

HEADQUARTERS
92ND BOMBARDMENT GROUP (H) AAF
Office of the Operations Officer

7-1-4

SECRET

AFS #157
6 September 1944

SUBJECT: Report on Planning and Execution of Operations of Mission #189 of the
92nd Bombardment Group, 5 September 1944, Ludwigshafen, Germany.

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

1. Comment on Planning and Execution.

a. The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. Smyrl at 0115 hours, 5 September 1944. The order called for thirty-nine (39) B-17's to be loaded with 6 x 100 lb. G.I. bombs each with 1/10 nose fuse and 1/40 tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division by Capt. Smyrl at 0217 hours, 5 September 1944. Flight plans and details of the mission were completed, briefing being set for 0430 hours and take-off time 0715 hours.

2. General Narrative.

a. Thirty-nine (39) aircraft of the 92nd Group, including three (3) PFF aircraft and three (3) spares, began take off at 0715 hours for assembly on the Fodington Buncher as the Lead, Low, and High Groups of the 40th "B" Combat Wing. This Combat Wing was the second of the 1st Air Division.

b. The wing departed the Buncher on time and flew the briefed route out over England and to the Initial Point. At this time, the 40th "A" Combat Wing (Lead) was observed to the south, and it was evident that they would be unable to attack first. Therefore, the 40th "B" Combat Wing proceeded to the primary target attacking it by use of PFF technique, as advised previously by the weather scouting force. The target was bombed at 1109 hours from 24,200 feet true altitude from a magnitude heading of 17 degrees. The ordered altitude of 25,000 feet could not be attained due to an overcast varying from 23,000 feet to 24,000 feet.

c. After the target, the Wing ~~Returned~~ returned along the ordered route and reached base at 1425 hours.

3. Aircraft Not Attacking.

- a. A/C 42-97141 - lost #4 engine and returned to base early.
- b. A/C 42-102420 - lost #1 engine and returned to base early.

4. Aircraft Lost.

a. A/C 42-97117 was seen to go down after the target. The cause of the loss of this aircraft is unknown, although intense accurate flak was encountered over the target.

5. See attached forms for statistical summary and formations.

JAMES K. McLAUGHLIN,
Major, Air Corps,
Operations Officer.

GROUP 92

DIVISION FIELD ORDER NUMBER 489

MISSION DATE 5/9/44

	FORMATION		FORMATION		FORMATION		FORMATION	
	LEAD "B"	BORROWED PFF A/C	LOW "B"	BORROWED PFF A/C	HIGH "B"	BORROWED PFF A/C	BORROWED PFF A/C	BORROWED PFF A/C
Number of Aircraft Failing to Take Off	0	0	0	0	0			
Number of Aircraft Airborne	11	2	12	1	13			
Number of Aircraft Airborne Less Wounded or Lost	11	2	11	1	12			
Number of Aircraft Sorties	10	2	10	1	12			
Number of Aircraft Attacking	10	2	10	1	12			
Number of Aircraft Not Attacking	1	0	1	0				
Name of Primary Target		Ludwigshaven						
(A) No. of Aircraft attacking Primary Target	10	1	9	1	11			
(B) No. size and type of bombs	54 X 1000	10 X 1000	54 X 1000	6 X 1000	66 X 1000			
		1 skymarker		1 skymarker				
Name of Secondary Target								
(A) No. of Aircraft attacking Secondary Target								
(B) No. size and type of bombs								
Name of Tertiary Target (LPT)								
(A) No. of Aircraft attacking LPT								
(B) No. size and type of bombs								
Name of Target of Opportunity (T.O.)		4 minutes short of Primary	6 minutes short of Primary	3 minutes short of Primary				
(A) No. of Aircraft attacking T.O.	1	0	1	0	1			
(B) No., size and type of bombs	6 X 1000		6 X 1000		6 X 1000			
Name of Target of Opportunity (T.O.)								
(A) No. of Aircraft attacking T.O.								
(B) No., size and type of bombs								