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

B-B-4

APO #557,
23 March 1944.

SUBJECT: Report on Planning and Execution of Operations of Mission, 22 March 1944.

TO : Commanding Officer, 92nd Bombardment Group (H) AAF, APO 557.

1. Comment on Planning and Execution.

The bomb loading for this operation was received from Headquarters, 40th Combat Wing by Major McLaughlin at 2100 hours, 21 March 1944. The order called for thirty-one (31) B-17s to be loaded with 10 X 500 lb. GP bombs each with 1/10 nose fuse and 1/100 tail fuse plus one (1) aircraft to be loaded with nickles, and two (2) PFF aircraft.

The Field Order was received from Headquarters, 1st Bomb Division by Major McLaughlin at 2323 hours, 21 March 1944. Flight plans and details of the mission were completed, briefing being set for 0430 hours and take-off time 0735 hours.

2. General Narrative.

Take-off was accomplished by nineteen (19) aircraft of the 92nd Group and two (2) PFF aircraft at 0733 hours for assembly on the Cheddington Buncher at 7,000 feet. The Group assembled and departed that point at 0838 hours as Lead Group of the Composite Combat Wing, which was the Second Combat Wing of the 1st Bombardment Division. Combat Wing rendezvous was completed immediately after leaving the group assembly point.

The Combat Wing proceeded over England as briefed and made the Air Division Assembly on time. The Wing flew abreast to the left of the Lead 40th Combat Wing.

The Wing departed the English Coast at 0940 hours and proceeded on course across the North Sea, entering the Enemy Coast at 25,000 feet. The course to the target was followed as planned, and the Wing reached the Initial Point at 1258 hours. At this time, the decision was made to bomb on the lead PFF aircraft due to almost complete cloud cover in the target area. The target was then attacked from 25,000 feet on a magnetic heading of 225 degrees at 1307 hours. All aircraft dropped on the lead PFF ship.

After bombs away, the Wing turned right off the target for the return flight, letting down to 17,000 feet. The route back was flown as briefed. The Wing departed the enemy coast at 1503 hours at a point 52° 35'N - 04° 37'E and began immediately across the channel. The Wing entered the English Coast at 32 12N - 01 38'E at 1550 hours. The formation arrived at base at 1630 hours, and the first ship landed at 1639 hours.

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3. 92nd - 305th Composite Group. General Narrative.

Take-off was accomplished by thirteen (13) aircraft of the 92nd Group at 0750 hours for assembly on the Cheddington Buncher at 5,000 feet as Lead and Low Squadrons of the 92nd - 305th Composite Group. The 305th Group furnished six (6) aircraft which formed the High Squadron of the Group. Assembly was completed at 0838 hours, and the Group immediately rendezvoused as the Low Composite Group of the Composite Combat Wing.

This Group attacked the target from 23,400 feet on a magnetic heading of 223 degrees at 1308 hours, bombing on the lead PFF aircraft of the Lead Group.

For details of the flight to the target and return, reference is made to the General Narrative of the Main 92nd Group.

4. A. Heavy inaccurate flak was encountered in the target area.
B. Enemy opposition was nil.
C. Friendly fighter support failed to appear on the route in, however, for the remainder of the flight, it was excellent.
D. Communications was good.

Attached diagrams "A" and "B" show the Lead Group at assembly and over the target respectively. Diagrams "C" and "D" show the Composite Group at assembly and overthe target respectively.

5. Aircraft Not Attacking.

Of the thirty-two (32) aircraft that took off, one, A/C 42-3385, aborted. The remainder of the aircraft flew the entire mission, and all attacked the target.

6. Lost Aircraft. (Does not include PFF A/C).
None.

7. Statistical Summary. (Does not include PFF A/C).

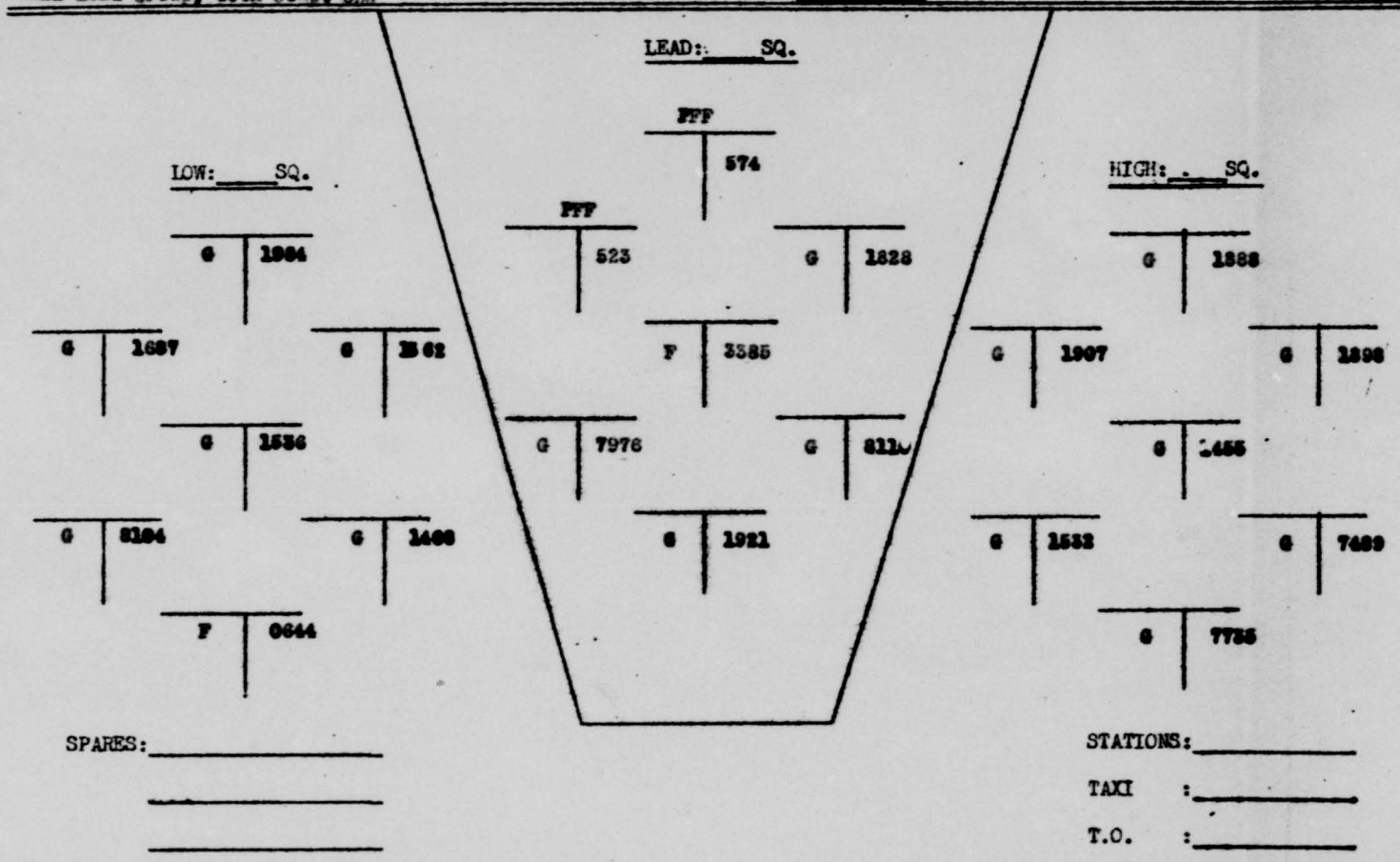
	MAIN FORM.	COMP. FORM.	TOTAL
A. Number A/C Taking Off.	19	13	32
B. Unused Spares.	0	0	0
C. A/C Taking Off Les Unused Spares.	19	13	32
D. No. of A/C Dispatched.	19	13	32
E. No. of Sorties.	18	13	31
F. No. of A/C Attacking.	18	13	31
G. No. of A/C Not Attacking.	1	0	1
H. No. of A/C Lost.	0	0	0

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

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92nd Lead Group, 40th Comp. CBW — GROUP FORMATION - DATE: 22/3/44 — DIAGRAM "A" — AT RENDEZVOUS

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SPARES: _____

STATIONS: _____

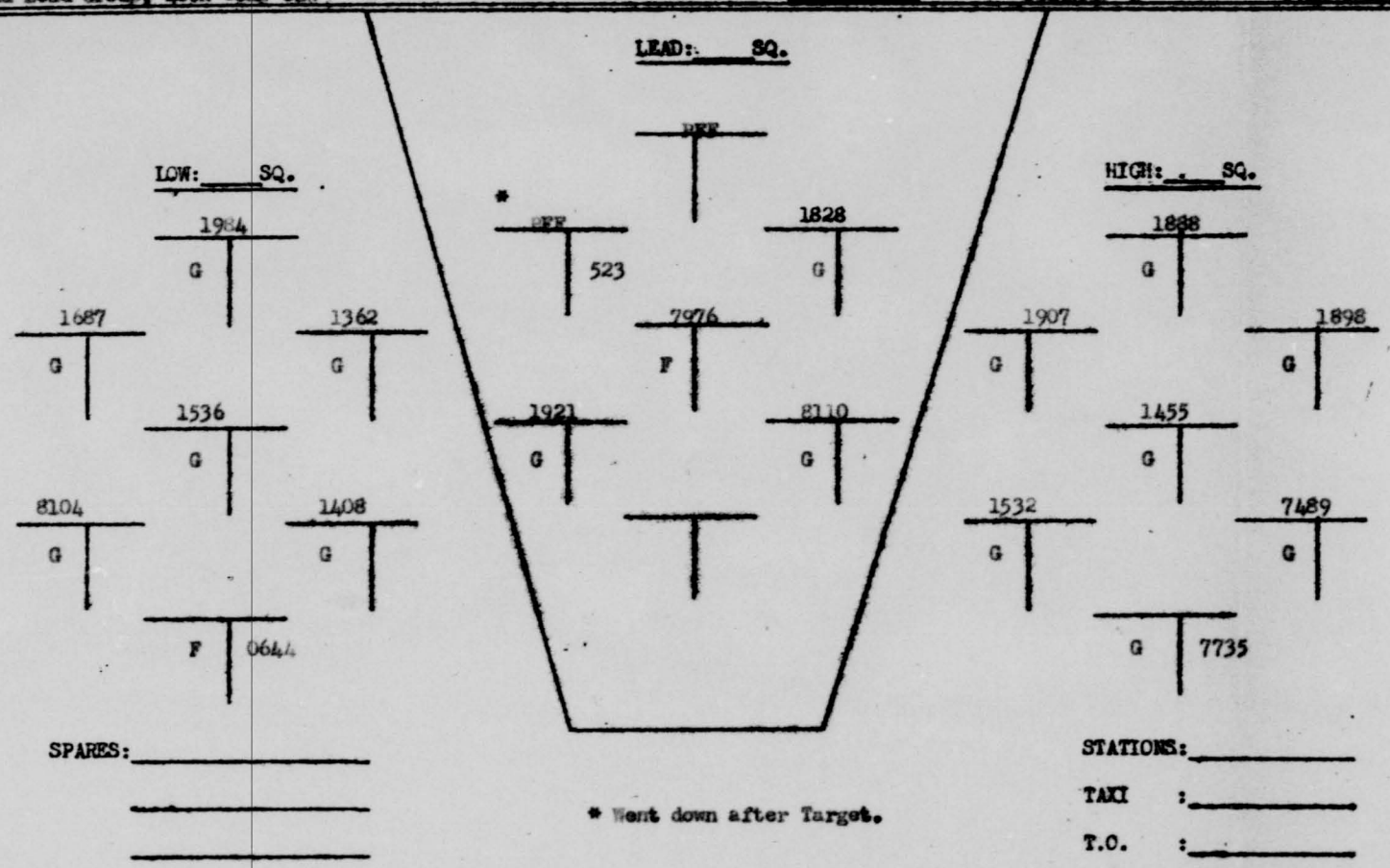
TAXI : _____

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92nd Lead Group, 40th Comp CBW — GROUP FORMATION - DATE: 22/3/44 — DIAGRAM "B" — OVER TARGET

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SPARES: _____

* Went down after Target.

STATIONS: _____

TAXI : _____

T.O. : _____

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92nd-305th Low Group, 40th Comp "B" GROUP FORMATION - DATE: 22/3/44 DIAGRAM "E" RENDEZVOUS

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LEAD: SQ.

G 1978

F 0849 G 7934

F 9975

G 1587 F 0261

G 1548

LOW: SQ.

G 1771

G 1326 G 1713

G 8101

G 3496 G 8025

HIGH: 305 SQ.

SPARES:

STATIONS:

TAXI :

T.O. :

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92nd - 305th Low Comp. Gp, 40th Comp. CBW. GROUP FORMATION - DATE: 22/3/44 DIAGRAM "D" OVER TARGET

