

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

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

JGS/fop/gm

APO # 719
10 August 1944CONSOLIDATED MISSION REPORT NO. 307-315

DATE OF MISSION : 10 August 1944.

MISSION : This Group with two (2) nine (9) plane Squadrons and one (1) six (6) plane Squadron will attack enemy installations on Yap Island beginning 1200/K 10 August 1944.

PLAN OF ATTACK : Prior to reaching the IP a loss of 500' in altitude will be accomplished. The Group bombing formation will consist of bombing by individual flights. The 372nd Squadron will bomb alone and the 424th Squadron will bomb first with the 371st Squadron following in trail. Lead and flight bombardiers will sight for range and deflection; all other bombardiers for range only. The bombing airspeed will be 160 MPH. The bomb interval will be minimum.

Attack Altitudes: 424th Squadron:
"A" flight - 13,000'.
"B" flight - 12,500'.
"C" flight - 12,000'.371st Squadron:
"A" flight - 13,000'.
"B" flight - 12,500'.372nd Squadron:
"A" flight - 13,000'.
"B" flight - 12,500'.
"C" flight - 12,000'.Bomb Aiming Points: 424th Squadron:
Deflection - A line running Northwest and Southeast running thru the five (5) forks in road running West from causeway.

Range - A point on the line of deflection 300' Northwest of five (5) forks.

371st Squadron:
Deflection - A line running Northwest and Southeast crossing the road running South from five (5) forks 400' from five (5) forks.

Range - A point on the line of deflection 950' Southeast of road running South from five (5) forks.

372nd Squadron:
Deflection - A line running Northwest and Southeast 2,200' Northeast of East end of runway.

Range - A line running through the line of deflection and running and running on road loop directly below the target.

Withdrawal: A left turn will be made off the target at 165-170 MPH. The normal Group box will be resumed after bombs away.Alternate Targets: Secondary - Best available on Yap Island.
Tertiary - Utagal Island in the "oleai Island Group.

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ESCORT : None scheduled.

BOMB LOAD : 13 aircraft each carried 14 x 250# GP bombs.
 9 aircraft each carried 10 x 250# GP bombs.
 1 aircraft carried 8 x 250# GP
 1 aircraft carried 13 x 250# GP bombs.
 All bombs were fuzed .1 sec. nose and .01 sec. delay tail.
 Total Carried: 293 x 250# GP bombs.

TARGETS ATTACKED : 5 aircraft dropped on AA installations in West Yap Town (Target "A").
 7 aircraft dropped on AA installations on Northwest of East end of Yap A/D (Target B).
 3 aircraft dropped on North Yap Town (Target C).
 2 aircraft dropped on Utagal Island. (Target D).
 3 aircraft made ETA runs on Yap Island. (Target E).
 1 aircraft dropped on Yap A/D dispersal area (Target F).
 1 aircraft dropped on South Yap Town. (Target G).
 1 aircraft dropped on Gagil Tincel R/. (Target H).
 1 aircraft reported missing and its target is unknown.

BIPLANES EMPLOYED: 24 Liberators, 6 each from the 370th, 371st, 372nd and 424th Squadrons.

TAKE OFF : From Mokerang between 0553 and 0619/K.

ROUTE : Mokerang to Sorol Island to turning point of 09°15'N - 138°20'E to the IP's (372nd Squadron - 09°27'N - 138°11'E) (424th Squadron 09°28'N - 138°12'E) to target. The route altitude was 8000'. The route airspeed was 157 MPH (I).
 Return route was direct to base.

WEATHER : Weather was good from base to Sorol Island with .1 to .3 scattered cumulus tops at 4000'. 30 minutes from Yap a front was encountered consisting of .7 to .8 broken stratus undercast at 8,000', some towering cumulus tops at 15,000' and numerous rain squalls. Frontal conditions continued up to and over Yap Island. Weather remained approximately the same on the return trip to base. Weather over Utagal: .3 cumulus with tops at 8,000' .9 overcast of alto-stratus at 20,000'.

FORMATION EMPLOYED: Individual flights.

TIME, ALTITUDE AND: On target A between 1215-1217/K from 11,200' to 12,000' true
 HEADING OF ATTACK on magnetic heading of 140° to 170°.
 On Target B between 1210-1216/K from 8,500' to 12,650' true on magnetic headings of 145 to 187°.
 On target C at 1217/K from 11,000' to 11,500' on magnetic heading of 185 to 193°.
 On Target D between 1520-1548/K from 10,700 to 13,400' true on magnetic headings of 75° and 145°.
 On target E between 1235-1238/K, from 13,100 to 13,500' true on magnetic heading of 160-190°.
 On target F at 1214/K from 10,500' on a magnetic heading of 179°.
 On target G at 1230/K from 10,500' true on a magnetic heading of 210°.
 On target H at 1222/K from 10,700' true on a magnetic heading of 179°.

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- DAMAGE INJURIES & LOSS** : A/C #571, pilot, Lt. Anthony, is overdue and must be presumed missing. The last contact was made with this airplane by radio when squadron leader called Lt. Anthony on a routine check 15 minutes after leaving the target; a garbled reply was received.
- OBSERVATIONS** : 1. 3 barges on E coast of Utagal.
2. 2 beached barges on western tip of Saliap Island.
3. A small U/I vessel, possibly a tug, observed at 1300/K 20 miles West of Carol Island on a heading of 80°.
4. 2 possible medium AKs motionless just N of Bi Island.
- RADIO DISCIPLINE** : Maintained.
- PHOTOGRAPHS** : Were taken and preliminary interpretation shows:
NOTE: Due to bad weather and incomplete coverage only a small portion of the bombs dropped can be seen on the photographs; for this reason no bomb plot chart is considered feasible.
1. North Yap Town:
 - a. 28 bursts observed out of 32 x 250# bombs dropped.
 - b. A pattern of 10 bursts fell across the ridge just N of the school.
 - c. 4 bombs fell through the damaged buildings at the N end of the E causeway scattering debris far out into the water.
 - d. 14 bombs fell in Tomil Harbor just S of Blelelech Island. One bomb scored a near miss on the Blelelech Island causeway.
 2. South Yap Town:
 - a. 10 bursts observed out of 14 x 250# bombs dropped.
 - b. 2 bombs fell between the coast road and shore 700 yards S of the E causeway.
 - c. 8 splashes are seen just off shore.
 3. Utagal Island.
 - a. Incomplete coverage shows 8 out of 24 250# bombs dropped.
 - b. 6 bombs are along the N shore near the W end of the island.
 - c. 2 splashes are on the reef just off the N shore.
- COMBAT RATING** : It is impossible to rate this mission due to lack of visual observations or photographic record of bombs dropped.
- FINDINGS** : At Mokerang between 1755 and 1957/K.
- REMARKS** :
1. A/C #787 pilot Lt. Reamey, made two bomb runs over Target B. Bombs hung up on first run and had to be released manually on a second run.
 2. A/C #540 and A/C #822, piloted by Lt's. Susser and Bowels respectively bombed the tertiary target individually when they lost the formation in the front Southeast of Yap Island and were unable to locate the primary or secondary targets.
 3. The bombs carried by A/C #571, pilot Lt. Anthony are thought to have been dropped over some target on Yap Island inasmuch as he was evidently still in the air 15 minutes after the squadron formation had left the target.
 4. Credit is due to the combat crews for making the best of a bad bombing bargain with some of the formation circling over Yap Island for as long as 45 minutes in an attempt to find an opening in the undercast prevailing over the entire Island area.

DISTRIBUTION:

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