

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

E-D-4

APC #557
12 June, 1944

SUBJECT: Report on Planning and Execution of Operations, 139th Mission, 12 June 1944, Lille/ Vendeville, Lille/Nord, France.

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

1. Comment on Planning and Execution.

The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. Smyrl at 2115 hours. The order called for twelve (12) B-17's and one (1) spare to be loaded with 18 X 250 GP bombs with 1/10 sec. nose fuse and 1/100 sec. tail fuse. Two (2) of these aircraft carried long delay fuses of from twelve (12) to seventy-two (72) hours. Twelve (12) aircraft and one (1) spare were loaded with 38 X 100 lb. GP bombs with 1/10 sec. nose fuse and 1/100 sec. tail fuse. Twelve (12) aircraft and one (1) spare were loaded with maximum fragmentation clusters.

The Field Order was received from Headquarters 1st Bomb Division by Capt. Smyrl at 2330 hours, 11 June 1944. Flight plans and details of the mission were completed, briefing being set for 0230 hours and take-off time 0600 hours.

2. General Narrative.

a. Take-off was accomplished by thirty-six (36) aircraft and three (3) spares from the 92nd Group, beginning at 0600 hours to form the Lead, Low and High Groups of the 40th "A" Combat Wing. The assembly for these aircraft took place over Splasher #11 with the Lead Group forming at 14,000 feet. The Lead Group departed the splasher at 0722 hours and the High and Low Groups rendezvoused in position along the first assembly leg. The route over England was followed according to flight plan, and the 40th "A" Combat Wing formation departed the English coast over Clacton at 0806 hours. The Enemy coast was crossed at 0826 hours, the Lead Group flying at 22,000 feet.

b. The Lead Group reached the I.P. at 0856 hours, and a visual bomb run was made on the primary target. The lead bombardier chose another MPI due to cloud cover which obscured the briefed MPI. Bombs were released at 0910 hours from 23,900 feet on a magnetic heading of 297 degrees.

c. The High Group reached the I.P. at 0858 hours, and a run was made on the primary target, but no bombs were released because of cloud cover obscuring the target. The High Group then chose the Douai Airdrome as a target of opportunity, and a bomb run was made, but the cloud cover here also prevented any bombing. The High Group then returned to the Primary and made a visual run, but the Lead bombardier chose another MPI due to cloud cover in the area. The High Group released its bombs at 0921 hours from 24,500 feet on a magnetic heading of 338 degrees.

d. The Low Group reached the assigned IP at 0858 hours but made a run on the secondary target due to cloud cover obscuring the Primary. The Lead bombardier of the Low Group chose another MFI at the secondary due to the cloud cover, and bombs were released at 0913 hours from 23,000 feet on a magnetic heading of 300 degrees.

e. After bombs away, the 40th "A" Combat Wing returned in group formation. The enemy coast was reported by the Lead group at 0932 hours, the High Group at 0937 hours, and the Low Group at 0927 hours. The English coast was entered by the Lead Group at 1008 hours, the High Group at 1009 hours and the Low Group at 0949½ hours. The base was reached by the Lead Group at 1040 hours, High Group at 1044 hours and the Low Group at 1035 hours.

3. Aircraft Not Attacking.

a. One (1) aircraft in the Low Group, 42-31250 lost #1 engine and had to feather it upon entering the enemy coast. This aircraft was unable to keep up with the formation and therefore did not bomb. The bombs were jettisoned in the Channel on the return trip at 0955 hours, 51 degrees, 10'N, 01 degrees 50'E.

4. Lost Aircraft. None.

5. Statistical Summary (No PFF A/C).

	LEAD	HIGH	LOW	TOTAL
a. No. of A/C taking off.....	13	13	13	39
b. Unused spares.....	1	1	1	3
c. A/C taking off less unused spares....	12	12	12	36
d. No. of A/C dispatched.....	12	12	12	36
e. No. of sorties.....	12	12	12	36
f. No. of A/C attacking.....	12	12	11	35
g. No. of A/C Not Attacking.....	0	0	1	1

Lost Aircraft.
None.

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