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NO. 3

DUBLON ISLAND, TRUK ATOLL
2 NOV 44

2-5239-83

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General
11/5/44 J20
Date Initials

TACTICAL MISSION REPORT

TARGET; Dublon Island, Truk Atoll

HQ XXI BOMBER COMMAND
HQ 73RD BOMB WING

FIELD ORDER NO. 15
MISSION NO. 3
DATE 2 November 1944

2-5239-83

M3

S E C R E T

HEADQUARTERS
73RD BOMB WING
APO #5666

TACTICAL MISSION REPORT

Field Order No. 15
Target: Dublon Island, Truk Atoll

Mission No. 3
2 November 1944

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S E C R E T

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73rd Bomb Wing
4 Nov 1944

F.O. No. 15
Mission No. 3
2 Nov 1944

TACTICAL NARRATIVE

1. It was desired to perform a training mission that would afford practice using radar, as the primary implement for bombing enemy installations.
2. The weather forecast for 2 November 1944 gave a seven to nine tenths cloud cover over the Marshall Islands.
3. The decision was made to attack the submarine base on Dublon Island, Truk Atoll with elements of 3 A/C, using primarily Radar Bombing Procedure. In order to practice formation assembly and climb, and to concentrate the force, the A/C were to be assembled into two 9 A/C squadrons which would disperse into individual elements before reaching the IP. The forces were composed of 11 A/C from the 497th Bomb Group, and 9 A/C from the 498th Bomb Group.
4. It was decided that each airplane would carry 5000 pounds of bombs consisting of seven 500 pound G.P. bombs and three 500 pound incendiary bombs.
5. Take off was accomplished without incident. The first airplane departed at 2230 Z and the last airplane at 2249 Z.
6. a. The squadron and Task Force assemblies were accomplished according to plan. The route out was direct from the assembly point to IP, which was an overwater point twenty-seven (27) miles southeast of Rue Island, in the Murille Group. Navigation was hampered by seven to eight tenths (7/10 to 8/10) cloud coverage. The lead element of the first Squadron, depending on radar to pick up the Rue Island reference point, over ran the IP by approximately twenty-five (25) minutes because a thunder-head image on the radar scope was misinterpreted and taken to be Rue Island. A reciprocal heading was then flown until the element was north of the target. The bomb run was made on a heading of 180°. The second element turned to a heading of 280° after continuing for fifteen (15) minutes beyond the IP. The third element turned on its bomb run after flying past the IP for ten (10) minutes. The second squadron located the IP and made the bomb run essentially as planned.
b. Strike photographs, which were very poor because of cloud cover, indicate a very wide dispersal of bombs, extending from Dublon Town on the north to the reef located between Dublon and Moen Islands.
7. Two unidentified enemy aircraft followed the Task Force while it was in the target area but did not press any attacks. From the target area there was heavy inaccurate (low by 2000' - 3000' and trailing by 2000 yards) meager AAA fire.
8. All aircraft returned as planned.
9. Three aircraft returned early, one because of a runaway propeller on number three engine, one because of leaking fuel pump packing, and one because of personnel error.

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10. Conclusion:

- a. From the standpoint of area bombing the results were fair. From the standpoint of precision bombing the results were poor.
- b. Considerable experience is necessary for radar operators and navigators to distinguish between islands and heavy cloud formations.

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COMMUNICATIONS

1. Strike Report: Complete radio silence was ordered for this mission.
2. Fox Messages: No Fox messages were transmitted.
3. Radio Frequencies: The Wing ground station was not used. Ground station facilities of the 30th Bomb Group were available and standing by, but not used.
4. Enemy Transmissions: None.
5. Equipment Malfunctions:

| SET | MALFUNCTION | TOTAL |
|-----------------------|--------------------|-------|
| Trailing wire antenna | Would not reel out | 1 |

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73rd Bomb Wing
4 Nov 1944

F.O. No. 15
Mission No. 3
2 Nov 1944

RADAR EMPLOYMENT AND RADAR EQUIPMENT PERFORMANCE

1. General:

a. Difficulty was experienced in distinguishing between cumulus clouds and the islands in the target area. Radar ranges of 60 to 100 miles on a large cumulus cloud were reported.

b. A radar range of 40 miles on shipping was reported, although the probability of mistaking islands for ships is great.

c. Sharp reduction in interplane interference was reported as a result of restricting radar operation in formation.

d. The rate of equipment malfunctions reported in flight is not accompanied by a concurrent high rate of parts replacement.

2. Radar Employment:

| | |
|--|------|
| a. Number of Radar Wind Runs | None |
| b. Number of Radar Navigational Fixes | None |
| c. Number of Radar Bomb Runs Attempted | 1 |
| d. Number of Radar Bomb Runs Completed | 0* |

* Note: Equipment failure.

3. Radar Equipment Performance

| | |
|---|----|
| a. Number of A/C, Radar Equipped | 18 |
| b. Number of A/C, Radar Performance Unsatisfactory | 7 |
| c. Number of A/C, Radar Performance Satisfactory | 11 |
| d. Number of A/C, Reporting Objectionable Interplane Interference | 2 |
| e. Number of A/C, Reporting No Objectionable Interference | 2 |
| f. Number of A/C, Not Reporting On Interference | 14 |

4. Miscellaneous

a. SCR 695 (IFF) no equipment malfunctions reported; employment was normal.

b. SCR 718 (Altimeter) one (1) equipment malfunction reported out of sixteen (16) operated; employment was normal.

5. Recommendations

a. A majority of the flight failures occurring in the AN/APQ - 13 radar set permit partial operation, for example: measurement of range only, measurement of bearing only, indication of crossing coast line when antennarotation is lost, etc., It is suggested that attention be given to the development of operating techniques to exploit fully the capabilities of the radar equipment when partial failures occur.

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73rd Bomb Wing
4 Nov 1944

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F.O. No. 15
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GUNNERY AND C.F.O. REPORT

1. Twenty A/C participated in the mission. Nine A/C reported no malfunctions of gunnery equipment.
2. 100% of turrets and 95% of guns used were operative. A total of 5662 rounds of cal. 50 and 122 rounds of 20 M.M. ammunition were expended.
 - a. The total of ten C.F.O. equipment malfunctions may be divided into two classes.
 - (1) Mechanical & Electrical failure (50%).
 - (a) Defective computer.
 - (b) Defective firing circuit (2).
 - (c) Broken ammunition belt link.
 - (d) Short round of ammunition.
 - (2) Personnel error (50%).
 - (a) Gun charger not timed.
 - (b) Gun cover unlatched (2).
 - (c) Bolt stud missing.
 - (d) Bolt switch reversed.

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73rd Bomb Wing
4 November 1944

Field Order No. 15
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2 November 1944

ENEMY AIRCRAFT AND AIR TACTICS

Approximately half the airplanes from each group reported sighting two enemy airborne aircraft which did not attack and which did not come sufficiently close for positive recognition.

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Hq 73rd Wing
4 Nov 1944

FO 15
2 Nov 1944

WEATHER SUMMARY.

Weather conditions at the target were of the most concern for this mission. From incl., #1 (The map from which the forecast was made) it can be seen that Truk lies in the intertropical zone. This front was forecast to remain stationary and to be of weak intensity with 2/10 cumulonimbus clouds with greater amounts of higher cloud. The trough line east of Saipan was forecast to move to the southeast and develop into a shearline crossing the route at ten degrees north lat. The winds were forecast to be the same along the route becoming more southeasterly aloft.

Incl #2 is the forecast in tabulated form and incl #3 the forecast and observed cross sections.

The weather encountered on this mission was essentially as forecast. Differences being that the cumulonimbus development began at twelve north instead of the forecast ten degrees north latitude, indicating that the shearline had been retarded. Two to three tenths less middle cloud was observed than forecast.

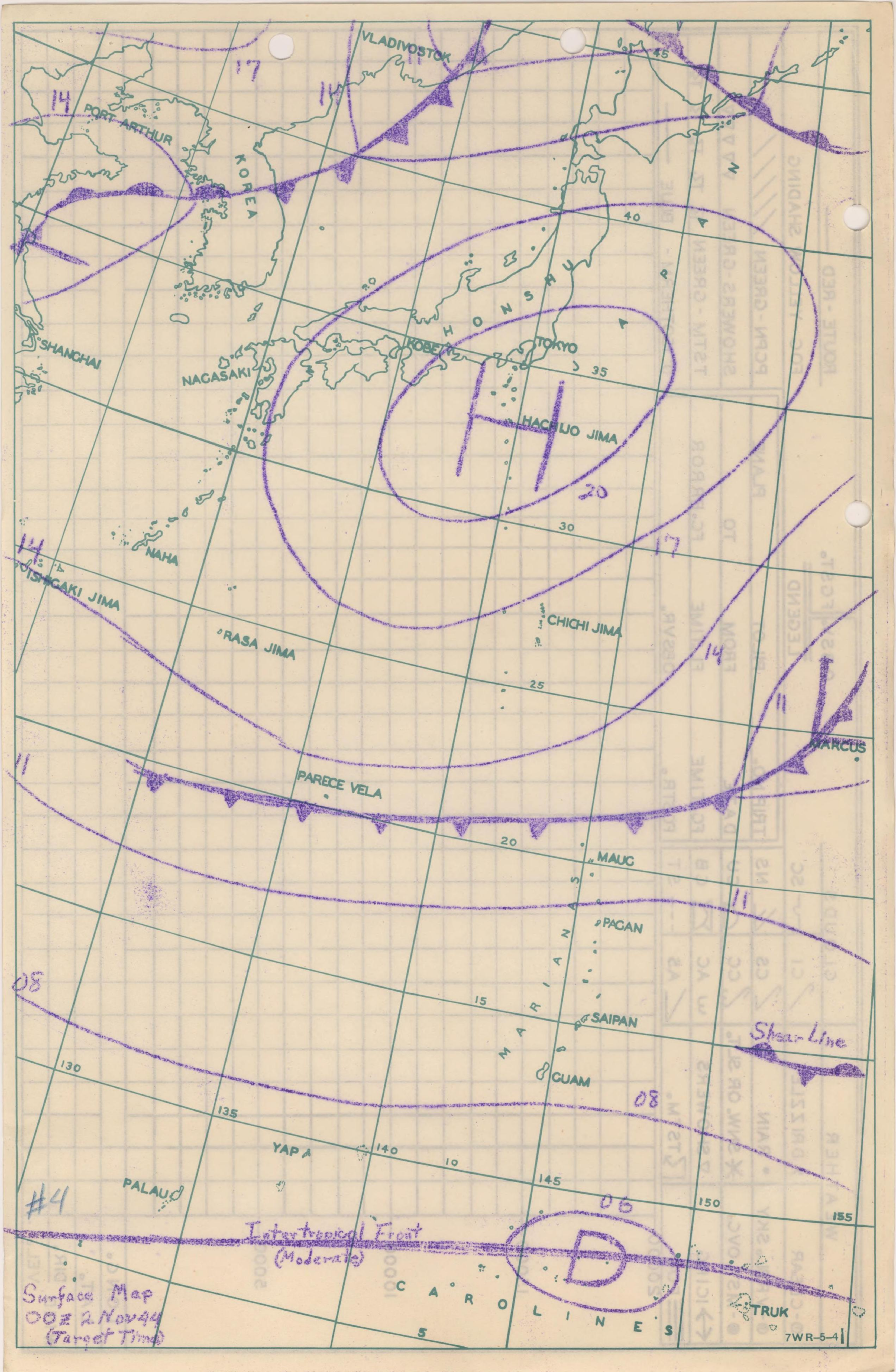
The target was found to be obscured by a cumulonimbus cloud tho the cloud amounts were as forecast. All crews reported the forecast temperatures as being six degrees too high.

Incl # 4 is the surface analysis for target time.

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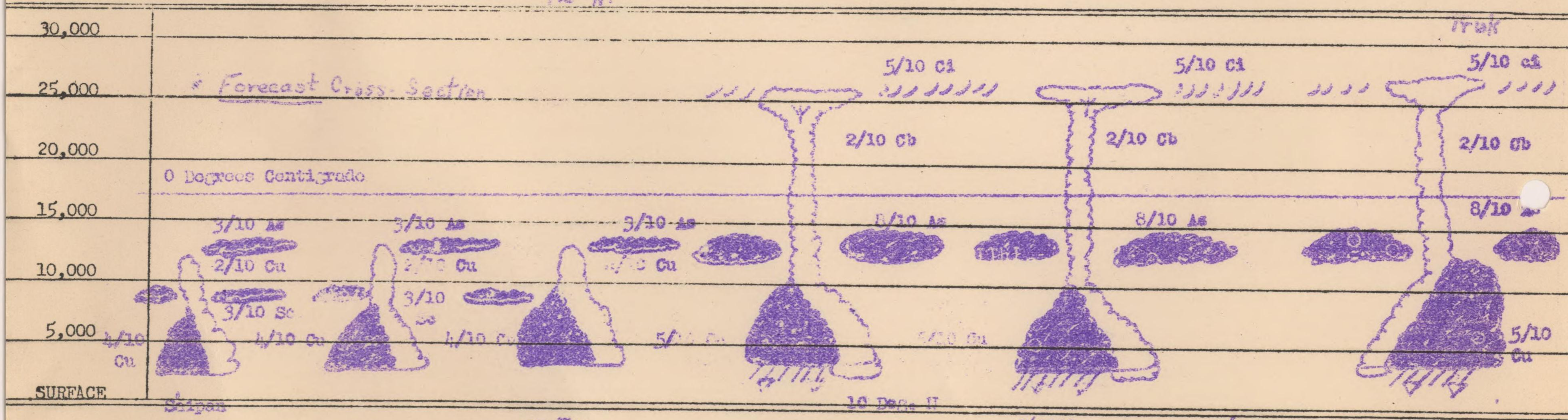
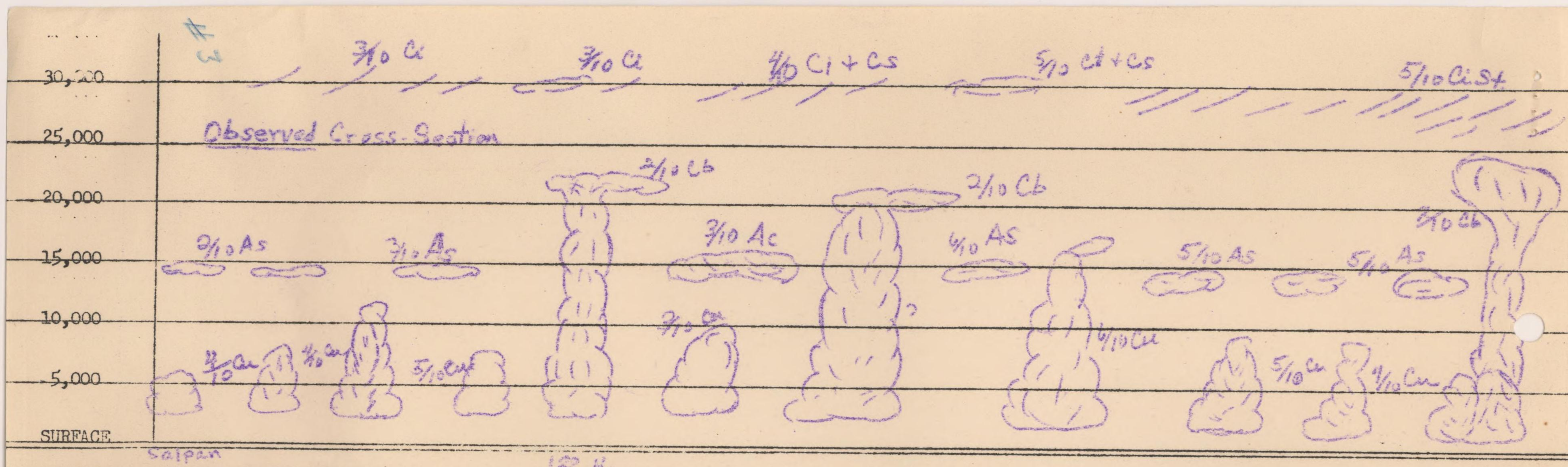
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| | | Final Forecast Saipan - Truk Dept 2315 Z 1 Nov | | | | | |
|---|-------------------------|---|--|--|------------------|------------------|------------------|
| | | ZONE 1 | ZONE 2 | ZONE 3 | ZONE 4 | ZONE 5 | ZONE 6 |
| A | INTERVAL | Base to 10 N | 10N to Target | Return | | | |
| B | WEATHER | Broken clouds with ocnl showers | Mdt Showers | No change | | | |
| C | CLOUDS Amt, Type, Ht | .2 Cu ¹²⁰⁰⁰ 7000 .4 Cu ⁷⁰⁰⁰ 2500 .3 SC 8000 .2 AS 12000 .5 CI 25000 | .2 CS ²⁵⁰⁰⁰ 1000 .5 Cu ⁹⁰⁰⁰ 2000 .3 AS ¹⁴⁰⁰⁰ 11000 .5 CI 25000 | Altimeter at target 1008 mb 29.77 in | | | |
| D | VISIBILITY | 2 to 12 mi | zero to 12 | | | | |
| E | CONTRAILS | | | | | | |
| F | TURBULENCE | lgt in cloud | lgt in cloud | | | | |
| G | FR'ZG LEVEL | 16500 | 16500 | | | | |
| H | ICING | In cloud above 15000 | Same | | | | |
| | WIND & TEMP | DIR. VEL. T.(°C) | DIR. VEL. T.(°C) | DIR. VEL. T.(°C) | DIR. VEL. T.(°C) | DIR. VEL. T.(°C) | DIR. VEL. T.(°C) |
| I | SURFACE | 70 10 kts 28 | | | | | |
| J | 2,000 | 80 12 24 | | | | | |
| K | 5,000 | 90 15 20 | Same winds all zones | | | | |
| L | 10,000 | 100 15 10 | | | | | |
| M | 15,000 | 100 13 3 | | Over target - Mean | | | |
| N | 20,000 | 100 20 -5 | | temperature between | | | |
| O | 25,000 | 100 20 -11 | | surface and 26000 ft | | | |
| P | 30,000 | 100 20 -23 | | plus 6 degrees C. | | | |

133/JMB 1830 1 Nov



ADDITIONAL TARGET DATA: Altimeter Setting: 29.77 in. ; Mean Temperature from Surface to 26000' feet: 6 ° C.
 Take-off : Altimeter Setting: 29.83 in. ; Returns: Altimeter Settings: 29.74 in.

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73RD BOMB WING
4 November 1944

FIELD ORDER NO. 15
MISSION NO. 3
2 November 1944

Consolidated Statistical Summary

Primary Target Dublon Island
~~(Truk)~~

Table I Aircraft Participating

NUMBER OF AIRCRAFT

| | TOTAL WING | GROUP | | | |
|---------------------------------------|---------------|-------|-----|-----|-----|
| | | 497 | 498 | 499 | 500 |
| A/C Scheduled to Take-off | 20 | 11 | 9 | | |
| A/C Failing to Take-off | 0 | 0 | 0 | | |
| A/C Airborne | 20 | 11 | 9 | | |
| Number of Non-Effective Sorties | 3 | 2 | 1 | | |
| Percent of Airborne A/C Non-Effective | 15% | 18% | 11% | | |
| A/C Reaching Target | 17 | 9 | 8 | | |
| A/C Bombing Target | 17 | 9 | 8 | | |
| A/C Failing to Return to Home Base | 0 | 0 | 0 | | |

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73RD BOMB WING

4 November 1944

FIELD ORDER NO. 15

MISSION NO. 3

2 November 1944

Consolidated Statistical Summary

Table II Breakdown of Non-Effective Aircraft by Cause

| CAUSE | NUMBER OF AIRCRAFT | | | | |
|--------------------------|--------------------|-----|-----|-----|-----|
| | TOTAL WING | 497 | 498 | 499 | 500 |
| Engine Failure | | | | | |
| Other Mechanical Failure | 2 | 2* | | | |
| Personnel Failure | 1 | | 1** | | |
| Flight Conditions | | | | | |
| Enemy Action | | | | | |
| Returning Spares | | | | | |
| Unknown | | | | | |
| Other | | | | | |
| Total | 3 | 2 | 1 | | |

* A/C 426 - Leaking fuel pump packing #4 engine.

418 - Runaway propeller on #3 engine. Distributor burred.

** A/C 607 - Poor judgment on part of Airplane Commander, who turned back 40 minutes from target because of low fuel pressure on one engine. In opinion of Group Engineering Officer, who was aboard, aircraft could have continued.

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73RD BOMB WING
4 November 1944

FIELD ORDER NO. 15

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2 November 1944

Consolidated Statistical Summary

Bombing Data - Effective A/C

Target Dublon Island Table III Bombing Run
(Truk)

| | TOTAL WING | NUMBER OF AIRCRAFT | | | |
|------------------------------------|---------------|--------------------|-------|-----|-----|
| | | GROUP | | | |
| | | 497 | 498 | 499 | 500 |
| A/C Reaching Target | 17 | 9 | 8 | | |
| A/C Dropping Bombs | | | | | |
| In Formation | 17 | 9 | 8 | | |
| Individual | 0 | 0 | 0 | | |
| Total | 17 | 9 | 8 | | |
| Time of Release: | | | | | |
| Earliest | 1034 | 1034 | 1034 | | |
| Latest | 1052 | 1052 | 1041 | | |
| Altitude of Release: | | | | | |
| Lowest | 25900 | 26400 | 25900 | | |
| Highest | 27300 | 26920 | 27300 | | |
| Visual Bombing - A/C Sighting for: | | | | | |
| Range & Deflection | 5 | 3 | 2 | | |
| Range | 2 | 2 | 0 | | |
| A/C Dropping on Leader | 7 | 4 | 3 | | |
| Radar Bombing: | | | | | |
| A/C Sighting | 1 | 0 | 1 | | |
| A/C Dropping on Leader | 2 | 0 | 2 | | |
| A/C Operated by: | | | | | |
| C - 1 | 4 | 1 | 3 | | |
| Manual | 13 | 8 | 5 | | |

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73RD BOMB WING
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Consolidated Statistical Summary

Bombing Data - Effective A/C

Table IV Disposition of Bombs

Target Dublon Island
(Truk)

| G R O U P | Type & Weight of Bombs | NUMBER OF BOMBS | | | | | | | | | | Percent of Bombs Loaded Released on Target | |
|-----------------------|---------------------------|-----------------|-------|--------------------------|------|------------|------|---------|------|----------|------|--|------|
| | | Loaded | | Released on Target | | Jettisoned | | Unknown | | Returned | | | |
| | | No. | Tons | No. | Tons | No. | Tons | No. | Tons | No. | Tons | No. | Tons |
| 497 | 500 lb GP AN-M43 | 77 | 19.25 | 58 | 14.5 | 0 | 0 | 0 | 0 | 19 | 4.75 | 75% | 75% |
| | 500 lb IB M-76 | 33 | 8.25 | 25 | 6.25 | 0 | 0 | 0 | 0 | 8 | 2.00 | | |
| 498 | 500 lb GP AN-M43 | 65 | 16.25 | 58 | 14.5 | 0 | 0 | 0 | 0 | 7 | 1.75 | 84% | 84% |
| | 500 lb IB M-76 | 27 | 6.75 | 21 | 5.25 | 0 | 0 | 0 | 0 | 6 | 1.50 | | |
| 499 | | | | | | | | | | | | | |
| 500 | | | | | | | | | | | | | |
| Total Wing | 500 lb GP AN-M43 | 142 | 35.5 | 116 | 29.0 | 0 | 0 | 0 | 0 | 26 | 6.5 | 80% | 80% |
| | 500 lb IB M-76 | 60 | 15.0 | 46 | 11.5 | 0 | 0 | 0 | 0 | 14 | 3.5 | | |

NOTE: All fuses set: instantaneous nose-non delay tail

* A/C 626 carried 12 bombs, 9 GP and 3 IB; all other A/C carried 10 bombs, 7 GP and 3 IB

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4 November 1944

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2 November 1944

Consolidated Statistical Summary

Table V Bombing Accuracy

Target Dublon Island
(Truk)

| G R O U P | Bombs Released On Target | | Number of Hits and Distance from Target | | | | | | | | | |
|-----------------------|--------------------------|-------|---|---|-----------|---|------------|---|------------|---|-------|---|
| | | | 0-500' | | 500-1000' | | 1000-2000' | | 2000-3000' | | TOTAL | |
| | No. | Tons | No. | % | No. | % | No. | % | No. | % | No. | % |
| 197 | 83 | 20.75 | 34 Bomb Hits scored by photo. See note 1. | | | | | | | | | |
| 198 | 78 | 19.7 | No estimate because of cloud coverage. | | | | | | | | | |

1 - Of the three camera aircraft, one in each flight, only two took pictures from which scoring analysis can be made. For the hits scored, the MPI is approximately 10000 feet (9500 feet short and 1500 feet left). The lead flight's bombs could not be scored because of cloud cover.

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73RD BOMB WING
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2 November 1944

Consolidated Statistical Summary

Table VI - Encounters with Enemy Aircraft

| DIRECTION | Altitude | | | | | | | | | | | | | | | | |
|-----------|----------|-----|-----|-----|-------|-----|-----|-----|------|-----|-----|-----|-------|-----|-----|-----|-----------|
| | HIGH | | | | LEVEL | | | | LOW | | | | TOTAL | | | | |
| | 497 | 498 | 499 | 500 | 497 | 498 | 499 | 500 | 497 | 498 | 499 | 500 | 497 | 498 | 499 | 500 | Totl Wing |
| Left | | | | | | | | | | | | | | | | | |
| Front | | 2* | | | | | | | 1** | | | | 1 | 2 | | | 3 |
| Right | | | | | | | | | 1*** | | | | 1 | | | | 1 |
| Rear | | | | | | | | | | | | | | | | | |
| TOTAL | | 2 | | | | | | | 2 | | | | 2 | 2 | | | 4 |

* One Zeke, one unidentified
** Tony
*** Unidentified

NOTE: Enemy aircraft did not attack

Table VII - Enemy Aircraft Destroyed & Damaged

| GROUP | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|------------|-----------|--------------------|---------|
| 497 | 0 | 0 | 0 |
| 498 | 0 | 0 | 0 |
| 499 | | | |
| 500 | | | |
| TOTAL WING | 0 | 0 | 0 |

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73RD BOMB WING

FIELD ORDER NO. 15

4 November 1944

MISSION NO. 3

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Consolidated Statistical Summary

Table VIII Fuel Consumption Data

NOTE: Approximate Gross Weight 123,000 lbs.
 Altitude: 30 minutes at 1500 feet, 55
 minutes at 20,000 feet, 25 minutes at 25,000
 feet, descent to base.

| GROUP | AV. FUEL ABOARD | AV. FLYING TIME | AV. DISTANCE AIR MILES | AV. FUEL USED | AV. FUEL REMAINING | AV. GAL. PER HOUR | AV. GAL. PER MILE |
|------------|-----------------|-----------------|------------------------|-------------------|--------------------|-------------------|-------------------|
| 497 * | 5574 | 6:24 | 1583 | 3903 ^a | 1691 ^b | 610 | 2.46 |
| 498 ** | 6156 | 5:50 | 1525 | 3680 ^c | 2468 ^d | 632 | 2.41 |
| 499 | | | | | | | |
| 500 | | | | | | | |
| TOTAL WING | 5848 | 6:07 | 1558 | 3798 | 2053 | 621 | 2.44 |

- * Excludes two A/C returning early.
- ** Excludes one A/C returning early.
- a Maximum 4400, minimum 3450, median 4005
- b Maximum 2190, minimum 1140, median 1650
- c Maximum 4020, minimum 3290, median 3681
- d Maximum 2910, minimum 2060, median 2462

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Consolidated Statistical Summary

Table IX Ammunition Consumption Data

| AMMUNITION EXPENDED PER GROUP | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|
| | 497th | 498th | 499th | 500th | TOTAL |
| 20 MM. | | | | | |
| Fired | 118 | 4 | | | 122 |
| On Lost A/C | 0 | 0 | | | 0 |
| Total | 118 | 4 | | | 122 |
| .50 Cal. | | | | | |
| Fired | 3412 | 2300 | | | 5712 |
| On Lost A/C | 0 | 0 | | | 0 |
| Total | 3412 | 2300 | | | 5712 |

| AMMUNITION EXPENDED PER PLANE | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|
| | 497th | 498th | 499th | 500th | TOTAL |
| Upper front | 96 | 31 | | | 64 |
| Lower front | 101 | 20 | | | 60 |
| Upper rear | 42 | 20 | | | 31 |
| Lower rear | 87 | 53 | | | 70 |
| .50 Cal. Tail | 54 | 131 | | | 93 |
| Total .50 Cal. | 280 | 255 | | | 318 |
| 20 MM Tail | 13 | 0.5 | | | 7 |

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73rd Bomb Wing
4 November 1944

F. O. # 15
Mission # 3
2 November 1944

HEADQUARTERS
73rd Bomb Wing
APO # 5666

P. I. REPORT

DAMAGE ASSESSMENT

SUMMARY

Accurate determination of results is limited due to the cloud cover in the photographs. 4, possibly 6, bomb bursts can be seen on the western tip of the reef located between Dublon and Moen Islands. These are apparently from one squadron and are approximately 13,000 feet from the center of the target. On Dublon Island itself 12 groups of bursts are visible with the mean point of impact approximately 9500 feet from the center of the target. 6 of these are in the sparsely wooded area to the east of Dublon town. 1 group of bursts appears along the road just to the north of the civilian hospital. Another group of bursts can be seen extending across the road just at the south eastern edge of Dublon town, hitting 2, possibly 3 buildings. 2 direct hits were scored at the north end of the causeway north of Dublon town. The remainder of the bursts are in the swamp area to the east of the causeway. Scale is approximately 1:13,350 and 8,010. NOTE: Due to the wide dispersal of the bombs, no bomb plot was made.

CONCLUSION

Though photographic coverage is limited and all bursts cannot be observed, it appears that the results of bombing were poor.

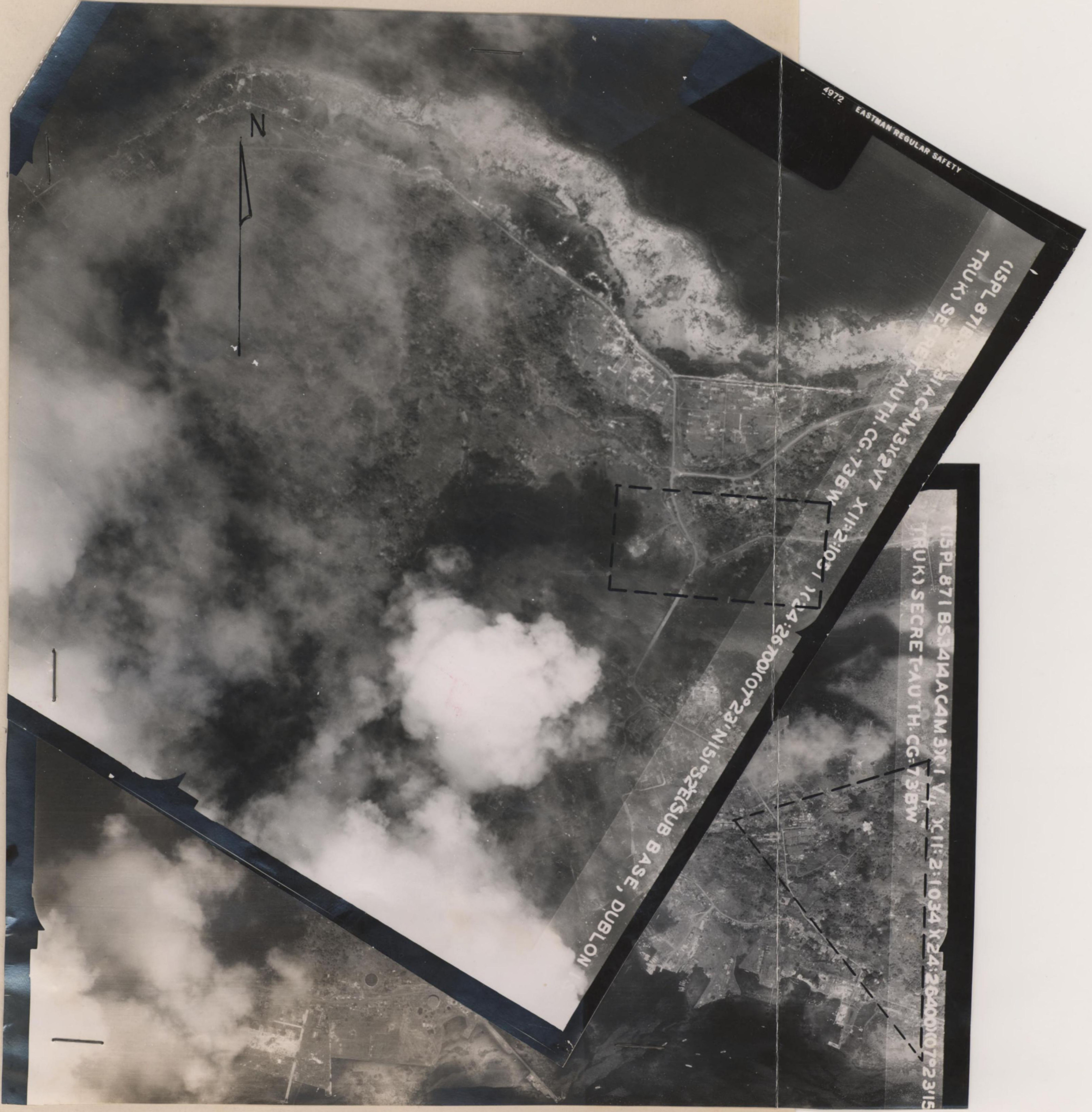
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73rd Bomb Wing
4 November 1944

F.O. #15
Mission #3
2 November 1944



4972 EASTMAN REGULAR SAFETY

(ISPL 871 BS341A CAM 3X1 V1 X11: 2:1034 X24: 26400107°23'15
TRUK) SECRET-AUTH: CG-73BW

(ISPL 871 BS341A CAM 3X1 V1 X11: 2:1034 X24: 26400107°23'15
TRUK) SECRET-AUTH: CG-73BW

SUB BASE, DUBLON

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73rd Bomb Wing
4 November 1944

P.O. #15
Mission #3
2 November 1944

(I6PL875BS4606A/C4M3)(2V4)(11:2:1040)(40"26,700)(07°23'N-151°52'E)
(DUBLON ISL., TRUK) SECRET - AUTH. C.G. 733W

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S E C R E T

BOMBING REPORT

73RD BOMB WING
4 November 1944

F.O. No. 15
Mission No. 3
2 November 1944

1. Weather conditions in the target area presented a difficult problem in radar bombing. Cumulonimbus clouds over the target were as forecast. Difficulty was encountered in interpreting the radar scope images because cloud formations appeared similar to islands. For that reason two elements of the first squadron started radar bomb runs and dropped the bombs visually. The third element bombed as planned. Two elements of the second squadron made radar bomb runs and the third element started a radar run but bombed visually when the radar went out. Each element bombed on a heading other than the one briefed (200°, 203° and 277°).

2. Bomb scoring was almost impossible because of cloud cover. Strike photographs indicate a wide dispersal extending from Dublon town on the north to the reef between Dublon Island and Moen Island on the south.

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BOMB LOAD DATA

73rd Bomb Wing
4 Nov 1944

F.O. #15
Mission No. 9
2 Nov 1944

| A/C No. | Bomb Load H.P. | | | | | Bomb Load I.P. | | | | | No Subs Drod | Targ. No. | No Subs Jett | No Subs Retd | |
|---------|----------------|-----|------|-------|-----|----------------|------|-------|-------|------|--------------|-----------|--------------|--------------|------|
| | Sqn | No | Size | Fuse | | No | Size | Fuse | | H.P. | | | | | I.P. |
| | | | | Inst. | Pen | | | Inst. | Delay | | | | | | |
| 24655 | 871 | 7 | 500 | Inst. | Pen | 3 | 500 | Inst. | Delay | 7 | 3 | - | 0 | 0 | |
| 2467 | 870 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 6911 | 871 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 24596 | 869 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 6913 | 871 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 69131 | 871 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 2461 | 871 | 7 | " | " | " | 3 | " | " | " | 2 | 2 | - | 0 | 7 | |
| 24626 | 871 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 69125 | 871 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 69118 | 871 | 7 | " | " | " | 3 | " | " | " | 3 | 0 | - | 0 | 10 | |
| 69126 | 871 | 7 | " | " | " | 3 | " | " | " | 0 | 0 | - | 0 | 10 | |
| 24606 | 875 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 24619 | 875 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 24607 | 875 | 7 | " | " | " | 3 | " | " | " | 0 | 0 | - | 0 | 10 | |
| 24614 | 873 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 24611 | 873 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 24603 | 873 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 24695 | 875 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 24681 | 874 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| 6521 2 | 875 | 7 | " | " | " | 3 | " | " | " | 7 | 3 | - | 0 | 0 | |
| Sum | | | | | | | | | | | | | | | |
| Totals | | 140 | | | | 60 | | | | 114 | 19 | | | 97 | |

SECRET

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73rd Bomb Wing
4 Nov 1944

BOMB RELEASE DATA

F.O. #15
Mission No. 3
2 Nov 1944

| A/C No. | Time | Alt. | Hgt | I.A.S. | Wing Veloc | Wind Dir. | Bomb Spang | Length of Run | Sighted | | Release Method | | | How Toggle |
|---------|---------|-------|-----|--------|---------------|--------------|---------------|------------------|---------|------|----------------|----|------|---------------|
| | | | | | | | | | Range | Defl | Man. | CI | Elec | |
| 24655 | 1035 | 26700 | 240 | 202 | 29 | 100 | 200 | 2 | X | - | - | - | - | - |
| 24627 | 1035 | 26500 | 235 | 195 | 23 | 100 | 200 | 2 | - | - | - | - | - | T.S. |
| 63414 | 1034 | 26400 | 240 | 198 | 23 | 100 | 200 | 2 | X | X | - | - | - | - |
| 24596 | 1051 | 26920 | 279 | 194 | 23 | 100 | 200 | 2 | - | - | - | - | - | T.S. |
| 63413 | 1052 | 26720 | 237 | 195 | 20 | 100 | 200 | 2 | X | - | - | - | - | - |
| 63431 | 1051 | 26700 | 285 | 195 | 23 | 100 | 200 | 2 | X | X | - | - | - | - |
| 24641 | 1135 | 26400 | 180 | 195 | 23 | 100 | 200 | 2 | - | - | - | - | - | F.S. |
| 24626 | 1135 | 26400 | 180 | 195 | 25 | 110 | 200 | 2 | - | - | - | - | - | T.S. |
| 63425 | 1134 | 26800 | 165 | 196 | 25 | 110 | 200 | 2 | X | X | - | - | - | - |
| 63418 | ABORTED | | | | | | | | | | | | | |
| 63426 | ABORTED | | | | | | | | | | | | | |
| 24606 | 1041 | 26700 | 277 | 195 | 23 | 100 | 200 | 2 | RADAR | | | | | |
| 24649 | 1041 | 26900 | 278 | 195 | 20 | 100 | 200 | 2 | - | - | - | - | - | T.S. |
| 24607 | ABORTED | | | | | | | | | | | | | |
| 24614 | 1034 | 26000 | 200 | 195 | 18 | 100 | 200 | 2 | X | X | 0 | X | - | 0 |
| 24611 | 1035 | 26000 | 203 | 195 | 18 | 100 | 200 | 2 | - | - | - | - | - | T.S. |
| 24603 | 1034 | 27300 | 212 | 195 | 18 | 100 | 200 | 2 | - | - | - | - | - | T.S. |
| 24695 | 1038 | 26600 | 200 | 195 | 20 | 70 | 200 | 2 | X | X | - | X | - | T.S. |
| 24631 | 1038 | 25900 | 206 | 195 | 18 | 100 | 200 | 2 | - | - | - | - | - | T.S. |
| 65212 | 1040 | 26900 | 210 | 195 | 17 | 103 | 200 | 2 | - | - | - | - | - | T.S. |
| TOTALS | | | | | | | | | 7 | 5 | | 2 | | |

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SECRET

73rd Bomb Wing

F.O. NO. 15

4 November 1944

Mission No. 3

PHOTOGRAPHIC DATA

2 November 1944

| | K-18 | K-19 | K-20 | K-22 | K- | K- | Total |
|---|------|------|------|------|----|----|-------|
| a. Cameras installed | 0 | 0 | 3 | 6 | | | 9 |
| b. Cameras in aborting A/C | 0 | 0 | 0 | 0 | | | 0 |
| c. Cameras in lost A/C | 0 | 0 | 0 | 0 | | | 0 |
| d. Camera in A/C not lost but not returning | 0 | 0 | 0 | 0 | | | 0 |
| e. Cameras with malfunctions | 0 | 0 | 0 | 0 | | | 0 |
| f. Cameras in operating condition not taking photos | 0 | 0 | 3 | 1 | | | 4 |
| g. Camera Taking photos | 0 | 0 | 0 | 5 | | | 5 |

Reason for "f": 3 ea K-20 Cameras were installed but no need arose for their use.

1 ea K-22 failed to get pictures because the camera doors blew shut.

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S E C R E T

73rd Bomb Wing
4 Nov 1944

F.O. #15
Mission #3
2 Nov 1944

FUEL CONSUMPTION DATA

| A/C No. | Air Miles Flown | Gasoline Used |
|---------|-----------------|---------------|
| 24627 | 1520 | 3730 |
| 63413 | 1545 | 4005 |
| 63431 | 1450 | 3450 |
| 24596 | 1549 | 4054 |
| 63414 | 1520 | 3600 |
| 24655 | 1543 | 3729 |
| * 63425 | 1707 | 4020 |
| * 24626 | 1707 | 4135 |
| * 24641 | 1707 | 4400 |
| 24606 | 1550 | 3410 |
| 24649 | 1550 | 3326 |
| 65212 | 1549 | 3475 |
| 24614 | 1511 | 3290 |
| 24611 | 1502 | 3672 |
| 24603 | 1507 | 4020 |
| 24695 | 1518 | 3900 |
| 24681 | 1515 | 3950 |
| Maximum | 1550 | 4054 |
| Minimum | 1450 | 3290 |
| Average | 1523 | 3695 |

* not included in computation of averages, because flight was one hour longer than other A/C.

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S E C R E T

73rd Bomb Wing
4 Nov 1944

F.O. No. 15
Mission No. 3
2 Nov 1944

MALFUNCTION OF EQUIPMENT OF
A/C COMPLETING THE MISSION

- A/C # 24627 - Cylinder head temperature gauges out. Fuel quantity gauges inaccurate.
- A/C # 63413 - Cylinder head temperature gauge out on #3. #1 Tachometer out. #4 Nose oil pressure 20 PSI low.
- A/C # 24596 - Excessive turbo surge #1 and #4 at altitude even with full open throttle. #3 Oil cooler inoperative in automatic.
- A/C # 63414 - #2 Carburetor air temperature gauge out.
- A/C # 63425 - #1 Prop stuck at 2350 RPM (solenoid or switch). #2 Carburetor air temperature out. Fuel gauges inaccurate. Cabin heating and defrosting inoperative.
- A/C # 24641 - Suction regulators out. Bomb bay door malfunction. Oxygen system leak. Fuel gauges out. Fuel vapor lock in #3 and #4 engines.
- A/C # 24626 - Static line leak for engineer's and radar operator's instruments.
- A/C # 24695 - Absolute altimeter causes radio interference. Radio compass on compass very noisy. Radar spinner stopped.
- A/C # 24649 - #1 G.A.T. out. Computers for upper turret when operated from GFC position, do not properly respond. When turning range knob in tail station, demention knob turns also.
- A/C # 24614 - #3 Fuel pressure too low at 25,000 ft. (14 PSI).
- A/C # 24681 - APQ 13 inverter overheats.
- A/C # 24606 - #3 Generator reads only 7 volts. #4 Nose oil pressure fluctuates 33-41 PSI. #4 Low speed fuel boost inoperative. Engineers rate of climb (outside) does not agree with pilots. Right gunners mike button sticks.
- A/C # 24611 - Airplane commanders window comes off the track. Nose wheel well light inoperative.
- A/C # 246-3 - #3 Fuel gauge went out when down to 700 gallons.
- A/C # 65212 - #3 Fuel gauge out. Airleak in upper forward turret. Several spots on tail gunners reticule out of position. #4 Manifold pressure oscillated 6" Hg. at 25,000 ft. with power from 2200 to 2400 RPM but was OK on descent. #3 Manifold pressure started oscillating and finally lost most of its boost (#2 on cabin air flow). Air low increased until at 14,000 ft. both booster airflows were normal (changed amplifiers at 25,000 ft. but tube still out). No boost on #3 for all cruise at 25,000 ft. and part of descent. 3 bombs refused to drop on normal system. Elevator trim tabs excessively stiff at 25,000 ft. #3 G.A.T. gauge inaccurate by 15⁰ for 1 hour. Bad oil leak in #3 engine. Rubber gasket on copilots window loose.

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79rd Bomb Wing
4 November 1944

F.O. No. 15
Mission No. 3
2 November 1944

Details Of Abortives And Losses

1. A/C scheduled to take off.....20
2. A/C failing to take off..... 0
3. A/C airborne.....20
4. A/C airborne but failing to reach target..... 3

A/C #63418 - Runaway propeller on #3 engine.
A/C #63426 - Fuel pump leak around shaft packing.
A/C #24607 - Personnel error - low fuel pressure on one engine
considered insufficient reason to abort.

5. A/C reaching target.....17
6. A/C failing to reach home base from target..... 0
7. A/C reaching home base from target.....17

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73rd Bomb Wing
4 Nov 1944

F.O. No. 15
Mission No. 3
2 Nov 1944

NAVIGATION DATA

1. Twenty scheduled A/C departed during the period 2230 Z to 2249 Z.
2. The squadron and task force assemblies were accomplished according to plan.
3. Navigation was hampered by 7 to 8 tenths cloud coverage.
4. a. The lead element of the first squadron depending on radar to pick up the Ruo Island reference point, overran the I.P. approximately 25 minutes because a thunderhead was misinterpreted as the island. A reciprocal heading was then flown until the element was north of the target. The bomb run was made on a true heading of 180°.
b. The second element of the first squadron turned to a heading of 280° after passing 15 minutes beyond the I.P.
c. The third element of the first squadron turned on its bomb run after flying past the I.P. for ten minutes. The bomb run was made on a heading of 240°.
d. The second squadron located the I.P. and made the bomb run essentially as planned.

BASIC DATA

1. TIME OF TAKEOFF FROM Isley Field, Saipan

First A/C 2230 Z
Last A/C 2249 Z

2. TIME OF LANDING Isley Field, Saipan

First A/C 0422 Z
Last A/C 0531 Z

3. SQUADRON ASSEMBLY

| | |
|------------------------|------------------|
| First Squadron | Second Squadron |
| Place 14°25'N 146°16'E | 14°28'N 146°24'E |
| Altitude 1200' | 1000' |
| Time 2255 Z | 2308½ Z |

4. AIRCRAFT RETURNING EARLY

| | | |
|---------------|-------|-----------------------------|
| A/C #42-63418 | 2255Z | Runaway Prop on #3 Engine |
| A/C #42-63426 | 2318Z | Fuel Pump Leak on #4 Engine |
| A/C #42-24607 | 0221Z | Personnel Error |

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S E C R E T

5. ROUTE OUT AND BACK

Isley Field to IP 08° 07'N, 152°18'E. I.P. to target, Dublon Island, return direct to Saipan.

6. INITIAL POINT

Navigation point over water 08° 07'N, 152° 18'E, nine minutes past the Hall Islands.

7. TARGET ATTACK DATA

| a. | Element No. | Squadron | Time of Attack |
|----|-------------|----------|----------------|
| | 1 | 1st | 0233 Z |
| | 2 | 1st | 0135 Z |
| | 3 | 1st | 0151 Z |
| | 1,2,&3 | 2nd | 0138 Z |

b. Number of A/C attacking target.....17

c. Heading and Altitude from I.P. to target;

Element 1, 1st Sq.Heading 180° Altitude 25,000'
Element 2, 1st Sq.Heading 240° Altitude 25,000'
Element 3, 1st Sq.Heading 280° Altitude 25,000'
Element 1,2,&3, 2nd Sq.Heading 210° Altitude 25,000'.

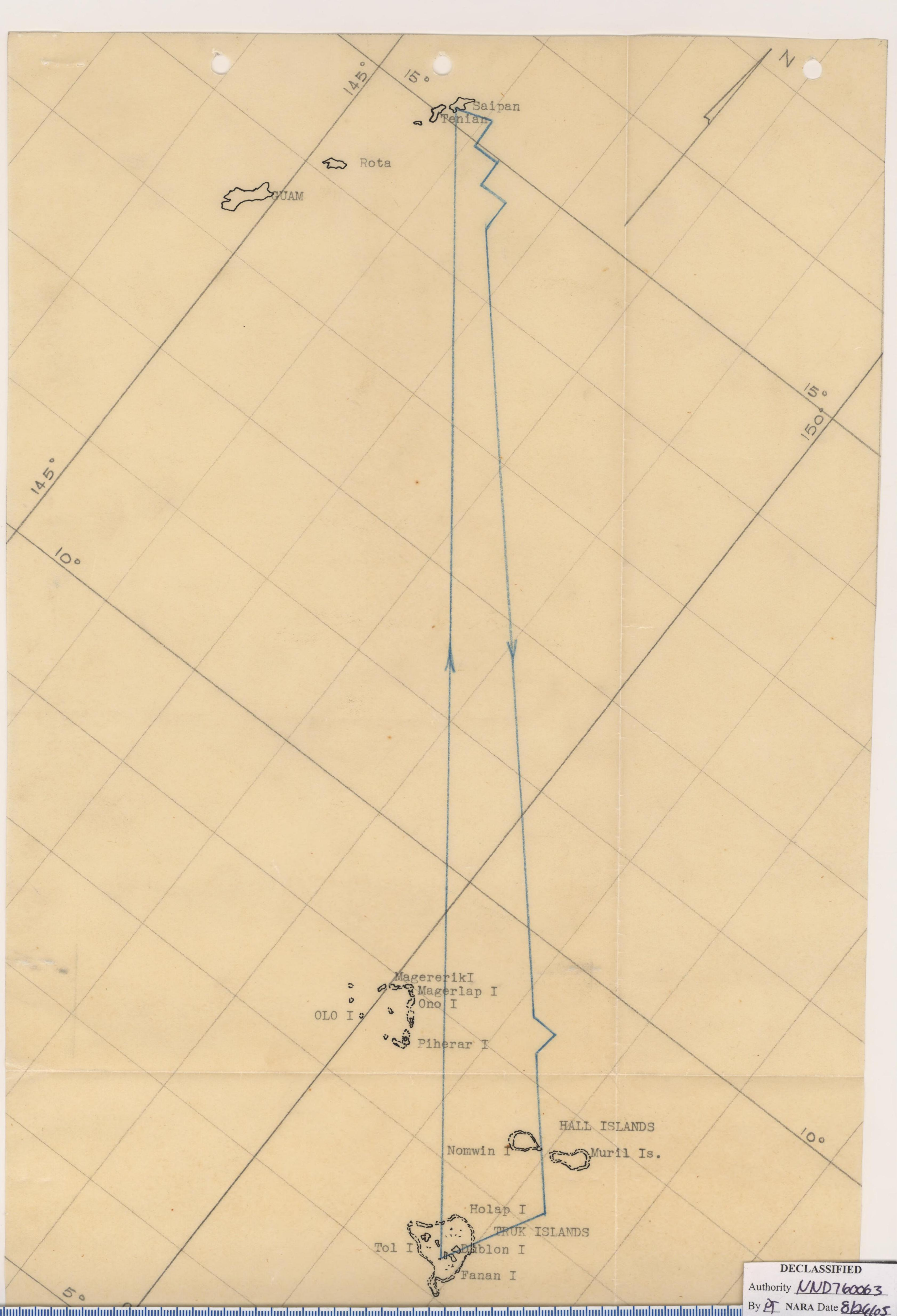
d. Breakaway to right on course to home base.

S E C R E T

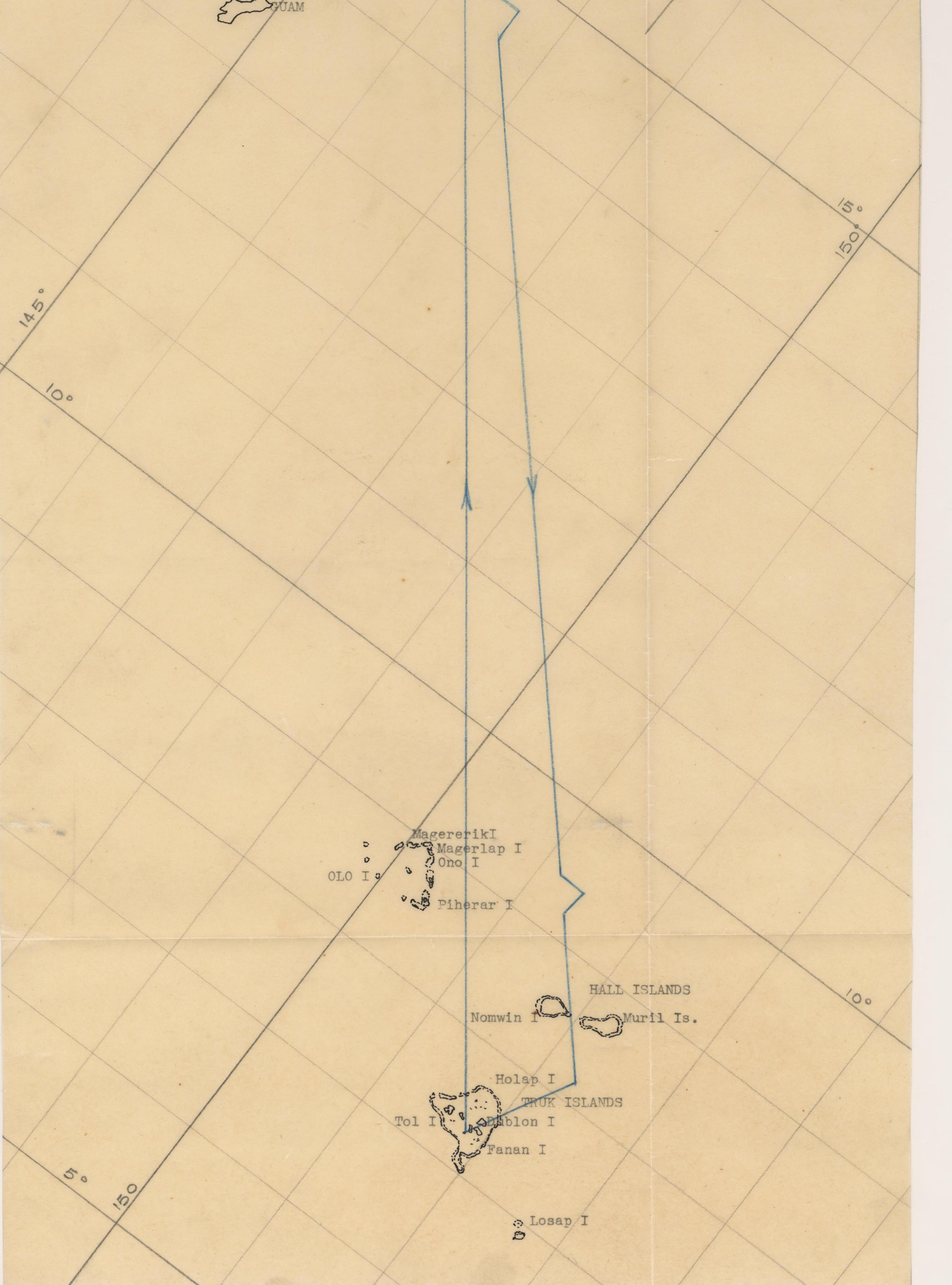
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145° 15°
Saipan
Rota
GUAM
145° 10°
150°
10°
Magereriki
Magerlap I
Ono I
OLO I
Piherar I
HALL ISLANDS
Nomwin I
Muril Is.
Holap I
TRUK ISLANDS
Tol I
Fanan I
5°

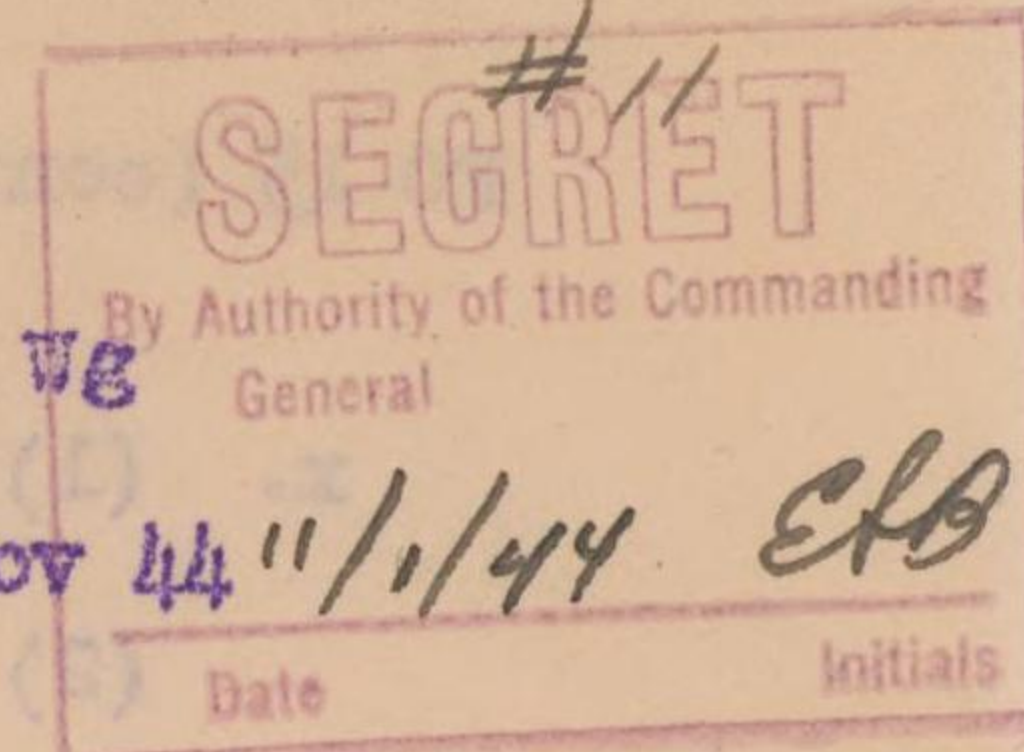


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73d Bomb Wg
SAIPAN
0800 1 Nov 44

FO 15

Maps: Long Range Navigational Chart CAROLINE ISLANDS scale 1:3,000,000.

1. a. (1) Moderate EV AAA target.
(2) 7 single engine fighters, Zeke type, are known to be based on MOEN ISLAND.
- b. (1) None.
(2) Dumbo plane will be circling 100 mi West of target.
2. 73d Wg Atks Submarine Base, DUBLON ISLAND TRUK (7° 23'N - 151° 52'E)
2 Nov 44. Target areas D-6 and D-7 JICPOA 47-44 dd 10 Apr 44.

Radar Aiming Point: Extreme Eastern tip of MOEN ISLAND.

Formation: Two 9-A/C Sq formations within visual range. Route formation to completion of climb. 3-A/C elements to target then return to base in 3-A/C elements. At completion of climb No 2 elements turn 45° right for one min then back on course to IP. No. 3 elements turn 45° left for two min then back on course to IP.

Method of bombing: 3-A/C elements by radar only (wing A/C drop on element leader). Base altitude 25,000 ft. Elements stagger in altitude to avoid interference.

Assembly: See Annex No 2.

Route out: Base to point (13° 53'N - 146° 50'E) 1500 ft. Climb to 20,000 ft, level at 20,000 ft for 15 min, climb to 25,000 ft to point (8° 42'N - 151° 45'E) - IP (8° 07'N - 152° 17'E) - Target.

IP: Point (8° 07'N - 152° 17'E).

Axis of Atk: 210° true.

Route back: Right turn off target direct to base descending to 2,500 ft or below cloud base before reaching base.

Cruise control: See Annex No 1.

Radar bombing data: See Annex No 4 to Plan FASY DOES IT.

3. a. 497th Bomb Gp leads with nine A/C. Take-off Zero Hr, starts engines Zero Hr minus 15 min, starts taxi Zero Hr minus 10 min.
- b. 498th Bomb Gp flies nine A/C. Take-off immediately after leading Gp. Starts engines Zero Hr minus 10 min, starts taxi when leading Gp clears taxi strip.

SECRET

-1-

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x. (1) Zero Hr: 0730 local.

(2) Gas load: 5540 gal.

(3) Bomb load: 5000 lb. 10 X 500 lb GP or 7 X 500 GP and 3 X 500 lb M-76 loaded to drop in following order: 2 GP - 1 IB - 2 GP - 1 IB - 2 GP - 1 IB - 1 GP. All fuses set; instantaneous nose - non delay tail.

(4) Intervalometer setting: 200 ft for 500 lb.

(5) All available gunsight AP cameras loaded, 200 ft film per camera.

(6) Ammunition: 6,000 rds .50 cal., 120 rds 20 mm.

(7) EEI: 79d Bomb Wg Memo 56-6

Preliminary Mission Report submitted XX AF Manual 55-1.

4. All A/C serviced with 4,000 gal immediately on landing.

5. a. (1) Annex No 1 to Plan EASY DOES IT and Extract SOI dd 27-28 Oct 44.

(2) Extracts from NATAPOA.

b. Command posts:

(1) Ground - HQ 79d Wg.

(2) Air - Lead A/C 497th Bomb Gp

By command of Brigadier General O'DONNELL:

BRUGGE
DC/S. O & T

OFFICIAL:

Wilkinson
WILKINSON
Ass't A-3

Annex 1 - Cruise Control Plan

Annex 2 - Assembly Plan

SECRET

ANNEX NO 1 TO FO 15

SECRET
 By Authority of the Commanding
 General
 11/1/44 *ELB*
 Date Initials

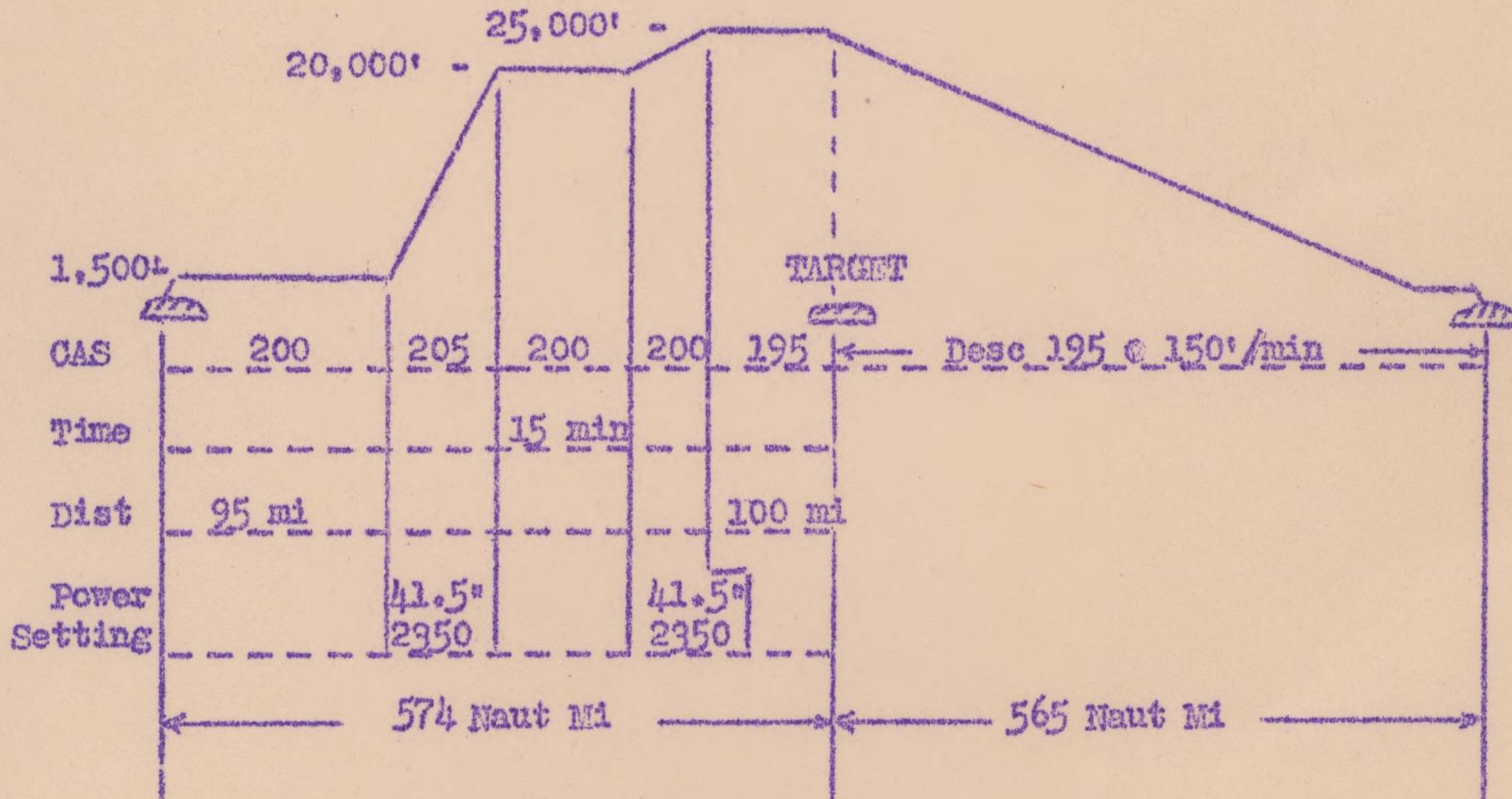
1. Fuel.

- a. Est. fuel required - - - - - 3400 gals
- b. Reserve - - - - - 1940 gals
- c. Residual - - - - - 200 gals
- d. Total fuel aboard - - - - - 5540 gals

2. Loading.

- a. Ammunition - 6000 rds .50 cal @ .31#/rd
 120 rds 20 mm @ .8#/rd
- b. Bombs - 5000# in rear bomb bay.
- c. Fuel - Wing tanks - 4900 gals
 Top front bomb bay - 640 gals (Balance)
 Total fuel - 5540 gals @ 6#/gal
- d. Approximate gross Wt. at T.O. - 123,000#.

3. Vertical Plan.



By command of Brigadier General O'DONNELL:

OFFICIAL: *Gibson*
 GIBSON
 Wg Staff Engr

BRUGGE
 DC/S, O & T

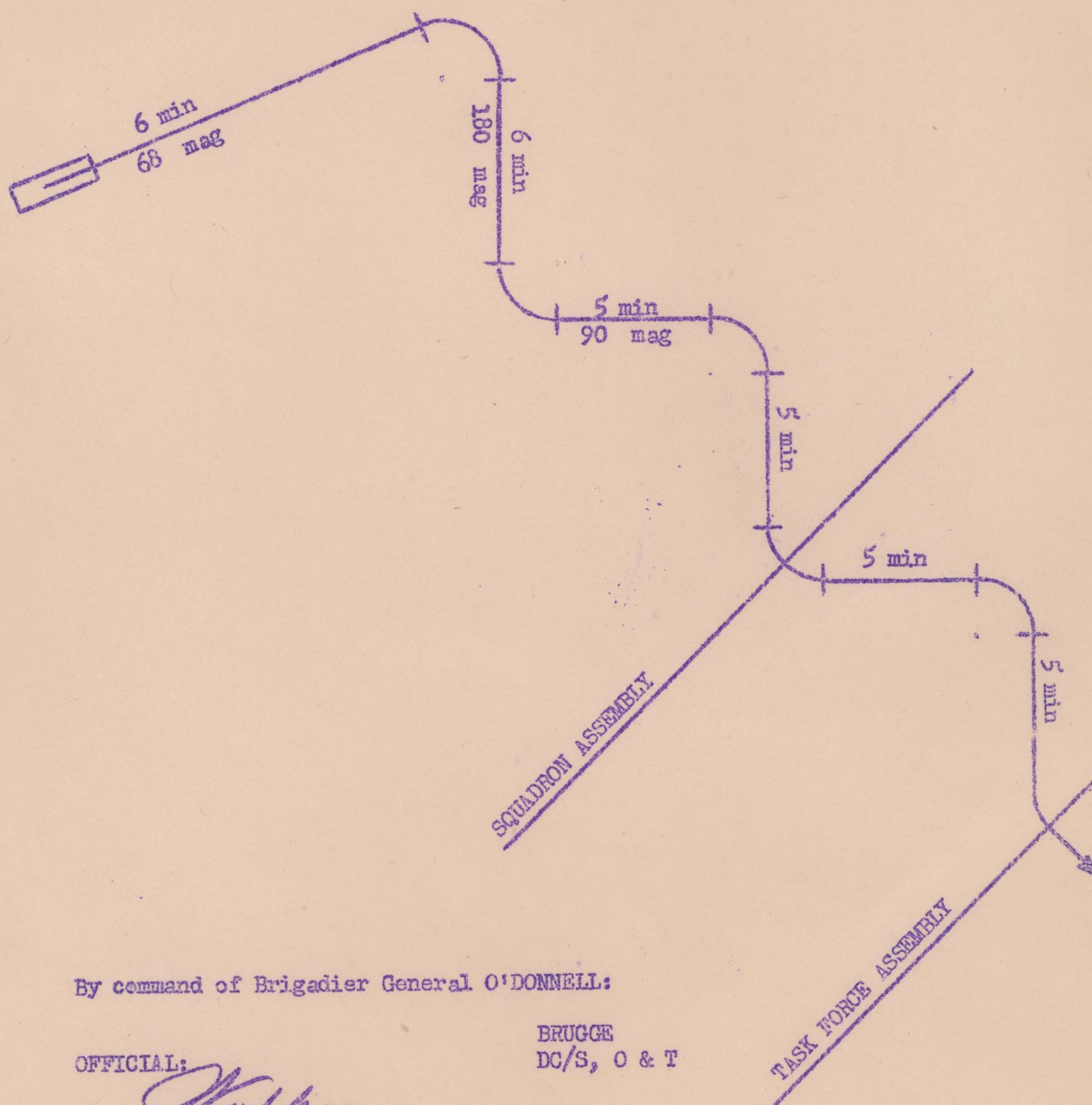
SECRET

SECRET

SECRET
By Authority of the Commanding
General
11/1/44
Date Initials
ELB

ANNEX NO 2 TO FO-15
ASSEMBLY PLAN

/All turns $\frac{1}{4}$ needle width/



By command of Brigadier General O'DONNELL:

OFFICIAL:
Walker
WALKER
Ass't A-3

BRUGGE
DC/S, O & T

SECRET

NOV 11 1944



HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

8759

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By PT NARA Date 8/26/05