

HEADQUARTERS  
NINETY SECOND BOMBARDMENT GROUP (H) AAF E-A-2  
Office of the Operations Officer

APO #557  
29 May 1944

SUBJECT: Report on Planning and Execution of Operations on the 126th Mission  
of the 92nd Bomb Group, 28 May 1944, Wuhland, Germany.

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

1. Comment on Planning and Execution.

a. The bomb loading for this operation was received from Headquarters 40th Combat Wing by Lt. Hamilton at 2330 hours, 27 May 1944. The order called for thirty-four and two (2) spare B-17's to be loaded with Maximum 100 pound GP Bombs each with 1/16 second nose fuse and 1/40 second tail fuse; plus two (2) PFF A/C from the 305th Bomb Group.

b. The field order was received from Headquarters 1st Bomb Division by Capt. Frasse at 0155 hours, 28 May 1944. Flight plans and details of the mission were completed, briefing being set for 0600 hours and take-off time 1000 hours.

2. General Narrative.

a. Lead Group, (40th "A" Combat Wing)

(1). Take-off was accomplished by sixteen (16) B-17's from the 92nd Bomb Group plus two (2) PFF aircraft, beginning at 1000 hours. The assembly for these aircraft was made over the Podington Buncher at 8,000 feet. The formation departed the assembly buncher at 1108 hours as lead group of the 40th "A" Combat Wing. The low (92nd) group and the high (305th) group rendezvoused in position with the lead (92nd) group immediately upon departure of the Podington Buncher. The route over England was followed according to the flight plan and the 40th "A" Combat Wing formation departed the English coast over Great Yarmouth at 1155½ hours.

(2). The formation entered the enemy coast at 1234 hours 22,000 feet. The route over enemy territory was flown according to flight plan and the lead group reached the I.P. at 1413 hours. A visual run was made by the lead group's bombardier and bombs were released over the primary target at 1424 hours from 22,000 feet on a magnetic heading of 123 degrees.

(3). After leaving the target the high group made a large circle to the right while the low group made a second bombing run. When the low group rejoined the lead group at 1443 hours, the two groups made two (2) 360 degree turns while the High group made a second run. The route across enemy territory on the return trip was as briefed the coast being departed at 1710 hours. The English coast was entered at 1731 hours and the base reached at 1759 hours.

b. Low Group (40th "A" Combat Wing)

(1). Take-off was accomplished by eighteen (18) B-17's and two (2) spares beginning at 1013 hours. These aircraft assembled at 7,000 feet, over the Podington Buncher. These aircraft formed the low group of the 40th "A" Combat Wing and rendezvoused with the lead group upon departing the Podington Buncher. The low group followed the lead group until the I.P. was reached at 1416 hours. The low group made a visual run but due to patchy clouds was unable to bomb. A 360 degree turn was made and bombs were released on the second visual run over the primary, at 1434 hours from 20,200 feet on a magnetic heading of 85 degrees. The low group rejoined the lead group at 1443 hours, and returned to base in positions.

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3. Aircraft Not Attacking.

a. Of the thirty-four (34) B-17's, two (2) PFF aircraft and two (2) spares that took off from the 92nd Bomb Group, thirty-two (32) and two (2) PFF aircraft attacked the primary target, Wuhland.

(1). Lead Group, (40th "A" Combat Wing).

Of the sixteen (16) B-17's and two (2) PFF that took off thirteen (13) B-17's and two (2) PFF aircraft attacked the primary target.

Aircraft numbers 42-107168, 42-102424, and 42-97293 aborted before the enemy coast was entered.

(2). Low Group, (40th "A" Combat Wing).

Of the eighteen (18) B-17's and two (2) spares that took off nineteen (19) attacked the target.

A/C #42-102426 aborted before reaching the enemy coast, when the pilot developed severe stomach cramps. A spare A/C filled in for this abortive.

4. Lost Aircraft

None.

5. Statistical Summary, (Includes two (2) PFF A/C)

	LEAD GP.	LOW GP.	TOTAL
a. Number of A/C taking off.....	18.....	20.....	38
b. Unused spares .....	0.....	0.....	0
c. A/C taking off less unused spares.....	18.....	20.....	38
d. Number of A/C dispatched .....	18.....	20.....	38
e. Number of sorties .....	15.....	19.....	19
f. Number of A/C Attacking .....	15.....	19.....	34
g. Number of A/C not attacking .....	3.....	1.....	4

Number of A/C Lost.

None.

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