

HEADQUARTERS (IN FRANCE)
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
PUBLIC RELATIONS OFFICE

IMMEDIATE RELEASE
NUMBER 10,165

21 FEBRUARY 1945

- FIRST NEWS SUMMARY -

Returning to Nurnberg, where 900 Flying Fortresses yesterday (Tuesday) caused serious damage to rail and industrial targets, more than 1200 B-24 Liberators and B-17 Flying Fortresses of the U. S. Eighth Air Force today struck an even heavier blow, raining 3,000 tons of bombs on factories and marshaling yards.

Yesterday's high explosives and incendiaries plastered parts of Nurnberg's large marshaling yards, railroad repair shops, freight yards, and plants manufacturing tanks and electrical equipment.

Today Eighth Air Force heavy bombers roared over Nurnberg for an hour. The great attack was aimed at industrial centers and at completing yesterday's destruction in the marshaling yards. These yards are known to be jammed to near capacity with several thousand railroad cars, many of which were destroyed and left burning by yesterday's assault.

Nurnberg, the second largest city in Bavaria, is a vitally important rail junction. Its main marshaling yards, under attack yesterday and today, are capable of handling nearly 3,000 railroad cars in 24 hours.

Adjacent to the marshaling yards is a great development set aside for Nazi party rallies and demonstrations. The area includes several stadiums and parade grounds. Two of the stadiums were damaged in yesterday's attack, including the Luitpold arena where 120,000 Nazis gathered each year for the party congress. One pattern of bombs hit the end of this stadium where Hitler used to speak, flanked by 23-foot-high bronze eagles.

Bombing at Nurnberg today was done with the aid of instruments, with some bombardiers getting glimpses of the target areas through breaks in the undercast.

END

6:20 PM

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NUMBER 10,169

21 FEBRUARY 1945

- FINAL NEWS SUMMARY -

Striking for the second successive day at targets in Nurnberg, wave after wave of U. S. Eighth Air Force heavy bombers flew over the cloud-covered city in an hour-long 1200-bomber procession to attack railway yards and armament plants.

Among the targets were the M.A.N. plant making Panther tanks and other armored vehicles, and the Siemens electrical plant which manufactures electrical components and precision instruments for many of Germany's weapons of war. Both of those were damaged in Tuesday's attack.

There were a few breaks in the clouds as the armada of B-24 Liberators and B-1 Flying Fortresses roared over the city, but not sufficient for visual bombing.

No German fighters were encountered by the bombers or their escort of approximately 600 P-51 Mustangs and P-47 Thunderbolts.

A few bomber groups reported intense anti-aircraft fire over the target.

S/Sgt. Howell B. Nelson, of 811 May St., Fort Worth, Texas, a Flying Fortress waist gunner, reported: "The target was completely covered by clouds but as we pulled away there was a huge column of smoke pouring up through the clouds."

After completing escort duties the Eighth Air Force fighters dived to low level to shoot up 68 locomotives, 253 rail cars, ten motor vehicles, four parked aircraft, five radar towers, two rail stations and one factory. During the last three days fighter pilots have shot up a total of 395 locomotives, 940 rail cars and 211 motor vehicles. Included in Wednesday's bag were nine oil tank cars, two ammunition cars and a fuel truck. Most of the strafing was done in the Nurnberg area.

1st Lt. Arthur B. Morris, Jr., of Cordele, Ga., a Mustang pilot who strafed an airfield in the Schweinfurt area, said: "I fired on a Junkers 88 as it was being refueled by a crew using a large gasoline trailer truck. My shots smothered the plane and exploded the truck showering flames over the entire area. Seconds later I damaged another aircraft on the field and then came home."

The 4th Mustang Group, led by Capt. Kendall E. Carlson, of Red Bluff, Calif., and Capt. Gerald E. Montgomery, of Littlefield, Tex., strafed a troop train just west of Nurnberg and reported killing or wounding about 50 of the Nazi soldiers who scurried from the cars as the Mustangs began their attack.

END

IMMEDIATE RELEASE
NUMBER 10,170

21 FEBRUARY 1945

The following fighter pilots of the U. S. Eighth Air Force reported destruction of enemy aircraft in Wednesday's (February 21) attack:

ONE ON THE GROUND:

2nd Lt. Ossie J. Huval, of Breaux Bridge, La.
1st Lt. Gail E. Jacobson, 1319 Pennsylvania Ave., Des Moines, Iowa
1st Lt. Arthur B. Morris, Jr., Cordele, Ga.
Maj. Edwin F. Pezda, 3844 Prescott St., Hamtramck, Mich.

END

8:45 PM

C O M M U N I Q U E

21 FEBRUARY 1945

FROM: HEADQUARTERS (IN FRANCE), UNITED STATES STRATEGIC AIR FORCES IN EUROPE.

Rail and industrial targets in Nurnberg were attacked Wednesday by more than 1200 B-17 Flying Fortresses and B-24 Liberators of the U. S. Eighth Air Force, escorted by approximately 650 P-51 Mustangs and F-47 Thunderbolts of the same command.

Targets for the heavy bombers Wednesday included Nurnberg's heavily-loaded marshaling yards, locomotive repair shops, the M.A.N. tank factory and the large Siemens electrical equipment plant, all of which were substantially damaged in Tuesday's 900-plane attack by the Eighth.

Anti-aircraft fire was intense for some formations.

Some of the escorting fighters strafed rail lines in southern Germany, shooting up 68 locomotives, 253 rail cars, and 10 vehicles. Four parked enemy planes were destroyed by strafing.

Loss figures are incomplete.

E N D

9:00 PM

HEADQUARTERS (IN FRANCE)
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
PUBLIC RELATIONS OFFICE

IMMEDIATE RELEASE
NUMBER 10,178

FINAL NEWS SUMMARY

22 FEBRUARY 1945

Disrupting the Nazi railway system with bombs and bullets, more than 2,200 U.S. Eighth Air Force heavy bombers and fighters today carried out a widespread attack on marshaling yards and other rail targets throughout all of central Germany.

More than 1,400 B-17 Flying Fortresses and B-24 Liberators simultaneously hammered about 30 targets on nearly every main rail line in central Germany. At the same time, many of the more than 800 escorting P-51 Mustangs and P-47 Thunderbolts strafed rail lines throughout the area, riddling more than 100 locomotives, 300 railroad cars, and 30 motor vehicles, according to preliminary reports.

The strafing fighters also destroyed 21 enemy aircraft on German airfields, blew up an ammunition dump, a long ammunition train, and set an oil storage tank afire. At least ten of the rail cars destroyed or damaged were fuel tank cars.

A few German planes were encountered, but were kept away from the bombers by the escorting fighters. The escorting fighters sighted a group of about 25 Focke Wulf 190's, and a number of jet planes flying singly and in pairs. Six enemy aircraft were shot down -- four of them Me 262's (Jets)

Despite the fact that the bombers attacked at levels unprecedentedly low for daylight bombers in compact formations, no intense ground fire was reported. Some bomber groups dropped their bombs from as low as 6,000 feet, and many of the bomber gunners used their machine guns to shoot up rail cars as they went down their straight, level sighting runs.

The medium level attacks planned upon information that these targets were not defended by heavy flak guns.

The First and Second Air Division hit their targets in good visibility and reported highly favorable results. However, Fortresses of the Third Division ran into weather which one crewman described as "the worst I've seen in more than 30 missions," and most of their targets were located with the aid of special instruments.

Among today's targets were marshaling yards at Luneburg, Stendal, Halberstadt, Ludwigslust, Uelzen, Salzwedel, Wittenberge, Hildesheim, Kneiensen, Peine, Northeim, Vienenburg, Sangerhausen, and Gottingen. They are located in a wide north-south band through central Germany, bounded on the west by Hamburg, Hannover, and Kassel, and on the east by Berlin and Leipzig. Each target is at the junction of two or more main rail routes.

END

IMMEDIATE RELEASE
NUMBER 10,179

22 FEBRUARY 1945

Col. Lewis E. Lyle, commanding officer of the 379th Bomb Group, whose bomber spearheaded the February 3 attack on Berlin, Thursday, flew a practically unarmed B-17 Flying Fortress over the target area to take pictures while the bombing was in progress. With all the guns except those in the tail replaced by cameras, Lyle circled over the target area making photographs for intelligence purposes.

Lyle, a pioneer in the air offensive over Europe, was flying his 64th combat mission.

Lyle comes from Pine Bluff, Arkansas.

END

IMMEDIATE RELEASE NUMBER 10,180

22 FEBRUARY 1945

AN EIGHTH AIR FORCE BOMBER STATION, ENGLAND -- Making its 300th daylight attack on enemy-occupied Europe, the 306th Flying Fortress Group spearheaded the Eighth Air Force's First Air Division Thursday in pounding key railway junctions and marshaling yards in north central Germany.

The veteran group was led by its commander, Col. James S. Sutton of Findlay, Ohio, who declared after the mission:

"I am highly satisfied with the results achieved by my group on its 300th mission. We went in low and had a good visual run, and my bombardier reported seeing fires burning in the target area. We got only a few burst of flak. It was a job well done".

END

10.15 P.M.

ALLIED AIR OFFENSIVE ON FEBRUARY 22nd.

1000 ft

Paranoid

In the great Allied air offensive on February 22nd the Royal Air Force struck at the enemy with every type of aircraft at its disposal. It was a shattering onslaught on German transport, troops and communications. Some Lancasters bombed Benzole plants with a great concentration of high explosives. More than ever the Germans need every gallon of fuel they can lay their hands on to supply their sorely-pressed troops in the forward areas. Other Lancasters dropped 12,000 lb. bombs (two of these bombs can be seen going all the way down) on an important viaduct and so further disrupted the already overstrained German lines of communications.

Second Tactical Air Force flew nearly one thousand seven hundred sorties. Mitchells and Besters struck at communication centres, bombing the enemy through cloud where necessary. Mosquitoes swept every main line and road in north-west Germany. Rocket-firing Typhoons made deadly attacks on troop concentrations, enemy strong-points and headquarters'. Tempests strafed every ~~main~~ enemy train, transport and barge they could find. Nowhere was the Hun able to hide from the striking power of the Royal Air Force.

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24/2/45