

498th BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
181-G
1 JULY 43

July 6, 1943

SUBJECT: Narrative Report of Mission FFO #181-G, performed by 498th Bombardment Squadron (M), on 1 July 1943.

TO : Commanding Officer, 345th Bombardment Group (M) AAF, A.P.O. #929.

1. Nine A/P's were ordered to bomb Logui Village #2. A/P's 024, 293, 043, 036, 047, 041, 034, 026, 037 piloted by Lieutenants Judd, Brooksby, Robinette, Kizzire, Hitt, Cavin, Magee, Chiappe, and O'Rear were assigned to the Mission.

2. Eight of the A/P's reached the target and bombed their assigned objectives. The runs were made at 1040/K/1 to 1055/K/1 at altitude from 5000 to 7000 feet. Lt. Chiappe was unable to reach the target on account of the weather encountered and returned to base with his bomb load.

3. 37 x 300 lb. wire wrapped daisy cutters; 8 x 300 lb. instantaneous demo bombs and 12 x 500 lb. instantaneous demo bombs were dropped on the target area with results unobserved due to cloud cover.

4. A/A was intense, medium and heavy, partially inaccurate for altitude bursting from between 4000 and 9000 feet; mainly from MacDonald's Junction and some from Logui #2.

5. Crews reported that they had seen a stationary barge off Killa Village at Salamaua Harbor and a barbe off Sashen Bay at 1045/K/1, course 135 degrees 6 knots, from 5000 ft.

For the Squadron Commander:

BRUCE O'DELL,
Capt, A. C.,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
182-H
2 JULY 43

July 6, 1943

SUBJECT: Narrative Report of Mission FFO #182-H, Performed by 498th Bombardment Squadron (M), on 2 July 43.

TO : Commanding Officer, 345th Bombardment Group (M) AAF, A.P.O. #929.

1. Nine A/P's were ordered to bomb the trail from the bend of the Francisco River to Lougi #2 at Salamaua. A/P's 047, 033, 036, 030, 043, 034, 293, 026, 024 piloted by Capt's. Giffin and Kilgore and Lieutenants Dean, Best, Heuser, Cope, Brooksby, Davidson and Mitt were assigned to the mission.

2. All A/P's reached the target and bombed their assigned objectives. The run was made at 0925/K/2 at altitude of 4000 ft.

3. 30 x 300 lb. aerial burst and 30 x 500 lb. aerial bursts were dropped in the target area. 2 x 300 lb. aerial bursts bombs fell safe with wiring attached at beginning of bomb run.

4. Black smoke was seen rising from the target area for five miles after the bombing. Bombs burst from ground up to 100 feet.

5. A/A was intense, medium, heavy and light from MacDonald's Junction, target area and South end of strip; A/A was mostly inaccurate bursting from 3000 to 5000 feet.

6. The last A/P reported a lot of men running out of bushes, of target area, towards river bank. A number of A/P's reported tents seen at coordinates 20.4-13.2 and trucks at 22.12, photo map Salamaua, scale 1:12500. A number of crews also reported lumber and tents seen at ridge one mile East of Old Bobdubi.

For the Commanding Officer:

BRUCE O'DELL,
Capt., A. C.,
Intelligence Officer.

498
185-C
5 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

July 6, 1943

SUBJECT: Narrative Report of Mission FFO #185-C, Performed by 498th Bombardment Squadron (M), on 5 July 43.

TO : Commanding Officer, 345th Bombardment Group (M) AAF, A.P.O. #929.

1. Nine A/P's were ordered to bomb Japanese Army Headquarters at Salamaua. A/P's 036, 041, 040, 031, 026, 037, 024, 293, 043 piloted by Lieutenants Kizzire, Gavin, Hitt Magee, Davidson, O'Rear, Judd, Brooksby and Robinette were assigned to the mission.
2. All A/P's reached the target and bombed their assigned objectives. The runs were made at 1300/K/5 to 1305/K/5 at altitude from 3000 to 4000 ft.
3. 27 x 1000 lb. demo bombs were dropped in the general target area.
4. It was reported that several houses were seen destroyed--blown up! that smoke was seen rising to 300 feet and that several fires were left burning.
5. Three of our A/P's reported that they had observed bombs from another B 25 dropping in area from bend in Francisco River to Logui #2.
6. Although the bombs were to be released from 8000 to 9000 feet, due to bad weather the bombs were released at an altitude from 3000 ft. to 4000 ft. and it took the pilots approximately 45 minutes to find an opening through the clouds in order to make their bomb runs and release their bombs.
7. A radio message was received by A/P's on this mission to return immediately, but their bombs were released a minute or so prior to the receiving the radio message.

For the Commanding Officer:

BRUCE O'DELL,
Capt, A. C.,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
188-E
8 JULY 43

July 8, 1943

SUBJECT: Narrative Report of mission FFO #188-E, Performed by the
498th Bombardment Squadron (M) on July 8, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. #929.

1. Nine A/C ordered to bomb the Jap Track from Logui #2 to South or Salamaua airstrip. A/C 047, 030, 034, 031, 026, 063, 024, 293, 033, piloted by Captain Kilgore and Lieutenants Heuser, Cope, Magee, Turk, Davidson, Judd, Brooksby, and Robinette were assigned to the mission.

2. All A/C reached target and bombs released from 1040/K/8 to 1045/K/8 from 4500 to 7000 feet.

3. 43 x 500 lb. instantaneous bombs exploded in target area. Two houses in the target area were seen to burst into flame. 3 x 500 lb instantaneous bombs fell in the river south of the strip. 2 x 500 lb. instantaneous bombs fell from A/C #24 as the bombays were opened at the start of bombing run. A/C # 026 returned two bombs due to rack failure and A/C #063 returned four bombs due to rack failure.

4. Intense A/A of heavy and medium calibre bursting from 4000 to 6000 feet was encountered. Guns were observed firing from Logui #2, lower part of Killa Village, point of Francisco River and Bayern Bay. Flashes were observed from the area between the landing strip and the river indicating possibly eight (8) A/A guns.

5. Nine K21 verticals and one K20 oblique taken of the bombing.

For the Commanding Officer:

BRUCE O'DELL
Capt, A. C.,
Intelligence Officer.

498
190-C
10 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

July 11, 1943

SUBJECT: Narrative Report of mission FFO #190-C. Performed by the 498th Bombardment Squadron (M), on July 10, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

1. Nine A/C were ordered to bomb the road and installations along the road from the cemetery on the Western side of the Peninsula to and including the quarry at the Northern end of the Isthmus. A/C 036, 040, 041, 031, 030, 026, 047, 033, 034 piloted by Captain Giffin, and Lieutenants Kiszore, Mitt, Cavin, Magee, Heuser, Chiappe, Dean and Cope were assigned to the mission. The flight was led by Captain Giffin.
2. All A/C reached the target and bombs were released from 0958/10/K to 1005/10/K at 3000 to 4100 ft. altitude.
3. 17 x 500 lb. aerial burst bombs and 5 x 1000 lb. 4-5 sec. delay bombs hit in the target area. 3 x 500 lb. aerial burst bombs scored a direct hit on a storage building North of Parsec Point (Photo 58 G Salomana coordinates H-1, Y-7. Heavy black smoke was observed 300 ft. North of quarry after bombs burst. Results were unobserved on 3 x 1000 lb. bombs and 16 x 500 lb. bombs. 1 bomb was known to have hit in water.
4. Troops were seen to rush from woods to beach at Legui #2 at 1002/10/K.
5. A/A was intense from light and medium guns. Bursts were at correct altitude but mostly to right of A/C. No A/A was diverted to squadrons attacking other targets in area.
6. 14 K-21 vertical photos and 6 K-20 obliques were taken of the bombing.
7. 36 x 500 lb. aerial burst bombs, 9 x 1000 lb. 4-5 sec. delay bombs and 975 x .30 cal., 250 x .50 cal. were expended.

For the Commanding Officer:

BRUCE O'DELL,
Capt., A. C.,
Intelligence Officer.

498
191-F
11 JULY 43

498th BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

BO'D/SLS/fic

July 12, 1943

SUBJECT: Narrative Report of mission FFO 191-F. Performed by the 498th Bombardment Squadron (M), on July 11, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), A.F.O. 929.

1. Nine A/C were ordered to bomb the enemy strong point on Old Bobdubi Ridge as a primary target and police barracks at Kela Village, Salamaua as an alternate target. A/C 024, 026, 043, 033, 034, 063, 046, 030, 037 piloted by Captain Kilgore and Lieutenants Judd, Turk, Robinette, Brooksby, Cope, Davidson, Heuser, and O'Rear were assigned to the mission. The flight was lead by Lt. Judd.

2. All A/C reached the target and bombs were released from 1045/11/K to 1104/11/K at 4300 to 4800 ft. altitude. On primary target only.

3. 26 x 1000 lb. one tenth second delay fuse bombs hit in the target area. 1 x 1000 lb. one tenth second delay fuse bomb burst outside the target area 500 yards west of Old Bobdubi.

4. One flight saw seven Zero's 1000 yards from formation which followed one element for a short period and were later intercepted by Lightnings (P-38). Two Oscars, at an altitude of 4000 ft. time 1105/K, over Bayern Bay, made two passes from 12 o'clock, breaking off at 200 feet from our formation, at planes numbers 033, 034, 063 piloted by Lieutenants Brooksby, Cope and Davidson without damage. Our A/C fired 200 rounds of .50 cal. with no apparent results. The gun fire from the Oscars were low and wide.

5. Between Lougi #2 and McDonald Junction approximately 30 barges on beach were sighted and approximately 50 barges off Kela Village on the beach were sighted by one member of one of the crews. Members of three crews reported seeing two Haps taking off from the Salamaua strip and at least 12 mixed Zekes and Haps in the air.

6. No A/A was reported on this mission.

7. Vertical and oblique photos were taken of the entire area.

8. 27 x 1000 lb. 1/10 second delay fuse bombs; 200 rounds .50 cal. were expended.

For the Commanding Officer:

BRUCE O'DELL,
Capt., A. C.,
Intelligence Officer.

498
193-D
13 JULY 43

**498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

July 13, 1943

SUBJECT: Narrative Report of mission FFO 193-D. Performed by the 498th Bombardment Squadron (M), on July 13, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

1. Nine A/C were ordered to bomb A/A positions along Salamama strip; between landing strip and Francisco River and along road from the North end of landing strip to McDonald's Junction. A/A positions on Burning point were to be the alternate target. A/C 030, 046, 036, 031, 040, 063, 033, 030, and 041 piloted by Capt. Giffin, Capt. Caltharp and Lieutenants Kissire, Hages, Mitt, Best, Dean, Chiappe and Gavin were assigned to the mission. The flight was led by Lt. Kissire with Colonel Grebb, Jarred V. flying as Co-Pilot.

2. All A/C reached the target and bombs were released on the primary target from 1030/K to 1032/K from 3600 to 4100 ft. altitude.

3. 43 x 500 lb. aerial burst bombs hit in target areas. 6 x 500 lb. aerial burst bombs from A/C 036 hit short of target. 1 x 500 lb. aerial burst bomb from A/C 047 piloted by Capt. Giffin exploded below A/C putting hydraulic system out of order and closing bomb-bay doors. 4 x 500 lb. aerial burst bombs in A/C 063 piloted by Lt. Best failed to release and were salvaged. A large explosion 250 ft. North of McDonald's Junction on Isthmus caused heavy black smoke 300 ft. high visible for 15 miles. Bomb bursting in water 200 ft. North of McDonald's Junction alongside Isthmus caused water spout 300 ft. high.

4. Several reports were made of sighting one B-25 over Massau Bay at 1040/K. A/C had one propeller feathered and was losing altitude. A/C was heading for Debeduri. One unconfirmed report was made of an A/C thought to be a C-47 in the water 2 miles NE of Det Island at 1035/K. A pursuit A/C was circling the fallen A/C. Two barges were observed in Det Inlet at 1035/K. 6 to 8 bombs were seen to burst in water between Iae and Hapai at 1024/K.

5. A/A was intense from medium and light guns and was fairly accurate. Several reports were made of 6 to 8 A/A guns firing from location 400 to 600 ft. East of center of landing strip.

6. Vertical K-21 photographs and oblique K-20 photographs were taken of the bombing run.

7. 54 x 500 lb. aerial burst bombs, 400 x .50 cal. and 150 x .30 cal. were expended.

For the Commanding Officer:

BRUCE O'DELL,
Capt., A. G.,
Intelligence Officer.

498
194-D
14 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office Of the Intelligence Officer
A.P.O. #929

BO'D/SLS/fic

July 15, 1943

SUBJECT: Narrative Report of mission PFO 194-D. Performed by the 498th Bombardment Squadron (M), on July 14, 1943.

1. One B-25 was ordered to SJY for HMAS KAPUNDA escorting ALAMO and COLORADO. ETD PORT MORESBY 1400/K/14 for GRAFTON PASSAGE, COURSE 176 deg., speed 7 1/2 knots. Cover from departure until dusk. A/C no. 293 piloted by Lt. Brooksby departed from this base on this mission at 1400/K.

2. At 1530/K a weather report was sent by radio from A/C 293, weather report being undecipherable.

3. This A/C was reported to have gone down in the sea while on this mission about 1630/K. The members of the crew aboard this A/C were: Pilot, 2nd Lt. Victor V. Brooksby, O-520695; Co-Pilot, 2nd Lt. Frank A. Gerber, O-793405; Navigator, Robert E. Gagen, O-664755; Eng. Gnr., Cpl. Ephraim R. Poole, 13047386; Radio, Paul B. Drinkard, T/Sgt, 35380345; Gunner, S/Sgt. Adam V. Domijan, 11072294.

4. Three conflicting reports were received as to the crews safety, all of which are unconfirmed.

For the Commanding Officer:

BRUCE O'DELL,
Capt., A. C.,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

BO'D/SIS/fo

498
197-D
17 JULY 43

July 18, 1943

SUBJECT: Narrative Report of mission FEO 197-D. Performed by the 498th Bombardment Squadron (M), on July 17, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

1. Three A/C were ordered to bomb Jap Headquarters at Salamaua. This flight was led by Captain Kilgore, A/C #046 and A/C's 031 and 034 piloted by Lieutenants Heuser and Cope. Three A/C led by Captain Coltharp, A/C 041, and A/C's 033 and 043 piloted by Lieutenants Chiappe and Best were ordered to bomb Quarry on Salamaua Peninsula.
2. Two A/C reached Jap Army Hq. A/C 031 dropped 6 x 500 lb. inst. bombs which hit in area directly North of target from 2500 ft. altitude at 0930/K. A/C 046 could not release bombs over target area due to rack failure and bombs salvoed in the bay. Three A/C reached Quarry area. 2 x 1000 lb. 1/10 sec. delay bombs appeared to hit in the Quarry, 3 x 1000 lb. inst. bombs hit on beach west of Quarry, 3 x 1000 lb. inst. bombs hit in Quarry, 1 x 1000 lb. 1/10 sec. delay bomb hit at point 752017 (Salamaua 1/25000 Artillery Series) causing extremely large explosions and fire visible for at least 20 miles. Large column of smoke seen rising from the area directly North of Jap Army Hq. commencing about three minutes after bombs hit and was visible for 5 miles.
3. A/C #034 returned to base with bombs before reaching target due to mechanical trouble. A/C #043, piloted by Lt. Best, landed Lobodura after completing mission because of mechanical difficulty in the hydraulic system. Lt. Best's A/C has returned to this base after repairs had been made.
4. A/A was light from medium and light guns and was inaccurate. It was reported that the A/A fire burst approximately 1000 ft. above the altitude which the planes were flying.
5. Vertical photos K-21 and K-20 photos were taken of bombing run.
6. 12 x 500 lb. inst. demo. bombs, 3 x 1000 lb. 1/10 sec. delay fuse bombs, 6 x 1000 lb. inst. demo. bombs and 400 x .50 cal. were expended.

For the Commanding Officer:

BRUCE O'DELL,
Captain, Air Corps,
Intelligence Officer.

498
199-B
19 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

BO'D/fo

July 20, 1943

SUBJECT: Narrative Report on mission F70 199-B. Performed by the 498th Bombardment Squadron (M), on July 19, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

1. One A/C was ordered on Weather Recon. and bomb bridge across the mouth of the Francisco River. A/C 024 piloted by Lt. Davidson was assigned to the mission.
2. A/C reached target and dropped 6 x 500 lb. 4 to 5 sec. delay fuse bomb on bridge destroying 40 ft. of South end of bridge.
3. A/A was light, of medium calibre and inaccurate, bursting at 100 ft. Two bursts of A/A were observed approximately 100 ft. altitude and well behind A/C.
4. Two K-20 photos taken of wireless towers and five K-20 photos of bombing. Photos do not show destruction of bridge.
5. Weather: .7 clouds 1000 to 2000 ft. from Base to YULE ISLAND. Cumulus 12000 to 16000 ft., over mts., 2 to 4 miles visibility, light rain. SAU VALLEY .8 coverage MARKHAM VALLEY completely covered with fog filling valleys. North of LAE visibility was 4 to 5 miles and light rain, overcast at 9000 ft. .3 ground fog in most valleys.
6. 6 x 500 lb. 4 to 5 sec. delay fuse bombs, 400 x .50 cal. and 300 x .30 cal. were expended.

For the COMMANDING OFFICER:

BRUCE W'DELL,
Captain, Air Corps,
Intelligence Officer.

498
200-H
20 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

BO'D/rc

July 20, 1943

SUBJECT: Narrative Report on mission FFO 200-B. Performed by the 498th Bombardment Squadron (M), on July 20, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

1. One A/C was ordered on Weather Reece. and bomb bridge at mouth of Francisco River. A/C 046 piloted by Lt. Davidson was assigned to the mission.
2. A/C reached target and dropped 6 x 500 lb. 4 to 5 sec. delay fuse bombs on a course of 120 degrees. Two hit 50 yards North of bridge, two hit Logui #2 and results of two unobserved but believed, by one crew member, that the bridge was hit. Weather Reece. completed as ordered.
3. A/A was light, of medium calibre and inaccurate (trailing), bursting at 75 ft.
4. Twenty-four K-20 photos were taken of wireless towers and bombing.
5. Weather: Cumulus from 1500 to 2000 ft. from coast to mts. Clear over passes. .5 coverage in valleys around WAU with scattered cirrus at 20000 ft. over 30 miles visibility.
6. 6 x 500 lb. 4 to 5 sec. delay fuse bombs, 600 x .50 cal. and 500 x .30 cal. were expended.

For the Commanding Officer:

BRUCE O'DELL,
Captain, Air Corps,
Intelligence Officer.

498
201
21 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. 7929

SLS/BO'D/fo

July 22, 1943

SUBJECT: Narrative Report on mission FPO 201. Performed by the 498th Bombardment Squadron (M), on July 21, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

1. Nine A/C were ordered to bomb the road construction in YAULA area. A/C 047, 033, 043, 031, 040, 034, 046, 030, and 037 piloted by Captains Giffin, Coltharp, Kilgore and Lieutenants Dean, Best, Davidson, Cope, Heuser, and O'Rear were assigned to the mission. The flight was lead by Capt. Giffin.
2. Between 1123/K and 1137/K at altitudes from 3500 to 3800 ft. nine A/C released 69 x 300 lb. inst. bombs along the GORI River approximately 3 miles from BOGADJIM. 1 x 300 lb. inst. bomb was salvaged in same area from A/C 046 and 2x 300 lb. inst. bombs were returned to base from A/C 047, the reason being bomb rack failure in both A/C. Results of bombing was unobserved.
3. One complete crew reported seeing what they believed to be a submarine crash dive about 1 mile from mouth of MURU River. That the time of this sighting was at 1129/K at an altitude of 4000 ft. That A/C then passed over the area and could only see a large boil of water.
4. Combat crews reported that they followed the straffers to what they believe was the target and released their bombs on the part bombed and strafed by the straffers.
5. No A/A fire was encountered.
6. Vertical and oblique photos were taken of bombing run.
7. 70 x 300 inst. demo. bombs, 1605 x .50 cal. and 2320 x .30 cal. were expended.

For the Commanding Officer:

BRUCE O'DELL,
Captain, Air Corps,
Intelligence Officer.

498
202
22 JULY
BO'D/fg

File
498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

July 23, 1943

SUBJECT: Narrative report of Mission FFO 202. Performed by the 498th Bombardment Squadron (M), on July 22, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.
(Thru Intelligence Channels)

On the morning of July 22, 1943 this Squadron was ordered to bomb the camp area on the ridge just North of KOMIATUM as part of a coordinated attack involving four heavy bombardment Squadrons, two Squadron of B25C-1s and three additional Squadron of B25's.

Seven B25D's were used for the mission. All our A/C got off of Jackson Drome in three minutes from 0803/K to 0806/K.

The Squadron flew in formation as part of the 345th Bomb. Op. formation to DOBODURA. After spending approximately 15 minutes over DOBODURA the formation proceeded to the target.

A practice run was made on target, heading approximately 360 degrees, altitude 6000 ft., in order that the target might be definitely recognized and not endanger our ground forces. A trail formation was used.

Lt. Judd, in A/C 047, started in on the bomb run at 1025/K. 3 x 1000 lb. inst. fuse demo. bombs were dropped in train of approximately 150 ft. interval and were observed hitting West of the trail about 300 yards North of KOMIATUM.

Lt. Turk, in A/C 026, started his bomb run at 1025/K and 3 x 1000 lb. inst. fuse demo. bombs dropped in train 100 ft. interval, were observed hitting across KOMIATUM VILLAGE.

Lt. Robinette, in A/C 043, started his bomb run at 1025/K and 3 x 1000 lb. inst. fuse demo. bombs, dropped in train 100 ft. interval, were observed hitting to the West of the trail about 125 yards North of KOMIATUM.

Lt. Kixire, in A/C 036, started his bomb run at 1025/K and 3 x 1000 lb. inst. fuse demo. bombs, dropped in train 100 ft. interval, were observed hitting 75 yards North of KOMIATUM and 50 yards West of trail.

3

Lt. Magee, in A/C 030, started his bomb run at 1025/K and 3 x 1000 lb. inst. fuse demo. bombs dropped in train 100 ft. interval, were observed hitting 200 yards North of KOMIATUM and just West of trail.

Lt. Hitt, in A/C 040, started his bomb run at 1025/K and 3 x 1000 lb. inst. fuse demo. bombs, dropped in train 100 ft. interval, were observed hitting just short of bombs from A/C 030 and to the right along the trail.

Lt. Gavin, in A/C 041, started his bomb run at 1025/K and 3 x 1000 lb. inst. fuse demo. bombs, dropped in train 100 ft. interval, were observed hitting just to West of trail and approximately 125 yards North of KOMIATUM.

All the A/C made approximately the same run, heading 360 degrees, and all the bombs were dropped in train at intervals of 100 to 150 ft.

As the Squadron made its bomb run several B25C-1's were observed ahead and approximately 2000 ft. below. Bombs were observed bursting 600 ft. South of KOMIATUM and 200 feet West of the trail.

The crews stated that they saw no bombs hit outside of the bomb lines and were of the opinion that the mission was successful.

All of our planes bombed the target and returned in Squadron formation, via DOBONURA, to Jackson Drums at 1130/K.

Interpretation of two strips of vertical photographs taken with K-21 cameras mounted in A/C 047 and 041 and oblique photographs taken with a K-20 camera in A/C 040 show 15 bomb hits.

Nine bombs fell in the target area hitting along the trail from KOMIATUM to a point 1000 ft. North of KOMIATUM. One direct hit was scored on a building at KOMIATUM with a near miss scored upon another building 300 ft. North along the trail.

Two bombs burst 100 ft. East of the trail at KOMIATUM. Two other hits were scored 100 ft. West of the trail at KOMIATUM. Three bombs burst from 100 to 300 feet West of the trail 600 to 1000 ft. North of KOMIATUM.

Three bombs fell short of the target with two bombs bursting on the trail 300 to 400 ft. South of KOMIATUM and one bomb 100 ft. East of the trail 300 ft. South of KOMIATUM.

Three additional bombs bursts shown in photographs #5 and #6 of series V-202 (A) KOMIATUM, 22 July 43, 498 Sq. 345 Gp, A/C 047, are results of bombing by A/C preceding this Squadron to the target. These bomb bursts are 200 ft. West of the trail and 600 to 800 feet South of KOMIATUM. Photos show bombs from A/C of this Squadron still in the air at the time these bombs burst.

Efficiency of bombing based upon the 12 hits shown in the photographs is 75 percent--9 bombs falling in the target area and 3 falling short of the target.

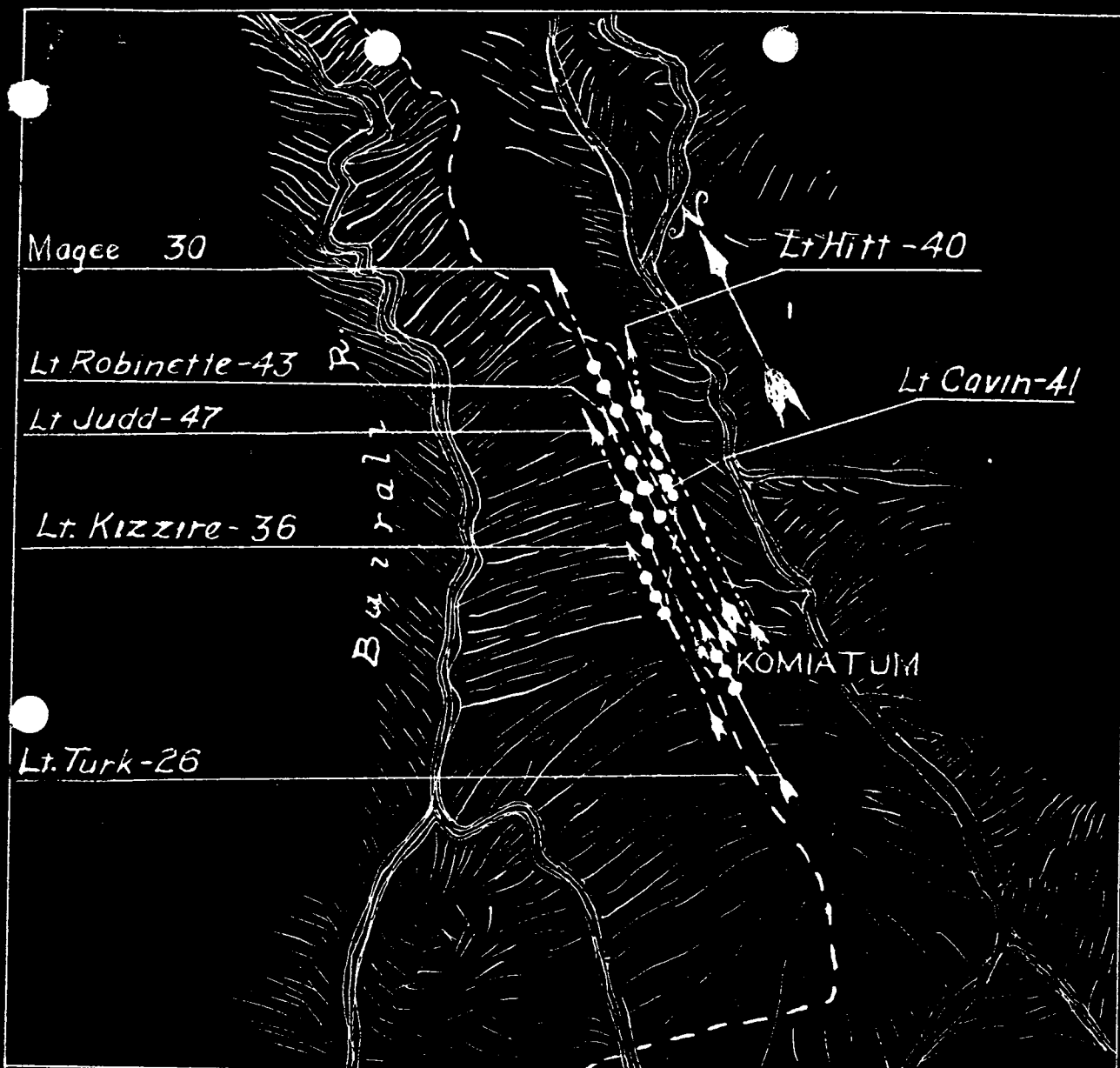
Photograph 89 V (53Y) SALAMAU to BUISAVAL RIVER--course 186 deg) (23 Feb. 43 1100 L) 8th Photo Sqdn. was used in giving locations of bomb bursts.

The following photographs were used in the interpretation.

V--202 (A) KOMIATUM (22 July 43 1030/K) (498 Sq. 345 Op) 1-9 A/C Chl.
O--202 (A) KOMIATUM RIDGE (22 July 43 1030/K) (498 Sq 345 Op 1-4)
O--202 (B) KOMIATUM RIDGE (22 July 43 1030/K) (498 Sq 345 Op 1-6)

For the Commanding Officer:

BRUCE O'DELL,
Captain, Air Corps,
Intelligence Officer.



EFFICIENCY ACCORDING TO VISUAL
SPOTTING --- 100 %

KOMIATUM RIDGE
SCALE-1:15000
OVERLAY-53Y-SALAMAU TO
BUIVIAL RIV. 23-2-43
498 BOMSQ : S-2:23-7-43
LT.C.M.BOWEN
PHOTO-INT. OFFICER

FILE

MISSION FFO-202

EVERALL CK

FRANCISCO R

BUJUMBU CK

TARGET
13 ★ ESTIMATED

KOMIATUM
VILLAGE

KOMIATUM
TRAIL

ACCURACY %

OBSERVATION 27
BOMBING 20

S-2 SECTION
199 BOMB SQUADRON (M)
BOMB SPOT OVERLAY
MISSION FFO 202 22 JULY 43

REFERENCE ASP 26

O BOMB HITS (letters refer to
photos taken on mission)

★ ESTIMATED HITS

A, plane 39 ob= oblique photo.
B, plane 58
C, plane 21



EFFICIENCY ACCORDING TO PHOTO
INTERPRETATION -- 75%, BASED ON
12 BOMBS.

OBSERVATION EFFICIENCY - 67%
• 498 SQDN BOMB HITS.

KOMIATUM RIDGE

SCALE - 1:15000

OVERLAY-55Y-SALAMAUA TO
BUISIVAL RIVER - 23-2-43
498 BOMB SQ-S-2: 23-7-43

LT. C.M. BOWEN
PHOTO-INT. OFFICER

498
207
27 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. # 929

CRB/BO'D/fe

July 28, 1943

SUBJECT: Narrative report of Mission FFO 207. Performed by the 498th Bombardment Squadron (M), on July 27, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 27th of July 1943 this Squadron was ordered to bomb an area designated as target number 4, SALAMAU. The attack was coordinated with bombing missions of four heavy bombardment squadrons and three additional squadrons of B25's which had other targets in the SALAMAU area. The target for this Squadron comprised an area approximately 400 feet long by 150 feet wide and was located along the shore road 450 feet North of McDonald's Junction.

Nine B25D's were used for the mission. All our A/C took off from Jackson A/D in five minutes beginning with 0734/K.

The Squadron flew in formation to YULE ISLAND for rendezvous with the other Squadrons and then led the Group formation which followed the heavy bombardment Squadrons to the target. Upon reaching the vicinity of the target areas our Squadron split from the formation and flew direct to the specified target.

Bombing runs were made individually by each of the three flights on headings from 60 degrees to 80 degrees and at altitudes from 4000 to 5500 feet.

Captain Giffin, in A/C 036, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 100 ft. interval from 4000 ft. altitude. Four bombs hit in the 75 feet inside the SW side of the target area with one bomb falling short and one bomb falling past the target boundaries.

Lt. Bronsen, in A/C 033, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 50 ft. interval from 4000 ft. altitude. All bombs fell short of the target area. Large amount of black smoke was observed rising from the area bombed.

Lt. Best, in A/C 063, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 100 ft. interval from 4000 ft. altitude. Location of bomb hits not observed.

Captain Galtharp, in A/C 040, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 50 ft. interval from 4650 ft. altitude. All bombs burst along central axis in target area. Fires and explosions with smoke rising to a height of 500 feet were observed one minute after crossing over target area.

Lt. Chiappe, in A/C 031, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 50 ft. interval from 5500 feet altitude. All bombs burst along central part of target area. Columns of black and white smoke observed West of buildings in target area.

Lt. Meuser, in A/C 030, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 50 ft. interval from 4500 ft. altitude. Bombs burst 25 feet inside of Southeast border of target area.

Captain Kilgore, in A/C 046, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 50 ft. interval from 4000 ft. altitude. Five bombs hit within the target area beginning 25 feet inside the Western boundary. One bomb fell short.

Lt. O'Keefe, in A/C 037, started on his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 100 ft. interval from 4000 ft. altitude. Four bombs burst within area 75 feet from the Southeastern edge. One bomb fell short and one fell past target area.

Lt. Cope, in A/C 034, started his bombing run at 0850/K. 6 x 500 lb. inst. fuse demo. bombs were dropped in train of approximately 100 ft. interval from 4000 ft. altitude. Two bombs burst in Northeastern part of area. Four bombs fell along shore line 100 to 250 feet Southwest of McDonald's Junction. Long interval between second and third bombs due to failure of intervalometer to function properly.

All A/C except 030 made approximately the same run on the target. Headings approximately 60 to 80 degrees.

All our planes bombed the target and returned to Jackson Drome in Squadron formation at 1000/K.

Interpretation of two strips of vertical photographs taken with K-21 cameras mounted in A/C 034 and 063 and oblique photographs taken with a K-20 camera in A/C 037 shows 24 bomb hits.

Thirteen bombs burst in the target area with most of the hits being scored in the central and Northeastern sectors of the target area.

Two bombs burst within 25 feet of the installations located on the shore 100 feet Northeast of the largest of the four buildings remaining in the target area. Smoke obscures the damage.

Three additional bomb hits were made within 50 feet of the road running along the Northern edge of the target.

Other bombs hitting within the target area burst in train starting 75 feet east of the buildings and paralleling the road.

Six of the 11 bombs missing the target area fell into the water. Three of these bombs fell 500 feet West of McDonald's Junction and three more fell 500 feet South of the Junction.

Two of the bombs burst along the road South of McDonald's Junction scoring near misses on an A/A position.

The three remaining bombs missing the target area burst along the road running West from McDonald's Junction.

Photographs used in the interpretation were as follows:

Series V-207 (A) 1 to 6 and series V-207 (B) 1 to 3. Salamaua Area #4 (27 July 43, 0850/H) & 7" 4000' 4985sq. 345 sq.

Q, 207 (C) Salamaua Area #1 (27 July 43 0850/H) 6 3/8" 4000' 498 sq. 345 sq 1 thru 2

Locations of bomb hits are shown on the accompanying drawing which was made from the photograph used in briefing (no data are shown).

For the Commanding Officer:

BRUCE O'BRIEN,
Captain, Air Corps,
Intelligence Officer.

498
27 July

McDonald's Junction

Target #4

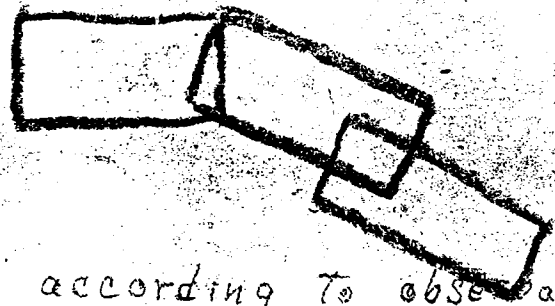
Target #4 Salamaua
27 July 43
498th Bomb Sq 345 Gp
overlay of
Briefing photo

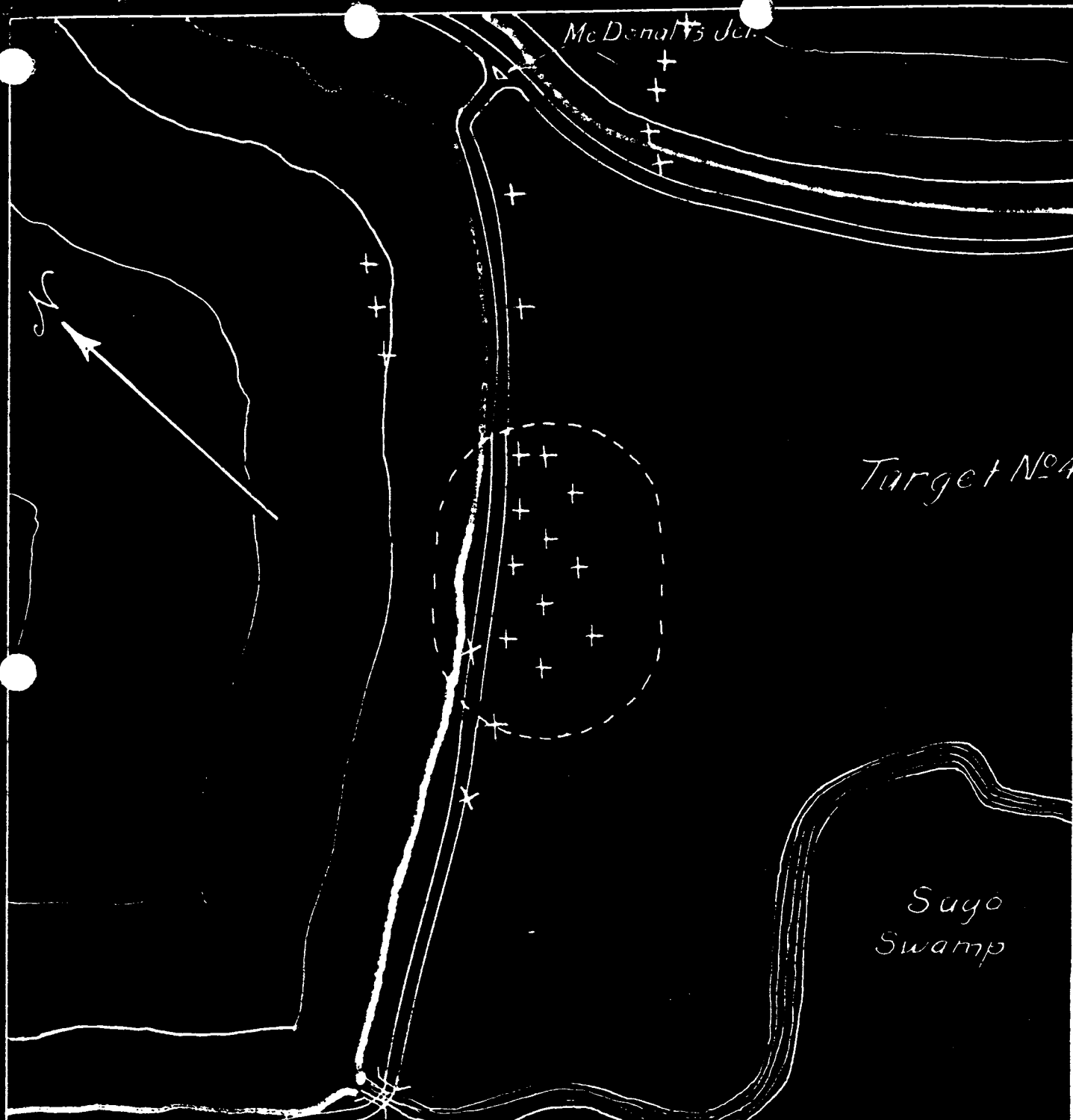
x Hits according to observation

6 Hits unobserved

32 Bombs in target area #4

16 Bombs outside Target





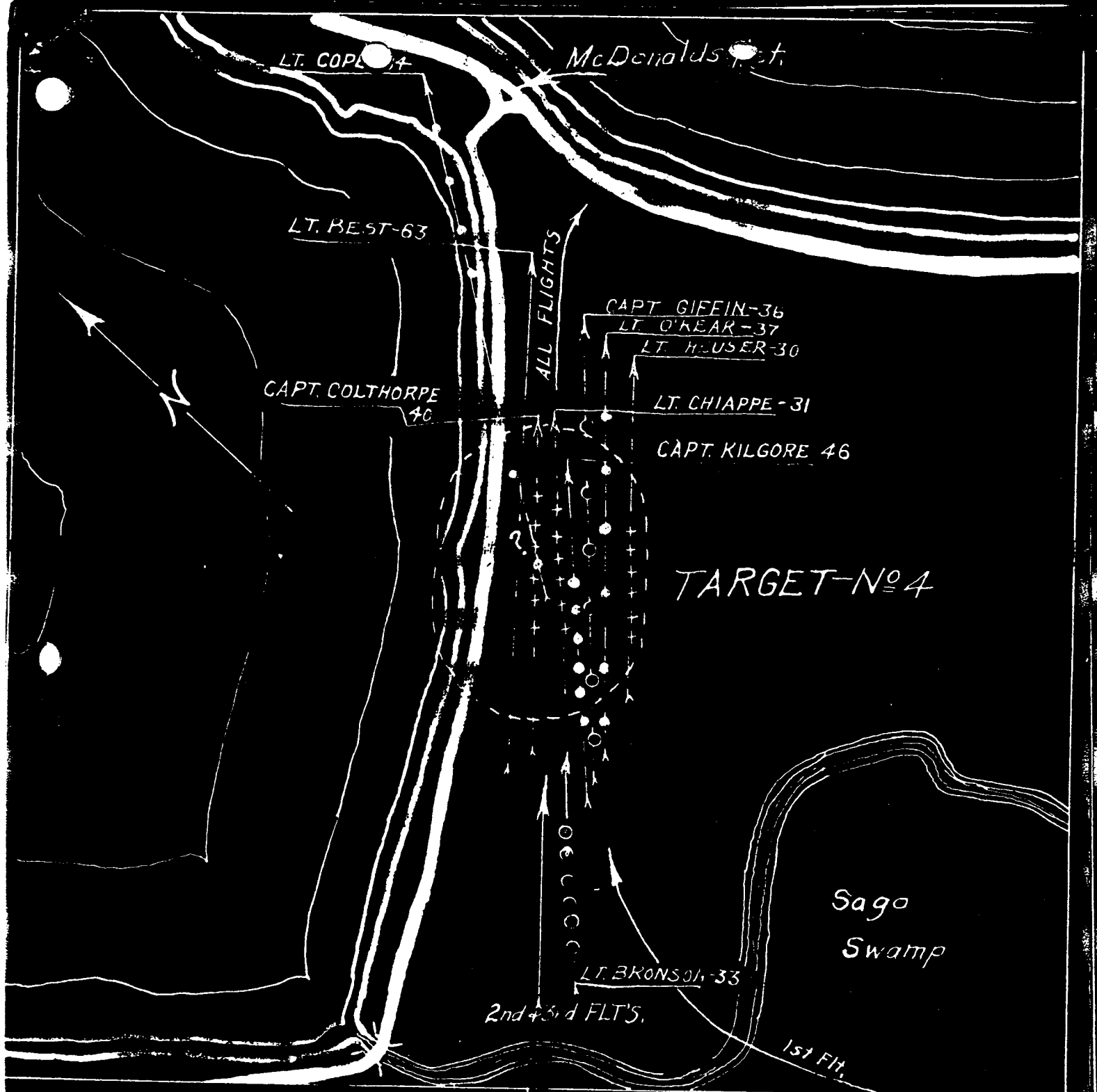
LEGEND

+ --- HITS : 24
 IN TARGET ; 13 - MISSES : 11
 EFFICIENCY BASED ON PHOTO'S 55%
 EFFICIENCY OF OBSERVERS --- 60%

SALAMAUA

SCALE ; 8" = 1 MI.

FFO-207 27- 43
 S-2 498 BOMB SQ
 INTERPRETED ; LT. C.M. BOWEN
 27-7-43 PHOTO-INT. OFFICE



LEGEND

O 1ST FLIGHT
 + 2ND FLIGHT
 1 3RD FLIGHT
 BOMB SPOTTING BY OBSERVATION
 [ABS DROPPED-54:OBSERVED HITS
 32-MISSES 16-% EFFICIENCY-66%

SALAMAUA

SCALE: 8" = 1 MI.

FFO-207

27-7-43

498 BOMB SQ

S-2

27-7-43

File

498
209
29 JULY 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/BO'D/co

July 30, 1943

SUBJECT: Narrative report of Mission FVO 209. Performed by the 498th Bombardment Squadron (M), on July 29, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 29th of July 1943, this Squadron was ordered to bomb an area designated as target No. 3A on the SALAMAU Peninsula. The attack was coordinated with bombing mission of four heavy bombardment squadrons and one additional squadron of B25's which had other targets in the SALAMAU area. The target for this Squadron comprised an area approximately 500 ft. long by 150 ft. wide and was located on the Northerly part of the Isthmus at SALAMAU.

Nine B25's were used for the mission. All our A/C took off Jackson A/D in five minutes beginning at 0740/K.

This Squadron flew in formation to YULE ISLAND and rendezvoused with the other squadron and then led the two squadrons of B25's, which followed the heavy bombardment squadrons, to the target. However, in traveling from YULE ISLAND to the initial point the squadrons of B25's had to pass the heavy bombardment squadrons because of the slow speed of the heavy bombardment planes. Upon reaching the vicinity of the target areas our Squadron split from the formation and flew directly to the specified target.

Bombing runs were made individually by each of the three flights on headings of 20 to 40 degrees and at altitude of 4000 ft. to 4800 ft.

Lt. Kiasire, in A/C 036, started on his bombing run at 0845/K. 1 x 1000 lb. inst. fuse demo. bomb was dropped in the water South of the target from 4400 ft. altitude. 2 x 1000 lb. inst. demo. bombs were returned to the base due to rack malfunction.

Lt. Hitt, in A/C 040, started on his bombing run at 0845/K. 3 x 1000 lb. inst. demo. bombs were dropped in train of 50 ft. interval from 4400 ft. altitude. One bomb fell in the water, one on the shore line about 100 ft. Northwest of target and one bomb fell about 75 ft. from the shore and approximately 100 ft. North by Northwest of the target.

Lt. Gavin, in A/C 041, started his bombing run at 0845/K. 3 x 1000 lb. inst. fuse demo. bombs were dropped in train of approximately 50 ft. interval from 4400 ft. altitude. All bombs fell North by Northwest approximately 200 ft. from the target area.

Lt. Magee, in A/C 031, started on his bombing run at 0847/K. 3 x 1000 lb. inst. fuse demo. bombs were dropped in train of approximately 200 ft. intervals from 4800 ft. altitude. Two bombs dropped fell short of the target area and one bomb hit the first house in the Southerly part of the target area. The bomb that hit the target area caused a fire and smoke to rise therefrom.

Lt. Barnasky, in A/C 034, started his bombing run at 0857/K. 3 x 1000 lb. inst. fuse demo. bombs were dropped in train of approximately 100 ft. interval from approximately 4800 ft. altitude. All bombs fell short of target area 3A but fell in target area 3B. Columns of smoke 300 to 500 ft. high were observed from the area hit for 25 miles.

Lt. Best, in A/C 063, started on his bombing run at 0847/K. 3 x 1000 lb. inst. fuse demo. bombs were dropped in train of approximately 100 ft. interval from 4800 ft. altitude. All bombs released dropped into the water.

Lt. Jedd, in A/C 024, started on his bombing run at 0855/K. 3 x 1000 lb. 1/10 sec. delay fuse bombs were dropped in train of approximately 100 ft. interval from an altitude of 4500 ft. One bomb dropped into the water and two bombs dropped approximately 50 and 150 feet North by Northwest of the target.

Lt. Turk, in A/C 026, started on his bombing run at 0855/K. 3 x 1000 lb. 1/10 sec. delay fuse bombs were dropped in train of approximately 100 ft. interval from 4200 ft. altitude. Bombs burst North to Northwest of target area. The second bomb hit the crest of the ridge. Yellow smoke was seen rising from the bomb that hit the crest of the ridge.

Lt. Robinette, in A/C 043, started on his bombing run at 0855/K. 3 x 1000 lb. 1/10 sec. delay fuse bombs were dropped in train at approximately 100 ft. interval from 4000 ft. altitude. One bomb dropped into water and two bombs were seen to burst to the left of the target area, approximately 200 ft. from the target area.

All our planes bombed the target and returned to Jackson Drome in Squadron formation and landed from 0946/K to 0952/K.

It was the concensus of opinion of the pilots that took part in this mission that the poor results of the bombing was caused by improper timing and that in the future they would make a better bomb run in order to give the bombardiers sufficient opportunity to line up their targets.

Twelve vertical prints made from two strips taken with K-21 cameras mounted in A/C 24 and 40 and seven oblique prints made from pictures taken with K-20 cameras in A/C 34, 41, and 43 show 21 bomb hits.

Two bombs burst in the Northeastern part of the target and caused no serious damage.

Six bombs hit in a concentrated area on the Isthmus 600 ft. South of the Southern end of the target area.

One of the six bombs striking the Isthmus scored a direct hit on a large building West of the jetty located 900 ft. West of the tennis courts. Other bombs scored near misses on another large building 200 ft. farther South. Large columns of dark smoke and one smaller column of densely black smoke are shown over the area.

Four bombs hit on the peninsula knoll above the target with the last one falling in the defense area located on the hilltop. Damage of these bombs is not determinable from the photographs.

One bomb hit 600 ft. North of the tennis courts on the road leading to the cemetery.

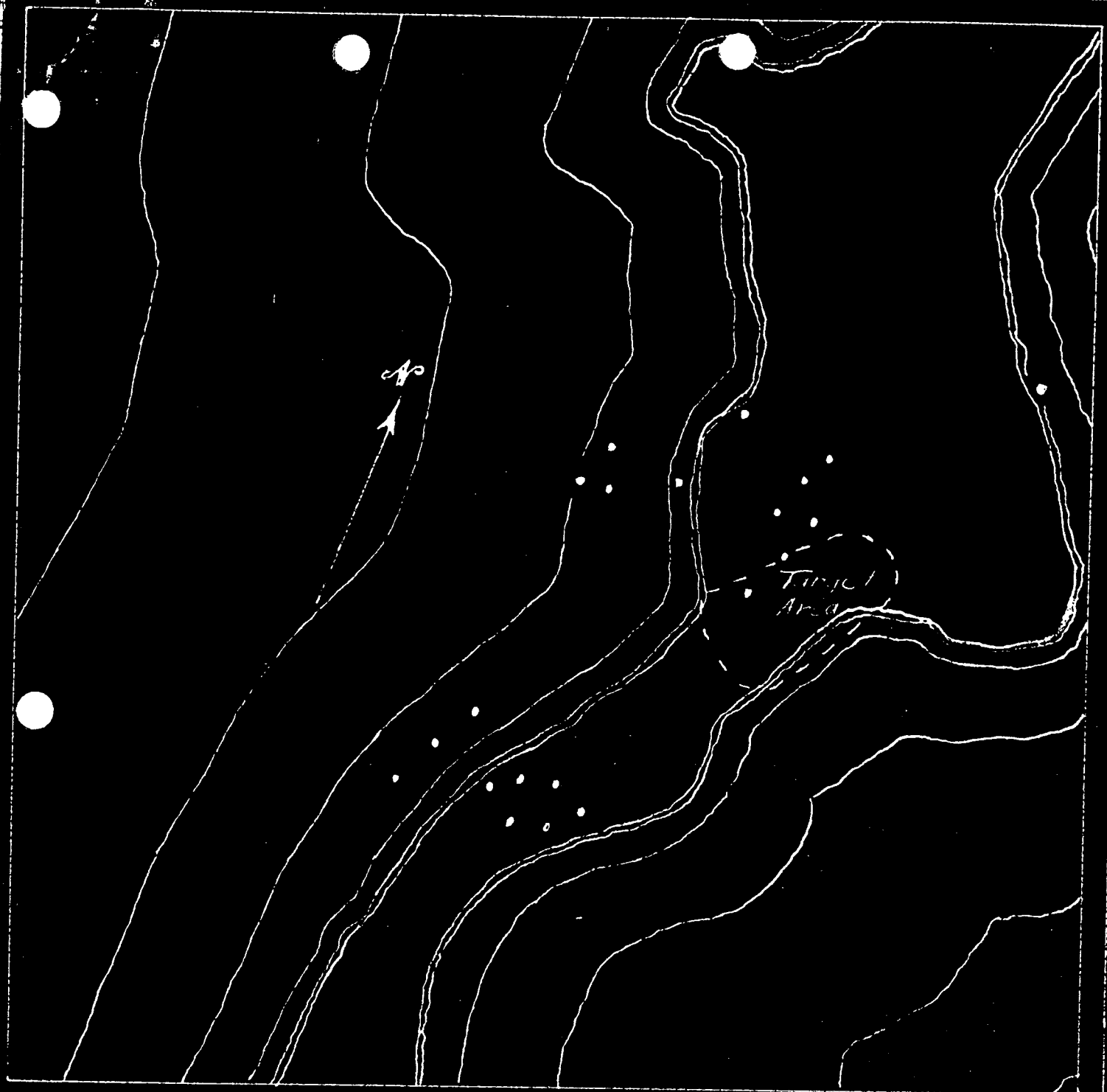
The remaining eight bombs fell into the water causing no damage.

Interpretation was made from the following photographs:

V-209K (B) 1 to 8 (A) 1 to 4 SALAMAU Isthmus (29 July 43 0845/K)
7" 4000' 345 Gp 498 Sq.
O-209K (series 1, 2 and 3) SALAMAU 29 July 43 0845/K. 6 1/8"
4000' 345 Gp 498 Sq.

For the Commanding Officer:

BRUCE O'DELL,
Captain, Air Corps,
Intelligence Officer.



LEGEND

Bomb Spotting By Photo-Interpretation.

•-- Bombs Dropped - 25;

Hits-2; Misses-23; Efficiency-8%

Efficiency Spotting By Obs. 50%

SALAMAUA

Scale 1:6300

F0 209 E

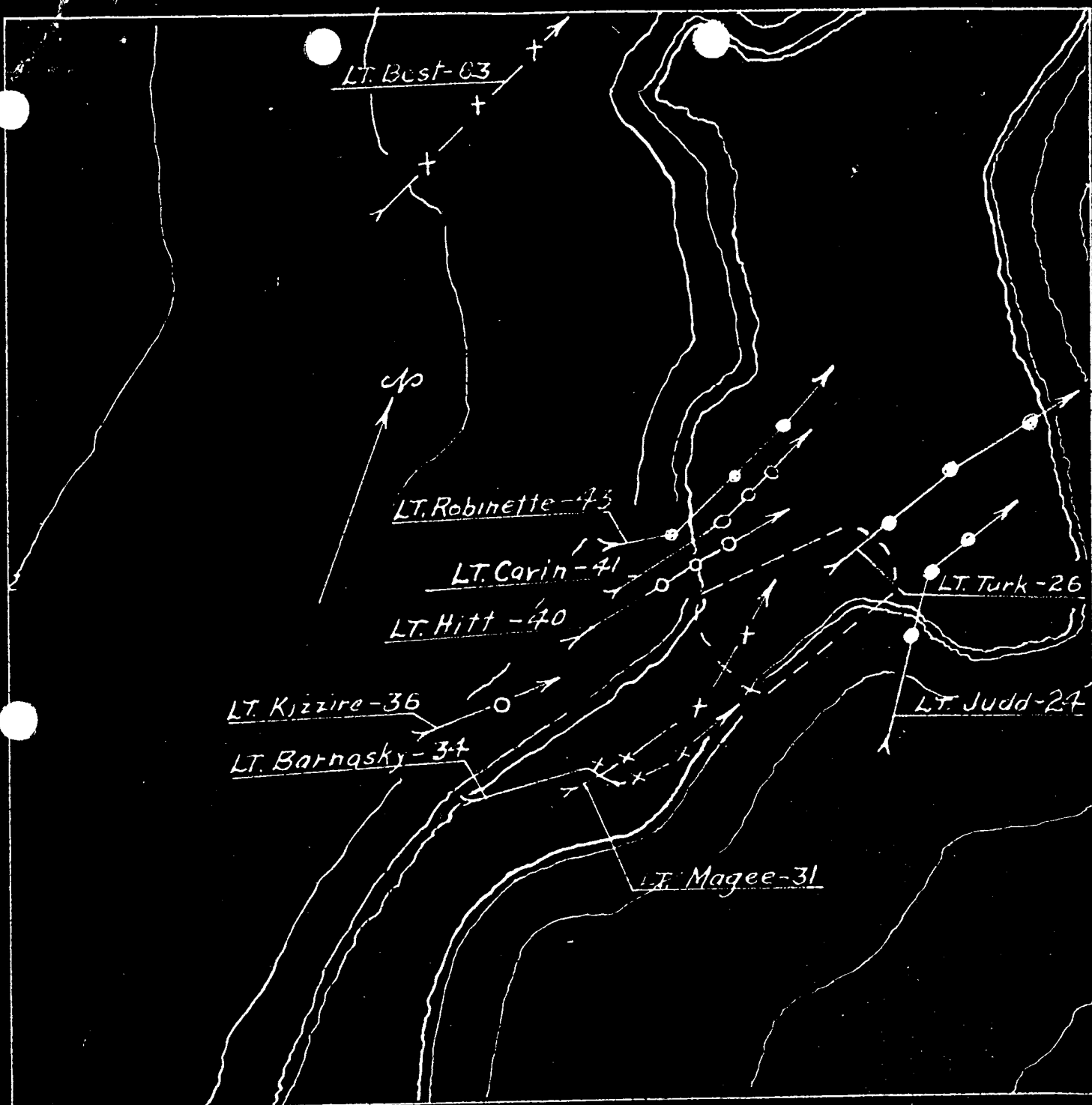
29-7-43

Photo-Interpretation By S-2

498 Bomb Sq: Lt. C.M. Bowen

29-7-43

Photo-Int. O.



LEGEND

- o --- 1st Flight Bomb Spotting By
- + --- 2nd " Observation Bombs
- --- 3rd " Dropped 25 Hits
- Observed - 1 -
- Misses - 24

% Efficiency - 04%

SALAMAUA

Scale: 1:6,300

FO - 209 E

29-7-43

S-2,498 Bomb Sq

29-7-43

498
219G
8 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fc

August 20, 1943

SUBJECT: Narrative report of Mission FFO 219G. Performed by the 498th Bombardment Squadron (M), on August 8, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

1. On the morning of the 8th of August 1943 this Squadron was ordered to carry out an armed weather reconnaissance mission within the limits of an area bounded by SALAMAUA, MARILINAN, and upper MARKHAM VALLEY. The A/C was loaded with 4 x 500 lb. 4 to 5 sec. delay fuse demolition bombs to be released on buildings located on the South beach of SAMOA HARBOR 1400 ft. West of the McDonald's Junction.
2. One A/C was used for the mission. The A/C took off Jackson A/D at 0630/K.
3. Lt. Davidson in A/C 76 completed the mission as ordered. No bombs were released due to target being obscured.
4. The weather was reported as follows: SALAMAUA closed in 1000 ft. to 14000 ft. MARILINAN obscured by scattered clouds up to 5000 ft., light rain 5000 ft. to 8000 ft., dense clouds 8000 to 12000 ft. Upper MARKHAM VALLEY closed in solid.
5. No photographs were taken on the mission.
6. The mission was completed and landing was made at Jackson A/D at 0930/K.

For the Commanding Officer:

Calvin M. Bowen

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

**498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

GMB/cg

August 10, 1943

SUBJECT: Narrative Report on mission FPO 220 G. Performed by the 498th Bombardment Squadron (M), on August 9, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 9th of August 1943, this Squadron was ordered on an armed weather reconnaissance mission within the limits of SALAMAUA, MARKHAM VALLEY and along the South coast of New Guinea. The A/C was loaded with 4 x 500 lb. 4 to 5 sec. delay demolition bombs to be released on buildings located on the South Beach of SAMOA HARBOR, 1400 feet West of McDonald's Junction.

One B25 was used for the mission and took off from Jackson A/D at 0600/K.

Lt. Davidson in A/C 76 flew to YULE ISLAND, through the pass to WAN AND UP the MARKHAM VALLEY at an altitude of 6000 to 10000 ft. and returned to SALAMAUA.

After obtaining the necessary weather data Lt. Davidson lost altitude West of KELEA Point, circled at sea and came back over the target on a heading of 180 degrees and at an altitude of approximately 50 feet. 3 x 500 lb. 4 to 5 sec. delay demolition bombs were released at 0840/K on the target 172156 (Photo map SALAMAUA 1:12,500, arbitrary grid). From observation one bomb fell on the beach North of the cluster of four buildings, one fell between the easternmost and center building and the third was unobserved. The target was strafed with 500 x .50 cal. rounds of ammunition. Results of bombing and strafing were unobserved. 1 x 500 lb. 4 to 5 sec. delay demolition bomb was released over bridge at mouth of FRANCISCO RIVER. Results were unobserved.

800 x .50 cal. rounds of ammunition were expended West of KELEA Point 151155 (Photo map SALAMAUA 1:12,500 arbitrary grid) from which smoke was rising. This area was fired upon when coming over KELEA ridge prior to making the bombing run. Results were not observed.

The area of search was covered 100% and the following weather data recorded: South Coast of NEW GUINEA overcast, base 11000 ft. visibility 6 to 8 miles—light rain. SALAMUA, overcast 16000 to 18000 ft. visibility 10 miles. HAHNAN VALLEY, overcast 16000 to 18000 ft. lower scattered clouds 5000 to 6000 ft., visibility 10 miles.

Two oblique pictures of the bombing show three bomb bursts. One bomb fell in the water 100 feet North of the easternmost of the four buildings, one bomb scored a near miss on the Southeast corner of the same building and one bomb fell 100 ft. South of the building.

Damage is not assessable from the photographs.

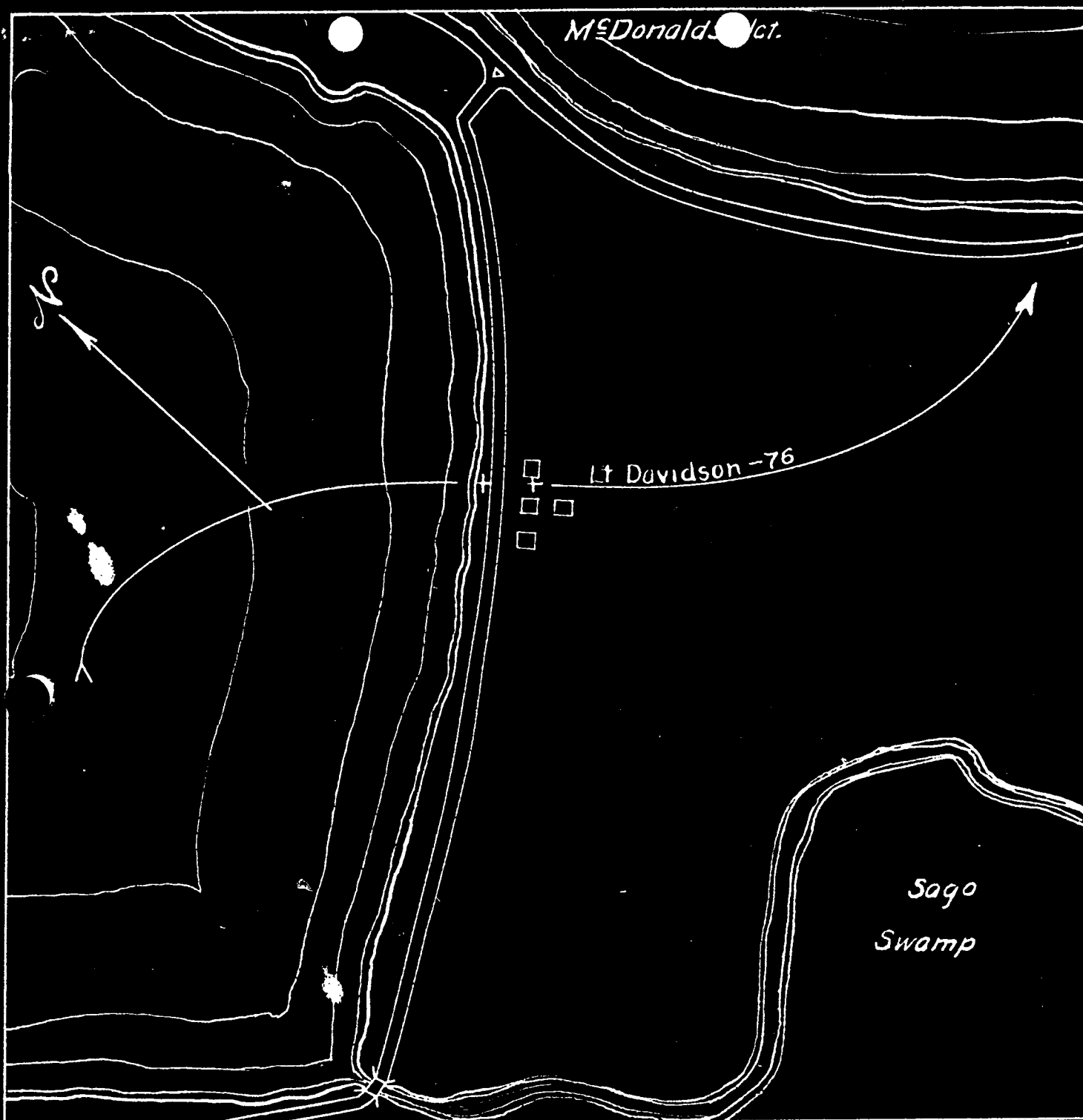
Interpretation was made from the following photographs:

8200 (A) SALAMUA (8 August 43-0845/X) 6 1/8 50' (108 NS 145 NE)
1-2 (67).

Other photographs of the mission did not show any results.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (Act)



BOMB SPOTTING BY OBSERVATION

+ : DENOTES BOMBS OBSERVED

BOMBS DROPPED - 3 - OBSERVED HITS,

1 MISSES 2. EFFICIENCY 33%

SALAMAUA

SCALE : 8" = 1 MI.

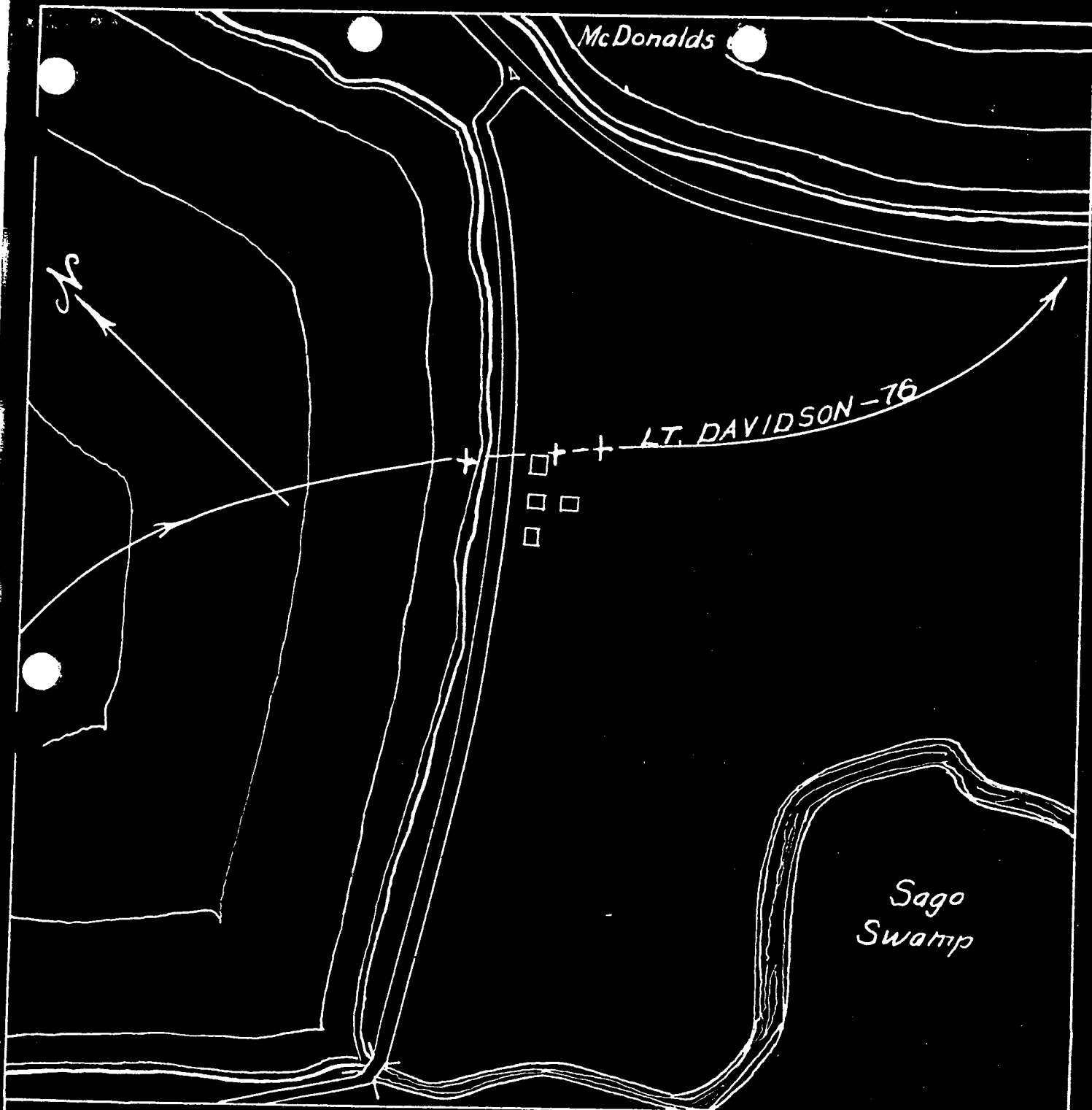
FF.O. 220-G

9-8-43

498 BOMB SQ.

S-2

10-8-43



BOMB SPOTTING BY
PHOTO-INTERPRETATION
+ : DENOTES BOMBS SPOTTED
HITS IN TARGET 1; MISSES 2
EFFICIENCY 33%

SALAMAUA
SCALE: 8"=1MI.
FFO-220-G 9-8-43
498 BOMB SQ.
INTERPRETED: C.M. BOWEN, 1st Lt. A.C.
10-8-43 PHOTO-INT. OFF.

498
221 E
10 AUG 43

498th BOMBARDMENT SQUADRON (M) AAF
345th BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fc

August 11, 1943

SUBJECT: Narrative report on mission FFO 221 E. Performed by the 498th Bombardment Squadron (M), on August 10, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 10th of August 1943 this Squadron was ordered to carry out a weather reconnaissance mission within the limits of an area bounded by SALAMAUA, MARKHAM VALLEY, upper RAMU VALLEY and WAU.

One A/C was used for the mission and took off from Jackson A/D at 0530/K.

Lt. Davidson in A/C 76 completed the mission as ordered. Route out: YULE ISLAND, WAU, SALAMAUA, up the MARKHAM VALLEY to the RAMU VALLEY. Return route was from the MARKHAM VALLEY to WAU to YULE ISLAND to base. Coverage was 100% at altitude from 50 to 8500 ft.

The weather was reported as follows: SALAMAUA, MARKHAM VALLEY, upper RAMU VALLEY and WAU, scattered overcast 18000 to 20000 ft., lower scattered overcast 4000 to 5000 ft. in valleys. Visibility unlimited.

Time covered by the report 0530/K to 0830/K.

No photographs were taken on the mission and there is no additional information to report.

For the Commanding Officer:

Calvin M. Bowen
CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

498
224
13 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMR/ro

August 15, 1943

SUBJECT: Narrative report on mission FWO 224. Performed by the 498th Bombardment Squadron (M), A.P.O. 929.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 13th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the WAU, SALAMAU, LAE, MARKHAM VALLEY area.

Lt. Davidson in A/C 76 took off from Jackson A/D at 0530/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0930/K.

The following weather data were recorded and reported according to the orders: 50 miles South of WAU at 0545/K, altitude 9000 ft., visibility 30 miles, wind 140 deg. 8 knots, alto stratus 13000 ft. base 4/10, cumulus 6000 ft. tops 7/10. WAU at 0615/K altitude 9000 ft., visibility 10 miles, wind 140 deg. 8 knots, strato cumulus 10000 ft. base 8/10, cumulus 6000 ft. tops 3/10. SALAMAU at 0640/K altitude 5000 ft., visibility 10 miles, strato cumulus 6000 ft. base 9/10. LAE at 0700/K altitude 6000 ft., visibility 10 miles, wind 140 deg. 7 knots, alto stratus 12000 ft. base 8/10, cumulus 5000 ft. tops 2/10. Upper MARKHAM VALLEY at 0723/K altitude 6000 ft., visibility 10 miles, wind 130 deg. 8 knots, strato cumulus 10000 ft. base 8/10, cumulus 6000 ft. tops 6/10. WAU at 0733/K altitude 1000 ft., visibility 30 miles, wind 130 deg. 8 knots, strato cumulus 13000 ft. base 4/10, cumulus 6000 ft. tops 6/10. WAU AT 0810/K altitude 8000 ft., visibility 30 miles, wind 120 deg. 8 knots, alto stratus 13000 ft. base 8/10, cumulus 5000 ft. tops 6/10.

All observations were made on the mission.

Photographs were fogged sufficiently to make objects indecipherable.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/co

August 15, 1943

SUBJECT: Narrative report on mission FFO 225 D. Performed by the 498th Bombardment Squadron (M), on August 14, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 14th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the WAU, SALAMAU, LAE, MAKHAM VALLEY area.

Lt. Davidson in A/C 76 took off from Jackson A/D at 0515/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0915/K.

The following weather data were recorded and reported according to the orders: 50 miles South of WAU at 0545/K, altitude 9000 ft. visibility 30 miles, wind 130 deg. 8 knots, alto stratus 14000 ft. base 2/10, cumulus 6000 ft. tops 7/10. WAU at 0625/K altitude 9000 ft., visibility 5 miles wind 130 deg. 5 knots, cirrus 18000 ft. base 2/10, cumulus 7000 ft. tops 9/10. SALAMAU at 0650/K altitude 8000 ft. visibility 30 miles, wind 130 deg. 5 knots, cirrostratus 16000 ft. base 2/10, cumulus 7000 ft. tops 6/10. MAKHAM VALLEY at 0704/K altitude 5000 ft. visibility 10 miles, wind 120 deg. 6 knots, cumulus 5000 ft. base 6/10, cumulus 3000 ft. tops 5/10. SALAMAU at 0730/K altitude 7000 ft. visibility 10 miles, wind 120 deg. 5 knots, cirrus 18000 ft. base 1/10, cumulus 6000 ft. tops 4/10.

No observations were made.

Scale of photographs too small to furnish information not already known about SALAMAU area.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

498TH BOMBARDMENT SQUADRON (M) HAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fo

August 16, 1943

SUBJECT: Narrative report on mission FFO 225 J. Performed by the 498th Bombardment Squadron (M), on August 14, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the afternoon of the 14th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Lt. Col. Swannack in A/C 76 took off from Jackson A/D at 1450/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1729/K.

MARILINAN was recorded as having the following weather at 1610/K: altitude 6000 ft., visibility 30 miles, tops of ridges obscured by clouds. Broken clouds 13,500 ft. 8/10 over ridges.

Nil observations were reported.

Nil photographs taken.

For the Commanding Officer:

CALVIN K. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/PC

August 16, 1943

SUBJECT: Narrative report on mission FPO 227 F. Performed by the 498th Bombardment Squadron (M), on August 16, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 16th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Lt. Col. Swannack in A/C 176 took off from Jackson A/D at 0500/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0730/K.

The following weather data were recorded and reported according to the orders: MARILINAN at 0630/K altitude 8500 ft., visibility 30 miles, scattered overcast 15000 ft. base 5/10, lower scattered overcast 8000 ft. tops 5/10, low stratus in valleys. Front 50 to 75 miles off East coast of NEW GUINEA. Solid overcast off South coast of NEW GUINEA 3000 to 4000 ft. at 0715/K.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

CALVIN H. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CLB/ic

August 17, 1943

SUBJECT: Narrative report on mission FFO 227 G. Performed by the 498th Bombardment Squadron (M), on August 16, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 16th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the HAILINAN area.

Lt. Col. True in A/C 176 took off from Jackson A/D at 1125/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1345/K.

The following weather data were recorded and reported according to the orders: HAILINAN at 1241/K, altitude 8000 ft., clear, lower scattered 5000 ft. 1/10. Route, at 1300, over mountains at HAU, scattered broken overcast 11000 ft. tops 2/10.

No observations were reported.

No photographs were taken.

Cover was furnished by four P-38's. There was no interception.

For the Commanding Officer:

CALVIN E. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

SIS/ra

August 19, 1943

SUBJECT: Narrative report on mission FFO 229 D. Performed by the 498th Bombardment Squadron (M), on August 18, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.F.O. 929.

On the morning of the 18th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Captain Davidson in A/C 176 took off from Jackson A/D at 0453/X and completed the mission as ordered. Coverage was 100% and landing was made at base at 0730/X.

The following weather data were recorded and reported according to the orders: MARILINAN, scattered 5000 ft. 3/10, visibility 6 to 10 miles, slight smoke haze.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

Samuel L. Slutzky
SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer, (act)

198TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/fo

August 19, 1943

SUBJECT: Narrative report on mission PPO 2302. Performed by the 198th Bombardment Squadron (M), on August 19, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 19th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Captain Davidson in A/C 176 took off from Jackson A/D at 0500/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0800/K.

The following weather data were recorded and reported according to the orders: MARILINAN, 5/10 scattered at 8000 ft., 1/10 scattered overcast at 3000 ft. and heavy smoke in valley, visibility 4 to 6 miles in valley.

All observations were reported.

All photographs were taken.

For the Commanding Officer:

Samuel L. Slutzky
SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/fo

August 20, 1943

SUBJECT: Narrative report on mission FFO 231 D. Performed by the 498th Bombardment Squadron, on August 20, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 20th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILIMAN area.

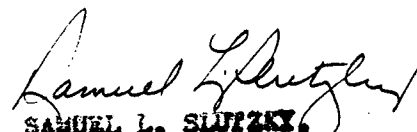
Lt. Col. Swannack in A/C 176 took off from Jackson A/D at 0453/E and completed the mission as ordered. Coverage was 100% and landing was made at base at 0844/E.

The following weather data were recorded and reported according to the orders: MARILIMAN, clear, visibility 15 miles, 2/10 stratus in valley, overcast 15000 ft. 3/10.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:


SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (ast)

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/fo

August 21, 1943

SUBJECT: Narrative report on mission PPO 232 O. Performed by the 498th Bombardment Squadron (M), on August 21, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 21st of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Capt. Davidson in A/C 176 took off from Jackson A/D at 1130/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1345/K.

The following weather data were recorded and reported according to the orders: MARILINAN, overcast 8000 ft., visibility 30 miles, in valleys scattered 4000 ft. to 5000 ft. 3/10 coverage.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

198TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/lc

August 21, 1943

SUBJECT: Narrative report on mission PFO 232 D. Performed by the 198th Bombardment Group (M), on August 21, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 21st of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Capt. Davidson in A/C 176 took off from Jackson A/D at 0500/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0830/K.

The following weather data were recorded and reported according to the orders: MARILINAN, overcast 8000 ft. h to 5/10 coverage, visibility 20 miles. Light rains along MAU Valley and light rains along mountains on South coast - front laying along South coast about 50 to 100 miles and front laying along North coast 50 to 100 miles.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

GMB/lc

August 13, 1943

SUBJECT: Narrative report on mission FFO 2230, Performed by the 498th Bombardment Squadron (M), on August 12, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 12th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the WAU, SALAMAUA, LAE and MARKHAM RIVER area.

Lt. Davidson in A/C 88 took off from Jackson A/D at 0530/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0910/K.

The following weather data were recorded and reported according to the orders: 50 miles South of WAU at 0600/K altitude 8000 ft., visibility 30 miles, alto stratus 14000 base 4/10, cumulus 4000 ft. tops 6/10, wind 120 deg. 7 knots. WAU at 0630/K altitude 9000 ft., visibility 30 miles, alto stratus 14000 ft. base 3/10, cumulus 4000 ft. tops 4/10, wind 120 deg. 7 knots. SALAMAUA at 0645/K, altitude 8000 ft., visibility 30 miles, stratus cumulus 9000 ft. base 8/10, cumulus 4000 ft. tops 2/10, wind 120 deg., wind 120 deg. 8 knots. 10 mi. west of LAE at 0700/K altitude 9000 ft., visibility 30 miles, stratus cumulus 14000 base 2/10, cumulus 4000 ft. tops 3/10, wind 110 deg. 7 knots. SALAMAUA at 0800/K 8000 ft. altitude, visibility 30 miles, stratus cumulus 13000 ft. base 4/10, cumulus 6000 ft. tops 3/10, wind 130 deg. 8 knots. WAU at 0830/K 8000 ft. altitude, visibility 30 miles, alto stratus 13000 ft. base 4/10, stratus cumulus 5000 ft. tops 2/10, wind 120 deg. 8 knots.

The areas around SALAMAUA and LAE were circled several times at altitudes from 5000 to 8000 ft. and close observations made. No unusual activity was seen, large oil slicks were noticed east of the SALAMAUA wreck, on both sides of the SALAMAUA Isthmus about halfway between the mainland and the peninsula and on the South side of SAMOA HARBOR. Several other patches of oil were observed between LAE and SALAMAUA. These oil slicks were about one mile off shore.

Green reefs were being put on two buildings at the North end of the SALAMAUA Isthmus. It appeared to be a possible attempt to camouflage the buildings. The building between the radio tower appeared serviceable, although damaged.

Other activity was nil.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)

**498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

GMB/fo

August 12, 1943

SUBJECT: Narrative report on mission PFO 222 B. Performed by the 498th Bombardment Squadron (M), on August 11, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

Our Squadron was ordered to execute a weather reconnaissance mission on the morning of the 11th of August 1943. The area of search was bounded by WAU, SALAMAU, LAE, upper MARKHAM and upper RAMU VALLEYS. The route out and return route was at the discretion of the observer.

Lt. Davidson in A/C 76 completed the mission as ordered.

A/C took off from Jackson A/D at 0515/K and followed a route from base to YULE ISLAND to WAU, South of SALAMAU and East to a point 40 miles East of LASANGA ISLAND to SALAMAU, 15 miles West of LAE, up the MARKHAM VALLEY to the upper RAMU VALLEY and return to SALAMAU, WAU and base.

The following weather data were recorded and reported: WAU at 0630/K altitude 7000 ft. visibility 30 miles. Alto stratus clouds base 11000 ft., .7 coverage. Stratus clouds tops 5000 ft. .8 coverage. SALAMAU at 0700/K altitude 8000 ft., visibility 5 miles. Overcast at 8000 ft. Strate cumulus clouds 9000 ft. base .9 coverage. Stratus clouds 4000 ft. tops .9 coverage. 40 miles East of LASANGA Island 0725/K, altitude 8000 ft., visibility 10 miles. Stratus clouds 12000 ft. base .8 coverage. Cumulus clouds 7000 ft. tops .7 coverage. Upper MARKHAM VALLEY at 0800/K, altitude 8000 ft., visibility 30 miles. Alto stratus clouds 12000 ft. base .4 coverage. Strate cumulus clouds 6000 ft. tops .7 coverage. SALAMAU at 0830/K, altitude 9000 ft., visibility 30 miles. Strate cumulus clouds 11000 ft. base .9 coverage. Cumulus clouds 7000 ft. tops .6 coverage.

Raining Northeast of LAE at 0800/K. Pass below WAU closed in on return. Clouds moving from coast inland. Coast clearing at SALAMAU.

Coverage was 100% at altitude from 500 to 10000 ft. The period covered by the report is 0575/K to 0940/K.

A close observation of SALAMAU and LAE disclosed nil activity. No sightings were made on the mission and no ammunition was expended.

For the Commanding Officer:

**CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer (act)**

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/fo

August 22, 1943

SUBJECT: Narrative report on mission WFO 233 E. Performed by the 498th Bombardment Squadron (M), on August 22, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 22nd of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Lt. Chiappe in A/C 351 took off from Jackson A/D at 0615/E and completed the mission as ordered. Coverage was 100% and landing was made at base at 0830/E.

The following weather data were recorded and reported according to the orders: MARILINAN, 6/10 overcast at 6000 ft., visibility 20 miles.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

**496TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

SIA/fo

August 25, 1943

SUBJECT: Narrative report on mission FFO 233 O. Performed by the 496th Bombardment Squadron (M), on August 22, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 22nd of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

1st Lt. Dean in A/C 351 took off from Jackson A/D at 1100/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1230/K.

The following weather data were recorded and reported according to the orders: MARILINAN, high overcast at 15000 ft. & lower broken stratus cumulus 5000 to 11000 ft., visibility 10 miles.

Two silver ships (enemy) were observed at 1145/K, 15 miles West of LAE at 1500 ft. Traveling due East, no interception.

No photographs were taken.

For the Commanding Officer:

**SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)**

498
234 E
23 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
145TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SIS/26

August 25, 1943

SUBJECT: Narrative report on mission VFO 234 E. Performed by the 498th Bombardment Squadron (M), on August 23, 1943.

TO : Commanding Officer, 145th Bombardment Group (M), A.P.O. 929.

On the morning of the 23rd of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the WAU, SALAMAU, MANILINAN area.

Captain Giffin in A/C 351 took off from Jackson A/B at 0530/E and completed the mission as ordered. Coverage was 100% and landing was made at base at 0812/E.

The following weather data were recorded and reported according to the orders: South coast of NEW GUINEA 8000 ft. ceiling 5500 ft. tops. SALAMAU high overcast 8000 ft. 10/10, visibility 10 to 20 miles. MANILINAN and WAU low scattered clouds in valleys 3500 ft. 3/10. Over mountains South of WAU high overcast 12000 ft. 8/10, lower scattered clouds in valleys 3500 ft. 1/10.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

498
235-E
24 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SIS/fo

August 25, 1943

SUBJECT: Narrative report on mission FFO 235 E. Performed by the 498th Bombardment Squadron (M), on August 24, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 24th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MANILINAN area.

Lt. Best in A/C 188 took off from Jackson A/D at 0640/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0900/K.

The following weather data were recorded and reported according to the orders: MANILINAN 9/10 overcast stratus 4000 ft. to 5000 ft., middle overcast at 10500 ft.

A/C took off from base at 0500/K and returned to base at 0550/K because of radio failure. Plane took off a second time at 0620/K and returned to base at 0625/K because weather officer of Troop Carrier Command forgot weather code.

No observations were reported.

No photographs were taken.

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

**498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

SIS/10

August 26, 1943

SUBJECT: Narrative report on mission FPO 235 M. Performed by the 498th Bombardment Squadron (M), on August 24, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 24th of August 1943 this Squadron was ordered to carry out a search for two missing P47's.

Captain Giffin in A/C 047 took off from Jackson A/D at 0630. Search was abandoned because of bad weather and plane returned to base at 0730/K.

The following weather data were recorded and reported: At YULE Island overcast 15000 ft. undercast 6000 ft. and over mountains overcast was 17000 ft. and undercast to mountain peaks, and rain over mountains.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

**SAMUEL L. SLOTEKY,
1st Lt., Air Corps,
Intelligence Officer (act)**

498
236-K
25 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

SLR/ro

August 25, 1943

SUBJECT: Narrative report on mission FFO 236 E. Performed by the 498th Bombardment Squadron (M), on August 25, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.F.O. 929.

On the morning of the 25th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Lt. Dean in A/C 013 took off from Jackson A/D at 0500/E and completed the mission as ordered. Coverage was 100% and landing was made at base at 0700/E.

The following weather data were recorded and reported according to the orders: MARILINAN lower broken 7/10 cover, high broken about 18000 ft., two towering cumulus clouds at 25000 ft., visibility unlimited - passes over mountains clear.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

498
237-E
26 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/rs

August 27, 1943

SUBJECT: Narrative report on mission WFO 237 E. Performed by the 498th Bombardment Squadron (M), on August 26, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 26th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAH area.

Captain Kilgore in A/B C46 took off from Jackson A/B at 1100/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1300/K.

The following weather data were recorded and reported according to the orders: MARILINAH, open cumulus clouds 5/10 coverage, ceiling 3000 ft., tops 8000 to 12000 ft., visibility 20 miles. Over pass, cumulus clouds 9/10 coverage 11000 to 15000 ft.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)

**498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

SIS/fo

August 27, 1943

SUBJECT: Narrative report on mission FVO 237 E. Performed by the 498th Bombardment Squadron (M), on August 26, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 26th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Captain Kilgore in A/B G46 took off from Jackson A/B at 1100/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1300/K.

The following weather data were recorded and reported according to the orders: MARILINAN, open cumulus clouds 5/10 coverage, ceiling 3000 ft., tops 8000 to 12000 ft., visibility 20 miles. Over pass, cumulus clouds 9/10 coverage 11000 to 15000 ft.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

**SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Intelligence Officer (act)**

**490TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

SLB/fo

August 27, 1943

SUBJECT: Narrative report on mission WFO 237 K. Performed by the 490th Bombardment Squadron (M), on August 26, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 26th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Major Rosenbaum in A/C 429 took off from Jackson A/D at 0451/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0800/K.

The following weather data were recorded and reported according to the orders: MARILINAN overcast at 2500 ft. visibility 8/10 cover - over passes scattered clouds to 9000 ft.

All observations were reported.

All photographs were taken.

For the Commanding Officer:

**SAMUEL L. SLEPIKY,
1st Lt., Air Corps,
Intelligence Officer (act)**

**498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. 929**

818/12

August 27, 1943

SUBJECT: Narrative report on mission FFG 238 E. Performed by the 498th Bombardment Squadron (M), on August 27, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 27th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Captain Giffin in A/C 647 took off from Jackson A/D at 0500/X and completed the mission as ordered. Coverage was 100% and landing was made at base at 0712/X.

The following weather data were recorded and reported according to the orders: MARILINAN, clear, ceiling unlimited, visibility 20 to 40 miles; over passes, low scattered stratus resting on mountain peaks.

Nil observations were reported:

Nil photographs were taken.

For the Commanding Officer:

**SAMUEL L. SLUTSKY,
1st Lt., Air Corps,
Intelligence Officer (act)**

**498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

812/10

August 27, 1943

SUBJECT: Narrative report on mission WFO 238 E. Performed by the 498th Bombardment Squadron (M), on August 27, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 27th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MANILINAN area.

Captain Giffin in A/C 647 took off from Jackson A/D at 0500/X and completed the mission as ordered. Coverage was 100% and landing was made at base at 0712/X.

The following weather data were recorded and reported according to the orders: MANILINAN, clear, ceiling unlimited, visibility 20 to 40 miles; over passes, low scattered stratus resting on mountain peaks.

Nil observations were reported:

Nil photographs were taken.

For the Commanding Officer:

**SAMUEL L. SLUFENT,
1st Lt., Air Corps,
Intelligence Officer (act)**

**490TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929**

OMB/TC

August 28, 1943

SUBJECT: Narrative report on mission WFO 239K. Performed by the 490th Bombardment Squadron (M), on August 28, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 28th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the HEMA HEMA, MARILINAN, SALAMANA area.

Lt. Nages in A/C 831 took off from Jackson A/D at 0455/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1015/K.

The following weather data were recorded and reported according to the orders: HEMA HEMA, solid overcast 12000 ft. MARILINAN & SALAMANA, broken clouds, ceiling 1500 ft., visibility 5 miles.

Plane landed at MARILINAN at 0900/K, for purpose of delivering message, and took off at 0915/K.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

**CALVIN E. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.**

**498TH BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
Office of the Intelligence Officer
A.P.O. #929**

CMB/1a

August 28, 1943

SUBJECT: Narrative report on mission FFO 239E. Performed by the 498th Bombardment Squadron (H), on August 28, 1943.

TO : Commanding Officer, 345th Bombardment Group (H), A.P.O. 929.

On the morning of the 28th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the BUNA BUNA, MARILINAN, SALAMARA AREA.

1A. Magee in A/C 031 took off from Jackson A/D at 0455/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 1615/K.

The following weather data were recorded and reported according to the orders: BUNA BUNA, solid overcast 12000 ft. MARILINAN & SALAMARA, broken clouds, ceiling 1500 ft., visibility 5 miles.

Plane landed at MARILINAN at 0900/K, for purpose of delivering message, and took off at 0915/K.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

**GALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.**

498
240-H
29 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fo

August 30, 1943

SUBJECT: Narrative report on mission FFG 240 H. Performed by the 498th Bombardment Squadron (M), on August 29, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of August 29, 1943 our Squadron was ordered to bomb and strafe targets at ALEXISNAFFEN in a coordinated attack with other B25 A/C of the 71st, 405th, 501st and 500th Squadrons.

Eight A/C of our Squadron and 4 A/C of the 500th Squadron operated as one flight and were ordered to bomb and strafe barges in BOSTREN BAY and along the Western beach of SEK Island. BOGADJIN Village and Road were given as secondary targets.

Capt. Kinsire of the 498th Squadron led our flight. Take off from Jackson A/D was at 0645/X. Rendezvous with the 405th and 71st Squadrons and our escort was made at MARILINAN at 1225/X above the overcast.

Upon reaching a point West of ALEXISNAFFEN our flight split off from the main flight in order to pass over our target last. Our flight lost altitude directly West of BOSTREN BAY and cleared the ridges at this point at a minimum altitude of 2000 ft. The angle of approach was 100 degrees and altitude at the Western end of BOSTREN BAY was 100 to 150 feet. Time of attack was 1118/X to 1125/X.

The concentration of barges expected in BOSTREN BAY was not there. The barges that were on the beaches of the Bay and along the SEK Island were bombed and strafed thoroughly and it is believed that all of the barges sighted in this area were destroyed. A/A positions along the Southern shore of the Bay were strafed but results were unobserved.

Approximately 20 barges were sighted on the beaches of KONGAT and SINUE Islands. In order to have strafed these barges it would have been necessary to leave our escort and circle back over the A/A positions which was deemed unadvisable.

Our flight circled to the right and flew down the coast towards BOGADJIN Village. Structures in the village were bombed and thoroughly strafed. At least 5 structures were destroyed. No sign of activity was observed in the village.

The road leading Southwest from BOGADJIN was followed as far as construction had progressed. Two groups of native huts along the road were strafed with unobserved results.

Activity along the road was nil except at the lower end where construction was taking place. Advance structures were observed below the farthest point of improvement in the road bed.

A/A at ALKISHAVEN was light and of light and medium calibre. It was mostly inaccurate but one A/C received minor hits in the nose. A few bursts of heavy A/A were fired at extreme range from KADAKO. No damage resulted.

One twin engine A/C was observed at 1145/K approximately 1 1/2 miles South of BOGADJIN with one engine on fire. A/C was losing altitude in a blind valley and pilot making observations did not believe it possible to recover control.

The mission was not considered entirely successful since the barges were not in the Bay as expected. However, some variations in the method of attack were noted which will improve other missions.

The sky was overcast at 5000 ft. 6/10 coverage, strato cumulus 18000 ft. 7/10 coverage. Visibility was good at the target.

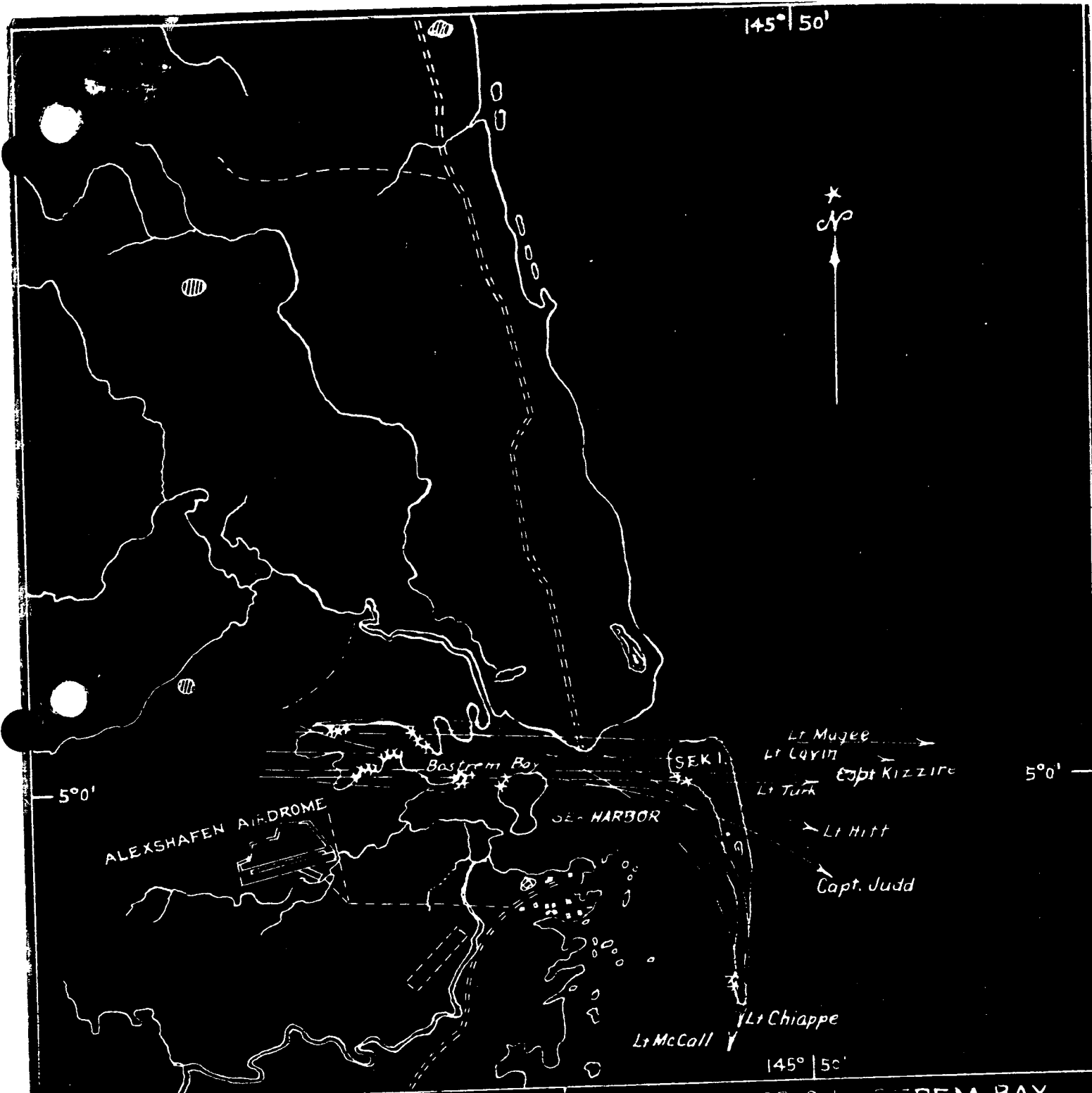
Landing was made at Jackson A/D at 1315/K.

The following pilots participated in the mission: Capt. Kissire, A/C 036; Capt. Judd, A/C 024; Lt. Chiappe, A/C 043; Lt. Hitt, A/C 040; Lt. Gavin, A/C 041; Lt. Magee, A/C 031; Lt. Turk, A/C 047; Lt. McCall, A/C 063.

There is no interpretation on the photographs taken on the mission.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.



NOTE: SOLID LINE WITH ARROW
REPRESENTS STRAFING RUN BY
INDIVIDUAL AIRCRAFT—X DENOTES
BOMB SPOTTING BY OBSERVATION

SEK HARBOR & BUSTREM BAY
F.O. 240 H 29 AUG'43
REF: PROVISIONAL MAP MADANG EAST
SCALE 1:63360
S-2 498 BOMB SQ 29 AUG'43
1ST LT. C. M. BOWEN A.C.
INT. O. 498 SQ

498
240 E
29 AUG 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMH/ic

September 1, 1943

SUBJECT: Narrative report on mission FFO 240 E. Performed by the 498th Bombardment Squadron (M), on August 29, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 29th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN, YORRA, BOGADJIN area.

Lt. Hauser in A/C 188 took off from Jackson A/D at 0445/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0805/K.

The following weather data were recorded and reported according to the orders: MARILINAN, overcast at 8000 ft., visibility 20 miles; YORRA, scattered clouds at 7500 ft., visibility unlimited, 2/10 coverage; BOGADJIN, clear, visibility unlimited.

All observations were reported.

All photographs were taken.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer

CMB/fo

September 2, 1943

SUBJECT: Narrative report on mission PPO 2140 L. Performed by the 498th Bombardment Squadron (M), on August 29, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), AF.O. 929.

On the morning of the 29th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN, MARANAN VALLEY, BENA BENA area.

Lt. Dean in A/C 188 took off from Jackson A/D at 1120/X and completed the mission as ordered. Coverage was 100% and landing was made at base at 1150/X.

The following weather data were recorded and reported according to the orders: MARILINAN, cumulus clouds base 4000 ft. top 11000 ft. scattered towering cumulus, visibility unlimited. MARANAN VALLEY, 6000 ft. top 12000 ft. scattered towering cumulus, visibility unlimited. BENA BENA, scattered cumulus base 8000 ft. top 11000 ft. scattered cumulus visibility unlimited.

No observations were reported.

No photographs were taken.

For the Commanding Officer:

CALVIN M. HUYEN,
1st Lt., Air Corps,
Intelligence Officer.

498
243 E
1 SEPT 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. 4929

CMDR/FC

September 2, 1943

SUBJECT: Narrative report on mission FVO 243 E. Performed by the 498th Bombardment Squadron, on September 1, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of 1 September 1943 our Squadron was ordered to bomb and strafe barges on the beaches of AIMOUE, SINUM and NONGAT Islands at ADELISHAVEN. The attack was coordinated with attacks by other squadrons of the 345th, 38th and 90th Groups.

Twelve A/C of this Squadron were ordered on the mission and took off from Jackson A/D from 0733/K to 0738/K.

Capt. Giffin in A/C 047 led our Squadron on the mission. Formation with other squadrons of this group was completed at 30 mile and the entire flight proceeded to MARILINAN to complete the formation with our escort and other squadrons that were to take part in the mission.

The formation was very loosely formed at 8000 ft. altitude and some of the squadrons could not be located by our flight.

The entire formation left MARILINAN at 0910/K.

Our Flight Leader reported that the entire formation was very unstable and that it was not possible to form on the flight that this squadron was to follow in the attack. The condition did not improve and Capt. Giffin considered it unwise to attack and have our A/C in the line of fire of the other squadrons. Therefore this squadron turned off ten miles short of the target and returned to base. Landing was made at Jackson A/D at 1106/K to 1114/K.

80 x 300 lb. bombs and 40000 x .50 rounds of ammunition were returned to base by 10 A/C.

Capt. Kinsire A/C 036 had one engine develop an oil leak and was forced to leave the formation at 0747/K. Landing was made at Jackson A/D at 0759.

Lt. Heuser in A/C 030 had one engine blow out an intake manifold and lose all compression on one cylinder. A/C lost altitude from 8000 ft. to 800 ft. All bombs (8 x 300 lb. were salvoed 8 miles East of Kaseuni) and all (500 x .50 round of ammunition per 8 guns were expended in jungle on SE heading 16 miles SE Harauwau) in order to regain altitude. Guns functioned 100%. Landing was made at MARILINAN at 0954/X. Crew returned to base in army transport.

Lt. Turk in A/C 351 had engine trouble and was forced to salvo 8 x 300 lb. bombs and expend 500 x .50 rounds of ammunition per 8 guns into hills West of ALEXISHAP/EN in order to gain altitude to clear hills. All guns functioned 100%. It was necessary to operate on single engine part of the return trip.

It was the general opinion of the pilots that too many A/C were in a single attack on such a small target in view of the short time interval between attacks by individual squadrons.

The following pilots took part in the mission: Capt. Griffin, 047; Lt. Dean, 033; Lt. Best, 063; Lt. McCall, 026; Capt. Kilgore, 046; Lt. O'Hear, 037; Lt. Heuser, 030; Lt. Cope, 034; Capt. Kissire, 036; Lt. Turk, 351; Lt. Mitt, 040; Lt. Gavin, 041.

Nil photographs were taken.

For the Commanding Officer:

CALVIN E. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

498
243 E
1 SEPT 43

498TH BOMBARDMENT SQUADRON (M) AAF
145TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. 929

ONE/fo

September 2, 1943

SUBJECT: Narrative report on mission FTO 243 E. Performed by the 498th Bombardment Squadron (M), on September 1, 1943.

TO : Commanding Officer, 145th Bombardment Group (M), A.P.O. 929.

On the morning of the 1st of September 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAN area.

Capt. Judd in A/C 176 took off from Jackson A/D at 0440/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0837/K.

The following weather data were recorded and reported according to the orders: MARILINAN, ceiling unlimited; visibility unlimited; scattered clouds 2000 ft. 4/10, scattered clouds 6000 ft. 2/10. Far South of MAN, ceiling unlimited; visibility 10 miles; scattered clouds 6000 ft. 4/10.

No observations were reported.

No photographs were taken.

For the Commanding Officer:

CALVIN A. BOWEN,
1st Lt, Air Corps,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

CMB/2c

September 2, 1943

SUBJECT: Narrative report on mission WFO 243 H. Performed by the 498th Bombardment Squadron (M), on September 1, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.F.O. 929.

On the morning of the 1st of September 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILIAN area.

Capt. Kinsire in A/C 176 took off from Jackson A/D at 1000/X and completed the mission as ordered. Coverage was 100% and landing was made at base at 1245/X.

The following weather data were recorded and reported according to the orders: MARILIAN, broken clouds 9/10 cover tops 9000 ft. Some over passes - visibility 10 miles.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

CALVIN E. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

498
244-E
2 SEPT 43
03/10

498th BOMBARDMENT SQUADRON (M) AAF
345th BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

September 2, 1943

SUBJECT: Narrative report on mission WFO 244 E. Performed by the 498th Bombardment Squadron (M), on September 2, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.F.O. 929.

On the morning of the 2nd of September 1943 this Squadron was ordered to carry out a weather reconnaissance in the MARILINAW & WAU area.

Lt. Cape in A/O 034 took off from Jackson A/D at 0505/E and completed the mission as ordered. Coverage was 100% and landing was made at base at 0710/E.

The following weather data were recorded and reported according to the orders: MARILINAW & WAU, clear, visibility 10 miles due to haze, over mountain passes clear with scattered clouds in valleys at 1500 ft.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

GALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

022/1c

September 2, 1943

SUBJECT: Narrative report on mission #FO 241 K. performed by the 498th Bombardment Squadron (M), on August 30, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 30th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MANILAN area.

Lt. Best in A/C 047 took off from Jackson A/D at 0505/K and completed the mission as ordered. Coverage was 100% and landing was made at base at 0745/K.

The following weather data were recorded and reported according to the orders: Manilana, solid overcast up to 4000 ft., over passes, overcast of 15000 ft.

All observations were reported.

All photographs were taken.

For the Commanding Officer:

CALVIN M. BONE,
1st Lt., Air Corps,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

022/10

September 2, 1943

SUBJECT: Narrative report on mission FPO 241 E. Performed by the 498th Bombardment Squadron (M), on August 30, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 30th of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the WAB VALLEY area.

Capt. Giffin in A/C 188 took off from Jackson A/C at 0955/E and completed the mission as ordered. Coverage was 100% and landing was made at bast at 1142/E.

The following weather data were recorded and reported according to the orders: Broken clouds on route out 8000 ft. 8/10. Wab Valley clear.

Nil observations were reported.

Nil photographs were taken.

For the Commanding Officer:

CHARLES E. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

CMB/c

September 2, 1943

SUBJECT: Narrative report on mission #FO 242 E. Performed by the 498th Bombardment Squadron (M), on August 31, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.F.O. 929.

On the morning of the 31st of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MANILAW & MAU area.

Lt. O'hear in A/C 037 took off from Jackson A/D at 0620/H and completed the mission as ordered. Coverage was 100% and landing was made at base at 0900/A.

The following weather data were recorded and reported according to the orders: MANILAW & MAU, low ground clouds at 2000 ft. clear and visibility unlimited. Over passes, clear & visibility unlimited.

Mil observations were reported.

Mil photographs taken.

For the Commanding Officer:

CALVIN E. BOREN,
1st Lt., Air Corps,
Intelligence Officer.

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fe

September 2, 1943

SUBJECT: Narrative report on mission FPO 242 E. Performed by the 498th Bombardment Squadron (M), on August 31, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 31st of August 1943 this Squadron was ordered to carry out a weather reconnaissance in the MANILINAN & WAU area.

Lt. O'Hear in A/C 037 took off from Jackson A/C at 0930/E and completed the mission as ordered. Coverage was 100% and landing was made at base at 1218/K.

The following weather data were recorded and reported according to the orders: MANILINAN & WAU, broken clouds tops 9000 ft. 4/10, lower scattered clouds 5000 ft. 2/10.

All observations were reported.

All photographs were taken.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

498
245-J
3 SEPT 43

198TH BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
Office of the Intelligence Officer
A.P.O. #929

CWB/fo

September 4, 1943

SUBJECT: Narrative report on mission PPO 245-J. Performed by the 198th Bombardment Squadron (H), on September 3, 1943.

TO : Commanding Officer, 345th Bombardment Group (H), A.P.O. 929.

On the morning of September 3, 1943 our Squadron was ordered to bomb and strafe HANATHIEN, NAKAPON, and IAH areas near LAZ.

Nine A/C, three flights, of our Squadron were ordered on the mission and took off from Jackson A/D at 0900/K to 0929/K. Captain Kilgore was flight leader for this mission.

A squadron of B-19's from Marlinan A/D joined the formation at Marlinan and furnished top cover on the mission.

First flight, consisting of Capt. Kilgore, A/C 046, Lt. Cope, A/C 034, and Lt. Neuser, A/C 188, was assigned the HANATHIEN area. 36 x 150 lb. frag. clusters were dropped from 1000 ft. from 1040/K to 1120/K. Church at HANATHIEN bombed and destroyed by fire. Other structures in area left burning. Fire was started 1500 ft. NE of church. Grass fires were started 1500 ft. SE of E end of NADZAB strip, and were spreading North. Building 2000 ft. NE of E end of NADZAB strip bombed and destroyed. Fires started in area around structure. Grass fires were started 500 ft. E. of eastern and central sectors of NADZAB strip. Area was thoroughly strafed. Three bombing and several strafing runs were made over target by each A/C.

Second flight, consisting of Capt. Griffin, A/C 047, Lt. Col. True, A/C 063, Lt. Dean, A/C 033, was assigned the NAKAPON area. 34 x 150 lb. frag. clusters were dropped from 1000 ft. from 1100/K to 1145/K. Two planes made three bombing runs and one plane made four bombing runs over target. One bomb fell in river and all other bombs hit target. Three fires were started in groves 300 ft. NE of NAKAPON strip. Each plane made ten strafing runs over target and native huts in vicinity of targets. A house and possible machine gun emplacement 1000 ft. West of target and 400 ft. from NAKAPON RIVER were strafed and destroyed by fire. A truck was strafed and damaged at target. Native houses in villages East and NE of landing strip strafed and damaged.

Third Flight, consisting of Capt. Kinsiro, A/C 036, Lt. Hitt, A/C 040, Lt. Carvin, A/C 041, was assigned the YAIU area. 35 x 150 lb. frag. clusters were dropped from 1000 ft. from 1100/K to 1115/K. Four bombs observed to score direct hits on huts 2000 ft. NE of YAIU. Four bombs observed hitting among six huts 800 ft. SW of YAIU. One hut was observed burning. Ten bombs hit among 8 to 12 huts at YAIU village and three left burning. Two bombs burst near huts one mile SE Old Yuma which resulted in several fires being started. One hut 1000 ft. SW YAIU observed burning. Four bombing and several strafing runs were made over target.

The strafing runs of all three flights were made at an altitude of from 50 to 150 feet.

A 500 to 1000 ft. column of black smoke was sighted at 1200/K at L43 A/D, but it had disappeared at 1217/K.

A possible gun emplacement 1000 ft. West of NABANAFOR and 100 ft. from NABANAF RIVER was strafed and burned.

Several gun flashes, believed to be rifle fire, were observed in GABWATZUNG area. One possible M/3 at church in same area.

Mission considered successful in as much as all purposes were fulfilled. Fires spread easily and it appeared possible to burn a large part of the area under favorable conditions.

Landing was made at Jackson A/D at 1245/K to 1254/K.

The photo interpretation is as follows: Oblique photos taken with K-21 cameras show fires at all of the targets. In the YAIU area photos 245-J 3 Sept. 43 - 1050/K 7" 1000' 498 Sq 345 Sp 76-106 show fires in thatched structures at Old Yuma #84-87. Fires were started in huts at YAIU #105-106 and in huts at unidentified locations in YAIU area #76 & 89.

NABANAFOR area photos 245-J 3 Sept. 43 1120/K 7" 1000' 498 Sq 345 Sp 47-70 small fires are shown starting along a coconutgrove just North of the NABANAF landing strip #56.

GABWATZUNG area photos 245-J 3 Sept. 43 1130/K 7" 1000' 498 Sq 345 Sp 24-46 (138) small fires started in huts East end of landing strip #13. Fires starting among 6 huts, exact location not known #35-37.

For the Commanding Officer:

GALVIN H. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

LEGEND

- Secondary Rds
- - - Trails
- 3 or More Huts

Lake Hanuht

FFO-245J

498 Bomb Sqdn

3-5 Sept-43

Gobmatzung, Narakapor and Yalu

Lae Area

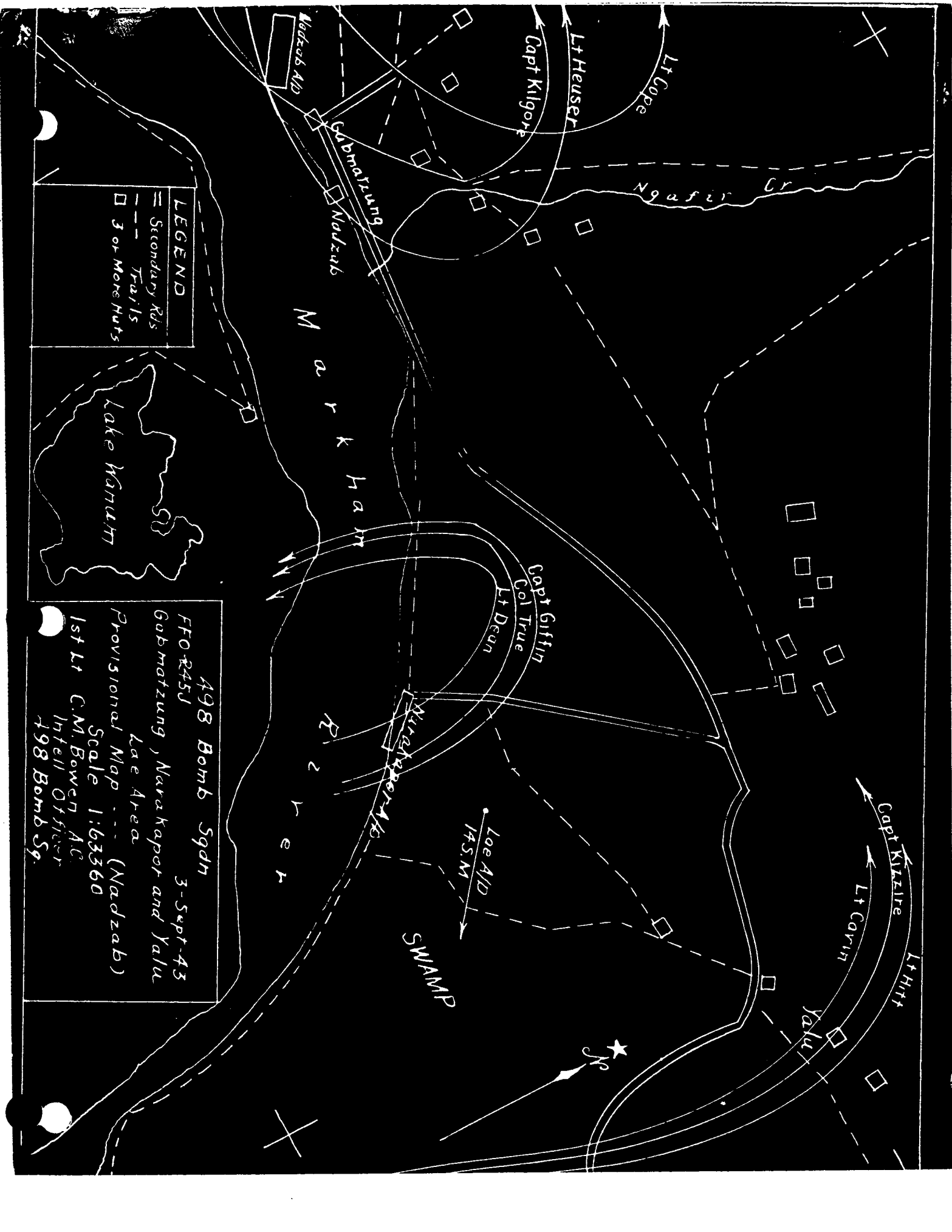
Provisional Map (Nadzab)

Scale 1:63360

1st Lt C.M. Bowen, AC

Intell Officer

498 Bomb Sq



498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
288-4247-G
16 OCT 43
5 SEPT
CMB/fe

September 6, 1943

SUBJECT: Narrative report on mission FFO 247-G. Performed by the 498th Bombardment Squadron (M), on September 5, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of 5 September 1943 12 A/C of our Squadron were ordered to bomb and strafe target #1 (Shepa Camp) and strafe target #10 (Laba Island) in the Marikhan Valley.

The attack was coordinated with attacks by other squadrons of the 345th Group, 38th Group and 89th Attack Squadron preparatory to the landing of paratroops in the area of the HADZAN strip.

Our Squadron was to bomb target #1 from 1000 ft. altitude with fragmentary clusters circle to the left and strafe the same area from minimum altitude. The 89th Squadron was to follow one minute after the strafing attack and lay a smoke screen and the C-47's were to follow immediately with the paratroops.

12 A/C led by Captain Judd in A/C 024 took off from Jackson A/D at 0621/K to 0624/K.

Rendezvous was made with escort and the transport A/C at MARILINAH at 1001/K and our A/C proceeded to the target with fighter cover.

The first bombs were dropped at 1018/K by the first flight consisting of Capt. Judd A/C 024, Lt. Turk, A/C 188, Lt. Clark, A/C 043, and Lt. McCall A/C 026.

↓ The second flight consisting of Capt. Kilgore A/C 046, Lt. O'Hear A/C 037, Lt. Houser A/C 041, and Lt. Cope A/C 034 dropped their bombs at 1020/K.

The third flight consisting of Capt. Giffin A/C 047, Capt. Rixaire A/C 036, Lt. East A/C 063, and Lt. Learn A/C 033 released their bombs at 1021/K.

Our Squadron circled to the left at low altitude and came in for the strafing attack but only six A/C strafed the target because of the proximity of the 89th Squadron and the transport A/C which were coming across the target.

Capt. Judd, Capt. Kilgore, Lt. Clark, Lt. Turk, Lt. McCall and Lt. Deam expended 1650 x .50 rounds of ammunition in strafing target #1.

104 clusters of 6 x 20 lb. frag. bombs were released. 70 bombs hit in the target area, 14 fell short along the western edge of the target and 20 overshot the target. All bombing runs were made on a heading of approximately 90 deg.

No damage was observed as a result of the bombing and strafing.

All twelve A/C strafed target #10 (Laba Island) from minimum altitude beginning at 1028/K. 7750 x .50 and 925 x .30 rounds of ammunition were expended on the target. Results were unobserved.

Two possible machine guns were reported as firing from the Island. One was located on the western most tip of the Island and the other was located 2500 ft. east of the western end and 100 ft. from the north edge. The position were reported by two crews. No other personnel saw evidence of A/A fire.

The troops were observed to bail out of the transports and land near the RADZAB strip. The smoke screen was reported as appearing very effective. No other sightings were reported.

A/C 043 was severely damaged when landing. This A/C has several holes in the right nacelle, a flat tire and possible damage to the landing strut as a result of possible machine gun fire. There was also large hole in the bottom of the fuselage near the tail—cause unknown. A/A or ricochet bullets from our own A/C is believed responsible for the damage to the engine nacelle, strut and tire.

It is believed that the objectives of the mission were fulfilled but no activity was observed at the targets.

Landing was made at Jackson A/D 1150/K to 1200/K.

104 clusters of 6 x 20 lb. frag. bombs were dropped and 1650 x .50 rounds of ammunition were expended on target #1. 775 x .50 and 925 x .30 rounds of ammunition were expended at target #10.

40 clusters of 6 x 20 lb. frag. bombs were returned to base mainly because of lack of familiarity with the dropping procedure.

<u>Disposition of bombs</u>	<u>No. rounds ammo. fired</u>	<u>No. guns function 100%</u>	<u>A/C</u>
12 bombs returned in- correct dropping procedure.	250 x .50	6 guns 100% 2 guns 50%	024
12 bombs dropped	1200 x .50	6 guns 100%	046

8 bombs dropped 4 bombs returned in- correct dropping procedure	1200 x .50	6 guns 100%	033
12 bombs dropped	800 x .50 500 x .30	7 guns 100% 1 gun 0%	037
12 bombs dropped	1500 x .50	7 guns 100% 1 gun 0%	026
5 bombs dropped 7 returned incorrect dropping procedure	1150 x .50	6 guns 100% 2 guns 0%	043
3 bombs dropped 9 bombs returned incor- rect dropping procedure	800 x .50	8 guns 100%	158
4 bombs dropped 8 failed to release	1000 x .50	7 guns 100% 1 gun 30%	036
12 bombs dropped	300 x .50 150 x .30	8 guns 100%	034
12 bombs dropped	400 x .50 200 x .30	6 guns 100% 2 guns 30%	047
12 bombs dropped	400 x .50	6 guns 100% 1 gun 10% 1 gun 0%	063
5 bombs dropped 7 returned incorrect dropping procedure	400 x .50 75 x .30	6 guns 100% 2 guns 0%	041

Oblique photographs taken on the bombing and strafing runs show no damage as a result of the bombing and strafing. Five bombs are shown bursting at the western end of MADZAB strip and north of the strip, photo #55.

The closeness with which the smoke layers and transports followed the strafers is shown in photos 57 and 58. These pictures were taken with a camera mounted in A/C 046 of the second of three flights.

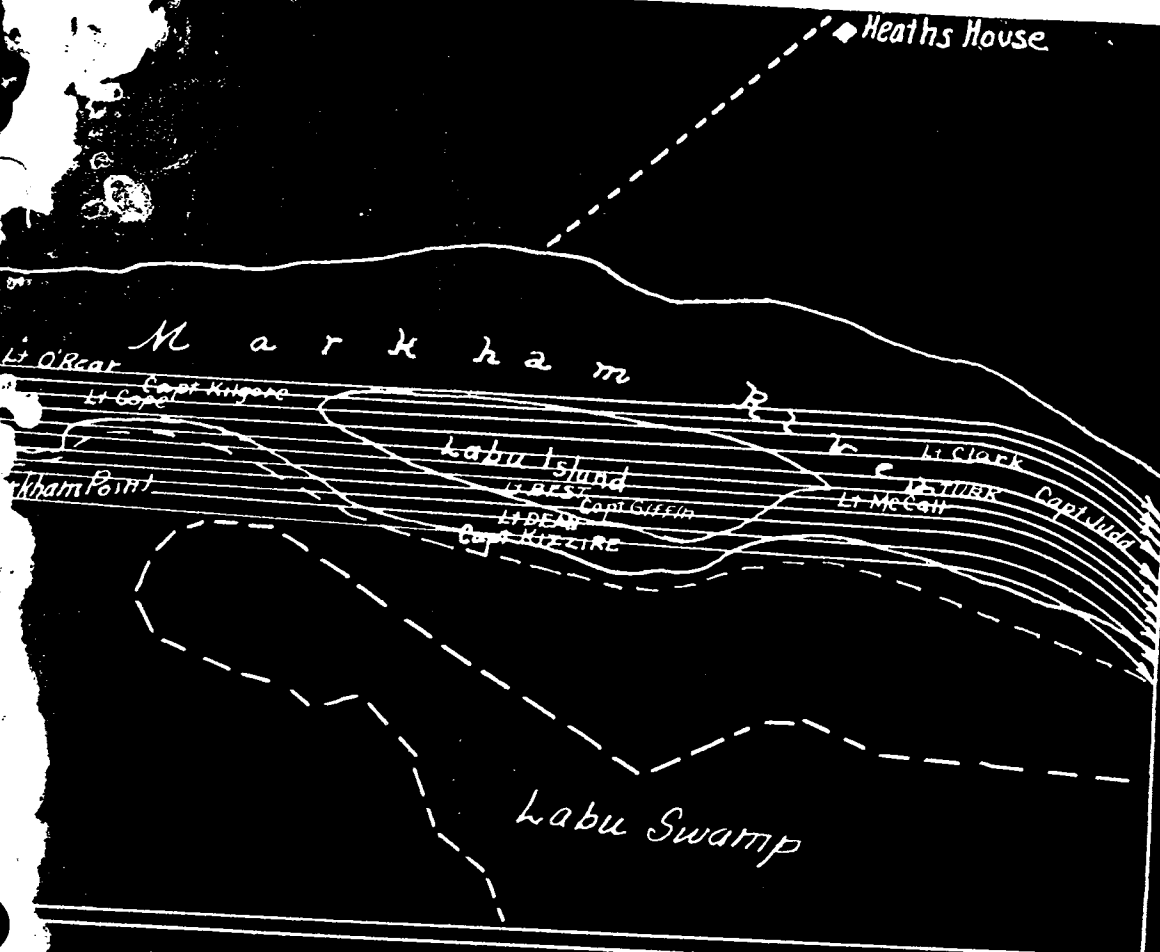
Both targets were well covered as is shown in photos 79, 81 and 60 thru 73.

Pictures of the landing of paratroops are shown in photos 15 to 27 taken with a K-20, 247 G HADZAB 5 Sept. 43 1030/K 6 3/8 1000' 498 Sq 345 Gp 9 - 28.

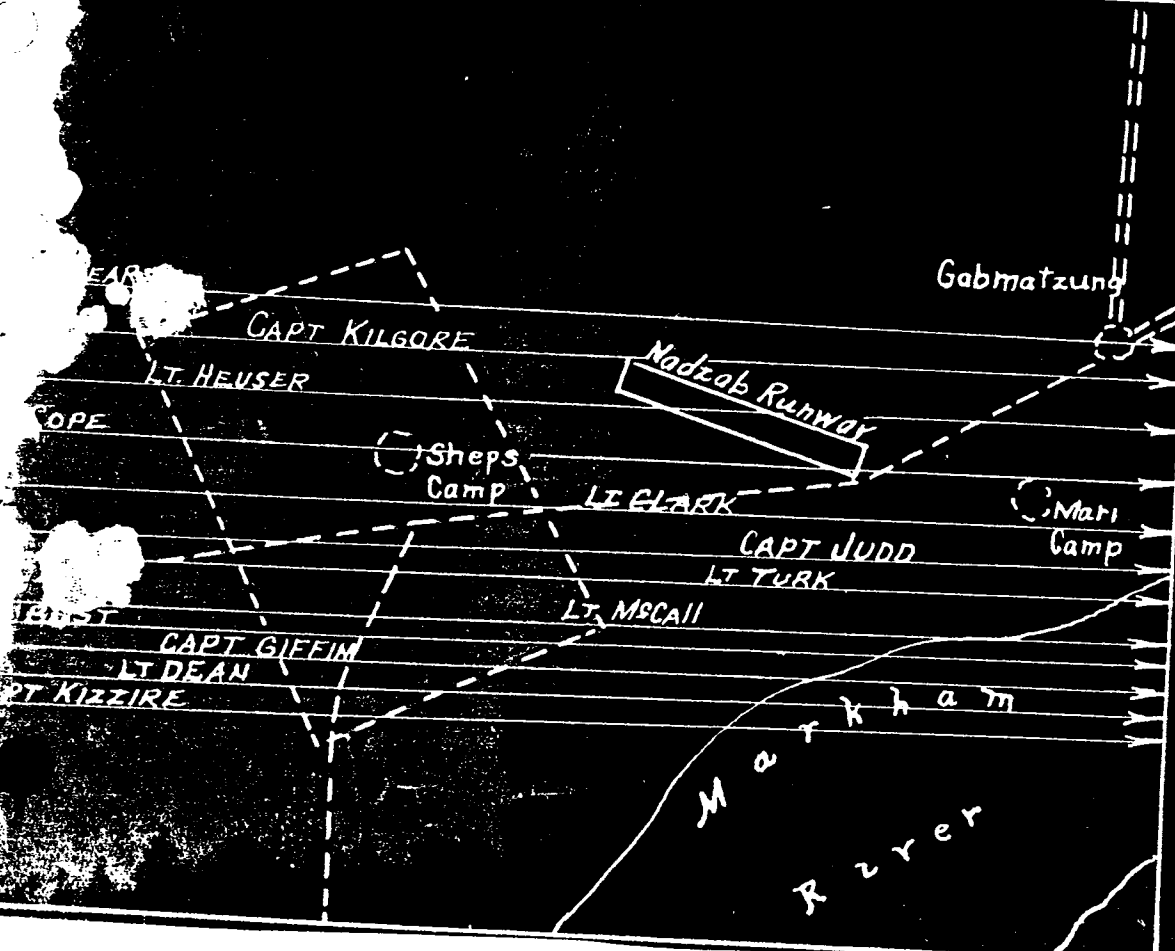
Legend on the photographs taken on the mission 247 G HADZAB 5 Sept 1943 1020/K 7" 1000' 498 Sq 345 Gp 37 - 118.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt. Air Corps,
Intelligence Officer.



498 Bomb Sqdn
 FFO --- 247-G
 5-Sept-43
 Labu Island
 Target #10
 Ref #6 Part 3
 C.I.U. 159
 Scale: 3"=1mi (App)



498 Bomb Sqdn
 FFO 247G
 5-Sept-43
 SHEPS CAMP
 Target No 1
 Ref. #2 Part 1
 C.I.U. 159
 Scale: 3"=1mi (App)
 1st Lt. C.M. BOWEN
 INTELLIGENCE O
 498 Bomb Sq

498
262K
20 SEPT 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fe

September 21, 1943

SUBJECT: Narrative report on mission FFG 262-K. Performed by the 498th Bombardment Squadron (M), on September 20, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 20th September 1943 our Squadron was ordered to bomb and strafe targets #1 and #4 and other targets of opportunity on the BOGADJIMANAUVA ROAD.

12 A/P's, three flights, of our squadron were ordered on the mission and took off from Jackson A/D from 0727/K to 0732/K. Capt. Judd was squadron leader for this mission.

Rendezvous was made with other Squadrons of the 345th Group which were to attack targets in the same area, and the entire flight led by the 501st Squadron proceeded to Marilinan arriving at 0843/K. Rendezvous was made with B-17's at Marilinan at 0852/K. The 345th Group left Marilinan according to plan and split up into squadron flights to attack targets. Fighter cover which was picked up at Marilinan at time of rendezvous provided protection for the 498th and 501st Squadrons. This cover consisted of one squadrons of P-47's.

First flight, consisting of Capt. Judd A/P 024, Capt. Coltharp A/P 176, Lt. Chiappe A/P 188, Lt. Turk A/P 420, was assigned targets in the Northern half of target #1. 32 x 300 lb. 4/5 sec. delay fuse demo bombs and 6200 x .50 and 750 x .30 rounds of ammunition were expended in six runs over the target. Headings of 322 to 90 degrees were used in making the attacks which lasted from 0922/K to 1025/K. Bombs were released from 50 to 4000 ft. in attempts to destroy the targets. Character of the terrain made it impossible to make successful runs on the target. 8 bombs were observed to hit 25 to 50 feet from buildings 120174. 5 bombs were released at bridge at 121174 and were observed heading straight for bridge when last seen but results were unobserved. Further results of bombing were not observed. Results of strafing were unobserved but tracers were seen entering huts and trucks along the road at the target.

Third flight, consisting of Capt. Kilgore A/P 047, Lt. Hauser A/P 030, Lt. Best A/P 063, Lt. Cope A/P 351, was assigned targets in the Southern half of target #1. 32 x 300 lb. 4/5 sec. delay fuse demo bombs and 6400 x .50 2000 x .30 rounds of ammunition were used eight passes at targets. Attacks were made from 0930/K to 1020/K from altitude of 100 to 500 ft. Near misses were made on 5 bridges in the target but the results were unobserved. Direct hits were made on huts at 126174 sheet #3 and fire was observed emitting from

the target. Huts were thoroughly strafed. 15 to 20 three ton trucks parked along Bogadjin road within area of target #2 were strafed thoroughly. Tracers were seen entering the trucks but further results were unobserved.

Second flight, consisting of Capt. Figgins A/P 036, Lt. Magee A/P 517, Lt. Hitt A/P 040, Lt. Gavin A/P 041, attacked targets in target #4, from 0940/K to 1015/K from 100 to 300 ft. altitudes. 32 x 300 lb. 4/5 sec. delay fuse demo bombs and 7400 x .50 and 2400 x .30 rounds of ammunition were expended in seven bombing and strafing runs over target. 2 bombs were released on a bridge at 115116 and bridge was believed destroyed. 2 bombs were released on trucks at 124124 and 119118 with unobserved results. Other results of bombing were unobserved. Huts and trucks were thoroughly strafed and tracers were seen entering targets but results were unobserved. Several huts at Ianla Village were destroyed by bombs and smoke was seen coming from other huts.

There was no interception or A/A on the mission.

Approximately 25 trucks (trucks strafed) were sighted parked intermittently along the entire length of road between target #1 and target #4. All trucks were facing inland from Bogadjin. Supplies were observed in several trucks. At 1105/K four twin engine single tail fighters were sighted at 12000 ft. approximately 80 miles N.W. of Yule Island. A/P's followed our formation for approximately 12 minutes and then turned off on a North heading. No passes were made as the formation gained speed upon sighting enemy airplanes. Position of fighters was 4 o'clock finally moving in to 6 o'clock position. Three motorcycles were seen on road at target #4 headed towards Bogadjin.

It was the general opinion of the pilots on the mission that the target was not suitable for bombing by strafers of the B25 class. Results obtained were at considerable risk to all personnel and airplanes. Too many airplanes were confined in the narrow, crooked, valleys along which the road ran. It was difficult to locate a target even after it had been sighted on a previous run.

All map references refer to Bogadjin Ram Valley Road #7323, target #4 sheet #2, target #1 sheet #3.

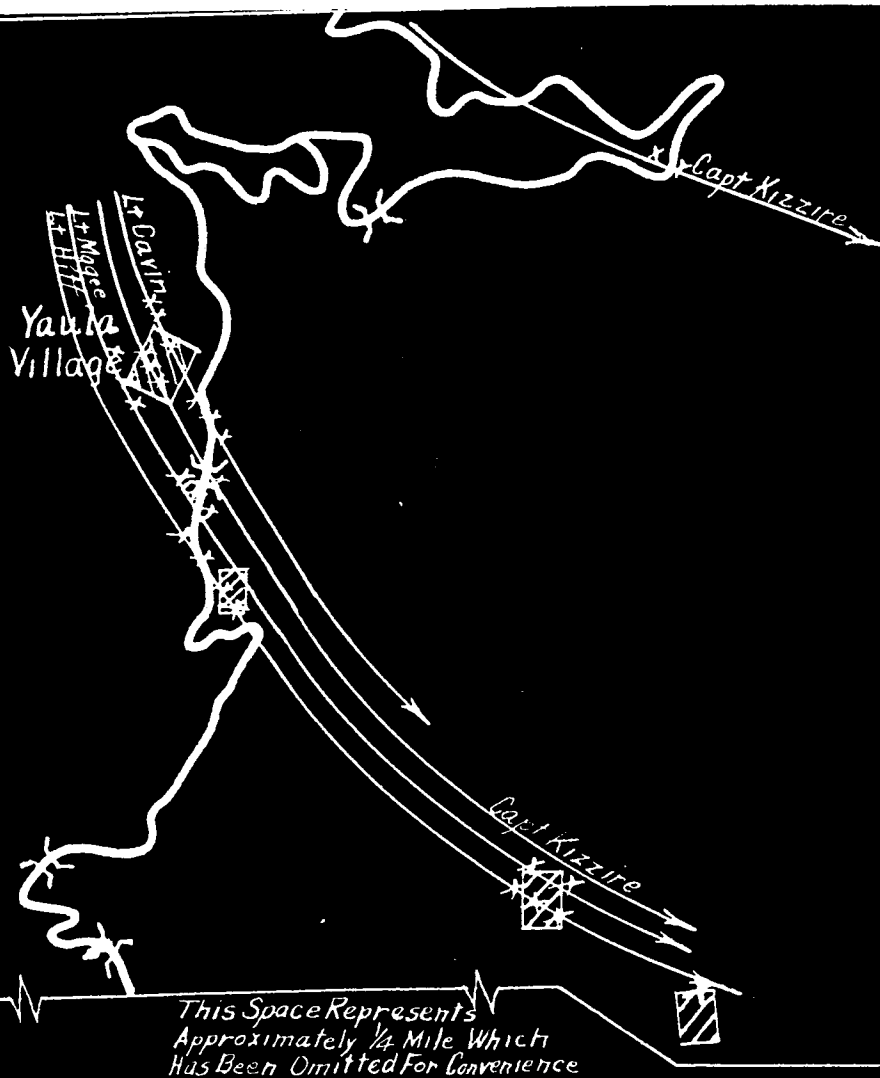
Photographs show very little damage. Huts at 126174 sheet #3 Bogadjin Ram Valley Road #7323 are shown to be smoking. Other definite results not shown in photographs. Photo interpretation made from oblique photographs 139 and 142 262-K Bogadjin 20 Sept. 43 1020/K 7" 50'-500' 498 BS 345 BS 134 143, and numbers 1, 3, 5, 13, 15, 16, 19, 27, 28, 262-K Bogadjin road 20 Sept. 43 1000/K 6" 498BS 345BS.

Landing was made at Jackson A/B from 1155/K to 1247/K. A/P's 024 and 420 landed at Marilinan at 1045/K to refuel and took off 1130/K arriving at base at 1247/K.

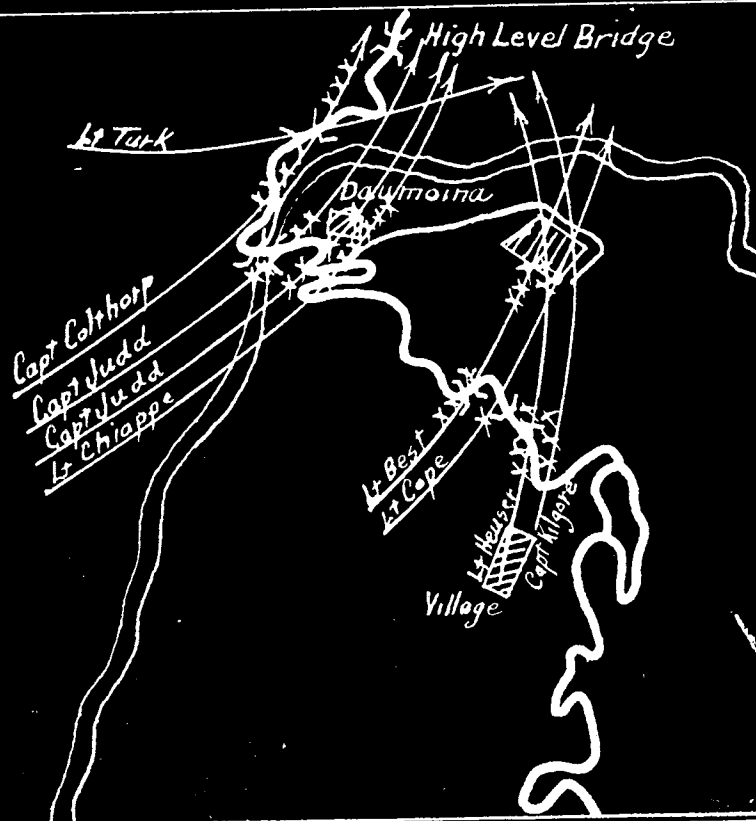
<u>Disposition of bombs</u>	<u>No. rounds ammo. fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
8 bombs dropped	800 x .50 250 x .30	8 guns 100%	024
8 bombs dropped	300 x .50	3 guns 100% 5 guns 50%	420
8 bombs dropped	3500 x .50 500 x .30	7 guns 100% 1 gun 50%	176
8 bombs dropped	1500 x .50	5 guns 100% 3 guns 25%	188
8 bombs dropped	1000 x .50 1000 x .30	6 guns 100% 2 guns 50%	047
8 bombs dropped	700 x .50	3 guns 100% 3 guns 50% 2 guns 0%	030
8 bombs dropped	1500 x .50 1000 x .30	6 guns 100% 1 gun 15% 1 gun 0%	063
8 bombs dropped	3200 x .50	8 guns 100%	351
8 bombs dropped	1300 x .50	6 guns 100% 2 guns 40%	036
8 bombs dropped	2500 x .50	8 guns 100%	517
8 bombs dropped	2000 x .50 500 x .30	8 guns 100%	040
8 bombs dropped	1600 x .50 2000 x .30	8 guns 100%	041

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.



498 Bomb Sq.
 FFO-262K 20-Sept. '43
 Yaula Road (Bogadjim Area)
 Scale 1:15000
 Ref.; Bogadjim, Ramu Valley
 Road. Sheets 2 & 3
 1st Lt C. M. Bowen A.C.
 Intelligence Officer



498
256-L
14 SEPT 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fe

September 15, 1943

SUBJECT: Narrative report on mission WFO 256 L. Performed by the 498th Bombardment Squadron (M), on September 14, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

At 1035/14/K 12 airplanes of our Squadron were ordered to bomb and strafe Edward's Plantation and strafe the road from Edward's to Jacobson's Plantation. A deadline of 1210/K was set as the latest hour that Edwards was to be bombed. If the airplanes arrived at the target after this hour, bombs were to be released at Jacobsons.

The combat crews left the briefing room at 1044/K. Take off was delayed ten minutes by transport planes landing against traffic regulations. The first plane cleared the runway at 1105/K and all planes were in the air by 1111/K.

The flight, led by Capt. Kinsire in A/P 036, reached the target at 1220/K. Edwards was not bombed but the road from Cox's Camp to Jacobson's was strafed and bombs were released on the target at Jacobsons as ordered.

A radio message received at 1218/K by Capt. Judd A/P 024, leader of the second flight, ordered the airplanes to return to base. Two other airplanes of the second flight were notified and these airplanes left the formation and returned to base. The fourth airplane of the second flight could not be contacted and continued to the target.

The first flight composed of Capt. Kinsire 036, Lt. Magee 031, Lt. Gavin 041, Lt. Hitt 040 made its approach to the target at 1220/K. The road from Cox's camp to Jacobsons was strafed and bombs released at Jacobsons at 1225/K. Bombs were observed to fall among huts but no direct hits were observed. Bombs were seen to fall on an A/A position 669411 (Lae, Malahang defense area 7292 1" 10000" sheet #1). All targets were strafed. A/A from an unknown position shot away an aileron on A/P 031 and Lt. Magee was forced to salvo 4 bombs in order to retain control. A/P later headed for DOBODURA protected by the other three ships in the flight and made a crash landing at DOBODURA.

The second flight composed of Capt. Judd 024, Capt. Colthorp 188, Lt. Turk 420 and Lt. Best 063 was ordered by radio at 1218/K to return to base. Capt. Judd, Capt. Colthorp and Lt. Turk left the formation at 1220/K and returned to base with a full load of bombs and ammunition. Lt. Best could not be contacted and proceeded to the target. Two bombs were released on huts located in coconut grove 667413 destroying two. The six remaining bombs were released on buildings at Jacobsens. No direct hits were observed but bombs straddled several huts. The road from Cox's Camp and Jacobsens was strafed.

The third flight composed of Capt. Kilgore 046, Lt. Houser 030, Col. True 034 and Lt. O'Rear 037 attacked from 1225/K to 1230/K. The road from Cox's Camp and Jacobsens was strafed and bombs released on huts at Jacobsens. Direct hits were reported on 4 huts. Results of other bombs were unobserved but target was left smoking.

A/A was moderate to intense; light and medium calibre and accurate. Most of the A/A was reported to have come from positions 668411 and 669411. These positions contained several guns each. The position at 668411 was dug in and protected. Other positions were in the open. Machine gun fire was observed coming from housing structures located at Jacobsens. These guns were apparently not fixed positions.

Five airplanes suffered damage as a result of A/A fire. A/P 031 had an aileron shot away and crash landed at DOKOBUA. The airplane is reported as being completely wrecked. The crew is reported as being uninjured but has not returned to base.

A/P 034 had the electrical system put out of order by a bullet which entered beside the co-pilot's seat, cut the wiring, went through the ammunition box and lodged in the inverter switch. This airplane dropped only two bombs and was forced to salvo 5. One bomb failed to release. A/P landed at MARI-LINAN at 1315/K and returned to fourteen mile strip at 1500/K.

A/P 040 had one bullet hole in left wing but received no other damage.

A/P 037 had four instruments on the instrument panel destroyed by a bullet which came through the nose of the A/P.

A/P 046 had several holes in the fuselage and wing. Six bullets entered the right engine nacelle puncturing the tire in several places. Sgt. J. A. Murphy, Engineer, suffered damage to his foot and leg as a result of A/A fire.

Several gasoline barrels in small lots of three or four barrels each were observed along the roadside from Edwards to Jacobsens. Dumps were located approximately fifty feet apart. Small dumps of boxes were also noted along the roadside between the same points.

All map references refer to Lao, Malahang defense area 7292 1" 10000" sheet number 1.

An American flag was observed at 1225/X flying from a building located 200 ft. East of the South end of Lee strip. Observation was made from an altitude of approximately 100 ft. and pilot and co-pilot were positive in the identification.

The weather at the target was good with visibility and ceiling unlimited.

It is the general opinion of all who took part in the mission that a great deal of damage was done at Jacobsens. However, more damage could have been inflicted and with much less damage to our own airplanes if more time had been available for planning the mission. If the combat crews had left immediately upon notification of what the target was it would have been just possible to reach the target by the time of the deadline on the first target.

Photographs taken on the mission were not satisfactory and there is no interpretation.

<u>Disposition of bombs</u>	<u>No. rounds guns. fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
8 bombs returned radio order	0 x .50 0 x .30		024
8 bombs dropped	800 x .50 200 x .30	6 guns 100% 2 guns 0%	037
8 bombs returned radio order	0 x .50 0 x .30		188
8 bombs returned radio order	0 x .50 0 x .30		420
8 bombs dropped	1300 x .50 500 x .30	8 guns 100%	046
8 bombs dropped	2000 x .50	8 guns 100%	030
8 bombs dropped	1000 x .50 400 x .30	6 guns 100% 1 gun 15% 1 gun 0%	063
8 bombs dropped	1300 x .50	8 guns 100%	036
8 bombs dropped	1000 x .50	7 guns 100% 1 gun 0%	040
8 bombs dropped	1000 x .50	8 guns 100%	041

2 bombs dropped
5 bombs salvaged
1 bomb returned

600 x .50

3 guns 100%
5 guns 0%

034

4 bombs dropped
4 bombs salvaged

1000 x .50
2500 x .50 expended at sea

8 guns 100%

031

Supplementary report on A/P 031

Aileron controls and hydraulic system on A/P 031 destroyed by A/A fire over Jacobsen's Plantation. Location of A/A positions not observed. A/P proceeded to DOBODURA under protection of other three airplanes in flight and landed on crash strip at 1430/K. A/P was badly damaged but crew was uninjured. Crew returned to base by transport and landed at 1200/15/K.

For the Commanding Officer:

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

Edwards

$M a r k z a m$

Rever

Edwards + Jacobson's (Lae Area)
 FF-0-256L Scale-3"=1M. 14-Sept-43
 S-2 : 498 Bomb Sq-345 Bomb Grp.
 1st Lt. C.M. Bowen A.C.
 Intelligence Officer

Markham Valley Road

Dump Area

~~Jacobson~~

1st Best

Neusser

06070

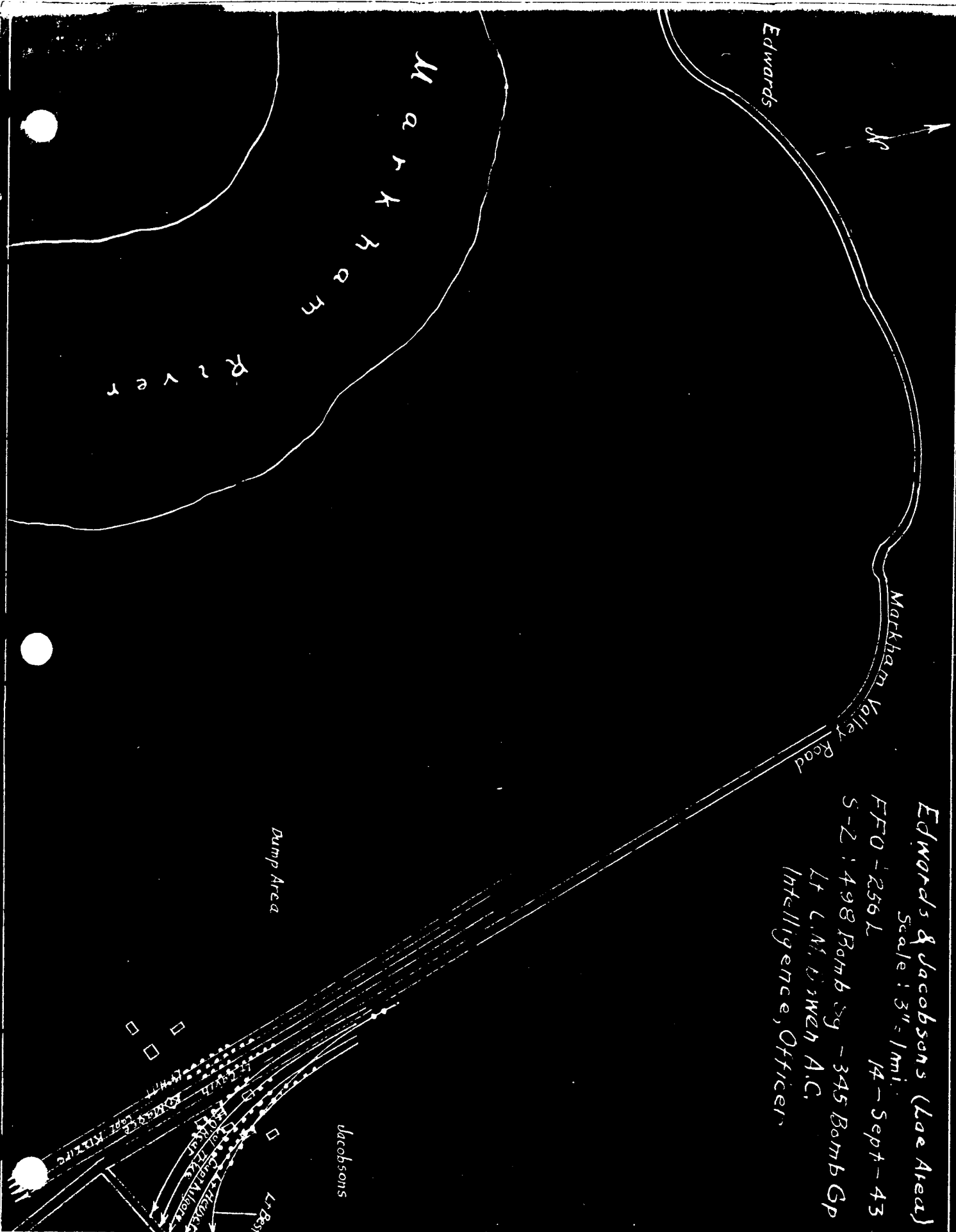
✓

Scale: 3" = 1 mi

14-Sept-43

Lt C. M. B. M. A. C.

Intelligence, Officers



498
267-G
25 SEPT 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fe

September 26, 1943

SUBJECT: Narrative report on mission 267-G. Performed by the 498th Bombardment Squadron (M), on September 25, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 25th of September 1943 12 A/P's of our Squadron were ordered to strafe trail and the villages along the trail from Antigiwan to Maromon thence along Sepoi Creek to the Gusap River and along the South bank of the Gusap River to Boparimpun. Targets in Ragitama and Boparimpun Villages were to be strafed and bombed and other targets of opportunity were also to be strafed and bombed.

The attack was coordinated with attacks by the 500th Squadron and one Squadron of B-17's which was to follow the 500th and 498th Squadrons across the target.

Our Squadron lead by Capt. Kilgore A/P 048 took off from Jackson A/D from 0837/K to 0847/K and joined formation with the 500th Squadron at 30 miles strip. The 500th Squadron led the formation to Marilinan arriving at 0940/K. Rendezvous made with the P-38's which were to act as top cover and our Squadron left Marilinan according to schedule at 1005/K, following the 500th which left at 1000/K.

The first flight, consisting of Capt. Kilgore A/P 048, Lt. Cope 034, Lt. Heuser A/P 030, and Lt. Chiappe A/P 188, attacked the target at 1020/K to 1040/K from altitude of 50 to 100 ft. 27 x 300 lb. 4/5 sec. delay fuse bombs and 8900 x .50 and 3200 x .30 rounds of ammunition were expended in bombing and strafing trails and villages at the target destroying several huts and starting many small fires. 6 bombs were released at Ragitama scoring direct hits on several huts and starting small fires. 2 bombs fell on huts at San Maraisasa. 2 bombs were released on huts at 602102 (Amari). 7 bombs were released at Boparimpun destroying several huts. 8 bombs fell among huts at an unidentified village six miles NE of Boparimpun. 2 bombs fell in a village at 561162 (Fimintaga). A camouflaged truck at 638046 (Amari) was strafed with unobserved results. A strafing run and a bombing and strafing run were made by each plane in the flight. (All map references refer to provisional maps 1" to 1 miles series).

The second flight, consisting of Capt. Judd A/P 024, Lt. Turk A/P 420, Lt. Robinette A/P 351, Lt. McCall A/P 033, attacked the target from 1025/K to 1045/K from altitudes of 50 to 100 ft. 32 x 300 lb. 4/5 sec. delay fuse bombs and 7200 x .50 and 3700 x .30 rounds of ammunition were expended in bombing and strafing trails and villages at the target. 4 bombs were dropped on Wankon, 2 bombs on Ragitsuma, 2 on Waresian, 4 bombs were dropped on Boparimpun, 6 bombs were dropped Maraisana and 4 bombs were dropped on a village 1 mile NW of Bumbun. Several huts were destroyed in these villages and many small fires were started. Other bombs were released on unidentified villages the exact location of which is unknown. A strafing and a bombing and strafing run were made by each plane in the flight.

The third flight, consisting of Capt. Kissire A/P 036, Lt. Mitt A/P 040, Lt. Magee A/P 063, Capt. Davidson A/P 176, attacked the target from 1027/K to 1057/K from altitudes of 50 to 200 ft. ~~Attack~~ Capt. Kissire and Lt. Mitt bombed and strafed tracks and villages from Ragitsuma along Baboi Creek to the Gusap River thence along the Gusap to Bumbun and village 1 mile to the NW. 2 bombs were dropped on Ragitsuma starting fires in three huts. 11 bombs were dropped in train on Boparimpun leaving five huts burning. These bombs fell through the entire length of the villages 3 bombs were released in a village at 485180 (Rindugun) (Pinintegu). One bomb hit in the center of the village but skipped out before exploding. Capt. Davidson and Lt. Magee bombed and strafed NW along the track to Maraisana thence along the Ramu River past House Sak Sak, across Punanti thence along the South bank of the Gusap River. 2 bombs dropped on track at 525095 (Pinintegu), 3 on track at 486120 (Pinintegu), 4 on track at 462165 (Pinintegu), 4 bombs were dropped in Boparimpun and 4 bombs were dropped in wooded valley around 590130 (Amari). Numerous small fires were started as a result of the bombing and strafing.

This flight expended 10200 x .50 and 3200 x .30 rounds of ammunition in strafing trails and villages at the target. All planes made two runs the full length of the target.

There was nil A/A and interception.

A large fire $\frac{1}{2}$ mile in diameter with smoke rising 1000 ft. observed 20 miles down the Ramu Valley from Boparimpun. 50 head of cattle observed at 06 deg. 10' S 145 deg. 52' E. One F-38 was observed on the ground at 06 deg. 5' S. 145 deg. 55' E. A herd of cattle was reported near Maraisana and another near Ragusaria. (Possible that these reports were made on the same herd) The track appeared to be well used but there was no indication of construction.

Interpretation of photographs although showing a limited amount of damage in villages show clearly that many fires were started in the valley. Smoke covers the valley along which the bombing and strafing runs were made. The following photographs were used in the interpretation: 267-G Yati River to Gusap River 25 Sept. 43 1020/K 7"-100' 498 BS 345 BG 1-23, 24-55, 78-97, 98-131, 267-G Yati to Gusap 25 Sept 43 1045/K 6"-500' 498 BS 345 BG 132-150

Landing was made at Jackson A/D 1226/K to 1240/K.

<u>Disposition of bombs</u>	<u>No. rounds ammo. fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
3 bombs dropped 5 bombs returned	2000 x .50 1900 x .30	8 guns 80%	047
8 bombs dropped	2400 x .50 300 x .30	4 guns 100% 4 guns 50%	034
8 bombs dropped	3000 x .50 100 x .30	7 guns 100% 1 gun 0%	030
8 bombs dropped	1500 x .50 900 x .30	3 guns 100% 5 guns 40%	158
8 bombs dropped	2000 x .50	6 guns 100% 2 guns 10%	036
8 bombs dropped	3200 x .50 1200 x .30	8 guns 100%	040
7 bombs dropped 1 bomb returned	2000 x .50 1800 x .50	7 guns 100% 1 gun 0%	063
8 bombs dropped	3000 x .50 900 x .30	8 guns 100%	176
8 bombs dropped	1800 x .50 100 x .30	6 guns 100% 2 guns 0%	024
8 bombs dropped	1700 x .50 300 x .30	5 guns 100% 2 guns 20% 1 gun 0%	420
8 bombs dropped	2700 x .50 3000 x .30	6 guns 100% 1 gun 20% 1 gun 0%	351
8 bombs dropped	2000 x .50 300 x .30	3 guns 100% 5 guns 40%	033

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer.

498
269-J
27 SEPT 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. 929

September 27, 1943.

SUBJECT: Narrative report on mission 269-J. Performed by the 498th Bombardment Squadron (M), on September 27, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 27th of September 1943 12 A/P's of our Squadron were ordered to bomb and strafe A/P's along the strip and dispersal areas at Boran and Wewak and to bomb and strafe A/A positions at Cape Boran, Wewak Village, and other positions located at the A/D. The attack was coordinated with attacks of eight other Squadrons of strafers of the 345th. Bomb Group, 38th. Bomb Group and 3rd. Attack Group. The attack was to be made in three waves of three Squadron each with the 498th. Squadron leading the 3rd. wave consisting of the 498th., 499th., and 500th. Squadrons.

Our Squadron, led by Lt. Col. True, A/P 036, took off from Jackson A/D from 0756/X to 0800/X. Our formation reached Bena Bena at 0920/X and completed rendezvous with the other formations and fighters and left Bena Bena at 0942/X. The B-24's were sighted on their return trip and attack was made on the targets as planned.

The first flight, consisting of Lt. Col. True A/P 036, Capt. Coltharp A/P 033, Lt. Magee A/P 041, Lt. Hitt A/P 040, began their attack at 1052/X. Approach was made from the East with Col. True attacking the right side of the runway and Lt. Hitt and Capt. Coltharp attacking the area from the strip to the far side of the dispersal area nearest the runway. Lt. Magee crossed the strip at a 30 deg. angle releasing his bombs on A/P's along the runway and in revetments on both sides of the strip. 35 clusters parafrag bombs were dropped on targets along the North side of the strip. 4 clusters fell short of the strip, 5 fell over, the remaining clusters fell among planes along strip and in revetments. Direct hits were observed on planes and 30 planes were reported destroyed by this flight or by previous flights. The strip was strafed and tracers were seen entering planes on the strip. Several planes were observed to break into flames. One truck at E end of Boran strip was strafed with unobserved results. One A/A gun 1000 ft. E of NE corner of strip was strafed and silenced. Nine clusters were dropped on Wewak strip and direct hits were observed on several planes. One probable Dinah strafed by turret gunner and observed to burst into flames. Two transports at end of runway were strafed and probably destroyed. 25 planes along strip were reported destroyed either by own or previous action. 7550 x .50 and 700 x .30 rounds of ammunition were expended in strafing targets at Boran and Wewak.

Beginning at revetments everything on right side of both strips was thoroughly strafed.

Second flight, consisting of Capt. Judd A/P 024, Lt. Turk A/P 420, Lt. Robinette A/P 351, Lt. McCall A/P 063, approached Boram strip from the East and bombed and strafed planes on the left side of the strip and in the revetments and dispersal areas South of the strip. Lt. Robinette bombed and strafed personnel and A/A positions South of the strip. Several bombs were seen to fall among bombers and some direct hits were scored on enemy A/P's. One direct hit was scored on a Betty in a revetment and plane was observed to explode. Three bombs were released on planes in revetments at the E end of Wewak strip. 9300 x .50 and 1500 x .30 rounds of ammunition were expended in strafing the planes and A/A positions on both strips.

The Third flight, consisting of Capt. Kilgore A/P 046, Lt. Heuser A/P 030, Lt. Cope A/P 034, Lt. Chiappe A/P 047, expended 48 clusters of parafrag bombs 9250 x .50 and 3850 x .30 rounds of ammunition in bombing and strafing A/A positions, buildings, airplanes, one barge and one lugger at the target. 12 clusters were released on A/A positions at 367052 to 360053. 6 clusters were dropped on A/A positions at 356063 to 354065. 24 clusters were released on Wewak covering A/A positions and buildings NE to the sea from a line extending from 320082 to 316083. All positions referred to were thoroughly strafed. A barge at 331062 and a lugger at 347058 were strafed. Six distinct fires were left at target. The purpose of this flight was to cover A/A positions along the North side of Boram strip, Cape Boram and Wewak thus preventing accurate fire on planes bombing other targets. A/A positions were thoroughly covered by bombing and strafing. (All map references refer to Special map vicinity of Wewak A 54/16 NE New Guinea).

A/A fire reported as light to intense, of light and medium calibre and accurate. Fire was reported as coming from known positions. Most of damage suffered by A/A fire was reported as hitting planes as they were leaving the target. Sgt. Ochsner, Engineer Gunner A/P 047, was killed by A/A as plane was leaving Wewak. Five A/P's suffered damage from A/A.

One Zero made one pass at A/P 041 from above at 12 o'clock, chandelled and left without firing. Plane was seen as formation entered Wewak strip. One inline fighter made one pass at A/P 047 from 9 o'clock position and fired several rounds and swung off to the front and disappeared. Attack was made at altitude of 200 ft. Radio Gunner fired 20 to 30 rounds at plane with unobserved results. Several holes in left engine nacelle and left wing tank were believed caused by fighter.

Large column of smoke seen rising to 2000 ft. from But at 1055/K. One Sugar Charlie observed burning at 297087 at 1053/K (same map reference as above). One B-25 observed off the runway at Boram. A/P appeared unserviceable. One large fire was observed at Wewak A/D at 1053/K. One heavily loaded barge near beach north of target #1. Many fires were observed on both strips as planes left the target.

Fighter cover was excellent at all times. It is the general opinion of all personnel on the mission that the attack was successful and well coordinated.

Landing was made at Jackson A/B at 1319/K to 1322/L. Lt. Chiappe in damaged A/P 047 landed at 1351/K.

Interpretation tak

XXX of Photographs taken of the bombing and strafing runs are as follows:

Photographs used in interpretation were:

269-J Boran 27 Sept. 43-1050/K 7" 100' 490EE 345 EG
65 through 120; 168 through 200; 154 through 167.
269-J Boran 27 Sept. 43-1050/K 12" 110' 498 B 345EG
125 through 125

One six-gun A/A battery and control shown as number 23 on Mosaic and Personnel crouched in enplacements shown in photos 7e-76. Several trucks are shown along road East of gun position-photo 66. Thirteen trucks, two sedans, two power rollers, small oil dumps and three serviceable twin engine airplanes are shown in dispersal areas on the South side of Boran strip, photos 170-176. Two trucks photo No. 170, probably damaged by bombs. One twin engine airplane with gas truck beside it, No. 172, probably damaged and possibly destroyed by bomb. Photos No. 166 and 167 taken with nose camera show coverage of strafers on Wewak Village. Photos 87-120 show general coverage of area bombing and strafing of positions at Wewak Village. Photos 125 shows several bomb bursts among planes apparently serviceable as shown in photo 122. Planes are located on the North side of Wewak strip at the East end.

<u>Disposition of bombs</u>	<u>No. rounds ammo fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
12 clusters dropped	1800 x .50 200 x .30	4 guns 100% 2 guns 50% 2 guns 10%	036
8 clusters dropped 4 clusters returned	2000 x .50 300 x .30	8 guns 100%	040
12 clusters dropped	450 x .50	5 guns 100% 4 guns 0% 1 gun 20%	041
12 clusters dropped	3300 x .50 200 x .30	8 guns 100%	033
12 clusters dropped	1100 x .50	8 guns 100%	024
12 clusters dropped	1500 x .50 500 x .30	5 guns 80% 3 guns 25%	420
12 clusters dropped	3400 x .50 400 x .30	6 guns 100% 2 guns 80%	351
12 clusters dropped	3000 x .50 600 x .30	5 guns 100% 3 guns 70%	063
12 clusters dropped	3250 x .50 1100 x .30	7 guns 100% 1 gun 0%	046
12 clusters dropped	2000 x .50 150 x .30	7 guns 100% 1 gun 50%	030
12 clusters dropped	1500 x .50 1800 x .30	5 guns 100% 3 guns 30%	034
12 clusters dropped	2500 x .50 800 x .30	8 guns 50%	047

CALVIN M. BOWEN,
1st Lt., Air Corps,
Intelligence Officer

A hand-drawn map showing the Wewak and Boram areas. The map includes several labeled locations and personnel:

- Wewak Area**: Located at the top left, with a small cluster of dots representing a settlement.
- Wewak Adm's**: Located below Wewak Area, with a small cluster of dots.
- Wewak Town**: Located to the right of Wewak Area, with a small cluster of dots.
- Area**: Located below Wewak Town, with a small cluster of dots.
- Capl Kilgore**: Located to the right of Wewak Town, with a small cluster of dots.
- Lt Heuser**: Located below Capl Kilgore, with a small cluster of dots.
- Lt Chiappe**: Located to the right of Lt Heuser, with a small cluster of dots.
- Lt Cope**: Located below Lt Chiappe, with a small cluster of dots.
- Lt Wages**: Located to the right of Lt Cope, with a small cluster of dots.
- Col. Tice**: Located below Lt Wages, with a small cluster of dots.
- Capl Chapp**: Located to the right of Col. Tice, with a small cluster of dots.
- Boram Adm's**: Located below Capl Chapp, with a small cluster of dots.
- Boram**: Located to the right of Boram Adm's, with a small cluster of dots.
- Mission**: Located to the left of Wewak Area, with a small cluster of dots.
- Lt Robins**: Located to the left of Mission, with a small cluster of dots.
- Lt McCall**: Located to the left of Lt Robins, with a small cluster of dots.
- Lt Tuck**: Located to the left of Lt McCall, with a small cluster of dots.

The map also shows various lines, including solid, dashed, and dotted lines, and a shaded area in the upper right corner.

498 Bomb Sq.
 FFO-269J-27-Sept-45.
 Wewak & Boram Adm's
 Scale 1:25000
 Bomb Spotting by Observation
 1st Lt C. M. Bowen AC.
 Intelligence Officer

FFO-269J-27-Sept-43.

Menyat & Boram Adrm's

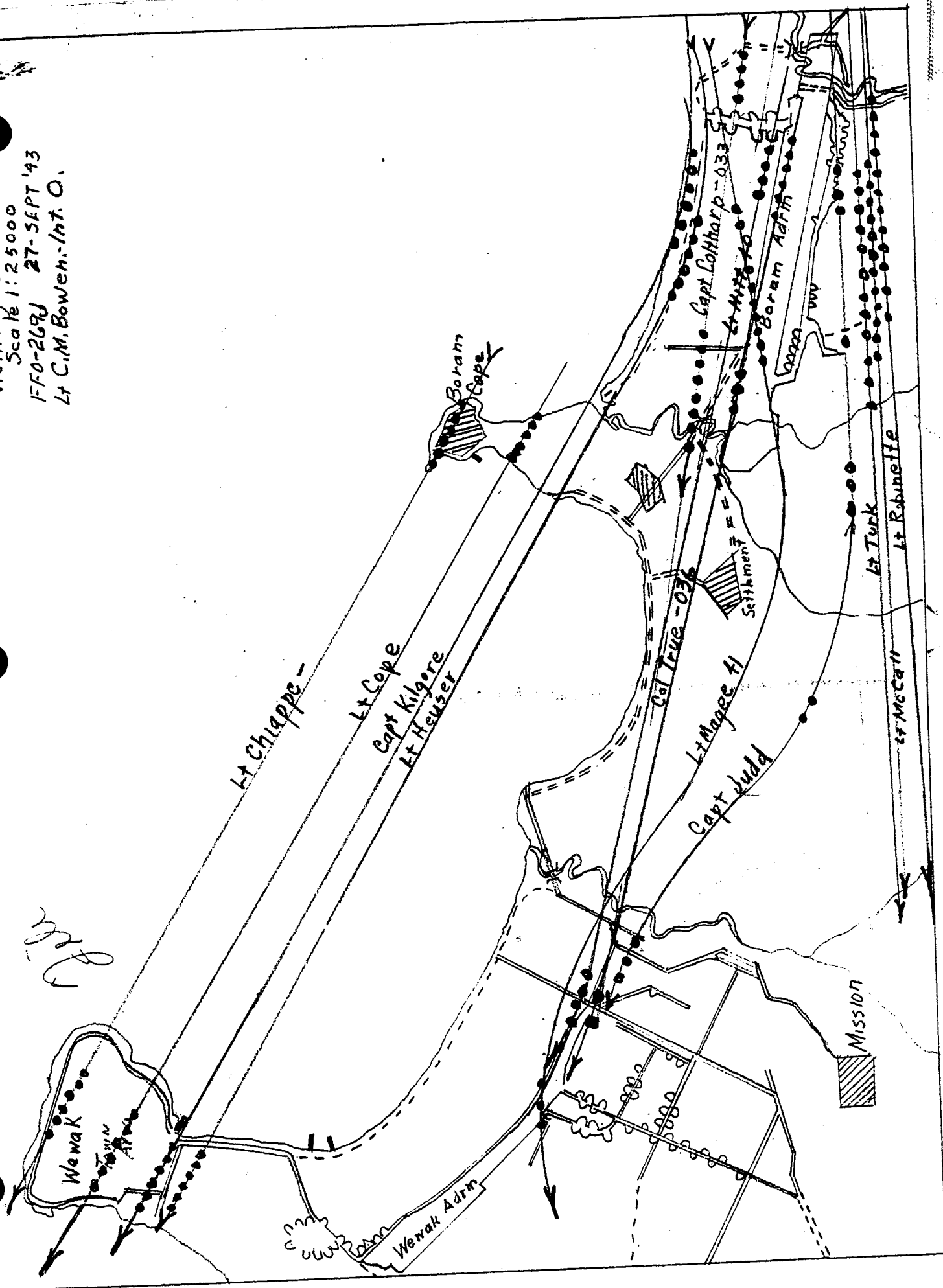
Scale 1:25000

Bank Spotting by Observation

1st Lt C. M. Bowen A.C.

Intelligence Officer

498 Bomb 29
Vicinity of Newak
Scale 1:2500
FFO-269d 27-SEPT '43
Lt C.M. Bowen: Int. O.



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

498
284-A
12 OCT 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

GMB/rs

October 15, 1943

SUBJECT: Narrative report on mission FFO 284-A. Performed by the 498th Bombardment Squadron (M), on October 12, 1943.

TO : Commanding Officer, 345th Bombardment Group (M) AAF, A.P.O. 929.

On the morning of the 12th of October, 1943 our Squadron was ordered to attack Vunakuman A/D with twelve airplanes. The attack was coordinated with other attacks on the same A/D by three other squadrons of the 34th Group and two squadrons of the 35th Group. ³⁴⁵

The 498th Squadron led by Lt. Col. True, Group Commander, took off at 0731/L. Rendezvous was over Oro Bay and the flight led by the 498th left the Bay at 0830/L. Route to the target was from Oro Bay to Kirivina Island, along the coast of New Britain, and cutting inland at the mouth of the Warangi River.

The flight approached the target below the level of the hills to the Southeast seeking all the protection possible. The Squadrons attacked in separate waves in line abreast formation.

The enemy was taken completely by surprise as our Squadron attacked at 1037/L from minimum altitude. Troops were observed running for protection and A/A guns were seen with the covers still on and pointing in the opposite direction.

Three Betty bombers in a traffic pattern over the airdrome crossed in the line of fire of the strafers and two were definitely destroyed and the third was hit with several bursts and seen to head for the ground but was not observed to crash.

The first flight composed of Lt. Col. True A/P 517, Major Coltharp A/P 176 and Lt. Dean A/P 033 attacked from 100 ft. altitude.

Lt. Col. True fired several bursts at a Betty that was airborne, the plane was hit but results were not observed. A Zeke that had left the runway and was airborne was strafed and seen to crash. The plane was seen by other crews and is known to have been destroyed definitely. Frag clusters were dropped among other planes and six were believed destroyed. One Zeke on landing strip was strafed and believed destroyed.

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

Major Coltharp attacked the dispersal areas along the Southwest side of the runway. One airborne Betty was strafed and seen to crash later (other pilots also reported strafing this plane). Two medium bombers were destroyed on the ground.

Lt. Dean attacked along the strip and definitely destroyed or damaged severely three airplanes. One in-line engine fighter taxiing on the strip was strafed and tracers were seen to hit the fuselage from the tail up to the cockpit. This plane suddenly swerved to the side and stopped. One Dinah was strafed and pieces were seen to fly from the nose of the plane. One Zeke was strafed and tracers were seen to enter the plane. Lt. Dean's plane was hit by A/A as he was leaving the target and two of the brackets of the right aileron were broken leaving the aileron useless. This was the only plane of the Squadron that suffered any damage. Moving pictures were taken out the tail by a photographer of the 5th Combat Camera Unit.

The second flight composed of Capt. Kinsire A/P 036, Lt. Magee A/P 063 and Lt. Hitt A/P 040 attacked the dispersal areas Southwest of the A/D and storage and A/A positions West of the strip.

Capt. Kinsire fired several bursts at one airborne Betty and observed pieces of the plane fly off. (Same Betty). Positions on the ground were strafed thoroughly. Parafrags were dropped in area West of the strip as planned to silence A/A positions and destroy stores.

Lt. Magee strafed and dropped bombs in the area West of the strip. Targets were indefinite and among trees but area was covered. No specific damage was observed.

Lt. Hitt set fire to an oil dump 500 ft. West of the SE end of the runway with bombs. Planes on the strip were strafed by tail gunner but no planes were observed to have been destroyed. Other bombs burst among buildings along the runway. The area was strafed.

The third flight composed of Capt. Judd A/P 024, Lt. Robinette A/P 351, Lt. McCall A/P 030 attacked along the Eastern side of the strip.

Capt. Judd strafed planes in the revetments and along the runway and released bombs on planes in dispersal areas. One Zeke moving along the runway was strafed by waist gunner and observed to crash alongside the strip. No other planes were observed destroyed but bombs appeared headed for several parked planes.

Lt. Robinette strafed bombers and trucks in revetments and saw tracers hitting planes but none burst into fire while within vision. Tracers were seen entering one Betty but results were unobserved. Bombs were released in pattern over the dispersal area but no planes were seen destroyed although several fires were seen in the area after leaving the target.

Lt. McCall strafed and bombed planes in the Southeast dispersal area destroying or severely damaging 6 medium bombers definitely. Tracers were seen to enter the cockpit and engine nacelle of two bombers. One bomber with the engines turning was strafed and pieces were seen to fly from the cowling. Clusters of frags were dropped in revetments containing bombers and observed to explode near the planes.

The fourth flight composed of Capt. Kilgore A/P 046, Lt. Cope A/P 034 and Lt. O'Rear A/P 037 attacked along the Eastern dispersal areas.

Capt. Kilgore's guns did not function and he concentrated on a bombing run. Frags were released on medium bombers but the explosions were out of vision. The gunner strafed a SSF flying at low altitude at North end of strip. Tracers were seen entering plane and it headed downward behind some trees. Plane is claimed as probably destroyed. Four probable Betty bombers in revetments were strafed by gunner. Tracers were seen to enter planes and smoke was seen rising from one. One blue Rap on West side of runway was strafed by waist gunner. Pieces were observed to fly from the cowling. Three gas trucks along runway were strafed and tracers were seen to enter the vehicles.

Lt. Cope released bombs on the SE dispersal area and in the area East of the strip. Bombs appeared headed for bombers but results were not observed. Tracers were seen entering one Betty in a revetment and one in the air.

Lt. O'Rear strafed and bombed planes in the revetments and personnel and installations East of the strip. One of the three Betty bombers that were airborne was definitely shot down by Lt. O'Rear. The plane was observed to crash and is claimed as destroyed. Other crews witnessed the crash.

The mission was executed according to plan and was considered highly successful by all who participated in it. The enemy was completely surprised by the attack and the planes passing over twelve abreast covered the area well and gave him no opportunity to recover.

Fighter cover was good and the only suspicious looking airplanes that came into view departed quickly.

Six fires with black smoke rising as high as 1000 ft. were left burning at the target. One motor launch and one lugger were observed along the coast between Allar Bay and Cape Palliser at 1025/L. Four fires were seen at Rapopo A/D at 1040/L.

Landing was made at Dobodura at 1307/12/L.

One plane returned to Jackson A/D 13 October. The remaining 11 planes took off from Dobodura at 0845/11/L and landed at Jackson A/D at 0945/11/L.

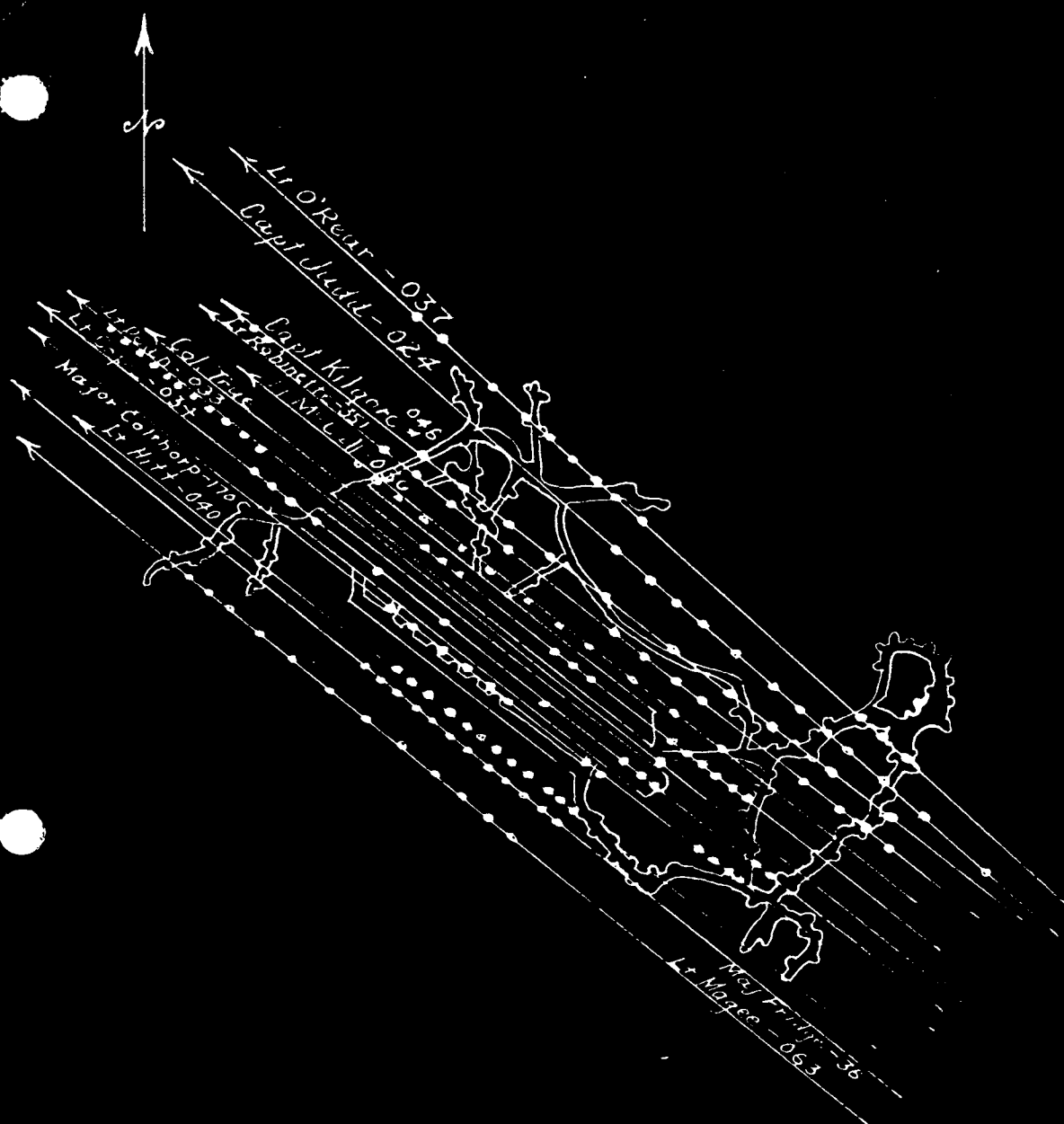
Photo interpretation was made from the following photographs: K-21, (284-AAA) Vunukanani (10/12/43 1030) 7"-min (498 S 345 NS) 75-90, 61-64, 97-102. K-17, (284-AAA) Vunukanani (10/12/43 1030) 12"-min (498 S 345 NS) 91-96.

The pictures do not give complete coverage of the bombing but from the photos developed strings of bombs are shown over the revetments. Several small fires can be seen in the dispersal areas and along the strips and more bombs are falling in the area.

<u>Disposition of bombs</u>	<u>No. rounds ammo. fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
42 parafrag dropped	3000 x .50 2000 x .30	6 guns 100% 2 guns 15%	030
72 parafrag dropped	2500 x .50 600 x .30	8 guns 100%	517
72 parafrag dropped	2500 x .50 3000 x .30	8 guns 100%	040
72 parafrag dropped	2400 x .50 400 x .30	7 guns 100% 1 gun 10%	033
72 parafrag dropped	2000 x .50	7 guns 100% 1 gun 10%	036
72 parafrag dropped	2000 x .50 600 x .30	6 guns 100% 2 guns 25 %	063
72 parafrag dropped	250 x .50 1500 x .30	8 guns 0%	046
72 parafrag dropped	1100 x .50 1500 x .30	6 guns 100% 2 guns 0%	034
72 parafrag dropped	2050 x .50 350 x .30	8 guns 100%	037
72 parafrag dropped	500 x .50 700 x .30	7 guns 0%	351
72 parafrag dropped	2800 x .50 675 x .30	8 guns 100%	176
72 parafrag dropped	600 x .50 100 x .30	7 guns 100% 1 gun 0%	024

For the Commanding Officer:

CALVIN H. BOWEN,
Captain, Air Corps,
Intelligence Officer.



Bomb Spotting By Observation
100% Bombs Hit Target

Vanukana Airdrome - Rabaul
FFO-284A 12 Oct '43
498 Bomb Sq 345 Bomb Gp
Ref - C.I.U.T. - 24 "B"
Capt. C.M. Bowen A.C.
Intelligence Officer

CONFIDENTIAL

498
288-H
16 OCT 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

October 17, 1943

SUBJECT: Narrative report on mission 288-M. Performed by the 498th Bombardment Squadron (M), on October 16, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 16th of October 1943 nine airplanes of our Squadron were ordered to bomb and strafe A/P's along the strip and dispersal areas at Borm and Romk and dumps and A/A positions located at the airframes.

The attack was coordinated with three other squadrons of strafers of the 345th Group. The attack was to be made in four waves of one squadron each with the 500th Squadron leading, followed by the 51st Sq, 499th Sq, 498th Sq.

Our Squadron led by Captain Kilgore in A/P Old took off from Jackson A/D from 0614/L to 0617/L. Our formation rendezvous with the other squadrons at 30 mile at 0640/L and proceeded to Mt. Hagun at 0950/L at which place three squadrons of P-38's joined the formation.

The first flight consisting of Capt. Kilgore A/P Old, Lt. O'Rear A/P 037, Lt. Cope A/P Old began their attack at 1100/L. Approach was made from E with Capt. Kilgore attacking left side of the runway and Lt. O'Rear attacking left side of the runway and Lt. Cope attacking the area on the left side of the strip to the dispersal area nearest the runway. Capt. Kilgore released ten 100 lb. wire wrapped 8/11 sec. delay fuse bombs along the left side of the Borm strip and two similar bombs were released in the dispersal area just S of the Romk strip. One Tery on left end of Borm strip believed destroyed by bombs. One twin engine fighter on strip was thoroughly strafed but was not seen to burst into flames. One twin engine plane on S side of Borm strip was strafed and destroyed. Lt. O'Rear dropped his bombs along the E side of the Borm strip. A number of bombs were seen to drop among unserviceable A/P's along the E side of Borm strip. Lt. Cope released his bombs in revetment area and also among camouflaged planes and trucks. The results of bombing were unobserved. In strafing a fire was started in oil dumps near the S side of Borm strip. 500 x .50 cal. and 1000 x .30 cal. rounds of ammunition were expended in strafing targets at Borm and Romk.

CONFIDENTIAL

Second flight consisting of Capt. Kinsire A/P 036, Lt. Hitt A/P 040, Lt. Huges A/P 043 approached Boran strip from the E and bombed and strafed planes on the left side of the strip and in revetments and dispersal areas on the W side of the strip. This flight expended 36 x 100 lb. wire wrapped 8/11 sec. delay fuse bombs and 6800 x .50 cal. and 3650 x .30 cal. rounds of ammunition in bombing and strafing targets at Boran and Kewak. In dispersal area on SE end of Boran strip four bombs landed in revetment and two planes were blown up and definitely destroyed, also near this area a large fire commenced with flames over 100 ft. high. In dispersal area on the W side of Boran strip bombs landed and three planes were definitely hit and destroyed. Other bombs were seen to fall in dispersal area on W side of Boran strip and one plane blew up and was definitely destroyed. Four other bombs were seen to drop along revetments with unobserved results. Supply dump about 1500 ft. W and 1000 ft. W of E end of Boran strip was bombed causing explosion and black smoke 1000 ft. high.

The third flight consisting of Capt. Judd A/P 024, Lt. Robinson A/P 351, Lt. McCall A/P 030 expended 36 x 100 lb. wire wrapped 8/11 sec. delay fuse bombs and 6000 x .50 cal. and 2400 x .30 cal. rounds of ammunition in bombing and strafing targets. Many bombs were dropped in target causing smoke over entire area. 14 bombs were dropped on various A/A positions on the E side of Boran strip and it is believed that at least nine A/A positions were destroyed by direct hits.

A/A fire reported as intense, of light and medium calibre and accurate at altitude of 100 to 300 ft. All fire was reported as coming from known positions. Six of the nine ships were hit by A/A fire but did not seriously damage any of the planes.

One Tony approached from 11 o'clock to within 300 yds. of A/P 030. It made a 30 deg. bank to right and was fired upon by nose guns. Tony passed on left side and gunner in upper turret fired about 60 rounds and tracers seen to hit plane and when last seen it was smoking and dived into water. This plane was definitely destroyed. One Nap made a pass at A/P 024 from 12 o'clock about 200 yds. but did not fire. It turned off to right when pressed by P-38. This interception took place just W of Kewak at altitude of 200 ft. Another Nap attacked A/P 351 from 3 o'clock just after leaving Boran strip but did not press attack. A Nap attacked A/P 037 from 3 o'clock and fired from 600 yds. and peeled off after gunner fired about 30 rounds at Nap. This interception took place just after leaving target at 100 ft. altitude. At Dallman Harbor just after leaving target a Zeke or Nap approached A/P 036 from 3 o'clock, gunner gave long burst and plane broke off attack and last seen at 50 ft. approaching shore smoking. This plane is probably destroyed. One Tony just prior reaching target made two passes from 11 o'clock at A/P 036 but was driven off by a P-38. A Nap over Dallman Harbor attacked from 2 o'clock A/P 040. It made one pass and peeled off and did not press attack. No serious damage was caused by interception although six of the planes received bullet holes.

At 1105/L one B25 was seen in water two miles off shore from Nightingale Bay. Four men were seen in water by the rudder and one man was seen in life boat 50 feet away from plane. Tony one mile W of Wauak shot down by F-35 was seen to crash in water. Entire target seemed to be covered by smoke and wreckage. Camouflaged dump was observed 1200 ft. N of W end of Borne strip. Large Columns of smoke observed coming from Madang and Alambastan at 1115/L.

Fighter cover was excellent at all times. It is the opinion of all personnel on mission that the mission was successful and well coordinated and bombing was excellent.

Landing was made at Jackson A/D at 1330/L to 1340/L.

Photo interpretation was made from the following photographs: K-21 258-W Borne (16 Oct 43: 1100/L) 7" 100' (498 BS 345 BS) 56-59, 90-93, 94-115. K-21 258-W Borne-Wauak 16 Oct 43 1100/L 7" 125' 498 BS 345 BS 194-201.

Four airplanes with camouflaged covering is shown in photo 56. Huts, tents and supplies are shown in photo 57. Photo 60 shows destruction of tents and huts in photo 57. A large fire where possible oil dump is shown in Photo 61. An airplane on North side of runway burning is shown in photo 66 and also other columns of smoke are seen from bomb bursts. In photo 67 a B2F is on runway apparently undamaged. Numerous bomb bursts and smoke are observed on North side of runway amongst aircraft. Large column of black smoke which could be fuel fire is seen on photo 68 and 67. Photo 69 shows 12 serviceable airplanes. Loaded truck in a revetment is seen in photo 77. A number of trucks and buildings and serviceable airplane is seen in photo 100. A bomb hit on a building is seen on photo 112. Photo 119 discloses a number of A/A emplacements. Photo 194 shows a number of heavy A/A positions and personnel at the gun positions. Photo 196 shows the destruction of A/A positions shown in photo 194.

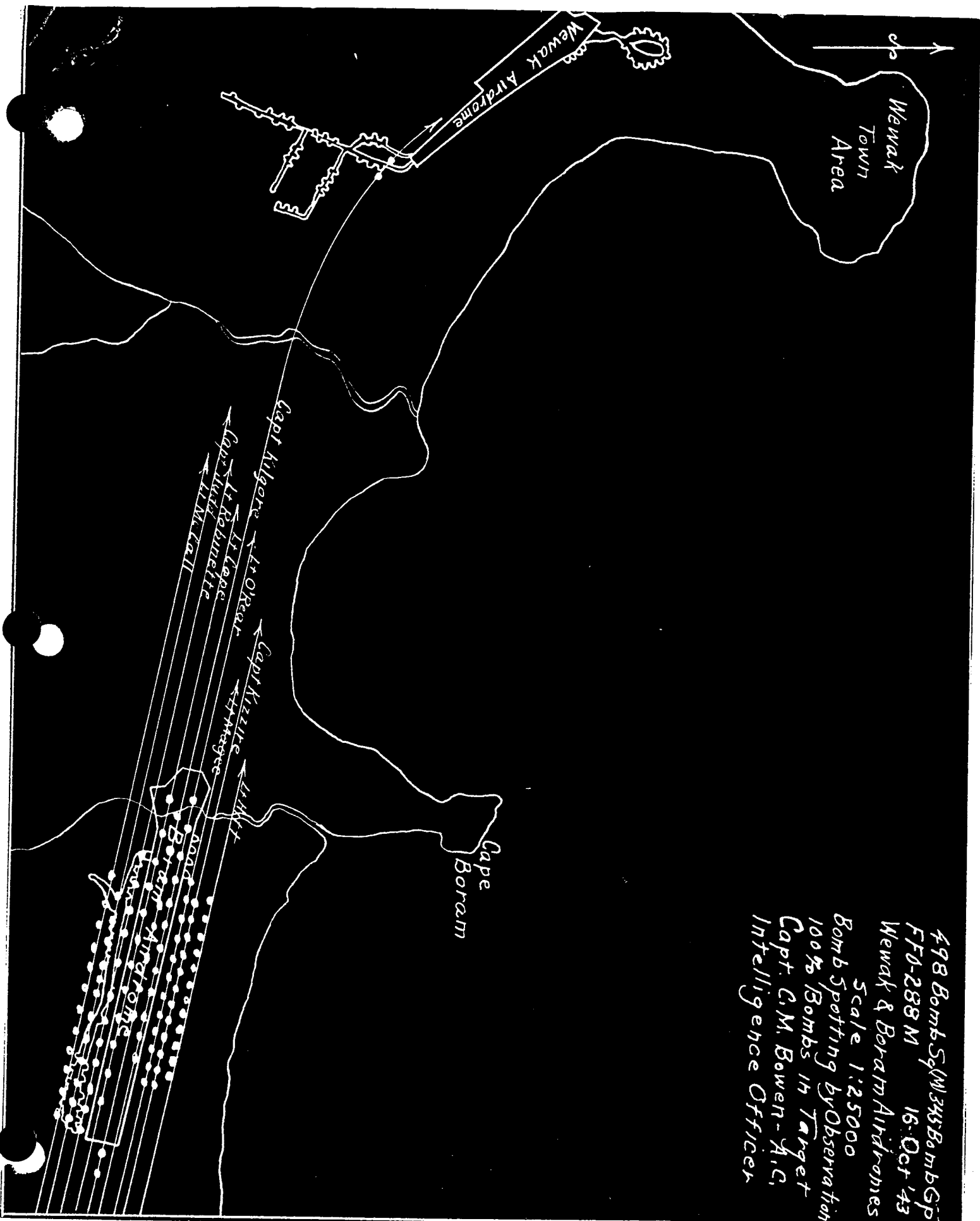
<u>Disposition of bombs</u>	<u>No. rounds of ammo. fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
12 Bombs dropped	2000 x .50 20 x .30	5 guns 50%	024
12 bombs dropped	2500 x .50 700 x .30	8 guns 100%	351
12 bombs dropped	2100 x .50 407 x .30	2 guns 100% 2 guns 75% 4 guns 25%	041
12 bombs dropped	900 x .50 300 x .30	6 guns 100% 2 guns 50%	037
12 bombs dropped	1500 x .50 1700 x .30	4 guns 50% 4 guns 10%	030

12 bombs dropped	1800 x .50	6 guns 100%	0.36
	900 x .30	2 guns 30%	
12 bombs dropped	1800 x .50	6 guns 100%	0.36
	900 x .30	2 guns 0%	
12 bombs dropped	1800 x .50	2 guns 100%	0.36
	900 x .30	4 guns 30%	
		2 guns 0%	
12 bombs dropped	2000 x .50	6 guns 100%	0.36
	900 x .30	2 guns 10%	

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Asst. Intelligence Officer.

498 Bomb Sq (M345 Bomb Gp)
 FF0-288 M 16 Oct '43
 Mewak & Boram Airbases
 Scale 1:25000
 Bomb Spotting by Observation
 100% Bombs in Target
 Capt. C.M. Bowen - A.C.
 Intelligence Officer



498
29000 - 100
180243
CNS/fo 180243
498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

20 October, 1943

SUBJECT: Narrative report on mission WFO 290 AA. Performed by the 498th Bombardment Squadron (M), on 18 October, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of 18th of October, 1943 nine airplanes of our Squadron were ordered to bomb and strafe Rapopo strip, the Eastern dispersal areas and stores and A/A positions on the Eastern side of the strip. The attack was coordinated with attacks by other Squadrons of HES strafers of the 345th and 38th Groups. The 501st and 499th Squadrons followed the 498th in attacks on Rapopo while the 500th which came in abreast of the 498th attacked shipping in Blanche Bay. The 38th Group attacked Tobara A/B.

Our Squadron took off from Dobodura at 1200/18/L and rendezvoused with the other squadrons over Oro Bay. Route out was direct to a point 15 miles SE of Kabunga Bay, turning left to cross into New Britain at Kabunga Bay where the 38th Group was to leave the formation and attack Tobara A/B.

The weather enroute was bad and the fighter escort of P-30's returned to base. The flight leader unaware that the fighters had turned back continued to the target.

The nine planes of the 498th Squadron attacked in line abreast formation in a South to North direction. The attack was made at 1252/L from minimum altitude of 120 ft.

The first flight composed of Lt. Col. True A/P 02h, Lt. McCall A/P 04h, Lt. Robinette A/P 351 and carrying 12 x 3 clusters of parafrag bombs attacked the runway and dispersal areas on either side of the runway. Lt. Col. True attacked the center of the runway in order to destroy any planes that might be taking off or preparing to take off. No planes were along his part of the target he strafed and bombed A/A positions in the Northern end of the flight strip. Lt. Robinette attacked the left side of the strip and seeing no planes along the runway cut over into the left dispersal area and strafed and bombed enemy planes parked in this area. Bombs were observed to burst near grounded planes and several were believed damaged by bombing and strafing, but no planes were observed destroyed. One Corvette type ship in Blanche Bay near Greiner Island was strafed as plane left target. Lt. McCall attacked the dispersal areas adjacent to the right side of the strip destroying two Minahs and 1 Zeks and blowing the wing off one Betty. Parafrag bombs were also seen to hit the control

tower and burst. The Corvette strafed by two other planes of this flight was also strafed.

The second flight composed of Capt. Kilgore A/P 046, Lt. Chiappe A/P 158, Lt. O'Rear A/P 037 and carrying 12 x 100 lb. demo. bombs with 5/11 sec. delay fuse attacked the dispersal areas on the right side of the landing strip. Capt. Kilgore strafed and bombed enemy planes in Eastern dispersal area destroying one twin engine bomber and damaging other planes by strafing. Corvette near Grednar Island was strafed and hit with two bombs which caused an explosion greater than the explosion of bombs. Lt. Chiappe released bombs in Eastern dispersal area and strafed parked planes. Damage was not observed. Corvette near Grednar Island was thoroughly strafed as plane was leaving the target. Lt. O'Rear strafed and released bombs in the Eastern dispersal area starting two small fires of undetermined origin.

The third flight composed of Capt. Kiazire A/P 036, Lt. Hages A/P 063, Lt. Hitt A/P 040 and carrying 12 x 100 lb. demo. bombs with 5/11 sec. delay fuse attacked stores, A/A positions and planes in the Eastern most part of the dispersal area. Capt. Kiazire strafed and bombed parked planes, dump areas and A/A positions. Bombs were seen to hit among four parked twin engine bombers which were believed destroyed. A/A positions along the Eastern revetments were silenced by strafing. One large fire which emitted large columns of black smoke was started in oil dumps located 1500 ft. E of E end of runway. One Zeke was strafed and damaged but did not burst into fire. Lt. Hages bombed and strafed along inside of Eastern edge of dispersal area destroying 1 B-17 and 5 Zekes. Destruction of these airplanes was positive. Lt. Hitt bombed and strafed dumps and A/A positions E of dispersal areas starting one large fire 1800 ft. E of center of runway. Small fires were started in oil dumps in same area. A/A positions were strafed and silenced during bombing run.

Immediately after leaving target squadron was intercepted by approximately 40 Zekes and Haps. Squadron got into close formation and flew close to water to prevent attacks from below. In a running battle that lasted for twenty-five minutes 10 Zekes and Haps were definitely destroyed. Tracers were seen to enter other fighters but only one probable is claimed. Fighters attacked from above from 3 and 9 o'clock positions with some coming from 10, 2, 5 and 6 o'clock positions. Pilots appeared experienced but did not press attacks appearing reluctant to attack close formation. Our squadron suffered neither casualties to personnel nor planes.

One Hap attacking A/P 024 from 3 o'clock was shot by turret gunner. Plane was observed to be smoking badly and when last seen was headed downward and only a few feet above the water. This ship is claimed as a probable.

One Zeke attacking from overhead from 3 o'clock position shot by gunner and seen to crash into the sea. This plane was definitely destroyed. This plane was ~~undoubtedly~~ shot down by A/P 351.

One Zeke attacking A/P 040 from above at 3 o'clock was hit by gunner and A/P was observed to crash into the sea. This plane was definitely destroyed.

One Zeke attacking A/P 063 from above from 4 o'clock shot by turret gunner. Pieces fell from the cowling and landing gear dropped. This plane hit the water at 7 O'clock and was definitely destroyed. One Zeke attacking at 6:30 o'clock was hit by tail gunner and observed to be smoking badly when lost from view.

One Nap attacking A/P 046 from above from 3 o'clock pulled in bank and turret gunner hit him with several bursts. Plane burst into flame and crashed into sea. One Nap attacking from above at 10 o'clock was hit by several bursts from the waist gun fired by radio gunner. Plane smoked badly and was seen to crash into the water. One Nap attacking from above at 7:30 o'clock was hit by tail gunner and plane burst into flame and crashed.

One Zeke attacking A/P 188 from above at 8 o'clock was hit by several bursts by the upper gunner. Plane fell away on left wing and crashed into the sea. One Zeke or Nap attacking from above at 6 o'clock was hit by several bursts by turret gunner and crashed into the sea.

One Zeke or Nap just after take off from Rapopo A/D was hit by several bursts by turret gunner. Fighter continued right turn, lost altitude and crashed. This plane was shot down by A/P 037. One Zeke attacking from above at 5 o'clock was hit by turret gunner as he broke off his attack. Plane nosed over and crashed into sea.

All planes definitely destroyed were witnessed by other crew members and by crew members of other planes. The gunners involved saw the planes they hit smoke or burst into flame but in most cases were too busy keeping off the attack to watch plane till it crashed. The fact that the bombers were flying just off the water making it necessary for the fighter to attack and pull up made it easier for the gunners to line them up. If a fighter was hit badly it crashed into the sea before being able to recover. The gunners did an excellent job of warding off the attack and destroying enemy planes.

One SC crash dived just outside Wide Bay. One DD in Bay NE of Rapopo seen hit by 1000 lb. bomb of 500 Sq. Stern lifted out of water and DD was seen to blow up and sink. Five barges were observed in Rahanga Bay. Five unidentified ships were seen NW of Lamasa Bay.

Mission believed very successful by all personnel participating in it.

Landing was made at Dobodura at 1545/L.

Interpretation of the photographs taken on the bombing and strafing runs shows parafrag bombs bursting in the dispersal areas on either side of the landing strip and adjacent to it. Damaged estimates from the photographs must be probable as it is not possible to tell damage to planes located among palm trees by the time the bombs explode. Newly established A/A positions at the 2 end of the flight strip on the ridge next to the bay are shown in photographs 47 and 97. Columns of black smoke on the Eastern side of the strip indicate dumps and planes in this area have been hit. Bombs used in this area had 5/11 sec. delay fuse and it is impossible to determine

from the photographs where the bombs burst.

Interpretation was made from the following photographs: 290 AA
 Rapopo 18 Oct. 43 1258/L, 7" 100' 498 BS 345 BG 85-102 (024)
 290 AA Rapopo 18 Oct. 43 1258/L 7" 100' 498 BS 345 BG 52-51 (046)
 290 AA Rapopo 18 Oct. 43 1258/L 12" 30' 498 BS 345 BG 1-29 (036)
 290 AA Rapopo 18 Oct. 43 1258/L 7" 150' 498 BS 345 BG 30-51 (351)

<u>Disposition of bombs</u>	<u>No. rounds ammo. fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
36 parafrags dropped	850 x .30 2000 x .50	7 guns 100% 1 gun 25%	024
36 parafrags dropped	600 x .30 3000 x .50	6 guns 100% 2 guns 50%	041
36 parafrags dropped	700 x .30 3100 x .50	8 guns 100%	351
12-100 lb. dropped	2200 x .30 3600 x .50	7 guns 100% 1 gun 0%	046
12-100 lb. dropped	800 x .30 1400 x .50	8 guns 100%	037
12-100 lb. dropped	500 x .30 2000 x .50	8 guns 100%	183
12-100 lb. dropped	1000 x .30 2000 x .50	6 guns 100% 2 guns 20%	036
12-100 lb. dropped	500 x .30 2900 x .50	8 guns 100%	063
12-100 lb. dropped	4000 x .30 2800 x .50	8 guns 100%	040
12-100 lb. dropped			

For the Commanding Officer:

CALVIN M. BOWEN,
 Captain, Air Corps,
 Intelligence Officer.

108 Jan
 72-100

Blanche Bay

Lt Robinette

5 Pac Lt AA

Capt Judd

Lt Mayer

Lt Chappie

Capt Kilgore

Lt O'Leary

Capt Kizzire

Lt Hitt

Jetty

Rapopo Airdrome

Scale: 6" = 1M.

498 Bomb Sq. (M)

345 Bomb Gp. (M)

FFO-290 AA: 18-Oct '43

Bomb Spotting by Observation

100% Bombs Hit Target

Calvin M. Bowen Capt. A.C.
Intelligence Officer

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
296AA
24 OCT 43

26 October, 1943

SUBJECT: Narrative Report on mission FTO 236 AA. Performed by the 498th Bombardment Squadron (M), on 24 October, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), A.P.O. 929.

On the morning of the 24th of October, 1943 our Squadron was ordered to send nine B29-J's on a bombing and strafing attack on Funakura A/D, A/A positions and DF Station. The attack was coordinated with attacks on Funakura by the 500th, 497th and 511st Squadrons of the 345th Group and with attacks on Tobara and Rappe by the 3rd Attack Group.

The formation was led by the 3rd Attack Group, with the 511st Squadron leading the 345th Group. The 498th Squadron flew in the last position.

Fighter cover was furnished by two squadrons of the 49th Fighter Group and by three squadrons of the 475th Fighter Group.

Our Squadron took off from #15 strip at Debodora from 0815/L to 0845/L. Bombing was made over Oro Bay at 0845/L and the entire formation was on course at 0852/L.

Route out was direct to Initial Point (0505 S - 15240 E) and thence up the Warrongdi River to the target.

Our Squadron led by Capt. Kinsire, A/P 036, attacked the target in line abreast formation at 114/L at altitudes from 50 to 100 feet. The approach was made from the Southeast to the Northwest. One large fire approximately 1500 feet South of the SE end of the runway and several smaller fires caused by attacks of the leading squadrons were seen at the target on our approach.

The first flight composed of Capt. Kinsire A/P 036, Major Coltharp A/P 176 and Lt. Brown A/P 040 and loaded with 12 x 100 lb. 8/11 sec. delay time bombs attacked the dispersal areas on the Northern side of the runway. Capt. Kinsire saw three of his bombs hit near two parked Bettys, destroying one definitely and probably destroying the other. Remainder of bombs were released among planes in revetments but results were not observed. Three ground ed Zepps were damaged by strafing but were not seen to burn. Other planes in the dispersal area were strafed. Major Coltharp bombed and destroyed two Bettys parked just off the North side of the runway. Mangar on edge of runway at N end of strip destroyed by bombing. Five Bettys and four Zepps were strafed and

tracers were seen to enter the planes. Lt. Brown released his bombs along the central dispersal area on the Northern side of the strip. Results of the bombing were not observed. Parked planes in dispersal areas were strafed.

The second flight composed of Capt. Giffin A/P 188, Lt. Best A/P 065 and Lt. Bean A/P 053 and loaded with 12 x 100 lb. 8/11 sec. delay fuses bombs attacked along the Southern side of the runway and the Southern dispersal areas. Capt. Giffin released his bombs along the left side of the runway. Bombs were believed to have hit among four parked Betty's but results were not observed. Tracers were seen to enter four Betty bombers which were damaged by strafing. Lt. Best released his bombs along the left dispersal area destroying three Betty type bombers in revetments. Three big columns of black smoke were seen rising from the revetments as planes left the area. Lt. Bean released his bombs along the dispersal areas at either end of the Southern side of the strip destroying one Betty definitely and destroying two buildings in the Northwest dispersal area.

The third flight composed of Capt. Kilgore A/P 046, Lt. Houser A/P 030 and Lt. Kennedy A/P 037 and loaded with 6 x 300 lb. 8/11 sec. delay fuses bombs attacked the outside of the North dispersal area and the DF Station approximately one and one-half miles North of the NW end of the runway. Capt. Kilgore released two bombs in the outside dispersal area among three Betty or Helen bombers starting a large fire with accompanying with a column of black smoke coming from wooded section 1400 ft. N of center of strip. One bomb hit approximately 2500 ft. North of NW end of runway starting a large fire. Three bombs were seen to skip towards one set of DF towers and they were believed destroyed. Zekes parked in the fighter area were strafed and tracers were seen to hit at least six planes. The entire section of the target was thoroughly strafed. Lt. Kennedy did not release his bombs due to failure of co-pilot to operate mechanism correctly. Outer dispersal area was strafed thoroughly. Lt. Houser released one bomb in the Southern dispersal area, one in the Northern center and the four remaining bombs at the DF Station. Results of the first two bombs were unobserved but the last four were seen to skip towards the DF towers. The target was strafed thoroughly.

Approximately 20 Zekes painted black and red intercepted the squadron about one minute prior to reaching the target and following the formation for five minutes. Zekes attacked from above at 2, 11, 3 and 9 o'clock pulling out at about 500 feet. The pilots did not appear eager for the most part and did not press the attacks in general. One Zeke attacking A/P 176 from 330 degrees was hit by turret gunner and started smoking badly. He flopped over and headed down and is claimed as destroyed. One Zeke attacking plane 188 from three o'clock was hit by turret gunner and seen to crash. Two Zekes were hit by tracers one was seen to start smoking and broke off attack. These planes are claimed as damaged. A/P 176 had a hole put in the right wing and one in the left radiator as a result of this action. No other casualties were suffered.

A/A was light to heavy calibre, intense and partly accurate. A/A was from known positions at Funakoshi, from one or more ships in Blanche Bay and from positions around Tabora. One M/G firing from Cape Oxford was silenced by strafing. A/P 037 suffered minor damage to the nose as a result of A/A.

One unidentified plane was seen to crash along the coast East of Kibanga Bay. Several planes at Funakumu were observed burning as a result of attacks by landing squadrons. Three trucks and one gas truck seen on runway. Two columns of smoke 1000 ft. high coming from target five minutes after leaving Funakumu. Three patrol boats seen as formation entered St. George's Channel. Smoke and fire seen in revetment areas as a result of attacks by landing squadrons. Repops and Tobars A/U's were seen smoking. Zebins appeared red and black in color.

Route home was by way of Kirivina Island to Bobodura. Planes landed at Bobodura at 1353/L.

The mission was considered successful by combat crews. There were not as many planes on the ground as on the first mission but the planes in revetments appeared serviceable.

Interpretation of photographs taken on the mission show many small fires at the target. One large fire in the stores and personnel area. South of the runway is shown in photo 64. A Betty shown in the center of photos 61 and 62 is burning in photo 63. Damage appears to be extensive over the entire A/U.

Photos used: 296 AA Funakumu 24 Oct A3 1116/L 100 496 B3 345 B3 7 100'

TL-98 A/P 176
100-173 A/P 030
136-157 A/P 048
109-131 A/P 046

12F 100'
15-60 A/P 036

24F 100' A/P 033

Bombs	Area searched	Guns fired 100'	A/E
12 - 100lb. dropped	500 x .30 1700 x .50	6 guns 100% 2 guns 20%	036
12 bombs dropped	400 x .30 1000 x .50	7 guns 100% 1 gun 0%	040
12 bombs dropped	2400 x .30 3000 x .50	7 guns 100% 1 gun 0%	176
12 bombs dropped	500 x .30 2000 x .50	8 guns 80%	188
12 bombs dropped	300 x .30 800 x .50	8 guns 100%	033

12 bombs dropped

1500 x .30
300 x .50

1 gun 100%
7 guns 90%

043

6 x 300 lb. dropped

2000 x .30
2000 x .50

8 guns 100%

044

6 x 300 lb. dropped

300 x .30
1000 x .50

8 guns 100%

050

4 x 300 lb. returned

1200 x .30
2000 x .50

8 guns 100%

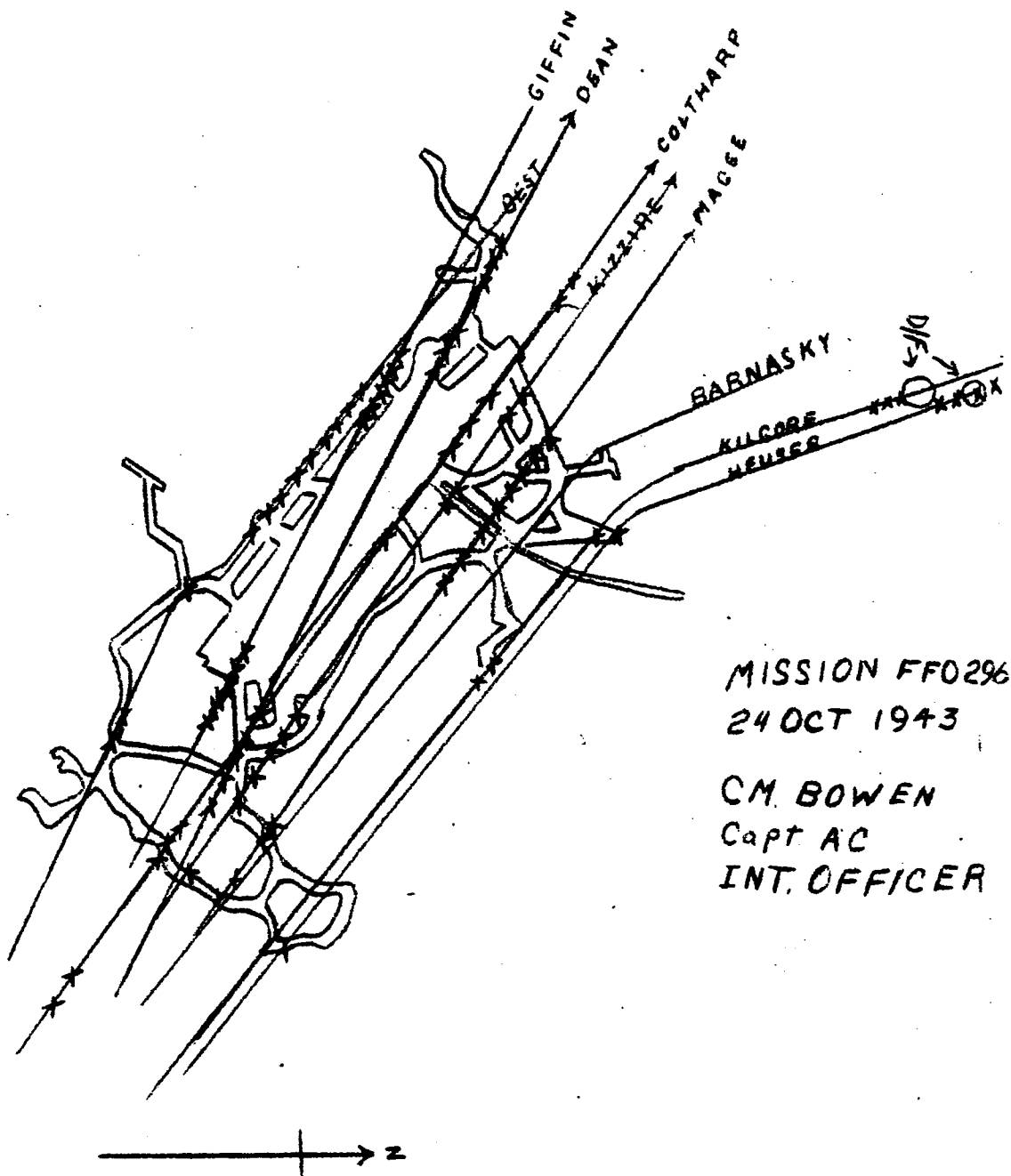
057

For the Commanding Officers:

Calvin M. Bower

CALVIN M. BOWER,
Captain, Air Corps,
Intelligence Officer.

498 BOMB SQD
345 BOMB GP



MISSION FF0296A
24 OCT 1943

CM BOWEN
Capt AC
INT. OFFICER

498
26 OCT 43

File

CONFIDENTIAL

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fe

28 October, 1943

240-20

SUBJECT: Narrative Report on mission FPO 288 AA. Performed by the 498th Bombardment Squadron (M), on 26 October, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), APO 929.

On the morning of the 26th of October our Squadron was ordered to furnish 9 B25D-1's in a bombing and strafing attack on A/A positions in Rabaul Township. The attack was coordinated with other attacks on A/A positions by the 501st, 500th and 499th Squadrons of the 345th Group and attacks against shipping in Simpson Harbor by the 3rd Attack Group and the 38th Bomb Group.

The 498th Squadron and the 501st Squadron carried parafrag bombs and were to attack positions in Rabaul Township and Lakunai A/D respectively. The 500th and 499th Squadrons carried smoke bombs and were to follow the 498th and 501st and drop the bombs on their respective targets. The chief purposes of these attacks were to neutralize shore A/A positions and create confusion in order for the attacks on shipping to be carried out with a minimum of interference.

The mission was led by Capt. Kilgore of the 498th Squadron.

Ten airplanes of our squadron took off from #15 strip at Dobodura at 0830/L and rendezvoused over Oro Bay and were on course at 0858/L.

Major Coltharp A/P 420, the spare ship on the mission, stayed in the formation for thirty minutes as ordered and left the formation at 0928/L and returned to Dobodura.

A front approximately one hundred miles long was building up around Kiriwina Island which prevented the fighters from taking off. A call was received that the weather was unsatisfactory to complete the mission and the formation turned off 50 miles North of Kiriwina Island at 1030/L and returned to Dobodura. Landing was made at strip #15 at 1200/L.

The first flight was composed of Capt. Kilgore, Squadron and mission leader, A/P 046, Lt. O'Hear A/P 037, Lt. Heuser A/P 030.

The second flight was composed of Capt. Giffin A/P 036, Lt. Dean A/P 041 and Lt. Best A/P 063.

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The third flight was composed of Capt. Judd A/P 024, Lt. McCall A/P 351 and Capt. Chiappe A/P 188.

All bombs were returned to Debedura.

For the Commanding Officer:

Calvin M. Bowen

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.

CONFIDENTIAL

498
305-G
2 NOV 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fe

3 November, 1943

SUBJECT: Narrative report on mission FFO 305-G. Performed by the 498th Bombardment Squadron (M), on 2 November, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), APO 929.

On the morning of the 2nd November, 1943 nine A/P's of our Squadron were ordered to bomb and strafe A/A positions, personnel and installations in the Northern part of Rabaul Township.

The attack was coordinated with other attacks by the 499, 500 and 501st Squadrons of the 345th Group against similar targets and with attacks by the 38th Bomb Group and 3rd Attack Group against shipping in Simpson Harbor. The 498th and 501st Squadrons were loaded with parafrag bombs and attacked the Northern and Eastern sectors of Rabaul respectively. The 500th Squadron followed the 498th Squadron dropping smoke bombs on the same target. The 499th Squadron followed the 501st with smoke bombs. The 38th Group and 3rd Attack Group made their attacks on shipping after shore batteries had been silenced and while the areas were under cover of smoke.

The mission was led by the 498th Squadron with Captl Judd A/P 024 in the lead ship.

The Squadron took off from #7 strip at Dobodura at 1045/L, rendezvoused over Oro Bay, picked up the 3rd Attack and 38th Groups over Cape Sudest and were on course at 1117/L. Route out was to the Southern tip of New Ireland up the St. George Channel, across Duke of York Islands to a point East of Rabaul and thence to the target crossing between the Mother and N. Daughter Peaks.

All bombs were dropped on the target and the target was strafed thoroughly. Results of the bombing were not observed but A/A positions in the pass between the Mother and N. Daughter Mountains, N section of Rabaul and the ridge N of Rabaul were silenced by the attack. Two freighters unloading at docks along the N edge of Simpson Harbor were strafed thoroughly and left smoking. Stores and installations along the shore were thoroughly strafed. Results of bombing were excellent.

Two minutes after leaving the target the squadron was intercepted by 30 to 35 Zekes, Hamps and Oscars. Attacks were made singularly from all directions. Most of the attacks were not pressed close as a tight formation was held and gunners repulsed the fighters. The fight lasted approximately eight minutes during which time fighters escort was engaged over the harbor.

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Three Zekes and Hamp were destroyed definitely and 1 Hamp and 1 Zeke were hit and observed to be smoking badly when the attack was broken and are claimed as probables. 1 Zeke was hit by a long burst from the turret, started to smoke and is claimed damaged.

The first flight composed of Captain Judd A/P 024, Lt. Barnasky A/P 174, and Lt. McCall A/P 351 attacked 1345/L at an altitude of 125 ft. The central part of the target was strafed and bombs released in an East to West direction. A/A positions were silenced by strafing.

The second flight composed of Major Coltharp A/P 176, Lt. Magee A/P 188, Lt. Browne A/P 041 attacked 1345/L at an altitude of 125 ft., strafed and bombed along the North shore of Simpson Harbor. A/A positions were silenced, stores, installations and numerous small boats were damaged. Lt. Magee strafed and released bombs on two freighters unloading at docks. Freighters were left smoking and reported by other squadrons passing over the target later to be burning. This observations was by photographs of this squadron and of the 3rd Attack Group.

The third flight composed of Captain Giffin A/P 040, Lt. Best A/P 037 attacked at 1345/L at an altitude of 100 ft., strafing and releasing bombs along the Northern most part of Rabaul. A/A positions were silenced and all bombs hit the target but no further results were observed. Lt. Dean A/P 033 was forced by mechanical trouble to return to base thirty minutes after starting on course. Lt. Heuser A/P 420 took off as spare ship and followed formation for thirty minutes on course as ordered. A few minutes after leaving formation he was overtaken by Lt. Dean and turned around in an attempt to catch the formation but seeing it was useless he returned to base landing at 1325/L.

One Zeke attacking A/P 176 from 5:30 o'clock was hit by tail gunner as he pressed the attack and was seen by three crew members to crash into the water. Attack took place at 1349/L. One Zeke attacking A/P 176 at 7:30 o'clock was hit by a long burst from the turret and started smoking badly and broke off the attack. Fighter was seen by other crews as it crashed. One Hamp attacking A/P 024 from 12 o'clock was hit by turret gunner as pressed the attack to within 500 yards. Fighter burst into flames and went out of control at 100 ft. altitude. He was observed to crash. Rx

One Zeke attacking plane 37 from 3 o'clock was hit by several bursts from the turret gunner and broke off the attack smoking badly and losing altitude. He was observed to crash by members of another crew.

One Hamp attacking A/P 041 from 9 o'clock was hit by turret gunner and started to smoke badly. Broke the attack and headed for Rabaul. Plane was smoking when last seen and did not appear able to reach its base.. This ship is claimed as a probable.

One Zeke attacking plane 188 from 9 o'clock was hit at 300 yards and began trailing smoke as it left formation. Plane was damaged.

Damage to our planes, one aerial shot off of 176 and aerial mast shot off A/P 024. Other damage suffered by squadron was nil.

A/A was light, medium and heavy caliber, medium intensity, and inaccurate.

Two DD and one CI were passing out of Blanche Bay past Cape Gaselle through threw up a concentrated barrage of A/A as planes passed over on way to target at 1332/L. Three aerial burst bombs which exploded throwing long red streamers were dropped by enemy fighters. One bomb exploded on same level as bombers but one hundred yards in front, one hit the ground before exploding, one dropped from 1500 ft. burst 700 feet above bombers. Approximately 75 ships, mostly freighters, were seen in Simpson Harbor. One DD and two SS were anchored in the harbor. One B25 was seen to crash at target and another crashed at Kiriwina one hundred yards off shore at North landing strip. Six enemy fighters, including those shot down by this squadron, were seen to crash at target and West of target.

Mission was considered by combat crews to have been very successful. Fighters were outnumbered and were unable to give squadron protection immediately after leaving target.

Return route was from target to Kiriwina to Dobodura. A/P 351 landed at Kiriwina for refueling and took off from Kiriwina at 1630/L landing at Dobodura at 1800/L. Eight Seven remaining planes landed at strip #7 at Dobodura at 1635/L.

Photo interpretation of the two photo strips taken on the bombing and strafing runs shows good coverage of the target. Numerous small boats and barges lined the North shore of the harbor. Docks appear in excellent condition with large storage dumps in the open along the shore. Bombs bursting off shore near flying boat and float plane probably cause damage to both. Trucks and stores are numerous throughout the township but it is not believed there are any A/A positions in the area designated as the target. Target is suitable for heavier bombs.

Interpretation was made from 305-G Rabaul 2 Nov 1943 1350/L 7" 100'
498 BS 345 BS 1 - 35 A/P 176 36-67 A/P 188

<u>Disposition of bombs</u>	<u>No. rounds of ammo. fired</u>	<u>No. guns functioned 100%</u>	<u>A/P</u>
54 bombs dropped	2000 x .50 1000 x .30	5 guns 100% 1 gun 0% 2 guns 30%	037
54 bombs dropped	1500 x .50 1200 x .30	8 guns 100%	176
54 bombs dropped	2500 x .50 400 x .30	7 guns 85% 1 gun 100%	040

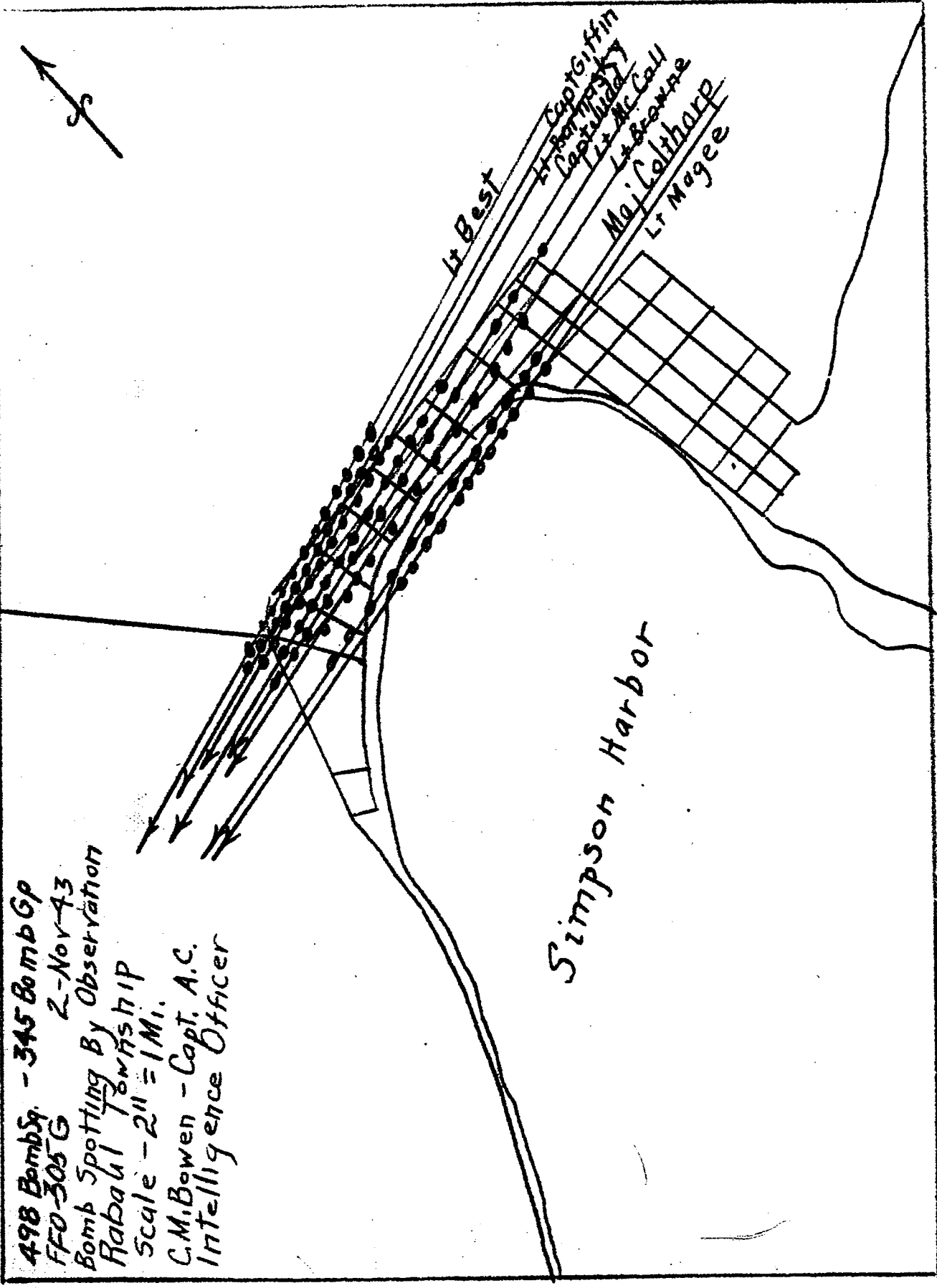
5 1/2 bombs returned mech. failure	2500 x .50 900 x .30	8 guns 100%	041
5 1/2 bombs dropped	2500 x .50 1200 x .30	4 guns 100% 4 guns 50%	351
5 1/2 bombs dropped	3000 x .50 1200 x .30	6 guns 100% 2 guns 50%	021
5 1/2 bombs dropped	2000 x .50	7 guns 100% 1 gun 0%	188
5 1/2 bombs dropped	2000 x .50 2000 x .30	8 guns 100%	171

For the Commanding Officer:

Calvin M. Bowen

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.

478
305-6
2 NOV 43



498 Bomb Sq. - 345 Bomb Gp
FFO-305 G 2-Nov-43
Bomb Spotting By Observation
Rabaul Township
Scale - 2" = 1 Mi.
C.M. Bowen - Capt. A.C.
Intelligence Officer

CONFIDENTIAL

498
316J
13 NOV 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CAC/SLS/sc

14 November, 1943

SUBJECT: Narrative report on mission FFO 316-J. performed by the 498th Bombardment Squadron (M), on November 13, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), APO 929.

On the morning of November 13, 1943 nine A/P's of our Squadron were ordered to bomb and strafe A/A positions, personnel, air strip and installations at Madang.

The attack was coordinated with other attacks of 499th, 500th, 501st Squadrons of the 345th Group against similar targets and with attacks by the 38th Bomb Group and 90th Bomb Group against Alexishafen. Six planes of the 498th Bomb Squadron carried 8 x 300 lb. 8/11 sec. delay fuse demo bombs and three carried 12 x 100 lb. 8/11 sec. delay fuse demo bombs. The attack was coordinated in such a way with other squadrons of the 345th Bomb. Group so that the bombs and strafing should cover the entire Madang area. The 38th Group and 90th Group made the attacks 30 minutes after the 345th Group hit Madang.

The mission was led by the 500th Bombardment Squadron and the 498th, 499th, 501st Squadrons followed in that order.

The 498th Bomb Squadron was led by Capt. Judd in A/P 024. The Squadron took off from Jackson strip at 0830/L, rendezvoused over 30 mile strip, picked up fighter escort at Nadzab. Route out was to 30 mile, to Nadzab, to Dumpu, to Madang.

All bombs except two were dropped on target and target was strafed thoroughly. Results of bombing were not observed, but heavy A/A position and hut beside position were bombed and destroyed at 739252, one large fire started at position 721242. All locations are from Provisional Map Madang East, one inch equals one mile. 2 x 300 lb. 8/11 sec. delay fuse demo bombs were returned to base, reason being lack of target.

The first flight composed of Capt. Judd, A/P 024, Lt. Casselman A/P 040, Lt. McCall A/P 046 attacked at 1031/L at an altitude of 100 ft. The central part of the target was strafed and bombs released in a SE to NE direction.

CONFIDENTIAL

The second flight composed of Lt. Robinette A/P 351, Lt. Barnasky A/P 030, Lt. Pope A/P 034 attacked at 1031/L at an altitude of 100 ft., strafed and bombed the target. A large fire was started at 721242 and a heavy A/A position and hut along side was silenced and destroyed on Beliau Island, location 739252. Locations are from Provisional Map Madang East, 1 inch equal 1 mile.

The third flight composed of Lt. Magee A/P 036, Lt. Brown A/P 033, Capt. Chiappe A/P 188 attacked at 1031/L on the right of Capt. Judd's flight. Bombs were dropped in target and target was thoroughly strafed. Results of bombing and strafing were unobserved.

Lt. Bronson A/P 307 took off as spare ship and followed formation on course as ordered and returned to base since all the original ships were proceeding to target as directed without any difficulty.

There was no interception of any kind on this mission. None of the planes were damaged.

A/A was light and medium, of medium intensity, accurate as to altitude.

Mission was considered by combat crews as very successful and bombing was excellent.

Return route was from target to Nadzab, to Pass and to base. All planes landed at base between 1230/L and 1232/L.

Photo interpretation was made from the following photographs:

316-J Madang 13 Nov. 43 1035/L 7" 100' 498 SS 345 AG 36-56 (024)
110-111 (351)
167-169 (036)

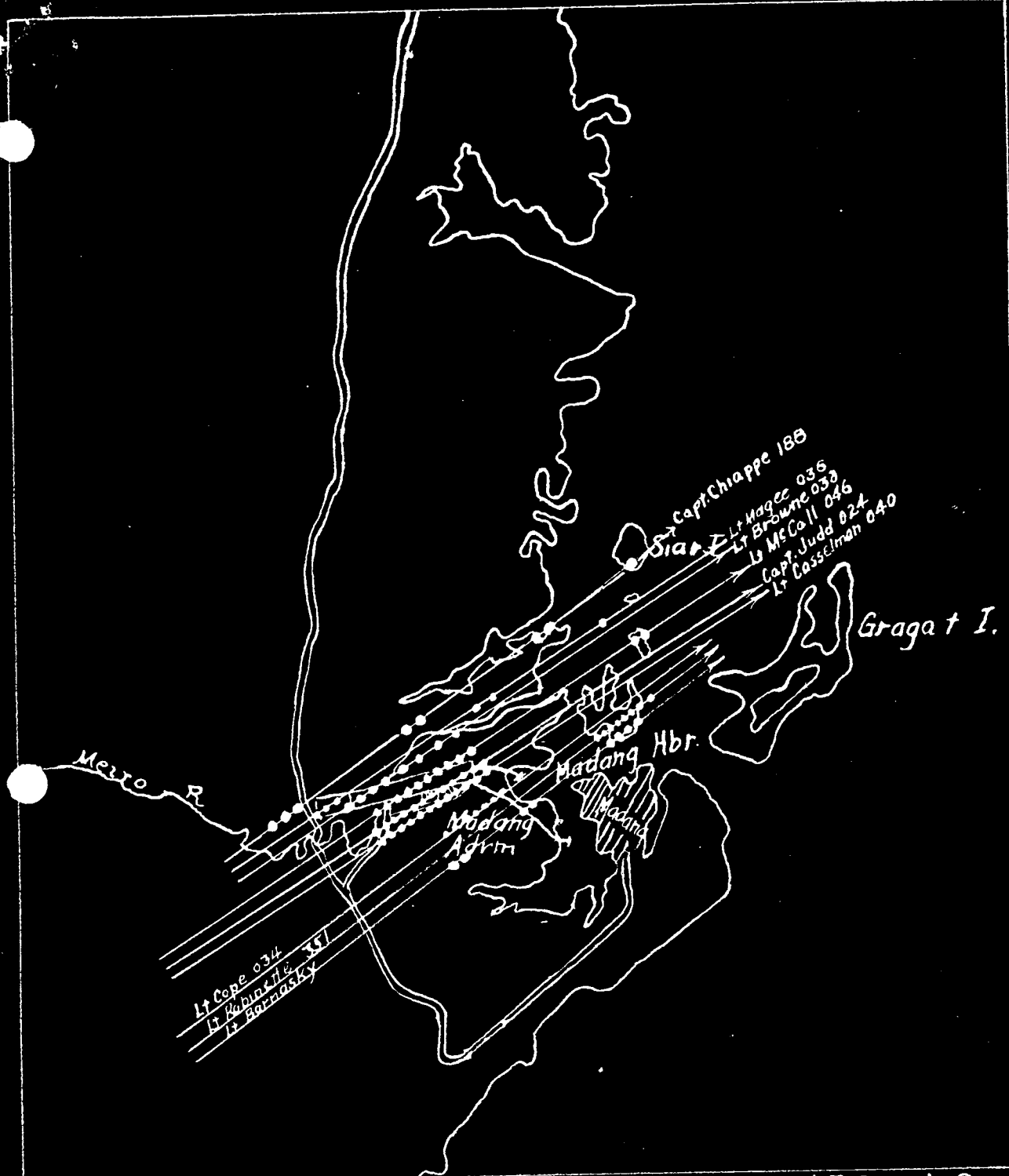
Photographs show general cover of the target by bomb bursts. Smoke columns reported in narrative report are borne by the photographs. Three bombs fell in the water slightly short of the target as attempts were made to skip them into the installations. Bombing was excellent as shown by the photographs.

<u>Disposition of bombs</u>	<u>No. rounds ammo fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
8 bombs dropped	1200 x .50 100 x .30	7 guns 100% 1 gun 0%	188
12 bombs dropped	800 x .50 500 x .30	5 guns 100% 3 guns 15%	024
8 bombs dropped	1400 x .50 1000 x .30	5 guns 100% 3 guns 0%	351
6 bombs dropped 2 bombs returned	2000 x .50 1200 x .30	6 guns 100% 1 gun 0% 1 gun 25%	036

12 bombs dropped	1800 x .50 700 x .30	8 guns 100%	040
12 bombs dropped	2400 x .50 100 x .30	6 guns 100% 2 guns 0%	046
8 bombs dropped	1500 x .50 1000 x .30	7 guns 100% 1 gun 0%	030
8 bombs dropped	1000 x .50 800 x .30	1 gun 100% 5 guns 40% 2 guns 0%	034
8 bombs dropped	1300 x .50 700 x .30	5 guns 100% 2 guns 10% 1 gun 0%	033

For the Commanding Officer:

Samuel L. Slutzky
 SAMUEL L. SLUTZKY,
 1st Lt., Air Corps,
 Asst. Intelligence Officer.



Bomb Spotting by Observation
94 % Bombs in Target

498 Bomb Sq.-345 Bomb Gp.
Madang Adm & Siar I
Scale: 1" = 1 Mile
F.F.O.-316J 13-Nov-43
Capt. C.M. Bowen
Intelligence Officer

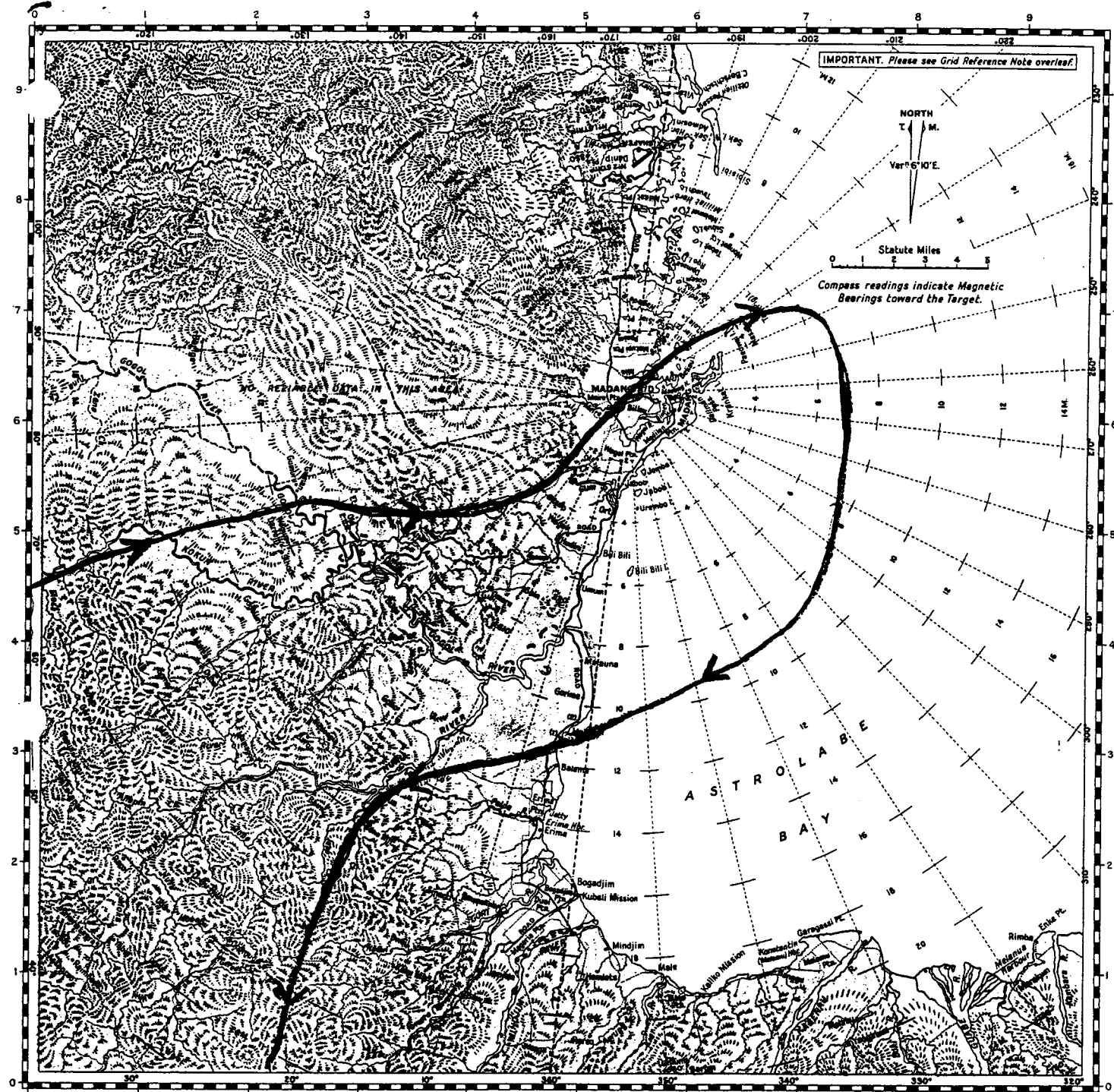
When supplying Grid References
give EASTING first then Northing.
Prefix all references on Approach
Map by 'A', on Target Photo by 'B'.
e.g. Bogadjim A5018
Quarantine I. B5053



CONTROL
Approach Map: Provisional Maps 1:63,360, USAFFE.
Target Photograph: Allied Air Forces, S.W.P.A.
Compilation: C.I.U., D of I., Allied Air Forces, S.W.P.A.

C.I.U. T-35 MADANG, New Guinea. Lat. 05°13'S. Long. 145°47'E., Elev. 20 ft. approx.

27 Sept. 1943.

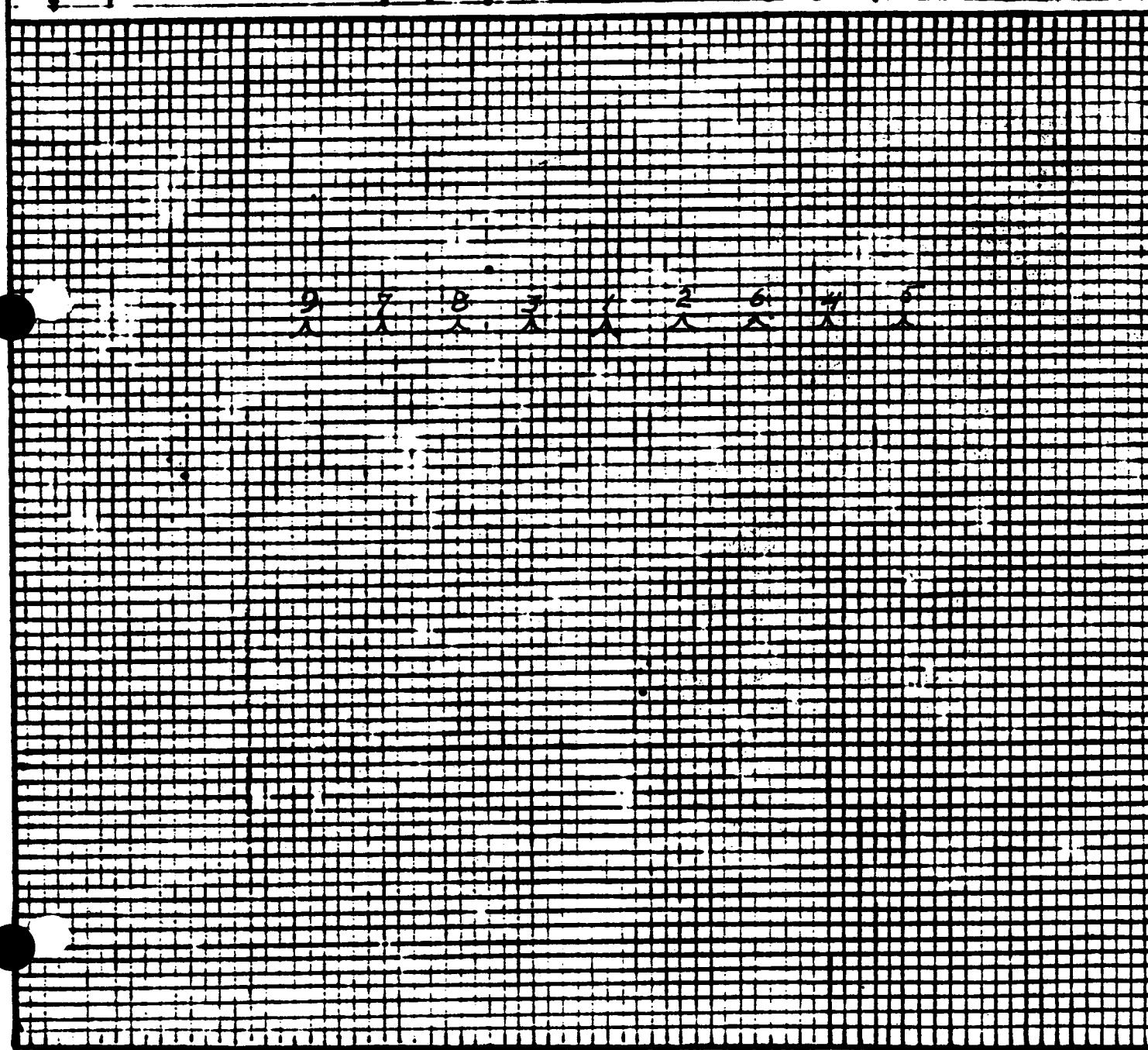


C.I.U. T-35 MADANG, New Guinea. Lat. 05°13'S., Long. 145°47'E.

27 Sept. 1943

I.F.O. <u>316 J</u> Date <u>13 NOV. '43</u>	Squadron <u>498</u> Group <u>345</u>	Scale <u>30'</u>
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Flight			Flight			Flight		
No	A/P	Pilot	No	A/P	Pilot	No	A/P	Pilot
1	024	Capt. Judd	4	351	Lt. Robinette	7	036	Lt. Magee
2	040	Lt. Casselman	5	030	Lt. Barnasky	8	033	Lt. Browne
3	046	Lt. McCall	6	034	Lt. Cope	9	188	Capt. Chiappe



CONFIDENTIAL

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
318-G
15 NOV 43
SLS/fc

16 November, 1943

SUBJECT: Narrative report on mission FTO 318-G. Performed by the 498th Bombardment Squadron (M), on November 15, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), APO 929.

On the morning of November 15, 1943 nine A/P's of our Squadron were ordered to bomb and strafe A/A positions, personnel, air strip and installations at Newak.

The contemplated attack was to be coordinated with 499th, 500th, 501st Squadrons of the 345th Group against similar targets at Soran and Newak and the 38th Bomb Group was to attack shipping in the Newak Harbor and the 90th Bomb Group was to attack But and Laguna thirty minutes later.

The nine planes of our Squadron carried 12 clusters of 3 parafrag bombs each.

The 498th Bomb Squadron was led by Capt. Kilgore A/P 046. The Squadron took off from Jackson strip at 0815/L, rendezvoused over 30 mile strip and proceeded to Mt. Yonkie in order to assemble the 345th Group and the 38th Group and pick up fighter escort. The squadron arrived at Mt. Yonkie at 0945/L and circled there for ten minutes and then proceeded to the target.

At 1015/L, by order of Major Fridge, the squadron returned to base after proceeding 30 miles north of Gusap.

The first flight was composed of Capt. Kilgore A/P 046, Lt. Cope A/P 034, and Lt. Barnasky A/P 030. The second flight was composed of Lt. Robinette A/P 351, Capt. Chiappe and Lt. Dean A/P 033. The third flight was composed of Capt. Judd A/P 024, Lt. McCall A/P 420 and Lt. Best A/P 040. Lt. Casselman A/P 041 took off as spare ship and followed formation for thirty minutes on course as ordered and returned to base as all planes were proceeding to target without any difficulty.

At 0955/L one Zeke was observed from 11 o'clock 500 ft. below formation at Mt. Yonkie. Zeke did not press an attack. At 1008/L fourteen Jap bombers believed to be Bettys and eight SSF Jap planes were seen ten miles east of Gusap on heading of 340 deg. at altitude of 20000 ft. At 1010/L a Zeke was observed about ten miles in back of formation. At 1018/L while making turn to return to base one unidentified fighter was seen to go down in flames and

CONFIDENTIAL

four or five B25's were observed to press attack against formation of three B25's from six o'clock upper position the identity of the B25's being unknown. At 1030/L a fire was observed at Masap strip. At 1025/L several small fires were seen from the old strip at Madzab.

All bombs were returned to base and no ammunition was expended.

For the Commanding Officer:

Samuel L. Saffery
SAMUEL L. SAFFERY,
1st Lt., Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

496TH BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
Office of the Intelligence Officer
A.F.O. #929

SLS/fo

498
323 J
20 NOV 43

21, November, 1943

SUBJECT: Narrative report on mission 323-J. Performed by the 496th Bombardment Squadron (H), on November 20, 1943.

TO : Commanding Officer, 345th Bombardment Group (H), AFO 929.

On the morning of the 20th of November, 1943 nine airplanes of our Squadron were ordered to bomb and strafe shipping in Hanna Bay, A/A positions and Stores.

The attack was coordinated with the attacks of the 500th Bombardment Squadron, 345th Bombardment Group against similar targets. Nine planes of the 496th Bomb Sq. carried 4 x 500 lb. 4/5 sec. delay fuse demo bombs. The attack was coordinated in such a way with the 500th Squadron so that the bombing and strafing should cover the entire Hanna Bay area and any shipping in the Bay.

The mission was led by the 500th Squadron and the 496th followed in order.

The 496th Bombardment Squadron was led by Capt. Kiazire A/F 046.

The Squadron took off from Jackson strip at 0945/L, rendezvoused over 30 mile strip and picked up fighter escort at Onup; at 1150/L 500th, 496th and fighters proceeded to target.

All bombs except two were dropped on target and target was strafed thoroughly. Numerous columns of smoke were seen to rise from target after bombing. Eight bombs were dropped on small luggers in the bay but results were unobserved. 2 x 500 lb. 4/5 sec. delay fuse demo bombs were returned to base and reason being lack of target.

The first flight composed of Capt. Kiazire A/F 046, Lt. Turk A/F 033, Capt. Chiappe A/F 030 attacked at 1257/L at an altitude of 100 to 200 ft. They bombed and strafed the target on a heading of 125 degrees. Included in their target was Sisimnange Village, Laing Island, luggers & barges in the Bay and Hanna Point.

The second flight composed of Lt. Magee A/F 155, Lt. Brennan A/F 040, Lt. Best A/F 176 attacked at 1257/L at an altitude of 100 to 200 ft. strafed and bombed the target on a heading of 120 degrees. Results of bombing were unobserved. Bombs were dropped in Babia Plantation and on luggers in bay off Plantation. A/F 176 had to land at Madab on return from strike due to gas.

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The third flight composed of Lt. Robinette A/P 351, Lt. Cope A/P 024, Lt. McCall A/P 024, attacked at 1257/L on left of Capt. Kinsire's flight on heading of 130 degrees. Bombs were dropped in target and target was thoroughly strafed. Numerous fires were started near the shore of Manoa Bay about 500 ft. North of Sinkamanga Village. A/P 024 returned two bombs to base the reason being lack of target.

A/A was light and of light caliber.

Photo interpretation was made from the following photographs:

323-J Hansen Bay 20 Nov. L3 1257/L 6" 100' 498 BS 345 BG 64-68 (188)
323-J Hansen Bay 20 Nov. L3 1257/L 7" 100' 498 BS 345 BG 67-70 (176)
L4-50 (351)
12-15 (816)
51-58 (824)

<u>Disposition of bombs</u>	<u>No. rounds of ammo fired</u>	<u>No. guns firing 100%</u>	<u>A/F</u>
2 dropped	200 x .50	4 guns 100%	024
2 returned		4 guns 0%	
4 dropped	250 x .50	2 guns 100%	351
		6 guns 0%	
4 dropped	750 x .50	3 guns 100%	030
4 dropped	1200 x .50	6 guns 100%	046
		2 guns 50%	
4 dropped	1300 x .50	3 guns 100%	040
4 dropped	250 x .50	2 guns 100%	034
		6 guns 0%	
4 dropped	1100 x .50	3 guns 100%	033

h dropped

3000 x .50

2 guns 80%
6 guns 100%

176

h dropped

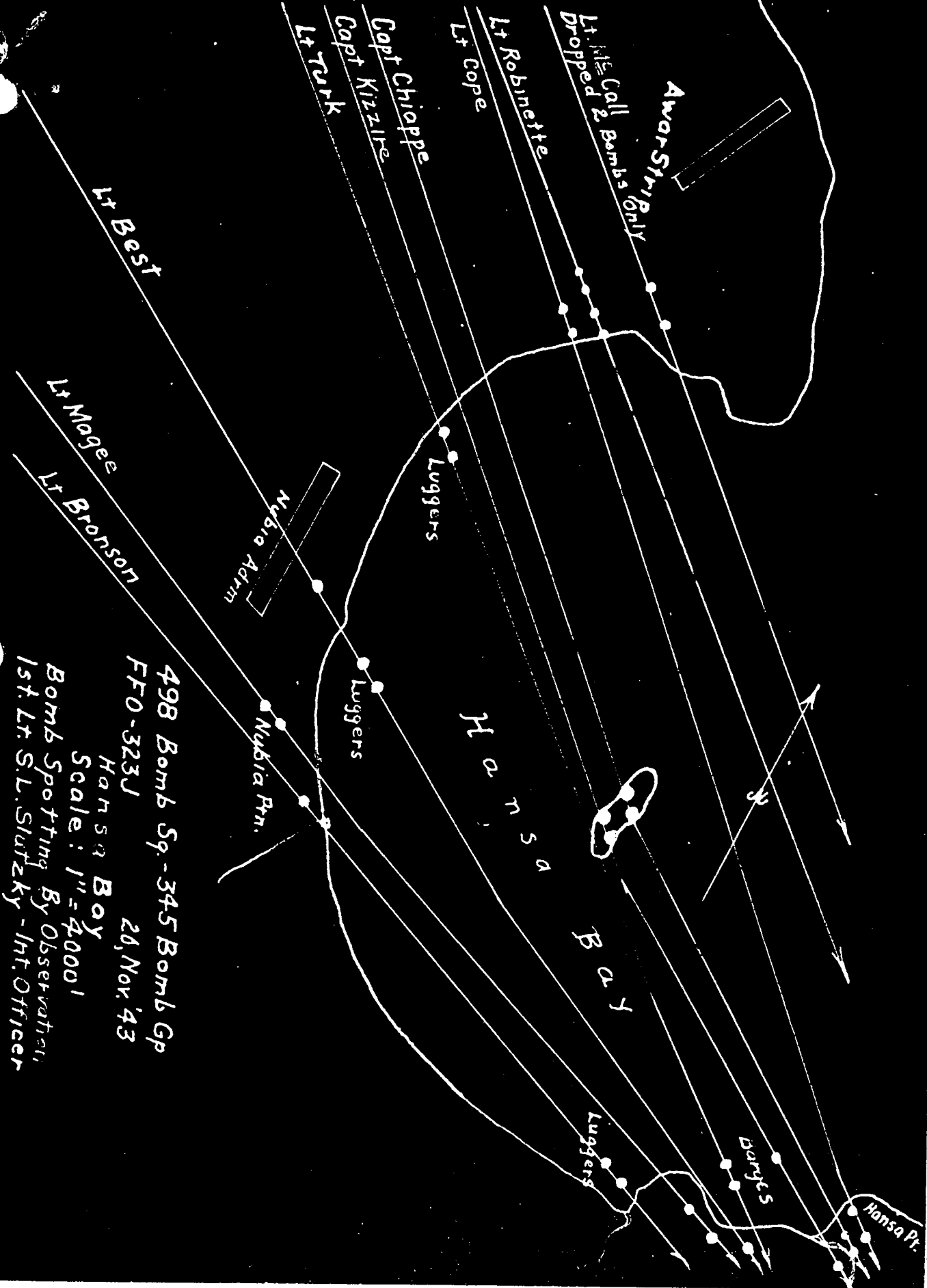
750 x .50

1 gun 100%
3 guns 30%
4 guns 20%

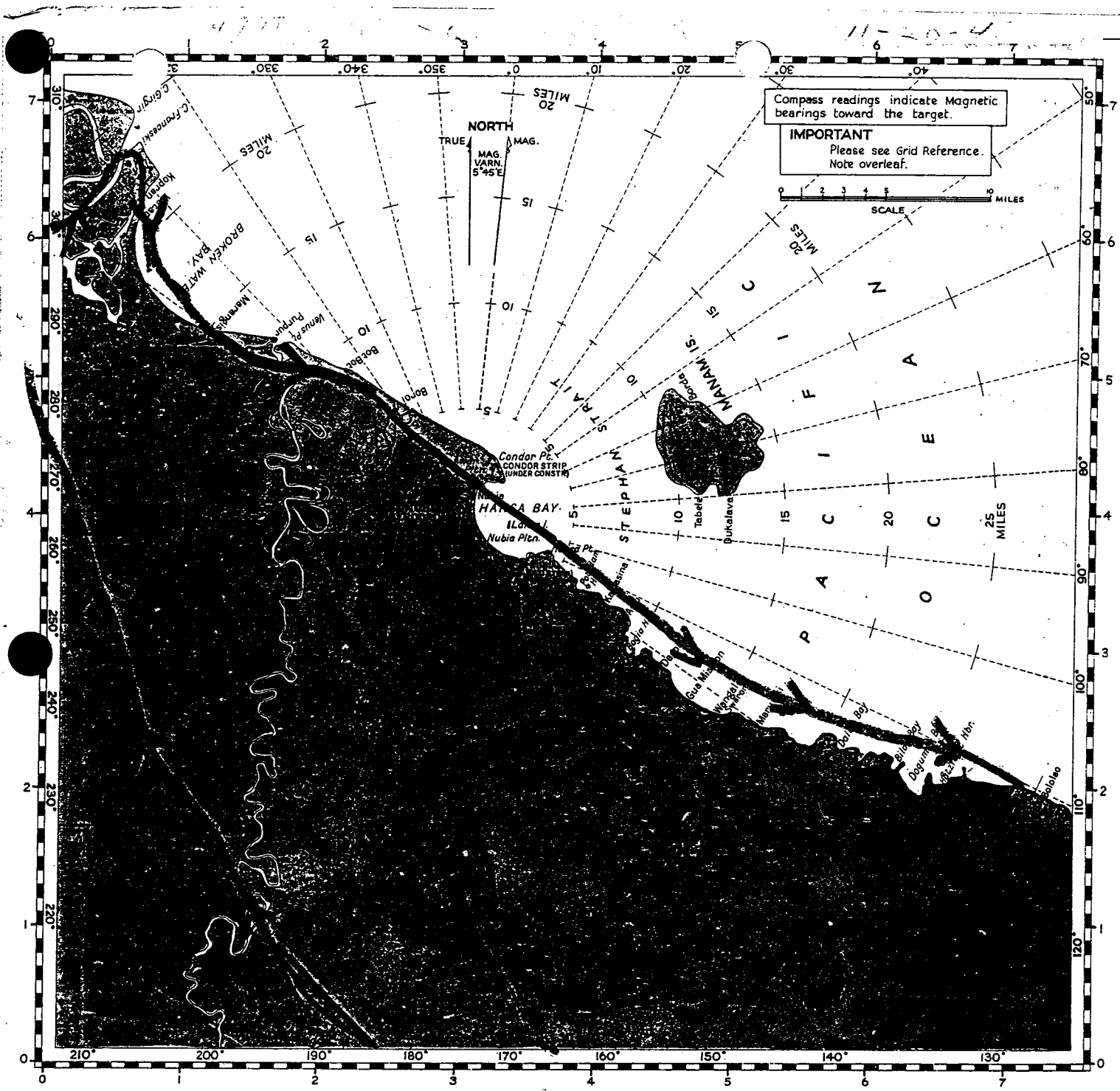
183

For the Commanding Officer:

Samuel L. Slutzky
SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Asst. Intelligence Officer.



498 Bomb Sq. - 345 Bomb Gp
 FFO-323J
 Hansa Bay
 Scale: 1"=4000'
 Bomb Spotting By Observation
 1st Lt. S.L. Slutzky - Int. Officer



C.I.U. T. 34 NUBIA-HANSA BAY NEW GUINEA Lat. 4°10'S., Long. 144°50'E.

31 Aug. 1943

CONTROL Provisional Map, U.S.A.F.F.E., 1" to 1 Mile.
Detailed Plan: Photographs
PHOTOGRAPHY Allied Air Forces, S.W.P.A.
COMPILATION C.I.U., D. of I., Allied Air Forces, S.W.P.A.

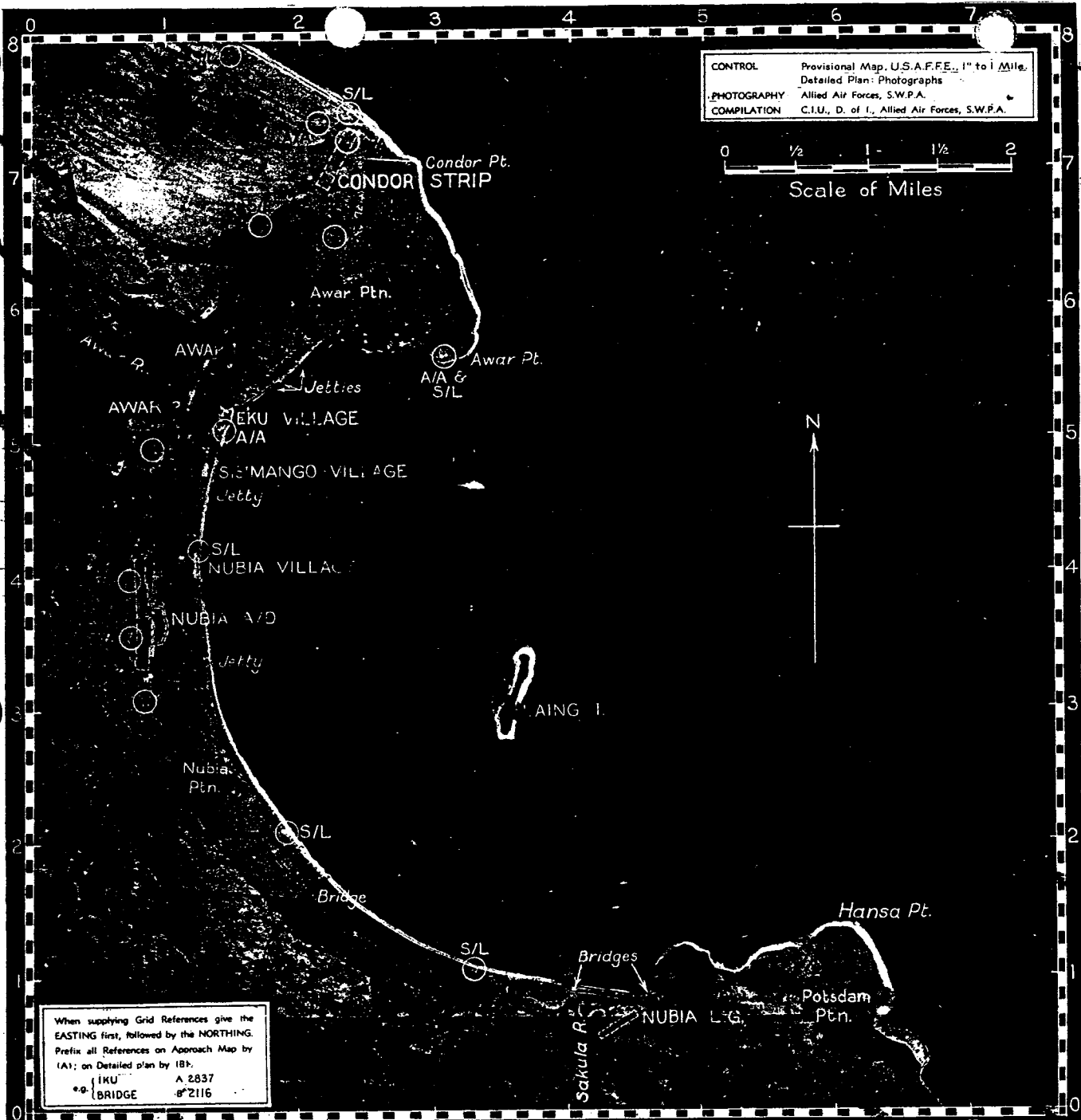
0 1/2 1 1 1/2 2
Scale of Miles



When supplying Grid References give the
EASTING first, followed by the NORTHING.
Prefix all References on Approach Map by
(A); on Detailed plan by (B).
• (KU) A 2837
• (BRIDGE) 8° 2116

C.I.U. T-34 - NUBIA-HANSA BAY (NEW GUINEA) Lat. 04° 10' S. Long. 144° 50' E.

Aug. 31, 1943

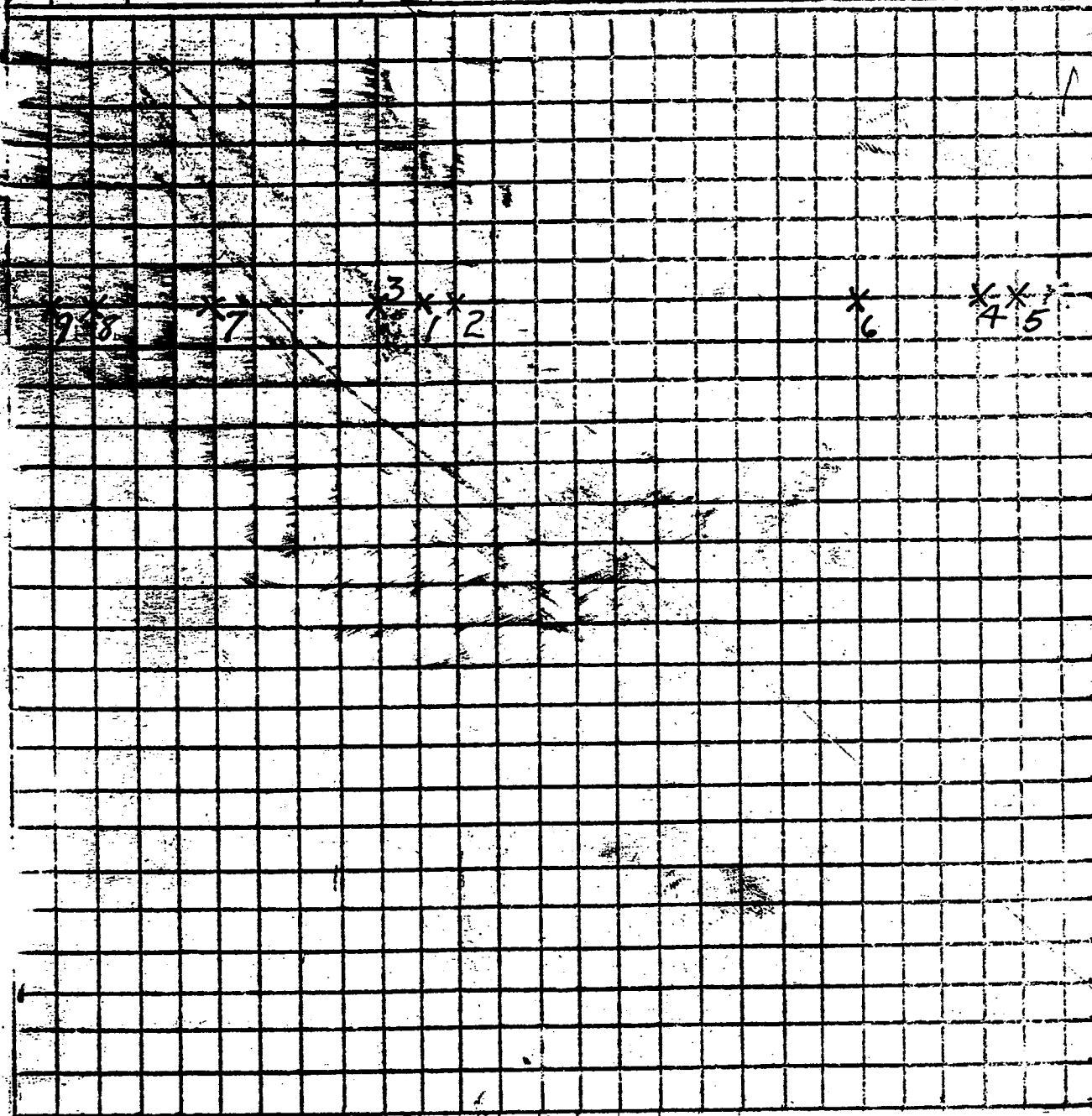


F.O. 323 J
DATE Nov. 20, 1943

SQUADRON 198th.
GROUP 345th.

SCALE
1 = 500'

FLIGHT			FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	046	Capt. Kizzire	4	188	Lt. Magee	7	351	Lt. Robinette
2	033	Lt. Turk	5	040	Lt. Bronson	8	034	Lt. Cope
3	030	Capt. Chiappi	6	176	Lt. Best	9	024	Lt. McCall



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498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
330J
27 NOV 43
SLS/fc

28 November, 1943

SUBJECT: Narrative report on mission FPO 330-J. Performed by the 498th Bombardment Squadron (M), on November 27, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), APO 929.

On the morning of November 27, 1943 nine A/P's of our Squadron were ordered to bomb and straf Bora A/D, A/A positions and stores.

The attack was coordinated with other attacks of the 499, 500, and 501 Squadrons of the 345th Bomb Group against similar targets and with attacks of the 38th Bomb Group. Nine planes of the 498th Squadron carried 12 x 23 lb. parafrag clusters. The attack was coordinated in such a way with other Squadron of the 345th Group and the 38th Group so that the bombs and strafing should cover the entire area.

The 38th Group led the mission and the 345th Group went over the target immediately thereafter at intervals of 30 seconds between each squadron.

The 500th Squadron led the 345th Group and was followed by the 501st, 498th and the 499th Squadrons in that order.

The 498th Bomb Squadron was led by Capt. Kixire in A/P 046. The Squadron took off from Jackson strip at 0830/L, rendezvoused over 30 mile strip and picked up fighter escort at Wuruf. Route out was to 30 mile, to Wuruf, to target.

All bombs were dropped on target and target was strafed thoroughly. Two of the bombs were seen to land on two barges at Cape Moem. A barge about 500 ft. off Cape Bora was strafed and seen to start smoking. Bombs were dropped amongst 4 or 5 bombers on West end of strip. Results of bombing were otherwise unobserved.

The first flight composed of Capt. Kixire A/P 046, Lt. Cave A/P 030 and Lt. Best A/P 176 attacked at 1135/L at an altitude of 100 to 150 ft. The central part of the target was strafed and bombs released on a heading of 35°.

The second flight composed of Lt. Magee A/P 188, Lt. Dean A/P 033 and Lt. Cope A/P 034 attacked at 1135/L at an altitude of 100 to 150 ft. The Easterly side of the target was bombed and thoroughly strafed. Results of bombing and strafing were unobserved.

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The third flight composed of Lt. Robinette A/P 351, Lt. O'Rear A/P 037 and Lt. Cope A/P 034 attacked at 1135/L on the Westerly part of the target. Bombs dropped on target and target was thoroughly strafed. A number of bombs were seen to drop amongst 4 or 5 bombers on the West end of the Boram strip. A barge about 500 ft. off Cape Boram was strafed and seen to start smoking. Results of bombing were otherwise unobserved.

Lt. McCall A/P 024 took off to go on mission but had to return to base because of engine trouble and Lt. Turk A/P 420, the spare ship, immediately flew in the position which Lt. McCall had to leave.

There was no interception of any kind on this mission.

A/A was heavy, medium and light caliber; of heavy intensity and accurate as to altitude.

Just as Capt. Kiszire A/P 046 was leaving the target his A/P was seen to be hit by A/A fire from a Fox Tare Dog anchored at Cape Moem. Capt. Kiszire was seen to continue on the heading he was flying of 35° after being hit and then circling to right and proceed down coast losing altitude and air speed and crash landed at Murik, 144° 3' E 3° 46' S. Five crew members were seen standing on top of plane—plane did not sink but was resting on top of lagoon. Supplies and life raft were dropped from other planes in formation. The members of the crew were as follows: Capt. William L. Kiszire, O-726787, pilot; 2nd Lt. Charles G. Reynolds, O-661563, co-pilot; 1st Lt. Joe W. Carroll, O-665898, navigator; S/Sgt. Wilfred J. Paquette, 31127441, engineer-gunner; Fred D. Nightwine, S/Sgt., 13085578, gunner; and S/Sgt. Roy E. Showers, 18075824, radio-gunner.

A/P 188 piloted by Lt. Magee was severely damaged by A/A fire while going over target. The damage to plane was as follows: one big hole in nose door, one hole in right prop, 15 holes in right side of fuselage and hydraulic system was destroyed. 2nd Lt. DePascale, navigator-bombardier, was wounded in left arm.

Crews were of the opinion that the target was fully covered by bombing and strafing and much damage was done and that the bombing was excellent. The crews also were of the opinion that the fighter cover was excellent.

Return route was from target to Garoka to base.

Three planes had to land at Nadzab to refuel before returning to base. All planes except 046, which crash landed near Murik, landed at base between 1355/L to 1606/L.

Photo interpretations were made from following photos:

330-J Boram 27 Nov. 43 1138/L 7" 100' 498 BS 345 BG 41-43 (176)
101-135 (030)
26-40 (188)
84-100 (351)

Photos 89,90 show a Tony in revetment with parafrag bombs that may destroy it. Photos 94,95 show many huts, tents and supplies near the shore, also a Betty bomber. Photo 100 shows bombs dropping amongst supplies and huts near shore. Photo 101 shows many trucks on road. Photos 103, 104 show bombs dropping in area where trucks are parked. Photo 135 shows Fox Tare Dog in Bay. Photos 26, 27, 28 show heavy A/A positions and bombs dropping at them. Photo 29, 30 show two groups of heavy A/A positions and bombs dropping at them, also shows a large group of buildings. Photos 32, 33 show bombs dropping amongst group of buildings and smoke rising from bombs dropped at A/A positions. Photos 34, 35 show smoke rising from where bombs landed in A/A positions and shows bombs dropping at a Betty bomber in a revetment. Photos 1, 2, 3, 4, 5, 6, 7 show A/P 046 in water at 144° 3' E 3° 46' S.

<u>Disposition of bombs</u>	<u>No. rounds ammo fired</u>	<u>No. guns function 100%</u>	<u>A/P</u>
12 clusters dropped	2000 x .50 250 x .30	4 guns 100% 2 guns 60% 2 guns 20%	176
12 clusters dropped	2000 x .50 50 x .30	2 guns 100% 6 guns 90%	037
12 clusters dropped	3000 x .50 750 x .30	2 guns 100% 3 guns 70% 3 guns 50%	034
12 clusters dropped	1500 x .50 200 x .30	8 guns 100%	188
12 clusters dropped	750 x .50 300 x .30	8 guns 50%	033
12 clusters dropped	1500 x .50 600 x .30	8 guns 100%	030
12 clusters dropped	2000 x .50 1200 x .30	6 guns 100% 2 guns 0%	420
12 clusters dropped	1500 x .50 1100 x .30	3 guns 100% 5 guns 20%	351

For the Commanding Officer:

Samuel L. Slutzky
 SAMUEL L. SLUTZKY,
 1st Lt., Air Corps,
 Asst. Intelligence Officer.

Wenak

Cape
Boram

498 Bomb Sq (H) 15 Bomb Gp
FFO-330J 27 Nov. 43
1st Lt. S.L. Slutzky - Asst Int. O.

Boram Airframe
Scale 2" = 1 Mi.

→ Lt Turk-420
→ Lt Robinette-351
→ Lt O'Rear-37

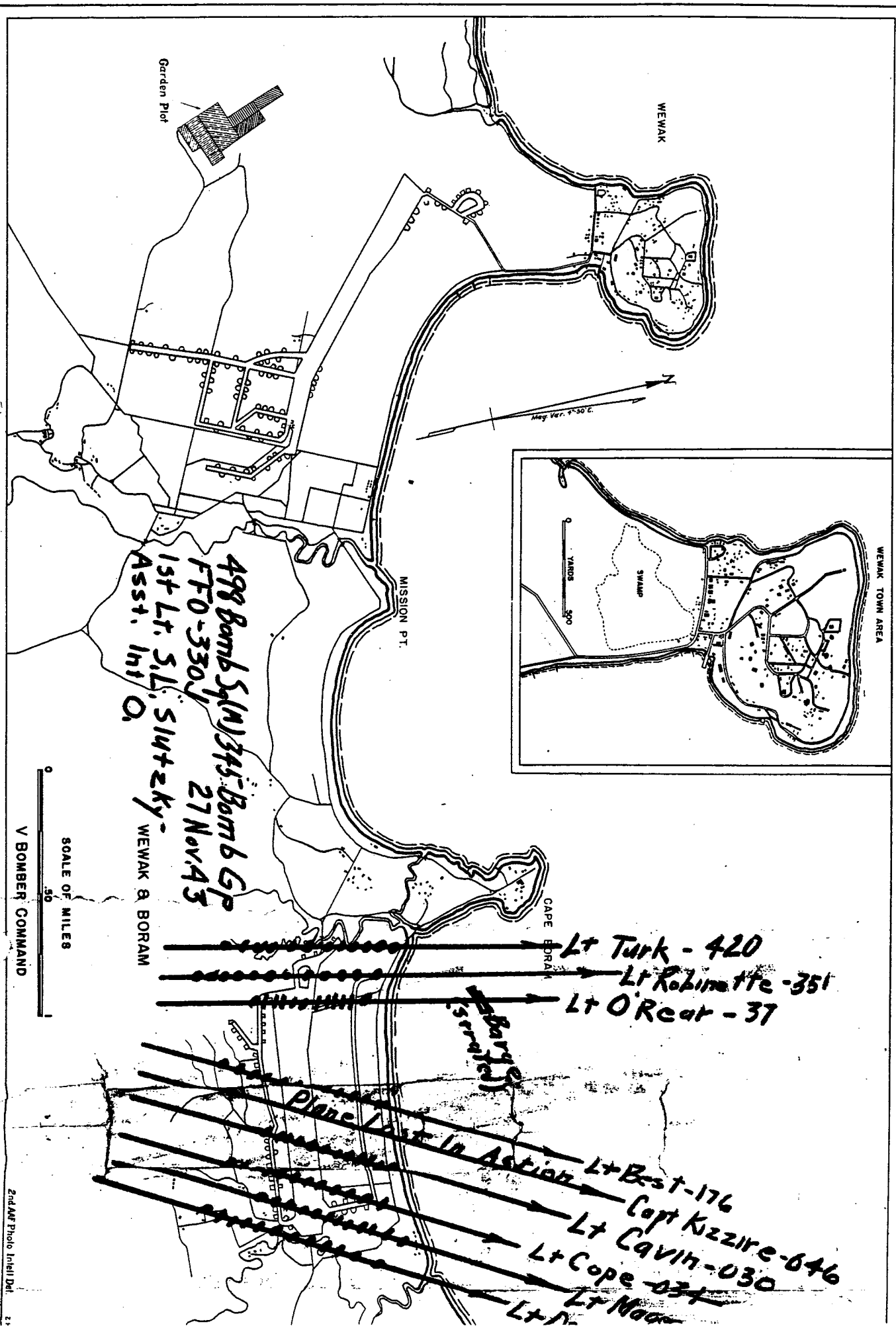
Barge
(Strated)

→ Lt Best-176
→ Capt Kizzire-046 - Plane Lost
→ Lt Gavin-030 - In Action
→ Lt Cope-034
→ Lt Magee-188
→ Lt Dean-33

Boram Airframe

I.O. <u>133 J</u> Nov. 27, 1943			SQUADRON GROUP <u>100th.</u> <u>15th.</u>			SCALE 1 Square = 200ft.		
FLIGHT			FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	046	Capt. Kinsire	4	188	Lt. Nagao	7	351	Lt. Robinette
2	030	Lt. Gavin	5	033	Lt. Dean	8	037	Lt. O'Hear
3	176	Lt. Best	6	034	Lt. Cope	9	420	Lt. Turk

978 312645



CONFIDENTIAL

498
335 G
2 DEC 43

498TH BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
Office of the Intelligence Officer
A.P.O. #929

CAC/CMB/JV

3 December, 1943

SUBJECT: Narrative report on mission WFO 335-G. Performed by the 498th Bombardment Squadron (H), on December 2, 1943.

TO : Commanding Officer, 345th Bombardment Group (H), APO 929.

On the morning of December 2, 1943, nine A/P's of our Squadron were ordered to bomb and to strafe an assigned section of the shore of Borgen Bay on New Britain. Our target was comprised of an area from Matano Pt. along the shore one mile East and extending inland one-fifth mile.

The attack was coordinated with attacks by other Squadrons of the 345th Group and the 38th Group which had respective targets in the same general area. The mission was led by the 38th Group. The 345th Group was led by the 501st Squadron followed by the 499th, 498th, and 500th Squadrons in that order.

The 498th Squadron led by Captain Giffin A/P 024 took off from Jackson A/D from 0824/L to 0831/L. Rendezvous was made with the other Squadrons at 30 mile at 0925/L. The formation then proceeded to Cape Ward Hunt for rendezvous with two Squadrons of P38's which were to serve as escorts on the mission. The formation then proceeded to the South west part of New Britain crossing the shore line near Cape Bach and proceeding North eastward up the Itni river valley towards Cape Gauffre before circling left to attack the target. The attack was to be made in three ship elements in trail formation and Squadrons and flights spaced themselves enroute to the target.

The first flight composed of Captain Giffin A/P 024, Lt. Best, A/P 033, and Lt. Magee A/P 176 attacked from 500 ft. altitude starting their run at 1132/L. Each plane released 8 x 300 lb, 8 to 11 second delay fuse bombs. Two bombs fell in the water near the river mouth one-third mile south east of Matano Pt. The remaining bombs hit the target with the main concentration falling a short distance inland and parallel to the shore line.

The second flight was composed of Lt. Cope A/P 034, Lt. O'Hear A/P 037, and Lt. Bronson A/P 040. Lt. Bronson left the formation at 1010/L near Cape Ward Hunt due to insufficient fuel and returned to base landing at 1100/L. The remaining two planes attacked from 300 ft. altitude beginning their run at 1133/L. Each plane released 8 x 300 lb, 8 to 11 second delay fuse bombs on the target. All bombs fell on the target approximately 182 yards inland and parallel to the shore line.

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The third flight composed of Lt. Robinette A/P 351, Lt. McCall A/P 420, and Lt. Cavin A/P 030 attacked from 300 ft. altitude beginning their bombing run at 1134/L. Each plane released 8 x 300 lb, 8 to 11 second delay fuse bombs on the target. All bombs fell within the target landing within 300 yards of the shore and parallel to the shore.

The target was covered with bombs but no fires or smoke columns were observed to be caused by the bombing or strafing. The area did not appear to contain stores or concentrations of personnel.

Lt. Allen A/P 033, Lt. Buchwald A/P 420, and Lt. Bouley A/P 037, completed the mission as pilots with their former pilots serving as co-pilots.

Two empty barges were observed just off coast 10 miles East of Target. Two barges were observed on beach at 7986. A few apparently unserviceable barges were observed at 73884. Two people were observed in clearing at 748868. A new bridge was observed at 764854. Three small dumps of boxes were seen at 764852. All map references refer to Special map Silimati Pt. Scale 1:20,000.

There was no interception and no A/A on the mission.

Bombing was excellent but no damage was believed caused.

Return route was from target down the Itni River Valley to Cape Ward Hunt thence to Jackson A/D, landing at 1324/L.

Lt. Magee landed at Dobodura to refuel and returned to base.

Nine cameras were in the eight ships which crossed the target and photos were obtained of the target and coast line. Interpretation was made from the following photographs:

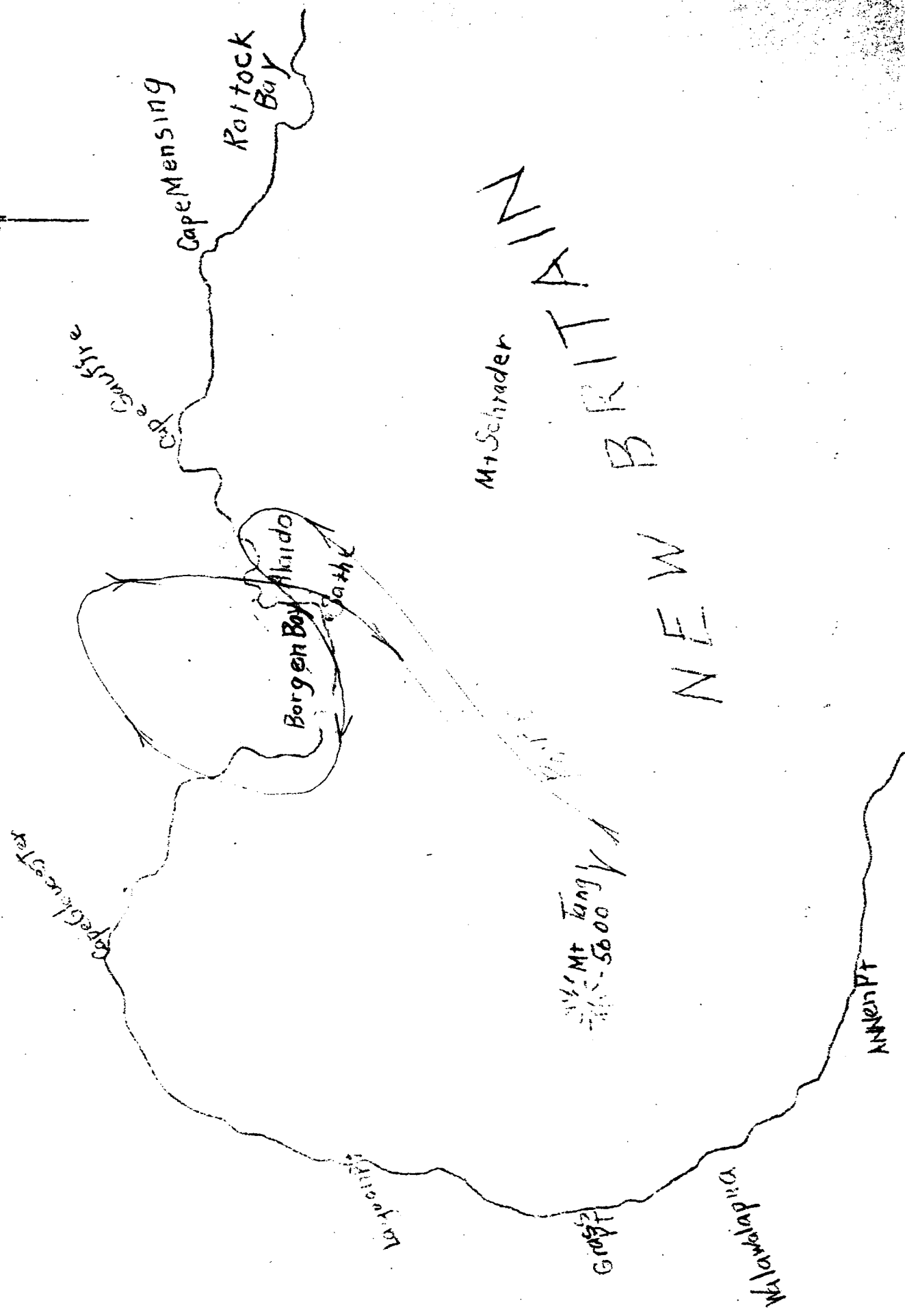
335-Gen-Borgen Bay-2 Dec. 43-11:25/L 7" 250' (49882 345th BG)
Photos No. 70, 74, 79, 83, 89. A/P 351.
Photos No. 52, 59, 60, 62, 66, 68 A/P 420.

Photos show bomb spotting by observation to be excellent. Mouth of river south east of Matame Pt shows a construction of diversion walls which is apparently intended to keep the channel open for the entrance of small boats and barges. One small boat is shown drawn up under the trees in photo 62. Barge shown in the center of photo 66 was strafed as shown by the water spouts crossing its center section. A small path shown leading along the edge of the coconuts in photo 68 but there are no other signs of activity in the area.

<u>Disposition of bombs</u>	<u>No. rounds ammo fired</u>	<u>No. guns functioned 100%</u>	<u>A/P</u>
8 bombs dropped	1500 x .50 500 x .30	1 gun 100% 7 guns 75%	037
8 bombs dropped	1300 x .50 1200 x .30	8 guns 100%	030
8 bombs dropped	1800 x .50 1000 x .30	6 guns 100% 2 guns 25%	024
8 bombs dropped	1000 x .50 800 x .30	6 guns 100% 2 guns 10%	051
8 bombs dropped	2000 x .50 200 x .30	8 guns 100%	420
8 bombs dropped	1600 x .50 0 x .30	8 guns 100%	033
8 bombs dropped	2000 x .50 500 x .30	8 guns 100%	034
8 bombs dropped	600 x .50 800 x .30	8 guns 100%	176
8 bombs returned	Nil	Nil	040

For the Commanding Officer:

CALVIN M. BOWEN,
Capt., Air Corps,
Intelligence Officer.



F.F.O. - 5350 2-Dec.-43

498 Bomb Sq. (M)

3rd over target

200-300 Ft Alt.

Time over target 1132/L

64 x 300 # Bombs Dropped
• Crews Report on bombs falling
• Fires, N.I.
• Explosions, N.I.
+p Took Photos

Börger Bay

Nutomo Pt.

Course - 270°

1037
+p

1034
+p

1420
+p

1351
+p

1030
+p

1027
+p

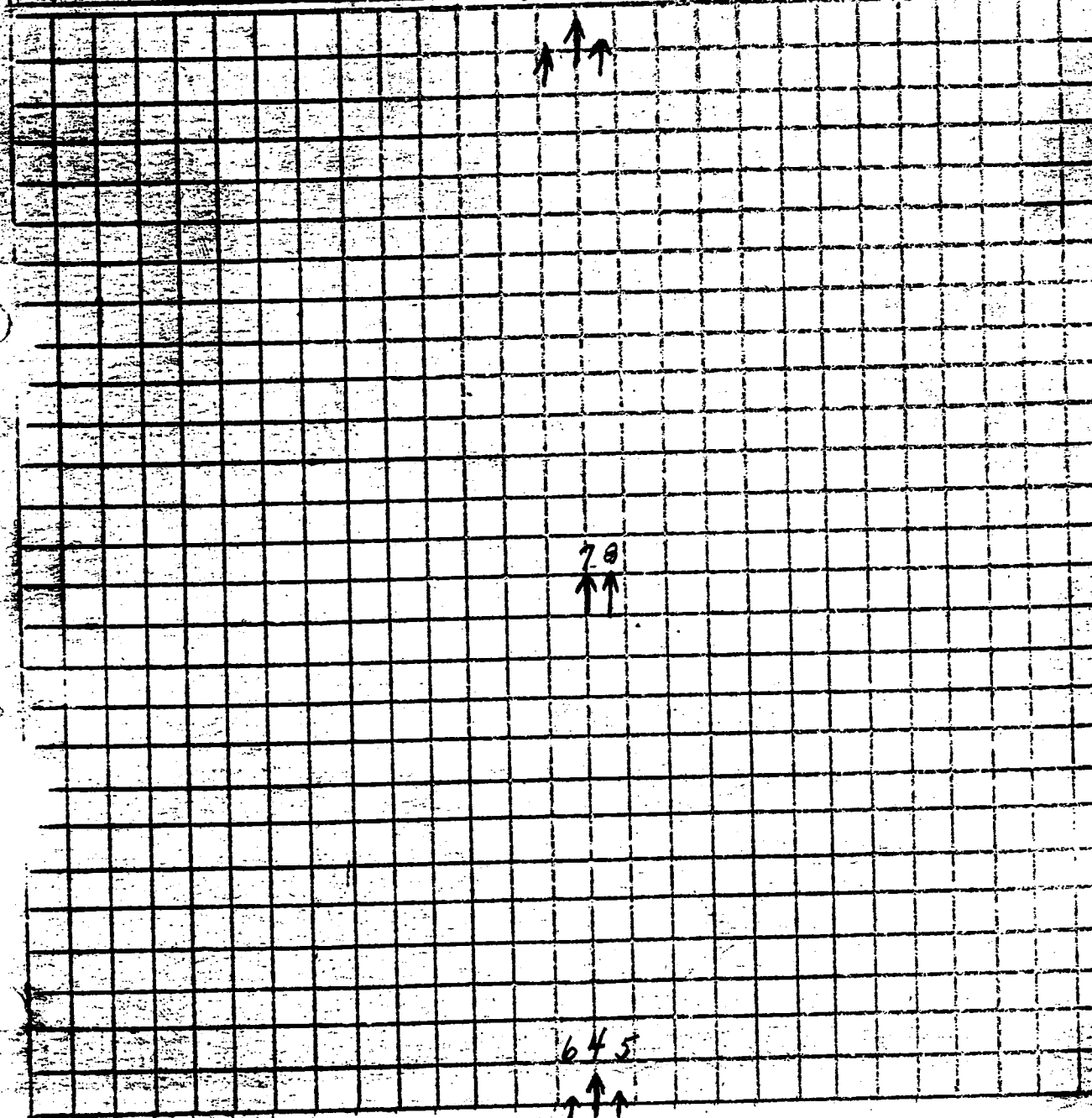
1176
+p

F.O. 335 G
DATE 2 DEC '43

SQUADRON 498 B.S.
GROUP 345 B.G.

SCALE
1:625'

FLIGHT			FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	024	Capt. Giffen	4	351	Lt. Robinette	7	034	Lt. Cope
2	033	Lt. Best	5	420	Lt. McCall	8	037	Lt. O'Rear
3	176	Lt. Magee	6	030	Lt. Cavin	9	040	Lt. Bronson Returned
			3 1 2					



CONFIDENTIAL

498
4 DEC 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

5 December, 1943

SUBJECT: Narrative report on mission FPO 337-K. Performed by the 498th Bombardment Squadron (M), on December 4, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), APO #929.

On the morning of December 4, 1943, six A/P's of our Squadron were ordered to bomb and strafe targets of opportunity from the Iloli River to Cape Macuit on the northern coast of New Britain in the vicinity of Bain Bay. The chief bombing targets were a bridge across the mouth of the Banu River and four native villages extending west from the Banu River to Ketengi Village.

The attack was to be coordinated with attacks by other Squadrons of the 345th Bomb Group and the 38th Bomb Group which had targets in the same area. The mission was to be led by the 38th Bomb Group but this unit turned around due to bad weather prior to reaching the target and the 498th Squadron took over the lead with the 501st, 500th, 499th Squadrons following. The 498th Squadron led by Capt. Giffin A/P 040 took off from Jackson A/D from 0838/L to 0843/L. Rendezvous was made with the other Squadrons at 30 mile and then the entire formation flew to the Gona Wreck. From the Gona Wreck the formation flew along the coast to Fly Island and at 1018/L started to Arave. The attack was made in three ship elements in trail formation and Squadrons and Flights spaced themselves enroute to the target.

The first flight composed of Capt. Giffin A/P 040, Lt. Bronson A/P 033, and Lt. Cavin A/P 041 attacked from 100 to 200' altitude starting their run at 1111/L. Each plane released 8 x 300 lb, 8th 11 second delay fuse bombs. All the bombs hit the target and the target was thoroughly strafed with unobserved results.

The second flight was composed of Lt. Robinette A/P 351, Lt. Castlema

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Lt. Casselman A/P 024, and Lt. McCall A/P 420. These planes attacked from 190' to 200' altitude beginning their run at 1112/L. Each plane released 8 x 300 lb, 8 to 11 second delayed fuse bombs on the target except four bombs which fell in the water. In addition to bombing, all planes thoroughly strafed the target and barges near Arawe Island.

The target was covered with bombs and many huts were seen destroyed at Ketenge Village and Makati Village. All crews reported no bridge over mouth of Banu River.

Twelve or Fourteen new barges were seen on SE side of Kumbun Island (Arawe Gp). 3 or 4 gun emplacements were observed on N side of first island West of Mielelek Village (Arawe Gp) no gunfire was observed from positions. A large number of what appeared to be floating logs were seen 75 miles South of Arawe Island.

There was no interception or A/A on the mission.

Bombing was excellent and many huts and villages were believed to be destroyed.

Return route was from target to Cape Ward Hunt to Base landing at 1316/L to 1334/L. Lt. Bronson landed at Debedura to refuel and return to base at 1457/L.

Four cameras were in six ships which crossed the target and photos were obtained of the target and coast line. Interpretation was made from the following photographs:

337-K Rein Bay 4-Dec. 43 - 1110/L 7" 100' (498BS 345 345th BG), 920124 A/P 041.
 Photos 59-91 A/P 040
 Photos 25-57 A/P 420
 Photos 1-24 A/P 351

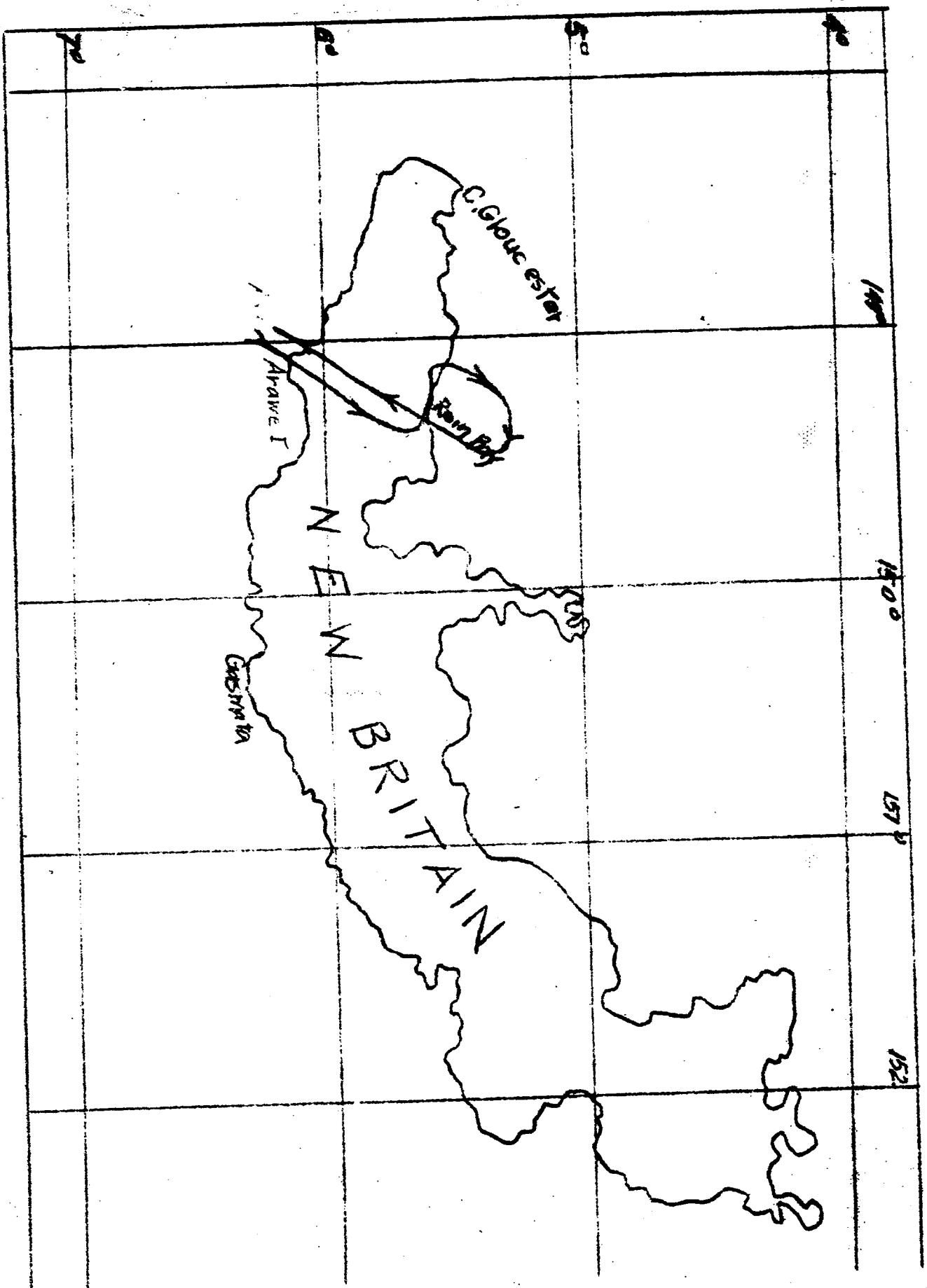
Photos show bomb spotting by observation to be excellent.

<u>Dispositions of bombs</u>	<u>No. rounds ammo fired</u>	<u>No. guns fuses.</u>	<u>A/P</u>
8 bombs dropped	2000 x .50 1200 x .30	8 guns 100%	351
8 bombs dropped	1200 x .50 1250 x .30	6 guns 100% 2 guns 25%	024

<u>Disposition of bombs</u>	<u>No. rounds ammo fired</u>	<u>No. guns func.</u>	<u>A/P</u>
8 bombs dropped	2000 x .50 1000 x .30	6 guns 100% 2 guns 50%	420
8 bombs dropped	2300 x .50 1200 x .30	5 guns 100% 3 guns 20%	041
8 bombs dropped	2300 x .50	3 guns 100%	040
8 bombs dropped	1500 x .50 200 x .30	5 guns 100% 3 guns 60%	053

For the Commanding Officer:

SAMUEL A. SLUTZKY,
 SAMUEL A. SLUTZKY Corps.,
 1st Lt. Air Corps Intelligence
 Asst Intelligence Officer



FFO-337K-4 Dec. '43

445 Bomb Sq (M) 345 Bomb Gp (M)

1st Over Target

Alt - 100-200 Ft.

Time - 1111 to 1115 H

48 Bombs Dropped - 40 in Target - 8 Hit Water.

{x - 1st Flight} Crews Report
{o - 2nd Flight}

o - Fires - Nil.

⊕ - Explosions - Nil.

+p - Took Photos



K-7 Dec. '43

Sy(M) 345 Bomb Gp(M)

Target

200 Ft.

to 1115/K

Dropped - 40 in Target - 8 Hit Water.

{x - 1st. Flight} Crews Report on Bombs falling.
{o - 2nd. Flight}

o - Fires - Nil.

⊖ - Explosions - Nil.

+p - Took Photos



T.F.O. 337K
DATE 4 Dec 43

SQUADRON 488
GROUP 345

SCALE

1:200'

FLIGHT

FLIGHT

FLIGHT

NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	040	Capt. Giffin	4	351	LT. Robinnette			
2	033	LT. Bronson	5	420	LT. McCall			
3	041	LT. Cavitt	6	024	LT. Casselman			

312

AAA

645

AAA

CONFIDENTIAL

498
all copies
339 L
6 DEC 43
CMB/fo

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

7 December, 1943

SUBJECT: Narrative report on mission FPO 339-L. Performed by the 498th Bombardment Squadron, 6 December, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), APO 929.

On the morning of December 6, 1943 six airplanes of our Squadron were ordered to bomb and strafe targets along the coast at Bergen Bay on the NW coast of New Britain. Target for this Squadron was a strip of coastal trail approximately two miles East of Natane Pt.

The attack was to be coordinated with attacks of the other Squadrons of the 345th Group and 38th Group which had targets in the same area. The mission was to be led by the 38th Group with the 499th Squadron leading the 345th Group. The 498th Squadron was in number four position in the Group formation.

The 498th Squadron led by Capt. Judd A/P 924 took off from Jackson airdrome from 0813/L to 0815/L. Rendezvous was made with other squadrons at 30 mile strip and the formation circled for thirty minutes in order to reach the rendezvous point with the fighters at the time given in the field order. No fighters were seen at Gona Wreck, point of rendezvous, and the formation proceeded to the target. Bad weather was encountered South of Bergen Bay and our squadron followed the preceding squadron to the secondary target at Arave Islands. This target was attacked by two flights of three planes each on headings of 320° and 270° respectively from a point two miles NE of Cape Markus.

18 x 300 lb. 8/11 sec. delay fuse bombs and 18 x 300 x 6 to 12 hour delay fuse bombs were dropped on the targets. Bombing was excellent with 31 bombs hitting the targets and 5 bombs falling into the water. Bombs fell among huts on Angus Island, NE Kumbum Island and on two unidentified Islands adjacent to Kumbum Island on the North. Other bombs fell in the Amalut Plantation 1½ miles NE of Cape Markus and along the East and West coast of the peninsula extending North from Cape Markus. One bomb hit a small jetty on the South side of Ablaugul Island and three bombs hit on an unidentified Island 2 miles NW of Angus Island. Two bombs fell along the coast one mile East of

CONFIDENTIAL

Sauren Hanlet. No fires or explosions were caused by bombing but results were unobserved otherwise. The targets were strafed thoroughly with 8400 x .50 cal. and 8800 x .30 cal. rounds of ammunition.

The first flight composed of Capt. Judd A/P 034, Lt. Buchwald A/P 030, Lt. Magee A/P 034 started their bombing run at 1143/L at 100 to 150 ft. altitude on a heading of 330°. The available targets which consisted of huts and coast plantations where barges might be beached were bombed and strafed. The 6 and 12 hour delayed fuse bombs were dropped along the coast at points where it was considered barges might land during the night. The route followed and placement of bombs are shown in chart B-1.

The second flight composed of Capt. Giffin A/P 033, Lt. Best A/P 420, Lt. Hitt A/P 040 started their bombing run at 1144/L from 100 to 150 ft. altitude on a heading of 270°. Bombs were released on small islands in the Arane Group on targets similar to those of the first flight and with the same purpose in view. The route followed and placement of bombs are shown in chart B-1.

There were nil sightings on the mission and the Arane Group of Islands did not appear to contain any important activities.

There was nil interception and nil A/A. No casualties by our planes or personnel.

The return route was direct to Ft. Moresby from the target and landing was made at Jackson airdrome at 1315/L.

Photo interpretation was made from the following photographs:

339-L Kumbum Island 6 Dec. 43 1145/L 7" 100' 496 BS 345 BS 75-104 (30)
105-127 (040)
129-172 (420)

Photographs disclosed nil activity on the islands. Bomb spotting by observation is borne out by the photographs.

TABLE #1

<u>Pilot</u>	<u>A/P</u>	<u>T.O</u>	<u>Strike</u>	<u>Landed</u>
Capt. Judd	034	0813	1143	1315
Lt. Buchwald	030	0813	1143	1314
Lt. Magee	034	0814	1143	1315
Capt. Giffin	033	0814	1143	1316
Lt. Best	420	0815	1143	1318
Lt. Hitt	040	0815	1143	1318

TABLE #2

<u>A/P</u>	<u>Bombs</u>	<u>Type</u>	<u>No. dropped</u>	<u>Height</u>
024	2 2 2 4	2/11 sec. 6/12 hr.	6	300 lb.
030	2 4	2/11 sec. 6/12 hr.	6	300 lb.
034	2 4	2/11 sec. 6/12 hr.	6	300 lb.
035	2 6 2 0	2/11 sec. 6/12 hr.	6	300 lb.
420	6 0	2/11 sec. 6/12 hr.	6	300 lb.
040	2 4	2/11 sec. 6/12 hr.	6	300 lb.

TABLE #3

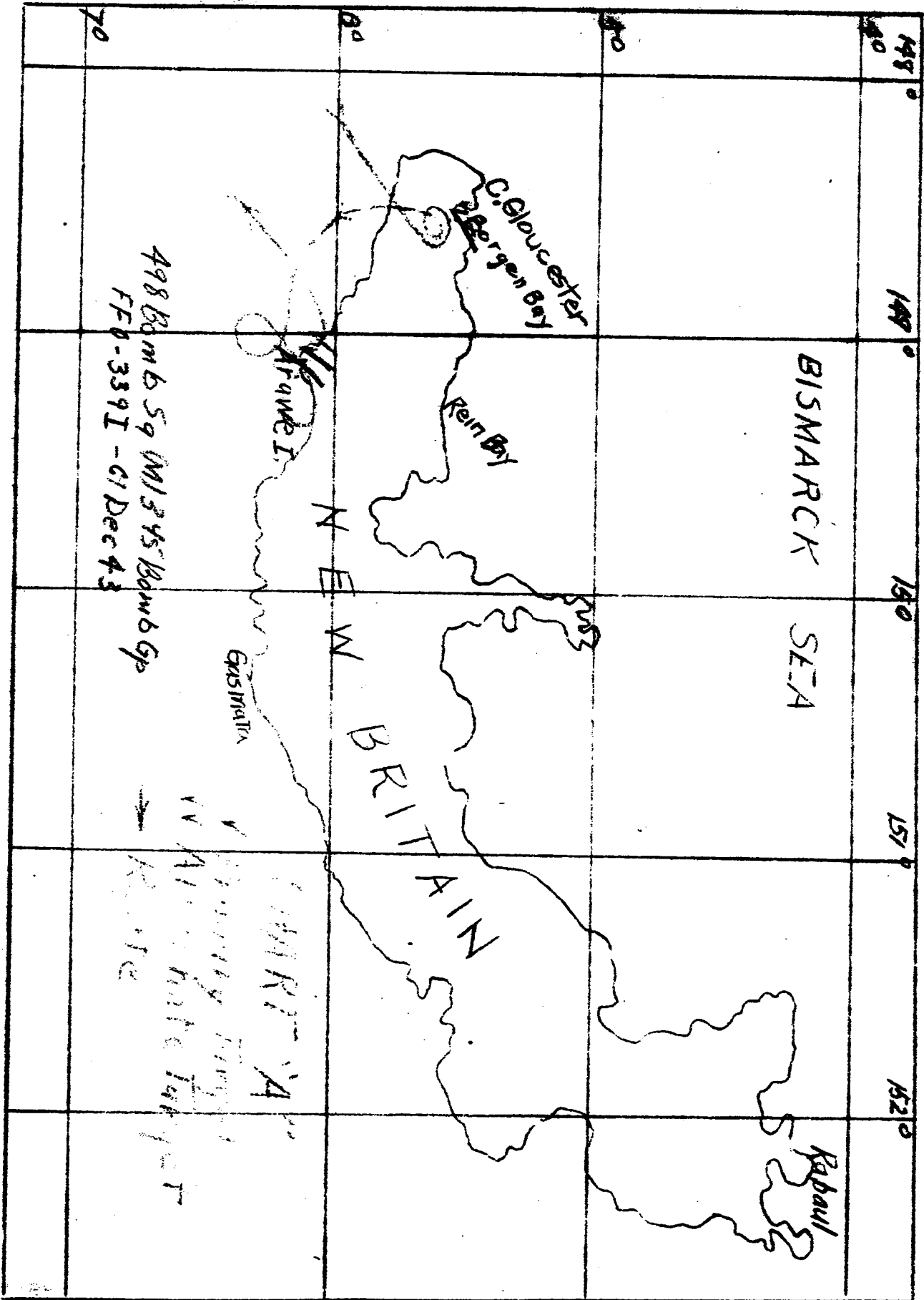
<u>A/P</u>	<u>.50 Cal. Ex.</u>	<u>.30 Cal. Ex.</u>	<u>No. guns function 100%</u>
024	1200	600	6 guns 100%
030	2000	600	2 guns 50%
034	600	600	6 guns 100%
035	1500	600	5 guns 100%
420	1200	300	3 guns 75%
040	2000	600	6 guns 100%
			7 guns 100%
			1 gun 10%
			7 guns 100%
			1 gun 0%

PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Prints rec'd.</u>
024	1143	Arauc	E-21	0
030	1143	group of	E-21	3
420	1143	islands	E-21	7
040	1143		E-21	5

For the Commanding Officer:

CALVIN H. BOWEN,
Captain, Air Corps,
Intelligence Officer.



F.O. 339-L
DATE 6 Dec. 43

SQUADRON 498th Bomb. Sq.
GROUP 345th Bomb. Gp. (M)

SCALE
250 vertical
500 horizontal
FLIGHT

FLIGHT			FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	024	Capt. Judd	4	033	Capt. Giffin			
2	030	Lt. Buchwald	5	420	Lt. Best			
3	034	Lt. Magee	6	040	Lt. Hitt			

3 1 2
↑ ↑ ↑
320

6 4 5
↑ ↑ ↑
270

FFO-339I
43
498 Bombs Sq (M) 345 Bombs Co

One bomb dropped on coast of mainland
Bombs const of mainland
226332

Bombs dropped 36 (31 in Target
517 Water)

1st Flight } Crews report on
2nd Flight } Bombs falling

Fires - N.I

Explosions - N.I

Took Photos

1st AP First Flight (Solid Line)

1st AP Second Flight (Broken Line)

Lt Buchwald
Capt. Judd
Lt Magee

2nd Flight
Course 2700

Lt Best
Capt Griffin
Lt H.I.T

Ausukl

House Fireman Beach

PASSAGE

Kunibumi

220

1023

1400

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498
340 K
7 DEC 43

498TH BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
Office of the Intelligence Officer
A.P.O. #829

GMR/ro

8 December, 1943

SUBJECT: Narrative report on mission PPO 340-K. Performed by the 498th Bombardment Squadron on 7 December, 1943.

TO: Commanding Officer, 345th Bombardment Group (H), APO 829.

On the morning of December 7, 1943 six airplanes of our Squadron were ordered to bomb and strafe villages, barges, and targets of opportunity along the coastal area on the East side of Bergen Bay from Cape Gauffre to Alaido Village.

The attack was coordinated with attacks of other squadrons of the 345th Group and the 38th Group which had targets in the same area. The mission was led by the 38th Group with the 500th squadron leading the 345th Group followed by the 301st, 498th and 499th squadrons in that order.

The 498th Squadron led by Capt. Giffin A/P 035 took off from Jackson Airfield from 0755/L to 0800/L. Rendezvous with other squadrons was made enroute to 30 mile. The Group formation arrived at 30 mile at 0819/L and rendezvoused with the 38th Group and left on course at 0825/L. The formation proceeded to Gona Wreck arriving at 0835/L and the fighter escort which was already there joined the formation which left on course at 0819/L. The formation proceeded direct to the Southern coast of New Britain crossing near Cape Bushing and thence up the Imai River Valley towards Cape Hanning on the Northern coast of New Britain. The Squadron spaced themselves in three ship flights in trail formation as they turned left SE of Cape Hanning in their approach to the target.

Six B25D-1's of the 498th Squadron bombed and strafed villages, barges and the coastal area from Cape Gauffre to Alaido Village on the Eastern coast of Bergen Bay (NW New Britain) from 1042/L to 1048/L from altitudes of 100 to 200 ft. on a heading of 230°. Bombing was excellent with 22 x 300 lb. 8/11 sec. delay fuse bombs and 11 x 300 lb. 6/12 hour delay fuse bombs hitting in the target. 2 x 300 lb. 8/11 sec. delay fuse bombs hit along the coast one and two miles respectively SE of Natane Pt. outside the target area. One 300 lb. 6/12 hour delay fuse bomb was jettisoned at sea on the return voyage when it failed to release due to improper loading. Bombs hit in Bambak Village and other unnamed villages SW of Bambak and along the coastal trail from Bambak to Alaido. 8600 x .50 cal. and 4600 x .30 cal. rounds of ammunition were used in

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strafing the target and the coast along the Southern and Western side of Bergen Bay. Two apparently serviceable barges beached among unserviceable barges 1 1/2 miles S of Silimati Pt. were strafed with unobserved results. On leaving the target smoke was seen coming from Bombak and other villages. Results of bombing and strafing were unobserved otherwise.

The first flight composed of Capt. Giffin A/P 033, Lt. Gavin 041, Capt. Chiappe A/P 034 started their bombing run at 1042/L at 100 to 150 ft. altitude on a heading of 230°. The route followed, bomb spotting and sightings for individual airplanes are shown in chart "B" which is attached. Lt. Gavin flying number two position dropped his bombs in Bombak Village, along the coastal trail and in other villages SE of Bombak. Capt. Giffin dropped his bombs in Bombak Village and along the trail SW of Bombak. Capt. Chiappe flying number three position had to fly too far inland for the coastal targets and saved two of his bombs for possible targets on the Southern coast of Bergen Bay. One 300 lb. 6/12 hour delay fuse bomb in A/P 033 failed to release, due to improper loading, and was jettisoned at sea on the return trip.

The second flight composed of Capt. Judd A/P 034, Lt. Col. True A/P 517, Lt. Kitt A/P 040 started their bombing run at 1042/L at 100 ft. altitude on a heading of 230°. Col. True flying number two position released his bombs along the coastal trail and strafed the entire target area. Capt. Judd released of his bombs at Bombak and the remainder along the coast. Lt. Kitt flying number three position had to fly too far inland to hit any of the coastal targets and released his bombs and strafed the inland part of the target.

Sightings made on the mission are shown on chart "B".

Fighter cover was excellent and the timing in forming and executing the mission was very good.

The return route was made direct to Pt. Moresby. Landing was made at 1214/L. Capt. Giffin was delayed in getting rid of one bomb which failed to release and landed at 1302/L.

Photo interpretation was made from the following photographs:

340-K Bergen Bay 7 Dec. 43 1045/L 7" 100' 49883 34586 36-55 (041)
66-38 (517)

Photographs disclosed no unusual activities. Bomb spotting by observation are borne out by the photographs.

TABLE #1

<u>Pilot</u>	<u>A/P</u>	<u>T.O.</u>	<u>Strike</u>	<u>Landed</u>
Capt. Giffin	033	0757	1042	1302
Lt. Gavin	041	0758	1042	1215
Capt. Chiappe	034	0758	1042	1212
Capt. Judd	024	0758	1042	1213
Lt.Col. True	517	0758	1042	1214
Lt. Hitt	040	0800	1042	1213

TABLE #2

<u>A/P</u>	<u>Bombs</u>	<u>Type</u>	<u>No. dropped</u>	<u>Weight</u>
024	4	2/11 sec.	6	300 lb.
	2	2/12 hr.		
033	4	2/11 sec.	6	300 lb.
	2	2/12 hr.		
041	4	2/11 sec.	6	300 lb.
	2	2/12 hr.		
034	4	2/11 sec.	6	300 lb.
	2	2/12 hr.		
517	4	2/11 sec.	6	300 lb.
	2	2/12 hr.		
040	4	2/11 sec.	6	300 lb.
	2	2/12 hr.		
033	1	2/12 hr.	jettisoned at sea because of improper loading.	

TABLE #3

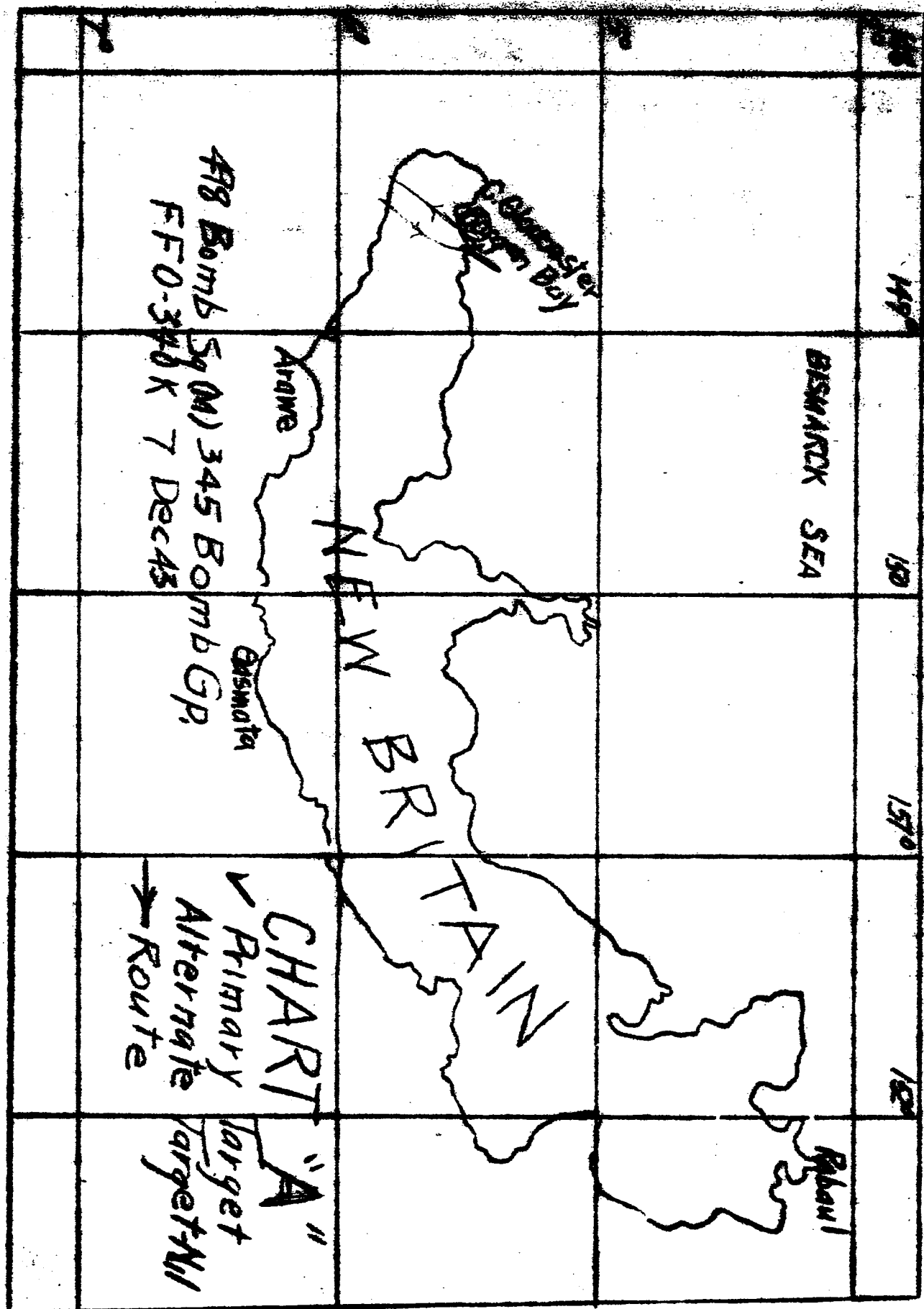
<u>A/P</u>	<u>.50 cal. R.</u>	<u>.30 Cal. R.</u>	<u>No. guns function 100%</u>
033	2700	500	7 guns 100%
			1 gun 0%
041	1000	1200	5 guns 100%
			3 guns 25%
034	1500	1000	7 guns 100%
			1 gun 0%
024	1200	400	7 guns 100%
			1 gun 25%
517	1200	1200	8 guns 100%
040	1000	300	7 guns 100%
			1 gun 25%

PHOTOGRAPH

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Prints rec'd</u>
517	1042	Bergen Bay K-21		5
041	1042	Bergen Bay K-21		7
040	1042	Bergen Bay K-21		9

For the Commanding Officer:

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.



340-K
7 Dec. 43

SQUADRON

498 Bomb. Sq.
345 Bomb. Gr. (M)

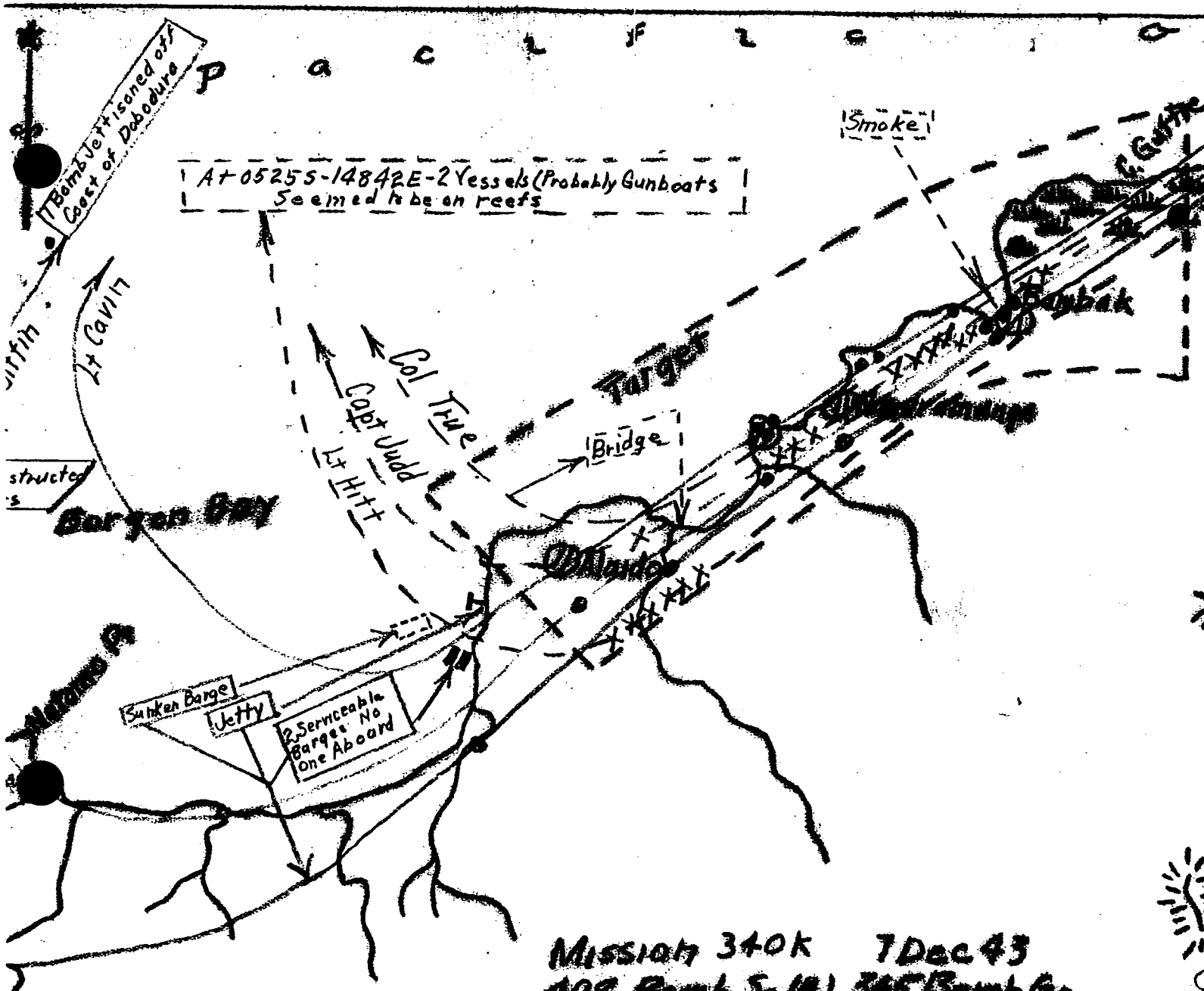
SCALE
Horizontal 1"=100'
Vertical 1"=100'

1. 033 Capt. Griffin
2. 042 Lt. Gavin
3. 034 Capt. Chiappe

4. 024 Capt. Judd
5. 547 Lt. Col. Truss
6. 040 Lt. Hitt

3 / 2
↑ ↑ ↑

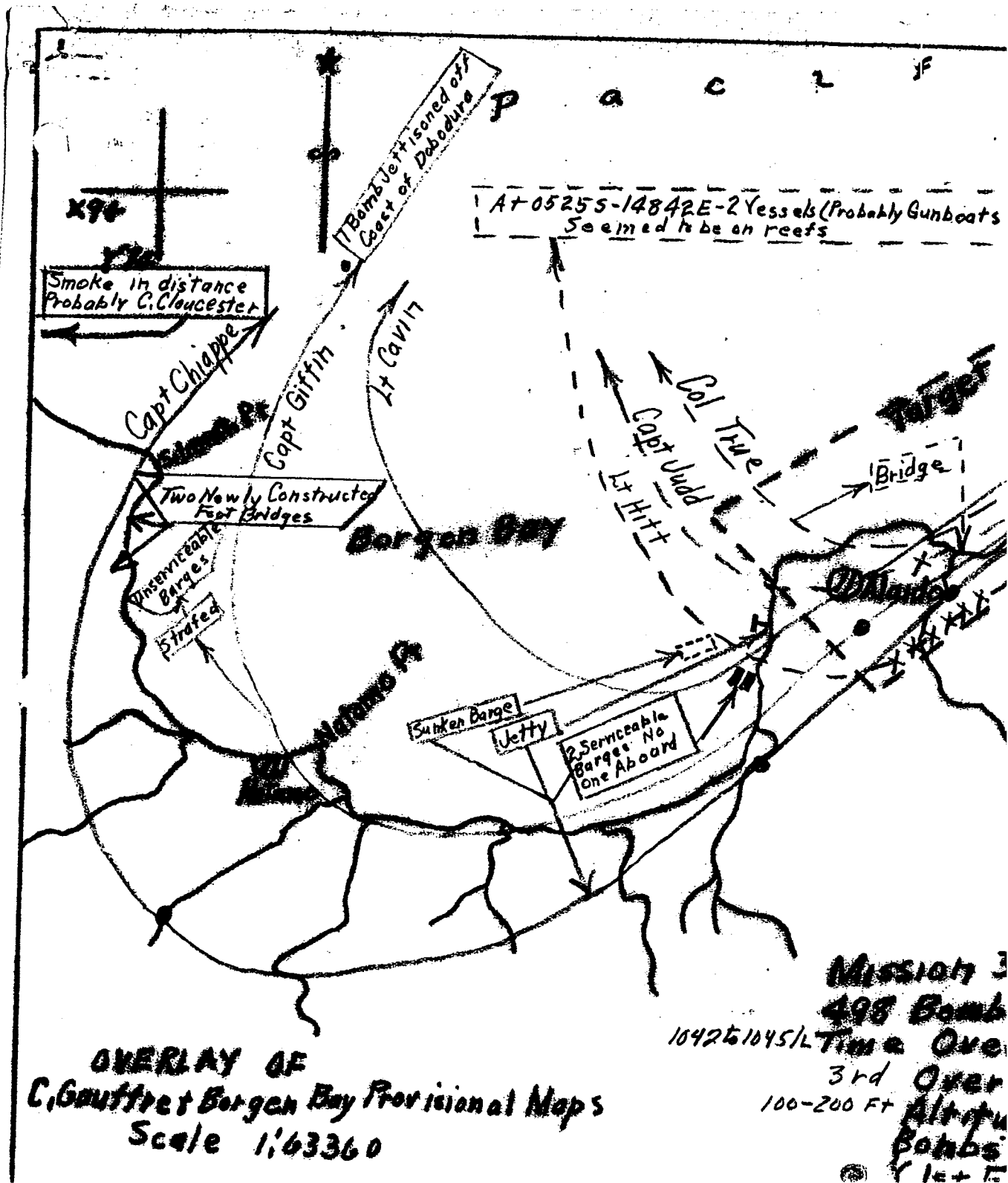
6 4 5
↑ ↑ ↑



Bay Provisional Maps
43360

Mission 340K 7 Dec 43
498 Bomb Sq (H) 345 Bomb Grp
1042 to 1045 LT Time Over Target
3rd Over Target
100-200 Ft Altitude
Bombs Dropped
1st Flight
Crews Report

24 x 300-8 to 11 sec delay
11 x 300-6 to 12 hr delay
1 x 300-6 to 12 hr delay
detonated at sea



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498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
342 K
9 DEC 43
CMB/fe

10 December, 1943

SUBJECT: Narrative report on mission FPO 342-K. Performed by the 498th Bombardment Squadron on 9 December, 1943.

TO: Commanding Officer, 345th Bombardment Group (M),
APO 929.

On the morning of December 9, 1943 six airplanes of our Squadron were ordered to bomb and strafe stores, personnel, barges and targets of opportunity from Makati Village to Cape Masult on the North coast of New Britain West of Rein Bay.

The attack was coordinated with attacks with other squadrons of the 345th Group which had targets in the same area. The mission was led by the 501st Squadron followed by the 498th, 499th, 500th Squadrons in that order. The 498th Squadron led by Lt. Magee A/P 041 took off from Jackson A/D from 0845/L to 0847/L. Rendezvous with the other squadrons was completed at 30 mile and the formation left at 0822/L. Formation then proceeded to Gona Creek for rendezvous with fighter escort. Formation left on course at 1012/L. Route to the target was direct to Arawe Is. and North to Rein Bay. The squadron spaced itself in three ship flights in trail formation as they turned left South of Cape Mensing in the approach to the target.

24 x 300 lb. 8/11 sec. delay fuse bombs and 18 x 300 lb. 6/12 hour delay fuse bombs were dropped along the coast where targets were designated as being located. The targets themselves were obscured by vegetation but bombing was excellent with 40 bombs falling in targets and two bombs falling off shore into the water. 12,500 x .50 cal. and 4500 x .30 cal. rounds of ammunition were expended in strafing all targets. Results of bombing and strafing attacks were unobserved. Pamphlets were dropped from Arawe Island to Rein Bay and along the target.

The first flight composed of Lt. Magee A/P 041, Lt. Casselman A/P 351, Lt. O'Rear A/P 037 started their bombing run at 1122/L at a 150 ft. altitude and were over the target until 1127/L. The route followed, bomb spotting and sightings for individual airplanes are shown in chart "B" which is attached.

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Lt. Casselman flying in the number two position dropped his bombs along the coast from Ketenge Village to Cape Raoul covering the outermost section of the coast line. Lt. Magee dropped his bombs from Ketenge Anchorage to the Eastern side of the Bay East of Cape Raoul covering a section of the coastal trail and other places where stores were expected. Lt. O'Rear flying number three position dropped his bombs along a section of the coastal trail from Makati Village to a point four miles East of Cape Raoul.

The second flight composed of Major Coltharp A/P 176, Lt. Hitt A/P 040, Lt. McCall A/P 420 started their bombing run at 1122/L at an altitude of 150 ft. on a heading of 300°. The flight flew inland of the first flight covering the inside of the Bays and locations where the trail wound farthest inland. Lt. Hitt flying the number two position dropped his bombs from a point eight miles West Ketenge Anchorage to Cape Raoul. One bomb fell in the water, the remaining bombs fell along the coastal trail and in location of storage dump East of Bay on East side of Cape Raoul. Major Coltharp released his bombs from Bilikan Island to Cape Raoul covering the innermost parts of the coastal trail. Lt. McCall flying number three position released his bombs from Makati Village along the river banks and shore line of the Bays where personnel and stores were located.

Sightings made on the mission are shown on chart "B".

Fighter cover was excellent and the mission was well executed.

Two burst of medium A/A were seen at Cape Raoul and one burst of medium A/A was seen at Cape Bogalauski. A/A was accurate as to altitude but behind the planes.

The return route was from target to Arawe Island and direct to base. Landing was made at 1319/L.

Photo interpretation was made from the following photographs: 342-K Rein Bay 9 Dec 43 1130/L 7" 100' 498 BS 345 BG 70-103 (040)

Photographs show one bomb striking in water which was reported by observation. Nil activity is shown in the photographs.

TABLE #1

<u>Pilot</u>	<u>A/P</u>	<u>T.O.</u>	<u>strike</u>	<u>Landed</u>
Lt. Magee	041	0845	1122	1317
Lt. Casselman	351	0846	1122	1318
Lt. O'Rear	037	0845	1122	1317
Maj. Coltharp	176	0846	1122	1318
Lt. Hitt	040	0847	1122	1319
Lt. McCall	420	0847	1122	1319

TABLE #2

<u>A/P</u>	<u>Bombs</u>	<u>Type</u>	<u>No. dropped</u>	<u>Weight</u>
041	4	8/11 sec.	6	300 lb.
	3	6/12 hr.		
351	4	8/11 sec.	6	300 lb.
	3	6/12 hr.		
037	4	8/11 sec.	6	300 lb.
	3	6/12 hr.		
176	4	8/11 sec.	6	300 lb.
	3	6/12 hr.		
040	4	8/11 sec.	6	300 lb.
	3	6/12 hr.		
420	4	8/11 sec.	6	300 lb.
	3	6/12 sec.		

TABLE #3

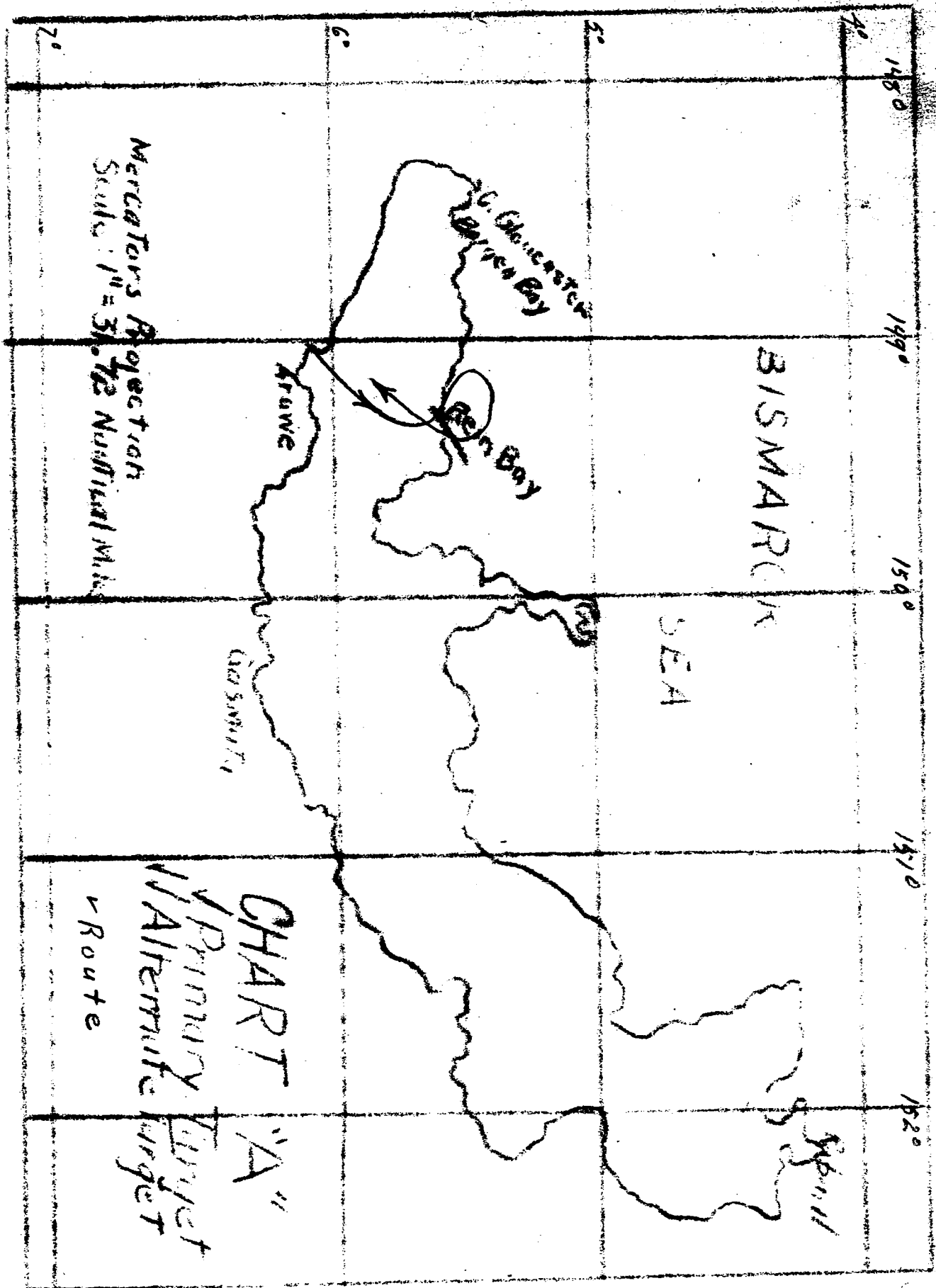
<u>A/P</u>	<u>.50 cal. Ex.</u>	<u>.30 cal. Ex.</u>	<u>No. guns function & %</u>
041	650	400	5 guns 100%
			3 guns 0%
351	1600	1400	8 guns 100%
037	3750	450	8 guns 100%
176	2950	1400	7 guns 100%
			1 gun 25%
040	3150	600	8 guns 100%
420	1250	250	6 guns 100%
			2 guns 50%

PHOTOGRAPHS

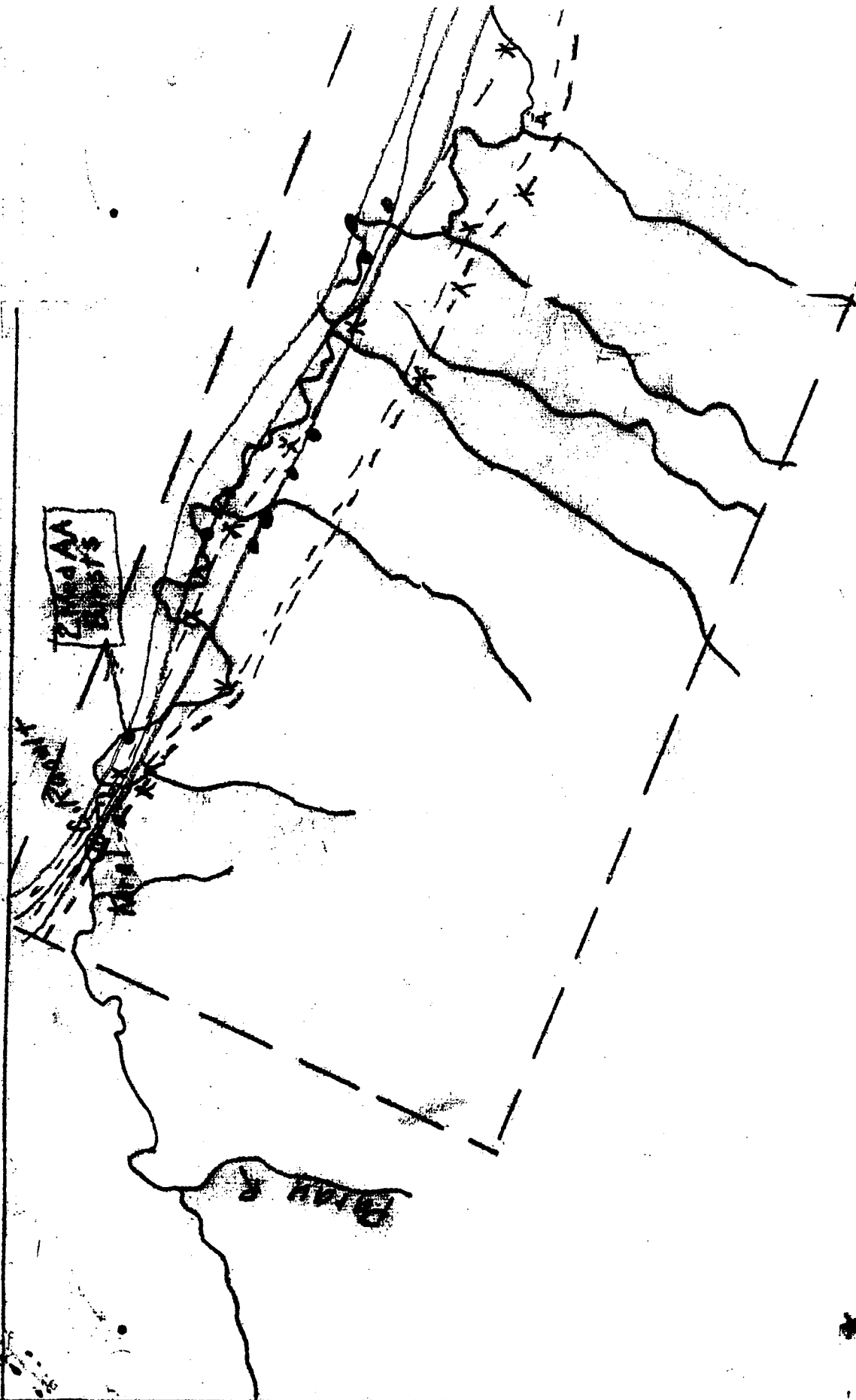
<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Prints rec'd.</u>
040	1125/1	Rein Bay	K-21	4
351	1125/1	Rein Bay	K-21	0
420	1125/1	Rein Bay	K-21	0

For the Commanding Officer:

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.



Gila



PACIFIC

Gila

Olapum

Bilika Is.

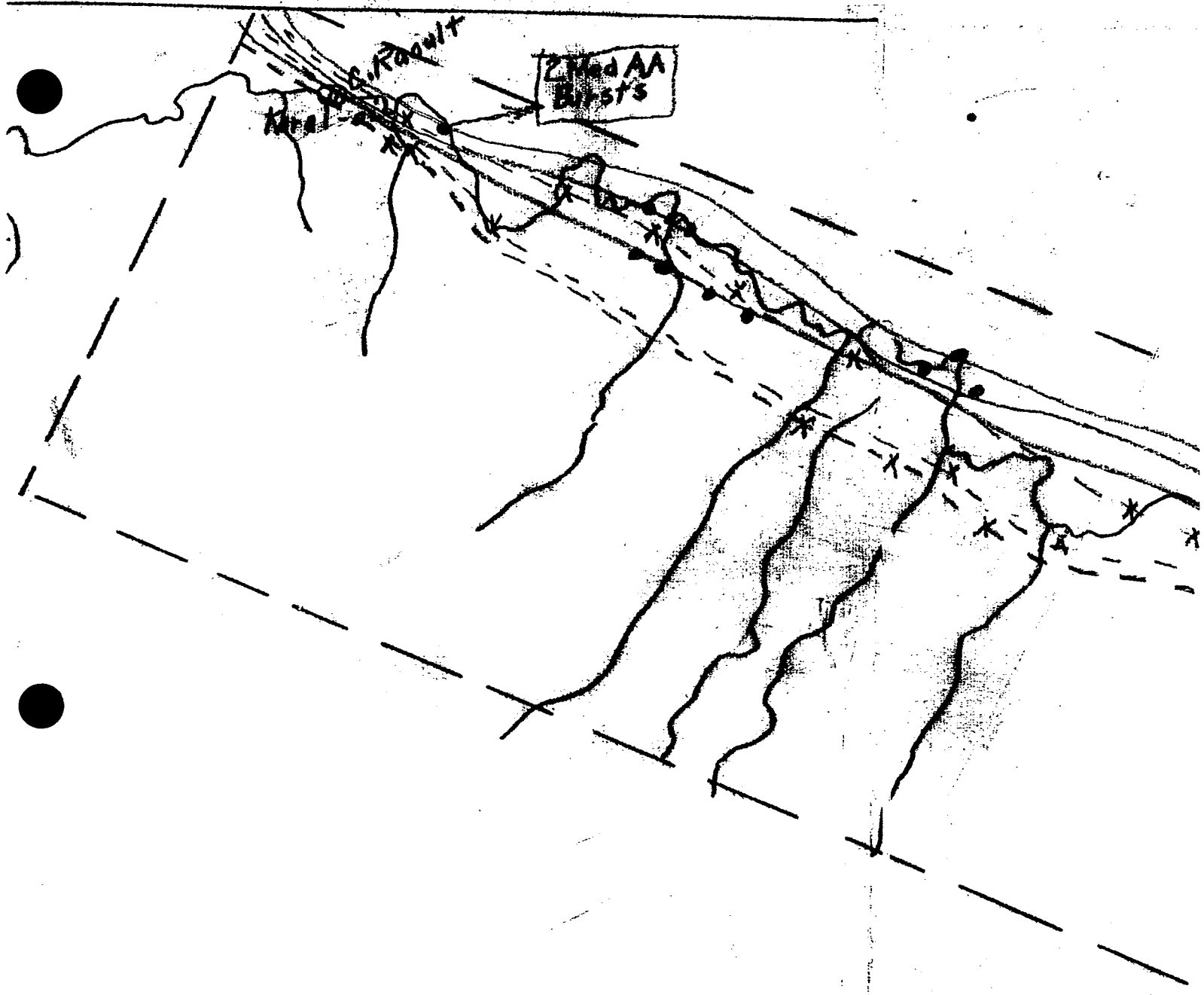
Med AA Burst

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9 Dec 43

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498
346 F
13 DEC 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/r

14 December, 1943

SUBJECT: Narrative report on mission FPO 346-F. Performed by the 498th Bombardment Squadron on 13 December, 1943.

TO: Commanding Officer, 345th Bombardment Group (M), APO 929.

On the morning of December 13, 1943 six airplanes of our Squadron were ordered to bomb personnel, stores, buildings and gun positions at the Ring Ring Plantation, Gasmata.

The attack was coordinated with attacks of other squadrons of the 345th Group and 38th Group which had targets in the same area. The mission was lead by the 38th Group with the 498th Squadron leading the 345th Group and followed by the 498th, 500th, 501st Squadrons in that order.

The 498th Squadron lead by Capt. Judd A/P 024 took off from Jackson A/D from 1042/L to 1044/L. Rendezvous was made at 30 mile at 1103/L. The weather was unfavorable on the Northern route to Cape Ward Hunt and the planes returned to Morosby and left on the Southern route at 1129/L. Formation arrived at Cape Ward Hunt at 1205/L and completed the formation and left on course for the target at 1214/L. Route from Cape Ward Hunt was direct to the target.

In approaching the target the plan was to come in at the coast East of Gasmata on a heading of 360° thus avoiding A/A positions around the Gasmata A/D and then turning right across the target on a heading of approximately 65°. In order to space the squadron behind the trailing element of the 38th Group it was necessary to swing farther West than was intended and the Squadron passed directly over Gasmata A/D. Five bombs were released at the A/D and at other targets short of the assigned area.

42x 300 lb. 8/11 sec. delay fuse bombs were dropped at the target. Bombing was excellent with 31 bombs falling in the assigned target and 11 bombs falling outside the target. Three bombs fell near observation posts on Kiwok Is. and two bombs fell over position of observation post on Bimben Is. Four bombs hit along side a forty-five foot bridge across bay on coast North of Siwet Is. Four bombs fell in area of activity 6000 ft. N of Siwet Is. Remaining 18 bombs falling in assigned target were dropped along the road running through Ring Ring Plantation and in the coconut grove on the N side of the road containing dumps and personnel. Bombs falling outside the target were dropped on targets of opportunity at Gasmata A/D and in an area at the mouth of the Angen River containing a possible gun position. Results of bombing were unobserved. The entire target was strafed thoroughly with 15380 x .50 cal. and 1900 x .30 cal. rounds of ammo.

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The first flight composed of Capt. Judd A/P 024, Lt. Turk A/P 420, Lt. McCall A/P 026 started their bombing run at 1325/L altitude 150 ft. and left the target at 1331/L. The route followed, bomb spotting and sightings for individual airplanes are shown in chart "g" which is attached. Lt. Turk flying number two position dropped three bombs at the location of an observation post on Kank Is., one at the mouth of Angulus River and three bombs along the road in the bend of the Lalua River $\frac{1}{2}$ mile from the coast and at the East end of the target. Capt. Judd dropped two bombs in the dispersal area of the Gasmata A/D, two bombs at the Eastern end of a forty-five foot bridge across a small bay $\frac{1}{2}$ mile North of Siwet Is., the three remaining bombs were dropped along the coastal road on both sides of the Angulus River. Lt. McCall flying in the number three position dropped two bombs on the Gasmata A/D, one bomb on Binnan Is., near an observation post, one bomb in the water just off Binnan Is. and the three remaining bombs in Ring Ring Plantation.

The second flight composed of Capt. Chiappe A/P 188, Lt. Houser A/P 040, and Lt. O'Rear A/P 351 started their bombing run at 1325/L altitude 150 ft. and left the target at 1331/L. The route followed, bomb spotting and sightings for individual airplanes are shown in chart "g" which is attached. Lt. O'Rear flying in number two position released two bombs along the coast $\frac{1}{2}$ mile West of the Baraka River, four bombs along the forty-five foot bridge over a small bay North of Siwet Is. and the remaining bomb along the coastal road $\frac{1}{2}$ mile E of the bridge. Capt. Chiappe accidentally released one bomb in the water off Malangrut Is., one bomb along side a long bridge over the mouth of the Ansek River and the five remaining bombs across the center of the Ring Ring Plantation. Lt. Houser flying in number three position released his seven bombs along the area containing personnel and stores on either side of the Baraka River in the Ring Ring Plantation.

Sightings made on the mission include three single engine fighters, probably unserviceable, in the dispersal area in the Gasmata A/D; one small fire on coast near mouth of Lalua River; two machine gun emplacements firing from Northeastern section of Siwet Is. Sightings are shown on chart "g".

There was no interception and A/A consisting of light, medium and heavy calibre fire was very light and inaccurate. Position of the guns firing, with the exception of the two M/G's on Siwet Is. was not observed.

The return route was from the target direct to Moresby. Landing was made at 1518/L.

Photo interpretation was made from the following photographs:
346-F Gasmata 13 Dec. 43 1331/L 7" 50' 498 BS 345 BG 37-156 (024)
346-F Gasmata 13 Dec. 43 1331/L 7" 50' 498 BS 345 BG 157-190 (026)
191-203 (420)

Photos show only slight activity at Gasmata A/D. One possible bunker appears in photo 157, On an unidentified point West of Gasmata A/D.

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TABLE #1

<u>Pilot</u>	<u>A/P</u>	<u>T.O.</u>	<u>Strike</u>	<u>Landed</u>
Capt. Judd	024	1042	1325	1513
Lt. McCall	026	1042	1325	1514
Lt. Turk	420	1042	1325	1514
Capt. Chiappe	188	1044	1325	1515
Lt. Heuser	040	1043	1325	1517
Lt. O'Hear	351	1057	1325	1518

TABLE #2

<u>A/P</u>	<u>Bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped</u>
024	7	8/11 sec.	300 lb.	7
026	7	8/11 sec.	300 lb.	7
420	7	8/11 sec.	300 lb.	7
188	7	8/11 sec.	300 lb.	7
040	7	8/11 sec.	300 lb.	7
351	7	8/11 sec.	300 lb.	7
Total	42		12600 lb.	

TABLE #3

<u>A/P</u>	<u>.50 cal. Ex.</u>	<u>30 Cal. Ex.</u>	<u>No. guns function %</u>
024	1500	400	6 guns 100%
026	2470	800	2 guns 0%
420	2300	200	6 guns 100%
188	2125		2 guns 50%
040	3250	100	7 guns 100%
351	3735	400	1 gun 0%
	15380	1900	6 guns 100%
			2 guns 50%
			7 guns 100%
			1 gun 0%
			7 guns 100%
			1 gun 50%

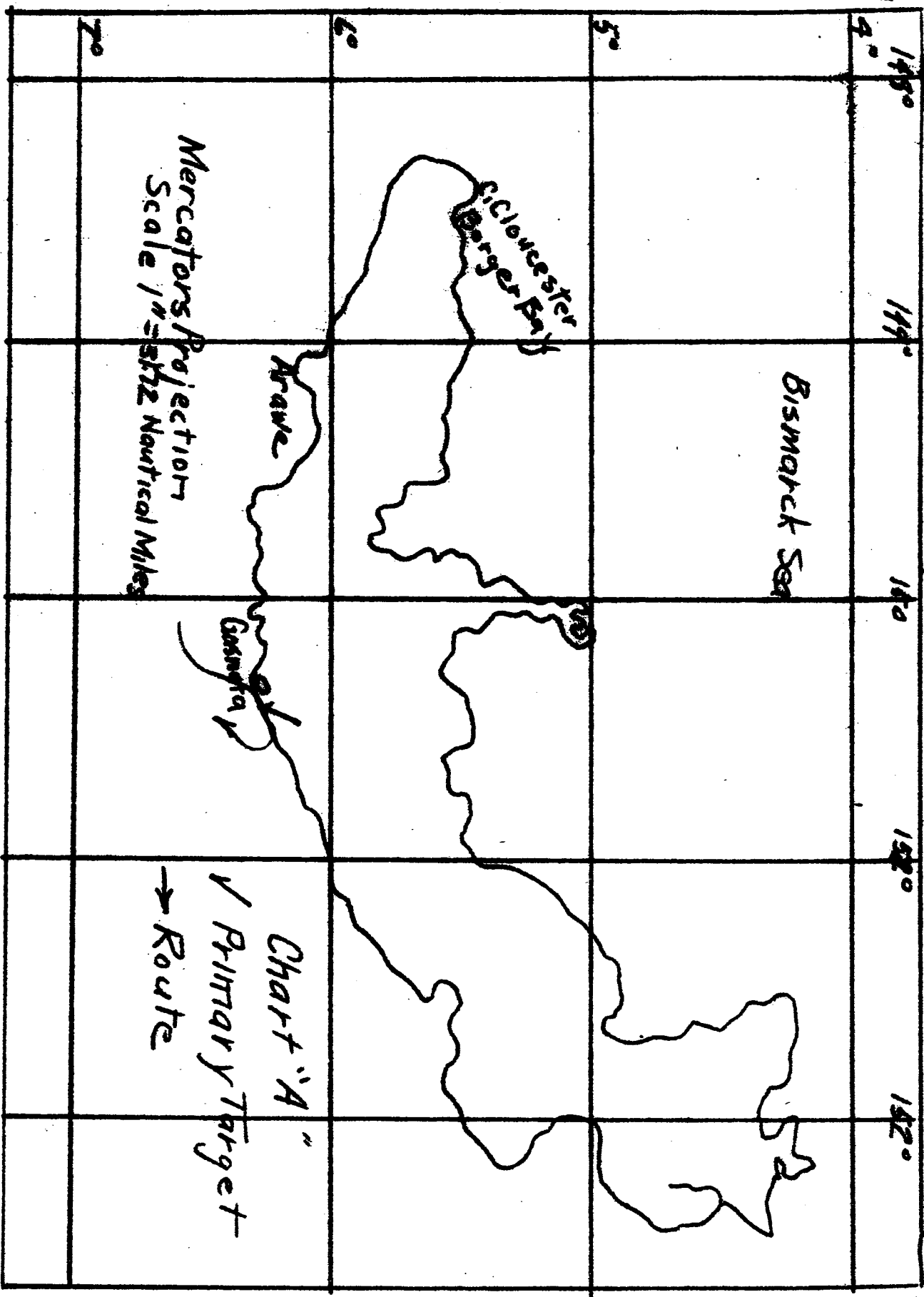
PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Prints rec'd.</u>
024	1325/L	Gannata	K-20	18
026	1325/L	Gannata	K-21	21
420	1325/L	Gannata	K-21	2

For the Commanding Officers:

CONFIDENTIAL

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.



ERLAY
ata Adm & Ring Ring
Special Maps
Scale 1:20,000

FFO-346F - 13 Dec. 43
498 Bomb Sq.(M) 345 Bomb Gp

1st Over Target
1501 Altitude

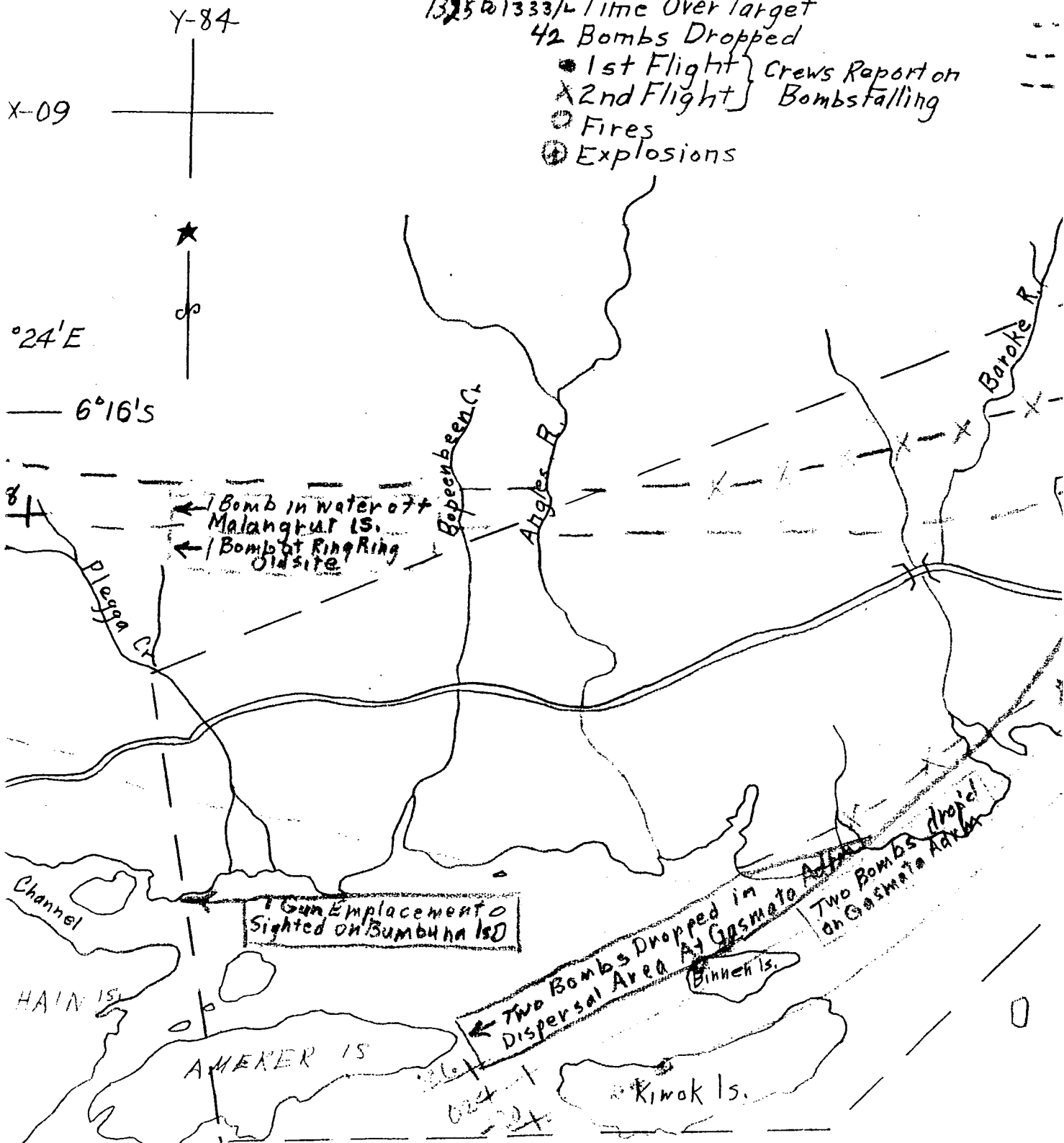
1325 to 1333 1/2 Time Over Target

42 Bombs Dropped

• 1st Flight } Crews Report on
X 2nd Flight } Bombs falling

○ Fires

⊕ Explosions



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498
347-I
14 DEC 43

498th BOMBARDMENT SQUADRON (M) AAF
345th BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

15 December, 1943

SUBJECT: Narrative report on mission WFO 347-I. Performed by the 498th Bombardment Squadron on 14 December, 1943.

TO : Commanding Officer, 345th Bombardment Group (M), AFO #929.

On the morning of December 14, 1943 nine B25D-1's of our Squadron were ordered to bomb and strafe targets from Cape Markus (Arums on South Coast of New Britain) North along the Peninsula.

The attack was coordinated with attacks of other Squadrons of the 345th Bomb Group and the 38th Bomb Group which had targets in the same area. The 345th Bomb Group was led by the 499th Squadron followed by the 500th, 501st, and 498th Squadrons in that order.

The 498th Squadron, led by Major Coltharp, took off from Jackson A/B from 0732/L to 0735/L. Maneuver was at 30 miles and this Squadron followed the 501st back over Boreby and to the Gona Wreck where the two Squadrons circled for fifteen minutes. The two Squadrons then proceeded to the target arriving at the same time as the rest of the formation.

All of the Squadrons were trying to get into position at the target with a good deal of confusion resulting. However, the first runs were made on the target quite successfully. The 498th Squadron was last over the target and dropped 58 x 300 lb, 8/11 sec. delay fuse bombs in the target with most of the bombs falling around the Jetty area and among the houses and huts near the Jetty on the South end of the peninsula. One bomb dropped in the water near the Jetty and four bombs were dropped one-half mile North of the target. 14,560 x .50 and 4,150 x .30 rounds of ammunition were used in strafing the target. Four houses with red roofs and native shacks near the Jetty were strafed. Bombing was excellent. Results of attack not observed.

The first flight composed Major Coltharp A/P 176, Lt. Barnasky A/P 188, and Lt. Turk A/P 420 attacked the target at 1002/L from 100 ft. altitude with most of the bombs falling at the South end of the peninsula among the buildings and huts and the remainder falling along the western side of the plantation one mile north of the Jetty. The first flight dropped all of its bombs

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on the first pass and circling to the left came in for a second strafing attack. Bomb spotting is shown in Chart B.

The second flight composed of Lt. Robinette A/P 351, Lt. Cannon A/P 036 and Lt. Hitt A/P 371 attacked at 1006/L from 100 ft. altitude. Seventeen bombs fell at the south end of the plantation among the cluster of buildings and in the plantation one-third mile north of the jetty. Four bombs were saved for a target in the central or upper part of the grove and as nothing was seen, they were dropped one-half mile NE of the target. On the second run two flights of the 38th Group which were to attack targets on headings parallel to headings of the 345th Group approached perpendicular to the run of the second flight and at headings of 180 degrees to each other. The second flight pulled up to 1000 feet altitude to avoid coming within range of their bombs and fire. As they moved down to strafe, two P-47's of the top cover came in ahead of them and strafed the target. Pilots held their fire to avoid hitting them but were unable to strafe the greater portion of the target on the second run. Bomb spotting is shown on Chart B.

Flight number three composed of Lt. Cope A/P 034, Lt. Rouser A/P 030, and Lt. Fair A/P 037 attacked at 1008/L from 100 ft. altitude. All bombs were dropped at the southern end of the peninsula near the jetty and villages. The target was strafed on the first run but no second run was made on the target. The crest of the formation was forming before the last flight was in a position for a second pass and it rejoined the formation. Bomb spotting is shown on Chart B.

At 1006/L, two crews reported seeing a large white burst about five feet over the planes. Source is not known. At 1147/L at 148 deg. 20° E, and 07 deg. 10° S, four black objects resembling barrels were seen floating at sea. A small fire was seen near the jetty in target at 1006/L.

Crews reported attack was not timed or executed well but the target was covered well by bombing and strafing. Danger from own planes was too great. Fighter cover was good but fighters interfered with strafing. A/P 176 had the Astro dome shot off and a dent made in the left stabilizer while over the target.

Return route was direct to base. Plane #188, landed at Bebedura because of a jammed rudder and then returned to base.

Interpretation was made from the following photographs:

347-I Aramo 14 Dec. 43-1014/L 7° 100' 498th BS-34580
Photos #02 A/P 351
#103 A/P 176
#5354, 201 A/P 420
#1,2,3,4,5 A/P 040
#1,2,3 A/P 034

Plantation appears to be deserted except at Southern end where jetty, buildings and huts are located. Several bombs are shown falling in water but most of them are in the target of the 38th Group.

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<u>Pilot</u>	<u>A/P</u>	<u>T.O.</u>	<u>Strike</u>	<u>Landed</u>
Maj. Galtbary	176	0732	1000	1000
Lt. Barnaby	188	0732	1000	1000
Lt. Turk	420	0732	1000	1000
Lt. Robinson	351	0733	1000	1000
Lt. Casselman	036	0733	1000	1007
Lt. Mitt	371	0733	1000	1000
Lt. Gage	034	0734	1000	1007
Lt. Fair	037	0734	1000	1000
Lt. Hauer	030	0735	1000	1000

TABLE #2

<u>A/P</u>	<u>Bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped</u>
176	7	8/11 sec.	300 lb.	7
188	7	8/11 sec.	300 lb.	7
420	7	8/11 sec.	300 lb.	7
351	7	8/11 sec.	300 lb.	7
036	7	8/11 sec.	300 lb.	7
371	7	8/11 sec.	300 lb.	7
034	7	8/11 sec.	300 lb.	7
037	7	8/11 sec.	300 lb.	7
030	7	8/11 sec.	300 lb.	7
	<u>63</u>		<u>1800 lb.</u>	

TABLE #3

<u>A/P</u>	<u>.50 cal. ex.</u>	<u>.30 Cal. Ex.</u>	<u>Hel gun function %</u>
176	3000	400	7 guns 100%
188	1500	800	1 gun 50%
420	1800	300	6 guns 100%
351	2500	400	2 guns 50%
036	1000	1500	7 guns 100%
371	1100	400	1 gun 25%
034	1500	200	6 guns 100%
037	1200	150	2 guns 25%
030	60	-	6 guns 100%
	<u>11560</u>	<u>2150</u>	7 guns 100%
			1 gun 50%
			7 guns 100%
			1 gun 25%
			8 guns 100%

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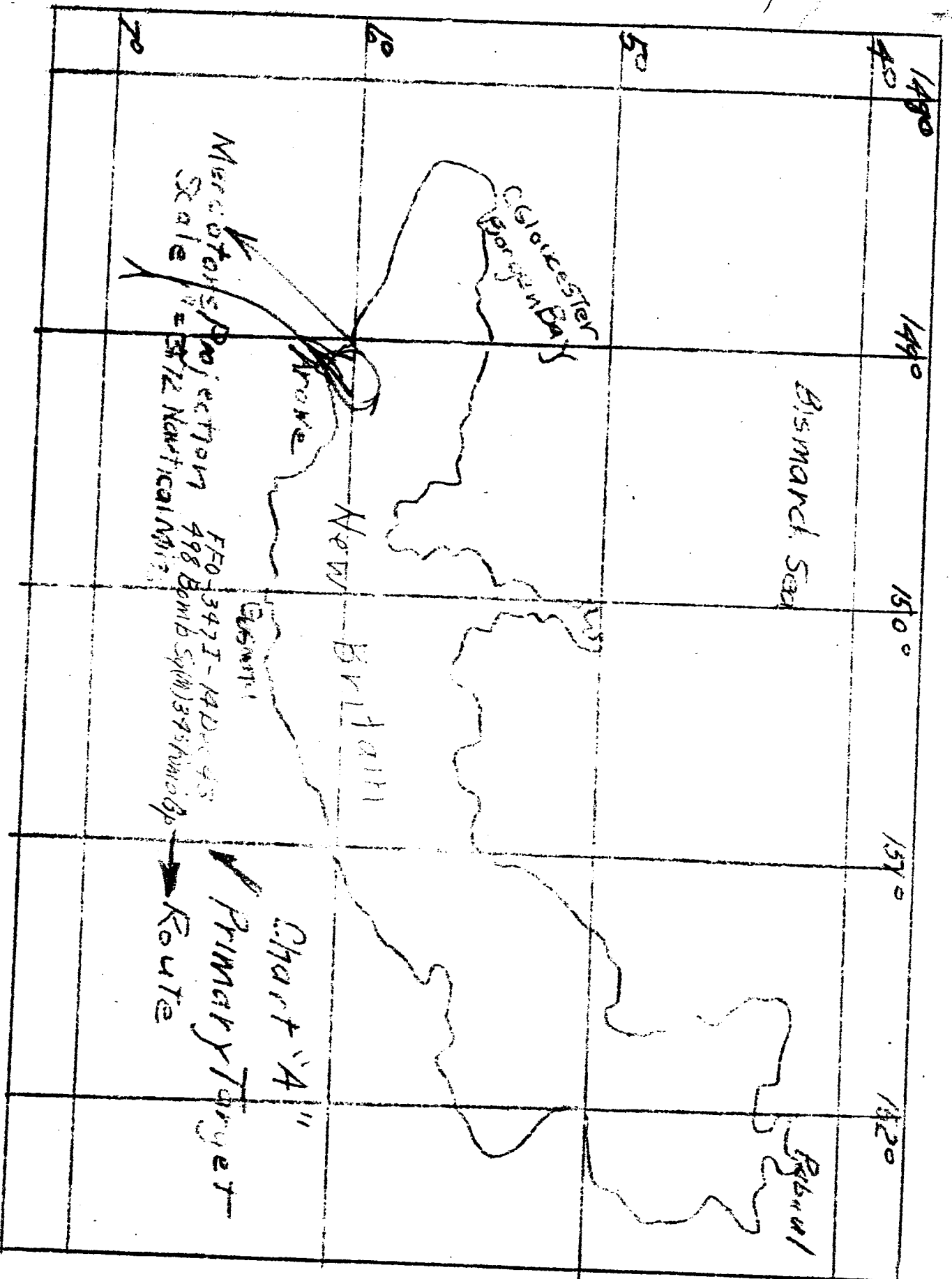
PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Prints rec'd.</u>
176	1002/L	Arson	E-21	2
128	1002/L	Arson	E-21	1
351	1002/L	Arson	E-21	1
036	1002/L	Arson	E-21	0
030	1002/L	Arson	E-21	5
034	1002/L	Arson	E-21	3

For the Commanding Officers:

CALVIN R. HUGHES,
Captain, Air Corps,
Intelligence Officer.

CONFIDENTIAL



123 +

AUSAK

Hungai

IS.

IS.

Hanse Fishery
Beach

Lt Heuser
1030

Lt Casselman
336

Lt Turk
420

Lt Cope 634

Lt Robinette 351

Maj Colthard 176

1037

321

188

Lt Fair

Lt Hitt

Arawe

NB Lt Barnosky

Jerry

C. Markus

Arawe

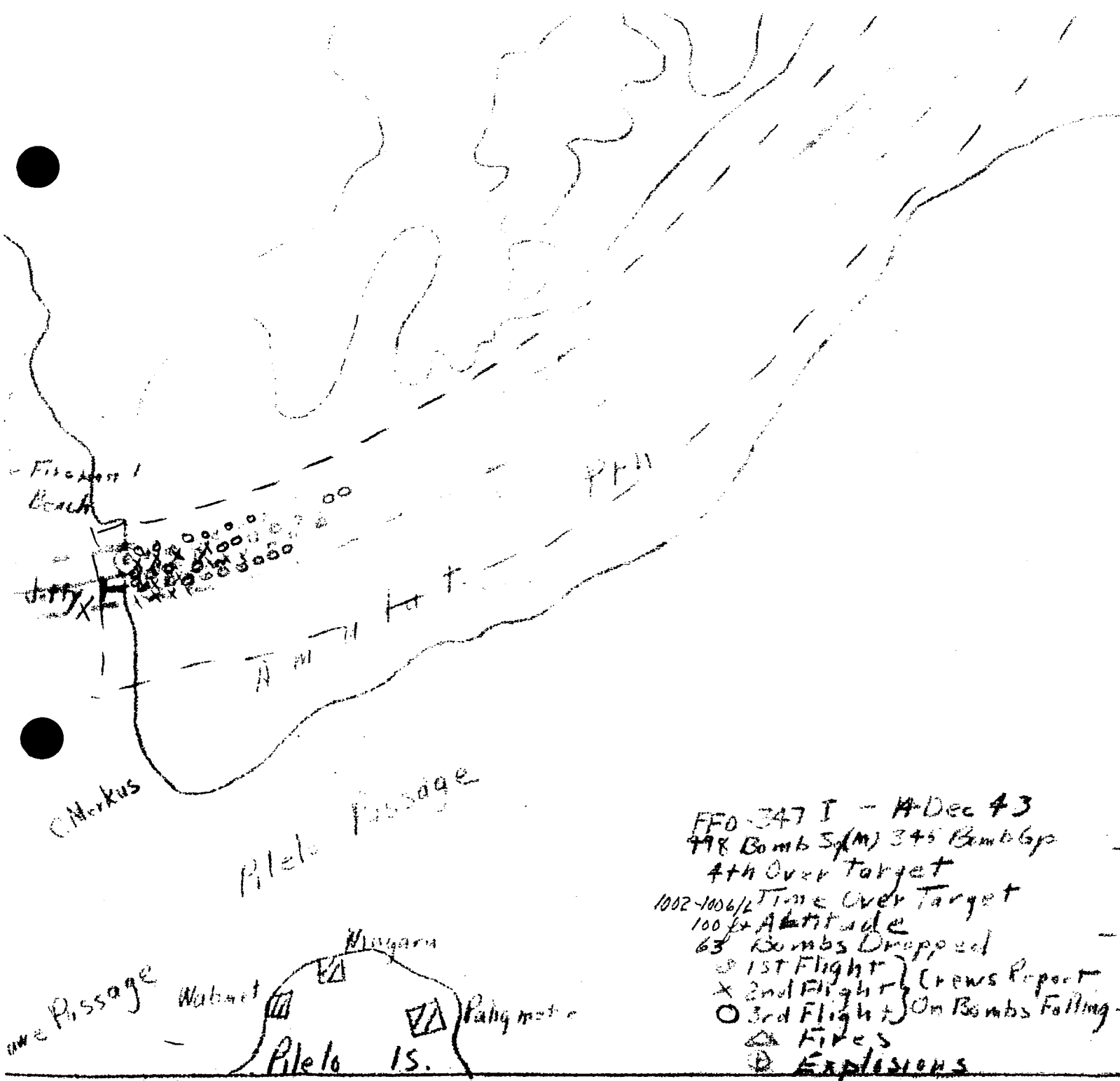
IS.

Pile 1

Arawe Passage

Wabait

Pile 1



FFO-347 I - 14 Dec 43
 498 Bomb Sq(M) 345 Bomb Grp
 4th Over Target
 1002-1006/2 Time Over Target
 100 ft Altitude
 63 Bombs Dropped
 ○ 1st Flight } Crews Report
 X 2nd Flight } On Bombs Falling
 ○ 3rd Flight }
 △ Fires
 ⊙ Explosions

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498
351-I
18 DEC 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

CMB/fa

19 December, 1943

SUBJECT: Narrative Report on Mission FPO 351-I. Performed 18 December 43
Objective at Bergen Bay, New Britain.

TO : Commanding General, Fifth Air Force, APO 925.

Destruction of personnel and gun positions in a narrow coastal strip one-half mile East of Matsuo Pt. in Bergen Bay, NW New Britain, was the primary objective of a bombing and strafing attack on this area with barges and targets of opportunity forming the secondary objective. All targets along the coast of the bay were to be strafed from minimum altitudes, with 42 x 300 lb. 8/11 sec. delay fuse bombs being released in the specified area.

This squadron rendezvoused with other squadrons of the 345th Group over 30 mile strip and then proceeded to the ~~target area~~ where the rendezvous with the fighters was completed. Cape Ward Hunt

The 498th Squadron was third over the target at 0943/L. The planes approached the target from the NE after passing up the Itai River Valley to a point on the Eastern side of the bay. The Squadron attacked in three ship elements in trail formation on a heading of approximately 270°. Bombing was successful with 39 bombs falling within the specified area and three bombs falling amongst barges at the barge hide-out on the Western side of Bergen Bay. Target was strafed thoroughly. Results of bombing and strafing were unobserved.

There was nil interception or anti-aircraft fire.

The 500th Squadron was assigned to lead the Group and Capt. Giffin was assigned to lead our Squadron. Flights were as follows:

FIRST FLIGHT
Capt. Giffin A/P 371
Lt. Barnasky A/P 026
Lt. Turk A/P 041

SECOND FLIGHT
Lt. Cope A/P 034
Lt. Hauser A/P 030
Capt. Chiappe A/P 188

The six planes of this Squadron took off from Jackson A/D from 0716/L to 0719/L. The initial rendezvous was at 30 mile as planned and the formation proceeded to Cape Ward Hunt arriving at 0812/L. Fighters were not seen and formation left on course for target at 0848/L.

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The first flight attacked target at 0943/L from an altitude of 100 ft. Bomb spotting and sightings for individual airplanes are shown in chart "B". Capt. Giffin saved two bombs and dropped them among barges at barge hideout on the Western side of Bergen Bay. Most of the barges were unserviceable but eight appeared to be serviceable and one barge was loaded with bags. Results of the bombing were unobserved.

The second flight attacked the target at 0943/L at an altitude of 100 ft. The course followed, sightings and bomb spotting for individual aircraft are shown in chart "B". Capt. Chiappe saved one bomb and dropped it on a coastal trail near the barge hideout on the Western side of the Bay. Results of bombing were unobserved. Both flights strafed the target thoroughly.

Neither planes nor personnel sustained any injury.

All recommendations are being made for citations.

The formation returned from target direct to base. Our Squadron landed at Jackson A/D from 1119/L to 1123/L.

Appendices attached (A - Route; B - Method of attack, bomb spotting and sightings for individual aircraft)

Photo interpretation from the four prints received. Photos show bomb spotting by observation to be excellent. Two bombs falling in barge hideout are shown in photograph #17. Damage to barges not shown.

BOMBING TABLE

<u>A/P</u>	<u>No. bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped on target</u>
371	7	8/11 sec.	300 lb.	7
026	7	8/11 sec.	300 lb.	7
041	7	8/11 sec.	300 lb.	7
034	7	8/11 sec.	300 lb.	7
030	7	8/11 sec.	300 lb.	7
188	7	8/11 sec.	300 lb.	7
Total	<u>42</u>		<u>12600 lb.</u>	<u>42</u>

STRAFING TABLE

<u>A/P</u>	<u>.50 Cal.</u>			<u>Eds. car'd.</u>	<u>.30 Cal.</u>		
	<u>Eds. Car'd.</u>	<u>Eds. Ex.</u>	<u>Gun Fail.</u>		<u>Eds. Ex.</u>	<u>Gun. Fail.</u>	
371	4600	1400	L.R. nose L.L. nose L.R. waist L.L. waist	4000	—	—	
026	4600	1850	U.R. nose U.L. nose	4000	800	—	
037	4600	3350	U.R. nose L.R. nose	4000	2000	—	
030	4600	1650	U.L. nose	4000	800	—	
188	4600	1400	L.L. nose	4000	—	—	
041	4600	1000	L.L. nose U.L. waist	4000	300	—	
Total		10550			3900		

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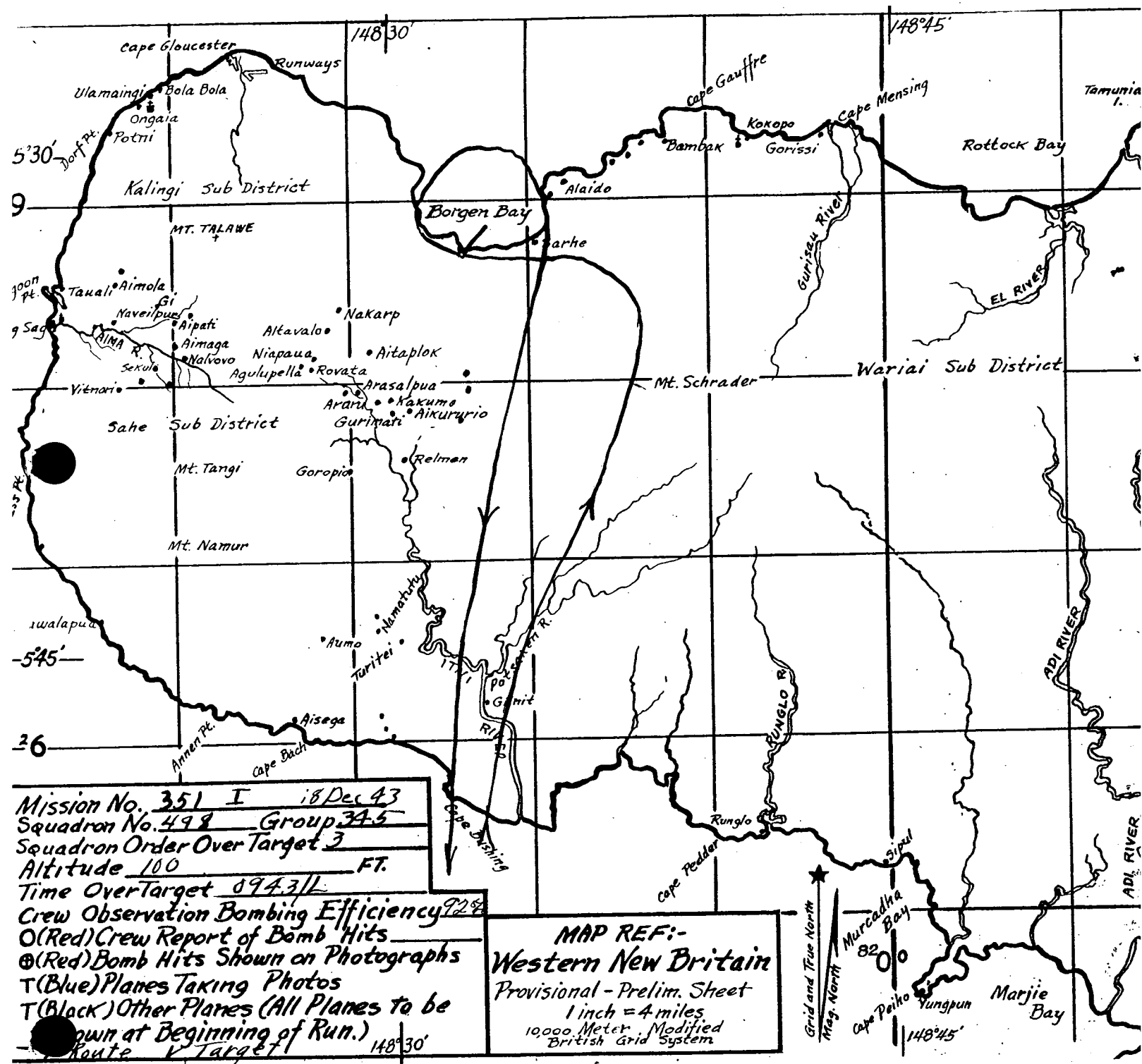
PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Ex.made</u>	<u>Prints rec'd.</u>
041	0943	Bergen Bay	E-21	0	0
030	0943	Bergen Bay	E-21	30	1
188	0943	Bergen Bay	E-21	30	3

For the Commanding Officer:

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.

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SILIMATI Pt.

Smoke in Distance
2500' High
←

1st Flight → { 371 --- X
026 --- Δ
041 --- ●
2nd Flight --- { 034 --- X
030 --- Δ
188 --- ●

BORGEN BAY

8 Probably Serviceable
Barges
1 Barge loaded
with Bags

NATAMO Pt.

NATAMO
(OLD SITE)

89

88

87

73

74

CONFIDENTIAL

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
352-I
19 DEC 43
SLB/zo

20 December, 1943

SUBJECT: Narrative Report on Mission FPO 352-I. Performed 19 December, 43.
Objective at Darf Pt. to Cape Gloucester.

TO : Commanding General, Fifth Air Force, APO 925.

The 498th Bombardment Squadron and all other squadrons of the 345th Bombardment Group were ordered to bomb and strafe certain designated areas from Darf Pt. to a barge hideout in the vicinity of Cape Gloucester, the target being more particularly set forth on chart "B" annexed hereto. 48 x 300 lb. 8/11 sec. delay fuse demo bombs were to be dropped in the designated targets.

The 498th Bomb Sqdn. took off from the Jackson A/D at 0722/L to 0724/L inclusive and proceeded to 30 mile for purposes of forming the group formation which was to include all the squadrons of the 345th Group. The Squadron arrived at 30 mile at 0742/L and after completing Group formation left 30 mile at 0750/L and proceeded to Cape Ward Hunt for rendezvous. In as much as the Group had been formed and there was only to be area cover of fighters the Group left immediately upon arrival at Cape Ward Hunt for the target which was at 0824/L.

The 498th Bomb Squadron was fourth over the target at 0935/L. The Squadron went over in two flights of three planes each in abreast of each other, the line of flight being set forth in chart "A" annexed. The Squadron went over the target on a approximately 70 degree heading. Bombing was excellent with 46 of the 48 bombs dropped landing in the designated targets. The targets and the area from Darf Pt. to the barge hideout, as shown on chart "B", was thoroughly strafed. Small fires were started in targets 10, 12, 13. Results of bombing and strafing were unobserved.

The attack was coordinated with the 499, 500, 501 Squadrons of the 345th Group which were to bomb and strafe the targets in waves of six planes each. In addition the 90th Bombardment Group was to bomb Cape Gloucester approximately 30 minutes prior to the attack of the 345th Group. It was planned to have area fighter cover for both Groups. Our planes reported not seeing any fighters.

There was nil interception.

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The 499th Bombardment Squadron was assigned to lead the Group and Lt. Robinette was assigned to lead our Squadron. Flights were as follows:

FIRST FLIGHT

Lt. Robinette	A/P 351
Lt. Mitt	A/P 041
Lt. Brigham	A/P 036

SECOND FLIGHT

Lt. Cope	A/P 188
Lt. Casselman	A/P 026
Lt. Barnasky	A/P 030

Details of the mission. Take off was from Jackson A/D between 0722/L and 0724/L inclusive. The Squadron assembled enroute to 30 mile and arrived at 30 mile at 0742/L. At 30 mile the Squadron assembled with the other squadrons of the 345th Group and left 30 mile at 0750/L in Group formation to Cape Ward Hunt. In as much as Group formation had already been formed and no fighters were present the Group formation proceeded immediately at 0824/L to the target. The Squadron reached the target at 0935/L and after leaving target immediately reassembled with the Group and returned to base at 1105/L to 1109/L inclusive.

Chart "B" hereto annexed sets forth in detail the run over the target and where each plane dropped its bombs.

Fighters escort not seen.

No damage was sustained by any of this Squadron's airplanes or personnel.

It is doubtful whether any personnel will be recommended for any citations.

Annexed to the report are the following: Chart "A" - which shows the route to, over and from the target; Chart "B" - shows the targets to be bombed, the place where bombs were dropped, the route of each flight over the target, sightings and also indicates what planes had cameras.

All sightings reported by combat crews are set forth on chart "B" annexed.

Photo interpretation is made from the five prints received. Photo #19 shows bomb bursts amongst huts of a native village. Photo #107 shows a large bomb crater.

BOMBING TABLE

A/P	No. of bombs	Type	Weight	No. dropped on target
351	8	8/11 sec.	300 lb.	8
041	8	8/11 sec.	300 lb.	8
036	8	8/11 sec.	300 lb.	8
188	8	8/11 sec.	300 lb.	8
026	8	8/11 sec.	300 lb.	8
030	8	8/11 sec.	300 lb.	8
Total	48			48

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STRAPPING TABLE

<u>A/P</u>	<u>.50 Cal. Rds Car'd</u>	<u>Rds Ex.</u>	<u>Gun Fail</u>	<u>Rds Car'd</u>	<u>.30 Cal. Rds Ex.</u>	<u>Gun Fail</u>
351	4600	2500	U.R. nose U.L. nose	4000	800	—
041	4600	1200	U.R. nose L.L. waist	4000	600	—
036	4600	1600	L.L. waist	4000	—	—
188	4600	2700	L.R. nose	4000	900	—
026	4600	2500	all nose guns	4000	500	—
039	4600	3000	U.R. nose	4000	800	—
Total		13500			3600	

PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Ex.made</u>	<u>Prints res'd.</u>
030	0937	Gloucester	K-21	30	3
351	0937	Gloucester	K-21	30	2
041	0937	Gloucester	K-21	30	0

For the Commanding Officer:

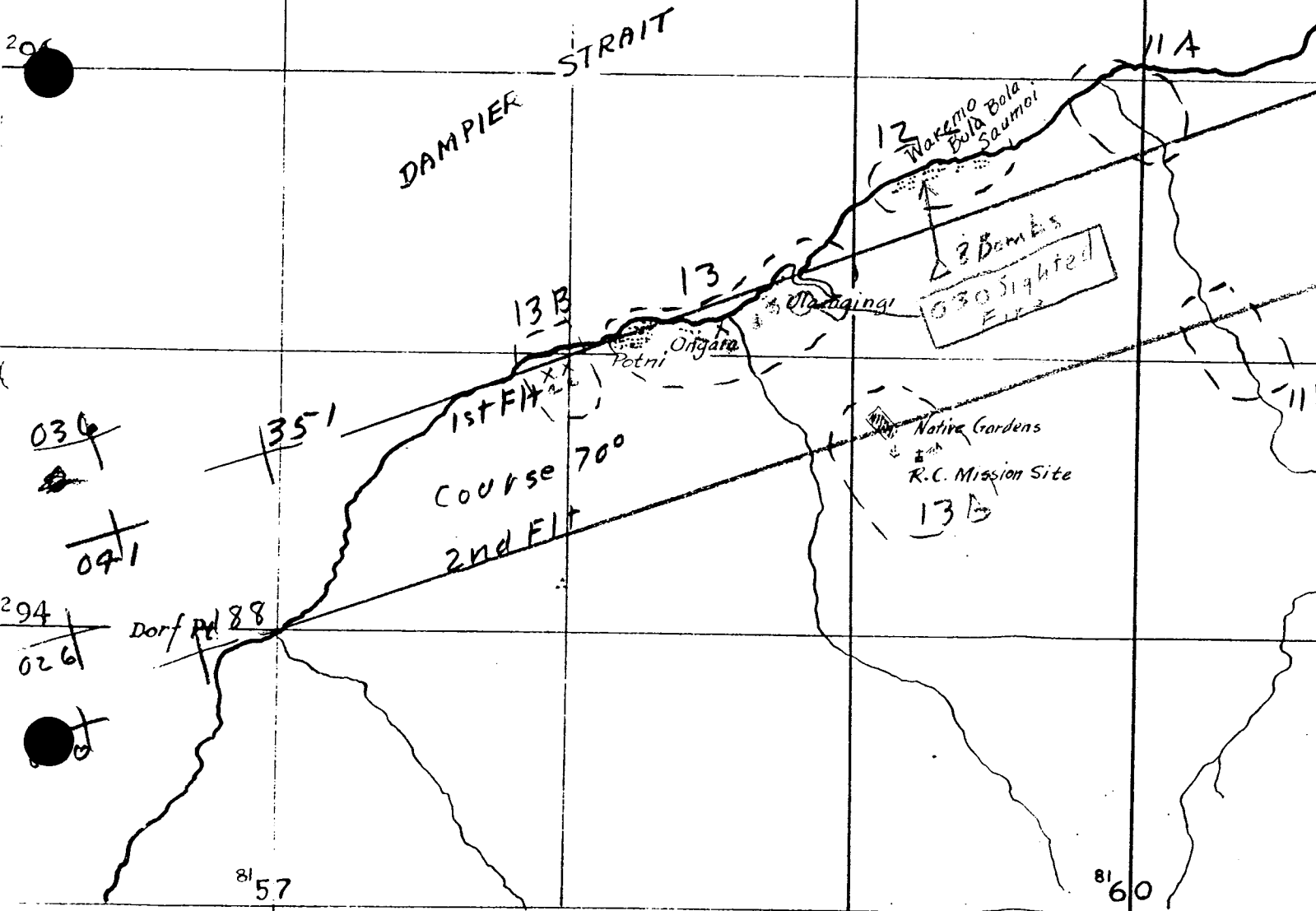
SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Asst. Intelligence Officer.

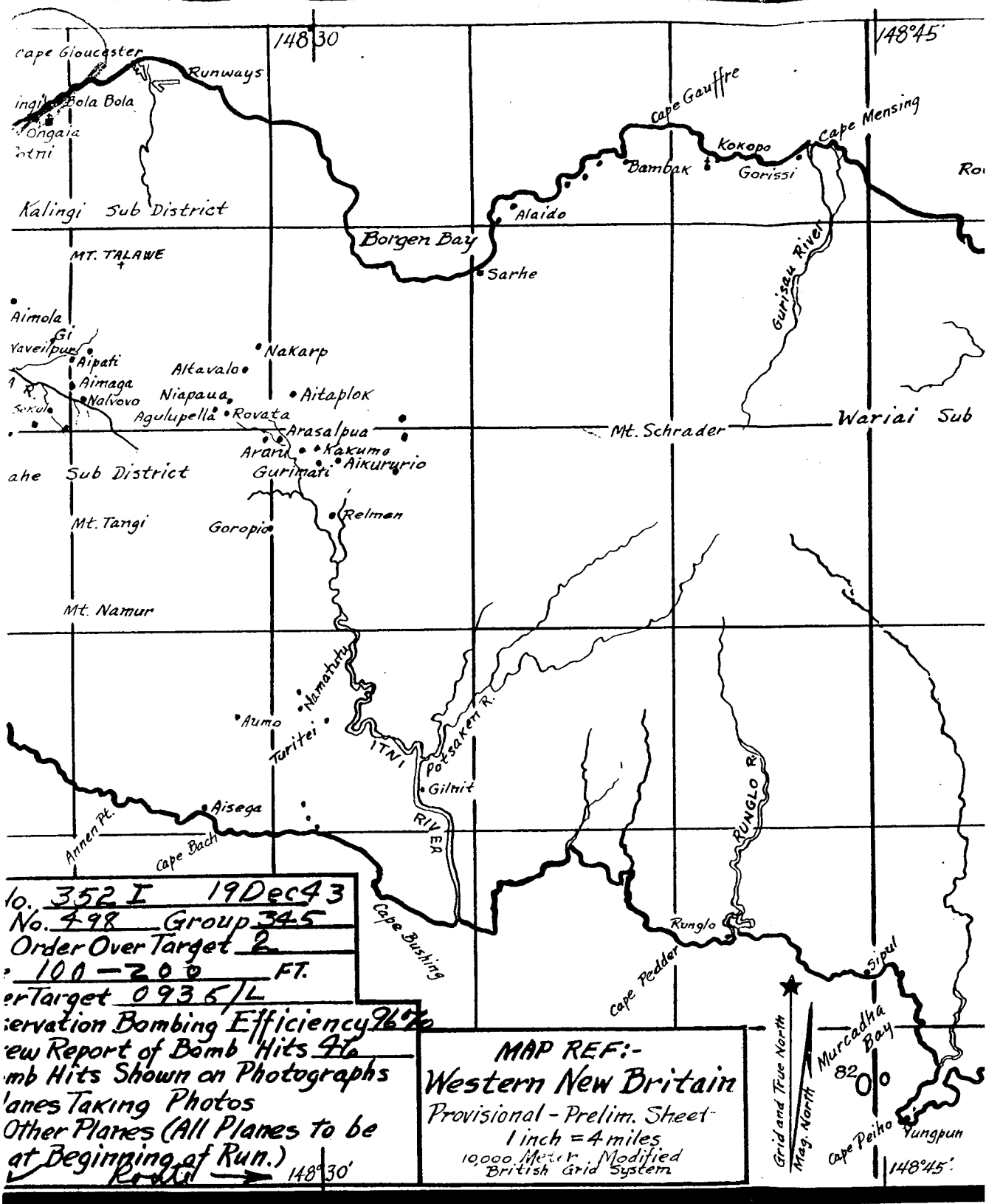
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Mission No. 352 I 19 Dec 43
 Squadron No. 498 Group 345
 Squadron Order Over Target 2nd
 Altitude 100 to 200 FT.
 Time Over Target 0935/6
 Crew Observation Bombing Efficiency 96%
 O (Red) Crew Report of Bomb Hits 46
 ⊕ (Red) Bomb Hits Shown on Photographs
 T (Blue) Planes Taking Photos
 T (Black) Other Planes (All Planes to be
 shown at Beginning of Run)

MAP REF:-
 Dorf Pt. (-Special Map
 Preliminary Sheet)
 Gloucester Airdromes
 (Special Map-Prelim. Sheet)
 1,000 Meter Modified British Grid
 System.-
 Scale: $\frac{1}{20,000}$

★
 Grid and True North
 Mag. North





CONFIDENTIAL

498TH BOMBARDMENT SQUADRON (G) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SLS/fc

498
353-D
20 DEC 43

21 December, 1943

SUBJECT: Narrative Report on Mission FFO 353-D. Performed 20 December, 1943.
Objective at Natamo Pt. to Silimati Pt., Borgen Bay.

TO : Commanding General, Fifth Air Force, APO 925.

The 498th Bombardment Squadron and all other Squadrons of the 345th Bombardment Group were ordered to bomb and strafe the area between Natamo Pt. to Silimati Pt. at Borgen Bay with most bombs to be dropped at or near Silimati Pt. 48 x 300 lb. 4/5 sec. delay fuse bombs were to be dropped in the designated target.

The 498th Squadron took off from Jackson A/B between 1000/L to 1003/L and proceeded to 30 mile for purposes of forming the Group formation which was to include all the Squadrons of the 345th Group. The Squadron arrived at 30 mile at 1022/L and after completing Group formation left 30 mile at 1037/L and proceeded to Cape Ward Hunt for rendezvous. In as much as Group had been formed and fighter escort was not seen the Group left immediately upon arrival at Cape Ward Hunt for the target which was at 1059/L.

The 498th Squadron was second over the target at 1204/L to 1205/L. The Squadron went over in two flights of three planes each in trail, the line of flight being set forth in chart "A" annexed. The bombing was excellent with 38 of the 38 bombs dropped falling in the target. Ten of the bombs were returned to base although racks functioned perfectly when tested on ground after mission. The target and the area from Natamo Pt. to Silimati Pt. were thoroughly strafed. Results of bombing and strafing were unobserved.

The attack was coordinated with the 499, 500, 501 Squadrons of the 345th Bombardment Group which were to bomb and strafe the target in flight of three planes each. It was planned to have area cover for the entire Group in as much as other Groups were to bomb within the vicinity of the target a short time prior to our attack. Our planes reported not seeing any fighters.

There was nil interception.

The 501st Squadron was assigned to lead the Group and Captain Judd was assigned to lead our Squadron. The flights were as follows:

FIRST FLIGHT

Capt. Judd	A/P 024
Lt. Gavin	A/P 041
Capt. Chiappe	A/P 188

SECOND FLIGHT

Capt. Giffin	A/P 371
Lt. Best	A/P 030
Lt. Dean	A/P 036

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Details of the mission. Take off was from 1000/L to 1003/L. The Squadron assembled enroute to 30 mile and arrived at 30 mile at 1022/L. At 30 mile the Squadron assembled with the other Squadrons of the 345th Group and left 30 mile at 1047/L in Group formation to Cape Ward Hunt. In as much as Group formation had already been formed and no fighters were present the Group formation proceeded immediately at 1059/L to the target. The Squadron reached the target at 1204/L and after leaving target immediately reassembled with the Group and returned to base at 1345/L to 1348/L inclusive.

Chart "B" hereto annexed sets forth in detail the run over the target and where each plane dropped its bombs.

Fighter escort not seen.

No damage was sustained by any of this Squadron's airplanes or personnel.

It is doubtful whether any personnel will be recommended for any citations.

Annexed to the report are the following: Chart "A" - which shows the route to, over and from the target; Chart "B" - shows the targets to be bombed, the place where bombs were dropped, the route of each flight over the target, sightings and also indicates what planes had cameras.

All sightings reported by combat crews are set forth on charts "A" and "B" annexed.

Photo interpretation is made from the twenty-four prints received. Photos show that bomb spotting by observation was excellent.

BOMBING TABLE

<u>A/P</u>	<u>No. of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped on target</u>
024	8	4/5 sec.	300 lb.	8
041	8	4/5 sec.	300 lb.	0
188	8	4/5 sec.	300 lb.	7
371	8	4/5 sec.	300 lb.	8
030	8	4/5 sec.	300 lb.	8
036	8	4/5 sec.	300 lb.	7
Total	48			38

STRAPPING TABLE

<u>A/P</u>	<u>.50 cal. Hds Car'd</u>	<u>Hds Ex.</u>	<u>Gun Fail</u>	<u>Hds. Car'd</u>	<u>.30 cal. Hds. Ex.</u>	<u>Gun Fail</u>
024	4600	1700	U.R. nose L.R. waist	4000	—	—
041	4600	1600	—	4000	—	—
188	4600	1800	—	4000	400	—
371	4600	1785	U.R. nose L.R. nose	4000	500	—
030	4600	3500	U.R. nose L.R. waist	4000	—	—

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STRAFING TABLE CONT'D

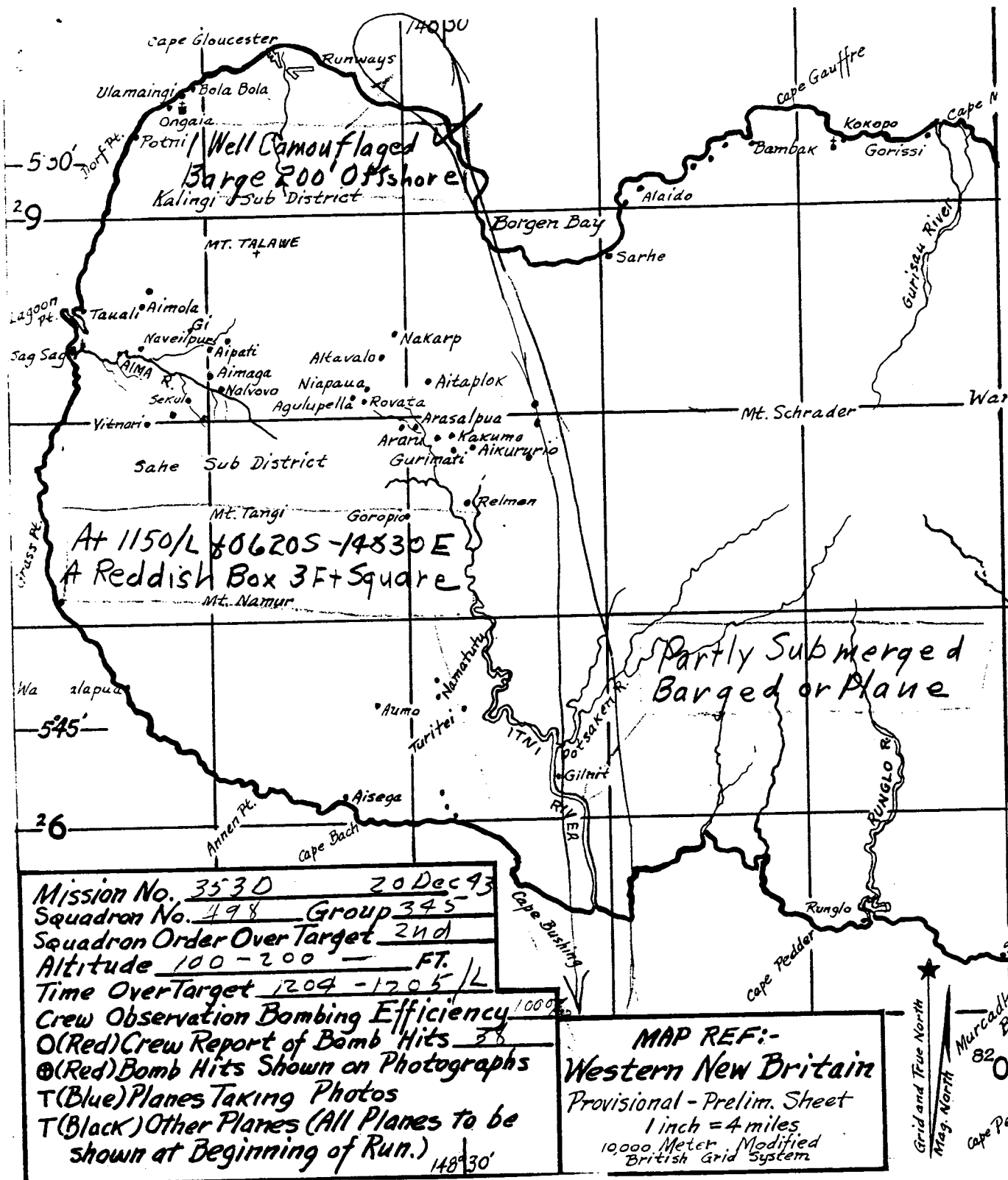
<u>A/P</u>	<u>Rds. Car'd</u>	<u>Rds. Ex.</u>	<u>Gun Fail</u>	<u>Rds. Car'd</u>	<u>Rds. Ex.</u>	<u>Gun Fail</u>
036	4600	875	L.L. Waist	4000	—	—
Total		11240			900	

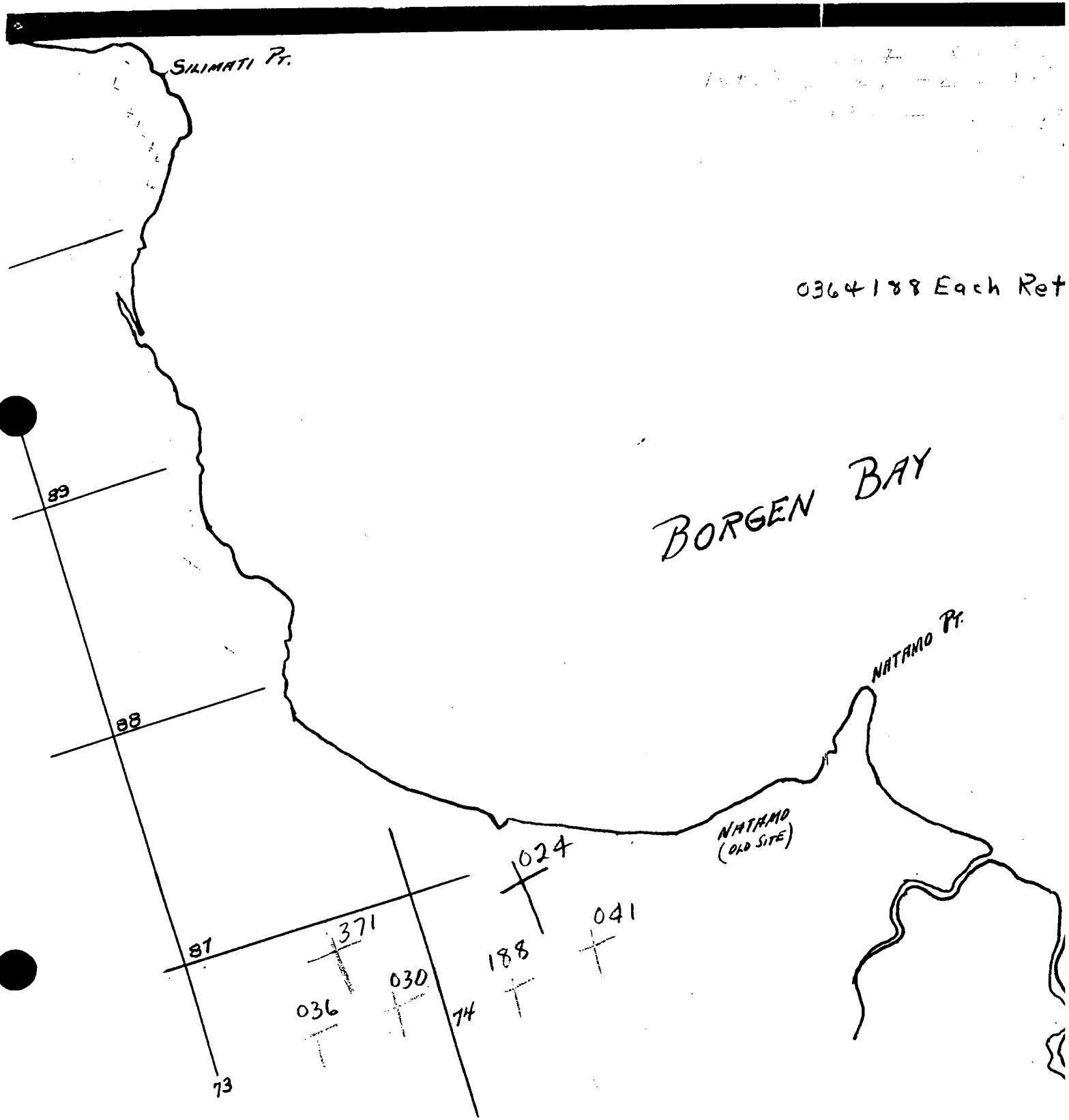
PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Ex. made</u>	<u>Prints rec'd.</u>
024	1205	Borgen Bay	K-21	30	4
041	1205	Borgen Bay	K-21	30	6
188	1205	Borgen Bay	K-21	30	6
030	1205	Borgen Bay	K-21	30	5
036	1205	Borgen Bay	K-22	30	3

For the Commanding Officer:

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Asst. Intelligence Officer.





SILIMATI Pt.

0364188 Each Ret

BORGEN BAY

NATAMO Pt.

NATAMO
(OLD SITE)

CONFIDENTIAL

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
354-F
21 DEC 43

22 December, 1943

SUBJECT: Narrative Report on Mission FFO 354-F. Performed 21 December, 43.
Objective at Target Hill.

TO : Commanding General, Fifth Air Force, APO 925.

The 498th Bombardment Squadron and all other Squadrons of the 345th Bombardment Group were ordered to bomb and strafe Target Hill which is just west of Borgen Bay with most bombs to be dropped on the crest of the Hill. 24 x 500 lb. 8/11 sec. delay fuse bombs were to be dropped in the designated target.

The 498th Squadron took off from Jackson A/D between 0730/L to 0732/L and proceeded to 30 mile for purposes of forming the Group formation which was to include all the Squadrons of the 345th Group. The Squadron arrived at 30 mile at 0751/L and after completing Group formation left 30 mile at 0757/L and proceeded to Cape Ward Hunt for rendezvous. The Group arrived at Cape Ward Hunt at 0821/L and rendezvoused with a squadron of fighters and proceeded to the target at 0848/L.

The 498th Squadron was first over the target at 0946/L to 0951/L. The Squadron went over in two flights of three planes each in trail, the line of flight being set forth in chart "A" annexed. The bombing was good with 8 of the 20 bombs dropped falling in target, 2 falling 1000 ft. north of target, and 10 falling in water, and a barge in Borgen Bay 1/3 mile east of Barge Hideout was strafed. While proceeding to Cape Ward Hunt A/P 041 had to return to base because of hydraulic system failure caused by a bomb falling through the bomb bay doors. His bombs were salvoed in the Bay just prior to landing at Jackson A/D. A/P 314 of the 500th Bomb Squadron replaced the position left vacant by A/P 041 while enroute to target. This plane salvoed its bombs safe over the target because of failure to release. The target was thoroughly strafed. Results of bombing and strafing were unobserved.

The attack was coordinated with the 499, 500, 501, Squadrons of the 345th Bombardment Group which were to bomb and strafe the target in flight of three planes each. On the first pass over the target the planes were to bomb and strafe and upon the second pass over the target they were to strafe only. Our planes reported that the fighter cover was excellent.

There was nil interception.

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The 498th Bombardment Squadron was assigned to lead the Group and Lt. Colonel True, Commanding Officer of the 345th Bomb Group acted as Strike Force Commander and led the Group and Squadron. The flights were as follows:

FIRST FLIGHT

Lt. Col. True	A/P 517
Lt. Sope	A/P 034
Lt. Barnasky	A/P 026

SECOND FLIGHT

Lt. Robinette	A/P 176
Lt. Hitt	A/P 033
Lt. Davis	A/P 314

Details of the mission. Take off was from 0730/L to 0732/L. The Squadron assembled enroute to 30 mile and arrived at 30 mile at 0751/L. At 30 mile the Squadron assembled with the other Squadrons of the 345th Group and left 30 mile at 0757/L in Group formation to Cape Ward Hunt. The Group arrived at Cape Ward Hunt at 0821/L and rendezvoused with a squadron of fighters and proceed to the target at 0848/L. The Squadron reached the target at 0946/L, made two (2) passes at the target and immediately after the second pass at 0951/L reassembled with the Group and returned to base at 1127/L to 1130/L, inclusive.

Chart "B" hereto annexed sets forth in detail the run over the target and where each plane dropped its bombs.

Fighter cover was excellent.

No damage was sustained by any of this Squadron's airplanes or personnel.

It is doubtful whether any personnel will be recommended for any citations.

Annexed to the report are the following: Chart "A" - which shows the route to, over and from the target; Chart "B" - shows the targets to be bombed, the place where bombs were dropped, the route of each flight over the target, sightings and also indicates what planes had cameras.

All sightings reported by combat crews are set forth on charts "A" and "B" annexed. In addition the following sightings were reported. Two possible camouflaged gun positions were observed on the crest of Target Hill. One position was on the North side of Hill facing the ocean 730903 and a second on the Southern side of the Eastern axis of the Hill crest 732902. What appeared to be dugouts were seen just below crest of hill facing North. One gun, identified as a .50 cal. M/G, was seen on the extreme top of the Hill. One gun identified as a six inch coast gun was seen on crest of SW side of Hill. Gun was facing the ocean. Two water filled tracks were seen leading from coast approximately one mile East of Matamo Ft. inland. Tracks may have been old vehicle tracks filled with water or have been made by an amphibious vehicle. A fire giving off reddish brown smoke was started on the Eastern side of Target Hill. About one minute after one flight dropped bombs a series of explosions were noted about 200 ft. above hill, explosions left a puff of white smoke.

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Interpretation of photographs was made from photos 13, 14, 15, 16, 17, 18, 20 & 21, of A/P 026 and photo # 107 A/P 176.

Photographs show several prepared gun positions on Target Hill especially on the Eastern and Southwestern hog-backs, one square and two round, partly camouflaged emplacement together with a camouflaged shelter are shown in the lower right corner of photo 13. Another emplacement immediately south of these positions is shown in photo 14. A near miss on a position at the western end of the East-West axis of the hill, photo 14, has destroyed the camouflage and possibly damaged the position. The trail shown leading from the position to the lower left corner of photo 14 detours around a well camouflaged position. A second gun emplacement is shown on this same spur in photo 15. The second position is located on the same side of the trail and slightly below the position shown in photo 14. An old trench or possible gun position- well grown over with grass and small trees is shown in the center left side of photo 20. The hill is marked by bomb bursts but the narrow ridges offer a difficult target, especially for delayed action bombs.

BOMBING TABLE

<u>A/P</u>	<u>No. of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped on target</u>
517	4	8/11 sec.	500 lb.	0
034	4	8/11 sec.	500 lb.	0
026	4	8/11 sec.	500 lb.	0
176	4	8/11 sec.	500 lb.	4
033	4	8/11 sec.	500 lb.	4
314	4	8/11 sec.	500 lb.	0

STRAFING TABLE

<u>A/P</u>	<u>.50 cal. Rds Car'd</u>	<u>Rds. Ex.</u>	<u>Gun Fail</u>	<u>Rds. Car'd</u>	<u>.30 Cal. Rds. ex.</u>	<u>Gun Fail</u>
517	4600	800	---	4000	---	---
034	4600	1100	U. R. Waist L. R. Waist L. L. Waist	4000	3000	---
026	4600	1500	U. L. Waist	4000	800	---
176	4600	2500	U. L. Nose L. L. Nose U. L. Waist	4000	400	---
033	4600	1975	L. R. Nose	4000	350	---
314	4600	2500	---	4000	800	---
Total		10,375			2650	

PHOTOGRAPHS

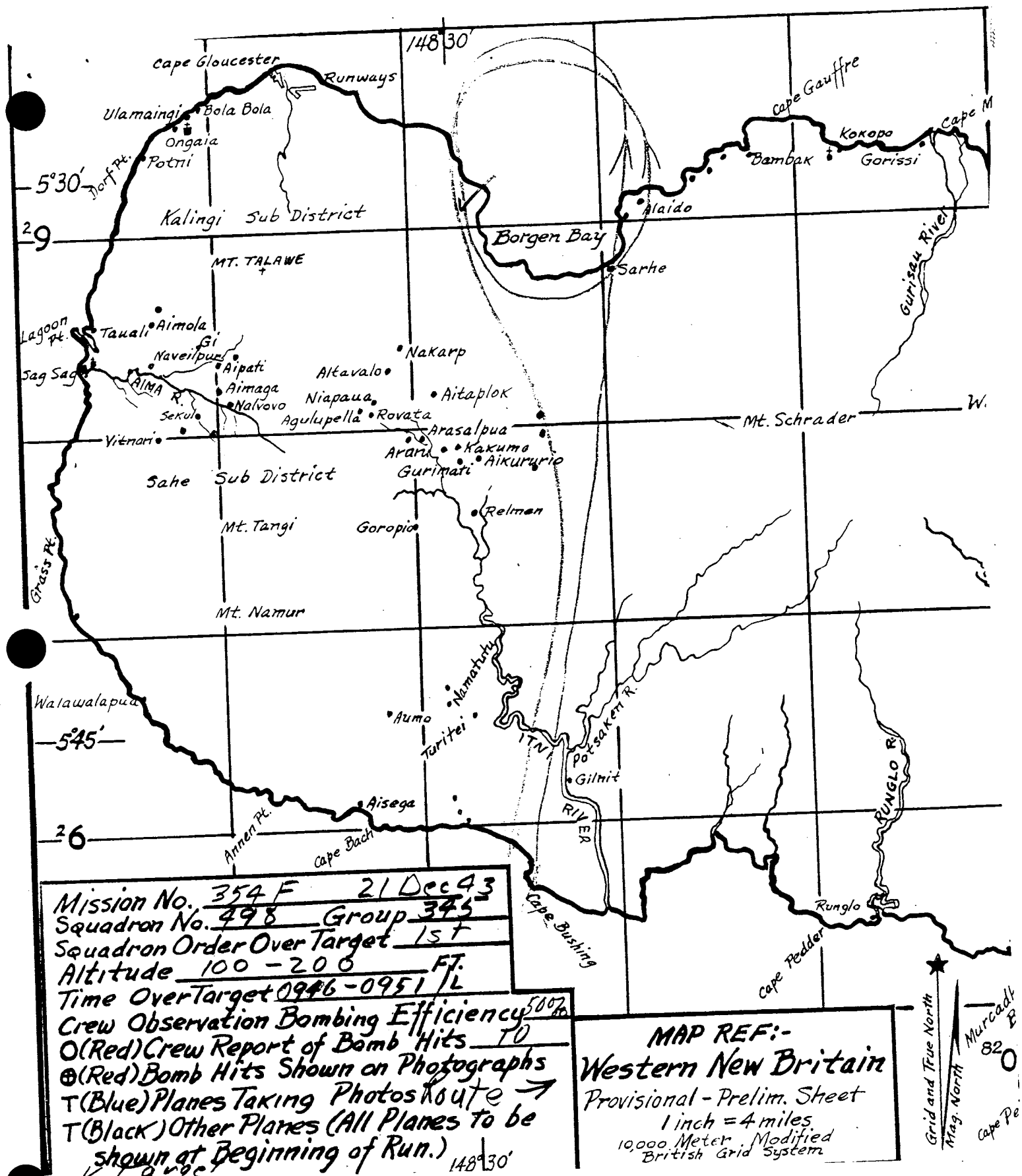
<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Ex. made</u>	<u>Prints rec'd.</u>
026	0946	Target Hill	K-21	30	8
176	0946	Target Hill	K-21	30	1

For the Commanding Officer:

CONFIDENTIAL

CONFIDENTIAL

SAMUEL L. SLUTZKY,
1st Lt., Air Corps,
Asst. Intelligence Officer.



Mission No. 354 F 21 Dec 43
 Squadron No. 498 Group 345
 Squadron Order Over Target 1st
 Altitude 100 - 200 FT.
 Time Over Target 0946 - 0951 / L
 Crew Observation Bombing Efficiency 50%
 O (Red) Crew Report of Bomb Hits 10
 ⊕ (Red) Bomb Hits Shown on Photographs
 T (Blue) Planes Taking Photos route →
 T (Black) Other Planes (All Planes to be shown at Beginning of Run.)

MAP REF:-
Western New Britain
 Provisional - Prelim. Sheet
 1 inch = 4 miles
 10,000 Meter Modified
 British Grid System

Grid and True North
 Mag. North
 82°
 Cape Pe

033 7

176

026

034

517

MISSION No. 354F - 21 Dec 43 #17
 SQUADRON No 498 GROUP 345
 SQUADRON ORDER OVER TARGET 157
 ALTITUDE 100 - 200 FT
 TIME OVER TARGET 0946 - 0951 L
 CREW OBSERVATION BOMBING EFFICIENCY 50%
 O (RED) CREW REPORT OF BOMB HITS 10
 @ (RED) BOMB HITS SHOWN ON PHOTOGRAPHS
 T (BLUE) PLANES TAKING PHOTOS
 T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN)

MAP REF.
 SPECIAL MAP
 SALIMATI PT.
 GLOUCESTER AIRDRONE
 MT LANGNA
 SCALE: 20000

SALIMATI Pt.

TARGET HILL

1-25 Ft Barge (strated)

1-517 - Col True
 2-034 - Lt Cope
 2-026 - Lt Barnosky

1-176 - Lt Robinette
 2-033 - Lt Hitt
 2-314 - Lt Davis

72

73

74

75

90

90

89

88

CONFIDENTIAL

498
355 G
22 DEC 43

498TH BOMBARDMENT SQUADRON (B) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

23 December 1943

SUBJECT: Narrative Report on Mission FFO 355-G. Performed 22 December 1943.
Objective Wewak and Boram.

TO : Commanding General, Fifth Air Force, APO 925.

The 498th Bombardment Squadron and all other Squadrons of the 345th Bombardment Group were ordered to bomb and strafe the A/A positions, dispersal areas, runways, dumps and shipping at Wewak and Boram. 64 x 300 lb. 8/11 sec. delay fuse bombs were to be dropped on the designated target.

The 498th Squadron took off from Jackson A/D between 0644/L to 0647/L and proceeded to 30 mile for purposes of forming the Group formation which was to include all the Squadrons of the 345th Group. The Squadron arrived at 30 mile at 0715/L and after completing Group formation left 30 mile and proceeded to Dumpu for rendezvous. The Group arrived at Dumpu at 0847/L and rendezvoused with four Squadrons of fighters and proceeded to target.

The Squadron was to go over the target in three flights of three planes each abreast of each other and abreast to the 501st Squadron. The first wave of planes to go over the target was to be the 499th and 500th Bomb Squadrons and the second wave of planes over the target was to be the 498th and 501st Bomb Squadrons. The line of flight of the Squadron planes are set forth in chart "A" annexed. The bombing was excellent with 51 x 300 lb. 8/11 sec. delay fuse bombs hitting the target and 6 x 300 lb. 8/11 sec. delay fuse bombs falling in the water. The location of the bombs dropped are more specifically set forth in chart "B" annexed. A/P 176 returned to base before reaching target due to turret failure and A/P 254 of the 499th Squadron took it's place in the formation.

As near as can be ascertained bombs were dropped as follows: 15 Bombs were dropped on two Fox Tare Bakers and one Fox Tare Charlie with two direct hits and two near misses on the Fox Tare Baker between Mission Pt. and Cape Boram and two hits on a Fox Tare Baker and two hits on a Fox Tare Charlie at Anchorage east of Wewak, all three ships were thoroughly strafed and believed left in a sinking condition. Twenty one bombs were dropped in the dispersal area at SE end of Wewak strip, a number of bombs believed being dropped near four parked unidentified airplanes. Seven bombs were dropped between Wewak strip and coast. Seven bombs were dropped across Wewak Pt. covering A/A installations. 5 bombs were dropped on the Wewak isthmus. Two bombs were dropped on A/A positions and supply dumps on west shore of Cape Boram.

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A/P 254 of the 499th Bomb Squadron dropped 8 clusters of parafrags on center of Wewak strip, 4 clusters on coast east of Mission Pt. and 4 clusters on A/A positions on north-east edge of Cape Bora. Entire target including merchant vessels and one barge east of Mission Pt. were thoroughly strafed. One large fire was started about one-half mile SE of SE end of Wewak strip. Smoke was seen rising from a large part of the target area.

Just prior to reaching target the Squadron was intercepted by about twenty Tonys, Zekes and Hamps who pressed their attacks while Squadron planes were bombing and strafing target. Three Zekes are claimed to have been definitely destroyed in the air by the Squadron. Brief synopsis of interception, combat tactics are as follows:

By A/P 040 - Just prior to reaching target two Zekes made passes at us. One broke off and went after a plane of the 501st Squadron and the other attacked us from 3 o'clock to 6 o'clock from above. Gunner fired from three-hundred yards at Zeke while above and traced him until it was at a 6 o'clock position. Tracers were seen to enter it's fuselage and finally head for the ground into the trees. This plane was seen to crash into the ground and is claimed to be definitely destroyed. Name of gunner was S/Sgt. Robert E. Jones.

By A/P 034 - Just prior to reaching target and while going over target a Zeke made a pass at our plane from 4 o'clock and about two thousand feet above. The Zeke pressed it's attack up to three hundred yards. Turret gunner fired two or three bursts into the nose of the enemy plane. The Zeke turned over on his right losing altitude and plane was seen by pilot of another ship to hit into the water. The gunner who fired the burst into the nose of the enemy plane was S/Sgt. Charles W. Jones. It is claimed that this Zeke was definitely destroyed.

By A/P 371 - While flying over target at Wewak a Zeke was seen to make a pass from three thousand feet directly above, the pass was made while the Zeke was in a dive. The Zeke could not get out of the dive and hit the water breaking it's left wing and then cartwheeled. Credit to the destruction is given to S/Sgt. Joseph P. Alito. This Zeke is claimed to have been definitely destroyed.

Other planes of the Squadron reported being attacked by Zekes, Tonys and Hamps while going over the target, but stated that by changing altitude direction, and flying as low as 25 feet above the ground and water they were able to avoid the fire of the attacking planes.

The 500th Bomb Squadron was assigned to lead the Group and Captain Griffin was assigned to lead our Squadron. The flights were as follows:

CONFIDENTIAL

FIRST FLIGHT

SECOND FLIGHT

THIRD FLIGHT

Capt. Giffin	A/P 371	Capt. Judd	A/P 024	Lt. Cope	A/P 034
Lt. Dean	A/P 033	Lt. Robinette	A/P 040	Lt. Bronson	A/P 026
Lt. Hyder	A/P 254	Lt. Barnasky	A/P 225	Capt. Chiappe	A/P 188

(499th B.S.)

Details of the mission. Take off was from 0644/L to 0647/L. The Squadron assembled enroute to 30 mile and arrived at 30 mile at 0715/L. At 30 mile the Squadron assembled with the other Squadrons with the 345th Group and left 30 mile at 0721/L in Group formation to Dumpu. At Dumpu the Group rendezvoused with four Squadrons of fighters and immediately proceeded to the target. The Squadron reached the target at 0947/L and after leaving target immediately reassembled with the Group and returned to base at 1205/L to 1327/L inclusive.

Chart "B" hereto annexed sets forth in detail the run over the target and where each plane dropped it's bombs.

Fighter escort was excellent.

All planes except A/P 033 was damaged by enemy Ack-Ack fire. A/P 188 crashed on landing at base, with all members of crew safe. A/P 040 had a cylinder in its left engine shot out and oil leak. There was no injuries to personnel, although a number of men were almost shot by machine gun fire.

The Ack-Ack fire was heavy, light, and medium. It was very intense, and very accurate. The fire came from known A/A positions and from the ships in the harbour.

S/Sgt. Charles L. Jones and S/Sgt. Robert L. Jones will be recommended for the Air Medal. S/Sgt. Joseph P. Alito will be recommended for the Oak Leaf cluster on the Air Medal. Decision has not been reached as yet to determine whether any other men will be ~~recommended~~ recommended for any citations.

Annexed to the report are the following: Chart "A" - which shows the route to, over and from the target; Chart "B" - shows the targets to be bombed, the place where bombs were dropped, the route of each flight over the target, sightings and also indicated what planes had cameras.

All sightings are as follows: Four camouflaged Bettys were observed on the North end of Newak strip. Four camouflaged unidentified SSF were seen on South end of Newak strip. 2 explosions were seen in known gun positions on West side of Cape Boram, guns ceased firing after explosions. 5 enemy planes were seen to crash in water. One Zeke seen hit water at 6 o'clock behind Lt. Cope's flight. 2 SSF were seen falling in flames over Muschu Island. 1 DD traveling course of 120 degrees was observed 2 miles East of Newak

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Interpretation of photographs were made from photos 1,2,3,5,6,12,13,14,15, 20,21,22,25,26,30,31 of A/P 188; photos 77,78,81,84,85,86,87,89,90,93,94,95,96, 103,104 of A/P 026; photos 117,118,126,131, 132 of A/P 024; photos 223,224,225, 230,251,232,238,255, of A/P 034. Photos show generally that spotting by observation was excellent. Photos of bombing of Newak A/A installations establish that bombs hit the target but smoke prevents an accurate estimate of damage. From pictures 22,25,30,31, . Photos 77 and 78 show a great number of oil drums along road. Photos 89 and 90 show large column of white and black smoke which may be a small dump destroyed. Photos 93,94,95,96,103, and 104 show smoke caused from bomb bursts on Newak and Newak Isthmus. It also shows bursts of bombs on ship in harbor. Photos 117, and 118 show A/A installations in Garden. Photos 230, and 231 show barges on shore, truck and tents alongside of road. Photos 237,238, and 240 show bombing of ship, smoke from Newak and Newak Isthmus.

BOMBING TABLE

<u>A/P</u>	<u>No. of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped on target</u>
371	7	8/11 sec.	300 lb.	3
033	7	8/11 sec.	300 lb.	5
024	7	8/11 sec.	300 lb.	7
040	7	8/11 sec.	300 lb.	7
225	8	8/11 sec.	300 lb.	8
034	7	8/11 sec.	300 lb.	5
026	7	8/11 sec.	300 lb.	2
188	7	8/11 sec.	300 lb.	7
254 (L99th BS)	16 clusters	parafags		8 clusters
Total	73			52

STRAFING TABLE

<u>A/P</u>	<u>.50 cal. Rds Car'd</u>	<u>Rds Ex.</u>	<u>Gun Fail</u>	<u>Rds. Car'd</u>	<u>Rds. Ex. .30 cal.</u>
371	4600	1400	U.R. Nose L.R. Nose L.L. waist	4000	600
033	4600	850	U.R. Nose U.L. Nose U.R. Waist U.L. Waist L.L. Waist (Ammo Trouble)	4000	1500
024	4600	2000	U.L. Waist L.L. Waist	4000	800
040	4600	1600	U.R. Waist L.L. Waist	4000	200

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STRAPPING TABLE CONT'D

<u>A/P</u>	<u>.50 cal. Rds. Car'd</u>	<u>Rds Ex.</u>	<u>Gun Fail</u>	<u>Rds. Car'd</u>	<u>Rds. Ex. .30 cal.</u>
225	4600	900	U.L. Nose U.R. Waist	4000	300
034	4600	2600	L.L. Waist	4000	1700
026	4600	1500	3 Nose Guns L.R. Waist	4000	1500
188	4600	2000	U.L. Nose L.L. Nose	4000	—
254	4600	2000	—	4000	—
Total		12,250			6,600

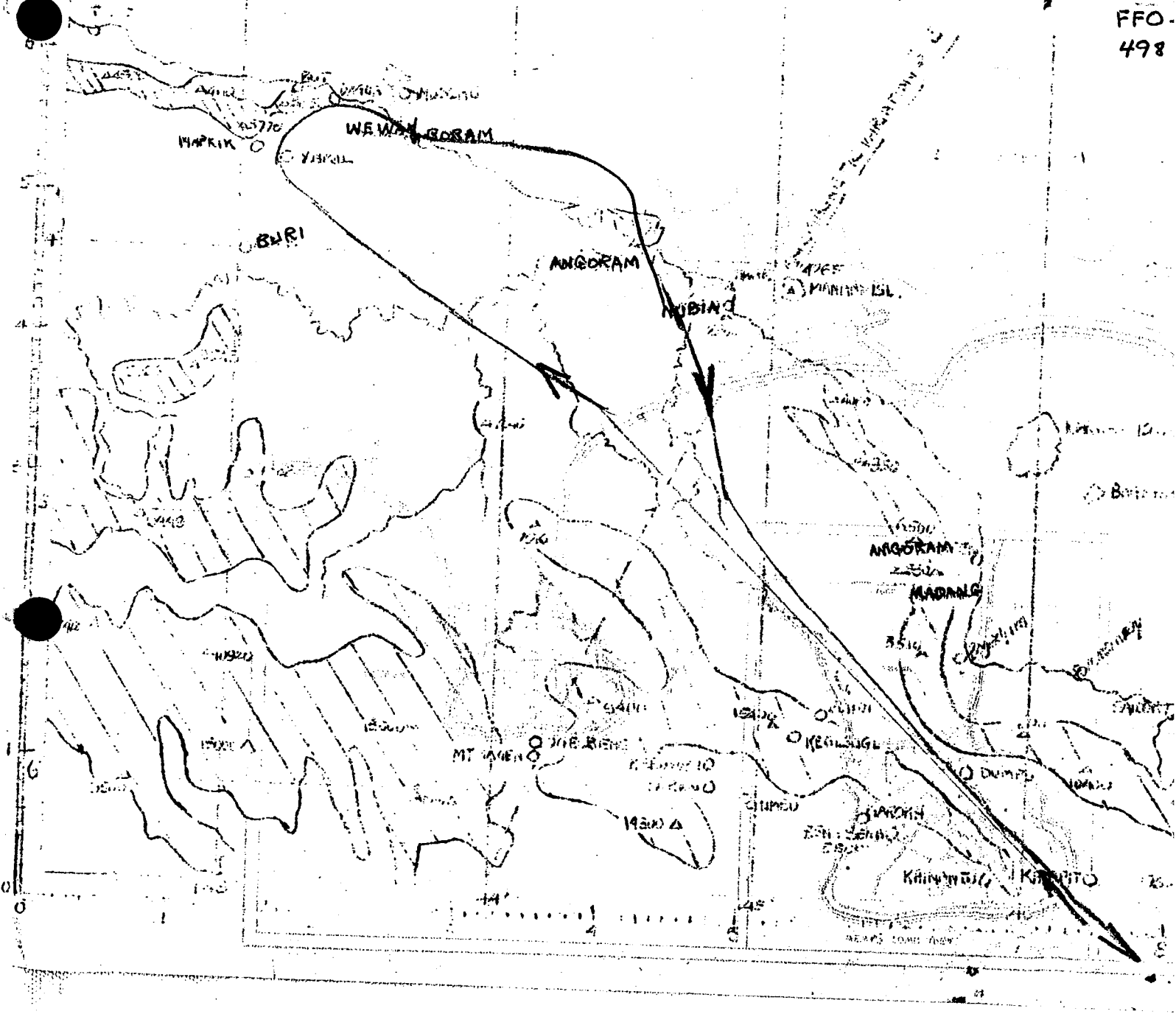
PHOTOGRAPHS

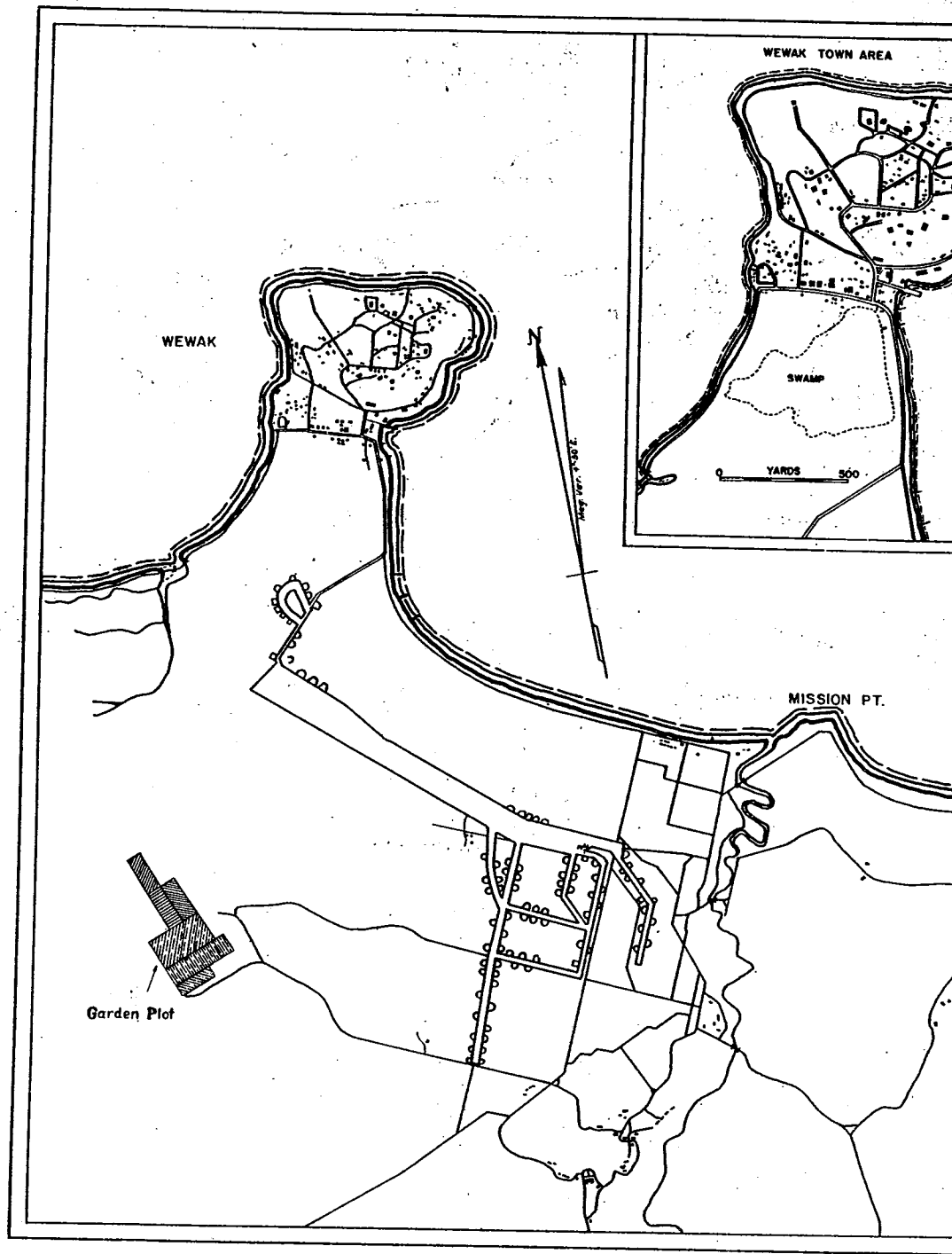
<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Camera type</u>	<u>Ex. made</u>	<u>Prints Rec.</u>
188	0947	Newak & Boran	K-21	35	16
026	0947	Newak & Boran	K-21	35	15
024	0947	Newak & Boran	K-21	30	5
034	0947	Newak & Boran	K-21	35	8
371	0947	Newak & Boran	K-21	—	—
040	0947	Newak & Boran	K-21	—	—

For the Commanding Officer:

SAMUEL L. SLETZKY,
1st Lt., Air Corps,
Asst. Intelligence Officer.

498
3556
22 Dec 1





Wewak

1DD Heading
120° - 2 M. E.
Of Wewak

Grid and True N.
Mag. North

Mission No. 355G 222
Squadron No. 474 Gro
Squadron Order Over Target.
Altitude 100 - F
Time Over Target 0947/L
Crew Observation Bombing E
O (Red) Crew Report of Bomb
⊕ (Red) Bomb Hits Shown on i
T (Blue) Planes Taking Photo.
T (Black) Other Planes. (All P
be Shown at Beginning of R

sal Area

Fox Tare Charlie

Fox Tare
Baker

1st Flight

Capt Giffin - 371
Lt Dean 033
499+h-Lt Hyder - 254

2nd Flight

Capt Judd 024
Lt Robinette 040
Lt Barnasky 225

3rd Flight

Lt Cope 034
Lt Bronson 026
Capt Chiappe 188

Wewak Airbase
4 Comau/Loger
Betty's

4 U.I. SSF

Wiriniri

Mission Pt.

Fox Tare
Baker

Cape Bora

Mission

Chart -

Prince Alexander Mountains

143° 38'

143° 39'

143°

Bora

Disp

Bc

16
31

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

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
357 LL
24 DEC 43

25 December, 1943

SUBJECT: Narrative report on mission 357-LL. Performed by the 498th Bombardment Squadron (M). Objective Bergen Bay, New Britain. Performed on the 24th of December, 1943.

TO : Commanding General, Fifth Air Force, APO 925.

Dumps, personnell and possible gun positions along the coast from Silimati Pt. to a point three miles NW of Silimati Pt. were the objectives of a minimum altitude bombing and strafing attack performed by this squadron on the 24th of December, 1943.

The attack was coordinated with attacks by the 500th, 499th and 501st Squadrons of the 345th Group which had the same target. The 498th Squadron flying in elements of three in trail formation was third over the target. The target was bombed and strafed in the first run and strafed in the second in the second run. Bombing was excellent and the target was well covered.

The 500th Squadron led the Group formation and Captain Giffin led the 498th Squadron. Flights were as follows:

THE FIRST FLIGHT	
Capt. Giffin	037
Lt. Dean	033
Lt. Casselman	063

THE SECOND FLIGHT	
Lt. Magee	026
Lt. Bronson	176
Lt. Cope	034

The planes took off from strip #4 at Dobedura from 0538/L to 0545/L and proceeded to Sakar Is. off the Western tip of New Britain to rendezvous with the Group formation. The first flight arrived at the rendezvous point at 0708/L which was the time scheduled to leave the rendezvous point. This flight joined the formation in the proper position and proceeded to the target. The second flight arrived at the rendezvous point immediately after the formation had left and joined the formation behind the #4 Squadron.

The first flight attack the target at 0719/L and released its bombs and strafed. The entire formation circled to the left and made a second strafing attack on the target. The time of the second attack of the first flight was 0726/L. Both attacks made from an altitude of 50 to 100 ft. The target was covered well in both attacks but the results were not observed.

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

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

Bomb spotting, sightings and route followed by individual aircraft are shown on charts "A" and "B".

The second flight bombed and strafed the target in the first run at 0722/L and circled with the formation and made the second strafing attack at 0728/L. Bombing was excellent and the entire target was strafed well. Results of bombing and strafing were unobserved but the entire target was covered with smoke and haze following the attack. Both attacks were made at an altitude of 50 to 100 ft. Bomb spotting, sightings and route followed by individual aircraft are shown on charts "A" and "B".

Following the second attack the formation made a wide circle to the left and the individual flights joined the Squadron formation. The Group formation then crossed the target and withdrew down the Itni River Valley then proceeded direct to Debedura.

Fighter cover over the target was good.

There was nil interception and nil A/A. Planes nor personnel suffered any damage. Landing was made at #4 strip at Debedura from 0900/L to 0930/L. No one is being recommended for any awards.

Photographic interpretation was made from the four prints received. One barge and one lugger shown South of Silimati Pt. along the coast.

PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Type of camera</u>	<u>Ex. made</u>	<u>Prints rec'd</u>
026	0722	Silimati Pt.	K-21	9	3
176	0719	Silimati Pt.	K-21	4	1

BOMBING TABLE

<u>A/P</u>	<u>No. of bombs</u>	<u>type</u>	<u>Weight</u>	<u>No. dropped</u>
026	4	8/11 sec.	500	4
037	4	8/11 sec.	500	4
176	4	8/11 sec.	500	4
033	4	8/11 sec.	500	4
063	4	8/11 sec.	500	4
034	4	8/11 sec.	500	4
	<u>24</u>		<u>12000</u>	<u>24</u>

A/P 024, A/P225 which flew with the 499th Squadron dropped a total of 8 x 500 lb. bombs and expended 3500 x .50 cal. and 1800 x .30 cal. rounds of ammo.

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

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

STRAFDG TABLE

.50 Cal.

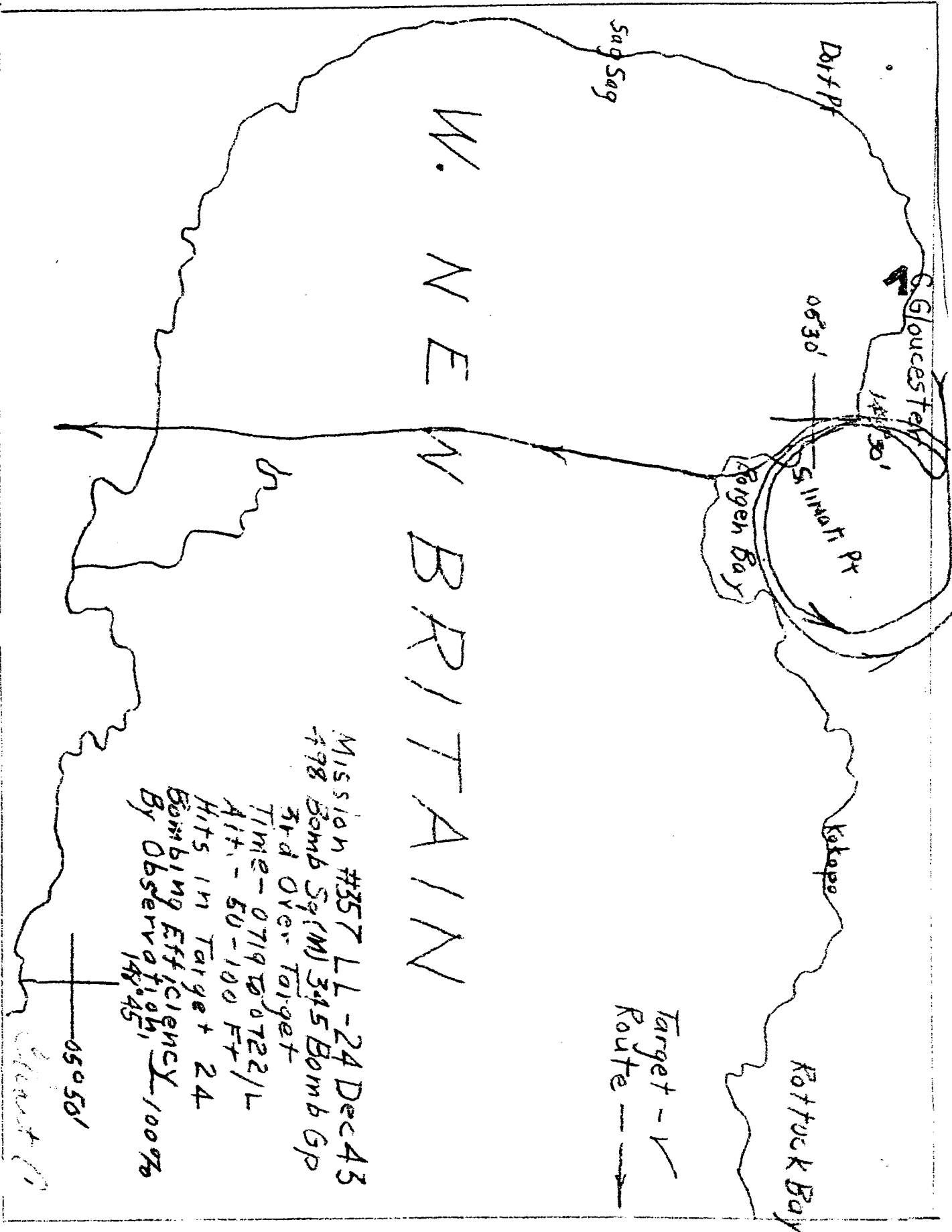
.30 Cal.

<u>A/P</u>	<u>Rds car'd</u>	<u>Rds Ex.</u>	<u>Rds. car'd</u>	<u>Rds ex.</u>
026	4600	1500	4000	800
037	4600	1500	4000	--
176	4600	1500	4000	--
033	4600	1600	4000	--
063	4600	1500	4000	2000
034	4600	<u>2300</u>	4000	--
		9900		<u>2800</u>

For the Commanding Officer:

CALVIN M. BOWEN,
Capt., Air Corps,
Intelligence Officer.

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



W. N E W B R I T A I N

Dor Pt
Sag Sag

Gloucester Pt

0630

14130

Silliman Pt

Rorger Bay

Kotoko

Rottuck Bay

Target - V
Route - - -

Mission #357 LL - 24 Dec 43
498 Bomb Sq (M) 345 Bomb Gp
3rd Over Target
Time - 0719 to 0722/L
Alt. - 50-100 Ft
Hits in Target + 24
Bombing Efficiency 100%
By Observation 14845

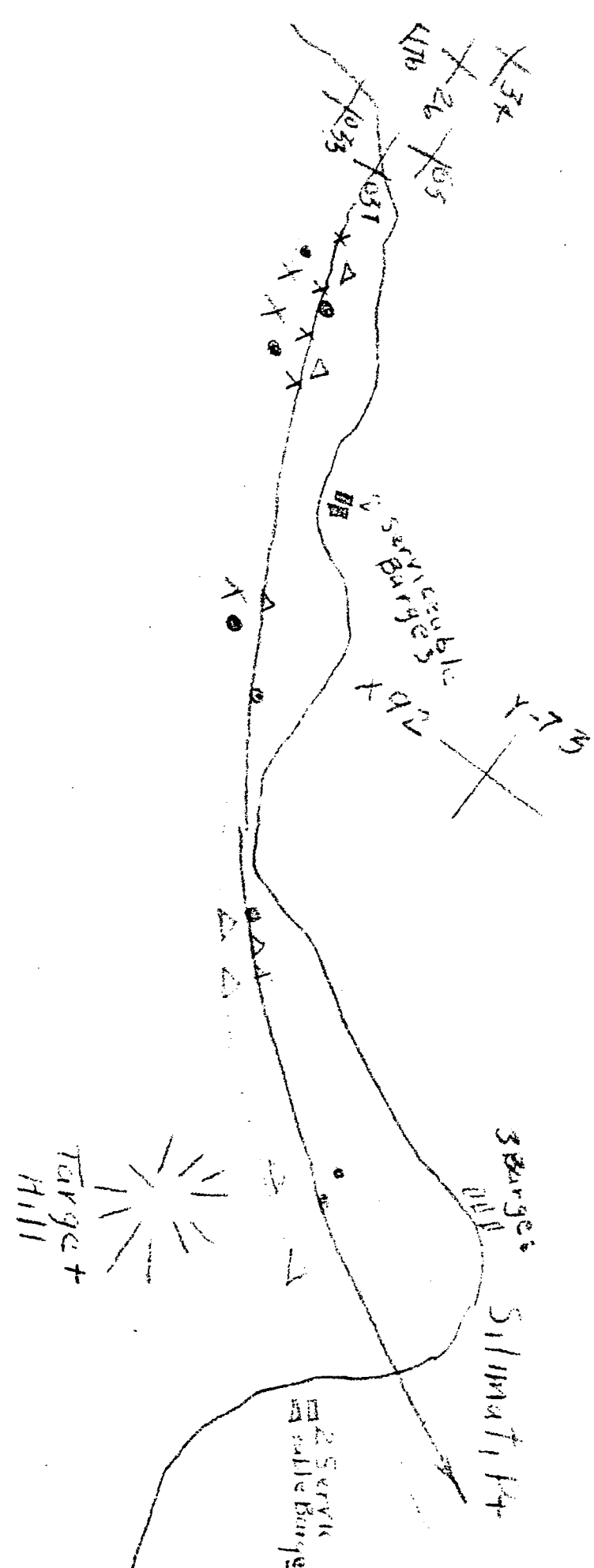
05050

Sheet 1

1st Flight

<ul style="list-style-type: none"> X Capt Giff in 037 △ Lt Dean ○ Lt Cusselman 	<ul style="list-style-type: none"> and △ Lt Minge - 26 △ Lt Bradsen - 16 ○ Lt Cope - 34
---	---

+ Took Photos



MISS ION #357LL - 24 Dec 43
 498 Bomb Sq (M) 345 Bomb Grp
 3rd Over Target
 Time - 0719 - 0722H
 50 - 200 Ft Alt
 24 Bomb in Target
 Bombing Efficiency by Observer on 100%

A-T Gloucester Adams & Silmati Pt
 Special Maps
 Scale 1:20000

Chart "B"

CONFIDENTIAL

498 -
358 JJ
25 DEC 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

SUBJECT: Narrative report on mission 358-JJ. Performed on the 25th of December, 1943. Objective Target Hill, Borgen Bay.

TO : Commanding General, Fifth Air Force, APO 925.

Gun positions commanding the approach to Borgen Bay were the objectives of bombing and strafing attacks on Target Hill and NW New Britain.

The attack was coordinated with attacks by the 501st, 500th, 499th Squadrons of the 345th Group which had targets along the coast from Sili-mati Pt. NW three miles. The 498th Squadron flying in elements of three in trail formation was in number two position in the Group formation and was the only Squadron attacking Target Hill. The target was bombed and strafed in the first run and strafed in the second run. Bombing was excellent and the target was covered well with 42 x 300 lb. 4/5 sec. delay fuse demo bombs. One near miss was scored on one of four gun positions seen on the SE crest of the Hill. One small grass fire was started on the crest of the Hill but the results of the bombing and strafing were otherwise unobserved.

The 501st Squadron led the Group formation and Capt. Judd led the 498th Squadron. The flights were as follows:

FIRST FLIGHT
Capt. Judd 024
Lt. Casselman 063
Capt. Chiappe 034

SECOND FLIGHT
Lt. Magee 026
Lt. Robinette 041
Lt. Dean 033

The planes took off from strip 4 at Dobodura from 1300/L to 1304/L and circled over Gona Wreck to form with the Group and then proceeded to the target. Unfavorable weather on the Western side of New Britain prevented a rendezvous over Sakar Is. as planned and the formation cut across the Western end of New Britain up the Ituni River Valley and circled over the ocean to make the approach from the NW.

The first flight attacked the target at 1428/L and released its bombs and strafed. The entire formation circled to the left and made a second strafing attack on the target. The time of the second attack of the first flight was 1436/L. Both attacks were made from a minimum altitude of 50 to 100 ft. The target was covered well in both attacks. Bomb spotting, sightings and route followed by individual aircraft are shown on charts "A" and "B".

CONFIDENTIAL

The second flight bombed and strafed the SA target in the first run at 1428/L and circled with the formation and made the second strafing attack at 1436/L. Bombing was excellent and the entire target was covered well. The entire Hill was covered with dust and smoke following the attacks. Both attacks were made from a minimum altitude of 50 to 100 ft. Bomb spotting, sightings and the route followed by individual aircraft are shown on charts "A" and "B".

Following the second attack the four squadrons joined in the Group formation and withdrew down the Itai River Valley and proceeded direct to Dobodura.

Fighter cover over the target was good.

There was nil interception and all A/A. Neither planes nor personnel suffered any damage on the mission. Landing was made at SA strip at Dobodura at 1600/L. No one is being recommended for an award.

BOMBING TABLE

<u>A/P</u>	<u>No of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped</u>
024	7	4/5 sec.	300	7
063	7	4/5 sec.	300	7
034	7	4/5 sec.	300	7
033	7	4/5 sec.	300	7
026	7	4/5 sec.	300	7
041	7	4/5 sec.	300	7
	<u>42</u>		<u>12600</u>	<u>42</u>

STRAFINO TABLE

<u>A/P</u>	<u>.50 No. rds car'd</u>	<u>Rds Ex.</u>	<u>.30 Rds car'd</u>	<u>Rds Ex.</u>
024	4600	1500	4000	--
063	4600	1500	4000	--
034	4600	1500	4000	--
033	4600	300	4000	--
026	4600	1000	4000	--
041	4600	1000	4000	--
		<u>6850</u>		

*The column recording the number of guns not functioning 100% has been omitted in order to facilitate the work of the Armament section while away from the home base.

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Photo interpretation of photographs shows that the Hill was well covered with bombs and many direct hits were obtained on the crest where the gun positions are located. Bombing of a small island off Sillimati Pt. by the A-20's is shown in the background.

PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Type of camera</u>	<u>Ex.made</u>	<u>Prints rec'd</u>
041	1420/L	Bergen Bay	K-21	28	10
024	1420/L	Bergen Bay	K-21	26	12
026	1420/L	Bergen Bay	K-21	10	2

For the Commanding Officer:

CALVIN M. BOWEN,
Capt., Air Corps,
Intelligence Officer.

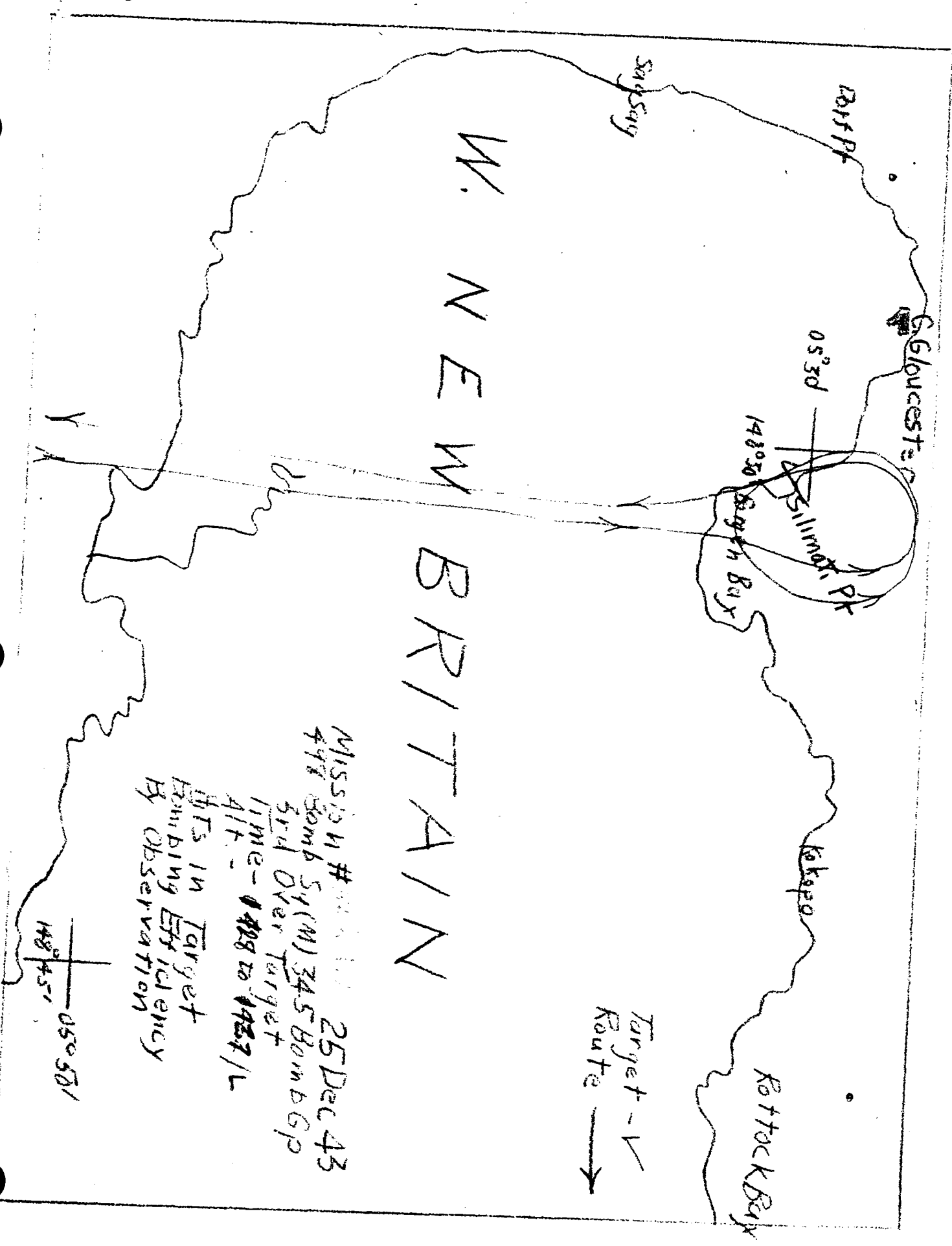
CONFIDENTIAL

W. N E W B R I T A I N

Target - V
Route →

Mission # 25 Dec 43
498 Bomb Sq (M) 345 Bomb Gp
3rd Over Target
Time - 1428 to 1427/L
Alt. -
Hits in Target
Bombing Efficiency
By Observation

148° 45' 05050/



Capt Judd - X - 024
 Lt Casselman - Δ - 063
 Capt Chiappe - ● - 034

Lt. Magee ——— X - 026
 Lt. Robinette ——— Δ - 041
 Lt. Dean ——— ——— - 033

+ Took Photos

3rd 1000/10000
1428 to 1857/1000
Maggie in A.H.
to the 10000
to the 10000

~~452 470~~

~~063~~
~~1022~~
~~1034~~

55

1029

Silvati P.

Target Hill

~~x.90 x.75~~

Ref - Gloucester Arms
& Silhouette, Pt Provisional
Maps - Scale - 1:20000

Chart B

CONFIDENTIAL

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

498
359 EE
26 DEC 43

27 December, 1943

SUBJECT: Narrative report on mission 359-EE. Performed on the 26th of December, 1943. Objective ground support for landing on the West of Borgen Bay.

TO : Commanding General, Fifth Air Force, APO 925.

Ground support for troops landing between Borgen Bay and Cape Gloucester, New Britain was the purpose of a bombing and strafing attack from Silimati Pt. along the coast NW for a distance of three miles.

The attack was coordinated with the 499th and 501st Squadrons which attacked the same target and with the 500th Squadron which dropped smoke bombs around Target Hill one-half mile West of Silimati Pt.

The 498th Squadron flying in elements of three, three and four in trail formation was in number three position in the Group formation. 204 x 100 lb. 4/5 sec. delay fuse demo bombs were released on the target on a heading of 140 deg. in the first run. Bombing was excellent and the target was covered well. The target was strafed on the first and second runs. Results were unobserved.

The 500th Squadron led the Group formation and Major Coltharp led the 498th Squadron. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Coltharp	176	Lt. Rabinette	351	Capt. Judd	024
Lt. Barnasky	225	Lt. Cope	034	Lt. Casselman	063
Lt. Dean	033	Lt. Heuser	420	Capt. Chiappe	041
				Lt. Magee	037

The planes took off from strip #4 at Debedura from 0536/L to 0544/L and proceeded to Sakar Island for rendezvous with the other Squadrons. The rendezvous was completed as planned and the formation left on course at 0714/L. The formation proceeded to the target, circled the naval task force as planned and approached the target from the NE.

The first flight attacked the target at 0726/L and released its bombs and strafed. The formation circled to the left and came in on the same approach on a second strafing run at 0735/L. Both attacks were made from a minimum altitude of 100 ft. Bomb spotting, sightings and the route followed by individual aircraft are shown on charts "A" and "B".

CONFIDENTIAL

CONFIDENTIAL

The second flight attacked the target at 0728/L and released its bombs and strafed. The formation circled to the left and came in on the same approach on a second strafing run at 0735/L. Both attacks were made from a minimum altitude of 100ft. Bomb spotting, sightings and the route followed by individual aircraft are shown on charts "A" and "B".

The third flight attacked the target at 0728/L and released its bombs and strafed. The formation circled to the left and came in on the same approach on a second strafing run at 0735/L. Both attacks were made from a minimum altitude of 100ft. Bomb spotting, sightings and the route followed by individual aircraft are shown on charts "A" and "B".

Following the second attack the formation again circled to the left to form the Group and passed over the target, but did not strafe, and withdrew down the Itni River Valley and returned to Dobodura landing at 0900/L.

Area cover was given by the fighters.

There was nil interception and nil A/A. The fuselage and wings on A/P 063 and A/P 024 were punctured with numerous holes when a bomb exploded prematurely or ricocheted under the planes.

Photo interpretation discloses no activity along the beach. The target is covered with smoke and debris from the bombing.

PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Type of camera</u>	<u>Ex. made</u>	<u>Prints rec'd</u>
041	0728/L	Bergen Bay	K-21	18	2
024	0728/L	Bergen Bay	K-21	18	3
420	0728/L	Bergen Bay	K-21	18	6

BOMBING TABLE

<u>A/P</u>	<u>No. of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped</u>
024	22	4/5 sec.	100 lb.	22
033	22	4/5 sec.	100 lb.	22
063	22	4/5 sec.	100 lb.	16*
420	22	4/5 sec.	100 lb.	22
041	22	4/5 sec.	100 lb.	22
225	22	4/5 sec.	100 lb.	22
037	22	4/5 sec.	100 lb.	12*
351	22	4/5 sec.	100 lb.	22
176	22	4/5 sec.	100 lb.	22
034	22	4/5 sec.	100 lb.	22

*A/P 063 returned six bombs to base due to failure to release.

*A/P 037 salvaged ten bombs over the target.

CONFIDENTIAL

CONFIDENTIAL

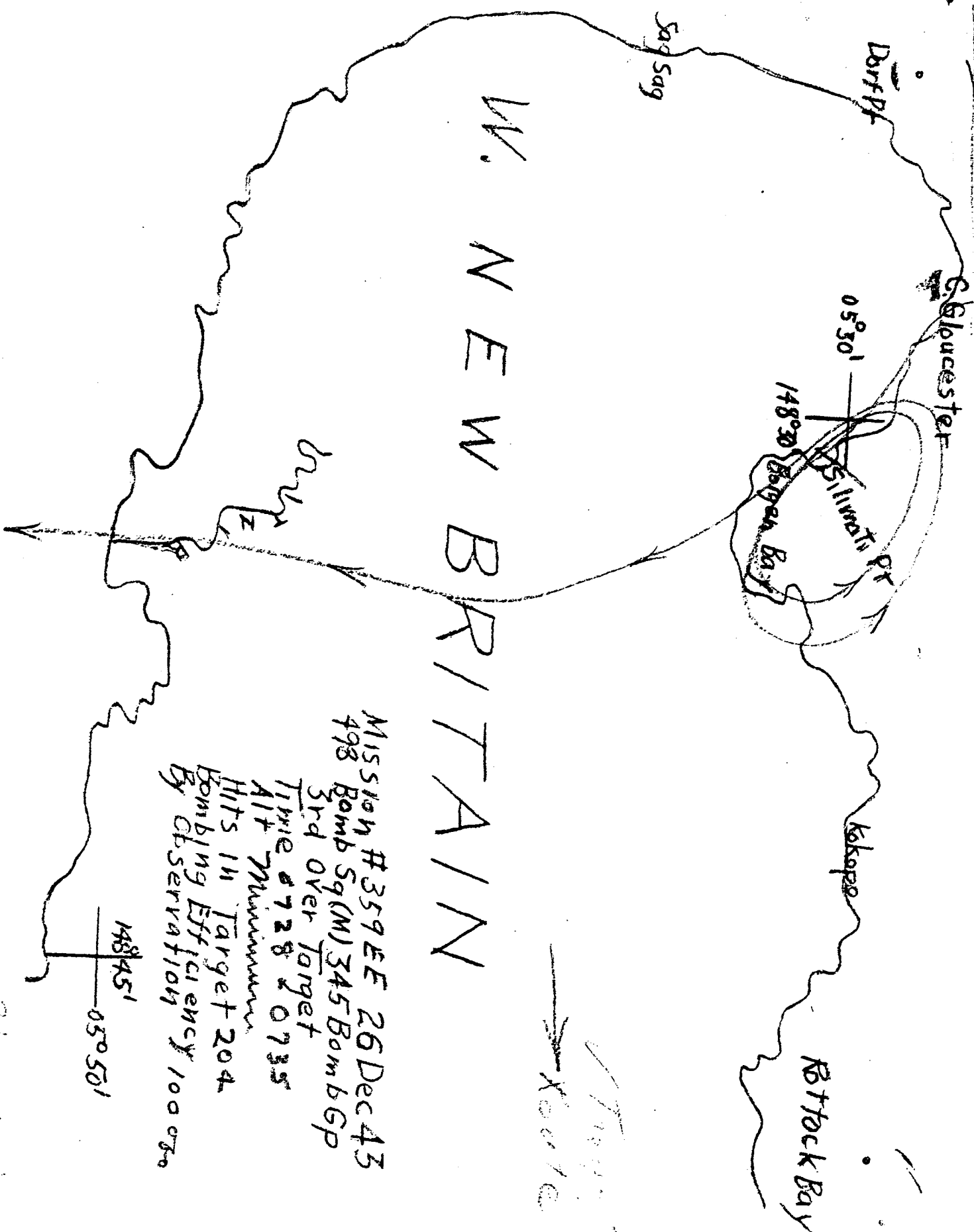
STRAFING TABLE

<u>A/F</u>	<u>.50 cal.</u>	<u>Rds Ex.</u>	<u>.30 cal.</u>	<u>Rds Ex.</u>
	<u>Rds car'd</u>		<u>Rds car'd</u>	
024	4600	1500	4000	--
033	4600	1500	4000	--
063	4600	1500	4000	--
420	4600	1500	4000	--
041	4600	1500	4000	--
223	4600	1800	4000	--
037	4600	1800	4000	--
351	4600	1500	4000	--
176	4600	3500	4000	--
034	4600	2000	4000	--
		<u>18100</u>		

For the Commanding Officer:

CALVIN M. BOWEN,
Capt., Air Corps,
Intelligence Officer.

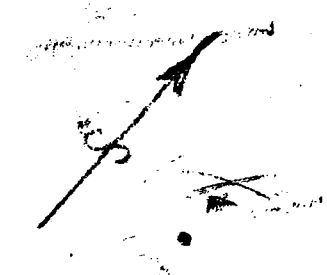
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Mission #359EE 26 Dec 43
498 Bomb Sq (M) 345 Bomb GP
3rd Over Target
Time 0728 & 0735
Alt Minimum
Hits 14 Target 204
Bombing Efficiency 100 %
By Observation 100 %

148°45' 05°50'

Chart 7



1st Flt
2nd Flt
3rd Flt

1st Flt	2nd Flt	3rd Flt
<ul style="list-style-type: none"> Maj Coltharp - X - 176 Lt Barnasky - Δ - 225 Lt Dean - ● - 033 Lt Robinson - X - 351 Lt Heuser - Δ - 420 Lt Cope - ● - 054 Capt Judd - X - 024 Lt Casselman - Δ - 063 - Returned 8 Bombs Capt Chippe - ● - 041 Lt Magee - Δ - 026 	<ul style="list-style-type: none"> Each Bomb Symbol Represents Two Bombs. + Took Photos 	

Mission #359EE-26 Dec 43
+98 Bomb Sq (M) 345 Bomb Grp
3rd Over Target
Time 0728-0735/L
Minimum Alt
204 Hits in Target
Bombing Efficiency By Observation - 100%

041
038
026
023
025
024

040
039
038
037
036
035
034
033
032
031
030
029
028
027
026
025
024
023
022
021
020
019
018
017
016
015
014
013
012
011
010
009
008
007
006
005
004
003
002
001

Chart "A"

CONFIDENTIAL

498
359 KK
26 DEC 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.O. #929

27 December, 1943

SUBJECT: Narrative report on mission 359-KK. Performed on the 26th of 8 December, 1943. Objective Natamo Point.

TO : Commanding General, Fifth Air Force, APO 925.

A small area at Natamo Point on the South side of Borgen Bay, New Britain was bombed and strafed in mission to give ground support to landing forces on the Western side of Borgen Bay.

The attack was coordinated with the 499th, 500th and 501st Squadrons of the 345th Group which had targets in the same area.

The 498th Squadron flying in two elements of three planes in line abreast formation was in number one position in the Group formation. 24 x 500 lb. 4/5 sec. delay fuse demo bombs were dropped on the target on a heading of 145 deg. from an altitude of 100 ft. Bombing was excellent and the bombs were concentrated on the small targets. The target was strafed in the single pass.

Capt. Giffin of the 498th Squadron led the Group formation. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Giffin	037	Lt. Cope	034
Lt. Bronson	225	Lt. Heuser	351
Capt. Chiappe	041	Lt. Magee	024

The planes took off from strip #4 at Dobodura from 1300/L to 1304/L and formed the Group over the Gona Wreck and proceeded to Dampier Strait. Aerial combat over Sakar Island prevented the planes from flying to this point and the formation followed up the Dampier Strait and turned right to approach the target.

The attack was made at 1442/L and all bombs were dropped in a concentrated area. The target was strafed on the same run and the planes then withdrew down the Itni River Valley and returned to Dobodura landing at 1615/L. Bomb spotting, sightings and the route followed by individual airplanes are shown in charts "A" and "B".

This Squadron was not intercepted although there were enemy planes in the area. This Squadron received no A/A fire and nil damage was incurred by planes or personnel.

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A great deal of activity was observed along the landing area and trucks and supplies were along the beach. Japanese planes were observed to score a hit on a large barge leaving it burning. One bomb burst was seen on Silimati Point as planes left the target. One plane was seen to crash into water 2000 ft. East of Silimati Point. One B-25 was seen to circle East of Bergen Bay and disappear. One unidentified plane was seen to crash 10000 ft. SE of Matane Point. One large fire was seen one-half mile East of the N end of Gloucester strip #1. Barges were observed unloading one mile NW of Silimati Pt.

Photo interpretation of one print received shows the bombs concentrated on the target.

PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Type of camera</u>	<u>Ex. made</u>	<u>Prints rec'd</u>
024	1445/L	Bergen Bay	K-21	10	1

BOMBING TABLE

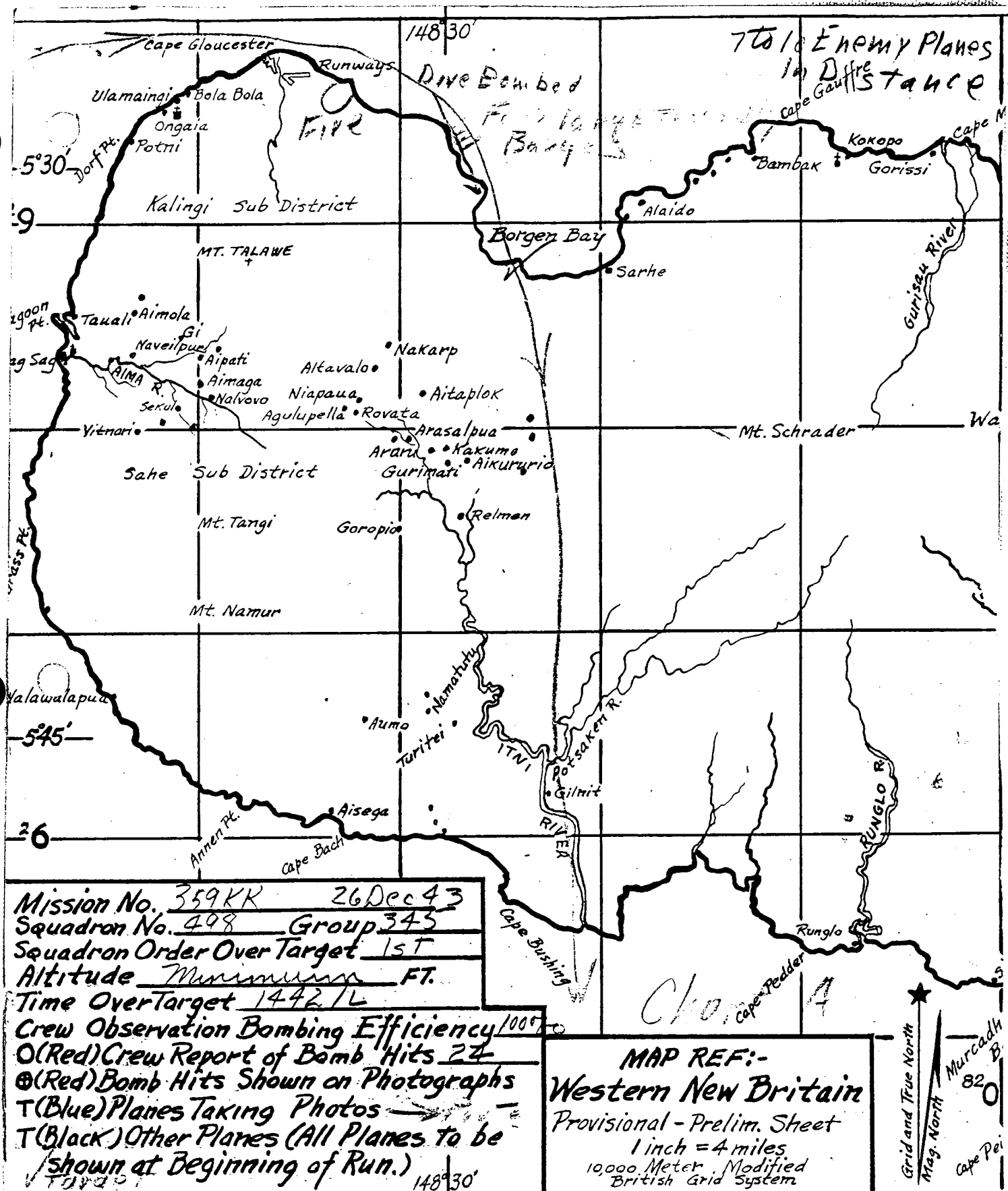
<u>A/P</u>	<u>No. of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped</u>
041	4	4/5 sec.	500 lb.	4
351	4	4/5 sec.	500 lb.	4
037	4	4/5 sec.	500 lb.	4
024	4	4/5 sec.	500 lb.	4
034	4	4/5 sec.	500 lb.	4
225	4	4/5 sec.	500 lb.	4
	<u>24</u>			<u>24</u>

STRAFING TABLE

<u>A/P</u>	<u>.50 Cal.</u>		<u>.30 Cal.</u>	
	<u>Rds car'd</u>	<u>Rds Ex.</u>	<u>Rds car'd</u>	<u>Rds Ex.</u>
041	4600	--	4000	--
351	4600	750	4000	--
037	4600	800	4000	--
024	4600	1100	4000	--
034	4600	1200	4000	--
225	4600	<u>1400</u>	4000	--
		<u>5250</u>		--

For the Commanding Officer:

CALVIN L. BOWEN,
Captain, Air Corps,
Intelligence Officer.



SILIMATI Pt.

Barge Dive Bomb
+ 1st Air Force

+ U/I Crashed Plane
Burning in water

2nd Flt

1st Flt
Capt. B.
Lt. Col.
Lt. H.
Lt. M.

BORGEN BAY

NATAMO Pt.

NATAMO
(OLD SITE)

74

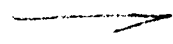
73

87

88

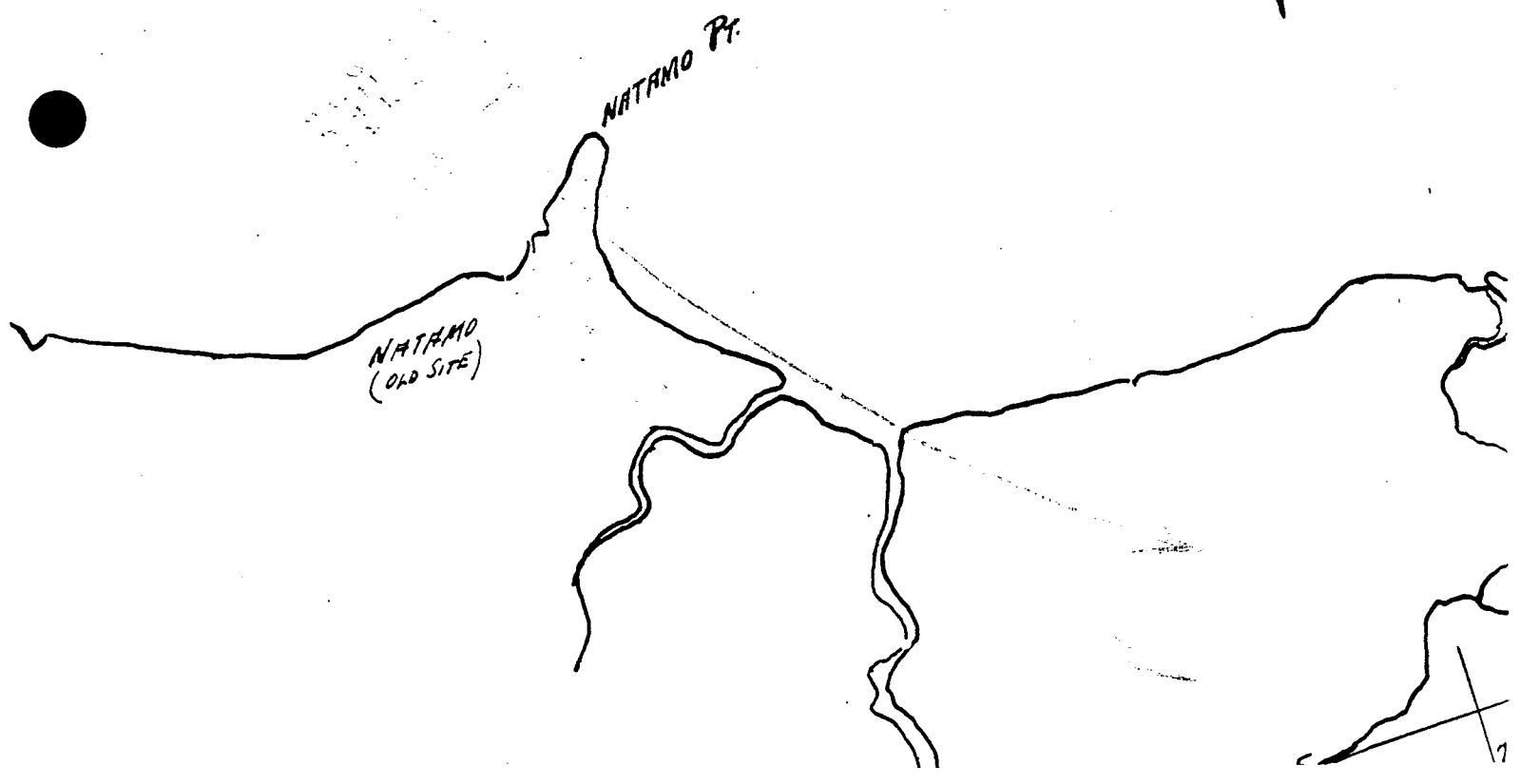
89

had Plane
in water



MISSION
SQUADRO
SQUADRO
ALTITUDE
TIME C
Crew O.
O (RED) ()
⊕ (RED) ()
T (BLUE) ()
T (BLACK) ()
SHOW.

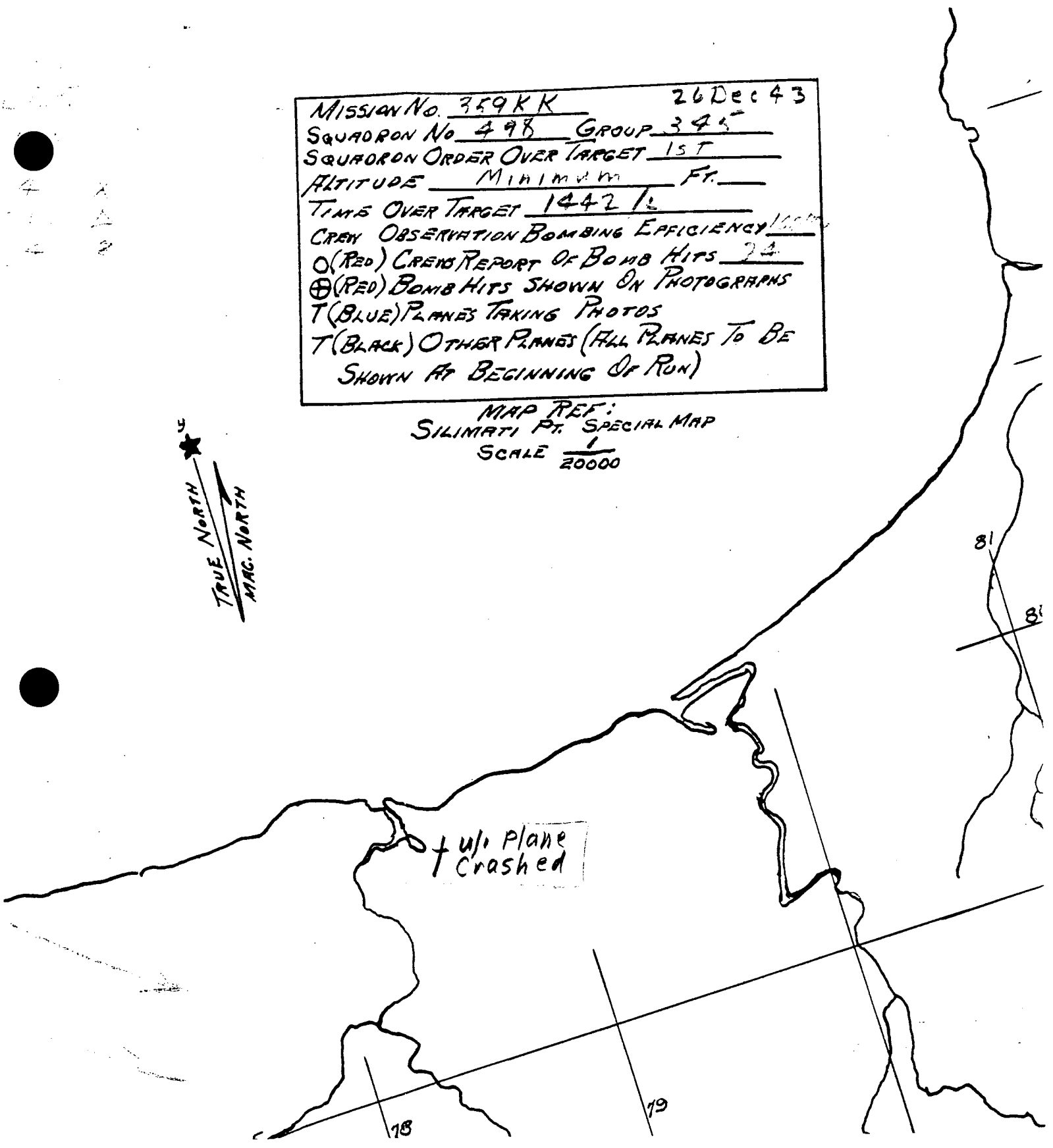
BORGEN BAY



MISSION No. 359KK 26 Dec 43
SQUADRON No. 498 GROUP 345
SQUADRON ORDER OVER TARGET 1ST
ALTITUDE MINIMUM FT.
TIME OVER TARGET 1442 L
CREW OBSERVATION BOMBING EFFICIENCY 100%
O (RED) CREW REPORT OF BOMB HITS 24
⊕ (RED) BOMB HITS SHOWN ON PHOTOGRAPHS
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE
SHOWN AT BEGINNING OF RUN)

MAP REF:
SILIMATI PT. SPECIAL MAP
SCALE $\frac{1}{20000}$

★
TRUE NORTH
MAG. NORTH



CONFIDENTIAL

498
361 HH
28 DEC 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.P.B. #929

29 December, 1943

SUBJECT: Narrative report on mission 361-HH. Performed on the 28th of December, 1943. Objective Barge Sweep.

TO : Commanding General, Fifth Air Force, APO 925.

A barge sweep from Retteck Bay to Riebeck Bay on the Northern coast of New Britain for the purpose of destroying supplies and reinforcements attempting to reach the Bergen Bay area was performed by this Squadron on the 28th of December, 1943.

The attack was coordinated with the 500th Squadron of the 345th Group which led the formation and had the same objective.

The 498th Squadron flying in two elements of three planes in trail formation was in number two position. The attack was made from Retteck Bay Eastward along the coast with the return trip covering the same area. Nil serviceable barges were sighted and 40 x 300 lb. 4/5 sec. delay fuse demo bombs were dropped in villages and areas of activity along the coast and on the Islands off the coast. Bombing was excellent. The target was strafed with 12350 x .50 cal. rounds of ammunition. Bombs were observed to explode in the targets but the results were unobserved otherwise. Bombs were dropped at the following points: 1 at mouth of El River; 3 at Cape Ruge; 1 one mile E of mouth of Tamo River; 3 at mouth of Iloli River; 3 on Cape one-half mile N of mouth of Nomio River; 6 on village on Maruro Is.; 2 1/2 mile inland along Gaho River; 1 along coast 1/4 mile SE of Monga Plantation; 1 at mouth of Pua River; 1 1/2 mile S of Cape Ruge; 3 in Ibeki Plantation; 3 on Western end of Nuwaregi Is.; 2 Kentengi Anchorage; 2 on coast 1/2 mile W of the mouth of Iloli River; 2 on houses on Duel Is.; 1 in water off Mahe-ho Is.; 1 among buildings in Karai Ai Village on Cape Rasult; 1 on buildings on Tamuniai Is.; 1 on W side of mouth of River at Cape Mensing; 2 in possible bivouac area along Sambak-Kekepe Trail.

Judd

Captain Judd led the 498th Squadron. The flights were as follows:

FIRST FLIGHT

Capt. Judd 024
Lt. McCall 037
Capt. Chiappe 041

SECOND FLIGHT

Lt. Barnasky 225
Lt. Browne 420
Lt. Bronson 034

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The planes took off from strip #4 at Dobodura from 0700/L to 0703/L. The planes arrived at Gona Brook at 0708/L completed the rendezvous and left on course at 0733/L. The route followed was direct to the South Western tip of New Britain and then up the Ithi River Valley East of Bergen Bay to Cape Gauffre where the search was started.

The barge hunt was started at 0841/L and the coast was followed to Riebeck Bay. The planes turned around at 0905/L and continued the search along the Islands off the coast on the return flight. The formation was assembled at Rotteck Bay at 0925/L and formation left on course for Dobodura at 0930/L. Landing was made at strip #4 at 1040/L.

Bomb spotting, sightings and the route followed by individual aircraft across the target are shown on chart "B".

Fighter cover was excellent and there was nil interception and nil A/A. Nil damage was received by planes nor personnel.

Photo interpretation of the four prints received discloses nil activity along the coast.

PHOTOGRAPHS

A/P	Time of photo	Locality	Type of camera	Ex. made	Prints rec'd.
024	0835/L	Rotteck - Riebeck Bay	K-21	19	4

BOMBING TABLE

A/P	No. of bombs	Type	Weight	No. dropped
		4/5 sec.		
037	8	222	300 lb.	8
225	8	4/5 sec.	300 lb.	8
041	8	4/5 sec.	300 lb.	0
024	8	4/5 sec.	300 lb.	8
420	8	4/5 sec.	300 lb.	8
034	8	4/5 sec.	300 lb.	8
	48			40

A/P	.50 Cal.	STRAFFING TABLE		.30 Cal.
	Rds car'd	Rds Ex.	Rds car'd	Rds Ex.
037	4600	3500	4000	--
225	4600	1600	4000	--
041	4600	--	4000	--
024	4600	2600	4000	--
420	4600	1600	4000	--
034	4600	3000	4000	--
		12350		

For the Commanding Officer:

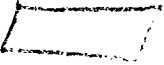

CALVIN M. BOWEN,
Captain, Air Corps,

Intelligence Officer

CONFIDENTIAL

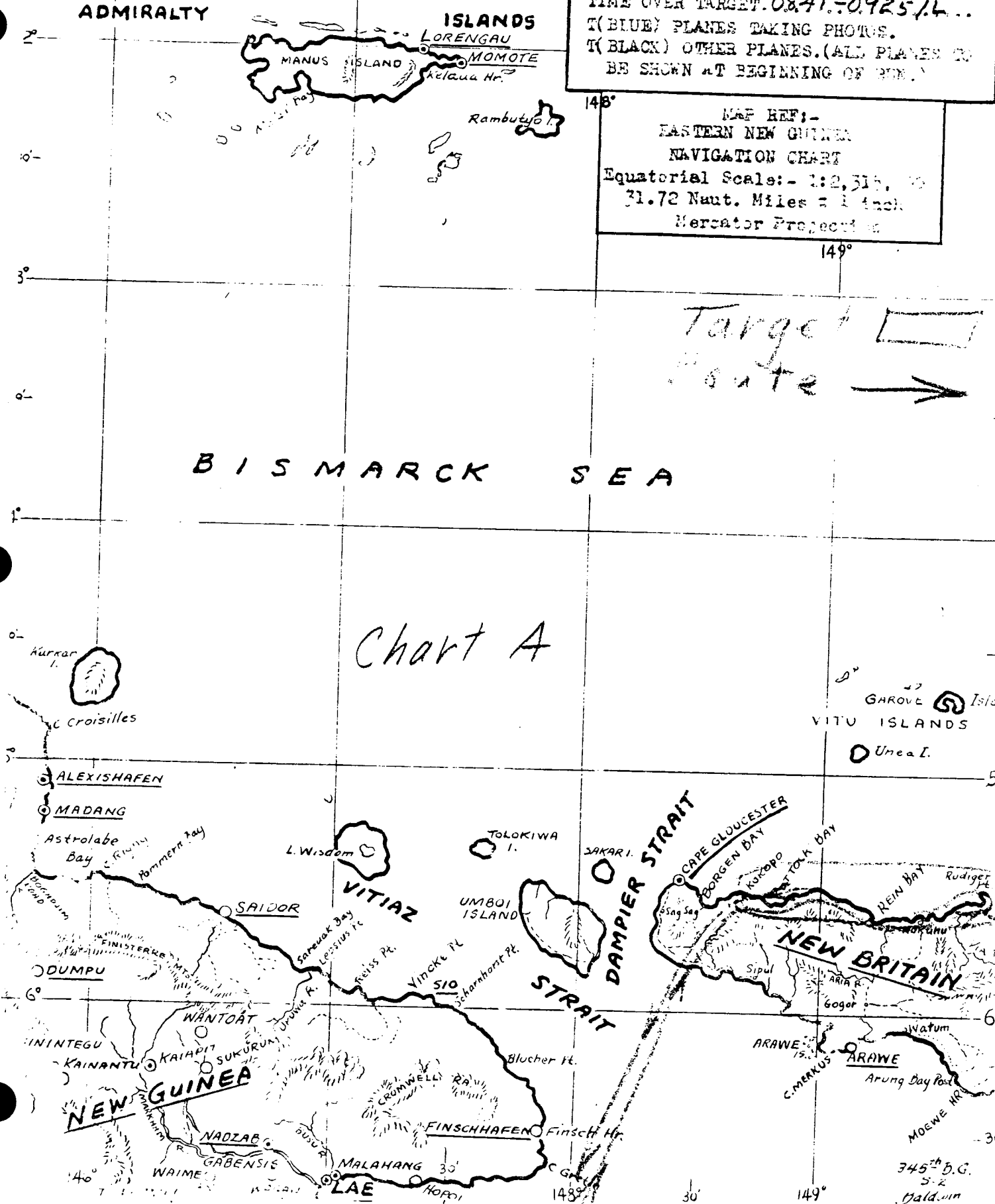
MISSION NO. 344. H. H. DATE 7/11/44
 SQUADRON NO. 998. GROUP 345
 SQUADRON ORDER OVER TARGET. 2nd
 ALTITUDE. Minimum 4000
 TIME OVER TARGET. 0841:0925:14
 (BLUE) PLANES TAKING PHOTOS.
 (BLACK) OTHER PLANES. (ALL PLANES TO
 BE SHOWN AT BEGINNING OF RUN.)

MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale:- 1:2,316,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

Target 
 Route 

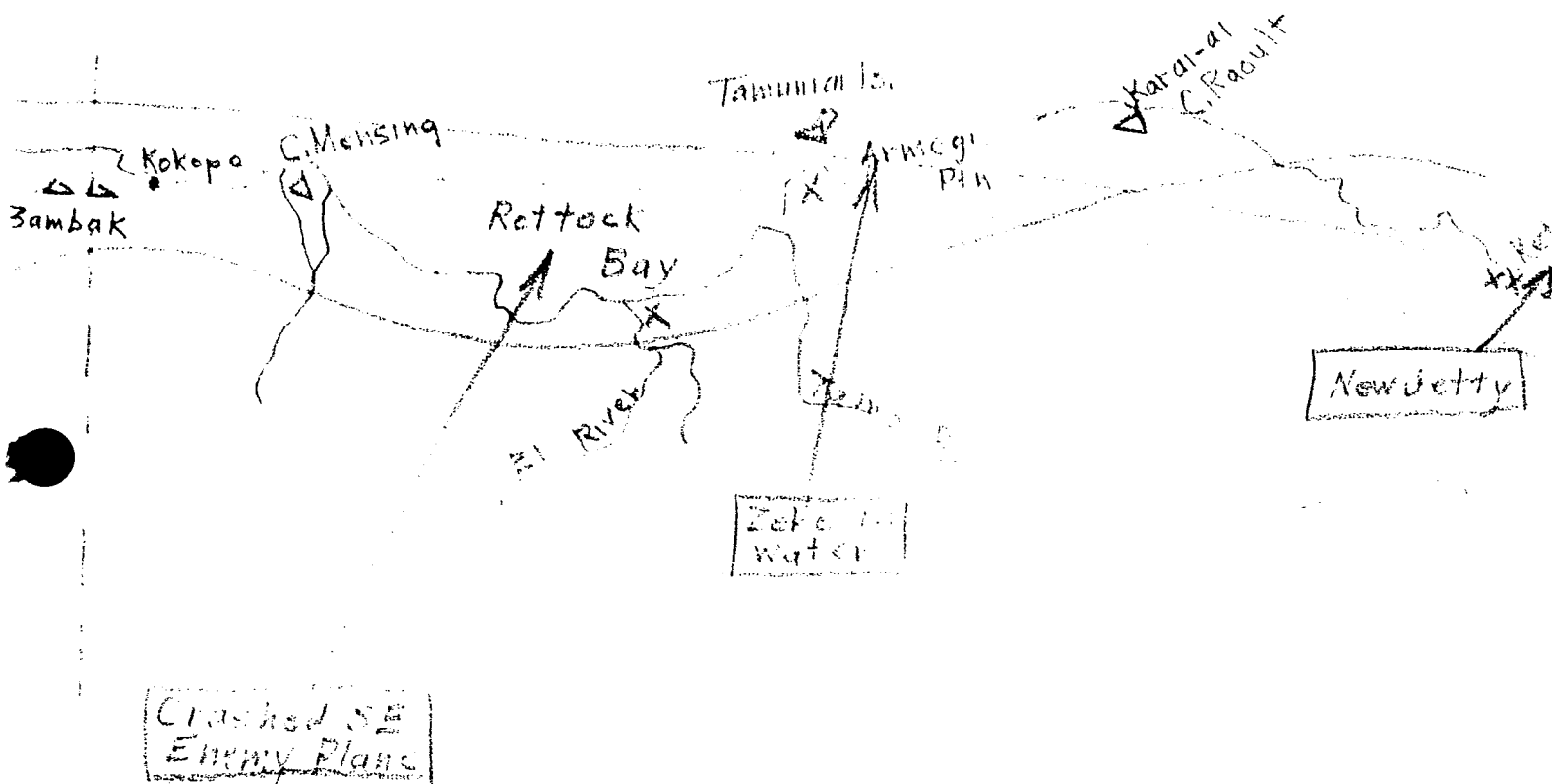
B I S M A R C K S E A

Chart A



345th B.G.
 S-4
 Caldwell

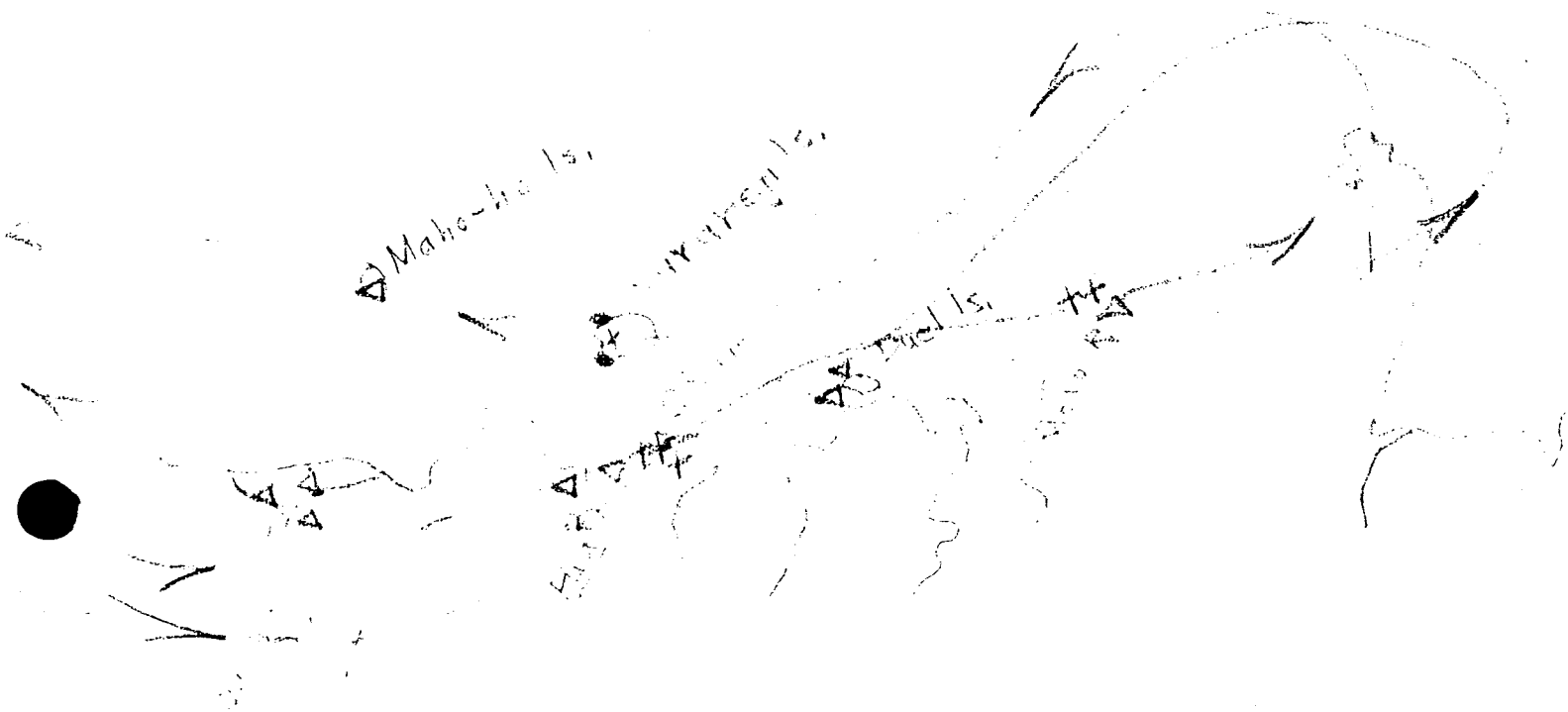
172°45'
05°20'



1 - Capt Judd - 024 - X
 2 - Lt McCall - 037 - Δ
 3 - Capt Clinger - 341 - ●
 4 - Lt Barnhart - 225 - X
 5 - Lt Browne - 412 - Δ
 6 - Lt Brown - 324 - ●
 + 1st Lt Baker

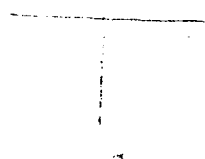
Return up 18 E. miles

MISSION 3
 1st S. W. 1000
 2nd
 3rd
 4th
 5th
 6th
 7th
 8th
 9th
 10th



4830

481



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498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

30 December, 1943

SUBJECT: Narrative report on mission 362-GG. Performed on the 39th of December, 1943. Objective Ground Support at Gloucester A/D.

TO : Commanding General, Fifth Air Force, APO 925.

Ground support for Allied troops which landed East of Gloucester on the 26th of December was the objective of a bombing and strafing attack on an area South of Gloucester Dromes (coordinates 640960 - 640940; 650940 - 656960 - 668960 Special map Gloucester A/D).

The attack was coordinated with attacks by three groups of B-24's, two squadrons of medium bombers and the 499th, 500th and 501st Squadrons of the 345th Group. The 345th Group was last over the target and bombed and strafed on the first run and strafed on the second run.

The 498th Squadron flying two elements of three planes in line abreast formation was in the number four position in the Group. The planes approached from the Northwestern tip of New Britain, swung around to the North and made an S to space themselves behind the preceding squadrons. The first attack made on a heading of 220 deg. and the bombs were released in wooded areas from which enemy opposition was coming. Bombing was excellent with 29 bombs hitting the target. The formation turned to the right North of Tarawa Mt. and again approached the target from the N. The target was strafed thoroughly on the second run on a heading 180 deg. Lt. Magee led the 498th Squadron and the Group formation was led by the 499th Squadron. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Magee	351	Lt. Heuser	037
Lt. Dean	033	Lt. Bronson	225
xxxxxx		Lt. McCall	024
Lt. Casselman	063		

The planes took off from strip #4 at Dobodur from 0746/L to 0748/L and rendezvoused over Gona Weck at 0755/L. The route followed was North to the Western tip of New Britain and direct to the target. Following the second run the planes withdrew to the Western tip of N.B. assembled in a Group formation and returned direct to Dobodura. Landing was made at strip #4 at 1045/L.

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The first attack was made at 0915/L from an altitude of 300 ft. The second attack was made at 0923/L from an altitude of 100 to 300 ft. Bomb spotting, sightings and the route followed by individual aircraft are shown in chart "B". Results of bombing and strafing were unobserved but the areas from which the Japs were resisting were well covered by the attacks of this squadron and the other squadrons and groups which preceded it across the target. Midway across the target on the second run two flares were fired from the Squadron formation to signal the grounds troops that the attack was ended.

Friendly fighters were seen over the target and there was nil interception. Nil A/A was received and neither planes nor personnel received any damage. No one is being recommended for any citations.

BOMBING TABLE

<u>A/P</u>	<u>No. of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped</u>
351	5	4/5 sec.	500 lb.	5
225	5	4/5 sec.	500 lb.	5
037	5	4/5 sec.	500 lb.	5
024	5	4/5 sec.	500 lb.	5
033	4	4/5 sec.	500 lb.	4
063	<u>5</u>	4/5 sec.	500 lb.	<u>5</u>
	29			29

STRAFING TABLE

<u>A/P</u>	<u>.50 Cal.</u>	<u>Rds Ex.</u>	<u>.30 Cal.</u>	<u>Rds Ex.</u>
	<u>Rds car'd</u>		<u>Rds. car'd</u>	
351	4600	1500	4000	--
225	4600	1500	4000	--
037	4600	1500	4000	--
024	4600	2000	4000	--
033	4600	1000	4000	--
063	4600	<u>1000</u>	4000	--
		8500		

Photo interpretation shows bomb hits along wooded areas and discloses nil activity.

PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Type camera</u>	<u>Ex. made</u>	<u>Prints rec'd</u>
024	0915/L	Gloucester	K-21	34	14
033	0915/L	Gloucester	K-21	30	6

For the Commanding Officer:

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.

MISSION NO. 36266... DATE 29 Dec 43
 SQUADRON NO. 498... GROUP 375...
 SQUADRON ORDER OVER TARGET 4.5...
 ALTITUDE... 3880... 38923/L...
 TIME OVER TARGET 8.915.3.0923/L...
 T (BLUE) PLANES TAKING PHOTOS.
 T (BLACK) OTHER PLANES. (ALL PLANES TO
 BE SHOWN AT BEGINNING OF RUN.)

MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale:- 1:2,315,000
 31.70 Naut. Miles = 1 inch.
 Mercator Projection

ADMIRALTY

ISLANDS

LORENGAU
 MANUS ISLAND
 MOMOTE
 Kelana Hr.

Rambuto I.

B I S M A R C K S E A

VITU ISLANDS

NEW BRITAIN

NEW GUINEA

DAMPPIER STRAIT

VITIAZ

UMBUI ISLAND

STRAIT

ARAWA

FINSCHHAFEN

LAE

MALAHANG

WAGAU

WAGAU

WAGAU

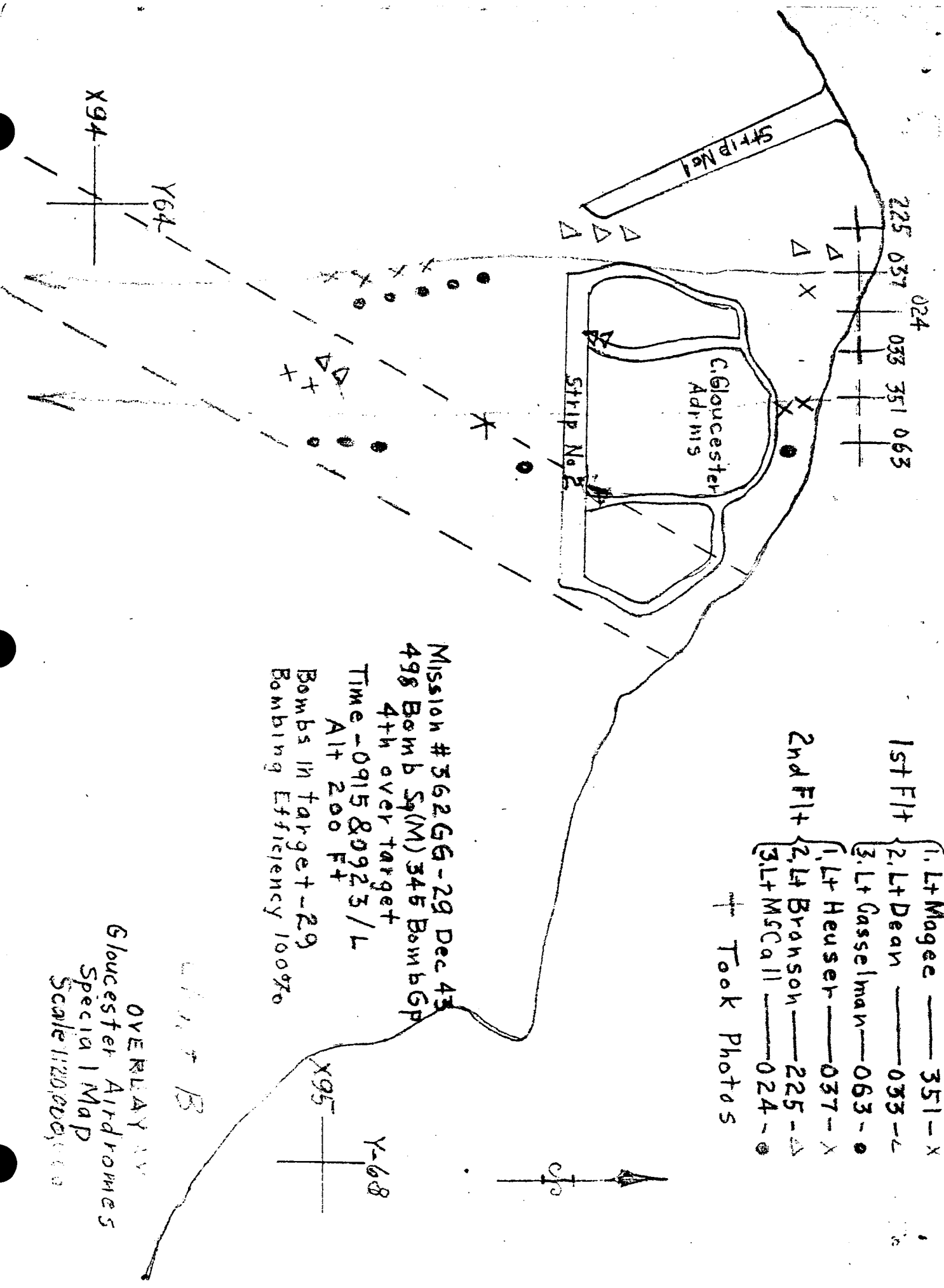
WAGAU

WAGAU

1st Flt { 1. Lt Magee — 351-X
 2. Lt Dean — 033-L
 3. Lt Casselman — 063-●
 2nd Flt { 1. Lt Heuser — 037-X
 2. Lt Branson — 225-△
 3. Lt McCall — 024-●
 Took Photos

Mission # 36266-29 Dec 43
 498 Bomb Sq(M) 345 Bomb GP
 4th over target
 Time - 0915 & 0923/L
 Alt 200 Ft
 Bombs in target - 29
 Bombing Efficiency 100%

OVERLAY BY
 Gloucester Airdromes
 Special Map
 Scale 1:20,000,000



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498
364 DD
31 DEC 43

498TH BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
Office of the Intelligence Officer
A.F.O. #929

1 January, 1944

SUBJECT: Narrative report on mission 364-DD. Performed on the 31st of December, 1943. Objective--dumps.

TO : Commanding General, Fifth Air Force, APO 925.

Dumps and personnel in the Krimahafen Plantation between the Palpa River and Jetty were bombed and strafed in an attack planned to destroy supplies being sent to Japanese forces in the Bogadjin - Yaula Road area.

The attack was coordinated with attacks by the 501st, 500th and 499th Squadrons of the 345th Group. The 498th Squadron flying in two elements of three planes in trail formation was in number two position in the attack. The Squadron took off from Dobodura, rendezvoused over the Gema Wreck, flew up the New Guinea coast to Lae and thence up the Markham River Valley and approached from the SW. The attack was made from altitude of 250 ft. and on a heading of 33 deg. 19 x 500 lb. 8/11 sec. delay fuse demo bombs hit in the target and five bombs fell in the Plantation S of the Palpa River. The bombing was excellent. The target was strafed with 6500 rounds of .50 cal. ammunition. Results of the bombing and strafing were unobserved.

The 501st Squadron led the attack and the 498th Squadron was led by Major Coltharp. The flights were as follows:

FIRST FLIGHT
Maj. Coltharp 176
Lt. Cope 225
Capt. Chiappe 063

SECOND FLIGHT
Capt. Giffin 037
Lt. Dean 036
Lt. McCall 351

The planes took off from strip number 4 at Dobodura from 0802/L to 0804/L and rendezvoused over the Gema Wreck at 0813/L. As the formation approached the target fighters acting as escort for other squadrons attacking Madang were returning and gave excellent cover to this Group. One run was made on the target and the planes circled to the right, assembled in a group formation and returned direct to Dobodura. Landing was made at strip #4 at 1126/L to 1129/L.

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The first flight attacked at 0944/L and in the dive approaching the target decreased the interval between the second flight of the first squadron and passed over the target immediately following the explosion of the bombs dropped by the preceding squadron. The windshield in A/P 063 was broken and Capt. Chiappe and Lt. Adams were cut by flying glass. Shrapnel or debris tore a small hole in the wing of A/P 223. All planes continued across the target, released their bombs and strafed as planned. Bomb spotting, sightings and the route followed by individual aircraft are shown in chart "B".

The second flight attacked at 0944/L and pulled up to avoid the force of the bombs dropped ahead of them. Bomb spotting, sightings and the route followed by individual aircraft are shown in chart "B".

Results of bombing and strafing were unobserved but bombs fell in the target containing supplies and the area was strafed thoroughly.

There was nil interception on the mission and only a few bursts of machine gun fire, which were ineffective, were observed. Position of the gun firing was 1500 ft. NW of the jetty. A large fire was observed in the Bagadfin Plantation 8000 ft. South of the mouth of the Geri River. Canvas covered dumps were seen in palms 3000 ft. SW of the mouth of the Palpa River. Tents and trenches were observed in the Erimahafen Plantation 2000 ft. NW of the jetty. Fires were observed at Madang.

A/P 420 developed engine trouble shortly after taking off and the bomb load was jettisoned in the ocean NE of Morobe.

BOMBING TABLE

<u>A/P</u>	<u>No. of bombs</u>	<u>Type</u>	<u>Weight</u>	<u>No. dropped</u>
063	4	8/11 sec.	500 lb.	4
036	5	8/11 sec.	500 lb.	5
176	5	8/11 sec.	500 lb.	5
351	5	8/11 sec.	500 lb.	5
037	5	8/11 sec.	500 lb.	5 *
223	5	8/11 sec.	500 lb.	5
	<u>29</u>			<u>29</u>

*The bombs in A/P 037 failed to release over the target and were dropped armed into the ocean E of the target.

STRAFIN TABLE

<u>A/P</u>	<u>.50 Cal</u> <u>Rds car'd</u>	<u>Rds. Ex.</u>	<u>.30 Cal.</u> <u>Rds car'd</u>	<u>Rds Ex.</u>
063	4600	1000	4000	--
036	4600	300	4000	--
176	4600	1500	4000	--
351	4600	500	4000	--
037	4600	2000	4000	--
223	4600	<u>1200</u>	4000	--
		<u>6500</u>		

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Interpretation of photos taken by A/P 176 shows the Eastern part of the target well covered with bombs, two bombs in the water S of the jetty and the jetty in tact.

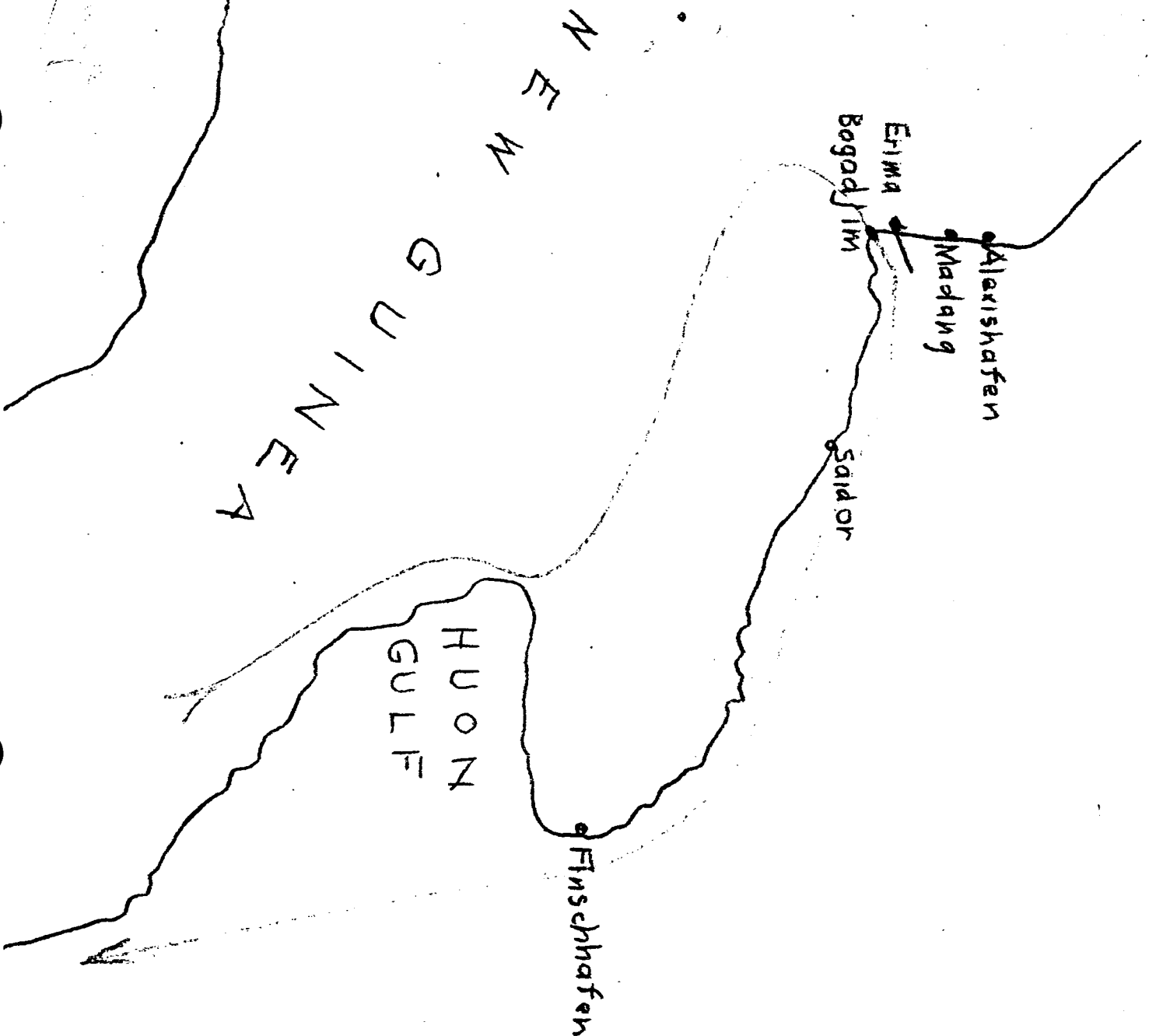
PHOTOGRAPHS

<u>A/P</u>	<u>Time of photo</u>	<u>Locality</u>	<u>Type camera</u>	<u>Ex. made.</u>	<u>Prints req'd</u>
176	0945/L	Erismahafen Plantation	K-21	27	6

For the Commanding Officer:

CALVIN M. BOWEN,
Captain, Air Corps,
Intelligence Officer.

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Mission #364GG-31 Dec 43
498 Bomb Sq(M) 345 Bomb GP
Target
→ Route

Chart A
Scale 1" = 36 MI

Mission #364D - 31-Dec 43
 1st Bomb Sq (M) 31 Bomb Gp
 2nd Over Target
 Alt - 250'
 Time - 0941L
 Hits in Target 19
 Efficiency - 80%

1st Flt { 1. Maj Coltharp - 176 - x
 2. Lt Cope — 225 - Δ
 3. Capt Chiappe — 063 - ●
 2nd Flt { 1. Capt Giffin — 037 - x
 2. Lt Dean — 036 - Δ
 3. Lt McCall — 351 - ●

X-Jettisoned Bombs at Sea
 † Took Photos

Erimahafen fn

Jetty

ERIMA HBR

