HEADQUARTERS
LL.ST. WICH BULLARDERF GAUP (H)
Cffice of the Operations Officer

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APO #634 19 Larch 1972

SULTEOT: Report on lanning and Executive of Operations of Mission to March 1944, Lechield.

20 : Commanding Officer, 92nd homberdment Januar (H) LaF, APO 634.

1. Comment on Flanning and Execution.

A: The bomb loading for this operation was received from meadquarters 40th Combat Wing by Capt. Frasse at 2135 hours 17 Larch 1944. The order celled for twenty-one (21) B-17's to be loaded with 10 x 500 CF bombs each with 1/10 second nose fuse and 1/100 second tail fuse, plus seven (7) B-17's to be loaded with meximum fragmentation clusters.

b. The ricld Order was received from Headquarters 1st Lomb Division by Lt. Col. Keck at 2300 hours 17 kerch 1944. Flight plans and details of the mission were completed, briefing being set for 0545 hours and take-off time 0940 hours.

2. Take-off was accomplished by twenty-one (21) B-17's beginning at 0940 hours for assembly over Splasher #10 at 14,000 feet. Due to weather conditions the group assembled at 10,000 feet departing splasher #10 at 1105 hours. The group rendezvoused as High Group of the Moth Combat wing near Splasher #9. The 40th Combat Wing was third combat wing of the 1st Air Division.

a. The route over Inglish that flowr as briefel and the wing departed the inglish Coast at Beachy Head at 1137 hours. The enemy coast was crossed at a point 50 00° N - 01 16° E at 16,000 feet. The route over enemy territory was followed as planned and the wing reached the initial point at 1402 hours flying at 23,000 feet. It this time the High 92nd Group made a 360 degree turn to the right in order to space themselves properly behind the low group for the bomb run. The primary target was bombed at 1415 hours on a magnetic heading of 76 degrees from 24,000 feet. If ter bombs away the wing rallied and turned right to their prescribed route back. The route back was flown as briefed and the wing departed the enemy coast at 1656 hours at a point 50 00°N - 01 15°E. The English Coast was entered two (2) miles north of mastbourne at 1719 hours. The group reached the base at 1755 hours and the lead ship landed at 1801 hours.

b. Moderate accurate flak was encountered at the target.

c. Enemy fighter opposition was nil.

d. Friendly fighter support was excellent.

e. Communications was good.

General Marrative, (92nd - 306th Composite Group)

a. Take-off was accomplished by seven (7) NC of the 9 nd some Group (H) at 1000 hours for assembly on the 40th Combat Wing Burcher at 5,000 feet This Squadron flew as High Squadron of the Low Composite Group, which was led by the 306th Bomb Group (H), of the Composite Combat Wing.

b. Assembly was completed by 1047 hours at which time the Composite Group departed Poddington for Combat Wing rendezvous.

c. Reference is made to the General Marrative of the 305th Bomb Group for information and details of this Group.

-1-

d. Attached diagram "A" and "B" show the main 92nd formation at assembly and over the target respectively. Diagrams "O" and "D" show the high 93nd 32 maron of the Low Composite Group at assembly and over the target respectively.

3. ircraft not attacking.

a. If the twenty-eight (25) NC taking off, trenty-one (21) attacked the target.

b. Seven (7) A/S aid not attack.

(1) Five (5) NO. mumbers 42-5513, 42-31765, 42-90638, 42-31635, and 42-30049 returned to this station before becoming make dispatched. (2) Two (2) A/C numbers 42-39851 and 42-37934 turned back after becoming dispetched, but aid not receive sortie credit.

4. Lircraft Lost.

a. AC 42-37515 was hit by flak over the target and lost one engine. A few minutes later this A/C lost another engine, and the pilot decided to fly to neutral country. he was last headed toward switzerland with and escort of four (4) P-301s.

5. Statistical Summary.

a. Number of A/C Taking Off b. Unused Spares	<u>High Gp</u>	Schip Gr	<u>Totel</u> 28
3. At taking off less unused spar	A4 21	7	28 ·
i. number of A/C dispatched	17	Ġ	53
. Lumber of porties	••••15	6	21
t. Number of A/C Attacking	•••••15	<u> </u>	21
fe remmer of the Hop Margoring	***** É	1	7
.number of A/C Lost.			
aTo Hak	1	С	1
b. To Mak and MA	•••••	Ĉ	ō
C. To 3/A		Ö	Ü
d. To Accident	· · · · · · · · · · · · · · · · · · ·	0	S
e. Unknown		<u> </u>	<u></u>
	<u>-</u>		7

- 2 -