

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

E-D-4

SECRET

APC #557
25 June 1944.

SUBJECT: Report on Planning and Execution of Operations, 149th
Mission, 24 June 1944, Bremen, 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 1815 hours, 23 June 1944. The order called for forty-five (45) B-17's plus two (2) spares to be loaded with 18 X 250 lb. GP bombs each with 1/10 sec. nose fuse and 1/40 sec. tail fuse, and two (2) PFF aircraft.

The Field Order was received from Headquarters 1st Bomb Division by Capt. Smyrl at 2300 hours, 23 June 1944. Flight plans and details of the mission were completed, briefing being set for 0645 hours and take-off time 0845 hours.

2. General Narrative.

a. Take-off was accomplished by forty-five (45) aircraft and two (2) spares from the 92nd Group and three (3) PFF aircraft, beginning at 0845 hours. These aircraft assembled over the Podington Buncher at 6000 feet to form the Lead, Low and High Composite Groups of the 40th "A" Combat Wing. Six (6) aircraft and one (1) spare from the 306th Group joined the Composite High Group at assembly to form the High Squadron.

b. The Lead Group departed the Podington Buncher at 0956 hours, leading the 1st Division. The Low and High Groups rendezvoused in position with the Lead Group shortly after departing the Buncher. The route over England was followed according to flight plan, but it was necessary to "S" along the course to make good the control time, due to a change in winds. The 40th "A" Combat Wing Formation departed the English coast over Cromer at 1057 hours. Crossing the North Sea, a dog-leg north of course was made to again make good the Control Time. The enemy coast was entered at 1241 hours, 25000 feet.

c. The Lead, Low and High Groups assumed their interval for individual bombing, which was done by means of PFF technique due to a 9/10 to 10/10 cloud cover in the target area. The Lead Group reached the IP at 1243½ hours and bombs were released over the primary target at 1252½ hours from 25000 feet on a magnetic heading of 189 degrees. The High Group released on the primary at 1253½ hours from 25900 feet on a magnetic heading of 199 degrees. The Low Group released on the primary target at 1254½ hours from 24000 feet on a magnetic heading of 217 degrees. All three groups encountered intense flak at the target, although it was not accurate.

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The three groups rallied after bombs away and the English coast was entered at 1508½ hours, after the enemy coast had been departed at 1327½ hours. Base was reached at 1545 hours and the first ship landed at 1554 hours.

d. Fighter rendezvous and support was excellent.

3. Aircraft Not Attacking.

a. All aircraft attacked.

4. Aircraft Lost.

None.

5. Statistical Summary.

See attached diagram.

RET

GROUP 92nd

STATISTICAL SUMMARY OF OPERATIONS
DIVISION FIELD ORDER NO. 406

DATE 24 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	18	1	11	1	18	1		
3	No. of Aircraft Airborne Less Unused Spares	17	1	11	1	17	1		
4	No. of Aircraft Sorties	17	1	11	1	17	1		
5	No. of Aircraft Attacking	17	1	11	1	17	1		
6	Name of Primary Target	Bremen		Bremen		Bremen			
	(a) No. Aircraft Attacking Primary Target	17	1	11	1	16	1		
	(b) No. Size and Type of Bomb	33 X 250 GP ANM-57		215 X 250 ANM-57		305 X 250 GP ANM-57			
7	Name of Secondary Target								
	(a) No. Aircraft Attacking Secondary Target								
	(b) No. Size and Type of Bomb								
8	Name of Target of Opportunity (T.O.)					Bremen			
	(a) No. Aircraft Attacking T.O.					1	0		
	(b) No. Size and Type of Bomb					18 X 250 GP ANM-57			
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								
11	No. of Aircraft Lost								