

APO # 719

9 November 1944.

STANDARD MISSION REPORT

- A. MISSION : 307-358.
- DATE : 8 November 1944.
- AIRCRAFT : Scheduled:- 26 - seven each from the 370th, 371st, and 424th Squadrons and 5 from the 372nd Squadron.
Over Target: 23 Liberators (plus one that was downed on bomb run).
- B. TARGET : Alicante Airbase, Negros Island, Philippine Islands.
- C. TIME & ALTITUDE OF ATTACK : At 1019-1020/I, from a true altitude of 10,600-11,400 feet.
- D. RESULTS : This mission is rated as Excellent. A close pattern of bombs was reported as beginning in the center of the Northeast taxi-loop and walking in a southwesterly direction across the runway and stop area into the South dispersal loop. Hits were observed among an undetermined number of aircraft (serviceability unknown) parked in the Northeast taxi-loop, but cloud coverage prevented further observation of hits and damage resulting therefrom.
- Enemy Losses: 3 A/C destroyed, one probably destroyed and 4 A/C damaged.
- Friendly Losses: 2 B-24's lost in target area due to enemy interception:
A/C # 421, Lt. Scalose, pilot, caught fire in # 4 engine and the right wing crumpled. The plane fell into a spin and the tail assembly came off just prior to crashing into the ground east of Alicante A/D. This action occurred during the first run across the target, and the bomb load had not been released. One parachute was seen to open.
A/C # 381, Lt. Hunter, pilot, was hit in # 4 engine and caught fire at that point. The prop was feathered and the plane dropped below the formation. The right wing buckled and the plane fell off and spun into the ground about ten miles South of Alicante A/D. A total of 9 and possibly 10 chutes were observed to open, one of which was seen to collapse because of fire or strafing by enemy fighters.
6 B-24's are known to have been damaged by E/A, and three men are known to have been wounded.
A/C # 264, Lt. Sanderson, pilot, was reported as heading for Leyte, but his landing has not been confirmed.
- E. INTERCEPTION : 15-20 interceptors, consisting of 3 Zeko-32s, 1 Tony, 1 possible Jack and the remainder Zekes and Oscars scouted our formation for 15 minutes before attacking. The interception began about 10 minutes before bombs were away, and continued for 45 minutes.
- F. COMBAT TACTICS : On the initial attacks, the interceptors dropped clusters of 6-8 cylindrical objects about 2-1/2 feet in length and having the appearance of pieces of brown pipe. These clusters were dropped from a high frontal attack (similar to a phosphorus bomb attack), and were launched from beneath the E/A's wings when about 200 yards above and in front of our formation. No explosion was noted at the moment of release, nor was an explosion observed when the cluster separated into its 6-8

- G. AA FIRE : Three bursts of medium AA were noted in target area, all of which were inaccurate.
- H. PHOTOGRAPHS : Were taken over the primary target at 1019-1020/I.
- I. ROUTE AND OBSERVATIONS: From base to Flecha Point to South tip of Guimaras Island across the primary target (where clouds prevented sighting of target) to 11°N - 123° 05'E where a 180° turn was made into target. Return route was to base via Morotai.
- The following observations were made:
1. 8 SSFs were observed on Padada Airbase, Mindanao.
 2. 6 possible Sugar Dogs were sighted at mouth of Davao River.
 3. 6 possible Sugar Dogs were observed in bay at Samal Is.
 4. A SS was observed in Dumaugilas Bay (in Moro Gulf) at 0830/I. It appeared to crash-dive as our planes flew over.
- J. WEATHER : From base to Guimaras Island, .6 cumulus with tops at 7,000-8,000 feet, and .8 ps full over-cast based at 12,000 feet, with occasional showers in Mindanao area. From Guimaras Island to and over the target, .8 cumulus with tops at 8,000 feet and .9 alto-stratus based at 15,000 feet. Return weather was reciprocal, except that a turbulent front was encountered between 9° and 7° N.
- K. REMARKS : 1. A/C # 254, Lt. Sanderson, pilot, remained with our formation enroute home until over the Mindanao Sea, at which point he called up his Squadron leader and told him that he was having trouble with an engine and was going into Leyte, and that his crew was all right. He then peeled off and took up a northeast heading toward Leyte. His landing at Leyte has not been confirmed.
2. Three crews ROR at Morotai and crew reported enroute to Leyte have not been interrogated, but they are known to have gone over the target, and their bomb loads are accounted for herein.
3. A/C # 133, Lt. Franklin, pilot, was unable to rendezvous with the formation, and turned back at 08° 40'N - 122° 50'E, and jettisoned his bombs safe in the Sulu Sea.
4. A/C # 176, Lt. Ziemer, pilot, was unable to catch the formation at the assembly point, and jettisoned his bombs safe in Macajalar Bay.
- L. BOMB LOAD : 690 x 100# GP bombs, fuzed instantaneous nose and .025 second delay tail, dropped over target.
30 x 100# GP bombs in plane downed on bomb run.
60 x 100# GP bombs jettisoned.
780 x 100# GP bombs - total carried.
Ammunition expended: 43,000 rounds of .50 calibre ammunition.
- M. PLAN OF ATTACK : Formations Modified Group Box, javelin down within squadrons. Avg. heading of Bomb Run: 195-200°. Length of Bomb runs: 2,800 feet. Sighting: Lead bombardier was briefed to sight for range and deflection, and all other bombardiers sighted for range only. Lead crew has not been interrogated, so details of sighting points are unknown. Target area: Installations at Alicante A/D, the precise limits of which were not designated.
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