

HEADQUARTERS
HEAVY BOMBARDMENT GROUP (H) MAI
Office of the Operations Officer

DA-2

AFC #357
20 April 1944

SUBJECT: Report on Planning and Execution of Operations on Mission 19 April 1944, Kassel, Germany.

TO : Commanding Officer, 92nd Bombardment Group (H), MAI, AFC #357.

1. Comment on Planning and Execution.

The bomb loading for this operation was received from Headquarters 40th Combat Wing by Major McLaughlin at 2400 hours 18 April 1944. The order called for one (1) PFF A/C and seventeen (17) B-17's plus three (3) spares to be loaded with 12 x 500 GP bombs each with 1/10 second nose and 1/100 second tail fusing. Six (6) A/C plus three (3) spares to be loaded with maximum 147-1 TB's.

The Field Order was received from Headquarters 1st Bomb Division by Major McLaughlin at 0145 hours 19 April 1944. Flight plans and details of the mission were completed, briefing being set for 0245 hours and take-off time 0630 hours.

2. General Narrative.

(1) 92nd Bomb Group (Lead Group 40th "B" Combat Wing)

a. Take-off was accomplished by seventeen (17) B-17's plus three (3) spares, and one (1) PFF aircraft beginning at 0640 hours. The main group assembled over the 40th Combat Wing Luncheon at 9,000 feet, as shown in Diagram "A". The formation departed the assembly point at 0736 hours as lead group of the 40th Combat Wing "B". The Low and High groups rendezvoused immediately after departure.

b. The 92nd Bomb Group flew slightly to the left of the proposed route to the English Coast which was departed on time at 1824 1/2 hours. The formation crossed the enemy coast at 0905 hours at an altitude of 21,800 feet.

c. The 92nd Bomb Group followed the proposed route to within a few minutes of the planned I.P. for the primary target, then turning short toward the secondary as the primary was completely obscured by cloud cover. The secondary I.P. was established at 1028 hours. A visual bombing run was made on the secondary by the lead PFF aircraft. The bombs were released from 21,600 feet on a heading of 286 degrees at 1037 hours (see Diagram "B").

d. The route back was as planned and the enemy coast was departed at 1212 hours. The formation entered the English Coast at 1235 hours and reached the base at 1309. The lead ship landed at 1320 hours.

(2) 92nd Bomb Group (High Sqdn., Composite High Group 40th "A" CW)

a. Six (6) B-17's plus three (3) spares, from the 92nd Bomb Group took-off beginning at 0630 hours. These aircraft assembled over Splasher #10 at 10,000 feet to form the high squadron in 40th "A" composite high group, with twelve (12) A/C from the 305th Group forming the lead and low squadrons. Squadron formation at assembly and over the target is shown in Diagrams "C" & "D". For further information concerning this squadron reference can be made to the general narrative of the 305th Bomb Group covering the high composite group.

- (3) Flak encountered in the target area was intense and accurate.
- (4) Fighter opposition was nil.
- (5) Fighter escort was excellent.
- (6) VHF Communications were fair.

3. A/C not attacking.

Twenty-nine (29) A/C from the Wind Bomb Group plus one (1) FFF took off.

Of the thirty (30) A/C taking off, twenty-four (24) A/C including the FFF ship, attacked the target.

Six (6) A/C, numbers 42-38110, 42-31619, 42-3496, 42-57976, 42-57225, and 42-31907 returned as unused spares. These A/C were not dispatched and did not receive sortie credit.

4. Lost A/C
None.

5. Statistical Summary (Includes one (1) FFF A/C.)

	<u>Main Gp</u>	<u>Comp Gp</u>	<u>Total</u>
a. Number of A/C taking off	21	9	30
b. Unused Spares	3	3	6
c. A/C taking off less unused spares	18	6	24
d. Number of A/C dispatched	18	6	24
e. Number of sorties	18	6	24
f. Number of A/C Attacking	18	6	24
g. Number of A/C not attacking	0	0	0