

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

HEADQUARTERS 307TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer

DBS/jhb/gm

APO # 324  
14 June 1944.CONSOLIDATED MISSION REPORT NO. 307 - 282.ADVON INFO 165/B - 13

DATE OF MISSION : 14 June 1944.

MISSION : The 5th Bomb Group (H) (less one squadron) with the 307th Bomb Group (H) attached will destroy enemy installations on Dublon Island at 1130/K, 14 June 1944.  
 Primary Target: 307th Bomb Group (H): D-5.  
 5th Bomb Group (H): D-6 and D-7.  
 Secondary Target: Best available target on Dublon Island.  
 Tertiary Target: 307th Bomb Group (H): H-5.  
 5th Bomb Group (H): H-1  
 JICPOA Target 100, Truk Islands, No. 51-44, 15 April 1944.

PLAN OF ATTACK: Just prior to reaching the IP a loss of 400' in altitude will be accomplished. In the group bombing formation, the formation will consist of two sections of two squadrons each; flights javelin down within the squadrons. The 371st squadron will proceed over the target first with the 372nd Squadron echelon to the left 300' above. The 424th Squadron will lead the second section with the 370th Squadron echelon to the left 300' below. Lead bombardiers will sight for range and deflection; all other bombardiers will sight for range only. The airspeed of the bomb run will be 160 MPH. The bomb interval will be 225' for 9 station planes and 175' for 12 station planes.  
 Attack altitudes: 371st Bomb Squadron (H) - 19,600'.  
 424th Bomb Squadron (H) - 19,300'.  
 372nd Bomb Squadron (H) - 19,900'.  
 370th Bomb Squadron (H) - 19,000'.  
 Bomb aiming points: Deflection - 371st and 424th Squadrons - Right edge of peninsula. 372nd and 370th Squadrons - Left edge of peninsula.  
 Range - All squadrons - on a line S of three buildings at end of peninsula.

COURT : None scheduled.

BOMB LOAD : 19 airplanes each carried 9 x 500 GP bombs with .1 second delay nose fuse and .01 second delay tail fuzes. 4 airplanes each carried 12x500 GP bombs with same fuzeing.  
 Total Load: 219 x 500 GP bombs.

PLANES EMPLOYED : 23 scheduled Liberators: Six from the 371st Squadron leading five from the 372nd Squadron, six from the 424th Squadron, and six from the 370th Squadron. 20 planes bombed primary target and one bombed Satawan.

TIME OFF : 0643 - 0705/L.

ROUTE : Mokerang to Tong Island to the IP at 07°15'N - 151°15'E where a cloud hid the target necessitating a left turn over Fefan Island and a different approach to the target on an average heading of 30° mag instead of 5° mag as briefed. A right turn away was made and thence direct to base.

WEATHER : From base to 5°N, 150°20'E, .3 cumulus from 1,000 to 3,000', and a stratus layer at 11,000'. From latter point to target, there were .4 to .5 low cumulus and the stratus layer was based at 15,000'. Over the target there was .3 to .4 cumulus undercast. The route back was over the same weather, except that local showers and .6 cumulus with bases at 2,500' were encountered at 0°30'N. Over Satawan Island, 8 towering cumulus with tops at 15,000' was encountered.

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

FORMATION : As briefed with javelin down within the squadrons.  
EMPLOYED

ALTITUDE: 1118-1120/K from 20,100' to 21,900' T. The 424th Squadron attacked on mag headings of 05° to 10°. The other three squadrons believing that they would not be able to get a clear bombing run, attacked on headings of 30° to 45°.

BOMBS DROPPED: 190 x 500# were dropped over the primary target.  
9 x 500# were dropped on Satawan.  
9 x 500# were returned to base.  
2 x 500# jettisoned to lighten load.  
9 x 500# were jettisoned by plane turning back.  
219 x 500# Total carried.

BOMB RELEASE PROCEDURE : Head bombardiers of each squadron sighted for range and deflection and all others sighted for range.

SQUADRON	GROUND SPEED	INTERVAL	AIMING POINT
370th	196-231	1 x 175'	Range and Deflection on Radio Station. Range shoreline.
371st	210-228	5 x 225'	Range on Shore. Deflection on long pier.
372nd	230-238	1 x 100' 3 x 300'	Range and Deflection on Radio Station. Range on shore.
424th	210-228	5 x 225'	Range and Deflection on a point 200' N of Pier. Range on shore.

BOMB HITS OBSERVED : The bomb pattern started in the water off shore and walked NE across the Hako area. An estimated 50 bombs fell in the assigned target. An estimated 90 bombs fell on land in the aggregate plant and cement storage area walking back to the edge of the hillside. Several strings fell in the water N of the target walking up to the target. Further observations were impossible due to cloud cover over the tip of the island.

RESULTS : 1. One large explosion with grey smoke occurred in the center of the target area near the line of five barracks.  
2. A small explosion was set off just N of the large barracks.  
3. A direct hit was scored on a large building in the NE end of the target followed by a fire.  
4. Three smaller fires were started in the N end of the target.

SPECIAL CONDITIONS AFFECTING RESULTS : Aggressive interception which started five minutes before bombs away and a cloud which obscured view of the target from the IP necessitated a change in the planned attack by three squadrons interfered with the accuracy of the bombing run.

AIR FIRE : Heavy, moderate and fairly accurate AA fire was encountered. Four planes were holed with slight damage and several others were rocked by close bursts. Many bursts were on course but 1,000' to 2,000' low. Barrage fire seemed to predominate. Fire was noted from known positions and on Bush and Herit islands.

ENEMY INTERCEPTION : The formation was intercepted five minutes before bombs away by 10-15 Zekes, 2 or 3 Bojcs and 1 Tony. The attack opened as usual with the hurling of phosphorous bombs, some of which were dropped from 3,000 to 4,000' above the formation, apparently to avoid their own AA fire or to stay out of range of the Liberator's guns. A total of six or eight bombs were dropped with no damage done, although some burst within 50 to 75' of our planes. The number of bombs dropped was considerably less than on other recent missions over Truk, indicating that perhaps the enemy has realized that this weapon is generally inefficient in breaking up a formation or causing serious damage. Thereafter high frontal attacks predominated as usual but were pressed home much more aggressively than on our last two strikes. One co-ordinated attack by three Zekes from 11-12-2 o'clock and from above was reported. A few attacks were pressed to an estimated 100', but most were broken off between 300 to 500 yards. Individual squadrons reported from 10-15 high frontal attacks and few attacks being made from 3-4-6 and 7 o'clock, all high. One pass was reported from 4 o'clock low and three passes from 12 o'clock low being closed to 200 yards and originating from a dive pulling up under the formation.

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ENEMY PERCEPTION (Con't) : The Zekes were painted olive green with light grey undersides and one very aggressive silver Zeke was seen. The Tony was painted the usual black color. Color of the Hamps and Tojos were not noted.

REMARKS : One Zeke and two Hamps were destroyed by our gunners.

Lt. Anderson's Crew - A-1, 371st Squadron: Sgt. Parrish, top turret gunner in A/C 108 fired about 150 rounds into a Zeke coming in from 11 o'clock high. As distance narrowed to 200 yards, flames started coming from the cowling and sweeping back over the canopy. At this time the Zeke rolled slightly to the left and received a burst that shattered the canopy. Lt. Nichol, co-pilot, saw the Zeke burst into flames.

Lt. Coloman's Crew - B-1, 372nd Squadron: About 1131/A, one Hamp from 11 o'clock level, passed about 300 yards to the left, breaking into a steep right turn at about 7 o'clock. L/W gunner, T/Sgt. J.A. Hurd, fired several long bursts. The Hamp was seen to wobble and then go into a spin, smoking. S/Sgt. Bill J. Williams, tail gunner of this A/P, saw this Hamp explode 3,000' below.

Three to five minutes after bombs away, one Hamp came up from 4 o'clock low, turning in on the nose of the squadron behind. Tail gunner, S/Sgt. Bill J. Williams, fired several long bursts as the Hamp came from 4 to 8 o'clock at approximately 30' yards. This plane went into a glide and was seen to crash in the water.

ENEMY LOSSES AND DAMAGE : Lt. Anderson, pilot flying A-1 in the lead squadron was killed by enemy fighter fire.

One particularly eager silver Zeke made six passes on this plane. He would attack from 11 o'clock high, come in very close, dive beneath the formation and come up on the other side. He would then maneuver into the same position, hesitate a moment and repeat the attack.

A 20 mm shell holed the left wing, blowing out the left tire and piercing a wing tank. At least five 7.7 mm bullets entered the pilot's compartment from the top. One of these knocked out three engine instruments and severed a hydraulic line. In addition there were at least thirty 7.7 mm holes from the forward escape hatch to the tail. Lt. Anderson was hit twice, once in the right upper chest and just below the ribs on the right side.

Lt. Nichol, co-pilot, immediately took over and flew from the right side for about an hour and a half. Lt. Anderson was then removed from the pilot's seat and made more comfortable on the flight deck. Lt. Nichol then assumed the pilot's seat and Sgt. Ames, flew co-pilot until the plane was over the field. Sgt. Parrish, then climbed into the co-pilot's seat and Sgts. Ames and Parrish cranked down the wheels and flaps manually, inasmuch as the hydraulic system was about gone. Because the flaps would only come down half way, the plane came in around 140 MPH.

It hit smoothly on the right wheel, but when the left touched, the plane pulled strongly toward the left. Lt. Nichol and Sgt. Parrish then held full right rudder and right brakes and cut all four engines. The right brake finally gave out completely and the plane pulled over to the left, went off the A/P, and nosed into a bank of dirt. The men in the front of the plane used crash bolts, braced against armor plates and were uninjured. Two men in the rear, however, Sgt's. Duggan and DeGross sustained cuts and bruises.

One other Liberator was damaged slightly by enemy fighter fire.

OBSERVATIONS : 1. A considerable increase in shipping was reported in Iruk Atoll. All identifications are tentative because of the height of observation and intensiveness of enemy fighter attacks:

- a. One possible AK and several small ships just W of Uman Is. dead in the water.
- b. One possible DD taking evasive action S of Uman Is.
- c. One large ship and four small boats  $\frac{1}{2}$  mile south of Isten Is.
- d. One possible DD or CL in motion E of Dublon Is.
- e. Four U/I ships in motion E of Dublon Is.
- f. Two possible AK's N of Fefun Is.
- g. One large U/I ship N of Dublon Is.
- h. Three possible DD's or CL's N of Moon Is.
- i. One possible DD or CL W of AGA Is.
- j. Two large possible warships 2 miles NE of Falas Is.

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

OBSERVATIONS : 2. Lt. Grizzle, 372nd Squadron, searching on return at 1255/K sighted 5 submarines on the surface from 4,500' at 03°35'N - 149°45'E. They were dirty-brown in color. This A/P circled these submarines until 1333/K, sighting 2 more subs just under the water in the vicinity of the surfaced subs. No challenge signal was received.  
3. A white or grey smoke bomb and a crash diving sub was seen at 05°05'N - 150°45'E at 1215/K.

BIO : Maintained. "In flight" reports were sent by all squadrons.  
DISCIPLINE

PHOTOGRAPES : Photos were taken. Preliminary interpretation shows:

1. Target D-5, Mublon Island:
  - a. 86 total bursts are visible out of 190 bombs dropped in vicinity of target. 54 in water.
  - b. 7 hits in N section of assigned target destroying 2 buildings and a small section of RR track.
  - c. 4 direct hits on filled pier in W section of D-5 destroying several small buildings.
  - d. 5 hits on roads and RR tracks just N of filled pier.
  - e. 5 hits on and along road between D-5 and D-6.
  - f. 10 bursts scattered through area between D-5 and D-6.
  - g. 1 near miss on building in S part of D-5.
2. Satawan Island:
  - a. 9 bursts visible out of 9 bombs dropped. 4 are on land, 5 in water.
  - b. Nil visible damage.

PERFORMANCE RATING : Based on visual observation of crews plus hits shown in photos this mission is rated as excellent in accordance with 13th Air Force Directive, 27 August 1943.

LANDINGS : 1517 - 1633/K.

REMARKS : Lt. Wydallis, 370th Squadron, turned back at 1050/K when the super-charger is #3 engine cut out and oxygen tanks on the ball turret developed a leak. He proceeded to Satawan, dropping 9 x 500# at 1225/K from 10,420' on a mag heading of 210°, ground speed of 196 MPH and bomb interval of 225'. He sighted on the H shore line about 500 feet inland from the shore. His bombs landed in the wooded area of the R/ with unobserved results. Five bombs fell short in the water. Nil AA or interception was encountered and the R/ appeared unserviceable. Photos were taken.

Lt. Wright, 370th Squadron, turned back jettisoning his 9 x 500# bombs about 40 miles S of Truk, when both fuel pump and booster pump on #3 engine cut out as he was climbing to 17,000'. #3 prop governor stuck at 3,000 RPMs and prop was feathered. Malfunction was corrected at lower altitude and engine was regained.

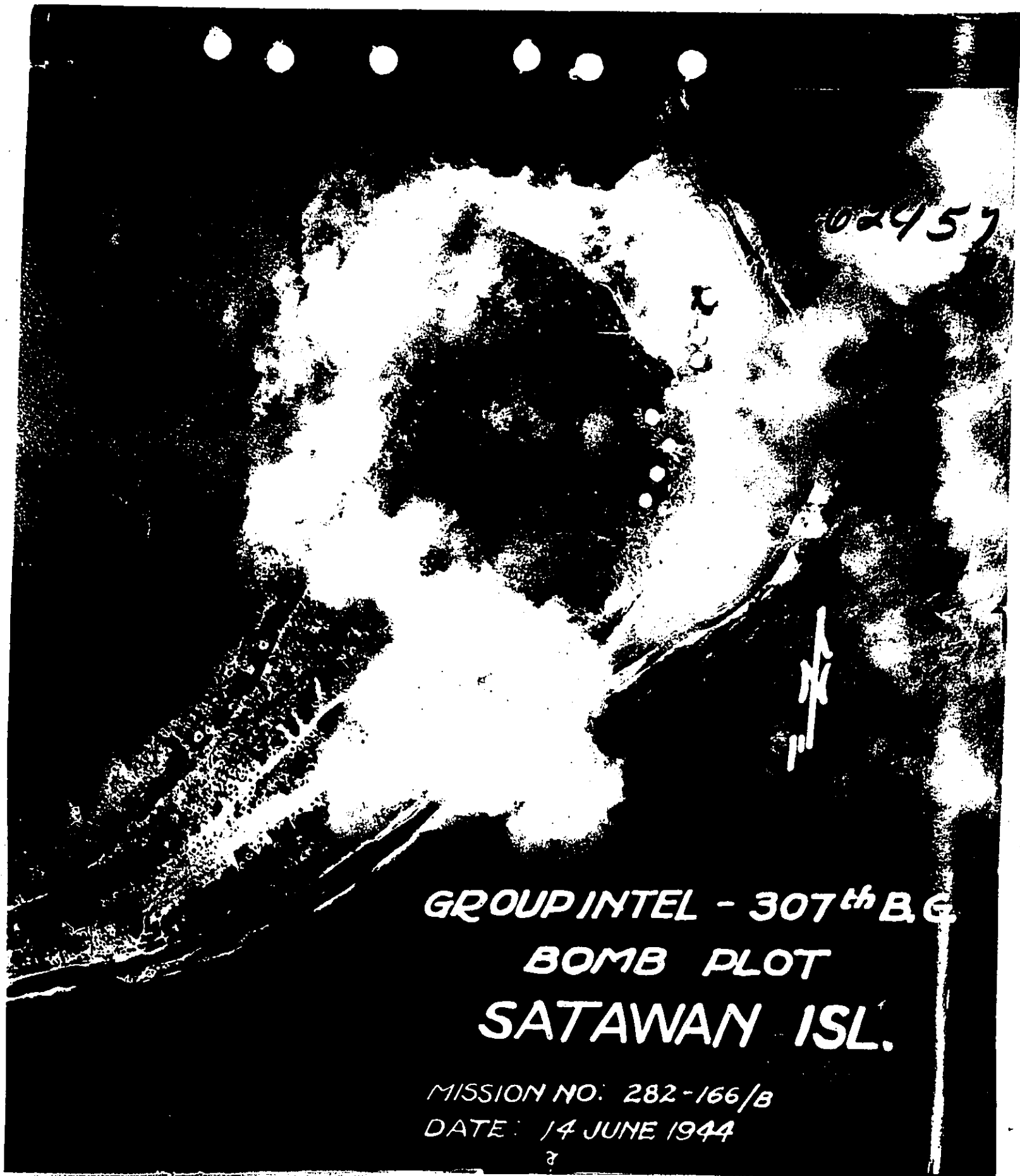
Lt. Kaestner, 424th Squadron, returned to base after flying 2½ hours on course to Truk. The pilot, Lt. Kaestner, was suffering from severe sinus headache which blurred his vision. He was nauseated and felt incompetent to continue mission successfully. Lt. Kaestner is now under the care of the Squadron Flight Surgeon. 9 x 500# bombs were returned to base.

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**GROUP INTEL - 307<sup>th</sup> B.G.**  
**BOMB PLOT**  
**SATAWAN ISL.**

MISSION NO: 282-166/B  
DATE: 14 JUNE 1944

1757

1'6245

GROUPINTEL  
BOMB PL  
NANKO  
DUBLON  
MISSION NO:  
DATE: 14 JUL

1758