

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

E-A-2

SECRETAPO #557,
17 November 1944.

SUBJECT: Report on Planning and Execution of Operational Mission,
16 November 1944, Eschweiler, 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 Capt. Stroud at 2400 hours, 16 November 1944. The order called for forty-three B-17's, plus two (2) spares and four PFF a/c, also 1 GH a/c (from 379th Group) to be loaded with maximum 260 lb Fragmentation bombs, each with instantaneous nose and no tail fuse.

b. The Field Order was received from Headquarters 1st Bomb Division by Lt. Hertz at 0235 hours, 16 November 1944. Flight plans and details of the mission were completed, briefing being set for 0500 hours and take-off time 0830 hours.

2. General Narrative.

a. Forty-nine (49) aircraft including four (4) PFF a/c and two (2) spares of the 92nd Group began take-off at 0840 hours for assembly on the Mt. Farm Buncher at 18000, 19000 and 20000 feet to form the Lead, Low and High Squadrons of the 40th "A" Group. This 40th "A" Group was 7th in the 1st Air Division. The other squadron was High Squadron of the 40th "D" Composite Group, second in the 40th "B" Force.

b. The Group accomplished assembly on the assigned buncher, departing on time on course. The briefed route was flown over England. A 360 degree turn was made in the vicinity of Control Point #1 to lose some time. The Group departed the English coast on course on time and flew the briefed route to the IP. The target was covered with 10/10 clouds and a GH bomb run was made. Bombs were dropped at 1153 hours on a heading of 066 degrees from 20,375 feet true. On the return the Group was South of course due to a failure of GEE equipment. The Group returned to course and entered the English coast at 1327 hours. At this point a message was received diverting the Group to Barford St. John. The course was altered and the aircraft arrived at Barford St. John at 1430 hours.

c. The High Squadron of the 40th "D" Group was furnished by the 92nd Group. For further details it is suggested that the 305th BG General Narrative be consulted.

3. Aircraft Not Attacking.

a. #42-102921 lost oil pressure in #1 engine over England. Engine was feathered and the a/c returned to base early.

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b. #43-37697. This a/c lost two (2) engines over the Channel and started back. Another engine failed over England and the aircraft landed away from base.

4. Aircraft Lost.

a. None.

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GROUP		DIVISION FIELD ORDER NUMBER 556				MISSION DATE 18/11/44			
		FORMATION		FORMATION		FORMATION		FORMATION	
		Lead "A"	BORROWED xxx G/C	Low "A"	BORROWED PFF A/C	High "A"	BORROWED PFF A/C	High "C"	BORROWED PFF A/C
1	Number of Aircraft Failing to Take Off	0	0	0		0		0	
2	Number of Aircraft Airborne	11	1	13		12		13	
3	Number of Aircraft Airborne Less Unused Spares	11	1	13		12		13	
4	Number of Aircraft Sorties	11	1	12		12		12	
5	Number of Aircraft Attacking	11	1	12		12		12	
6	Number of Aircraft Not Attacking	0	0	1		0		1	
Name of Primary Target		Eschweiler							
(A) No. of Aircraft attacking Primary Target		11	1	12		12		12	
(B) No. size and type of bombs		330 X 260 Frag	30 X 260 Frag	360 X 260 Frag		360 X 260 Frag		360 X 260 Frag	
Name of Secondary Target		2 Skymarkers		1 skymarker		1 skymarker		1 skymarker	
(A) No. of Aircraft attacking Secondary Target			2 Skymarkers						
(B) No. size and type of bombs									
Name of Last Resort Target (LRT)									
(A) No. of Aircraft attacking LRT									
(B) No. size and type of bombs									
Name of Target of Opportunity (T.O.)									
(A) No. of Aircraft attacking T.O.									
(B) No., size and type of bombs									
Name of Target of Opportunity (T.O.)									
(A) No. of Aircraft attacking T.O.									
(B) No., size and type of bombs									

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