

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

E-A-2

SECRET

APC #557
15 January 1945

SUBJECT: Report on Planning and Execution of Operational Mission,
13 January 1945, Target: Bridge, Worth Area, 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. Hertz at 0100 hours, 13 January 1945. The order called for thirty-three (33) B-17's, plus one (1) GEE-Hand two (2) PFF aircraft to be loaded with 6 x 1000 GP Bombs, each with 1/10 second nose fuse and inst. tail fuse.

b. The Field Order was received from Headquarters 1st Bomb Division by Capt. Hertz at 0345 hours, 13 January 1945. Flight plans and details of the mission were completed, briefing being set for 0600 hours and take-off time for 0845 hours.

2. General Narrative.

a. Thirty-six (36) aircraft, including two (2) PFF A/C of the 92nd Bomb Group and one (1) GH A/C of the 384th Bomb Group began take-off at 0845 hours for assembly on the Honeybourne Buncher at 25,000, 24,500 and 25,500 feet. These A/C formed the Lead, Low and High Squadrons of the 40th "A" Group. This Group was the 7th of the 1st Air Division.

b. The Group departed the buncher on course on time and flew the route over England as briefed. Crossing the English Channel they flew into Division column and flew the route to the IP as briefed.

c. Due to message received from the Buckeye White Force that instrument conditions prevailed in the target area a GH run was started but the target was picked up visually. Shortly after the IP the Squadrons then took interval and made visual runs. Bombs were away at 1324 hours from a true altitude of 24,000 feet on a true heading of 24 degrees; by the Lead Squadron. Bombs were released by the High Squadron at 1325 hours from a true altitude of 26,000 feet on a true heading of 32 degrees; and by the Low Squadron at 1324 1/2 hours from a true altitude of 23,000 feet on a true heading of 34°. Bombing results of all three squadrons were excellent.

d. The briefed withdrawal route was flown to 49°17'N - 05°50' E where a diversion message was received. The course was then altered to go direct to the diversion airdrome, and upon instructions from Cycle Relay a let down was made to a lower altitude than briefed in order to avoid weather. The Group landed at diversion airdromes located at Manston and Bradwell Bay.

3. Aircraft not attacking:

a. A/C #44-6144 failed to release its bombs at the Primary, due to undetermined reasons and brought its bombs back.

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STATISTICAL SUMMARY OF MISSION
DIVISION FIELD ORDER NUMBER 604

MISSION DATE 13/1/45

GROUP	FORMATION		FORMATION		FORMATION		FORMATION	
	Lead Sq.	BORROWED PFF A/C	High Sq.	BORROWED PFF A/C	Low Sq.	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	11	1	12		12			
3. Number of Aircraft Airborne Less Unused Spares	11	1	12		12			
4. Number of Aircraft Sorties	11	1	12		12			
5. Number of Aircraft Attacking	11	1	12		11			
6. Number of Aircraft Not Attacking	0	0	0		1			
Name of Primary Target	Bridge, Worth Area		Bridge, Worth Area		Bridge, Worth Area			
(A) No. of Aircraft attacking Primary Target	11	1	12		11			
(B) No. size and type of bombs	72x1000GP 4 skymarkers		72x1000GP 1 skym.		61x1000GP 1 skym.			
Name of Secondary Target								
(A) No. of Aircraft attacking Secondary Target								
(B) No. size and type of bombs								
Name of Last Resort Target (L.R.T.)								
(A) No. of Aircraft attacking L.R.T.								
(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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