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

E-A-4

SECRETAPO #557,
10 November 1944.

SUBJECT: Report on Planning and Execution of Operational Mission,
9 November 1944, Metz area, France.

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. Worth at 1920 hours, 8 November 1944. The order called for thirty-three (33) B-17's, plus one (1) spare, two (2) PFF a/c and one (1) GH a/c (379th Group) to be loaded with 8 X 1000 lb. SAP bombs, each with 1/10 second nose fuse and half 1/10 half 1/40 tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division by Major McLaughlin at 0018 hours, 9 November 1944. Flight plans and details of the mission were completed, briefing being set for 0400 hours and take-off time 0640 hours.

2. General Narrative.

a. Thirty-seven (37) aircraft, including two (2) PFF a/c and one (1) GH aircraft began take-off at 0640 hours for assembly on the Honeybourne Buncher at 22,000, 13000 and 14000 feet as Lead, Low and High Squadrons of the 40th "B" Group, 8th in the 1st Division.

b. The squadrons assembled and departed the buncher on course, five minutes late due to the lead navigator's watch stopping. The Group flew slightly off the briefed course over England to allow for Wing Assembly. The English Coast was departed 13 miles north of briefed departure point, three minutes late. Briefed course was regained and the Group flew to a point 25 miles short of the IP. At this point, it was found that the GH equipment was inoperative, and it was decided a PFF run would be made on the secondary. After turning to the PFF IP, the GH equipment began operating, and the Group turned due south, establishing a GH IP at 40 59'N- 06 09'E. A GH bomb run was made. Bombs were away at 1003 hours, magnetic heading 96 degrees from 22,650 feet true. After bombs away, the Group followed the briefed course to 49 30'N- 03 30'E where both GEE and GH equipment failed, resulting in the Group going slightly north of course. The English coast was crossed at Hastings, the briefed course regained, and the base reached at 1320 hours.

c. Four (4) aircraft taking off late could not make the formation; two bombed with the 306th Group, two with the 351st Group.

3. Aircraft Not Attacking.

a. #44-6144 at 20,500 feet reported the manifold pressure on #4 engine dropped to 20" Hg. Also that the #2 engine vibrated excessively, stopped when mixture control was moved to "full rich" position. A/C returned to this station.

4. Aircraft Lost.

a. None.

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GROUP		DIVISION FIELD ORDER NUMBER 551				MISSION DATE 9/11/44			
		FORMATION		FORMATION		FORMATION		FORMATION	
		High	BORROWED PFF A/C	Lead	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		13			
3	Number of Aircraft Airborne Less Unused Spares	12		12		13			
4	Number of Aircraft Sorties	12		12		12			
5	Number of Aircraft Attacking	12		12		12			
6	Number of Aircraft Not Attacking	0		0		1			
Name of Primary Target		Metz area							
(A) No. of Aircraft attacking Primary Target		12		12		12			
(B) No. size and type of bombs		88 X 1000 SAP 6 X 1000 GP		96 X 1000 SAP		80 X 1000 SAP 12 X 1000 GP			
Name of Secondary Target									
(A) No. of Aircraft Attacking Secondary Target									
(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									

2 a/c of Lead Squadron attacked with 306th Bomb Group
 1 a/c of Lead Squadron attacked with 351st Bomb Group
 1 a/c of High Squadron attacked with 351st Bomb Group

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