

HEADQUARTERS BOMBARDMENT GROUP (H)  
Office of Intelligence Officer  
APO #324

25 June 1944.

CONSOLIDATED MISSION REPORT NO. 5-336

DATE

: 25 June 1944.

MISSION

: This Group will with two (2) squadrons B-24 type aircraft strike Runway on Yap Island at 1150 K, 25 June 1944. 307th Bomb Gp (H) will with two (2) squadrons B-24 type aircraft, fly #2 position of wing formation, and will strike dispersal Areas at Yap Airfield.

Alternate Targets: (1) Yap Town - Bombing Altitude same as primary.  
(2) Enemy Installations on Sorol Island - Base altitude of attack: 5000'.

PLAN OF ATTACK

: Left turn over I.P. on to bomb run. 72nd Sq will lead, with 394th Sq in #2 position high. Group Leader will give fish-tail signal and open bomb bay doors prior to bomb run. Lead bombardier of 72nd and 394th Sqdhs will sight for range and deflection; all others for range only. Bomb speed will be 157 MPH (I); specific aiming points, altitudes and bomb intervals as follows:

SQUADRON	AIMING POINT	ALTITUDE	BOMB INTERV
72nd	DEFLECTION: A line thru inter-section of the two westernmost taxiways and center of building area on southern edge of strip. RANGE: South edge of Paved runway.	10,000'	250'
394th	DEFLECTION: A line thru inter-section of southeast road and runway, and intersection of second taxiway fr eastern end of runway. RANGE: South edge of runway.	10,500'	250'

Breakaway: Left turn from target at 165-170 MPH (I).

Axis of Attack: 270 deg. (T).

PORT

: None.

AIR LOAD

: Eleven (11) aircraft carried 33 x 1000# G.P. bombs fused .1 second delay nose and .01 second delay tail.  
One (1) aircraft carried 6 x 500# G.P. bombs fused .1 second delay nose and .01 second delay tail.

TOTAL: 33 x 1000# G.P. bombs and 6 x 500# G.P. bombs.

TARGET ATTACKED

: Runway on Yap Island,  
Sorol Island.

PLANES EMPLOYED

: Scheduled:  
72nd Squadron: Six (6) B-24 type aircraft.  
394th Squadron: Six (6) B-24 type aircraft.

Over Targets: Yap Airfield: Eleven (11) aircraft.  
Sorol Island: One (1) aircraft.





- TAKE OFF** : 0652 to 0611 K from Monote.
- ROUTE** : Squadrons assemblies were over Monote Airfield and a direct course was taken to Sorol Island for Group rendezvous and Wing rendezvous with 307th Group. Wing rendezvous was not precise but Groups proceeded together over target area and were able to join in good defensive formation, on the break-away which was to the left. Return to base was direct.
- WEATHER** : From base to 1°N there was 3/10 scattered cumulus bases 1,000' and tops 2-5,000' and from this position to 3° N or east at 10-12,000' with 6/10 scattered and towering cumulus with considerable turbulence and light rain at 2°N. From 3° N to target 4-6/10 scattered cumulus with broken to scattered alto stratus to 12,000'. Over the target there was a 4/10 cumulus with tops at 6,000' and a 4/10 alto stratus overcast at 20,000'. Wind from 60° at 12 knots. Return route to within 100 miles of base, broken and scattered alto stratus 10-12,000'. 4-6/10 scattered cumulus bases 1,000' tops 5,000'. From 100 miles to base 8/10 towering cumulus.
- FORMATION EMPLOYED** : The 72nd Squadron used two 3-plane elements in half modified stagger.  
The 394th Squadron used a modified stagger.  
In the group formation the 72nd Squadron leading, with the 394th Squadron echeloned to the right.
- TIME** : At Yap: 1146 to 1147 K from 10,600' . 10,600' T on heading of 300° T.  
At Sorol: 3 runs from 1129 to 1148 K - 2 runs at 350° T  
1 run at 180° T from 5,300' T.
- BOMBS DROPPED** : Yap: 30 x 1000 lb G.P. bombs.  
6 x 500 lb G.P. bombs.  
Sorol: 3 x 1000 lb G.P. bombs.
- BOMB RELEASE PROCEDURE** : Lead bombardiers of each squadron sighted for range and deflection with all other bombardiers sighting for range only. The following procedure was used.

SQUADRON	AIMING POINTS	INTERVAL	GROUND SPEED
72nd	As briefed.	200' to 250'	205 MPH
394th	Course thru the center of the runway and between revetment areas SW of the R/W. Range on east edge of R/W.	(1,000#) 250' (500#) 200'	205 MPH

The lead squadron (72nd) used AFCE for bombing run and the 394th Squadron on the right wing made a FDI run, as they were very close to lead squadron.

Over Sorol Island three individual runs were made sighting for range and deflection on the group buildings on the east end of the island. Ground speed was 210 MPH. One bomb was dropped on each run. A FDI run was made in each instance, because bombardier wanted to avoid clouds, lying along the bombing run.





**BOMB HITS OBSERVED**

72nd Squadron: Yap - All bombs were in the target area with the pattern beginning in operations building area and tracking across apron onto runway to north apron in area approximately 1/3 distant from southwest end of runway. Majority of hits on runway proper.

394th Squadron: Yap - Bomb pattern extended from just off the parking area alongside the runway across the center of the runway and just beyond the parking area on the west center of the runway. Approximately five bombs were to the east of the center of the runway, three to five on the runway itself, and the remainder in the parking apron west of the center of the runway.

Sorol: The first bomb dropped was 50 feet south of the group of buildings on the east end of the island; the second bomb was 75 feet south of the buildings; and the third bomb was 75 feet to the west of the buildings.

**RESULTS**

Yap: Operations building seen to disintegrate. Bomb smoke and dust over runway.

Sorol Island: Three hits within 75 feet of radio station.

**SPECIAL CONDITIONS AFFECTING RESULTS**

None.

**AA FIRE**

Yap Island: Heavy and medium caliber AA slight intensity and inaccurate was reported. 10 bursts were seen at 8,000' and well to the right of the formation. Fire was from a position close to the junction of the taxiways west of the runway.

Sorol: No anti-aircraft fire.

**ENEMY INTERCEPTION**

Approximately 3 Tojos, 3 Tonys, 7 Zekes (some planes in this number may have been Hampes) aggressively intercepted the formation for thirty minutes, beginning just prior to the bomb run. Most airplanes were mottled green and brown; some had red and white stripes diagonally across wings and fuselage. One tan Jojo was observed, and a few silver planes either Zekes or Hampes. Coordinated attacks were made from 10 and 2 o'clock high. In a few instances 5 fighters came in simultaneously from 10, 12 and 2 o'clock, the outside plane high, the inner plane low or level. High attacks were made from 10 and 2 o'clock, and a few fighters dove through the formation. A few passes came from 3 and 9 o'clock level, and a few from 5 and 7 o'clock low. Breakaway was by pulling into a stall and doing split "S" down.

This Group claims five (5) enemy fighters destroyed, one (?) probable, and one (1) damaged as follows:

394th Squadron: Four Enemy fighters destroyed:

One Zeke approaching the formation from 2 o'clock and high was caught in a cross fire by the top turret of one airplane and the left waist of another at a range of about 300 yards. This airplane was seen by the co-pilots of both airplanes to burst into flames, break off and spin into the water. S/Sgt Baker of this airplane (#110) and S/Sgt Zengorio, the waist gunner on A/C #594, are credited with this fighter.



ENEMY INTERCEPTION  
CONT'D

[REDACTED]  
[REDACTED]  
Sgt Roman, the right waist gunner on A/C #110, caught a Zeke coming in at 5 o'clock low and followed him into 3 o'clock low. The airplane was some 600 yards out and closing when he was seen to burst into flame by the ball turret gunner of the same airplane and dive down into the water.

On the same airplane, Cpl. Nee at the left waist and Cpl. Orsi at the tail guns, caught a Zeke coming from around 7 o'clock low. He pursued his attack to within 200 yards with the tail gunner firing at him at long range and the waist gunner firing at him as he passed underneath the formation. He was smoking heavily as he approached the formation and shortly passing under the formation continued on a long shallow dive to crash into the ocean. Both gunners followed him down.

On A/C #467, T/Sgt Buchanan, at the right waist gun, caught a Tony coming in at 3 o'clock high. As he started breaking away he was hit with a long burst, smoke started pouring from the cockpit, and he went down and hit the water. This was observed by the tail gunner and ball gunner.

72nd Squadron: One (1) destroyed, one (1) probable and one (1) damaged.

A Zeke came in low at 12 o'clock. Cpl. Jordan, nose gunner of A/C #280 fired 60 rounds into this ship and S/Sgt DeCecca, ball gunner of A/C #113, fired 75 rounds into the same target. The enemy fighter smoking fell off in a steep dive and right waist gunner of A/C #113 saw it crash in water.

S/Sgt Cobb, top turret of A/C #113, at 1153 K, put 8 bursts of 70 rounds total into Zeke flying on level and parallel same course 600 yards off left wing; Zeke attempted to turn in but gunner's fire caused black smoke to pour from cowlings and Zeke to dive erratically as if out of control, but was lost from sight as gunner pressed other attacks; a probable.

T/Sgt, Phillips, right waist gunner of A/C #113, at 1155 K got 75 rounds into Zeke coming in at 3 o'clock high, and when Zeke was within 100 yards began to trail heavy black smoke from cowlings, passing from sight under our plane; damaged.

DAMAGE OR LOSS

Lt. Slattery, Navigator on A/C #110, was wounded with two 7.7mm slugs in the right leg. On the same airplane there were 10 holes in the bomb bay, one hole in the #1 engine, six holes in the right rudder, and the glass in the top turret cracked.

Co-Pilot 2nd Lt. Henning, of A/C #639, at 1157 K, sustained a small flesh wound in left shoulder from enemy 7.7 mm fire. Navigator 2nd Lt. Cohen, same plane, same time, sustained slight flesh wound in right knee, same bullet. First aid equipment in plane provided adequate treatment.

A/C #113, received a 7.7 mm hole 18 inches back of astro door on fuselage. Nose turret door, antenna, same plane shot off by interceptor fire.

[REDACTED]  
[REDACTED]



[REDACTED]

OBSERVATIONS

- One plane of 307th Gp was seen to crash at  $9^{\circ}25'30''N$  -  $138^{\circ}05'E$  at 1162 K. No survivors were seen and no fire, smoke or explosion from plane. This plane was reported to have gone down in a flat spin and crashed just outside the reef south of the island. Two enemy fighters followed this airplane down but were not strafing. No parachutes were seen.

The runway at Yap appeared to be quite serviceable before the bombing; the runway surface and parking aprons were entirely clear of craters, and the field had a darkened appearance as though freshly oiled.

An unidentified airplane was observed circling about five miles north of Sorol Island as Group rendezvous was being made.

A float plane was observed at anchor just off shore on the northwest end of Sorol Island.

RADIO DISCIPLINE

- Maintained. In-flight flash reports sent.

PHOTOGRAPHS

- Taken over Yap target area 1146 - 1147 K from 10,500'. Taken over Sorol Island 1129 - 1162 K from 5,300'.

Preliminary photo interpretation shows the followings

Preliminary photo interpretation of Yap Airfield show that there were 5 hits on the runway, 6 hits on the north apron which damaged one SSP, and 3 hits adjacent to the middle taxi-strip. On the southside of the runway there were 4 hits on the apron and 2 hits in the operations building area damaging 2 60' buildings and two small buildings. 9 hits east of the operations area damaged 2 30' buildings and 3 smaller buildings.

There were three hits on Sorol Island west from the radio station to the shore. One hit was 100' from the main building, the other hits slightly nearer to the shore.

BOMB RATING

- In accordance with Thirteenth Air Force Directive, 27 Aug 1943, this mission is rated as excellent.

LANDINGS

- 1659 to 1811 K at Henote Airfield.

REMARKS

- Lt. Loy, pilot, airplane #335, was delayed six minutes in take off since he had difficulty in clearing one engine. He was unable to over take the formation and therefore bombed Sorol Island according to standing instructions and instructions of the Group leader.

*B. C. YATES*  
B. C. YATES,  
Major, Air Corps,  
Intelligence Officer