

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

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

DBS/gww/fep

APO #324
7 June 1944.CONSOLIDATED MISSION REPORT NO. 307-275

ADVON INFO 159/B - 13

DATE OF MISSION: 7 June 1944.

MISSION : The 307th Bomb Gp (H) with the 5th Bomb Gp (H) attached will attack and destroy enemy installations in the TRUK ISLANDS (target folder JICPOA 51-44 dated 15 April 1944) at 1120K 7 June 1944.

Primary target: 307th Bomb Gp (H): D-1
5th Bomb Gp (H): D-11

Secondary target: 307th Bomb Gp (H): M-1
5th Bomb Gp (H): M-5

Tertiary target: Param Airfield, Param Island.

PLAN OF ATTACK : Just prior to reaching the IP (a point two (2) miles W of TSIS ISLAND) a loss of 400 ft in altitude will be accomplished. In the Gp bombing formation, the formation will consist of two sections of two Squadrons each; flights javelin down within the Squadrons. The 424th Squadron will proceed over the target first with the 371st Squadron on the left 400 ft above. The 370th Squadrons will lead the second section with the 372nd Squadron on the left 400 ft below. Lead bombardiers of each Squadron 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 200 ft for all Squadrons.

ATTACK ALTITUDE: 424th Bomb Squadron (H) - 21,100 ft.
370th Bomb Squadron (H) - 20,800 ft.
371st Bomb Squadron (H) - 21,400 ft.
372nd Bomb Squadron (H) - 20,600 ft.

BOMB AIMING POINTS: Deflection and Range - 424th and 370th Squadrons: Two large buildings NE of swamp area.
Deflection and Range - 371st Squadron: Turn around road SE of causeway.
Deflection: - 372nd Squadron: - 700 ft W of junction of shore road, and boat basin pier road.
Range: - 372nd Squadron: - 600 ft SW of junction of shore road and boat basin pier road.

WITHDRAWAL: A right turn away will be made at an indicated airspeed of 165 MPH.

ESCOAT : None scheduled.

BOMB LOAD : Each airplane carried 6x1,000 lb. G.P. bombs instantaneously fused. Total carried 144x1,000 lb. G.P. bombs.

AIRPLANES EMPLOYED: 24 scheduled Liberators, 6 each from the 370th, 371st, 372nd and 424th Squadrons only one of which reached and visually identified the target area.

TARGET ATTACKED: One airplane #075, Lt. Cheney, bombed over UMAN ISLAND. Three airplanes flew out their navigator's ETA and dropped their bombs hoping to hit land in TRUK ATOLL.

TIME OFF : 0627 - 0653/K from Mokerang.

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ROUTE : Mokerang to Tong Island to points varying from 100 miles to 50 miles south of TRUK when airplanes became separated by weather and could not join formation with enough planes to attack the target, returning direct to base individually.

WEATHER : Target area 7/10 undercast from 20,000 feet. A front was encountered eight minutes after leaving the rendezvous point and extending to 01°N with 7/10 towering cumulus with tops at 14,000 feet and overcast alto-stratus at 8,500 feet with moderate rain squalls. From 01°N to 2° 30'N, 4/10 cumulus undercast with overcast alto-stratus at 15,000 feet. From 2° 30'N to 70 miles south of target, 8/10 towering cumulus tops at 16 to 18,000 feet and stratus layers from 8,000 to over 20,000 feet. Moderate icing, severe turbulence, and sleet above 14,000 feet. The same weather conditions encountered on return trip. Winds were NW - NNE at 12 knots.

FORMATION EMPLOYED: Single airplane salvoed over UMAN Island as enemy fighters approached.

TIME, ALTITUDE AND HEADING OF ATTACK: UMAN Island at 1122/K from 20,000 feet true on a heading of 335° mag.

BOMBS DROPPED : 6x1,000# over UMAN ISLAND.
18x1,000# on navigator's ETA over vicinity of TRUK.
32x1,000# returned to base.
88x1,000# jettisoned because of weather.
144x1,000# Total carried.

BOMB HITS OBSERVED : None. A cloud moved in over UMAN Island after bombs away and no hits were observed.

RESULTS : None observed.

SPECIAL CONDITIONS AFFECTING RESULTS: Frontal weather conditions prevented airplanes from reforming formation in sufficient numbers to attack the target.

FIRE : Nil.

INTERCEPTION : Nil.

OBSERVATIONS : Five unidentified SSF were seen over Tol Island.
One enemy fighter was seen taking off from Eten Airfield.
One barge was seen between KUOP and Mesegon.

MO DISCIPLINE: Maintained.

PHOTOGRAPHS : None.

BOMB RATING : No rating as no hits were observed.

LANDINGS : Lt. Rouzie returned at 0730/K.
Lt. Davis returned at 0917/K.
All others landed from 1239 - 1520/k.

REMARKS : 1. Lt. Rouzie, A/P #119, 372nd Squadron, turned back at 0720/K because all static instruments were out and his airspeed fluctuated between 120 and 160 MPH. Two bombs were jettisoned to lighten load and four were returned to base.
2. Lt. Davis, A/P #331, 370th Squadron, turned back at 0815/K. After flying for 45 minutes in turbulent weather with an inoperative flight indicator he jettisoned four bombs and returned to base.
3. Lt. Cheney, A/P #075, 370th Squadron, was the only plane to reach TRUK, breaking out of the weather over the target area. Although no other planes were in sight and in spite of the fact that the glass in the nose, top and ball turrets wereiced over, it was decided to attempt a run on the primary target. A heavy bank of clouds lay over the east side of the island and it was planned to dive into them should enemy A/C intercept. Just as the plane approached UMAN ISLAND on a magnetic heading of 335 degrees, five SSF were sighted on a

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reciprocal heading. The bombardier did his best to sight on UPAN ISLAND but it is not known where the bombs fell due to cloud cover. The entire 6x1,000 pound G.P. bombs were salvaged and a turn made into the cloud bank.

4. Lt. Donahue, A/P #090, 370th Squadron, made two unsuccessful attempts to reach TRUK after his ETA was up. He then set up course for SATAWAN arriving in that vicinity at 1225/K, he circled until 1234/K without sighting the target so jettisoned his bombs and returned to base.
5. Lt. Adair, A/P #857, 371st Squadron, turned back 200 miles south of TRUK when the fuel pump on #3 engine went out and the booster pump would not provide enough pressure to reach attack altitude.
6. Three planes: Lt. Rice, 370th Squadron, Lt. Coleman and Lt. Carson, 372nd Squadron, dropped their bombs on their navigator's ETA on TRUK. No land was sighted and the location of their hits cannot be determined.
7. The remaining 16 airplanes turned back when they were unable to join in formation with more than two other planes after penetrating the front.

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