

MEMORANDUM
NINETY SECOND BOMBARDMENT GROUP (H) USAF
Office of the Operations Officer

2-1-44

SECRET

AFG 8817
28 September 1944.

SUBJECT: Report on Planning and Execution of Operational Mission
#107, 28 September 1944, Kassel, Germany.

TO : Commanding Officer, 92nd Bombardment Group(H) USAF, APO 887.

1. Comment on Planning and Execution.

a. The bomb loading for this operation was received from Headquarters, 48th Combat Wing by Capt. Stroud at 2310 hours, 21 September 1944. The order called for twenty-two (22) B-17's and two (2) PFF aircraft to be loaded with 6 X 500 lb bombs, each with 1/10 second nose fuse and 1/100 second tail fuse, and 6 X 500 lb M-17's, fused for 5000 feet.

b. The flight order was received from Headquarters 1st Bomb Division by Capt. Hamilton at 2100 hours, 21 September 1944. Flight plans and details of the mission were completed, briefing set for 0700 hours and take-off time 1000 hours.

2. General Narrative.

a. Twenty-two (22) B-17's, including two (2) PFF a/c of the 92nd Group, took off at 1000 hours for assembly on the Mount Farm Rancher at 10,000 and 11,000 feet as Lead and Low Groups of the 48th "A" Combat Wing. The flight group was furnished by the 303rd Group. This Combat Wing was the 3rd of the 1st Air Division.

b. Due to a cloud layer at 11000 feet, the assembly altitude was dropped one thousand feet. Weather conditions prevented the Wing from following the briefed route over England. However, Division assembly was made on time.

c. The Wing departed the English coast on time and flew the ordered route to the fourth control point. At this time it was noticed that the first two combat wings had over-run the turning point and were in heavy flak in the Wessex area. The 48th "A" Combat Wing then decided to turn on course to the IR. As this turn was being executed, the Lead Combat Wing suddenly turned back to the north attempting to regain course. In doing this, the Lead Combat Wings were forced to do a 360 degree turn to prevent collision of the Combat Wings. During this turn, the Low Group became separated and joined the second Combat Wing.

d. The Wing then proceeded on to the IR and made a PFF run on the primary target. During this run the PFF complement of the Lead Wing failed and the Group returned to the IR where the Deputy Lead PFF aircraft took the lead and made the second run. Bombs were dropped on the primary PFF target from 20,000 feet true altitude at 1100 hours on a true heading of 180 degrees.

e. After the target, the Lead Group returned alone along

SECRET

the British units, reaching base at 171 hours. The 1st Group and 2nd Group, 1st Group, of the 2nd L. Air Wing, and returned with the 2nd Group at 175 hours.

3. Aircraft Not Attaching.

42-3485 aborted after approximately one hour of flying time, due to sick wrist pump. Aircraft returned to base.

42-3485 was seen to turn back in vicinity of the 1st with a feathered engine. Did not attach and has not yet returned to base.

42-37004 was also seen to turn back near 1st with engine feathered. Did not attach and has not yet returned to base.

4. Aircraft Lost.

42-37002 and 42-37444 came back to Channel with prop location, but being low on gas gave coordinates (5134-5207) of field to land on in Belgium. No report on these as yet.

42-31528 had a wingless prop which could not be feathered. It dropped such, was last seen with friendly fighters over Belgium.

See above for 42-37002 and 42-37444.

GROUP 92

STATISTICAL REPORT
DIVISION FIELD ORDER NUMBER 502

MISSION DATE 22/9/44

	FORMATION		FORMATION		FORMATION		FORMATION	
	Lead "A"	BORROWED PFF A/C	Low "A"	BORROWED PFF A/C		BORROWED PFF A/C		BORROWED PFF A/C
Number of Aircraft Failing to Take Off	0	0	0					
Number of Aircraft Airborne	10	2	12					
Number of Aircraft Airborne Less Unused Spares	10	2	12					
Number of Aircraft Sorties	10	2	11					
Number of Aircraft Attacking	10	2	9					
Number of Aircraft Not Attacking	0	0	0					
Name of Primary Target								
(A) No. of Aircraft attacking Primary Target								
(B) No. size and type of bombs								
Name of Secondary Target								
(A) No. of Aircraft Attacking Secondary Target	10	2	8					
(B) No. size and type of bombs	72 X 500 GP 70 X 500 M-17 IB 2 skymarkers		48 X 500 GP 47 X 500 M-17 IB 1 skymarker					
Name of Last Resort Target (LRT)								
(A) No. of Aircraft attacking LRT								
(B) No. size and type of bombs								
Name of Target of Opportunity (T.O.)			Marlenberg, Germany					
(A) No. of Aircraft attacking T.O.			1					
(B) No., size and type of bombs			6 X 500 GP 6 X 500 M-17 IB 1 a/c returned with bomb load					
Name of Target of Opportunity (T.O.)								
(A) No. of Aircraft attacking T.O.								
(B) No., size and type of bombs								