

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

E-C-4

APC #557
21 June 1944

SUBJECT: Report on Planning and Execution of Operations, 145th
Mission, 20 June 1944, Hamburg, Germany.

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

1. Comment on Planning and Execution.

The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. Prasse at 1915 hours, 19 June 1944. The order called for fifty-two (52) B-17's, two (2) PFF aircraft and three (3) spares to be loaded with 12 X 500 lb. GP bombs each with 1/10 sec. nose fuse and 1/40 sec. tail fuse.

The Field Order was received from Headquarters, 1st Bomb Division by Capt. Prasse at 2217 hours, 19 June 1944. Flight plans and details of the mission were completed, briefing being set for 0115 hours and take-off time 0415 hours.

2. General Narrative.

a. Take-off was accomplished by fifty-two (52) B-17's, two (2) PFF aircraft and three (3) spares from the 92nd Group, beginning at 0415 hours. These aircraft assembled over the base at 4000, 5000 and 6000 feet as Low, Lead and High Groups of the 40th "A" Combat Wing. Base was departed by the Groups at 0528 hours and the planned route to the coast was followed. The English coast was departed at 0621 hours, 7000 feet. The enemy coast was reached at 0832 hours, 25,000 feet, after following the briefed route over the North Sea. The IP was reached at 0908 hours, 25,000 feet, and after the Combat Wing Leader announced over VHF that a visual run would be made on the primary target, the Groups began taking bombing run intervals.

b. The Lead Group encountered intense heavy accurate flak on the bomb run. The deputy lead aircraft released its bombs short of the target because of a mechanical failure. Eight other aircraft in the formation dropped on the deputy lead aircraft. Two other aircraft jettisoned a few seconds later. The remaining six (6) aircraft dropped on the leader who bombed the primary target on a magnetic heading of 270 degrees at 0917½ hours from 25000 feet. After the target, the Lead Group attempted to rally with the Low and High Groups but could not visually contact them. The planned return route was then made good. The enemy coast was crossed out at 0939 hours, 20,400 feet. The English coast was reached at 1123 hours, 4000 feet. The lead aircraft of the 92nd Group reached base at 1155 hours and landed at 1200 hours.

c. The Low Group took an extra long interval on the Lead Group after the IP. The primary target was attacked at 0920 hours from 24000 feet on a heading of 270 degrees by all aircraft of this

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group. The Low Group could not visually locate the Lead Group and therefore followed the planned route home. The enemy coast was departed at 0937 hours, 24,000 feet. The English coast was reached at 1126 hours, 1700 feet. The Lead aircraft reached the base at 1159 hours and landed at 1207 hours.

d. The High group did not anticipate the Low group taking an extra long interval on the bombing run and therefore, the High group was too close to the Low group to bomb the primary target. The secondary target was then attacked. Bombs were dropped on the Lead aircraft at 0920 hours from an altitude of 26000 feet on a heading of 005 degrees.

After the target, this group failed to visually locate the Lead Group and therefore followed the return route home. The enemy coast was departed at 0940 hours, 26,500 feet and the English coast was reached at 1125 hours, 5000 feet. The lead aircraft reached base at 1147 hours and landed at 1150 hours.

3. Aircraft Not Attacking.

a. Lead Group

Of the sixteen (16) B-17's, two (2) PFF aircraft, and one (1) spare taking off, six (6) B-17's and one (1) PFF attacked the primary target. Ten (10) B-17's and one (1) PFF aircraft attacked a target of opportunity (Hamburg). One spare returned early as unused.

b. Low Group.

Of the eighteen (18) B-17's and one (1) spare taking off, eighteen (18) aircraft attacked the primary target. The spare returned early as unused.

c. High Group.

Of the eighteen (18) B-17's and one (1) spare taking off, twelve (12) B-17's attacked the last resort target. Four (4) attacked a target of opportunity (Hamburg). One aircraft returned early as unused spare. One aircraft, #42-37976 aborted before the English coast was departed. One aircraft, #42-31408 brought its bombs back to base.

4. Lost Aircraft.

a. A/C #42-97245 was last seen leaving the formation after the target. It is believed this aircraft was damaged by flak. An SDS was received by this aircraft over Denmark.

5. Statistical Summary.

a. See attached diagram.

GROUP 92nd

STATISTICAL SUMMARY OF OPERATIONS
DIVISION FIELD ORDER NO. 399

DATE 20 June 1944

LINE NO.		LEAD FORMATION 40th A		HIGH FORMATION 40th A		LOW FORMATION 40th A		FORMATION	
		REGULAR	PFF	REGULAR	PFF	REGULAR	PFF	REGULAR	PFF
1	No. of Aircraft Failing to Take Off	0	0	0	0	0	0		
2	No. of Aircraft Airborne	17	2	19	0	19	0		
3	No. of Aircraft Airborne Less Unused Spares	16	2	18	0	18	0		
4	No. of Aircraft Sorties	16	2	17	0	18	0		
5	No. of Aircraft Attacking	6	1	0	0	18	0		
	Name of Primary Target	GI 633 3 P1-16 I11/7							
	(a) No. Aircraft Attacking Primary Target	6	1	0	0	18	0		
	(b) No. Size and Type of Bomb	78 X 500 AN-143	10 X 500 1 skymarker			105 X 500 AN-143			
7	Name of Secondary Target					2 skymarkers			
	(a) No. Aircraft Attacking Secondary Target								
	(b) No. Size and Type of Bomb								
8	Name of Target of Opportunity (T.O.)	Hamburg							
	(a) No. Aircraft Attacking T.O.	10	1	4	0				
	(b) No. Size and Type of Bomb								
9	Name of Target of Opportunity (T.O.) Last Resort								
	(a) No. Aircraft Attacking (T.O.)					GH 5474 MPI 0480 34/5 12			
	(b) No. Size and Type of Bomb					139 X 500 AN-143 1 skymarker			
10	No. of Aircraft Not Attacking	0	0	0	0	0	0		
11	No. of Aircraft Lost	0	0	1	0	0	0		