

SECRET

**HEADQUARTERS
416TH BOMBARDMENT GROUP (L)**

E - F - 5

**AFPO 638,
5 March 1944.**

SUBJECT: Report of 416th Bombardment Group (L), IX Bomber Command Field Order No. 221, Target Peix Airrome on 3 March 1944.

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

I. Route:

a. Chart showing track actually flown and track briefed attached. (See Annex "A".)

b. The box was composed of eighteen (18) ships with number 2 flight flown high and number 3 flight flown lower than the lead flight. It was necessary for the box leader and deputy box leader to change positions in the formation due to receiver and interphone failure in the box leader's aircraft. Formation was recalled by Bomber Command Control before reaching target.

II. Bombing: Mission recalled.

III. Enemy Air Opposition: Nil.

IV. Anti-Aircraft Defenses: Nil.

V. Report of Airplanes Lost, Damaged, and Abortive on Operations: No losses or battle damage; mission recalled.

VI. Weather:

a. Weather Chart attached. (See Annex "B".)

b. 1. Forecast:

BASE AT TAKEOFF: Clear sky with visibility 3-4 miles due to light haze. Icing level at the surface.

ROUTE OUT: Visibility 3-4 miles over England improving to 7-8 miles over the Channel and target. Clear skys to the coast with .4 to .7 cumulus clouds over the Channel. Bases 2500 to 3000 feet with tops to 7-8000 feet. Clouds will decrease a few miles inside the French Coast to .4 to .6.

- 1 -

SECRET

ROUTE BACK: Clouds over Channel decreasing to .5 to .5 with cumulus beginning to form over England. .2 to .3 cumulus with bases 2500 to 3000 feet with tops to 4-5000. Visibility 4-5 miles.

BASE ON RETURN: .2 to .3 cumulus with bases 2500 to 3000 feet with tops to 4-5000 feet. Visibility 4-5 miles due to light haze. Surface wind 280 degrees 20 mph.

ICING LEVEL: Surface at start of route rising to 1000 feet over target and 1000 feet over base on return. Light icing in clouds.

2. Interrogation:

WEATHER AT TAKEOFF: Clear sky with visibility 4 miles due to light haze. The surface wind was 280 degrees 15 mph.

ROUTE OUT: No clouds until the Channel was reached. Visibility was unlimited above haze which extended to 4000 feet. Clouds were scattered over English side of the Channel increasing to .8 to 1.0 at the French Coast. Bases were 3-4000 feet with tops to 8000 feet. Cloud layer seemed to be continuous into France but with large breaks visible. Flight was recalled while over French Coast. No winds were checked but the formation was on course using dead-reckoning navigation.

ROUTE BACK: No change.

BASE ON RETURN: No clouds with visibility 4 miles due to light haze. Surface wind was 280 degrees at 25 mph.

VII. Communication Equipment - Use and Malfunctions.

- a. Report of use of radio aids, etc. (See Annex "G".)
- b. Mission recalled.

VIII. Fighter Escort: Fighter rendezvous not accomplished.

IX. Report of Malfunction of Aircraft Equipment (See Annex "D").

S E C R E T

For the Commanding Officer:

GEORGE SCHENKAIN,
Captain, Air Corps,
Adjutant.

ANNEXES:

- Annex "A" - Chart of Route Briefed
and Route Flown.
- Annex "B" - Weather Chart.
- Annex "C" - Communications (YB) Report.
- Annex "D" - Report of Malfunctions of
Aircraft Equipment.

- 3 -

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 - 3

DATE AND TIME OF OPERATIONS

B - 3 MARCH 1944 0832-1019

SQUADRONS & A/C DETAILED

C - 668 (7) FOHLJES; 669 (3) DEP;
670 (4) ABCT; 671 (4) INOQ-
Total 18

EQUIPMENT FAILURES AND CAUSE

D - 670-A No reception, headset
lead broken; 671-Q very noisy
VHF receiver, improper adjust-
ment of relay; 668-B no VHF
reception, ship checked okay
upon landing; 668-F inter-
phone out, faulty control box.

NAVIGATIONAL AIDS USED

E - NONE

MF FIXES

F - NOT APPLICABLE

HG BEARINGS

G - NOT APPLICABLE

SBA

H - NOT APPLICABLE

VHF PERFORMANCE

I - NOT APPLICABLE

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 - 671-O Acknowledged recall by
Bomber Command; 668-A instr-
ucted Deputy Leader to take
over; 671-O told leader that
flight had been recalled
(leader did not hear trans-
mission).

A/C RECEIVING ON VHF (TYPE OF MESSAGE) M - 671-O Received recall from
Bomber Command.

WING FREQUENCY (MESSAGES TO AND FROM) N - NONE

REMARKS

O - All ships being given a com-
plete checkup to avoid any
further radio failures.

ANNEX "C"

C O N F I D E N T I A L