

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

E-B-4

SECRET

APC #557
30 June 1944.

SUBJECT: Report on Planning and Execution of Operations, 151st
Mission, 28 June 1944, Laon/Athies, 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 2030 hours, 27 June 1944. The order called for twenty-four (24) B-17's to be loaded with 38 X 100 GP bombs each with no delay nose fuse and 1/100 sec. tail fuse.

b. The Field Order was received from Headquarters, 1st Bomb Division by Lt. Hamilton at 2350 hours, 27 June 1944. Flight plans and details of the mission were completed, briefing being set for 0130 hours and take-off time 0450 hours.

2. General Narrative.

a. Take-off was accomplished by twenty-four aircraft from the 92nd Group, beginning at 0450 hours. These aircraft assembled at 18000 feet over the Podington Buncher to form the Lead and Low Groups of the 40th "B" Combat Wing.

b. The Low and High Groups rendezvoused with the Lead Group before departing the Buncher, over this base at 0609 hours. Deviation from the proposed assembly route was due to pilot misinterpreting departure heading from the Navigator. A right turn was made and the Air Division assembly leg was reached on control time. The lower altitude on the air division assembly leg was due to dense persistent contrails at proposed altitude. The English coast was departed at 0641½ hours, 18,200 feet. The enemy coast was entered at 0710 hours 21,500 feet. The 40th "B" Combat Wing followed the briefed course over enemy territory and the IP was reached at 0805½ hours, 25000 feet. The Combat Wing Leader fired a red flare and announced the IP over VHF. The Low and High Groups took bombing intervals.

b. The Lead Group continued to the target through moderate accurate flak on a magnetic heading of 276 degrees. Bombs were ~~xxxxxx~~ dropped at 0812 hours, 24,800 feet visually on the primary target. The Lead Group rallied with the Low and High Groups and the planned route out was followed. The enemy coast was departed at 0852 hours, 22,000 feet. The English coast was entered at 0932 hours, 7,500 feet. The Combat Wing Leader received the order to land the Wing at any 2nd Bomb Division airdrome from 1st Bomb Division Ground Sector Control at 0933 hours. The Combat Wing

Leader immediately ordered the High and Low Groups to disband Combat Wing formation and land. The Lead Group circled Bungay at 1007 hours and the Lead aircraft landed at 1015 hours. The Group remained overnight and returned to base next day after clearing through 1st Division Flying Control.

c. The Low Group took bombing interval on the Lead Group after the IP. Bombs were dropped visually on a magnetic heading of 283 degrees at 0913 hours from 24,300 feet. After the target, the Low Group rallied with the Lead for the return trip home. This group landed at Metfield at 1036 hours and remained overnight.

3. Aircraft Not Attacking.

a. Of the twelve (12) B-17's taking off to fly in the Lead Group, all attacked the primary target.

b. Of the twelve (12) B-17's taking off to fly in the Low Group, eleven (11) attacked the target. A/C #42-97121 failed to attack because of a bomb rack malfunction. Bombs were returned to base.

4. Aircraft Lost.
None.

5. Statistical Summary.
See attached diagram.

STATISTICAL SUMMARY OF OPERATIONS
DIVISION FIELD ORDER NO. 412

GROUP 92nd

DATE 28 June 1944

| LINE NO. | | FORMATION 40th B | | FORMATION 40th B | | 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 | 12 | 0 | | | | |
| 3 | No. of Aircraft Airborne Less Unused Spares | 12 | 0 | 12 | 0 | | | | |
| 4 | No. of Aircraft Sorties | 12 | 0 | 12 | 0 | | | | |
| 5 | No. of Aircraft Attacking | 12 | 0 | 11 | 0 | | | | |
| 6 | Name of Primary Target | L 260 | | L 260 | | | | | |
| | (a) No. Aircraft Attacking Primary Target | 12 | 0 | 11 | 0 | | | | |
| | (b) No. Size and Type of Bomb | 37 AN-M 50 X 100 lb plus 1 Skymarker | | 417 AN-M 50 X 100 lb plus 1 Skymarker | | | | | |
| 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 | 1 | 0 | | | | |
| 11 | No. of Aircraft Lost | 0 | 0 | 0 | 0 | | | | |