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HEADQUARTERS 307TH BOMBARDMENT GROUP (A)

WBD/gww/fep

28 August 1944
AFO #719

CONSOLIDATED MISSION REPORT NO. 307-319

DATE OF MISSION : 28 August 1944.

MISSION : This Group with three 6-plane squadrons will attack radio units, administration and storage buildings in the north-west part of Koror town at 1200/K, 28 August 1944.

PLAN OF ATTACK : Prior to reaching the IP a loss of 500 feet in altitude will be accomplished. The Group bombing formation will consist of squadrons in trail, with the 372nd Squadron leading and the 371st and 424th Squadrons following 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 intervals will be: 15 stations 110 feet, 20 stations 80 feet.

ATTACK ALTITUDES:

372nd Squadron - 15,600 feet.
371st Squadron - 15,300 feet.
424th Squadron - 15,000 feet.

BOMB AIMING POINTS: Deflection - A line running northwest and southeast intersecting main highway junction in upper target area and intersecting road junction 500 feet southeast of 2 large buildings in lower target area. Range - A line running through the line of deflection and intersecting shore road at first bend to left in road.

WITHDRAWAL: A left turn will be made off the target at 160-165 MPH (I). The normal Group box will be resumed after bombs away.

ALTERNATE TARGETS: secondary - Best available target on KOROR ISLAND.
Tertiary - Seaplane base on northeast shore of ARAKABESAN ISLAND.

PLAN OF ATTACK FOR ALTERNATE TARGETS: As approached.

ESCORT : None scheduled.

BOMB LOAD : Each of seven planes carried 30 x 100# GP bombs.
Each of eleven planes carried 40 x 100# GP bombs.
All bombs were instantaneously fuzed.
Total Bomb Load Carried: 650 x 100# GP bombs.

AIRPLANES EMPLOYED : 18 Liberators, six from each of the 371st, 372nd and 424th Squadrons.

TAKE OFF : From wakde, at 0730 - 0747/K, 28 August 1944.

ROUTE : wakde to Hiroemoar Island to near vicinity of IP (07°15'N - 134° 33'E) where two 360° turns were made at edge of weather belt before going into target. The route altitude was 8,000 feet base and route airspeed was 157 MPH (I). The return route was direct to base.

WEATHER : From base to 040N., .3 cumulus with 5,000' tops, and .7 altostratus based at 14,000'. From 040N. to 30 miles south of Koror Island, severe frontal conditions, with heavy rain and turbulence. In the immediate target area and over the target .5 - .6 cumulus with tops at 8,000 - 9,000', and 10/10 altostratus based at 14,000'. Return weather was the reciprocal of the weather to target.

Restricted Classification
Removed Per
Executive Order 10501

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DECLASSIFIED
DOD Dir. 5200.9, Sept. 27, 1958
NMW by date 1-23-64

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

FORMATION EMPLOYED : Squadrons in trail, jav-lined down within squadrons; One plane made a single-plane run over Koror Town, and another made a similiar run on Peleliu airdrome.

TARGETS ATTACKED: 11 planes bombed the primary target of Koror Town, one attacked Malakal Island, two attacked Peleliu airdrome, one attacked the South portion of Arakabesan Island, and three (including the plane shot down by AA) jettisoned their bomb loads.

TIME, ALTITUDE & HEADING OF ATTACKS : Primary Target was attacked by formations at 1150-1152/K, at a true altitude of 11,600 - 12,700 feet, on a magnetic heading of 274 - 320 degrees; and by the single plane at 1148/K, at a true altitude of 16,000 feet, on a magnetic heading of 260 degrees. Malakal Island was attacked at 1151/K, from a true altitude of 12,700 feet on a magnetic heading of 320 degrees. Peleliu airdrome was attacked at 1142/A and 1205/K, from true altitudes of 11,300 and 12,500 feet, on magnetic heading headings of 120 and 330 degrees. Arakabesan Island was attacked at 1151/K, from a true altitude of 12,000 feet, on a magnetic heading of 320 degrees.

BOMBS DROPPED : Over Koror Town - 390 x 100# bombs.
Over Malakal Is. - 40 x 100# bombs.
Over Peleliu A/D - 80 x 100# bombs.
Over Arakabesan Is. - 30 x 100# bombs.
Jettisoned - 110 x 100# bombs.
Total Carried - 650 x 100# bombs.

BOMB RELEASE PROCEDURE	SQUADRON	GROUND SPEED	INTERVAL	AIMING POINT
	372nd	195-206 MPH	4 x 80' 1 x 110'	R&D: Road intersection in center of south end of primary target.
	424th	185-210 MPH	2 x 110' 1 x 60' 1 x 110'	R&D: Large Barracks in S corner of primary target. R&D: road intersection N of radio tower. R&D: Visual reference on Arakabesan.
	371st	150-164 MPH.	2 salvoes 1 x 110' 2 x 80' 1 x 80' 1 salvo	R&D: Road junction W of Admirals dome, primary target. R&D: Service & Operations buildings, Peleliu A/D. R&D: Visual reference on Malakal Island.

BOMB HITS OBSERVED : Of the 390 x 100# bombs dropped over the primary target, approximately 80% fell within the assigned target, in a pattern that covered the area from end to end; a few were observed to hit along the northern side of the target a few hit the western tip of Koror Town, and the remainder fell in the water southwest of the target. At Arakabesan Island, approximately 15 bombs were observed to hit on the south tip of the Island, and a like number in the water. At Peleliu A/D, one string of bombs began at the Operations buildings and walked across the northeast taxiway to the East-west runway at a point just East of the runway intersection, and the other string dropped over this target hit in the water off shore of the A/D.

RESULTS : 2-3 fires were observed near the government buildings in the north end of the primary target, a fire was observed on the west tip of Koror Island, and a fire with heavy black smoke was reported on the small boat pier or dock southwest of the south end of the primary target. Nil results were observed at the other targets attacked.

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SPECIAL CONDITIONS: Heavy frontal conditions existed to within less than 30 miles of the primary target, and the base of a complete 10/10 overcast was lower than the briefed bombing altitude. When the planes penetrated the front and let down through this overcast, they were almost over the target. A hasty assembly was made and the formation started in on the bombing run. Just after the beginning of the bombing run, the lead plane was hit by AA and exploded. Due to these conditions and the shortness of the bombing run, some planes were unable to bomb the primary target, and dropped on alternate targets.

AA FIRE : Heavy, intense and accurate AA fire was received by our formation over Koror Town, and heavy, intense and generally inaccurate over Peleliu A/D. At least 50 phosphorous shells (generally low) were also encountered, some of which were reported to have been fired from positions South of Babelthiap A/D. Other active positions were as follows:

1. 3 guns were reported on Malakal Island in the center of the wooded hill.
2. On the northwest tip of Peleliu Island.
3. 3 guns on Angaur Island.
4. In center of weather station area, Koror Town.
5. 4 guns in clearing just south of Peleliu A/D.
6. In road loop on east end of Koror Island.
7. String of 5 guns in wooded area between primary target and south shore of Koror Island.
8. In the Radio station area, Koror Town.

ENEMY INTERCEPTION : Nil.

DAMAGE OR LOSS : One Liberator and eleven men (A/C #603, Capt. Dixon, pilot) were lost when the plane was hit by AA during the bombing run. The plane exploded and the burning wreckage was seen to hit in Koror Town. No parachutes were observed. Two other Liberators received damage from AA.

OBSERVATIONS : 1. One twin-engined plane was observed at north end of north-south runway, Peleliu A/D, 6 U/I planes were observed on Ngesebus A/D, and one possible twin-engined plane was reported on the southwest seaplane Base ramp at Arakabesan Island.
2. An AK was reported lying east of Malakal Island.
3. Two U/I ships were observed at anchor on the east coast of Peleliu Island.
4. 4-5 barges were observed at the southwest Seaplane Base, Arakabesan Island.
5. An U/I ship, approximately 150 feet in length, and apparently firing at our formation, was reported in the middle of Malakal Harbor.

RADIO DISCIPLINE : Maintained.

PHOTOGRAPHS : were taken, and preliminary interpretation of which shows:

1. 228 bursts are visible in Koror Town, in two general patterns one pattern extends from the Motor Pool in South Koror Town across the primary target to the tennis court; and the other begins at the General Administration buildings and runs northeast to the group of buildings lying North of the intersection of the two causeway roads.
 - a. 14 bomb bursts and a fire are visible in the Motor Pool area
 - b. 18 bursts are in the weather Station area, with one near-hit on one of the weather station buildings.
 - c. 40 bursts are dispersed in the area north of the Military Barracks, which destroyed three residence-type buildings.
 - d. 17 bursts are visible in the area just south of the Admiral's home, one of which destroyed a small-type building, and another damaged a small building connected to the Admiral's home.

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- e. 17 bomb bursts are observed in the area East of the Naval Administration building, of which two near-misses probably damaged a small building just East of the Naval Administration building, and destroyed a small residence-type building directly across the street.
 - f. A direct hit is visible in the center of the 45' x 130' Government Administration building (target K-17), and four bursts are visible in the area to the north, nine bursts are in the Swamp area to the south, and five bursts are seen in the Policeman's Training Station area to the west across the street with two near-misses on one large building.
 - g. 13 bursts are observed in the group of public buildings to the North-west of the Government Administration buildings, which destroyed two buildings and probably damaged several others.
 - h. 2 small buildings were destroyed near the intersection of the two causeway roads in West Koror Town. 34 bursts are visible in that area.
2. 43 splashes are visible off the eastern shore of Koror Town, 13 are between Malakal and Ngargol Islands, and 40 are south of Arakabesan Island.
 3. 3 bursts are visible on the eastern tip of Ngargol Island and 10 bursts are visible in a group of small buildings along the Southern shore of Arakabesan Island. Bomb smoke and dust prevent a more accurate plotting of bomb hits and assessment of bomb damage.

BOMBING : In accordance with Thirteenth MP directive dated 27 August 1943, this mission is rated as excellent.

LANDING : at wakde, at 1550 - 1617/K, 28 August 1944.

REMARKS : 1. A/C #144, Lt. Randolph, pilot, broke out of the weather over the target ahead of the Group formation, and made a run on the primary target as a single plane.

2. A/C #587, Lt. Santell, pilot, broke out of the front over Peleliu A/D, and there being no other planes visible in the area, he bombed the runway.

3. The bombs in A/C #111, Lt. Tipton, pilot, hung up over the primary target, and again over Ngesebus A/D; he made a third run on Peleliu A/D where they again hung up, so they were salvaged but hit just over the target.

4. One plane (A/C #153, Lt. Sasser, pilot) breaking out of a cloud to the left of the primary target, held its bombs and dropped on Arakabesan Seaplane Base.

5. Two planes, likewise breaking out of a cloud slightly to the left of the primary target, held their bombs to make a second run, but the remaining planes having dropped their bombs on the first run and were withdrawing from the target, their bomb loads were jettisoned in the ocean.

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