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

E-A-2

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APC #557  
1 January 1945

SUBJECT: Report on Planning and Execution of Operational Mission,  
1 January 1945, Target: Kassel, Dillenburg and Magdeburg,  
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 0115 hours 31 December 1945. The order called for thirty-two (32) B-17's, plus four (4) PFF A/C to be loaded with 16 x 250 GP Bombs, each with 1/10 second nose fuse and 1/140 second tail fuse, and three (3) A/C to be loaded with twenty (20) cartons of Chaff.

b. The Field Order was received from Headquarters 1st Bomb Division by Capt. Stroud at 0115 hours 1 January 1945. Flight plans and details of the mission were completed, briefing being set 0400 hours and take-off time 0700 hours.

2. General Narrative.

a. Thirty-nine (39) A/C including four (4) PFF A/C of the 92nd Bomb Group began take-off at 0655 hours for assembly on the Honeybourne Buncher at 3,000, 4,000 and 5,000 feet. These aircraft formed the Lead, Low and High Squadrons of the 40th "A" Group. This Group was the 1st of the 1st Air Division. Three (3) A/C of the 92nd Bomb Group formed the High Flight of the Screening Force.

b. The 40th "A" Group accomplished assembly on the assigned buncher and departed on course on time. The briefed route was flown over England crossing Control Point #1 on course, on time. The Group continued on the briefed route to the IP where the Squadrons took interval for a visual bombing run.

c. The Lead Squadron made an initial run on the Primary Target, but due to a cloud strip a 360 degree turn was executed for a second run but the target was still covered so the Lead and High Squadrons proceeded to the Secondary Target. Due to a faulty PFF fix the two squadrons were south of course and mistook Nordhausen for the secondary target at Gottingen. Another 360 degree turn was made for identification purposes and then proceeded to the PFF Target at Kassel. On the first run the drift was too great for the Bombardier to kill necessitating a second run. The High Squadron was forced off its Bomb Run by the Lead Squadron and continues to a Target of Opportunity. On the second the Lead Squadron bombed the Henschel Works at Kassel with good results at 1320 hours from a true altitude of 23,800 feet on a heading of 031° true. After bombing, the Lead Squadron returned to the briefed point of route and crossed the Belgium and English Coast at briefed points, but returned direct to base because of gas shortages.

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d. The High Squadron after being forced off the Bomb Run at Kassel did not make a second run because of gas shortage and because there was approximately 8/10 cloud coverage. Continuing on course, the High Squadron a target of opportunity at Dillenburg visually, at 1332 hours, from 25,100 feet true on a true heading of 176 degrees. The squadron deviated slightly from course dodging other groups and returned directly to base from Clacton.

e. The Low Squadron made an individual run on the Primary Target, using PFF and visual methods. The actual drop was blind at 1222½ hours, from 24,100 feet true on a heading of 161° true. the strikes were unobserved but believed to be fair. After bombing the Low Squadron performed a 360 degree turn waiting for the Lead and High Squadrons, but failed to rally. In the area of 51°55'N - 11°05'E the eessed and doglegged in another unsuccessful attempt to rally and they joined the briefed route and withdrew to base.

f. There were seven (7) targets of opportunity due to rack malfunction. One (1) A/C from the main force landed near Brussels due to gas shortage.

g. For information concerning the Screening Force, reference is made to the 305th Bomb Group Narrative.

### 3. A/C Failing to attack.

a. A/C # 43- 37559 in the main formation failed to attack due to Mechanical Failure.

b.

### 4. A/C Lost.

a. A/C 42-38279 in the Screening Force received battle damage from E/A and was forced to land in Belgium.

b. A/C 43-38932 due to E/A was seen to blow up at 53° 20'n - 10°32'E. This information came from one aircraft.

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GROUP		STATISTICAL SUMMARY OF OPERATIONS DIVISION FIELD ORDER NUMBER 595				MISSION DATE 1/1/45			
		FORMATION LEAD SQ. 40TH "A"		FORMATION HIGH SQ. 40TH "A"		FORMATION LOW SQ. 40TH "A"		FORMATION SCREENING FORCE 40TH	
		BORROWED PFF A/C	BORROWED PFF A/C	BORROWED PFF A/C	BORROWED PFF A/C	BORROWED PFF A/C	BORROWED PFF A/C	BORROWED PFF A/C	BORROWED PFF A/C
1	Number of Aircraft Failing to Take Off	0		0		0		0	
2	Number of Aircraft Airborne	12		12		12		3	
3	Number of Aircraft Airborne Less Unused Spares	12		12		12		3	
4	Number of Aircraft Sorties	11		12		12		3	
5	Number of Aircraft Attacking	11		12		12		3	
6	Number of Aircraft Not Attacking	1		0		0		0	
7	Name of Primary Target								
	(A) No. of Aircraft attacking Primary Target								
	(B) No. size and type of bombs								
8	Name of Secondary Target								
	(A) No. of Aircraft attacking Secondary Target								
	(B) No. size and type of bombs								
9	Name of Last Resort Target (LRT)								
	(A) No. of Aircraft attacking LRT								
	(B) No. size and type of bombs								
10	Name of Target of Opportunity (T.O.)								
	(A) No. of Aircraft attacking T.O.								
	(B) No., size and type of bombs								
11	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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STATISTIC DOCUMENT OF OPERATIONS  
DIVISION FIELD ORDER NUMBER 595

MISSION DATE 1/1/45

GROUP	FORMATION		FORMATION		FORMATION		FORMATION	
	LEA SQ. 40TH "A"	BORROWED PFF A/C	HIGH SQ. 40TH "A"	BORROWED PFF A/C	LOW SQ. 40TH "A"	BORROWED PFF A/C	SCREENING FORCE 40TH CW	BORROWED PFF A/C
1	Number of Aircraft Failing to Take Off							
2	Number of Aircraft Airborne							
3	Number of Aircraft Airborne Less Unused Spares							
4	Number of Aircraft Sorties							
5	Number of Aircraft Attacking							
6	Number of Aircraft Not Attacking							
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.)							
17	(A) No. of Aircraft Attacking T.O.							
18	(B) No., size and type of bombs							
19	Name of Target of Opportunity (T.O.)							
20	(A) No. of Aircraft Attacking T.O.							
21	(B) No., size and type of bombs.							

CONT. FROM PREVIOUS PAGE

51°40'N - 09°00'E

1

8 X 250 GP

UNKNOWN

1

10 X 250 GP

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