

HEADQUARTERS  
NINETY SECOND BOMBARDMENT GROUP (H) AAF E-C-4  
Office of the Operations Officer

APO #557  
12 May 1944.

SUBJECT: Report on Planning and Execution of Operations of Mission,  
11 May 1944.

TO : Commanding Officer, 92nd Bombardment Group(H) AAF, APO #557.

1. Comment on Planning and Execution.

a. The bomb loading for this operation was received from Headquarters, 40th Combat Wing by Capt. Smyrl at 2330 hours, 11 May 1944. The order called for twelve (12) B-17's to be loaded with Max. M-47 IB's and eighteen (18) B-17's plus three (3) spares to be loaded with 6 X 1000 GP's each with 1/10 second nose fuse and 1/40 second tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division by Capt. Smyrl at 0030 hours, 12 May 1944. Flight plans and details of the mission were completed, briefing being set for 1230 hours and takeoff time 1500 hours.

2. General Narrative.

a. High Group, 1st "B" Composite Combat Wing.

(1). Take-off was accomplished by eighteen (18) B-17's and three (3) spares from the 92nd Group, beginning at 1500 hours. These aircraft assembled over the 1st Combat Wing Buncher at 18,000 feet to form the High Group of the 1st "B" Composite Combat Wing.

(2). The formation departed the 1st Combat Wing Buncher at 1631 hours as High Group and made immediate rendezvous with the Lead Group. The English Coast was crossed at 1705 hours at an altitude of 20,500 feet. The briefed flight plan was followed to the I.P. which was reached at 1829 hours. From here, a heading of 117 degrees magnetic was flown to the Target, and bombs were released on the primary at 1842 hours from 21000 feet. The return flight was flown according to plan, and the enemy coast was crossed at 1941 hours at an altitude of 22,000 feet. The English Coast was crossed at 2001 hours, and the formation reached base at 2027 hours.

b. Lead and Low Squadrons, High Composite Group, 40th Combat Wing.

(1). Take-off was accomplished by twelve (12) B-17's from the 92nd Group beginning at 1520 hours. These aircraft assembled over the 40th Combat Wing Buncher at 12,500 feet to form the Lead and Low Squadrons of the High Composite Group, 40th Combat Wing. Six (6) aircraft from the 306th Group joined the formation over the buncher as High Squadron.

(2). The High Group departed the 40th Combat Wing Buncher at 1623 hours and rendezvoused immediately with the Lead Group. The English Coast was departed at 1717½ hours, and the formation entered the enemy coast at 1745 hours, 23,000 feet. The route to the I.P. was as briefed, and that point was reached at 1850 hours. The magnetic heading over the target was 191 degrees, and at 1859 hours, the group was over the primary at 23000 feet but did not drop bombs due to heavy haze which made it impossible to pin point

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the target. Contact with the Combat Wing Leader was lost at this time, and our Group Leader decided to attack the secondary target, but due to restricted visibility caused by thick haze, no target could definitely be identified for a satisfactory run, and the Group returned without attacking. The enemy coast was crossed at 2041 hours at 18,500 feet, and the formation entered the English Coast at 2105 hours, reaching the base at 2134 hours.

## 3. Aircraft Not Attacking.

- a. Of the thirty (30) B-17's and three (3) spares which took off, eighteen(18) aircraft attacked the target.
- b. The twelve (12) aircraft flying as Lead and Low Composite Group failed to bomb target due to poor visibility.
- c. Of the twelve (12) aircraft that failed to bomb, aircrafts #42-31771 and 42-97479 jettisoned their bombs in enemy territory and are therefore considered attacking targets of opportunity. Aircrafts #42-31713, 42-38101, 42-31828, 42-31995, 42-31635, 42-97245, 42-102426, 42-31765, 42-97244, 42-97335 returned with their bombs.
- d. Aircrafts #42-102643, 42-37976, and 42-97326 returned early as unused spares.

## 4. Aircraft Lost.

None.

## 5. Statistical Summary.

	High Gp. 1st C.W.	High Gp. 40th C.W.	Total
a. Number of A/C taking off.....	21	12	33
b. Unused spares.....	3	0	3
c. A/C taking off less unused spares..	18	12	30
d. Number of A/C dispatched.....	18	12	30
e. Number of Sorties.....	18	12	30
f. Number of A/C attacking.....	18	2	20
g. Number of A/C not attacking.....	0	10	10

## Aircraft Lost.

None.