

HEADQUARTERS  
NINETY SECOND BOMBARDMENT GROUP (H) AAF  
Office of the Operations Officer

E-1-2

AFC #557  
19 April 1944

SUBJECT: Report on Planning and Execution of Operations of Mission 18  
April 1944, Oranienburg, Germany.

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

1. Comment on Planning and Execution.

The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. Prasse at 2200 hours 17 April 1944. The order called for twenty-seven (27) plus three (3) spare B-17's to be loaded with maximum M47-A1 TB bombs.

The Field Order was received from Headquarters 1st Bomb Division by Lt. Hamilton at 2250 hours 17 April 1944. Flight Plans and Details of the mission were completed, briefing being set for 0700 hours and take-off time 0955 hours.

2. General Narrative.

a. 92nd Bomb Group (High Group 41st "B" Composite Combat Wing)

(1). Take-off was accomplished by eighteen (18) B-17's plus three (3) spares beginning at 0955 hours. The assembly was made over Splasher #16 at 9,000 feet (see diagram "A"). The group formation departed the assembly splasher at 1010 hours as high group of the 41st Composite Combat Wing. The high group was delayed in making rendezvous with the 41st Wing, because it was necessary to alter the course to avoid a collision with another group.

(2). The English Coast was departed and the route to the enemy coast was followed according to flight plan. The enemy coast was entered at 1346 hours at an altitude of 25,000 feet. The IP was reached at 1436 hours. On the bombing run just before bombs away the 92nd group formation met another group head on and lost altitude to avoid a collision. The bombs were released at 1449½ hours from 26,200 feet on a magnetic heading of 355 degrees. (See diagram "B"). The 92nd group rallied after bombs away and followed the proposed route, departed the enemy coast at 1554 hours. The English Coast was entered at 1749½ hours and base was reached at 1823 hours.

b. 92nd Composite High Group (40th Combat Wing)

(1). Nine (9) B-17's took off beginning at 1011 hours to form the lead squadron and first element of the low squadron in the composite high group of the 40th Combat Wing. The assembly was made on the 40th Combat Wing Buncher at 9,000 feet where the nine (9) A/C from the 92nd Group were joined by nine (9) a/c from the 306th Bomb Group. (See diagram "C"). The high composite group departed the buncher at 1158 hours, one (1) minute early and made a dog leg to the right to rendezvous with the lead group. The rendezvous was not completed until just before reaching the English Coast.

(2). The English Coast was departed on time and the enemy coast entered at 1351 hours. The IP was reached at 1433 hours and a visual bombing run was made. Because of high cirrus clouds and haze the primary target was obscured and a target of opportunity was attacked. The bombs were released on the lead a/c of the 92nd Composite Group on a magnetic heading of 130 degrees from 26,000 feet at 1450 hours. (see diagram "D"). The proposed route was followed to the English Coast which was entered at 1737 hours. The lead ship reached base at 1817 hours.

c. Meager, inaccurate flak was encountered by both formations over the target and along the route.

d. Fighter opposition was nil.

e. Fighter support was excellent.

f. VHF Communication satisfactory.

3. Aircraft Not Attacking.

a. Of thirty (30) B-17's from the 92nd Bomb Group which took-off, twenty-six (26) attacked the target.

b. Two (2) a/c numbers 42-38110, and 42-31898 returned as unused spares.

c. A/C 42-107168 returned before becoming dispatched. A/C 42-31713 turned back after becoming dispatched.

4. Lost A/C

None

5. Statistical Summary (No PFF A/C used)

	<u>Main Gp</u>	<u>Comp Gp</u>	<u>Total</u>
a. Number of A/C taking off	21	9	30
b. Unused spares	2	0	2
c. A/C taking off less unused spares	19	9	28
d. Number of A/C dispatched	18	9	27
e. Number of sorties	18	8	26
f. Number of A/C attacking	18	8	26
g. Number of A/C not attacking	1	1	2

Number of A/C Lost

None