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HEADQUARTERS
NINETY SECOND BOMBARDMENT GROUP (H) A/F
Office of the Operations Officer

B-0-4

APO #634,
17 March 1944.

SUBJECT: Report on Planning and Execution of Operations of Mission 16 March 1944.

TO : Commanding Officer, 92nd Bombardment Group (H) AAF, APO 634.

1. Comment on Planning and Execution.

The bomb loading for this operation was received from Headquarters, 40th Combat Wing by Capt. Prasse at 2225 hours 15 March 1944. The order called for eighteen (18) B-17s to be loaded with 5 X 1000 lb. GP bombs each with 1/10 sec. nose fuse and 1/40 sec. tail fuse, and twelve (12) B-17s to be loaded with max frag. clusters.

The Field Order was received from Headquarters, 1st Bomb Division by Capt. Prasse at 0112 hrs., 16 March 1944. Flight plans and details of the mission were completed, briefing being set for 0430 hours and take-off time 0740 hours.

2. General Narrative.

a. 92nd Bomb Group (Lead Group 40th Composite Combat Wing).

(1) Take-off was accomplished by eighteen (18) B-17s from the 92nd Group and one (1) aircraft from the 482nd Group, beginning at 0740 hours. The assembly for the main group was over Splasher #10 at 14,000 ft. (see diagram "A"). The formation departed the Splasher one (1) minute late. Two groups were observed ahead, but neither the high or low groups of the Composite Combat Wing could be contacted over VHF, and rendezvous could not be made.

(2) The 92nd Group then followed the route out according to flight plan, and the English Coast was departed on time. No contact, visually or by radio, could be made with the other two Groups after the Splasher had been departed. The enemy coast was entered at 0952 hours at an altitude of 19,700 feet. The 92nd Group, following the lead combat wing of the 1st Division, continued on planned course but turned short of the planned I.P. because cloud cover obscured the primary target. The secondary I.P. was established at 1222 hrs. and bombs were dropped on a heading of 320° from 20,000 ft. at 1229 hrs. on the lead aircraft from the 482nd Group. The 482nd Group aircraft bombed on previous smoke trails because the equipment in the aircraft was not working. The formation over the target is shown in diagram "C". A descent to 15,000 ft. was made after the target, and the 92nd Group followed the planned route home. The English Coast was crossed at 1525 hours, and the lead aircraft reached the base at 1610 hours.

b. 92nd Bomb Group (High Squadron, Low Composite Group, 40th Combat Wing (diagram "B" and "D").

Six (6) Aircraft from the 92nd Group took off to assemble on Splasher #10 at 12,000 ft. as high Sq. of the low composite Gp. The six aircraft assembled with the composite low group, but the group failed to rendezvous with the Composite combat wing and flew the entire mission with the 1st Combat Wing. Any further information concerning this squadron can be found in the general narrative of the composite low group of the 305th Bomb Group.

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c. 92nd Bomb Group, High Squadron, Composite Low Group, 40th Combat Wing (Diagram "B" and "D").

Six (6) aircraft from the 92nd Group took off and assembled over the 40th Combat Wing Buncher as high Squadron of the Low Composite Group. For further information refer to the general narrative of the 306th Group.

3. Aircraft Not Attacking.

a. Twenty-six (26) B-17s from the 92nd Group plus one (1) Aircraft from the 482nd Group attacked the target.

b. Of the thirty-one (31) aircraft taking off, three (3), Nos. 42-1529, 42-7976, and 42-8025, turned back before becoming dispatched.

4. Lost Aircraft.

Aircraft No. 42-1022. This aircraft was shot down before reaching the target by enemy fighters. The aircraft left formation with two engines on fire.

5. Statistical Summary (Includes one A/C from the 482nd Group).

	** Key:	(1)	(2)	(3)	(4)
A.	Number of A/C Taking Off.....	19	6	6	31
B.	Unused Spares.....	0	0	0	0
C.	A/C Taking Off Less Unused Spares.....	19	6	6	31
D.	Number of A/C Dispatched.....	16	6	6	28
E.	Number of Sorties.....	16	6	6	28
F.	Number of A/C Attacking.....	15	6	6	27
G.	Number of A/C Not Attacking.....	4	0	0	4
	Number of A/C Lost.				
(a)	To Flak.....	0	0	0	0
(b)	To Flak and E/A.....	0	0	0	0
(c)	To E/A.....	1	0	0	1
(d)	To Accident.....	0	0	0	0
(e)	Unknown.....	0	0	0	0
	Total.....	1	0	0	1

** Key: (1) 92nd Lead Group.
(2) High Squadron, Low Group, Composite Combat Wing.
(3) High Squadron, Low Group, 40th Combat Wing.
(4) Total.

Robert B. Keck

ROBERT B. KECK,
Lt. Colonel, Air Corps,
Operations Officer.

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DIAGRAM "A" - 92nd Lead Group Formation at Rendezvous

GROUP FORMATION - DATE: 16 March 1944

LEAD: SQ.

P.F.F.

028

LOW: SQ.

G 1984

F 1022

G 1921

G 1765

G 7976

HIGH: SQ.

G 1772

G 1250

G 8101

G 1713

F 0638

F 0649

G 7877

G 1978

G 1231

G 7515

G 1248

SPARES:

STATIONS:

TAXI :

T.O. :

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DIAGRAM "B" - TWO (2) COMPOSITE SQUADRONS FORMATION AT RENDEZVOUS:

GROUP FORMATION - DATE: 16 March 1944

High Squadron, Low Composite Group, Composite Combat Wing.

LEAD: ___ SQ.

High Squadron, Low Composite Group, 40th "A" Combat Wing.

HIGH SQUADRON
~~LOW~~ ___ SQ.

G 1536
G 1532 G 1362
G 1898
G 7735 G 7489

This Squadron Failed to Rendezvous with the Low Composite Group; Flew with the 1st Combat Wing.

HIGH: ___ SQ.

G 1888
G 1907 G 8110
G 1408
G 1326 G 3513

SPARES: _____

STATIONS: _____

TAXI : _____

T.O. : _____

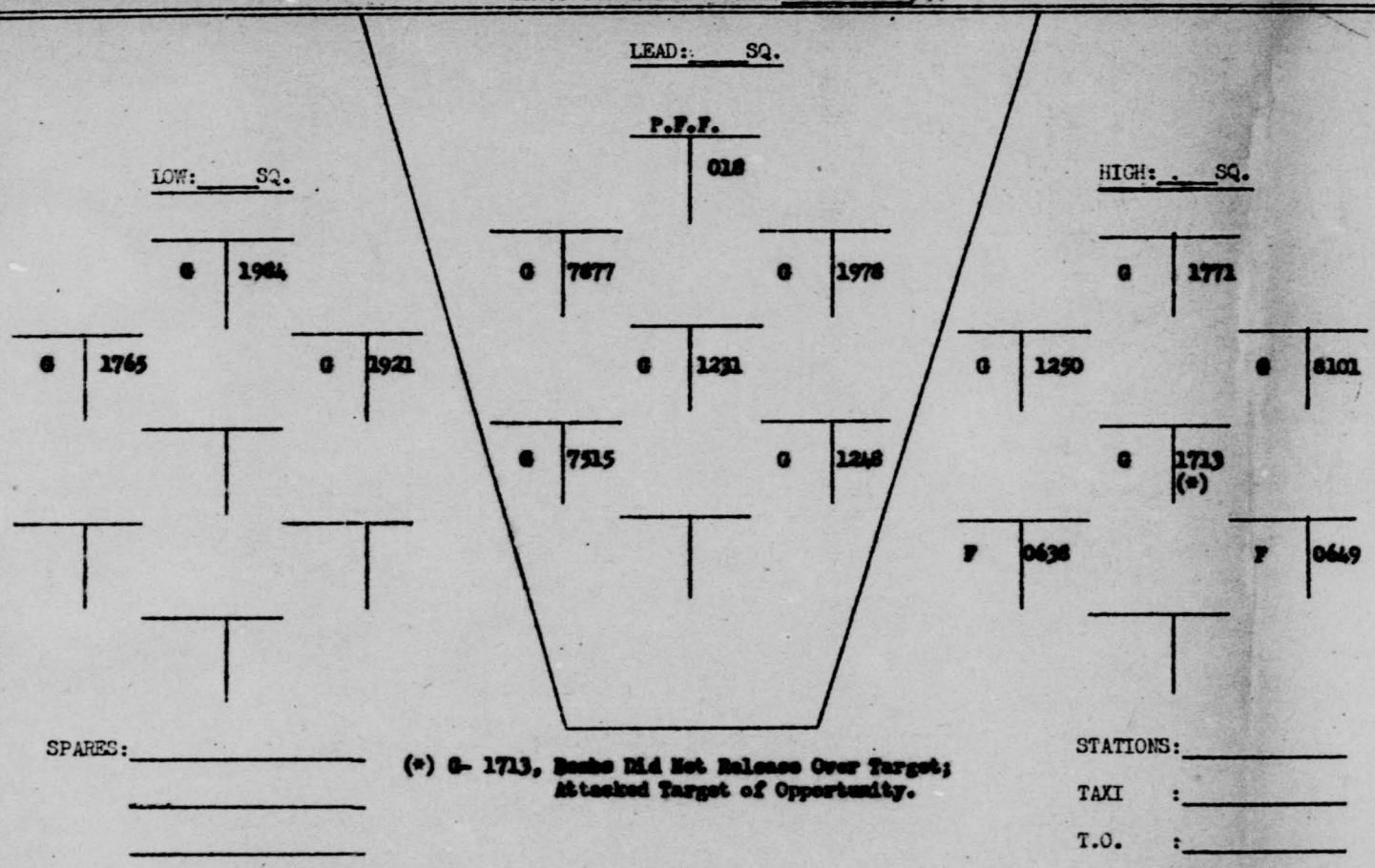
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DIAGRAM "C" - 92nd LEAD GROUP FORMATION OVER TARGET

GROUP FORMATION - DATE: 16 March 1944

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SPARES: _____

(*) G- 1713, Bombs Did Not Release Over Target; Attacked Target of Opportunity.

STATIONS: _____

TAXI : _____

T.O. : _____

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DIAGRAM "D" - TWO (2) COMPOSITE SQUADRONS FORMATION OVER TARGET:

GROUP FORMATION - DATE: 16 March 1944

High Squadron, Low Composite Group, 1st Combat Wing.

HIGH SQUADRON

G 1536

G 1532 G 1362

G 1098

G 7735 G 7489

LEAD: SQ.

High Squadron, Low Composite Group, 40th "A" Combat Wing.

HIGH: SQ.

G 1886

G 1907 G 8110

G 1408

G 1326 G 3513

SPARES:

STATIONS:

TAXI :

T.O. :

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