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HEADQUARTERS
3RD BOMBARDMENT GROUP (L) AAF

CVH/JNT/jse

APO 328,
31 October 1945.

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Auth. CG VEC
Init. _____
Date _____

SUBJECT: Letter of Transmittal, History of the 3rd Bombardment Group (L), AAF, from Activation, 1 July 1919 to 31 March 1944.

D : Commanding General, Army Air Forces, Washington, 25, D.C.

1. In compliance with AR 345-105 and AAF Regulation No. 20-8, transmitted herewith is the History of the 3rd Bombardment Group (L), AAF, from date of activation, 1 July 1919 to 31 March 1944 after which later date regular monthly histories of this Group have been submitted. The period 1 January 1942 to 31 March 1944 has been emphasized. The period 1 July 1919 through 31 December 1941 has been covered in an Annex. This history has been inspected and verified by me.

2. The material submitted was prepared by Sgt. George H. Dernoeden, 39600047, Sgt. William H. Hunt, 19120794, Cpl. Holliday C. Hayley, 18118669, and Pfc. Michael J. Grosso, 32921665 under the direct supervision and editorial control of Capt. John N. Tolar, O-912180, Air Corps, who was responsible for its overall preparation and analysis. Facts and observations included and not otherwise credited are based on evidence obtained by him and all expressions of opinion are those of Captain Tolar.

Charles W. Howe
CHARLES W. HOWE,
Colonel, Air Corps,
Commanding.

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H I S T O R Y

of the

THIRD BOMBARDMENT GROUP (LIGHT) AAF

Activation - March 1944

Fifth Bomber Command
Fifth Air Force
Far East Air Forces
U.S. Army Air Forces

Done at Sobe, Okinawa
Ryukyus, this 19th day
of October 1945 A.D.

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INDEX OF THE
SERIES OF DOCUMENTS CONCERNING THE

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1 JANUARY 1942 TO 31 DECEMBER 1944

Introduction	Page 1
Combat	4
Administrative	90
Local Interest	135
Citations and words	162
Bibliography	185

CONTINUATION TO 31 DECEMBER 1941

Annex follows page 187
Appendix follows the Annex as the last item
in this volume

Classification changed to

Restricted

By Authority of the
Commanding General
Army Air Forces:

BY:

Wilfred J. Paul
WILFRED J. PAUL
Colonel, Air Corps
Chief, AAF Historical Office

DATE:

HISTORY OF THE

20 Nov 46

THIRD BOMBARDMENT GROUP (L) AAF

1 January 1942 to 31 March 1944

* * *

I N T R O D U C T I O N

Complying with the requirement of Fifth Air Force Regulation No. 20-B, dated 12 September 1945, and with Fifth Bomber Command Signal No. BC 8145, dated 16 September 1945, that unit histories from date of activation to date be submitted to Fifth Air Force not later than 1 November 1945, we, lately come to the particular task, did on 15 September 1945 set about compiling this history, a record of the organization's activities during the period under review. Also submitted as a part of this volume is the story of the Third Group prior to January 1942.

In view of the fact that fragmentary historical files still in the Group disclose that considerable historical data concerning this organization and its units have been forwarded to higher echelons in years past, emphasis is here placed on that part of the Group's overseas

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service from departure from the United States to 31 March 1944. Beginning in April 1944 and continuing thereafter, rather complete histories, particularly with regard to combat activities, and to administration, were regularly submitted to Headquarters, Army Air Forces, through Fifth Bomber Command in full compliance with the directives of its Historical Officers. A comprehensive outline of the origins of this Group and a considerably detailed account of its activities, titled "HISTORY, THIRD BOMBARDMENT GROUP (L) AAF, activation to 31 December 1941," is set forth as an APPENDIX immediately following the Bibliography which pertains only to the history here discussed.

We cannot help but feel misgivings over the fact that we do not believe that this effort adequately portrays the ingenuity, the accomplishments, the sufferings or the gallantry of those distinguished men who made it. Needless to say, at this date personnel has changed and records have been destroyed and lost through combat and perhaps through ignorance and through negligence. These factors seriously affect our picture of events. We realize though that these men were "busy fighting a war" and had little time for and gave little thought to anything other than their immediate concern with winning it. They've often told us so and have expressed amazement that anyone might want to recount their actions for posterity. Certainly "Non Solum Armis" -- Not By Arms Alone -- has never better applied to the accomplishments of any man than to those of the men on whose insignia it appears.

Credit for the compilation of the information included here is due in the main to the following personnel of the Group Intelligence

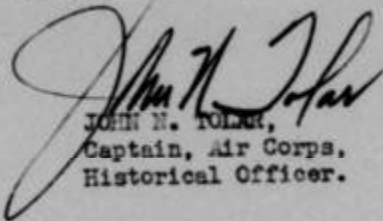
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Section: 1st Lt. Robert P. Smith; Sgt. George H. Darnoceden; Cpl. Holliday C. Hayley; Cpl. William H. Hunt; and Pfc Michael J. Grosso. All had a part in its preparation, either by way of research, or editing, or in connection with its composition. Credit too, is due squadron historians for their ready cooperation and unflagging effort; especially is this true of those newly designated, who, though in some cases even unfamiliar with the Group much less the subject matter, have done much with little.

Also, we are indebted to the late Lt. Stephen L. Stuntz, formerly Assistant S-2 of this Group, and at the time of his death in action, Intelligence Officer of the 89th Squadron, for his excellent and extensive work in connection with the "Group Diary", a generalized factual account of 3rd Group activities during 1942 and early 1943 which has been of great help.

Except in very rare instances this document is predicated on facts, the sources of which are shown. On occasion, however, where it proved desirable for emphasis or for clarification or for some other reason, we have hazarded opinions or conjectures. In all such cases opinion and conjecture are clearly acknowledged as such.


JOHN N. TOLLET,
Captain, Air Corps.
Historical Officer.

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COMBAT IN WORLD WAR II

* * *

April 1942 - March 1944

In the following pages we, who had no part in the doing of the actions concerning which we write, have listed as faithfully as the passage of time and the accuracy of available records permit, a combat chronology which deals with the missions of the Third Bombardment Group in World War II prior to April 1944 when this organization began submitting monthly historical reports to higher echelons.

In the course of our research it became necessary to discriminate. Records of a great many routine reconnaissance missions, and many supply dropping, training, and escort or pathfinder missions, involving in most cases one plane but as many as six or more at times, were encountered in one record or another. On nearly all of them there were no contacts with the enemy and no significant or unusual happenings reported. In order to abridge the monotony which most surely must have entered any reader's attitude to an irritating degree had there been included the mass of dates and briefed flight statistics involved, we have eliminated most such missions from our story. We have, however, retained sufficient of them, or have referred to them generally in the course of our record in such a manner as to preserve in good continuity a true though less detailed picture of the Group's over all war time operations.

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Also discussed only briefly in the course of our day by day accounting is weather -- the most perverse, the deadliest of all our enemies in this period. Since every mission should be considered with this bastard product of alien climate indelibly in mind we furnish as the means of so impressing it the summation of Lt. C.A. DiGioia, Group Weather Officer:

"The weather over New Guinea was typical of the tropics -- a doldrum belt of low pressure, with warm moist air causing frequent and heavy rains during all seasons of the year.

During the Northern summer the predominant wind stream was from the east and southeast, and since the air had a long trajectory over water, it was warm and moist. Thus the southern and eastern coastal stations such as Lae, Finschhafen, Dobodura, Milne Bay and Port Moresby had poor flying weather during that season. Cloud coverage was heavy, and rains were frequent with attendant low ceilings and visibility. Since the weather moved in from the ocean, where no reports were available, frequently the weather rapidly closed in over the fields and with virtually no advance notice made landings and take-offs impossible. Thus, though the weather might have been clear one hour, an hour later ceilings and visibility might well be zero.

Between the seasons of the southeasterlies and the northwesterlies, the equatorial front, a belt of low pressure, lay over New Guinea. This was one of the most treacherous of fronts, for it was impossible to forecast when it would be built-up. Large cumulonimbus clouds with bases frequently to 500 feet or less and tops to 30,000 or 40,000 feet with turbulence moderate to severe, heavy rains, low ceilings and poor visibility made flying hazardous.

As the equatorial front moved south over the Coral Sea, a northwesterly wind stream -- again a warm moist air mass -- dominated the weather over the Islands. During this season -- winter -- the poorest flying weather was found along the northern coast, Hollandia, Kitape, Biak, Saidor and the like and over the Geelvink Bay area, where instrument flying weather was found 75% of the time.

Especially hazardous was the flying over rough terrain. Here the warm moist air was lifted over the mountains, and afternoon build-ups occurred daily. Cumulus and cumulonimbus clouds with severe turbulence and downdrafts made it necessary to fly over the mountains in the morning as afternoon flights were almost always impossible -- witness the pass between Dobodura and Moresby.

In addition to the poor flying weather, weather reports were few and far between. Thus missions sent into enemy territory often returned without getting to the target. Reports were never available from inland. Fronts moved from directions where no weather reporting stations existed. With so much local weather throughout, and since what few weather reports were available arrived late, weather forecasts at best were mediocre."

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It will be noted that in numerous instances we have repeatedly included ordnance expenditures and little else of a descriptive nature concerning the results of our strikes. It must be remembered that a great many of our missions were executed against an enemy so well protected by nature that it was impossible to accurately assess the damage done him. Often, reports of the returning crews amounted to no more than: "All bombs were in the target area." Thus, being unable to show just what we did to him, we have countered with our scale of effort plus the goods delivered. A map showing the territory in which our targets were generally situated during this period is located in the Appendix as EXHIBIT 1.

After more than twenty years of continuous existence the day came when the Third Bombardment Group was to test its secret, the open secret of America's strength. Conforming to the words of Walt Whitman who sang of the diversity that is America's strength: "This is not a nation, but a teaming of nations" its planes, crewed by men whose names came from many countries, flew their first strike in the Southwest Pacific. With the story of that mission we begin on the following page our story of its combat in World War II.

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COMBAT CHRONOLOGY

1 April 1942 - 31 March 1944

APRIL 1942

1 - (G2/30 30/3): Planes of the 8th Bombardment Squadron (L) arrived at Port Moresby at dusk on the 31st of March 1942. Next morning A-24s of the 8th Squadron flew their first combat mission to Lae and Salamaua. (1) Five planes approached the target at Lae which was totally obscured by heavy storm. No shipping was sighted and planes returned to the runway at Salamaua. No enemy air activity was noted. Five 500 lb demolition bombs were dropped over the target. (2)

The 3rd Group Diary contains the following information concerning this mission: A Form Green (G2/30 30/3), (under the Australian system of Operations, this was the control form which ordered aircraft to a specific mission) was issued to Operations, the content of which follows:

"FORM GREEN (C) TL 31ST MARCH A-24 REPEAT A-24 AIRCRAFT OF THE 8TH BOMBER SQUADRON TO MOVE PORT MORESBY 31ST MARCH ARRIVING DUSK. AIRCRAFT TO ATTACK LAE AND SALAMAUA ON MORNING OF APRIL 1ST. NO. 75 SQUADRON TO PROVIDE FIGHTER ESCORT TO AND OVER TARGET AREA. PRIORITY OF TARGETS (A) ENEMY SHIPPING (B) AIRCRAFT AND INSTALLATIONS AT LAE AND SALAMAUA AIRFIELDS."

In view of this order the following crews, after they had been thoroughly briefed, took off for Port Moresby:

Note: Photographs taken on certain of the missions reported in the following pages are set forth in the Appendix, beginning with EXHIBIT 2. They are keyed to the missions concerned by Mission Numbers which appear as the first item in the legend on each picture.

- (1) Except as otherwise shown, mission information was extracted from final mission report files of Group Intelligence and of Operations, from the Squadron Diaries, from the "Group Diary", which is an account of events, not kept day by day but which was compiled from official sources, and from R.A.A.F. Forms A.14 Cypher Messages in Group Operations.
- (2) Where it has been possible to do so the mission number, Fragmentary Field Order number, or at least the Area Combined Headquarters Serial number of Form Green ordering the attack has been inserted to follow the date of the mission. In many cases these were not located. Form Green numbers known to have been taken from R.A.A.F. Cypher message forms are inclosed in parentheses.

APRIL 1942

<u>PILOT</u>	<u>AIRPLANE NO.</u>	<u>GUNNER</u>
Rogers (8th Squadron C.O.)	821	Larronde
Wilkins	779	Gaydos
Holcomb	766	Thornock
Ruegg	771	Vance
Emerson	775	Lennon
Schwartz	798	Stephenson
Parker	772	Ferguson
Hill	791	Mongrain
Farr	820	Worden
Kitchens	778	Kehoe
Beck	816	Bursch
Heidinger	751	L.L. Jones
Dean	797	La Rouge

Thirteen A-24 Douglas Dauntless Dive-Bombers of the 8th Squadron circled the field at Charters Towers in close formation and headed north for Port Moresby, New Guinea. Three of these planes turned back from Cooktown because of excessive oil consumption. Two others became mired in the mud at Cooktown and the remaining eight planes proceeded on to Jackson Field. Two of the planes making the night landing were damaged beyond repair when they collided on the runway.

Captain Floyd W. Rogers was taken very ill with dengue fever and returned to Charters Towers by an Empire boat. In his absence Lt. Robert Ruegg assumed command of the small unit which consisted of six serviceable aircraft, seven pilots and eight gunners.

On 1 April 1942 at 0600, five A-24s left Jackson Field with Lt. Ruegg leading the flight. Priority of targets for this mission were shipping and then parked aircraft and ground installations at Lae airdrome which is situated about 185 air miles from Port Moresby. P-40s of the famous 75th Squadron RAAF formed top cover for these highly vulnerable (as will be seen) dive-bombers.

Low clouds obscured Lae, making it necessary to attack the secondary target -- installations at Salamaua. Salamaua was being used mainly as a temporary refueling drome by the Nips. No aircraft was observed. However, five 500 pound demolition bombs were placed along the runway and buildings were blown up and set afire. No enemy interception was encountered and all planes returned safely to Port Moresby.

6 - (TO/G7/6/4) & (TO/G/13): Eight A-24s of the 8th Squadron attacked aircraft and buildings at Lae airdrome destroying several buildings and starting numerous fires. Bombs were dropped on both sides of the runway destroying several aircraft. Seven 500 lb demolition and 14 x 25 lb incendiary bombs were dropped over the target area. One plane was lost on this mission and one aircraft had its tail section badly shot up. Detailed results of the mission were not noted but was considered successful, to a high degree. 700 x .30 cal. ammo were expended against intercepting Zeros.

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APRIL 1942

Also 6 B-25s of the 13th Squadron made the first attack on installations at Zamata. Led by Lt. Col. John H. Davies they hit Zamata airdrome dropping 48 x 300 lb instantaneous demolition bombs. Strikes were made on parked aircraft and buildings along the runway from an altitude of 4500 feet. This was the first mission by B-25 aircraft against the Japanese and initiated a powerful weapon in the defensive war then being fought.

11 - (PM/31/10 Apr): On 11 April 9 A-24s of the 8th Squadron hit aircraft on the ground at Lae airdrome with "7 x 500 lb demos and 14 x 25 lb incendiaries." Anti-aircraft positions were also attacked with unobserved results. Enemy anti-aircraft in places was much closer than it had been previously but still left plenty of margin for safety of the attacking planes. One A-24 attacked a circle of four to five bombers along the runway with results. One direct hit was observed in a bombing run over three parked bombers. 650 x .30s were expended on three enemy fighters which intercepted the flight. Two were shot down. One plane, however, was successful in getting inside the formation to down Lt. Kitchens and his gunner, Sgt Kehoe, and still make a safe get-away. It is believed (according to the Diary) that Lt. Kitchens and his gunner were taken prisoner.

MINDANAO IN APRIL 1942

One of the permanent memories of the Third Group will be the raids on the Philippines flown during the month of April 1942. Early in the month Lt. Col. Davies departed for Melbourne, for a conference with General George. On the 8th, nine B-25s left for Brisbane to have extra tanks installed and on the 10th all planes returned to Charters Towers. Something big was in the wind. During the late hours on the 11th, 11 B-25s, the majority of which were from the 13th Squadron, were being fitted with fuel, supplies, and equipment necessary for a long trip. At 1:00 A.M. of the 12th all planes and crews with Lt. Col. Davies, Capt. Lowery, and Lt. Strickland as flight leaders took off on this eventful mission. Seven hours after take off, all planes landed at Darwin to refuel. One plane was discovered to have a badly cut tire and was prohibited from completing the mission. The remaining ten B-25s continued to the Philippines and landed at Del Monte on the Island of Mindanao. The following compilation of reports brought out of the Philippines and taken from the Group Diary should convey an effective picture of the task accomplished in territory nearly completely occupied by Japanese forces.

Mission number one on April 12th was led by Capt. Lowery with Lts. Heiss and Wilson. Lt. Col. Davies was unable to take off due to the mechanical failure of his bomb bay. Three passes were made at shipping in Cebu Harbor with near misses on the first pass. On the second pass one direct hit was made on the stern of a 7000 ton transport which sank. During the third pass bombs were all misses except for hits on docks. Bomb loads are not of record. Four single engine seaplanes attacked the flight on the third pass and one each was shot down by Sgt. Young and Sgt. Morris, gunners on Lts. Heiss' and Wilson's aircraft respectively. Ack-ack was fairly heavy and accurate coming from the dock area and a cruiser at

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APRIL 1942

the docks but all planes returned undamaged. During this mission the area for 50 miles north and south of Toledo was reconnoitered but no shipping was observed. Later, five planes took off at 1330 to hit a reported aircraft carrier at Jetane, Bohol, and enemy transports in the Cebu area. Our planes were attacked shortly after take off by two Jap seaplanes but no damage was done to us. Hits were observed on one of the seaplanes. Fifteen miles southeast of Cebu City 3 x 500 lb bombs were dropped on a 16000 ton transport headed south. All bombs hit just off the port stern. The transport was left heading north and listing to the left. All planes bombed shipping and docks at Cebu Harbor. Accurate observation and bombing was obscured due to the smoke rising from burning docks, warehouses and vessels in the target area. The bombing run was made at 10,000 feet with meagre ack-ack coming from the dock area and surface craft. No damage was done to our aircraft and all returned safely. 25 x 500 lb demolition bombs were spent.

The third mission was carried out on April 13th in the Davao area. Six planes loaded with 100 pounders flew up the road from Digos to Davao at 2000 feet with three dropping bombs on targets as they appeared. Bombs were dropped on boats at Davao, but accurate observation was not made. Lt. Col. Davies attacked a single engine bi-plane taking off. The gunners knocked pieces off its wings destroying it. One string of bombs went down the runway at Davao. Another string hit just off the stern of a transport. The mission was flown at an altitude of 5000 feet with meagre ack-ack from a destroyer. No damage was done to our planes except for one B-25 piloted by Lt. Wilson. His plane was attacked by 3 Jap single engine bi-planes which scored hits, but without much effect. His turrets were out but he received no serious damage. Ordnance expended: 72 x 100 pounders.

A three plane formation with 500 pounders took off to hit the docks and shipping at Davao City. Three minutes from the target area a float plane single engine, type 95, attacked the formation with one beautifully executed pass at Colonel Davies, but failed to score a hit. Nor did our gunners hit the Jap aircraft. Bombs were released in a hail at docks and one transport just off the docks. Two of the bombs were direct hits on a warehouse. 15 x 500 pounders were spent. On this date, 13 April, Capt. Gunn also flew to Santa Barbara to pick up press representatives, a liaison officer and an interpreter. He returned to Del Monte safely.

B-25s again struck at the Japanese shipping in Cebu Harbor that day. Four of them bombed shipping at Cebu City harbor with 20 x 500 pounders sinking one medium-sized transport and scoring near misses on other transports. Ack-ack was light and enemy air activity nil. All aircraft returned to Del Monte with no damage.

With the raid completed, Lt. Col. Davies departed Del Monte on the morning of April 14th and landed at Batchelor Field, north of Darwin. The rest of the planes with the exception of Captain Gunn's, arrived during the morning and afternoon. Capt. Gunn returned on the following day. Upon their

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APRIL 1942

return, all B-25s carried three passengers apiece, two of the total were stowaways who found the planes a most convenient means of deliverance. The officers and men of the Group who composed this Task Force were entirely dependent upon Air Corps personnel serving in the Islands. Re-arming, fueling, camouflaging, maintenance and other necessary tasks were cheerfully undertaken by these men who were to stay behind. The success of this mission was dependent upon and enlarged on by the whole-hearted cooperation of these officers and men.

Upon completion of this mission, Colonel Davies, with General Ralph Royce, went to Melbourne where the Distinguished Service Cross was awarded to them for their work in the Philippine Islands. Further comment concerning this raid is to be found in the section LOCAL INTEREST.

BACK AT BASE

13 - (TCW/G4 12 Apr): At Moresby 7 A-24s took off at dawn, 13 April, to attack an oil tanker reported in Lae Harbor. The tanker was not seen, so bombs were disposed of over Lae airdrome. Lt. Ruess silenced one of the A/A batteries with a direct hit. Three bombers and two Zero type fighters were destroyed on the ground, and fires were started in barracks and shops. No enemy aircraft were encountered on this mission and all aircraft safely returned to Kila Kila airdrome. 7 x 500 pounders were expended.

20 - (TWC/G14/19): Five B-25s of the 13th attacked buildings and hangars at Salamua scoring hits on three buildings including headquarters where fire was observed. Some damage was estimated on Kela where bombs fell close to buildings. Attack on Malir Mal hangar resulted in completely wrecking it. A fuel dump was set afire. Black smoke was observed for 20 miles away. 48 x 300 lb bombs were expended.

21 - (TO/G10/20): A photo mission was to be flown via Madang, Lorengau, Cape Gloucester and Port Moresby with photos required of Madang and Lorengau. The aircraft was reported missing. On the same day a B-25 with a B-26 of the 22nd Bomb Group carried out a photo mission returning to Townsville upon completion.

23 - (TO/G8/22) & (TO/G/25/24): One B-25 flew a photo mission on the 23rd over Wotam Island and the west coast of Duke of York Island. Six B-25s took off from Charters Towers for Port Moresby for a mission on Gannata or Lae on the 25th. One returned due to engine trouble and only two arrived at Port Moresby. Three planes (Lts. Frank P. Bender, W. R. Johnson and William R. Barker, pilots, of the 90th Squadron) were reported missing. One was believed to have crashed about 165 miles southeast of Port Moresby.

24 - (TO/G22/23/4): One B-25 flew a recon to Rabaul, but mission was incomplete due to bad weather. Photographs were taken of the coast at Kavieng harbor.

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APRIL 1942

25 - (TO/G3/24): One B-25 carried out a photo recon over Kessa Harbor, Buna airdrome and Gasmata.

26 - (TO/G12/25): Six B-25s of the 13th were scheduled to fly a mission against Lae. Only three made it. They proceeded to a point 30 miles north of Lae and made their attack from land to sea. Bombs were dropped along the runway and dispersal areas. One 500 lb bomb destroyed a Zero taking off and simultaneously destroyed an anti-aircraft gun which was firing at the formation. The remaining bombs were estimated to have destroyed between six and ten fighters and two or three bombers parked on the ground. Two fighters were engaged over the airdrome and one was shot down. All planes returned to Port Moresby. They expended 10 x 500 and 8 x 300 pounders. Ammunition expenditure was not reported.

27 - (TO/G8/26): Four B-25s conducted an unsuccessful search for P-39s or survivors in the Coral Sea area on the 26th and 27th of April. One B-25 carried out a photo recon of Kavieng and Cape Gloucester and Lae airdrome.

28 - (TO/G13/27) & (TO/G20/27): Four 90th Squadron B-25s reconnoitered the coast from Townsville to Rockhampton. Four B-25s flew a recon from Port Moresby to Trobriand Island, to southern New Britain and to Lae. One Zero intercepted over Lae damaging the hydraulic system and oil system on one plane. It crash-landed at Port Moresby. No injuries.

29 - (TO/G15/28): Four 13th B-25s carried out a recon from Townsville to Rockhampton. Another was flown over Cape Cretton, Madang, Cape Murioret to Nola Sea and from Cape Cretton to Moresby. Two B-25s of the 90th carried out a recon from Port Moresby to Buna to Express Augusta Bay, Cape St. George back to Buna and to Moresby. No shipping was observed during the search. Afterwards, returning up the New Guinea coast they were attacked by 5 Zeros near Cape Ward Hunt. One Zero was shot down near Kokoda. They eluded the remaining planes. On the same day (TO/G10/28) one B-25 flew a recon from Charters Towers to China Straits, Woodlark Island, Trobriand Island to Port Moresby.

30 - (TO/G8/29): One B-25 made a search from Moresby to Tufi, to Gakana coastwise, through Dawson Straits to Woodlark Island, Laughlan Island to the south tip of Bougainville Island, to south tip of New Ireland along New Britain to 30 miles south of Gasmata, and south to Goodenough Island. At this point fuel was short and the plane returned to Port Moresby. Two more searching missions (TO/G3/29) & (TO/G11/29) were made off of the northeast coast of Australia on the 30th of April with no important sightings.

Only 19 reconnaissance missions totalling 34 sorties were found in the records for this month.

While it is known that these figures are short, they are as accurate as is possible to make them according to all available records and are sub-

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APRIL 1942

mitted as indicating known effort. In numerous cases bombs are shown to have been dropped but neither the type, the weight nor the number have been recorded so far as we have been able to ascertain. For the most part ammunition expenditures were either uncounted or not recorded or possibly neither counted nor recorded.

SUMMARY: 97 sorties were flown in delivering 43.55 tons of all types of bombs used. These totals do not include stagings from Charters Towers to Port Moresby or Charters Towers to the Philippines, and return.

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APRIL 1942

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SUMMARY: 97 sorties were flown in delivering 43.55 tons of all types of bombs used. These totals do not include stagings from Charters Towers to Port Moresby or Charters Towers to the Philippines, and return.

SECRET

MAY 1942

Numerous reccos involving planes of the 13th and 90th Squadrons were executed during the first five days of this month. Forty-nine recco missions involving 121 sorties have been counted from available records for the whole month. Only those considered most important or most informative as to the type of recco being flown are listed in the text. Numerous Jap ships were sighted and from the scarcity of missions other than reccos executed it appears that all hands were sweating out big shipping strikes.

1 - (TO/03/30): Lt. Feltham of the 90th Squadron was flying a lone B-25 when the aircraft was attacked by 7 Zeros about 15 miles from Port Moresby. One, possibly two, Jap planes were shot down.

4 & 5 - (TO/06/4): One B-25 on search sighted a submerged submarine at position 0847S-15334E. An hour and a half later at 2315/Z a battleship or heavy cruiser and a carrier of the Kaga class were seen moving slowly north at position 0830S-15425E. Two Zeros took off from carrier and an ack-ack barrage began. The plane left. At 15 minutes after midnight, the plane returned to the same position and found a black smoke screen rising to 1500 feet. Ten minutes later the smoke screen was still in the same position, and a black cloud was sighted in the distance similar to about 30 aircraft. The pilot then high-tailed to base.

On the 5th, one 13th Squadron B-25 left Charters Towers for Port Moresby and performed a recco enroute over: Charters Towers to Rossell Spit, De Boyne Island, Samarai, and south to Port Moresby. On the same date one of two 90th Squadron B-25s, dispatched on a search mission covering the area from Townsville to Port Moresby, completed search with no sightings. The other plane returned to Charters Towers for repairs. The 13th with four B-25s made another search off the coast between Charters Towers and Rockhampton on the 5th. One plane reported sighting a 500 ton coastal vessel just before dawn.

From May 5th to the 9th, 19 A-24s of the 8th Squadron were on "stand-by", awaiting the chance to loose 500 lb bombs upon an enemy convoy which was forming off Misima Island. The chance to strike never occurred for the U.S. Navy moved in and dispersed the convoy before it got within range of the dive-bombers. The A-24s were then returned to Charters Towers.

6 -: Four B-25s of the 13th flew a recco off the northeast coast of Australia, reporting a 1000 ton freighter at 1950S-14800E. Also reported was an unidentified airplane on a course of 90 degrees at 2000 feet over the Great Barrier Reef. One B-25 of the 13th left Townsville on the same day for Port Moresby to relieve a pilot at that station. Enroute a recco was flown covering a line from Townsville to 12 degrees south 154 east thence to Moresby with no sightings. Three more routine recco missions were flown on the 6th by planes of the 13th and 90th Squadrons with no sightings recorded.

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MAY 1942

7 -: One B-25 of the 13th Squadron flew a patrol mission to Gasmata, Lae and Salamaua. Three planes of the 90th and one of the 13th again searched the area off east coast of Australia. Contact was made with two enemy aircraft and 60 rounds of ammunition were expended. No other sightings were made.

8 - (TO/315/7): One B-25 of the 13th made a recon to Salamaua and Lae. It flew over Lae at 13,000 feet receiving intense ack-ack. One Zero took off and overtook the plane outside of Lae. A running fight ensued to 20 miles from Moresby. The Zero shot out the left engine and the hydraulic system which minimized the effectiveness of the power turret. The pilot, Lt. Walker, was forced to crash land on Fisherman's Island. He suffered uncomfortable burns aiding his co-pilot to escape from the burning plane and while attempting unsuccessfully to rescue Cpls. Anderson and Hammond, his gunners.

Also on the 8th, four B-25s of the 90th performed a routine recon and reported sightings of a 4-6000 ton vessel at 1950S-14820E. One B-25 escorted P-39s from Horn Island to Port Moresby. Three B-25s of the 13th Squadron flew a routine recon via Cape Ward Hunt, Trobriand Island, DeBoyne Passage, Russell Islands, Laughland Islands, and return to Moresby. At Torlesse Island a single float bi-plane was moored. Two ships were sighted at 0950S-15345E, one of 5000 tons and one of 8000 tons. They were anchored with black smoke emitting. Anti-aircraft fire was received from both ships with no damage. On returning to Torlesse seaplanes were strafed.

9 - (TO/323/8): Six B-25s of the 13th Squadron took off to attack Lae. One plane returned to base due to engine trouble. Bad weather prevented completion of the mission and all but one plane returned to base. The plane was listed as missing.

10 - (TO/323/9): Nine B-25s of the 13th flew the first bombing mission of the month pounding the Jap seaplane base in the DeBoyne Islands. 12 500 pounders were dropped from 5500 feet. Two were dropped among seaplanes with effect unseen. Three seaplanes and four low wing monoplanes which did not attack were observed in the air. Pom-pom and light ack-ack were intense and accurate. The nine planes received 441 bullet holes in wings and fuselage. A Japanese bomber was identified sinking in the lagoon. Five strafing passes were made by our aircraft. Ammo count was not found. One plane of the 13th reconed the Huon Gulf area where one 8000 ton freighter and two empty tankers of about 8000 tons were sighted. Two other recones involving eight planes were executed off the coast of Australia. Both were uneventful.

11 -: Three planes of the 90th and one of the 13th carried out a routine search from Charters Towers 600 miles to sea.

12 -: Two B-25s of the 90th and one of the 13th again covered that area with no sightings. On the same day six B-25s of the 90th took off for Port Moresby. They remained overnight at Cooktown and one plane bogged down on the runway compelling it to remain behind. Five planes landed safely at Port Moresby on the 13th.

[REDACTED]

[REDACTED]

MAY 1942

13 - (TO/G11/13/5): These B-25s bombed Lae from 12,000 feet dropping 40 x 300 lb bombs on the runway and building area. One building was seen burning. There were approximately 12 Zeros on the ground. One took off and pursued our planes and was later joined by others. One plane, piloted by Lt. Hesselbarth, was attacked by 8 Zeros about 7000 feet over the mountains. It departed the formation after receiving hits, slowing the plane. When it finally reached the coast the right engine was losing oil pressure and the hydraulic system was out. The emergency system failed to lower the wheels and the pilot made a crash landing. Gunners, Heisland and Barton, were wounded during the fight but continued to operate their guns and are credited with two Zeros.

Three planes of the 13th carried out a recon to DeBoyne and Torlesse Islands and arrived at Port Moresby with no sightings. Three other B-25s carried out a search of the Huon Gulf area and sighted three light boats containing about 45 men, thought to be Japs. Also, three planes returning to Charters Towers from Moresby via DeBoyne seaplane base sighted no activity there but saw two aircraft entering clouds near there.

14 -: Three B-25s ran a search, covering an area in northern New Guinea and the Huon Gulf, with nil sightings.

15 -: Three B-25s again searched the Huon Gulf area, Samarai and New Britain. Buka was omitted as faulty sound locator caused restriction of search.

16 - (TO/G3/15): Nine B-25s of the 13th Squadron left Charters Towers 15 May for Port Moresby in preparation for a strike on Lae. On the 16th, they proceeded to the target which was covered by rain. Three of the B-25s failed to locate it. Six dropped bombs in the building area at the southeast end where large fires were seen to occur. One Zero was shot down. Approximately 15 bombs were dropped on two large buildings, "probably hotels", causing large fires, and several bombs were dropped near a 40 foot launch south of Lae. Ack-ack positions were hit near the sea and the near end of airdrome. Several houses were burning fiercely when the planes left the target area. Three twin-engine heavy bombers were noticed damaged on the side of the runway. 30 x 300 lb bombs were expended.

A second mission was carried out over Lae on the same day by 8 B-25s carrying incendiary bombs. One Zero attacked head-on at 12000 feet. As the aircraft passed under the formation, gun fire set the Zero on fire and it burst into flames and crashed into the sea. Another circled the formation but did not attack. Buildings and ack-ack positions were hit but only partial results were noted due to weather. Large fires were noted in the building area as a result of the first attack and a small fire was observed where oil drums were stored. Direct hits were made on a large building next to the hangar. All planes returned safely except one piloted by Lt. Feltham which was last seen near Salamaua after the first attack. 36 x 100 lb incendiaries and 36 x 6 x 20 lb incendiary

[REDACTED]

MAY 1942

clusters were spent on this attack.(3) A recco was flown later that day by two B-25s to get results of the attacks. One large fire was noted with heavy black smoke but accurate damage assessment was precluded by weather.

17 -: Two B-25s of the 13th recced Lae, Gasmata and the coast of New Britain with no important sightings and no interception. One Zero was noted over Lae and two were seen near Goodenough Island and the Mainland but there was no attack.

18 -: One B-25 of the 13th flew a recco over Woodlark Island, Trobriand Island, Salamaua and Port Moresby. Two Zeros took off from Lae but failed to intercept. Another B-25 flew a recco over the area bounded by Gasmata, Talasea, Cape Gloucester, Finschhafen and Moresby. One plane attacked the B-25 and a few rounds of ammo was expended before losing the plane in the clouds. An uneventful recco by another B-25 of the 13th covered DeBoyne Island.

19, 20 & 22: Four uneventful reconnaissance missions were flown over Huon Gulf and Osprey Reef (for reported sub in this case). Eight sorties were involved. And on 22 May three planes again recced Huon Gulf sighting one small tanker.

23 - (TO/09/22): Five B-25s of the 13th and 90th attacked aircraft and buildings at Lae airdrome. There were two near misses on one large bomber and a large fire was observed in one building. Six to ten Zeros intercepted the formation and enemy fire was directed mostly at pilots. Anti-aircraft fire at Lae was heavy and effective. One B-25 was hit solidly in the nose and was forced to crash land near Cape Loena. A second aircraft piloted by Lt. Dickenson failed to return. In all, nine members of this flight were killed. The other planes returned safely to base. Four 500 lb demos, 11 x 300 lb demos and 6 x 100 lb incendiaries were spent. Incendiaries are called "oil bombs" in some reports.

24 -: One B-25 escorted P-39s from Horn Island to Port Moresby on the 24th and made recco account of Louisiades Island with no sightings and three B-25s made a recco of the Huon Gulf area with no sightings outside of one seaplane off New Ireland.

25 - (TO/G10/23): On May 25th six B-25s of the 13th and 90th attacked Lae from the sea after sweeping wide of Salamaua. Weather was bad forcing an east coast approach. While the formation was 10 miles out of Lae, Zeros could be seen darting off the runway. By the time the target was reached, all fighters were airborne and anti-aircraft fire was engaging the flight heavily. Bombs were dropped in selected target areas of Chinatown, the police barracks, wharf area and the dispersal area. Intense fire was encountered from positions at the target. Up to 15

(3)According to Capt. William A. Smith who was Armament Officer of the 13th Squadron this was the weight of the incendiary bombs in the clusters at that time. He gave the total weight as 120 lbs and they are herein so computed.

[REDACTED]

[REDACTED]

MAY 1942

Zeros attacked the formation as it left the target low over the sea and two Zeros, at least, were seen burning. One B-25 flown by Capt. Lowery went down into the water in flames. Lt. Shearer's plane also hit the water three miles from the coast at Boisi, below Lakanu. One plane made a belly landing at 7 Mile runway and was rendered unserviceable. Thus five of the six planes which made the attack failed to return to base, and the other crash landed. Some survivors of the crashed planes were later returned to the unit with the aid of the New Guinea Volunteer Rifles. This we know from the records in the case of Lt. Shearer and Lt. Farr his co-pilot and three crew members who were badly injured. One Sgt. Kelly, bombardier, was killed before the crash. The other planes which were lost were piloted by Capt. Lowery, and Lts. Wilson, Rulison and Hesselbarth. Lt. Talley was the one who crash landed at 7 Mile. The Nips definitely were waiting for us on this one.

Three B-25s flew a recon mission in the area of forward attack on the 25th. A white man was sighted on the beach near Abatj. Twenty miles northwest of Abatj a vessel, approximately 500 feet in length with radio antenna masts, was seen anchored in the harbor. Another vessel was reported at an island in the Buksa Passage. Also 100 gas drums were noted on the beach there. The boat was strafed and the flag was lowered after the first pass. Permanent type buildings were reported on the island.

During the month of May operations had been successful but with some coast. At the end of the month statistics showed the following information for the month of May:

SUMMARY: Enemy planes shot down: 12 definite, 3 probable; combat sorties (including reccos): 192; bombs dropped: 21.9 tons; personnel killed in action: 35; personnel killed in accidents: 6.

[REDACTED]

JUNE 1942

9 - (TO/G6/7/6): In a coordinated attack with B-26s of the 22nd Bomb Group and B-17s of the 19th Bomb Group, six B-25s of the 90th Squadron attacked Lae from 16,000 feet. 60 x 100 lb demolition bombs and an unreported number of incendiaries were dropped with unobserved results due to clouds. West of Lae six Zeros attacked at 15,000 feet climbing. Attacks were made high and low from all around the clock. One Zero was immediately shot down and one other shot down later. Two others were hit. One B-25 received 12 holes in the tail section. The attack continued for fifty minutes until the formation caught up with the B-26s. All planes reported back to base safely.

16 -: Twelve B-25s of the 13th and 90th attacked Lae successfully. No enemy sightings were made. No ack-ack or interception was encountered. 144 x 100 lb demos were dropped. Details are missing.

24 & 25 - (TO/G10/23): On the 24th six B-25s proceeded with a night attack against Salamaua. Individual attacks were made from 2000 to 4000 feet on an area "from tennis courts and beer house to McDonald's Junction." 1400 x .50 calibre ammo were expended in strafing the entire isthmus from 40 to 800 feet altitude. No enemy activity was visible, and no interception occurred. 48 x 100 lb demos and 24 x 120 lb incendiary clusters were dropped.

30 - (TO/G2/30): Six B-25s of the 13th and 90th Squadron attacked Lae hitting dispersal areas with incendiary and demolition bombs at 1200-1500 feet. Eight bombs were dropped at a ship in the harbor considered to be a cruiser. Ack-ack was encountered. One aircraft was holed. One single engine plane attacked a B-25 over Lae and one man was injured. Target was again obscured by clouds and haze as had been all targets in the same area very nearly every time a mission had been executed over the period of three months. 33 x 100 lb demos and 16 x 120 lb incendiary clusters were dropped.

SUMMARY: Sorties flown - 32; bombs dropped - 17 tons; enemy aircraft destroyed - 2, damaged - 2.

[REDACTED]

JULY 1942

1 - (TO/G8/30): Due to the severe weather conditions and the great distances involved, the B-25s had been flying escort missions for other planes, particularly fighters, since the beginning of combat. One B-25 of the 90th Squadron escorted 5 P-40s from Horn Island to Moresby. The same day 3 B-25s unsuccessfully attempted to locate a reported carrier or aircraft-tender northeast of Australia. Five B-25s hit Lae dropping 60 x 100 lb demos and 20 x 100 lb incendiaries. Bombs were dropped on a possible cruiser with results unobserved and in the vicinity of Markham Road. Heavy ack-ack from boats was generally accurate. One enemy plane attacked without damage to either side. One aircraft was damaged by ack-ack.

4 - (TO/G8/2): Delayed - note the dirty trick with the bombs - celebrations were in order on the 4th of July after missions flown to Lae and Salamaua. On the first mission 7 B-25s hit dispersal areas at Lae. Two aircraft jettisoned their bombs when unable to get through weather to Lae. One plane dropped bombs at Salamaua. Bombs fell in an area which commenced at O'Dea's House and finished at the Customs House. 850 x .50 cal. were fired upon the buildings at Salamaua. Expenditure of other ordnance was a total of 35 x 250 lb 8-12 hour delay and 15 x 300 lb 1/10 sec delay and instantaneous-fused bombs. Flying at an altitude of 1500 feet, 7 B-25s made a second run to Lae airdrome and a total of 84 x 100 lb bombs were dropped on the dispersal areas. Heavy anti-aircraft fire was encountered. Four to 8 Zeros attacked the formation. One was definitely shot down with two probables. Four of the B-25s were damaged by cannon and machine gun fire but all returned to base.

6 -: Three B-25s of the 90th conducted a recco for enemy aircraft carrier off the northeast coast of Australia with nil sightings.

13 -: One B-25 of the 90th escorted 4 P-39s to Port Moresby.

20 -: Six B-25s and 6 B-26s of the 22nd Bomb Group kept on "standby" at 30 minute notice for attack on Jap surface force thought headed for Salamaua. Off Alert at 2000Z.

20, 21 & 22: Four B-25 sorties were flown on these three days doing escort for P-40s from Mainland to Papua. (See TO/G4/18 and TO/G5/19)

22: Two attacks were made on Buna Mission and beach areas near Gona with virtually no details available. Messages show that 36 x 300 lb demos were dropped on one strike and that 28 x 300 lb were dropped on the other. Both were successful. Evidence indicates there were 5 B-25s on each mission.

Seven A-24s attacked installations at Buna with 7 x 500 lb demos and with results unobserved.

[REDACTED]

[REDACTED]

JULY 1942

24 - (TO/CG/22): Eight A-24s escorted by F-40s dive-bombed enemy positions in Gona Mission Compound. 8 x 500 lb 1/10 sec delay bombs fell in the target area. A fire was caused in a long grass shack.

Four B-25s of the 13th and one of the 90th hit Japanese landing installations at Buna. The first attempt to reach the target failed but 40 x 300 lb bombs were dropped in enemy territory at undecipherable position with results unseen. A second try was made later in the day. Bombs were dropped from 8000 feet without observations.

24 - (Message - PM 6710): One B-25 of the 13th Squadron attacked Gona Mission area with 8 x 300 pounders. Results were not observed.

On the same day, 8 B-25s made an attack (Ref. Message PM 70E) on Gona Mission area and enemy occupied areas about Buna. Bombs fell in timbered area 400 yards south of the Mission. Observations of results were hampered by interception. Eight Zeros attacked the formation applying new tactics: they flew below and parallel to the formation, then chanelled up into it, rolling out and diving across to the opposite side where they started the movement over again. Quartering and frontal attacks were also attempted. The fighter cover of 8 P-39s did not intercept these Zeros and pursuit lasted for 15 minutes. 4000 x .30s were fired at the enemy planes and one Zero was seen to crash at Dobodura, one seen on fire and spinning out of control, and another seen smoking as it dived violently into a cloud layer. Six B-25s were badly shot up by cannon and machine gun fire but they returned to base.

25 - (Message - PM 1358) & (TO/CG/26): Six B-25s of the 13th and 90th dropped 45 x 300 pounders in landing barge area near Buna. There was no interception nor ack-ack. Runs were made at 10-12,000 feet.

Five B-25s were to hit enemy flying boats expected to be refueling at Gasmata at 2120Z/25 or attack Gona as an alternative. As the 5 B-25s neared Gona they were jumped by 15 fighters. Bombs were jettisoned and coal was poured on in a run for home in close formation but the Nips beat hell out of them anyway. There was a running fight all the way from Gona to "7 Mile" where tracers of one of the Zeros bounced off the runway before they broke off. They made "Beam and Astern, Above and Below and Head-on attacks....were extremely maneuverable and fast....25s indicated 280 MPH at 10,000 feet and Zeros stayed with them easily." One B-25 escaped into clouds and two were chased back to 7 Mile. These were badly shot up with wings, fuselage, and engine nacelles wrecked by cannon and machine gun fire and one had the top turret shot away. No. 470 was seen burning fiercely from nose to tail with co-pilot half way out of top hatch. The bottom hatch was open and two men were seen to parachute out in the vicinity of Papaki near Kumusi River. The rear half of 792 was ablaze as it broke in half in the same locality. One Zero claimed shot down and others probably damaged. Estimated 3500 x .30 calibre ammunition expended.

[REDACTED]

JULY 1942

27 -: Five A-24s of the 8th Squadron escorted by 12 Airacobras dropped 5 x 500 lb bombs along the Buna road at Serananoi on the 27th. One bomb caused one abnormally large explosion and a large fire when it fell in a grass shack.

29 - (TC/G29/29): Seven A-24s of the 8th dive-bombed two transports and three probable destroyers in a convoy just north of Gona. Fighter cover originally accompanied the formation but was lost and the A-24s made the run alone. One direct hit was made on what was considered to be a destroyer which smoked heavily and then headed towards the shore. The formation of A-24s was intercepted by a small number of Zeros of which one was shot down. Two planes crash landed at Ambasi, one landed at Fall River and three others were unheard of. One plane returned safely from this mission. Some of the crews returned later. "A-24s were obsolete."

On the same day three B-25s of the 13th and three of the 90th attacked Lae with 42 x 250 lb GPs and 18 x 300 lb instantaneous demos hitting Salamaua isthmus and Lae airdrome area. Hits were made on dispersal areas and administrative buildings. Weather conditions were good and excellent bombing of the target occurred.

At this stage of the game it was definite that the Japanese had great air superiority. Missions over the territory then being covered was extremely hazardous and enemy fighters seriously outnumbered our planes. But with disregard for this overwhelming handicap, Allied pilots were taking the offensive with determined effort to crush them.

The month of July came to a rather dramatic and unhappy close for the Third Group. The following statistics were compiled for the month:

SUMMARY: The Group lost 7 planes and 20 crew members. Flew 146 combat sorties expending 50.78 tons of bombs and 8850 reported rounds of .30 and .50 calibre ammunition. Destroyed 7 Jap aircraft and probably destroyed 1.

[REDACTED]

AUGUST 1942

2 -: One B-25 escorted 8 P-40s to Fall River, Milne Bay, via Horn Island and Fort Moresby.

6 - (TO/G3/5): The 13th and 90th flew to Salamaua in the morning and dropped 6 x 1000 lb and 16 x 300 lb bombs from 5000 feet. Results were generally unobserved except for one large explosion. Ack-ack was moderate and inaccurate.

7 - (Messages FI 70 & FI/BS 7/8): Unclear messages show that one submarine with engine trouble was 1000 yards east of station on edge of reef and that another was off west shore at Murray (or Maer ?) Island. One plane of the 13th dropped 4 x 250 pounders at reported location without sighting same.

8 - (TO/G/7): The runway at Salamaua was bombed by 6 B-25s from 11500 feet. 11 x 1000 lb G's were dropped resulting in a large oil fire. One bomb fell among dispersed aircraft with unobserved results. Ack-ack was intense and inaccurate.

17 -: One B-25 escorted P-40s and P-400s to Fall River, Milne Bay.

26 - (FI/G1/24): Enemy naval shipping was reported in the Milne Bay area but adverse weather prevented complete search. The 13th sent 3 B-25s to this area in the morning and one failed to return. Two of the 90th failed to find shipping but one plane started a large fuel fire in a native village. Later in the afternoon another plane was forced to turn back after repeated efforts to find an opening in the clouds. 10 x 500 lb 1/10 sec delay bombs were dropped.

29 & 30: Another escort mission from Horn Island to Fall River was completed on the 29th by one B-25 of the 13th Squadron leading 5 P-40s. On the 30th, 4 P-400s were escorted to Port Moresby from Horn Island by one B-25.

31 - KIL*: Six A-20s of the 69th Squadron attacked Lae in a coordinated strike with B-26s of the 22nd Bomb Group. The B-26s hit the target at medium altitude, then to add more confusion the A-20s roared over at altitudes of 10 to 30 feet. Aircraft, personnel and headquarters buildings were bombed and strafed and several Zeros and one dive-bomber were severely damaged. Two heavy and one light ack-ack positions were silenced, 4 vehicles were knocked out, and two 60' luggers at the jetties were heavily damaged. Many Japs were killed or injured in this first all out strafing attack. Fires could be seen a distance of 80 miles away from the target. 24 x 100 lb inst demos and an uncounted number of .50 calibre ammo were expended. (* Mission number, Kila Kila Drome)

SUMMARY: Combat sorties - 114; bombs dropped - 15 tons.

[REDACTED]

[REDACTED]

SEPTEMBER 1942

1 - KKS: Kokoda was bombed and strafed by 6 planes of the 89th Squadron.

2 - KKS: Nine A-20s of the 89th hit Alola and Isurava expending 44 x 100 lb bombs and 2500 x .50s and 3500 x .30s.

3 - KKK & 5 & KLL: Two missions were completed by the 89th and 13th. The first mission sent 7 A-20s to Salamaua in the morning where 33 x 100 lb bombs were dropped from 2000 feet. Medium inaccurate ack-ack was received. Three B-25s of the 13th dropped 35 x 100 pounders on stores at Busamo.

4 - KKK: B-25s flew two missions to the Milne Bay area. The first was carried out by five planes without finding a suitable target. In the afternoon six B-25s were forced to return due to weather. One plane became separated from the flight and is missing; another plane was seen to crash into the sea in the vicinity of Hood Point.

5 - KKK & 7: A-20s hit Buna twice. The first strike consisted of 12 planes and the second of nine. Bombs dropped included 47 x 100 lb demos and 185 x 20 lb frags. Two aircraft were destroyed and fires were started in fuel dumps. A landing barge was destroyed and one machine gun position was silenced. 21,400 x .30 and .50 calibre ammo was spent. Four B-25s conducted an unsuccessful shipping search in the Milne Bay area.

6 - KKB: A machine gun position was silenced as a result of a 9 plane attack on the Myola Lake area by A-20s of the 89th Squadron.

7 - KKS & 10-2: Eight A-20s bombed and strafed the Efogi area dropping 64 x 100 lb bombs. 6000 x .50 and 5000 x .30 calibre ammo were expended in strafing. Direct hits were scored on huts in Efogi village by two planes on a second mission. 8 x 100 pounders and 280 x 20 lb frags were spent on this attack.

9 - KLL: Efogi was hit again by 8 A-20s. 150 x 20 lb frags and 2 x 100 lb demos were dropped in the target. 3500 x .50 and 6800 x .30 cal. were expended in strafing.

11 - (Verbal Instructions): One A-20 carried out an armed recon to Efogi, dropped 8 x 100 lb bombs and spent 3000 x .50s on Efogi and Manari villages. (See message PM/31 11/19)

KLL: Thirteen A-20s attacked Buna airdrome on the 11th with 25 x 100 lb bombs from 1500 feet. 3500 x .50 and 7500 x .30 cal. ammo were expended. Two aircraft were destroyed, one unserviceable plane and buildings were hit and several fires were started. Two trucks on the runway were strafed. A new type ack-ack was observed bursting 50 to 100 feet high similar to mortar bursts with barrage effect. Two planes were reported missing.

[REDACTED]

SEPTEMBER 1942

12 - KK13: Nine A-20s bombed and strafed Buna airdrome dropping 320 x 25 lb parafrags and expending 7000 x .50s and 14000 x .30s in strafing. Seventeen aircraft were destroyed on the ground during this mission. These were the first important assessable results of parafrags in this theater.

13 - KK14: A recon over Myola and Nauro was flown by one A-20 dropping 8 x 100 lb bombs on Menari village with unobserved results. Also, two B-25s of the 13th escorted 26 fighters from Australia to Port Moresby.

14 - KK15: Two A-20s made unsuccessful search for a "lost battalion", and one A-20 on an armed recon dropped six 100 pounders near Nauro with unobserved results. Ground forces were attempting to locate this Jap "battalion" presumed to be near the Buna area and make contact with it. It was not found.

15 - KK15-1: 8 x 100 lb bombs were dropped at Efogi by one A-20 on recon. 1800 x .50s were also expended.

16 - KK16: Nine A-20s sent out to attack barges at Buna were unable to reach target due to weather. One plane crash landed at base.

18 - KK17: One B-25 of the 90th Squadron carried out an armed recon of Banananda Point and strafed a pack train near Waiopi.

19 - KK19: Six A-20s strafed Lae in a coordinated attack with 3 B-26s. 4200 x .50 and 8000 x .30 calibre ammo were expended by the A-20s.

20 - KK20: Nine A-20s hit Buna dropping 120 x 25 lb frags, 16 x 100 lb demos and 8 x 100 lb incendiaries from 1200 feet. Fires were started throughout the target. 4000 x .50 and 5000 x .30 cal. were expended.

22 - KK21 & 22: Fires were started at Efogi and Menari when 210 x 20 lb frags were dropped by 6 A-20s. In strafing 4200 x .50s and 6000 x .30s were expended.

One B-25 made a night attack on Buna with 6 x 300 lb demos, 300 x .50s and 300 x .30s. Flares were used but proved unsatisfactory as they lasted only between one and one-half minutes.

23 -: One A-20 reconed the Mambari River, Mambari Mission to Iona.

24 - KK25: Six A-20s bombed and strafed Mubo. 120 x 20 lb frags and 8 x 100 lb demos were dropped from 1500 feet. Three minimum altitude strafing passes also were made expending 3000 x .50 and 4000 x .30 calibre ammo. Twenty-six natives or Japs were strafed.

25 - KK26: A bombing and strafing attack was made on Iraboriva by three planes of the 89th which dropped 120 x 20 lb frags. The Efogi-Menari track was strafed. 1000 x .50 and 2000 x .30 calibre were expended.

[REDACTED]

SECRET

SEPTEMBER 1942

27 - KK27: Seven A-20s bombed and strafed the Kagi-Iraboriva area dropping 221 x 20 lb frags from 1500 feet. They hit south of Kagi on both sides of the track. The track from Kagi to Efogi and several villages were strafed with 4000 x .50 and 6000 x .30 calibre ammo.

28 - KK28: One A-20 investigated report of possible submarine off Puralad Point with no sightings.

29 -: Two A-20s attacked enemy camps at Nauro and Menari. One plane last seen heading south from Buna failed to return. One B-25 escorted P-40s from Horn Island to Port Moresby.

30 - War 23: Seven A-20s of the 89th bombed and strafed the Jap camp at Menari. 240 x 20 lb frags were dropped starting three observed fires. Three planes also strafed Kagi and Efogi. Buildings and huts were left burning. 3000 x .50s and 4000 x .30s were expended. (See KK28-1-2-3 in 89th Sq files)

At least 44 other sorties involving supply dropping, reconnaissance and escort were executed by B-25s during the month of September.

SUMMARY: Combat sorties totalled - 299; bomb tonnage dropped - 37.32; ammo expended - 84,640 rounds of .30 and 59,860 rounds of .50 calibre.

[REDACTED]

OCTOBER 1942

2 & 3 - KK29 & 30: Six A-20s of the 89th Squadron bombed and strafed enemy installations and a pack train in the vicinity of Myola Lake with 240 x 20 lb frags, 3200 x .50s and 7500 x .30s.

5 - KK31: Six planes of the 89th, some piloted by pilots of the 8th, flew recon missions to Myola Lake and Buna and hit Sanananda Point destroying barges. Ten 100 lb demos, 100 x 20 lb frags, 2000 x .50 calibre and 6500 x .30 calibre were used.

8 - KK33: Three A-20s hit the Wairopi Ridge area with 26 x 20 lb frags, 3 x 100 lb demos, 400 x .50 and 1000 x .30 calibre.

9 -: A coordinated attack on Lae was made by Beaufighters, B-26s of the 22nd Bomb Group and our B-25s and A-20s. Planes of the 13th and 90th Squadrons went in at 9000 feet. An all out attack was being made to prevent Japanese reinforcements from establishing at Lae. Our planes are known to have used 1450 x 20mm and 5800 x .30 cal. ammo, but bomb count was not determined.

10 - KK34: Kokoda-Buna track was hit by 3 A-20s with 63 x 20 lb frags, 2 x 100 lb demos, 400 x .50 cal. and 1600 x .30 cal.

11 - KK35: Planes of the 89th on recon hit Asisi village with 80 x 20 lb frags, 1200 x .50s and 2000 x .30s.

12 - KK37: Two A-20s hit Isivita village with 80 x 20 lb frags, 400 x .50 and 500 x .30 calibre.

Also, an armed recon was flown to Buna where 2 x 500 lb bombs were dropped on an A/A position which cut loose. The position was destroyed.

14 - KK39: A raid was made on Templeton's Crossing by 3 A-20s expending 1300 x .50s and 1800 x .30s in strafing.

15 - KK40: Three A-20s bombed and strafed the trail to Templeton's Crossing.

16 - KK41: Three A-20s hit Buna-Kokoda trail with 32 x 100 lb demos and 80 x 20 lb frags. 1500 x .50 and 4000 x .30 calibre ammo were also expended in strafing.

23 - KK44: Six planes hit Deniki-Kokoda track with 24 x 100 lb demos, 120 x 20 lb frags, 3500 x .50 and 10,000 x .30 calibre.

24 to 28 - KK46 to KK50, and other missions: Japanese battle lines along the Kumusi River and about Misimi, Kaile and Deniki were targets during this period. Missions were in support of Australian ground forces. According to reports received from the Aussie ground troops they were successful, although bad weather prevailed. The 89th alone flew at least 5 missions for 16 or more sorties delivering, as a minimum, the following ordnance: 40 x 100 lb demos, 399 x 20 lb frags, 7450 x .50s and 17400 x .30s.

[REDACTED]

OCTOBER 1942

28 -: Planes strafed Lae where a Zero and Betty bomber were observed. The Zero did not attack but the Betty took off. No encounter followed.

29 -: A second mission was flown to Lae where the Betty gave fight. The bomber was silenced but it was not downed. Planes again did not bomb targets and returned with bomb loads. Instructions were given later to always salvo bombs in such cases.

29 - 31 - KK51 - KK53: A-20s flew no less than 3 missions for 9 sorties against the Nauro, Isurava, Deniki, and Kaile areas expending the following: 350 x 20 lb frags, 3300 x .50s and 6900 x .30s.

30 -: An attack was made on Deniki without observed results due to bad weather. One plane strafed Cassata and returned with 11 holes due to machine gun fire. Missions were also flown to Buna.

SUMMARY: Total combat sorties - 359; bomb tonnage dropped - 26; ammunition expenditure - 61,700 x .30s, 24,650 x .50s and 1450 x 20mm.

~~SECRET~~

NOVEMBER 1942

1 - NK7: Fourteen A-20s expended 2000 x .30 calibre ammo when attacked over Lae by 15-20 Zekes. Claim one probably destroyed. Also, three B-25s returned from routine recon to Buna and Lae. One plane crashed at Kila killing two, with three seriously injured.

2 -: Ten 90th Squadron B-25s attacked a convoy off Lae all night at half hour intervals with an undetermined number of 500 pounders in coordination with B-17s, Beaufighters and B-26s. Hits were made and fires started. No other observations made. Zeros made frontal attacks but were driven off by gunners. Some of the planes suffered minor damages. General MacArthur's Headquarters commended the Squadron for its part in this mission.

3 -: 90th Squadron planes took off for Lae to hunt shipping. None was found, but intense and inaccurate ack-ack was received.

4 -: Three planes of the 89th strafed the shore at Salamaua, started small fires and exploded a possible ammunition dump, using 20 lb frags and 1600 x .50 and 400 x .30 calibre ammunition.

5 to 16 -: While no full scale mission against specific land targets appear to have been executed by the 13th, planes of that squadron flew many armed recon and other missions during this period. A 5000 ton transport was sunk and two Zeros were downed. 13th pilots staging at Moresby for 22 days in November -- including this period -- averaged 18.6 missions and 44 hours and 50 minutes each in the air.(4)

7 - NK9: Propaganda leaflets were dropped around enemy units at Popondetta and Soputa by 3 A-20s which also expended 115 x 20 lb frags, 1800 .50 and 2100 x .30 calibre ammunition.

8 - NK10: Three 89th planes hit Oivi with 83 x 20 lb frags, 1300 x .50s and 2900 x .30s in coordination with Aussie ground attacks.

9 - NK11: Six A-20s returned to Oivi and made seven strafing passes. At this time Kokoda was reported fallen to the Allies. Also on this same day an armed recon was flown by the 13th Squadron sinking the 5000 ton transport mentioned above.

10 - NK12: Three A-20s hit Soputa with 120 x 23 lb frags, 740 x .50 and 1300 x .30 calibre.

(4) According to letter, dated 20 December 1942, from Adjutant, 13th Squadron, to Commanding Officer, 3rd Bombardment Group, re history of 13th Squadron: "From 3 November 1942 thru 25 November 1942...while operating out of 17 Mile Airdrome at Port Moresby, New Guinea, compiled the amazing record of 833 operational hours, composed of 279 sorties."

~~SECRET~~

NOVEMBER 1942

10 -: Three planes from the 90th attacked Soputa, with B-25s going along. 120 x 25 lb para-frags were dropped. One heavy gun was seen to be blown out of its pit.

11 - 11:15: Three A-20s attacked enemy concentrations near Wairope Ridge with 120 x 20 lb frags, 1700 x .30 and 500 x .50 calibre.

12 & 13 -: Reccos were flown over Durand, Lae, Vitiaz Straits, Buna, Salamaua, Gasmata and New Britain with no important sightings.

16 -: Ten 90th planes bombed Buna successfully. One aircraft and crew was lost due to ack-ack fire.

21 - Wards 15, 16 & 17: All 89th - 12 planes hit Buna airdrome with 323 20 lb frags, 6100 x .50s and 10,000 x .30s; three planes hit Sanananda Point with 120 x 20 lb frags, 2000 x .50s and 2500 x .30s; and two other planes also hit the Buna area. One plane crash landed at Pongani and another crash landed at base.

Wards 18: Five B-25s of 13th, 7 A-20s of 89th and 9 B-25s of the 90th bombed and strafed Buna and Sanananda in a combined strike supporting the Australian and American ground troops who were assaulting the Buna-Sanananda-Gona area. Known ordnance expenditure: 8 x 25 lb parafrags, 120 x 20 lb frags, 400 x .50 and 1200 x .30 cal. ammo.

22 -: Nine B-25s of the 90th after shipping, sighted two destroyers 200 miles from their reported position and made two bombing runs on each scoring near misses but no direct hits. B-17s coordinated in the attack. Jap planes shadowed the formation to Moresby but did not attack.

23 - Wards 39: Three planes of the 89th hit Sanananda with 120 x 20 lb frags and expended 1700 x .50 and 2100 x .30 cal. in strafing.

24 - Wards 40: All the combat planes in Moresby area made a concentrated attack on Sanananda Point. A-20s dropped frags and propaganda leaflets from Cape Killerton inland, and attacked the beach area. Single plane raids were flown by B-25s that afternoon. Allied troops were moving in on Gona and our planes played their part. All returned safely.

That night the 13th flew against Jap warships in the Huon Gulf. Only one of 20 B-25s located the target, an enemy destroyer, near Finschhafen. Two 500 pounders were dropped, raising its bow out of water and bringing the vessel to a standstill. One plane failed to return from the mission.

26 - Wards 3, 3-2, 3-3, 3-4, & 4: Seventeen sorties were executed by the 89th in bombing and strafing the Buna area with 486 x 20 lb frags, 7750 x .50 and 16,750 x .30 calibre, in five missions.

28 - Wards 11: Seven A-20s bombed and strafed Lae with 127 x 25 lb para-frags, 450 x .50s and 1300 x .30s, observing destruction of two Jap air-

~~SECRET~~

NOVEMBER 1942

craft and near misses on nine others.

29 - Wards 16 & 18: Three A-20s bombed and strafed Gona. One of nine planes completed a bombing and strafing mission over Lae. On these missions 40 x 23 lb parafrags, 97 x 20 lb frags, 1750 x .50s and 4800 .30s were spent.

SUMMARY: This was another month of bad weather. The 8th Squadron was out of combat, the 13th and 90th Squadrons alternated between Moresby and Charters Towers and the 89th continued demonstrating the value of A-20s in the forward area. Combat sorties totalled - 601; bombs expended amounted to 26 tons; ammunition expenditure totalled - 49,050 x .30s and 26,140 x .50s.

[REDACTED]

DECEMBER 1942

1 - Wards 24 & 25: Six planes of the 89th Squadron hit Buna at low level in the morning and later that day, six more planes attacked the area between Waytuta Point and Cape Killerton, making a total of 36 strafing passes. Ordnance expended: 400 x 20 lb frags, 2000 x .50 and 6800 x .30 cal.

2 - Wards 36 & 37: Six planes of the 89th raided the Buna main runway. Intense ack-ack severely damaged two planes but all returned. Later, six planes assaulted enemy huts and a supply dump at Waytuta Point and Cape Killerton. 469 x 20 lb frags were dropped and 2700 x .50 and 8700 .30 expended in strafing.

3 - Wards 44 & 45: Eleven A-20s attacked Sanananda Point and Buna with fragmentation bombs. Heavy machine gun fire was encountered, but all planes returned. Later 5 A-20s hit Buna. All five of these planes were damaged by machine gun and medium ack-ack fire. Areas were plastered with 172 x 23 lb parafrags, 141 x 20 lb frags, 6400 x .50s and 6050 x .30s.

5 - Wards 13 & 14: Three 89th planes hit Sanananda Point, and later six A-20s bombed and strafed Buna, starting fires. Allied troops were seen nearby. A total of 605 x 23 lb parafrags, 3450 x .50 cal. and 7700 x .30 cal. were used.

6 -: One 90th plane searched about Buna for shipping with no luck. Six B-25s flew to Lae at night to get 17 Zeros reported to be on the drone. They went over at 7000 feet, dropping 72 x 100 lb bombs. Intense, accurate ack-ack was received. All planes returned through bad weather.

7 -: Six B-25s of the 90th took off in the afternoon to bomb Lae this day, one year after Pearl Harbor. The formation bombed with 72 x 100 pounders from 12,000 feet, flying through intense flak.

8 - Wards 27: A flight of 3 B-25s flew to Buna and bombed ack-ack installations with 20 lb frags. The run was made at 6000 feet. Little fire was encountered. A second flight made its run at 4000 feet and after dropping its bombs met a terrific barrage. One plane was badly damaged and two others not so severely. Four A-20s accompanying the B-25s strafed with 800 x .50s and 2400 x .30s. One A-20 was shot up.

12 - KKG: Three A-20s flew an armed recon from south of Kuisi River to Salanaua expending 1300 x .30 and 1400 x .30 calibre ammunition.

13 -: Six A-20s bombed and strafed Cape Killerton area without damage observations, using 240 x 20 lb frags, 4100 x .50s and 9600 x .30s.

14 -: Eight planes left at dawn to look for a fleet of 5 Hip destroyers reported by B-17s off the coast at Buna. One other plane took off an hour and a half later and flew over Buna where he intercepted a signal from a B-17 reporting the fleet "off Cape Ward Hunt, going in the direc-

[REDACTED]

DECEMBER 1942

tion of Rabaul at 30 knots..." The plane spotted the destroyers and made three runs with no luck. Intense ack-ack heavily damaged the plane.

On the same day nine planes of the 90th went to the Kumusi River area where Mips had been landed from the destroyers the night before. 72 x 100 pounders were dropped on landing barges and on frantic Jap troops who were heading for shelter when the attack was made. "Hundreds of bodies" were seen floating in the water after the raid. No ack-ack was encountered.

89th Squadron Record - K13-A through I: As a result of intelligence that the Jap was unloading vast quantities of gasoline, oil and food and barging it to dispersal points along the Kumusi and Mambare Rivers, it was decided that the 89th should prevent this.

Thus, on the 14th the 89th Squadron had one of its busiest days. Nine missions, involving 26 sorties were flown on this day: (1) Three A-20s bombed and strafed enemy troops, barges and supplies in the Buna area. (2) Three more bombed and strafed enemy troops, barges and supplies near the mouth of the Kumusi River. One aircraft had to land at Dobodura because of damage received from its own bomb blast. (3) Three planes bombed and strafed enemy concentrations of men and supplies near the Mambare River. Sunk barges and an oil slick were seen in the area. (4) Three planes made 18 strafing passes over the area around the Mambare River's mouth. (5) Three planes again bombed and strafed enemy concentrations along the Mambare River. (6) Three planes bombed and strafed the Mambare River section again, dropping parafrags. (7) Two planes made 14 strafing passes after bombing the area of the Mambare River's mouth. (8) Three planes bombed and strafed the vicinity of the Mambare and Kumusi Rivers. (9) And three more planes bombed and strafed near the Mambare and Kumusi Rivers. Many lifeboats and drums of supplies floating in the ocean were strafed and Japs were seen swimming among the debris. They also were strafed. 150 drums were sunk and many unserviceable barges were in the area following the attack. 815 x 20 lb frags (8.13 tons), 11,845 x .50 calibre and 22,600 x .30 calibre were used in these attacks.

15 & 16 - K13 & 11: 89th planes flew armed reconns to Buna and Salamaua with no observations being made. They used 86 x 20 lb frags, 435 x .50c and 1200 x .30s.

19 - K14 & 15: Thirteen A-20s struck at Buna and later 3 hit at Kumusi River area from the 89th Squadron, but no enemy activities were observed. 612 x 23 lb frags, 9750 x .50 cal. and 15,600 x .30 cal. were used.

20 - K17: Six A-20s attacked Oriopi Point, dropping fragmentation bombs which started small fires and set gasoline drums afire. Ordnance expended: 256 x 20 lb frags, 2150 x .50s and 5300 x .30s.

[REDACTED]

DECEMBER 1942

24 to 31 - MC20, 52E, 53G, 54E & 54H: In missions in the now familiar Lae, Buna, Salamua area the 89th flew 12 sorties strafing Jap troop concentrations, light water transportation and several tracks with 6200 x .50 and 8500 x .30 calibre ammunition.

31 - 54H: B-26s with help from 6 A-20s flew a mission over Lae strafing grounded aircraft and drome defenses and possibly destroying six bombers which received many hits. The building area was also bombed. Zeros came up to attack the formation. P-38s intercepted the attacking Zeros and were credited with eight kills.

SUMMARY: 169 combat sorties; bomb expenditure was 86 tons; and ammo expenditure amounted to 54,610 x .30 and 28,680 x .50 cal.

[REDACTED]

1943

JANUARY 1943

2 & 3 - 1F & 2G: Six A-20s got through to Lae and scored hits on two ack-ack positions and one grounded Zero, destroying it. Large fires blazed up at the southwestern end of the strip. Six planes unsuccessfully searched for shipping from Lae to Marobe on the 3rd. Three planes were badly holed by machine gun fire.

4 & 5 - 3H & 4H: Six A-20s made six strafing passes against Lae with a top cover of P-38s. Hits were scored on A/A positions, dispersal areas and buildings. Two planes were damaged by anti-aircraft fire. Again on the 5th, six 89th Squadron planes hit Lae.

6 & 7 - 5E & 6-O: Six A-20s hit Lae. The effort of six A-20s to hit Jap reinforcements landing at Lae was blocked by bad weather on the 7th.

8 - 7I: Thirteen A-20s scored direct hits on trucks, supplies, runways and a 6000 ton cargo vessel on the 8th. Lt. Lunsley dropped the first bomb bay tank the squadron has lost during the war and it accidentally struck an ammunition dump, setting it afire. It was a good mission, being coordinated with B-25s, B-70s and "Aussie" Beaufighters. Two Japs tried to intercept. One of them was knocked down by Jap A/A.

9 - 8C: Eleven A-20s bombed and strafed the runway and terrace at Lae definitely destroying three Zekes and Oscars on the ground.

13 - 12F: After several days of "cloudy" weather, 3 A-20s bombed and strafed Sanananda Point and track making 12 passes over the target. No results were observed.

14 - 13F: Six A-20s strafed Labu Village and swept up to Bukubau, taking pictures of the village and lagoon. Also, the stores and supplies area from Poco Point to the Kutubun River came in for an attack by B-25s of the 13th Squadron. Large oil and gas fires were started with 26 x 300 lb. bombs.

15 - 14K: Three A-20s made bombing runs on Sanananda Point, dropping bombs across dumps and making strafing passes at the road.

16 - 15I & 15J: Three A-20s strafed life-boats between Bukubau, and Denavati, and attacked the Soputa-Sanananda track. Three B-25s went on an armed recon of the Markham River area. The 13th Squadron flew mission against "kunai grass at the track junction at Sanananda" which was successful.

[REDACTED]

JANUARY 1943

17 - 16E & 16I: Three A-20s strafed at various points from Mamberi Delta to Turin Lakes, and from Bakumbau to Salamaua. Six B-25s of the 13th Squadron bombed stores in the Lae area from 7500 feet with 45 x 300 pounders.

19 & 22 - 18E & 21I: Three A-20s took photographs of Salamaua and the Mamberi Delta and made 11 strafing passes at Kurenada Village. On the 22nd 3 A-20s strafed canoes from Gona to Salamaua.

24 - 24F: Three A-20s swept Kucusi, Duvau and Bulambua, taking photos of the Sumasi River south to the Mamberi Delta. One plane landed at Buna for fuel but all returned safely. Three B-25s of the 13th Squadron dropped 300 pounders on the terrace and buildings at Lae without observation of results.

27 & 28 - 25F, 26E & 27F: In two missions of six planes and three planes, the 8th strafed supplies at Lae and hit Mubo, Garrison Hill and Koniatus. On this one S 1-38s attacked one of our A-20s to within 1000 feet but no damage was done due to poor marksmanship. We lost one A-20 and pilot due to crash on take off on the first mission when a tire blew out. Three planes again hit the Mubo area on the 28th of January.

28 - : Six B-25s attacked Mubo, Mat Mat Hill and Garrison Hill. These planes of the 13th Squadron and general damage was observed.

30 - 29I: Three A-20s of the 89th Squadron bombed and strafed Mubo and Garrison Hill, destroying huts and taking photographs of the damage.

SUMMARY: Total number of combat sorties - 93; Total number of bomb tons dropped - 47; Ammunition expended - 50,545 x .30s and 31,115 x .50s.

[REDACTED]

FEBRUARY 1943

2 & 4 - 32H & 34L: Three A-20s swept the coast from Kunusi to Salamau on the 2nd and 3 more hit Muho on the 4th. Six planes went after grounded planes at Lae without results on the 4th.

5 - 35G: Three A-20s worked over the villages of Zaka, Sappa, Bau, Kobo and Dona in ten strafing passes and a bombing run and one A-20 made a photo run between Bau and Salamau.

8 & 9 - 38D: Six A-20s bombed and strafed the track from Guedagasal, Muho, and Koniatum to Salamau. Eighteen strafing passes were made through the Buigap River valley. And on the 9th, 3 B-25s of the 13th flew an uneventful recon mission of the Markham River Valley covering Schwimmer-Kerema-Markham Valley-Lae-Salamau and Schwimmer.

13 - 43H: Six A-20s bombed and strafed tracks around Muho, Guedagasal, Koniatum and Salamau again. Eleven strafing passes were made through the valley of the Buigap River. B-25s flew a mission on the same day. Six planes bombed new buildings at Lae, but it was not very successful. Reconnaissance of the north New Guinea coast had been called for but this had to be abandoned due to bad weather.

15 - 45F: Six A-20s strafed supply dumps at Malahang, dropped propaganda leaflets to natives at Bani village and to Jap troops at Malahang. Also, the 13th hit stores areas at Malahang. Five planes flew the mission with fair results.

16 - 46E: Six B-25s equipped with nose guns for strafing purposes took off so equipped for the first time to hit a ship believed to have been beached on a reef north of Finsehafen. It had sunk so the planes hit Malahang strip, and proceeded down the coast to Salamau where they gave the new guns a workout. On the same day, three B-25s of the 13th ran an armed recon over the Markham River valley. It was noted that many areas in the lower part of the valley looked good for future landing strips.

19 - 49I: Ten A-20s attacked targets in the Butibum II area and Anari area escorted by P-38s and Beaufighters.

[REDACTED]

FEBRUARY 1943

20 & 22 - 50H & 52I: Six B-25s of the 90th without success searched for a small convoy near Gagata so barges were attacked in that area. On the 22nd, for the second time in three days an A-20 photoed Wau, Kubo and Salamaua and six A-20s hit Buibaining, Waipoli, Quadagasal and tracks in the area.

23 & 24 - 53G, 53GB & 54J: Three A-20s attacked tracks surrounding Hibaining, Waipoli, Quadagasal Saddle and Kubo. Later, three more attacked the same area. One A-20 of the 89th Squadron flew a photo mission but the aircraft was forced by weather to land on the beach at Redscar Bay. The camera and film were lost but all members of the crew were returned safely.

25, 26 & 28 - 55F, 56G & 58G: Three A-20s bombed Quadagasal Saddle and strafed tracks in the area to Gona Drome and on the 26th, 8th Squadron pilots in 89th A-20s successfully attacked the Waipoli-Buibaining area. A lone A-20 photoed the Wau area on the 28th.

SUMMARY: Number of combat sorties - 97; Bombs expended - 45 tons; Ammunition expended - 102,650 x .30s and 91,965 x .50s.

[REDACTED]

MARCH 1943

1 - 59B: Three A-20s hit the Guadalusal Ridge area.

2: All planes were held in readiness for an enemy convoy reported coming from Rabaul--possibly for Lee.

THE BATTLE OF THE BISMARCK SEA

3 - 61 General: In a coordinated attack with B-17s, B-25s, A-20s, U.S. Fighters, and RAAF fighters, B-25s of the 90th, A-20s of the 89th, 13th Squadron B-25s and A-20s of the 89th Squadron flown by 8th Squadron pilots hit a heavily defended convoy--variously reported as 16, 22 and 23 ships--coming down from Rabaul. One hundred twenty planes in all participated in this mission. We quote from the Group Diary:

As long as there is a 3rd Bombardment Group, this day, March 3rd will go down in everyone's memory as one of the most distinguished days of the group. The 90th Squadron probably set a record that no squadron has achieved in any single day in this war to date. And the 89th Squadron with several pilots from the 8th flying with them, as well as the 13th Squadron performed remarkably well to add to the glory and distinction of the Group. The 3rd Attack hit the reported 16 ship convoy coming down from Rabaul to reinforce Lee, Salansau and the Markham Valley areas. This convoy consisted of cargo and transport ships and naval vessels, including destroyers and cruisers, the remainder of the 22 ship convoy that left Rabaul. The convoy had been hit the previous day by B-24s and B-17s but on the 3rd of March through a coordinated attack of land-based aircraft--B-17s, B-25s, the 90th Squadron's own B-25c-1s, Aussie Beaufighters, the 89th Squadron's A-20s, P-38s, P-39s and P-40s--the convoy was completely wiped out. The ill fated convoy never reached its destination. The order of attack was: 27 B-17s would lead the attack from 5000-7000 feet; followed by a squadron of B-25s from the 38th Group; followed by the 13th Squadron's B-25s; followed by another squadron of B-25s of the 38th Group; followed by the 90th Squadron's strafing-skip-bombing B-25c-1s; then Australian Beaufighters; followed by the 89th A-20s, and protected overhead by a minimum of 35 P-38s and an ample coverage of P-40s and P-39s. All in all, 120 planes were in on this coordinated attack. This was strictly an Army Air Force job; the Navy was not around!

[REDACTED]

BISMARCK BATTLE (con'td)

Early in the morning, the crews of the 90th were assembled at the Intelligence tent on the line and the roll was called by Capt. Henebry. The pilots for this mission were: Major Lerner, Capt. Henebry and Lts. Smallwood, Howe, McCoun, Chatt, McKee, Ebisa, McNutt, Moore, Reed, and Reid.

Piloting the 12 A-20s of the 89th Squadron were Capt. Glen W. Clark, Squadron C.O., Lts. Richardson, Conn, Messick, Taylor, Beck, Neel, Montegano, Mayo, Capt. Dunbar and Capt. Chudoba and Lt. Ruby of the 8th Squadron who were assigned to the 89th for the flight.

The 13th Squadron had six B-25s in the air with Lts. H.G. Hamilton, Everett Martin, Raymond A. Tabb, Arthur Small, Jacob Hutchinson and Walter J. Hearn at the controls.

Needle s to say, everyone was ready and spoiling for the chance to hit the Nip where it would hurt most. What could be better than shipping men and supplies? Off went the men of the 3rd Group to distinguish themselves against the "little monkey-men". All the planes rendezvoused at 0915 over Cape Ward Hunt at 7000 feet. Seventy-two bombers with approximately 50 fighters as cover started on a heading of 35 degrees for the convoy. The following is an account taken from the 90th Squadron's Diary which gives a very graphic picture of what took place on that historic day. This account places the 90th in the limelight and why not-- read on and see!

'Major Lerner and his flight of 11 ships were just getting within sighting distance of the convoy...his ships were in an echelon of V....five minutes from the target he threw his flights into an echelon....directly ahead big splashes on the water showed the B-38s dropping their belly tanks... ..they'd run into Nip pursuit covering the convoy....

'Suddenly, after several minutes of fast descent, the 90th broke out of some puffy cumulus clouds and the convoy sat directly ahead at a distance of some five miles....Major Lerner peeled off and gave the signal for the rest of the planes to follow suit....Smallwood, Howe and McCoun kept on Major Lerner's wing until over the radio came: 'Damn it! Get the hell off my wing and get your own boat! '....the Major was heading for a cruiser at this point...From then on for a half an hour chaos reigned for the Sons of Nippon. ...A panorama of bursting shells, diving planes, exploding bombs, plane dog-fighting, and occasional burning planes falling into the ocean, and veritable hell broke loose...

~~SECRET~~

BISMARCK BATTLE (cont'd)

'One sees such things on calendars back in the United States, but one does not ever expect to be witness and a part of such an event....It was a B-25C-1 day....there was no doubt of that....each plane in the 90th scored a direct hit on some boat....several scored hits on as much as three boats....

'A play by play description....Major Lerner peeled off at a cruiser....he scored one near miss and 1 direct hit and the ship was seen to roll over on its side. He scored a direct hit on a 4000-5000 ton transport and it burst into flames... He scored 1 bomb off the stern of a destroyer and strafed its decks....

'Capt. Henebry picked a 5000-8000 ton transport and dropped a 500 pound five second delay bomb on its water line....on a second run he had a miss of 15 feet....the ship was burning violently as he came in and strafed it....Lt. Reid peeled off on a transport and scored a direct hit and 1 near miss....He strafed three ships together and observed black smoke coming from all three ships....

'Lt. McKee scored two direct hits on a 5000 ton transport... one in bow and one in the gun position in the stern....it seemed to blow up, and then stopped its forward movement....Lt. McKee expended 2000 rounds of .50 calibre ammunition in strafing.

'Lt. Chatt scored two direct hits and two near misses on a large destroyer or small cruiser....Superstructure entirely blown away....ship made 90 degree turn and stopped immediately. ...large amount of black smoke coming from it.

'Lt. Howe dropped two 500 pounders on a large transport with results unobserved....he dropped two more bombs on a 3000-5000 ton transport and the ship was observed to blow up in the middle....left in a probable sinking condition....

'Lt. McCoun peeled off onto a 8000 ton transport gutted with fully-laden soldiers in jungle equipment....he laid one hit at the waterline and another in the middle of the ship....the third bomb fell over....the ship burst into flames and large columns of smoke poured from it....left in sinking condition.

'Lt. Moore scored two direct hits on a 5000 ton transport... left it rocking violently....his strafing was most effective and it knocked out all defensive fire power....probably sinking....cruiser pulled alongside.

[REDACTED]

BISMARCK BATTLE (Cont'd)

'Lt. Reed scored two direct hits amidships on a 8000 ton transport and it was left burning violently....strafed two destroyers with 2000 rounds of .50 calibre ammunition.

'Lt. Spiss picked a 5000 ton transport and went in with all eight .50s firing....he swept the decks and as he passed over the ship, his intercometer failed to work and his bombs did not fall....

'Lt. Smallwood scored two direct hits on a 5000 ton transport and it was seen to be listing as he made a second run and strafed its decks....he picked up a great deal of ack ack from a nearby destroyer on this run and his hydraulic system was knocked out and he initiated a crash landing at 7 Mile Field....Sgt. Martin, upper gunner, was killed in the landing and Lt. Smallwood, Lt. Lockard, and W/O Blewitt (RAF) were injured....'

'All in all, it was a glorious morning for the 90th -- and for the 3rd Group, and why not? -- for as they left the convoy all the eye could see were burning vessels dotting the water. It seemed hardly possible that so much damage could be inflicted by so few men-- yet here it was -- spread out below them and only 300-400 ships accounting for over 15,000 ships being sent to meet their "Ancestors".

A Zero got on Major Lerner's tail on the way home but was scared off by Sgt. Timberlake. Thirty Zeros were shot down in the melee over the convoy and he lost three P-38s. A B-17 was knocked down by ack-ack from the vessels. All of its crew was lost when they parachuted and were strafed on the way down by Nip pilots. After that, no quarter was given and none was asked. B-17s and all other planes strafed plenty in return, accounting for many Nips being sent to a watery grave. The water was red with blood.

The 89th Squadron gave a good account of themselves. Although they do not claim any actual sinkings, they do state they got 12 hits on seven ships; adding considerable to the destruction and eradication of this enemy convoy. Capt. Chudoba with W/Sgt Larronde, as gunner, both from the 8th Squadron flying with the 89th, scored two direct hits on a medium cargo ship, later identified from photographs as the Taisei Maru. They also strafed the vessel. The attack was made at mast level and Capt. Chudoba crossed the vessel just aft of amidship, denting his right wing on the ship's mast. When Capt. Chudoba first reported in, he claimed, very sincerely, that the damage to the wing was caused by ack-ack but later admitted that his wing hit the ship's mast.

[REDACTED]

[REDACTED]

BISMARCK BATTLE (Cont'd)

Lt. Mayo, who was Capt. Chudoba's wingman, got two direct bomb hits and strafed from maximum gun range throughout bombing run as he attacked a 8000-10000 ton transport. Lt. Mayo made the attack at ship-deck level. Sgt. S.B. Silva was his rear gunner.

Two direct hits were made by Capt. Dunbar on another cargo vessel. As he left the target he was jumped by an enemy fighter, who made one pass, without damage, and disappeared into the clouds. Capt. Dunbar and his gunner, Pfc. Cann, then went ahead and strafed two other merchant ships.

Capt. Clark, Squadron J.C., and Sgt. Sherman, rear gunner, scored one hit and a near miss with 500 pounders on a merchant vessel as they bombed and strafed.

Lt. Montegano and Pvt. Betterstedt as gunner, strafed a cargo vessel and silenced the ack-ack coming from it. They then attacked another cargo ship, strafing and dropping two bombs simultaneously and scoring one direct hit, one near miss.

Lt. Taylor, with S/Sgt. H.A. Marion, also scored a hit and a near miss on another 6000 ton cargo vessel in an attack at mast height. They then strafed two transports.

Lt. Conn with Cpl. G.J. Hall as gunner attacked a large merchantman amidship broadside just below mast height. Both bombs were released simultaneously, with one direct hit.

Another merchant vessel was bombed and strafed by Lt. Richardson and his gunner Sgt. G.A. Burk, scoring a direct hit with a 500 pounder. Lt. Messick dropped two bombs, between mast height and deck level, on a transport. One bomb hit was observed and the vessel was later seen to explode. The transport was also strafed during the bombing run. Sgt. A.H. Taylor was gunner on the A-20.

On a bombing and strafing attack on a cargo vessel Lt. Keel and his gunner, S/Sgt. Sorenson, received several ack-ack hits in return from the ship without serious damage. Three strafing passes were made on three other merchant ships. An Enemy fighter intercepted but after one pass withdrew from the attack.

Capt. William Beck with S/Sgt. J. Fox as rear gunner, made a skip-bombing and strafing attack on an enemy merchantman but his bombs failed to release. Strafing was begun at maximum

[REDACTED]

BISMARCK BATTLE (Cont'd)

range and continued until he passed over the vessel. Attacks made by Capt. Beck were the same as those made by Lt. Richard G. Ruby. Lt. Ruby, with Cpl. Allport as gunner, both from the 8th Squadron, was wingman for Capt. Beck in the second element of the second flight of A-20s. On the attack on the merchant vessel, his bombs also failed to release. Capt. Beck and Lt. Ruby then strafed an enemy destroyer from stem to stern, attacking from just above mast height. Again the bombs failed to release. An explosion was seen on the strafed destroyer about 15 seconds after the attack, believed to have been the result of strafing.

The 13th Squadron entered the fray in two elements of three planes each. In the first element were the B-25s piloted by Lt. Arthur Small, Hutchinson and Kearn. This element attacked a medium-sized cargo vessel and bracketed it with fifteen 500 pound bombs, the closest bomb hitting 15 to 20 feet from the vessel. After the bombing run, the planes were attacked by 4 or 5 Zekes and one possible Oscar which made one pass apiece. These were driven off and 1 Zeke was damaged by the gunners and was seen to fall out of formation, smoking.

"The second element of the 13th Squadron was somewhat more successful. Of two 500 pounders dropped at a 6000-8000 ton merchant vessel, the others either hung up or were released prematurely, one scored a direct hit and the Oscar a near miss. A large explosion was observed on the vessel which was seen to stop after the bomb hit and list slightly although no flames or smoke were visible. Piloting the B-25s of the second element were Lts. H.G. Hamilton, Martin and R.A. Tabb..

The armada of Allied planes that came to the convoy in formation, returned for the most part, individually. We had complete control of the air. Returning to their various bases, more danger was encountered as the planes all came in and landed in opposite directions. Luckily, no damage was sustained on these landings.

The alert was still on and all planes were reloaded with bombs and ammunition and prepared to strike again the ships of the convoy which were still afloat. The 96th Squadron put ten planes in the air with Major Larner, Capt. Henebry, Lts. Howe, McKutt, Wonderly, Launder, Solomon, Hawkins, Fisher and Criswell at the controls. The remainder of the crew was generally the same as for the morning strike. Take off was at 1300, rendezvous with other planes at Cape Ward Hunt. Due to bad weather and poor visibility, Lt. Wonderly and Lt. Launder could not find their flights and returned to base.

[REDACTED]

BISMARCK BATTLE (Cont'd)

Major Petrie led the second mission of 12 A-20s of the 89th Squadron to the battered convoy but was forced to turn back, because of bad weather over the range, before reaching the target.

The 13th Squadron put six B-25s into the air to add their bit to the mopping up of the "debris" left after the morning strike. They scored four direct hits, two on the stern and two amidships, on a large destroyer or cruiser. The vessel stopped dead in the water and started to list to port. A small amount of smoke and no fire was observed.

Earlier, the 90th Squadron followed the B-17s to the target. The strike was not so well coordinated as the morning attack. Four burning merchant vessels and a destroyer and a cruiser were observed 50 miles southeast of Lae. The 90th peeled off as they did in the morning attack.

Lt. Hawkins scored two direct hits on the destroyer and saw it settle in the water. Lt. Solomon hit the cruiser and observed violent smoke coming from it. Numerous strafing attacks followed the bombing. Survivors in the water--Japs in full battle array, Japs in the uniform of the Navy and of the Marines all clinging to lifeboats and to bits of wreckage--were churned up in the fire that emitted from the eight .50s of the B-25C-1s. All planes in the attack went down to the water and strafed the survivors and wreckage until their ammunition was expended completely, repaying the Nips for strafing the B-17 crew who bailed out after their plane was hit by A/A fire in the morning strike.

Lt. Howe was attacked by three Zeros but Sgt. Burch chased them off. Major Larner was so attacked in a similar fashion but again Sgt. Timberlake saved the day by scaring the Nips off.

When the planes left the battle area, all ships were sinking or in a definite state of sinking. Undoubtedly this was history for the 90th and for the Group--they had claimed damage to 16 ships with 8 vessels listed as "sunk by the 90th Squadron."

[REDACTED]

MARCH 1943

4 -: 90th Squadron planes were to return to the Bismarck Sea for patrol of the area and to sink anything remaining afloat. Barges were sighted and strafed. A crippled destroyer 50 miles east of Cape Ward Hunt was scuttled by Japs and enemy personnel was seen clinging to lifeboats and floating pieces of wreckage. The destroyer was bombed and strafed and as many of the survivors as possible were also strafed.

62H: On the same day, 12 A-20s strafed aircraft and installations at Lee. Returning crews termed it an "aircraft bone-yard".

5 - 63G: Six 89th Squadron A-20s made six strafing passes on Lee drone with unobserved results.

6 & 7 - 64H & 65H: On ground support missions 6 A-20s of the 89th bombed and strafed Guadagusal Ridge as directed on the sixth and again on the 7th.

11 & 12 - 69H & 70H: Three A-20s of the 89th bombed and strafed Vickers Ridge and on the 12th 8th Squadron pilots in three 89th planes bombed and strafed Guadagusal. One plane was last seen entering clouds over Mt. Murray.

15 & 16 - 73F & 74H: Capt. Klatt of the 89th flew a photo mission over Dobodura and Pependetta strip. On the 16th a similar mission was flown.

19 - 77G & 77H: Three 89th planes bombed and strafed Mubo strip. Also, five B-25s of the 90th dropped 12 x 500 pounders at a large Jap submarine at Lee dock scoring 7 sure hits, four probables and one near miss. The sub exploded causing a terrific blast that rocked the B-25s. Ack-ack was rough but all planes returned.

23 - 81C: Six A-20s hit Mubo with 20 lb frags and strafed heavily. Six planes of the 90th attacked Labu lagoon where landings barges had been reported. Results were not observed due to dense foliage. They then went to Madzab where all visible buildings were strafed. On 22, 24 and 25 March, photo missions were run over "Dobo" and Salamaua (80H, 82F & 83H).

26 - 84K & 84L: Three A-20s did a thorough job of plastering the Mubo-Kitchen Creek area with wire-wrapped 100 lb demos. Later six A-20s attacked the Malahang wreck. One plane was ditched, the pilot of which was rescued. The gunner and photographer who had bailed out were not.

[REDACTED]

[REDACTED]

MARCH 1943

27 - 85J: A mission was flown to Lae which was almost completely socked in. Flares were dropped and a searchlight battery was knocked out. One plane did not return and was believed shot down by A/A. An unsuccessful mission for survivors was flown on the 28th. The using of flares was reported to be impractical for low level attack which could best be carried out at night only when there was moonlight.

30 - 88K: Twelve A-20s of the 89th hit the Finschhafen wharf area dropping 12 x 500 pounders. Twenty-three strafing passes were made. Fires were observed.

31 - 89A & 89B: Six A-20s were to attack barges between Finschhafen and Lae but with no target found, hit Salamua instead. A lone A-20 photo reconed Warobe Harbor.

31 - 89A & 89B: Total combat sorties - 134; Bombs expended - 25 tons; Ammunition expended - 95,150 x .50s and 72,290 x .30s.

3

[REDACTED]

[REDACTED]

APRIL 1943

1 - 90K: Lt. Jarrett B. Roan of the 89th started off the month by flying a photo mission over Morohi Harbor area. Also, the 13th Squadron had a B-25 flying cover without incident for a vessel leaving Port Moresby for Townsville. At the 90th, 14 planes were alerted early. They flew to Dobodura to sweep out the expected mission. At the briefing at 1530 it was learned that a "Tokyo Express" of warships was enroute to Lae. The 90th's job was to intercept them about 200 miles southwest of Haviang and -- in conjunction with Beaufighters, B-17s and B-24s-- sink them in the Bismarck Sea Battle. There was to be no fighter cover and Major Lerner is quoted as saying "A B-25 can outrun a Zero anyway!" Wing Commander "Black Jack" Walker, head of the RAAF Beaufighter outfit, and a legendary figure among fliers, was also at the briefing. The planes were well on their way when they were ordered to return to "Dobo". (We don't know why.) All the planes of the 90th were back at Port Moresby on the third.

2 - 91E: Six planes of the 89th hit the Kitchen Creek area at Wubo. Weather prevented one flight from reaching the primary target. It attacked Labalia Island. Fires were started about the village but no other results were observed. The other flight got to the primary and thoroughly bombed and strafed it.

3 - 92E: Three planes again attacked that area. Two bombing and five strafing runs were made expending 96 x 20 lb frags, 1200 x .30 and 1850 x .50 calibre with results generally unobserved.

4 - 93 & 93C: Five B-25s of the 13th struck Heath's Plantation at Lae, dropping 25 x 500 pounders. Most of these hit the target but results were unobserved. Also on the 4th, Capt. Raymond B. Wilkins of the 8th Squadron, leading six A-20s of the 89th hit the now familiar Kitchen Creek area at Wubo. Frags were spread throughout the target in 6 bombing runs. Seventeen strafing passes were made on that target and 11 others were made on a machine gun position with a reported ammunition expenditure of only 3620 x .50 and 5950 x .30 cal. The area began to show evidence of very rough treatment.

6 - 96F: Six 90th B-25s were alerted for a strike at Sidor Strip, 60 miles southeast of Madang. The idea was to scare off the natives who were helping the Japs build an airbase at Sidor by bombing and strafing their villages as well as the strip. With the natives gone, the Jap project would be halted.

[REDACTED]

APRIL 1943

The flight engaged in a round robin with one plane derailing in and dropping his bombs and another sneaking in after him and strafing. Four villages were fired and the coastal area from War to Singer was strafed. Propaganda leaflets were also dropped. One B-15 of the 13th relieved a Beaufort of the 9th Operations Group providing cover for Allied merchant vessels.

8 - 98H: Six A-20s again hit Kitchen Creek. They made 7 bombing runs and 18 strafing passes. Formation flying for the 90th was held in the morning. Major Larner, who was on a fishing trip with Lt. Col. Strickland off Port Moresby, was given a good buzz job by this flight led by Capt. Chett. Lt. Hawkins nearly took the mast off the Colonel's boat.

9 - 98H: The target for 13 B-25s of the 90th was Bogia, south of Newak. The target could not be reached because of weather so Major Larner hit Madang instead. Complete surprise was effected and results were excellent. Bombs and frags hit the runway, town area, barges and scattered buildings and huts. The entire area was strafed at minimum altitude. Three Zekes and two bombers, probably Lilly's were destroyed, fires were started and an A/A position was silenced. A gasoline truck, caught in the midst of refueling a plane, was demolished. The Beaufighters, under "Black Jack" Walker, were to have hit Madang 15 minutes after the 90th Squadron hit Bogia. As it was, when "Black Jack" reached Madang he found nothing but fires. His language could be heard as far south as Port Moresby (via radio) -- to the consternation of some of the 90th's personnel.

10 - 99C & 99H: The 90th Squadron were again given Bogia-- with Madang as the secondary. Twelve planes were scheduled but one was not serviced and one had a malfunction of its electrical system, so only 10 took off. Another had to turn back 30 minutes from the target due to fuel transfer failure. The remaining nine swept in low and fast. From a deserted plantation hut severe, accurate, heavy machine gun fire met the first flight. Capt. Henebry's plane was hit and his gunner, S/Sgt. McKinney, severely wounded. The hydraulic system was shot out and the bomb bay doors had to be cranked open by hand and the bombs salvoed. The wounded gunner made it necessary for an immediate return to the field. The same burst of fire also got Lt. Howe's right engine. He feathered it, salvoed his bombs, which wiped out the A/A battery, and headed for Dobodura. The remainder of the flight left numerous fires. Major Larner escorted Capt. Henebry to 7 Mile, while Lt. Hawkins accompanied

[REDACTED]

APRIL 1943

Lt. Howe to "Debo". Although one of Captain Henebry's wheels had been damaged when his plane was hit, Sgt. Moser, his crew-chief, wound down the wheels and the plane made a perfect landing. S/Sgt McKinney lost part of his left heel but due to excellent doctoring by Lt. Ranson, Navigator, he was in good shape when the plane landed. "Doc" Maguire, 90th Flight Surgeon, said it was as good a job as any doctor might have done. McKinney received the Purple Heart that afternoon and Lt. Ranson was recommended for the Air Medal for his first aid. On Lt. Howe's order, the guns were disposed of, the radio was dumped out and so was everything else S/Sgts. Art and Dickinson could pry loose. At 700 feet, the plane could not gain further altitude. Nevertheless, with Lt. Hawkins leading the way, Lt. Howe flew through extremely bad weather on one engine and on instruments. Luckily, his hydraulic system was not damaged and the plane made a normal landing. However, on his approach, a transport which had been given the red light, insisted on landing in the opposite direction and almost made a failure of his good work. Not to be outdone, Lt. Howe ducked the transport. He was recommended for the third Distinguished Flying Cross. (Taken from the Diary almost word for word). Should one come to wonder why the 13th Squadron seems to have disappeared it would be well to take a look at the Local Interest section under 12 April 1943.

13 - 1020: Three A-20s again visited the Mubo-Kitchen Creek area making three bombing and 8 strafing runs.

14 - 1030: One 89th plane photo reconed the Lae-Salamaua area taking 132 pictures in 20 runs.

On April 19th and 20th, the 90th Squadron held formation flying practice also bombing and strafing practice on the Moresby wreck.

22 - 111A: This was a coordinated attack by four 89th planes and four of the 90th. Stiff enemy opposition was encountered by our ground forces in the Duali sector and the A-20s and B-25s were assigned to bomb and strafe it and the villages south of there. The 89th hit first, dropping frags and strafing, and was followed by the 90th which did the same. Destruction of huts and much debris throughout Duali and other village areas were observed. The results of this mission came in several days later when U.S. Infantry patrols radioed that many dead Japs were found in the area.

24 - 113F: The 89th Squadron started in on the Mubo area again. Four planes made 12 strafing and 6 bombing runs on Green Hill. Ground troops reported the raid to be successful.

[REDACTED]

APRIL 1943

25 - 114C: Easter Sunday was declared a holiday for the Group but the 89th went back to its old standby--you guessed it--Mubo. Ground troops hoped to gain complete control of the ridge for operational purposes.

There was formation practice again at the 90th on the 26. Lt. Castelli scared the wits out of everybody when, on take off, his wheels did not come up and he disappeared at the end of the runway. But he was O.K. -- his co-pilot merely forgot to pull up the wheels.

27 - 116H: Three planes of the 89th bombed and strafed a hip mountain artillery position marked by smoke shells, as directed by Air-Ground Support.

29 - 118E: The 89th Squadron flew a one plane photo mission over the Bohodura area.

SUMMARY: Total combat sorties - 39; Bomb tonnage expended - 41; Ammunition expended - 94,524 x .50s and 35,650 x .30s.

[REDACTED]

MAY 1943

3 - 122E: In the morning four 90th planes with P-38 cover had heavily strafed Gasmata strip and town areas starting fires. The return was flown on instruments and some of the fighters came down and flew on the B-25's wings until near Dobo when P-40s came out to investigate. The P-38s went upstairs, just in case they were Zeros. The 90th's Lts. Hawkins, Moore, Paine, Solomon and Sbisz and their crews returned to Port Moresby after refueling at Bobodura.

6 - 125E: Due to continuous rains, no missions had been flown on 4 and 5 May. Three A-20s (referred to in April and May Intelligence reports as RA-20As) of the 89th bombed and strafed the Kubo-Piuple area as directed by Air Support Control.

7 - 126E & 126F: Three A-20s were directed by ASC to hit the Piuple area. They bombed and strafed as directed and photos were taken of the target area. One plane, as directed by ASC, photographed Lae, Salamaua and the vicinity of Heath's Plantation and Wampet airbase.

8 - 127C: Nine planes from the 90th led by Capt. Henebry sunk two enemy cargo vessels near Madang. As the flight broke out of a rain squall the ships were sighted and fires on Madang strip testified to an effective diversionary attack by Aus ie Beaufighters. Attacks were made at mast-head height with 500 pounders with three direct hits on the 1500 ton cargo ship and two direct hits on the 400 ton ship. Both were afire and sinking as the planes left. Since several aircraft still had bombs, runs were made on surrounding native villages. On the way down the coast at least 6 Zekes intercepted the flight. A running fight with no losses lasted until Saidor was reached where P-38s (which were supposed to rendezvous with bombers at Saidor enroute to target but did not) finally put in an appearance and scared the Zips away. The remainder of the mission was uneventful.

9 - 128K: Three 90th planes provided escort for a friendly cargo vessel bound for Merauke. The 89th was unable to complete a photo mission over Salamaua due to weather.

10 - 129F & 129H: An attempt to photo the same area was again prevented by weather. Six 89th A-20s had better luck. The primary was closed in but they bombed with frags and strafed the secondary, Labu Lagoon. Reports from ground forces indicated a successful attack.

[REDACTED]

MAY 1943

13 - 132B & 132 C: Six 90th B-25s left Moresby at 0545, arrived early at "Dobo" and after circling half an hour picked up P-38s and went on to attack Gasmata. The runway was attacked in line abreast and was sprayed heavily with .50 calibre slugs. One Zeke was left burning. The shore area, boats, barges, the Berthe Channel area, Gasmata town, the Government Station, the wharf area and A/A positions were also strafed. Five A-20s from "Dobo" hit Cape Gloucester and searched the west coast of New Britain and the south coast of Roceke Island for barges. All bombs were dropped on airdrome installations and strafing passes at minimum altitude were made on villages, barges, and along woods and revetments. Heavy black smoke fires and other small fires were observed in the target areas.

14 - 133J & 133C: Four planes of the 90th at Moresby were alerted to Dobodura. As they were about to taxi out a "red alert" sounded so they were ordered to stand-by to fly out to sea in case of a raid. The Japs raided Oro Bay. So in an attempt to catch the Nips refueling there after the Oro Bay raid, the 90th Squadron was ordered into the air for a coordinated attack on Gasmata with the 36th, RAAF Beaufighters and P-38s. With the other groups, 7 planes found the target deserted except for unserviceable aircraft. Nevertheless, the entire drome and Gasmata Town were given a thorough going over. Three planes from the 90th headed for the night's target-- Jap shipping at Lae. Bad weather forced them back.

15 - 134L, 134 , & 134F: Twelve 89th A-20s were ordered to bomb and strafe aircraft on Lae and Malahang air-romes. They took off from Dobodura at 0500 but weather beat them again.

At 1120, 10 A-20s departed from Dobodura to do that job at Lae. All of them got through to the target and made wreckage of four serviceable Zekes and six serviceable Betty bombers and a buildings area solely through strafing at minimum altitude. The approach through Markham Valley caught the A/A totally unprepared.

The 90th was alerted at 0400 and at 0800 word was received that two destroyers and eight transports were off Arave, headed for Rabaul. The seven B-25s were to coordinate with B-17s, B-25s, DB-7s, Beaufighters and P-38s. The target area was reached around 1100 but no vessels were sighted so a heading was taken towards Gasmata and at Roebuck Point, the 90th headed for home. When 20 minutes out of Dobodura two Bettys were sighted on a reciprocal course. All planes present swung to engage them. The Beaufighters which already had streaked for home were far to the rear of the approaching Bettys and the

[REDACTED]

MAY 1943

F-38s were then landing. Our gunners had opened up when we were jumped by 8 to 10 Zekes out of a large cumulus cloud. This changed the thought of getting the Bettys to "let's get the hell out of here". The Zekes attacked from above and astern in twos and threes from high 12, 11 and 10 o'clock and from 6 to 9 o'clock astern. Two to three passes were made at five of the planes, and were closed to 100 to 500 yards before breakaway. On the first pass, Capt. Henebry's plane was riddled. On the second, S/Sgt. Clarke, in Lt. Bliss's plane, disintegrated a Jap fighter. One of the Bettys attacked from 3 o'clock high and scored hits on one of our planes. Lt. Helbert, low on gas, fell out of formation and was jumped by 3 Zekes which made a sieve out of his plane before being driven away. The Zekes proessed their attacks for a full 5 minutes. Four aircraft were holed but no personnel were injured.

Three 90th planes reached Lae about 2030, coming down the Markham Valley towards the ocean. A mile from the target they encountered severe, accurate ack-ack. Searchlights were swinging wildly. Lt. Hawkins, leading, dropped to treetop level with Lt. Ingram following and Lt. MacLellan staying slightly higher. Sweeping over the runway, the planes dropped 500 pounds. Nightfallin away from the target, they flew through heavy machine gun fire. About a mile away Lt. Hawkins checked his wingmen. Only Lt. MacLellan answered. "Lefty" in ras did not. A large fire at the end of the runway was observed as they pulled away. Upon his failure to return it was presumed that the fire was probably "Miss Snefu", Lt. Ingram's plane.

16 & 17-: On both days 4 planes of the 90th were alerted for strikes on Lae but both were canceled. Four planes were all the 90th could alert. The others were all laid up due to the Big's visit to their dispersal area and to the run-in on the 15th of the month.

20 - 1330: Three 90th planes took off on a barge hunt at 1800. Seven barges were sunk (two of them loaded with troops and supplies) and one motor launch and seven barges were forced a round and heavily strafed. All this took place between Lababia Island and Madang.

22- 1410: Four 90th B-25s, beginning at 1830, took off at half hour intervals on a barge hunt. One barge was believed sunk. Lt. Moore and crew never returned. Captain Beck flew his last mission with the 90th before returning to the states by making a photo run on the Mission Point area through Kosiatu to the Francisco River.

[REDACTED]

[REDACTED]

MAY 1943

23 - 1423 & 1424: The 89th sent 12 planes to hit Samarai. From 0720 to 0740, frays covered the north and south sides of the strip and the dispersal areas. Results were generally unobserved but all grounded aircraft were strafed and one serviceable Betty was seen to burn. Two B-25s took off at 2030 and swept the coast from Salamaua to Heceta. The 90th Reconnaissance Diary indicates "2 barges sunk and 16 probable..." They were loaded with personnel and equipment.

24 - 143AA: Poor weather prevented a seven plane raid on Ise by the 90th, but that evening an enemy sub reported 10 miles north of Oro Bay got them out. No sub was sighted and on their return they ran into a storm. With the exception of the planes piloted by Lt. Reid and Wonderly, the aircraft landed safely at Dobodura before the storm hit the field. Lt. Reid circled Oro Bay until the storm left. Lt. Wonderly attempted to make Port Moresby but encountered severe icing conditions over the Owen Stanleys and steadily lost altitude. Lt. Richard Davis, co-pilot, gave the signal to bail out. Both gunners jumped and as Lt. Davis and Wonderly were putting on their chutes, they ran out of the storm into a clear moonlit sky over Port Moresby. S/Sgt James F. Lott had bailed out into a blizzard but landed safely. After a hike of several days with help from friendly natives he reached Moresby. S/Sgt. Lyle W. Crovisier was never heard from and it is possible that he may have landed in the ocean. He, veteran of many missions and an excellent gunner, was listed as missing in action.

25 - : The 8th flew its first mission under the First Air Task Force -- a twilight search by one B-25 for a sub reported off Oro Bay.

26 - 144B: Five 90th B-25s hit Madang town, runway, a W/T station, buildings on Belliau Island and strafed two herds of cattle and villages on return. They killed about 150 cows and possibly hit the W/T station.

27 - 146AA: The 13th searched the Oro Bay-Cape Nelson vicinity with two B-25s for the wily sub with no sightings. Also a B-25 of the 90th without success searched terrain around Mt. Victoria for Lott and Crovisier who bailed out during mission 143AA.

29 - 148AA: Eight B-25s of the 90th took off to hit a Jap convoy reported near Madang. It was not sighted but on the return trip a radio message of VEC to the effect that the convoy was in Hansa Bay was intercepted by one of the radio-men. Had this news been made available when they were about Madang, they could easily have reached Hansa Bay.

[REDACTED]

MAY 1943

SUMMARY: Total combat sorties 87; Bomb tonnage expended -
29; Ammunition expended - 76,035 x .50s and 31,585 x .30s.

~~SECRET~~

JUNE 1943

1 - 151AA: Six 90th Squadron B-25s hit Bogadjia Village with parafrags causing one small fire and the destruction of one plantation building.

5 - 155AA: Twelve planes of the 89th hit Logui Village.

11 - Group Mission: One B-25 of the 13th Squadron dropped mail at Mambare Bay and Durira.

12 - 162AA&BB: One 90th B-25 photo recced Trobriand Island and two B-25s on a barge sweep around Lae expended 11x100 lb. bombs and 3000 x .50 calibre with unobserved results.

13 - 163AA: Three B-25s of the 90th probably destroyed 14 barges off New Guinea coast.

14 - 164AA: Three 90th squadron B-25s made an unsuccessful barge sweep from Salamaus to Padang and along the north coast of New Britain.

16 - 166AA&BB: One 8th Squadron B-25 photoed the coast of Kiriwina Island and two B-25s of the 89th Squadron night recced the north coast of New Guinea. Two 90th Squadron planes on a barge search destroyed three barges and possibly six others at Cape Gerhardt and Finschafen.

17 - 167BA&BC: Six 90th B-25s unsuccessfully searched for a freighter reported at Finschafen. They strafed Salhankana Village and one of two 90th planes destroyed one power launch and probably destroyed two others off Cape Gloucester.

18 - 168AA: One B-25 of the 90th made a night recco using parafrags and incendiaries, and strafing small villages.

19 - 169BB: Five planes of the 89th wrecked six barges near Hopoi.

20 - 170AA&BB: Nine A-20s from the 89th hit Lae Drone destroying three planes. One plane of the 89th made an armed night recco to Finschafen.

21 - 171AA, BB, CC, & DD: Ten B-25s of the 90th attacked Salamaus destroying a radio shack. Twelve planes of the 89th struck at aircraft on Lae and Malahang strips. Three B-25s of the 8th made a night recco hitting three barges. One was left sinking. Two B-25s of the 8th made armed recco for a missing B-25 in the Huon Gulf and along the coast of New Guinea.

22 - 172AA: One plane of the 90th made a photo recco of Kiriwina Island.

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[REDACTED]

JUNE 1943

23 - 173AA: One plane of the 89th made a photo run over Lokanu and Matter Bays and Lassaga Island.

24 - 174AA:CC: One plane from the 90th made a photo recon of Woodlark Island and five B-25s of the 90th partially completed a mission to Lae airdrome.

26 - 176AAE: Eight B-25s of the 90th struck Salamaus. Three B-25s of the 13th tested radar and ack-ack on a routine training mission, flying with I.F.F. turned off.

27 - 177AA: Six planes of the 89th strafed barges in Labu Lagoon.

28 - 178AA: Two planes of the 89th and 90th squadrons reconnoitered Duall village and Lababia Island. All four planes returned.

29 - 179DD:FF: Ten planes of the 89th hit a Jap camp at Nassau with demolition bombs and both .50 calibre and .30 calibre ammunition. Two B-25s of the 8th made an air-ground support strike near the south bank of the Bitoi River overflow. Four B-25s of the 13th bombed enemy ambush positions as ordered by the First Air Task Force.

SUMMARY: 138 sorties flown; 33 tons bombs dropped; 64,300 rounds of .30 cal and 82,490 rounds of .50 calibre expended.

[REDACTED]

JULY 1943

1 - 181AAAB: Six planes from the 89th bombed and strafed Duali and eleven planes strafed Lae drome.

4 - 184AAAB: Three 90th B-25s on a barge sweep in Labu Lagoon used 9x300 lb. bombs and 6900 x .50 calibre destroying a motor launch. Six 89th A-20s strafed Lae drome with 2400 x .50 calibre and 4600 x .30 calibre.

5 - 185AAAB: Three 90th B-25s in a barge sweep in Labu Lagoon spent 6x300 lb. bombs and 1000 x .50 calibre. Six 89th planes failed to find barges at Salus.

6 - 186AA: Two B-25s of the 13th dropped bombs with unobserved results at Labu Lagoon.

7 - 187AA, BB, CC: Three B-25s from the 8th searched from Labu Lagoon to Cape Cretin hitting at various enemy installations. A weather recon by one B-25 of the 8th was undertaken via Duali, Salamaua, Lae and Madzab and one other reconned the area around Lae and strafed Malahang.

8 - 188BB, CC: Six 13th B-25s attacked the enemy along Bui-cap and Bui Kumbul Creeks. Twelve 90th B-25s hit enemy troops at Salamaua. A weather recon by one 8th B-25 was made at Lubo and Bobdubi, Selebob and Salamaua.

9 - 189AA, BB, CC: Six B-25s of the 13th bombed positions on Old Bobdubi Ridge while six of the 90th hit enemy troops at Bobdubi Ridge with 38x300 lb. bombs and 12,000 x .50 calibre. Three B-25s of the 8th conducted an unsuccessful search for a lost B-25. A weather mission by one 8th B-25 was made in area of Lubo and Bobdubi. The plane did not return. Later (on the 10th), the pilot of this aircraft reported on his return that the missing B-25 had been intercepted and shot down by four enemy fighters and one dive bomber just north of Nassau Bay. He ditched the plane which sank in deep water. The turret gunner disappeared with it from an unknown cause.

10 - 190AA: One B-25 of the 13th reported weather from Kalamazoo to Salamaua.

11 - 191BB, DD: Eleven lanes of the 90th made a barge sweep to Sanoa Harbor. Six B-25s of the 13th bombed and strafed Mission and Kela Points with 24x500 lb. bombs, 55x20mm cannon, 11,000 x .50 cal and 500 x .30 cal. Six B-25s of the 8th on a strafing mission near Salamaua hit a radio tower and a shack which was left burning.

SECRET

JULY 1943

Nine planes of the 89th attacked a track from Logui II to Kennedy's Crossing. Six of its planes hit barges off Kehi Point.

12 - 192AA,ABB: One B-25 of the 13th carried out a routine weather reporting mission from Kalamazoo to Salamaua during which no results were observed. Two B-25s of the 90th went on an unsuccessful mission to attack a sub in Ise Harbor.

13 - 193AA: A photo mission by one plane of the 89th was run from Komiatum to Goodview Junction.

14 - 194AA,BB: Two planes of the 89th dropped life rafts to a pilot downed four miles northeast of Lasauga Island. This is the first time that is known of aside from merely locating downed crews that A-20s actively participated in air-sea rescue. Seven planes of the 89th strafed and bombed Oroduki.

15 - 195AA: Seven planes from the 89th hit the Komiatum to Oroduki track.

17 - 197BB: A weather recco was made by one B-25 of the 8th Squadron to St. Georges Channel. 1200 x .50 cal were expended on a Sugar Charlie. One of its gun positions was put out of action and light smoke was seen from the aft end of the ship.

18 - 198AA,BB,CC: Three B-25s of the 13th Squadron attacked shipping off the south coast of New Britain. One Sugar Charlie was sunk. Three more carried out an armed recco with no sightings. Dot Island, Oroduki, Bobdubi and the trail from Iekana I to Boise were photographed by one plane of the 89th.

20 - 200AA: Six B-25s of the 8th squadron hit a partially completed bridge on Gogol River. The base of the bridge was believed knocked out. Six B-25s of the 90th attacked a bridge on Gum River with unreported results. Six planes of the 89th hit Komiatum bivouac areas.

Six B-25s of the 13th bombed Gori River Bridge and strafed the area around Gori River and Bogadjim Village. Small explosions occurred and huts were destroyed.

21 - 201-B: Five B-25s of the 13th were ordered to bomb and strafe the camp area and bridge construction at Madang. Bogadjim Village and stores and supplies between Balana and Kubari were also hit. 28 clusters of 6x23lb fragmentation bombs and 9,000 x .50 cal were expended without observed results. Six B-25s of the 90th attacked an enemy camp area at Daumcina with 318 x 23lb frag clusters. One enemy airplane on Seidor strip was strafed.

[REDACTED]

JULY 1943

22 - 202BB, General: One plane of the 89th reccecd Komiatun to Goodview Junction. Six B-25s of the 8th on a mission to Komiatun expended 11,700 pounds of bombs and 6800 x .50 cal.

23 - 203AA, CGAEE: Four B-25s of the 8th and five of the 13th made a bombing and strafing attack on Mololo. A large building was destroyed. This was our first mission where the 75mm cannon mounted on a plane was used. One B-25 of the 90th weather reccecd at Lae, Salamaua, and Cape Ward Hunt. Nine B-25s of the 90th made a barge sweep along the north coast of New Guinea destroying 16 barges. One 89th plane was sent to search for aircraft survivors 10 miles north of Lanang Island. Three more missions to the same area were flown on the 24, 25, and 26 for the same purpose.

24 - 204AA,EE: Two B-25s of the 8th Squadron flew a Radar tracking mission to Kiriwina Island. Seven B-25s of the 90th struck the Cape Busching area destroying one barge. Results of other bombs dropped among barges and in villages unobserved.

25 - Verbal Orders First Air Task Force: One B-25 of the 13th Squadron carried out a weather recce between Kalamazoo and Salamaua.

26 - 206A: One plane of the 90th made a weather recce to Salamaua, Wau and Bulolo.

27 - 207AA &BB: One plane of the 90th Squadron flew a weather recce to Salamaua, Wau and Bulolo. Four B-25s of the 13th attacked barge hideouts along the coast from Bomeron Bay south to Piaschafen Harbor. Three barges were destroyed and three others probably destroyed.

28 - 208BB, CC, ADD: Eleven B-25s of the 90th on a barge search on the north coast of New Britain destroyed three barges, two launches and a fuel dump. The 90th furnished six B-25s to attack surface craft off Cape Gloucester the same day. One Hell was destroyed with all passengers. Fourteen direct hits were scored on one destroyer and another was hit and left burning and listing heavily. One Zero was shot down. One B-25 of the 8th made a weather recce in the Lae-Salamaua area. Three B-25s of the 13th bombed a barge one mile up the river at Busching Point and strafed aircraft on Cape Gloucester strip and bombed a large destroyer. Two direct hits were scored on the destroyer causing explosions, flame and black smoke. One aircraft was definitely destroyed on Cape Gloucester airframe. Another small destroyer or gunboat was hit by three bombs.

[REDACTED]

JULY 1943

29 - 2094430: Four B-25s of the 13th and three of the 90th Squadrons attacked a two stack destroyer four to five miles northwest of Cape Gloucester airbase. Thirteen direct hits were scored with 300 pounders and the ship was left beached and burning. Seven B-25s of the 8th also took part in this attack finishing off the destroyer with direct hits.

30 - 2014437: Nine 89th planes attacked twelve barges at Cape Wankarem, Langemak Bay, Finschafen Harbor, and Marien Harbor. Two barges were sunk. A weather recon with one 8th Squadron B-25 was made off Finschafen.

31 - 2114443: Nine B-25s of the 8th Squadron struck barge hideouts at Langemak Bay, Manisch Harbor, Finschafen, Sic and Marien Harbor. One wooden building was destroyed. Four barges were bombed and the Mission, wharf and plantation areas at Finschafen Harbor were thoroughly strafed and bombed. Seven planes of the 89th hit 7 barges at Ulaning, destroying two of them. Seven B-25s of the 90th made a large sweep from Cape Busching to Norden Bay. Seven barges were completely destroyed and three were probably destroyed.

SUMMARY: 300 Sorties flown; 108 tons bombs dropped; 61,450 x .30 cal, and 258,450 x .50, 450 x20mm and 54x75mm expended.

[REDACTED]

AUGUST 1943

1 - 212AA: Nine B-25s of the 90th made an unsuccessful barge sweep but hit at probably oil drums on the bank of the Itne River with unobserved results. A weather recco in the Finschafen and Huon Gulf areas and a photo mission of Mape River and Langemak Bay was made by one B-25 of the 8th.

2 - 213AA: Nine planes of the 89th hit barges near Lae, Bulabua and Loksau.

3 - 214AB: Nine B-25s of the 13th attacked barges and stores along the west coast of Borgen Bay. Direct hits were scored on 18-20 barges with approximately ten of them sunk. Small fires and grey smoke rose from stores area.

7 - 217AA: A weather recco was made by one B-25 of the 8th to Salamaua and Lae and Arawe.

7 - 218AA, BB & DD: An armed weather recco was made by one B-25 of the 8th Squadron to Langemak Bay, Itni River and Arawe. Nine B-25s of the 8th made a bombing and strafing attack on barges near Langunen Point. Two were bombed and strafed with results unobserved. One fighter was shot down out of three attacking enemy planes.

8 - 219AA: Six B-25s of the 90th failed to complete a mission to Cape Gloucester.

9 - 220 AA & BB: Six B-25s of the 90th made a barge sweep from Hopoi to Wala Bay, Cape Gloucester to Borgen Bay. Five barges were attacked with unobserved results. A machine gun position was attacked with eight direct bomb hits. One B-25 of the 13th carried out a weather recco to Cape Gloucester.

10 - 221AA, SB&CC: One B-25 of the 90th made a weather recco over Finschafen, Salamaua and Rooke Island. Twelve B-25s of the 13th carried out a barge sweep of Langemak Bay area sinking three barges. Barges in Labu Lagoon were hit by six planes of the 89th.

11 - 222AA, BB, & DD: One B-25 of the 90th failed to complete a photo recco of Goodview Junction and Komiatua. One 90th plane made a weather recco to the west coast of New Britain. Six planes of the 89th made fruitless search for barges near Hopoi.

12 - 223AA&BB: One B-25 of the 13th carried out a weather recco of Finschafen, Cape Gloucester and Borgen Bay. Twelve B-25s of the 8th made an incomplete barge search at Langemak Bay, Rooke Island, Bergen, Rottock and Hein Bays.

[REDACTED]

[REDACTED]

AUGUST 1943

14 - 225AA&BB: Twelve B-25s of the 90th made a barge sweep of Stettin and Rein Bays destroying four and probably destroying three more. Four barges near Kusanaga were strafed by six planes of the 89th Squadron.

17 - 228General: This was a coordinated low level attack on the Wewak Drome Complex, the last enemy air stronghold south of Hollandia, and at that time the most important base of Japanese aerial operations in the Southwest Pacific Area. Attacking with paraffrag, great destruction was wreaked by the 90th, 13th and 8th Squadrons and its usefulness put at an end. Nine B-25s of the 90th attacked Wewak drome, runway and dispersal areas. At least 11 airplanes were left burning and others seen to have been hit with .50 calibre, though unobserved as to final result, most surely were damaged beyond repair. The dump area between the strip and shore was also fired. Eight B-25s of the 13th hit Boram airdrome definitely destroying a fuel dump and 20-25 grounded planes and severely damaging 30 others. Twelve B-25s of the 8th participated in this strike on aircraft on Boram and Wewak dromes. The entire area was heavily strafed with .50 calibre hitting 40 to 60 serviceable aircraft and with tracers seen entering them and starting at least seven large fires among them. A fuel dump was blown up, buildings were wrecked and personnel were strafed. A possible sugar charlie (350 ton freighter) was strafed in the harbor leaving it afire as the planes came away from the target.

Five planes of the 89th struck barges near Salamaua.

18 - 229 General: Eight B-25s of the 90th attacked shipping in Wewak harbor sinking a Sugar Charlie and scoring near misses on a 500-1000 ton, a 500 ton freighter and one 500 ton freighter-transport, damaging them. Twelve B-25s of the 8th hit supply dumps at Boram and Wewak airdromes, causing heavy damage. Ten B-25s of the 13th attacked supply and personnel area south of Boram runway with 108 x 100 lb. bombs, 14,000 x .50 cal and 500 x .30 cal ammo. An ammunition dump and a fuel dump were definitely destroyed.

20 - 231AA, BB&CC: Six B-25s of the 13th made an unsuccessful barge sweep of Langenak Bay to Wald Bay. Seven B-25s of the 8th on a barge search near Cape Busching strafed four barges with unobserved results. Six planes of the 89th spent 48x100 lb. bombs, 3350 x .50 cal and 7200 x .30 cal on a Jap staging area near Kennedy's Crossing.

[REDACTED]

AUGUST 1943

22 - 233AA: One B-25 of the 13th carried out a successful routine weather recco of Cape Gloucester.

23 - 234AA, BB, CC, & DD: One B-25 of the 13th carried out a weather recco of Finschafen. A barge search from Saidor to Langemak Bay was made with six B-25s of the 8th Squadron. A rowboat, wharf and houses were bombed and strafed with good results. Three 89th planes made a recco over Lae.

25 - 236 General: Twenty-seven B-25s of the 8th, 13th and 90th Squadrons attacked shipping at Hansa Bay scoring two direct hits on a small freighter transport and direct hits on three smaller vessels. Twelve barges were destroyed and one of two luggers was strafed and set afire. Direct bomb hits were scored on heavy ack-ack positions at Awar Point and two fuel dumps received direct bomb hits and burned.

27 - 238BB&CC: One B-25 of the 13th carried out armed weather recco to Salamaua destroying six barges. Forty 100 lb. demos were dropped on six barges destroyed in Langemak Bay by six 89th Planes.

28 - 239AA&BB: Nine B-25s of the 13th struck barges in Awar River area and Weld Bay. They also hit fuel dumps north of the mouth of the Awar River. One fuel dump was set afire and burned. One large fuel fire was started 1000 yards west of Awar Point. One small ammo dump received direct hits and exploded. Five camouflaged luggers were bombed and strafed and at least three were destroyed. Six planes of the 89th attacked shipping, fuel dumps, and ack-ack positions at Hansa Bay, starting two large fires and flames rose to 300 feet and visible for 60 miles. One lugger was definitely destroyed and two others damaged. One barge was destroyed and two probably destroyed.

30 - 241AA, BB&CC: Nine B-25s of the 90th made a barge sweep from Borgen Bay to Cape Busching destroying two barges. Six planes of the 89th destroyed five barges and probably another in the mouth of the Mape River. One B-25 of the 8th carried out a recco of the Lae-Salamaua area.

31 - 242AA: Nine B-25s of the 13th carried out a barge search from Saidor to Finschafen. No barges were sighted but jetty and nearby storage buildings were bombed and strafed.

SUMMARY: 299 Sorties flown; 62 tons bombs dropped; 56,775 x .30 and 229,701 x .50 expended.

[REDACTED]

SEPTEMBER 1943

1 - 243AA&BB: One B-25 of the 13th carried out a weather reporting mission to Lae and Salamaua. Twelve B-25s of the 8th participated in barge hunt around Borgen Bay area. Several barges were bombed and strafed with good results.

2 - 244A: Six B-25s of the 90th squadron searched between Willisuee Peninsula and Borgen Bay for enemy destroyers. Barges were bombed and strafed with unobserved results.

3 - 245AA: Nine B-25s of the 13th and nine of the 8th Squadron attacked enemy aircraft, anti-aircraft positions and stores and personnel areas at Cape Gloucester starting numerous fires.

4 - 246AA, BB&CC: Nine B-25s of the 8th Squadron attacked stores, personnel areas, ack-ack positions and parked aircraft at Cape Gloucester airdrome starting five fires and destroying one aircraft. One B-25 of the 8th made armed recon of Nadzab area. Nine B-25s of the 13th attacked east bank of Buhea River, Hopoi landing ground and Hopoi Mission starting one small fire.

5 - 247AA &G: Nine B-25s of the 90th attacked grounded airplanes, ack-ack positions and supply and personnel areas at Cape Gloucester, destroying one serviceable Zeke, silencing two ack-ack positions and further damaging one unserviceable fighter.

Seven planes from the 89th Squadron participated in the paratroop operation at Nadzab laying 28 x 305 lb. tanks of FC smoke to screen the operation. Labu Island was strafed with 2700 x .50 cal. and 5050 x .30 cal. The following quotes concerning this mission are from the 89th Squadron Diary: "Amphibious landings were made on several beaches some 15 miles to the east of the Lae Strip. These landings were successful, though the Nips managed to damage several barges in the first wave. Our fighters claimed 23 Nips out of the attacking Jap formations. Our seven planes, flying out of Fort Moresby, participated in the paratroop landing operations at Nadzab, west of the Lae strip about 20 miles. In a beautifully timed operation, the B-25s went in and bombed and strafed the landing area thoroughly. Close on their tails came the A-20s, laying smoke screens in three spots. The transports--82 strong--swept in over the tree tops, and before the smoke had reached the ground in all spots, the paratroopers were going overboard. Some 1,600 with their equipment were dumped out in a few moments. They landed wholly without opposition and took possession of Nadzab airdrome. Engineers that jumped with them went to work immediately and in a few hours, transports were landing there. The 89th was commended for the split-second timing with which the mission was run off."

[REDACTED]

[REDACTED]

[REDACTED]

SEPTEMBER 1943

6 - 248AA: Nine 13th B-25s wrecked one barge and seriously damaged another off the north tip of Long Island.

7 - 249BB: Ten 8th Squadron B-25s bombed and strafed east of Madzab on Markham Road with results unobserved.

8 - 250CC: Six planes of the 89th made 33 runs bombing and strafing south of Laupui Point.

9 - 251BB: Nine B-25s of the 13th damaged a barge at Weiss Point and a barge at Wald Bay.

10 - 252CC/DD: Nine B-25s of the 90th failed to complete a large mission between Lae and Malsmasua. One plane flew a weather recon off Mau, Marilinan, and Madzab. One B-25 of the 8th weather reconed Mau, Trilli, and Markham Valley.

11 - 253AA: One 13th B-25 carried out a weather recon of Bulolo, Marilinan, Markham Valley and Lae.

12 - 254AA, CC/DD: One B-25 of the 8th weather reconed to Morobe, to Malsmasua and surrounding areas and return. Nine 13th B-25s destroyed one barge and damaged others at Ul-insigi. Nine B-25s of the 90th made a barge sweep from Saidor to Langemak Bay with no sightings.

16 - 258AA, BB/CC: Eight B-25s of the 8th with one 89th A-20 hit Lae in close support of Allied troops. Two 90th planes reconed weather off Mau, Marilinan and Madzab.

17 - 259AA, BB/CC: One B-25 of the 8th made a weather recon over Madzab and Lae. Two 13th B-25s photo reconed Tashi Island. Six 90th B-25s made a barge sweep from Weiss Point to Langemak Bay with unobserved results.

18 - 260AA, BB/DD: One 90th B-25 weather reconed Mau, Marilinan, Madzab and Finschafen. Nine 8th B-25s failed to reach barges and luggers at Kronprinz Harbor. Nine 89th A-20s hit Kalal and Wonan Islands.

19 - 261AA, BB/DD: Six 13th B-25s hit Finschafen with unobserved results. Six B-25s of the 8th hit between Sio and Finschafen, scoring hits on several barges and the village areas. One B-25 of the 90th made a weather recon to Madzab Finschafen and Cape Gloucester.

[REDACTED]

SEPTEMBER 1943

20 - 262AA: One B-25 of 13th carried out weather recon to Dumpu and return.

21 - 263CC: Kala Island was strafed by seven planes of the 89th. Every hut and village was believed to have been damaged.

22 - 264CC, BB, DD, EEE: Seven planes of the 89th hit Lorewa and Masutieng village, badly damaging most buildings. Twelve 90th B-25s attacked runways #1 and #2 at Cape Gloucester, rendering both strips unserviceable. Nine B-25s of 13th attacked Cape Gloucester, Kolan, Madang Island, Hospital area and Finschafen area. Simbas Villages and track area from Timbulum Point to Godowl Point hit by nine B-25s of 8th with good results.

23 - 265AA: Two 90th Squadron B-25s made an unsuccessful day's search from Sio to Alexishaven.

24 - 267AA, BB, CC: Nine 90th Squadron B-25s hit and destroyed ack-ack positions at Inaki Plantation. Two 8th Squadron B-25s dropped ammunition to friendly forces south of Song River and conducted a weather recon at Finschafen. Eight planes of the 89th attacked Finschafen.

27 - 269 AA, BB, CC, DD, EE, FF, GG, HH, II, JJ, KK, LL, MM, NN, OO, PP, QQ, RR, SS, TT, UU, VV, WW, XX, YY, ZZ: Nine B-25s of the 90th and nine of the 13th coordinated an attack on shipping in the Newak-Muschu Island area, scoring direct hits on a medium tanker, destroying it and a lugger. Near misses were scored on two Sugar Charlies (500 ton freighter) and a lugger, a freighter transport of about 2000 tons, a large stack-raft vessel and a barge. Bombs were also dropped on the radio station at Cape Boren and on heavy ack-ack positions at Wirivi Plantation with unobserved results. Ten to 15 barges and three motor launches in the harbor were strafed and damaged. The entire area as well as the shipping targets was thoroughly strafed. Two Jap float planes flying at a hundred feet crashed into the water after being strafed. One of three attacking fighters was believed to have crashed as a result of our strafing. Ack-ack and machine gun fire accounted for one B-25 and possibly a second which failed to return from the mission. The pilot and co-pilot of a third B-25 were wounded, but returned to base. Three other B-25s were slightly damaged.

Nine B-25s of the 8th executed a shipping sweep of Victoria Bay and nearby Kairuru Point. A Fox Tare Charlie, two luggers, a Luger Charlie and a 40 foot cabin launch were definitely destroyed besides damaging various other small craft.

SEPTEMBER 1943

28 - 270AAMBB: Pinschafen and Mape River areas were attacked by eight planes of the 89th Squadron. Two barges were damaged and troops were strafed and tracks near Mape River were struck by eight A-20s of the 89th.

30 - 272AAMBB: One B-25 of the 8th Squadron made a weather recce over the Lse-Nadzab-Bush areas. One B-25 of the 8th dropped supplies to Friendly forces near Pinschafen.

SUMMARY: 238 Sorties flown; 130 tons bombs dropped; 75,300 x .30, 266,175 x .50 and 105 x 20mm expended.

~~SECRET~~

OCTOBER 1943

1 - 273AAACC: Pinschafen and Tami Islands were hit by eight planes of the 89th. Nine B-25s of the 8th made a shipping sweep from Bungula Bay to Comodore Bay. Mission was only 50% completed due to insufficient fuel. One power boat was damaged by strafing.

2 - 274AA, BBACC: Nine B-25s of the 13th flew a barge search mission, but instead hit Cavilli Village after turning back from target because of weather. Nine 90th B-25s on a barge search in the Cape Busching Borgey Bay, and Rooke Island area strafed two unserviceable luggers and an ack-ack position. One B-25 of the 8th ran a photo recon mission of the New Britain coast from Grass Point to Ammen Point.

3 - 275AA: Nine B-25s of the 8th on a barge hunt along the coast of New Britain from Itni River to Higgins Point destroyed one large and damaged several others.

4 - 276AA, BB, CCADD: Three 13th B-25s failed to complete a barge sweep of Eleonora Bay, Cape Busching, and Cape Gloucester. Three 90th B-25s attempted a barge and shipping sweep around Garove Island but were forced to return due to bad weather. When weather cleared, they took off to complete the mission. Several barges and one motor launch were bombed and strafed with the motor launch definitely destroyed.

5 - 277AA: Three planes of the 90th were prevented by weather from completing an armed recon to Elenora Bay, Cape Gloucester, Rooke Island and Cape Busching.

6 - 278AAABB: Three planes of the 90th flew an armed recon to same area as on the 5th bombing and strafing small shipping and various ground installations. Six 13th Squadron B-25s were sent over Unea Island, Garove Island, and the north coast of New Britain. A church on the northwest side of the Unea Island was demolished.

9 - 281CC: Nine 89th planes attacked Sattelberg with no important results observed.

10 - 282CC: Nine 89th planes hit Sisi village causing one very large explosion.

[REDACTED]

OCTOBER 1943

12 - 284AA&C: Fifteen B-25s of the 8th, 12 of the 90th and 14 of the 13th participated in a coordinated bombing and strafing mission against Rapopo airdrome, supply dumps and personnel areas. Approximately 32 enemy aircraft were destroyed or damaged on the ground plus large damage to supply dumps and personnel areas. Two barges were also heavily strafed and damaged. One Sally and one twin engine Jap fighter were shot down and a large fuel or ammunition dump was set on fire. 2040 x 23 lb. parafrag bombs were dropped and 78,950 x .50 cal, 2300 x .30 cal and 20 x 20mm were expended.

13 - 285AA: Thirty-six B-25s from the 8th, 13th, and 90th Squadrons attempted a shipping sweep in Keravia Bay but were turned back by bad weather.

15 - 287AA: Two B-25s of the 13th photographed parts of the New Britain coast.

16 - 288BA&CC: Twelve 13th B-25s and twelve 8th B-25s were sent out to search and attack an enemy naval and merchant shipping convoy near Long Island, with no sightings. Nine 90th B-25s carried out a search for the enemy convoy east of Madang. The area was thoroughly covered under excellent conditions with no sightings. Strip #2 at Cape Gloucester was struck by eight planes of the 8th which destroyed three Betty Bombers and four fighters dropping 41 x 100 parademos and using 13000 x .50 cal and 8250 c .30 cal.

17 - 289BB: Defense positions near Sattelberg were hit by nine A-20s of the 89th and nine B-25s of the 90th. Numerous buildings in target #1 and #2 were destroyed. Propaganda leaflets were dropped. This was the first mission on which A-20s were used. (Note: It became the policy of V Bomber Command and Fifth Air Force to identify targets by name and then by number. An example of this would be--target #16 at Alexishaffen--which would be a specific target in that area. This plan for numbering specific targets within a general target carried both the elements of security and freedom from error. To accomplish this task V Bomber Command distributed mosaics showing the numbered targets and as changes were made, idistributed overlays of these mosaics.)

19 - 291AA: An unknown village near Sattelberg was very heavily damaged by nine planes of the 89th Squadron

[REDACTED]

OCTOBER 1943

21 - 293AA: Ten B-25s of the 90th attacked Sattelberg village with approximately 100 bombs hitting among the buildings. Nine B-25s of the 8th attacked Wareo village and mission and the track west from Masankoo village.

24 - 296AA, BRACC: Nine 13th Squadron B-25s covered Tobera Airdrome with 100 pounders and trucks on the road south of the drome were strafed, but results were not observed. The Rapopo airdrome dispersal area was the target for 18 B-25s of the 8th and 90th Squadrons. Despite interception by approximately 25 enemy fighters, the target area was bombed and strafed. One B-25 was shot down and two damaged against the score of six enemy fighters definitely shot down, two probably destroyed and one damaged. One pilot was slightly injured and one gunner was shot through the leg. Nearly 50 bombs were observed to hit areas containing 25 to 30 serviceable aircraft. Half or more of them were destroyed. Bombs also were dropped on dump areas, ack-ack positions and on personnel shelters. All targets were thoroughly strafed with four large fires observed as the planes turned from the target.

Three 90th B-25s coordinated with a like number from the 8th and 13th Squadrons to search Rein Bay for an enemy convoy. The search was finally abandoned with nil sightings. Nine planes of the 89th struck an unknown village on the track to Sattelberg.

25 - 297AA: Lakona and the banks of the Masaweng River were struck by nine planes of the 89th. Several fires were started and propaganda leaflets were dropped.

26 - 298AA: Twenty-seven B-25s of the 90th, 13th and 8th Squadrons sent on a shipping search to Simpson Harbor were forced back due to weather.

30 - 302AA: Nine B-25s of the 90th Squadron searched for an enemy destroyer in the vicinity of Witu Island. One large and several small barges in Rein Bay were attacked and damaged by strafing. No large shipping was sighted. Accurate ack-ack and machine gun fire from a small village on Garone Island damaged one plane and injured a co-pilot. This plane crashed into the water west of Garone Island with no survivors.

SUMMARY: 236 Sorties flown, 82 tons of bombs dropped, 36,820 x .30, 197,037 x .50 and 190 x 20 mm expended.

[REDACTED]

SECRET

NOVEMBER 1943

9 - 31200A-: Nine 13th B-25s probably destroyed three camouflaged 70 foot luggers and two camouflaged barges in Rein Bay, New Britain with direct hits. A probable fuel dump was set afire. Eleven A-20s of the 89th attacked Alexishaven Strips #1 and #2. Fourteen Jap planes were confirmed as destroyed. One large fuel dump was set afire and one hangar wrecked.

10 - 7: Ten 89th planes hit grounded aircraft at Alexishafen with one Betty destroyed and five other planes damaged. Bombs were also dropped on a cocconut grove where fourteen planes were dispersed, but damage was unassessed. Eight bombs hit fuel dumps between strips causing a huge fire.

11 -: Ten planes of the 89th hit barges on Cogol River and struck Botadjin Road. Two villages were heavily strafed and three barges at Iris were totally destroyed.

13 - 31600A: Nine 13th B-25s searching for barges from Sio to Fortification Point returned due to weather. Nine 90th B-25s hit Cassata drone with unobserved results.

14 - 317AA: Nine 13th B-25s searched for barges from Fortification Point to Sio. Failing to find them they attacked enemy shore positions from Kelana Harbor to Kanomi Village wrecking a number of shacks and supply dumps.

16 - 319AA: Nine 90th B-25s swept the coast between Kelona and Lakona, attacking all villages between these points.

17 - 320DD: Ten B-25s of the 90th with nine of the 13th made a shipping search at Mansa Bay but were forced to abandon the mission due to bad weather.

18 - 321CC: Nine 90th planes were prevented from searching for barges by weather--target area Borgen and Rein Bays.

19 - 322A-APP: Nine B-25s of the 90th on a barge search and photo recon between Borgen and Rein Bays, scored one direct hit on a lugger and silenced an ack-ack position. Nine A-20s of the 8th bombed and strafed camp, supply and barge staging areas from Gunke to Sialua Island. Nine A-20s of the 89th hit Jap bivouac areas.

20 - 323CC: Hardenberg Point, was hit by nine 89th A-20s. One barge was sunk and an ack-ack position was hit.

21 - 324AA: Eleven planes of the 89th struck Masankoo, Flor and Wareso Villages, bombing and strafing.

SECRET

[REDACTED]

NOVEMBER 1943

2 - 305AA,CCAF: Twenty-nine B-25s of the 8th, 13th and 90th Squadrons attacked shipping in Simpson Harbor, Rabaul scoring hits on seven large freighter transports of 3000 to 8000 tons and over (Fox Tare Ables and Fox Tare Bakers) causing one to explode and rendering it non-repairable, leaving another burning fiercely, leaving one afloat and sinking and very seriously damaging the four others. A direct hit rolled a heavy or light cruiser on its side billowing flame. One destroyer exploded amidship and was claimed destroyed while another was severely damaged. An unidentified 4000-5000 ton merchant vessel exploded and belched black smoke heavily. A 2000-3000 ton merchantmen received several hits and was left smoking heavily but not burning and another merchant vessel of 3000 to 4000 tons was hit with unobserved results. A Sugar Two Stacks (Tanker) over 10,000 tons was heavily damaged. Two smaller freighters were also bombed, one with unobserved results and the other exploding. One other large freighter was damaged. Near misses were scored on three other large freighter transports being damaged. Six to eight luggers were probably destroyed. The harbor, town and ack-ack positions as well as the Direction Finder or Range Station were strafed. Three to five unidentified grounded Jap aircraft at Vanakau were believed to have been damaged. Five Lakes and one Tony of 25 to 30 intercepting Japs were definitely shot down and 8 others damaged. Three of our planes were lost in the target area, one of them crashing just off Kiriwina. Another plane crash landed at home base with no injuries to personnel. Seven other planes were damaged by ack-ack--eleven all told. Besides personnel lost in planes shot down we had one gunner killed and two wounded.

Nine A-20Cs of the 89th struck a Jap staging area near Masawang River.

7 - 310DD: Nine B-25s of the 13th were sent out to attack Newak Airdrome. All aircraft returned due to enemy aircraft in Madzab area. Eight B-25s of the 90th were forced to abandon a mission against Boram strip due to an enemy air attack.

8 - 311BE: Nine B-25s of the 13th failed to destroy grounded aircraft at Newak Airdrome due to bad weather.

[REDACTED]

NOVEMBER 1943

22 - 325AA: Walingai and Ago villages were hit by six planes from the 89th. Several fires were started. Nine B-25s of the 13th attacked enemy supply line from Wareo to Junzaing.

23 - 326AA: Six 89th planes hit Joangeng, Bopong, and Hujungtufu badly damaging four new buildings. This was the first known instance where A-20 type aircraft used 20mm weapons against the enemy. Nine B-25s of the 90th attacked the villages at Boing and Bengeng, destroying many huts.

24 - 327CC&DD: Six A-20s of the 89th and six of the 8th and nine B-25s of the 13th attacked enemy stores and supplies at Kelaso Village. A large white church was hit and small fires were started throughout. Five A-20s of the 8th Squadron made a barge search in the Kelanee Harbor and the camp area and barge hideout near Kiari.

27 - 330AA: One B-25 of the 13th was sent out on a weather and orientation recon to Gatsung.

28 - 331AA, HB&CC: Nine B-25s of the 90th and nine of the 13th made a barge sweep from Saidor to Fortification Point. One unserviceable barge was strafed. Bombs were expended on Saidor Village, Rom Plantation, Newman Village, Reiss Point, Sio, Kiari, Mambariwia, and Kwan Kwan with unobserved results. Nine A-20s of the 8th bombed and strafed the track from Kalera to Sialun.

29 - 322AA: A single plane of the 90th ran an orientation mission to Lae, Gusap, Nadzab, and Fortification Point.

30 - 333BB&CC: Lakona and nearby areas were bombed and strafed by eleven planes from the 89th squadron. B-25s of the 13th attacked barges from Rieback Bay to Borgen Bay to Rotteck Bay. Several barges were strafed with unobserved results.

SUMMARY: 264 sorties flown, 65 tons of bombs dropped, 10,050 x .30, 290,522 x .50 cal and 240 x 20mm expended.

[REDACTED]

DECEMBER 1943

1 - 33400ADD: Nine planes of the 89th Squadron hit villages between Cape Gauffre and Borgen Bay destroying many huts. Eight A-20s of the 8th bombed and strafed barges and installations at Rottock Bay on the same day.

3 - 336AA: Eleven A-20s of the 8th strafed and bombed a track from Wandokai to Lasaweng River.

4 - 337AA&CC: Dump areas on Sanga River received the attention of twelve A-20s of the 8th squadron. Also six A-20s of the 8th took off on a photo recon of the area from Rein Bay to Borgen Bay, but did not complete the mission due to weather.

5 - 338AA: Six 89th planes hit defense positions near Takona, and dropped propaganda leaflets.

6 - 339AA: Nine A-20s of the 8th bombed and strafed in the Takona area. Results were unobserved.

7 - 340AA: Eleven planes of the 89th struck against suspected bivouac and known dump areas between Hubike and Sialua.

8 - 341AA&EE: Six 8th Squadron A-20s took off on a barge sweep in the Arava Islands and a photo recon of Cape Merkus Coast. No barges were sighted, but villages in the Cape Merkus area were bombed and strafed. Six B-25s of the 13th were sent out in search of submarines along the south coast of New Britain from Cape Lutke to Cape Burching. All returned due to bad weather.

9 - 342AA: Nine A-20s of the 90th made a coastal sweep between Masaweng and Wandokai Village, bombing unknown villages between these points with unobserved results.

13 - 346EE: Twelve A-20s of the 90th bombed and strafed Awato and Aiyau with unobserved results. Twelve A-20s of the 8th went on a bombing and strafing mission of dumps, supplies and personnel areas at Baumoina and along the Bogad-jin Road. Twelve planes of the 89th hit Yaula.

14 - 347BB,GGFF: Aslut Plantation was the target for twelve A-20s from each the 8th, 89th and 90th squadrons. The same area was again hit that afternoon by twelve A-20s of the 8th and 90th and eleven from the 89th Squadron setting fire to a large fuel dump on the north shore.

15 - 348AA: Nine B-25s of the 13th were sent out to attack enemy positions in Aslut Plantation area.

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- 76 -

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DECEMBER 1943

16 - 34973: Six planes of the 89th made an armed recon over Arave Pres.

17 - 35044: Ten 13th Squadron B-25s were sent out on a barge search from Talasen to Bergen Bay and to attack Carret Hill. Target Hill was hit in a single pass.

18 - 35144: Twelve A-20s of the 90th Squadron bombed and strafed a camp and dump area south of Walangay Village with unobserved results. Eleven A-20s of the 8th hit ammunition dumps and personnel areas in the Run and Walingai Areas. One large explosion resulted.

19 - 35244, EK, JL: A bivouac area on Cape King William was hit hard and well by twelve planes of the 89th. Ten B-25s of the 13th attacked barge unloading points and stores areas at Muzen. Twelve A-20s of the 90th on targets of opportunity from Crocodile Point to Didrop bombed and strafed with unobserved results. Tracks in the Arave area were the targets of nine A-20s from the 8th. One machine gun position was silenced.

20 - 35344, BHMCK: Ten 13th Squadron B-25s attacked Cape Gloucester No. 2 Strip, Sag Sag Village and Anglison Mission. Aircraft strafed the strip with unobserved results. Twelve A-20s of the 90th Squadron bombed and strafed naval gun emplacement in Aierga Village. All bombs were on the target with one coastal defense gun probably destroyed and one definitely destroyed. Villages were heavily damaged, and left ablaze. A barge hut and targets of opportunity along the coast and up the Fulie River was the mission of seven A-20s of the 8th. Results were unobserved. Twelve planes of the 89th bombed and strafed the coast line between Fulie and Sigul Rivers dropping propaganda leaflets.

21 - 35400BCK: Ten B-25s of the 13th attacked targets of opportunity from Ulemasingi Village to Dorf Point. Twelve A-20s of the 90th strafed assigned coastal tracks and native villages with results unobserved. Eleven A-20s of the 8th bombed and strafed the camp areas and defense positions east and west of Wandokail. Sag Sag and adjacent villages on Cape Gloucester were hit by twelve planes of the 89th, dropping propaganda leaflets and 44x500 lb. bombs.

22 - 35544, BB, CC, EE, SS, &FF: Nine B-25s of the 13th Squadron strafed and bombed assigned targets in the Cape Gloucester area with bombs in the targets. Eleven A-20s of the 8th hit one possible serviceable barge. Cape Gloucester targets were hit by eleven planes of the 89th and seven barges were badly battered. A second strike was made on Cape Gloucester on the same day by element of thirteen planes from the 89th Squadron.

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DECEMBER 1943

Twelve A-20s of the 90th bombed and strafed bomb targets #1 and #2 of Fabika photo map, with unobserved results. Twelve more A-20s of the 90th bombed and strafed targets at Silinati Point with unobserved results. (All the work around Cape Gloucester appears to have been pre-invasion bombing).

23 - 356LL: Twelve A-20s of the 90th went on a barge sweep covering targets #1 and #2 of Sic Photo Map. Two barges were destroyed and two damaged. Propaganda leaflets were dropped; a large hideout on the Nambariwa River bombed and strafed by twelve planes of the 89th Squadron.

24 - 357JJ, PFAHH: Twenty-two A-20s of the 8th and 90th bombed and strafed Cape Gloucester. Three buildings and several huts were destroyed and several grass fires started. Six A-20s of the 90th searched the Adi River for barges with no sightings. Bombs were dropped on Sauren Village, damaging several huts and destroying one. Cape Gloucester was struck by twelve A-20s of the 89th. Eleven planes of the 89th hit barge hideouts on Nambariwa River damaging three barges. In searching around barge hideouts by nine 8th Squadron A-20s and a strike on possible supply depots between Gneisenau and Scharnhorst Points, several fires were started and ample .50 calibre expended. Nine B-25s of the 13th attacked Native Villages one mile north of Tariali and Tsuali.

25 - 358HH, JJ&LL: Nine B-25s of the 13th were scheduled to attack Cape Gloucester but returned due to inability to contact fighter cover. Later, nine B-25s of the 13th attacked Cape Gloucester with 21 A-20s of the 8th and 90th Squadrons starting small fires. Tsuali on Cape Gloucester was hit by nine 89th planes. Nine other planes of the 89 and nine of the 90th strafed and bombed the area between Didmop and Pulie River. Nine other 8th Squadron A-20s bombed and strafed and made a photo recco of a small unnamed island 1/2 mile north-east of Target #20B, Cape Gloucester overlay.

26 - 359GG&SS: Twelve 8th Squadron A-20s bombed and strafed Target Ridge with unobserved results. Eight A-20s of the 90th gave ground support on a landing at Cape Gloucester. Twelve planes of the 89th hit Hill 660, Borgen Bay. Eleven B-25s of the 90th bombed and strafed a clearing on the east side of the Pulie River with unobserved results.

[REDACTED]

DECEMBER 1943

27 - 360FF, GG, HH: Twelve A-20s of the 8th bombed and strafed the coast south of Walingai. The target was badly torn up. Twelve planes of the 89th hit an ammo dump on a Jap supply trail on Cape Gloucester. Eleven B-25s of the 13th bombed and strafed the Green Beach area on Tauai.

28 - 361AA&EE: Nine A-20s of the 90th dropped 26 bombs along a designated coastal track of Cape Gloucester with generally unobserved results. Two bombs however, scored direct hits on a three place active machine gun position. Ten A-20s of the 8th struck a ridge in the Cape Gloucester Area. Nine 13th B-25s searched for barges from a point five miles west of Omoi to Cape Busching, New Britain. One aircraft attacked and probably destroyed two barges.

30 - 363HHEJJ: Jap troops near Mt. Langla were attacked by 12 A-20s of the 89th Squadron. Ten A-20s of the 90th hit Mt. Langla with unknown results, dropping 72 bombs in the designated target area. Twelve A-20s of the 8th bombed a gun position in the Sag Sag area and strafed the coastal track along the coast. One large explosion was observed due to bombing. A machine gun position was strafed and silenced by one plane.

31 - 364JJ: Ten A-20s of the 90th bombed and strafed enemy troop concentrations at targets A and B at Borgen Bay. Troop concentrations were hit in the Borgen Bay area by 13 planes of the 89th Squadron.

SUMMARY: 778 Sorties flown, 421 tons bombs dropped, 200 x .30, 950,391 x .50 and 747 x 20mm expended.

1944

JANUARY 1944

1 - 1K1, 1L1, & 1M1: Nine B-25s of the 13th and eleven A-20s of the 89th attacked enemy troop concentrations in the Borgen Bay area. Results were unobserved. Eight A-20s of the 90th bombed and strafed Jap troop concentrations in Mt. Langla area, with unobserved results. Nine A-20s of the 90th bombed and strafed targets of opportunity from Walf Bay to Saidor. Gumbi Mission was bombed and 50% demolished. Two camouflaged barges in Yimbunga River were believed damaged.

2 - 2D-1 & 2E-1: Nine B-25s of the 13th failed to carry out a mission to Saidor due to bad weather. Twelve A-20s of the 8th bombed and strafed Mur Village and vicinity, with two columns of white smoke observed where one bomb had exploded. In support of Saidor landing, 15 A-20s of the 89th and 13 of the 90th gave support at Saidor and bombed and strafed track from mouth of Biding River to Mior.

3 - 3A-1: Twelve 89th planes attacked targets at Namuramunga and Kokopo Mission. Twelve A-20s of the 8th bombed and strafed the Jap troop staging areas near Borgen Bay.

4 - 4J-1: Nine B-25s of the 13th attacked enemy artillery positions southwest of Silimati Point. Propaganda leaflets were dropped.

6 - 6B-1 & 6C-1: Thirty-six A-20s of the 89th, 8th and 90th struck the Bogedjim-Ramu Valley road. Nine B-25s of the 13th hit enemy personnel positions from Gauss Point to Vincke Point.

7 - 7E-1, & 7I-1: Nine B-25s attacked targets of opportunity from Weber Point to Vincke Point, New Guinea. Bombs and propaganda leaflets were dropped with unobserved results. Eleven planes of the 89th answered a request by ground troops for strikes against Jap gun positions at Amalut Plantation, Arawe Area. Although the IFF was operating, an American LST opened up with heavy, accurate A/A, holing several aircraft and causing one to crash-land without casualties.

8 - 8I-1: A barge sweep on the Pulie and Naysaru Rivers and a bombing and strafing strike on Didmop Village was participated in by six A-20s of the 8th Squadron. Several huts were destroyed or damaged.

10 - 10D-1: Twelve A-20s of the 90th hit an area in vicinity of Borgen Bay. Camps, staging areas, and Sio Mission, Sio, New Guinea, received many hits when bombed and strafed by twelve A-20s of the 89th Squadron.

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JANUARY 1944

12 - 12F-1: Twelve A-20s of the 90th bombed and strafed Wari Village, badly damaging it.

13 - 13C-1, & 13I-1: Thirteen A-20s of the 89th covered the Bogedjin road area from Bridge #23 north to the ocean, bombing and strafing camps, dump areas, and bridges. Cori Bridge was damaged. A bombing and strafing mission against targets of opportunity on Bogedim-Yaula Road was flown by twelve A-20s of the 8th. Twelve A-20s of the 90th bombed and strafed enemy troop and dump concentrations in vicinity of Didmop.

14 - 14J-1: Magiarapu Village was the target for twelve A-20s of the 8th. One hut was destroyed and several others damaged.

16 - 16C-1: Thirty-six A-20s of the 8th, 89th and 90th Squadrons participated in a strike against targets on Bogedjin road near Daunoina. Several villages were bombed with good results. Propaganda leaflets were dropped to Natives.

20 - 20B-1: Targets of opportunity in Pulie River area, Rein Bay and west of Cape Result were the goal for twelve A-20s of the 8th Squadron. Villages and plantations in these areas were thoroughly bombed and strafed with unobserved results. Twelve A-20s of the 90th attacked targets of opportunity from Crocodile Point to Didmop. Bombs were dropped on Cape Riege Plantation, Taraua Village, Iboki Plantation, Naketi Village, Gorsai Village, and Wereka Village.

21 - 21D-1, & 21E-1: Twelve A-20s of the 8th bombed and strafed Goli Village and the track along the coast. Reinji Village was also strafed. Assigned the primary target of Indagen Villages--home of hostile Kanakas who had ambushed a ground patrol--thirteen A-20s of the 89th were forced by weather to attack the secondary objective of Reinji. Striking in trail the entire village was destroyed. Motion pictures taken of the attack disclosed that it was highly effective.

22 - 22M-1: When shipping reported off Kokopo was not found, twelve 89th A-20s made 100% hits on targets at Iboki Plantation dropping 30x250 lb. bombs and strafing with 19,300 x .50 calibre.

23-23K-1&23L-1: Nine A-20s of the 13th Squadron bombed and strafed Mongi Village, Yara Village and Gali Village (their first strike with A-20s; all squadrons now so equipped). In close ground support operations, 13 89th A-20s struck pillboxes at Natano Point, using both skip bombing and dive-bombing techniques.

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JANUARY 1944

26 - 26J-1&26M-1: Coordinating ground-air attacks for the purpose of obtaining prisoners, 23 A-2's of the 8th, 13th, and 89th bombed and strafed enemy concentrations at Old Yasod and Tali with excellent results. Two Japs were taken prisoner and many killed. Eight A-20s of the 13th struck troop concentrations at Natano Point.

27 - 27C-1&27D-1: Twelve A-20s of the 8th struck Hobinoba Village. Three European type buildings were destroyed by bombing and other type buildings were badly damaged. Twelve 89th A-20s struck Amele Plantation, gunning for the residence and person of a Nip Lt. General--G. . . of the Japs in the Madang area--whose headquarters were reported to be there. Accurate bombing of Amele Mission was achieved. Nine planes of the 13th were assigned enemy troop concentrations in Ameron Village but returned to base due to bad weather.

28 - 28I-1: Troop concentrations near Silinati Point were targets for twelve A-20s of the 8th. Bombs started fires.

29 - 29C-1&29I-1: Twelve A-20s of the 8th attacked stores, personnel and serve hideout areas near the Tutop and Itai Rivers. Twenty-four A-20s of the 89th and 90th went after an enemy camp discovered in the Cape Busching area by an Angeu ground patrol whose leader rode in the lead plane as a guide. Propaganda leaflets were dropped and results unobserved. Nine 13th A-20s bombed enemy defense positions east and south of Natano River mouth. Many small clearings with mounds believed to be pillboxes were heavily bombed and strafed.

31 - 31J-1: Twelve A-20s of the 90th hit the secondary target Ulinan Harbor. Direct hits were scored on a two gun heavy ack-ack position and on a four gun medium position, silencing both. Two bridges on the coastal track were destroyed. Several huts were destroyed at Kurnass Plantation. On return route strips Nos. 1 and 2 at Alexishafen were strafed, possibly damaging a camouflaged Betty Bomber.

SUMMARY: 525 Sorties flown, 336 tons bombs dropped; 600 x .50, 772, 880 x .50 cal and 640 x 20mm expended.

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SECRET

FEBRUARY 1944

2 - 34A-1: Taking off from Dobo-dura, twenty-four A-20s of the 8th and 89th attacked Mabinot Mission returning to the new base at Madzab. The mission and village were completely destroyed with 10,000 pounds of bombs and 17,250 x .50 cal. Twenty-four A-20s of the 13th and 90th destroyed Mabe Mission and village and dropped propaganda leaflets. This was the last mission flown from Dobo-dura.

3 - 34A-1: Twelve A-20s of the 90th failed to complete a mission to bomb and straf Nokojo, Mambion, and Capen Villages, due to weather. Failing to sight a reported convoy in the Hamae Bay area, eleven A-20s of the 89th attacked villages and a plantation between Hamae Point and Ulian Harbor.

4 - 35A-2A: Forty-six A-20s of all squadrons took off on a bombing and strafing mission against Merichberg. Three large buildings were badly damaged; a two story frame house was demolished and other buildings damaged. One European type building and one large native constructed building were demolished by direct hits. Other buildings were hit, one of which was believed to be a machine shop. A fuel tank was believed hit when a large column of smoke rose during a strafing and bombing pass. Three cows and four horses were strafed with undetermined results. Three fires were also started.

5 - 36A-2: Ten A-20s of the 13th assigned to strike ack-ack positions at Meer Point were forced to return due to bad weather. Twenty-four A-20s of the 8th and 89th participated in a shipping sweep of Hamae Bay and bombed and strafed Bogia Mission. One small lugger was destroyed by a direct hit. A direct hit was made on a large empty barge. Stores, one large and one small building were demolished and the mission building was holed. Strafing was considered excellent. One plane was damaged by anti-aircraft fire.

6 - 37A-2: Twenty-nine A-20s attacked reported barges at Hairviu and Muschu Islands. These planes were from the 13th, 89th and 90th Squadrons. One Sugar Charlie received a direct hit and one lugger and a small gunboat were damaged by near misses. One Fox Tare Charlie was badly damaged (possibly carrying troops) and many barges and luggers were sunk and damaged. Shore installations suffered severe damage as a result of this raid. Intense and medium ack-ack fire shot an engine out of one A-20 which was covered on the return flight by three other planes. One of the three covering airplanes was lost in bad weather. Another plane crash landed after having hydraulic system shot out. Crew of the lost airplane were saved after the plane crashed 14 miles north of Mt. Hagan. A large number of luggers and barges were sunk or damaged.

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SECRET

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FEBRUARY 1944

8 - 39A-1829A-2: Twenty-four A-20s of the 8th and 89th struck at Alexishafen Plantation area. A possible barge was blown up. A barge was left burning and a jetty was destroyed. Bombs hit another jetty or barge but results were unobserved. A large black fuel fire was started in the village area.

9 - 40B-2: Twelve A-20s of the 89th and twelve of the 8th attacked enemy troop concentrations at Mindiri Village between Sio and Saidor.

10 - 41B-2: Weather prevented completion of recco missions of the Saidor Area by two A-20s of the 89th.

12 - 309-2B: Forty-eight A-20s of all squadrons bombed and strafed Sarapap and Karau Villages causing several fires--one, a possible fuel dump. One grounded Hip fighter was strafed and set afire. Many shacks were set afire and at least six or seven buildings were destroyed.

13 - 309-3B: Twenty-four A-20s of the 13th and 90th Squadrons attacked grounded aircraft at Tadjil airdrome. One Betty and one Hamp received direct parafrag hits, two Bettys were destroyed, and three camouflages single engine planes were set afire. Also one Nell and two Tonys, three Zekes and a Betty were damaged by strafing. Two luggers were strafed and left burning. Three direct hits were scored on a Fox Tare Dog (small freighter transport) and the ship exploded. Six Hips in a rowboat were strafed and believed killed. A 2,000 ton Fox Tare Charlie was strafed by all planes. It was set afire and damaged heavily. A lugger was strafed and believed destroyed.

One plane of the 13th Squadron was forced to land immediately after take off because of loose plates on the nose. After the plates were tightened the pilot tried to rejoin the formation but was unable to do so. In view of the fact that he was so far in enemy territory he courageously thought that he might as well take advantage of his position and so alone he made a low level pass over Wewak and Boram airstrips. He dropped 4x300 lb bombs on the west end of Wewak drome, and caused damage to several buildings. He also released 231b parafrags on the north side of Wewak strip, the results being unobserved. He strafed both strips. Upon leaving he was almost contacted by four Oscars, who attempted to overtake the plane two miles east of Boram, but at tree-top level he managed to out run these four planes.

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FEBRUARY 1944

14 - 309-14B: Forty-two A-20s from all squadrons hit Dagua Airrome. One unidentified fighter and four twin engine planes were destroyed, two fuel dumps fired, two Helens damaged, three grounded aircraft set afire, one machine gun silenced and two others destroyed. Bombs fell on six single seater fighters but damage was unobserved. All squadrons were intercepted by Jap fighters. P-40's met the Japs and downed four Zekes in the ensuing dog fights.

15 - 309-15B: Forty-eight A-20s of all squadrons hit shipping at Kavieng. Four hits were scored on a Fox Tare Charlie setting it afire. Two Super Charlies and two gunboats were strafed. Three float planes were destroyed and three others damaged. One Fox Uncle or Fox Tare was damaged. Four luggers were destroyed and others damaged. Many fires were started in stores areas, three large houses being destroyed there. Two houses were destroyed and one machine gun silenced. Two of the 13th Squadron planes crashed into the sea. Ten other planes were damaged and two crew members were injured.

16 - 309-16B: Nine A-20s of the 70th took off to attack a seven ship Jap convoy but was ordered back due to lack of fighter cover.

17 - 309-17B: Nine A-20s of the 90th and twelve of the 13th took off to attack a four ship Jap convoy at Three Islands Harbor, New Hanover, but weather turned them back.

19 - 309-19A, 19F&19B: Twelve A-20s of the 8th hit buildings, stores, tents and two luggers near Brandi Point and Cape Moem. A large building was blown up, and several were damaged. One small and one large fire were started.

Seven 13th A-20s attacked an enemy convoy. A direct hit was scored on a enemy corvette off Kavieng, but it was not seen to explode. One plane crashed near the base on return.

Nine 90th A-20s were to attack a Jap convoy off Jape Bolesia, New Ireland. It was not attacked due to weather but the following work was done a mile west of Saudissin Island. Of 23x500 lb. bombs dropped at a destroyer, 10 were direct hits, causing it to sink. Twenty-seven 500 lb. bombs were dropped at a gunboat. Fourteen were direct hits. The boat broke in two and sank. Nips left in the water were strafed.

[REDACTED]

FEBRUARY 1944

21 - 309-21B&21C: Eight A-20s of the 90th hit Karker Island. Twelve A-20s of the 89th took off for shipping search of Hansa Bay and Newak area, and to strike Manam Island. One lugger and two barges were destroyed and two barges were damaged. Nine A-20s of the 8th bombed and strafed Sa River from mouth to two miles inland.

23 - 54A, 309-22E: Buriu Airdrome, building areas in vicinity and ~~Merapi~~ Village were the targets for 19 A-20s of the 8th and 90th. Three buildings received direct hits and several huts and houses destroyed.

24 - 54A-2&55A-2: Eleven A-20s of the 89th bombed and strafed the mission at Buriu Village and airstrip. Eleven A-20s of the 8th and seven of the 13th struck at Dagua Airdrome. Oil fires were started and three fighters were bombed with unobserved results. An anti-aircraft gun position was hit. Chacks and tents were bombed and four moving trucks were strafed. One lugger and two barges were strafed.

25 - 55B-2: Nine A-20s of the 89th and eight of the 90th struck at But Airdrome, supply dumps, ack-ack positions, dispersal and revetment areas and grounded planes. Barges, fighters and bombers on the ground were hit with results obscured. Several fires were started. Four planes of the 90th received extensive ack-ack damage.

26 - 56D-2: Ack-ack positions, parked planes and stores at Boram and Newak airdromes were hit by 18 planes of the 8th and 89th squadrons.

27 - 58K&58L: One A-20 of the 8th completed a courier mission from Nadzab to Gusap and return and another completed a courier mission from Nadzab to Finschafen Airdrome to Cape Gloucester Airdrome and return.

28 - 59C: Eleven A-20s of the 8th struck at the dispersal areas and stores east of Nubia Airdrome. Seven A-20s of the 90th and nine of the 13th Squadron bombed and strafed the Hansa Bay area. One plane of 13th crashed in Hansa Bay.

29 - 59C: Twelve A-20s of the 89th bombed and strafed stores, personnel and ack-ack positions at Nubia Village in the Hansa Bay area.

SUMMARY: 544 Sorties flown, 459 tons of bombs dropped, 1400 x .30 and 650,265 x .50 expended.

[REDACTED]

10 FEB 1944

1 - 677: Three A-20s of the 13th struck at the campsite area southwest of Warote Island.

2 - 687, 690, 691 & 692: Three A-20s of the 90th struck at enemy troop concentrations on Los Negros Island. One 13th A-20 bombed and strafed the north peninsula of Trade Harbor, Los Negros Island. One A-20 of the 5th searched unsuccessfully for a carrier and crew downed on 29 February, and another flew a courier mission to Pineshafen and return.

3 - 644-711: Two A-20s of the 13th and six of the 90th bombed and strafed enemy positions at Los Negros Island. One A-20 of the 5th flew a courier mission to Dabodura and return and another was flown to Valdez and return.

4 - 657: Four A-20s of the 5th flew a bombing and strafing mission against the landing beach at Talam. One plane was lost. Two 90th A-20s were to strike at Los Negros Island but failed due to bad weather.

5 - 644-711: One A-20 of the 5th completed a courier mission to Talam, Pineshafen and return and another completed a courier mission to Port Moresby, Milne Bay, Goodenough Island, Pineshafen and return.

6 - 657 & 677: One A-20 of the 90th searched unsuccessfully for a landing strip west of the vicinity of Hama Bay and along the coast of Cape Croisilles. Small shipping and some village airstrips were strafed. Twenty-three A-20s of the 13th and 90th were prevented by weather from hitting the main group.

7 - 713: Pressing their attack against the heaviest ack-ack many of the crews had ever seen, 36 A-20s of the 5th, 13th and 90th Squadrons hit A/A positions, dispersal and revetment areas, stores and fuel dumps at Wewak strip. One Tony in worm up position at the end of the runway was set afire. Two machine dumps, 3 planes, and 4 trucks were heavily damaged and probably destroyed by strafing. One A/A position was hit and many near Wewak Mission were heavily strafed. Several native huts were seen to catch fire.

8 - 723: Thirty-six A-20s of the 5th, 89th and 90th hit dispersal areas at Wewak strip causing several fires. Wewak Mission suffered a direct hit. [We were always pleased to hit these missions--the Japs were particularly good at using them for A/A defense and the Wewak Mission was a "bristling mass of guns" according to many.] Anti-aircraft positions were straddled by bombs and silenced. Four aircraft from the 90th were lost but three of the crews were rescued.

[REDACTED]

[REDACTED]

MARCH 1944

13 - 78B: Twenty-eight A-20s of the 8th, 89th and 90th Squadrons attacked Brandi Plantation. Several huts were destroyed and many fires started. Damage was unassessed because of smoke and dust.

14 - 78B: Thirty-two A-20s of the 8th, 89th and 90th struck Brandi Plantation. Bombing and strafing very successful. Excellent black smoke, two large white smoke fires and several other fires in the center of the point.

15 - 79B, 79L, 79J: Thirty-six A-20s of the four squadrons bombed and strafed the Kairiru personnel area. One small lagoon was probably destroyed. Many woods fell upon buildings in the target but damage was not determined. Two black smoke fires were started. One A-20 of the 8th completed a courier mission to Wainohafen and return.

16 - 76B: One A-20 of the 8th completed a courier mission to Doodlers, Milne Bay, Goodenough Island and return.

17 - 77B: Forty-one A-20s of all squadrons struck at personnel trees at Cape Koon. Three fires were started and one small unrecognizable power post was strafed.

18 - 78C: Brandi Plantation was the target for 24 A-20s of the 8th and 89th Squadrons. Three fires were started in the target area and one in the woods of Kasiain Village.

19 - 79B, 79L: Thirty-two A-20s of the 8th, 89th and 90th Squadrons attacked the 1000 yard strip along the west side of Cape Koon, but results were obscured due to excessive smoke. Debris and dust were over the whole target area.

Thirty A-20s of all squadrons attacked a convoy northwest of Kairiru Island. One large freighter-transport, two medium freighter-transport, one corvette and one lugger were sunk. One A-20 was shot down in the water, believed by a strafing B-25, and one plane landed at Bumpu with machine gun holes in the gunner's compartment, also believed due to the strafing of the B-25. One A-20 piloted by Lt. Soloc, under which a bomb was seen to burst while over the target, made a forced landing some 20 miles away. A life raft with one person aboard was located near the wreck and rescue forces notified. Lt. Soloc was later picked up, but his crew had been lost in the ditching.

[REDACTED]

~~SECRET~~

MARCH 1944

21 - 81D&E: Twenty-six A-20s of the 8th, 13th and 89th Squadrons bombed stores and personnel at Brami plantation. Three bombs hit among camouflaged stores, probably fuel, and started large fires. One native hut was destroyed and one ammunition dump was exploded.

22 - 82D: In a successful operation against shipping near Wewak, ten A-20s of the 89th made runs on two large luggers near Wallis Island. One lugger was sunk by our planes, while B-25s attacking at the same time apparently got the other. Eight A-20s of the 90th hit stores area at the north tip of Cape Wom. Damage was generally unobserved though bombs were in the target.

25 - 85F: Seventeen A-20s of the 8th and 89th bombed and STRIKE the east and north sections of Wom Point. Several small fires were started and several native huts were hit.

26 - 86K, D, & A: Nine A-20s of the 8th Squadron struck at enemy positions south of Lorengau. Many buildings were blown up. A-20s of the 13th and 90th had as their primary target a barge sweep north of But to Aitape. The secondary was stores and personnel at Aitape. Bombs were dropped on huts and the radio station at Aitape, causing fires with heavy black smoke. One large building was destroyed. Eight barges were sighted, all of which were bombed and strafed. One was sunk. One A-20 was slightly damaged by machinegun fire. One A-20 hit a water spout from the bomb of the plane it trailed and made a perfect water landing as a result. The plane sank in less than a minute and only one crew member survived.

27 - 87B: Sixteen A-20s of the 8th and 89th Squadrons hit Wom Point causing a large fuel fire. One large bridge was destroyed and three black smoke fires started. A 70 foot barge or lugger was heavily strafed and badly damaged. Several native huts were also damaged.

29 - 89H: The Wewak area and Muschu Island were primary targets for 16 A-20s of the 13th and 90th Squadrons. General coverage of installations and barges was made. One barge was turned over on its side and an oil dump was hit.

31 - 91A: Bombs were seen to burst on five large warehouses as 36 A-20s from all squadrons mauled Jap personnel and storage areas on Muschu Island. Three huts were destroyed and many small fires started. One barge was strafed. Several machine gun positions were hit and destroyed.

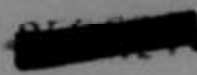
SUMMARY: 509 Sorties flown, 522 tons bombs dropped, 2,900 x .30 and 575,065 x .50 calibre expended.

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- 88 -

[REDACTED]

A table and a chart showing sorties and ordnance expenditures by months from April 1942 through August 1945 are entered in the appendix as EXHIBIT 3. Data from April through November were compiled from figures found in various squadron and group "histories" and "diaries" and represents --so far as can presently be determined--only a part of the actual effort.

NOTE: The Group has been credited by Fifth Air Force General order No. 17, dated 19 January 1945, with having destroyed fifty-three (53) airborne enemy aircraft in World War II. Credit to the Squadrons was listed as follows: 90th Squadron, 21; 13th Squadron, 20; 8th Squadron, 11; and 89th Squadron, 1; with nearly all of them being destroyed in the early months of the war.


ADMINISTRATIVE
&
MISCELLANEOUS MATTERS

We have attempted to set forth in this section enough of a picture of our administrative function to afford the interested access to matters concerning command, supply, movement and organization. From time to time we have digressed in the interests of other features such as promotions in general and awards in general, but without indulging at length in detail have returned promptly to essentials. Except for occasional references to the various Tables of Organization little mention has been made of the strength of the Group or of its Squadrons. Statistical summaries covering monthly strengths of Headquarters and of the Squadrons for such periods as we have been able to locate them have been included in the Appendix as EXHIBITS 4 through 8. Yes, some of the records have been lost. At first we felt that they merely had been mislaid but interrogatories of the few old timers left with this outfit at the time we began compiling this chronicle disclosed specific instances of loss which they recollected.

[REDACTED]

No subdivision has been entered concerning funds because the only records we could find dealt with routine, long established affairs in Council Books and the like. Doubtlessly, there should be records of others but they have not been found. Clearly, from the statements of Captains William A. Smith and Mason A. Copeland, included in memoranda of interviews at EXHIBITS 9 & 10, Appendix, various purchases were made of which records most likely were not kept. Captain Smith discloses a rather perfunctory method of assessing individuals for food brought in on "Fat Cat" and Captain Copeland asserts that such funds were never carried on the Council Book. Further, Capt. Copeland points out that funds were not set up for the operation of clubs or for the purchase in Australia of equipment that could not be obtained through routine methods. Also a story goes the rounds to the effect that there was kept an Enlisted Men's Relief Fund several years ago, the stated purpose of which was to afford enlisted personnel a means of financing their furloughs or rest leaves to the Australian mainland. Thus provided with a means of introducing the subject of leaves which also have not been done in detail in the regular chronological narrative, we proceed to do so.

Those who tell that story emphasize the enormity of the prices which had to be paid by American soldiers in Australia -- in Sydney in particular -- for the items of special merchandise for which all such individuals going on leave in those parts expressed passionate attachment and which they were most determined to purchase. Such was the situation, say these persons, that it would have been no less than a mockery for the average enlisted man to set about seeking rest and re-

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creation on his pay alone. Such seems the case. From the anecdotes relayed and originally narrated by various officers of this Group during the past eighteen months for the benefit of this historian, except for the forced system of savings resulting from the non-commercial aspects of New Guinea there would have been few officers who could stand the tariff. Despite the reported excesses, more or less natural to those having existed for months on necessities, the cost of taking advantage of a "leave to Sydney" was outlandish. Yet, when combat personnel have been asked for Public Relations purposes to relate their idea of the most memorable incident in their lives overseas -- the Public Relations Officer expecting, of course, a reply concerning a hot mission -- they have almost invariably come up with some such reply as: "My two leaves in Sydney".

Neither is there a special medical department within these covers. After numerous conversations with various flight surgeons now and formerly in the organization we were convinced by them that the medical problems of this small organization were not peculiar to it alone but were the common experience of all units travelling the same trail. The most frequently heard complaint has been relative to alleged inadequate dental care. Conversations with Captain Frederick Doner, Dental Corps, recently departed this organization, bore out the justice of this contention to some degree. He agreed that there had been some deterioration in dental health and averred that there was no apparent dietary deficiency although there were indications of a lack of Vitamin C and that as a matter of fact he believed the men's diet -- actual as against the ration list -- was deficient in Vitamin C. He pointed out that syn-

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[REDACTED]

thetic lemon powders are high in Vitamin C content and they were served frequently in "lemonade" -- the more acceptable term "Battery-Acid" having been overlooked by him -- and that therefore the missing vitamin was available. Helplessly, he also pointed out that you couldn't force a man to drink the stuff. As to the purely physical phase of the dentist's work, the historian hazards an opinion: One dentist had an insurmountable task in tending the dental ills of an average of 1300 men.

At this point we come to the task we originally set for ourselves -- to tell in narrative chronology something of 3rd Group administration and matters related thereto.

The Administration of the Third Group and Related Matters.

On 1 January 1942 the Third Bombardment Group (Light) AFSC was stationed at Savannah Army Air Base, Savannah, Georgia. It was a part of the chain of command including Air Forces Combat Command, the Headquarters of which was located at Bolling Field, D.C., and of the Third Air Force, which had Headquarters at Tampa, Florida.

The Group Diary tells us that orders to proceed with preparations for leaving Savannah were received about 1 January 1942. No such order has been located but from the way mimeographed directives relative to movement poured into the files at that time no one could doubt that a move was in the offing.

Operations in connection with 3rd Group combat against the Japanese

[REDACTED]

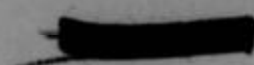
[REDACTED]

Empire really got started when its Commanding Officer received a secret letter from Headquarters, 3rd Air Force, Subject: "Movement Orders, Shipment No. 4580," dated 10 January 1942, File No. 3AF 370.5. Attached to this letter were copies of a letter from the office of the Port Commander, San Francisco Port of Embarkation, Fort Mason, Calif., dated 7 January, a list of suggestions, and a memorandum. They made it clear that the 3rd Bombardment Group (L), including the Headquarters and Headquarters Squadron and the 8th, 13th, 89th and 90th Bombardment Squadrons, was about to move overseas and gave the code designation of the Group as 45800. The implications of the foregoing documents were confirmed with precision by secret Special Orders No. 17, Headquarters, Savannah Army Air Base, dated 17 January 1942. The 3rd Bombardment Group was ordered to proceed to the Port of Embarkation so as to arrive there not later than 2:00 P.M., 24 January and transportation was assigned its units as follows: Headquarters and Headquarters Squadron and attached Medical to train No. 1151; 8th and 13th Squadrons and attached Medical to train No. 1152; and the 89th and 90th Squadrons and attached Medical to train No. 1153. Quite a number of the officers were permitted to make the trip to the Port of Embarkation by privately owned conveyances.

On 19 JANUARY, Lt. Col. Phillips Melville, who had been Group Commander since 18 August 1941 was transferred to the 3rd Air Support Command and 1st Lt. Robert F. Strickland, A.C., O-21613, became Group Commander just in time to start the outfit overseas. It left Savannah that day.

After travelling via Montgomery, Ala., St. Louis, Kansas City, and Amarillo the Group arrived on the west coast 23 January 1942 and was

[REDACTED]



quartered temporarily in a harvesting and farm implement machinery warehouse in Oakland.

While at Fort Mason there was considerable rating and rerating of Air Mechanics first and second class in all units of the Group. Fifty-six men were effected by the provisions of Corrected Copy Special Orders No. 10, dated 24 January 1942.

The organization, with the 2nd Chemical Company (2nd Chemical Platoon Avn) attached, was transported via truck to the pier in the early morning of 31 January. The U.S. Army transport ANCON -- some of the men have been heard to say that it was Navy manned -- was boarded. It departed San Francisco at 3:00 P.M. that day with Third Group units, commanded as shown:

3rd Bombardment Group (L), AFCC.
Commanded by: 1st Lt. Robert F. Strickland, A.C., O-21613.

Hq & Hq Squadron, 3rd Bomb Group (L), AFCC.
Commanded by: 1st Lt. Donn C. Young, A.C., O-374982.

8th Bomb Squadron (L), AFCC.
Commanded by: 1st Lt. Alexander G. Evanoff, A.C., O-23391.

13th Bomb Squadron (L), AFCC.
Commanded by: Lt. James L. Orr, A.C., O-23098.

89th Bomb Squadron (L), AFCC.
Commanded by: 1st Lt. Donald P. Hall, A.C., O-321890

90th Bomb Squadron (L), AFCC.
Commanded by: 1st Lt. Bennett G. Wilson, A.C., O-384791.

The first day out of port 463 men, slightly over 60% of all enlisted personnel, were promoted on Special Orders No. 11, 45800, dated 1 FEBRUARY 1942.

After a relatively uneventful crossing the ANCON docked at Brisbane,



[REDACTED]

Queensland, 25 February. Personnel debarked and were transported by truck to their temporary camp at Ascot Park, Brisbane's principal race track.

On 27 February five Class "A" agent Finance Officers to the Finance Officer, Hq. U.S. Army Forces, Brisbane, for payment of troops of the Group -- including 2nd Chemical Company (2nd Chemical Platoon Avn) were appointed.

On 1 MARCH, 1st Lt. Donn C. Young was detailed as Group Operations Officer, Lt. Alexander G. Evanoff was detailed Group Materiel Officer and under the provisions of W.D. Radiogram No. 374 dated 19 February, 152 appointments of non-commissioned officers were made.

Pursuant to Special Orders No. 43, Headquarters, Base Section No. 3, Brisbane, Qld, dated 2 March 1942 (based on Radiogram 1196, Hq, U.S. Army Forces in Australia, dated 1 March), the Group -- according to schedule: "Movement of U.S. Forces to Charters Towers and Townsville," No. 01647, Secret, Australian Military Forces, Northern Command, Victoria Barracks, Brisbane, Qld, 6 March 1942 -- departed on trains Nos. 3, 4, & 5, leaving Ascot at 9:10 A.M. and 12:35 and 2:20 P.M. The schedule called for departure on the 7th and arrival at Charters Towers on the 9th but the Morning Reports disclose that departure was taken on 8 March and that arrivals were on the 10th.

The 39th, however, went to Townsville -- the schedule says Charleville -- and worked at Garbutt Field. With 13 officers and 143 enlisted men, this unit was busy ground-crewing B-17s for work over New Guinea

[REDACTED]

[REDACTED]

through 30 March. On the 31st they rejoined the Group at Charters Towers.

As far as can be determined B-25s and A-24s at first were assigned to the Group via telegraphic instructions from Hq, USAFIA, Melbourne, during the months from March to August 1942. Our pilots went down to Brisbane and flew the planes back to Charters Towers. There is only one mention in our records (in File 452.13, Hq, 3rd Bomb Group, letter dated 5 July 1942) that an A-24 (Douglas Dauntless Dive-Bomber) was assigned to the Group from Hq., USAFIA. Captain Smith stated (EXHIBIT 9) that he believed some of the A-24s used by the 8th Squadron had previously seen service in Java. It is known, however, that A-24s were assigned to the 8th Squadron before it left Savannah. Records do show that A-24s were on hand in March and that all were assigned to the 8th Squadron which was then much envied on account of its good fortune. Records further indicate that it was about the first of APRIL and during early April that the earliest B-25s, "Mitchells", two engine, medium bombers, North American manufactured, and named in honor of General "Billy" Mitchell were received and assigned to the 13th and 90th Squadrons. Correspondence from U.S. Army Air Services, SWPA, indicates that some B-25s acquired by the 3rd Group were obtained by USAAF from the Netherlands East Indies Command. But whether these came from that source we don't know. Despite two crack-ups on landing, the arrival of our first 25s was hailed with enthusiasm. Here was a plane which was entirely new to nearly every pilot and crew member of the Group and which had to be mastered in only a few days. Intensive training was begun under the supervision and guidance of Captain Orr and Lt. Wilson. As has been seen the A-24s started

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[REDACTED]

hitting the enemy right away. The B-25s were not far behind. The training program was forced, obviously, as the 25s hit Gasmata 6 April.

Nearly 200 promotions for enlisted men were made during April and large numbers were promoted every month -- except July, November and December when there were relatively few -- through the end of the year. Naturally, morale in those days was high what with the volume of advancements and with the initiation and continuation of combat activity. Not only the morale of the Group, but the morale of Allies generally was given a distinct boost by operations of the 13th and 90th Squadrons from Del Monte Air Field in Mindanao during the middle of April.

The genuine complexion of the Group in April is pretty difficult to fathom. There it was with medium and dive bombers and as yet no light bombers and designated a Light Bombardment Group. The matters of grades and ratings, of Tables of Organization and of promotions and the like were never very settled for long. Many T/Os and variations of them show up in the records. Upon departure from Savannah all units were designated as Light although the 8th Squadron was for some months prior to departure equipped with Dive Bombers. As a matter of fact, on 14 December 1941 correspondence requesting that a T/O be published for a Light Bombardment Squadron, Dive Bomber, Single Engine, and a copy be furnished the Group, originated in our Headquarters. Per 3rd Indorsement dated 25 December 1941, file ACC 320.(12-14-41)T/O, Headquarters Air Force Combat Command, we were advised that such a T/O had been prepared but that it was not believed that it would soon be published due to a contemplated revision of then current designations of personnel. By the time the Dive Bomber T/O caught up with the Group it had long been out

[REDACTED]

of dive-bombers. On departure for overseas service and for a considerable period thereafter -- as may be noted from the actual strength figures shown in the Appendix -- all units of this Group were considerably under the figure of 245 enlisted men allowed for the Headquarters and Headquarters Squadron and below the figure of 211 allowed each of the bomb squadrons under the provisions of letter, The Adjutant General's Office, File AG 221 (1-6-42)EA, Subject: "Allotments of Grades and Ratings and Authorized Strengths, Air Corps", dated 14 January 1942. This situation was noticeably improved but not fully corrected through the addition of former 27th Bomb Group personnel just as combat operations began.

Through 1 APRIL Lt. Strickland continued as Group Commander. On 2 April, according to the Morning Report, Lt. Col. John H. Davies, A.C., O-17999, assumed command and Lt. Strickland was designated Group Executive Officer. According to 3rd Group SO No. 18, 42 officers, including Lt. Col. Davies, and 62 enlisted men formerly of the 27th Bomb Group (L), AFCC, were attached on 30 March in compliance with orders telephoned from Hq., USAFIA, Melbourne. Further, by SO No. 27, dated 17 April, in compliance with SO No. 78, par 15, Hq., USAFIA, those officers and men were reassigned to the several squadrons of the Group effective 2 April 1942. Thus there was acquired quite a list of additional personnel and some additional rank. By this order the following named officers were designated commanding officers of the squadrons as indicated:

Hq and Hq Sqdn	-	1st Lt. Edward F. Hoover, A.C., O-23274
8th Bomb Sqdn	-	Capt. Floyd W. Rogers, A.C., O-224994
13th Bomb Sqdn	-	Capt. Herman F. Lowery, A.C., O-21622
89th Bomb Sqdn	-	1st Lt. Donald P. Hall, A.C., O-321890
90th Bomb Sqdn	-	Capt. Roland D. Hubbard, A.C., O-371850

[REDACTED]

Perhaps it has not been proper for this Group to claim credit for the "first mission of the 8th Squadron" on 1 April, as from this order we learn that all who participated directly were from the 27th Bomb Group and were not assigned to the 3rd that day. Still they were attached and since they stayed the mission stayed and both became an inalienable part of the history of the "Third Attack". More data concerning the trials of these men before they joined the 3rd Group, their tribulations on Luzon and afterwards, when scattered through the Southern Philippines, and even to the Netherlands East Indies, may be obtained from: "The 27th Reports or Scrogged, Buggar All", a mimeographed pamphlet, replete with color and Aussie slang, prepared by them and which has been copied by someone from FEMF and possibly by someone from Fifth Air Force as well. In all respects these men of the "Old 27th" earned the admiration and gratitude of all the members of this Group.

On the 4th of April, Lt. Col. Davies by letter ordered the 8th Squadron to send to Moresby its six most serviceable A-24s with combat crews. They were to arrive at Cooktown at 1100 April 5th, were to reach Moresby an hour before dusk, were to be under the control of the officer in charge of that station and were ordered not to go on any dive-bombing missions over the enemy area without fighter cover. A ground echelon of 2 officers and 28 men also were ordered. It was to depart from Townsville Pier, 15 men per plane via two flying boats with 5000 pounds of supplies. It is noted that they were to carry kits of personal equipment for each enlisted man already at Moresby which implies that men of the Group were already there. We have found no other evidence of this. On the 6th both the air echelon, which had remained overnight at Horn

[REDACTED]

Island and the ground echelon, consisting of two officers, 18 mechanics and nine armorers, arrived. An engineering office and shop were set up in an abandoned building alongside Kila Kila runway and all personnel were billeted at Koki Mission. By 21 April the 8th Squadron's Advance Echelon consisted of 18 serviceable A-24s, 19 pilots, three administrative officers and 77 enlisted men -- 99 men operating 18 planes! By the 23rd the score was 22 planes, 23 pilots, 3 administrative officers and 82 enlisted men. This was the first real job of staging of a great many that the Group was to do between April 1942 and January 1943 and is cited as an example of the methods then and later employed. No movement order for this advanced echelon other than the letter of the Group Commander has been located.

In a letter, presumably to General Royce, undated but established as having been written about this time, Lt. Col. Davies belabored the A-24 saying that it had done a good job at Moresby but that it was obsolete; that without a large cover of fighters (six fighters, the usual number, would not be enough to cover 12 A-24s) none of them would return if attacked by Zeros. He was convinced though of the efficacy of using "modern dive bombers" against precision targets such as surface craft, saying nothing (sic no other aircraft) was as effective. He went on to point out the then superiority of Curtis or Brewster dive bombers in general, citing the dive bomber's low maintenance requirements, low gas consumption and ease of concealment. He was pretty well sold on dive bombing and made a good case for it but he definitely didn't want any more A-24s. In fact when the general tone of his letter is taken into account, he as much as said he didn't want to continue with them any longer than

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absolutely necessary and when the following sentence is considered, "The use of the A-24s now in Australia for combat, with pursuit escort, is O.K. while they last but do not recommend the sending of any more over from the States." We feel that he would have liked to have been rid of them immediately.

Other headaches were also present as is seen from another of his letters, part of which is quoted in the Group Diary without benefit of date or addressee. "The service at Port Moresby is horrible. Namely: the combat crews did not receive one iota of help in servicing at Moresby on the last trip through going out. Two meals there consisted of exactly one piece of bread and jelly and a cup of coffee each. Crews had to find the best place they could for beds (the ground each time except that five members had make-shift beds the last night). The worst condition being that of air-drome control. There never seems to be anyone to direct parking of airplanes except one old codger who runs up after the pilot finally gives up and parks in what he considers the best position and starts giving orders to move the planes and begins raising hell in general. The bird in question succeeded in getting two B-25Cs stuck on the runway and they would still be there with six B-17s circling above, if yours truly had not taken charge and supervised the removal of same. IN ALL SERIOUSNESS, THE PERSON IN QUESTION ABOVE SHOULD BE REMOVED AND A COMPETENT PERSON BE PUT IN CHARGE. This is the equivalent of our air-drome officer."

In another letter in the Group Diary written on 2 May but again without the addressee being named, Lt. Col. Davies points out the "re-

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- 108 -

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markable" capability of the B-25 in taking care of itself against the Wip and refers to its troubles with the weather. At that time the 25s had shot down 11 enemy planes without loss to fighters or ack-ack. Their only fatal opposition having been bad weather and poor means of getting weather information. To that date four B-25s and crews had been lost due to that cause. Three were lost out of a flight of six going to Moresby to arrive half an hour before sunset. Instrument weather was encountered. He also mentioned that co-pilots were still short although 20 had been requested when the B-25s were first being delivered.

During MAY the overworking of Operations and other clerks was beginning to receive notice. A great deal more time was spent in the preparation of RAAF Operations forms than was necessary for the keeping of efficient records. There was considerable talk about changing them. It was sometime though before these forms were abandoned for less complicated and less voluminous ones of our own -- some were still being used in December.

On 10 May a meeting of flying officers was held at Station Operations, Port Moresby, to discuss the tactical situation in connection with A-24s. Capt. Rogers and Lt. Schwab of the 8th Squadron, Wing Commander Pearce, RAAF, and Lt. Greene of the 36th Pursuit Squadron were present. At that time the 36th along with the 35th Pursuit Squadron, both equipped with P-39s could not, with the very limited range of that type plane, provide absolutely essential cover over targets in enemy territory. At this meeting therefore it was determined that it was desirable to move the A-24s back to Charters Towers to avoid probable des-

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truction by the Hips who were then raiding Moresby daily. Upon request, permission was granted to so move them except for several required to cope with enemy subs. Capt. Rogers, and Lts. Dean and Holcombe remained at Moresby with several planes.

We would like to take note here of the 75th Squadron, RAAF. It was so closely affiliated with the Third Group that its every loss brought sympathy from us and each of its victories brought unanimous praise from our men. In April and May the 75th, handicapped by an inadequacy of aircraft, on many occasions sent up as few as four P-40s to cope with 16 Zeros. The 75th pilots were always ready to "have a go" at the "bloody bastards" and an A-24 mission always caused a clamor in the 75th Operations Room. The "Aussies" were eager to participate in such missions. The A-24s "drew Zeros as honey draws flies."

From mid-April to mid-May heavy rainstorms at Charters Towers made flying and taxi-ing conditions difficult for days at a time. Many planes bogged down right on the runway. As a result of losses between 21 April and 19 May of 22 officers and men killed and four others missing, the combat personnel shortage was critical. As a consequence RAAF pilots were assigned as co-pilots. This temporarily alleviated the situation but did not solve the problem. The RAAF pilots were "damned well capable" but since it was necessary under the combat requirements of the time to have co-pilots become pilots after a month and flight leaders after two months this soon would have converted the Third Group to an "Aussie" outfit in fact if not in name. Also during May ten A-20s were equipped at Archer Field, Brisbane, with bomb bay tanks and E-26 self-sealing wing

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tanks increasing their range to 400 miles. Four others were equipped with B-25 wing tanks giving them a range of 410 miles. Fifty calibre guns were being installed in the noses of the A-20s even that early and although the first one so equipped -- at Charters Towers -- proved to be heavy and sluggish this problem was licked soon afterwards.

As was true theretofore and thereafter, the Group had its supply problems. A letter from the Office of the Depot Supply Officer, Advance Air Branch Depot, Charters Towers Air Base, dated 13 May to Commanding Officer, Charters Towers Air Base, complained that tactical organizations located there were submitting requisitions for Air Corps supplies to the Air Depot, Brisbane; that tactical units were holding supplies transported to Charters Towers via tactical and transport aircraft which had been requisitioned by Charters Towers Advanced Air Branch Depot instead of delivering them up for proper check and distribution; and that these practices resulted in their holding forms 81 -- "Not in Stock" -- whereas the supplies had already been received. On the other hand we quote the following from the diary:

"Supply problems of the Third Group, during their stay in Charters Towers were made more trying by service units. One outfit seemed to make obvious efforts to prevent our getting anything. One Third Group officer obtained five commercial radios in Brisbane which he signed for with Colonel Davies signature and addressed to the Third Group. Air Transport carried these radios from Brisbane to Charters Towers. Upon arrival to Charters Towers, the service unit took charge of these radios. They gave the Third Group three and kept two for themselves, claiming that the Air Base unit had complete charge of distribution of supplies to this area. Another case of the same nature occurred when three hundred flashlights were sent from Brisbane. Not satisfied with their efforts in preventing the Group from obtaining supplies, the base sent a wire to Brisbane which prevented the sending of any supplies to the Third Bombardment Group."

This quotation seems "bitter" and yet, in the opinion of the historian it

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does in a small measure accurately portray the tactics used. Captain William A. Smith who was there at the time states the situation by saying " 'Pappy' Gunn just went ahead and got them, anyway." In the course of the past 18 months, many officers and enlisted men have decried the methods of supply and non-supply employed at Charters Towers. Many of these men, ordinarily of cold, sober judgment, became emotional on the subject.

On 8 JUNE rifles were issued. All personnel were required to learn as much as possible of the various phases of Infantry life. They learned quickly. On the 13th, Headquarters and Headquarters Squadron personnel impressed the Group's officers in a review held for them that day. Here, we will note that Sgt. Perkins of the Personnel Section, who knew how to get things done, journeyed to Townsville about the middle of June and about the middle of each month thereafter carrying a few pounds of coffee. The coffee was given the head of the payroll section. Result? Third Group men were always paid right around the first of the month.

On the 24th the 2nd Platoon, 2nd Chemical Company (Avn), which had departed Savannah with the Group and which had come all the way with it was relieved from attached to the 3rd Bomb Group and attached to the 35th Air Base Group at Charters Towers in accordance with Movement Order No. 18, U.S. Army Air Services, SIFA.

On the 29th, General Brett and party visited Charters Towers Air Base and the operations sections of all the Squadrons of the Group. General Richards, a member of the party, expressed a favorable opinion of the Group and went on to say -- according to the diary -- that General

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Arnold and the War Department had complete confidence in it; that its reputation was widely known throughout the United States; and that it was the only Group in the Southwest Pacific which had participated continuously in combat. On the 30th, the Group was honored by a visit from Lord Gowrie, Governor General of Australia. He expressed his gratitude to the Third Group for its efforts in the defense of Australia.

Right at the end of June combat crews were increased to 8 for the Headquarters and Headquarters Squadron and to 20 for each of the Bomb Squadrons per letter dated 29 June 1943, Headquarters, U.S. Army Air Services Southwest Pacific Area. The announced purpose was to provide two combat crews for each flyable combat plane thus allowing more leisure for combat personnel. The estimate of crews required was based on the assumption that a continuing two-thirds of the planes assigned would be in flyable condition.

About the first part of JULY 1943 the Group Commander advised higher headquarters that combat personnel could not find adequate diversion about the little town of Charters Towers to break the strain and monotony of combat routine and requested permission to send crews to Brisbane for rest and recreation. Permission was not granted. Consequently a rest camp, "Duck Camp" was set up for combat crews about 15 miles out of Charters Towers. It provided "a place to hunt, fish, and generally relax." A few officers were granted leaves in July and in the months following, but not in substantial numbers until October. The Diary (July) states "but a short time later furloughs were granted to all members of the Group." Also during this month a request for a small bi-motored cargo

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plane with a low landing speed for ferry, transport and rescue work was refused.

To sometime in July the Group had been using the RAAF bombing range near Charters Towers for bombing and strafing practice but it was overworked and it became necessary for the Third to obtain one of its own. Permission to use part of their property for such purpose was obtained from some people who owned a station (cattle ranch) a short way from Charters Towers. It was necessary each time this range was used to fly over there on the day preceding practice and drop a signal for it to be cleared of cattle. Men of the Group often went out and helped with this task. At least once the cattle weren't all cleared away. "Pappy" Gunn on that occasion paid in the neighborhood of five pounds, Australian, (about \$16.00) for slugging a steer with fifty calibre. Even with its little inconveniences the range is said to have been of great value in the training of combat crews.

On 18 July Major General Ralph Boyce, Brigadier General Kenneth Walker and other officers visited the operations sections at Charters Towers. On the 27th General Whitehead accompanied by General Walker visited the Group. General Whitehead expressed pleasure over its combat showing.

During AUGUST and later, after its disasters in late July, the 8th Squadron worked mostly for the other squadrons. Its ground echelon remained at Charters Towers serving the other units more or less as a service squadron. Late in the month though most of its combat crews went

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to Moresby to work with the 89th. The advanced echelon of the 89th -- the bulk of the squadron -- left Charters Towers on 11 August via motor trucks for Townsville where it was to embark for Moresby. This was done pursuant to Movement Order No. 15, Hq., USAF, SWPA, Base Section 2, APO 922, dated 11 August 1942. It camped at Townsville until 17 August on which day the Dutch Ship H.S. MANISUYGER-BATAVIA, was boarded. The trip to Moresby was uneventful. Arrival was made on the 20th and a motor convoy quickly transported the squadron to Kila Kila strip, or "3 Mile" as it was also known. This was the first major, permanent, forward move of any unit of the Group since arriving in Australia. On 29 August, 13 A-20s and crews -- 39 men in all -- the remainder of the squadron, arrived at Moresby. The move was complete. Promotions for enlisted men were liberal. August was the peak month of 1942 after coming overseas -- 247 were promoted.

While the Third was stationed at Charters Towers, the 35th Air Base Group -- about 20 August redesignated the 35th Service Group -- performed services for it in the way of technical supply, repair and reclamation and salvage and the running of the air base at Charters Towers generally.

Over at Townsville we find that USAFIA, Base Section No. 2 was as early as 16 March, per SO No. 26 of that date, requiring the 89th Squadron to furnish a corporal and two privates "for Military Police Duty in Townsville, Qld., and Suburban areas." It is noted that this order was rescinded a week later. As a matter of fact there seems to have been a bit of over-lapping of command in those earliest days and there are at this writing few records which would tend to clarify

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matters. From records currently available it appears that the Group came directly under the operational control of Headquarters, North East Area, Allied Air Forces, which was then commanded by Major General Ralph Royce. It is noted, however, that many of the Form Green ordering strikes (See beginning of Combat Chronology) first came from Area Combined Headquarters, Townsville. In any case, the designation of the overall command was known as CEQ, Southwest Pacific Area. Also the United States Army Forces in Australia were in evidence when the Group first landed in Australia. It was not long though until it changed to United States Army, Services of Supply, Southwest Pacific Area.

Under date of 12 August 1942, General Order No. 6, Hq, North East Area, Allied Air Forces, APO 922, announced the closing of Command Post Headquarters NEA, AAF, at Townsville at 0159/Z/42 and their opening at 0200/Z/42 at "Maple" -- Port Moresby. Further, these orders announced that a rear echelon Hq, NEA, would temporarily remain at Townsville. Since Fifth Air Force and Fifth Bomber Command vigorously came into the picture shortly afterwards we assume that so far this Group is concerned Fifth Bomber Command took over about where NEA, AAF, left off operations with U.S. units and began confining itself to Australian operations.

It appears from GO No. 3, Allied Air Forces, that all units of the Group were assigned to Fifth Bomber Command on 5 September 1942. As of 1 October though, Allied Air Forces GO No. 54 showed the Advanced Headquarters, 3rd Bomb Group and the 89th Squadron to be under the operational control of the Advanced Echelon of Fifth Air Force, while Group Headquarters, and the 8th, 13th and 90th Squadrons which were still at

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Charters Towers were both assigned and under the operational control of "VBC". By 11 November and thereafter, at least through 24 January 1943, according to General Orders Nos. 63 and 66, dated 11 and 28 November and General Orders Allied Air Forces, 24 January, all units of the Group were both assigned and under the operational control of V Bomber Command.

From 1 March to 4 September administration within our organization continued much the same. On the latter date, GO No. 31, Hq, U.S. Army Air Services, SWFA, dated 22 August, based on War Department letter AG 320.2 (7-22-42) dated 22 July 1942, created a very small ripple on our apparent administrative complacency. Headquarters and Headquarters Squadron was disbanded "as of 1:00 P.M." At the same hour all personnel was transferred to Group Headquarters, 3rd Bomb Group, in accordance with letter, Hq, U.S. Army Air Services, SWFA, dated 19 August 1942. Nothing gained, nothing lost. This was accomplished by transferring the "surplus" out to the several squadrons and immediately attaching them to Group Headquarters for duty, rations, quarters and administration. On paper as of 4 September, Group Headquarters presented the following picture: 17 officers assigned, plus 2 Australian officers attached; 32 enlisted men assigned; 10 enlisted men of the Medical Department attached; and two Australian enlisted men attached. Quite a number of "aussies" were attached to the Group and its squadrons in the early days in combat status as well as in liaison capacities. On 11 May alone, 20 Royal Australian Air Force personnel had been attached at one time.

In early SEPTEMBER, Field Order No. 2, Headquarters, Allied Air Forces, APO 929, dated 8 September 1942 with maps: New Guinea area and

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Hydrographic Charts - Sea Approaches New Guinea; described the combat situation for the purposes of the 3rd Group in the following extract:

"1a. The enemy has concentrated large air, land and naval forces in the Rabaul-Faisi area. He has a small force at Milne Bay, which he supplies and probably reinforces nightly. He is attacking in considerable strength our troops in the Efogi area, with the apparent intention of a land approach to Moresby. He is slowly moving up to Bulolo Valley against our Kanga force on the left, as a diversion in support of his main effort at Efogi. It is believed that the enemy may soon attempt to reinforce strongly Milne Bay Force, as well as his ground forces in the Buna area. He is expected to reinforce heavily his air units at Lae, Salamua and Buna between September 10th and 14th, with the objective of furnishing strong air support to the land forces operating against Moresby.

* * *

"c. The Third Bombardment Group will maintain a force of twenty-five A-20s in the 89th Squadron (Reinforced) at Moresby. It will maintain a reserve of all available A-20's and B-25's in the Townsville area on call to this headquarters on one hour's notice effective 0000Z September 10th. The force at Moresby will attack enemy air dromes on orders from this Headquarters, destroying enemy aircraft, materiel and personnel with machine gun fire and parachute bombs."

During September the 8th Squadron, still inactive, saw more of its combat crews transferred to the 89th Squadron and saw also the A-20s which had been assigned to it for transition training transferred to the 89th for combat use. On the 2nd, six and on the 8th six more of these planes went to Moresby. The few pilots left in the 8th Squadron flew with the 89th. And as the 8th found itself with no planes of its own and with its personnel mostly idle, morale hit an all time low. It was enough to break a strong man's heart. Meanwhile the 90th was on the crest with thirteen complete crews, the pilots of which had graduated in July, and with twelve new B-25s just received. September was another good month for promotions with 220 enlisted men making advancements. While it is not entirely clear as to just how long it went on,

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it has been established that the Group was served to some extent by the 27th Air Depot Group about this time while at Moresby. Some services were also rendered by the Port Moresby Air Depot.

Pursuant to the provisions of CO No. 12, Fifth Air Force, 1 OCTOBER 1942, the Third Bombardment Group (Light) was redesignated Third Bombardment Group (Dive). At this point it had only medium and light bombers. Captain John M. Wallace disclosed in statements found in a memorandum of interviews at EXHIBIT 11, appendix, that this resulted in technically overstaffing the organization and was demoralizing in that it made no allowances for certain essential personnel. He also mentioned the mixture of bombardiers ranging from Corporal to 1st Lieutenant, 2nd Lieutenants flying as first pilots and gunners rated as privates first class.

The 8th continued rustivating at Charters Towers but it and the other squadrons were kept busy along some lines. With poison gas lectures and training in bombing the "rock" off Townsville and other training the men at Charters Towers were kept going. The 13th was staging at Moresby so that the part of its personnel which was located up there was well occupied. Quite a number of "grocery runs" were made for the benefit of isolated American and "Aussie" ground troops. On the 23th, "Lieutenant" John White of the Australian Imperial Forces joined the 90th Squadron Intelligence Section. An old hand at the military game, having had two years service in the Middle East where he had been wounded, he was well received by the whole Group. Also on 25 October Lt. Col. Davies was relieved as Commanding Officer and was ordered by Special Orders No. 51, Headquarters, Fifth Air Force, to report for Temporary Duty. He was

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one of nineteen officers of the Group -- also including Majors Hubbard, Galusha and Gerrity -- who were on that order. While we have no positive record on the subject, it appears that all 19 were "rotated" to the United States. Major Gerrity, who had been evacuated from Mindanao in April, later wrote that he was home in California by 5 November. Fragments of information from various sources indicate that Lt. Col. Davies was transferred to the School of Applied Tactics, AAF, after he left us. He previously had been C.O. of the 37th Group which had been organized from a cadre of the Third.

Nightly intelligence meetings in which all available friendly and enemy information was disseminated were being held at that time. Operational critiques were held right along with these intelligence "pre-briefings."

Lt. Col. Robert F. Strickland, who brought the Group overseas, who was replaced as its commander by Lt. Col. Davies, and who meanwhile had served as Group Executive Officer, was appointed Group Commander effective 26 October by V Bomber Command per SO No. 58, dated 11 November 1942. Also on the 26th, per letter, file 530.3, Headquarters, Fifth Air Force, which was based on SO No. 24, Fifth Air Force, the 466th Ordnance Company (Avn) was disbanded. Its personnel and T/C and T/Ra equipment were transferred to the several bomb squadrons of this Group as: 1st platoon to the 89th; 2nd platoon to 13th; 3rd platoon to 30th; and the 4th platoon to the 8th Squadron. In statements included in a memorandum of interview EXHIBIT 12 in the appendix, Capt. James B. Peterson discloses an inadequacy of transportation, particularly in the way of misfits such as vehi-

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also manufactured for civilian usage. He states that this was true on his arrival in the Group in October 1942, and points out the situation was substantially improved by the time the 90th got to Korozy (late January 1943). He also deploras the poor quality of Australian food and points out the scarcity of fresh items.

In NOVEMBER, Headquarters, Fifth Air Force, by letter, file No. AG 330.2 (7-11-42)CP, dated 13 November 1942, directed the Third Group to reorganize all its squadrons in accordance with Table of Organization 1-147, dated 1 April 1942, for Bombardment Squadrons (Dive). This letter also pointed out that the T/O for Bomb Group Headquarters (Light) and Bomb Group Headquarters (Dive) were the same and directed the headquarters of this Group to convert to the proper T/O. The letter pointed out that equipment for Dive units was not available and that accordingly the reorganizations would not be permitted to affect current operations in any manner. A letter (File 330.2) to the squadrons from Group Headquarters, dated 25 November, which refers to the foregoing correspondence and to GO No. 12, Fifth Air Force, directs compliance with T/O 1-147. This letter discloses that the Group as a whole was below quota under the new T/O by seven master sergeants and 35 staff sergeants. It also pointed out that the 90th Squadron was over this T/O in the way of 17 excess staff sergeants ratings due to assignments of crews from the U.S. with such grades. The letter showed that "Group" had already set up in compliance with the requirements of the directive. As shown by the letter and confirmed by the Morning Reports, nothing of any consequence happened so far as the personnel of Group Headquarters was concerned. Headquarters adjusted its personnel

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Distribution on paper merely by assigning men to the several squadrons as expedient and simultaneously attaching them back "for quarters, rations and duty." Another case of nothing gained, nothing lost. Further discussion concerning excess ratings and T/Os is included in the previously mentioned memoranda of interviews with Captains Copeland and Wallace which are set forth in the appendix as exhibits 10 & 11. Whether or not this marked the real beginning of such practices we are not prepared to say. We are convinced, however, that such practices did make for suspicion on the part of squadron personnel. They believed -- as did we while in a squadron, and the feeling has never yet been wholly allayed -- that promotions which properly should have gone to men working in the squadron were racked off for men attached to Headquarters.

Promotions were light in November and leaves to the mainland were fair. Heavy rains at Moresby damaged runways and kept planes grounded for days at a time. On the 12th, Major Donald P. Hall and Captain Edward L. Lerner were awarded the Silver Star by Major General Kenney in person. At the end of November, the 8th was still out of combat, the 13th and 90th were at Charters Towers and the 89th was by tactical application from Moresby demonstrating the value of A-20s in this theatre.

According to statements of Captain John A. Macarthur contained in EXHIBIT 13, appendix, this month, DECEMBER, saw the first B-25 in the Moresby vicinity. It was a "Flea Froddy" affair piloted by "Pappy" Gunn. Capt. Macarthur also mentions the old bugaboo that the Group has known ever since -- the loading and reloading of bombs.

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Though the first part of December was rather intense with combat activity, particularly in connection with the Buna campaign, nothing much out of routine occurred in our administrative functions. The 8th was idle, the 90th combat echelon was at Moresby during the first part of the month and the 13th got up there on the 13th and 16th when the 90th planes returned to Charters Towers. Some of these 90th planes went back to Moresby four days later. Christmas Day found the 8th "celebrating the holiday properly...with civilians, and civilian joys available to them." But the flight echelons of the 13th and 90th and all of the 89th Squadron were sweating it out in New Guinea. As was the usual case, then and since then, when an elaborate menu was prepared for Christmas Dinner it didn't pan out. In the main, the usual rations were served. The 13th did have been and extra victuals brought up by its C.O. from private sources in Australia.

During this month alone weather over the Coral Sea was charged with the loss of three B-25s and crews of the 90th Squadron and a number of passengers. Staging from Charters Towers to Moresby actually cost more in terms of B-25s and crews lost than did combat operations!

It appears that it was about this time, though it might have been a bit earlier, when S-2 began handling all recommendations in connection with awards and decorations and keeping control files on them. Files at this writing appear to be complete but there is no way to audit them. From time to time we have found them deficient -- old timers write from the States, proving their cases relative to actions in connection with which recommendations should long since have been submitted.

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1 JANUARY 1943 found the 8th, 13th and 90th Squadrons at Charters Towers and the 89th at Moreeby. It was during this month that conversion to strafers began in earnest. All the B3s of the 90th were sent to Brisbane to have four nose guns installed and two package type guns mounted on each wing. This made eight "forward firing fifties" per plane. On the 5th, the rumor got going in the 90th that we were going to get P-51s. That was just one of many such that have circulated through the Group during its whole stay in this part of the world. The favorites have been: "The Third Group is going home as a body" and "They are going to give us P-51s" (or B-23s or P-61s).

As has previously been disclosed, the T/Os and the matter of grades and ratings never remained settled for very long. A letter from Hq., Fifth Air Force, dated 30 December relative to grades and strengths disclosed authorized strengths for the 3rd Group, and states same were extracted from W.D. Ltr, AG 221 (10-22-42) dated 7 November 42. The letter speaks in the present tense and describes the Group as Light, affords Headquarters 251 men and each of the squadrons 223. Yet, on 20 January the units were (on paper at least) according to Forms AAF 127 under T/Os as follows:

Hq.	T/O 1-112, (Hq.), 1 July 42, Change 1 & 2
8th Sq.	T/O 1-147, (Dive), 1 July 42, Change 1
13th Sq.	T/O 1-127, (Medium), 1 July 42,
89th Sq.	T/O 1-147, (Dive), 1 July 42, Change 1
90th Sq.	T/O 1-147, (Dive), 1 July 42, Change 1

Under the provisions of Movement Order No. 7, file 370.5, Hq., Base Section No. 2, U.S. Army Services of Supply, SWPA, dated 24 January 1943, which was executed in compliance with instructions contained in

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Movement Directive No. 18", the 8th, 13th and 90th Squadrons embarked on the X-35 (S.S. George Matthews according to Morning Reports) on 25 January at Townsville and debarked at "Maple" (Fort Moresby) on the 28th. The move involved 73 officers and 740 men of the Group as follows: Hq., - 10 officers, 80 men; 8th Sq. - 18 officers, 230 men; 13th Sq. - 6 officers, 170 men; and 90th Sq. - 29 officers, 230 men. Thus, did the units of the Third Group again get together. The Ordnance Section of the 89th Squadron was commended by General Kenney for its work in New Guinea. The month closed with a prohibition against buzzing the houses in Moresby and the ships in the harbor.

On 4 FEBRUARY, a day very important to the 89th and also to the Group, "Steak and Eggs" was christened in a fitting ceremony. Lt. Charles Jones made appropriate remarks and Lt. Cecil P. Jones, then 89th Mess Officer, let fly with a precious fresh egg. "Steak and Eggs" was the "fat cat" of the 89th, an A-20 made completely from cannibalized parts of junked aircraft but with new engines, props and tires. It was a dream come true and was the first strictly "fat cat" plane of the Group. Literally, it could bring tons of fresh food from Australia to the Group and as time went on it did so. For over a month the crew chief, S/Sgt Hawkins, had rummaged "grave yards", junk piles and a thousand and one other places for the substance of this plane.

On the 16th, six B-25 strafers which hit Milahang inaugurated the use of that type plane by this Group.

We note also that the 13th Squadron came around and began posting AF Form 127 on the basis of a dive bomber T/O namely, 1-147 of 1 July

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1948. Here it would be well to consider parts of the memorandum of interview with Captain Copeland, exhibit 10, which has to do with tables of organization, promotions and the like. Captain Copeland declares that during the time that Headquarters was under a Dive T/O and the squadrons, with the exception of the 89th, under Medium T/Os numerous "paper transfers" were made from the 89th to other units in order to promote enlisted personnel and indicates that the practice did not stop until all squadrons were put under Light T/Os. On the 23rd, "Steak and Eggs" returned from its maiden mission bringing steaks but no eggs.

In MARCH 1943 (a month notable in this Group as the one in which the Battle of the Bismarck Sea was won) pilots of the 8th Squadron flew with the 89th while its ground personnel performed the functions of a service squadron for the balance of the Group. "Ain't we ever going to get any airplanes" (plaintively) was the cry of the 8th. RAAF personnel were still with us. Ten of them flew with the 80th on the third in the Battle of the Bismarck Sea. The first Group newspaper, a mimeographed sheet labeled "Third Souper", appeared on the 27th. The name was only temporary though. Its staff consisted of Cpl. Byron Edgett, Editor; Cpl. Ramona Lewis, Ass't Editor; and Lt. Selwyn Pepper, Advisor.

According to a letter in the classified correspondence file, the advance echelon of the Third Group moved to Dobodura at dawn 5 APRIL in compliance with Movement Order No. 5, Headquarters, Advance Echelon, Fifth Air Force, dated 3 April 1943. On or about 10 April, the 8th Squadron, complying with the WCCG of 3 April directing it to move by air at once which was confirmed by Movement Order No. 10, of the same Head-

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quarters, dated 17 May 1943, moved to Doboora, Australian mandated New Guinea, and became an advance echelon of the 3rd Group, thereafter servicing 39th and 90th Squadron planes for missions being flown from that base. Transportation was provided, according to the order, by the 374th Troop Carrier Group. The 8th was the first bombardment squadron to be flown over the Owen Stanley Range. Major James A. Downs assumed command of the 8th in April. It was not until May, however, that the 8th got planes of its own. Capt. Henebry arrived at Moresby from Brisbane on 2 April with "The Bat Jr." -- the much heralded B-25 with a 20mm cannon. The 90th had a couple of visitors on 3 April. Lt. White from the 70th Bomb Group and Lt. Smith from the 68th Bomb Group (the Morning Reports, as usual, don't show their first names), both located in the Fiji Islands, arrived for a week's stay with the Squadron to study skip-bombing and "minimum altitude attack" tactics.

Early in April 1943 the name "Third Strike", suggested by Lt. Col. Strickland, was selected for the Group newspaper. The name was chosen by personnel of the Group Intelligence Section from various names submitted by the men of the Group. As contest winner, the "Colonel" received a bottle of liquid refreshment which was given to the Enlisted Men's Club.

Because the 15th Squadron was without planes following the "April Twelfth Raid", 11 radio gunners from that squadron were attached to the 90th on 17 April. They were badly needed and were immediately assigned to crews. Officers returning from leave that day brought back a B-25 only to have it turned over to the 38th Group. The following day, Lt.

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Faine returned from leave and brought with him six new pilots for which the 90th Squadron was also sadly in need. On 20 April, all Australian co-pilots and radio-gunners were withdrawn from the Group and sent to Australia for reassignment to RAAF outfits. This left the 90th with few co-pilots but an additional six pilots joined the 90th Squadron on 23 April and somewhat relieved the pressure. Also as of 20 April entries on the Forms 137 indicate more changes in the T/Os. The 8th switched from 1-147 to 1-137 (Light) of 1 July 1942 as did the 89th. The 13th and 90th changed from 1-147 to 1-137 (Medium) of 1 July 1942. Then the 89th and 90th, at least, were on T/Os appropriate to the types of planes being used. The 8th and 13th were on T/Os suitable apparently to the types of planes they hoped to get.

On 29 April, Major Donald P. Hall was named Group Commander per GO No. 91, Headquarters, 7 Bomber Command, succeeding Lt. Col. Strickland who returned to the United States. Lt. Col. Strickland had been with the 3rd Group for about 10 years and was in command of the Group when it came overseas. In April 1942, when a 1st Lt., he had been relieved by Lt. Col. Davies but was reappointed in October of that year. Major Hall at the time of his appointment held the EFC, had been awarded the Silver Star for gallantry in action, and had completed 200 operational missions.

On 3 MAY, Captain Henebry was named as Major Laxner's successor as Commanding Officer of the 90th Squadron. Every one was pleased as Captain Henebry's record with the Group was excellent. Major Hall was assigned as Assistant Group Operations Officer. Captain Conley was named Commanding Officer of the 13th Squadron. The 89th Squadron on 7 May was directed by 7 Bomber Command to move seven A-20s from Port Moresby to

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Dobodura as an advance echelon. These planes were to operate under the control of the First Air Task Force at Dobodura. The rear echelon, consisting of about 261 officers and men, was moved by the 374th Troop Carrier Group on 20 May pursuant to Movement Order No. 11, Headquarters, Advance Echelon, Fifth Air Force, file AG 370.5, dated 18 May 1943. On 13 May, M/Sgt Tucker and 40 men left Moresby to establish an advance echelon for the 90th at "Dobo". On the 15th, Capt. Maguire, Flight Surgeon, 90th Squadron, flew to Dobodura to set up an Aid Station. Headquarters, and the 13th and 90th Squadrons, moved pursuant to the WOOD of 20 May 1943 as confirmed by Movement Order No. 17 dated 11 June 1943. About 117 officers, 389 men and 1,447,500 pounds were moved. The 374th Troop Carrier Group again furnished the air transportation. The 90th Diary shows that it moved on 20 and 21 May using 21 transports and further that combat crews remained at Moresby on readiness and flew out of there for a while longer. The morning report of the 13th Squadron indicates that squadron completed its move all on one day, 23 May. All heavy equipment was moved by way of water transportation which was furnished by "the Commanding Officer, U.S. Advanced Base".

On the 22nd, morale was greatly boosted with the relief of four pilots and 14 gunners who were transferred to the 11th Replacement Control Depot and ordered to report to Brisbane for return to the United States. Replacements arrived on the 23rd. At the end of the month letterheads and special orders were changed to read: "Headquarters, Third Attack Group" and the squadrons also substituted "Attack" for "Bomb". This was due to Staff Memorandum No. 31, Headquarters, Fifth Air Force, dated 27 May 1943. Old timers recalled with pleasure that

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the Group had had this descriptive name before when at Barksdale Field, Louisiana. Even to this day this outfit is called "Attack" in practically all unofficial utterances. Operational control was vested in the First Air Task Force which appears to have been an advance echelon of Advance Echelon Fifth Air Force. (See CG No. 3, Hq, Advance Echelon, 5th AF, dated 17 May 1943.) The 48th Service Group served the Third at "Dobo".

In JUNE the usual camp routine after a move persisted. There was much building and jungle clearing. The 8th Squadron, before the month was out, was no longer completely bereft of airplanes. It began running missions in its own B-25s after enduring the status of a poor relation to the other squadrons for nearly a year. The Group furnished mail service for forward troops at Porobe Harbor and Hanbare River -- with C-47 planes dropping it. During the month, Headquarters began to receive the benefits of Personnel Allotment Table No. 117, which it continued to enjoy throughout the period of this history. This table allowed an additional five officers and 60 enlisted men as personnel necessary for the simultaneous operation of forward and rear echelon headquarters. This addition was based on letter, "Allotments of Grades to Army Air Forces Units", no file No., Headquarters, Fifth Air Force, dated 21 April 1943, and on letter, Headquarters, AAF, Washington, to Commanding General, Fifth Air Force, dated 7 June 1943.

Perhaps it would be well to point out at this time that strafers were coming into their own. Note the spurt in .50 calibre consumption as evidenced by the chart, Exhibit 7. According to Captain Peterson,

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whose statements appear in Exhibit 12, this made for a chronic deficiency in armament personnel that was never cured. He pointed out that transportation was better after the move to Boucaura but that rations still left considerable to be desired. Captain Wallace discloses, exhibit 11, that about this time numerous Staff Sergeant runners began to arrive from the States and that as a direct result quite a number of men experienced in combat and eligible for promotion by virtue of performance and time in grade were stymied. He says that the organization has almost constantly had a surplus of runners over the T/O and that some of the men who came over as Staff Sergeants had to be reduced through no fault of their own. He declares that he does not recall undue suffering due to lack of supplies but avers that a few more office supplies would have made for much better functioning of his unit. He also mentions that the squadron was allowed nineteen clerk-typists and only three typewriters.

In JULY, while they engaged from a combat standpoint, mostly in large hunts, the squadrons were making themselves as comfortable as possible and boosting their spirits in off hours with the building of clubs -- showplaces -- in which to later pass the free time. As reported by Captain Copeland, exhibit 13, the "Tropical Paradise" was a veritable jungle palace -- almost a "beer joint".

The 89th Squadron reported on AF Form 127 for Stat purposes on the basis of T/O 1-127 (Medium) but we haven't yet been able to find out why as there doesn't seem to have been any authorizations for a change. We went back to Light from Dive this month. General Order No. 160, Headquarters, 5th Air Force, dated 21 July 1943, pursuant to War Department letter, the Adjutant General's Office, 43 322 (5-20-43)02-1-

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AFMGC-10, redesignated all 3rd Group units from (Dive) to (Light) and directed compliance with T/O 1-137, dated 1 July 1942.

By the end of this month the Group claimed to have sunk 24 enemy ships, to have badly damaged 22 more, to have shot down 40 enemy planes and to have destroyed 90 more on the ground. It is interesting to observe that planes were still being received even at this late date minus equipment for combat.

Administration during AUGUST was strictly routine. The Group was commended by Major General Whitehead, Commanding General, Advanced Echelon, Fifth Air Force, for the excellence of its combat photography, pointing out that in the six preceding months over 50 percent of the photographs published in the sectors' official intelligence summary (Allied Air Forces Intelligence Summary) had come from the "Third Attack Group". Close cooperation with the Aussies continued. We note in the Third Strike, 7 August 1943, that Major John Pearson, A.I.F., of Melbourne, was base public relations officer at Dobo. Pressure was being put on in indoctrinating all personnel in connection with the seriousness of malaria. Promotions were moderate and many general orders covering decorations were received. The 29th jumped back on T/O 1-137 of 1 July 1942 in its August report.

It would be well to consider here certain statements of Lt. Col. Charles P. Martin who was connected with intelligence in one capacity or another in this Group from February 1943 to September 1944. His statements are included in a memorandum of interview set forth in the

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Appendix as EXHIBIT 14. They indicate that there was a general inadequacy of maps, a poor supply of training aids and at times a critical lack of information relative to U.S. troop dispositions. He further pointed out that liaison officers were not well trained and that maps were usually of poor quality. Further, in connection with the intelligence function, the following is quoted from fragments of an old Group diary prepared by Sgt. Edward Lines of the Intelligence Section.

September 14 1943

Since the proposed operations against Jap-held positions on the West Coast of New Guinea, mainly Salamata and Lae, Intelligence Officers from all the Squadrons of the...Group, including our own S-8 Officers, Major Shegda and Captain Martin, have been lectured each morning for an hour or more on the ground movements of the past and intended operations for the future. Captain Turner, of the Royal Australian Intelligence, has been the principal speaker and has given in complete detail all movements of our ground troops, and those of the Japanese. He is well informed thru official channels of all Allied advances and attacks on the Japs, showing the same on plexi-glass covered maps of the sectors under attack.

Captain Martin of our own Intelligence Section always has additional information at his disposal concerning tactical operations as ordered by Fifth Air Force Command in Moraby and the First Air Task Force on this side of the range. This information includes that of the operations of the heavy and medium bombardment groups, and all fighter groups who support operational flights whether they be bombing or strafing attacks, or flying to cover as protection for transports taking supplies to the ground troops in Allied-held areas.

Major Shegda either opens the meeting or completes it with instructions to rectify mistakes of commission or omission of operations of our 3rd Group. Added also are facts, opinions and instructions by him in regards to future flights as orders from S-8 per A-8, Headquarters, First Air Task Force. These morning meetings have been instigated by Major Shegda of Group Intelligence with the co-operation of the 3rd Group Commanding Officer for the express purpose of keeping our Squadron Intelligence Officers well informed as to the progress of the war against the Japs in New Guinea.

Australian Intelligence Officers who are attached to each squadron of the 3rd Group also attend these meetings. Only responsible parties are permitted to listen to these lectures, including personnel from Group Intelligence and Group Operations, and high ranking officers of the 3rd Group proper. It is highly interesting and tends to keep one well in-

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formed on the progress of our privately-staged war against the Japs in New Guinea. Questions which may arise concerning problems of movement of the Allied ground troops and future aerial operations are answered, and then discussed in detail...."

In SEPTEMBER the 8th Squadron switched over to W/O 1-127 of 1 July 1943. Captain Joseph W. James who came overseas with the Group returned to the United States. He was succeeded by Captain Joseph J. Wood. Landings by amsies and by Yahs paratroopers about Lee forewarned the Group about another move. The Group supported these landings in the Lee and Nadzab areas with prelanding bombardment and with smoke at the time of the paratroop landing. On the 29th, Lt. Col. Hall accompanied by Majors Downs, commanding the 8th Squadron, Gilmore, Group Flight Surgeon, and Slegin, Group Intelligence Officer, landed the first bomb at Lee. Hall and Downs had been in on the Lee show since the first bomb were dropped there. Men continued to leave for Officers' Candidate School in Australia. No other W/O changes have been noted for the month of September. However, Staff Memorandum No. 22, Headquarters, Fifth Air Force, dated 6 September 1943, revoked Staff Memorandum No. 51 which had referred to Third Group units as "Attack". Under this, according to a letter from Headquarters, Fifth Air Force, all units, Group included, were to be known as "Bombardment". It is also noted that despite the fact that the Group reported through First Air Task Force and had its missions set up by that Headquarters, CO No. 25, Headquarters, Allied Air Forces, dated 9 September 1943 revoked CO No. 11, dated 29 March and placed all units of the 3rd Group under the "operation control" of VBC.

In OCTOBER, Headquarters changed over to W/O 1-128 of 29 May 1943. This was done pursuant to General Order No. 308, Headquarters, Fifth Air

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Force, which was based on authority contained in secret letter TAC 528, Headquarters, U.S. Army Forces in the Far East, dated 17 September 1943. Group Headquarters also was authorized to continue the use of Personnel Allotment Table No. 117, which allowed five officers and 50 enlisted men and one officer and two enlisted men for Ordnance in excess of the T/O, pending receipt of a decision from the War Department as to whether this could be continued. Headquarters continued on that basis except for amendments by way of War Department change 1 and by way of CG 124, Fifth Air Force, dated 15 December from then until the end of the period which this history covers. The 8th, 13th and 90th Squadrons abandoned T/O 1-127, dated 1 July 1943 with changes for T/O 1-129, dated 25 March 1943. The 89th continued using T/O 1-127. Major William C. Hood was appointed Group Executive Officer and Captain Edward A. Hessler succeeded him as Adjutant. Promotions were heavy and decorations numerous. On 20 October 1943, Major James A. Downs became Group Commander succeeding Lt. Col. Donald P. Hall who was sent to the United States on Detached Service. The first column sent to Nadzab went up there in October. A camp-site was picked and considerable work was done on it such as the erection of a mess hall and the building of showers. The men were recalled and the Band Home Group took over the area they had worked diligently to prepare, apparently on the grounds of combat necessity.

In NOVEMBER, the 8th Squadron got its first A-24s as part of a change-over for the 8th, 13th and 90th from B-25s. Although the Group was still at Dobo and would remain there until February, Group planes were landing frequently at Nadzab after missions. The 89th alone having made 93 landings there between 25 October and 17 November. Loose gravel

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on the alert apron to the strip played the devil with propellers on these operations. Seven planes were grounded on account of these landings alone. During the early part of the period when we were stationed at Dobo and flying out of Madzab, our Intelligence Officers flew to Madzab and did their interrogating there, returning to Dobo after the reports were completed. Lt. Col. Tomms was transferred to Advance Echelon, Fifth Air Force, 6 November 1943 and was succeeded as Group Commander by Major John P. Hensory who had been with the Group since 24 August 1943. He was formerly Commanding Officer of the 90th Squadron.

Captain John G. Hensler, SECRET 15, Appendix, disclosed that each squadron was maintaining its own bomb dump at Doboora in the Fall of 1943 and that Ordnance trained men were on hand at that time. He goes on to show, however, that these men were lost in the spring of 1944 and not replaced by Ordnance trained men or otherwise. Also, he indicates that there was great deterioration in ammunition at Doboora due to the high moisture content in the air.

In SECRET 15, the 90th Squadron got A-20s in place of its B-25s. Headquarters personnel was augmented with two W/F D/P teams for a total of 20 Communications men per GO No. 334, Headquarters, Fifth Air Force, dated 13 December. Already preparations were being made in connection with the Group's coming move to Madzab. A letter in Group files indicates that one officer and ten men each from the 8th and 89th Squadrons were to continue on at Madzab until the Group moved up. Captain Denniston, formerly of the 90th, who came overseas with the Group, was appointed Group Adjutant and towards the end of the month Major Hensler became Group

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Executive Officer succeeding Lt. Col. Hood who was transferred to Fifth Bomber Command Pilot and Replacement Training Center. Under CG No. 21, Headquarters, Allied Air Forces, SWPA, dated 21 December 1943, all units of the Third Group were continued assigned to V Bomber Command and continued under the "operational control" thereof. It is noted that this organization was then reporting and continued to report its missions directly to the First Air Task Force. Figures were released showing that the seven days ending Christmas Day were the most successful in the history of the Group with 565 sorties and 1416 hours. From the 6th and during part of January, Captain Charles W. Howe, Assistant Group Operations Officer, was on detached service with the 41st Bombardment Group (M) in Hawaii, conveying information to its crews relative to low level tactics. He was very highly commended for the quality of his performance.

JANUARY 1944 was a fairly busy and reasonably productive month although there were no sensational combat accomplishments. Many missions were staged through Madzab. The "final" advance echelon proceeded to Madzab on 10 January to prepare the area. Movement was again to be both by water and by air. The advance echelon, consisting of eight officers, 93 men, and 12 vehicles and other equipment and material, moved by air pursuant to WCCG which was confirmed by Movement Order No. 26, Headquarters, Advance London Fifth Air Force, dated 13 January 1944. During this month the 18th Squadron converted from B-25s to B-26s. Now all squadrons were so equipped.

Additional decorations put the number awarded to 3rd Group personnel right at 300 by the end of the month. Chaplain Hood was transferred to

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Task Force and was succeeded by Chaplain Howard J. Johnson. Preparations for the moving of heavy equipment and materiel, the striking of camp and the like took a considerable part of everyone's time during this month. The water echelon moved pursuant to Movement Order No. 37, Headquarters, Advance Echelon Fifth Air Force, dated 19 January 1944 as amended by letter AG 370.5, same headquarters, dated 19 March 1944. This involved two officers and 30 men of Group and the 13th and 30th Squadrons. Departure was from Bobodura. Debarcation was at Lue from whence travel was by vehicle to Madzab -- a distance of less than an hour's ride to the camp area. One of the ships used was No. 1268; the other is not now known.

While the exact date escapes us, it was about this time that Major Richard E. Ellis, Commanding Officer of the 30th Squadron, after considerable experimentation with the A-50 worked out a method whereby it could carry ten instead of just four 100 pound bombs in the bomb bay -- thus enabling that plane to spread its destruction over a greater area with greater efficiency.

FURTHER started with the change of station. The balance of the air echelon, pursuant to Movement Order No. 38, headed for the Group's new base. This consisted of the bulk of the 8th, 13th and 30th Squadrons and about half of the 69th Squadron. The air move continued through the 3rd, 4th and 5th. At Madzab the Group found itself under the operation control of the Second Air Task Force through 16 February; then under the 309th Bomb Wing through 23 February. Thereafter at Madzab it operated directly under VAC. The 394th Chemical Co. (Air Operation) was placed under the operational and administrative control of the Group on the 24th per CO

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No. 14, Headquarters, Fifth Air Force. The 63rd Service Group served us at Hadzab.

The most significant thing that happened from an administrative standpoint during MARCH was the increase in allowable personnel. General Order No. 158, Headquarters, Fifth Air Force, dated 21 March 1944, pursuant to the authority contained in War Department Letter, File No. AD 289.5 (43 Feb 44)CS-1-27871, dated 6 March 1944, authorized Light Bomb Squadrons a total of 40 officers and 233 enlisted men each and out of this number provided for 21 combat crews. Previously authorized combat crew allowances were revised and the following table was substituted:

	<u>Capt.</u>	<u>1st Lts.</u>	<u>2nd Lts.</u>	<u>S/Sgts.</u>
Pilots	5	5	11	
Bombardiers-Mav.		5		
Apl.-Block Gunner				21
Armorer-Gunner				21
	<u>5</u>	<u>10</u>	<u>11</u>	<u>42</u>

In a letter written 26 March, Lt. Col. Honebry praised the work of Lt. Col. Paul I. Gunn ("Fappy") in installing four additional .50 calibre machine guns on the A-20 and said it was one more step toward perfecting the ideal attack airplane. He pointed out the need of additional fire power to counter increased light and medium anti-aircraft fire and said that the present six gun installation was insufficient. He said the changes in speed and flight characteristics as a result of the additional guns were practically negligible. It wasn't long until all the A-20s had more guns.

Major Ellis was appointed Ground-air Support Control Officer for the Group. Captain Charles W. Howe, Commanding Officer of the 8th Squadron,

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was promoted to Major. Both of these officers would later command the Group; Colonel Toms commanding at war's end. Lt. Robert Speith was appointed Group Photographic Officer. An interesting narrative concerning the 3rd Group Photo Section given by Captain Speith just before being redeployed to the United States about the first of October appears in the appendix as EXHIBIT 16. Captain Seal P. Jones was appointed Group Adjutant succeeding Major Henry S. Donahue, who was made Group Executive Officer. March ahead with the Group turning its eyes toward Hollandia. The heavies had already hit the place on the 28th and 29th. Hollandia looked like a new target and a new home for "The Grim Reapers". But this is another story -- dealt with in monthly histories of the Group and its squadrons from April onward -- month by month.

The tables indicating battle participation during World War II are set forth in the Appendix as EXHIBIT 17. The first of these indicates participation in certain campaigns as reflected by the records of A-1, V Bomber Command. The second is based on records of the 3rd Group Intelligence Officer as of 15 October 1948. A Roster of Group Commanders is to be found in the Appendix as EXHIBIT 18 and a partial list of Group Staff and other officers is set forth as EXHIBIT 19.

Photographs of as many former Group Commanders as we have been able to locate and identify are set forth in the appendix in order of the time of their service as EXHIBIT 20. For good measure we have included as EXHIBIT 21 a picture of a former Squadron C.O. -- of the 3th -- General George C. Kenney, who commands the Far East Air Forces.

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LOCAL INTEREST

JANUARY 1942

MARCH 1944

A great deal of the following has been taken from the "3rd Bomb Group Diary" which was prepared by various former clerks of the Intelligence Section. It has been included for the purpose of broadening our story of local interest and must not be considered as final as to such items as exact dates. Comparisons with material about the same action or activity as found in the administrative section will disclose--at times--variations of as much as a week between the dates given there and the ones found here. Those in the administrative section should be considered as the ones most likely to be correct as they are based on evidence extracted from official records at first hand.

The trip across the States was interesting and crowded. Because of the conditions which existed in the morning before beds were made up, it was found practical to serve all the men while they were yet in bed. This was probably the first time that a complete unit became familiar with what was later to become known as "fat-cutting"--taking life easy so to speak, or living the life of a King. The trains journeyed onward stopping at towns and cities along the way from the warm and sunny South, over the flat central plain, past the majestic Rockies, to the green, moist land known as California, and then FINALLY Oakland; on the outskirts of San Francisco was to be the home of the Third Group during their short stay on the west coast.

The Group was billeted in a former harvester and farm implement warehouse there. Rows after rows of bunks were placed upon the large cement floors of the building--beds containing men from nearly all branches of the Army. As soon as the Group was settled, reconnaissance missions were made to determine the possibilities of legal beer, whiskey, and the like. Girls from the neighboring cities visited us with small stage shows which were presented to the Group throughout our short stay in this building.

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....One fellow was shot while another soldier was clearing his gun, but not seriously..... A sergeant from the 21st Squadron went to town, had his wrists cuffed, and proceeded to shoot the lights out of automobiles and otherwise liven up what he considered to be a dull city. The Military Police took him in custody....

Near midnight on the 30th of January 1942 bunk beds were deserted, bags were shouldered, trucks boarded, and the next move was on. The trucks rumbled down to the pier where we found our boat, the Ancon, and another "home". After following each other in line for what seemed to be hours (and probably was) the men finally found themselves aboard the ship and confronted by small canvas bunks slung one above the other with a space of about two feet between beds. If you have ever boarded a troop ship you know what conditions prevailed on board.

On the 31st of January--we sailed. Out under the Golden Gate Bridge steamed the Ancon. The destination was unimportant. The mere fact that a war was in progress was sufficient to force the conclusion that soon, God willing, all these men would be facing the trials and tribulations of war. All that the "Gods of War" hold most dear; death, abuse, starvation, disease, loss of friends, and more death would become bed-fellows with many of these repentant men. What of that? These men were able to take it. Each soldier knew, in his own mind, that he would be going home soon--soon?

Somewhere there is a line drawn completely around the world: It is on this line that King Neptune rules. The day this line was crossed, was cause for great celebration. Even on this crowded troop ship there was no exception. The sailors dashed water, grease, and myriad types of juicy ingredients upon all persons who came in to their line of fire.....After twenty-four days at sea, tropical islands appeared. Cameras, radios, electric razors, flashlights and similar personal items were returned to the men who had carried them along. The radios were turned on to pick up a new form of the English language. A language containing such words as bahth for bath, to-dye for today and gub'neer for governor--courtesy of the Australian Broadcasting Company.

On the 25th of February 1942, Brisbane was hot. Barracks bags were heavy. The docks held no cheering crowds but only lines of men waiting for trucks which would carry them to their camp. Sights of the "Aussie" soldier in uniform, and the swagger sticks swung by the "Ausie" officers greeted "Yank eyes" for the first time.

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The trucks were loaded and started to roll down the streets of Brisbane in the direction of Ascot Park, Brisbane's main race-track, which was to be the new camp for a short while. Pedestrians along the roadside waved gaily and held up the two fingers which signified Victory. All the "Yanks" gaily replied with nearly the same gestures. It was an occasion which will long be remembered by those who were then members of the Third Bombardment Group.

Ascot Park was home for a short while. Here were received first impressions of Australia. Good feelings seemed to prevail everywhere. Palm trees, lots of Irish liquor, and the familiar "smoochin'" place known as the Botanical Gardens (or lovers Paradise) were objects of interest to all men....(As the months rolled by and the Australians became used to American soldiers, there was not quite the same reception)...It was here at Ascot that these soldiers of the Third Group were initiated to Australian cooks and "Aussie" food. The favorite meat, mutton, came to be heavily fringed upon by the Yank. Some sort of yellow soup was served with green leaves floating on the top. This mixture was never seen since, nor the desire created since for it.

Evenings in Brisbane proved to hold a goodly share of entertainment for the majority of the soldiers. A little recreation after their cramped boat ride, made all personnel happy. More friendly people than those citizens of Brisbane would be extremely difficult to find anywhere. "Aussie" slang found its way to attentive American ears. There is the story of one Yank who was told by a girl at a dance "I'm all knocked-up, go jazz my sister." It was rather a shocking surprise to the Yank, but really only meant that the poor girl was fatigued and that he could dance with her sister. "Jazzin'--ain't-ut!?" Such words such as "bloody" and "bloomin'" became familiarly known to the mimicking Yank lips. (Group Diary)

Decidedly new living conditions were met. These new students of the "tropics" learned of the intricacies and the necessities of the mosquito net. The GI bed (might better have been called a pad) consisted of a burlap bag filled with straw and covered with two GI blankets. Laundry was washed and ironed by the individual. Packing and unpacking were the major occupations during the short stay in Brisbane.

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It was a habit, these entertainers, that they took to over-landings in Australia. They were called it because difficulty is obtained such words as "war" because of the shortness and individual. Jitter-bug was scarce because in conservative "Australia". Australian dance parties were held once a week for some time. Each dance was of the folk dance variety--each having its individual name. Soon the jitter-bug took over the dance floor and "Dance-band" took all that had to go which had been inside the continental limits of the United States.

Uniformed police patrolled the streets of Brisbane. Uniforms of two nations and two colors were issued to cheer to form a pattern of Victory. At this time, there were not many American "do-ladders" in Queensland. In a matter of a few months, the streets overflowed with G.I.'s and khaki, and as this influx of American troops continued, prices soared in the city. The G.I.'s, green as to value, spent their money freely, and not that they wanted reward-ness of the prices asked. Merchants soon realized this and raised their prices.

Cash-in was a major sport with all. Not realizing the value of Australian currency in relation to hard American cash, the soldiers played pound notes as though they were dollar bills. It wasn't unusual to observe several hundred dollars in one game. Cities twenty-five to one hundred dollars was played on the turn of a card. One form of gambling was considered legal in Australia. This was nationally known as the Golden Casket. This lottery is such like the familiar known numbers game of the States. Here it was honestly run by the government, all proceeds going to some charitable institution. In nearly any town or city, could be found numerous signs outside small shops signifying that casket tickets were being sold within. "Lucky Sid", "Lucky Casket", "Black-cat Casket", and other names were given to these ticket selling shops.

Nearly all the music there (weary sometimes with regret) had its origin in "Tin Pan Alleys" of the United States. Even though some band recordings were slightly delayed in reaching Australia, most of the hit tunes were not too dated. In this new country, as in the States, moving pictures had a high priority on the soldier's entertainment list. Late movies reached Australia not long after their release in the States. The theatres of the larger cities were as modern and as imposing as those at home.

[REDACTED]

[REDACTED]

On 8th of March the trucks were waiting--we were on the move again. The troops climbed aboard looking tired and worn from their exertions of the previous afternoon and evening. The trucks paused beside the dinky station where all unloaded and climbed aboard the small (and we do mean small) train. Six men were placed in each small compartment of the train. The whistle blew (or peeped we should say) and the line of cars pulled out of Brisbane for the north. Small towns floated by as the train moved onward. Railroad stations were crowded with waving, cheering people as the trains halted to allow the men a chance to partake of the food which was served by the citizens of the small towns. Each stop of the train was occasion for celebration. The townsfolk would turn out en masse to see and talk with these people from America. Everyone, children and grown-ups alike was asking for souvenirs from the States. Auto-graph books were shoved into confused hands, and hundreds of questions were poured from all angles. As the auto-graph "hounds" persisted along the route, it was decided, by the officers in charge, that false names would be given--a means of preserving security. How many Australian auto-graph books now bear the name "John Doe" we will never know.

Early on the morning of the 10th the Group reached Charters Towers. As life became more settled at the new campsite, passes were granted to those who wished to "take-in" the night. This was the average Australian small town. The atmosphere around and about Charters Towers was exceedingly peaceful. It wasn't realized at this stage of the game that in the future with the Third Bombardment Group, many uneasy minds would revert to these peaceful days. To most, our new home was a picture of shabby coats, false fronted buildings, taped windows, and brown-out regulations. The only noticeable sign of war were service uniforms, cement bomb shelters, and military vehicles. It was decidedly different from anything yet experienced by the group.

The recreational life at Charters Towers featured sports, movies, parties, women, and pub. For the enlisted men. The Officers participated in all the above forms of amusement plus an Officers' Club. This club was appropriately named "The 3rd Slug Club". Larger towns could be visited whenever a leave would be given.

It might be well to elaborate on the forms of amusement as they existed in Charters Towers. As we have said,

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movies reached the cities soon after their release, but the small town movies, such as those in Charters Towers (generally of the open air type), not shown from six months to a year after their initial showing. Family night, featured once a week, portrayed the usual thrilling (to the people from the stations), serial, plus a rough riding Western. The seats in Charters Towers theatres were all of the lawn chair type.

Feminine company was at a premium at the time of the 3rd Group's stay due to the rapid influx of American soldiers. There were many nice looking girls in this country, but their customs of make-up and dress differed greatly from those of the American girl. Lipstick was used very sparingly, hair was cut shorter (the climate might be an explanation for this) and the clothing styles did not have the rapid change which was so noticeable at home. So much for the women. Although liquor wasn't plentiful, it wouldn't be proper to forget to mention the pubs of Charters Towers and the drinking habits of her citizens. No bar had the elaborate backround which is so common to the bars at home, but rather they reminded us of the old time bar which was to be found in the western towns of the Gold Dust Era. The seats which are familiar to the saloons (cocktail lounges) at home were decidedly lacking in the pubs of Charters Towers. Drinks were absorbed from a vertical position, much to the distaste of Yank elbows. There were none of the gay dimly illuminated comfortable lounges. They were brightly lighted and noisy with the boisterous arguments of many men. None of these small-town pubs had mixed drinks except for a mixture of some soft drink with liquor. The "Gussie" mixed soft drinks and flavored syrups with draft beer. This was wholly beyond the comprehension of the whiskey-drinking Yanks.

The Army, through its Special Service Officers, did a grand job in the recreational line at Charters Towers. Late movies were procured and shown to the soldiers two or three nights a week. Volley ball, badminton, and tennis courts were built. Boxing gloves, baseball equipment, and games such as chess, checkers, cards, and dominoes were furnished. All sorts of good books, magazines, and other forms of reading material were brought in from the States. With all these camp amusements, plus what the town had to offer, the amusement problem was pretty well solved. At Charters Towers, work began in earnest. There was always something new to build, something new to set up. Dive trenches were dug also (He laughed at that later.)

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In March the roar of airplane engines announced the arrival of the A-24s (Douglas Dauntless Dive-bombers). It was glorious then, single-winged plane, looking snug and compact in a close formation. All A-24s were assigned to the 8th Squadron whose pilots and crews were already familiar with the tactics and techniques required to operate them. Major Floyd W. Rogers, with other officers and enlisted men of the Eighth Squadron immediately commenced the rigid routine of training which would bring the Squadron to combat-trial in minimum of time.

It would probably be proper at this time to sketch the activities of the 8th Squadron. From 10 March 1942 to 31 March 1942 this Squadron was separated from the other squadrons of the group. Its 13 officers and 143 enlisted men were quartered at Garbutt Field, Townsville, where they ground-crewed B-17 aircraft for another Group. Lieutenant Donald E. Hall and his outfit were highly commended for their efforts in helping maintain a rigorous schedule of combat over New Guinea. As three of the Squadrons were now (about 1 April) equipped with airplanes, the 13th and 9th with B-25s--the day was rapidly approaching when the Group would participate in combat missions.

After completing one of the most widely heralded missions of World War II, B-25s of the Third Group were successful in delivering the following named men from the Philippines: Mr. Frank Hewitt, United Press Correspondent and Veterans reporter of Bataan and Corregidor; Mr. Nat Lloyd, Correspondent of the Manila Bulletin and New York Times; Lt. Col. Chi Wang, Chinese Army Liaison officer who served on Bataan; Col. Charles A. Backes, Chief of the Philippines Army Air Corps--Colonel Backes was to a large degree, responsible for the splendid training of this small unit; Colonel Sinner, Headquarters Philippines Department; Lt. Col. W. A. Kinard, US Army; Captain Jesus Villamor of the Philippines Air Corps--the first man in the Philippines to receive the Distinguished Service Cross with the Oak Leaf Cluster. With six old T-26 fighters of 1935 construction, he led an attack on 30 Jap bombers in the Philippines; and Captains Joseph Moore, Henry Thorne and Harvey Whitfield, and Lieutenants Menert, Thomas Gerrity and David W. Conley, all of the United States Army Air Corps.

During the early months of 1942 weather conditions were something to fear and dread more than the enemy. In mid-April a B-25 failed to return from a search mission. A few days later Colonel Davies flew to Rabaul after re-

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salvin' 'round of the wrecked plane and found the remains and the challenging effects of the 7-13 and its crew which had hit a precipitous slope of Mt. Marble near on 21 April and crashed. The bodies which were immediately were buried where they lay and markers placed at each grave. The rear plate from behind the pilot and bombardier as it were used as a marker for the three officers' graves. Bodies later were carried up to the cockpit for the four enlisted men. Lt. Tom Macbrath, the leader of the civilian search party from Sabieda, assured the Colonel that the area would be cleared and a suitable monument installed that would last as long as the mountain. The spirit of cooperation of the civilian populace in that area was of the very highest.

The first of April 1944 saw the arrival and assignment of the first C-47 type aircraft to the Third Army's 5th Squadron from the air base at Prober Field, Brisbane. This made our group the first outfit to have C-47s in this theatre of war. In 7 May 1944 another tragedy occurred in the Third Group. A C-47 from the 13th Squadron crashed on take-off at Charter's Towers Hill in the following men: Lt. John H. Almond - Pilot, Lt. Edwin G. Townsend - Co-pilot, Sgt. Bill Winfrey - Bombardier, Sgt. Bernard Ross - A.F.S.E. Maintenance and Sgt. Hayward J. Spork-Pedder cr. The enlisted men who were on this plane were all dead when the tail section broke off allowing them to extricate themselves from the flaming wreckage.

After three months of hard combat it was evident that certain changes must be made. Pilots and combat crews were constantly flying from Charter's Towers to Port Moresby and thence to various targets. After completion of a mission, they flew back to Charter's Towers. Here, in this small town, it was found that combat crews couldn't find enough change from their combat routine. It was proving a detriment to their morale. The Commanding Officer pondered over this problem for a while and then asked higher headquarters for permission to send combat crews to air base for recreation. This permission was never granted.

In July the Group Commander requested that a small bi-motored cargo plane with a low landing speed be assigned to the Group. It was known that upon arrival to Port Moresby, the Group's future destination, that the squadrons would be situated at various strips in the vicinity and that a small cargo plane would prove valuable in shifting equipment and personnel. Pilots and crews forced down in the jungle near small emergency landing fields could be more easily reached by a plane of this type. It would be of great benefit to the morale of combat crews to know that their own outfit would pick them up. There were numerous occasions when a plane of the cargo

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type could have been efficiently used at a minimum of expense to the government but this request was never granted.

On 11 August the 39th Squadron headed for Womsvilla where it was to embark for Port Moresby. It was the first Squadron of the Group to be moved forward to a permanent base on New Guinea. All of us felt that this is but the first of many such moves to be made toward Tokyo, toward home....The 39th waited in Womsvilla until August 17th before it could board a boat, but at 4 o'clock in the morning on that date they boarded the Dutch Merchant Ship MAKSELUCKER-BAVIA, which they found to be manned by a Javanese crew. After an uneventful crossing, they sailed into Port Moresby just after dawn on the 24th. All were surprised at the small amount of damage resulting from the numerous Jap raids. A motor conveyer transferred men and material to their new base at "Kila Kila" or "3-mile Base." The strip had been laid along the floor of a small valley, and the camp area topped a ridge overlooking the Coral Sea. The men were impressed with the view, the heat, the mosquitoes, the flies, and the sweat. As one of the officers in the 39th Squadron was later prompted to write, "...sweat in New Guinea is not just ordinary sweating...it is the complete and utter opening of all available pores, and the flooding from thence of all one's energy and initiative."

After the familiar domesticity of Charters Towers, the men of the 39th Squadron found much that was strange in the country around Moresby. Heretofore planes had been at "Kila" for short stops only, but now leisurely visits to native villages could be made. Through boubia had driven out most of the natives, a few of them were still selling coconuts, strings of beads and strings of shells, and--favorite of all the men--grass skirts. It wasn't long until they hiked their prices just as our white brethren had done.

On the 29th of August thirteen A-20s of the 39th arrived at Port Moresby. In the shimmering heat of mid-afternoon they buzzed the strip at Kila. Now all the 39th Squadron was together again. No longer was the hazardous, biring trip across the Coral Sea part of the job. When a pilot touched down at Kila he was home. The hurly-burly of staging-in was exchanged for the calm of fighting from base.

It became quite apparent that the 39th in New Guinea was to be confronted with many problems in the way of supplies and equipment. The food situation was desperate,

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as our rations had to be drawn from an Australian commissary, and consisted mainly of bully beef, beans and hard Australian biscuits. The Australians themselves were very short of food, could spare just the very minimum amount to our troops. The supply of gasoline being limited had to be stretched sparsely. The replacement of parts for airplanes was practically non-existent and realizing this, real ingenuity was necessary in repairing and keeping the aircraft in the air. It was a common and standing joke amongst our engineer and personnel that our planes were being held together with baling wire. Despite these many difficulties and the combined griving and complaining, morale was excellent.

....A party at the Officers' Club was given at Charters Towers by Colonel Davies for newly trained combat crews. It was a big success, due in a large measure to one Miss Thelma Brown, a young waitress. The night of about 25th brought a big steak-ry to the 30th with all the cooking from other steam rooms that could be done in....

....One outstanding and lasting impression gained at Fort Moresby was that of the afternoons and evenings heavy with crashing thunder, especially near Koroia and the Owen Stanley Mountains....

With the slow advent of our Japanese enemy to Fort Moresby, their determined efforts to annoy and frighten our troops, was illustrated by their infiltration practices night after night into the camp areas where their petty harassing attacks took place. Our commanders felt the necessity of preparing an emergency evacuation plan just in case the Japs of the Midway Sea were to accomplish their purpose and capture Moresby. This plan was worked out in great detail thoroughly explaining to all the men in the Squadron its purpose. It involved all phases for the evacuation of personnel and the destruction of all records and equipment that it was to be left behind. We all appreciated the seriousness of the situation and were resolved to comply with all orders in an effort to satisfactorily accomplish this task. However as the day passed and our hard pressed Australian allies were steadily and successfully pushing the Japs back thru the Koroia Pass, the possibilities of using the evacuation plan became very remote.

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Returning from a mission near latitude point on which two B-25s had bombed, the crew of Lt. Simpson's plane reached Fort Moresby to find a heavy overcast and rainstorms covering all fields. On dropping a flare, he found himself at sea, and corrected his course accordingly. Then he crossed the coast-line, he was nearly out of gasoline, and he ordered his crew to bail out. The gunners went first, followed by the navigator, the bombardier, the co-pilot and last of all, Lt. Simpson. It was one o'clock in the morning, and the darkness prevented any crew member from seeing another.... Sgt. Keith, the upper gunner, found the Laloki River and followed it upstream to a native village, from which he returned uninjured to Fort Moresby over native trails. Sergeant Crawford, the lower gunner, wandered for four days without food or water before natives found him beside a river. He was suffering from cuts.

....Lt. Makup, the navigator, wandered in the jungle for 11 days before he was found by the natives. During this time he was without water for four and a half days and without food for the entire time. Just before he was rescued, he was drifting down a river on a log, with both legs dangling in the water. Seeing a large alligator swimming nearby, he slowly lifted one leg to the comparative safety of the log. But he was too weak to lift the other, and was too weak to bother much about it, either. However, the alligator did not attack and when the lieutenant returned to base he spent the next couple of months in the hospital recuperating.... The bombardier, Lt. Green, roamed the jungle for two days before he found a river. He was tormented by ants and mosquitoes; through the use of his parachute he improvised a mosquito net. He chewed grass and drank swamp water to keep alive. After he found the river, he built a raft and floated down stream on it for about five hours. Then natives in an outrigger canoe found him, took him to their village, and treated his cuts and bruises. Later they carried him to the mouth of the river where a crash boat took him aboard and carried him to Fort Moresby.

....Lt. Weinbuch, the co-pilot, after landing in the middle of the Laloki River, swam ashore. He located a native village early the next morning. The natives took him to Gorona, from whence he was flown to Fort Moresby. The pilot alighted in what he thought was a bush, where he was held with his feet high above the ground. In the darkness he could not see that he was in the top of a tree; consequently when he slipped free of his parachute harness, he fell 50 feet to the ground, breaking his arm and severely wrenching his back. After wandering

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through the jungle for a day and a half, he was found by friendly natives, nearly unconscious and on a river bank. They took him to a nearby village, and he was flown back to Port Moresby in the same plane with Lt. Dean. Six weeks later he had recovered, and was ready to return to duty.

Although such severe weather conditions prevailed throughout the New Guinea Southern sectors and no interesting sightings or reports could be made by pilots or crew members, Australian ground force commanders in the area were lavish in their praise in those days of the excellent support given them from the Third Group planes.

....It did not take us long to become thoroughly acquainted with the famous "Smoke" habit, the Australian soldiers delight. This consisted in the Aussie version, of taking an old tin can filled with water and placing it over an improvised fire in the preparation of their favorite brew...tea. The Aussie fondly takes as bits of this type embellished the preparation of Smoke to include coffee or hot chocolate with the addition of solid foods. We did not use elaborate methods of cooking like our Allies. Our heating apparatus included blow torches and various other methods with variations; buckets filled with sand and hundred octane gasoline, and for the more fortunate, a real double burner Sears-Roebuck version gasoline stove imported from Brisbane or Sydney. The "Smoke" habit was quite an event in our lives and helped make many an evening pleasant....

On 7 November while Captain Thomas was taking a look at grave, he saw a white man standing in front of some red roofed buildings on Markio Island and he so reported on his return from the mission. Captain Lovett of the 11th thought it might be a statue of Jesus Christ, but Captain Thomas was not convinced. So on the 8th when he got over the island again, he found the white man, who this time showed definite signs of life. He dashed into a building and re-emerged with a white flag which he waved vigorously. Captain Thomas felt that grave, surrounded by a spray of fifty caliber bullets, had surrendered to him...which may be true...

On 12th November Major General Kenney presented awards of the Silver Star to Major Donald F. Hall and to Captain Edward L. Lerner. Cpls. Champagne and Graham

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were picked up by a submarine in the Tilden Straits on the 29th of November after having been lost in combat four days before. Major Peterson, the pilot was never located, nor were other crew members of that plane which included W/O Wilson and Sgt. Neal of the R.A.A.F.

It is well to mention here also that all during these first hectic months of war in the Pacific, that an organization called the New Guinea Volunteer Riflemen performed admirably in aiding downed pilots and crews in New Guinea and in helping them return to their units. Their value in the prosecution of the war is well known and greatly appreciated by those who received their services, in housing, guidance through the dense jungles, and in the form of medical aid.

Christmas Day found the 8th Squadron at Charters Towers celebrating the holiday properly-- with civilians. But the flight echelons of the 15th Squadron and the 90th Squadron and the entire 89th Squadron were sweetening it out in New Guinea. Major Paul flew up to Port Moresby with Red Cross Christmas packages and four kegs of beer for the 15th Squadron. The 8th Squadron had Christmas packages from home, and despite the fact that the special Christmas dinner that was to have arrived from the mainland failed to arrive, they enjoyed the following menu:

MM

French Fried Potatoes
Sliced Tomatoes

Gravy
Diced Carrots

Sliced Fresh Pineapple

Oranges

Apple Tarts

.....but there was a raid on Christmas night on Port Moresby chillin' the holiday spirit....

Our men were not only awarded decorations for combat services but as in the case of Captain Monroe J. Beavers, Lt. Robert D. Lauer, Pfc. John McClair, for men as above and beyond the call of duty. They had been instrumental in the rescue of personnel from a B-25, which had crashed and burned on the strip at Mile Kila. These men had dashed into the burning plane, rescued the crew,

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rendered first aid, and transported the injured to the nearest hospital. Our men were all awarded the Soldiers Medal in recognition of their services.

On the morning of the 31st of January Capt Vertz led a formation that made a pretty buzz job on the ships in the harbor and the neighboring houses at Port Moresby. Several hours later the 80th was notified to the effect that there would be no more buzzing of the town and harbor.

....January of 1943 brought to us an idea and its fulfillment, for additional recreational comfort, in the way of the "Club Iakanukiv", which was built by a strictly volunteer battalion of enlisted men for social use only. Built of plain lumber and tree trunks, it had a thatched roof of reeds taken from the walls of native huts, and was divided into two parts. One part had a long table and three card tables, and the other half had six tables for writing or reading, a dozen colorful beach chairs for comfortable lounging, a radio for short wave broadcasts and a phonograph and records supplied by the Red Cross and Special Services. There was also an accumulation of magazines and books supplied mostly by the men themselves with a few received from Special Services. The 80th Squadron, which built this club was one of the first organizations to do this on the island of New Guinea....

March 3 1943 was memorable to us for several reasons. First, it was the day in which our Group participated in the now famous Bismarck Sea Battle, the most notable action in which land based planes attacked and destroyed enemy naval power. Secondly it brought us the first USO Show in this theatre of war. Despite the fact that it consisted of an all male troupe of entertainers, we enjoyed it very much. The show was held in the Squadron motor pool area and consisted of a juggling act, magic, an accordion player, some "Ray Kinetics" harmony and the usual other musical numbers and witty comments. This proved to be a welcome addition to our meager entertainment bill of fare and it was hoped that the show would be the fore-runner of many more to come.

March 19 was partly exciting to the Third Group. It was party night for the 89th Squadron and it was a REI Party. Everyone had a good time with punch which was concocted from drinks brought up in "Steak and Eggs" (the Squadron 'Pet-Cat' plane) and whistles were wetted after a long dry spell. Music was furnished by the 135th Medi-

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entertained which presented an all-around program of
sweat and swing music.....Some dance subjects were seen
tripping the light fantastic. Extra weight of the feet
caused by Army brooms was counterbalanced by lightness
in the legs, which can be properly attributed to the
punch. A real treat was furnished by Lt. Montano who
was encouraged to render half a dozen vocals as well as
perform on the "kick-me-deady" bass and the violin. Lt.
Montano, being a musician in civilian life, did it
well at the party with his dollic sodas." --Group Diary.

While on a sea search mission on 27 March 1943,
Captain Donald E. Wood, 8th Recon Squadron, mistakenly
attacked the Japanese wreck near Lisianski. Captain
Wood's plane was hit by ack-ack fire and burst into
flames. The gunner, S/Sgt. Joseph Fox and the photo father
Private Ramsey, Group Headquarters, battled the fire des-
perately and finally put it out, but the tent had become
so intense that they decided to jump and did. Photos
taken by another plane in the flight indicated that they
had bailed out some two miles out to sea off the coast
of Ise. Even if they managed to make the shore they would
be in enemy hands. Captain Wood was forced to crash land
his plane after a terrific struggle with the controls and
he went down in the sea near Ise, but escaped safely
in his life raft. Captain Downs, another member of the
flight, dropped his food and other necessities and went
back to send out the rescue ships. An interesting detail
to this accident was the discovery of a Jap officer's
diary after the capture of Ise, in which he mentions an
American aircraft crashing to the shore and being captured
by the Japs, incarcerated and subsequently executed.
This, according to reports was assumed to be S/Sgt. Fox
as the dates and descriptions fitted well and nothing
else was ever heard of him again. Private Ramsey, appar-
ently never reached the shore. Captain Wood was rescued
by natives in their fishing boats and returned to his
unit.

On 10 April 1943, Japanese trophies captured at Ise
by the Australians were donated to the 8th Squadron in
appreciation for American air (particularly that of the
87th) and ground support in the Allied drive against
fanatical Jap resistance.

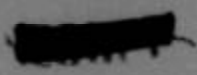
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The 3rd Group will later reenter 12 April 1943. That day the Mig attacked Fort Moresby with more than 100 planes. They came over at 22,000 to 23,000 feet. The first alert was at 0930 but that was called off. The second alert was yellow at 10:0. Fifteen minutes later it was changed to red and the first flight of Mig planes struck at 17 Mile Drome. Ninetieth Squadron personnel made the red dash for cover. Milt Brancher was killed in aircraft. At least one man did something about it. Sgt. Austin of the 90th, snatched a rifle and started firing away at the lowest at 22,000 feet. He swore he would be a gunner on the next mission. All through the raid, Sgt. Ray Greene dug a dive trench--better late than never. 14 Mile Drome was barely hit. The 13th Squadron lost six of its 7 B-25s in this raid and was declared operationally inactive. 7 Mile Drome, 4 Mile Drome and 3 Mile Drome were subsequently hit.

A string of bombs crashed through our Headquarters area. Sgt. Russell, Group Photo Officer, lost his tent by a direct hit. Bomb fragments sailed nearby every tent in the area. Sgt. Edward Lewis, Sgt. Harold Larsson and Sgt. Fred Hayes, busy at work in the intelligence section, did not vacate until the bombs began to drop. When they too scrambled for the shelter of bombholes. They had a close call when a 500 pounder fell such a close for some of them.

The operations building was hit and the Australian gas cans in back of group were set off. Five Australians and a couple of Americans tank drivers were credited during an attempt to drive out of the gas line when it caught fire. There were no other casualties and no Group casualties whatever. When the bombs began to fall on this area, 90th and Headquarters personnel were safely in Milt Brancher. As soon as the planes had gone, everyone pitched in and began to roll drums of gas from the path of the flames to keep the fire from spreading. Great columns of black smoke boiled skyward and clouds of flaming fuel were torn high into the air threatening destruction of surrounding areas. Within a few hours, however, the fire burned out and everything returned to normal. The enemy planes had come in from various directions but made only one run. There were about an equal number of bombers and fighters. During the bombing

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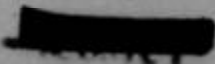
and they were engaged by our fighters and attacked by our fighters which had gotten through the MiG fighter screen. Do-17s were seen on all over the way. The Span of 11000 already had not intercession at every Allied force along the way and for 40 miles on their return trip they were fiercely attacked by our P-38, P-39 and P-40s. The P-38s were there everything at their expense the situation was. Eighteen aircraft were destroyed and 11 were probably were destroyed. Many others were badly crippled that they probably never make land. The cost of this raid certainly exceeded the damage which resulted from it. A P-38 was lost near the line of the coast, probably in the vicinity of 12. 12, but the pilot was seen to parachute to safety.

On the evening of the 19th, a meeting of the Club members' solicited the club, "Club Lancers", took place and discussed the club. The club was: Lt. Col. (President); Capt. James J. Jones, Vice-President; Lt. Col. Treasurer and Lt. Col. Secretary. The officer's "Club Lancers" at the Club is also in full view. A photo was taken of the Club on, under the name of Lt. Jones, was taken for the development and printing of film.

With the unqualified success of "Club Lancers", the officer decided to have their own house for entertainment. This resulted in the "Club Club". It provided a bar, refrigerator, library, writing and reading table, six pool tables, and a barroom, located quarter mile from the point. This club was a source of many happy evenings of entertainment and recreation. Built up the officers of the 7th Squadron, it was used by officers from all squadrons.

On the same day, it was let to know that all men who participated in the "Club Club" had been recommended for the Distinguished Flying Cross. And also that the men who had participated in the raid on the beach which the larvae for submarine was also recommended receive the DFC.

At noon 18th April were spread around 1200 lb. bombs and not returned. Immediately a search party consisting of Lt. B. Hensley and Lt. J. G. Hawkins, Johnson and took took off at 1230 to look for his and his crew. The area to look for and inland north of Karama and inland



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was covered with no success. At 10:00 the search planes were recalled. An Australian radio station had called in from the vicinity of 30 Mile Field and stated that Lt. Howe and crew had crashed but were safe. Major Warner flew to 30 Mile Field and returned with the boys. Then the story came out. Lt. Howe and Lt. Helbert in "Whisper Box" had feathered the left engine, testing the prop governor, when suddenly the right engine cut out. Before the left engine could be feathered the airplane lost altitude and a crash seemed inevitable. Lt. Howe looked out the first open space, a nice juicy swamp, to get her down in. He crash-landed the plane so fast that no one was even slightly injured. With Lt. Howe and Helbert were Lt. Reed, both Squadron Intelligence Officer, who went along for the ride, S/W Sgt. Andy Brown and Cpl. George Grant. Lt. Reed and Cpl. Grant took guard duty the plane while Sgt. Reed and Helbert and Lt. Brown picked up the millimeter and made sure the swamp was safe. It took them an hour and a half to make their way through water four feet deep and lay out. High over their heads a search plane was seen. The plane was later abandoned.

It was at this time that Captain Herbert J. "Galt" Taylor, A-1, of Hobart, Tasmania, returned to Lt. Peter Lovett, A-1, an Australian liaison officer with the 13th Squadron. Captain Lovett was in Fifth Fighter Command. "Galt" besides being a crack intelligence officer, was a great entertainer. His reputation as a raconteur and teller of wild stories is still about number one in the group.

30 April was a wet day for the 13th Squadron and for the entire group. Major Edward L. Warner was killed. Since October 1942, when he joined the 13th Group, he had appeared himself to all, both in the Squadron he commanded and in the whole group. He was a crack pilot. He died at the controls of his plane when it crashed and burned while landing at Bobolink. He was with him Lt. Frederick W. Swainson, co-pilot; Lt. John T. Clarke, navigator; S/W Sgt. Columbus C. Palmer and Vernon Moore, gunners; Sgt. Robert L. Reditt and S/W Sgt. Benjamin, engineers, and Sgt. John J. White, Intelligence Officer, A-1. Lt. Peters, Flight Surgeon, was scheduled to fly with

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Major Lerner, commanding officer of the 7th Squadron, was one of the outstanding combat pilots in the Army Air Forces. With General Arnold, Commanding General, USA, and General Hap Arnold, Commander of the Allied Air Forces in the Southwest Pacific, he was very popular. At a graduation ceremony at Holly Field, General Arnold said tribute to Major Lerner. A minute later he said: "Lerner-Charles, Rocky, Major Lerner was normally and his reputation as a nearly every mission. He wore a 'best-of' service cap pushed back on his head. His shirt was invariably unbuttoned almost to the waist. He was easy to talk to, and the kind of leader desired for beyond the confines of his wounds and his iron.

....The following article taken from the diary of the 7th Squadron is from an article by Frank Robertson of International News Service for release in the United States:

"LARNER" WAS NOT PILOT KILLED

B-24 IRA HAS AND WORTHY DURING ROUTINE FLIGHT

LARNER NOT PILOT, by Frank Robertson, TNS: Major Lerner, one of America's leading combat pilots in this war, was other to enter the killed category when his B-24 crashed and burned while landing after a short routine flight.

Killed with him were Lt. Frederic Anderson of Omaha, Indiana, Co-pilot, who was flying his first mission with Lerner's crew; Lt. John Clarke, Chicago, New York; 1st Lt. Colonel Robert G. Stevens, Second, a paratrooper; Lt. Robert Smith of Nevada, 1st lieutenant, crew chief; and 2nd Lt. Harry Stuebeling of Boston, crew chief.

With Major Ken McQuinn, who was killed three weeks ago, Lt. Lerner was reported by Lt. General George Kenney, Commander in Chief of the Allied Air Forces in the area, as one of the best able and courageous pilots in the area. Lt. McQuinn, however, was a personal friend of General Kenney.

Speaking to the press in camp at Holly Field last December, General Hap Arnold praised Lerner and referred to him as the boy "who didn't quit the mission of the hard way."

It was Lerner's squadron of B-24s which scored the greatest number of hits in the Battle of the Bismarck Sea. He was credited with a ground and a transport, and his fearless low-level attacks that day earned him recommendation for the DFC.

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11. Robert L. Byrne of New York had a recollection of the war which ran much the same. It is a letter to his mother from G. L. Forde, Deputy Prime Minister of Australia and Minister for the Army. When Byrne was 11 in contact with the 90th Squadron, he was fortunate enough to be in the crew of a plane ordered to fly the Minister to New Guinea Base after it was taken from a plane. Mr. Forde took such care of his mother and promised that he would write their families back in the States. Still, it was a surprise to Byrne when he received from home a photostatic copy of the letter. Mr. Forde said, in part: "My mother I met in New Guinea. I found a feeling of confidence amongst the men of the Allied forces that the Japanese would never succeed in taking New Guinea."

Another interesting radio broadcast which had gained considerable popularity and was conducted by the so-called "Tokyo House" who tried to tell the G.I. boys they would let their arms and surrender because it was no use fighting the might of Imperial Japan and her satellites. The commentator, a female renegade then believed or probably British or American origin, spoke in a low, sweet, melodious voice with such obviously racist propaganda that the men were highly amused and entertained and looked forward to the broadcast. He said he was the latest recording from the States and this meant a good deal to our music starved men. "Tokyo House" seemed to have a peculiar dislike for the Third Group, which was referred to by the Japs about that time as the "Bobodura Butchers", and its operations. In her broadcast she specifies her desire to wipe out the Group because its actions made it highly undesirable to complete the aims of the Japanese high command.

Another radio program with a forward propaganda trend was the "Philippine Hour" -- supposedly broadcast from Manila and sponsored by the puppet regime of Jose Laurel. The commentator on this broadcast struck a note of censure and reason, baring it on what the Japs were doing for the Filipinos. The most enjoyable and interesting part of this broadcast was the sweet swing music. There were many other programs along this same style, including "Madame Tojo" and a French female voice from Saigon.

Coupled with this extensive radio propaganda effort was the common ordinary leaflet, bearing the many infamous Japanese thoughts in regards to the United States and her allies, particularly the Australians. (see EXHIBIT 24). These leaflets were dropped in large numbers wherever American or Australian were bivouaced or fighting. They were based on a variety of

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subjects and many of them were very concise in content. The Japanese, by the very obvious nature of their propaganda, defeated their purpose in distributing it. The response to the propaganda from our troops was one of derision and amusement.

20 August rounded out a year in New Guinea for the 59th Squadron. In that time they had played a big role in pushing the Japs out of Papua and had won praise of Australian and American ground forces for their devastating strafing and low-level attacks. For an outfit that has seen so much action under the most adverse conditions which nature could devise, their personnel losses must rank with the lowest in the service or any other air force. In the 12 months overseas they have lost but one man, less than half that number by direct enemy action.

Colonel Hall, Major Hunt and Major Donley went to Australia in August to broadcast their version of the recent air victory at Wewak. This broadcast was to be flown back to the States to give a first hand picture of the entire mission. Col. Hall conferred with higher headquarters on presenting various aspects of strategy involved in the strike that made that outstanding blow against the Japs a successful one.

The "Wack Down Under" magazine issue of 17 September 1943 gives a detailed account of the Grim Reapers' visit to Wewak on 17 August. On that date the Third Bomb Group was part of an air armada which destroyed a total of 213 Jap aircraft on the ground and in the air for the loss of six American planes. One of the Grim Reapers' Squadrons was the first unit over the target in both of the devastating air raids. These raids gave unimpeachable evidence of the destructive power of our B-25 low-level bombing and strafing tactics. (see EXHIBIT 26).

Living conditions were continually improving due to the constructive abilities of the men themselves. They seemed able to build from odd scraps of metal and wood most of the necessities demanded for living quarters. Our chacks, while having a tent roof, had well-made flooring and strong frames. Some even went so far as to have the sides made of woven grass by the natives. In addition, many built wooden beds, cabinets, tables, chairs, and other items of furniture. They were particularly ingenious in the erection and construction of plumbing systems--using discarded tin cans and old car parts obtained from the scavengers of abandoned planes. For ceilings,

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- 134 -

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year used besides with, while others was discarded... of all variety. The electrical system were active... of the Bose-Widder variety. They wished their out... to include most of the features of conventional lighting... beneficial effects. To make the exterior more... attractive, some of the new proposed flower beds and planted... them. The results were a striking example of the infinite... artistic possibilities.

On 17 May 1944, our... as possible, new... to the... significantly new... reported from... the... these... in... building, the... of the 13th... of the... to... of the... and... of the... and... of the... of the 1944.

The... provided a... that the... of the... being... of the... to... of the... very... of the... of the... part of... target.

It... it is the lives of our... was evident during the... Our... were... at the first to reach the safety and sanctuaries of the fox holes---in... their... in... of falling... and... risk.

Division Number 75-3 presented an interesting example of truth being stranger than fiction. On 19 March 1944, Lt. Wade Yukelic was on the more... mission to attack a... on... road. He... his... over a... in the... and one of the... exploded at the... directly beneath his plane. After Lt. Yukelic reached... at... and while... the... chief... the... he became aware of a... of... in one of the... The... of... turned out to be the... register of the... vessel, the "Shiyei Maru", 3,000 tons... of Tokyo. (see... 22). Information of this type... collected in a... manner, proved quite valuable to our... officers and the information was passed on to higher... for proper... This is perhaps one of the most bizarre occurrences and achievements that has taken place in the history of... war.

[REDACTED]

Local interest would not be complete without the addition of something concerning one of its favorites, therefore the following:

"PAPPY" GUNN

One of the most outstanding officers of the Third Group during the early days of the Pacific War, was Lt. Col. Paul I. Gunn, who was awarded the Legion of Merit for exceptionally meritorious service in the Government in a duty of great responsibility from 12 June 1942 to 29 August 1942.

Colonel Gunn, Air Corps, #34445, became Materiel Officer of the Group 29 May 1942 and during the three months that followed, pioneered in the development of many modifications of the A-25 type aircraft, making it fit the unusual requirements of this theatre. These modifications included a radius booster from an aircraft that was unable to adequately protect itself when faced with enemy fighter power, up a considerable percentage that has since characterized the spirit and upheld the aims of Attack Aviation.

Experimenting in the field with severely limited equipment, he improvised a protective screen of landing gear in the A-25 which proved to be one of the deciding factors that turned the tide of the war with the Japs. But this was only one undertaking of the "Colonel". There were many other outstanding remembrances of his initiative and steadfastness. At his own expense he obtained costly lathes, making it possible for the squadrons to have critical parts and thus maintain a high rate of serviceability.

"Pappy" had operated a Philippines airline before the war. When war came he had to leave his family who were later interned at Santo Thomas. "Pappy" joined the Group at Charleston where he began his experiments with Wiley Mitchell's A-25 bombers. The plane he flew was called "Hot In Black". It was equipped with .50 caliber machine guns and a 750 cannon in the nose, extra armor plating and other improvements. It was an experimental aircraft which gave the Nips plenty of hell.

Colonel Gunn, who was transferred in 1942, has been awarded the Silver Star, Legion of Merit, and the Distinguished Flying Cross with an Oak Leaf Cluster for extraordinary achievement in testing and proving of new equipment in aerial combat. On the famous mission of 25 July 1943, Colonel Gunn scored eleven hits out of eleven 750s expended on grounded aircraft, a small destroyer, barges, and gun-boat positions at Cape Gloucester.

His personal reasons for carrying on a war with enemy forces, plus his outstanding achievements while serving with the Army Air Corps has become a legend throughout the Southwest Pacific and will be always remembered by the officers and men of the Third Attack Group who knew what a "fine man" he was.

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DECORATIONS

CONGRESSIONAL MEDAL OF HONOR

Major Raymond H. Wilkins, 8th Squadron

For gallantry above and beyond the call of duty.

I. MEDAL OF HONOR CITATION

Major Raymond H. Wilkins,
8th Bombardment Squadron

Near Rabaul, New Britain, on 2 November 1943.

C I T A T I O N

For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy near Rabaul, New Britain, on 2 November 1943. Leading his squadron in an attack on shipping in Simpson Harbor, during which intense antiaircraft fire was expected, Major Wilkins briefed his squadron so that his airplane would be in the position of greatest risk. His squadron was the last of the three in the group to enter the target area. Smoke from the bombs dropped by the preceding aircraft necessitated a last second revision of tactics on his part, which still enabled his squadron to strike vital shipping targets, but forced it to approach through concentrated fire, and increased the danger of Major Wilkins' left flank position. His airplane was hit almost immediately, the right wing damaged, and control rendered extremely difficult. Although he could have withdrawn, he held fast and led his squadron into the attack. He strafed a group of small harbor vessels, and then, at low level, attacked an enemy destroyer. His 1,000-pound bomb struck squarely amidships, causing the vessel to explode. Although antiaircraft fire from his vessel had seriously damaged his left vertical stabilizer, he refused to deviate from the course. From below-masthead height he attacked a transport of some 9,000 tons, scoring a hit which engulfed the ship in flames. Bombs expended, he began to withdraw his squadron. A heavy cruiser barred the path. Unhesitatingly, to neutralize the cruiser's guns and attract its fire, he went in for a strafing run. His damaged stabilizer was completely shot off. To avoid swerving into his wing planes he had to turn so as to expose the belly and full wing surfaces of his plane to the enemy fire; it caught and crumpled his left wing. Now past control, the bomber crashed into the sea. In the fierce engagement Major Wilkins destroyed two enemy vessels, and his heroic self-sacrifice made possible the safe withdrawal of the remaining planes of his squadron.



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THIRD GROUP

SITATIONS & DECORATIONS

April 1943 - March 1944

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CITATIONS

PAPUA

"... In the name of the President of the United States as public evidence of deserved honor and distinction this citation is made.

"The Papuan Forces, United States Army, South-West Pacific Area, are cited for outstanding performance of action during the period July 23, 1942 to January 23, 1943. When a bold and aggressive enemy invaded Papua in strength, the combined action of the ground and air units of these forces...drove the enemy back to the seacoast and ... utterly destroyed him ... Air Forces, by repeatedly attacking the enemy ground forces and installations and by destroying his convoys made possible the success of ground operations ... The courage, spirit and devotion to duty of all elements of the command made possible the complete victory attained."

By order of the Secretary of War,
GEORGE C. MARSHALL,
Chief of Staff.

War Department General Order No.21, 1943

WEWAK

For outstanding performance of duty in action on 17 August 1943. On the morning of that day, ... this organization, then a medium bombardment group, participated in a major air operation against the airdromes at Wewak, New Guinea, where the Japanese had concentrated more than 200 aircraft. Attacking in concert at tree-top level in the face of intense anti-aircraft fire, the B-25's thoroughly strafed Boram and Wewak airdromes and covered both targets with parachute fragmentation bomb clusters. At Boram, of some 70 aircraft observed on or near the runway, approximately 25 were destroyed and 30 severely damaged in the course of the bombing and strafing run. At least six planes were seen explode during the attack. In the run on Wewak strip, all bombs fell in the target area and almost every airplane on the field was destroyed or damaged. In smashing so effectively at the Wewak area, the 3rd Bombardment Group (L) made a major contribution to the neutralization of a powerful enemy air threat to the Allied advance up the northern coast of New Guinea. Destruction and damage suffered by the enemy as a result of this mission forced him to abandon his intention of maintaining an effective air striking force south of Hollandia and helped reduce what was at that time the most important base of Japanese aerial operations in the Southwest Pacific Area. Credit for the success of this significant mission must go not only to the air crews who fought so gallantly, but also to the ground personnel whose technical skill and diligent efforts put the aircraft in combat readiness. The achievements of the 3rd Bombardment Group (L) reflect great honor on the Armed Forces of the United States.

(s) George C. Kenney
(t) GEORGE C. KENNEY,
General, United States Army,
Commanding.

General Orders No.1073, Headquarters, Far East Air Forces,
dated 7 June 1945.

[REDACTED]

DISTINGUISHED SERVICE CROSS

For extraordinary heroism.

* * *

Maj. George H. Bengel
Col. John H. Davies
Col. John P. Henebry
Lt. Col. Ronald D. Hubbard
T/Sgt. Arthur G. Kelly
Maj. Herman F. Lowery
Capt. Robert G. Cestreicher
2nd Lt. William L. Nuchols
2nd Lt. Henry J. Rose
Capt. Robert G. Ruegg
Capt. James R. Smith
Lt. Col. Robert F. Strickland
Sgt. Andrew J. Swain
Capt. Leland A. Walker
T/Sgt. William B. Wherry
Sgt. Clifton J. Wright

[REDACTED]

SILVER STAR

For gallantry in action.

* * *

M/Sgt. Firman S. Adams	S/Sgt. Edward P. Connor, Jr.
S/Sgt. Jack H. Agee	S/Sgt. C. C. Cook
Sgt. E. H. Allen (RAAF)	Cpl. Walter H. Cook
S/Sgt. Ronald J. Allsop	T/Sgt. William T. Corbitt
2nd Lt. Donald E. Anderson	S/Sgt. William E. Cory
Cpl. Lowell A. Anderson	Col. John H. Davies
1st Lt. Theodore Arter, III	2nd Lt. Claude L. Dean
T/Sgt. Robert L. Berlow *	Sgt. Walter A. Doiron
Cpl. Gordon W. Barton	1st Lt. Charles F. Dolan
Capt. Charles A. Baumhauer	Col. James A. Downs
1st Lt. Joe M. Bean	Sgt. Bernard V. Dulcos
Maj. Frank P. Bender *	Lt. Col. Richard H. Ellis
2nd Lt. Wayne M. Bertram	2nd Lt. Donald K. Emerson
S/Sgt. Oscar C. Biddle	Maj. Alexander C. Evanoff
T/Sgt. Hilroy M. Boswell	1st Lt. George C. Farr
Capt. Charles S. Brown	Sgt. Alfred H. Fawe
T/Sgt. Frederick A. Bumgardner	1st Lt. John D. Feltham
Sgt. Junia D. Bryning	2nd Lt. Joseph W. Ferguson
S/Sgt. James O. Cannady	Sgt. Francis M. Fowler
Capt. George A. Carter	Sgt. Charles D. Franklin
Sgt. James A. Carter	Sgt. Glenn R. Frizzle
S/Sgt. Victor J. Ceryanec	Sgt. John P. Gaydos
2nd Lt. Arthur L. Chambers	Maj. Thomas P. Gerrity
S/Sgt. Julian J. Champagne	2nd Lt. Walter R. Gerry
M/Sgt. John B. Chesson	Maj. Donald E. Good *
Sgt. Philip H. Childs	2nd Lt. Miles L. Green
Capt. Edward J. Chudoba	Capt. George R. Greene
1st Lt. William C. Clapp	1st Lt. Richard Greenhalgh
Maj. Glenn W. Clark	Lt. Col. Paul I. Gunn
Maj. David M. Conley	Col. Donald P. Hall

* Indicates clusters awarded.

SILVER STAR cont.

Capt. Robert F. Hambaugh
Cpl. Lowell K. Hammond
Sgt. Alvin L. Hartman
M/Sgt. Henry A. Hartman
Capt. Phil H. Hawkins
2nd Lt. Vernon A. Heidinger
Capt. Gustave M. Heiss *
Col. John P. Henebry
1st Lt. Richard C. Henrich
2nd Lt. John E. Hesselbarth
1st Lt. Alfred A. Heyman *
Capt. John M. Hill
2nd Lt. James T. Holcomb
Maj. Charles W. Howe
Lt. Col. Ronald D. Hubbard *
S/Sgt. James N. Hume
1st Lt. Jacob A. Hutchison
2nd Lt. Sidney W. Jacobson
Capt. William R. Johnson *
1st Lt. Wilfred B. Jones
2nd Lt. Henry A. Keel
2nd Lt. John J. Keeter, Jr.
Sgt. George F. Kehoe
1st Lt. Milton T. Kellum
1st Lt. Woody H. Keyes, Jr.
Sgt. Wilmer L. Kidd
2nd Lt. Gus Kitchens
Capt. Fred W. Klatt, Jr.
1st Lt. Kenneth M. Ladd *
S/Sgt. Brewster M. Land
Maj. Edward L. Larner
Sgt. Allan W. La Rocque
S/Sgt. Felix H. Larronde
2nd Lt. James P. Larronde
Capt. R. H. Launder
1st Lt. Walter S. Lee
Sgt. Paul R. Lennon
Capt. John R. Linn *
Sgt. Irving W. Lnenicka
Sgt. Donald S. Mackay
1st Lt. William C. Mackay *
Capt. James H. Mangan
Maj. Harold V. Maul *
Capt. Charley H. Mayo
Capt. James B. McAfee
Sgt. Vernon McBroom
2nd Lt. James W. McCann, Jr.
Sgt. Dellis W. McGill
S/Sgt. Jack O. Methvin
Sgt. Robert T. Middleton
S/Sgt. James W. Miller
1st Lt. Robert H. Miller
1st Lt. Donald C. Mitchell
Sgt. Robert C. Mongrain
1st Lt. Edmund D. Montagano
2nd Lt. Robert E. Murphy
T/Sgt. Kirby W. Neal *
S/Sgt. Mack H. Nealy
Maj. Ernest B. Nennemann
Cpl. S. P. Newell
Sgt. Robert H. Newman
T/Sgt. Albert C. Nichols
Capt. Marne Noelke
T/Sgt. Quentin Pardue
S/Sgt. Leonard A. Persons
1st Lt. William T. Pearson
S/Sgt. Michael Peacosky
S/Sgt. Holly Perkins
Maj. Malcom E. Petersen
Maj. Christian Petri, Jr.
Capt. Robert A. Price
Sgt. Francis H. Pryor
1st Lt. Charles L. Richards
Sgt. Bufford D. Robin
Capt. Henry J. Rose *
S/Sgt. David H. Runager
1st Lt. Alexander R. Salvatore
Sgt. Ralph Sam
T/Sgt. Forrest O. Sampson
1st Lt. Jack S. Saunders *
1st Lt. Ralph L. Schmidt *
1st Lt. Virgil A. Schwab
Capt. George F. Schwartz, Jr.
Maj. Irvine H. Shearer

SILVER STAR cont.

2nd Lt. Robert W. Shepherd
Cpl. Henry R. Sheppard
1st Lt. Jay I. Shoop
Cpl. John H. Simon
Sgt. Doyle H. Simpson
Capt. James R. Smith
2nd Lt. Luther P. Smith, Jr.
Sgt. Raymond E. Smith
T/Sgt. Everett W. Snyder
1st Lt. John Soloc
1st Lt. Edward T. Solomon
Sgt. George C. Stevens
Sgt. John J. Stephenson
S/Sgt. Andrew J. Swain
2nd Lt. Henry G. Swartz
Capt. Thomas P. Talley *
T/Sgt. Arnold M. Thompson
Sgt. Rulon E. Thornock
S/Sgt. Franklyn L. Timberlake
Capt. Francis E. Timlin
2nd Lt. Edwin C. Townsend
Sgt. Donald R. Vance
Capt. Leland A. Walker
Cpl. Richard M. Wallace *
Sgt. James H. Webb
Capt. William H. Webster, Jr.
Capt. Howard B. West
2nd Lt. Robert B. Widener
Maj. Raymond H. Wilkins
1st Lt. Bennett G. Wilson *
T/Sgt. Luther B. Word
Sgt. Howard C. Worden
T/Sgt. Ivan M. Wright

[REDACTED]

LEGION OF MERIT

For outstanding service.

* ** *

W/Sgt. Louis F. Carpenter
W/O Theodore J. Caruzzi
M/Sgt. Orville Casteel
Lt. Col. Paul I. Gunn
Capt. John Hamilton
M/Sgt. Archie B. Hill
W/O Ralph E. Hughes
Capt. John E. Karol
T/Sgt. Benhart H. Kero
Maj. Edward A. Keszler
Maj. Edward L. Lerner
Capt. Robert D. Lauer
W/O Jack Morgan
Maj. Garland J. Robinson
S/Sgt. Ernest V. Roy
Capt. Lamar S. Russell
M/Sgt. Louis F. Sevcik
Maj. Walter W. Shegda
Capt. James T. Swann, Jr.
M/Sgt. Toby Tucker
S/Sgt. Kenneth G. Ward
Capt. John J. Wood
M/Sgt. Barvin D. Seen

██████████

DISTINGUISHED FLYING CROSS

For extraordinary achievement in flight.

* * *

S/Sgt. Ronald J. Allsop	1st Lt. Kenneth P. Christiansen
T/Sgt. Perry C. Alford, Jr.	Capt. Edward J. Chudoba
Capt. James A. Angel	1st Lt. William C. Clapp
1st Lt. Urban L. Arens	Maj. Glenn W. Clark
S/Sgt. Harold Axt	Capt. Thomas H. Cline
T/Sgt. Robert I. Barlow	S/Sgt. Joseph H. Clerk
S/Sgt. William A. Barrow	Maj. David M. Conley
Maj. Alfred E. Baucom *	1st Lt. John C. Conn
S/Sgt. Richard L. Baumgardner	S/Sgt. Edward D. Connor, Jr.
1st Lt. Joe M. Bean	Cpl. Walter N. Cook
S/Sgt. Joseph R. Beatty	S/Sgt. Kenneth A. Cooper
Capt. William J. Beck, Jr.	S/Sgt. Harold J. Corbridge
S/Sgt. Curtis E. Benefield	1st Lt. James B. Criswell *
1st Lt. Edward E. Benham	Capt. William K. Culp
Sgt. Joseph A. Berube	Capt. John J. Dean *
1st Lt. John R. Bevan	S/Sgt. Joe P. Dickerson
2nd Lt. Richard R. Birna	1st Lt. Charles R. Dolan
S/Sgt. Cornel J. Biskupski	Maj. Robert N. Dow, Jr. *
T/Sgt. Shannon W. Bohrer	Col. James A. Downs
Capt. Robert L. Boydston	S/Sgt. Bernard V. Dulcos
1st Lt. George J. Breindel	Capt. Roger D. Dunbar
S/Sgt. John D. Brackett	1st Lt. Leonard T. Duvel
T/Sgt. Wayland E. Braswell	2nd Lt. Arthur G. Ebeling
Capt. Willis H. Bridges	Lt. Col. Richard H. Ellis
Capt. Hayes D. Brown *	Maj. Alexander G. Evanoff
1st Lt. James L. Brown	S/Sgt. Omar N. Ferguson
1st Lt. Joseph C. Brown, Jr.	2nd Lt. Charles W. Fick
T/Sgt. Trencé Brumley	1st Lt. Melville W. Fisher
2nd Lt. Howard R. Bunce	Capt. Theodore G. Fitch
1st Lt. Benjamin F. Burgess	Capt. James L. Folse
S/Sgt. Grealie A. Burk	1st Lt. Donald O. Frey
2nd Lt. George P. Caldwell	Sgt. George L. Gann
S/Sgt. George H. Chamberlain	Maj. Donald E. Good *
Capt. Robert D. Chatt *	1st Lt. Charles S. Grant
T/Sgt. Cyril M. Christensen	Lt. Col. Paul I. Gunn *

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DISTINGUISHED FLYING CROSS cont.

Capt. Nat Gunter, Jr.	S/Sgt. James W. Miller *
S/Sgt. Joe Hagan	1st Lt. Robert H. Miller
Col. Donald F. Hall *	Capt. Harvy F. Minor
1st Lt. John W. Hanson	Capt. Horace B. Monroe *
F/O Jack K. Harrington	1st Lt. Edmund D. Montagano
2nd Lt. Jack Harris	S/Sgt. James U. Moore
Sgt. Wesley J. Hayes	Maj. Joseph E. Moore *
Capt. Walter J. Hearn	S/Sgt. Louis E. Murphy
Capt. Joseph H. Helbert	S/Sgt. Charles R. Narducci
Col. John P. Henebry **	T/Sgt. Kirby W. Neal *
Capt. Charles D. Hewes	1st Lt. William W. Neel *
S/Sgt. Victor A. Hoffacker	2nd Lt. Roland B. Nelson
2nd Lt. George L. Howard	Maj. Ernest B. Nennemann
Maj. Charles W. Howe *	2nd Lt. Birge A. Neuman
Lt. Col. Ronald D. Hubbard	Capt. Marne Koelke
S/Sgt. James N. Hume	Capt. Mac C. Norwood
Capt. William R. Johnson	Maj. Robert G. Oestreicher
1st Lt. Ernest C. Jones, Jr.	M/Sgt. Ray A. Oliver
1st Lt. Lee H. Jones	1st Lt. George F. O'Neal
Capt. John C. Kelley, Jr.	M/Sgt. Melvin E. Owens
T/Sgt. John S. Kerstetter	T/Sgt. Quentin Pardue
1st Lt. Woody H. Keyes, Jr. *	S/Sgt. Holly Perkins, Jr.
1st Lt. Sam H. Killebrew	Maj. Christian Patri, Jr.
1st Lt. Kenneth R. Ladd	S/Sgt. Ernest Phillips
Maj. Edward L. Larner	Capt. Fred T. Potter
Capt. Richard H. Launder	S/Sgt. Eugene F. Powers
S/Sgt. James F. Lott	Capt. Robert A. Price
Sgt. Howard E. Macdonald	Sgt. Thomas E. Priddy
Capt. Donald J. Macclellan *	F/O Harold R. Prince
S/Sgt. Paul W. Malito	1st Lt. James W. Pryor
Capt. James H. Mangan	Capt. Martin J. Radnik *
Capt. Clarence L. Martindale	1st Lt. Robert W. Reed
1st Lt. Gilbert A. Masden	1st Lt. Harlen L. Reid
Maj. Harold V. Maul	1st Lt. Edward R. Richardson
Capt. Charley H. Mayo *	Capt. Lynn K. Roberts
Capt. James B. McAfee	Capt. Henry J. Rose
2nd Lt. Gordon K. McCoun	Maj. Kenneth E. Rosebush *
2nd Lt. Keith A. McKee	1st Lt. Herbert E. Rothery
Capt. Donald M. McNutt	T/Sgt. Miles L. Rowe
Capt. Joseph R. McWhirt	1st Lt. Richard G. Ruby
1st Lt. Turner P. Messick	1st Lt. Arden M. Rulison
S/Sgt. Jack O. Methvin	1st Lt. Henry G. Rust

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DISTINGUISHED FLYING CROSS cont.

2nd Lt. Mis Rutland	1st Lt. Norman J. Spitzer *
2nd Lt. Herbert F. Rutters	Capt. Roger E. Strasburg
1st Lt. Jack S. Saunders	S/Sgt. Robert L. Strom
Capt. John E. Ebise	T/Sgt. Leslie A. Sucker
1st Lt. Ralph L. Schmidt *	S/Sgt. Archie H. Taylor
S/Sgt. Harold D. Sechrest	1st Lt. John F. Taylor
S/Sgt. Donald J. Setterstedt	S/Sgt. Franklyn L. Timberlake
Capt. William H. Shaw	1st Lt. Eugene T. Tisonyai
S/Sgt. William W. Sherman	1st Lt. Darvin L. Trout
1st Lt. Jay I. Shoop *	F/O Dwight E. Turner
Capt. David Sigismund *	Capt. Lilus M. Virden
S/Sgt. Sylvester B. Silva	2nd Lt. Rade Vukelic
Sgt. Stiles A. Simpson	1st Lt. Thomas R. Waddell
Capt. Arthur Small *	Cpl. Richard M. Wallace
Capt. John W. Smallwood	2nd Lt. Richard C. Wein
1st Lt. Albert W. Smith, Jr.	1st Lt. Robert G. Widener
S/Sgt. Edward B. Smith, Jr.	Maj. Raymond H. Wilkins ***
Capt. James R. Smith	1st Lt. Clifford L. Wonderly
S/Sgt. Kenneth L. Smith	T/Sgt. Verlon E. Woodard
1st Lt. Edward T. Solomon	1st Lt. John E. Wright
S/Sgt. Hubert P. Sorenson	

[REDACTED]

SOLDIER'S MEDAL

For heroism not involving actual conflict with the enemy.

* * *

Pfc. Russel J. Ackerman
Capt. Alonzo J. Beavers, Jr.
S/Sgt. Thomas J. Cervensk
S/Sgt. Alfred E. Clark
Capt. George R. Connor
S/Sgt. Albert C. Corbello
T/Sgt. Edgar E. Crist
M/Sgt. Howard W. Deal
T/4 Frank A. Derosa
T/4 Edward J. Dowling
Sgt. Aoy B. Duhon
Sgt. Glenn R. Frizzle
Lt. Col. John E. Gilmore
S/Sgt. George W. Gun
Cpl. Abney C. Hines
Lt. Col. William C. Hood, Jr.
T/Sgt. Alonzo J. Jones
S/Sgt. Louis Kaufman
Pfc. Edward J. Ksiezuk
Capt. Robert D. Lauer
Cpl. John Leclair
S/Sgt. Owen M. Reynolds
T/Sgt. M. C. Shenuti
T/5 Louis W. Sigrist
T/Sgt. James D. Warrington
Cpl. Harry L. White

[REDACTED]

BRONZE STAR MEDAL

For heroic or meritorious achievement.

* * *

T/Sgt. James H. Barlow
T/Sgt. Eugene P. Cannon
T/Sgt. Stancell L. Horwood, Jr.
T/Sgt. Peter D. Ricardi
T/Sgt. Robert R. Royle
Capt. Ogden M. Short
1st Lt. Ralph I. Simpson
M/Sgt. Pershing L. Trembath
T/Sgt. James D. Warrington

[REDACTED]

AIR MEDAL

For meritorious achievement in flight.

* * *

S/Sgt. Edward A. Adams	S/Sgt. Cornel J. Biskupski *
S/Sgt. Jack H. Agee	Sgt. William F. Black
1st Lt. George M. Akers *	T/Sgt. Harry F. Blackburn, Jr.
Sgt. Stanley C. Akers *	S/Sgt. Richard F. Blake
Sgt. Lawrence W. Allport	S/Sgt. Caesar F. Bocchino *
S/Sgt. Ronald J. Allsop	Pvt. John C. Boggs
Sgt. Perry C. Alford, Jr.	S/Sgt. Henry A. Bosucke
1st Lt. Charles J. Anderson	T/Sgt. Shannon W. Bohrer
1st Lt. Edward J. Angiel	1st Lt. Ansel L. Boiter
1st Lt. Urban I. Arens	2nd Lt. Charles T. Boldin
Capt. Theodore Arter, III	T/Sgt. Wilroy M. Boswell
S/Sgt. James E. Atkinson	T/Sgt. James Bowling *
S/Sgt. Harold Axt	S/Sgt. Andrew Boychak
M/Sgt. Clifford R. Baird	S/Sgt. Gettys F. Breswell *
1st Lt. Harold W. Baker *	Capt. Willis H. Bridges
1st Lt. Howard R. Baker *	2nd Lt. John S. Bromage
Capt. John C. Baldwin *	Capt. Charles S. Brown
T/Sgt. William A. Barrow *	Capt. Hayes D. Brown ***
S/Sgt. George F. Bass, Jr.	Capt. Harvey N. Brown
Maj. Alfred E. Baucon *	1st Lt. David W. Brown
S/Sgt. Richard L. Baumgardner	1st Lt. James L. Brown
S/Sgt. Gordon D. Bawsel *	1st Lt. Joseph C. Brown
1st Lt. Joe M. Bean	S/Sgt. Meredith F. Bryant
Capt. William J. Beck	S/Sgt. Samuel B. Burch
Sgt. Everett F. Beecher	S/Sgt. Marion J. Burcham
S/Sgt. Charles E. Bell	1st Lt. Benjamin F. Burgess *
Maj. Frank P. Bender	S/Sgt. Grealie A. Burk
S/Sgt. George K. Benfer	2nd Lt. Albert G. Burke, Jr.
1st Lt. William L. Bersch *	S/Sgt. John C. Burniston
2nd Lt. John Bertram	S/Sgt. Woodrow W. Butler ***
T/Sgt. Robert E. Berube *	Pfc. William E. Byrnett
S/Sgt. Oscar E. Biddle	Sgt. William R. Campbell *

AIR MEDAL cont.

S/Sgt. Santos Candis
S/Sgt. Ashford H. Cardwell *
Sgt. John W. Carper
Sgt. James A. Carter
S/Sgt. Edward W. Casarino
S/Sgt. Joseph P. Casillas *
1st Lt. Joseph M. Castelli
E/Sgt. Norman L. Cates
S/Sgt. Thomas J. Cervanek *
S/Sgt. Benney C. Cessna ***
T/Sgt. Burchel E. Chapin
E/Sgt. John B. Chesson
S/Sgt. John M. Chiapilla
1st Lt. William C. Clepp
E/Sgt. Alfred E. Clark *
S/Sgt. Joseph H. Clark *
2nd Lt. John J. Clarke *
Sgt. Adolphus T. Clemente
Pvt. Walter F. Clifford
Sgt. Harris W. Coffey
1st Lt. Henry F. Coghill
S/Sgt. William R. Coleman **
S/Sgt. Carl E. Collins
S/Sgt. Ralph H. Combs
Maj. David M. Conley
Capt. John C. Conn *
S/Sgt. Edward D. Connor, Jr.
T/Sgt. O. C. Cook
S/Sgt. John E. Corbin *
S/Sgt. Harold J. Corbridge
S/Sgt. William E. Cory
S/Sgt. William T. Covington **
1st Lt. Jack B. Craig *
S/Sgt. George E. Craig
2nd Lt. Norman L. Craig
T/Sgt. William A. Creel, Jr.
1st Lt. Robert T. Crosby
S/Sgt. Lyle W. Crovisier
S/Sgt. Ottis Cunningham
Pfc. Mack Cunningham
T/Sgt. Robert J. Daems **
E/Sgt. Joseph E. Daniel
S/Sgt. Billy R. Durling
1st Lt. Richard H. Davis *
S/Sgt. Samuel Davis
Capt. John J. Dean **
S/Sgt. William H. DeWeese
Maj. Wesley E. Dickinson
T/Sgt. Romaine J. Diemert *
T/Sgt. Frank T. Dietz **
S/Sgt. Herbert W. Divers
1st Lt. Frank L. Dixon *
S/Sgt. Richard J. Dodge
Maj. Robert M. Dow, Jr.
Capt. Donald W. Dower
Col. James A. Downs
2nd Lt. John P. Downs
1st Lt. R. A. Buckett
Capt. Roger D. Dunbar
S/Sgt. Irwin W. Dufour *
1st Lt. Robert F. Dunkel
1st Lt. Leonard T. Duval
Sgt. William L. Eason *
2nd Lt. Warren G. Edgeman
S/Sgt. Charles E. Edwards *
S/Sgt. Edward G. Edwards
S/Sgt. Bennie Estep
Lt. Col. Richard H. Ellis
S/Sgt. William H. Epperson *
S/Sgt. Leslie M. Erickson
Maj. Alexander G. Evanoff
S/Sgt. Eugene L. Evans
1st Lt. George C. Ferr
S/Sgt. Ernest R. Fanta
1st Lt. Steve J. Festini
1st Lt. John D. Field
1st Lt. Melville W. Fisher *
Capt. Theodore G. Fitch
S/Sgt. Thomas Fizzano
Capt. James L. Folse
1st Lt. William H. D. Fones *
S/Sgt. Olyus L. Ford

AIR MEDAL cont.

1st Lt. Avril L. Foreman
S/Sgt. Vernon T. Forman
S/Sgt. John D. Foss, Jr.
1st Lt. William A. Fowler
S/Sgt. Joseph Fox
S/Sgt. James E. Foxworth
S/Sgt. Charles D. Franklin, Jr.
1st Lt. Donald O. Frey *
S/Sgt. Louis A. Funds
S/Sgt. Joe P. Fury
Maj. Harry L. Galusha
Cpl. George L. Gann
S/Sgt. Joseph M. Garber **
S/Sgt. Alfred J. Cates *
T/Sgt. Kenneth W. Gatewood
S/Sgt. John P. Gaydos *
S/Sgt. Kenneth J. Gellins
S/Sgt. Joseph A. Gerchow
Maj. Thomas P. Gerrity
1st Lt. Walter R. Gerry
1st Lt. David M. Gilliam
S/Sgt. John I. Gilson
T/Sgt. Gerald P. Gise
Cpl. Irvine Glick
S/Sgt. Robert M. Glosup, Jr.
1st Lt. George H. Gmitro **
Sgt. Samuel Goldstein
1st Lt. Thomas A. Gormely **
1st Lt. George R. Gosson *
Capt. George R. Greene ***
1st Lt. Richard Greenhalgh
S/Sgt. Ivan O. Griffiths **
S/Sgt. Joe Hagan
F/O Joseph P. Haley
Col. Donald P. Hall
S/Sgt. Clifford R. Hall
Sgt. George J. Hall *
1st Lt. Harry G. Hamilton
S/Sgt. John J. Hammel *
S/Sgt. Herbert Hansford
T/Sgt. Joe S. Harrell
S/Sgt. Redus W. Harrell *
1st Lt. Jack K. Harrington *
S/Sgt. Art C. Haught
Capt. Phil H. Hawkins **
Sgt. Wesley J. Hayes
T/Sgt. Edward G. Haynes
S/Sgt. Murrell E. Hezel
Capt. Joseph E. Helbert
1st Lt. William C. Hellriegel
Sgt. William L. Hendren
Col. John P. Henebry *
1st Lt. David G. Herrin
Capt. Charles C. Hewes
Capt. Walter L. Hoyer *
1st Lt. Alfred A. Heyman
1st Lt. Royal F. Hibblen *
2nd Lt. Alden L. Hicks
2nd Lt. Elliott Hicken
S/Sgt. John E. Higgins
S/Sgt. Harry K. Hinkle **
S/Sgt. Gordon B. Hoar
S/Sgt. Victor A. Hoffacker
1st Lt. William H. Hofmeier, Jr.
T/Sgt. Robert C. Hooley *
1st Lt. Raymond C. Houback
1st Lt. George L. Howard
Maj. Charles W. Howe **
S/Sgt. Donald W. Huenpfner
M/Sgt. Jimmie L. Humphrey
Capt. Jacob A. Hutchison *
Sgt. Robert Jassen
S/Sgt. David B. Johnson *
S/Sgt. George L. Johnson
S/Sgt. Glenn E. Johnson
S/Sgt. George W. Johnson *
S/Sgt. Melvin A. Johnston
2nd Lt. Lee B. Jones
1st Lt. Wilfred B. Jones
S/Sgt. Otto Jungman
S/Sgt. Lerle A. Kasiah **
S/Sgt. Edward D. Kasper **
S/Sgt. Louis Kaufman
1st Lt. Milton T. Kellum
1st Lt. John G. Kelly, Jr.
1st Lt. Paul Kendrach

AIR MEDAL cont.

T/Sgt. John S. Kerstetter
1st Lt. Woody H. Keyes, Jr.
1st Lt. Lawrence H. Keys
S/Sgt. Wilmer L. Kidd
1st Lt. Sam K. Killebrew
2nd Lt. Walter S. King
S/Sgt. John M. Kiriary **
Sgt. Michael Kischkum ****
S/Sgt. Harry L. Kiser *
Capt. Fred W. Klatt, Jr.
S/Sgt. John Klatte *
Capt. Stanley D. Kline
Sgt. Stanley J. Kolonoski
S/Sgt. Robert F. Kraeger
S/Sgt. Westel B. Koup
S/Sgt. Thomas F. Kratz ***
S/Sgt. Frederick J. Krause
Capt. Craigie J. Krayenbuhl *
S/Sgt. Doc C. Kunze
1st Lt. Kenneth R. Ladd
S/Sgt. Brewster M. Land, Jr. *
1st Lt. William J. Langley *
S/Sgt. Francis J. Larkin
Maj. Edward L. Lerner
T/Sgt. Felix Larronde
2nd Lt. Walter S. Lee **
Capt. Donald T. Lees
Sgt. James W. Lefler
S/Sgt. James H. Lemoyne
S/Sgt. Warren K. Lettsome
S/Sgt. Carl J. Lewis
2nd Lt. Cecil W. Liles *
2nd Lt. Kenneth Lindsay
S/Sgt. Sidney F. Lindsley
S/Sgt. Irvin W. Lnenicke
1st Lt. Robert V. Lockhart *
S/Sgt. Alfred B. Lockwood **
1st Lt. Richard H. Loftus *
2nd Lt. William P. Long
S/Sgt. James F. Lott
1st Lt. Lawrence L. Lowery ****
S/Sgt. Chester A. Lukaszak **
S/Sgt. Howard W. Lundgren

S/Sgt. James E. Lutterell
1st Lt. Rinden A. Lyon *
Capt. Donald J. Maclellan **
Capt. Finlay Macgillivray
S/Sgt. Peter Mackes *
1st Lt. Robert D. Mackoy
1st Lt. John F. Madden *
1st Lt. Walter K. Maddux
S/Sgt. Robert F. Mahoney
T/Sgt. Vernon J. Main, Jr.
1st Lt. George A. Maki *
2nd Lt. Jesus M. Maldonado
S/Sgt. Henry J. Malicki **
Sgt. Paul W. Malito
T/Sgt. Robert S. Mallard
S/Sgt. John Manovich **
S/Sgt. Herbert A. Marion *
S/Sgt. Harry W. Marlar
S/Sgt. Joseph M. Maroney
S/Sgt. Lewis R. Marrelli
S/Sgt. Thomas W. Marrison
S/Sgt. Steve Marsinek
Capt. Wendell J. Martin
1st Lt. Everett L. Martin
S/Sgt. Virgil H. Martin
Sgt. Richard A. Martin
2nd Lt. Richard H. Martin
Capt. Clarence L. Martindale **
S/Sgt. Charles H. Maupin **
Capt. Charley H. Mayo
Capt. Claud McAden
T/Sgt. Richard W. McAlear *
S/Sgt. Arthur W. McCain
Sgt. Milo J. McClernon
1st Lt. Gordon K. McCoun *
S/Sgt. Joseph T. McDermott
1st Lt. James T. McEvoy
1st Lt. Edward A. McFadden
Pvt. Dallis W. McGill
1st Lt. Keith A. McKee
S/Sgt. Richard S. McKinney *
Capt. Donald M. McNutt
Capt. Joseph R. McWhirt

AIR MEDAL cont.

S/Sgt. Milton B. Meadows *
1st Lt. Turner P. Messick *
T/Sgt. Jack C. Methvin
S/Sgt. Julius Miller *
2nd Lt. Lynus P. Miller
1st Lt. Raymond Miller **
2nd Lt. Robert H. Miller
1st Lt. Robert F. Miller
Capt. Harvey R. Minor
Sgt. Francis M. Monahan
Capt. Horace B. Monroe *
1st Lt. Edmund D. Montegano
S/Sgt. Charles A. Moore
T/Sgt. Cyril A. Moore
Maj. Joseph E. Moore *
S/Sgt. Julius R. Moore **
Capt. Charles E. Moorefield
S/Sgt. Clarence C. Moresu *
T/Sgt. Edward F. Moran *
S/Sgt. George E. Morris
S/Sgt. Emmor B. Mullenhour *
S/Sgt. Richard A. Murphy
S/Sgt. Lawrence W. Muscott
Capt. William W. Neal *
Maj. Ernest B. Kennemann
S/Sgt. Manuel W. Nevaras
Cpl. S. P. Newell
2nd Lt. Earl F. Nickerson, Jr.
2nd Lt. Sam L. Norris *
Capt. Mac C. Norwood *
Cpl. Norman Norwood
2nd Lt. William L. Nichols
Pfc. Robert K. Nycus
S/Sgt. Thomas F. O'Conner **
1st Lt. John P. O'Flahavan
1st Lt. George F. O'Neal *
1/Sgt. Will J. Orr *
1st Lt. John A. Owen
1st Lt. William G. Paine
Capt. Herman P. Pancher
Sgt. Joseph A. Paradiso
T/Sgt. Edgar L. Parish
S/Sgt. Leonard A. Parsons
T/Sgt. Vernon C. Patterson *
Capt. Phil M. Patton **
1st Lt. Curtis M. Payson *
1st Lt. William T. Pearson
S/Sgt. Michael Pecosky
S/Sgt. Harold I. Palo *
S/Sgt. Augustine Perez *
S/Sgt. Frank M. Phillips
Cpl. James C. Phillips, Jr. *
1st Lt. Franklin C. Pileris *
T/Sgt. Edgar L. Pillard
S/Sgt. Herschel C. Piper
1st Lt. Joseph C. Poire
S/Sgt. Damon C. Poole
S/Sgt. Loyd G. Popwell
S/Sgt. Darrell L. Powell
S/Sgt. Eugene P. Powers
1st Lt. Harold A. Prince **
S/Sgt. Joseph L. Prochnicki
Maj. Gerald J. Prokopovitz *
Sgt. Francis R. Pryor
Capt. Martin J. Radnik **
T/Sgt. William C. Ralis
1st Lt. Orval A. Ramerson
S/Sgt. Thomas G. Randolph *
P/O Robert T. Rankin *
Capt. Robert W. Reed
S/Sgt. Calvin W. Reed
S/Sgt. Olan W. Reeves
S/Sgt. Owen M. Reynolds *
S/Sgt. Raymond L. Rich
Capt. Edward R. Richardson*
1st Lt. William F. Rickard
S/Sgt. Raymond J. Ripkowski
Capt. Jarret B. Roan *
Capt. Lynn E. Roberts **
Sgt. David R. Rogers *
S/Sgt. William B. Roof
Capt. Henry J. Rose
Maj. Kenneth E. Rosebush **
S/Sgt./Donald L. Ross
S/Sgt. George E. Rossonne
S/Sgt. Jess W. Rowland **

AIR MEDAL cont.

S/Sgt. Raymond G. Rowland
T/Sgt. Miles L. Rowe *
S/Sgt. Harry E. Rucker **
S/Sgt. David H. Runager
1st Lt. William L. Rupert *
1st Lt. William C. Ruse *
T/Sgt. Charles F. Ruth
1st Lt. Rix Rutland *
T/Sgt. Norman H. Sallee
1st Lt. Alexander R. Salvatore
Sgt. Forrest C. Sampson *
1st Lt. Billy D. Sanders
1st Lt. Jack S. Saunders
Capt. John E. Sbiase
1st Lt. James L. Searlott *
1st Lt. Ralph L. Schmidt
S/Sgt. William J.
 Schnekenburger *
Capt. George F. Schwartz, Jr.
1st Lt. Saul Schwartz **
S/Sgt. Donato Sciscento **
Capt. Gordon A. Seeberg
Sgt. Donald J. Setterstedt
S/Sgt. Clark B. Shallenberger
1st Lt. Joseph M. Shultz
Capt. William H. Shaw **
Maj. Walter W. Shegda
T/Sgt. Mozell C. Shelnutt
Sgt. John Shemelynce
2nd Lt. Robert W. Shepherd
Sgt. William M. Sherman
Cpl. Paul A. Shingledecker
S/Sgt. Charles S. Shipley *
1st Lt. Abraham E. Shook **
1st Lt. Jay I. Shoop
S/Sgt. Joseph F. Sibilia
Capt. David Sigismund *
S/Sgt. Sylvester B. Silva
M/Sgt. Aden L. Simmons
S/Sgt. John H. Simon
S/Sgt. Reeder C. Singler
S/Sgt. Raymond E. Siple, Jr.
Sgt. Harry Slaby
Maj. Arthur Small
Maj. Charles C. Smith **
1st Lt. Abraham Soffer
Capt. John Solec
Capt. Clint L. Solomon *
1st Lt. Edward T. Solomon *
S/Sgt. Harold W. Sonnabend
S/Sgt. Hubert P. Sorenson *
S/Sgt. Charles M. Sotelo
Capt. Edward M. Sounhein ***
1st Lt. Emmet L. Spence, III *
S/Sgt. Eugene Spence
1st Lt. Norman J. Spitzer
S/Sgt. Floyd G. Stephens
S/Sgt. George C. Stevens, Jr. *
1st Lt. Gilbert S. Stiles
S/Sgt. Thomas A. Story **
Capt. Roger E. Strasburg *
S/Sgt. Robert L. Strom
1st Lt. Richard J. Sturla *
T/Sgt. Leslie A. Sucker
Capt. Edmund C. Suor
S/Sgt. Frank B. Susarrey ***
S/Sgt. Andres J. Swain
Cpl. William Swain
T/Sgt. Victor M. Taber *
Capt. Thomas P. Talley *
1st Lt. William Tallon
Sgt. Archie H. Taylor
S/Sgt. Floyd E. Taylor *
S/Sgt. Herman S. Taylor **
1st Lt. John F. Taylor *
S/Sgt. Mark W. Taylor
1st Lt. Clifford P. Taylor **
Capt. George S. Thomas
S/Sgt. Charles C. Thompson *
T/Sgt. Rulon E. Thornock **
S/Sgt. Franklyn L. Timberlake *
1st Lt. Richard F. Tobin
M/Sgt. Pershing L. Trembath
1st Lt. Darwin L. Troup *
1st Lt. John L. Trzaskowski *
1st Lt. Dwight E. Turner **

AIR MEDAL cont.

1st Lt. Robert J. Tyrell *	T/Sgt. Willis J. Williams
S/Sgt. Philander R. Villany *	2nd Lt. Robert S. Williamson
1st Lt. Vernon F. Vinson	S/Sgt. Paul M. Willock
1st Lt. Rade Vukelic	Sgt. Eugene F. Witeck *
Sgt. Arthur L. Waddle *	S/Sgt. Willard C. Wolfer *
S/Sgt. Mitchell Waken	Capt. Clifford L. Wonderly
Capt. Richard L. Walker ***	T/Sgt. Verlon E. Woodard *
S/Sgt. Kenneth G. Ward	T/Sgt. Luther B. Word *
Capt. Leland H. Waters, Jr.	S/Sgt. Clifton J. Wright
Capt. William H. Webster, Jr. *	1st Lt. John B. Wright
Capt. Andrew H. Weigel *	S/Sgt. Richard H. Wright
Sgt. Frank H. Wentz	T/Sgt. Wade H. Wright *
S/Sgt. James W. West	Capt. Wallace L. Wright ***
T/Sgt. James G. Westbrook	S/Sgt. Andrew B. Yaniga
S/Sgt. Arthur J. White	Cpl. Mitchell G. Yanoski
2nd Lt. Thomas L. White	T/Sgt. Mitchell J. Yelverton
2nd Lt. Robert H. Widener	S/Sgt. Edwin J. Yerser
Maj. Raymond H. Wilkins *	T/Sgt. James E. Young
Sgt. William P. Williams *	S/Sgt. Lionel G. Young

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PURPLE HEART

For wounds received in action.

* * *

M/Sgt. Firman S. Adams	Cpl. Mack Cunningham
F/O Jack H. Agee	S/Sgt. Samuel Davis
Sgt. Gordon C. Aldrich	S/Sgt. John Beckelman
2nd Lt. Donald E. Anderson	Maj. Wesley E. Dickinson
Cpl. Lowell A. Anderson	Capt. Oliver C. Doan
Cpl. Frank S. Banach	S/Sgt. Ace B. Duhon
Sgt. Gordon W. Barton	1st Lt. Leonard T. Duval
1st Lt. Joe M. Bean	S/Sgt. Edward C. Edwards
S/Sgt. Joseph R. Beatty	Lt. Col. Richard H. Ellis
Sgt. Harlen H. Beauman	M/Sgt. Jack C. Evans
Sgt. Everett F. Beecher	Cpl. Alfred A. Fawe
Maj. Frank P. Bender	1st Lt. Melville W. Fisher
T/Sgt. George H. Bengal	Capt. James L. Folse *
1st Lt. Edward D. Benham	S/Sgt. Olyus L. Ford
Sgt. Robert E. Berube	S/Sgt. Vernon T. Forman
S/Sgt. Cornel J. Biskupski	Pfc. Francis M. Fowler
S/Sgt. Caesar R. Bocchino	Cpl. Noah Frecuez
1st Lt. Charles S. Brown	Sgt. Glenn R. Frizzle
T/Sgt. John F. Butler	S/Sgt. Joseph M. Garber
S/Sgt. Santos Candia	T/Sgt. Kenneth W. Gatewood
S/Sgt. Ashford H. Cardwell	S/Sgt. Joseph A. Gerchow
Sgt. James A. Carter	Maj. Thomas F. Gerrity
T/Sgt. Norman L. Cates	1st Lt. Walter R. Berry *
Sgt. Guy E. Clanton	Cpl. Irving Glick *
S/Sgt. Joseph H. Clark	Capt. George H. Gmitro
Sgt. Adolphus T. Clements	Cpl. Thomas D. Goodman
S/Sgt. Burke L. Cook *	1st Lt. Richard Greenhalgh
Sgt. Ralph H. Combs	S/Sgt. Joe Hagen
Maj. David M. Conley	Col. Donald I. Hall
T/Sgt. O. C. Cook	Cpl. Lowell K. Hammond
S/Sgt. Kenneth A. Cooper	S/Sgt. Herbert Hansford
S/Sgt. Lawrence H. Cooper	Sgt. Joseph E. Hartman
S/Sgt. Murray Cooper	Cpl. Chester L. Hatcher *
S/Sgt. William E. Cory	S/Sgt. Art C. Haught
T/Sgt. William R. Crutchfield	Col. John P. Henebry

PURPLE HEART Contd.

1st Lt. David C. Herring
Capt. John M. Hill
M/Sgt. Jimmie I. Humphrey
Sgt. Merle A. Kasiah
Cpl. Louis Kaufman
1st Lt. Woody H. Keyes
1st Lt. Sam H. Killebrew *
S/Sgt. Frederick J. Krause
1st Lt. Craigie J. Krayenbuhl
S/Sgt. Doc C. Kunze
S/Sgt. Francis J. Larkin
2nd Lt. Kenneth W. Lindsay
2nd Lt. Robert V. Lockhart
S/Sgt. Alfred B. Lockwood
S/Sgt. James F. Lott
1st Lt. William C. Mackey
Sgt. Steve Marsinek
Capt. Charley H. Mayo
1st Lt. Turner P. Messick
1st Lt. Edward A. McFadden
S/Sgt. Richard S. McKianey
S/Sgt. James W. Miller
Capt. Donald C. Mitchell
Capt. Horace B. Monroe
1st Lt. Edmund D. Montegano
T/Sgt. Cyrial Moore
S/Sgt. James U. Moore
S/Sgt. George E. Morris
Sgt. Jimmy D. Morris
T/Sgt. Esmor B. Mullenhour *
Capt. Francis C. Murphy
S/Sgt. Richard A. Murphy
2nd Lt. Rowland B. Nelson
Cpl. George H. Nelson
Maj. Ernest B. Wennemann
Cpl. Robert H. Newman
1st Lt. John P. O'Flahavan
M/Sgt. Ray A. Oliver
1st Lt. George F. O'Neal
Pfc. Claude Owens
T/Sgt. Melvin E. Owens
S/Sgt. Harold I. Pelo
Sgt. Joseph A. Paradiso
Cpl. George F. Parma
T/Sgt. Henry S. Perkins
S/Sgt. Holly Perkins
S/Sgt. James D. Phillips
S/Sgt. Lee W. Phillips
1st Lt. Joseph C. Poire
S/Sgt. Darrell L. Powell
S/Sgt. Eugene F. Powers
Sgt. Francis H. Pryor
1st Lt. Thomas J. Reading
S/Sgt. Owen H. Reynolds
1st Lt. Charles L. Richards
1st Lt. William F. Rickord
Cpl. Hodges K. Rigdon
2nd Lt. Earl S. Ripley
Maj. Floyd W. Rogers
S/Sgt. Raymond G. Rowland
S/Sgt. Ernest V. Roy
S/Sgt. David H. Runager
P/O William C. Ruse
Sgt. Edgar S. Rush
1st Lt. Rix Rutland
S/Sgt. Norman H. Salles
Capt. William H. Shaw
Sgt. Fred L. Shinkle
S/Sgt. Sylvester B. Silva
T/Sgt. Aden L. Simmons
Cpl. John H. Simon
T/Sgt. Henry S. Sinters
Capt. John W. Smallwood
S/Sgt. Kenneth L. Smith
Sgt. Marion K. Smith
Capt. John Soloc
S/Sgt. Harold W. Sonnabend
1st Lt. Norman J. Spitzer **
Cpl. Charles F. Suit
S/Sgt. William I. Sykes
Capt. Thomas P. Talley
Sgt. Archie H. Taylor
Cpl. Stephen L. Taylor
T/Sgt. Arnold M. Thompson
2nd Lt. Francis R. Thompson
1st Lt. Rade Vukelic
Capt. Leland A. Walker
Capt. William H. Webster, Jr. *
T/Sgt. William B. Wherry
S/Sgt. Merritt S. Whimsett
Pfc. Arthur J. White
S/Sgt. Paul M. Wilcock *
S/Sgt. Verlon E. Woodard
T/Sgt. Luther D. Word

PURPLE HEART Contd.

1st Lt. Wallace I. Wright
2nd Lt. Theodore C. Wuerple
T/Sgt. James E. Young
SSgt. Lionel G. Young *

Note: * designates clusters awarded.

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Headquarters, 3rd Bombardment Group (L)
8th Bombardment Squadron
13th Bombardment Squadron
89th Bombardment Squadron
90th Bombardment Squadron

2. Statistical Files:

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AF Form 34

3. Group Historical File, "3RD GROUP HISTORY FILE 314.7"

4. Public Relations Files, "THIRD STRIKE", Volume I, No. I, through Volume III, No. XXII.

5. Final Mission Reports, Intelligence, all available copies, Headquarters, and 8th, 13th, 89th and 90th Squadrons. These include scattered reports from January through May 1943 and reports of practically all missions thereafter.

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8. Special Orders:

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Headquarters, Air Service Command, Fifth Air Force.

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11. Fragmentary Field Orders, Group Operations Files:

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12. Final Mission Reports, 3rd Bombardment Group Operations Files for 1942, and early 1943, consisting of Royal Australian Air Force Forms:

Form Green, Form Orange, Form Olive, and Form Blue, R. A. A. F. Cipher Message, Forms A-14, copies of final mission reports transmitted by teletype, fragments of carbon copies of final mission reports transmitted by teletype and occasional notations by the operations officers and operations clerks.

13. Group Headquarters Files:

<u>No.</u>	<u>Title</u>
201.22	- Commendations
221	- Grades and Ratings Air Corps, Volume #3, from Oct. 1940 thru 1941 and 1942.
311.5	- Classified Correspondence Files, "through May 2nd 1943" (1st item--4 August 1942) and "through 29 May 1944". For descriptive purposes these should properly be labeled "General Files, Classified Matter, All Subjects."
314.7	- Historical Files -- Headquarters, 8th, 13th, 89th and 90th Squadrons.
319.1	- Reports, General
320.3	- Organization of the Army (Tables of Organization, Air Corps)
400.317	- Supplies and Equipment (Reports on unfilled requisitions and inability to secure supplies)
452.1	- A-20 and A-20As (Atk-Bombers) A-20G
452.1/355-	Airplanes, Issue, Assignment and Allotments Of.
452.11	- Airplanes, Parts and Accessories. Also tests and Shortages.
472.5	- Armament (Machine and Automatic Guns)
(None)	- "3rd Bomb Group Numbered Camps, Charters Towers, 1942, 1943"
(None)	- Movement Orders

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14. Squadron Files:

<u>No.</u>	<u>Title</u>
(None)	- Squadron Orders-- Orderly Rooms, 8th, 13th, 89th and 90th Squadrons.
(None)	- Squadron Operations Orders, 89th Squadron.
(None)	- Squadron Rosters

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HISTORY

THIRD BOMBARDMENT GROUP (L) AAF

ACTIVATION TO 31 DECEMBER 1941

(Done at Sobe, Okinawa, and Atsugi, Honshu Island,
Japan, October 1945)

We have included in this MEMO something of the origin of the Group and have also set forth the backgrounds of the units of which it was from time to time composed from the date of its activation to the end of 1941. All that we have included here, and more, appears to have been forwarded to higher echelons at one time or another. On the basis of those appearances we have purposely made brief our story prior to 1942. All the matter here discussed has been taken from the 3rd Group History File 314.7. It is considered accurate but it must be borne in mind that all the information has been gleaned from the writings of others for in no case did we find the often cited War Department General Orders and War Department Circulars used as a basis for activations, assignments, designations, redesignations and the like. In all instances where we have reasonably had occasion to doubt the accuracy of our information we have said so and where alternatives to the information selected by us appeared also to have been entitled to consideration, they too, were presented.

At the end of 1941 the 3rd Bombardment Group (L), AFCC, consisted of the following: Headquarters and Headquarters Squadron; 8th Bombardment Squadron (L); 13th Bombardment Squadron (L); 89th Bombardment Squadron (L); and 90th Bombardment Squadron (L).

Although we have not been able to locate in any files available to us at this time unequivocal statements or orders or directives clearly defining such to the case, we proceed with what we consider to be a logical assumption: that the present day 3rd Group is an outgrowth of the Army Surveillance Group. Various records disclose that the Army Surveillance Group was organized 1 July 1919 under the command of Major E. B. Butler, A.S.A., but cites no authority. They do show however, that the Group was composed of the 8th, 90th and 104th Aero Squadrons (Units, a part of the 3rd at the end of 1941). Various other records show Major Butler also to have been the first commander of the First Surveillance

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Group, which was according to many records activated effective 15 August 1919 and composed of the same units. They cite as authority for its activation War Department General Orders No. 108, paragraph 2. This order is referred to as an activating order -- not one which simply redesignated. Yet, we have found nothing to indicate the prior demise of the Army Surveillance Group and are thus forced on the basis of the information at hand to conclude that the First Surveillance Group was merely a redesignation of the Army Surveillance Group. The General Order referred to above mentions the squadrons as the 8th, 90th and 104th Surveillance Squadrons and as a matter of fact constitutes a redesignation of these units.

In any case this Group was organized at Kelly Field, Texas, 1 July 1919, as a part of First Wing, Air Service, for contemplated action on the Mexican Border and was soon to operate there. Some records disclose that as early as 31 July 1919, "A Flight", 8th Aero Squadron, proceeded by rail from Kelly Field to McAllen, Texas, under the command of Captain Joseph W. Ramsey, A.S.A., and assembled its planes after arrival there.

While in the process of completing its organization, the Group was ordered to patrol duty along the Mexico, -Texas, -Arizona Border, from Brownsville, Texas, to Nogales, Arizona. As it set about complying, two more units, the 12th Aero Squadron, which arrived from Scott Field, Illinois, 13 October 1919, and the First Photo Section were assigned making a total of five subject units.

During the latter part of 1919 and the first part of 1920, the Group completed its movement of troops, airplanes and equipment to various points on the border, being finally disposed as follows:

Headquarters and the 1st Photo Section were located at Fort Bliss, El Paso, Texas;

8th Squadron: "A" Flight was stationed at McAllen, Texas, and patrolled from the Gulf of Mexico to a point approximately 70 miles west of McAllen, where it contacted "B" Flight, which flew from that point to a point 50 miles west of Laredo, Texas, where it was stationed;

90th Squadron: "A" Flight, stationed at Eagle Pass, Texas, contacted "B" Flight of the 8th Squadron, and flew westward of Eagle Pass for 120 miles where it was met by "B" Flight. "B" Flight, stationed at Sanderson, Texas, flew 120 miles west of its station until met by the 104th Squadron;

104th Squadron: "B" Flight, with station at Marfa, Texas, patrolled from contact with the 90th Squadron until met by "A" Flight out of El Paso. "A" Flight, stationed at El Paso, guarded the border from this place to midpoint between El Paso and Douglas, Arizona, where it was met by the 12th Squadron;

12th Squadron: The 12th Squadron took up the line where it was

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left off by the 104th Squadron and continued it westward to Nogales, Arizona. 112

During this period the Group was equipped with about 90 EE4-B airplanes, powered with Liberty-12 engines, and armed with Marlin forward guns and Lewis rear guns. Flying was a more or less hazardous proposition, due to rough terrain making forced landings - which were the rule rather than the exception - a matter of considerable speculation as to immediate outcome. In addition, if said landings were successful, there yet remained to be run the gauntlet of thirst and starvation in the sparsely settled country on the one hand, and the hostile Mexican bandits on the other. 112

It was not until 12 November 1918 that Headquarters were transferred to Fort Bliss. Meanwhile there had been several changes in command and other matters transpired which affected the organization. Major William C. Schauffler, Jr. A. S. A., was assigned to the Group 13 August and soon after assumed command on the relief of Major Butler. He commanded until relieved by Lt. Col. Henry B. Claggett, A. S. A. on 27 September who commanded until the Group moved to Fort Bliss. Major Leo A. Walton, J. M. A. S. C., then took command. Also on 12 November the 96th Bombardment, Aero Squadron, stationed at El Paso, Texas, and Douglas, Arizona, (was)attached to 1st Surveillance Group... "B" Flight and Headquarters, 18th Aero Squadron reported to Airbase, El Paso, on 9 January. Flight "A" arrived Douglas, 10 January. The 96th departed for Kelly Field. 112

* * *

Inasmuch as it is desirable to record for the edification of late comers to the Group something concerning the foundations on which this outfit was built we backtrack to discuss the original units. Long prior to the formation of the Army Surveillance Group, the three squadron which made up its original nucleus did battle in Europe.

The 8th Aero Squadron was activated 31 May 1917 at Kelly Field in compliance with Special Orders No. 16, Headquarters, Southern Department from personnel of the 2nd Company, 1st Provisional Aviation Camp at Kelly Field. Pilots and Observers were assigned from the Personnel Bureau and Office of Assistant Chief of Air Service. After training in the United States at Selfridge Field from July to October under the direction of Captain S. H. Wheeler, commanding, it sailed 22 November for Liverpool on the Royal Mail Ship "Carpathia" from New York. It landed 8 December, was stationed at several points, including Winchester, was divided into four sections and sent to various "R. P. C." units for further training. Reassembly was effected 1 May 1918 at Thetford and it departed for and arrived at Lefharve on 17 July 1918. On 31 July the Squadron travelled to Lantry and on 31 August, under 1st Lt. John Gilbert Winant - now Ambassador to Great Britain and formerly Governor of New Hampshire - who commanded until the war ended, it was attached to 1st Division, Fourth Corps Group at Ourches in the Meuse

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Sector. Through most of September the squadron participated in operations against the St. Mihiel Salient. Three enemy planes were brought down and two DH4s were lost. On one of its photo missions a strip covering 40 Kilometers was taken. It is believed to be the longest single photo run made in a U. S. Plane during World War I. On 9 October 1918, 1st Lts. E. R. Moore and G. F. Allan (Allen?) were awarded the Distinguished Service Cross for extraordinary heroism. On 10 October, 26 Boches attacked four of the squadron planes. Three Boches were shot down but a plane and 1st Lt. C. E. Barrett and R. J. Cochran were lost. On 23 October the squadron was attached to the Sixth Army Corps and moved to Selzerails where it remained until the signing of the Armistice. The squadron was actively engaged against the enemy for two and one-half months, flying 200 hours during this period with only one forced landing. Total losses of personnel during active service were eight killed, three injured and six missing in action. During this two and one-half months there was not a single breach of discipline of such nature as to require court martial. The squadron was officially commended on 18 February 1919 by the A. E. F. for its excellent service.

The 8th Aero departed France via the U. S. S. "TSTORES" 20 April and arrived at New York 1 May 1919. It was demobilized beginning 3 May at Mitchell Field and on 20 May, consisting of one officer, 1st Lt. Walter Bender, its World War I historian, it proceeded to Kelly Field. Reorganization was begun on 5 July 1919 with personnel drawn from Rockwell Field, California. It was then divided into two flights, equipped with DH-4's and ordered - "A Flight" to McAllen; and "B Flight" to Laredo, Texas.

The 90th Aero Squadron was organized at Kelly Field 20 August 1917 as the 90th Observation Squadron. After training, it was sent to Mineola, Long Island per Special Orders No. 131, Headquarters, Kelly Field, dated 22 September 1917, where it arrived on 5 October. From there it rapidly moved to the Zone of Advance. It arrived in Liverpool on 10 November, went to Southhampton, left there on the 15th and arrived in France 15 November 1917. Its first camp was set up at Air Depot No. 1, Zone of Advance, A. E. F. There "it settled down to a period of constructive work - building barracks, laying out flying fields, etc". On 18 February this unit was inspected by General Pershing and on 20 April it was assigned to 1st Corps Observation, Zone of Advance, American Expeditionary Forces and later to the Observation Group, 1st Corps, Zone of Advance. 1st Lt. William G. Schauflyer, Jr. was assigned as its commanding officer. From July to 21 September 1918 it served with the IV Army Corps when it was reassigned to the III Army Corps Observation Group. There was a great deal of contact with the enemy resulting in the squadron being credited with the destruction of seven enemy planes. Many observation and photo missions were flown with such valuable information gathered. From its insignia, a pair of cocked dice, showing sevens, - a petition for luck aloft - the squadron acquired the nick-name, "Air-C-Dice - Squadron", given it by the men of the

SERVER
atop of station
of the U.S.C. U.S.A.
the USS Squadron

OF THE
GOOD SHIP
"SALMON 12"
IT CAME TO GRIEF
NOV. 4, 1918
NEAR CUNEL

124th A.S.A. 1918
70th Aero Squadron



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42nd Division on the Western Front.

On 25 January 1919 it entrained at 1st Air Depot, Colombey-les-Belles and proceeded to Libourne, Gironde, for embarkation to the United States. After most of its enlisted men had been discharged at an Eastern Camp, the squadron was sent to Holly Field and there began reorganization, expanding by way of recruits. It was assigned to the Army Surveillance Group 1 July 1919.

The 104th Aero Squadron (later the 13th) was activated at Holly Field 25 August 1917. After training in the United States this unit was placed on orders for France. With the 103rd, 103rd and 105th Aero Squadrons on 28 November 1917, it entrained at Hazelhurst Field No. 2, proceeded to Long Island City by train and thence to Pier 60, North River, by boat. After numerous delays, resulting in the shipment proceeding along the water ways about New York City during the "rush hours of traffic" and receiving "a great ovation as people were not at that time accustomed to seeing troops leaving for France", the White Star liner "Eltic" was boarded. It sailed at 2:15 P. M. on 28 November. The squadrons disembarked at Liverpool 3 December and proceeded by train to Winchester. All equipment (and since this reminds us so very much of occurrences since we've been over seas in this war we couldn't leave it out even though it is detail) except barracks bags and packs were left at Liverpool and at Winchester the barracks were stored in a warehouse "supposedly under guard". The squadron was quartered in huts at Hinnell Down Camp which were comfortable but where the food was poor even allowing for the food situation in England at that time. Time was wasted until 24 December when the squadron was broken into four flights for further training. Flight "A" went to Central Flying School, Upavon, under Lt. S. A. Walters; Flight "B" with Sergeant 1st Class H. A. Jenkins in charge went to Old Sarum, Salisbury, where Lt. I. G. Slutz later commanded it; Flight "C" was sent to Andover under 2nd Lt. F. C. Condon of the 9th Aero Squadron; Flight "D" (transportation detachment) went to Telesbury with Sergeant Mungovan in charge.

Now to get back to the barracks bags - and equipment. Yes, they had been looted. And the men suffered from a lack of sufficient clothing and shoes for much of their stay in England because it was not until late winter that replacements could be requisitioned. The equipment? The squadron never saw it again either. The Aviation Officer at Base Section No. 3, S. O. S., had sent it to France for distribution to units there.

The flights acted as helpers to the English at the different schools and later took over the work themselves and on the whole the English Officers seemed to prefer the American mechanics at the Central Flying School to the English mechanics there. Work was done on all types of rotary engines in use by the R. F. C. (Royal Flying Corps?) and on the Hispano-Suiza stationary engine. Machines used were Casels,

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Pugs, Avron and SE Co. Later, the men worked on B. A. F., Sunbeam, B. F. F. and Belle Boyce engines and on EE-6, Handley Page and V. E. III planes. Some work was done on Bristol Fighters.

The squadron reassembled at Elie Garsu, where the British Commanding Officer told the C. O. of the 16th that it was the best squadron he had ever seen and that he would rather go to France with it than the one he had just been there with. On 10 July the unit went to Flocker Down Camp at Winchester, here it was quarantined on account of "Flu". On the 18th it went via Southampton to LeHarve arriving on the 19th of July. It went on next day, 28 men to the box car, to Coliffe Barracks, St. Malo. On 1 August the squadron moved to Armenty, House Sector where no quarters were available and so went on to Epiez. On 7 August it moved to Louvill les Salins. On 25 August, its first anniversary, the squadron had 18 Salomon planes. On 7 September the outfit began moving to Souilly and on 12 September the first observation flight was flown. The squadron took care of Corps reconnaissance work from then on. A short history located in the Squadron's files indicates that this was 5th Corps Observation. On 19 September the squadron moved to a field just west of Verdun and was attached to the 2nd French Army for the purpose of the move. The squadron flew in connection with the St. Mihiel Drive 31 sorties for a total of 77 hours. From 12 September to the Armistice the squadron served with the 3rd Division flying many missions for infantry reconnaissance, artillery fire adjustment and for the "distribution of propaganda into the German trenches". Because we've heard about the same thing in World War II we quote, "Because of the fact that the Artillery Officers were not better schooled in Liaison work, it was very difficult for the men up in the air to establish communications with the ground in order that the artillery fire might be adjusted, etc. Panels were displayed improperly if they were displayed at all." In support of the Meuse-Argonne offensive this squadron flew 418 sorties for 383.63 hours.

On 22 November the unit moved to Balrain and on 4 January 1919 to Colombey-les-Belles, on 4 January Lt. Morris was awarded the Distinguished Service Cross. On 22 January it was ordered to St. Laurent-des-Combes, Clermont, but on arrival at St. Denis-de-Piles, it was assigned billets. While there, it, the 90th, and 948th Squadrons were designated the Air Service Detachment under command of Headquarters Organization and Training Center, Tractor Artillery No. 1, A.E.F. On 3 February the squadron moved afoot to Caserne, Labourne. It was about this time that General Order No. 5, First Army, Air Service Commander, dated 28 January was received. It credited 1st Lt. George S. Clark, pilot, and 1st Lt. Mortimer M. Lawrence, observer, with the destruction in combat of a Fokker on 10 November 1918. This is believed to have been the last plane shot down by the American Air Service.

The troops were inspected by General Pershing on 27 February and complimented for their fine appearance. On 18 April the squadron departed

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France at Bordeaux via the "Orizaba" (some documents show the "Arizonian" on 27 April which appears incorrect at least to date) arriving in New York the 27th.

While in France this squadron earned the following credits for battle participation:

St. Mihiel	12 to 16 September 1918
Defensive Sector	17 to 25 September 1918
Meuse-Argonne	26 September to 11 November 1918

Working its way through Camp Mills and Mitchell Field in several days the squadron arrived at Roosevelt Field at 1 May and during the first nine days of that month was practically depleted by discharges and transfers. On 1 July 1919 the unit was assigned to the Army Surveillance Group. On 2 July one officer remained, but on 21, 22, 23 and 29 July assignments were made bringing the strength up to 12 officers and 171 men.

The squadron functioned for a while that summer under the command of Captain W. B. Holcombe, Field Artillery. On 6 November the squadron, under the command of Captain Logan H. Arthur, was ordered to border patrol: headquarters and "A" Flight to Fort Bliss, El Paso; and "B" Flight to Marfa, Texas.

The 18th Aero Squadron was formally activated 23 June 1917. According to a Historical Sketch of the 18th Aero Squadron, its personnel was secured by Captain Leo G. Heffernan, with the assistance of 1st Lt. Frank Isbell and Paul V. Burwell, from about 5000 aviation recruits being drilled in provisional training companies at South San Antonio in the spring of 1917. One hundred-fifty men were selected for their mechanical ability and experience and formed into "H" Company. It was this company which was activated as the 18th Aero Squadron. It was soon moved "to the field later to be known as Kelly Field", remained there several weeks, and then went north, arriving at Fairfield, Ohio, 8 July 1917. There they assembled and maintained Curtis and Standard airplanes for five months and had a large share in the training of cadets. When the squadron departed for overseas it left its men holding down every chief mechanic's position at Wilbur Wright Field.

On 18 October the squadron lost Major Heffernan, who was made commander of Wilbur Wright Field. That same day 1st Lt. George F. Hughes was assigned as squadron commander. From 2 November to 4 December the squadron was at Field No. 1, Garden City, Long Island. On 5 December this unit departed the U.S. from Philadelphia, via the S.S. "Northland". After a five day wait at Halifax the voyage was continued. Liverpool was reached on Christmas Day. The unit went on across England and from Southampton sailed to Le Harve, arriving there 27 December. It went to St. Maixent where quarters were found on 1 January 1918 in an old stone monastery known as Conclaux Barracks. The next move was to Chaumont Hill 402 - the first flying field it reached, a test field for staff officers. Here

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the mechanics took care of Nieuport and Spad aircraft. On 28 January, Major Harry M. Brown was assigned as commander. He was relieved on 29 March by Major Lewis H. Brereton. The unit joined the 1st, 91st and 88th Squadrons at Amenty 21 February. At last pilots and observers came pouring in and on 3 May the squadron moved to Curches where it joined the First Squadron and on 10 May began operations over the front. The first mission was over the sector held by the 26th Division northwest of Toul. Here the unit used "A. R." Machines and also received two Salmons but did not get its full quota of "these superior observation machines" until the latter part of June. On 13 June a move was made to the flying field at Flin where the squadron worked in liaison with the 42nd Division and where its first fight with enemy planes occurred on 19 June with no known loss to either side. On 30 June this unit began flying from Saints, southwest of Chateau Thierry, working with the 167th French and 26th American Divisions. On 1 June Major Brereton was relieved and Lt. S. H. Noyes took command. On the 8th, the squadron moved to Franchville from whence nearly every recon brought on a fight with the Boche. The squadron was working with the 26th Division when the great counter-offensive was launched on 18 July. On the 22nd the unit moved to Moras Farm. The next move on 3 August was to May en Moutin working with the 42nd and 77th Divisions. On 10 August it moved to Coiney and on the 12th to a rest camp at Chilly en Brie. Operations next began in the Toul sector in conjunction with the 1st Squadron under the direction of the I Army Corps on 22 August. It was from this field at Toul that all operations during the St. Mihiel operation were carried out. From 12-16 September the unit worked with the 5th Division. After the St. Mihiel Salient was reduced the squadron went back to work with the 90th Division. On 20 September the squadron set up at Remicourt preparing for the Meuse-Argonne operation which began 28 September. Here it worked ceaselessly in connection with the 28th, 88th and 77th Divisions. On 3 November it moved to Julvicourt and was there when the Armistice was signed. On 4 December the squadron moved to Duren, Germany, where a Zeppelin hangar was occupied. On 29 December the organization started the last leg of its journey down the Mosel to Coblenz on the Rhine where quarters were had at Fort Alexander. Photographic missions were run over all territory of the Corps Area. Before the Armistice this squadron flew 1268 "flights" for a total of 1374.20 hours. After the Armistice to 24 March 1919 the squadron flew 540 "flights" for a total of 347.22 hours.

In a speech made 10 January 1919 at Coblenz Airdrome, Coblenz, Germany, Brigadier General William A. Mitchell, Army Air Service Commander, Third American Army, very highly commended the 12th Aero Squadron, saying in part ".... their work has never been equalled by any observation squadron and they undoubtedly have the best squadron of its kind in the American Air Service."

We have not been able to locate any record indicating when or how this unit returned to the United States. The squadron arrived at Kelly Field from Scott Field, Illinois, 13 October 1919 and was assigned to the 1st Surveillance Group.

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The First Photo Section, according to the best we are able to infer from records now available, was in existence and at Fort Bliss at the time Headquarters, First Surveillance Group, was transferred there. We have no records now, nor is there any indication that there have ever been any of consequence in our files concerning that unit. It does appear however, that this section was ordered to be organized at Fort Bliss by War Department General Orders No. 102, dated 15 August 1919.

Headquarters came into being with the organization of the Group. We have no roster, morning reports or strength reports or other records which will throw light on its authorized strength but several papers show it to have consisted of three to seven officers and from 21 to 32 men at various times in its earliest years.

* * *

The Group made good progress on the border and was credited - in our records at least - with being the only organization of the Air Service on active duty. Patrols were made daily covering the distance from the Gulf of Mexico to Yuma, Arizona. The Group was frequently inspected by the Department AIR SERVICE Officer with praise for the Group. Many flying formations were exhibited for various General Officers. A large formation was staged for General Pershing. During this period Major Walton was still in command and Captain John M. Clark was Adjutant. The Group continued on border patrol until 30 June 1921. On 29 March 1921 the "104th Aero Squadron" was redesignated 13th Squadron (Surveillance) per Circular No. 67, War Department, dated 14 March 1921.

During the period between 10 January 1920 and April 1921 there appears to have been some adjustments or relocations in the set up of which we have no record. As we have observed previously the 12th Aero took over from the 96th on 9 and 10 January 1920 with "B" Flight and Headquarters at El Paso and Flight "A" at Douglas. The Group historical file contains (without further comment or explanation) the following, "In April 1921 orders were issued from Washington sending the 12th Aero Squadron from Fort Bliss, Texas, to Douglas and Nogales, Arizona, for station and duty. This move was made by airplanes and truck train. The planes and trucks used being the property of the squadron "A" Flight was stationed at Douglas and Headquarters and "B" Flight at Nogales, Arizona. This left only Headquarters and "A" Flight of the 104th Aero Squadron, the First Photographic Section and Headquarters Detachment of the Group at Fort Bliss, Texas".

The Air Service Camp at Fort Bliss had been put in excellent condition and it was with sincere regret that orders were received 27 June ordering the Group, less the 12th Squadron which was relieved from assignment and ordered to remain on duty at El Paso, back to Kelly Field for station and duty. It arrived there on 2 July 1921, having left the border 30 June, and began getting settled and performing "tactical missions" at once. It was seriously handicapped at that time as most of its pilots

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were on detached service. More trouble came in mid-July in the form of a War Department Telegram which authorized the discharge (for the reduction of the Army) of all enlisted men who filed an application therefor. It was a hard blow. The Group lost at least a third of its enlisted personnel.

During July, some records indicated on the 21st, the 5th Air Park was assigned to the Group. This unit had been organized 11 February 1918 at the Signal Corps Aviation School, Gerstner Field, Lake Charles, Louisiana, per General Order No. 8, A. S. S. C. A. S. dated 6 February 1918. It departed the U.S. for France 19 July 1918, arrived at Brest 31 July and remained there, at Pontaufen Barracks, St. Maixent, Colombes les Belles, and Cap de Belrain where it was assigned to the 2nd Pursuit Group, 1st Pursuit Wing until 5 February 1919, and at Souilly. On 13 August the squadron was redesignated 5th Park Company and on 19 October 1918 was again redesignated, this time as the 5th Park Squadron. The unit departed France via the U.S.S. "South Carolina" 5 March 1919 and reached Newport News, Va., Camp Stewart, on 19 March. It was demobilized and put on inactive status 27 March 1919 and was reorganized as the 5th Air Park at Kelly Field 21 July drawing most of its personnel from the 313th Aero Squadron on 16 August. After assignment to the First Surveillance Group its duties consisted mainly of the operation of hangars, aero repair, motor overhaul and machine shops.

On 13 September 1921, the War Department published General Order No. 33 redesignating the Group as "Third Group (Attack)" and changing all the Squadrons to (Attack)". This same order authorized the reorganization of the 26th Squadron as an (Attack) squadron and assigned it to the Group. There did our GROUP adopt some of the atmosphere of and the traditions of the old 26th Aero Squadron. There is some inconsistency here as there is a fragmentary record indicating that aero squadrons were redesignated squadrons (attack) per War Department General Orders No. 5 of 22 January 1921. It is possible that the General Order referred to here was General Order No. 33, Headquarters, Kelly Field, of 13 September 1921.

In 1915 Raynal C. Bolling, counsel for the U.S. Steel Corporation, and James E. Miller, Vice President of the Columbia Trust Company, New York, believing in the future of aviation as an aid to the Army, secured the services of a professional aviator to assist in the maneuvers of the First Plattsburg Camp that summer. Together with Phillip A. Carroll, in the following year they organized the 1st Aero Company and during the summer of 1916 the company operated at the Signal Corps School of Aviation, Mineola, N.Y. under Captain Joseph E. Carberry of the Regular Army. Mechanics were accepted for training at an aviation school on Governor's Island. With the organization completed it was Federalized as the 1st Reserve Aero Squadron 27 May 1917 by War Department General Order No. 54. 1st Lt. Quentin Roosevelt joined the squadron in 1917.

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The unit sailed on the "Baltic" on 23 August 1917, reached Liverpool 15 September and Issoudon on the 21st. On about 27 September the squadron was redesignated as the 26th Aero. Lt. Douglas Campbell, who was to become the first American Ace was for a short time the commander of this unit. Colonel Bolling, who had become Assistant Chief of the Air Service in Paris, was killed by an enemy patrol in the course of the advance towards Amiens 29 March 1918.

The squadron sailed from St. Nazaire on 13 May 1919 on the U.S.S. "Tiger" and landed at Hoboken, N.J., 26 May where on 7 June it was disbanded. When it was reactivated a few men were assigned from other units of the Group but one Sergeant Tobey recruited about three-fourths of them from civilian life.

Master Sergeant C.S. Meloney became Sergeant Major of the Group in September 1921 and remained so until June 1924. Major Leo G. Heffernan was designated Group commander 10 October 1921 succeeding Major Walton who received orders to report to the Field Officers School at Langley Field. First Lieutenant Dale V. Gaffney was Group Adjutant under Major Heffernan. Late in 1921 XR-1As were assigned to the 13th Squadron and a G.A.X. (large triplane) was assigned to the 90th. By way of recruiting in the latter part of 1921 all units were a ain near authorized strength.

It was about this time that S/Sgt. Floyd L. Parker, 6032506, 1st Photographic Section designed for the Group, its "regimental badge" which is in use to this day and appears as the frontispiece of this volume. In 1944 Mr. Parker wrote suggesting that this device might be further developed to commemorate this Group's crusade against paganism in World War II and furnished a proposal for its modification.

On 7 ^{January} 1922 the First Photographic Section was transferred back to Fort Bliss for station and duty. At that time the section consisted of one officer and nine enlisted men. The move was made by photographic trucks assigned to the section.

A notation of doubtful authenticity, in the historical file indicates that the 26th Photo Section became a part of the Group on 6 February 1922. No authority is quoted and it is observed that several records exist which indicate that the 16th Photo Section, an inactive organization, was assigned to the Group on 6 February 1921, "although no notification to this effect was received until the middle of August 1925". In June the Group moved to occupy quarters vacated by the Second Bombardment Group at the west end of the field. On 2 August 1922 Major Heffernan was relieved as Group Commander by Lt. Col. Seth W. Cook.

Under the provisions of D.D. G.O. No. 39, 30 September 1922, designations of the Group and its combat squadrons were changed from "(Attack)" to "Attack", viz: 26th Squadron (Attack) to 26th Attack Squadron, etc.. It is not believed that these redesignations were actually effected however until on or about 1 January (some records indicate the 4th) 1923

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the 5th Air Park was redesignated the 60th Service Squadron, under the authority contained in W.D. C.O. No. 39, 1922, and W.D. O.C. A.S. Circular No. 112, 1922. Its strength at the end of January was six officers and 121 enlisted men. The Group was redesignated "Third Attack Group" on 25 January 1923 according to several records. On 5 February 1923 Colonel Cook was transferred to Post Headquarters and Major Lewis H. Brereton assumed command. He is said to be the first Group Commander to place the Group on the work and training required of an Attack Group. Inspections were made, by General William I. Mitchell, Asst. Chief of Air Service in February; by Major General Mason M. Patrick, Chief of Air Service in April; and by General John J. Pershing in July.

On 26 May 1923, Lt. H. G. Crocker, 8th Squadron, in order to demonstrate the mobility of the Air Service, took off from Ellington Field, Texas, at 0520 C.S.T. and landed at Selfridge Field, Michigan, at 1715 C.S.T. The course was from Ellington to the waters of the Gulf and thence to the Canadian border about a mile from Gordon, Ontario, across the river from Trenton, Michigan. It took only eleven hours twenty-nine minutes from the Gulf to the Canadian border. The flight was made in a specially built De Havilland (DH4B15) with a main gas tank capacity of 240 gallons, a reserve of 28 gallons, and a 24 gallon tank for oil. Upon landing, the plane was found to have 19 gallons of gasoline and 7 gallons of oil left. This flight is noteworthy in that it is supposed to have established the longest one man non-stop flight then made.

In June 1924 assistance was given flood sufferers in the Rio Grande Valley by this GROUP. On 24 June Major Brereton was relieved and ordered to Langley Field being succeeded as Group Commander by Major Harvey B.S. Burwell. M/Sgt. Meloney was succeeded as Group Sergeant Major by M/Sgt. H. A. Doirant that month. On 27 June 1924, the 13th and 26th Squadrons were put on the inactive list, and the strengths of the 8th and 90th Squadrons were reduced from 132 to 90 enlisted men each (there was an increase of the officer allotment from 12 to 16) and the 60th Service Squadron strength was dropped from 172 to 140 enlisted men in compliance with General Orders No. 8, Headquarters, Kelly Field, Texas, 1924. The Group underwent a more or less complete reorganization in this shuffle. From 1 July 1924 through 30 June 1925, the Group conducted numerous maneuvers pertaining to Attack Aviation for members of the General Staff, other officials of the War Department and for Foreign Officials. Numerous modifications were made on the planes assigned to this work. As an example wing guns were installed in the lower wings during this period. Our files include a rather wistful entry to the effect that November 1924 was devoted to preparing to move the Group to California and after completion thereof the change of station was cancelled.

During the latter half of 1924 and the first half of 1925 the 60th Service Squadron contributed greatly to the efficiency of the Group by devising and constructing new bomb release handles, bomb arming devices, and wing machine gun mounts; experiments later proving them to be far superior to former devices. All planes used for bombing and strafing

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were so equipped. Due to an acute shortage of officers during this period, six graduates of the Air Service Advanced Flying School were enlisted in the Group "so as to enable the Group to put three, three-point formations in the air at one time". DH4-Bs were being flown and formation flying, machine gun practice, low altitude bombing, attack raids and aerial navigation problems were the daily routine of the Group. It also had charge of the Kelly Field Airways airplanes, and one airways trip per week was flown from Kelly to Dallas, to Muskogee, Oklahoma, to Kansas City, to St. Louis, to Dayton, Ohio, to Chanute Field, Illinois, and return.

On 3 August 1924, Major Burwell, with 1st Lts. F. O. Carroll, R. C. Zettel and H. G. Crocker, departed for Dayton, Ohio, and Santa Monica, California, to make recommendations for the new attack plane being built by Douglas at Santa Monica. The Group celebrated its "Regimental Day" on 14 September with an elaborate affair held at New Braunfels, a small resort about 30 miles from Kelly Field. The day was spent in athletic events and that night after the "Regimental History" was read to the men by the Group Commander a dance was held.

In October twelve airplanes were flown to the "Air Force Maneuvers" at Mitchell Field. Enroute, a demonstration was held for the American Legion Convention at Omaha. After Mitchell Field, the flight continued on to maneuvers at Langley Field and gave demonstrations at Aberdeen, Md., and Bolling Field on the way. "The Group took high honors....." There was not a single forced landing caused by motor or plane failure.

During November and December the Group made a motion picture of its demonstrations for the use and information of the Chief of Air Service. At the end of the year the Group was still handicapped due to a shortage of commissioned personnel, "its present commissioned strength being a total of thirteen officers and one Reserve Officer on six months active duty". In February 1926 Major Burwell was ordered to the Office of the Chief of the Air Corps. He was succeeded as Group Commander by Captain J. H. Davidson with 2nd Lt. Hoyt S. Vandenburg as adjutant. Early that year, the Group started receiving Douglas O-2 planes, many of which were ferried from Santa Monica to Kelly Field by its own pilots. In the spring all DHs were transferred to the 10th School Group, the Third then being fully equipped with O-2s. On 16 April 13 planes left for Air Corps Maneuvers at Wright Field, Fairfield, Ohio, going via Muskogee -- a demonstration was held at Fort Sill and Scott Field. On return three planes detoured via Langley Field to participate in the annual machine gun and bombing matches on 5 May. All planes returned in good condition with no accidents reported.

In compliance with War Department S.O. No. 113, 1926, Major Frank D. Lackland joined the Group and assumed command relieving Captain Davidson on 26 June. Under that same date General Orders No. 23, Headquarters, 8th Corps Area, ordered the Third Attack Group to proceed by air, rail and motor convey to Fort Crockett, Galveston, Texas, for permanent station and duty. The Group departed Kelly Field 28 June and

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arrived at Fort Crockett at 1600 1 July 1926, where the entire Group went under canvas as the C.M.T.C. and a battalion of the 23rd Infantry were occupying the regular barracks. Permanent barracks were available 31 July. Much work was required to put the field in shape. It was full of holes and an abandoned railroad ran across its southern portion. About 1 August tent hangars were received and erected. Due to the high winds and the poor canvas the planes were soon in the open again. Planes were staked down on the field, an operations hut was built and the Group trained hard flying formation and practicing aerial gunnery and bombing. Our records disclose that the organization was again redesignated 8 August 1926 as Third Attack Group, Air Corps, but do not give the authority.

As of 1 January 1927 Group strength consisted of 28 officers and 350 enlisted men. On February 18, 1927 a 75 mile gale wrecked all but four planes in the Group, including three new Curtis O-1s just received. Some were repaired; the balance were shipped to S.A.A.D. at Duncan Field, San Antonio, Texas. About 1 March construction started on two hangars. Work proceeded apace in equipping O-2s with wing guns and bomb racks for the maneuvers. All planes -- except one which had a forced landing in the Gulf -- were ready for take-off 1 May. On that day one Curtis O-1, eleven Douglas O-2s and two Douglas C-1 transports departed for Fort Benning, Ga., via Tallulah, La., and Maxwell Field, Ala.. The next day this flight joined flights from the 1st Pursuit and 2nd Bombardment Groups making up the Demonstration Group. Three "smoke screen planes" were present from Edgewood Arsenal under the command of Major Gilkerson. Majors Brooks, Pratt and Spatz were in charge of the demonstration for the Infantry School. The Group also participated in combined air and ground maneuvers at San Antonio about 10 June and gave demonstrations at Ft. Sill, Ft. Riley and Ft. Leavenworth.

During July and August Reserve officers were trained for two week periods and R.C.T.C. Cadets (Air Corps) from Texas A & M were trained for a six weeks period. Also in July 1927 three Group pilots, with mechanics and airplanes of the Group began flying the Presidential Mail to the "Summer White House" in the Black Hills of South Dakota. This detail lasted about three months and much of the flying was under adverse weather conditions. The Group Commander received from the Secretary of War a commendation in connection with the efficient manner in which the mail was flown. Activities during the period October 1927 to April 1928 were routine with emphasis on training in flying, aerial gunnery and bombing.

The Group began 1928 with 33 officers and 356 enlisted men. On 27 April 1928 twenty-one A-3 and six C-1 transports departed for maneuvers at Langley Field. They returned to base 24 October. Demonstrations were given at Langley Field, Fort Bragg, Montgomery, Ala., Fort Sill, Fort Riley and Fort Leavenworth. At Langley Field this Group and a Headquarters flight under command of Brigadier General Benjamin D. Foulcois and the 1st Pursuit Group formed the Demonstration Group. They remained together through the Fort Riley demonstration. Our Group also

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attended 8th Corps Area Command Post Exercises in October 1928 at Kelly Field, and the National Air Corps Maneuvers at Mines Field, California. It was here at Mines that the first competition for a trophy donated by the Honorable Trubee Davison, Assistant Secretary of War was run. The trophy, designed for and designated as the "Mason M. Patrick" trophy, was donated to the commissioned pilots of the Third Attack Group and was to be raced for each year at a place designated by the Chief of the Air Corps. In a 120 mile race over a triangular course consisting of ten twelve mile laps, Lt. George R. Acheson won first honors on 12 September 1928.

On 3 June 1928 Air Reserve students from Texas A & M arrived for six weeks training to prepare them to enter the Officers' Reserve Corps. On 15 August Major John H. Jouett relieved Major Lackland as commanding officer of the Group. Major Jouett, a graduate of U.S.M.A. served in Coast Artillery until 1917 when he transferred to Aviation Section, Signal Corps. In 1920 he was transferred to the Air Service. He was on duty as Chief of Personnel, Office of the Chief of the Air Corps from 1924 until he assumed command of the Group.

13 September 1928 was celebrated as organization day with holiday dinners and a dance in the evening at the Crystal Palace Dance Hall. The 16th Photo Section (inactive) was relieved from assignment to the Third Attack Group per paragraph 3, Memorandum No. 101, Headquarters, 8th Corps Area, 14 September 1928.

Among the notables who visited the Group at Fort Crockett (presumably in 1928 as mentions are made in that section of the historical file) were the Honorable Trubee Davison, Major General Patrick, former Chief of the Air Corps, Major General Fetchet, Chief of the Air Corps, Major General Hinds while commanding 8th Corps Area, and Brigadier General Bowley also while commanding the 8th Corps Area. The Group received visits from Major Spatz, chief of Training and Operations for the Air Corps, and Major Von Dem Hagen of the German General Staff.

Pilots of the Group participated in the following Air Post Dedications and Aerocades: Municipal Airports at Fort Worth, Texas; Jackson, Miss.; Shreveport, La.; Miami, Fla.; Orange, Texas; and New Orleans; and the Southern States and North Texas aerocades. A flight of 12 A-3s flew to Laredo via Kelly Field to take part in the funeral services of Captain Carranza of the Mexican Air Service. During 1928 the Group flew a total of 10,020:27 hours and minutes.

On 12 February 1929 the Group consisted of 30 officers, one Warrant Officer and 469 men. On that date the organization had the following planes: 34 A-3s; two O-6s; one OOA-1; and one C-1 transport.

Due to revolutionary outbursts in Northern Mexico with consequent uneasiness on the part of American citizens along the International Boundary the Group was ordered by telephone from Headquarters, 8th Corps

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Area, to patrol the section of the Arizona-Mexican Border between Douglas and Nogales. A detachment of the 90th Squadron departed by air and rail on 6 and 7 April 1929 for Naco, Arizona. Upon arrival the detachment was stationed 30 miles farther west at Fort Huachuahua. Daily border patrols were executed until the last of April. The detachment returned to Fort Crockett 12 May. That same day 36 planes were sent to Wright Field for the Annual Maneuvers. In August 19 planes went to the National Air Races at Cleveland.

On 31 May the First Photo Section was assigned per General Order No. 15, Headquarters, 8th Corps Area, of that date. It remained attached to the 2nd Infantry Division then at Fort Sam Houston. The 26th Attack Squadron (inactive) was relieved from assignment. Neither the date nor the authority are available.

The 13th Attack Squadron was reconstituted and joined 17 November 1929 per Section II, G.O. No. 25, Hq., 8th Corps Area, dated 26 October, as amended by G.O. No. 27, same Headquarters, dated 29 October. It was reconstituted at Langley Field, Va., and journeyed to Fort Crockett via rail pursuant to S.O. 231, Hq., Langley Field and 2nd Wing dated 29 October 1929. On 6 November 1929 the Third Attack Group Band joined the organization at Fort Crockett. It was activated at Fort Sam Houston 1 November 1929 pursuant to telegram from the Adjutant General 23 October 1929 to the Commanding General 8th Corps Area. The band was officially constituted and assigned 5 November per G.O. No. 25, Section 3, Hq., 8th Corps Area dated 26 October. All personnel were drawn from the 15th Field Artillery Band which was rendered inactive 31 October. At the end of the year the Group consisted of Headquarters, 8th, 13th and 90th Attack Squadrons, 60th Service Squadron, 1st Photo Section and the 3rd Attack Group Band.

On the first of year 1930 the Group consisted of 61 officers and 630 men. It was stationed throughout the year at Fort Crockett. There were no changes in organization and activities were generally routine. Major Davenport Johnson assumed command of the Group 27 February, relieving Major Jouett.

Twenty-eight Attack and one Cargo planes departed Fort Crockett 27 March for Mather Field, California where the Group participated in Air Corps Demonstrations and Air Force Command and Staff exercises at Mather Field, Sacramento, California. Our contingent returned to its home base 30 April.

Between the 2nd and the 13th of May the 8th and 90th Squadrons encamped at Charlotte and Cactus, Texas, demonstrating the employment of attack aviation under modern conditions of warfare in a sparsely settled country with poor communications, methods of assisting ground troops, in their missions, and the results to be expected of a command while separated from its supply base in a country deficient in good roads and means of transportation. Between 12 and 17 May nine planes participated in Joint Anti-aircraft Artillery - Air Corps Demonstrations in the vicinity

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of Aberdeen, Md.. From 17 to 23 May 28 attack planes demonstrated the feasibility of taking on short notice a large number of planes a long distance by flying to Havana, Cuba, and return. This flight was also for the purpose of ascertaining the suitability and reliability of existing attack type equipment.

On 1 January 1931 the Group consisted of 65 officers and 599 enlisted men. Activities were more or less routine throughout the year. Twelve planes participated in Air Corps Demonstrations at Fort Benning from 18 to 22 April. Forty-two planes participated in Air Corps maneuvers at Wright Field in May. In August four planes participated in the annual maneuvers of the 4th Infantry Brigade at Fort Francis E. Warren and in late August and September six planes participated in the annual machine gun and bombing matches at Langley Field. In September and October six planes participated in anti-aircraft exercises and Army Ordnance Demonstrations at Bolling Field, D.C.

The 1st Photo Section, Air Corps, was reassigned from the Third Group to the 12th Observation Group, Air Corps, Brooks Field, Texas, per G.O. No. 27, Headquarters, 2nd Division & Fort Sam Houston, Texas, dated 16 October 1931. The 5th Photo Sections, Air Corps, was assigned to the Group 31 October 1931 in accordance with letter, War Department, 30 June 1931 - file AG 580 (2-11-31) Misc. (Ret), Subject: "General Plan for Completion of Air Corps Five Year Program". This unit was formed at Garden City, N.Y., in April 1918. It arrived in France 30 June 1918, was attached to the 99th Aero Squadron near Colombes les Belles for a time and was later attached to the 104th Aero Squadron near Souilly. It was at Remicourt when the Armistice was signed. It was stationed at Scott Field, Illinois when assigned to this Group. At the end of 1931 Group strength stood at 51 officers and 598 enlisted men.

In 1932 activities were much the same as in the previous year. The Group participated in Combat Exercises at Camp Stanley, Texas, between 7 February and 14 March. In April the Group cooperated with the Chemical Warfare School at Edgewood Arsenal, Maryland; in May it participated in maneuvers at El Paso. Third Attack Group maneuvers were held at Camp Hulen, Palacios, Texas. In October an attack demonstration was held at Fort Benning, Ga. and in November the Y-8 plane was tested in an extended cross country via Fort Sill, Cheyenne, Salt Lake City, March Field, Rockwell Field, El Paso and San Antonio.

Major Johnson was succeeded as Group Commander 18 June 1932 by Lt. Col. Horace W. Hickam. Another hurricane, this one with winds to 90 miles per hour hit the Group on 13 August.

In 1933 the Group participated in maneuvers at Patterson and March Fields. Some officers also did duty with the Civilian Conservation Corps. The Group received some Curtis A-12s from Buffalo, N.Y. late that year. The Fifth Photo Section changed station to Barksdale Field, La., in April 1933.

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In the early part of 1934 the Group continued to ferry more of its new A-12s from Curtis at Buffalo. On 13 February we began sending personnel on Detached Service to Chicago. This was in connection with the cancellation of civil air mail contracts by the Postmaster General. The Group was called on for mail carrying duty and on 14 February took over the Central Zone of the Air Mail Service with Headquarters at Chicago. The zone comprised that part of the country lying approximately between a north and south line through Chicago and a similar line through Cheyenne, Wyoming. A greater part of the personnel and planes of the Group were assigned to this duty until 1 June.

In August and September 1934 planes and personnel of the organization participated in maneuvers at Fort Benning and at Raritan Arsenal, N.J. On 5 November Lt. Col. Hickam was succeeded as Group Commander by Lt. Col. Earl L. Naiden.

On 1 January 1935 orders were issued disclosing the new base of the Third Attack Group and on 27 and 28 February it proceeded by air, rail, and motor transport to Barksdale Field, Shreveport, La., for station and duty. On 1 March General Headquarters, Air Force, was formed and this Group became a part of it being assigned that day to 3rd Wing, GHQ, Air Force. In the reorganization incident thereto the 60th Service Squadron was relieved from assignment and was attached for duty and the 51st Attack Squadron was assigned, remaining at Maxwell Field where it was then stationed on detached service. On 1 March the Fifth Photo Section was relieved of assignment with this Group. On 13 March the 8th Attack Squadron was reorganized as a Service Test Organization with no change found in its designation. Its enlisted strength was cut from 115 to 65 men.

On 5 June the War Department approved the Group's Insignia, a copy of which (not in color) appears in the front of this volume. It consists of two distinct portions, the lower part being a square shield and the upper part being a crest, around the border of which is the motto of the 3rd Bombardment Group (L) — then the 3rd Attack Group — in Latin "Non Solus Armis", meaning "Not by Arms Alone". Within the border of the crest is the standard insignia of the Air Force a pair of wings. The yellow cactus on the green portion of the shield commemorates the Group's first service along the Mexican border. The nineteen black German crosses represent the number of German airplanes the pilots of the Group shot down during the World War. The shield is divided diagonally into the original colors of the Air Corps, green and black. A band of blue edged with gold, the present Air Corps colors divided the shield. Around the entire shield is a silver border with black crosses.

The Colombian Safety Trophy was won by this organization for the fiscal year ending 30 June 1936. For photographs and further detail see the following page.

Effective 1 September 1936, per G.O. No. 10, Hq., 3rd Wing, GHQ, Air Force, dated 20 August, the 60th Service Squadron, and Headquarters,

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Third Attack Group, Flying Cyclone-powered Curtiss A-12's, Wins Colombian Safety Trophy

GREATER safety in flying is the aim of every aircraft organization commercial or military. To reduce accidents to a minimum three things are required; well trained personnel possessed of good judgement and directed by experienced executives, modern aircraft equipped with the latest flying aids, and dependable engines. The Third Attack Group of the Army G. H. Q. Air Force, commanded by Colonel Earl L. Naiden, and stationed at Barksdale Field, near Shreveport, Louisiana, had all three requisites, made the most of them during the past year. As a result it is now the proud possessor of one of the Air Corps' most coveted awards — the Colombian Trophy presented annually to the Air Corps group which, during the preceding fiscal year, is credited with the smallest number of accidents per flying hour.

Colonel Naiden received the trophy for his proud command from the hands of Major General Frank M. Andrews, commander G. H. Q. Air Force, who flew especially to Barksdale Field to make the pre-



THE COLOMBIAN TROPHY
Superimposed on a photograph of a formation of Curtiss A-12 Attacks

sentation with appropriate ceremonies on December 9, 1936.

The Third Attack Group is equipped entirely with high-speed Curtiss A-12 attack planes powered with 700 to 800 H.P. Wright Cyclone engines. Designed for high performance at sea level, they are capable

of swooping down on infantry in time of war and cutting wide swaths in enemy ranks with high-powered machine guns enclosed within their monoplane wings.

The Colombian Trophy was presented to the Air Corps by the Republic of Colombia to further cement the spirit of friendship between the two American republics. It was brought to this country in 1935 at the time of the Miami Air Races by a delegation of Colombian Army pilots, headed by Major Mendez, a graduate of the United States Air Corps Training Center at San Antonio, Texas.

In announcing the award of the trophy this year to the Third Attack Group, the War Department said, "The rapid advances in speed and the greater complexity of modern military aircraft require unusual care by all those connected with aviation to prevent accidents. It is most fitting that the organization which has achieved the greatest safety record should be publicly honored by the presentation of such a trophy."



The members of the Third Attack Group, stationed at Barksdale Field, Louisiana, which on December 9, 1936, received from Major General Frank M. Andrews, commander G. H. Q. Air Force, the Colombian Trophy, awarded annually to the Air Corps group which completes the fiscal year with the least number of accidents per flying hour.

3 Bomb Gr. No. July 1919 - May 1944, Ency Z p. 112, (7256-)

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3rd Attack Group, were redesignated "Headquarters and Headquarters Squadron, 3rd Attack Group," and given an authorized strength of 77 enlisted men. On the same day the 51st Attack Squadron was relieved from assignment to the 3rd Group and rendered inactive. On 1 December the 60th Aero Squadron was reconstituted and consolidated with Headquarters & Headquarters Squadron, 3rd Attack Group, in order to perpetuate its history and traditions. The 60th Aero having sailed on the "Mallory" 18 January 1918, saw service with the A.E.F., mostly in England, and returned to the U.S. on the "Adriatic" 11 December 1918. The unit was not entitled to credit for battle participation but was entitled to credit for service in France and England.

During the period 1937 to 1939 the Group was occupied with routine duties and with participation in various maneuvers throughout the country, basing its activities at Barksdale Field, La. From 2 to 24 February 1937 the 8th Squadron participated at Selfridge Field, Mich., as one of the three squadrons in the Cold Weather Equipment Test Group under the command of Major Lester J. Maitland.

In July 1937 Col. Naiden was succeeded as Group Commander by Col. J.A. Rader. A-17s were being used extensively during this period from 1937 to 1939. Gunnery training was still being held at Fort Crockett on occasion. Attack demonstrations were held at Langley Field and some rather long cross country navigation flights were conducted, one of which was to Hamilton Field via El Paso, departing Barksdale on 23 February 1939.

Col. Rader was succeeded in August 1938 by Major C.S. Ferson who remained in command only a short period being succeeded in September by Colonel John C. McDonnell.

About September 1939 the Douglas Light Bombers, B-18As were assigned in the Group. On 15 September 1939 the 3rd Attack Group was redesignated "Third Bombardment Group (L). The authority for this change has not been located. At that time it was composed of Headquarters & Headquarters Squadron and the 8th, 13th and 90th Squadrons.

At the end of January 1940 this organization furnished personnel for the activation of one or more units at Barksdale Field. The 8th Squadron having furnished officers and enlisted men for the 15th Bomb Squadron of the 27th Bomb Group. In May 1940 the Group participated in the 3rd Army Maneuvers doing some attack work there despite the change in designation. A-18s were used. In August we participated in G.H.Q. maneuvers at Langley Field. On 6 October 1940 the Group moved to the Savannah Army Air Base, Savannah, Georgia. On 31 October 1939 the 8th Squadron won the Harmon Efficiency Trophy for being the most efficient organization in the 3rd Wing, G.H.Q., Air Force during the Fiscal Year ending 30 June 1939. Colonel McDonnell was succeeded by Lt. Col. R.G. Breen in November 1940 who was succeeded by Lt. Col. Paul L. Williams in December.

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A-20As "Douglas Light Attack Bombers" were received to some extent about the first of 1941. On 15 January 1941 this Group was called upon to form from its organization two new light bombardment groups, the 45th and 46th, which were activated that day. They continued with the Group, with their squadrons associated with parent squadrons of this Group until May and June when they moved to their own stations. On 16 January, the 17th Bombardment Wing (L) was organized and this Group was assigned to it. On 24 March Air Force was organized and the 17th Bombardment Wing was assigned to the Third Air Force Headquarters at Tampa, Florida. As a result the 3rd Bomb Group became a part of the Third Air Force. Upon the President's reorganization of the entire air organization on 20 June 1941, its redesignation as the Army Air Forces and the creation of various branches, the command picture of the 3rd Bombardment Group was changed to the following: Army Air Forces; Air Forces Combat Command; Third Air Force; and 17th Bombardment Wing. In June the Group participated in maneuvers about Chattanooga. The 8th Squadron began flying A-24s -- Dive Bombers about the middle of 1941, participating in 10 days maneuvers near Little Rock.

Lt. Col. Williams was succeeded by Lt. Col. Phillips Melville as Group Commander 18 August 1941. On 25 August the 89th Bombardment Squadron (L), which was redesignated from the 10th Reconnaissance Squadron (L), GHQ, Air Force, that day, was assigned to the Third Bombardment Group. This organization had been activated 15 January 1941 under its recco designation at Savannah Army Air Base, per G.O. No. 2, Headquarters, SAAB, pursuant to Immediate Action Letter, AF 322,082 (12-5-40). Its original cadre of personnel came from Hq. & Hq. Squadron, and the 8th, 13th and 90th Squadrons of the Third Group. At this point we find the organization composed of the units with which it went overseas in World War II. Beginning early in September, the Group participated heavily in 2nd and 3rd Army Maneuvers in Louisiana. It participated in maneuvers in North Carolina in the vicinity of Raleigh in November.

In December a large percentage of the Group's personnel was given leaves and furloughs. Many expected to spend Christmas at home. The attacks of the Japanese on 8 December - U.S. time - caused the immediate cancellation of these leaves and furloughs, bringing men back in short order and putting them on a war time basis. From here on we have dealt with the history of the Third Bombardment Group (L) as a part of the History of World War II.

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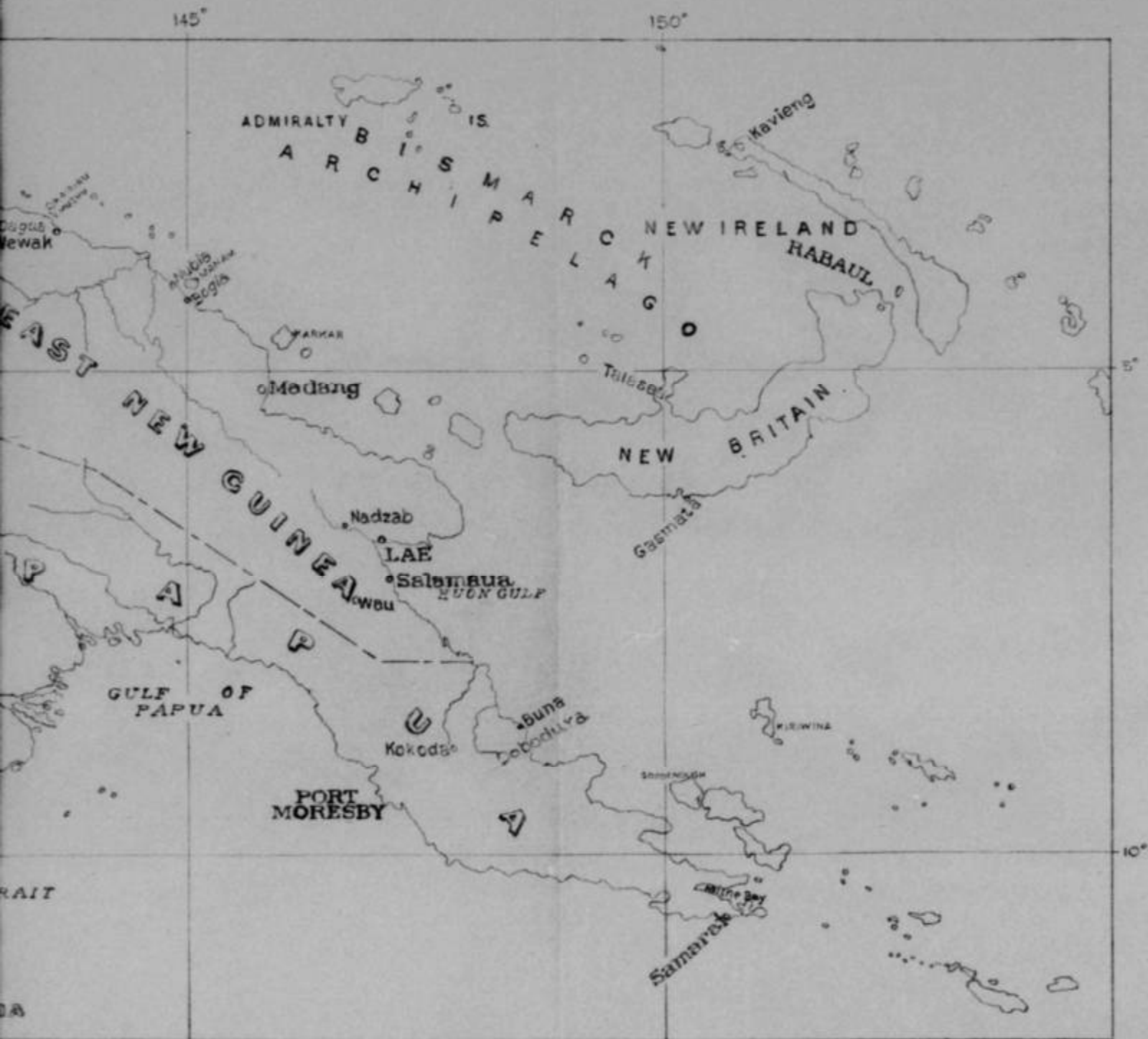
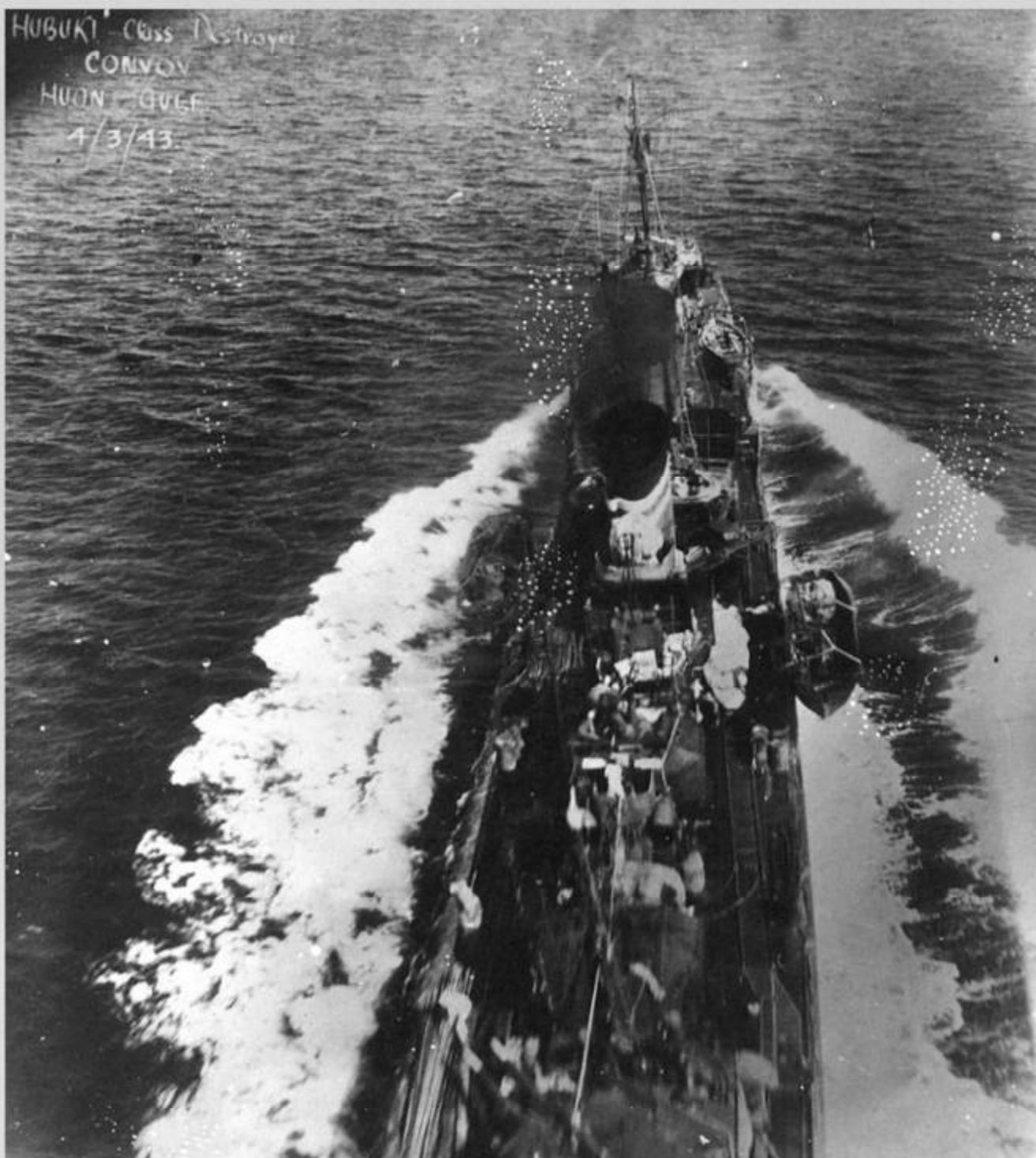


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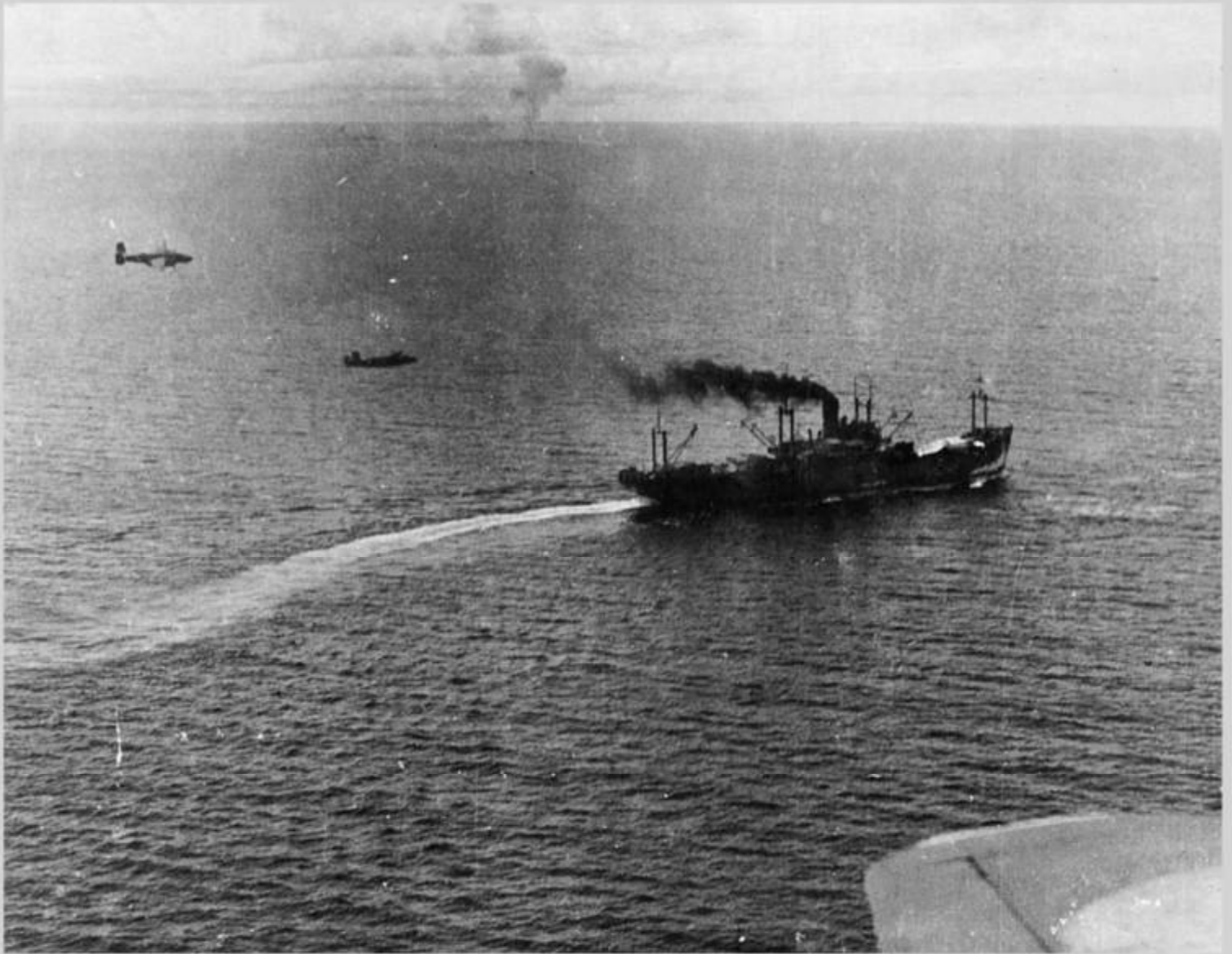


YASUMATA - ONE OF THE MOST BOMBED JAP BASES IN THE SOUTH WEST PACIFIC AREA. CONTINUAL BOMBING OF THE RUNWAY NEUTRALIZED THIS FIELD AND MADE IT IMPOSSIBLE FOR THE NIPS TO REPAIR IT - WATER FILLED THESE CRATERS - YASUMATA HAS MORE RAIN THAN ANY AREA IN THE SOUTH PACIFIC -

HUBUKI Class Destroyer
CONVOY
HUON GULF
4/3/43









**CREWS
OF
BISMARCK SEA BATTLE**







2) BORAM A/D (FEB 25 44-12:35) 7"-MIN (8¹⁸S. 3.B6.)081



79L KAIRTRU IS. 19 MAR '44 10 50 12" MIN. (ALL SQDMS)

SORTIES AND ORDNANCE EXPENDITURES

<u>Month</u>	<u>Sorties</u>	<u>Tons</u>	<u>.30 Cal.</u>	<u>.50 Cal.</u>	<u>20mm</u>	<u>75mm</u>
<u>1942</u>						
Apr.	97	44				
May	192	22				
Jun.	32	17				
Jul.	146	51	7,000	1,850		
Aug.	114	15				
Sep.	299	37	84,640	59,860		
Oct.	359	26	61,700	24,650	1450	
Nov.	501	26	49,050	26,140		
Dec.	189	86	54,610	28,680		
TOTALS	2,029	324	257,000	141,180	1450	
<u>1943</u>						
Jan.	93	47	50,545	31,115		
Feb.	97	45	102,630	91,935		
Mar.	134	35	72,290	95,150		
Apr.	89	41	35,650	94,525		
May	87	29	31,585	76,035		
Jun.	138	33	84,300	82,490		
Jul.	300	108	61,450	258,450	459	54
Aug.	299	62	56,775	229,701		
Sep.	232	130	75,300	266,175	105	
Oct.	236	82	36,820	197,037	190	
Nov.	264	65	10,050	290,522	240	
Dec.	778	421	200	950,391	747	
TOTALS	2,753	1,088	597,615	2,663,556	1741	54
<u>1944</u>						
Jan.	525	336	500	772,880	640	
Feb.	544	459	1,400	650,265		
Mar.	509	522	2,900	575,065		
Apr.	529	477		731,165		
May	569	512		794,002		
Jun.	714	464		961,028		
Jul.	147	63		172,195		
Aug.	203	139		295,055		
Sep.	351	252		30,045		
Oct.	256	160		237,055		
Nov.	41	36	(Medium Altitude Only, No Strafing)			
Dec.	(Did no combat operation)					
TOTALS	4,408	3,420	4,900	5,218,755	640	
<u>1945</u>						
Jan.	302	160		300,443		
Feb.	301	491		319,970		
Mar.	711	505		397,015		
Apr.	698	517		738,235		
May	745	366		747,970		
Jun.	174	124		204,790		
Jul.	75	57		266,545		
Aug.	196	298		302,530		
TOTALS	3,792	2,518		4,277,498		

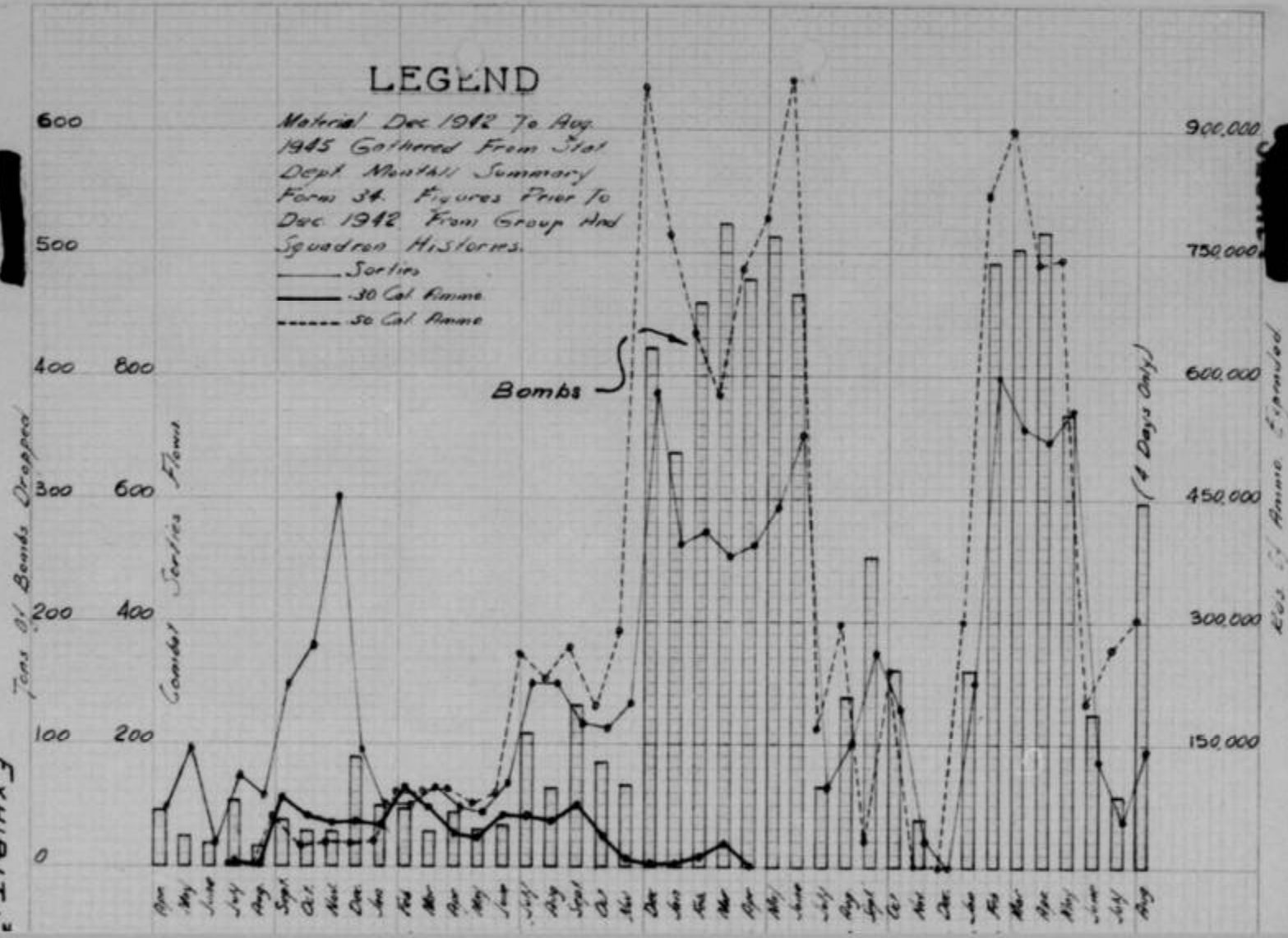
EXHIBIT 3

LEGEND

Material Dec 1942 To Aug 1945 Gathered From 31st Dept Monthly Summary Form 34. Figures Prior To Dec 1942 From Group And Squadron Histories.

- Sorties
- 30 Cal Ammo
- - - 50 Cal Ammo

Bombs



50 Cal Ammo Expended

(4 Days Only)

[REDACTED]

STRENGTH HEADQUARTERS

<u>MONTH</u>	<u>1942</u>		<u>1943*</u>		<u>1944</u>	
	<u>OFF</u>	<u>EM</u>	<u>OFF</u>	<u>EM</u>	<u>OFF</u>	<u>EM</u>
Jan. 1	23	220			32	112
31	13	166	16	31	32	110
Feb. 1	13	166			32	110
28	13	166	16	32	31	112
Mar. 1	13	165			33	114
31	15	165	21	31	30	117
Apr. 1	15	165				
30	18	164	20	31		
May 1	18	164				
31	17	119	16	89		
Jun. 1	17	118				
30	18	134	17	93		
Jul. 1	18	134				
31	18	137	19	100		
Aug. 1	18	137				
31	17	133	22	112		
Sep. 1	17	133				
30	18	50	22	109		
Oct. 1						
31	(Morning		24	111		
	Reports					
Nov. 1	not					
30	located		25	110		
	believed					
Dec. 1	lost)					
31			25	106		

* Figures for 1943 were taken from AAF Form 127 and are as of the 20th of each month. Other figures were taken from the Morning Reports.

STRENGTH 8TH SQUADRON

	<u>1942</u>	
<u>MONTH</u>	<u>OFF</u>	<u>EM</u>
Oct.	35	287
Nov.	43	284
Dec.	27	293

(From 8th Squadron history file. On 5 September 1942, this squadron had 33 officers and 289 EM. The figures are as of the first of the month.)

	<u>1943</u>	
<u>MONTH</u>	<u>OFF</u>	<u>EM</u>
Jan.	21	203
Feb.	19	211
Mar.	21	216
Apr.	25	221
May	25	206
Jun.	38	211
Jul.	54	242
Aug.	47	248
Sep.	48	258
Oct.	57	271
Nov.	38	258
Dec.	36	249

(As of the 20th of the month from Form 127.)

	<u>1944</u>	
<u>MONTH</u>	<u>OFF</u>	<u>EM</u>
Jan. 1	39	282
31	40	270
Feb. 1	40	270
29	46	273
Mar. 1	46	273
31	42	263

(From Morning Reports.)

[REDACTED]

STRENGTH 13TH SQUADRON

<u>MONTH</u>	<u>1942</u>		<u>1943</u>		<u>1944</u>	
	<u>OFF</u>	<u>MI</u>	<u>OFF</u>	<u>MI</u>	<u>OFF</u>	<u>MI</u>
Jan. 1	20	206	64	309	58	266
31	15	154	65	299	48	278
Feb. 1	15	154	65	299	48	278
28	15	151	69	299	48	287
Mar. 1	15	151	69	299	48	287
31	15	149	62	281	42	257
Apr. 1	15	149	63	281		
30	27	164	56	284		
May 1	27	164	56	284		
31	32	193	61	265		
Jun. 1	32	193	61	265		
30	31	198	62	268		
Jul. 1	31	198	62	268		
31	32	193	52	283		
Aug. 1	32	193	52	283		
31	63	216	50	275		
Sep. 1	63	216	50	275		
30	60	257	43	284		
Oct. 1	60	257	43	284		
31	59	287	55	282		
Nov. 1	59	287	55	282		
30	69	304	66	285		
Dec. 1	69	304	66	285		
31	64	309	58	266		

[REDACTED]

STRENGTH 89TH SQUADRON

<u>MONTH</u>	<u>1942</u>		<u>1943</u>		<u>1944</u>	
	<u>OFF</u>	<u>EM</u>	<u>OFF</u>	<u>EM</u>	<u>OFF</u>	<u>EM</u>
Jan. 1	19	213	33	262	35	250
31	13	143	32	277	37	234
Feb. 1	13	143	32	277	37	234
28	13	143	32	276	40	248
Mar. 1	13	143	31	276	39	248
31	12	141	32	272	41	256
Apr. 1	12	141	32	272		
30	18	148	36	266		
May 1	18	148	36	266		
31	18	165	33	254		
Jun. 1	17	168	33	254		
30	16	185	32	246		
Jul. 1	16	185	36	246		
31	20	185	32	254		
Aug. 1	20	185	32	253		
31	24	179	32	245		
Sep. 1	24	179	32	246		
30	29	236	30	255		
Oct. 1	29	236	30	255		
31	40	270	25	247		
Nov. 1	40	269	25	246		
30	39	275	35	248		
Dec. 1	49	273	35	248		
31	33	282	35	251		

~~SECRET~~
STRENGTH 90TH SQUADRON

<u>MONTH</u>	<u>1942</u>		<u>1943</u>		<u>1944</u>	
	<u>OFF</u>	<u>EM</u>	<u>OFF</u>	<u>EM</u>	<u>OFF</u>	<u>EM</u>
Jan. 1	22	206	63	318	41	282
31	16	136	57	297	42	268
Feb. 1	16	136	58	297	42	269
28	16	136	49	286	46	257
Mar. 1	16	136	49	288	45	257
31	16	134	53	279	41	259
Apr. 1	16	134	53	278		
30	31	145	61	278		
May 1	28	141	61	279		
31	32	152	65	273		
Jun. 1	32	152	58	278		
30	40	185	58	271		
Jul. 1	31	185	58	271		
31	38	185	54	275		
Aug. 1	38	185	54	277		
31	36	189	50	281		
Sep. 1	36	189	50	281		
30	53	270	58	290		
Oct. 1	53	270	57	289		
31	48	301	45	286		
Nov. 1	48	301	46	286		
30	73	331	58	299		
Dec. 1	73	331	58	299		
31	63	319	43	282		

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HEADQUARTERS
3RD BOMBARDMENT GROUP (L) AF

PZ/ajg

A.F.O. 337,
21 September 1945.

MEMORANDUM: Interview with Captain William A. Smith, Group Headquarters,
3rd Bombardment Group.

In reply to questions Captain Smith submitted statements as follows:

1. I left the United States on 31 January 1942 from San Francisco Harbor with the 13th Bomb Squadron aboard the U.S.S. ANCON, a Navy operated ship as I recall, along with the balance of the 3rd Bombardment Group. I was Armament Officer for the 13th Squadron.

I finished Armament School at Lowery Field, Denver, Colorado, on 14 October 1941, and went to Hunter Field at Savannah, Georgia, on orders which assigned me to the 37th Bombardment Group. When I arrived there I found that the 37th had left in October for the Philippines. I arrived at Hunter 15 November after a delay enroute and was assigned to the 3rd Group. It was about the first of December that I was assigned to the 13th Squadron. I was in the 13th Squadron up into June 1944 when I returned to the U.S. and attended gunnery school. I returned to the Group 23 October. I was then assigned to the 37th Squadron until January 1945 when I was assigned to Group Headquarters.

2. The 3rd Group left Hunter Field by train on 19 January 1942 for Oakland, California. It arrived on 24 January. No planes went with us. In fact, the Group had no planes, except for the 37th Squadron which had A-20s that had been used in the Louisiana maneuvers. I do not know how they came overseas. Our vehicles and other equipment came on the boat with us. The ANCON docked at Brisbane 25 February. First camped there at Ascot Race Track. Then we went by train to Charters Towers where we camped in a wooded area. We made it into a pretty good camp. It was not until towards the end of July at the earliest when the A-20s of the 37th arrived as I recall.

3. Our Group Commander was a 1st Lt. Strickland. I think all the Squadron Commanders were 1st Lieutenants. They were Schwab of the 8th; Orr of the 13th; D.F. Hall, 37th; and Wilson of the 30th, as I recall. I never did know anything about the chain of command. It was not clear then as it is now. The first I knew of VBC was when I went to Moresby with our planes in November of 1942. The only rank we had when we came overseas was a Captain who was a medical officer.

4. Beginning in March 1942 we began to get 27th Bomb Group personnel that were evacuated from the Philippines. This continued for a while. As I recall Strickland was replaced by Davies who was soon made a Lt. Col., if he was not one when he came in. I believe that Hall was the only man who was retained as squadron commander. Additional 27th Bomb Group personnel

[REDACTED]

MEMORANDUM: Interview with Captain William A. Smith (continued).

case out of the Philippines when the 18th and 90th returned from the April raids there. About 25 pilots and one enlisted man came from the 27th Bomb Group. Captain Lowery became C.O. of the 18th. Believe this was the case in the other squadrons -- as Hubbard became C.O. of the 90th and Rogers of the 8th. The others, Mangun, Conley, MacKee, Finlin, West, Smith and so on, were assigned to the several squadrons.

5. It was in March 1943 that we got our B-25s. They were obtained from the Dutch. I don't know how we got them, whether lawfully or unlawfully. I heard that the Dutch Government didn't like it. The story was widely spread but I don't know whether there was any truth in it. Many such stories grew up around "Fappy" Gunn. He is said to have gone to the Air Corps Depot at Brisbane and requested supplies and upon being refused forced the Major in charge to surrender them at the point of a gun. Also there was a story that he used force in obtaining certain bomb-sights from the Dutch. It was a "tommy-gun" this time. He was the sort of man about whom such stories seemed to grow. I don't know how true they are.

6. The 8th Squadron obtained A-24s from a source unknown to me. In any case the first I heard of them and the first time I saw them was in March before we got the B-25s, when I was called on -- as were the other squadron armament officers -- to go out and clean and synchronize the guns. I think they took those planes to Brisbane and that the 8th Squadron got them a bit later. The planes had been used when we worked on them. About that time a Sergeant Jones was transferred into my Armament Section, he told me that he had been a gunner on our A-24 in Java. I got the idea that these planes which the 8th Squadron acquired came from Java. They weren't in the Group long enough to find out much about them. I believe all or nearly all of them were lost on missions.

7. At Charters Towers, Moraby and Dobo-dura, we were pretty well equipped with athletic equipment. I do not recall any library set-up.

8. Up through Hollandia we got fresh vegetables from time to time on "Fat Cat" aircraft from the mainland of Australia. This was paid for by assessing officers and men for its cost. I don't know how these funds were handled or whether there were any records. I do not recall ever having seen published in this Group any statement of purchases or expenditures or collections pertaining to funds so collected or to any other funds. Somebody would come around saying "How about 10 shillings", or "How about a Pound" telling us that the "Fat Cat" was going to Brisbane the next day and we'd shell out without question being anxious to get the fresh food and think nothing of it.

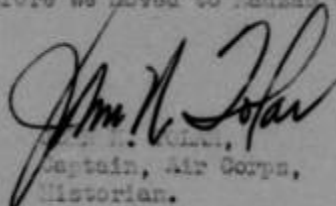
9. I had nothing to do with the Club at Dobo-dura, only went to it twice. It is my recollection that it was paid for by initiation fees on members, from profits and collections from a slot machine and juke box. I also understand that members were repaid their initiation fees.

[REDACTED]

PAGES 2

RECORDS: Interview with Captain William A. Smith (continued).

10. I remember that while we were at Dobodura we operated under the First Air Task Force and that the whole Group was switched over to A-20s at that time. We started getting B-25 strafers right after we got to Dobodura. It was only a short while before we moved to Madinah that we got the A-20s.


Captain, Air Corps,
Historian.

[REDACTED]

HEADQUARTERS
3RD BOMBARDMENT GROUP (L) AAF

JEC/mjs
A.F.O. 337,
20 September 1948.

MEMORANDUM: Interview with Captain Mason A. Copeland.

In an interview this date with the undersigned, Captain Mason A. Copeland made statements as follows:

1. I was assigned to the 3rd Bomb Group on 4 February 1943 and reported for duty on 18 February at Port Moresby. On that day I was made Statistical Officer for the 89th Squadron and so served until I was made Adjutant 28 March 1944. I remained in the 89th as Adjutant and later as Executive Officer until 18 July 1945 when I became Group Adjutant.
2. When I arrived, Wagon 5 -- Advanced Echelon, Fifth Air Force -- was there and so was Bomber Command. We received administrative supervision and direction from them. Fifth Air Force Headquarters was still at Brisbane.
3. The 89th Squadron was virtually without records when I arrived as nearly all that it had on the early days were lost when a squadron "Fat Cat", an administrative plane, was lost flying to Port Moresby over the Coral Sea in November of 1943. The whole of the 89th Squadron was, as early as late August '43, located at Moresby on Kila Kila a/cross. It was the only squadron of the Group there at that time according to the records.
4. We procured much of our food from Australia via "Fat Cat". Liquor and beer were also brought up by this means. Whether there were any objections to this I don't know. These planes were flying on official business in any case and simply brought back loads. This merchandise was purchased with funds collected from the officers and men. These funds were never carried on the council book, nor were funds set up for the operation of Officers' and Enlisted Men's Clubs or for the purchase of equipment, such as ice-boxes and the like, in Australia that could not be obtained through regular channels.
5. In the early days most leaves and furloughs were handled as follows: 10 days Temporary Duty at Mackay Rest Area. But in July 1944 we had a Group Leave House in Sydney that was handled by the Group Special Services Officer, Captain James R. Queen.
At Port Moresby the 89th Squadron had an Officers' Club -- the "Coral Club" -- that was pretty good. At Dobodura the Group Officers' Club, "The Tropical Paradise" was a show place under the supervision of the Group Special Services Officer, Captain Rogers. It had neon lights, electric refrigeration, and flush toilets, all purchased in Australia. It, Queen took over when Captain Rogers left and the Club started going down. The enlisted men's club, "The Last Resort" was a Group affair and was also a show place. So far as I know, no records of funds or otherwise was kept in connection with either of these clubs. Nobody seemed much concerned and I recall only one Inspector General inspection through Dobodura, though there might have been more. That one was not very exacting as I recall. In any case, few records that would throw light on these matters are now available.

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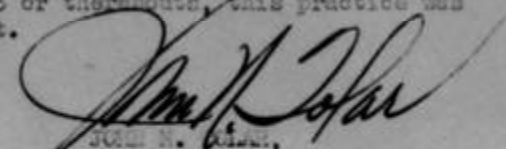
MEMORANDUM: Interview with Captain Mason A. Copeland (continued).

6. As for Special Services, there never was a time when the Group or the Squadron had adequate athletic or recreational materials or equipment. There were very few books and so far as the educational program was concerned, it was taken care of primarily by the Intelligence Officers of the squadrons with no perceptible help from the Group Special Services Officer.

I personally do not recall that any Special Service function of any consequence was ever performed for the Group during the time between Bobokura and Mindoro, except erratic showings of second rate movies.

I have been told that the squadrons (other than the 89th) which remained in Chartiers Towers until the first part of 1944 were better equipped than was the 89th along these lines. The 89th had moved to Iloilo in August of 1943. This Group has often envied the newer outfits coming overseas with refrigeration, lighting equipment and the like. Most of its stuff -- especially that purchased on the open market in Australia -- had been beaten-up, lost or rendered unserviceable by frequent moves and jungle wear and tear by 1944 and it was impossible to obtain anything to replace it.

7. For a time the Group Headquarters had a Dive Bomber T/O while the 89th was under a Light T/O and the 8th, 13th, and 90th Squadrons were under Medium T/Os. During that period numerous paper transfers were effected to the Medium T/O Squadrons from the 89th so that promotions could be obtained for enlisted personnel. In August 1943 or thereabouts, this practice was stopped when we got a Light T/O throughout.


JOHN H. GIAM,
Captain, Air Corps,
Historian.

[REDACTED]

[REDACTED]

HEADQUARTERS
3RD BOMBARDMENT GROUP (L) AAF

JW/mjs

A.F.O. 337,
17 September 1946.

MEMORANDUM: Interview with Captain John M. Wallace,
Adjutant 13th Squadron.

Captain Wallace in answer to questions made statements as follows:

1. I departed the United States 1 September 1942, reached Brisbane 29 September, and joined 3rd Bomb Group, 13th Squadron, at Charters Towers, Queensland, Australia on 12 October. My orders were from the Fifth Air Force and designated the Squadron. I have been continuously with the 13th Squadron to date.

2. As Statistical Officer, Communications Officer, and Adjutant of the 13th Squadron during this period, I have had opportunity to make observations with regard to certain functions and activities of the Group as a whole as well as of the 13th Squadron.

It is my recollection that when I arrived the whole Group was stationed at Charters Towers except for the air echelon of the 89th Squadron which was at Moresby. I recall that missions were then being staged through 17 Mile Drome (Durand) at Moresby. The 13th and 90th were using B-25s; 89th was using A-20s; and the 8th Squadron was, so far as I recall, without aircraft.

3. About the time of my arrival the Hq & Hq Squadron at Group was disbanded. Under a new T/C, the Group acquired a "Headquarters" with less personnel. "Surplus personnel" was then assigned to the several squadrons and carried on D/S to Group Headquarters. So far as I can recall the new T/C made no difference in the strength of Group Headquarters.

4. Shortly after I arrived, the T/C was changed upon redesignation of the Group from a light bomber to a dive bomber organization. This had a rather awkward and demoralizing effect inasmuch as there was no change in aircraft or personnel and as a consequence the organization was thus technically over-staffed and had a large surplus of rank in officer and enlisted personnel. The new T/C did not call for co-pilots, navigators, or bombardiers, and did not allow for sufficient gunners to man B-25s. Under this set up administrative personnel had no prospect of promotion within the unit, Second Lieutenants flew as first pilots for months without promotion. Whether or not this actually delayed promotions of personnel entitled to them I cannot say, but I do know that the fact that men could not be promoted for a period had a bad effect on morale. We had gunners flying as Privates First Class and as Corporals and also had both commissioned and enlisted bombardiers ranging from Corporal to Master Sergeants in the enlisted group and to First Lieutenants in the commissioned group.

[REDACTED]

MEMORANDUM: Interview with Captain John M. Wallace (continued).

Later, I would say about May or June 1945, while we were still under T/O limitations we began to get gunners as replacements who were Staff Sergeants. These men apparently having been promoted to that grade upon completion of gunnery courses in the States. As a direct result this, for a time, prevented quite a number of men experienced in combat from being promoted although eligible by virtue of performance and time in grade. Conditions became such that it was imperative that some of these men be reduced in grade -- through no fault of their own -- in order to promote more experienced personnel. Some of these men who came over as "Staffs" were grounded and reduced and have just lately been able to again attain that rating, having been required to work up in ground jobs. This organization has almost constantly had a surplus of gunners over the T/O. I recall that there was some objection on the part of higher headquarters to the reduction of these men and to similar reductions. After a time -- I don't remember the authority -- this was in some measure corrected by higher headquarters so that it was possible to promote gunners or ground personnel without interference of one with the other. The ratings available for ground personnel were limited, however we could promote all qualified gunners to the level of staff sergeants.

I do not recall a time in my experience when the 11th Squadron operated strictly within the limits of the T/O. Always, there seemed to be something in the way. In my opinion this can generally be blamed on the fact that the assigned T/Os did not adequately cover the needs of the unit for the type aircraft assigned. Also T/O modifications were not kept up with the modifications in aircraft. For example, the conversion of B-25s to strafers added such additional work for armament and did away with the need for bombardiers. The bombardiers were transferred out but there was no increase in armament personnel for quite a while, if ever. It is my recollection that this situation was not eased until the group was changed over to A-20s. Some three months after acquiring A-20s (more guns and more bombs than A-24s) authorization for more armorsers was received. It came as the war ended. It has been my observation that the armorsers have taken a beating in every period of intensive combat activity.

3. While my squadron never suffered unduly due to lack of supplies, there were times when it could have functioned much better with a few more office supplies. Particularly, in this true with respect to typewriters. To this date we have some typewriters that were brought overseas with us -- but not all of them. The numerous moves, bad weather, dust and the like, seriously affected this equipment. Attempts to have them repaired by a typewriter repair unit were discouraging. I recall one instance where such a unit kept one of the squadron's typewriters for over a year, returning it in somewhat less than proper working order. Under those circumstances it was impossible to keep the clerks from attempting to repair them. At times this did not work out so well but it probably did more good than harm as we at least kept the typewriters. As an indication of the balance between the T/E and the T/O it is interesting to note that the squadron is authorized 18 clerk-typists (403s) and three typewriters. The squadron barely got along with seven -- the excess having been purchased with squadron funds prior to departure from the States.

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MEMORANDUM: Interview with Captain John H. Wallace (continued).

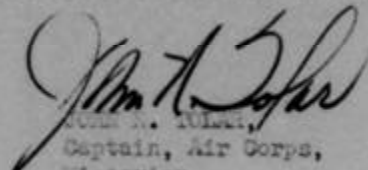
6. Through contacts with Engineering and Maintenance I became acquainted with some of their activities. Often there were complaints relative to the scarcity of parts. This was true recently as well as in the early days. Usually, this problem was solved by "tracking off". Sometimes this was done by going to other units and taking off of a plane or planes already laid up for extensive repairs the part or parts needed. Cooperation on the part of the service unit was virtually forced in some instances. When the stock clerk would not have the part, the secker thereof simply put pressure on the service unit's personnel on the line until he got it one way or another or established that it could not be acquired by "cannibalism" or otherwise. This aggressive attitude definitely resulted in a high maintenance record.

7. Aired personnel who flew over, often did not receive their personal baggage sent from the States when they left there until they had completed their missions and returned home. It was then up to the Quartermaster to send it back.

8. This is not intended to be a series of complaints, although it does look so. I simply wish to make clear some of the things which might be given thought in order to correct them.

9. With further reference to administration, distribution of publications has, according to my view, been fair. There have been a number of occasions when administrative documents have been returned for failure to comply with changes in the regulations of which neither the squadron nor the Group had notice.

10. Our stays at Townsville and Moreby were not without compensations. Beer and some fresh foods came in our own bomb bays. The beer was some of the finest in the world and the fresh foods were extremely welcome.


John H. Wallace,
Captain, Air Corps,
Historian.

[REDACTED]

HEADQUARTERS
3RD BOMBARDMENT GROUP (L) AAF

JNT/njs

A.P.O. 337,
17 September 1945.

MEMORANDUM: Interview with Captain James B. Peterson.

Captain Peterson made statements as follows:

1. I am Armament Officer of the 3rd Bombardment Group. I left the United States 2 September 1942 and landed at Brisbane, Australia, 24 September. I was assigned to the 3rd Group on 28 September and reported at Charters Towers to the 90th Squadron on 1 October. I was Loss and Transportation Officer and assistant Armament Officer. About nine months later I was made Armament Officer and so served until March 1943 when I was transferred to Group. From September 1944 to that date the Group had not had an Armament Officer.

2. Upon my arrival at the 90th, that unit had three 1941 convertible Chevrolet coupes which had been made into $\frac{1}{2}$ ton pick-up trucks and a 1941 $\frac{1}{2}$ ton Ford truck, all of Australian manufacture; one 1940 Ford and a 1940 Dodge for staff cars; two old weapons carriers and two panel body light trucks, plus 2 x $\frac{1}{2}$ ton and 3 x 2 $\frac{1}{2}$ ton trucks. They were serviceable but were not adequate to the jobs required. It was necessary to haul personnel to and from the strip and much of this transportation was not suited to that purpose. This situation was substantially improved by the time we got to Port Moresby and when we moved to Dobodura in May 1943, we disposed of all Aussie vehicles -- two wheel drive jobs -- and the old vehicles brought from the States.

3. Through Dobodura 90% and while in Australia 100% of our rations were Australian and very poor by our standards. There was a limited amount of milk, butter and eggs and some fresh vegetables. There was a decided excess of mutton and lamb. Food was progressively worse until we reached Hollandia where it picked up a little. There would have been next to no perishables had we not sent "Pat Cats" -- administrative planes generally -- to the Australian mainland for food. Up until about the time we left Hollandia the Group had one man, sometimes two, at Cairns, Queensland, buying food for the Group. A decided advantage over other branches. We received very little fruit or fresh vegetables, including potatoes or onions, from the Quartermaster.

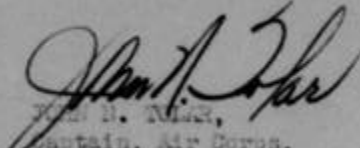
4. Although there were times when Armament was up to T/O strength in the squadrons, we were still short of men. Especially was this true after the B-25s were converted to strafers. As medium bombers they used upper and lower turrets and one .50 calibre and two .30 calibre guns in the nose. Later .30 calibre guns were installed in the waist. No ammunition was used except in case of interception. After conversion to strafers through the installation of 8 x .30 calibre guns in the nose -- in some cases, about one out of four planes, a 20mm cannon was installed in addition to the 8 x .30s -- the increase in ammo expenditure jumped to better than 2000 rounds per mission. On some occasions it ran to 2700 or better. There was no increase in Armament personnel.

[REDACTED]

MEMORANDUM: Interview with Captain James B. Peterson (continued).

Prior to my arrival in the squadron the only record kept was the monthly expenditure of bombs and ammunition. In order to check the armorers I began to keep a record by individual gun and in that way could tell whether the armorers were negligent or lax in their work. In my opinion a full time Armament Officer is not required at Group. A rated officer with proper training could handle the job in addition to his other duties. Primarily it is a matter of inspection and coordination between the squadrons and Bomber Command. This has been and is properly a part of S-4.

5. Morale was generally pretty good according to my view but there was a "going home" complex in every department. Leaves to Australia for rated and non-rated personnel were a great factor in the maintenance of morale.


JAMES B. NICK,
Captain, Air Corps,
Historian.

[REDACTED]

HEADQUARTERS
3RD BOMB GROUP (L) AAF

JEM/rjm

A.F.O. 337,
21 September 1945.

MEMORANDUM: Interview with Captain John A. MacArthur.

In reply to questions Captain MacArthur made statements as follows:

1. I left the United States 2 September 1942, was assigned to the 3rd Bomb Group on 23 September and assigned to the 13th Bomb Squadron on 20 October 1942 as Assistant Armament Officer. I remained in the squadron until 8 December 1944. Except for four months when I was away, going to, returning from and in the United States on T.O., I have been continuously in the Group. I am at present, Adjutant of the 89th Squadron.

2. I came to the Group at Charters Towers where the squadrons, other than the 89th, remained until after the first of 1943. I went to Port Moresby quite a number of times in those days with 13th Squadron planes. The 89th was in "Moresby" when I arrived. It was the practice in those days, and I understood that it had been so for some time theretofore, for the squadrons to take turns staging from Charters Towers through "Moresby" to hit New Guinea targets. First one squadron and then the other would fly up there and run missions for from one to three weeks from either "7 Mile" or "17 Mile" as the strips were called. Usually we got orders at Charters Towers on the number of planes to go north, the type bombs to take and some information on the mission but not much. When we got to "Moresby", we nearly always had to unload those bombs and load others. It was at "Moresby" that we actually got the real information on the mission to be pulled.

3. I understand that B-25s of the 33rd Bomb Group flew some missions with planes of the 3rd Group and also coordinated strikes with the 3rd Group. This was also true of the 32nd Bomb Group which in the first few months of the war was flying B-26s. I've heard that R.A.A.F. fighters were also supposed to have furnished cover for our planes on numerous occasions. I don't remember them but did hear pilots griping about not having had cover when the R.A.A.F. was supposed to provide it. How much reason they had to gripe I don't know. The P-39s were coming in for a good bit of praise though about December 1942.

4. I do not recall channels of authority at that time. As I recall they were not very rigid. About October 1942, General Whitehead moved up to Port Moresby with the advanced echelon of Fifth Air Force and Bomber Command got there about the same time. Americans were running "Moresby" 100% then. Aussies were mixed up with everything just at first. We knew that GEM was at Brisbane but that is about all we knew of the command set up.

5. The strips at Moresby as I recall them were known by name and distance -- from Moresby I presume -- as follows:

[REDACTED]

RECAP: Interview with Captain John A. MacArthur (continued).

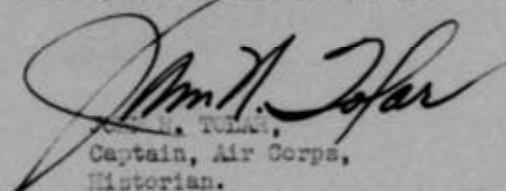
<u>NAME</u>	<u>DISTANCE</u>	<u>CLIP OR NATIVE NAME</u>
Kila Kila	3 Mile	Kila Kila
Wards	4 Mile	
Jackson	7 Mile	
Berry	12 Mile	Saxons
Durand	14 Mile	Waguni
Schwimmer	17 Mile	Ialoki
Rogers	30 Mile	

They were located generally to the north of Port Moresby.

6. All our early missions with B-25s were medium altitude. The first B-25 strafing I ever saw -- and I understand that it is the first one of many to be used by this and other groups in this theatre -- was at Port Moresby in December 1942. Captain Paul I. "Pappy" Gunn was flying it in test flights, strafing the "Moresby Wreck", and on some of those flights General Walker (I don't know his first name) of VBO was with him. After these flights General Walker is said to have told "Pappy", "That's it!" It was a "Plan Proddy" (from the comic strip "Teenerville Trolley") looking thing with the eight .50 calibre machine guns, four in the nose and two on each wing, looking as though they were attached and not well integrated parts of the plane. Beginning then, B-25s of the 13th and 90th Squadrons were pulled down south -- I think to Brisbane -- to have such guns installed and the lower turrets taken out. By July 1943 all our B-25s were so modified and those which were modified down south looked like factory jobs from the United States.

7. "Pappy", later "Colonel Gunn" (Lt. Col. I think), was and is the subject of many stories. It was current in those days that he had obtained the B-25s of the 13th and 90th Squadrons in a reasonably lawful manner from representatives of the Dutch Government. The story went the rounds that the Dutch representatives would not give up the bomb sights for these planes -- bomb sights that had special electrical systems -- and that "Pappy" forced their hand with a Tommy-gun. He was the sort of man that legends grew up around.

8. The 3rd Group finally got moved to Dobodura in May 1943. Some personnel of the 90th Squadron and possibly of the 8th Squadron went up there in April. The organization was moved by air in one day except for the heavy equipment which went by barge around by Milne Bay. The barges took quite a long time.


JOHN A. MACARTHUR,
Captain, Air Corps,
Historian.

[REDACTED]

HEADQUARTERS
3RD BOMBARDMENT GROUP (I) AB

JRT/mje

A.P.O. 337,
18 September 1945.

MEMORANDUM: Interview with Lt. Col. Charles F. Martin.

Lt. Col. Charles F. Martin in reply to questions submitted the following:

1. I left the United States 27 December 1943, arrived Brisbane, Australia, 31 January 1944, was assigned to the 3rd Bombardment Group on 7 February and to the 80th Squadron on 11 February 1944. Until 27 June I was Assistant Intelligence Officer and Intelligence Officer on which date I was transferred to Group Headquarters as Assistant S-R. I became S-R 17 November and continued in that duty until 10 September 1944 when I was made Group Executive Officer in which status I served until 28 August 1945 when relieved.

2. At the time of my arrival at the Group, Fifth Bomber Command was set up at Port Moresby and we were operating directly under its tactical and administrative direction. In fact, this Group has at all times been administratively responsible directly to VBC. At Dobodura, we were under the First Air Task Force for tactical purposes from May 1943 to February 1944. At Madzab tactical control was vested in the 309th Bomb Wing until sometime in March when Bomber Command arrived. During our stay at Hollandia tactical supervision came from the 310th Bomb Wing from May until September and from the 308th Bomb Wing. For several weeks at the very end of our stay there -- during the latter part of October and early November -- tactical supervision, assignment of strikes and receipt of mission intelligence was handled by Colonel Strouse, commanding officer of the 312th Bombardment Group (I), who was the senior commander in that locality.

At Leyte, where we were located from 15 November through 26 December 1944, no operations were conducted. While we were at Mindoro, from 30 December 1944 through 8 August 1945, tactical control was exercised by the 310th Bomb Wing throughout, except for a short time in February, March and April when VBC was in direct control. On Okinawa all phases of command were continuously vested immediately in Bomber Command.

3. With reference to the intelligence function, I would like to point out that all the fine stories they told us at Harrisburg about the equipment and accessories we would have for use in connection with education and intelligence activities did not pan out. No balopticons, slides, projectors and the like were available. Finally, we got two projectors and some slides in mid-1944 which were traded back and forth between squadrons. The slides were generally pretty obsolete. As a matter of fact, there was a general inadequacy of maps, general office supplies -- even paper and pencils -- plywood and building materials.

[REDACTED]

MEMORANDUM: Interview with Lt. Col. Charles F. Martin (continued).

We made out and perhaps some nice things might be said about the way we improvised but I cannot help but think of how much more satisfactorily the intelligence function might have been conducted had we had facilities for visually pre-briefing the crews with projected photos.

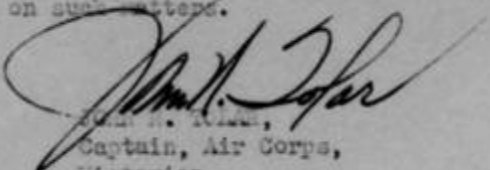
4. For a long time we attempted to get forward-aiming gun cameras for our strafers, believing that they would be invaluable in confirming the results of our strafing and in furnishing us with visual aids in defining approaches to targets. I made every effort to obtain at least one such camera and the Group S-4 and the Photographic Officer did likewise. All of us were without success.

5. Not only were maps inadequate and inaccurate but they were also insufficient in quantity. Many of the maps were grossly inaccurate for our purposes and in the earliest days, according to good information received by me from pilots who used them, they were in most cases prepared for coastal surface navigation or to mark trails generally near the coast. Generally, they were of Australian or Dutch origin and often were merely sketches. At times pencilled sketches from memory were used.

6. Lack of information on the part of our intelligence from U.S. forces through March and April 1944 was acute. Had it not been for Australian Liaison Officers, often we would not have known the locations of our own troops.

The only U.S. liaison officers that we had to do with were obviously not very well trained in their duties. They hadn't been indoctrinated in intelligence much less in air tactics. They had no conception of attack aviation, bombing, strafing, and the like. It was not until fairly late in 1944 that we had attached to our Group an Infantry Liaison Officer with thorough knowledge of his job. This was Lt. Robert S. Bruce, Infantry.

7. On reflection, it is my belief that it would have been very helpful had we been advised -- to some extent at least -- on advanced planning. We were never very well informed on such matters.


John W. Ryan,
Captain, Air Corps,
Historian.

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HEADQUARTERS
3RD BOMBARDMENT GROUP (L) AAF

JNE/njs

A.F.O. 337,
2 October 1945.

MEMORANDUM: Interview with Captain John G. Ransier, Ordnance.

In reply to questions Captain Ransier answered as follows:

1. I came overseas 17 September 1943 from the U.S. and joined the 8th Squadron, 3rd Bomb Group, 20 October 1943. I was made Ordnance Officer -- aviation ordnance, not transportation -- for that squadron immediately. I remained so until October 1944 when I was made transportation officer in addition to my other duties. For a short time in 1944 I was also armament officer for that squadron. I have been Group Ordnance and Transportation Officer since February 1945.

2. At Dobodura, in the fall of 1943, I had four men overstrength according to the T/O. A large percentage of them were Ordnance trained and all had practical experience in the field. When we started sending men home in the spring of 1944 that picture changed. Throughout the year we lost men until at one time I was below half strength. We just didn't get replacements, Ordnance trained or untrained. After the fall of 1944 none of the Ordnance sections exceeded half strength. And less than half of what we had were trained. Being familiar with the other ordnance sections in the Group and having continuously worked with other ordnance officers in the Group I am aware that this situation prevailed throughout all the squadrons.

3. At Dobo each squadron maintained its own bomb dump carrying two full missions -- figuring 12 planes to the mission -- of every type of ammunition and bomb available for use in B-25s at that station. These dumps were all in the jungle and therefore heavily camouflaged. Even so Mip bombs landed about 150 yards from the 8th Dump one night - about September 1943. I was not there but I saw evidence of where they hit. They were "Daisy-cutters" and they went off in the trees.

We then drew all ammunition components from the 1919th Ordnance Ammunition Co. which operated the Rabi Bomb Dump, main one for the Dobodura area. We got ordnance general supplies from the 1518th Ordnance Supply and Maintenance Company. We had liaison with the Ordnance Officer, Capt. McKinney, at the First Air Task Force. At Dobodura we were serviced by the 46th Service Group of which the foregoing units were a part.

4. At Nadzab we were served by the 1817th Ordnance Supply and Maintenance Company and obtained bombs from the "Reserve Dump Nadzab Area" operated by the 617th Ordnance Ammunition Company. We no longer had squadron dumps but drew from this dump as we needed them.

5. There was great deterioration of ammunition at Dobo where there was a very high moisture content in the air. Small arms suffered likewise. This was also reflected in the health of my personnel. At Dobo sickness was high, at Nadzab health was much better.

~~SECRET~~

John H. Tolar
JOHN H. TOLAR,
Captain, Air Corps.

IAW EO 13526, EXHIBIT 15

[REDACTED]

HEADQUARTERS
3D BOMBARDMENT GROUP (1) AAF

JRW/hoh

A.F.O. 337
16 September 1945

Below is the story of the photographic Section of the Third Bombardment Group as told to the Historical Officer by Captain Robert Speith, Group Photographic Officer at the war's end:

1. The 3rd Attack Group photo Section came into being in 1941 at Savannah, Georgia under the capable leadership of Lt. Lamar Russell, Photographic Officer. He was later decorated with the Legion of Merit for his outstanding accomplishments and devotion to duty in the organizing, setting up and directing of the Photographic Section.

2. The Group left the States in late January 1942 and arrived at Charters Towers, Australia in March. Here, the "Photo" Section acquired its non-com Section Chief, Sgt. Jimmie Hughes. The history of the section it seems, should start with the above mentioned men since both will be long remembered for their achievements. Sgt. Hughes was later decorated with the Bronze Star.

3. The Sections equipment, with the exception of two photo trailers, was brought over from the States with the Group and some of the equipment plus one or two cameras are still in use today--October 1945. Although this is no remarkable accomplishment, it may help to show that due to necessity and to the tremendous shortage of photo supplies and equipment in this theatre, constant nursing, patching and repairing had to be accomplished to carry us through until supplies would reach us. Fortunately the close of the war took care of that problem...It had never been solved.

4. When the Group moved to Port Moresby, the Section acquired two A-2 photo trailers and although a God-sent gift, they were never meant for travel in the New Guinea jungles. However, they proved their worth over and over again, even though they were responsible for a great amount of toil and sweat between Port Moresby and Okinawa. These trailers gave us the advantage of being able to set up and be in operation for every mission ever flown regardless of the moves or difficulties encountered. It came to be well known at V Bomber Command that our section could help out other sections until they got set up for operations.

[REDACTED]

Story of Photographic Section (Continued).

5. The section received two commendations; one for the excellent job accomplished for the photo coverage of the Bismarck Sea Battle, showing conclusive evidence of results, and the second from the Commanding General of the First Air Task Force back at DoboDura when the section was turning out work for the Navy, the 380th Bomb Group and ourselves prior to the Cape Gloucester landings. At that time, for a period of approximately three weeks the section was turning out better than 3000 prints a day or, in all, just double the rated peak capacity of the section for a months' period. This was accomplished with a grossly understaffed section.

6. Shortly after the Group moved to Madnas the Section lost Capt. Russell through a plane crash. For well over a month Sgt. Humphries carried the Section until the arrival of Lt. Speith. It would be unfair to overlook at this point, praise for the exceptional leadership and judgement displayed by Sgt. Humphries, not only during this period but throughout his term as Section Chief.

7. The problems and headaches were always with the section, for there was never a time when photo supplies and equipment in this theatre were anything but meager and tremendously short. However that seemed to be the individual sections responsibility and what little supplies arrived were obtained one way or another. This section was never so short-handed on supplies that it had to cease operations. At one point cameras were piled up on a shipping ticket from an outfit fresh over from the states. They seemed to be glad to get rid of them...Needless to say we only smiled without comment.

8. Since this Group was instrumental in perfecting low-level tactics, it was also necessary for the photo section to re-design, make and install suitable camera mounts to obtain photographic evidence of strike damage and target data. Suitable mounts were designed and installed in our B-25s, A-20s and A-26s. In each case our mounts were installed as standard equipment for all minimum altitude outfits in this theatre.

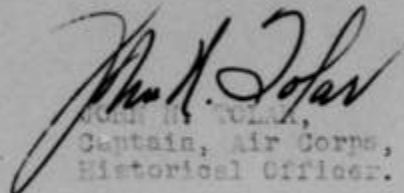
9. The past ingenuity and the traditions of the section were instilled in each new man assigned to the section; which in turn inspired each man to perform at top proficiency throughout.

~~SECRET~~

Story of Photographic Section (Continued).

10. Difficulties were encountered in the jungles due to tremendous heat, excessive dampness, torrential rains and lack of temperature control equipment in the laboratory, and was common with all photo sections, as was the serious shortage of personnel. This last was somewhat solved in our section by taking aerial gunners and using them for aerial photographers, then training them for the additional duties in the lab. This worked well for both parties since the gunners could get more missions in as photographers and we could use them as lab helpers.

11. Something about our strike photographs: In closing, it can be said they were among the outstanding pictures of the Fifth Air Force from the standpoint of intelligence and from the operational view point. There is hardly an Allied Air Forces Intelligence Summary that failed to carry a photograph series that were taken by the 3rd Group. Many of our photographs appeared in all branches of the Services' Intelligence Summaries, plus such magazines as Impact, Recognition Air Intel, U.S. Camera, and leading U.S. and Australian newspaper publications. It is believed that part of this Group's fame is due to the photographic evidence which substantiated our enemy claim."

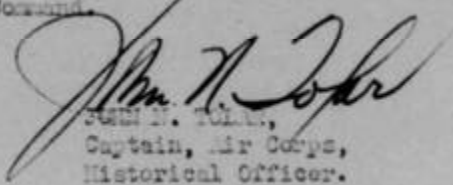

Paul H. Tolson,
Captain, Air Corps,
Historical Officer.

WFO 337
15 October 1945

PARTICIPATING DATES OF SMD BOB GROUP IN SUPPORT OF
CERTAIN CAMPAIGNS AS ON FILE AT OFFICE OF A - 1,
V BOMBER COMMAND

<u>Campaigns</u>	<u>Dates</u>	<u>SMD GROUP Participation</u>
East Indies	1 Jan 43 - 22 Jul 43	3 Apr 43 - 22 Jul 43
Papuan	22 Jul 43 - 23 Jan 43	22 Jul 43 - 23 Jan 43
New Guinea	24 Jan 43 - 31 Dec 44	24 Jan 43 - 3 Nov 44
Bismarck Archipelago	15 Dec 43 - 27 Nov 44	15 Dec 43 - 27 Mar 44
Southern Philippines	17 Oct 44 - 3 Jul 45	3 Feb 45 - 3 Jul 45
Luzon	9 Jan 45 - 3 Jul 45	3 Feb 45 - 3 Aug 45
Gundalcanal	7 Aug 43 - 21 Feb 43	12 Oct 43 - 21 Feb 43
Northern Solomons	21 Feb 43 - 21 Nov 44	3 May 43 - 14 Dec 43
Western Pacific	17 Apr 44 - 20 Aug 45	8 Apr 45 - 14 Jul 45
China	4 Jul 42 - 20 Aug 45	3 Apr 45 - 3 May 45
Ryukyus	26 Mar 45 - 2 Jul 45	
Air Offensive Japan	17 Apr 43 - 20 Aug 45	7 Aug 45 - 15 Aug 45

The foregoing were extracted on 10 October 1945 by the undersigned
from a chart distributed by V Bomber Command.


JOHN H. TOLSON,
Captain, Air Corps,
Historical Officer.

FO 328
31 October 1945

STATES OF PARTICIPATION OF THE MID BOMBARDMENT GROUP (L)
IN SUPPORT OF CERTAIN OPERATIONS AS TAKEN FROM
INTELLIGENCE OFFICE FILES

<u>Campaigns</u>	<u>DATES</u>	<u>MBD GROUP Participation</u>
East Indies		6 Apr 43 - 23 Jul 43
Palau		23 Jul 43 - 23 Jan 44
New Guinea		24 Jan 43 - 3 Nov 44
Bismarck Archipelago		13 Dec 43 - 23 Mar 44
Southern Philippines	{ Same }	4 Feb 43 - 21 Apr 45 *
Japan	{ as on }	19 Jan 43 - 14 Jul 45 *
Guadalcanal	{ previous }	18 Oct 43 - 21 Feb 44
Northern Solomons	{ page }	3 May 43 - 14 Dec 43
Western Pacific		6, 24 & 25 Apr & 6, 9, 12, 13 & 14 Jul 45 **
China		6, 6 & 7 Apr & 6 May 45 **
Ryukyus		None ***
Air Offensive Japan		9, 10, 11 & 12 Aug 45 **

* Dates of first and last missions executed. Group was stationed on Leyte 15 November - 26 December 44 and on Mindoro 30 December 1944 - 24 July 1945. Flight echelon never on Leyte; on Mindoro 18 January - 6 August 1945.

** Actual dates of missions flown.

*** Executed no missions against Ryukyus. Ground echelon arrived Okinawa, Naha Harbor, 4 August, landed base and made camp 6 August 1945. Flight echelon arrived 7 & 8 August 1945.

John H. Keller
JOHN H. KELLER,
Captain, Air Corps,
S-2.

~~SECRET~~

GROUP COMMANDERS

Activation to 15 October 1945

* * *

Maj. B.B. Butler.....1 July 1919 - 31 August 1919
Maj. William G. Schauffler, Jr....1 September 1919 - 26 September 1919
Lt. Col. Henry B. Claggett.....27 September 1919 - 19 November 1919
Maj. Leo A. Walton.....20 November 1919 - 10 October 1921
Maj. Leo C. Heffernan.....10 October 1921 - 21 August 1922
Lt. Col. Seth W. Cook.....22 August 1922 - 4 February 1923
Maj. Lewis H. Brereton.....5 February 1923 - 24 June 1924
Maj. Harvey B.S. Burwell.....25 June 1924 - February 1926
Capt. Joseph H. Davidson.....February 1926 - 25 June 1926
Maj. Frank D. Lackland.....26 June 1926 - 14 August 1928
Maj. John H. Jouett.....15 August 1928 - 26 February 1930
Maj. Davenport Johnson.....27 February 1930 - 17 June 1932
Lt. Col. Horace M. Hickman.....18 June 1932 - 4 November 1934
Lt. Col. Earl L. Naiden.....5 November 1934 - July 1937
Col. J.A. Rader.....July 1937 - August 1938
Maj. O.S. Ferson.....August 1938 - September 1938
Col. John C. McDonnell.....September 1938 - November 1940
Lt. Col. R.G. Breen.....November 1940 - December 1940
Lt. Col. Paul L. Williams.....December 1940 - 18 August 1941
Lt. Col. Phillips Melville.....18 August 1941 - 19 January 1942
1st Lt. Robert F. Strickland.....19 January 1942 - 2 April 1942
 and as Lt. Colonel 26 October 1942 - 28 April 1943
Col. John H. Davies.....2 April 1942 - 26 October 1942
Maj. Donald P. Hall.....28 April 1943 - 19 October 1943
Lt. Col. James A. Downs.....20 October 1943 - 6 November 1943
Col. John P. Henebry.....7 November 1943 - 26 June 1944
 and 30 October 1944 - 26 December 1944
Lt. Col. Richard H. Ellis.....27 June 1944 - 29 October 1944
 and as Colonel 28 December 1944 - 1 May 1945
Col. Charles W. Howe.....1 May 1945 - Present Date

~~SECRET~~

THE SECOND AIR GROUP (1) AAF
PARTIAL LIST OF NAME & GRADE
OF OFFICERS
1942 - 1945

1942

1st Lt. Robert W. Strickland
1st Col. William S. Cook, Jr.
Maj. Edward A. Keefler
Maj. Henry A. Jamieson
1st Col. Charles E. Martin
Maj. George C. Grant

1943

Maj. Frank I. Rubenstein
Maj. William S. Cook, Jr.
Capt. Edward A. Keefler
Capt. Henry A. Jamieson
Capt. Carl E. Cook
Capt. William T. Robinson
Capt. George W. Doeland
Capt. Samuel A. McDowell, Jr.

1944

1st Lt. James B. McAfee
Maj. Irvine H. Shearer
Maj. Walter E. Scales
Maj. Charles E. Martin
Maj. Ivan F. Reed
Capt. John H. Solar

OFF SIGHT

1st Lt. Donn C. Young
Maj. Ronald B. Hubbard
Maj. Donald F. Hall
Maj. Alexander G. Vandoff
Maj. Christian Tetri, Jr.
Maj. Harold V. Randle
Maj. Glenn W. Clark
Maj. James A. Downs

[REDACTED]

ENGINEERS (Continued)

Maj. John A. Kennedy
Maj. Ernest P. Kenneman
Maj. Richard M. Ellis
Maj. Robert E. Dow
Lt. Col. Bruce T. Herston
Maj. George A. Treane
Lt. Col. C. W. Howe
Maj. Stanley B. Kline
Maj. Walter A. King

ARTILLERY & MOUNTAIN BATTALIONS

1st Lt. Alexander G. Swartz
Capt. Paul I. Gunn
Capt. Herbert G. Lott
Maj. John M. Crerar
Maj. Carlene J. Robinson
Maj. Burdette B. Winsey
Captain Robert Lane

LIGHT INFANTRY

Maj. Sidney J. Siegel
Maj. John W. Gilmore
Maj. Guy C. Richardson
Maj. Nicolas T. Peters

INFANTRY

Capt. Ben D. Egan
Capt. Frederick E. Doner

COMMUNICATIONS

Capt. Robert A. Lawrence
Capt. Otto W. Kennedy
Capt. John E. Karol
Capt. W. D. Fryer
Capt. George W. Ferguson

ENGINEERS

Capt. Joseph W. James
Capt. John J. Wood
Capt. Seward J. Johnson
Capt. Edgar L. Patton

[REDACTED]

PHOTOGRAPHS

Capt. Lesan G. Russell
Capt. Robert Spith

The foregoing list was compiled from the card file
in Group Headquarters, at Atsugi, Honshu Island, Japan
on 30 October 1945.