

HEADQUARTERS
NINETY SECOND BOMBARDMENT GROUP (H) AAF E-A-4
Office of the Operations Officer

APC #557,
16 June 1944.

SUBJECT: Report on Planning and Operations of 141st Mission, 15 June 1944, Nantes Bridge, Gael A/D, France.

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

1. Comment on Planning and Execution.

a. The bomb loading for this operation was received from Headquarters 40th Combat Wing by Capt. Prasse at 2210 hours, 14 June, 1944. The order called for fifty-four (54) B-17's to be loaded with 12 X 500 lb. GP bombs each with 1/10 sec. nose fuse and 1/100 sec. tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division by Capt. Prasse at 2335 hours, 14 June 1944. Flight plans and details of the mission were completed, briefing being set for 0145 hours and take-off time, 0440 hours.

2. General Narrative.

a. 40th "B" Combat Wing.

(1) Take-off was accomplished by thirty-six (36) aircraft (no spares or PFF aircraft) from the 92nd Group, beginning at 0502 hours to form the Lead, Low and High Groups of the 40th "B" Combat Wing. The assembly for these aircraft took place over the Mount Farm Buncher with the Lead Group forming at 15,000 feet. The Lead Group departed the Mount Farm Buncher at 0617 hours, and the High and Low Groups rendezvoused in position behind the 40th "A" Combat Wing, which led the 1st Division "B" force. The route over England was followed as briefed and the 40th "B" Combat Wing Formation departed the English Coast at Selsey Bill at 0647 hours. The enemy coast was crossed at 0710½ hours, 20,200 feet.

(2) The Lead Group reached the IP at 0758 hours, and a visual bombing run was made on the primary target. Bombs were released at 0810½ hours from 20,250 feet on a magnetic heading of 327 degrees.

(3) The High Group reached the IP at 0802 hours, and a visual bombing run was made on the primary target. Bombs were released at 0814 hours from 21,000 feet on a magnetic heading of 330 degrees.

(4) The Low Group reached the IP at 0758 hours and started a visual run on the primary target but another group flying a collision course forced this group to abandon the run. The Low Group then proceeded to the secondary target where a visual run was made with good results. The bombs were released on the secondary at 0839 hours from 19,250 feet on a magnetic heading of 339 degrees.

(5) All three (3) groups of the 40th "B" Combat Wing encountered moderate and accurate flak at their targets.

(6) Light area support by fighter escort was in evidence throughout the entire mission.

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(7) The 40th "B" Combat Wing returned in Group formation after attacking, and the Lead Group departed the enemy coast at 0849 hours. The English coast was entered at 0947 hours and the base reached at 1037 hours. The lead ship landed at 1053 hours.

b. Lead Group, Lead and High Squadrons of High Group, 40th "D" Combat Wing.

(1) Take-off was accomplished by eighteen (18) B-17's from the 92nd Group beginning at 0440 hours. These aircraft assembled over the Podington buncher as Lead Group (twelve aircraft) of the 40th "D" Combat Wing and Lead (three aircraft) and High (three aircraft) Squadrons of the High Composite Group, 40th "D" Combat Wing; the 306th Group furnished the six (6) aircraft of the Low Squadron. The Buncher was departed at 0610 hours and the Combat Wing flew the route over England as briefed, departing Selsey Bill at 0650 hours, 16,000 feet.

(2) The continental coast was entered at 0714 hours and flight plan was followed to shortly before the briefed IP, where they were cut off by another combat wing. This necessitated establishing a new IP by the 40th "D" Wing Leader, which he did at 46 degrees 50' N, 01 degrees 10' W at 0805 hours. A visual run was made on the primary target by the Lead Group on a magnetic heading of 320 degrees altitude 20,000 feet, and bombs were released at 0815½ hours. The High Group dropped bombs at 0817 hours on the primary target from 20,000 feet on a magnetic heading of 326 degrees. Flak at the target was moderate and accurate.

(3) The 40th "D" Combat Wing rallied successfully and departed the enemy coast at 0855 hours. The English coast was entered at 0948 hours and the lead ship landed at base at 1036 hours.

3. Aircraft Not Attacking.

a. One (1) aircraft, #42-31907, was unable to locate his group at assembly. This aircraft was scheduled to fly in the Lead Group, 40th "B" Combat Wing.

b. One (1) aircraft, #42-31326, had an engine failure and was forced to turn around at 50 degrees 52'N, 00 degrees 52'W. This aircraft flew in the High Group of the 40th "B" Combat Wing.

4. Lost Aircraft.
None.

5. Statistical Summary.
See attached diagram.

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STATISTICAL SUMMARY OF OPERATIONS

DIVISION FIELD ORDER NO. 392

DATE 15 June 1944

GROUP 92nd

LINE NO.		LEAD FORMATION 40th B		HIGH FORMATION 40th B		LO. FORMATION 40th B		FORMATION	
		REGULAR	PFF	REGULAR	PFF	REGULAR	PFF	REGULAR	PFF
1	No. of Aircraft Failing to Take Off	0	0	0	0	0	0		
2	No. of Aircraft Airborne	12	0	12	0	12	0		
3	No. of Aircraft Airborne Less Unused Spares	12	0	12	0	12	0		
4	No. of Aircraft Sorties	11	0	11	0	12	0		
5	No. of Aircraft Attacking	11	0	11	0	12	0		
	Name of Primary Target	Nantes		Nantes		Nantes			
	(a) No. Aircraft Attacking Primary Target	11	0	11	0	0	0		
	(b) No. Size and Type of Bomb	129 X 500 GP M43		130 X 500 GP M43					
7	Name of Secondary Target					Gael L/D			
	(a) No. Aircraft Attacking Secondary Target					12	0		
	(b) No. Size and Type of Bomb					135 X 500 GP M43			
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	1	0	0	0		
11	No. of Aircraft Lost	0	0	0	0	0	0		

GROUP 92nd

STATISTICAL SUMMARY OF OPERATIONS
DIVISION FIELD ORDER NO. 392

DATE 15 June 1944

LINE NO.		LEAD FORMATION 40th B		HIGH COOP FORMATION 40th D		FORMATION		FORMATION	
		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	12	0	6	0				
3	No. of Aircraft Airborne Less Unused Spares	12	0	6	0				
4	No. of Aircraft Sorties	12	0	6	0				
5	No. of Aircraft Attacking	12	0	6	0				
6	Name of Primary Target	Mantes		Mantes					
	(a) No. Aircraft Attacking Primary Target	12	0	6	0				
	(b) No. Size and Type of Bomb	142 X 500 GP M-43		72 X 500 GP M-43					
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	0	0	0	0				
11	No. of Aircraft Lost	0	0	0	0				