

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

E-1-4

SECRET

APC #557,
3 July 1944.

SUBJECT: Report on Planning and Execution of Operations, 156th
Mission, 3 July 1944, Frevent and Poix 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. Hamilton at 2020 hours, 7 July 1944. The order called for twenty-four B-17's plus two (2) spares to be loaded with 2 X 2000 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. Hamilton at 2313 hours, 7 July 1944. Flight plans and details of the mission were completed, briefing being set for 0130 hours and take-off time 0400 hours.

2. General Narrative.

a. Take-off was accomplished by twenty-four (24) B-17's and two (2) spares from the 92nd Group, beginning at 0400 hours. These aircraft assembled as two individual groups on the Mount Farm Buncher at 17000 feet and 18000 feet.

b. "A" Group departed the Mount Farm Buncher at 0527 hours, 17,000 feet and followed the planned route over England to depart the English coast at 0614 hours, 25000 feet. The enemy coast was entered at 0636 hours, 25,500 feet. A heavy front ranging from approximately 16000 to 28000 feet over the target areas prevented the group from attacking. After unsuccessful effort was attempted to let down under the front, the group leader decided to turn south and search for a target of opportunity. However, no target of opportunity was found, and the Group left the enemy coast at 0711 hours, 20000 feet. The English coast was entered at 0746 hours. The lead aircraft reached the base at 0815 hours and landed at 0825 hours.

c. The "B" group departed the Mount Farm Buncher at 0526 hours, 17000 feet, and followed the planned route over England to depart the coast at 0616 hours. The enemy coast was entered at 0637 hours. The Group let down to 20,000 feet in an attempt to keep out of the front which covered the target area and blocked the planned route. The group leader decided to attack a target of opportunity and turned south. Bombs were dropped on Poix airfield at 0710 hours from 20500 feet on a magnetic heading of 90 degrees. The group departed the enemy coast at 0720 hours and entered the English coast at 0734 hours. The Lead aircraft reached the base at 0815 hours and landed at 0834 hours.

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SECRET

3. Aircraft Not Attacking.

- a. The "A" Group failed to attack any target and returned bombs to base. The spare, #42-37637, returned early as unused. A/C #42-31250 was forced to abort because of an engine malfunction.
- b. All of the aircraft in the "B" group attacked the target of opportunity. The spare, #42-37547, returned early as unused.

4. Aircraft Lost.

A/C #42-102643 received a direct hit from flak at 49 36'N-01 33'E. The aircraft went into a vertical dive and crashed. One (1) parachute was observed.

5. Statistical Summary.

See attached diagram.

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STATISTICAL SUMMARY OF OPERATIONS
DIVISION FIELD ORDER NO. 427

DATE 8/7/44

GROUP		92nd FORMATION "A"		92nd FORMATION "B"		FORMATION		FORMATION	
LINE NO.		REGULAR	PF	REGULAR	PF	REGULAR	PF	REGULAR	PF
1	No. of Aircraft Failing to Take Off	0	0	0	0				
2	No. of Aircraft Airborne	13	0	13	0				
3	No. of Aircraft Airborne Less Unused Spares	12	0	12	0				
	No. of Aircraft Sorties	12	0	12	0				
5	No. of Aircraft Attacking	11	0	12	0				
6	Name of Primary Target								
	(a) No. Aircraft Attacking Primary Target								
	(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.	0	0	Prevent, France					
	(b) No. Size and Type of Bomb	0	0	12	0				
				22 X 2000 M-43					
				1 skymarker					
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	12	0	0	0				
11	No. of Aircraft Lost	1	0	0	0				