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HEADQUARTERS
NINETY SECOND BOMBARDMENT GROUP (H) AAF
Office of the Operations Officer A-A-1

APO #634,
19 March 1944.

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SUBJECT: Aircraft Not Attacking, Mission of 18 March 1944, Lechfeld.

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

MAIN GROUP FORMATION

A. Number of A/C Taking Off 21
B. Aircraft Taking Off less unused Spares 21
C. Number of A/C Attacking 15
D. Number of A/C Not Attacking 6
E. Detailed description of reasons why aircraft did not attack as follows:

1. A/C 42-30849 - Not Sortie. A/C not dispatched.
   a. After one hour and ten minutes (01:10) of flight and at an altitude of 15,000 feet the following indications of malfunctions were noted:
      (1) The #4 engine ranaway to 3,350 R.P.M.
      (2) The number four fuel pressure gauge was out.
      (3) Manifold pressure in excess of 31" could not be obtained from any engine.
      (4) Engine oil temperature fluctuated and the #1 engine pressure gauge was out.
   b. All batteries were checked and found to be dead. Engines and generators were ground checked and performed satisfactorily.

2. A/C 42-37934 - Not Sortie. A/C was dispatched.
   a. This a/c returned immediately after taking off because of the syphoning of gasoline from the filler neck of the #3 tokyo tank.
   b. The cap of this fuel tank had been improperly installed. This was corrected at once and the a/c took off again.
   c. However, this a/c was unable to find the Group formation after second take-off and turned back at 49° 50'N - 01° 10'E, 17,000 feet, at 1200 hours.

3. A/C 42-39851 - Not Sortie. A/C not dispatched.
   a. This a/c turned back at 1139 hours, 15,000 feet, over Beachy Head since it was unable to locate the Group formation. A/C returned to base at 1218 hours.

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4. A/C 42-3513 - Not Sortie. A/C not dispatched.
   a. After one hour and fifty minutes (01:50) of flight and at an altitude of 15,000 feet the manifold pressure of the #1 engine began to rise above normal while the R.P.M. did not increase. The #1 propeller was feathered and the a/c turned back over Splasher #10 at 1052 hours. Later the propeller was unfeathered and the engine started but it ran very roughly and the propeller was again feathered.
   b. Investigation disclosed the #5 and #6 cylinders' push rods of the #1 engine to be bent. The engine will be changed.

5. A/C 42-31635 - Not Sortie. A/C not dispatched.
   a. After one hour and forty (01:40) minutes of flight and at an altitude of 12,000 feet the #4 supercharger went out completely. Shortly thereafter, the other three (3) superchargers began to runaway. Adjustment of the TBS set screws did not correct this condition. The amplifier of the #4 supercharger was replaced and burned out immediately. The a/c turned back at 1110 hours, 51° 10'N - 00° 30'W.
   b. Investigation disclosed that the TBS Unit Transformer was burned out. This will be replaced.

6. A/C 42-30638 - Not Sortie. A/C was dispatched.
   a. After two hours and fifteen (02:15) minutes of flight and at an altitude of 18,000 feet the number two engine cut-out altogether and the propeller was feathered. The engine was started again after unfeathering the propeller, but it ran very roughly, could produce only 20" manifold pressure and 2,300 R.P.M. with full supercharger and full throttle, and fell off 400 R.P.M. on the left magneto. The propeller was again feathered and the a/c turned back at 1147 hours, 49° 58N - 01° 15'E.
   b. On ground check this engine was very rough. Investigation disclosed that the #1, 2, and 7 cylinders were not firing and the compression check on the #7 cylinder was very low. Oil consumption on this engine has been normal but it is to be changed.

7 A/C HIGH SQUADRON - COMPOSITE GROUP

A. Number of A/C Taking Off 7
B. Aircraft Taking Off less unused Spares 7
C. Number of A/C Attacking 6
D. Number of A/C Not Attacking 1
E. Detailed description of reasons why aircraft did not attack as follows:

1. A/C 42-31765 - Not Sortie. A/C not dispatched.
   a. After two hours (02:00) of flight the pilot of this

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Aircraft Not Attacking, Mission of 18 March 1944 - continued:

a/c became violent ill from gas pains. The co-pilot turned the a/c back over Beachy Head at 13,000 feet at 1001 hours and reached base at 1232 hours.

Robert B. Keck

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

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