

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

E-A-4

APC #557
15 June 1944.

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SUBJECT: Report on Planning and Execution of Operations,
140th Mission, 14 June 1944, Bretigny and Etampes/
Mondesir, 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 2145 hours, 13 June, 1944. The order called for a total of fifty-four (54) B-17's from the 92nd Group of which: (1) twenty-four (24) aircraft were to be loaded with 38 X 100 lb. GP bombs each with 1/10 sec. nose fuse and 1/40 sec. tail fuse. (2) Eighteen (18) aircraft were to be loaded with 38 X 100 lb. GP bombs each with 1/10 sec. nose fuse and 1/100 sec. tail fuse. (3) Twelve (12) aircraft were to be loaded with maximum fragmentation bombs.

b. The Field Order was received from Headquarters, 1st Bomb Division by Capt. Prasse at 0145 hours, 14th 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. Take-off was accomplished by fifty-four (54) B-17's from the 92nd Group beginning at 0440 hours. These aircraft assembled over the base as the Lead, High and Low Group of the 40th "C" Combat Wing (thirty-six (36) aircraft), Low Group of the 40th "D" Composite Combat Wing (twelve (12) aircraft), and Low Squadron of the Composite High Group, 40th "D" Composite Combat Wing (six (6) aircraft). Assembly and Combat Wing rendezvous was accomplished as briefed without incident.

b. (1) The 40th "C" Combat Wing consisting entirely of 92nd Group aircraft departed base at 0612 hours, 14,000 feet. The Wing followed the briefed course over England and departed Selsey Bill at 0651 hours, 18,000 feet. The climb to bombing altitude was then immediately established. The enemy coast was entered by the 40th "C" Combat Wing at 0719 hours, 22,800 feet. The IP was reached at 0806 hours, 22,800 feet.

(2) The Lead Group began a visual run on the target through moderate accurate flak, during which the 2nd Navigator of the lead ship was wounded. Over the target, the lead aircraft could not drop its bombs, and the Combat Wing leader decided to make a second run on the target by circling to the left. The second bomb run was accomplished on a magnetic heading of 268 degrees from an altitude of 22,800 feet and bombs were dropped at 0839 hours. (Only two bombs were released from the lead ship, but the rest of them were

dropped on an airdrome south of Timouisi.) After the target, the deputy lead aircraft, which left the formation, was on fire. Nine (9) parachutes were observed to leave the aircraft. One aircraft had to jettison its bombs before the target because of flak damage to two engines. Flak was considered moderate and accurate at target.

In the meantime, the Low and High Groups bombed on the first run and followed the briefed route home with other Combat Wings as it was impossible to distinguish the lead group at the time.

The Lead Group followed the briefed route out and departed the enemy coast at 0927 hours, 22,000 feet. The English Coast was entered at 0951 hours, 13,000 feet. The lead aircraft reached the base at 1039 hours and landed at 1105 hours.

(3) The Low Group of the 40th "C" Combat Wing followed the Lead Group on the first bomb run and dropped its bombs visually on a magnetic heading of 272 degrees at 0817 from 21,700 feet. Moderate accurate flak was encountered at the target but no aircraft were lost. After the target, the Group leader could not distinguish the Lead Group from the other groups in the target area, and, therefore, followed the planned route out. The Enemy coast was departed at 0905 hours at 21,500 feet. The English coast was entered at 0930 hours, 8,000 feet. Base was reached by the lead aircraft at 1024 hours, and the lead aircraft landed at 1044 hours.

(4) The High Group of the 40th "C" Combat Wing bombed after the Low Group. The bombs were dropped visually on a magnetic heading of 272 degrees from an altitude of 24,000 feet at 0818 hours. Moderate accurate flak was encountered at the target but no aircraft were lost.

The Group Leader could not distinguish the Lead Group from the other groups in the target area, but the briefed route was followed out. The enemy coast was departed at 0906 hours, and the English Coast entered at 0928 hours. Base was reached by the lead aircraft at 1014 hours, landing at 1031 hours.

c. The Low Group of the 40th "D" Composite Combat Wing departed base at 0616 hours for immediate rendezvous with the Lead Group. The Group followed the Lead Group on the planned route and the English Coast was departed at 14,700 feet, 0753 hours, which was three minutes early. The enemy coast was entered at 0723 hours, 19,200 feet in Combat Wing formation. The planned route was followed to the IP which was reached at 0805 hours. The Group made a visual run on the primary target on a magnetic heading of 270 degrees and bombs were dropped at 0813½ hours from an altitude of 19000 feet. The group then rallied with the Combat Wing for the return route home. The enemy coast was departed at 0857 hours, 17,000 feet, as briefed. The English Coast was entered at 0920 hours at 7,000 feet, and the lead aircraft reached the base at 1008 hours. No flak was encountered.

d. For information regarding the six (6) aircraft from the 92nd Group which flew as Low Squadron of the High Composite Group of the 40th Composite Combat Wing, refer to the general narrative of the 306th Bomb Group. No flak was encountered.

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3. Aircraft Not Attacking.

a. Take-off was accomplished by fifty-four (54) B-17's from the 92nd Group of which thirty-six (36) flew as the Lead, Low, and High Groups of the 40th "C" Combat Wing, twelve (12) flew as the Low Group of the 40th "C" Composite Combat Wing, and six (6) flew as the Low Squadron of the High Composite Group for the 40th "C" Composite Combat Wing.

b. Of the fifty-four aircraft that took off, all attacked except one (1) aircraft in the Lead Group of the 40th "C" Combat Wing. This aircraft, #42-38110, was forced to jettison bombs one minute before target. Two engines were seriously damaged by flak.

4. Lost Aircraft.

a. One aircraft, #42-107163, was lost from the Lead Group of the 40th "C" Combat Wing. This aircraft, flying as group deputy lead, was last seen leaving the formation on fire after bombs were released. Nine (9) parachutes were observed to leave the burning aircraft. It is believed the aircraft was hit by flak over target.

5. Statistical Summary. (See attached diagram.)

STATISTICAL SUMMARY OF OPERATIONS

DIVISION FIELD ORDER NO. _____

DATE _____

LINE NO.	GROUP	FORMATION	FORMATION		FORMATION		FORMATION		FORMATION	
			REGULAR	PF	REGULAR	PF	REGULAR	PF	REGULAR	PF
1		No. of Aircraft Failing to Take Off	0							
2		No. of Aircraft Airborne	6							
3		No. of Aircraft Airborne Less Unused Spares	6							
4		No. of Aircraft Sorties	6							
5		No. of Aircraft Attacking	6							
		Name of Primary Target	Stampes-Modesir							
		(a) No. Aircraft Attacking Primary Target	6							
		(b) No. Size and Type of Bomb	228 X 100 GP M3-30							
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							
11		No. of Aircraft Lost	0							

STATISTICAL SUMMARY OF OPERATIONS
DIVISION FIELD ORDER NO. 391

DATE 14 June 1947

GROUP 92nd

LINE NO.		LEAD FORMATION 40th C		High FORMATION 40th C		LOW FORMATION 40th C		Low FORMATION	
		REGULAR	PF	REGULAR	PF	REGULAR	PF	REGULAR	PF
1	No. of Aircraft Failing to Take Off	0	0	0	0	0	0	0	0
2	No. of Aircraft Airborne	14	0	12	0	12	0	12	0
3	No. of Aircraft Airborne Less Unused Spares	11	0	12	0	12	0	12	0
4	No. of Aircraft Sorties	13	0	12	0	12	0	12	0
5	No. of Aircraft Attacking	11	0	12	0	12	0	12	0
	Name of Primary Target								
	(a) No. Aircraft Attacking Primary Target	11	0	12	0	12	0	12	0
	(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								
11	No. of Aircraft Lost								