot down.

Losses of Friendly Forces: 3 aircraft were slightly damaged.
Losses of personnel: 5 wounded.

Note: * Y-guidance means

Weather Conditions:

Holland and North-Western Germany: 10/10 clouds from the altitude of 500 meters up in several strata, partially rain. From 01:00 hours sudden approach of high-altitude fog.

Jutland and Baltic Sea area: 3/10 to 6/10 high clouds above 6000 meters.

Hungary: 10/10 clouds from the altitude of 1200 meters up; several thin strata up to the altitude of 2000 meters.

11.) British Nuisance Raids on Duisburg, Duesseldorf, and Hannover on 10/11 April 1944

(See sketch: home air defense, supplement 183!)

Enemy Effort

From 21: 50 hours on 30 Type Mosquito bombers penetrated across the Dutch coast between Bergen op Zoom and Zandvoort. Over the Zuider Sea they split up to proceed in eastern direction into the area of Hannover and in south eastern direction into the Ruhr area. After having bombed Hannover, Duisburg, and Duesseldorf the Type Mosquito bombers left, from 23:05 hours respectively 22:31 hours on, the Ruhr area inwestern and north-western direction. Their return flights over the continent were terminated at 23:15 hours over Schelde Estuary and at the Dutch coast between the island of Terschelling and Den Haag at 24:00 hours.

Simultaneously with the appearance of the Mosquito bombers off the Dutch coast a bomber stream from the area of Norwich approached the Channel coast between Westerschelde and Ostend flying in south-eastern direction. The bombers attacked installations of the railroad station in Gent and began their return flight.

At midnight a Type Mosquito aircraft flew across Schelde Estuary in south-eastern direction and reached the area of Kassel. From there the aircraft proceeded in northern direction into the area of Braunschweig from where it flew into the Heligoland Bight by way of Cuxhaven.

A British courier aircraft flew over the Skagerrak in direction of Sweden.

Commitment of the I Fighter Corps

The following forces were employed:

Against the Mosquito-bombers: A number of twin-engine fighters of the 3rd Fighter Division in "Himmelbett"-tactics over the Ruhr area.

To repulse bomber aircraft intruding across the Channel coast:

Precautionary start oftwin-engine fighter aircraft of the 1st, 2nd, 3rd, 4th, and 7th Fighter Divisions . After the attack on Gent had been recognized the units which had started were ordered to land.

Total Effort: 112 twin-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: 1 Type Me 110 aircraft was damaged.

Weather Conditions: 3/10 cumulus clouds ~~from~~ at altitudes ~~of~~ from 500 to 2000 meters. Light scattered showers. Good visibility.

12.) British Attacks on Aachen and Hannover as well as Mine-Laying Operations over the Western Baltic on 11/12 April 1944

(See sketch: home air defense, supplement 184!)

Enemy Effort

The following operations were conducted by the RAF:

A mine-laying operations north of the island of Laaland and south-east of the island of Zealand with a total strength of 100 aircraft.

Beginning at 21:06 hours the aircraft approached about 120 kilometers ~~xxxxx~~ west of Jutland flying in eastern direction. They crossed the coast between Esbjerg and Ringkoebing. They aircraft proceeded by way of Zealand and Fyn into the area north of Laaland and south-east of Zealand. From 22:45 hours on the aircraft returned in western direction. They left the coast between Ringkoebing and the island of Fanoe up to 00:25 hours.

Nuisance raids against Hannover as well as against the night fighter airfields of Venlo, St. Trond, and Deelen with a total force of 80 Type Mosquito ~~xxxxxxx~~ bombers. Beginning at 21:19 hours the aircraft intruded across the Dutch coast between Bergen op Zoom and Noordwijk in eastern direction into the area of Hannover. Individual aircraft circled over the night fighter airfields in Holland and Belgium . In addition, several aircraft penetrated into the area of Magdeburg, Nordhausen, and Eisenach. They returned from the area of Hannover in western direction from 23:00 hours on crossed the coast between Den Helder and Den Haag up to 00:05 hours.

A large-scale attack on Aachen with 250 four-engine bomber aircraft. Beginning at 21:44 hours the bomber stream approached across Schelde Estuary flying in south-esstern direction into the area fo Aachen. They returned by way of Schelde Estuary up to 23:50 hours. Except some erroneous bomb releases on the area ~~xx~~ around Dueren, Erkelenz, and Duisburg the attack

was concentrated Aachen. The attack inflicted heavy damage on buildings and slight damage on industrial installations.

A nuisance mission flown by one Type Mosquito aircraft in the morning over Northern Belgium, Koblenz, and Muenster into the area of Wunstorf. The aircraft returned by way of Oldenburg in north-western direction.

Missions flown by a number of aircraft to deliver supplies to guerilla forces on Bosnian territory. The aircraft approached from the British air base in Italy.

Commitment of the I Fighter Corps

The following forces were employed:

Against the mine-laying aircraft:

By the 2nd Fighter Division: Twin-engine fighter aircraft from Westerland in pursuit operations.

Against Type Mosquito bombers:

By the 1st Fighter Division: Several twin-engine fighter aircraft in "Himmelbett"-tactics in the area of Magdeburg and Halberstadt.

By the 3rd Fighter Division: Several twin-engine fighter aircraft in "Himmelbett"-tactics over Northern Holland.

To repulse the attack on Aachen

In night fighter pursuit operations:

By the 3rd Fighter Division: Twin-engine fighter aircraft from Deelen and

St. Trond. The aircraft assembled over the airfields and were directed into the bomber stream over the radar stations in Northern Belgium.

In fighter operations to protect the target area:

By the 3rd Fighter Division: Twin-engine fighter aircraft from Venlo. The aircraft assembled over F.F* "Ida".
Twin-engine fighter aircraft from Twente. They were directed from their operations in "Himmelbett"-tactics to Aachen.

Single-engine fighter aircraft from Rheine, Bonn, and Wiesbaden-Erbenheim.

Total Effort: 101 single-engine and twin-engine fighter aircraft.

Enemy Losses: 9 bombers definitely shot down.

Losses of Friendly Forces: 2 aircraft of which one He 219 was shot down by FN** at 23:08 hours near Weert and one Me 109 of the 3rd Group/5th Night Fighter Wing was shot down by FN** over the airfield of Mainz-Finthen at an altitude of 300 meters.

3 aircraft damaged.

Losses of personnel: 4 wounded; 1 missing.

Weather Conditions: 5/10 to 8/10 thin formation of stratus clouds between the altitudes of 1000 and 3000 meters. Flying visibility of 10 kilometers.

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Notes: * F.F. means

** FN means

13.) British Attacks on Osnabrueck and Budapest as well as Mine-Laying Operations in the Heligoland Bight on 12/13 April 1944

(See sketch: home air defense, supplement 1851)

Enemy Effort

The following operations were conducted by the RAF:

a.) From the air base in Great Britain:

Mining operations in the sea area of the West and East Frisian islands up to the Heligoland Bight with 50 aircraft during the period from 22:40 hour to 23:50 hours.

A nuisance raid against Osnabrueck with 120 Type Mosquito bombers. The aircraft penetrated from 22:05 hours on across the Dutch coast in a broad front between the island of Texel and Den Haag flying in eastern and south-eastern direction into the area of Osnabrueck. They returned on counter routes up to 23:25 hours.

Patrol missions with several FN were flown across the Zuider Sea into the area of Berlin, Stettin and across the Westerschelde, Brussels, and Kaiserslautern into the area of Munich and with a single Mosquito-aircraft via Northern France into the area of Saarbruecken and Strassbourg.

b.) From the air base on Italy:

An attack of medium intensity on Budapest with presumably 300 bomber aircraft. The aircraft approached by way of Croatia to Lake Balaton. There the bomber force split up to proceed in north-western direction towards the

area of Budapest and in northern direction to the Neusiedler See. It was not recognized in time that the bombers turned over the Neusiedler See to fly in eastern direction towards the area of Budapest. They aircraft returned in southern direction. Budapest sustained heavy damage to transportation facilities and slight damage to industrial installations.

Missions were flown by a number of aircraft to deliver supplies to agents in the area of Warsaw. The aircraft approached and returned by way of Croatia, Western Hungary, Slovakia, and Southern Poland.

Commitment of the I Fighter Corps

The following forces were employed:

Against Mosquito-bombers: By the 3rd Fighter Division: 1 Type Me 410 aircraft

Against mine-laying aircraft : By the 2nd Fighter Division: 6 twin-engine fighter aircraftin "Himmelbett"-tactics in the Heligoland Bight.

Against British "FN" : By the 7th Fighter Division: 2 single-engine fighter aircraft in the area of Stuttgart.

To repulse the attack on Budapest: By the 7th Fighter Division (Fighter Commander Ostmark):

To provide protection over Vienna: Single-engine fighter aircraft from Seyring and twin-engine training fighter aircraft of the 2nd Group/ 101st Night Fighter Wing. First commitment.

To provide protection over Budapest: Twin-engine fighter aircraft of the 2nd Group/ 101st Night Fighter Wing from Parndorf

at first over Budapest, later they were sent to Lake Balaton. Single-engine fighter aircraft from Seyring. Second commitment.

Total Effort: 36 single-engine and twin-engine fighter aircraft.

In spite of weather conditions favorable for defensive action the commitment of the night fighter forces on 12/13 April was unsuccessful. In the whole sector of the I Fighter Corps there was only a single aircraft (Type Me 410) suitable for action against Mosquito aircraft in operational condition. This demonstrated our weakness compared to the efficiency of the British nuisance raids. "Himmelbett"-tactics proved to be unsuitable for application against mine-laying aircraft because the British aircraft flew at low altitudes. The inadequate radar and aircraft warning system in Croatia and Hungary lailed to provide a clear picture of the air situation when the British bombers approached towards Budapest. The committed night fighters of the 7th Fighter Division did not encounter British aircraft over Vienna and arrived too late to provide protection over Budapest.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 3/10 thin formation of stratus clouds around 1500 meters, above this altitude cloudless. In the area of Berlin 5/10 to 10/10 clouds with scattered showers. Flying visibility from 10 to 20 kilometers.

14.) British Nuisance Raids on Berlin, Dortmund, and Aachen on 13/14 April 1944

(See sketch: home air defense, supplement 186!)

Enemy Effort

The following targets were attacked:

Berlin by 20 Type Mosquito bombers. The aircraft approached from 22:20 hours on flying across the Zuider Sea in eastern direction. They returned on counter routes.

Dortmund and Aachen by a total strength of 20 Type Mosquito bombers. The aircraft intruded from 22:04 hours on between Dunkerk and Calais as well as from 22:22 hours on by way of Schelde Estuary flying in eastern direction. They returned in north-western direction.

In addition, 2 British courier aircraft coming from Sweden and 1 courier aircraft flying to Sweden passed the Skagerrak.

Commitment of the I Fighter Corps

The following forces were employed:

To provide protection over Berlin: 6 single-engine fighter aircraft of the 1st Fighter Division.

Renewed attempts to operate successfully against Mosquito-aircraft with Type Me 109 single-engine fighter aircraft without equipping the latter with an engine of higher efficiency failed again.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: In Holland and in the Ruhr area 8/10 to 10/10 rain clouds at altitudes from 500 to 6000 meters, partially

with thunder storms. In the rest of the Reich's territory: 3/10 ice clouds above 7000 meters. Flying visibility from 10 to 20 kilometers.

15.) British Air Operation on 14/15 April 1944

(See sketch: home air defense, supplement 187!)

Enemy Effort

30 aircraft intruding from the British air base in Italy by way of Croatia and Hungary reached the area of Budapest; a few of them also reached the area of Southern Poland. The operation presumably served to deliver supplies to agents. The aircraft returned on counter routes.

During the period from 22:40 hours to 23:12 hours a British courier aircraft crossed the Skagerrak in direction of Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed to provide protection over Budapest: By the 7th Fighter Division (Fighter Commander Ostmark): 14 single-engine and twin-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: 1 aircraft.
2 aircraft damaged.

Weather Conditions: Croatia and Hungary: 0/10 to 3/10 clouds above 3000 meters. High-altitude visibility from 20 to 50 kilometers.

16.) British Air Operation on 15/16 April 1944

(See sketch: home air defense, supplement 187!)

Enemy Effort

40 aircraft from the British air base in Italy penetrated by way of Croatia, Hungary, and Slovakia into the area of Warsaw to deliver supplies to agents. A number of aircraft circled singly over the area of Budapest.

Commitment of the I Fighter Corps

The following aircraft were employed to provide protection over Budapest: By the 7th Fighter Division (Fighter Commander Ostmark): 7 twin-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 3/10 thin formation of stratus clouds above 1000 meters; 5/10 to 8/10 upsloping clouds above 5000 meters. High-altitude visibility: 20 kilometers.

17.) British Nuisance Raid on Budapest on 16/17 April 1944

(See sketch: home air defense, supplement 187!)

Enemy Effort

Budapest was attacked by 30 aircraft. The aircraft approached and returned by way of Croatia and the area of the Danube River in Southern Hungary. Reutrning to their bases, individual aircraft crossed Lake Balaton flying in southern direction.

Commitment of the I Fighter Corps

The following aircraft were employed:

By the 7th Fighter Division (Fighter Commander Ostmark)

to provide protection over Vienna: 4 single-engine fighter aircraft,

to provide protection over Budapest: 4 twin-engine fighter aircraft.

Total Effort: 8 aircraft.

Enemy Losses: 1 aircraft definitely shot down.

Losses of Friendly Forces: None.

Weather Conditions: 10/10 stratus clouds at altitudes from 4500 to 7000 meters; underneath 3/10 thin formation of clouds at an altitude of around 1000 meters.

18.) British Nuisance Raid on Koeln and Mine-laying operations in the Bay of Kiel on 17/18 April 1944

(See sketch; home air defense, supplement 187!)

Enemy Effort

The following operations were conducted by the RAF:

A nuisance raid on Koeln with 20 Type Mosquito bombers. The aircraft approached by way of Schelde Estuary and left via Den Haag.

A mine-laying operation in the Bay of Kiel with 40 aircraft. The aircraft approached by way of the North Sea and the island of Fyn. They returned in western direction.

2 aircraft coming from Sweden crossed the Skagerrak on courier missions.

Commitment of the I Fighter Corps

Owing to weather conditions the corps was not employed.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None

Weather Conditions: 7/10 to 10/10 stratus clouds at altitudes from 500 to 1500 meters. Above these altitudes formation of light clouds.

19.) British Nuisance Raids on Berlin and Osnabrueck as well as Mine -Laying in the Stettiner Haff on 18/19 April 1944

(See sketch: home air defense, supplement 1871)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids on Berlin and Osnabrueck with a total strendth of 40 Mosquito-bombers. The aircraft penetrated by way of the Zuider Sea in eastern direction into the area of Berlin and in south-eastern direction into the area of Osnabrueck. They returned on counter routes.

A mine-laying operation in the Stettiner Haff with 100 aircraft. The aircraft approached via The North Sea, Westerland, Bay of Kiel, Bay of Luebeck, and Bay of Swinemuende. They returned in north-western direction, later in western direction by way of the island of Fyn.

On 19/20 April a single aircraft flew along the coast in the area of Schelde Estuary.

Commitment of the I Fighter Corps

The following forces were employed:

By the 2nd Fighter Division: The Twin-Engine Fighter Group Westerland in "Himmelbett"-tactics ~~along~~ on the western coast of Jutland. The group was later diverted to pursuit misiions.

Twin-engine fighter aircraft from Stade, Nordholz, and Vechta to pursue returning mine-layer aircraft. They were directed into the enemy flying formation in the area of Fehmarn.

Total Effort: 61 twin-engine fighter aircraft.

Enemy Losses: 2 aircraft definitely shot down.

Losses of Friendly Forces: None.

Weather Conditions: 0/10 to 3/10 clouds above 500 meters. High-altitude visibility from 10 to 20 kilometers.

20.) British Attacks on Koeln, Berlin, and Osnabrueck on 20/21 April 1944

(See sketch: home air defense, supplement 188!)

Enemy Effort

The following operationswere conducted by the RAF:

In the first half of the night:

An attack on Brussels. A bomber stream of medium strength intruded across the Westerschelde flying in south-eastern direction into the area of Brussels. The aircraft returned in north-western direction via Ostend.

A number of Type Mosquito aircraft left the bomber stream and proceeded into the area of Koeln.

Nuisance raids on Berlin and Osnabrueck with a total strength of 45 Mosquito-bombers. The aircraft intruded across the Zuider Sea in eastern direction into the area of Berlin and in south-eastern direction into the area of Osnabrueck. They returned in western direction.

A nuisance mission flown by a single aircraft over the North Sea into the area of Heligoland. The aircraft may have been a weather reconnaissance plane.

In the second half of the month:

A heavy attack on Koeln with 300 four-engine bomber aircraft. The approaching bomber stream was not located by the radar stations until it had reached the air space 40 to 50 kilometers north-west of Schelde Estuary. There were no previous reports of the German radio intercept service available. German bomber aircraft simultaneously returning from the area of the Island of Britain made it difficult to keep track of the course of flight of the bomber stream

The British bombers flew in south-eastern direction across the southern section of Schelde Estuary into the area east of Namur where they turned to the North for the attack on Koeln. They returned in north-western direction via Southern Holland.

The effects of the attack on Koeln: Heavy damage caused to buildings and transportation facilities; slight damage inflicted on industrial installations.

Nuisance raids with a few Mosquito-bombers against the night fighter airfields of Twente and Vechta. The aircraft approached simultaneously with the bomber stream via Northern Holland.

Several "FN"*-aircraft carried out patrol flights over Dutch territory. They approached at the same time when the bombers returned to their bases.

Commitment of the I Fighter Corps

The following aircraft were employed:

In the first half of the night:

By the 1st Fighter Division: a number of single-engine fighter aircraft to operate against Type Mosquito aircraft over Berlin.

By the 3rd Fighter Division: The Ju-88 units assembled over the airfields. When the beginning of the attack on Brussels was recognized the night fighters were ordered to land.

In the second half of the night:

By the 1st Fighter Division: Twin-engine fighter aircraft from Stendal, Brandis, and Werneuchen. The aircraft assembled over F.F.** 12. Twin-engine fighter aircraft from Erfurt. They started in direction of F.F.** Ida.

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Notes: * FN means

** F.F. means

After the attack on Koeln was over all night fighters were ordered to land; they did not reach the British bombers.

By the 2nd Fighter Division: Twin-engine fighter aircraft from Westerland, Stade and Vechta. They started in direction of F.F. Ludwig. When the British bombers left the area of Koeln all units were ordered to land; they had not been engaged in combat.

By the 3rd Fighter Division: Twin-engine fighter aircraft from Mainz-Finthen and Langendiebach. They started in direction of F.F. Ida. The aircraft were then directed to provide provide protection over Koeln. These were the only night fighters which could contact the enemy Twin-engine fighter aircraft from Venlo. The were employed in "Himmelbett"-tactics over the area of the German-Dutch border. Twin-engine fighter aircraft from Leeuwarden. They started in direction of F.F. Kurfuerst and pursued returning bombers. Ju-88 groups from Twente, Kassel, and Langensalza. They started in direction of F.F. Kurfuerst too late, since the aircraft were not yet ready to start after they had flown their first mission.

By the 7th Fighter Division: Twin-engine fighter aircraft from Echterdingen, Leipheim, and Illesheim. They started in direction of F.F. Otto. After the attack on Koeln had started the units were ordered to land; they had not been engaged in combat.

Total Effort: 165 single-engine and twin-engine fighter aircraft.

The night fighter operation on 20/21 April failed for the following reasons:

Failure of the German radio interception service in the second half of the night.

Confusion of the picture of the air situation by returning German bombers.

British multi-bomber stream tactics.

Bad visibility over Koeln.

Almost all of the night fighter aircraft were committed too late. Consequently, it was impossible to reach the British bomber stream over Koeln The German losses were brought about mainly by the precipitated commitment.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: 6 aircraft.

Losses of personnel: 4 killed,
4 wounded,
5 missing.

Weather Conditions: Holland: 2/10 to 5/10 thin formation of stratus clouds. North-Western Germany and the plains of Frankfurt: 7/10 to 10/10 stratus clouds between the altitudes of 500 and 3000 meters. Area of Berlin: Bright.

21.) British Nuisance Raid on Koeln on 21/22 April 1944

(See sketch: home air defense, supplement 189!)

Enemy Effort

The following operations were conducted by the RAF:

In the first half of the night:

A number of aircraft flying singly at low altitudes penetrated into the sea areas around the island of Terschelling, off the western coast of Holstein, and off Schelde Estuary. The aircraft may have been mine-layers

In the second half of the night:

A nuisance raid on Koeln with 30 Type Mosquito bombers. Beginning at 04:05 hours the aircraft penetrated via Schelde Estuary in south-eastern direction into the area of Koeln and Duesseldorf. They returned from04:30 hours on in north-western direction. The last aircraft crossed the coast at 05:15 hours.

Commitment of the I Fighter Corps

The corps was not operationally employed owing to bad weather conditions.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: A bad weather front moving from Holland to the East. 10/10 stratus clouds at altitudes from 500 to 6000 meters, light rain. East of the bad weather front almost cloudless.

22.) British Large-Scale Attacks on Braunschweig and Duesseldorf as well as Nuisance Raids on Krefeld, Muenchen-Gladbach and Mannheim on 22/23 April 1944

(See sketch: home air defense, supplement 190!)

Enemy Effort

The Bomber Command conducted large-scale attacks on Braunschweig and Duesseldorf with a total strength of 600 bombers and 50 Type Mosquito aircraft during new moon. The operations were carried out by four seperate bomber streams which were observed taking the following flight courses:

1st bomber stream: The aircraft intruded from the area south of London in south-south-eastern direction into the area north of Paris to attack Laon. They returned in north-north-western direction by way of Calais.

2nd bomber stream: The aircraft approached from the area of Canterbury flying at first in southern direction; from 24:00 hours on, when crossing the coast between Abbéville and Le Treport, they turned to south-eastern direction to proceed into the area of Chantilly, Compiegne, and Soissons. From there they proceeded in east-north-eastern direction into the area west of Koblenz and linked up with the 3rd bomber stream. A small Mosquito-unit left the 2nd bomber stream to carry out a nuisance raid against Mannheim.

3rd bomber stream: The aircraft intruded from the area of Norwich in south-eastern direction across Schelde Estuary and by way of Liége and Namur into the area of Koblenz. After linking up with the 2nd bomberstream they proceeded in northern direction to attack Duessldorf from the South-East. In the area of Brussels a Mosquito-unit left the 3rd bomber stream to carry out

nuisance raids on Muenchen-Gladbach and Krefeld and attempted to conceal the route of the proceeding bomber stream. The bombers returning from the area of Duesseldorf and Krefeld flew across Schelde Estuary.

4th bomber stream: The aircraft approached from the area of Lincoln flying in eastern direction. At 00:25 hours their position was roughly 100 kilometers west of the island of Texel. They crossed the coast between the islands of Schiermonnikoog and Texel flying in eastern direction into the area of Groninger. From there the aircraft proceeded in south-eastern direction into the area south of Hannover. They attacked Braunschweig from the South-West. The aircraft returned, from 02:00 hours on, in western and north-western direction. They crossed the coast between the island of Texel and Ijmuiden up to 03:45 hours.

The 1st and 3rd bomber streams crossed the Channel coast at the same time when the first elements of the 2nd bomber stream flew over the area of Compiegne.

The Effect of the Attack: Heavy damage caused to buildings and industrial installations in Duesseldorf.

Medium damage caused to buildings and industrial installations in Braunschweig.

Commitment of the I Fighter Corps

The following aircraft were employed:

In night fighter pursuit operations:

By the 1st Fighter Division: Twin-engine fighter aircraft from Stendal in direction of F.F. Philipp. The aircraft were directed into the 4th bomber stream north of F.F. Philipp.

Twin-engine fighter aircraft from Erfurt in direction of F.F. Ida. The aircraft were directed into the 3rd bomber stream in the area of Bonn.

By the 2nd Fighter Division: Twin-engine fighter aircraft from Westerland, Nordholz, Stade, and Vechta in direction of F.F. Ludwig. The aircraft were rerouted into the area of Emden and directed into the 4th bomber stream.

By the 3rd Fighter Division: Ju-88 groups from Langensalza, Kassel, and Langendiebach in direction of F.F. Ida where they were directed into the bomber stream.

A Ju-88 group from Gilze-Rijen. The aircraft were directed into the bomber stream over F.F. Meise.

Twin-engine fighters from Mainz-Finthen which were directed into the bomber stream over F.F. Ida.

Twin-engine fighters from St.Trond which were directed into the bomber stream over F.F. Kuecken (English:chicken)

Twin-engine fighters from Venlo which were directed into the bomber stream over F.F. Murmeltier (English:marmot)

By the 7th Fighter Division: Twin-engine fighters from Ingolstadt, Munich-Riem, Echterdingen, Illesheim, and Leipheim in direction of F.F. Otto. The aircraft were directed into the last elements of the bomber stream over the area of Koblenz.

To provide fighter protection:

By the 1st Fighter Division: Single-engine fighter aircraft from Jueterbog and Ludwigslust to L.Gr.*Braunschweig.

By the 2nd Fighter Division: Single-engine fighter aircraft from Oldenburg to Duesseldorf.

By the 3rd Fighter Division: Single-engine fighter aircraft from Dortmund, Bonn, and Wiesbaden-Erbenheim to Duesseldorf.

By the 7th Fighter Division: Single-engine fighter aircraft from Gross-Sachsenheim via L.F.** Otto to Duesseldorf.
Single-engine fighter aircraft from Neubiberg to L.Gr. Stuttgart.

In addition, night fighter aircraft of the Third Air Fleet stationed on French territory were employed against the 2nd bomber stream.

Total Effort: 294 single-engine and twin-engine fighter aircraft.

The fighter operations were hindered by bad weather conditions.

Enemy Losses: 42 bomber aircraft definitely shot down.
12 bomber aircraft shot down by night fighters of the Third Air Fleet.

Total: 54 aircraft.

Losses of Friendly Forces: 9 aircraft.
Losses of personnel: 4 wounded,
10 missing.

Weather Conditions: South of the general line: Amsterdam - Erfurt - Berlin: cloudless.
North of this line: 7/10 to 10/10 light stratus clouds above 4000 meters. Flying visibility impaired by haze and ice clouds.

Belonging to page 110:

Notes: * L.Gr. means

** L.F. means

The bombing raid on Duesseldorf was carried out after the target area was ground-marked by pathfinder aircraft which did the initial marking and renewed the markers.

The attack on Braunschweig was, in contrast to other attacks on German cities, conducted according to the pattern of the moonlight ~~xxxx~~ raids against transportation facilities in France.

It was found that in the attack on Braunschweig a 13-kg liquid fire jet bomb (German: Flammenstrahlbombe) with a thermite-gasoline filling and a 225-kg incendiary bomb with ~~x~~ an oil-magnesium-powder filling were for the first time used.

23.) British Nuisance Raid on Mannheim and Mine-Laying Operations in the Stettiner Haff on 23/24 April 1944

(See sketch: home air defense, supplement 1911)

Enemy Effort

The following operations were conducted by the RAF:

A nuisance raid on Mannheim with 60 Type Mosquito bomber aircraft.

A small bomber unit approached from the area of Norwich flying at first in southern and later in eastern direction across Schelde Estuary into the area of Antwerp. The aircraft returned in north-western direction.

At the same time the Mosquito-bombers intruded, from 22:35 hours on,

in south-eastern direction by way of Antwerp and the area south of Koblenz into the area of Mannheim. The aircraft returned via Luxembourg, Brussels, and Ostend up to 00:35 hours.The bombs were dropped on open terrain in the area of Mannheim without causing any damage.

A mine-laying operation in the sea area of the Baltic along the coast from the Bay of Luebeck to the Stettiner Haff with a total strength of 120 aircraft. The aircraft approached from the area of Hull flying over the North Sea in eastern direction. They crossed the coast from 22:25 hours on between Esbjerg and the island of Roem and proceeded in south-eastern direction across the Belts and the Bay of Kiel into the area of Baltic Sea coast from the Bay of Luebeck to the Stettiner Haff. The aircraft returned on counter routes. They left the western coast of Jutland up to 01:45 hours.

Patrol missions were flown by a number of "FN"*-aircraft over Dutch territory.

A nuisance ~~xxxxxx~~ mission flown by a single Type Mosquito aircraft across Belgium into the area of Frankfurt on the Main and Mannheim. The aircraft returned via Northern France.

A nuisance raid on Budapest with a small bomber unit. The unit approached and returned across the Adriatic Sea and Croatia.

Commitment of the I Fighter Corps

The following forces were employed:

Note: * FN means

By the 2nd Fighter Division: A twin-engine fighter group from Westerland in "Himmelbett"-tactics in the area of the western coast of Jutland; later the aircraft turned to the pursuit of the enemy aircraft in south-eastern direction.

Twin-engine fighter aircraft from Nordholz, Stade, and Vechta in pursuit operations in the area of Flensburg.

By the 7th Fighter Division: (Fighter Commander Ostmark) The Do-217 training group from Parndorf to provide protection over Budapest.

Total Effort: 56 twin-engine fighter aircraft

Enemy Losses: 6 mine-layer aircraft definitely shot down.

Losses of Friendly Forces: 1 Type Me 110 aircraft.

Weather Conditions: In the area of the North Sea and partially in Jutland: Formation of high-altitude clouds.

Baltic Sea area and Reich's territory: Bright.

High-altitude wind: 310 degrees, 80 kilometers per hour

24.) British Attacks on Munich, Karlsruhe, and Mannheim on 24/25 April 1944

(See sketch: home air defense, supplement 192!)

Enemy Effort

During the night of 24/25 April 1944 the RAF operated with 1000 bomber aircraft against the Reich's territory and attacked Munich, Karlsruhe and Mannheim. German air intelligence keeping track of the enemy flight

courses reproted the following picture of the British offensive operations:

1st bomber stream (5th Bomber Group):

The aircraft intruded from the area of London in southern direction. Beginning at 22:00 hours they crossed the coast between Fecamp and Dieppe flying in southern direction into the area of Orléans and Blois. At this stage the equipment and the aircraft reporting centers keeping track of the enemy flight courses failed. Radio bearing indicated that the enemy aircraft were proceeding in south-eastern direction into the area of Pontarlier, Lake of Geneva, and then across Switzerland in north-eastern into the area of Vorarlberg and into the area of Fuessen and Reutte. From here the enemy force proceeded in northern direction for the attack on Munich. Beginning at 01:43 hours the bombers returned in north-western direction by way of Belgium and Northern France. The last elements crossed the coast at 04:30 hours.

2nd bomber stream:

Beginning at 22:25 hours the bomber aircraft crossed the coast between Dieppe and Le Treport flying in south-eastern direction into the area of Chalons sur Marne, Troyes, and St. Dizier. They proceeded in eastern direction across the area of Toul, Epinal into the area of Strassbourg and from here in northern and north-eastern direction into the area of Karlsruhe, Stuttgart, and Crailsheim. From 01:00 hours on the bombers returned in north-western direction. It is possible that a part of the 2nd bomber stream flew from the area of St. Dizier in south-eastern direction via Switzerland into the area of Munich.

3rd bomber stream:

The bomber aircraft approached from the area The Wash flying in north-eastern direction. Their position at 23:00 hours was roughly 100 kilometers north-west of the island of Vlieland. The aircraft proceeded in easter direction into Heligoland Bight and passed 50 kilometers west of the island of Sylt. They presumably carried out mine-laying missions in this sea area. The force returned in western direction from 24:00 hours on. The position of the last returning mine-laying aircraft was about 80 kilometers north of the East Frisian islands.

4th bomber stream (1st, 3rd, 4th, 6th, and 8th Bomber Groups):

The aircraft approached from the area of Norwich flying in eastern direction. Beginning at 23:15 hours they crossed the coast in south-eastern direction flying over Schelde Estuary. The bombers proceeded into the area of Koblenz and Trier. Proceeding from here the bomber stream widened and eventually extended over the large area of Frankfurt on the Main, Wuerzburg, Nurenburg, Crailsheim, Stuttgart, and Karlsruhe. ~~In this area~~ The 2nd and 4th bomber streams ~~mixed~~ merged in this area, Beginning at 01:00 hours the aircraft returned flying in a broad front across Belgium and Northern France. The last elements crossed the coast at Calais at 03:15 hours. 30 Mosquito-bombers left the 4th bomber stream over the area of Northern Belgium and proceeded by way of Roermond to attack Duesseldorf.

Effect of the Attack:

In Munich: Heavy damage to buildings and slight damage to industrial installations.

In Karlsruhe: Medium damage to buildings and heavy damage to transportation facilities.

In Mannheim: Medium damage to buildings and slight damage to industrial installations.

Commitment of the I Fighter Corps

The following forces were employed :

Against the mine-layer unit (3rd bomber stream):

By the 2nd Fighter Division: The 4th Group (Twin-engine fighters)/3rd Night Fighter Wing from Westerland in "Himmelbett"-tactics in the area of Northern Holstein; the unit was assembled for pursuit operations.

Against the 4th bomber stream:

For night fighter pursuit operations:

By the 1st Fighter Division: 4 twin-engine fighter groups in direction of F.F. Philipp. The force was rerouted to F.F. Otto and directed into the bomber stream in the area of Frankfurt on the Main.

By the 2nd Fighter Division: 3 twin-engine fighter groups in direction of F.F. Ludwig. The force was rerouted to F.F. Otto and directed into the bomber stream in the area of Frankfurt on the Main.

By the 3rd Fighter Division: Ju-88 units from Gilze-Rijen. The units were directed into the bomber stream south of the airfield. Twin-engine fighter aircraft from Twente and Deelen. The aircraft assembled over F.F. Kurfuerst and proceeded to F.F. Ida

and were directed into the bomber stream between F.F. Ida and Frankfurt on the Main. Twin-engine fighter aircraft from Kassel, Langendiebach, Langensalza, and Mainz-Finthen. They assembled over F.F. Ida and were directed into the bomber stream between F.F. Ida and Frankfurt on the Main. A twin-engine fighter group from St. Trond could not be employed owing to bad weather conditions in the area of the airfield.

By the 7th Fighter Division: Twin-engine fighter aircraft from Echterdingen, Illesheim, and Kitzingen. They assembled over F.F. Otto and were directed into the bomber stream in the area of Frankfurt.

To provide fighter protection:

By the 3rd Fighter Division: Single-engine fighter aircraft from Dortmund and Bonn. The aircraft assembled over L.Gr. Dortmund. They proceeded via L.F. Otto to Nurenburg and landed in the area of Frankfurt.

Single-engine fighter aircraft from Wiesbaden-Erbenheim. They assembled over L.F. Otto and proceeded to Munich by way of Nurenburg.

Single-engine fighter aircraft from Seyring over Munich.

The 1st Group (marker aircraft)/7th Nigh Fighter Wing: The group seembled over F.F. Otto and proceeded to Nurenburg. The aircraft landed in Southern Germany.

Total Effort: 228 single-engine and twin-engine as well as marker (German: Beleuchter) aircraft.

Evaluation by the Headquarters of the I Fighter Corps

The 4th bomber stream was considered as the main force. Over Belgian territory it ran into a bad weather front and, proceeding in south-eastern direction, it was confronted with the same difficulties brought about by bad weather as the friendly units were exposed to. Night fighter units whichhad started in the area of Bonn and Kassel flew through dense clouds with strong icing ranging from 200 tO 8400 meters. Friendly night fighters were flying within the British bomber stream over the area south of Frankfurt, which was indicated by the strong cross-winds caused by the propellers. Flying through the clouds British and German aircraft could not fight each other. The dispersion of the bomber stream in the area of Frankfurt on the Main, Nurenburg, and Stuttgart was probably caused by the weather and icing conditions. The 4th bomber stream would have been over Munich simultaneously with the 1st bomber stream if it had proceeded beyond Nurenburg. For this reason it was assumed that the Bomber Command had planned a large-scale attack on Munich with two bomber streams. The limited successes of the night fighters and the comparatively heavy German losses resulted from the unfavorable weather conditions.

Enemy Losses: 20 bomber aircraft definitely shot down.
2 bomber aircraft probably shot down.

Losses of Friendly Forces: 17 aircraft.

Losses of personnel: 3 killed,
1 wounded,
29 missing.

Weather Conditions: A bad weather zone 300 kilometers broad in Northern Germany moved in south-eastern direction. The improvement of weather conditions in the coastal area which had started at 22:00 hours had extended to Brussels by 02:00 hours.

In the bad weather zone 10/10 clouds, lower ceiling from 200 to 500 meters, upper ceiling 8000 meters, partially above that altitude; icing above 2500 meters.

In the area of Frankfurt: 10/10 clouds from 3000 to 8000 meters, lower ceiling falling. To the South scattering of the clouds to densities of 8/10 to 3/10. South of the Danube River cloudless.

Special Information:

It was during the attack on Munich that the term "Dead Point" was heard for the first time. The "Dead Point" was a point where the bombers assembled before reaching the target. This tactical measure was ordered to insure that, in spite of the long approach flight, the bombers arrived over the target at the same time thus securing a concentrated effect of the attack on the target. At the "Dead Point" the bombers awaited orders from the air officer commanding the attacking force for the approach to the target.

25.) British Nuisance Raid on Koeln on 25/26 April 1944

(See sketch: home air defense, supplement 193!)

Enemy Effort

The following operations were conducted by the RAF:

A nuisance raid on Koeln with 15 Mosquito-bombers. The aircraft approached between Calais and Schelde Estuary and returned on counter routes.

Patrol missions flown by a number of "FN"-aircraft over Dutch territory.

A nuisance mission flown by one Type Mosquito aircraft into the area of Frankfurt on the Main and Kassel. The aircraft intruded across Belgium and returned in western direction by way of Den Haag.

Courier missions were flown to and from Sweden across the Skagerrak by one aircraft respectively.

Commitment of the I Fighter Corps

The corps was not operationally employed owing to bad weather.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: Showers with 5/10 to 10/10 cumulus clouds at altitudes from 500 to 2500 meters, formation of individual cumulus clouds up to 4000 meters. Numerous showers.

26.) British Large-Scale Attacks on Essen and Schweinfurt as well as a Nuisance Raid on Trier on 26/27 April 1944

(See sketch: home air defense, supplement 194!)

Enemy Effort

According to German reports the RAF employed 900 bomber aircraft

operating in two bomber streams for the large-scale attacks on Essen and Schweinfurt.

1st bomber stream:

The aircraft approached from the area north of London flying in southern direction. They crossed the coast between Dieppe and Le Havre and proceeded in south-esstern direction into the area of Chartres and Orléans. From there the aircraft proceeded in eastern direction by way of Troyes, Neufchâteau, Strassbourg into the area of Stuttgart. From here the aircraft continued their flight in north-eastern direction for the attack on Schweinfurt. A small unit proceeded by way of the area of Ellwangen and Heidenheim. The aircraft returned from the area of Schweinfurt in south-western and western direction across the lines Bonn - Saarbruecken, Liége - Metz, and Lille - Reims. The 1st bomber stream was followed by a second wave of four-engine aircraft which penetrated into the area of Orléans using the same flight path; these aircraft then proceeded to the area of Paris and returned in northern direction.

2nd bomber stream:

The aircraft approached from the area of Norwich flying in north-eastern direction into the area off the island of Texel. They proceeded in eastern direction into the area of the island of Borkum where the aircraft turned into south-eastern direction and proceeded into the north area of Muenster. They approached for the attack on Essen flying in south-western direction with a tail wind of 100 kilometers per hour.

The majority of the bombers returned via the area of Duesseldorf

Koeln and Schelde Estuary. In the area of Borkum a Mosquito-unit left the bomber stream to proceed in eastern direction into Heligoland Bight and tried to conceal the turning of the bomber stream into the Ruhr area by conducting a nuisance raid on Hamburg.

In addition, 50 Mosquito-bombers carried out a nuisance raid against the area of Trier. The aircraft approached via Ostend flying in south-eastern direction and returned on counter routes.

While the bombers intruded there were intensive British long-range night fighter activities over the air bases of the German night fighters in the areas of North-Western and Southern Germany. During these activities six long-range night fighter radio frequences instead of the two hitherto known were intercepted.

Effects of the Attacks:

In Essen: Heavy damage to industrial installations and extremely heavy damage to buildings.

In Schweinfurt: Heavy damage to buildings and slight damage to industrial installations.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against the 1st bomber stream:

For night fighter pursuit operations:

By the 1st Fighter Division: Twin-engine fighter aircraft from Werneuchen,

Stendal, and Erfurt. The aircraft assembled over F.F. Schellfisch (English: Haddock) and proceeded in direction of F.F. Ludwig where they were rerouted to fly in direction of Schweinfurt. They were directed into the bomber stream over the area of Schweinfurt by means of the "Y" * - control method.

By the 3rd Fighter Division: Twin-engine fighter aircraft from Mainz-Finthen and Langendiebach. The aircraft assembled over L.Gr. Stuttgart. They were directed into the bomber stream in the area of Stuttgart.

By the 7th Fighter Division: Twin-engine fighter aircraft from Echterdingen, Illesheim, and Kitzingen in direction of F.F. Christa. They were directed into the bomber stream in the areas of St. Dié and east of Baden-Baden.

Twin-engine training units from Ingolstadt and Schleissheim. The aircraft assembled over F.F. Dagmar and were directed into the bomber stream over L.Gr. Stuttgart.

Twin-engine fighter aircraft from Parndorf in direction of Munich. The aircraft were directed into the bomber stream over L.Gr. Stuttgart.

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Note: * "Y" means

To provide night fighter protection:

By the 3rd and 7th Fighter Division: Single-engine fighter aircraft from Wiesbaden-Erbenheim, Gross-Sachsenheim, Neubiberg, and Seyring (transferred to Neubiberg in the evening of 26 April). The aircraft assembled over L.Gr. Stuttgart and proceeded to Schweinfurt.

The 1st Group (Marker Aircraft)/7th Night Fighter Wing: The aircraft assembled over F.F. 10 and were directed via radio beacon Dagmar and L.Gr. Stuttgart to Schweinfurt.

Against the 2nd bomber stream:

For night fighter pursuit operations:

By the 2nd Fighter Division: Twin-engine fighter aircraft from Westerland. The aircraft assembled over F.F. Hummer (English: lobster) and were directed into the direction of Borkum. The group did not reach the bomber stream any more.

Twin-engine fighter aircraft from Stade and Nordholz. The aircraft assembled over the airfields and proceeded in direction of Kiel. There, they turned into the direction of F.F. Quelle (English: spring) and were directed into the bomber stream in the area of Osnabrueck.

Twin-engine fighter aircraft from Vechta. They assembled over the airfields and were directed into the bomber stream in the area of Meppen.

By the 3rd Fighter Division: Twin-engine fighter aircraft from Twente. The aircraft assembled over the airfield and were directed into the bomber stream in the area of Lingen. The radio frequency assigned to the group was used in directing the aircraft.

Twin-engine fighter aircraft from Gilze-Rijen in direction of F.F. Quelle. They were directed into the bomber stream in the area of Meppen.

Twin-engine fighter aircraft from Deelen. They were directed into the bomber stream over F.F. Ludwig.

Twin-engine fighter aircraft from Langensalza and Kassel. The aircraft assembled over F.F. Quelle. They were directed into the bomber xxx stream in the area of Emden and Meppen.

To provide night fighter protection:

By the 2nd Fighter Division: Single-engine fighter aircraft from Oldenburg. The aircraft assembled over L.Gr. Bremen and proceeded to Essen.

By the 3rd Fighter Division: Single-engine fighter aircraft from Dortmund. The aircraft assembled over L.Gr. Bremen and were directed to Essen.

Single-engine fighter aircraft from Bonn. The

aircraft assembled over L.Gr. Dortmund and were directed to Schweinfurt.

In "Himmelbett"-tactics:

By the 3rd Fighter Division: Twin-engine fighter aircraft from Venlo and St. Trond in the area of Southern Holland - Belgium. The aircraft were rerouted to pursue returning bombers.

Total Effort: 308 single-engine and twin-engine fighters as well as marker aircraft (German: Beleuchter).

The British command controlling the night air operations had succeeded in dispersing the night fighter operations in the home air defense by the application of multi-bomber stream tactics and concealment. Through various rerouting and complicated approach maneuvers of the night fighters the German command had not succeeded in directing the night fighters committed into the bomber streams in time. In addition, the night fighter operations were hindered by bad high-altitude visibility.

Enemy Losses: 24 bombers were definitely shot down.

Losses of Friendly Forces: 11 aircraft of which 1 Me 110 was shot down by a friendly single-engine fighter.

Losses of personnel: 1 wounded,
19 missing.

Weather Conditions:

In Northern Germany: 7/10 to 10/10 stratus clouds from 3000 to 7000 meters. Flying visibility reduced by dense high-altitude haze.

In Southern Germany: Bright and often cloudless.

Special Information:

On 26/27 April 1944 Oberfeldwebel Frank of the 2nd Squadron/3rd Night Fighter Wing was killed in action. He had been credited with 44 enemy aircraft brought down in night fighter operations and had been awarded the knight cross of the iron cross. Oberfeldwebel Frank's Type Me 110 aircraft was hit by the broken pieces of a bomber shot down by him so that his aircraft crashed in the area of Eindhoven. The aircraft radio operator and the aircraft mechanic could save their lives by bailing out with parachutes.

Photo of Oberfeldwebel Frank, 2nd Squadron/3rd Night Fighter Wing, killed in action on 26/27 April 1944.

27.) British Attacks on Friedrichshafen and Aachen on 27/28 April 1944

(See sketch: home air defense, supplement 195!)

Enemy Effort

A number of aircraft intruded singly from the British air base in Italy by way of Croatia into the areas of Budapest and Warsaw, presumably to deliver supplies to agents.

A total number of roughly 700 bomber, 100 mine-layer, and 100 Mosquito-bomber aircraft operated from the air base in Great Britain against the Reich's territory. These operations conducted by the RAF consisted of:

Large-scale attacks on Friedrichshafen and the railroad station of Montzen near Aachen.

Secondary attacks on the area east of Florennes in Belgium, and a mine-laying mission in the sea area of the East Frisian islands.

The following enemy forces were observed:

1st bomber stream:

The aircraft approached from the area north of London flying in southern direction. They crossed the coast in the area of Le Havre flying in south-eastern direction into the area of Montargis and Auxerres. The aircraft proceeded in eastern direction across the lines: North of Dijon - Chaumont, Colmar - Strassbourg. After crossing the Rhine River the aircraft turned to south-eastern direction for the attack of Friedrichshafen. The majority of the bombers returned in north-western direction by way of Lorraine, small elements flew across Northern Switzerland and Northern France. In the area of Strassbourg a Mosquito-unit left the bomber stream to conduct a nuicance raid on Stuttgart and tried to distract the attention from the primary target of the attack.

2nd bomber stream:

The aircraft approached from the area of Norwich flying in north-eastern direction an hour after the 1st bomber stream had left the Island of Britain. A small component proceeded to the North Sea up to the area off the

island of Ameland. From there the aircraft proceeded in south-eastern direction into the sea area of the island of Juist. In this area they presumably dropped mines. The aircraft returned in western direction. The mine-laying operation was early recognized as a diversion maneuver. Soon after leaving the Island of Britain the main bomber stream had ~~xxxxxxxx~~ changed its route to proceed in south-eastern direction to Aachen by way of the northern section of Schelde Estuary. The bomber aircraft returned in north-western and western direction via Holland and Belgium.

3rd bomber stream:

An hour after the 2nd bomber stream had left Great Britain the aircraft of the 3rd bomber stream approached from Thames Estuary flying in eastern direction up to the middle of the Channel; from there they proceeded in south-eastern direction by way of Ostend into the area east of Florennes. The aircraft returned on counter routes.

4th bomber stream (Mosquito-unit):

While the 3rd bomber stream was returning to its bases, the aircraft of the 4th bomber stream approached from Thames Estuary flying in south-eastern direction by way of Dunkerk into the area east of Florennes. The aircraft returned at first in southern direction, later in north-western direction across Somme Estuary.

Effects of the Attack:

In Friedrichshafen: Extremely heavy damage to buildings and industrial installations.

Railroad Station of Montzen near Aachen: Medium damage to rails and station buildings.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against nuisance raids frm the South:

By the 1st Fighter Division: Twin-engine fighter aircraft from Erfurt. The aircraft assembled and were directed into the bomber stream over F.F. Christa.

By the 3rd Fighter Division: Twin-engine fighter aircraft from Mainz-Finthen, Langendiebach, Langensalza, and Kassel-Rothwesten. The aircraft assembled and were directed into the bomber stream over F.F. Christa.

By the 7th Fighter Division: Twin-engine fighter aircraft from Illesheim, Echterdingen, and Hagenau. The aircraft assembled and were directed into the bomber stream over F.F. Christa.

To provide night fighter protection:

By the 3rd and 7th Fighter Divisions: Single-engine fighter aircraft from Neubiberg, Gross-Sachsenheim, and Wiesbaden-Erbenheim. The aircraft assembled over L.Gr. Stuttgart and proceeded to Friedrichshafen.

Against returning bomber aircraft: A twin-engine fighter group from Twente

and small elements of the Me-110 units of all fighter divisions flying a second mission. The aircraft assembled and were directed into the bomber stream over F.F. Kuli.

The 1st Group (Marker Aircraft)/7th Night Fighter Wing: The aircraft assembled over F.F. Otto and proceeded to Karlsruhe and Stuttgart. The aircraft the landed because the weather conditions offered little prospect of success for air operations over Friedrichshafen.

To repulse the attack against the railroad station of Montzen:

For night fighter pursuit operations:

By the 3rd Fighter Division: Twin-engine fighter aircraft from Twente, Deelen Venlo, and St. Trond. The aircraft were directed into the bomber stream by way of the radio beacons of radar stations near the coast in Holland.

In "Himmelbett"-tactics:

By the 3rd Fighter Division: A few twin-engine fighter aircraft over the coastal area of Holland. The aircraft were later engaged in pursuit operations.

To provide night fighter protection:

By the 1st Fighter Division: Twin-engine fighter aircraft from Stendal and Werneuchen. The aircraft assembled over F.F. Ida and proceeded to Aachen. Single-engine fighter

aircraft from Jueterbog and Ludwigslust. The aircraft assembled over L.Gr. Dortmund and proceeded to Aachen.

By the 2nd Fighter Division: Twin-engine fighter aircraft from Westerland, Stade, Nordholz, and Vechta. The aircraft assembled over F.F. Ludwig and proceeded to Aachen. Single-engine fighter aircraft from Oldenburg. The aircraft assembled over L.Gr. Dortmund and proceeded to Aachen.

By the 3rd Fighter Division: Single-engine aircraft from Dortmund to Aachen. Single-engine aircraft from Bonn. The aircraft assembled over L.F. Ida and proceeded to Aachen.

Total Effort: 296 single-engine and twin-engine fighter as well as marker aircraft.

The majority of the night fighter aircraft committed to provide protection over Aachen arrived over the target area to be protected too late.

Enemy Losses: 42 bomber aircraft definitely shot down.

Losses of Friendly Forces: 26 aircraft of which one Type Me 109 aircraft was shot down by a British "FN"-aircraft at an altitude of 400 meters while the former was about to land.

Losses of personnel: 1 killed,
4 wounded,
32 missing.

Weather Conditions: West of the line Amsterdam - Munich: cloudless.
East of this line: 8/10 to 10/10 stratus clouds from 1000 to 2000 meters.
In the North good high-altitude visibility, in the South high-altitude haze.

28.) British Nuisance Raid on Hamburg on 28/29 April 1944

(See sketch: home air defense, supplement 1931)

Enemy Effort

Hamburg was attacked by 25 Mosquito-bombers. The aircraft intruded across the North Sea and returned in western direction by way of Emden and Northern Holland.

A number of "FN"-aircraft operating singly flew nuisance missions over the area of Berlin and over North-Western Germany.

Commitment of the I Fighter Corps

The following aircraft were employed:

By the 1st Fighter Division: 4 single-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 6/10 to 8/10 stratus clouds between 1000 and 2000 meters. Good high-altitude visibility.

29.) British Nuisance Raids on Koeln - Muelheim and Oberhausen on 29/30 April 1944

(See sketch: home air defense, supplement 1931)

Enemy Effort

Oberhausen and Koeln-Muelheim were attacked by a total strength of 50 Mosquito-bombers. The aircraft approached between the Zuider Sea and the Schelde Estuary and proceeded into the Ruhr area. They returned in western direction.

In the sea area off Den Helder and in the area of the West and East Frisian islands up to the island of Norderney 30 British aircraft conducted mine-laying operations.

A British courier aircraft crossed the Skagerrak in direction of Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed:

By the 3rd Fighter Division: 4 twin-engine fighter aircraft, and
3 single-engine fighter aircraft.

Total Effort: 7 aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: North-west of the line Frankfurt on the Main - Hamburg: 10/10 clouds between 300 and 4000 meters; partially light rain.

East of this line: 5/10 to 10/10 clouds between 500 and 2000 meters. High-altitude winds at 5000 meters: 360 degrees, 100 kilometers per hour.

Study 9 to 11, Volume IIIa

Chapter III

Day Activities in the Period from 1 May 1944 to D-Day (6 June 1944)

1.) Survey

a.) American Offensive Activities

The daytime air warfare over the Reich's territory had become considerably more intensive in May 1944. During the period covered by this report the American air forces operated with a total strength of 30 000 aircraft of which one half were heavy bombers. The maximum strength of aircraft employed in an attack had risen to 1100 bombers and 1600 fighters. These air forces, considerably superior to the German forces employed in the home air defense, conducted their offensive operations extremely systematically and effectively thus demonstrating, for the first time in history, the strategic importance of a modern instrument of air-power vital to the over-all war effort. In view of the simultaneous and extensive Allied air activities in the rest of Europe, especially in France, the strength and striking power particularly of the American air forces became evident. Moreover, the American operations against the Reich's territory in May definitely established the perfection of the American air armament system as well as justified the American strategic principles and offensive tactics. Despite many setbacks and heavy

losses, the purposeful action and the perseverance of the American air command led to success: The American air forces maintained the air supremacy over the Reich's territory in daytime. They had won freedom of operation in March and April and could now, operating in daytime with bomber forces of the same strength, obtain in a shorter period of time better effects in their attacks than the British night bomber groups did.

The following operations were conducted by the American air forces against targets in the Reich's territory during May:

17 large-scale attacks from the British air base and

4 large-scale attacks from the Italian air base.

Low-level strafing attacks by fighter forces against 164 villages and small towns in the sector of the XI Luftgau kommando (air force administrative command) and in the western part of the sector of the III Luftgaukommando and against 32 industrial targets including

6 aircraft factories,

1 mineral oil plant,

4 power plants.

The bombs were dropped:

In the cases of 15 attacks with visual observation of the ground,

in the cases of 3 attacks with limited visual observation of the ground, and

in the cases of 2 attacks without visual observation of the ground.

A planned large-scale attack on 4 May failed owing to bad weather.

It was on three days that the American air forces stationed in Great Britain and in Italy presumably operated in directly coordinated action.

Owing to bad weather conditions no large-scale air operations were conducted during the periods from 2 to 6 and from 14 to 18 May.

The following operations were conducted during these periods:

On 6 days only reconnaissance missions,

on 3 days low-level attacks carried out by fighters and fighter-bombers against airfields ~~and transportation facilities~~,

on 4 days low-level attacks carried out by fighters and fighter-bombers against airfields and transportation facilities,

on 1 day no reconnaissance and offensive activities.

For the period from 1 June 1944 to D-day (6 June 1944) there is no German documentary material available which provides information on the American air operations against the Reich's territory. Since weather conditions were unfavorable for flying purposes during the week before the beginning of the invasion it can be assumed that the American air activities were confined to reconnaissance missions and low-level attacks with fighters and fighter-bombers against airfields and transportation facilities. Information on the effects of such attacks is contained in the document of the Generalluftzeugmeister (Chief of the Luftwaffe Special Supply and Procurement Service) (GL/A No. 3232 Top Military Document):

"By air raids against airfields and industrial establishments the following aircraft were destroyed in the period from 31 May to 3 June:

1 Me 109,

15 FW 190,

41 Ju 88.

The daytime air operations against the Reich's territory revealed the following objectives of the American air command:

Paralysation of the striking power of the German Wehrmacht, in particular that of the German Luftwaffe, by large-scale attacks against the fuel industry in Central Germany and near Stettin, the air armament plants in the areas of Vienna and Braunschweig as well as against the key industries in the Reich'sterritory and in Lorraine and by low-level attacks with fighters and fighter-bombers on used airfields and on repair and production establishments of the aircraft industry.

Effective disruption of the communication routes between the western section of the Reich's territory and the western territories occupied by Germany by large-scale attacks on transportation facilities in North-Western Germany, in Lorraine, in the Saar area, in Luxembourg,and Belgium as well as by low-level fighter attacks against transportation facilities, trains, and inland navigation in the Reich's territory. Paralysation of the will of the population of the Reich's capital to resist by 4 large-scale attacks on Berlin.

Disturbing of the naval armament by a large-scale attack on the ship-building yards of Kiel.

No specific point of main pressure was recognized in the American operations in May.

The consequences of the American air attacks were different in nature. The beginning of the bomber operations against the factories of the German fuel production in the Reich's territory and in the Balkans caused the first disruption of the fuel supply of the German Luftwaffe and Wehrmacht.

The danger arose that by a persistent continuation of this disruption the German Wehrmacht would be deprived of its vital resources which would mean certain German defeat. The extent of the effects of the American bombing

raids in May on installations of the German fuel production is illustrated by the following data*:

Aircraft fuel supply of the Luftwaffe at the beginning of May 1944:

540 000 tons,

monthly output of the German aircraft fuel production up to 1 May 1944:

180 000 tons,

German aircraft fuel production in May 1944:

120 000 tons,

Average monthly German aircraft fuel consumption during the first half of 1944:

roughly 150 000 tons,

aircraft fuel drawn from the German aircraft fuel supply stocks in May (consequences of the American air attacks):

32 000 tons.

At the end of May 1944 the German High Command could estimate by calculation that the aircraft fuel supplies would be depleted after 17 months, i.e. approximately by the end of the year 1945. This calculation was based on the assumption that the American air effort as well as the German aircraft fuel consumption would remain constant and the aircraft fuel supply stocks would not be subjected to air attack.

The American bombardments in May did not succeed in destroying the so-called vital centers of the hydrogenation and mineral oil plants under

Note: * The data have been taken from a study of the former Department of Military Science of the Luftwaffe, prepared in autumn, 1944, and from a report of the specialist for fuel supply with the Wehrmacht High Command - Wehrmacht Operations Staff, dated June, 1944.

attack and impaired the supply of the German Wehrmacht with fuel for motor vehicles and fuel oil to a negligible extent only. However, the American air attacks on the oil base in the Balkans as well as the mining of the Danube River by British air forces brought about a considerable disturbance of the crude oil delivery to the Reich's territory, which constituted a serious danger for the securing of the fuel supply to the German Wehrmacht.

Aircraft plants and repair as well as manufacturing establishments for aircraft incurred heavy damages by the American air attacks. A great number of aircraft was lost. Only during the period from 20 to 29 May, 133 aircraft were destroyed and 54 aircraft were damaged in the manufacfuring establishments of the industry. On the whole, the manufacturing process and the repair activities in the German aircraft industry were seriously hampered and the expansion of this industry was visibly delayed. Also the manufacture of the night fighter type He 219 in the area of Vienna came almost to a deadlock and the output of the fighter aircraft type Me 109 with special Type Fu 16 ZY instrument set was delayed by a period of four weeks. It is, however, particularly worth mentioning that, in spite of the heavy American air attacks in April and May 1944, the German air armament succeded in increasing its output of single-engine and twin-engine fighter as well as ground-attack aircraft by a wider dispersion and transfer of its manufacturing establishments; some of them were located underground.

The American low-level attacks carried out by fighter aircraft against airfields in connection with the consequences of the American air supremacy, of the numerous air alerts and with the general insecurity in the air space over the Reich's territory brought about an extensive disturbance of the flight training at the flying schools and of the formation

of the day and night fighter units thus weakening the striking power of the Luftwaffe in the long run. In April and May 1944 ,67 aircraft were shot down while the latter were on training, transfer , or travel flights over the Reich's territory or over the western territories occupied by Germany. The majority of these losses was sustained over Southern Germany.

The American bomber attacks in May on the transportation facilities in North-Western Germany and in the western frontier areas caused heavy damages especially to railroad stations and brought about the destruction of a great number of rolling stock. The Allied command, however, did not succeed in considerably hindering or completely stopping the supply traffic from the Reich's territory to the western areas occupied by Germany. The Allied command had failed to direct its attacks against the bottlenecks in all the east-west supply routes and to sustain the effect once obtained by repeated attacks. The dense German railway network permitted detouring. The German railway administration which functioned excellently cleared blocked stations and tracks in a short period of time.

Four American large-scale attacks directed against the city area of Berlin in May 1944 inflicted heavy damages on buildings, especially in the central section. The damage caused to industrial installations was slight. Any demoralizing effect of a larger extent, however, could not yet be obtained. Similar as in London in the autumn of 1940 a growing will of the population to resist could be observed. In May 1944 the total losses of the population of Berlin amounted to:

1021 dead,

2645 wounded, and

121 676 homeless.

The over-all effect of the American daytime air attacks on targets in the Reich's territory and in the Balkans was great. In view of the high expenditures of aircraft and air-drop explosives it was beyond any doubt that a maximum effect to speed up the German collapse was not achieved. The American air command did not seem to have the tendency of placing particular emphasis on certain objectives during the operations in May but rather selected a number of various targets. If already in May 1944 all American large-scale attacks had been directed exclusively against the installations of the German oil industry, the American air warfare would have been considerably more economical, which means that the German resistance in Europe would have collapsed earlier.

In May 1944, the American offensive operations had reached a certain degree of perfection in respect to the assemblies over the air bases, the echelonment of the approaching and returning bomber divisions in respect to time, the offensive and bomb release tactics, as well as to the cooperation between bomber and fighter aircraft. It was because of the superiority of the American air forces to the German air defense forces that the former did not carry out feint, diversion, and outflanking maneuvers when they conducted their daytime operations against the Reich's territory. The bomber divisions operating independently almost ever attacked a great number of targets in the respective areas under attack. The American fighter forces of which the strength had considerably increased were in a position to demonstrate their superiority in the air in various respects. Especially impressive was the perfect and accurate cover provided by them for the bomber forces as the latter approached and returned to their bases. The fighter cover flying up to an hour ahead of the bombers made the commitment of the German defense forces against the bombers extremely difficult

and sometimes even impossible at all. This was especially so since the total duration of flight of the German fighter aircraft was extremely limited. The American fighter cover missions flown in the flanks of the approaching bombers often prevented the approach of the German fighter units to the bomber streams. The systematic operations of the American fighters released from their bomber escort mission against the German defense forces in the form of low-level attacks on airfields also deep in the Reich's territory produced a considerably paralysing effect on the organization of the German defenses. The numerous individual operations of the American fighters outside the large-scale bomber attacks which were conducted in the form of strafing and fighter-bomber attacks against airfields, transportation facilities, and industrial installations clearly demonstrated, in addition to their destructiveness, the American air supremacy by their nuisance effects on the German economy. It was sometimes observed that American fighters conducting low-level attacks became distracted and uneasy due to antiaircraft fire. Sometimes the effectiveness of the light antiaircraft guns was reduced by low-level flight.

b.) Commitment of the I Fighter Corps

In spite of the weather conditions mostly favorable for defense purposes and unchanged numerical strength of the fighter units the German defensive operations in May 1944 scored only little success. Although on four days of large-scale attacks heavy losses could be inflicted on the American attacking forces, the American total losses did not even amount to 2 per cent. The German total losses, however, were heavy and the number of damaged aircraft was considerable. It was not possible to increase the operational readiness and the striking power of the German day fighter forces

by intensifying the supply of aircraft and crews.

The American superiority in the air was demonstrated by the following relations of forces:

American total effort (Bombers and fighters)	:	German total effort (single- and twin-engine fighters)
7,7		1
American fighter effort	:	German total effort
3,8		1

In view of this American supremacy the German fighters had neither succeeded in preventing bomber attacks nor in preventing bombers from aiming accurately in releasing their bombs.

The centralized command of the I Fighter Corps had not been able to concentrate the day fighter forces deployed all over the Reich's territory in respect to time and space to commit them against each American large-scale attack. Owing to the long periods required for assembly and the long distances to be covered in the approach flights the fighter units often arrived over the target areas too late or were forced to land as a result of fuel shortage. This applied primarily to those cases in which the American bombers operated exclusively over the periphery of the Reich's territory, in the North, West, and South. The German day fighter forces could rarely now approach the attacking bomber units since the former were caught by surprise by American fighters sometimes already during their assembly but mostly on their approach flight. Whenever German fighter units succeeded in attacking an American bomber stream it was surprising in what a short period of time the American fighter forces were concentrated in the area in which the bombers were under attack.

On the other hand, the outstanding prudence and cleverness of the ground control staffs of the German fighter divisions should be particularly noted. When the picture of the air situation was clear they succeeded, in a real cat and mouse play, in covering the fighter units flying in close formation against early attack by American fighters operating at high altitudes by rerouting them through voice-radio communication.

The heavy losses as well as the great physical and psychological strain imposed on the German fighter pilots reduced the combat value of the units in April and May 1944. The young replacements showed deficiencies in the fields of flight and radio engineering training. They lacked combat experience, in particular in respect to high-altitude operations. Time and opportunities for training in the operational units was lacking to an increasing extent. The shortage of qualified commanders for flying formations increased. The excessive strain caused by almost uninterrupted commitment resulted in combat weariness in the units. Experienced fighter pilots reached the limits of their efficiency. They were worn out by the many missions they had flown and needed a rest. All these factors together formed the reason for a number of misdirected missions and failures.

For the first time, authorized and unauthorized agencies of the Wehrmacht, Luftwaffe, government and party unjustifiedly reproached the fighter units of the home air defense for cowardness. In view of these reproaches it should be noted that the inferior German day fighter forces which fought bravely were, especially in May, subjected to the heaviest strain which admittedly reduced their substance of personnel and matériel yet did not seriously obstruct the overall structure of these forces.

The limited American offensive activities against the Reich's territory in the first week of June offered the day fighter forces of the home air defense a brief respite for regeneration. Thus it was possible that the day fighter wings of the home air defense were relatively intact and ready for defensive operations against the invasion in France.

c.) Special Information

It is worth mentioning that the Supreme Commander of the Wehrmacht and the Commander in Chief of the Luftwaffe reproached the day fighter forces of the home air defense for their failing to repulse the American bomber attacks on the Reich's territory; these reproaches were made in view of the dangerous effects which these bomber attacks had on the fuel situation of the German Wehrmacht. Both commanders in chief, however, had not recognized the necessity to equip the day fighter forces with a fighter aircraft type of technical superiority which offered the possibility of regaining the air supremacy over the Reich's territory and of bringing the American day attacks to an end. At a time when the day fighter forces of the home air defense were in a critical situation the Supreme Commander of the Wehrmacht tokk a decision which speeded up, perhaps even brought about, the German collapse. The records of the former Branch of Military Science of the Luftwaffe contain the following passage regarding the teletype message: "Reichsmarschall Adj., No. 1441/44" :

" On 28 May 1944 the Reichsmarschall directed, in compliance with a Fuehrer directive, that the Type 262 aircraft was to be employed as super-speed bomber exclusively. For the time being, the aircraft was not to be used as a fighter. This type of aircraft was withdrawn from the sphere of responsibility of the General of the Fighter Forces and was immediately put

under the direction of the General of the Bomber Forces. All the material collected by the General of the Fighter Forces as well as the total personnel detailed by the General of the Fighter Forces for testing etc. purposes was put under the control of the General of the Bomber Forces."

This decision put a temporary stop to the purposeful endeavor of the General of the Fighter Forces to bring about a turn in the daytime air warfare by speedy employment of the technically superior jet fighter aircraft Me 262 in the home air defense.

d.) Successes and Losses in May 1944

In May 1944, the average total strength of day fighter aircraft in operational condition in the sector of the I Fighter Corps amounted to:

450 single-engine and

150 twin-engine fighter aircraft.

A study of the former Branch of Military Science of the Luftwaffe however, contains the following statement:

"On 23 May 1944, the number of fighter aircraft committed in the area of the Air Fleet Command Reich amounted to a total of 777. The flight personnel available amounted to 994. To raise the strength of these fighter forces the transfer of personnel from the First to Sixth Air Fleet Commands as well as from the Air Fleet Command South-East was ordered.

The twin-engine fighter forces of the Air Fleet Command Reich consisted, on 24 May 1944, of a total strength of 208 aircraft and 208 crews."

The author does not doubt the correctness of these numerical data which were presumably taken from the documents of the Luftwaffe High Command. The following were the reasons for the differences between the data from the war diary of the I Fighter Corps* and those from the Branch of Military History of the Luftwaffe:

The Corps Headquarters of the I Fighter Corps quoted the average strength of single-engine and twin-engine fighter aircraft ready for operational employment during May.

The Branch of Military History of the Luftwaffe (Luftwaffe High Command) quoted all the aircraft and crews listed in the records of the Luftflottenkommando Reich on 23 respectively 24 May 1944.

Consequently, these figures also included:

Aircraft and crews assigned to the Air Fleet Command Reich but which had not arrived yet,

aircraft which were in the repair installations of the units because of minor damages or exchange of engines (maintenance platoons or air base workshops),

aircraft of which the radio equipment was not intact,

aircraft and crews of those units which were withdrawn from operational employment for a short period for regeneration purposes,

new crews who were not yet fit for operational employment,

.....

Note: * In May 1944, the headquarters of the I Fighter Corps was the only command staff in the area of the Air Fleet Command Reich which had day fighter aircraft at its disposal.

crews on leave or temporarily sick,

crews who, as a result of an emergency landing or parachute jumping, could not have yet returned to their units.

From the various numerical data the following degrees of operational readiness were calculated for the 23 respectively 24 May 1944:

58 % in the case of single-engine fighter aircraft and

71 % in the case of twin-engine fighter aircraft.

Moreover, this shows that general numerical data on strengths were not suited for an assessment of the striking power of the respective day fighter units of the home air defense. On principle, the degree of operational readiness of air units is dependent, among other factors, on the respective war theater, the strain imposed upon these units, and on technical as well as training standards. Attention is called to the great fundamental confusion which can be caused by numerical data if they are submitted without detailed explanation of their origin.

Finally, it should be noted that the Commander in Chief of the Luftwaffe, in full recognition of the questionable value of general numerical data, had the the Corps Headquarters of the I Fighter Corps inform him daily in the morning and in the evening on the state of operational readiness of the single-engine and twin-engine fighter units.

Total number of day fighters committed in the sector of the I Fighter Corps in May 1944: 3618 aircraft

Total losses of aircraft in the sector of the I Fighter Corps in May 1944: 384 aircraft which is 10,7% of the total effor

Enemy losses over the Reich's territory in the sector of the I Fighter Corps in May 1944: 530 aircraft not including those shot down by antiaircraft artillery.

This figure represents 1,9 % of the estimated total effort against the Reich's territory in May 1944 amounting to 27 700 American aircraft of which about 13 000 were fighter aircraft. The effort from the American air base in Italy is included in this estimate.

In addition, incomplete records of the former Branch of Military Science of the Luftwaffe show the following figure for the American losses of aircraft over the Reich's territory due to antiaircraft fire in May 1944:

111 aircraft definitely shot down by antiaircraft artillery.

Thus, the American total losses over the Reich's territory in May 1944 amounted to the following figures:

Losses due to fighter aircraft:	530 aircraft, which is 1,9%
Losses due to antiaircraft artillery:	111 aircraft, which is 0,4%
Total losses:	641 aircraft, which is 2,3%

2.) American Attack on Transportation Facilities and Industrial Installations in the Area of Metz and Saargemuend on 1 May 1944

(See sketch: home air defense, supplement 196!)

Enemy Effort

The transportation facilities and the installations of the

heavy industry in the area of Metz and Saargemuend were attacked by 300 bombers which were escorted by 150 single-engine fighters.
The aircraft approached across the Channel coast between Ostend and Dunkirk flying in south-eastern direction into the area of Metz, Nancy, and Saarbruecken. They returned in north-western direction via Belgium and Schelde Estuary.

Results of the Attack: In the area of Metz and Saargemuend:

Heavy damage to transportation facilities and slight damage to industrial installations.

Commitment of the I Fighter Corps

The following forces were employed:

By the 3rd Fighter Division: The 1st Fighter Wing in directio of Luxembourg
The Fighter Wing for Special Employment in direction of Metz.

Total Effort: 97 Fighter Aircraft

Approaching the target area the fighter aircraft of the 3rd Fighter Division were engaged in fierce air combat with American fighters. The war diary of the I Fighter Corps does not contain any information on the commitment of the units of the Third Air Fleet Command.

Enemy Losses: 2 aircraft definitely shot down.

Losses of Friendly Forces: 6 aircraft.
(As of 2 May 1944, 12:00 hours) Losses of personnel: 5 wounded, 1 missing.

Weather Conditions: The weather was favorable for defense purposes.

3.) American Reconnaissance Operations on 2 and 3 May 1944

Enemy Effort

On 2 and 3 May a small number of American aircraft flew reconnaissance missions over the Reich's territory.

Commitment of the I Fighter Corps

The corps was not operationally employed owing to bad weather conditions.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

4.) American Bomber Operation on 4 May 1944

(See sketch: home air defense, supplement 1971)

Enemy Effort

The American air force stationed in Great Britain started an operation against the Reich's territory with 400 bombers, 250 single-engine and 150 twin-engine fighters. It was presumably the intention of this force to attack targets in central Germany. The bomber units penetrated across the Dutch coast between Den Haag and Schelde Estuary in eastern direction. When the first elements had reached the area of Muenster, Osnabrueck, and Rheine they changed to return routes. The majority of the bombers changed to western course over Dutch territory. Returning they released a number of single bombs on open terrain and on the empty airfield of Bergen op Zoom in Holland. The majority of the bombs was released

during the return flight over sea. Elements of the American escort fighters penetrated into the area of Oschersleben and Eisenach. While the attacking forces were approaching the German radio intelligence repeatedly intercepted orders from the American air command in Great Britain calling the units back. The Corps Headquarters of the I Fighter Corps assumed that the American operations were broken off because of a sudden break in the weather over Great Britain. In view of the existing weather situation the returning attacking forces could have released their bombs on German cities as alternate targets. It could, therefore, be assumed that the American bomber units had been directed to bomb only military or other targets important for the armament effort. However, it likewise could have been possible that, because of the break in the weather over the Island of Britain, the American units were speedily heading for their bases and for this reason desisted from approaching occasional targets, which would have been time consuming.

Commitment of the I Fighter Corps

The following forces were employed:

By the 2nd Fighter Division: A combat unit of the 11th Fighter Wing after assembly over Bremen in direction of Osnabrueck.

By the 3rd Fighter Division: A combat unit of the 1st Fighter Wing in direction of Hildesheim. A combat unit of the Fighter Wing for Special Employment in direction of Paderborn. The wing did not engage in combat.

Total Effort: 197 fighter aircraft.

Enemy Losses: 8 Type Thunderbolt fighters definitely shot down.

2 Type Thunderbolt fighters probably shot down.

Losses of Friendly Forces: 1 aircraft.

5 aircraft received over 60% damage.

(As of 5 May 1944, 11:00 hours)

Losses of personnel: 1 killed,

1 wounded,

1 missing.

5.) American Reconnaissance Operations on 5 May 1944

Enemy Effort

On 5 May only a few American reconnaissance aircraft appeared over the Reich's territory.

Commitment of the I Fighter Corps

The corps was not operationally employed.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Special Information: Hauptmann Tratt, the former Commanding Officer of the 2nd Group/26th Twin-Engine Fighter Wing, was later awarded the addition of the oakleaf cluster to the knight cross of the iron cross.

6.) American Low-Level Attacks on Airfields on 6 May 1944

(See sketch: home air defense, supplement 198!)

Enemy Effort

The American air force stationed in Great Britain conducted the following operations:

Low-level strafing attacks against 5 airfields in the area of Quakenbrueck, Osnabrueck, and Bremen with 25 fighter aircraft during the period from 18:23 18:43 hours.

Low-level strafing attacks against airfields in the area of Aalborg with 3 Type Mustang fighter aircraft during the period from 18:44 to 19:34 hours.

Low-level attacks with 20 aircraft on a German shipping convoy in the sea area near the island of Borkum during the period from 18:35 to 19:09 hours.

A reconnaissance mission with a single aircraft over the area of Schelde Estuary and Antwerp during the period from 1944 to 20:00 hours.

Results of the Attacks:

Air base Aalborg-East: 1 Type He 111 aircraft destroyed, 2 wounded. Otherwise only slight damages on the attacked airfields.

Commitment of the I Fighter Corps

The following aircraft were employed:

By the 2nd Fighter Division: 4 fighter aircraft.

Enemy Losses: 1 aircraft definitely shot down.

Losses of Friendly Forces: None.

7.) American Attack on Berlin on 7 May 1944

(See sketch: home air defense, supplement 199!)

Enemy Effort

Beginning at 06:45 hours the German radio intelligence observed

the assembly of the three American bomber divisions in the area of Norwich. The bomber units which were protected by strong fighter forces left the island from 08:25 hours on and crossed the Zuider Sea in eastern direction. The 2nd Bomber Division changed to a southern course over the area of Quakenbrueck and attacked Osnabrueck and Muenster without visual observation of the ground. The aircraft returned in north-western direction via Holland. The 1st and 3rd Bomber Divisions flew from the area of Osnabrueck in eastern direction into the area of Stettin and Berlin. The Reich's capital was bombed from the North-East without visual observation of the ground. A number of bombs was dropped on Stettin. The bombers left the target area flying initially in southern, later in north-western direction into the area of Stendal from where they returned ~~xxxxxxxxxxxx~~ in western direction to their bases. In addition to the fighter units which penetrated on escort missions into the area of Stettin and Berlin, other fighter forces intruded across the North Sea coastal area into the area of Rostock and across Schelde Estuary into the area of Aachen. According to German reports the total strength of the American forces committed against the Reich's territory on 7 May amounted to 700 bombers, 300 single-engine and 150 twin-engine fighters. Medium damage to buildings and slight damage to industrial installations were caused in Berlin.

Commitment of the I Fighter Corps

Owing to weather conditions the commitment of fighter aircraft was not possible. ~~The 2nd Group/26th Twin-Engine Fighter Wing xxxxxxxxxxxxxxxxxx~~ The 2nd Group/26th Twin-Engine Fighter Wing of the 1st Fighter Division was assembled over Frankfurt on the Oder for the case that American bomber bomber units had proceeded ~~xxxxxxxx~~ beyond Berlin in eastern direction without fighter escort.

Total Effort: 28 twin-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: Fighter units could not start because of the extremely dense cloud cover throughout the entire Reich's territory. Even in the cases of cloud breaks of 2/10 in the area south of Berlin the aircraft could not take off, since it could not be predicted with certainty that adequate cloud breaks would exist when the aircraft were returning to land. The start of fighter aircraft from the Main River area around Frankfurt would have been possible but of no importance for the air situation in respect to the repulsion of intruding aircraft.

Over the target areas during the bomber attack: 10/10 stratus clouds at altitudes from 500 to 2000 meters, good high-altitude visibility, orientation by visual observation of the ground was not possible.

Special Information:

Results of the Attack on Berlin:

During the period from 10:34 to 11:44 hours 1100 demolition bombs, 55 000 incendiary bombs equipped with a special sting at their points (German: Stabbrandbomben), and 1200 liquid-incendiary bombs were dropped mainly on the central and on the north-western sectors of the city.

Damage to material and losses of personnel:

282 buildings totally destroyed,

1942 buildings damaged,

380 killed,

592 wounded, and 17 500 homeless.

Fire in the Reich's chancellery. "Haus der Flieger" (German: House of the Flyers) and the police headquarters hit.

Sections of the city especially hit by the attack:

Alexander -Square, Pankow, Horst Wessel - Square, Lichtenberg, Treptow, Oberschoeneweide, Schoeneberg, and Zehlendorf. The streetcar traffic partially interrupted, the South - Ring blocked. The water and gas supply in the central sector of the city partially interrupted. Power plant of Rummelsburg hit.

8.) American Attack on Berlin and Braunschweig on 8 May 1944

(See sketch: home air defense, supplement 2001)

Enemy Effort

Berlin and Braunschweig were the targets for an attack by a total force of 750 bombers which were escorted by 500 single-engine and 200 twin-engine fighters. The bombs were again released on both cities without visual observation of the ground. For this reason the attacks caused primarily damage to buildings, in Berlin medium and in Braunschweig slight damage to industrial installations.

The offensive operations were conducted as follows:

The assembly of the American bomber divisions could be intercepted from 06:30 hours on. The attacking forces started their approach flight over the Island of Britain at 08:15 hours in eastern direction. After flying across the Zuider Sea the bombers reached at first the area north of Hannover. Here the 2nd Bomber Division and elements of the 3rd Bomber Division flew across the areas of Parchim, Neustrelitz,

and Prenzlau and changed to south-western courses to attack the Reich's capital. All bomber units had direct fighter protection up to and beyond the target areas. In addition, a strong fighter cover to the South penetrating up to the area of Central Germany was observed. The offense forces returned in western direction across the Dutch coastal area.

Commitment of the I Fighter Corps

For weather reasons, only the areas of North-Western Germany and south of Frankfurt on the Main were suited for assembling.

The following forces were employed:

Units of the 1st Fighter Division: After assembly over Hamburg in direction of Hannover.

Units of the 2nd Fighter Division: After assembly over Stade in direction of Hannover.

Units of the 3rd Fighter Division: A combat unit of the 1st Fighter Wing after assembly over Muenster in directio of Nienburg.

A combat unit of the Fighter Wing for Special Employment after assembly over Mannheim in direction of Hannover.

Small combat units of the 1st to 3rd Fighter Divisions started for a second mission against returning bomber units.

The following units could not be employed owing to bad weather:

Units of the 7th Fighter Division and the 26th Twin-Engine Fighter Wing of the 1st Fighter Division.

Air combat causing losses to both sides took place in the area of Hannover and Braunschweig.

Total Effort: 400 fighter aircraft.

Enemy Losses: 62 bomber and 17 fighter aircraft;
that is: 79 aircraft definitely shot down.
2 bomber and 3 fighter aircraft;
that is: 5 aircraft probably shot down.

Losses of Friendly Forces: 43 aircraft.
Losses of personnel: 15 killed,
14 wounded,
10 missing.

(As of 10 June 1944, 14:00 hours)

Weather Conditions: Area of the 1st Fighter Division: Dense stratus clouds, lower ceiling 150 meters, upper ceiling 3500 meters.
Area of Frankfurt: Lower cloud ceiling 1000 meters.
West of the general line Luebeck - Hannover: Weather conditions favorable for defensive operations.
High-altitude winds: 20 degrees, 50 kilometers per hour to 70 kilometers per hour.

Special Information:

a.) Results of the Attack on Berlin

During the period from 10:38 to 11:36 hours, 1600 demolition bombs, 40 000 incendiary bombs equipped with a special sting at the point (German: Stabbrandbombe), and 1100 liquid-incendiary bombs were dropped.

Damage to material and losses of personnel:

425 buildings totally destroyed,
1798 buildings damaged,
253 killed,
349 wounded, and
26 385 homeless.

Sections heavily hit: Karlshorst, Koepenick, Treptow, Oberschoeneweide, Neukoelln, Rummelsburg, Moabit, Schoeneberg, Tiergarten, Prenzlauerberg, and Gesundbrunnen.

Damage to the AEG (German: Allgemeine Elektrizitaetsgesellschaft) - plants in Treptow, Gesundbrunnen, Oberschoeneweide, and Koepenick.

Bomb hits in : Water-works of Rummelsburg, arms factory in Treptow, railroad passenger and freight stations in Stettin. Interruptions of the ~~xxxxxxxxxxx~~ subway and streetcar traffic, subways~~xxxxxx~~ caved in which caused heavy losses of personnel.

b.) On 8 Mau 1944 Leutnant Muenster, Commanding Officer of the 5thSquadron/ 3rd Fighter Wing (Assault group) was killed in action ramming an American bomber. Leutnant Muenster was credited with 93 enemy aircraft shot down at all theaters of war and was posthumously awarded the addition of the oakleaf cluster to the knight cross of the iron cross.

9.) American Attacks on Transportation Facilities in the Area of Luxembourg and Diedenhofen on 9 May 1944

(See sketch: home air defense, supplement 201!)

Enemy Effort

The attack of 200 American bombers, 200 single-engine and 100 twin-engine fighters was directed to transportation facilities and industrial installations in the area of Luxembourg and Diedenhofen. The attacking forces approached and returned via the Belgian Channel coast, Belgium, and Luxembourg.

Results of the Attack:

In the city of Luxembourg: Medium damage to buildings and transportation facilities.

In Diedenhofen: Medium damage to buildings and industrial installations.

On the airfield of Diedenhofen-Niederjeutz: Damage to grounded aircraft.

Commitment of the I Fighter Corps

The following forces were employed:

By the 3rd Fighter Division: A combat unit of the 1st Fighter Wing in direction of Bonn.

A combat unit of the Fighter Wing for Special Employment in direction of Trier.

The units employed did not engage in combat.

Total Effort: 114 fighter aircraft

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

10.) American Attack on Wiener-Neustadt on 10 May 1944

(See sketch: home air defense, supplement 202!)

Enemy Effort

From 05:05 hours on American bombers were observed assembling over the Island of Britain. At 08:10 hours the first units started from the area of Norwich to fly their their offensive mission in eastern direction. Shortly before reaching the Dutch coast the broke off their operations, presumably because of weather conditions, and changed to western courses. Only a few small fighter units intruded across the Zuider Sea into the area of Oldenburg.

A number of Type Mosquito aircraft approaching across the Baltic flew

reconnaissance missions over the area of Berlin, ~~xxxxxxx~~ moreover over the Ruhr area and over the area of Frankfurt on the Main.

At 07:45 hours it was observed that American units began assembling over Foggia in Italy. The bombers ~~xxxxxx~~ started from the Italian base at 08:40 hours. After they had, being escorted by strong fighter forces, reached the area off Ancona they changed to north-eastern courses and proceeded, flying in two streams, via the area of Agram to the eastern corner of Lake Balaton and to the Neusiedlersee. From these areas and approaching from the South-East in many small waves at considerably different altitudes they attacked they aircraft factories in Wiener-Neustadt. After the attack they returned in southern direction to Italy. Strong fighter forces had flown ahead of the bombers into the target area. The total strength of the forces participating in the attack on Wiener-Neustadt amounted to 600 bombers, 300 single-engine and 200 twin-engine fighters according to German reports. The aircraft factories in Wiener-Neustadt sustained heavy damages.

Commitment of the I Fighter Corps

The following forces were employed:

To repulse British forces intruding across the North Sea:

By the 3rd Fighter Division: Combat units of the 1st Fighter Wing and the Fighter Wing for Special Employment. The aircraf assembled over Kassel. After the American bomber had broken off their operations, both combat units were ordered to land.

To repulse the attack on Wiener-Neustadt:

By the 7th Fighter Division: The 1st Group/5th Fighter Wing and the 3rd Group/3rd Fighter Wing. After assembly over Passau the aircraft proceeded in direction of Wiener-Neustadt. The 1st and 4th Groups/27th Fighter Wing of the Fighter Commander Ostmark as well as the 1st Group/53rd Fighter Wing (temporarily stationed in the sector of the Fighter Commander Ostmark). After assembly over Bruck on the Mur the aircraft proceeded in direction of Lake Balaton.

Elements of the units of the 7th Fighter Division started on a second mission directed against returning bombers.

Total Effort: 175 fighter aircraft.

Enemy Losses: 21 bomber and 3 fighter aircarft;
that is: 24 aircraft definitely shot down.
3 bomber aircraft probably shot down.

Losses of Friendly Forces: 3 aircraft
7 aircraft received over 60% damage.
(As of 11 May 1944, 10:00 hours)
Losses of personnel: 5 killed,
1 wounded,
3 missing.

Weather Conditions: Croatia: Light stratus clouds above 1000 meters.
North-Western Hungary: cloudless.
Are of Munich: 5/10 to 7/10 high upsloping clouds at an altitude of 7000 meters, hazy.
Area of Vienna: 3/10 upsloping clouds at an altitude of 7000 meters. High-altitude winds at 5000 meters: 270 degrees, 50 kilometers per hour.

11.) American Attacks on Transportation Facilities in the Area of Muelhausen, Luxembourg, and Saargemuend on 11 April 1944

(See sketch: home air defense, supplement 203!)

Enemy Effort

Although in the late afternoon the assembly of all three American bomber divisions was recognized, only the units of the 2nd Bomber Division left, from 12:30 hours on and coming from the area south of London, the Island of Britain flying in southern direction. Over the area south of Paris they changed to south-eastern courses and flew xxxxxx by way of Dijon, Besançon into the area of Belfort and Muelhausen where they bombed transportation facilities. The aircraft returned in north-western direction via Châlons sur Marne and Somme Estuary to Great Britain.

Beginning at 16:00 hours the German radio intelligence reported the assembly of the 1st and 3rd Bomber Divisions in the area north of London. At 17:25 hours the units of both divisions started their flight over Thames Estuary. This force was divided as follows:
About 150 bombers flew across xxx Schelde Estuary in eastern direction into the area of Gilze-Rijen and Eindhoven where they changed to southern courses to attack transportation facilities in the area of Liége.

A small bomber unit crossed Schelde Estuary in south-eastern direction and directed its attack against transportation facilities in the area of Brussels.

The majority of the bomber aircraft of the 1st and 3rd Divisions crossed the Channel coast in the area of Ostend and Dunkirk and penetrated in south-eastern direction into the area of Trier, Saargemuend, and Luxembourg.

In this area mainly transportation facilities were bombed. All bomber units returned in north-western direction.

A total force of 400 bombers, 300 single-engine and 100 twin-engine fighter aircraft took part in the operations on 11 May in the afternoon. Medium damage was caused by the bombing raids to transportation facilities and industrial installations in the areas of Muelhausen, Brussels, Liége, Trier, Luxembourg, and Saargemuend.

Commitment of the I Fighter Corps

The following forces were employed:

Against the 2nd Bomber Division:

By the 3rd and 7th Fighter Divisions: The Fighter Wing for Special Employment, the 3rd Group/3rd Fighter Wing, and the 1st Group/5th Fighter Wing on the first mission. The aircraft landed after the bombers had left the area of Muelhausen.

Against the 1st and 3rd Bomber Divisions:

By the 2nd Fighter Division: A combat unit of the 11th Fighter Wing in direction of Koblenz. The wing did not reach the American attacking units.

By the 3rd Fighter Division: Combat units of the 1st Fighter Wing and of the Fighter Wing for Special Employment on a second mission. After assembly over Bonn the aircraft engaged in air combat over the area of Liége and Trier.

ground , Oesau was thrown out and found dead near the burned aircarft. His death was caused by a fracture of his skull. The corpse of the brave commanding officer was, for the first time, placed on a bier in Bocholt Castle near St. Vith. The funeral took place on 20 May 1944 in Meldorf in Dithmarschen, the home of Oberst Oesau.

Photo of Oberst Oesau, killed in action on 11 May 1944

12.) American Attacks on Hydrogenetion Plants in Central Germany on 12 May 1944

(See sketch: home air defense, supplement 204!)

Enemy Effort

On 12 May 1944 the American air forces started the air operations against the German fuel industry. They operated with three bomber divisions from the British air base with a total strength of 900 bomber aircraft. The strength of the escort fighters employed reached a maximum of 800 single-engine and 400 twin-engine fighter aircraft,which sums up to 1200 fighter aircraft.

The German command succeeded, for the first time, in concentrating all day fighter forces of the home air defense against the American air armada. By committing a total force of 470 single-engine and twin-engine fighters the Corps Headquarters of the I Fighter Corps achieved the maximum defense effort in the strategic air war over the Reich's territory from 1943 to 1945.

In the extensive air space over the Rhine - Main plains a

By the 7th Fighter Division: The 1st Group/5th Fighter Wing and the 3rd Group /3rd Fighter Wing on a second mission. After assembly over Heilbronn the aircraft proceeded in direction of Kaiserslautern.

Total Effort: 131 fighter aircraft.

Enemy Losses: 4 bomber and 5 fighter aircraft;
that is: 9 aircraft definitely shot down.

Losses of Friendly Forces: 7 aircraft
2 aircraft received over 60% damage.
(12 May 1944, 11:00 hours)
Losses of personnel: 1 killed,
4 wounded,
7 missing.

Weather Conditions: West of the Maas : 7/10 to 10/10 ice clouds above 7000 meters.
Within the Reich's territory: cloudless, light haze.

Special Information:

On 11 May 1944, Oberst Walter Oesau, Commanding Officer of the 1st Fighter Wing, was killed in air combat against enemy forces of numerical superiority. He was credited with 117 enemy aircraft shot down and had been awarded the addition of the oakleaf cluster with swords to the knight cross of the iron cross.

Flying alone south-east of Liége Oberst Oesau was attacked by five American fighters at 18:00 hours. It was observed that,after long air combat, Oberst Oesau's aircraft dived at a steep angle flattening out shortly before reaching the ground apparently making a belly-landing. When the aircraft hit the

fierce air battle developed which wound up with heavy losses on both sides. The considerably inferior German defense forces, however, had not succeeded in preventing the American bomber force from penetrating to the central area of the German Reich. The American bombers struck deep wounds into the fuel producing armament base in Central Germany.

The American offensive operations were conducted as follows:

According to reports of the German radio reconnaissance the American assembly maneuvers over the area of Norwich began at 08:30 hours.

At 10:40 hours the 1st, 2nd, and 3rd Bomber Divisions left the area of the Island of Britain in south-eastern direction.

The aircraft crossed the coast between Dunkirk and Ostend and proceeded in south-eastern direction into the area of Koblenz and Frankfurt on the Main.

Small bomber units dropped their bombs on Koblenz and on Frankfurt on the Main and returned in north-western direction.

The majority of the bombers proceeded in eastern direction by way of Schweinfurt into the area north of Bayreuth.

Leaving this area the bomber forces split to fly in northern direction for the attack on industrial targets and airfields in the area of Halle, Naumburg, Jena, and Leipzig (American main effort), and in north-eastern direction for the attack on targets in the area of Zwickau, as well as, with about 150 four-engine aircraft, in eastern respectively in northern direction by way of Eger and the area 50 kilometers west of Prag for the attack on the hydrogenation plant in the area of Bruex.

The bombers returned in western direction.

All bombers were, when approaching the target areas, protected by strong fighter forces except when the flew over the area of Eger, Bruex, and Karlsbad.

In addition to the fighter forces directly protecting the bombers the following forces were observed:

As northern cover: Strong fighter forces intruding across Schelde Estuary, the area of Guetersloh, and paderborn to meet the bombers over Central Germany and to carry out low-level strafing attacks on airfiels.

To meet returning bombers: A number of fighter units intruding by way of Dunkirk in south-eastern direction into the area of Mannheim, Frankfurt on the Main, and Koeln.

Targets and Results of the Attacks: (First reports on 12 May 1944)

a.) Bomber Attacks:

Urban districts of Koblenz, Frankfurt on the Main, Halle, Naumburg, and Weissenfels. Slight damage to buildings was caused in all cities.

"Leuna"-works: Filtration plant hit, operation discontinued.

"Elisabeth-Leonhard-and Weissenfels"-mines in the area of Halle and Merseburg damaged.

Filtration plants at Wintershall near Luetzendorf damaged.

"Brabag"-works in Boehlen near Leipzig damaged.

Aircraft repair plant in Zwickau completely out of operation.

Filtration plant at Bruex - Maltheusen damaged.

Photo of the Hydrogenation Plant at Bruex prior to the American Air Attack on 12 May 1944

Airfields of Merseburg, Zwickau, and Schafstedt near Halle.

b.) Strafing Attacks:

Airfields of Weimar - Nohra, Koelleda, and Langensalza.

Strong ~~xxxxxxx~~ offense forces intruded from the American air base in Italy in northern direction. It was not ~~xxxxx~~ until these forces changed to southern courses over the area of Genova and Milano between 10:00 and 11:00 hours that the units of the 7th Fighter Division in Southern Germany and Austria obtained freedom of operation to repulse the American forces from the British air base.

Commitment of the I Fighter Corps

The following forces were employed:

By the 1st Fighter Division: A combat unit of the 3rd Fighter Wing in direction of Frankfurt on the Main. The units of ~~xx~~ the 1st Fighter Division successfully engaged in combat over the area of Frankfurt and shot down 30 bombers.

The 26th Twin-Engine Fighter Wing in direction of Dresden. The wing engaged in combat with bomber units operating without fighter escort over the area east of Karlsbad.

By the 2nd Fighter Division: A combat unit of the 11th Fighter Wing in direction of Frankfurt on the Main. After

successful repulsion of American fighter attacks this unit shot down 17 bomber aircraft.

By the 3rd Fighter Division: The 1st Fighter Wing and the Fighter Wing for Special Employment. The planned assembly over Giessen could not be materialized. In climbing, both wings were attacked by American fighters and involved in fierce air combat over the areas north of Giessen and west of Mannheim.

By the 7th Fighter Division: The 1st Group/5th Fighter Wing in direction of Frankfurt on the Main. Air combat with enemy fighter aircraft over the area of Frankfurt on the Main.

The 3rd Group/3rd Fighter Wing in direction of Frankfurt on the Main. Air combat with enemy fighter aircraft over the area of Mannheim.

A combat unit of the 27th Fighter Wing. After assembly over Passau the aircraft proceeded in direction of Frankfurt on the Main. Successful air combat with enemy fighters over the area east of Eschhorn.

Against returning bomber aircraft on second missions:

By all fighter divisions: Fighter aircraft reconditioned for operational employment from the area of Frankfurt. Air combat with enemy fighters over the area of Frankfurt anf over the area of Koblenz.

By the 3rd Fighter Division: Single-engine night fighters against the last bombers returning from the area of Karlsruhe without fighter escort which were reported to the 1st Fighter Division by aerial reconnaissance Air combat over the area of Siegen.

Total Effort: 1st mission: 419 single-engine and twin-engine fighters,
2nd mission: 51 fighters and single-engine night fighters.
Total: 470 aircraft

Enemy Losses: 72 bombers and 9 fighters;
that is: 81 aircraft definitely shot down.
9 bombers probably shot down.

Losses of Friendly Forces: 34 aircraft.
31 aircraft received over 60% damage.
(13 May 1944, 11:00 hours)
Losses of personnel: 10 killed,
18 wounded,
34 missing.

Weather Conditions: 0/10 to 3/10 thin cumulus cloud cover above 1000 meters.

Special Information:

a.) American bomber flight formation

During the attack on 12 May a new bomber was observed flight formation. The reinforcement of the individual bomber squadrons up to a strength from 25 to 30 aircraft probably had confronted the American command with the task of employing more aircraft than hitherto, which resulted in the attempt to change the flight formation. In the new formation 42 aircraft of one group and 20 aircraft of another group formed a combat wing; the conventional

method of upward stepping was retained.

b.) The results of the attack on the hydrogenetion plants on 12 May 1944:

(Source: report of the officer in charge of the fuel supply with the Wehrmacht High Command - Wehrmacht Operations Staff of June 1944).

"The following plants were temporarily put out of operation:

Plant Bruex	-	100 per cent,
Plant Troeglitz	-	100 per cent,
Plant Boehlen	-	50 per cent, and
Plant Leuna	-	60 per cent.

According to reports received later the damage was even heavier."

Photo of Hydrogenetion Plant Bruex after the American Air Raid on 12 May 1944*

13.) American Attacks on Stettin and Osnabrueck on 13 May 1944

(See sketch: home air defense, supplement 205!)

Enemy Effort

Since 10:20 hours the German radio intelligence intercepted American offense forces assembling over the Island of Britain. At 12:00 hours the units of the 1st and 2nd Bomber Divisions left the area of Norwich in north-eastern direction. The bombers changed to eastern courses over the sea

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Note: * The evaluation is not convincing.

area north of the island of Texel. They crossed the west coast of Jutland between the island of Sylt and Heide. The aircraft then proceeded via the Bay of Kiel, the Bay of Luebeck, the area of Stralsund and Rostock for the attack on Stettin and Tutow. After the attack the majority of the bombers returned in north-western direction by way of Nordschleswig into the North Sea area. Only a small bomber unit proceeded from Stettin in southern direction into the area of Frankfurt on the Oder and changed at first to an eastern course to proceed into the area of Poznan and then to a north-western course to return via the Baltic Sea. Its attack was directed against the aircraft plants in Poznan.

The units of the 3rd Bomber Division appeared at 13:00 hours flying over the Zuider Sea in eastern direction. They proceeded into the area of Hannover where they changed to western courses for the attack on Osnabrueck. For their return flight they chose the air route via Schelde Estuary.

Strong American fighter forces escorted the bombers up to the target areas. A portion of the American fighters attacked airfields in the sector of the 2nd Fighter Division or circled over German fighter airfields.

Results of the Attack: In Stettin medium damage to buildings and heavy damage to industrial installations, moreover considerable damage to transportation facilities.

Bomber units from the American air base in Italy had penetrated into the area of Bolzano. Thereby the fighter units of the 7th Fighter Division were tied up in Southern Germany up to 12:30 hours.

Commitment of the I Fighter Corps

The following forces were employed:

To repulse bombers intruding across the North Sea:

By the 1st Fighter Division: A combat unit of the 3rd Fighter Wing. After assembly over the Mueritzsee the aircraft proceeded in direction of Stralsund. Air combat in the area of Anklam and Demmin.

The 26th Twin-Engine Fighter Wing. Theaircraft assembled over Stettin and proceeded in direction of Frankfurt on the Oder to be committed against the bomber units intruding to the area of Poznan.

By the 2nd and 3rd Fighter Divisions: All units assembled over the airfield of Rotenburg and proceeded in north-eastern direction. Air combat in the area of Kiel.

To repulse an attack on Osnabrueck:

By the 7th Fighter Division: The 3rd Group/3rd Fighter Wing and the 1st Group/5th Fighter Wing in direction of the Brocken in the Harz. The units could not start until the aircraft intruding from the South had changed their course. They arrived in the area of Northern Germany too late to engage in combat with the 3rd Bomber Division andlanded on the airfield of Burg near Magdeburg.

Against bomber aircraft returning from the area of Stettin:

By the 7th Fighter Division: Units from Burg on a second mission in direction of Nordschleswig. Owing to difficulties encountered in restoring readiness for action on the airfield of Burg only 6 aircraft could fly a second mission (See special information).

It was intended to commit a second time the fighter aircraft of all fighter divisions which had landed within the sector of the 2nd Fighter Division. However, American fighters which controlled German airfields by flying at low altitudes prevented the second start of the units.

The units of the Fighter Commander Ostmark could not be committed because of bad weather conditions in Austria.

Total Effort: 253 single-engine and twin-engine fighters.

Enemy Losses: 10 bombers and 16 fighters;
that is: 26 aircraft definitely shot down.
3 bombers and 3 fighters;
6 aircraft definitely shot down.

Losses of Friendly Forces: 16 aircraft.
14 aircraft received over 60% damage.
(As of 14 May 1944, 10:00 hours)
Losses of personnel: 6 killed,
12 wounded,
18 missing.

Weather Conditions: Northern Germany: cloudless.
In the area of Stettin: 2/10 to 8/10 several strata of cumulus clouds.

Special Information:

The difficulties encountered in the second commitment of units of the 7th Fig ter Division in the sector of the 1st Fighter Division are described in the following teletype message:

Teletype message of the Corps Headquarters of the I Fighter Corps to the 7th Fighter Division: "On 13 May 1944 the take-off of the combat unit of the 7th Fighter Division at Burg for a second mission was delayed to such an extent that only some elements of this unit could be actually committed.

According to a report of the 1st Fighter Division 11 aircraft were fuelled in 10 minutes, further aircraft were fuelled in 20 minutes and the rest of the aircraft were fuelled in 40 minutes. The following report of the 1 Fighter Division is given for information purposes:

a.) After being taken over from the 7th Fighter Division the unit was correctly guided by the "y"*-method by the 1 Fighter Division.

b.) After it was noticed that the unit would arrive too late for commitment against bombers proceeding in eastern direction, the aircraft were directed to land at Salzwedel to be on hand as far in the West as possible for commitment against returning enemy aircraft.

c.) Without corresponding order from the 1st Fighter Division and without correspondingly informing this division the unit flies over the airfield

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Note: * "y"-method means

of Burg and lands there at a time when there was still sufficient fuel available ~~xxxxxxxx~~ proceeding to ~~xxxxxxxx~~ Salzwedel.

d.) The air base of Burg had been directed by the 1st Fighter Division to recondition grounded units for take-off by all possible means.

e.) Reconditioning took the unit from 14:48 hours, when the last aircraft ~~xxx~~ landed, to 15:52 hours, when the last aircraft took off again. The reasons for this delay were the following: The pilots leave the aircraft to receive rations. Afterwards they do not know whether their aircraft are fuelled or not. The aircraft of the formation leader is the last one to be fuelled. The pilots are not fimiliar with the change from "Y"* to Reich's fighter frequency. The "y"**-aircraft was put out of action. After landing the pilots ~~did~~ did not comply with the orders for refuelling signalled to them. For this reason speedy refuelling at prepared refuelling stations was not possible. Finally, the fighters started singly since the landing field was unknown.

The 7th Fighter Division will investigate to what extent the unit was at fault and whether any other failure was involved. The result of the investigation will be reported immediately. (Corps Headquarters of the I Fighter Corps, Operations Officer (T), No. 1827/44, secret, dated 16 May 1944)."

14.) American Reconnaissance Activities over thr Reich's Territory During the Period from 14 to 20 May 1944, not Including the Large-Scale Attack on Berlin on 19 May 1944.

Notes: * "y"-frequency means

** "y"-aircraft means

(See sketch: home air defense, supplement 206!)

Enemy Effort

On 14, 15, and 20 May, only a small number of aircraft flew reconnaissance missions over the Reich's territory.

On 16 May, 2 Americam fighter aircraft conducted a strafing attack against the airfield of Parow near Stralsund. They shot down 5 German training aircraft while the latter were landing, destroyed 2 training aircraft on the ground, and damaged 2 more training aircraft.

On 17 May, 6 Type Mustang fighter aircraft conducted a strafing attack against the air base of Aalborg. During this attack 8 German training aircraft were destroyed and 2 were damaged.

On 18 May, no American aircraft appeared over the Reich's territory.

Commitment of the I Fighter Corps

The following forces were employed:

On 17 May 1944: 4 fighter aircraft.

Enemy Losses: 1 Type Mustang fighter aircraft on 17 May 1944.

Losses of Friendly Forces: None.

15.) American Attack on Berlin and Braunschweig on 19 May 1944

(See sketch; home air defense, supplement 207!)

Enemy Effort

On 19 May 1944, The American air force stationed in Great Britain directed its bombing attacks against Berlin and Braunschweig. A small number of bombs was dropped on Kiel and several airfields in Northern Germany. According to German reports 900 bombers, 750 single-engine and 250 twin-engine fighters took part in these offensive operations.

Results of the Attacks:

In Berlin: Heavy damage to buildings and slight damage to industrial installations.

In Braunschweig: Slight damage to buildings and medium damage to industrial installations.

By low-level attacks against airfields: 5 aircraft destroyed and 13 aircraft damaged.

The operations were conducted as follows:

According to German radio intelligence reports the aircraft began assembling at 09:00 hours.

At 11:45 hours the aircraft began their approach flight over the Island of Britain in eastern direction.

The flight course of the 1st Bomber Division: Approach flight from the area of Norwich, north-eastern course across the southern section of the North Sea up to the area of Heligoland, south-eastern course via Elbe Estuary and along the Elbe River up to Berlin. Return flight in northern direction into the area of Greifswald, from there by way of the island of Fehmarn, Schleswig, and Husum.

The flight course of the 2nd Bomber Division: Approach flight from the area of Great Yarmouth via the northern section of the Zuider Sea in eastern direction up to the area of Braunschweig. Return flight in western direction via

Bielefeld, the area north of Muenster, and Den Haag.

The flight course of the 3rd Bomber Division: Approach across the southern section of the Zuider Sea in eastern direction into the area south of Braunschweig. The aircraft proceeded via the area of Magdeburg to Berlin. They returned like the units of the 1 Bomber Division.

~~xxxxxxxxxxxx~~ A small unit of the 1st Bomber Division intruded from the area of Heligoland in eastern direction to attack Kiel at 13:44 hours.

Strong escort fighter units operated up to the target areas, some of them even before the bombers arrived. In addition, during the bomber operations fighter aircraft which provided a broad cover currently penetrated between the islands of Borkum and Texel across the North Sea coast into the area of Northern Germany. Low-level strafing attacks were carried out against airfields and transportation facilities in Mecklenburg and against the air bases of Burg and Stendal.

Commitment of the I Fighter Corps

Against the 1st Bomber Division:

By the 1st Fighter Division: A combat unit of the 3rd Fighter Wing. The aircraft assembled over the Mueritzsee and proceeded in western direction. Air combat over the area of Parchim.

The 26th Twin-Engine Fighter Wing. Precautionary assembly over Landsberg on the Warthe for commitment against bombers which might possibly, coming from Berlin, proceed in eastern direction.

Against the 2nd Bomber Division:

By the 2nd Fighter Division: A combat unit of the 11th Fighter Wing. After assembly over Bremen the aircraft proceeded in direction of Osnabrueck. Air combat over the area of Vechta.

By the 3rd Fighter Division: Combat units of the 1st Fighter Wing and the Fighter Wing for Special Employment. After assembly over Minden the aircraft proceeded in direction of Osnabrueck. The wings succeeded, after detouring the American fighter cover, in attacking American bomber units with good success over the area north of Osnabrueck.

Against the 3rd Bomber Division:

Units of the 7th Fighter Division: The 1st Group/5th Fighter Wing and the 3rd Group/3rd Fighter Wing. After assembly over Herzogenaurach the aircraft proceeded in direction of the Brocken in the Harz. Air combat in the area of Braunschweig.

A combat unit of the 27th Fighter Wing of the Fighter Commander Ostmark in direction of Magdeburg. Successful air combat in the area northwest of Braunschweig.

Against returning bombers:

By the 1st and 2nd Fighter Divisions: 26 fighter aircraft on a second mission in direction of the island of Fehmarn and Kiel.

Total Effort: 451 single-engine and twin-engine fighter aircraft.

Enemy Losses: 52 aircraft definitely shot down.

8 aircraft probably shot down.

In addition, by antiaircraft artillery:

18 aircraft definitely shot down.

8 aircraft probably shot down.

Losses of Friendly Forces: 42 aircraft

16 aircraft received over 60% damage.

Losses of personnel: 10 killed,

12 wounded,

8 missing.

Weather Conditions: Reich's territory: Bright

North-of the line Husum - Kiel: Bad weather.

Special Information:

a.) Bomber flight formations on 19 May 1944

The first bomber unit approached in loose formation and in groups of about 20 to 30 aircraft keeping a time interval of 5 to 10 minutes. The following units formed a tight formation each and were stronger, generally they formed 3 groups of 40 aircraft each keeping a distance of 3 to 5 kilometers. Of 14 returning bomber units 6 flew close together while the rest flew in a loose formation. The strongest formation consisted of 8 groups of 22 to 27 aircraft each; these groups were followed by single aircraft which apparently could no longer keep pace with the speed of the closed formation. No American fighter aircraft were observed escorting this strong formation.

b.) On 19 May 1944, the German radar system succeeded in taking a bearing on

the new American Meddo-set and in intercepting with good success the American airborne pathfinder equipment.

c.) Antiaircraft fire on 19 May 1944

The following units fired:

In the area of Braunschweig: 16 heavy batteries with 78 guns 3200 rounds.

2 light batteries with 14 guns 269 rounds.

In the area of Berlin: 80 batteries with 152 guns 17 121 rounds.

The great flying altitude of the bombers reduced the effect of the 88 - millimeter antiaircraft batteries.

d.) The results of the attack on Berlin on 19 May 1944

During the period from 13:50 to 14:20 hours about 1200 demolition bombs, 50 000 incendiary bombs equipped with a special sting at the point (German: Stabbrandbombe), and 10 000 liquid-incendiary bombs were dropped.

Damage to material and losses of personnel:

393 buildings totally destroyed,

2517 buildings damaged,

171 killed,

440 wounded, and

28 000 homeless.

17.) American Attack on Kiel on 21 May 1944

(See sketch: home air defense, supplement 208!)

Enemy Effort

During the period from 12:53 to 13:03 hours Kiel was attacked by 480 bombers protected by strong fighter forces. American fighter units

with a total strength of 300 aircraft simultaneously penetrated into the area of North-Western, Northern, and Central Germany. They conducted strafing raids against 36 air bases, among them the industrial work airfields at Rutenberg near Prenzlau, at Redlin near Wittstock, and at Schkeuditz with good success.

Results of the attack on Kiel: Heavy damage in the Navy shipbuilding yards and considerable damage to buildings in the city area.

Damages caused by low-level fighter attacks:

57 aircraft destroyed; two thirds of them were training aircraft.

52 aircraft damaged.

Commitment of the I Fighter Corps

The following aircraft were employed to repulse the attack on Kiel:

By the 1st, 2nd, 3rd, and 7th Fighter Divisions: 186 fighter aircraft of which 101 engaged in combat.

The bomber operation against Kiel was initially considered as a secondary action. This opinion of the Headquarters of the I Fighter Corps was based on a report of the 2nd Fighter Division according to which bomber units proceeded from the area of Luebeck in south-eastern direction. This report resulted in a commitment of the units of the 1st Fighter Division in direction of Berlin. Later it was revealed that the fighters mentioned in the report of the 2nd Fighter Division had been friendly aircraft.

Activities of the antiaircraft artillery

The following ammunition was discharged without any success:

In the area of Kiel: 68 heavy batteries with 338 guns fired 2424 rounds and
4 light batteries with 17 guns fired 417 rounds.

Enemy Losses: 13 aircraft definitely shot down.

3 aircraft probably shot down.

Losses of Friendly Forces: 7 aircraft destroyed,

2 aircraft missing,

4 aircraft damaged.

Losses of personnel: 3 killed,

2 wounded,

4 missing.

Weather Conditions: 5/10 to 8/10 cumulus clouds at 2500 meters.

Special Information:

The 20 - millimeter antiaircraft guns employed on the airfield of Schkeuditz did not fire at the Type Mustang aircraft which approached at an altitude of 5 meters in order not to endanger friendly installations.

18.) American Fighter Attacks on 22 and 23 May 1944

Enemy Effort

On 22 and 23 May 1944, small American fighter units carried out bombing and strafing attacks without scoring considerable success against a number od airfields and transportation facilities in North-Western Germany.

Commitment of the I Fighter Corps

The corps was not operationally employed.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

19.) American Attacks on Berlin and Vienna on 24 May 1944

(See sketch: home air defense, supplement 209!)

Enemy Effort

The following operations were conducted by the American air forces:

From the air base in Great Britain:

During the period from 10:58 to 11:20 hours 600 bomber aircraft carried out a heavy attack on Berlin and fighter forces flew low-level attacks against 11 air bases and 41 targets of the transportation system, among them 36 trains in the area of Western and North-Western Germany. The bombers intruded by way of Schleswig-Holstein and Mecklenburg.

A total strength of 450 bombers of the 5th, 7th, and 340th Bomber Wings attacked the the southern section of the city area of Vienna and Wiener-Neustadt.

Results of the attacks:

In Berlin: The following explosives were dropped: 2500 demolition bombs, 70 000 incendiary bombs equipped with a special sting at the point (German: Stabbrandbombe), and 10 000 liquid-incendiary bombs.

Main damage in: City center, Prenzlauer Berg, Horst-Wesselplatz, and Siemensstadt.

Damage to material and losses of personnel:

596 buildings destroyed,	617 wounded, and
2680 buildings damaged,	35 000 homeless.
182 killed,	

At air bases 7 aircraft were destroyed and 3 aircraft were damaged.

In the area of Vienna: The Rax-works in Wiener-Neustadt were heavily damaged.

Commitment of the I Fighter Corps

The following forces were employed:

To repulse the attack on Berlin:

Units of the 1st, 2nd, 3rd, and 7th Fighter Divisions with a total strength of 255 single-engine and 31 twin-engine fighters of which 222 fighters engaged in combat.

To repulse the attack on Vienna:

By the Fighter Commander Ostmark: The 27th Fighter Wing and the 1st Group/302nd Fighter Wing as well as Hungarian fighter forces; the total strength of these forces amounted to 111 single-engine and 35 twin-engine fighters of which 124 aircraft engaged in combat.

Total Effort: 432 single-engine and twin-engine fighter aircraft.

Activities of the antiaircraft artillery:

The following amount of ammunition was discharged:

In the area of Northern Germany: 462 heavy batteries fired 39 655 rounds of which 19 039 rounds were fired by 87 heavy batteries in the area of Berlin.

In the areas of Vienna and Bruck on the Mur: 622 guns of heavy batteries fired 20 361 rounds.

Enemy Losses:

In Northern Germany: 37 bomber and 13 fighter aircraft;

that is: 50 aircraft definitely shot down.

7 aircraft probably shot down.

In addition, the following aircraft were shot down by antiaircraft artillery:

8 bomber and 5 fighter aircraft;

that is: 13 aircraft definitely shot down.

4 aircraft probably shot down.

In the area of Vienna: 22 bomber and 1 fighter aircraft;

that is: 23 aircraft definitely shot down.

2 aircraft probably shot down.

In addition, the following aircraft were shot down by antiaircraft artillery:

8 bomber aircraft definitely shot down.

2 aircraft probably shot down.

Total losses: 94 aircraft definitely shot down.

15 aircraft probably shot down.

Losses of Friendly Forces:

In Northern Germany: 17 aircraft destroyed,

13 aircraft missing,

18 aircraft damaged.

Losses of personnel: 4 killed,

8 wounded,

14 missing.

In the area of Vienna: 3 aircraft destroyed,
7 aircraft missing,
6 aircraft damaged.
Losses of personnel: 2 killed,
3 wounded,
7 missing.

Total losses: 20 aircraft destroyed,
20 aircraft missing,
24 aircraft damaged.
Losses of personnel: 6 killed,
11 wounded,
21 missing.

Weather Conditions: Northern Germany: Cloudless.
Area of Vienna: 3/10 to 9/10 clouds.

20.) American Fighter Attacks on 25 and 26 May 1944

Enemy Effort

On 25 and 26 May 1944, small American fighter units conducted bombing and strafing attacks against airfields in Western Germany without scoring any success.

Commitment of the I Fighter Corps

The corps was not operationally employed.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

21.) American Attacks on Cities and Railroad Installations in South-Western Germany, in Alsace - Lorraine as well as in the Saar Area on 27 May 1944

(See sketch: home air defense, supplement 210!)

Enemy Effort

During the period from 12:00 to 12:50 hours, strong American bomber units (900 aircraft?) attacked the following targets:

Strassbourg, city area and freight station,
Karlsruhe, transportation facilities,
Mannheim, transportation facilities,
Ludwigshafen, city area and industrial establishments,
Saarbruecken,
Metz, and
Trier.

Results of the attack: Considerable damages to transportation facilities and in industrial establishments. In addition, the following damages were caused on three airfields by low-level attacks by American fighters: 9 aircraft destroyed and 6 aircraft damaged.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 7th Fighter Division with a total strength of 89 fighter aircraft.

The forces of the 1st, 2nd, and 3rd Fighter Divisions could not be committed owing to bad weather conditions.

There are no data available on the commitment of units of the Third Air Fleet Command.

Activities of the antiaircraft artillery

The following amount of ammunition was discharged:

72 heavy batteries fired 16 660 rounds.

Enemy Losses: 11 bomber and 3 fighter aircraft;

that is: 14 aircraft definitely shot down.

In addition, the following aircraft were shot down by anti-aircraft artillery:

13 bomber and 1 fighter aircraft;

that is: 14 aircraft definitely shot down.

2 aircraft probably shot down.

Total Losses: 28 aircraft definitely shot down,

2 aircraft probably shot down.

Losses of Friendly Forces: 14 aircraft destroyed,

2 aircraft missing,

11 aircraft damaged.

Weather Conditions: Several strata of clouds, partially dense.

22.) American Attacks on Installations of the Fuel and Armament Industry in Central Germany on 28 May 1944

(See sketch: home air defense, supplement 211

Enemy Effort

On 28 May 1944, 1000 bomber aircraft of the 1st, 2nd, and 3rd Bomber Divisions escorted by extremely strong fighter forces operated from

the British air base against the area of Central Germany. During the period from 13:00 to 16:00 hours they attacked the following targets:

Magdeburg, hydrogenetion plant and armor depôt,

Dessau, Junkers-aircraft factories,

Schwarzheide near Ruhland, hydrogenetion plants,

Leuna, hydrogenetion plants,

Wintershall A.G., hydrogenetion plants,

Laucha, motor factories,

Nockritz, cellulose factories,

Troeglitz, hydrogenetion plant.

About 40 Fortress-bombers conducted a secondary attack on Koeln. Outside the city area protected by antiaircraft artillery they released glider mines (German: Gleitminen) which dropped at a flat gliding angle at a measured velocity of 180 meters per second and detonated on the ground only after repeated bouncing.

American fighter units directed low-level attacks against airfields and transportation facilities in Central Germany.

Results of the attacks: Various damages were caused. Heavy damages were caused in:

Magdeburg, armor depôt,

Dessau, sugar refinery, and in the

hydrogenetion plants of Schwarzheide,

Troeglitz, and Wintershall.

On airfields: 6 aircraft destroyed and

11 aircraft damaged.

Commitment of the I Fighter Corps

The following ~~xxxxxxx~~ forces were employed:

Units of the 1st, 2nd, and 3rd Fighter Divisions and of the Fighter Commander Schlesien with a total strength of 333 single-engine and twin-engine fighters of which 266 fighter aircraft engaged in combat.

Activities of the antiaircraft artillery:

The following amount of ammunition was discharged:

399 heavy batteries fired 32 000 rounds and

63 light batteries fired 16 770 rounds.

Enemy Losses: 36 bomber and 11 fighter aircraft;

that is: 47 aircraft definitely shot down.

5 aircraft probably shot down.

In addition, the following aircraft were shot down by antiaircraft artillery:

20 aircraft definitely shot down.

Total Losses: 67 aircraft definitely shot down,

5 aircraft probably shot down.

Losses of Friendly Forces: 39 aircraft destroyed,

5 aircraft missing,

34 aircraft damaged.

Losses of personnel: 15 killed,

16 wounded,

3 missing.

Weather Conditions: Bright to cloudless.

23.) American Attacks on Armament Plants and Airfields in Central and Eastern Germany, the Hydrogenetion Plant of Poelitz near Stettin as well as on Armament Plants in the Area of Vienna on 29 May 1944

(See sketch: home air defense, supplement 212!)

Enemy Effort

The following operations were conducted by the American air forces :

From the air base in Great Britain:

A large-scale attack with 1100 bomber aircraft of the 1st, 2nd, and 3rd Bomber Divisions escorted by strong fighter forces against armament targets at Leipzig, Cottbus, Sorau, Krsesinki near Poznan, and against the hydrogenetion plant of Poelitz near Stettin during the period from 12:24 to 13:25 hours.

Low-level attacks with a number of fighter units against airfields and the railway traffic in Eastern Germany. Elements of American fighter units penetrated into the area of Frankfurt on the Oder.

From the air base in Italy:

An attack against armament plants in the area of Vienna and in the area of Wiener-Neustadt with 600 bomber aircraft of the 5th, 47th, 55th, and 304th Bomber Wings during the period from 10:25 to 10:45 hours. The Fortress- and Liberator-units were protected by strong fighter forces (Lightning- and Mustang-fighters).

Photo of the Armament Plant of Krsesinki near Poznan prior to the American Attack on 29 May 1944

Results of the attack:

By forces intruding from the North:

Considerable damages in the armament plants of Eastern Germany; hydrogenetion plant put out of operation (see special information); heavy damages in the production establishments and on the airfields by high-altitude and low-level attacks; among other damages 90 aircraft were destroyed and 53 aircraft were damaged.

Damage caused to the railroad traffic by low-level attacks: 16 engines damaged.

By forces intruding from the South:

Lasting effects on the attacked factories in the area of Vienna and in Wiener-Neustadt.

Among other damages: 9 aircraft and a great number of aircraft engines destroyed as well as 4 aircraft damaged.

Commitment of the I Fighter Corps

The following forces were employed:

To repulse the forces intruding from the North:

By the 1st, 2nd, and 3rd Fighter Divisions:	275 single-engine and twin-engine fighter aircraft,
by the Fighter Commander Ostpreussen :	22 single-engine fighter aircraft,
by the Fighter Commander Schlesien :	54 single-engine fighter aircraft.
Total :	351 single-engine and twin-engine fighter aircraft of which 208 fighter aircraft engaged in combat.

Photo of the Armament Factory of Leipzig-Heiterblick

after the American Air Attack on 29 May 1944

To repulse the forces intruding from the South:

By the 7th Fighter Division (Fighter Commander Ostmark): 4 single-engine and 1 twin-engine fighter groups with a total strength of 101 aircraft.

Total Effort: 452 single-engine and twin-engine fighter aircraft.

Activities of the antiaircraft artillery:

The following amount of ammunition was fired:

In the target area of the forces intruding from the North:

85 heavy batteries fired 14 342 rounds and
2 light batteries fired 543 rounds.

In the area of Vienna and in the area of Bruck on the Mur:

89 heavy batteries fired 3860 rounds and
1 light battery fired 376 rounds.

Enemy Losses:

Forces intruding from the North: 97 aircraft definitely shot down,
9 aircraft probably shot down.
In addition, the following aircraft were shot down by antiaircraft artillery:
19 aircraft definitely shot down,
9 aircraft probably shot down.

Forces intruding from the South: ? aircraft definitely shot down,
? aircraft probably shot down.
In addition, the following aircraft were shot down by antiaircraft artillery:
9 aircraft definitely shot down,
3 aircraft probably shot down.

Total Losses: 118 aircraft definitely shot down,
21 aircraft probably shot down.

Losses of Friendly Forces:

Caused by forces intruding from the North: 25 aircraft destroyed,
6 aircraft missing,
16 aircraft damaged.

Losses of personnel : 15 killed,
15 wounded,
6 missing.

Caused by forces intruding from the South: 21 aircraft destroyed,
1 aircraft missing,
2 aircraft damaged.

Losses of personnel : 21 killed,
7 wounded,
3 missing.

Total Losses: 46 aircraft destroyed,
7 aircraft missing,
18 aircraft damaged.
Losses of personnel: 36 killed,
22 wounded, and
9 missing.

Weather Conditions: In Northern Germany almost cloudless.

Special Information:

Results of the attack on the hydrogenetion plant at Poelitz near Stettin:

On 29 May 1944, the hydrogenetion plant at Poelitz which had a capacity of 47 000 moto and worked mainly for the Luftwaffe was damaged to such an extent that it was unable to operate for at least two months. (Source: report of the officer in charge of fuel supply in the Branch of ~~xxxx~~ Supply and Administration of the Wehrmacht Operations Staff of June 1944).

Photo of the Armament Plant of Krsesinki near Poznan after the American Air Attack on 29 May 1944

24.) American Attacks on Armament Plants in the Area of Central Germany, on Airfields in Northern Germany, and on Industrial Installations in Austria on 30 May 1944

(See sketch: home air defense, supplement 213!)

Enemy Effort

The following operations were conducted by the American air forces:

From the air base in Great Britain:

Attacks with 650 bomber aircraft on industrial installations in the area of Halberstadt, Dessau, Oschersleben, and on 6 airfields in Northern Germany during the period from 10:43 to 11:15 hours.
Strafing attacks with several fighter units against railroad targets.

From the air base in Italy:

Attacks with 500 bomber aircraft of the 5th, 47, 49, 55, and 304th Bomber Wings on industrial targets in the area of Vienna, Wiener-Neustadt, Linz, and on airfields in the area of the Upper and Lower Danube during the period of 10:22 to 10:50 hours. In this operation the bombers detoured the area of Steyr which was protected by antiaircraft artillery.

Results of the Attacks:

In Central and Northern Germany: Slight damage in the industrial installations. On the airfields 48 aircraft were destroyed and 39 aircraft were damaged. In addition, 8 locomotives and 9 railroad cars were damaged by 14 strafing attacks.

In Austria: Slight damage to industrial installations. 18 aircraft were destroyed and 4 aircraft were damaged in an aircraft factory. Airfield installations at Wels were heavily damaged.

Commitment of the I Fighter Corps

The following forces were employed:

By the 1st, 2nd, and 3rd Fighter Divisions 185 fighter aircraft of which 142 fighters engaged in combat.

To repulse an attack on Austria:

By the 7th Fighter Division (Fighter Commander Ostmark) 57 fighter aircraft of which 19 fighters engaged in combat.

Total Effort: 242 fighter aircraft

Activities of the antiaircraft artillery:

The following amount of ammunition was discharged:

To repulse an attack on Central Germany:

164 heavy batteries fired 13 206 rounds.

To repulse an attack on Austria:

39 heavy batteries fired 17 010 rounds.

Enemy Losses:

In Central Germany: 7 bomber and 8 fighter aircraft;

that is: 15 aircraft definitely shot down.

3 aircraft probably shot down.

In addition, the following aircraft were shot down by antiaircraft artillery:

6 bomber and 2 fighter aircraft;

that is: 8 aircraft definitely shot down.

4 aircraft probably shot down.

In Austria: ? aircraft definitely shot down,

? aircraft probably shot down.

In addition, the following aircraft were shot down by antiaircraft artillery:

11 aircraft definitely shot down.

Total Losses: 34 aircraft definitely shot down,

7 aircraft probably shot down.

Losses of Friendly Forces:

In Central Germany: 32 aircraft destroyed,
5 aircraft missing,
13 aircraft damaged.
Losses of personnel: 27 killed,
21 wounded,
5 missing.

In Austria: 4 aircraft destroyed,
6 aircraft missing,
3 aircraft damaged.
Losses of personnel: None.

Total Losses: 36 aircraft destroyed,
11 aircraft missing,
16 aircraft damaged.
Losses of personnel: 27 killed,
21 wounded,
5 missing.

Weather Conditions: Northern Germany and Austria: Bright to cloudless.

Special Information: On 30 May 1944, an air base in Western Germany was attacked by Lightning-fighters with fragmentation bombs of 9,6 kilograms each.

Photo of the Armament Plant of Oschersleben after the American Air Attack on 30 May 1944.

25.) American Attacks on Transportation Facilities in Western and Southern Germany on 31 May 1944

(See sketch: home air defense, supplement 2141)

Enemy Effort

During the period from 10:59 to 11:30 hours, 850 bomber aircraft of the 1st, 2nd, and 3rd Bomber Divisions protected by strong fighter forces attacked transportation facilities and airfields in Western and Southern Germany.

The main targets for the attacks were: Osnabrueck, Hamm, Schwerte, and Geseke. Intruding American fighters reached the area of Northern Germany up to the Elbe River.

Results of the Attacks: Considerable damages to the installations of the Reich's railway system.

Commitment of the I Fighter Corps

The following forces were employed:

Units of the 1st, 2nd, 3rd, and 7th Fighter Divisions (Fighter Commander Ostmark) with a total strength of 376 single-engine and twin-engine fighter aircraft.

Owing to bad weather (approaching thunder storms) the units employed did not engage in combat.

Activities of the antiaircraft artillery:

The following amount of ammunition was discharged:

88 heavy batteries fired 4221 rounds and

2 light batteries fired 2099 rounds.

Enemy Losses: 1 bomber aircraft shot down by antiaircraft artillery.

Losses of Friendly Forces: 8 aircraft destroyed,
6 aircraft damaged,
Losses of personnel: 3 killed,
3 wounded.

The losses were not due to enemy action.

Weather Conditions: At first cloudless and very hazy. Later cumulus clouds with thunder storms.

Chapter IV

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Activities at Night during the Period from 1 May 1944 to D-Day (6 June 1944)

1.) Survey

a.) British Offensive Activities

In May 1944, the Bomber Command transferred the main effort of its night operations to France and Belgium. It was only during three nights that targets in the Reich's territory were attacked by heavy Britich bombers.

The obvious strategic objective of the RAF was the destruction of transportation facilities in Northern France, Belgium, and North-Western Germany. The selection of targets made in the pursuance of this objective revealed a cooperation of the Allied air commands.

The British nuisance raids conducted by Mosquito-bombers against targets in the Reich's territory had been intensified in respect to the number of aircraft committed and total missions flown.

The British mine-laying operations were maintained on the same scale and extended mainly over the coastal waters of the North Sea and the Baltic. A special mission directed against the floodgate installations of the "Kaiser Wilhelm"-canal failed.

The mine-laying operations over the Danube River were conducted with comparatively small forces from the British in Italy. These operations produced considerable effects inasmuch as the German crude oil supply from Rumania suffered serious interruptions, which delayed the fuel production in the Reich's territory. The aerial-delivered mines had, at first, such a delaying effect on the river navigation since at the beginning of the mine-laying operations over the river area of the Danube any mine-sweeping organization did not yet exist.

The total effect of the British night attacks against targets in the Reich's territory in May 1944 was relatively slight as compared to the preceding months. The greatest damage was inflicted on the attacked railroad stations and transportation facilities. Among other objects the Rhine bridge near Duisburg was destroyed. Broadly speaking, the British night bombardments of targets in the Reich's territory disrupted the German supply traffic from the Reich to the western areas occupied by Germany only to a negligible extent.

The transportation facilities under attack in Belgium sustained heavy damages by which a number of transit stations of the railroad system were, for a short period of time, put out of operation.*

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Note:* The total effect of the Allied air operations against the communications network in the western areas occupied by Germany is treated in the work "The Air War in the West" of the study 9-11.

The transfer of the main effort of the British offensive operations to Belgium and Northern France was a conspicuous fact. It gave rise to the presumption on the part of the German Command that an invasion was imminent. This was expressed , among other statements, in the German Wehrmacht report of 13 May, the day after the British night attack against transportation facilities in Belgium, as follows: "The continual heavy attacks by British and North American bombers against the western areas occupied by Germany can be considered as a preparation for the invasion".

According to German observation the British air operations in May 1944 consisted of:

3 large-scale attacks against targets in the Reich's territory,

5 large-scale attacks against targets in Belgium,

4 large-scale attacks against targets in France.

20 nuisance raids with Mosquito-bombers against targets in the Reich's territory; 6 of these raids were directed against Berlin,

2 nuisance raids from the British air base in Italy against targets in Austria and Hungary,

15 mine-laying operations in the sea areas of the Heligoland Bight and the Baltic,

a number of mine-laying operations over the Danube River of which only one operation was exactly observed,

6 missions to carry or supply agents from the British air bases in Great Britain and Italy to Holland, Jutland, and Southern Poland,

numerous patrol missions with Type Moquito aircraft.

German documentary data providing information on the British air activities over the Reich's territory during the period from 1 to 6 June 1944.

Since there was unfavorable flying weather during this period, it was presumed that the British operations were restricted to nuisance missions with Type Mosquito aircraft.

b.) British Offensive Tactics

Particular changes in the tactics applied in the British night attacks against targets in the Reich's territory could notbe observed during May. In conducting their Mosquito operations the British showed the endeavor to carry out, using flare equipment, the nuisance raids in a concentrated form as well as in a short period of attack and to ~~xxxxxxx~~ improve the effect by ~~xxxxxxxd~~ loading increased amounts of explosives, in particular aerial mines.

c.) Commitment of the German Night Fighter Forces

During May the majority of the British bomber streams intruded across the Channel area in southern and south-eastern direction into the area of Northern France and Belgium. Frequently Mosquito-units left the bomber stream to proceed into the Reich's territory which made it difficult for the German night fighter command to form a picture of the air situation in respect to intruding aircraft. This command could never anticipate whether the respective bomber stream intruding across the Channel would operate only up to the western areas occupied by Germany or would proceed into the Reich's territory. Consequently, the Headquarters of the I Fighter Corps was under the necessity, whenever a British bomber stream approached, to commit all night fighter forces of the home air defense, as a precautionary measure, in such a manner that, should the bombers proceed into the Reich's territory, the former could engage in combat as far in the West as possible and, above all, in time.

The result of this fact was that in cases when the British bombers attacked targets in Belgium and Northern France the majority of night fighter units of the home air defense committed did not reach the bomber stream. The night forces of the I Fighter Corps which were deployed in Holland and Belgium represented an exception; this was especially so when they could take off very early. This was possible only when the German radio intelligence adequately established the point of time when the assembly of the bomber aircraft was completed, or the point of time when the first elements of the bomber streams started their approach flight over the Island of Britain. Thus it was hardly possible that the night fighter forces of the home air defense could score sizable successes in their defensive operations against night attacks on targets in the western areas occupied by Germany. In spite of weather conditions moderately suited for defensive action, the successes of the night fighters in their defensive operations against night attacks on targets in the Reich's territory were of normal extent.

The German weakness compared to the British Mosquito operations continued to exist. In May, this weakness was manifested by the fact that of a British total effort of 950 Mosquito-aircraft against the Reich's territory only 4 Mosquito-aircraft were shot down, while the German losses amounted to 11 aircraft.

The British mine-layer aircraft in the area of the Danube River had initially been considered as aircraft carrying or supplying agents or as nuisance aircraft. It was not until the first shipping losses on the Danube River were sustained, that the British objective was revealed. Since the mine-layer aircraft which flew at low altitudes could not be intercepted by the ground radar stations, the night fighters of the 8th Fighter

Division which were inexperienced in operations against mine-layer aircraft encountered difficulties.

After it had been revealed already in the first third of the month of May that the RAF directed its main effort against targets in Belgium and Northern France and in view of the short summer nights which presumably made any penetration of heavy bombers deep into the Reich's territory impossible, the Headquarters of the I Fighter Corps suggested, through the Air Fleet Command Reich to the Luftwaffe High Command that the majority of the twin-engine fighter aircraft be transferred from the Reich's territory to Belgium and Northern France. This suggestion was turned down by the Luftwaffe High Command which pointed out that it was the primary task of the I Fighter Corps to repulse night attacks against the Reich's territory.

d.) Successes and Losses in May 1944

The average total strength of night fighter aircraft in operational condition in the sector of the I Fighter Corps during May 1944 amounted to:

300 twin-engine fighter aircraft and

140 single-engine fighter aircraft.

The total number of the night fighter aircraft employed in the sector of the I Fighter Corps during May 1944 amounted to:

1266 single-engine and twin-engine fighter aircraft.

The total losses of night fighter aircraft in the sector of the I Fighter Corps during May 1944 amounted to:

41 aircraft which is 3,1% of the total effort.

The losses of the RAF over the Reich's territory in the sector of the I Fighter Corps during May 1944 amounted to:

Losses due to fighters: 163 aircraft which is 4,7%

Losses due to antiaircraft artillery: 19 aircraft which is 0,5% (incomplete information).

Total losses: 182 aircraft which is 5,2% of the estimated total effort of the RAF against the Reich's territory in May 1944

Estimated total effort of the RAF against the Reich's territory during May 1944:

3476 aircraft of which 950 were Mosquito bombers

In addition, the following enemy forces were observed by the Headquarters of the I Fighter Corps in May 1944:

Effort of the RAF against targets in Belgium: about 2500 aircraft,

Effort of the RAF against targets in Northern France: about 2500 aircraft.

e.) Special Information:

As a result of the failure of the aircraft reporting service in respect to visual observation and acoustical location on 24 January 1944 and of the demand of the Headquarters of the I Fighter Corps of the same day * that all stations concerned with enemy flight course determination should be placed under the control of a centralized command, the Commander in Chief of the Luftwaffe had decided to reorganize the aircraft reporting service which was expressed by the directive " Luftwaffe Operations Staff, Chief NVW No. 10222/44, top secret military document", dated 28 February 1944.

continued:

Note: * See Study 9 to 11, Volume II, Chapter I, Section 8.

It was, however, not ~~before~~ until 9 May 1944 that the Commanding General of the I Fighter Corps was called to Potsdam-Eiche to report to the Luftwaffe High Command, Chief NVW for a conference about the reorganization of the aircraft reporting service. The date at which the conference took place shows the delay in the modernization of the German aircraft reporting service. This conference recealed difficulties which would be encountered in the reorganization and the reluctance of this competent agency which was to ~~[illegible]~~ carry out the reorganization of the aircraft reporting service.

2.) British Nuisance Raids on Saarbruecken and Dueren during the Night of 30 April to 1 May 1944

(See sketch: home air defense, supplement 215!)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids on Saarbruecken and Dueren with a total ~~[illegible]~~ strength of 80 Mosquito bombers. The aircraft approached across Schelde Estuary flying in south-eastern direction into the area of Aachen, Dueren, and into the area of Trier and Saarbruecken. They returned in north-western direction by way of Antwerp and Northern France.

A mine-laying operation conducted with a number of aircraft over the sea area of the North Frisian islands.

Patrol missions flown at low altitudes by several aircraft over Holland.

Commitment of the I Fighter Corps

The following aircraft were employed:

By the 3rd Fighter Division against Mosquito-bombers: 4 twin-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: East of the general line Norderney - Black Forest: Low dense clouds between 200 and 3500 meters, partially with rain.

West of this line: Weather becoming bright, 5/10 high-altitude clouds.

3.) British Attack on Transportation Facilities in the Area of Brussels and Nuisance Raid on Mannheim on 1/2 May 1944

(See sketch: home air defense, supplement 215!)

Enemy Effort

The following operations were conducted by the RAF:

Patrol missions over the Ruhr area and over Hooland with 10 Type Moquito aircraft. Bombs were released on the night fighter airfields of Deelen and St.Trond. The aircraft intruded across Schelde Estuary and returned in western direction.

A large-scale attack on transportation facilities in the area of Brussels with 750 bomber aircraft. The bomber stream approached from Thames Estuary flying in eastern direction. The aircraft crossed the coast between

Schelde Estuary and Dunkirk penetrating in south-eastern direction into the area of Brussels. The aircraft returned in western direction by way of Dunkirk and Boulogne sur Mer.

A nuisance raid against Mannheim with 20 Mosquito-bombers. The aircraft approached and returned via Northern France.

A courier mission flown by a single aircraft coming from Sweden across the Skagerrak.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against Mosquito-bombers:

By the 3rd Fighter Division: 4 twin-engine fighter aircraft (Types He 219 and Me 410)

To repulse the attack on Brussels:

To provide protection over Brussels:

By the 3rd Fighter Division: Twin-engine fighter aircraft from Venlo, Deelen, and St. Trond. The aircraft assembled over F.F. St. Trond to proceed to Brussels. Twin-engine foghter aircraft from Mainz-Finthen in direction of F.F. Ida. The aircraft landed after the bomber aircraft turned back in direction of Brussels.

Total Effort: 41 twin-engine fighter aircraft

Enemy Losses: 4 bomber aircraft definitely shot down.

Losses of Friendly Forces: None.

Weather Conditions: In the sectors of the 3rd and 4th Fighter Divisions:

7/10 to 10/10 high-altitude stratus clouds between 4000 and 8000 meters.

High-altitude winds at 5000 meters: 320 degrees, 70 kilometers per hour.

4.) British Nuisance Raid on Koeln on 2/3 May 1944

(See sketch: home air defense, supplement 216!)

Enemy Effort

The following operations were conducted by the RAF:

A nuisance raid on Koeln with 40 Mosquito-bombers. The aircraft approached across Schelde Estuary flying in south-eastern direction into the Ruhr area. They returned in western direction.

A mine-laying operation with several aircraft over the sea area of the West Frisian islands.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against Mosquito bombers:

By the 3rd Fighter Division: A number of twin-engine fighter aircraft.

Against four-engine bomber aircraft observed assembling over Great Britain:

By the 3rd Fighter Division: A number of twin-engine fighter aircraft were, as a precaution measure, employed in "Himmelbett" tactics over the coastal area of Hooland. Later it was observed that a bomber stream was proceeding to France.

Total Effort: 10 twin-engine fighter aircraft

Enemy Losses: Enemy losses were nor observed.

Losses of Friendly Forces: None.

Weather Conditions: 2/10 to 5/10 thin formation of cloud covers between 2000 and 7000 meters.

5.) British Nuisance Raids against Duesseldorf and Mannheim on 3/4 May 1944

(See sketch: home air defense, supplement 216!)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids against Mannheim and Duesseldorf with a total strength of 50 Mosquito bombers. The aircraft approached across Schelde Estuary and Belgium flying in south-eastern direction into the Ruhr area and into the area of Mannheim. They returned on counter routes.

A mine-laying operation with a number of aircraft over the sea area of the West Frisian islands.

A reconnaissance mission flown by one Type Mosquito aircraft across Schelde Estuary the Zuider Sea in eastern and south-eastern direction into

the area of Dessau.

A reconnaissance mission flown by one Type Mosquito aircraft across Schelde Estuary and by way of Koblenz into the area of Plauen. The aircraft returned in north-western direction.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against Mosquito-bombers:

By the 3rd Fighter Division: 12 twin-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 2/10 to 4/10 decreasing cumulus clouds between 1000 and 2000 meters. High-altitudes winds at 7000 meters: 290 degrees, 120 kilometers per hour.

6.) British Nuisance Raids on Mannheim, Koeln, Leverkusen, and Budapest on 4/5 May 1944

(See sketch: home air defense, supplement 216!)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids on Koeln, Leverkusen, and Mannheim with a total strength of 40 Mosquito bombers. The aircraft intruded across Schelde Estuary in south-eastern direction into the area of Koeln. 20 aircraft proceeded into

the area of Mainz, Frankfurt on the Main, and Mannheim. The force returned in north-western direction. Heavy damages to industrial installations were caused by a few bomb hits in Leverkusen.

A nuisance raid on Budapest and missions to carry or supply agents into Slovakia and into the area of Prag. 40 aircraft approached approached from the British air base in Italy across the Adratic east coast and Laibach. The majority of the aircraft proceeded in north-eastern direction into the area of Budapest. Several aircraft proceeded in northern direction into the area of Prag. All aircraft returned on counter routes.

A mine-laying operation over the sea area north-west of the East Frisian islands with a number of aircraft.

A courier mission flown by a single aircraft across the Skagerrak to Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against nuisance aircraft from the South:

By the 7th Fighter Division: 19 twin-engine fighter aircraft of the Fighter Commander Ostmark from Wiener-Neustadt and Parndorf to provide protection over Budapest.

Enemy Losses: 3 aircraft definitely shot down.

Losses of Friendly Forces: 1 aircraft.

Losses of personnel: 3 missing.

Weather Conditions: In Western Germany: 10/10 stratus clouds, lower ceiling in Holland 500 meters, in the Rhine-Main area 300 meters; upper ceiling in general 7000 meters.

Austria and Hungary: 3/10 to 6/10 high upsloping clouds above 6000 meters.

Special Information:

The following decorations were later awarded:

The addition of the oakleaf cluster to the knight cross of the iron cross to Oberfeldwebel Vinke, formerly with the 11th Squadron/1st Night Fighter Wing, and

the knight cross of the iron cross to Hauptmann Szameitat, formerly Commanding Officer of the 5th Squadron/3rd Night Fighter Wing.

7.) British Operation to Mine the Danube River on 5/6 May 1944

(See sketch: home air defense, supplement 217!)

Enemy Effort

The following operations were conducted by the RAF:

A mine-laying operation over the Danube River in the sectors between Duernstein and Tulln as well as between Bratislava and Komorn with a total strength of 25 aircraft. The aircraft approached from the British air base in Italy via Istria and Croatia and returned on counter routes.

Commitment of the I Fighter Corps

The following forces were employed:

By the 7th Fighter Division: 15 twin-engine fighter aircraft of the Fighter Commander Ostmark.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

8.) British Nuisance Raids on Koeln and Mannheim on 6/7 May 1944

(See sketch: home air defense, supplement 217!)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids on Koeln and Mannheim with a total strength of 35 Mosquito bombers. The aircraft intruded across Schelde Estuary in south-eastern direction into the Ruhr area and into the area of Mannheim and Darmstadt They returned in north-western direction.

A mine-laying operation (?) with 2 aircraft in the sea area of the island of Sylt.

Courier missions ~~[illegible]~~ across the Skagerrak with 3 aircraft to Sweden and with 2 aircraft from Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against Mosquito-bombers:

By the 3rd Fighter Division: A number of twin-engine fighter aircraft.

Against mine-layer aircraft:

By the 2nd Fighter Division: A number of twin-engine fighter aircraft in "Himmelbett"-tactics.

Total Effort: 13 twin-engine fighter aircraft.

Enemy Losses: 2 aircraft definitely shot down.

Losses of Friendly Forces: None.

Weather Conditions: Holland and Ruhr area: 0/10 to 5/10 rests of clouds above 5000 meters. Good flying and high-altitude visibility. High-altitude winds: 270 degrees, 70 kilometers per hour. Rhine-Main area: 10/10 stratus clouds from 500 to 4000 meters.

9.) British Nuisance Raids on Krefeld and Leverkusen on 7/8 May 1944

(See sketch: home air defense, supplement 2171)

Enemy Effort

The following operations were conducted by the RAF:

Nuisance raids on Krefeld and Leverkusen with a total strength of 70 Mosquito bombers. The force intruded across the Dutch coast between Haarlem and Den Haag in south-eastern direction into the Ruhr area; a small number of aircraft flew in eastern direction into the area of Hamburg. The aircraft returned across ~~the~~ Elbe and Schelde Estuaries.

A mine-laying operation in the sea area north of the island of Borkum.

Patrol missions flown by a number of "FN" aircraft ~~in~~ over the area of Holland and South-western Germany. The aircraft approached across Schelde Estuary.

Missions of a number of aircraft carrying or supplying agents in Northern Jutland.

Courier missions across the Skagerrak with 2 aircraft to Sweden and with 4 aircraft from Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against Mosquito-bombers:
By the 3rd Fighter Division: A number of twin-engine fighter aircraft.

Against mine-layer aircraft in "Himmelbett"-tactics over the Heligoland Bight :

By the 2nd and 3rd Fighter Divisions: A number of twin-engine fighter aircraft.

Against aircraft carrying or supplying agents:

By the 2nd Fighter Division: A number of twin-engine fighter aircraft in "Himmelbett"-tactics over Northern Jutland.

Total Effort: 19 aircraft.

Enemy Losses: 2 aircraft definitely shot down.

Losses of Friendly Forces: None.

Weather Conditions: 5/10 to 10/10 variable formation of stratus clouds between 500 and 1500 meters. High-altitudes winds: 360 degrees, 70 kilometers per hour.

10.) British Attack on Transportation Facilities in the Area of Namur and Charleroi and a Nuisance Raid on Osnabrueck on 8/9 May 1944

(See sketch: home air defense, supplement 218)

Enemy Effort

The following operations were conducted by the RAF:

During the first half of the night:

A nuisance raid on Osnabrueck with 20 Mosquito-bombers. The aircraft approached across the island of Terschelling flying in south-eastern direction into the area of Oldenburg from they proceeded in southern direction for the attack on Osnabrueck. They returned in western direction by way of Holland.

Patrol missions with a number of "FN"-aircraft over Holland, Central Germany, South-Western Germany, and Southern Germany. The aircraft approached across the Dutch coast.

Mine-laying operations in the sea areas of the East Frisian islands and off Schelde Estuary with a total strength of 30 aircraft.

During the second half of the night:

An attack against transportation facilities in the area of Namur and Charleroi with 500 bomber aircraft. The bomber stream intruded across the southern section of Schelde Estuary in south-eastern direction into the area of Namur and Charleroi. The aircraft returned in north-western direction via Northern France.

Courier missions across the Skagerrak with 3 aircraft to Sweden and with 1 aircraft from Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against Mosquito-bombers:

By the 1st and 3rd Fighter Divisions: A number of single-engine and twin-engine fighter aircraft.

Against mine-layer aircraft in the sea area of the East Frisian islands:

By the 3rd Fighter Division: 1 twin-engine fighter aircraft in "Himmelbett"-tactics over the northern coast of Holland.

To repulse the attack against the transportation facilities in Belgium:

In night fighter pursuit operations:

By the 3rd Fighter Division: Twin-engine fighter aircraft from St. Trond. The aircraft assembled and were directed into the bomber stream over the airfield.

Twin-engine fighter aircraft from Venlo, Deelen, and Twente. As a precaution measure the aircraft assembled over St. Trond. They were ordered to land after the bombers had turned back over the area of Belgium.

Twin-engine fighter aircraft from Langendiebach and Mainz-Finthen. As a precaution measure they assembled over the airfields. The aircraft were ordered to land after the bombers had turned back over the area of Belgium.

Total Effort: 65 single-engine and twin-engine fighter aircraft.

The German radio intelligence had failed during the second half of the night of 8/9 May. Since no early warning was given when the bomber-stream

intruded across Schelde Estuary, the night fighters could not take off in time.

Enemy Losses: 5 bomber aircraft definitely shot down.

Losses of Friendly Forces: None.

Weather Conditions: Cloudless.

11.) Penetration of British Bomber aircraft into Northern France and Nuisance Raid on Berlin on 9/10 May 1944

(See sketch: home air defense, supplement 219!)

Enemy Effort

The following operations were conducted by the RAF:

During the first half of the night:

A nuisance raid on Berlin with 40 Mosquito bombers; secondary attacks were ~~xxxxx~~ directed against Kiel and Braunschweig. The aircraft approached across Elbe Estuary shortly befor midnight. They returned in western direction. Comparatively heavy damage to buildings and losses of personnel were caused in Berlin.

Nuisance missions with a number of Type Mosquito aircraft over the area of Holland

A mine-laying operation with 30 aircraft ~~xxxx~~ in the Heligoland Bight.

During the second half of the night:

An operation of 700 bomber and 120 Type Mosquito aircraft intruding into Northern France. The bomber stream approached from the area of Norwich across Thames Estuary flying in southern direction into the coastal area of Northern France. The aircraft returned on counter routes. The targets against which this operation was directed are not quoted in the war diary of the I Fighter Corps.

Patrol missions flown by a number of "FN"-aircraft up to South-Western and Southern Germany.

A courier mission flown by a single aircraft via Northern Jutland to Sweden.

Commitment of the I Fighter Corps

The following aircraft were committed:

Against Type Mosquito aircraft:

By the 1st Fighter Division: A number of single-engine fighter aircraft over Berlin.

By the 2nd Fighter Division: One twin-engine fighter aircraft from Stade.

By the 3rd Fighter Division: Several twin-engine fighter aircraft in "Himmelbett"-tactics in Holland.

Against mine-layer aircraft:

By the 2nd Fighter Division: Several twin-engine fighter aircraft in "Himmelbett"-tactics over the Heligoland Bight.

Against the bomber force intruding into Northern France:

By the 3rd Fighter Division: All twin-engine fighter aircraft took off as a precaution measure, since it was initially not clear in which direction the bomber stream would intrude. The units landed after the bombers changed their course over Northern France.

Total Effort: 74 single-engine and twin-engine fighter aircraft.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: Bright, 3/10 ice clouds above 7000 meters. High-altitude winds at 5000 to 7000 meters: 330 degrees, 50 kilometers per hour. Moon light.

Results of the Nuisance Raid on Berlin on 9/10 May 1944:

The following explosives were dropped: 9 aerial mines and 75 demolition bombs

Damage to material and losses of personnel: 34 buildings totally destroyed,
331 buildings damaged,
27 killed,
234 wounded, and
1650 homeless.

12.) British Bomber Operation into the Area of Brussels, Cambrai as well as Nuisance Raids on Frankfurt on the Main, Mannheim, and Budapest on 10/11 May 1944

(See sketch: home air defense, supplement 220 !)

Enemy Effort

The following operations were conducted by the RAF:

During the first half of the night:

800 bomber aircraft intruded into the area of Brussels and Cambrai, presumably to attack transportation facilities. The bomber stream approached, from 22:00 hours on, from the area of Norwich across Thames and Schelde Estuaries up to area of Brussels and Cambrai. They returned on counter routes.

Nuisance raids on Mannheim and Frankfurt on the Main with a total strength of 50 Mosquito bombers. The aircraft approached across the southern section of Schelde Estuary flying in south-eastern direction up to the area of Frankfurt on the Main and Mannheim. They returned on counter routes.

A mine-laying operation at about midnight in the sea area of the island of Heligoland with 20 aircraft.

A nuisance raid on Budapest with 30 aircraft. The aircraft approached from the British air base in Italy from 22:00 hours on flying across Croatia into the area of Budapest. They returned on counter routes.

During the second half of the night:

A number of aircraft carrying or supplying agents appeared over the area of Holland. The aircraft approached via Schelde Estuary and returned via the Zuider Sea.

Courier missions were flown across the Skagerrak with 2 aircraft to Sweden and with 3 aircraft from Sweden.

Commitment of the I Fighter Corps

The following forces were employed:

Against the aircraft intruding from the South:

By the 7th Fighter Division: Twin-engine fighter aircraft of the Fighter Commander Ostmark from Wiener-Neustadt and Parndorf to provide protection at night over Budapest.

Against Mosquito-bombers:

By the 3rd Fighter Division: A number of twin-engine fighter aircraft.

Against the bomber stream intruding into Belgium:

By the 3rd Fighter Division: Twin-engine fighter aircraft from the area of Holland for pursuit operations over Belgium. The Fighters were directed into the bomber stream over Schelde Estuary.

Twin-engine fighter aircraft from Langendiebach and Mainz-Finthen in direction of Brussels. The aircraft landed after the bombers had turned back over Brussels.

Total Effort: 82 twin-engine fighter aircraft.

Bad high-altitude visibility hindered the night fighter operations over the area of Belgium.

Enemy Losses: 5 bomber aircraft definitely shot down.

Losses of Friendly Forces: 1 aircraft.

Losses of personnel: 1 killed,
1 wounded.

Weather Conditions: Hungary: Cloudless.

Northern France and North-Western Germany: 3/10 to 5/10 high upsloping clouds from 4500 to 8000 meters, bad high-altitude visibility.

13.) British Attack on Transportation Facilities in the Area of Brussels on 11/12 May 1944

(See sketch: home air defense, supplement 221!)

Enemy Effort

The following operations were conducted by the RAF:

A large-scale attack with 500 bomber aircraft on transportation facilities in the area of Brussels. Beginning at 23:00 hours two bomber streams approached from the area north and south of Norwich flying in eastern, later in south-eastern direction. The bomber streams united in the area north of Schelde Estuary and proceeded into the area of Brussels. They returned in western and north-western direction.

A strong Mosquito -bomber force approached from the sea area east of Ipswich flying in eastern ~~direction~~, later in south-eastern direction, across Schelde Estuary into the area of Liége. The Mosquito-bombers flew ahead of the heavy bombers at the same altitude,presumably to distract attention from the main target of the attack. The returned together with the four-engine bombers. The altitude at which the heavy bombers approached was established 4000 to 4500 meters. They flew over the targets at altitudes from 2000 to 2500 meters.

The transportation facilities in the area of Brussels were heavily damaged by the British night attack.

A mine-laying operation with 20 aircraft in the sea area of the West Frisian islands.

Patrol missions with a number of "FN"-aircraft over the area of Holland.

Courier missions flown by two aircraft which crossed the Skagerrak coming from Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed:

In night fighter pursuit operations against the bomber stream intruding into Belgium:

By the 3rd Fighter Division: 52 twin-engine fighter aircraft from the area of Holland. The aircraft were directed into the bomber stream over Schelde Estuary.

By the 2nd and 7th Fighter Divisions: As a precaution measure, 123 twin-engine fighter aircraft took off in direction of the Ruhr area for the case of a British large-scale attack against a target in North-Western Germany or in the Ruhr area. Because of the noonlight (increasing half moon) it could be anticipated that British aircraft would penetrate a limited distance.

Total Effort: 175 twin-engine fighter aircraft.

Enemy Losses: 12 bombers definitely shot down, 4 bombers probably shot down.

Losses of Friendly Forces: 3 aircraft.

Losses of personnel: 4 killed,
3 missing.

Weather Conditions: Belgium: 3/10 to 5/10 high upsloping clouds.
North-Western Germany: Cloudless.
High-altitude winds at 5000 to 7000 meters: 100 degrees, 80 kilometers per hour.

14.) British Attack on Transportation Facilities in the Area of Liége on 12/13 May 1944

(See sketch: home air defense, supplement 2221)

Enemy Effort

The following operations were conducted by the RAF:

During the first half of the night:

A large-scale attack with 500 bombers on transportation facilities in the area of Liége. The bomber stream approached from the area of Norwich flying in south-eastern direction across Schelde Estuary into the area of Liége. The aircraft returned in north-western and western direction. Results of the attack: Considerable damages to transportation facilities.

A mining operation in the Heligoland Bight with about 10 aircraft

Patrol missions flown by a number of "FN"-aircraft over the area of Holland.

A number of aircraft carrying or supplying agents flew to Jutland.

During the second half of the night:

It was presumably the intention of the British Command to hit the day fighter units stationed in Fels on the Wagram in order to reduce the defensive power in the area of Vienna.

No data are available on the commitment of the night fighter units of the I Fighter Corps as well as on friendly and British losses of aircraft during the period from 23/24 to 29/30 May 1944.

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Mine-laying operations in the Heligoland Bight with 50 aircraft and off the Dutch coast with 10 aircraft. A number of aircraft of the mine-layer force operating in the Heligoland Bight proceeded into the area of the Kaiser-Wilhelm canal. In this area they attacked floodgate installations in the vicinity of Kiel and Brunsbuettel without causing remarkable damage.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against mine-layer aircraft in "Himmelbett"-tactics over the Heligoland Bight

By the 2nd Fighter Division: 9 twin-engine fighter aircraft without any success.

Against the bomber stream intruding into Belgium:

In night fighter pursuit operations:

By the 3rd Fighter Division: 56 twin-engine fighter aircraft from the area of Belgium and Holland. The aircraft were directed into the bomber stream from the "Himmelbett" stations in Holland and Belgium.

By the 1st, 2nd, 3rd, and 7th Fighter Divisions: 134 twin-engine fighter aircraft. As a precaution measure the aircraft took off in case the bomber stream had penetrated into the Reich's territory.

Total Effort: 199 twin-engine fighter aircraft.

Enemy Losses: 13 bomber aircraft definitely shot down.

3 bomber aircraft probably shot down.

Losses of Friendly Forces: 2 aircraft.

Losses of personnel: 1 wounded,
4 missing.

Weather Conditions: Cloudless, thick high-altitude haze.

High-altitude winds: 130 degrees, 40 kilometers per hour.

15.) British Air Activities on 13/14 May as well as British Nuisance Raids on Koeln and Duesseldorf on 14/15 May 1944

(See sketch: home air defense, supplement 223!)

Enemy Effort

The following operations were conducted by the RAF:

On 13/14 May:

Nuisance missions with 2 aircraft over the coastal area of Holland.

Courier missions with 3 aircraft across the Skagerrak to Sweden.

On 14/15 May during the first half of the night:

A bomber operation into the area of Le Havre.

An operation conducted by a number of Type Mosquito aircraft across Schelde Estuary into the area of Aachen without dropping bombs.

A mine-laying operation with about 20 aircraft in the sea area west of Den Helder.

During the second half of the night:

Nuisance raids on Duesseldorf and Koeln with a total strength of 30 Mosquito-bombers. The aircraft approached across Schelde Estuary. They returned on counter routes.

Results of the attack: Considerable damages to buildings of industrial installations.

Commitment of the I Fighter Corps

The following aircraft were employed on 14/15 May:

Against Type Mosquito aircraft during the first and the second halves of the night:

By the 3rd Fighter Division: 10 twin-engine fighter aircraft in "Himmelbett"-tactics and with "Y"-guidance in Holland.

Enemy Losses: Enemy losses were observed.

Losses of Friendly Forces:

Weather Conditions: On 14/15 May: Dense formation of clouds, lower ceiling 200 to 500 meters, upper ceiling 5000 to 7000 meters. High-altitude winds: 290 degrees, 70 kilometers per hour.

16.) British Nuisance Raids on Mannheim and Koeln on 15 and 16 May 1944

(See sketch: home air defense, supplement 224!)

Enemy Effort

The following operations were conducted by the RAF:

During the first half of the night:

Nuisance raids with a total strength of 100 Mosquito bombers on Mannheim and Koeln. The aircraft intruded into the area of Koeln flying across Ostend in eastern direction. They returned via Schelde Estuary.

The aircraft intruded via Calais in south-eastern direction into the area of Mainz and Mannheim and returned on counter routes. They released bombs on open terrain where they did not cause any damage.

A mine-laying operation in the Bay of Kiel with 30 aircraft. The aircraft approached across Jutland and returned in western direction.

A number of aircraft carrying or supplying agents flew to Northern Jutland.

During the second half of the night:

Reconnaissance missions flown by a number of aircraft along the Dutch coast to locate convoys.

A single aircraft flew on a courier mission across the Skagerrak coming from Sweden.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against mine-layer aircraft in "Himmelbett"-tactics over Holstein:

By the 2nd Fighter Division: A number of twin-engine fighter aircraft. Operating initially in "Himmelbett"-tactics these aircraft were guided by the "Y"-method against the mine-layer aircraft.

Against Mosquito-bombers:

By the 3rd Fighter Division: A number of twin-engine fighter aircraft in "Himmelbett"-tactics over Holland as well as in night

fighter pursuit operations with "Y"-guidance.

Total Effort: 23 twin-engine fighter aircraft.

Enemy Losses: 4 mine-layer aircraft definitely shot down.

Losses of Friendly Forces: None.

Weather Conditions: Belgium, Holland, and Northern Germany: Light cumulus clouds at altitudes from 1000 to 2400 meters.

Ruhr area: 10/10 Stratus clouds from 1800 to 2300 meters

High altitudes winds ~~from~~ at 5000 to 7000 meters: 240 degrees, 50 kilometers per hour.

17.) Nuisance Raid on Berlin on 16/17 May 1944

(See sketch: home air defense, supplement 224!)

Enemy Effort

The following operations were conducted by the RAF:

A nuisance raid on Berlin with 45 Mosquito-bombers. The aircraft approached at midnight via Heligoland and Luebeck. They returned in north-western direction across North-Western Germany and the Zuider Sea. A small number of aircraft flew singly from Luebeck in eastern direction into the area of Anklam and returned in north-western direction.

A mine-laying operation with 30 aircraft in the sea area of the West and East Frisian islands.

During the second half of the night one Mosquito-reconnaissance aircraft appeared over Hamburg.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against mine-layer aircraft:

By the 2nd and 3rd Fighter Divisions: 5 twin-engine fighter aircraft in "Himmelbett"-tactics over the coastal areas of Northern Holland and East Frisia.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: None.

Weather Conditions: 10/10 stratus clouds, lower ceiling 400 meters in ~~xxxx~~ with rainfall; upper ceiling 6000 meters.

18.) British Nuisance Activities on 18/19 May and Nuisance Raid on Koeln on 19/20 May 1944

(See sketch: home air defense, supplement 2251)

Enemy Effort

The following operations were conducted by the RAF:

On 18/19 May:

Nuisance missions with several aircraft up to the area of Berlin and over the coastal area of Holland.

On 19/20 May:

A nuisance raid with a total strength of 40 Mosquito bombers

against Koeln and Leverkusen. The aircraft approached at midnight from the area of Norwich across Schelde Estuary flying in south-eastern direction into the area of Koeln and Bonn. They returned on counter routes.

700 four-engine bomber aircraft intruded from the area of Norwich across Thames Estuary in southern direction into Northern France.

A number of aircraft from the British airbase , carrying or supplying agents, flew to Southern Poland and into the area of Budapest.

Three aircraft on a courier mission crossed the Skagerrak flying to Sweden.

Commitment of the I Fighter Corps

In consequence of reports of the German radio intelligence the Headquarters of the I Fighter Corps anticipated a large-scale attack against the Reich's territory. The following missions were flown as a precaution measure in view of British Mosquito-bombers intruding from the area of Norwich across Schelde Estuary of which one bomber stream proceeded across Thames Estuary into Northern France:

By the 2nd Fighter Division: Ju-88 units in direction of F.F. Ludwig.

By the 3rd Fighter Division: Twin-engine fighter aircraft from Holland and Belgium and from the area of Frankfurt in direction of Schelde Estuary.

By the 7th Fighter Division: All twin-engine fighter aircraft in direction of F.F. Ida.

Precautionary Total Effort: 167 twin-engine fighter aircraft.

After the aircraft intruding across Schelde Estuary had turned out to be a Mosquito unit and the four-engine bomber stream stayed within the area of France, all night fighters committed received orders for landing.

Enemy Losses: Enemy losses were not observed.

Losses of Friendly Forces: 4 aircraft.

Losses of personnel: 3 killed,
6 wounded,
2 missing.

Weather Conditions: Cloudless. High-altitude winds: 240 degrees, 60 kilometers per hour.

19.) British Attack on Duisburg on 21/22 May 1944

(See sketch: home air defense, supplement 226!)

Enemy Effort

The following operations were conducted by the RAF:

An attack with 500 bomber aircraft on Duisburg. The bomber stream could not be recognized until it had reached the middle of the Channel owing to strong radio interference by British jamming aircraft.

A nuisance raid with 40 Mosquito-bombers on Krefeld.

~~Diversion~~ Screening missions flown by Type Mosquito aircraft to North-Western Germany.

A mine-laying operation with Halifax-bombers in Danish waters.

Results of the Attacks: In Duisburg: The following amount of ammunition was dropped: 51 general-purpose bombs, 161 demolition bombs, 1000 stick type incendiary bombs ~~equipped with a special sting at the point~~, 5540 phosphorus incendiary bombs,

and 30 liquid fire jet bombs. Medium damage was caused to buildings. 17 factories damaged.

In Krefeld: 11 factories and 2 establishments of public utilities damaged.

Commitment of the I Fighter Corps

The following aircraft were employed:

Against the bomber stream in night fighter pursuit operations:

By the 2nd and 3rd Fighter Divisions: 115 twin-engine fighter aircraft.

Against mine-layer aircraft:

By the 2nd Fighter Division: 26 twin-engine fighter aircraft.

Total Effort: 141 twin-engine fighter aircraft.

Activities of the Antiaircraft Artillery:

The following amount of ammunition was discharged:

29 heavy batteries with 133 guns fired 7455 rounds.

Enemy Losses: 24 bomber aircraft definitely shot down,

7 mine-layer aircraft definitely shot down.

In addition, the following aircraft were shot down by antiaircraft artillery:

6 bomber aircraft definitely shot down.

Total Losses: 37 aircraft definitely shot down.

Losses of Friendly Forces: 5 aircraft destroyed,
3 aircraft damaged,
Losses of personnel: 6 killed,
1 wounded.

Weather Conditions: Dense formation of clouds.

20.) British Attack on Dortmund and Braunschweig on 22/23 May 1944

(See sketch: home air defense, supplement 2271)

Enemy Effort

The following operations were conducted by the RAF:

An attack with 400 bomber aircraft of the 3rd, 6th, and 8th Bomber Groups on Dortmund; the aircraft flew at altitudes from 5500 to 7500 meters. The bombers attacked in a concentrated formation regardless of the antiaircraft fire.

An attack with 200 bomber aircraft of the 1st and 6th Bomber Groups; the bombers attacked during the period from 01:18 to 01:40 hours flying at altitudes from 5000 to 6000 meters. After having sustained the first losses the formation of the bomber stream loosened up and widened. This presumably prevented a concentrated release of the bomb loads. The British Command tried to confuse the picture of the air situation by having the approaching bomber streams change their courses frequently and by having Type Mosquito aircraft operate by "Dueppel"-methods *.

.....

Note: *"Dueppel" means

A nuisance raid on Mannheim with a small Mosquito-unit.

Patrol missions with a number of "FN"-aircraft over North-Western Germany and Holland.

A mine-laying operation in the Kattegat.

Results of the Attacks: Considerable damage to buildings. Among other objects 11 industrial establishments in Dortmund were hit and 2 industrial establishments in Braunschweig incurred medium damage.

Commitment of the I Fighter Corps

The following aircraft were employed:

By the 1st, 2nd, 3rd, and 7th Fighter Divisions:

In fighter pursuit operations: 227 twin-engine fighter aircraft, and

to provide fighter protection: 64 single-engine fighter aircraft of which

157 aircraft were employed to repulse the attack on Dortmund and

134 aircraft were employed to repulse the attack on Braunschweig.

Total Effort: 291 single-engine and twin-engine fighter aircraft.

Activities of the Antiaircraft Artillery:

The following amount of ammunition was discharged:

257 heavy batteries fired 32 181 rounds.

Enemy Losses: 35 bomber aircraft definitely shot down,

7 bomber aircraft probably shot down.

In addition, the following aircraft were shot down by antiaircraft artillery:

13 bomber aircraft definitely shot down.

Total Losses: 48 bomber aircraft definitely shot down,
7 bomber aircraft probably shot down.

Losses of Friendly Forces: 8 aircraft destroyed,
2 aircraft missing,
2 aircraft damaged.
Losses of personnel: 4 killed,
5 wounded,
2 missing.

Weather Conditions: 2/10 to 5/10 clouds.

21.) British Nuisance Raids on Berlin as well as Attacks on Aachen and on the Airfield of Fels on the Wagram During the Period from 23/24 to 29/30 May 1944

(See sketch: home air defense, supplement 228!)

Enemy Effort

The Reich's capital was attacked:

On 23/24 May by a small number of Mosquito-bombers during the period from 00:35 to 01:02 hours.

Results of the Attack: In the urban districts of Steglitz and Wilmersdorf
16 buildings were destroyed,
150 buildings were damaged,
4 persons were killed,
14 persons were wounded, and
600 persons became homeless.

On 24/25 May by a small number of Mosquito-bombers.

Results of the Attack: A number of bombs was released on the central section of the city causing only slight damage.

On 27/28 May by 20 Mosquito-bombers.

Results of the Attack: There were only neglible results.

On 28/29 May by 20 Mosquito-bombers during the period from 01:01 to 01:15 hours.

Results of the Attack: In the south-western section of the city

12 buildings were destroyed,

36 buildings were damaged,

4 persons were killed,

22 persons were wounded, and

450 persons became homeless.

On 24/25 May a total strength of 500 British bomber aircraft which were divided into two separate bomber streams approaching at different times attacked the transportation facilities of Aachen.

The first attack took place during the period from 00:50 to 01:21 hours, the second attack took place during the period from 02:15 to 02:45 hours.

Results of the Attacks: Medium damage to transportation facilities.

Weather Conditions: Dense formation of clouds at altitudes from 1500 to 5000 meters.

On 29/30 May 50 bomber aircraft from the British air base in Italy directed their attack against the air base of Fels on the Wagram in Lower Austria.