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

APO #634
4 March 1944

SUBJECT: Aircraft Not Attacking, Mission of 3 March 1944, Berlin.

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

1. MAIN 92ND GROUP FORMATION.

A. Number of A/C Taking Off 19
B. A/C Taking Off less unused spares..... 19
C. Number of A/C Attacking 5
D. Number of A/C Not Attacking..... 14
E. Detailed description of reasons why aircraft did not attack as follows:

1. A/C #514 - Not Sortie. Aircraft not dispatched. This aircraft from 482nd Bomb Group took off as lead ship of 92nd lead group but turned back at 0945 hours due to its special equipment being inoperative.

2. A/C 42-31783 - Not Sortie. Aircraft was not dispatched. This A/C turned back at a position of 53°29'N - 02°39'E. This A/C after three hours and forty-five minutes of flight and at an altitude of 17,000 feet, it was noted that the number one (1) engine was low. The number four (4) engine was slightly rough. The aircraft returned to this station. This aircraft was checked at altitude and the engines were found to be rough as described. The magneto points have been cleaned and reset on the number one and number four (4) engines.

3. A/C 42-31250 - Not Sortie. Aircraft was dispatched. This aircraft turned back at 1005 hours. It was reported that after one hour and thirty minutes on oxygen, leaks and too rapidly dropping pressure of the oxygen system were noted. The number two (2) engine was running roughly. The aircraft returned to this station. The oxygen system was serviced with 400 pounds of oxygen at 1200 hours. At 1630 hours no drop in oxygen system pressure other than that due to the cooling of the oxygen after charging could be noticed. The spark plugs of the number two (2) engine were changed.

4. A/C 42-29975 - Not Sortie. Aircraft not dispatched. This aircraft turned back at 0945 hours. After approximately two hours and fifteen minutes of flight and at an altitude of 14,000 feet, the number three engine began to run roughly and, shortly thereafter, the number three (3) propellor ran away. The aircraft returned to this Station. Upon being checked on the ground, the number three engine ran roughly and the number three propellor ran away. It was disclosed that the number three (3) starter was burned out. This and the number three (3) propeller governor were changed. Further investigation is in progress.

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5. A/C 42-31907 - Not Sortie. Aircraft was dispatched. This A/C turned back at 1057 hours at 54° 25'N - 07° 30'E, due to mechanical failure in the oxygen system, Inspection was made and the oxygen system repaired.

The remaining ten aircraft were dispatched and received sortie credit. These aircraft turned back inside enemy territory because of weather conditions. These aircraft either returned to base with the bomb load or jettisoned in the sea.

2. 92ND - 305TH LOW COMPOSITE GROUP

A. Number of A/C Taking Off 12
B. A/C Taking off less unused spares 12
C. Number of A/C Attacking 2
D. Number of A/C Not Attacking..... 10
E. Detailed description of reasons why aircraft did not attack as follows:

1. A/C 42-95727 - Not Sortie. Was not dispatched. This aircraft turned back at 0954 hours after two hours of flight and at an altitude of altitude of 15,000 feet, the number two engine began to run roughly and to smoke badly. There was a tachometer oscillation of approximately 200 RPM the cylinder head temperature was high, and there was a slight drop in oil pressure. At the same time, the number one (1) and number four (4) engines began to smoke moderately. The aircraft returned to this station. This aircraft was test flown to an altitude of 8,000 feet. The number two (2) and number four (4) engines ran roughly and emitted small puffs of black smoke. The #1 and #3 engines also smoked slightly with the throttles in maximum power position. The #2 and #4 carburetors and the number two (2) propellor governor are to be changed. Compression on all engines will be checked.

2. A/C 42-30644 - Not Sortie. A/C was dispatched. This aircraft turned back at 1036 hours. After two (2) hours of flight the #1 engine went beyond 200 lbs. There was an oxygen leak in the engineers position. The ball mount in the radio gun position would not stay fastened. The aircraft returned to this station. The number one prop governor was replaced. Investigation disclosed a faulty dump valve in this governor. The oxygen leak was found and repaired. The ball mount on the radio gun was replaced.

3. A/C 42-31277 - Not Sortie. A/C was dispatched. Aircraft turned back at 1027 hours. After two hours and thirty minutes of flight and at an altitude of 20,000 feet, gasoline was noticed to be escaping from the left tank vent. The number two engine ran roughly on the right magneto and was smoking. The oxygen pressure at the Navigator's position was low. The aircraft returned to this Station. The number two engine was ground checked and found to be dropping 20 RPM on the right magneto. The front bar-

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of spark plugs were changed. The Navigator's oxygen guage reads 50 lbs. low and will be replaced when the current shortage of oxygen equipment is relieved. All gasoline tank caps were correctly installed.

4. A/C 42-3496 - Not Sortie. Aircraft was dispatched. Aircraft turned back at 0909 hours. It was reported that after one hour and thirty minutes of flight the number two supercharger ran away. The aircraft returned to this Station. The number two supercharger regulator has been replaced and is being retained for a bench check.

5. A/C 42-31564 - Not Sortie. A/C was dispatched. Aircraft turned back at 1040 hours. After three hours and fifteen minutes of flight and at an altitude of 14,000 feet, the manifold pressure of the number two engine began to surge from 35 to 50 inches. At 18,000 feet this surging became more pronounced and the aircraft turned back. The pilot attempted to feather the number two propellor on two occasions, but this could not be done. Ultimately, the engine froze. The aircraft returned to this Station. Investigation revealed internal failure of the number two engine. The number two engine is being changed. The number two propellor feathering motor was found to have burned out and will be replaced.

6. A/C 42-37877 - Not Sortie. A/C was not dispatched. After three hours of flight and at an altitude of 14,000 feet, the fumes of gasoline in the aircraft became very strong and the engineer became ill. Other members of the crew were effected as well. All accessable fuel hoses were checked but none were found to be loose or leaking. It was noticed that the fumes were strongest when the left wing was raised. The aircraft returned to this Station. It was discovered that the vent of the #2 main tank was broken off approximatly two inches from the tank. This has been repaired.

7. A/C 42-30261 - Not Sortie. A/C was not dispatched. After one hour and twenty-five minutes of flight and at an altitude of 14,000 feet, it was noted that the number two supercharger would develope only 30 inches of manifold pressure. The A/C returned to this Station. A mechanical defect in the linkage of the number two supercharger was discovered. This has been corrected.

The remaining three (3) aircraft were dispatched and received sortie credit. These aircraft turned back over enemy territory due to weather conditions. The bombs were either jettisoned or returned to this field.

Robert B. Keck

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