

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

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

JGS/gm

APO # 324
1 June 1944CONSOLIDATED MISSION REPORT NO. 307-272
Advon Info 153/B-13

: 1 June 1944.

MISSION : This Gp together with the 5th Bomb Group (H) leading, each employing four (4) six (6) plane Sqdns will strike Dublon Island and Eten Island in the Truk Island group at 1130K, 1 June 1944.
This Gp will strike enemy aircraft and repair facilities on Eten Island.

PLAN OF ATTACK : Just prior to reaching the IP (a point 07°16'N - 151°48'E) a loss of 400 ft in altitude will be accomplished. In the Gp bombing formation, the formation will consist of two sections of two Sqdns each; flights javelin down within the Sqdns. The 424th Sqdn will proceed over the target first with the 371st Sqdn on the left 400 ft above. The 370th Sqdn will lead the second section with the 372nd Sqdn on the left 400 ft below. Lead bombardiers of each sqdn will sight for range and deflection; all other bombardiers will sight for range only. The airspeed of the bombing run will be 160 MPH. The bomb intervals will be as follows: 424th and 370th Sqdns - 9 station ships 275 ft; 11 station ships 225 ft. 371st and 372nd Sqdns - 9 station ships 350 ft; 11 station ships 275 ft.

REPORT : None scheduled.

LOAD : Each of 14 aircraft carried 3 x 500# GP bombs instantaneously fused.
Each of 3 aircraft carried 30 x 100# fragmentation clusters.
One aircraft carried 10 x 500# GP bombs instantaneously fused.
One aircraft carried 30 x 100# GP bombs 1/10 sec tail .01 sec delay nose fuzes.
Total carried: 136 x 500# GP bombs.
90 x 100# frag clusters.
30 x 100# GP bombs.

TARGETS ATTACKED : One airplane dropped on Tol Island.
Four airplanes made ETA runs in vicinity of Truk Atol.
One airplane dropped on Alet Island.
One airplane made ETA run on Satuwan Island.

AIRPLANES EMPLOYED : 19 scheduled Liberators; 4 from the 424th leading 5 each from the 370th, 371st and 372nd Squadrons of which 12 turned back.

TAKE OFF : From Mokerang between 0634 and 0655K.

ROUTE : Mokerang to Tong Island to IP to target. The base route altitude will be 9000 ft and the route airspeed 165 MPH.

WEATHER : Extremely turbulent frontal conditions with rain squalls were encountered from base to 6°N. Two and in some cases three frontal penetrations were made. Icing conditions were encountered at 17000 ft. Same conditions prevailed on return. Weather at Truk as reported by the one plane over the Atol was good with high overcast at 18,000 ft. Weather over Ale 2/10 - 3/10 undercast, Satuwan was reported as being closed in.

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FORMATION EMPLOYED : Weather prevented wing rendezvous; necessity for immediate frontal penetration after take off broke up Group formation.

TIME ALTITUDE AND : Between 1100 and 1140K from 11,700' to 15,300' true on Truk
 DIRECTION OF ATTACK : with mag heading of 10° to 45°.
 At 1110K from 15,000' true on Tol with mag heading of 270°.
 At 1205K from 12,700' true on Alet Island with a mag heading of 240°.
 At 1145K from 8,350' true on Satawan with a mag heading of 262°.

BOMBS DROPPED : 36 x 500# GP bombs on ETA at Truk.
 9 x 500# GP " " Over Tol Island.
 30 x 100# " " " Alet Island.
 9 x 500# " " " Satawan.
 58 x 500# " " salvaged.
 24 x 500# " " returned to base.
 90 x 100# fragmentation clusters salvaged.
 Total: 136 x 500 GP bombs
 90 x 100# frag clusters
 30 x 100# GP bombs

BOMB RELEASE : On Alet, the bombardier aimed for range and deflection using
 PROCEDURE : junction of taxiway and NE end of R/W as an aiming point.

BOMB HITS OBSERVED : Bombs were seen to fall in the water both at Tol and Alet Is-
 lands. Unobserved results from ETA bombing.

SMOKE : Heavy, slight, inaccurate AA was received by aircraft over
 Truk and Alet Islands. No positions were pinpointed.

ENEMY INTERCEPTION : Nil.

DAMAGE OR LOSS : Nil.

OBSERVATIONS : Three U/I large ships observed motionless between Uman and
 Tsis Islands at 1100K from 15,000'. No AA fire was noted
 from these ships.

COMBAT DISCIPLINE : Maintained.

PHOTOGRAPHS : Were taken over Alet Island.

BOMB RATING : Impossible to rate this mission due to weather conditions.

INCIDENTS : At Mokerang between 1422 and 1527K.

REMARKS : A/C #453, pilot, Lt. Hamilton was the only aircraft that was
 able to penetrate the almost solid front from Mokerang to
 Truk. 30 minutes were spent over the Atol two runs being made
 on Eten Island, and one on the sea plane base at Dublon,
 bombs failing to release on every run. The inability to re-
 lease the bombs was due to a malfunction in the release
 mechanism. The bombardier's select handle couldn't at first
 be put into the "select" position and the pilots salvo handle
 couldn't be made to operate. The bombardier finally forced
 his release handle into "select" but couldn't get it into
 "salvo" whereupon he went back to the bomb bay and dropped
 the bombs manually.
 Two aircraft of this Group separately reached a point
 60-75 miles from Truk. They both circled - one for more than
 20 minutes - hoping to join up with other airplanes from the
 formation and make an attack. One returned when he realized
 the effort was futile, the other turned back upon receipt of
 a message from the formation to the effect that if 6 airpl-
 anes could get together they would bomb the target otherwise
 all aircraft were to return to base. Since only two planes
 were then in view a heading for base was taken up. Eight
 other aircraft turned back before reaching the target due to
 severe weather conditions.

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(cont)

A/C #262, pilot, Lt. Gage turned back at 0955 due to a malfunction of the gas transfer pump. The electric pump blew a fuze and a valve stuck in the hand pump.

A/C #863, pilot, Lt. Coleman, turned back from 5°30'N - 15°15'E at 10:00 due to an oxygen leak making it impossible to reach bombing altitude.

Joseph G. Standart
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Asst Intell. Officer.

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