

THIS PAGE IS UNCLASSIFIED

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

E-A-2

SECRET

APC #557
6 January 1945

SUBJECT: Report on Planning and Execution of Operational Mission, 5 January 1945, Target: Niedermendig, 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. Worth at 2356 hours, 4 January 1945. The order called for thirty-two (32) B-17's, plus three (3) spares, three (3) PFF Aircraft and one (1) GH-PFF A/C to be loaded with 36 x 100 lbs GP Bombs, each with no nose fuse and 1/40 second tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division by Capt. Worth at 0425 hours, 5 January 1945. Flight plans and details of the mission were completed, briefing being set for 0600 hours and take-off time 0855 hours.

2. General Narrative.

a. Thirty-nine (39) aircraft including three (3) PFF Aircraft, one (1) GH-PFF aircraft, and three (3) spares of the 92nd Bomb Group began take-off at 0855 hours for assembly on the Moneybourne Buncher at 14,000 feet. These A/C formed the Lead, Low and High Squadrons of the 40th "B" Group. This Group was the second of the 1st Air Division.

b. The Group assembled on the assigned buncher, departing on time, on course. Some deviations were made from the briefed course over England, due to weather conditions, but control point No. 1 at the English Coast was departed on course, on time. The Group flew slightly north of course on the route to the IP; due to weather conditions. A GH run in group formation was made on the Primary Target with bombs released at 1317 hours from a true altitude of 23,250 feet, on a true heading of 135 degrees. Results were unobserved due to a 10/10 cloud cover.

c. The Group flew back considerably north of course because of weather conditions crossing the French Coast at Calais. Return to base was accomplished in accordance with 1st B. D. SOP #19.

3.

3. A/C failing to attack.

a. A/C # 43-102396 aborted after two hours and fifty minutes of flight due to failure of #1 engine. A spare filled in for this A/C.

b. A/C # 43-38684 aborted after one hour of flight due to turbine failure on #4 engine. A spare filled in for this A/C.

c. A/C # 43-37784 aborted after one hour and forty minutes of flight because the navigator became ill.

4. A/C Lost:

a. None.

SECRET

0640

THIS PAGE IS UNCLASSIFIED

GROUP		STATISTICAL SUMMARY OF OPERATIONS DIVISION FIELD ORDER NUMBER 598				MISSION DATE 5/1/45			
		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	
Number of Aircraft Failing to Take Off		0	0	0		0			
Number of Aircraft Airborne		12	1	13		13			
Number of Aircraft Airborne Less Unused Spares		11	1	13		13			
Number of Aircraft Sorties		11	1	12		11			
Number of Aircraft Attacking		11	1	12		11			
Number of Aircraft Not Attacking		0	0	1		2			
Name of Primary Target		Niedermenig		Niedermenig		Niedermenig			
(A) No. of Aircraft attacking Primary Target		11	1	12		9			
(B) No. size and type of bombs		450x100GP 4 skymarkers		451x100GP		340x100GP			
Name of Secondary Target									
(A) No. of Aircraft attacking Secondary Target									
(B) No. size and type of bombs									
Name of Last Reserve Target (LRT)									
(A) No. of Aircraft attacking LRT									
(B) No. size and type of bombs									
Name of Target of Opportunity (T.O.)						50°18'N - 07°18'E			
(A) No. of Aircraft attacking T.O.						1			
(B) No., size and type of bombs						Unknown-bombed with 3rd Div.			
Name of Target of Opportunity (T.O.)						1			
(A) No. of Aircraft attacking T.O.						38x100GP			
(B) No., size and type of bombs									

0641