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

JGS/gz/fep

APO #324
25 June 1944.CONSOLIDATED MISSION REPORT NO. 307-292

DATE OF MISSION : 25 June 1944.

MISSION : The 5th Bomb Group (H) leading with two (2) six (6) plane Sqdns plus two (2) six (6) plane Sqdns of this Group will attack the runway and revetment area at Yap Airdrome, Yap Island at 1200/K 25 June 1944.
The target for this Group will be the revetment area.

PLAN OF ATTACK : Prior to reaching the IP a loss of 500' will be accomplished. The Sqdns will bomb in trail, flights javelin down within the Sqdns. The 370th Sqn will proceed over the target first with the 372nd Sqn in trail 500' below. Lead bombardiers of each Sqn will sight for range and deflection; all other bombardiers for range only. The bombing airspeed will be 165 MPH and the bomb intervals will be as follows:

10 stations - 260'
15 stations - 170'
20 stations - 120'
30 stations - 80'

Alternate Target: Yap Town
Tertiary: Enemy installations on Sorol Island.

ESCORT : None scheduled.

BOMB LOAD : 9 A/C each carried 30 clusters of 6 x 20# fragmentation bombs.
3 A/C each carried 20 clusters of 6 x 20# fragmentation clusters.
Total of 330 clusters of 6 x 20# frag clusters.

TARGETS ATTACKED : Revetment area, Yap Airdrome, Installations on Sorol Island.

AIRCRAFT EMPLOYED : 12 Liberators, 6 from the 370th leading 6 from the 372nd, 10 A/C bombed primary, 1 bombed Sorol.

TAKE OFF : From Mokerang between 0522 and 0607/K.

ROUTE : Mokerang to Sorol Island to IP (a point 09°30'N - 138°11'E) to the target. Route back was direct to Mokerang.

WEATHER : .4 to .5 cumulus with tops at 7,000 to 8,000' and a thin 13 to .4 alto-stratus layer at 12,000'. This weather prevailed enroute and over target. A squall line was encountered on return from 01°00'S to 01°30'S. winds 8 knots from 120°.

FORMATION EMPLOYED : Javelin Down within Squadrons.

TIME ALTITUDE & HEADING OF ATTACK: At Yap between 1146 - 1148/K from 11,500 to 12,200' T with mag heading of 255° to 280°.

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At Sorol 3 runs were made between 1046 - 1048/K from 8,700'. Two were made on a mag heading of 45°, one with mag heading of 225°.

BOMBS DROPPED

- 1. 270 clusters of 6 x 20# frag bombs over Yap.
- 30 clusters of 6 x 20# frag bombs over Sorol.
- 30 clusters of 6 x 20# frag bombs jettisoned.
- Total 330 clusters of 6 x 20# frag bombs.

BOMB RELEASE PROCEDURE

- 1. Lead bombardiers sighted for range and deflection, all other bombardiers sighted for range only.

SQUADRON	GROUND SPEED	INTERVAL	AIMING POINT
370th	199 MPH	1 x 60'	R&D: Sorol radio station
	205-216 MPH	1 x 120'	R&D: 3000' NW of NE end of R/W.
		4 x 170'	
372d	180-208 MPH	1 x 120'	R&D: 1st bunker S. of cross-roads in center of revetment area.
		1 x 160'	
		1 x 170'	
		1 x 260'	

BOMB HITS OBSERVED

- 1. One squadron's pattern hit in the center of the revetment area, extending from the 2nd taxi loop from the E to the western taxi loop.
- One squadron's pattern along the northwestern side of the revetment area.

RESULTS

- 1. One U/I aircraft parked in a revetment was seen demolished by a near miss. The A/C exploded and scattered fire around the revetment.

AA FIRE

- 1. Heavy-slight to moderate and inaccurate fire was received from Yap. Nil from Sorol. The following AA positions were noted at Yap:
 1. Just N of NE corner of R/W.
 2. 700' NW of the NW end of R/W.
 3. 2,700' due N of the NW end of R/W.
 4. Three guns were observed firing at the W end of the runway in southern part of Gugil Tomil Island.

ENEMY INTERCEPTION

- 1. 18 to 20 enemy fighters intercepted from 2 minutes before bombs away for 30 minutes. They consisted of Zokes with 1 Tony and 1 Tojo. The Tojo was described as having elliptical trailing edges on the wings and closely resembled a P-47. About 20-25 passes were made at the formation, being pressed very eagerly - most of them from 12 and 6 o'clock low. Every trick in the book was tried with two, three and four E/A coordinated attacks developing from positions all around the clock. Several of the Zokes had silver colored wing tips and rudders and green fuselages. The Tony was reported to have a large white spinner, light blue camouflage and meat balls on wings and fuselage. The Tojo reported might possibly have been one of the new type Raiders, lacking more specific information on this new E/A it is impossible to make a definite identification. Three Zokes are credited as sure kills to our gunners and two damaged.

SURES:

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A/C #567, 372nd A-2; S/Sgt Jenson, ball turret gunner and T/Sgt McKullon, left waist gunner fired on a Zeke coming in from 9 o'clock low. The E/A caught fire at the wing roots with flames going past the tail and crashed in the water. Verified by S/Sgt Jenkinson tail gunner on A/C #567 and Sgt Podewils tail gunner on A/C #863, A-3.

A/C #599, 372nd A-1: S/Sgt Miller, ball gunner, nailed a Zeke closing to 200 yards from 11 o'clock low. The Zeke broke away to the left and then exploded in the air. No parachute was seen to open. Verified by Lt. Partil pilot of A/C #119, A-2.

A/C 147 and A/C #090, 370th A-1 and B-3: S/Sgt Robert Tay ball gunner on plane #147 and S/Sgt Piotrowski right waist gunner on A/C #090 teamed up on a Zeke closing to 600 yards from 4 o'clock low. It rolled over, smoke pouring from the cowling and plunged into the sea. Verified by Lt. Arnold, navigator on A/C #147.

DAMAGED:

A/C #557, 372nd A-2: S/Sgt. Keady, atop turret, gunner, and T/Sgt. Kofullish, left waist gunner combined their fire to knock the engine cowling and entire cockpit canopy off a Zeke closing from 9 o'clock level.

A/C #591, 372nd A-1: S/Sgt. Wolf, nose gunner, hit a Zeke closing from 12 o'clock slightly low, to 100 yards. The E/A was last seen entering a cloud with flames coming from each side of the fuselage.

DAMAGE OR LOSS : One B-24 and crew lost; 1 heavily damaged by E/A interception; 1 slightly damaged by E/A action and one damaged by a combination of AA fire and E/A action.

A/C #598, Pilot, Lt. Coleman was attacked by a Zeke about one minute and half after bombs away with hits being scored on #2 and #3 engines. The cockpit and bombardier's compartment were seen with flames coming out of the windows which had been shot out. The plane made a perfect loop, then fell off to the right in a spin and crashed in the water 2 miles S of the runway. It was strafed all the way down and also after hitting the water. No parachutes were seen and it is believed that all members of the crew are dead.

A/C #119, Pilot, Lt. Martin, received a 20 mm. shot in the wing outboard of his #4 engine and one 20 mm. shot which went through the right tire and penetrated the rim.

1. Three crews reported the possibility of the Gazil - Tomil R/A being serviceable.
2. A narrow green strip, varying in color from that of the surrounding terrain was observed 6000' S of Yap A/D just off the I/T road. It appeared to be a possible emergency landing strip.

RADIO DISCIPLINE : "Light" reports were sent. VEF channel "D" carried unusually heavy traffic. Numerous crews recommended more stringent radio discipline in the use of this frequency.

PHOTOGRAPHS : None taken and preliminary interpretation shows:

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1. Bombs fell in E-W train thru 3100' of taxiway in W edge of dispersal area. One small pattern across road leading N from main NS taxiway.
 2. 372nd B.S. pattern fell thru central dispersal area centering on personnel and supply buildings, 2100' N of R/W. The pattern, 2700' long, covered 750' of central NS taxiway including on /C revetment and 550' of W/S taxiway in dispersal area including one hardstand and one A/C revetment.
 3. Previously reported 3 gun heavy AA position NNE of A/D in now a 4 gun battery.
- NOTE: Quality of photos is excellent. Coverage of 372nd B.S. pattern is incomplete. Bombs are plotted as to pattern only due to type of bombs dropped.

NOTE: Excellent in accordance with Thirteenth Air Force Directive 27 August, 1943.

REMARKS: A/C #542, pilot Lt. Dryer, jettisoned 30 clusters of 6 x 20# fragmentation bombs at 00°19'S - 146°15'E. RPM on the #1 engine was oscillating between 2000 and 2400 erratically. The engine was vibrating so badly it was finally feathered and a heading taken up for base.

A/C #075, Pilot Lt. Kimmerle, developed a gas leak at 0815/A. Despite the fact gas was running into the bomb bay from the wing section - cause unknown - this A/C continued on course to bomb Sorol Island, making three runs and dropping 10 clusters of 6 x 20 fragmentation bombs on each run, causing three small fires.

Joseph G. Standart
 JOSEPH G. STANDART
 Capt., Air Corps,
 Ass't. Intell. Officer.

DISTRIBUTION:
 Group Commander
 Squadrons
 XIII Bomber Command
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370th B.S. BOMB PATTERN

END OF PHOTO COVERAGE

372nd B.S. BOMB PATTERN

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GROUPINTEL - 307th B.G.
BOMB PLOT
YAP A/D
MISSION NO: 292
DATE: 25 JUNE 1944

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

HEADQUARTERS 307TH BOMBARDMENT GROUP (H) DBS/gww/foj
Office of the Intelligence Officer

APO #324
26 June 1944.

CONSOLIDATED MISSION REPORT NO. 307-233

DATE : 26 June 1944.

TO : The 307th Bomb Gp (H) with the 5th Bomb Gp (H), each employing two (2) squadrons, will attack the runway on YAP ISLAND at 1150K 26 June 1944.

Primary target: 307th Bomb Gp (H): Runway on YAP IS.
5th Bomb Gp (H): Dispersal Areas on YAP AIRDROME.

Secondary target: YAP TOWN.

Tertiary target: Enemy installations on SOROL ISLAND.

PLAN OF ATTACK : Prior to reaching the IP a loss of 500 feet in altitude will be accomplished. In the Group bombing formation, the 424th Squadron will lead the Group with the 371st Squadron on the left 300 feet below. Flights javolin down within the Squadrons. Lead bombardiers of each Squadron will sight for range and deflection, all other bombardiers for range only. The bombing airspeed will be 165 MPH and the bomb interval will be 175 feet.

Attack Altitude: 424th Bomb Squadron (H) - 12,300 feet.
371st Bomb Squadron (H) - 12,000 feet.

Bomb Aiming Points: 424th Squadron - 2,800 ft from west end of R/W.
Deflection: of R/W.
371st Squadron - 800 ft from W end of R/W.

Range: - Both Squadrons - South edge of R/W.

Withdrawal: Right turn away at an airspeed of 170 MPH.

RESCUE : None scheduled.

BOMB LOAD : Each airplane carried 3 x 1,000# G.P. bombs, .1 second delay nose fuse and .01 second delay tail fuse. Total load - 33 x 1,000# bombs.

TARGETS ATTACKED : Yap Airdrome Runway and Sorol Island radio station.

AIRPLANES EMPLOYED: Eleven scheduled Liberators, five from the 424th Sqdn lead six from the 371st Squadron. Ten planes bombed Yap and one plane bombed Sorol.

MEET OFF : Mokerang Field - 0547 - 0613/K.

ROUTE : From Base to a point just west of Sorol Island where wing assembly was accomplished thence to a turning point at 08° 56'N - 138° 03'E to the IP (09° 23'N - 138° 02'E) to the target with a right turn away and return direct to base.

WEATHER : Small, low scattered cumulus, 4/10 coverage, from Mokerang to target which was 8/10 - 9/10 undercast at 7,000 feet, not interfering with bomb aiming operations. On return flight cumulus had built up to a 6/10 cover, some towering to 15,000 feet, with an overcast at same altitude. Clear over

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

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