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

E-A-2

APC #557,  
6 November 1944.

SUBJECT: Report on Planning and Execution of Operational Mission,  
5 November 1944, Frankfurt, Germany.

TO : Commanding Officer, 92nd Bombardment Group(H)AAF, APC 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 0110 hours, 5 November 1944. The order called for thirty-four (34) B-17's and two (2) PFF a/c to be loaded with 6 X 1000 lb SAP bombs, each with 1/10 second nose fuse and 1/10 and 1/40 second tail fuse.

b. The Field Order was received from Headquarters 1st Bomb Division by Capt Stroud at 0200 hours, 5 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-six (36) aircraft including two (2) PFF a/c of the 92nd Group began take-off at 0745 hours for assembly on the Honeybourne Buncher at 8000, 9000 and 10000 feet. These aircraft formed the Lead, Low and High Squadrons of the 40th "B" Group, 8th in the 1st Air Division.

b. The Group departed the Buncher on course on time and flew the briefed route over England, leaving the English Coast on course, on time. The Group followed the planned route to the target. The Weather Scouting Force advised a PFF run be made. The Leader could see breaks in the undercast and decided to make a visual run. Intense prop wash was encountered by the Lead and High Squadrons tumbling the bomb sights gyro's and another run was made establishing a new IP 50 14'N- 07 53'E and went in on a PFF run. Bombs were away at 1122 hours on a magnetic heading of 11 degrees, 26,250 feet true for the Lead and 27,250 feet true for the High. The Low Squadron went in on the first run using obscured target methods attacking at 1112 hours on a magnetic heading of 96 degrees, from 25,400 feet true. The Low Squadron flew the briefed route back to England landing at the Diversion base at Hunsdon. The Lead and Low Squadrons were flying the proposed route back, but were forced off course at point 50 34'N- 08 58'E by other groups. The ordered route was intercepted at 50 11'N- 07 10'E and followed back to England. These two squadrons also landed at the diversion base at Hunsdon.

3. Aircraft Not Attacking.

a. #43-38401 was unable to get bomb bay doors open and jettisoned entire bomb load in the Channel after having gone over target.

4. Aircraft Lost.

a. None.

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GROUP		STATISTICAL SUMMARY OF MISSION DIVISION FIELD ORDER NUMBER 547				MISSION DATE 5/11/66			
		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	12		12		12			
3	Number of Aircraft Airborne Less Unused Spares	12		12		12			
4	Number of Aircraft Sorties	12		12		12			
5	Number of Aircraft Attacking	12		11		12			
6	Number of Aircraft Not Attacking	0		1		0			
7	Name of Primary Target					Frankfurt			
8	(A) No. of Aircraft attacking Primary Target					11			
9	(B) No. size and type of bombs					52 X 1000 AP, 14 X 1000 GP 1 skymarker			
10	Name of Secondary Target	Frankfurt		Frankfurt					
11	(A) No. of Aircraft Attacking Secondary Target	12		10					
12	(B) No. size and type of bombs	61 X 1000 AP, 8 X 1000 GP 2 skymarker		60 X 1000 AP 1 skymarker					
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.)	*Bad Homburg		50 15N- 08 34E		Nastatten			
17	(A) No. of Aircraft Attacking T.O.	1		1		1			
18	(B) No., size and type of bombs	3 X 1000 AP		6 X 1000 AP		6 X 1000 AP			
19	Name of Target of Opportunity (T.O.)								
20	(A) No. of Aircraft Attacking T.O.								
21	(B) No., size and type of bombs								

\* 1 a/c dropped 1/2 load on secondary due to rack malfunction.

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