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WBD/gec/fep

HEADQUARTERS 10TH BOMBARDMENT GROUP (H)  
Office of the Intelligence OfficerAPO #719  
15 July 1944.CONSOLIDATED MISSION REPORT NO. 307-303

DATE OF MISSION : 15 July 1944.

PLAN : This Group with four (4) six plane squadrons will attack the radio station and barracks area in West YAP Town, at 1150/K, on 15 July 1944.

PLAN OF ATTACK : The Squadrons will bomb in trail with flights javelin down within Squadrons. The 424th Squadron will proceed over the target first with the 371st, 372nd and 370th Squadrons following, in trail, in that order. Lead bombardiers will sight for range and deflection, all other bombardiers for range only. The bombing airspeed will be 160 MPH (I). The bomb interval will be; 6 seconds 210 ft: 9 stations 130 ft for all Squadrons.

Attack Altitudes: 424th Squadron - 14,900 ft.  
371st Squadron - 14,600 ft.  
372nd Squadron - 14,300 ft.  
370th Squadron - 14,000 ft.

Bomb Aiming Points: For all Squadrons:

Deflection - A line running north and south through the five (5) forks in the road running west from west causeway and running through the radio station in south target area.

Range - A line running east and west through radio station which is 660 ft south of five forks.

Withdrawal : A right turn will be made off the target at 165 - 170 MPH. The normal box formation will be resumed after bombs away with 371st Squadron taking #3 position and the 372nd Squadron taking #2 position on the breakaway.

Alternate Targets: Secondary - Best available target on YAP ISLAND.  
Tertiary - Enemy installations on SOLO ISLAND.

ESCORT : None scheduled.

BOMB LOAD : Each of seven planes carried 10 x 250# GP bombs.  
Each of ten planes carried 14 x 250# GP bombs.  
Each of three planes carried 15 x 250# GP bombs.  
One plane carried 9 x 250# GP bombs.  
Each of two planes carried 6 x 500# GP bombs.  
All bombs were instantaneously fused.  
Total carried: 244 x 250# GP bombs.  
12 x 500# GP bombs.

TARGETS ATTACHED : Radio station and barracks area in West YAP Town, YAP ISLAND, and SOLO ISLAND.

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

PLANES : Six scheduled planes from each of the 370th, 371st, 372nd and 424th Squadrons. Of these, twenty-one dropped over the primary target, one bombed SOROL ISLAND, one turned back and one failed to take off.

TAKE OFF : From WOKERANG, at 0550 - 0617/K, 15 July 1944.

ROUTE : WOKERANG to SOROL ISLAND to briefed IP (09°25'N - 138°10'E) to south shore of GAGIL-TOMIL to target. Return route was direct to base. The route altitude was 9000 ft base. The route airspeed was 157 MPH (I).

WEATHER : Weak front was encountered at 1°S to 00°30'N. From 00°30'N to 6°N, .5 scattered cumulus with 5000 ft tops and .2 alto stratus based at 16000 ft. From 6°N to 30 miles south of YAP ISLAND, heavy frontal conditions existed, except for a slight clearing at SOROL ISLAND. Over the target, .8 cumulus undercast with 9000 ft tops and .8 alto stratus overcast based at 16000 ft. From target to 00°30'N, weather was similar to that encountered on way to target. From 00°30'N to base, .3 cumulus with tops at 3000 ft, and .7 alto stratus based at 13000 ft.

FORMATION EMPLOYED : Squadrons were in trail, and flights javelined down within the Squadrons.

TIME, ALTITUDE & HEADING OF ATTACK : Primary target was bombed at 1210 - 1213/K, from a true altitude of 13,500 - 14,700 ft, on a magnetic heading of 240° - 280°. SOROL ISLAND was bombed at 1248/K, from 6000 ft true altitude on a magnetic heading of 120°.

BOMBS DROPPED : 235 x 250# bombs and 12 x 500# bombs were dropped over the primary target. 15 x 250# bombs were dropped over SOROL ISLAND. 14 x 250# bombs were returned to base. Total Carried: 264 x 250# bombs and 12 x 500# bombs.

RELEASE PROCEDURE : Lead bombardiers sighted for range and deflection; all others sighted for range only.

Squadron	Ground Speed	Interval	Aiming Points
424th	210-214 MPH	1 x 210'	RED: Road in center of bar in southern end of primary target.
		1 x 170'	
		1 x 130'	
		1 salvo	
371st	180-200 MPH	2 x 130'	RED: Large barracks building in Northern end of primary target.
		1 x 40'	ETA: (SOROL ISLAND closed)
372nd	165-220 MPH	3 x 130'	RED: Main road at East edge of primary target.
		1 x 90'	
		1 x 230'	
370th	215-218 MPH	1 x 130'	RED: Barracks in southern end of primary target.
		1 x 210'	
		1 salvo	

BOMB HITS OBSERVED : The bombing pattern began in center of North YAP Town and walked across the primary target on both sides of the main road crossing the primary target. One string of bombs was observed to fall near the buildings on the small point of land lying North of West end of North YAP Town. No hits were observed at SOROL ISLAND because of complete undercast.

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

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## RESULTS

A large explosion and fire was observed as the result of direct hits on Southern buildings in the South barracks area in the primary target. A fire was observed on the East side of the same barracks area, and a column of black smoke was rising just West of this barracks area. Another large explosion was observed on South shore of the inlet approximately 600 ft East of the West causeway.

Nil results observed at SOROL ISLAND.

SPECIAL  
CONDITIONS  
AFFECTING  
RESULTS

: Our planes broke out of a heavy front about 30 miles East of target. They fell into formation as quickly as possible and the bomb run direct to the target, rather than as briefed, because of clouds lying over the southern portion of YAP ISLAND.

## LA FIRE

: Heavy, slight to moderate and generally inaccurate.

NEW  
INTERCEPTION

: Approximately 12 - 15 Zekes, 1 Hump and a probable Biden or Tojo closed with our formation about two minutes before the bomb run and attacked viciously for the succeeding 25 - 30 minutes. These interceptors were very eager, were constantly attacking from high and around the clock, and were reported to be seldom out of gun-range. A few 2-plane and 3-plane coordinated attacks were noted from 10 - 11 o'clock high, and 2 - 3 o'clock high. 10 - 15 phosphorous bombs were inaccurately tossed at our formation, and about 10 aerial bombs (black bursts) were also released by the J/A. The latter were very inaccurate. Seven A/C were destroyed by our gunners:

A/C #075, Lt. Gage, pilot (370th Squadron):

Pvt. Bruebaker, nose gunner, nailed a Zeke as it attacked from 11 o'clock and high and closed to 200 yards. Fire broke from the cowlings, enveloped the fuselage and trailed by about 5 plane length, as it passed under this plane and exploded below the formation. Verified by Lt. Gage and Pvt. Krum, ball gunner of the same crew.

A/C #545, Lt. Dooley, pilot (371st Squadron):

Sgt. Ligon, top turret gunner, fired a long burst into a Zeke as it made a vertical dive on the formation. The plane broke off to the left, began smoking, went into a flat spin and crashed in the water. Sgt. Festa, tail gunner on the same plane, saw it the water.

A/C #544, Lt. Blair, pilot (371st Squadron):

Cpl. Soderstrom, tail gunner, fired on a Zeke as it passed the tail of his plane from 3 o'clock and out toward 7 o'clock. This E/A pulled up slightly, then fell into a dive and crashed in the water. Verified by Sgt. Steirer, ball gunner on the same crew.

A/C #535, Lt. May, pilot (372nd Squadron):

S/Sgt. Houchin, top turret gunner, fired at a E/A attacking from 11 o'clock and high. The E/A spun into the water with its guns firing wildly during the dive. Verified by Sgt. Luy, left waist gunner and Cpl. Carson, tail gunner on the same crew.

A/C #460, Lt. Coorssen, pilot (424th Squadron):

Cpl. John Moore, left waist gunner, fired on an E/A which attacked from 9 o'clock and high. The E/A burst into flames, the pilot bailed out, and the plane exploded just before striking the water. Sgt. Campora, cameraman, and Sgt. Price, tail gunner verified this claim.

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0227, Lt. Belovich, pilot (424th Squadron):  
 0227, top turret gunner, caught a Zeke as it attacked from 11 o'clock and high, which burst into flames when on level with this plane, and was observed to crash into the ocean by Lt. Proimesberger, bombardier.  
 Col. Harness, ball turret gunner on the same plane, fired on a Zeke as it paralleled the course of his plane at 9 o'clock and slightly low. The E/A went into a shallow glide and crashed into the ocean. Sgt. Campora, cameraman, witnessed this kill.

DAMAGE, INJURIES OR LOSS : Two B-24 planes and 22 men were lost as a result of a collision 6 - 8 miles South of YAP ISLAND at 1216/K. During the intersection, A/C #119, Lt. Diederich, pilot, swerved and crashed into A/C #555, Lt. Sylor, pilot, breaking the latter plane in half on trailing edge of the wings. The wreckage of the two planes together, exploded and struck the water. 3 - 5 chutes were reported to have been seen. Cause of the collision is undetermined.

A/C #857, Lt. Kizer, pilot, made a water landing at 1616/K at 1950N - 144°18'E. A crew of 11 men were aboard. The plane lost its engine when 1½ hours away from target and the prop was feathered. At 1500/K, #1 engine went out, and at about 1600/K, #3 prop ran away. At this point, the plane was losing altitude at about 500 ft per minute. A controlled water landing was made, and the plane floated for about 10 minutes. 7 - 8 men were seen in the water near an inflated life raft. Another raft was dropped to them by a friendly A/C.

A/C #545, Lt. Dooley, pilot, was holed by a 20-mm shell in #2 engine; an oil line was severed, causing the prop to be feathered. #3 engine throttle control cable was severed also. This plane returned safely to base.  
 Three other planes were slightly damaged and one man slightly wounded by enemy A/C fire.  
 One plane was slightly damaged by a phosphorous bomb.  
 Two planes were slightly damaged by AA fire.

OBSERVATIONS : 1. An U/I boat was observed about 5 miles NE of YAP ISLAND, on a 60° heading, at 1202/K.  
 2. A barge was observed in the Northwest end of the inlet near the West causeway, YAP Town.  
 3. Two barges were seen in the inlet Southwest of West YAP Town.

RADIO DISCIPLINE : Was maintained.

PHOTOGRAPHS : Were taken and primary target and preliminary interpretation:  
 1. Target is obscured by scattered undrained. Complete bomb count and accurate damage assessment cannot be made.  
 2. 67 Bursts are observed out of 235 x 250# and 12 x 500# dropped in the vicinity of the target.  
 3. 10 Bursts are along the South shore of the inlet in South YAP Town. 4 Hits are on the Shore road. 2 Buildings in the Western section of South YAP Town were probably damaged by near misses. Hits near the Shore road scattered debris clear across the inlet.  
 4. 15 Splashes are in the inlet.  
 5. 24 Bursts are in the Southern half of the barracks area and Weather Station in West YAP Town. Clouds and smoke obscured damage.  
 6. 15 Bursts are in the garden and wooded area just South of the Radio Station in West YAP Town.

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7. 3 Bombs observed 300 yards West of barracks area.

## BOMB RATING

: Inadequate photo coverage, and cloud coverage preventing accurate visual observations makes it impossible to rate this mission, under 13th A.A.F. Directive, dated 27 August 1943.

## LANDING

: 1744 - 1858/K, MAKERANG, 15 July 1944 by all planes except A/C #610, which landed at 0956/K, and except A/C #548 and 262 which landed at WAKDE at 1745/K.

## REMARKS

: A/C #610, Lt. Johnson, pilot, turned back when two hours from base because VHF, Command set and Inter-phone was out, tail rot was inoperative and left bomb bay door would not open. His bombs were returned to base.  
A/C #587, Lt. Theisen, pilot, broke out of the weather at the target at a point 25 miles from rest of formation, and could not catch formation for bomb run. He returned and bombed SOROL ISLAND on an ETA run from YAP ISLAND, as SOROL ISLAND was completely closed in.  
A/C #548, Lt. Lester, pilot, lost an engine over the target. This plane took a course for WAKDE, in order to avoid the turbulent weather between target and base and was escorted by A/C #252, Lt. Habben, pilot. These two planes landed at WAKDE, and the crews have not been interrogated. The bomb loads of these two planes are included in this report.  
A/C #262, Lt. Clary, pilot, was unable to take off due to a complete electrical failure and because #4 supercharger ran up to 100" even when the control was switched off.

*Worth B. Durham*  
WORTH B. DURHAM  
1st Lt., Air Corps,  
Ass't. Intelligence Officer.

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

WBD/ejl

AFO, 719,  
17 July 1944

ANNEX TO  
CONSOLIDATED MISSION REPORT NO. 307-303

DATE OF MISSION: 15 July 1944.

MISSION & TARGET ATTACHED: Aircraft #548, Lt. Lester, pilot.  
Aircraft #262, Lt. Hadden, pilot.

NARRATIVE

These planes went over the target with the group formation and their bomb loads are included in the Consolidated Mission Report.

One crewman reported seeing a possible hit during the interception. This plane was described as single-engine (radial) large, with a long canopy, the rear portion of which was dark as if blacked out. It was of a dull green color. This enemy aircraft made two passes from 2 o'clock and high, closing to about 600 yards. It was slow in its climbs and turns.

Aircraft #548 lost #2 engine when it was holed by a 20mm shell. The prop was feathered. #4 engine was then holed by several 7.7 slugs and began to leak oil. This plane took a course for Makde. #4 engine lost all of its oil and the prop was feathered at 1605/K. The plane continued to Makde on two engines and landed safely. This plane also had the tail turret hydraulic system shot out and received several 7.7 holes in the waist section.

The tail turret, ammunition, waist gun receivers, all guns except nose guns, flak suits and armor plate were jettisoned in order to lighten the plane, while on two engines.

Aircraft #262, Lt. Hadden, pilot, which escorted aircraft #548 to Makde, had the pilots rudder pedals and the tail turret hydraulic system shot out by enemy aircraft.

Aircraft #262, and personnel of both planes have returned to Mokerang. Aircraft #548 remained at Makde.

LANDINGS

At Makde, 15 July 1944, at 1745/K.  
At Mokerang, 16 July 1944, at 1705/K.

*W. B. DUKAKIS*  
WILLIAM B. DUKAKIS,  
1st Lt., Air Corps,  
Asst Intelligence Officer

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WBD/ejl

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17 July 1944

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1st Lt., Air Corps,  
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GROUPINTEL - 307<sup>th</sup> B.G.  
BOMB PLOT  
**YAP TOWN**  
MISSION NO: 303  
DATE: 15 JULY 1944  
SCALE: 1" = 150'

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

ABO/ejl

AFOM 719,  
17 July 1944.

CONSOLIDATED MISSION REPORT NO. 307-303A  
(Special Search Mission)

DATE : 16 July 1944.

MISSION : Search for missing crew.

SECTOR COVERED : Between  $01^{\circ}03'$  and  $02^{\circ}32'N$  and  $141^{\circ}36'$  and  $142^{\circ}54'E$ .

AIRPLANE, TYPE : Two Liberators from the 371st Squadron.

TAKE OFF : From Tokerang, 0603 - 0647/A, 16 July 1944.

LANDINGS : At Tokerang, 1754 - 1955/A, 16 July 1944.

SEARCH ALTITUDE : 1000 - 1500 feet true altitude.

WEATHER : From base to search area and over search area, weather was generally good with .3-.4 scattered cumulus and occasional rain squall. A moderate front was encountered on return route from  $01^{\circ}N$  to within a few miles of base.  
Visibility over search area was generally unrestricted at search altitude except for a rain squall lying at  $01^{\circ}40'N$  -  $140^{\circ}20'E$ .

RESULTS : Negative.

LIGHTINGS : Nil.

MARKS : A strong signal was picked up at 1000/A at  $02^{\circ}15'N$  -  $142^{\circ}15'E$  on 500 Mcs, sending 10's, bearing  $140^{\circ}$ .  
A strong unbroken signal was picked up on 500 Mcs at 1315/A at  $01^{\circ}40'N$  -  $142^{\circ}30'E$  on a bearing of  $120^{\circ}$ . Signals were followed until they ceased, but nothing was observed.

*W. B. Durham*  
W. B. DURHAM,  
1st Lt., Air Corps,  
Asst Intelligence Officer.

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

WBD/gm

APD # 719  
18 July 1944

CONSOLIDATED MISSION REPORT NO. 307-303B  
(Special Search Mission)

DATE : 17 July 1944.

MISSION : Search for missing crew.

SECTOR COVERED : Between  $01^{\circ}31'N$  and  $02^{\circ}25'N$  and  $142^{\circ}38'E$  and  $144^{\circ}52'E$ .

AIRPLANES EMPLOYED : Four Liberators, one from each of the 370th, 371st, 372nd and 424th Squadrons.

TAKE OFF : Three planes took off at 0710 - 0720/K, and the fourth at 0909/K, all from Mokerang, 17 July 1944.

LANDINGS : At Mokerang, at 1745 - 1834/K, 17 July 1944.

SEARCH ALTITUDE : Between 300 and 1000 feet true.

WEATHER : From base to search area, .1 strato cumulus with 2000' bases and 3500' tops. Over search area, generally .3 cumulus 2000' bases and 5000' tops, and .3 high strato form at 12,000'. After 1500/ in search area, few towering cumulus and rain squalls. Slight frontal conditions were encountered from equator to base.

RESULTS : Negative.

SIGHTINGS : Nil.

*North B. Durham*  
NORTH B. DURHAM,  
1st Lt. Air Corps,  
Ass't. Intell. Officer.

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

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

NBD/gm/tep

APO #719  
19 July 1944.CONSOLIDATED MISSION REPORT NO 307-8030  
(Special Search Mission)

DATE : 18 July 1944.

MISSION : Search for missing crew.

SECTOR COVERED: One plane covered the area between 1°38' and 2°25'N and between 1°40' and 145°00'E. The other plane covered the area between 1°36' and 2°36'N and between 144°58' and 146°20'.

AIRPLANES EMPLOYED : Two B-24's, one each from the 371st and 424th Squadrons.

TAKE OFF : From Ponorang, at 0618/K and 0710/K, 18 July 1944.

LANDINGS : At 1651/K and 1800/K, at Ponorang, 18 July 1944.

SEARCH ALTITUDE: 700 - 1,100 feet true.

WEATHER : .2 scattered cumulus with 1200 ft. tops from base to search area. Over search area .3 - .5 cumulus with 500 - 5,000' tops. Rain squall developed over search area at 1400/K. Frontal conditions encountered near base on return.

RESULTS : Negative.

SIGHTINGS : Nil.

*North B. Durham*  
NORTH B. DURHAM,  
1st Lt. Air Corps,  
Ass't. Intell. Officer.

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

APD #719  
19 July 1944.

CONSOLIDATED MISSION REPORT NO. 307-303 D  
(Special Search Mission)

DATE OF MISSION : 19 July 1944.  
MISSION : Search for missing crew.  
SECTOR COVERED : Between 01°53'N and 02°55'N and between 145°45'E and 147°30'E.  
PLANES : Two B-24's, one each from 370th and 371st Squadrons.  
TAKE OFF : At 1610/K and 0700/K, from LOKERANG, 19 July 1944.  
SEARCH ALTITUDE : 500 - 800 ft true.  
WEATHER : Scattered rain squalls, and scattered cumulus bottomed at 1000 ft, .7 - .8 strato cumulus at 2000 ft, over entire route.  
RESULTS : Negative.  
SIGHTING : Nil.  
LANDINGS : At 1415/K and 1600/K, at LOKERANG, 19 July 1944.

*Worth B. Durham*  
WORTH B. DURHAM,  
1st Lt., Air Corps,  
Ass't Intelligence Officer.

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

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

WBD/fep

APO #719  
20 July 1944CONSOLIDATED MISSION REPORT NO. 307-303/E

DATE : 20 July 1944.

MISSION : Search for missing crew.

SECTOR COVERED : Parallel search over area between 02° and 03°N and 144°58' and 145°00' E, and in the area between 01° and 03°N and 144°43' and 145°58'E.

AIRPLANES EMPLOYED : Two Liberators, one each from the 371st and 424th Squadron.

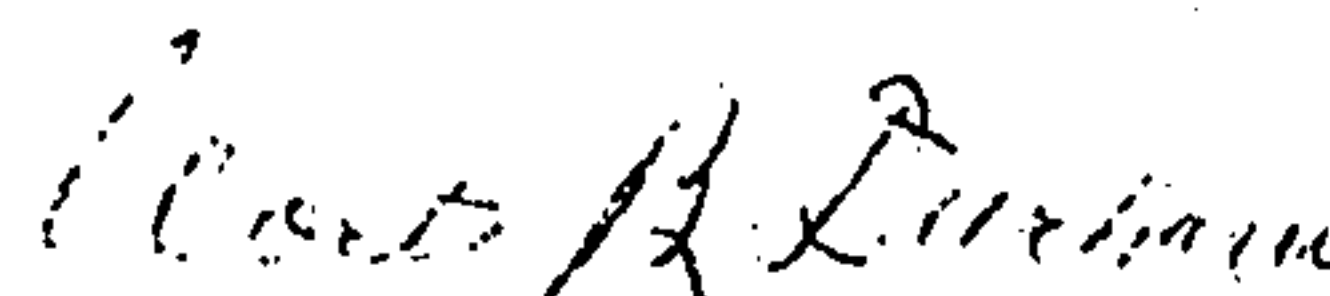
TAKE OFF : at 0729/K and 0730/K, from Tokerang, 20 July 1944.

FLYING ALTITUDE: 800 - 900 feet, true.

WEATHER : Frontal conditions lay over almost all of the search area, with overcast base at 800 - 1000' and intermittent rain. Visibility was  $\frac{1}{2}$  - 1 mile.

RESULTS : Negative.

SIGHTINGS : An orange life raft was seen at 00°14'N - 147°00' at 1646/K. This raft was circled twice at 300 feet, contained no occupants and was about half - filled with water. The raft was described as being larger than the usual airplane equipment.



NORTH B. DURHAM,  
1st Lt., Air Corps,  
Ass'. Intell. Officer.

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K 68780

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

WBD/ejl

APO# 719,  
22 July 1944.CONSOLIDATED MISSION REPORT NO. 307-303 F  
(Special Search Mission)

DATE : 21 July 1944.

MISSION : Search for missing crew.

SECTOR COVERED : Area between 03°10' and 03°56'N and between 143°34' and 144°20'E, and area between 01°50' and 03°00'N, and between 145°30' and 146°45'E.

AIRPLANES EMPLOYED: Two B-24s, one each from 371st and 372nd squadrons.

TAKE OFF : 0625 - 0630/K, from Mokerang, 21 July 1944.

SEARCH ALTITUDE: 700-1200 feet true.

WEATHER : From base to 3°N, 4 cumulus tops at 3000 feet and 5 alto stratus based at 17000 feet. Over search area, 4 cumulus with base at 1500 feet. Frontal conditions existed from 1°N to base on return route. Visibility was 20 miles over search area.

SIGHTINGS : Nil.

OBSERVATIONS : Nil.

LANDINGS : From 1815 - 1825/K at Mokerang, 21 July 1944.

*Worth B. Durham*WORTH B. DURHAM,  
1st Lt., Air Corps,  
Ass't Intelligence Officer.

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

BD/fep

APC #719  
24 July 1944

CONSOLIDATED MISSION REPORT NO. 307-303G  
(Special Search Mission)

DATE : 22 July 1944.

MISSION : Search for missing crew.

SEARCH AREA COVERED: Standard parallel search over area between 02°20' and 03°20'N, and between 146°40' and 148°30'E.

AIRPLANES EMPLOYED : Two B-24s, of the 371st Squadron.

TAKE OFF : At 0708 & 0715/K, from Mookang, 22 July 1944.

SEARCH ALTITUDE: 300 & 500 feet, true.

WEATHER : .2 - .4 scattered cumulus, bases at 3000 feet. Partial high overcast over northern portion of search area. Visibility was 25 - 30 miles.

RESULTS : Negative.

TIME : At Mookang, at 1700 - 1715/K, 22 July 1944.

REMARKS : None.

*North B. Durkin*  
NORTH B. DURKIN  
1st Lt, Air Corps,  
Asst Intell. Officer

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