

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

E-A-4

AFO #557  
30 April 1944

SUBJECT: Report on Planning and Execution of Operations of Mission  
29 April 1944.

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 Lt. Hamilton at 2045 hours, 28 April 1944. The order called for eighteen (18) B-17's plus three (3) spares to be loaded with 5 x 1000 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 Lt. Col. Keck at 0115 hours, 29 April 1944. Flight plans and details of the mission were completed, briefing being set for 0400 hours and take-off time 0705 hours.

2. General Narrative.

a. Take-off was accomplished by eighteen (18) B-17's and three (3) spares from the 92nd Group beginning at 0706 hours. The assembly for these aircraft was made over the 40th Combat Wing Buncher at 12,000 feet as shown in diagram "A". The formation departed the assembly point at 0818 hours flying as Low Group of the 40th Combat Wing. The 92nd (Low) Group assembled with the Lead Group along the Combat Wing assembly line, and the route over England was followed according to plan of flight. The formation departed the Coast over Cromer at 0916 hours at 19,000 feet.

b. The enemy coast was crossed at 24,000 feet at 0953 hours, and the formation proceeded slightly south of the proposed route over Germany, reaching the I.P. at 1131 hours. A bombing run employing blind bombing technique was made due to cloud cover in the target area. The bombs were released over the primary at 1144 hours from 24,000 feet on a magnetic heading of 80 degrees. (See Diagram "B"). After bombs away, the wing formation turned right off the target for the return flight, letting down to 20,000 feet. The 92nd Group followed the lead group which deviated considerably from the flight plan on the return route over Germany. The enemy coast was departed at 1410 hours at 18,000 feet, and the English Coast was entered at 1450 hours. The group formation reached the base at 1528 hours, and the lead ship landed at 1537 hours.

c. Heavy accurate flak was encountered just after leaving the target and also at various points along the route out.

d. Enemy fighter opposition was nil.

e. Fighter rendezvous and support was good.

f. VHF Communication was poor.

3. A/C not attacking.

a. Of the twenty-one (21) a/c that took off, two (2) Nos. 42-31995, and 42-37934 returned as unused spares, and two (2) a/c, Nos. 42-107168 and 42-31635 did not attack.

b. One (1) a/c, #42-107168, turned back after being dispatched, but did not receive sortie credit.

c. One (1) a/c, # 42-31635, turned back before being dispatched and was replaced by spare a/c.

4. Lost A/C.

a. Two (2) a/c, Nos. 42-97319 and 42-3513, were lost due to flak.

5. Statistical Summary:

a. No. of A/C taking off	21
b. Unused spares	2
c. A/C taking off less unused spares	19
d. No. of A/C dispatched	18
e. No. of Sorties	17
f. No. of A/C attacking	17
g. No. of A/C not attacking	2

Number of A/C Lost.

To flak	2
To E/A	0
To flak and E/A	0
To accident	0
Unknown	0
Total	2