

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

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APO #557,
22 November 1944.

SUBJECT: Report on Planning and Execution of Operational Mission,
21 November 1944, Hunsfeld, Hersfeld ares, 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 2245 hours, 20 November 1944. The order called for thirty-four (34) B-17's plus three (3) spares and two (2) PFF a/c to be loaded with 10 X 500 GP bombs, each with 1/10 second nose fuse and 1/40 second tail fuse. One a/c in each of the squadrons carried long delay fuses.

b. The Field Order was received from Headquarters, 1st Bomb Division by Capt Stroud at 0058 hours, 21 November 1944. Flight plans and details of the mission were completed, briefing being set for 0500 hours and take-off time 0745 hours.

2. General Narrative.

a. Thirty-nine (39) aircraft including two (2) PFF a/c and three (3) spares of the 92nd Group began take-off at 0745 hours for assembly on the Honeybourne Buncher at 10000, 9000 and 11000 feet as Lead, Low and High Squadrons of the 40th "C" Group, 6th of the 1st Air Division.

b. The Group departed the buncher on time and flew the briefed route to the English coast where a 360 degree turn was made to allow the High Squadron to get into position; causing the coast to be crossed four minutes late. The planned route was flown, and the IP reached 4 minutes late at 20,000 feet. Due to bad weather at the primary and secondary, a decision was made to attack targets of opportunity, with squadron formations. The Lead Squadron made a visual run on the Marshalling Yard at Hunsfeld, Germany with bombs away at 1210 hours from 16000 feet on a magnetic heading of 310 degrees. The High Squadron made a visual run on a bridge under construction on the Autobahn Highway, seven miles SSW of Hersfeld, Germany, with bombs away at 1206 hours from 15,800 feet on a magnetic heading of 255 degrees. The Low Squadron made a visual run on a marshalling yard at Hersfeld, Germany with bombs away at 1215 hours from 15,500 feet on a magnetic heading of 353 degrees. Bombing results were excellent for the Lead Squadron and good for the High and Low Squadrons.

c. After the targets, the Group reassembled and followed the planned route back, being about nine (9) minutes early. The Division breakup at the Belgium coast, the wing breakup at Watford, and

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the return of the Group to base was accomplished according to SOP.
The first aircraft landed at 1550 hours.

3. Aircraft Not Attacking.
a. None.
4. Aircraft Lost.
a. None.

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GROUP		DIVISION FIELD ORDER NUMBER 559				MISSION DATE 21/11/44			
		FORMATION		FORMATION		FORMATION		FORMATION	
		Lead	BORROWED PFF A/C	High	BORROWED PFF A/C	Low	BORROWED PFF A/C		BORROWED PFF A/C
1	Number of Aircraft Failing to Take Off	0		0		0			
2	Number of Aircraft Airborne	13		13		13			
3	Number of Aircraft Airborne Less Unused Bombs	12		12		12			
4	Number of Aircraft Sorties	12		12		12			
5	Number of Aircraft Attacking	12		12		12			
6	Number of Aircraft Not Attacking	0		0		0			
7	Name of Primary Target								
8	(A) No. of Aircraft Attacking Primary Target								
9	(B) No. size and type of bombs								
10	Name of Secondary Target								
11	(A) No. of Aircraft Attacking Secondary Target								
12	(B) No. size and type of bombs								
13	Name of Last Resort Target (LRT)								
14	(A) No. of Aircraft Attacking LRT								
15	(B) No. size and type of bombs								
16	Name of Target of Opportunity (T.O.)	Hunfeld		Autobahn		Hersfeld			
17	(A) No. of Aircraft Attacking T.O.	12		10		12			
18	(B) No., size and type of bombs	120 X 500 GP 4 skymarkers		100 X 500 GP 1 skymarker		120 X 500 GP 1 skymarker			
19	Name of Target of Opportunity (T.O.)			Rombod					
20	(A) No. of Aircraft Attacking T.O.			2					
21	(B) No., size and type of bombs			20 X 500 GP					

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