

~~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  
27 May 1944.

148/C

CONSOLIDATED MISSION REPORT NO. 307-268

DATE OF MISSION: 27 May 1944.

MISSION : This Gp with four (4) Sqdns of six (6) airplanes each will strike Beach Defenses at Bosnek (Biak Island) at 0700/K, 27 May 1944.

PLAN OF ATTACK : The four Sqdns will proceed over the target in trail with the flights javelin down within the Sqdns. The 372nd Sqdn will proceed over the target first with the 424th, 370th and 371st Sqdn following in that order. Just prior to the IP, a point 01°-10'S - 136°20'E, each Sqdn will lose 500 ft of altitude. The lead bombardier of each Sqdn will sight for range and deflection. All other bombardiers sight for range only. The bomb interval for eleven (11) station aircraft will be 125 ft and for nine (9) station ships will be 150 ft. The indicated airspeed for the bomb run will be 160 mph.

Target approach: At the IP a left turn of approximately 25° will be made onto a bombing run of 268° mag.

Attack altitude: 372nd Bomb Squadron - 7,900 ft.  
424th Bomb Squadron - 7,600 ft.  
370th Bomb Squadron - 7,300 ft.  
371st Bomb Squadron - 7,000 ft.

Withdrawal: A right turn away from the target will be made at an indicated airspeed of 165 mph. The normal "Co. Box" formation will be formed after the bombing run.

SCHEDULE : None scheduled.

WEAPON LOAD : Each of 17 airplanes carried 9 x 500# GP bombs instantaneously fused.  
Each of 7 airplanes carried 11 x 500# GP bombs instantaneously fused.  
Total: 230 x 500# bombs.

TARGET : Beach Defenses of Bosnek (Biak Island)

AIRPLANES EMPLOYED : 24 airplanes: 6 from the 372nd leading 6 from the 370th, 371st and 424th Squadrons, of which 19 hit primary target.

TAKE OFF : 0140 - 0222/K from Mokerang.

ROUTE : Individual planes from Mokerang to Cape d'Urville. Sqdns in trail from Cape d'Urville to target with flights javelin down within Sqdns.  
Mokerang to Cape d'Urville to Manggeandi Island to IP to target. The altitude from Mokerang to Cape d'Urville will be 7,500 ft. The base altitude from Cape d'Urville to the IP will be 8,400'.

OTHER : Weather good to Wuvulu Island. Thick overcast over Cape d'Urville at 10,000'. Broken front with low cloud to target. 7/10 to 8/10 undercast of low cumulus at target with tops from 4 to 5,000'. Weather generally good on return. From 139°E to base towering cumulus tops at 12,000' were encountered.

FORMATION EMPLOYED : Javelin down within Squadrons.

TIME ALTITUDE AND HEADING OF ATTACK : At 0701 to 0704/K from 7,300 to 8,300' true on mag headings from 260° to 278.

BOMBS DROPPED : 185 x 500# bombs dropped over target.  
27 x 500# bombs jettisoned  
9 x 500# bombs salvoed  
9 x 500# bombs exploded in crash

230 x 500# bombs carried.

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B RELEASE PRO-  
 JURE : Lead bombardiers sighted for range and deflection, all other bombardiers sighted for range only.  
 Aiming points used:  
 1. Jut in shore line East of Bosnek.  
 2. First road junction East of Bosnek.  
 3. Base of East pier.  
 Bomb run was made at an average ground speed of 192 mph.

BOMB HITS : 117 quarter tonners were observed to hit in the primary target area. 31 hits were reported in the wooded area north of the Bosnek dispersal loops. 14 bombs hit the woods between the western edge of the assigned target and Little Bosnek, 12 bombs fell in the water.

RESULTS : Entire area was covered with smoke. Fires with bright orange flame and dense black smoke were observed at the base of the East pier. Two large fires were reported at the jog in the shore road just East of Bosnek. Small fire was located East of the East end of Mokmer R/W.

AIR FIRE : Nil over target. Tracers were reported coming up from Awai Is.

INTERCEPTION : Nil.

DAMAGE OR LOSS: Nil combat loss or damage. One B-24 and crew complete loss due to operational accident.

OBSERVATIONS : 1. 8-10 trucks moving East on shore road South of Mokmer.  
 2. Oil slick seen from 2,000 ft at 0800/K 1°25'S - 138°45'E.

DISCIPLINE: Maintained except for 'in flight' reports.

PHOTOGRAPHS : Were taken.

BOMB RATING : Excellent in accordance with 13th AAF Directive.

LANDINGS : Between 1004 and 1147/K at Mokrang.

REMARKS : 1. A/C #106, pilot, Lt. Shaffer crashed 1 minute and a half after take off, cause unknown. The airplane exploded upon striking the water and disintegrated 4 officers and 7 E M were lost.  
 2. A/C #119, pilot, Lt. Rouzie turned back to base 150 miles from target when it was realized he couldn't bomb the target within the time limit allowed. Bombs were jettisoned.  
 3. A/C #215, pilot, Lt. Scott turned back from 1°45'S - 142°15'E when he lost #2 engine and #3 engine also lost power. All bombs and extra equipment were jettisoned.  
 4. A/C #108, pilot, Lt. Cook, was unable to rendezvous at proper time due to compass malfunction. Despite jettisoning 4 bombs and an I.S of 190 MPH he was unable to reach the target during allowed time limit. Bombs were jettisoned.  
 5. A/C #235, pilot, Lt. Fraker, salvoed his bombs 2 miles East of target when a rack malfunction caused the to fall when the bomb bay doors were opened.

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