

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

E-3-4

SECRET

APC #557,
10 July 1944.

SUBJECT: Report on Planning and Execution of Operations, Mission
157, 9 July 1944, Chalonnnes Highway Bridge and Chalonnnes
Railway Bridge, France.

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

1. Comment on Planning and Execution.

a. The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. Smyrl at 2330 hours, 8 July 1944. The order called for twenty-four (24) B-17's plus two (2) spares to be loaded with 2 X 2000 lb. GP bombs each with 1/10 sec. nose fuse and no tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division by Capt. Smyrl at 0200 hours, 9 July 1944. Flight plans and details of the mission were completed, briefing being set for 0130 hours and take-off time 0420 hours.

2. General Narrative.

a. Take-off was accomplished by twenty-four (24) B-17's and two (2) spares from the 92nd Group, beginning at 0420 hours. Twelve (12) of these aircraft plus one (1) spare assembled on the Mount Farm Buncher as High Group of the 40th "A" Combat Wing. The remaining twelve (12) aircraft plus one (1) spare assembled on the Podington Buncher as High Group of the 40th "B" Combat Wing.

b. The High Group of the 40th "A" Combat Wing rendezvoused at 19000 feet over the Mount Farm Buncher and departed there with the Wing at 0554 hours. The route over England was flown as briefed, and the formation departed St. Catherine's Point at 21000 feet, 0629 hours. The enemy coast was entered at 0644 hours, and the route to the IP was flown as briefed. When in the target area, it was found impossible to bomb the primary on the initial run, and a 360 degree turn was executed in hopes of finding a break through the clouds for bombing. It was again impossible to bomb, and the High Group continued on to SE of Angers where they made another 360 degree turn and bombed a highway bridge at 47 22'N- 00 40'W. Bombs were released at 0804 hours on this target of opportunity from 21000 feet on a magnetic heading of 359 degrees. After bombing, the High Group circled in the area of Groon waiting for the Lead Group. The 40th "A" Combat Wing rallied at 0827 hours and flew to the enemy coast, which was departed between Bayeux and Caen at 0900 hours, 20000 feet. Beachy Head was reached at 0931 hours and the formation arrived at base at 1024 hours.

c. The High Group of the 40th "B" Combat Wing rendezvoused over the Podington Buncher and departed there in Combat

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Wing Formation at 0545 hours. The formation departed St. Catherine's Point on the English coast at 22000 feet, 0633 hours and entered the enemy coast at 0649 hours, 24000 feet. Upon reaching the target area, this group also found considerable cloud cover and continued on, bombing a railroad bridge at 47 23'N-00 43'W. Bombs were released at 0758 $\frac{1}{2}$ hours on this target of opportunity from 26250 feet on a magnetic heading of 340 degrees. The 40th "B" Combat Wing rallied and flew the briefed course out over enemy territory, departing the coast at 0956 hours, 20000 feet. The English coast was reached at 0914 hours and the formation arrived over base at 1003 hours.

3. Aircraft Not Attacking.
 - a. A/C #42-31408 returned to base because of mechanical failure in the #3 engine. A spare filled in the vacancy.
4. Aircraft Lost.
None.
5. Statistical Summary.
See attached diagram.

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STATISTICAL SUMMARY OF OPERATIONS
DIVISION FIELD ORDER NO. 428

DATE 9/7/44

GROUP		High FORMATION A				High FORMATION B				FORMATION		FORMATION	
LINE NO.		REGULAR	PFF	REGULAR	PFF	REGULAR	PFF	REGULAR	PFF	REGULAR	PFF	REGULAR	PFF
1	No. of Aircraft Failing to Take Off	0	0	0	0								
2	No. of Aircraft Airborne	13	0	13	0								
3	No. of Aircraft Airborne Less Unused Spares	13	0	12	0								
	No. of Aircraft Sorties	12	0	12	0								
5	No. of Aircraft Attacking	12	0	12	0								
6	Name of Primary Target												
	(a) No. Aircraft Attacking Primary Target												
	(b) No. Size and Type of Bomb												
7	Name of Secondary Target												
	(a) No. Aircraft Attacking Secondary Target												
	(b) No. Size and Type of Bomb												
8	Name of Target of Opportunity (T.O.)												
	(a) No. Aircraft Attacking T.O.												
	(b) No. Size and Type of Bomb												
9	Name of Target of Opportunity (T.O.)												
	(a) No. Aircraft Attacking (T.O.)												
	(b) No. Size and Type of Bomb												
10	No. of Aircraft Not Attacking	1	0	0	0								
11	No. of Aircraft Lost	0	0	0	0								