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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: Report on Planning and Execution of Operations of Mission 3 March 1944, Berlin.

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

1. Comment on Planning and Execution.

a. The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. McLaughlin at 2100 hours 2 March 1944. The order called for thirty-one (31) B-17's to be loaded with 10 X 500 GP bombs each with 1/10 second nose fuse and 1/40 second tail fuse.

b. The Field Order was received from Headquarters 1st Bomb Division by Capt. McLaughlin at 2325 hours 2 March 1944. Flight plans and details of the mission were completed, briefing being set for 0445 hours and take-off time 0745 hours.

2. General Narrative.

a. Main Group Formation (Lead Group of 40th "B" CBW).

(1) Take off was accomplished by nineteen (19) B-17's from the 92nd Bomb Group plus one (1) B-17 from the 482nd Bomb Group, beginning at 0745 hours. These aircraft assembled at 6,000 feet on the 40th Combat Wing Buncher, and departed that point as lead group of 40th "B" Combat Wing. Rendezvous with the high and low groups was made along the combat wing assembly line.

b. The English Coast was departed at 0933 hours and a course slightly north of proposed route was flown to the enemy coast which was entered at 1103 hours. At 1111 hours the Combat Wing just ahead of the 40th made a 180° turn and started back. Five minutes later the leader of 40th "B" Combat Wing also decided to turn back because the flight altitude at this point was 28,500 feet and 10/10 cumulus cloud cover was continually building up ahead. After completing the 180° turn the formation was split up when the Combat Wing behind, also turned back, was flying a collision course toward the formation. The enemy coast was departed at 1124 hours and the English Coast was entered at 1338 hours. The lead ship reached the base at 1411 hours and landed at 1416 hours.

c. 92nd - 305th Composite Group (Low Group of 40th "B" Combat Wing)

(1) Take off was accomplished by twelve (12) B-17's of the 92nd Bomb Group beginning at 0800 hours. Assembly was made at 4000 feet on the 40th Combat Wing Buncher where they were joined by seven (7) aircraft from the 305th Bomb Group which formed the High Squadron. The formation departed the assembly point at 0842 hours as low group of the 40th "B" Combat Wing and rendezvoused with the Lead Group along the Combat Wing assembly line.

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

3. Aircraft Not Attacking.

a. Thirty-one (31) aircraft of the 92nd Bomb Group plus one (1) aircraft of the 482nd Bomb Group left the base and assembled as shown in Diagrams "A" and "B". Of these thirty-two (32) aircraft, Number 42-29975, 42-31783, 42-3496, 42-37877, 42-30261, 42-97527, and A/C #514 from 482nd Bomb Group returned early before being dispatched. These seven (7) aircraft did not receive sortie credit.

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b. Five (5) aircraft, Numbers 42-31907, 42-31250, 42-31564, 42-31277 and 42-30644 turned back after becoming dispatched. None of these five (5) aircraft received sortie credit.

c. The remaining twenty (20) aircraft from the 92nd Bomb Group, which were dispatched and received sortie credit, turned back because of the weather conditions, and six (6) of these aircraft attacked targets of opportunity. One (1) aircraft was lost due to causes unknown.

5. A/C Lost.

a. One (1) aircraft #42-40014 was lost to reasons unknown.

6. Statistical Summary. (A/C from 482nd Bomb Group is not included)

	LEAD GP.	LOW GP.	TOTAL.
a. Number of A/C Taking Off	19	12	31.
b. Unused spares	0	0	0.
c. A/C taking off less unused spares	19	12	31.
d. Number of A/C dispatched	17	8	25.
e. Number of Sorties	15	5	20.
f. Number of A/C Attacking	5	2	7.
g. Number of A/C Not Attacking	14	10	24.
Number of A/C Lost.			
a. To Flak	0	0	0.
b. To Flak and Enemy Action	0	0	0.
c. To Enemy Action	0	0	0.
d. Accident	0	0	0.
e. Unknown	0	1	1.

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