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HEADQUARTERS
NINETY-SECOND BOMBARDMENT GROUP (H) AAF (E-A-8)
Office of the Operations Officer
APO 634

3 March 1944.

SUBJECT: Report on Planning and Execution of Operations of Mission 2 March 1944.

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

1. Comment on Planning and Execution.

The bomb loading for this operations was received from Headquarters 40th Combat Wing by Capt. McLaughlin at 2215 hours 1 March 1944. The order called for nineteen (19) B-17's to be loaded with 12 X 500 lb. bombs each with 1/10 sec. nose fuse and 1/100 sec. tail fuse, and twelve (12) B-17's to be loaded with maximum M-47A1 Incendiary Bombs.

The Field Order was received from Headquarters 1st Bomb Wing by Capt. McLaughlin at 0208 hours 2 March 1944. Flight plans and details of the mission were completed, briefing being set for 0515 hours and take-off time 0834 hours.

2. General Narrative.

A. Main Group Formation.

a. Take-off was accomplished by nineteen (19) aircraft of the 92nd Bomb Group beginning at 0846 hours. These aircraft assembled at 14,000 feet on the 40th Combat Wing buncher, departing that point at 1007 hours and rendezvousing with the 40th Combat Wing on the combat wing assembly line as Low Group of that unit. Weather conditions were good at assembly and rendezvous and the course to the target was flown as briefed, departing the English coast at 1050 hours at 21,700 feet and entering the enemy coast on course at 1103 hours at 24,000 feet.

The Initial Point (50°13'N - 08°00E) was reached at 1202 hours and the target was bombed at 1208 hours from 24,000 feet on a magnetic heading of 145 degrees. After "bombs away" the Wing made a left turn and began the return flight. The return route was not flown as briefed. The Wing remained North of course and at 1350 hours was only four (4) miles South of Liege. The Wing proceeded still further North of course just North of Brussels and departed the enemy coast at a point 51°36'N - 03°40'E at 1458 hours, approximately 50 miles North of the planned route. The English coast was entered at a point 51°15'N - 01°38'E at 1534 hours. The lead ship reached base at 1620 hours and landed at 1626 hours.

B. 92nd - 306th Composite Group.

a. Take-off was accomplished from 0834 to 0846 hours by twelve (12) aircraft plus threee (3) spares of the 92nd Bomb Group, each carrying a maximum load of M-47A1 Incendiary Bombs as ordered. These aircraft, forming the Lead and Low Squadrons of the 92nd - 306th Composite Group, assembled at 18,000 feet on the 40th Combat Wing buncher where they were joined by seven (7) aircraft of the 306th Group which formed the High Squadron. Rendezvous was completed at Banbury. This Group was the High Group of the 40th Combat Wing.

For further details of the mission, reference is made to the General Narrative of the Main 92nd Group Formation.

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3. a. Friendly fighter support was excellent throughout the flight.
b. Accurate flak was encountered at the target. Accurate predicted-following flak was encountered just North of Brussels. This accounted for one (1) of our aircraft and damaged many others.
c. VHF communication was good.
d. Attached Diagrams "A" and "C" show the Main 92nd Group at assembly and at the target. Diagrams "B" and "D" show the 92nd - 306th Composite formation at assembly and over the target.

4. Aircraft Not Attacking.
a. Of the thirty-four (34) aircraft from the 92nd Group that took off, one (1) failed to assemble. See Diagram "A" and "B". Of the remaining thirty-three (33), two (2) returned early as unused spares and one (1) failed to attack the target. See Diagram "C" and "D".
b. A/C 42-38025 -- Not Sortie. This aircraft failed to assemble and turned back early because #1 Engine began smoking very badly and had to be feathered.
c. A/C 42-31907 -- Not Sortie. This aircraft turned back early because #2 Engine cut out completely after reaching an altitude of 22,000 feet.
d. A/C 42-3385 and A/C 42-31680 returned early as unused spares.

5. Lost Aircraft.
a. A/C 42-30636 -- This aircraft immediately after attacking the target was last seen gliding into a cloud bank below and behind the formation. It is believed this aircraft was damaged by flak over the target.
b. A/C 42-39960 -- This aircraft was last seen blowing up after receiving a direct hit between #1 and #2 Engines by flak near Brussels on the route back.

6. Statistical Summary.

	LOW GROUP	HIGH GROUP	TOTAL
a. Number of A/C taking off.....	19	15	34
b. Unused Spares.....	0	2	2
c. Number of A/C taking off less... unused Spares.	19	13	32
d. Number of A/C Dispatched.....	18	12	30
e. Number of Sorties.....	18	12	30
f. Number of A/C Attacking.....	18	12	30
g. Number of A/C Not Attacking.....	1	1	2
Number of A/C Lost.			
a. To Flak.....	2	0	2
b. To Flak and E/A.	0	0	0
c. To E/A.....	0	0	0
d. Accident.....	0	0	0
e. Unknown.....	0	0	0
Total.....	2	0	2

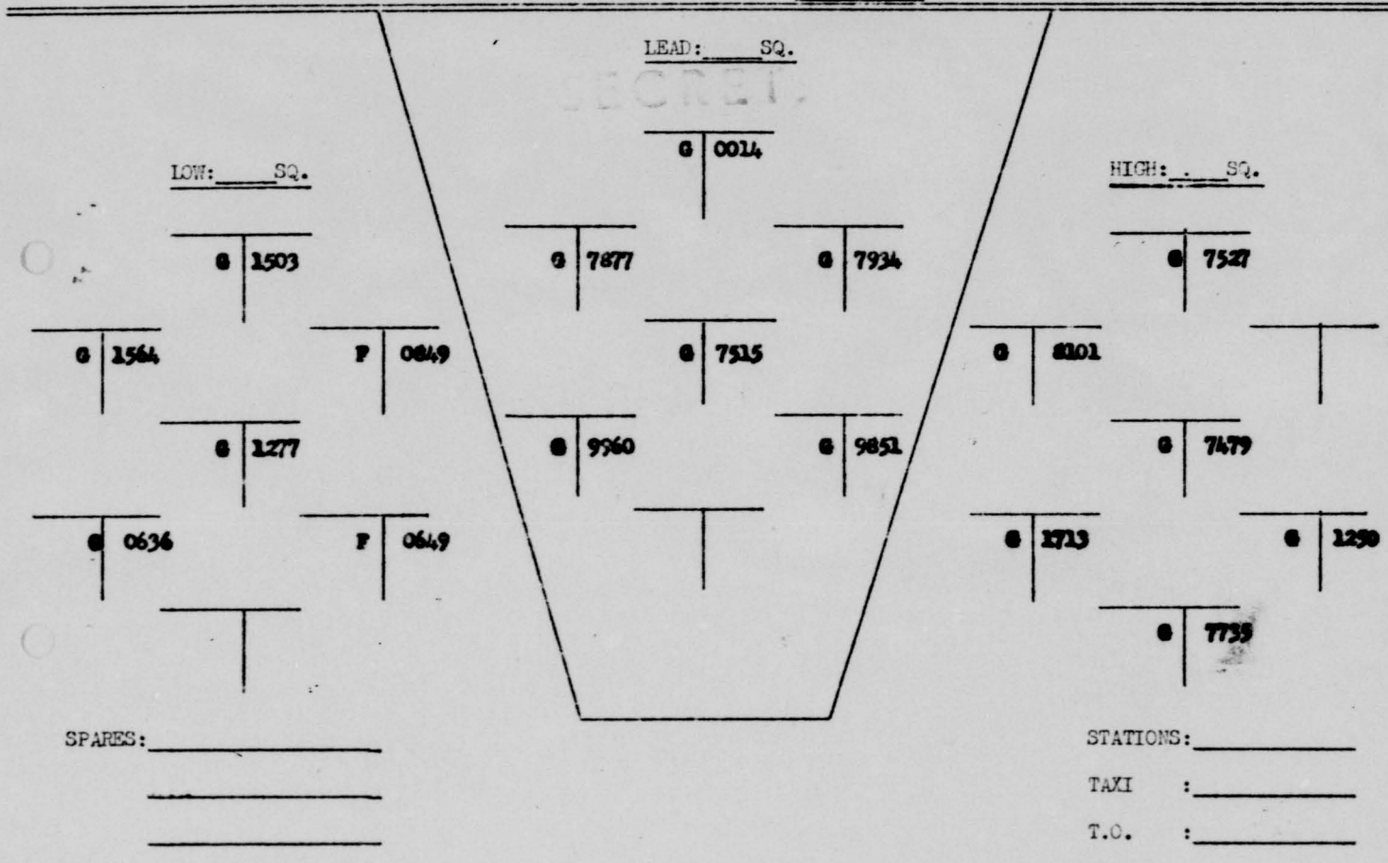
Robert B. Keck by J.K.M.
ROBERT B. KECK,
Lt. Col., Air Corps,
Operations Officer.

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LOW GROUP 40TH CW AT RENDEZVOUS (DIAGRAM "A")

92ND GROUP FORMATION - DATE: 2 March 1944



SPARES: _____

_____

_____

STATIONS: _____

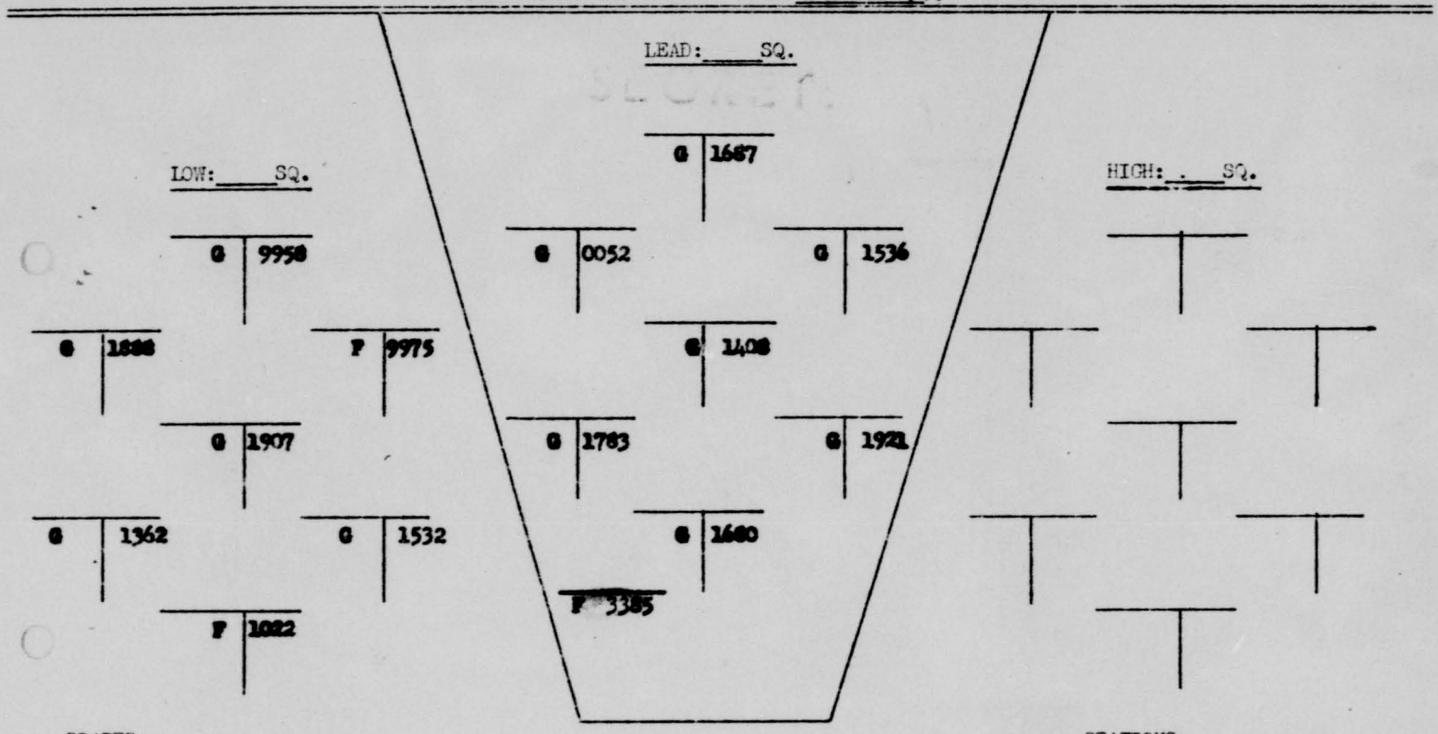
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HIGH GROUP, 92ND, 306TH COMP. 40TH CW AT RENDEZVOUS (DIAGRAM "B")

92ND GROUP FORMATION - DATE: 2 March 1944



SPARES: _____

STATIONS: _____

TAXI : _____

T.O. : _____

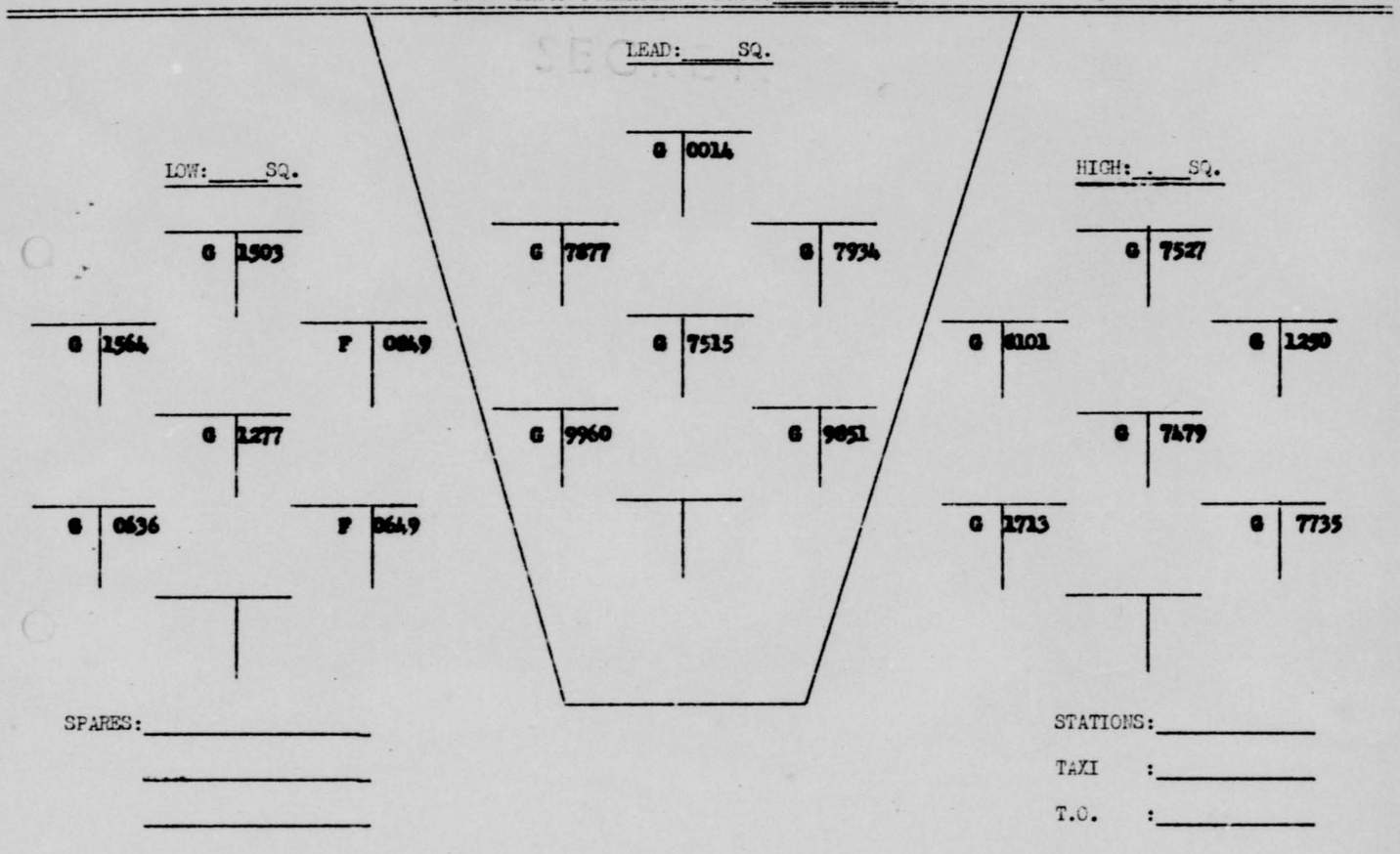
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LOW GROUP 40TH CW OVER TARGET
92ND GROUP FORMATION - DATE: 2 March 1944 (DIAGRAM "C")



SPARES: _____

STATIONS: _____

TAXI : _____

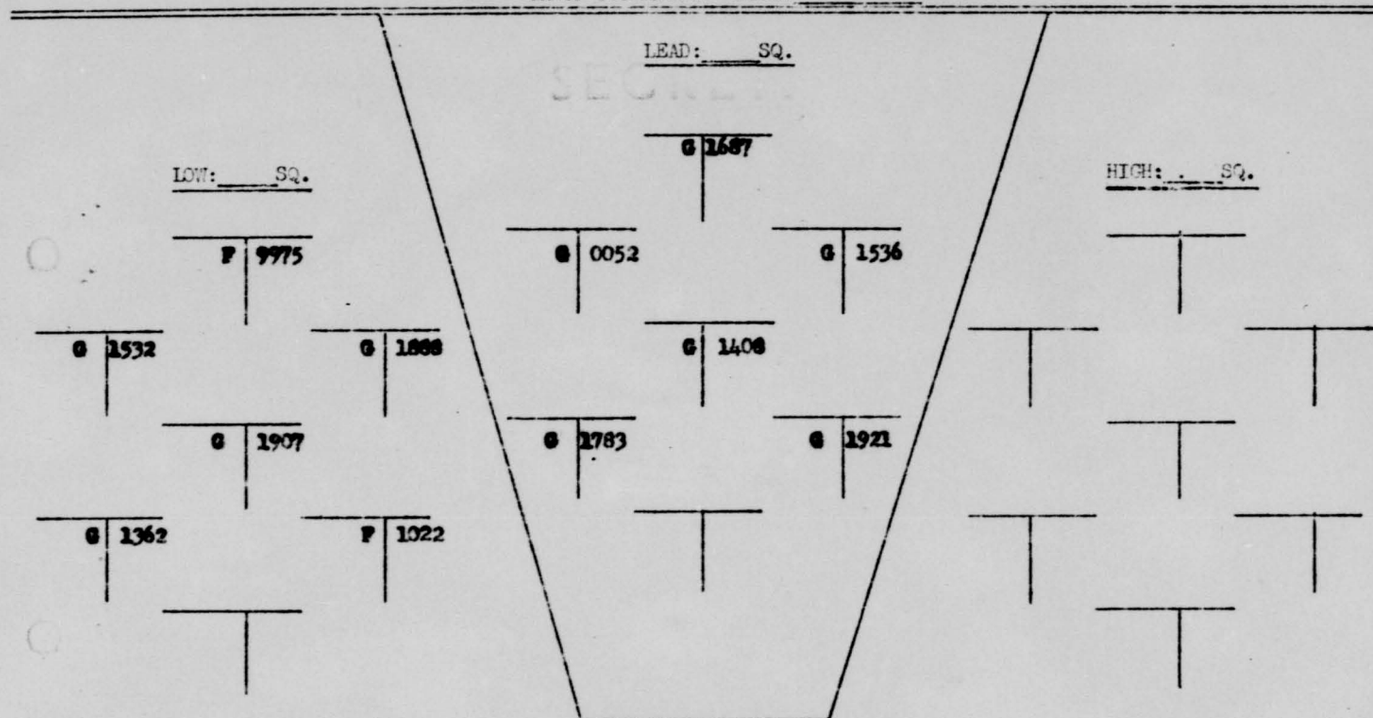
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HIGH GROUP, 92ND, 306TH COMP. 40TH CW OVER TARGET.

92ND GROUP FORMATION - DATE: 2 March 1944 (DIAGRAM "D")



SPARES: _____

_____

_____

STATIONS: _____

TAXI : _____

T.O. : _____