HEADQUARTERS
NINETY SECOND BOMBARDMENT GROUP (H) AAF E-A-2
Office of the Operations Officer

SECRET

APO #557
[illegible] September 1944

SUBJECT: Report on Planning and Execution of Operational Mission #19[illegible], 25 September 1944, Frankfurt, Germany.

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 Stroud at 2100 hours, 24 September 1944. The order called for thirty-three (33) B-17's, plus three (3) spares and three (3) PFF A/C to be loaded with 1m x 500 GP bombs, each with 1/10 second nose fuse and 1/40 second tail fuse.

b. The Field Order was received from Headquarters 1st Bomb Division by Capt. Stroud at 2100 hours, 24 September 1944. Flight plans and details of the mission were completed, briefing being set for 0400 hours and take-off time 0[illegible] hours.

2. General Narrative.

a. Thirty-three (33) aircraft including three (3) PFF a/c and three (3) spares of the 92nd Group began take-off at 0[illegible] hours for assembly on the Honeybourne Buncher at 10,000, 11,000 and 12,000 feet. These aircraft formed the Lead, Low and High Groups of the 40th "A" Combat Wing. This Combat Wing was the first of the 1st Air Division.

b. The assembly altitude was raised to 14000 feet for the Lead Group due to cloud formation at the briefed altitude over the Buncher. The Wing was formed and left the Buncher on time and flew the briefed route over England, arriving at the coast on time. The Division assembly was good and the briefed route was flown to the IP, which was reached two (2) minutes late due to a slight wind change. The Combat Wing Leader decided to make a PFF run on the secondary target because of 10/10 cloud over the primary. The drift could not be killed on the run in time to bomb due to the very high ground speed. The 40th "A" Combat Wing made a 360 degree turn and returned to the briefed IP. A second bomb run was made in wing formation and the bombs were released on a heading of 130 degrees, altitude 28000, at 1050 hours

c. After target, the briefed route was flown by the Wing until they reached the Belgium coast, from which point they returned directly to base in order to conserve gas.

3. Aircraft Not Attacking.

a. A/C 42-97335 returned with its bombload because of injuries sustained by the bombardier when the side nose gun became loose from its stowed position, striking him at the base of the skull and leaving him unconscious.

4. Aircraft Lost.

None.

GROUP 92 DIVISION FIELD ORDER NUMBER 503 MISSION DATE 25/9/44

	FORMATION LEAD "A"	FORMATION LEAD "A" BORROWED PFF A/C	FORMATION LOW "A"	FORMATION LOW "A" BORROWED PFF A/C	FORMATION HIGH "A"	FORMATION HIGH "A" BORROWED PFF A/C	FORMATION	FORMATION BORROWED PFF A/C
Number of Aircraft Failing to Take Off	0	0	0	0	0	0		
Number of Aircraft Airborne	11	2	13	0	12	1		
Number of Aircraft Airborne Less Returned Early	10	2	12	0	11	1		
Number of Aircraft Sorties	10	2	11	0	11	1		
Number of Aircraft Attacking	10	2	11	0	11	1		
Number of Aircraft Not Attacking	0	0	1	0	0	0		
Name of Primary Target								
(A) No. of Aircraft Attacking Primary Target								
(B) No. size and type of bombs								
Name of Secondary Target	Frankfurt							
(A) No. of Aircraft Attacking Secondary Target	10	2	11	0	11	1		
(B) No. size and type of bombs	143 X 500	1 skymarker	132 X 500	1 skymarker	143 X 500	1 skymarker		
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								