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Source: Report on Planning and Execution of Mission to Chile, 1961, by the Director General, Ministry of Foreign Affairs, Brussels.

2. Content of Planning and Execution

4. The bomb loading for this operation was received from Headquarters, 40th Combat Wing, on 1st Lt. Hamilton at 0120 hours, 10 April 1944. The order called for twenty-one (21) M6, B-17's to be loaded with maximum (21) 100's.

1. The Field Order was received from Headquarters, 1st Tank Division, at 1st Lt. Hamilton at 0635 hours, 10 April 1944. Flight Plans and details of the mission were completed, briefing being set for 0645 hours and take-off time 0650 hours.

2. General - 2200478.

g. Take-off was accomplished by twenty-one (21) W/O of the 92nd Air Group beginning at 0800 hours for assembly at Low Group of the 40th Combat Wing at 12,000 feet over Rodington Airbase. The group completed assembly without incident and departed the Burner on time making immediate rendezvous with the 40th Combat Wing.

g. The route over Hill 1 was flown as briefed, departing the English Coast out at 0445 hours, 18,000 feet. The enemy Coast in was crossed at a point 51 30'N - 02 40'E at 0459 hours, 20,000 feet altitude. The Primary Target was attacked from 21,000 feet at 0900 hours on a heading of 03 degrees. After the target, the Group Leader flew straight ahead to avoid flank on his left, then turned and rallied with the Combat wing. The enemy Coast out was departed at a point 51 45'N - 03 45'E, 18,000 feet, at 0946 hours. The English Coast in was crossed on return at 1019 hours, altitude, 2000 feet.

c. For Group Formation at rendezvous and over target see attached Diagram "A".

3. Aircraft Not Attacking.

g. Of the twenty-one (21) A/C that took-off, all reached the target but one (1) A/C failed to release its bombs.

h. A/C 42-97247 - Sortie credit. This a/c flew the entire mission in formation but failed to attack the target. The bombs would not release due to bomb rack malfunction. All bombs were returned to base with the a/c.

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5. Statistical Summary.

a. Number of J/C taking off	21
b. Unused spares	0
c. J/C taking off lost in use	21
d. Number of J/C dispatched	21
e. Number of J/Cs	21
f. Number of J/C attacking	20
g. Number of J/C not attacking	1