

116. (C) Memo 17 Aug. 1945
Fr: Capt. R.F. Bache
Prod. Sect., 1F
To: Lt. Col. W.A. Davis
Chief, Bomb. Br.,
Proc. Div., WF
(File: Bomb. Br., Proc. Div.)

Capt. Bache accompanied twenty-five A-26B airplanes assigned to the Third Bombardment Group in the Southwest Pacific Area for tactical and operational suitability tests. Five missions were flown against targets on Formosa and excellent results were obtained. All pilots were pleased with the destructive power of the fourteen forward firing .50 cal. guns. Capt. Bache gave other data concerning the missions flown by the A-26B airplanes and stated that the airplanes were accepted enthusiastically.

17 August 1945

MEMO TO: Lt. Colonel W A. Davis
Chief, Bombardment Branch

SUBJECT: Report of Trip to Southwest Pacific Theatre in
Connection with Introduction of A-26B Airplanes
in FEAF

1. Pursuant to Letter Orders A5-24-57, the writer proceeded to the Southwest Pacific Area to contact the 3rd Bombardment Group (L), 5th Bomber Command, to which twenty-five (25) A-26B airplanes had been assigned for tactical and operational suitability tests. The writer was accompanied by Mr. G L. Farquhar, Douglas Project Engineer on A-26 airplanes, and Mr. W J. Morrissey, Douglas Test Pilot, Experimental Flight Test Division.
2. I arrived in Manila, Luzon, on 3 July 45, and proceeded to Hqs 5th Air Force, Clark Field. Upon presenting orders and stating purpose of mission, I was assigned on temporary duty to 5th Bomber Command, and then reassigned to 3rd Bombardment Group with headquarters at San Jose, Mindoro.
3. Nineteen (19) of the twenty-five airplanes had been delivered when I arrived at San Jose and a number of pilots had been checked. No missions had been run, only test hops and familiarization flights; therefore, the date of my arrival was well timed. Colonel John Kelly, who was sent from this Command on temporary duty as operations liaison officer, had arrived about 10 days earlier, and he was instrumental in checking out pilots and in familiarizing personnel with the operation of the airplanes and equipment.
4. Combat Operations.
 - a. During the first 10 days of my stay five missions consisting of about 40 sorties were run against targets on Formosa. A detailed report covering these operations is contained in a general report on the tactical and operational suitability of the airplane prepared by the 3rd Bombardment Group. Excellent results were obtained on the targets attacked, which consisted of railroad yards, warehouses and light shipping. The only damage sustained on all missions was one bullet hole in a wing leading edge apparently from a ricochet, and one other bullet hole in a wing panel from small arms fire. Some flak was encountered, but it was scattered and inaccurate. No air interception was encountered. All pilots expressed themselves as highly pleased over the destructive power of the fourteen forward firing .50 caliber guns. It was stated that the swath of destruction cut by these guns was amazing.

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- b. Sweeps over the target were made at about 300 m.p.h. at about 100 ft. altitude using about 2400 r.p.m. and 38" m.p. One abortive pass resulted on one mission through malfunction of a switch in the bomb circuit due to moisture, but bombs were released on a second pass.
- c. Flights to the target were made at 1900 r.p.m. using sufficient manifold pressure, about 35" to attain 205 m.p.h. IAS. Return from target was made at about 1800 r.p.m. at same airspeed. These power settings gave an average fuel consumption of about 2.0 miles per gallon.
- d. Bomb loads were 3000 lbs. consisting of either six 500 lb. or twelve 250 lb. general purpose demolition bombs. Four double clusters are carried in the latter case to give twelve bombs on eight stations. Parachutes from the 23 lb. parafrag bombs are installed on the demolition bombs, two on the 250 lb. and four on the 500 lb. to slow the bombs down and prevent ricochet when released from a low altitude. The parachute cans are nested in between the fins of the bombs by means of adapters plate attached to the fin mounting flange.
- e. The gross weight of the airplanes at take-off with 1050 gallons of fuel, 3000 lbs. bomb load and full complement of ammunition was about 36,300 lbs. Take-off characteristics were entirely satisfactory at this weight on a steel matting airstrip of about 6000 ft. length.
- f. No missions were run using the external wing tanks, but test flights made with these tanks indicated satisfactory operation. The Group was well satisfied with the external fuel tank installation.
- g. Water injection was not used at any time because the Group was not particularly interested in it, and did not feel the need of it for take-off or for operation over the target. However, they intend to try it out and develop an operating technique for using it.

5. Operations were curtailed on about 19 July 45 due to the fact that the Group was moving to Okinawa. Since this move would require about two to three weeks before operations could be resumed and since the airplanes were accepted enthusiastically, there appeared to be no further need for me to remain in the Theatre. I therefore proceeded to return to Wright Field on July 45.

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Richard F. Bache
RICHARD F. BACHE,
Captain, Air Corps,
TSBPR3B7.