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

APO #634
6 March 1944

SUBJECT: Bombing Analysis and Results.

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

1. Aircraft Accountability:

a. Thirty-five (35) aircraft, including one (1) from the 482nd Bomb Group, took off to attack the industrial center of Berlin, Germany. Twenty-one (21) aircraft flew the Lead Group, three (3) of these returned early with the bomb load, two (2) aborted the formation after jettisoning the bombs, and two (2) are missing. Fourteen (14) aircraft flew the lead and low squadrons of the High Group, three (3) returned early (two (2) jettisoned the bomb load), one aborted the formation after jettisoning the bombs, and two (2) are mission, (one (1) before the target).

b. From the 92nd Bomb Group, fifteen (15) aircraft attacked in the Lead Group, and nine (9) aircraft attacked in the High Group.

2. Bombardiers Report:

a. A sixteen (16) minute bombing run was made by the P.F.F. aircraft, and all other aircraft released at the same time. Bomb strikes were at 52° 32'N - 13° 31'E.

b. At the I.P. there was a 10/10 cloud cover, and the order was given to bomb by P.F.F. technique. As the bombing run progressed, the center of the city became visible, and the bombardier from the P.F.F. asked to take over, but because of directions given by the Navigator to the Pilot, the Bombardier was unable to gain control. The flak was moderate and inaccurate, and there were no enemy aircraft encountered on the bombing run.

c. Because of equipment failure in the door system, one (1) aircraft was unable to release bombs at the release point and jettisoned one (1) minute late.

d. The bombing pattern was fair, but was over and right of the aiming point.

e. See attached forms.

f. See attached forms.

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g. Bombing accountability by number and type from twenty-four (24) aircraft.

		Lead (15)	High (9)
(1)	Total bombs carried :	139 AN-M43 1 Skymarker	89 M-17 1 Skymarker
(2)	Total released at target :	139 AN-M43 1 Skymarker	79 M-17 1 Skymarker
(3)	Total in A/C R.B. :	0	0
(4)	Total in A/C attacking not dropping at release point due to equipment malfunction :		10 M-17
(5)	Total bombs jettisoned :	0	0
(6)	1 A/C carried and released nickles in the target area :		

h. Neither A.F.C.E. nor A.B.C. were used.

Julian R. Thornton Jr.

JULIAN R. THORNTON JR.,
Major, Air Corps
Group Bombardier.

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W.D.
A.C. Form
12 E Modified
25-9-43 8 BC APO 634

LEAD GROUP

CONTACT BOMBING FLIGHT RECORD[1]

BOMBARDIER[2] Hocking, 1st Lt. (482nd) DATE 6/3/44

PILOT[2] Word, McGee Maj. A.C. (A/Co) TAKE-OFF 0802

NAVIGATOR[2] Boynon, G.H. 1st Lt. (92nd) LANDED 1635 (Alconbury)

ORGANIZATION 327th (Squadron) 92nd (Group) AIRPLANE B-17 (Type) (482nd) (Number)

OBJECTIVE[3] Berlin, Germany.

AIMING POINT (MPI) Center of industrial Area.

INITIAL POINT 51° 59'N - 13° 23'E.

METHOD OF ATTACK[4] (Individual) (Flight) (Squadron) (Group) Wing P.F.F.) (Wing)

NUMBER OF ATTACKING A/C IN GROUP 15 (Fifteen) COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP P.F.F. COMPOSITE GROUP X

RANGE SIGHTING ONLY. GROUP None COMPOSITE GROUP X

BOMBS, TYPES AND SIZES AN-MA3 500# plus 1 Skymarker.

NUMBER OF BOMBS LOADED 139 X 500# & 1 Skymarker & leaflets. RELEASED Same

FUZING, NOSE 1/10 TAIL 1/60

SYNCHRONIZATION[5] (On) P.F.F. (Fast) (Slow)

INFORMATION AT RELEASE POINT[6] 5/10 - 6/10 clouds.

Altitude of target	130	Mag. Hdg. Order	26° Actual 350
True Altitude above target	20,500	20,500*	True Heading 23° 347°*
Ind. Altitude	21,000	20,500*	Drift, Est. 5 left Actual 12° left
Pressure altitude of target	-393		True Track 18° 335°*
Altimeter setting	29.92		Actual Range 7,854 7,634*
C.I.A.S.	150		B.S. Type M-9
T.A.S.	207	207	Time of release 1322
G.S., Est.	163	Actual 205	Length of Bombing Run 16 minutes
Wind Direction, Metro	42	Actual 60	Intervalometer setting minimum
Wind Velocity, Metro	47	Actual 52	C-1 Pilot No
D.S.	141.6	Trail 50 ATF 37.44	A-5 Pilot No
TAN. D.A. Est.	.385	Actual X	Manual Pilot Yes

*-Actual

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TYPE OF RELEASE[7]

0	8	8	0	0
Individual	Train	Salvo	Jettisoned	Returned

POINT OF IMPACT IF SEEN[8] Not seen.

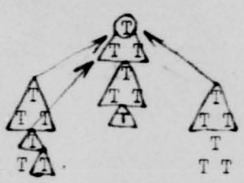
NAVIGATION DATE:[9]

MEAN TEMP. METRO -17 ACTUAL -10

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000					1	2
3000					-4	-1
6000					-10	-4
10000					-16	-10
15000					-23	-15
20000	42	60	47	52	-34	-28
22000						
24000						
26000						
28000						
30000						

METHODS OF BOMBING[10]



COMPOSITE GROUPS[11]



Bombardier making complete sighting operation --- (T)

Bombardier making range operation only --- |T|

Bombardier dropping on leader, with arrow indicating leader's position --- 

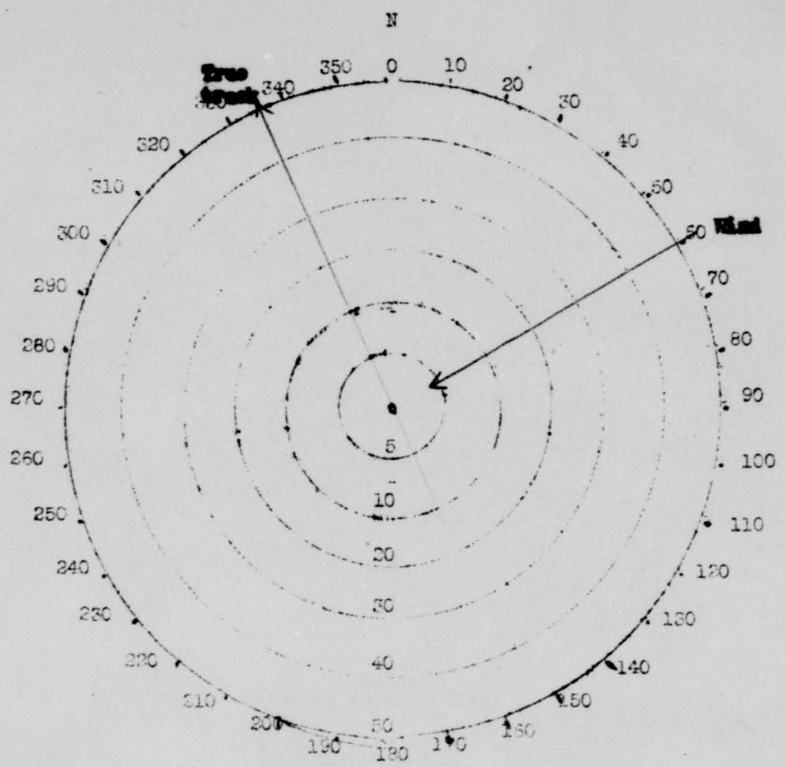
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FORM 12.C
MODIFIED FOR COMBAT

GROUP BOMBING PLOT AND REPORT

GROUP 92nd Bomb (3 squns.) (H) AW
TARGET Berlin, Germany.
METHOD OF BOMBING P.F.F. (Mag)
ISSUE ALTITUDE 21,500

TOTAL BOMBS CARRIED 139
TOTAL BOMBS AT TARGET 139
TOTAL BOMBS HITTING TARGET [illegible]
TOTAL BOMBS ACCOUNTED FOR 139
TOTAL BOMBS UNACCOUNTED FOR 0
TOTAL BOMBS JETTISONED 0
TOTAL BOMBS BROUGHT BACK 0



* (Circles equal thousands of feet)

PLOT.
Wind Direction. 60°
Wind Velocity. 32 M.P.H.
Direction of Attack True track 335°

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25-9-43 8 BC APO 634

NINE GROUP
COMBAT BOMBING FLIGHT RECORD[1]

BOMBARDIER[2] **Nicholson, L.A. 1st. Lt.** DATE **6/3/44**

PILOT[2] **Griffin, J.S. Maj.** TAKE-OFF **0750**

NAVIGATOR[2] **Boyle, J.D. 1st. Lt.** LANDED **1628**

ORGANIZATION **326th** Squadron **92nd** Group AIRPLANE **B-17** Type **1536** Number

OBJECTIVE[3] **Berlin, Germany.**

AIMING POINT (MPI) **Center of Industrial area.**

INITIAL POINT **51° 59'N 13° 23'E**

METHOD OF ATTACK[4] Individual Flight Squadron Group **Wing (P.F.F.)** Wing

NUMBER OF ATTACKING A/C IN GROUP **Nine (9)** COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP **P.F.F.** COMPOSITE GROUP **X**

RANGE SIGHTING ONLY. GROUP **None** COMPOSITE GROUP **X**

BOMBS, TYPES AND SIZES **M-17 500# plus 1 Skymarker.**

NUMBER OF BOMBS LOADED **89 X 500# an d 1 Skymarker** RELEASED **79 & 1 Skymarker at target 10 released 1 minute late.**

FUZING, NOSE **37 secs.** TAIL **X**

SYNCHRONIZATION[5] On **P.F.F.** Fast Slow

INFORMATION AT RELEASE POINT[6] **5/10 - 6/10 clouds.**

Altitude of target	130	Mag. Hdg, Order	27° Actual 350°
True Altitude above target	21,500 21,300*	True Heading	24° 347*
Ind. Altitude	22,000 21,800*	Drift, Est.	6° left Actual 12° Left*
Pressure altitude of target	- 395	True Track	18° 335°*
Altimeter setting	29.92	Actual Range	Unknown
C.I.A.S.	190	B.S. Type	M-9
T.A.S.	287 287*	Time of release	1322
G.S., Est.	163 Actual 205	Length of Bombing Run	16 min.
Wind Direction, Metro	44 Actual 60	Intervalometer setting	Minimum
Wind Velocity, Metro	48 Actual 52	C-1 Pilot	No
D.S.	130.09 Trail 121 ATP 40.74	A-5 Pilot	No
TAN. D.A. Est.	.27 Actual P.F.F.	Manual Pilot	Yes

*-Actual

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TYPE OF RELEASE[7]

0	5	5	0	0
Individual	Train	Salvo	Jettisoned	Returned

POINT OF IMPACT IF SEEN[8] Not seen.

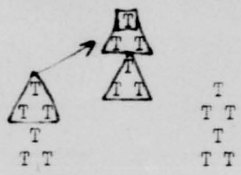
NAVIGATION DATE:[9]

MEAN TEMP. METRO -17 ACTUAL -10½

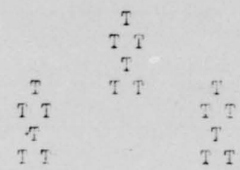
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000					1	1
3000					-4	-1
6000					-10	-4
10000					-16	-10
15000					-23	-15
20000					-34	-28
22000	44	60	48	52	-36	-30
24000						
26000						
28000						
30000						

METHODS OF BOMBING[10]



COMPOSITE GROUPS[11]



Bombardier making complete sighting operation --- (T)

Bombardier making range operation only --- |T

Bombardier dropping on leader, with arrow indicating leader's position --- 

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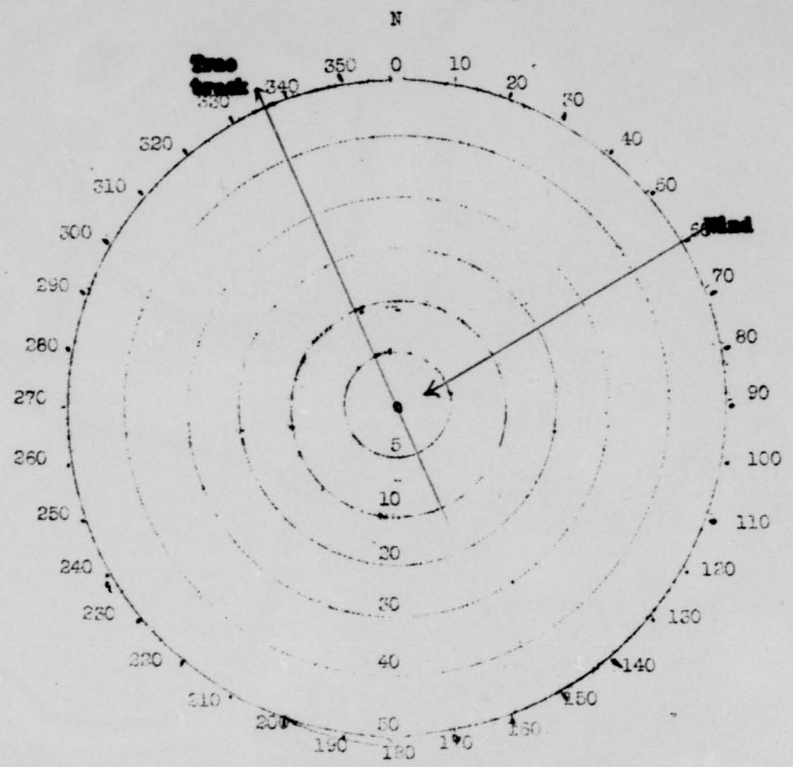
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W.D. A.C.
FORM 12.C
MODIFIED FOR COMBAT

GROUP BOMBING PLOT AND REPORT

ROUP Comp. Grp. High (2 Sqdns.) (H) AAF
ARGET Merkle, Germany.
ETHOD OF BOMBING P.B.V. Mk
RUE ALTITUDE 21,500

TOTAL BOMBS CARRIED 89
TOTAL BOMBS AT TARGET 70
TOTAL BOMBS HITTING TARGET Unknown
TOTAL BOMBS ACCOUNTED FOR 89
TOTAL BOMBS UNACCOUNTED FOR 0
TOTAL BOMBS JETTISONED 19 - Target of
TOTAL BOMBS BROUGHT BACK 0 opportunity



* (Circles equal thousands of feet)

PLOT.
Wind Direction 60°
Wind Velocity. 22 M.P.H.
Direction of Attack True track 235°

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