

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)

1-6644

APO 638, U.S. Army,
9 March 1944.Op-416-Su-06-5
4 Mar 1944SUBJECT: Report of 416th Bombardment Group (L), IX Bomber Command Field
Order No. 226, Target Conches Airfield, on 7 March 1944. u

TO : Commanding General, IX Bomber Command, APO 638, U.S. Army.

I. Route:a. Chart showing track actually flown and track briefed.
(See Annex "A").

b. The box of 20 A-20 aircraft scheduled took off at 1335, assembled and began climbing on course at 1346, leveling off at 12,000 feet indicated altitude just South of Gravesend. The English Coast was crossed (outbound) at Beachy Head. All rear guns and turrets were test fired approximately half way across the English Channel. Rendezvous with escorting fighters took place at the point and time scheduled and the formation proceeded on into France entering the coast at the point briefed on. Evasive action was taken on crossing the coast and until leveling out on the bombing run. The bombing run was level at 12,000 feet and at 230 mph, IAS, with a heading of approximately 50°. Some 15 to 20 bombs burst along the center of the SW - NE Runway with a cluster of approximately 8 bombs bursting 150 to 200 feet to the right of the first cluster. A left turn on to the target followed by a left turn off the target was completed. The formation at the time of the release was good with both the right and left flights well in and forward. The route from the target and leaving France was as briefed and mild evasive action was taken. Slight inaccurate flak was encountered on the completion of the bombing run and at two points on the route back from the target. The landfall was at Beachy Head at an altitude of 8,000 feet and the colors of the period were fired. At this point 3 A-20B's dropped out and landed at Friston for lack of gasoline. One A-20G-25 landed at Hawkinge because of minor engine difficulty. The box closed up and continued on to base and landed without mishap at 1600.

II. Bombing:

a. Consolidated plot of bombs. (See Annex "B").

b. No photographs taken.

c. Diagram of the formation at time of bombing. (See Annex "C").

d. 1. Method of sighting for formation: Synchronized. Used Bomb Sight M-7.

2. Manual bombing approach was used.

3. Bombing Run: Turned on course to 055° to target.

Evasive action from right to left given by Bombardier, roll out on target in time for 40 second bomb run. Bombs away at 1456.

S E C R E T

4. No difficulties experienced on bomb run.
5. Average length of bomb run: 40 seconds.
6. a. Description and Malfunction of Bombing Equipment:
Several bombs failed to release. Probable malfunction of Bomb Racks. (See Annex "D").

b. No arming wires were missing on return of mission.

e. Description and analysis of the maneuver at the Initial Point: Came into Initial Point at 146° turned left to due north, evasive action taken to the left in order to roll out at 055°.

III. Enemy Air Opposition: Nil.

IV. Anti-Aircraft Defenses:

- a. 3 miles SE - Lisieux - Heavy, weak, inaccurate.
3 miles NW - Conches A/D - Heavy, moderate, inaccurate.
3 miles N - Port Authou - Heavy, weak, inaccurate.

b. Normal evasive action carried out.

V. Report of Airplanes Lost, Damaged, and Abortive on Operations:

(See Annex "E").

VI. Weather:

a. Weather Chart. (See Annex "F").

b. 1. Forecast:

BASE AT TAKEOFF: .5 to .8 cumulus with bases 2500 to 3000 and tops to 5000. Visibility 2 to 3 miles due to light haze.

ROUTE OUT: .3 to .5 cumulus clouds over channel increasing to 6. to .7 at French coast. No medium or high clouds. Visibility increasing to 6 to 8 miles over channel and France.

TARGET: .4 to .5 cumulus bases 3,000 tops 5,000. No high or medium clouds. Visibility 4 to 7 miles.

ROUTE BACK: .7 to .9 cumulus over England otherwise same as route out.

BASE ON RETURN: .7 to .9 cumulus and strato cumulus with bases 3000 feet and tops to 5000 feet. Visibility 4 to 7 miles in light haze.

SECRET

2. Interrogation:

BASE AT TAKEOFF: .3 cumulus clouds with bases at 3000 feet and tops at 5000 feet. The visibility was 6 miles and the wind was 06 at 10 miles per hour.

ROUTE OUT: The cumulus clouds increased to .6 to .7 over southern England with tops to 6,000 feet. Over the channel and France the clouds decreased to .1 to .2. The visibility was unlimited.

TARGET: .1 to .2 cumulus with tops very low. The visibility was unlimited. The weather did not affect the bombing.

ROUTE BACK: Widely scattered low clouds over France and channel with no low clouds over England. A few miles inside English coast .5 to .6 Alto cumulus with bases well above planes. Estimated 12,000 feet.

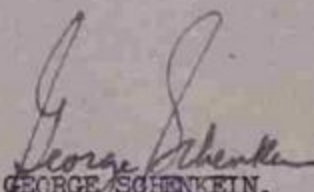
BASE ON RETURN: .5 to .6 Alto cumulus with bases at 10,000 feet. The visibility was 7 miles and the wind was 06 at 10 miles per hour.

VII. Communications Equipment. Use and Malfunction:

- a. (See Annex "G").
- b. One aircraft failed to become airborne because of radio failure. No other difficulties experienced.

VIII. Fighter Escort: Good support.

For the Commanding Officer:


GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

ANNEXES:

- Annex "A" - Chart of Route Briefed and Route Flown.
- Annex "B" - Plot of Bombs.
- Annex "C" - Formation at Time of Bombing.
- Annex "D" - Report of Malfunctions of Aircraft Equipment.
- Annex "E" - Report of Airplanes Lost, Damaged, and Abortive on Operations.

S E C R E T

Annex "F" - Weather Chart.

Annex "G" - Communications (YS) Report.

- 4 -

S E C R E T

C O N F I D E N T I A L
COMMUNICATIONS (YS) REPORT

TO : IX BOMBER COMMAND
FROM : 416TH BOMB GROUP (L)

FORM "YS" NO.

A - YS - 8

DATE AND TIME OF OPERATIONS

B - 7 MARCH 1944

S QUADRONS & A/C DETAILED

C - 668 (8) A2-E2-B1-G1-C1-F2
669 (2) E3-A2
670 (7) C-A-B-N-E-F-D1
671 (6) K-A1-D-E1-G-F1-Total 21

EQUIPMENT FAILURES AND CAUSE

D - 668-C, VHF RECEIVER WEAK IN AIR
BEING RETURNED
669-E3, VHF RECEIVER WEAK IN,
BEING EXCHANGED
670-F, VHF NOISY, CHECKING BOND-
ING INTERPHONE WEAK, RE-
PLACING AMPLIFIER TUBE

NAVIGATIONAL AIDS USED

E - NONE

MF FIXES

F - NOT APPLICABLE

MF BEARINGS

G - NOT APPLICABLE

SBA

H - NOT APPLICABLE

VHF PERFORMANCE

I - SATISFACTORY

A/C TRANSMITTING ON COMMAND BOMBER
TO BOMBER (TYPE OF MESSAGE)

J - NONE

A/C RECEIVING ON COMMAND BOMBER
(TYPE OF MESSAGE)

K - NONE

A/C TRANSMITTING ON VHF (TYPE
OF MESSAGE)

L - 668-C (FORMATION INSTRUCTIONS)
668-C (UNABLE CONTACT COMMAND
CONTROL)

A/C RECEIVING ON VHF (TYPE OF
MESSAGE)

M - ALL NC (FORMATION INSTRUCTIONS)

WING FREQUENCY (MESSAGES TO
AND FROM)

N - NONE

REMARKS

O - TRAFFIC ON CHANNEL C NOT
READABLE

ANNEX " G"
C O N F I D E N T I A L