

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

E-B-4

APC #557  
19 June 1944.

SUBJECT: Report on the Planning and Execution of Operations, 143rd  
Mission, 18 June 1944, Hamburg, Germany.

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

1. Comment on Planning and Execution.

The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. Prasse at 1745 hours, 17 June 1944. The order called for eighteen (18) B-17's plus one (1) spare to be loaded with 18 X 250 lb. GP bombs each with 1/10 sec. nose fuse and 1/40 sec. tail fuse and sixteen (16) B-17's plus one (1) spare to be loaded with 12 X 500 lb. GP bombs each with 1/10 sec. nose fuse and 1/40 sec. tail fuse plus two (2) PFF aircraft.

The Field Order was received from Headquarters, 1st Bomb Division by Capt. Prasse at 2145 hours, 17 June 1944. Flight plans and details of the mission were completed, briefing being set for 0130 hours and take-off time 0400 hours.

2. General Narrative. (Lead and Low Groups, 40th Combat Wing).

a. Take-off was accomplished by thirty-four (34) B-17's and two (2) spares from the 92nd Group plus two (2) PFF aircraft, beginning at 0430 hours. These aircraft assembled on the Mount Farm Buncher as Lead and Low Groups of the 40th "B" Combat Wing. The Lead Group assembled at 4,000 feet and rendezvous with the High and Low Groups was successful prior to departing the Buncher at 0535 hours. The route over England was flown as briefed, and the English coast was crossed at 0647 hours, 7000 feet.

b. The enemy coast was entered at 54 31'N, 09 04'E at 0857 hours, 25,000 feet, and at 53 14'N, 09 40'E the Lead ship was forced to turn over the lead to its PFF deputy due to failure of equipment. The route was flown as planned, and the IP was reached at 0910 hours. On a magnetic heading of 182 degrees, the 40th "B" Combat Wing attacked the secondary target at 0919½ hours from an altitude of 25,100 feet using PFF technique. Shortly after bombs away, the deputy lead aircraft (PFF) flying lead, received a direct hit by flak, fatally wounding the plane commander and cutting a foot off the pilot. The plane was last seen trailing the formation and has been reported as crash landing on the English coast. After the crippled aircraft left the formation, the lead ship resumed its original position and the Combat Wing departed the enemy coast at 0938 hours, 22,000 feet. The formation appeared over the base, and the first ship landed at 1202 hours. The Lead and Low Groups of the 40th "B" Combat Wing furnished by the 92nd Group have been consolidated in this narrative as all times are the same. Altitudes given are 1000 feet lower for the Low Group.

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3. Aircraft Not Attacking.

a. One (1) aircraft #42-31687, returned early due to excessive loss of oil in the #4 engine and #1 cylinder burned out. This aircraft aborted the formation beyond the return point for spares, and the vacancy was not filled. This aircraft was flying the No. 3 position, 1st element, low squadron, low group.

4. Lost Aircraft.  
None.

5. Statistical Summary.  
See attached diagram.

STATISTICAL SUMMARY OF OPERATIONS  
DIVISION FIELD ORDER NO. 397

GROUP 92nd

DATE 18 June 1944

LINE NO.		LEAD FORMATION 40th B		LO. FORMATION 40th B		FORMATION		FORMATION	
		REGULAR	PFF	REGULAR	PFF	REGULAR	PFF	REGULAR	PFF
1	No. of Aircraft Failing to Take Off	0	0	0	0				
2	No. of Aircraft Airborne	17	2	19	0				
3	No. of Aircraft Airborne Less Unused Spares	16	2	18	0				
4	No. of Aircraft Sorties	16	2	17	0				
5	No. of Aircraft Attacking	16	2	17	0				
	Name of Primary Target								
	(a) No. Aircraft Attacking Primary Target								
	(b) No. Size and Type of Bomb								
7	Name of Secondary Target PFF								
	(a) No. Aircraft Attacking Secondary Target	16	2	17	0				
	(b) No. Size and Type of Bomb	214 X 500 -43-		295 X 250 -57-					
		2 sky markers		2 sky markers					
8	Name of Target of Opportunity (T.O.)								
	(a) No. Aircraft Attacking T.O.								
	(b) No. Size and Type of Bomb								
9	Name of Target of Opportunity (T.O.)								
	(a) No. Aircraft Attacking (T.O.)								
	(b) No. Size and Type of Bomb								
10	No. of Aircraft Not Attacking	0	0	1	0				
11	No. of Aircraft Lost	0	0	0	0				