

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

E-A-1

APC #557
28 April 1944

SUBJECT: Report on Planning and Execution of Operations, Mission 27 April 1944,
Bois Coquerel, 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 Lt. Col. Brousseau at 2230 hours, 26 April 1944. The order called for eighteen (18) B-17's plus three (3) spares to be loaded with 16 x 500 E S.A.P. bombs each with 1/10 sec. nose fuse and 1/40 sec. tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division Capt. Prasse at 2311 hours, 26 April 1944. Flight plans and details of the mission were completed, briefing being set for 0530 hours and take-off time 0825 hours.

2. General Narrative.

a. Take off was accomplished by eighteen (18) B-17's and three (3) spare a/c from the 92nd Bomb Group beginning at 0825 hours. The assembly for these a/c was made over the 40th Combat Wing Buncher at 10,000 feet as shown in Diagram "A". The 92nd Group formation departed the assembly point at 0933 hours, and flew directly to Beachy Head as briefed, departing this point at 1004 hours at 18,530 feet.

b. The enemy coast in was crossed at 1021 hours at 20,000 feet. The formation reached the I.P. at 1035 hours and proceeded on a visual bombing run. The lead bombardier was unable to properly identify and synchronize on the target during the first run, and since a second run was not authorized, the target was not attacked by this Group (See Diagram "B"). After leaving the target, the formation made a 270 degree turn to the right and then proceeded to the coast which was departed at 1056 hours. The English coast was entered at 1119 hours and the formation flew directly to base, arriving at 1203 hours.

c. Moderate, accurate flak was encountered in the target area.

d. Fighter opposition was nil.

e. Fighter escort was good.

f. V.H.F. communication was being jammed on Channel "A" and "B".

3. Aircraft Not Attacking.

a. Eighteen (18) B-17's and three (3) spares took off.

b. One (1) a/c, No. 42-30849 returned early before being dispatched when #3 engine blew a cylinder.

c. One (1) a/c, No. 42-3385 returned early before being dispatched as an unused spare.

d. Nineteen (19) a/c were dispatched and received sortie credit, but none of these a/c attacked the target.

4. Aircraft Lost.

None.

5. Statistical Summary (Does not include PTF a/c).

| | |
|--------------------------------------|----|
| a. Number of A/C taking off | 21 |
| b. Unused spares | 1 |
| c. A/C taking off less unused spares | 20 |
| d. Number of A/C dispatched | 19 |
| e. Number of Sorties | 19 |
| f. Number of A/C attacking | 0 |
| g. Number of A/C Not attacking | 19 |
| Number of A/C Lost | 0 |