

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

HEADQUARTERS 307TH BOMBING GROUP (H)
Office of the Intelligence OfficerAFC 717- Unit 103
23 April 1944.CONSOLIDATED MIS I N REPORT NO. 307-247

DATE OF MISSION : 23 April 1944.

MISSION : This Group with two squadrons of B-24 airplanes will stage from Ocean Field, Green Island to attack ETEN ISLAND installations and DUBLON TOWN at 0300/L to 0415/L 23 April 1944.

PLAN OF ATTACK : Airplanes will attack singly at 3 minute intervals. Each airplane will lose 500 feet in altitude prior to the bomb run. The 1st of the first, third, fifth, seventh, ninth and eleventh airplane of each squadron is the east shore of UMAN ISLAND. The 1st of the second, fourth, sixth, eighth, tenth and twelfth airplane of each squadron is the west shore of UMAN ISLAND. The bomb interval will be 200 feet for magnesium clusters and 250 feet for the 500 lb. demolition bombs. The bombing run will be made at an indicated air speed of 165 MPH.

REPORT : None scheduled.

BOMBS LOAD : 16 airplanes each carried 6x500 G.P. Demolition bombs, instantaneously fused.
5 airplanes carried 6x500 magnesium clusters.

96x500 G.P. Bombs. Total bombs carried.
30x500 Magnesium clusters.

TARGET ATTACHED : 13 aircraft hit DUBLON TOWN.
3 aircraft hit PARAN ISLAND.
1 aircraft hit ETEN ISLAND.

AIRPLANE EMPLOYED : 21 scheduled Liberators; 11 from the 372nd and 10 from the 424th Squadrons of which 18 bombed DUBLON TOWN, 3 bombed PARAN and 1 bombed ETEN ISLAND. 2 aircraft were turned back by weather and 2 by mechanical difficulties.

TAKE OFF : 2222/L to 2539/L from GREEN ISLAND.

ROUTE : Direct to target and return to MURDA.

WEATHER : 6/10 towering cumulus from Green Island to 0^o 15'S. Front from 0^o 15'S to 0^o 00'N. Visibility zero - heavy showers and turbulence. Towering and low cumulus from 0^o 00'N to target. Anywhere from 6/10 to 10/10 coverage enroute. 4/10

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

~~CONFIDENTIAL~~

low cumulus over target. In route back, bad front very turbulent with heavy rain from 03 00'Z to 01 00'Z. Rest of way 3/10 low and towering cumulus front forming east of Bougainville.

OPERATION EMPLOYED: Airplanes attacked singly.

TIME, ALTITUDE & HEADINGS: 0307/L to 0411/L from 8,500 feet to 14,300 feet true on a magnetic heading of 05° to 340° on DUBLON. 0345/L to 0427/L from 9,500 feet to 14,300 feet true on a magnetic heading of 190° to 350° on PARAK. 0412/L from 10,500 feet true on a magnetic heading of 06° on ETER ISLAND.

WEAPONS:

- 95x500: G.P. Demolition on DUBLON.
- 12x500: Magnesium clusters on DUBLON.
- 12x500: G.P. Demolition on PARAK.
- 6x500: Magnesium clusters on PARAK.
- 6x500: G.P. Demolition on ETER.
- 64x500: G.P. Demolition
- 13x500: Magnesium clusters Total bombs dropped

6x500: G.P. Demolitions returned to Nunda.
 6x500: G.P. Demolitions salvaged.
 6x500: Magnesium clusters returned to Nunda.
 6x500: Magnesium clusters salvaged.

WEAPON RELEASE POINTS:

As each aircraft bombed individually every bombardier sighted for range and deflection. With 7 using the shore line of DUBLON ISLAND as an aiming point and 8 using the fires visible in DUBLON TOWN. The one airplane bombing ETER ISLAND used searchlights on the island as an aiming point and the 3 bombing PARAK used variously the ammunition dump, searchlights and the shore of the island as aiming points. The bomb interval was 200 feet for magnesium clusters and 250 feet for the G.P. Demolition bombs; ground speed averaged 195 MPH.

BOMB HITS OBSERVED: Hits were observed in the supply area east of the seaplane base, in the tank farm and in the west and central part of DUBLON TOWN. The one airplane able to observe hits on PARAK ISLAND reported its bombs started hitting on the north shore and walked south across the island. There were no observed hits on ETER ISLAND.

BOMBING RESULTS: Several explosions and numerous fires visible for 20 minutes after leaving the target were reported as a result of bombing DUBLON ISLAND, poor visibility prevented accurate location of these observations. A large yellow flash was reported after the second bomb hitting PARAK ISLAND; no results were noted on ETER ISLAND.

AA FIRE & SEARCH: Heavy and medium AA fire moderate to meagre and generally inaccurate was reported from both ETER and DUBLON ISLANDS.

~~CONFIDENTIAL~~

C-C-K-P-I-O-S-K-T-I-A-L

none over TARA. Searchlights were active on all three islands; approximately twelve being observed on DUSLON, 5-6 on STAN and 2 on TARA. In most cases they were inaccurate however one airplane which was caught in searchlights over STAN, TARA TON and the seaplane base on DUSLON ISLAND respectively, reported them to be extremely accurate especially on STAN ISLAND where the searchlights caught him as soon as they were switched on, suggesting the possible use of radar or sound devices. In every instance when caught by searchlights this airplane received intense and heavy fire accurate as to range but trailing in deflection.

REMARKS : The aircraft caught in searchlights observed tracer fire from an 1/1 single engine aircraft which was fired on by the crew. No damage was sustained by the Liberator, however another crew observed an 1/1 aircraft going down in flames over STAN approximately 3 to 5 minutes after the first airplane had observed the interceptors fire. 4 other 1/1 aircraft were reported over DUSLON ISLAND. Two twin engine aircraft, one with blowers below the wing; one single engine airplane with cowls just back of the engine; and a single engine airplane showing an orange light. None of these planes attacked.

OBSERVATIONS : None due to low visibility.

COMBAT OPERATIONS : Maintained except for:

1. Flash report transmitted to OOB1 by 39327, "DUSLON ISLAND, target area covered with clouds - bombs away 0547/L - no fires, ETA 1000/L."
2. Message sent to OOB1 by 48327, "returning to Green due to bad weather." This message was not received.
3. Message sent to OOB1 by 19327, "unable to reach target during allotted time, weather very poor, returning to base, ETA 0815/L."

REQUIREMENTS : None taken.

COMBAT RATING : No rating.

CASUALTIES : All aircraft landed at Nunda between 0815/L and 1158/L with the exception of Lts. Rousie, Lewis and Pusppke who landed at Green Island and then returned to Nunda.

REMARKS : 1. Lt. Rousie, A/P # 119, returned to Green Island after reaching a position one hour out on course due to flight instrument failure and extreme turbulence.
2. Lt. Lewis, A/P # 284, returned to Green with an engine failure and a sick bombardier.
3. Lt. Pusppke, A/P # 481, returned to Green when gasoline

C-C-K-P-I-O-S-K-T-I-A-L

~~CONFIDENTIAL~~

began to flow from the trailing edge of right wing. Gasoline fumes were so thick, the crew became ill. This is the first time in 27 missions this crew has had to turn back from a target.

4. Lt. Byrd, / 809, returned to Green when unable to find and bomb target during allotted time due to severe weather.
5. Weather conditions encountered on this mission warrant the commendation of every crew that penetrated through severe turbulence, rain and extreme frontal conditions to bomb the target.

WALTER STANFORD,
Capt., Air Corps,
Act'g. Asst. Incell. Officer.

APPROVAL :

MAJ. G. W. FALGOUT,
Capt., Air Corps,
Group Intelligence Officer.

DISTRIBUTION:

Group Commander,
370th, 371st, 512nd and 424th Squadrons,
VIII Bomber Command (3 copies),
File.

~~CONFIDENTIAL~~

C-C-E-N-I-D-E-H-Y-I-A-L

HEADQUARTERS 307TH SOLDBATTN GROUP (B)
Office of the Intelligence Officer

AGO # 717-Unit One
23 April 1944.

CONSOLIDATED AIRMAN REPORT NO. 307-247

372nd Squadron:

Ubers	733
Link	732
Fraker	235
Carson	732
Baldwin	134
Packensie	322
Souzie	119
Hellenberger	212
Coleman	863
Trizale	096
Torries	277

424th Squadron:

Byrd	800
Scott	215
Tidner	827
Rodwick	273
Hamilton	234
Alwood	269
Saustner	829
Swift	101
Lewis	264
Pueppko	401

C-C-E-N-I-D-E-H-Y-I-A-L