

HEADQUARTERS  
NINETY SECOND BOMBARDMENT GROUP (H) AAF E-A-4  
Office of the Operations Officer

APC #557,  
28 May 1944.

SUBJECT: Report on Planning and Execution of Operations of Mission  
27 May 1944.

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 2202 hours, 26 May 1944. The order called for eighteen (18) B-17's plus two (2) spares to be loaded with 10 X 500 lb. GP bombs each with 1/10 sec. nose fuse and 1/100 sec. tail fuse.

The Field Order was received from Headquarters, 1st Bomb Division by Capt. Prasse at 2313 hours, 26 May 1944. Flight plans and details of the mission were completed, briefing being set for 0445 hours and take-off time 0835 hours.

2. General Narrative.

a. Take-off was accomplished by twenty (20) B-17's of the 92nd Group beginning at 0835 hours. The group assembled over the Podington buncher at 12,500 feet and departed the base at 0949 hours for immediate rendezvous as high group with the 40th Combat Wing. The route followed over England was as briefed, and the English Coast was departed at 1042½ hours at 18000 feet.

b. The enemy coast was crossed at 1104 hours at 22000 feet. The route to the I.P. was followed as planned and without incident. The target area was not obscured by cloud and therefore the Combat Wing Leader decided to attack the target visually by groups. The 92nd Group made a visual bomb run on the primary target, Mannheim, and bombs were dropped at 1320 hours at 26250 feet on a magnetic heading of 340 degrees.

c. The 92nd Group rallied after the target with the 40th Combat Wing "A" for the return flight to base. The enemy coast was departed at 1441 hours, 22,000 feet. The English Coast was crossed at 1504 hours, 11,500 feet. Base was reached by the lead aircraft at 1535½ hours.

3. Aircraft Not Attacking.

Of the eighteen (18) B-17's and two (2) spares that took off from the 92nd Group, sixteen (16) attacked the primary target and one (1) aircraft attacked a target of opportunity, Schwetzingen.

a. Aircrafts #42-107222 and 42-97227 aborted because of mechanical difficulties.

b. Aircraft #42-39851, a spare, aborted because of mechanical reasons.

c. Aircraft #42-39958 did not attack the primary but did attack a target of opportunity, Schwetzingen.

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4. Lost Aircraft  
None.

5. Statistical Summary.

a.	Number of A/C taking off .....	20
b.	Unused spares.....	0
c.	A/C taking off less unused spares.....	20
d.	Number of A/C dispatched.....	20
e.	Number of sorties.....	17
f.	Number of A/C attacking.....	17
g.	Number of A/C not attacking.....	3

Number of A/C lost.  
None.