

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

499  
81-1  
1 mar 44

499th Bombardment Squadron (M) AAF  
346th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

2 March, 1944.

SUBJECT: Narrative Report on Mission FPO 81-1. Performed 1 March, 44.,  
by two flights of three airplanes each of the 499th Bomb  
Squadron (M). Objective at LOS NEGROS ISLAND, ADMIRALTY  
ISLANDS GROUP. (147°28' 02"00'S).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of 2., A-2. A-2 Advance Echelon, Fifth Air Force, APO  
929. A-2 V Bomber Command, APO 713-1. Intelligence Officer  
346th Bombardment Group (M), APO 713-1.

1. General

a. The purpose of this mission was to be on Air Alert in  
the vicinity of LOS NEGROS ISLAND to attack targets as  
requested and pinpointed by 12th Air Liaison Party, "Gang-  
way". Bomb load was 5 X 500 lb.  $\frac{4}{5}$  second delay fuse demo-  
lition bombs per airplanes.

b. Rendezvous

There was no rendezvous. Squadron assembled enroute to  
target.

c. Attack

6 planes of this Squadron reached the ADMIRALTY ISLANDS  
and circled on Air Alert 3 of LOS NEGROS ISLAND. Upon  
request of "Gangway" the plantation and wooded area ap-  
proximately 500 yards N of and parallel to MOUNT SCRIP  
was strafed and bombed with 22 X 500 lb.  $\frac{4}{5}$  second  
delay bombs from minimum altitude. Two passes were made  
by the lead flight and one by the trail flight. Formation  
during the attack consisted of 2 flights in "right eche-  
lon" in trail. Runs were made from E to S. as directed by  
"Gangway". All bombs fell in the target area but heavy  
foliage prevented observation of specific targets or of  
results other than bomb smoke. "Gangway" however, expressed  
complete satisfaction with the results of the attack over  
radio as the Squadron left the area.

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d. Interception and Airplanes Destroyed.

- (1) Nil interception encountered on this mission.
- (2) Nil Allied A/P's observed lost and nil enemy A/P's observed destroyed either in air or on ground.

e. Time and Location of:

Alert:	Strip 4 HADZAB	1450/L.
Take Off:	" " "	1457/L.
Reconnaissance:	No reconnaissance, Squadron assembled enroute, in formation and on course by 1507/L.	
Air Alerts:	3 of Los Negros Island	1757/L-1758/L.
Attack:		1754/L-1755/L.
Landed:	Strip "1 HADZAB	2000/L.

- f. Route Q<sub>4</sub>: HADZAB FINSCHAFEN LOS NEGROS ISLAND.  
Attack R<sub>4</sub>: NW to SE over Los Negros W of and parallel to MOMOTE STRIP.  
Return: LOS NEGROS ISLAND FINSCHAFEN HADZAB.

2. Airplanes of the 499th Squadron in the attack.

This Squadron formed the entire "strike force" for this mission. Capt. R.D. REINHOLD was selected as Squadron Leader. Flights were set up as follows:

FIRST FLIGHT

Capt. R.D. REINHOLD	A/P 015
2nd. Lt. R.W. SPEAR	" 019
2nd. Lt. W.W. GRAHAM	" 164

SECOND FLIGHT

1st. Lt. W.H. FARKE	A/P 254
1st. Lt. C.B. JORDAN	" 014
1st. Lt. C. GESSNA	" 097

3. Details of the Mission.

Capt. R.D. REINHOLD led the Squadron Formation as well as the first flight, on this mission. He proceeded to FINSCHAFEN where he took up a course of 344°. About 75 miles on course near LONG ISLAND he ran into a heavy rain-storm so altered heading to 240° slowly swinging back to the original one as the fringes of the storm was passed. About 60 miles S of the target the formation encountered a series of moderate to heavy rain showers and broke out of them over LOU ISLAND, S of LOS NEGROS ISLAND. Ceiling there was about 1500 feet with scattered showers in all directions. About this time the entire electrical system in the lead plane went out of commission. Capt. REINHOLD made one circle S of LOS NEGROS ISLAND but was unable to make contact with "gangway" and was unable to signal the second flight leader to

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take over the Squadron Formation, so he headed back toward the base. Emergency repair were effected shortly thereafter enabling Capt. REINHOLD to contact "Gangway". He brought the Squadron back to the vicinity of LOS NEGROS and received definite instructions to make run from NYOS bombing and strafing the edge of the wooded area West of the strip. Capt. REINHOLD carried this out implicitly making a wide circle N and W of HYANE HARBOR and leaving his flight directly over the edge of the woods as requested. He dropped three bombs on this pass and strafed the area thoroughly. He made a wide circle to the left during which time "Gangway" confirmed accuracy of attack and requested a second pass 100 yards E of first. Capt. REINHOLD complied with this request strafing and dropping his last two bombs in the designated area. Due to foliage, no results of bomb bursts were seen other than bomb smoke. Capt. REINHOLD had seen the two DD's (See attached overlay) laying a barrage into the area just E of MCNOTE STRIP very near the prospective flight path but reported that their fire control was superior. Fire ceased as planes began attack and reopened as soon as they were clear on both passes. After this second pass "Gangway" again contacted the Squadron Leader expressing complete satisfaction with results of the attack and releasing the formation from Air Alert. Capt. REINHOLD then took up a course for home reaching the E coast of NEW GUINEA at PORTIFICATION POINT and following the shore line back to base.

Lt. JORDAN flew on Capt. REINHOLD's wing during the entire mission so his actions were similar to the leader's throughout. He reported the Naval vessels as being in the approximate position shown on attached overlay and a large fire in the center of NN dispersal area. He dropped all 5 bombs on the first pass and strafed heavily on both passes.

Lt. GRAHAM was number three man in the first flight. He also dropped his 5 bombs on the first pass. He reported seeing on both passes, 1 possibly serviceable "Beke" in a revetment W of the center of the strip. He also saw N/G fire at naval vessels from a position approximately 700 yards NNW of Southeast Point.

On the approach to the target, the flight leader of the second element, after echeloning his flight to the right, spaced himself for the first run which he thought was to be only a strafing run. However, the first flight, on reaching the target began dropping bombs. The flight leader of the second flight seeing this and knowing he was too close to the first flight, made a steep 300° turn to the right to escape the bomb bursts and still be in a position for his pass at the target. On completion of the turn and as the run on the target was begun the flight leader saw the first flight had gotten in position for the second pass so the second flight made only one pass bombing and strafing the assigned target. The lead plane in this element dropped all bombs. The #2 man Lt. SPEAR failed to drop any bombs due to a bomb rack malfunction but thoroughly strafed the target. The #3 man Lt. GESSHA dropped only two bombs on this pass saving three bombs for the second pass that was not made, so the remainder of bombs were returned to base.

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b. Anti-Aircraft Fire.

Nil A/A encountered on this mission.

c. Fighter Cover.

Nil fighter cover on this mission.

d. Details of Damage to Aircraft in the Air.

(1) Nil damage to own aircraft.

(2) Nil enemy A/P's seen to be shot out of air.

e. There were nil injuries to personnel of the Squadron on this mission.

4. Recommendations for Awards.

In view of information currently at hand no recommendations for awards will be forwarded as a result of this mission.

5. Tables.

See Incl. #1 for Armament, Ordnance and Photo Tables.

6. Sightings.

1 large fire E end of W dispersal area, flames 20 feet high and large column of black smoke.

2 DD's and 1 Corvette approximately 1/2 mile S and E of Southeast Point shelling area E of SE end of Strip.

1 small landing barge proceeding toward mouth of HYANE HARBOR from S part HYANE HARBOR.

2 B-17's several miles S of Los Negros Island heading S.

1 Leko, possibly serviceable, in revetment W of center of Strip.

Friendly Convoy consisting of 3 LST's, 5 DD's and 2 Corvettes, escorted by 16 P-38's moving at 12 knots on a heading of 55° at (147°25'E 03°50' S) at approximately 1630/L.

1 M/G firing at DD from position in Mamote Plantation approximately 700 yards NNW of Southeast Point.

Splashed in water near DD's thought to be coastal gun shells or mortar fire.

7. Photographic Interpretation

Photos of mission not received at the time of preparation of this report.

*Jack C. Hoopes*  
JACK C. HOOPES  
1st Lt., Air Corps  
ASST INTELLIGENCE OFFICER

Incl: 1 Tables

2 Bomb Assessment Chart

3 Route to and from targets.

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\*\*\*Bombing Tables\*\*\*

A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Remarks
018	5	4/5	500 lb.	5	
019	5	"	"	Nil	Back Malfunction
104	5	"	"	5	
254	5	"	"	5	
014	5	"	"	5	
087	5	"	"	2	3 returned to base.
TOTAL 20 X 500 lb. 4/5 second delay bombs dropped on target.					

Note: Armament unable to furnish information for Armament Report due to the fact that all remaining ammunition had to be unloaded immediately in order to prepare for other mission.

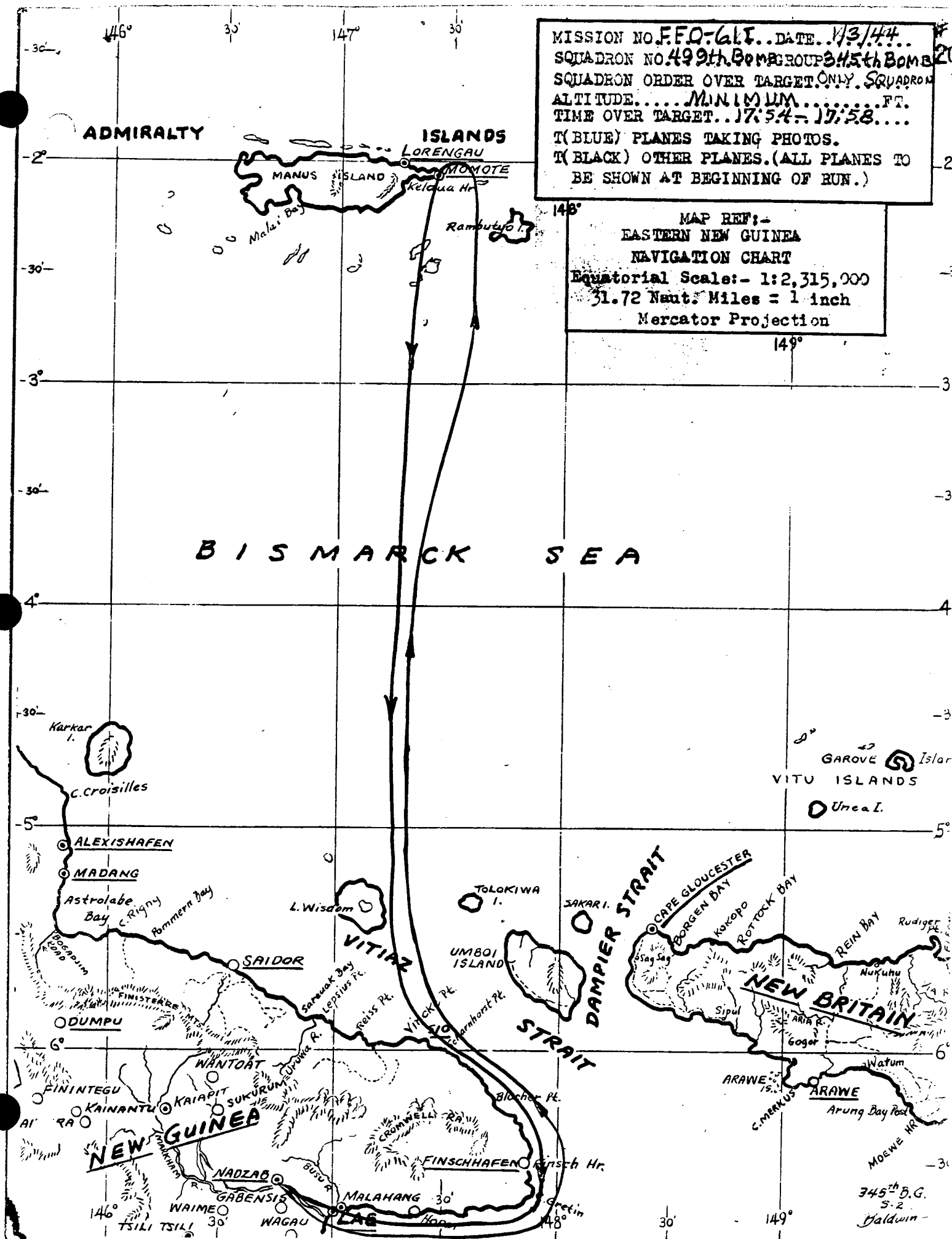
\*\*\*Photo Reports\*\*\*

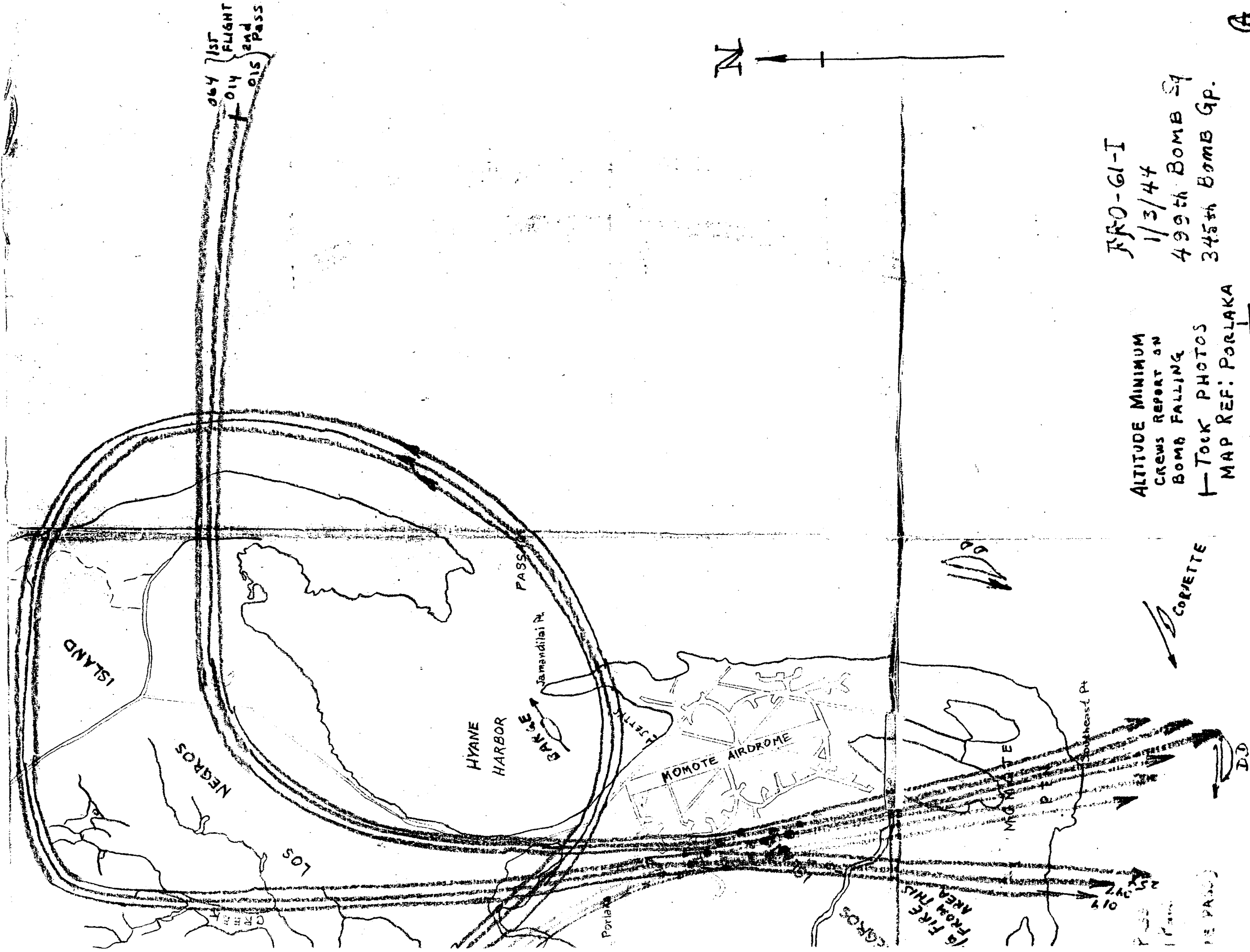
A/P	Type Camera	No. Photos Taken	Altitude	Place
014	K-21	20	Minimum	Los Negros
254	" "	20	"	" "
TOTAL 50 X-21's				

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MISSION NO. F.F.O-611..DATE.. 1/3/44..  
 SQUADRON NO. 499th Bomb Group 345th Bomb..  
 SQUADRON ORDER OVER TARGET.. ONLY.. SQUADRON  
 ALTITUDE..... MINIMUM..... FT..  
 TIME OVER TARGET.. 17:54-17:58..  
 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  
 31.72 Naut. Miles = 1 inch  
 Mercator Projection





FRD-61-I

1/3/44

499th Bomb Sq

345th Bomb Gp.

ALTITUDE MINIMUM  
CREWS REPORT ON  
BOMB FALLING

TOOK PHOTOS

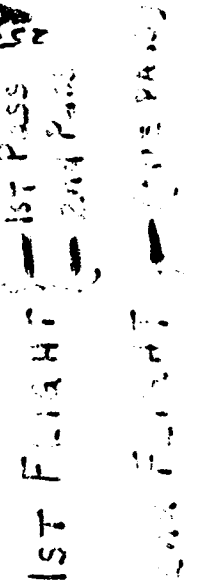
MAP REF: PORLAKA

2000

1000

6

**CORVETTE**





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

499  
61-E  
1 March 44

th Bombardment Squadron (M) AAF  
Bombardment Group (M) AAF  
OF THE INTELLIGENCE OFFICER  
APO 713-1

2 March, 1944.

61-E  
Mission FFO 61-E, performed 1 March, 44.,  
of three planes each of the 499th Squadron.  
at Hansa Bay, NEW GUINEA.

Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.G. of S., A-2, A-2 Advance Echelon, Fifth Air Force, APO  
929, A-2 V Bomber Command, APO 713-1. Intelligence Officer,  
245th Bombardment Group (M), APO 713-1.

1. General

- a. The purpose of this mission was to attack and destroy supplies and stores in the area between EKV and SISIMANGO villages on the West shore of HANSA BAY from medium altitude, with 5 X 500 lb. bombs, instantaneous fuses, per airplane.
- b. Rendezvous with Group accomplished over MADZAN at 2000 feet and with "Fighter Escort" over DUMPU at 2000 feet.
- c. 6 planes of this Squadron bombed target 18-D along the W shore of HANSA BAY between SISIMANGO and EKV Villages. Bombs were dropped on a heading of 10° from 6500 feet at 220 m.p.h. I.A.S. Formation consisted of two 3 plane "V"s in close trail with all planes dropping on lead ship. Bombing was fair with 20 bombs exploding in the target area and 10 in the water close to the shore. Results other than bomb smoke were unobserved. Accurate, heavy A/A followed the formation throughout the bomb run making bombing difficult. One A/A fragment cracked the glass in front of the bomb sight of the lead plane, the only one equipped with a sight, prior to the bomb release. Evasive action was taken immediately after the release and the formation withdrew with minimum delay.

d. Interception.

- (1) Nil interception encountered on this mission.
- (2) Nil Allied planes observed destroyed. No A/P's seen to be destroyed either in the air or on the ground.

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

e. Time and Location of:

Alert:	Strip 4 MADZAB	1015/L.
Take off:	" " "	1030/L.
Rendezvous:	Squadron: Over MADZAB	1035/L.
Group:	Over MADZAB	
	On course	1042/L.
Fighter Escort:	DUMPU	1100/L.
Attack:	W shore HANSA BAY	1155/L.
Landing:	Strip 4 MADZAB	1325/L.

f. Route out: MADZAB, DUMPU, TARGET.

Attack Rt: Approximately S to E parallel to W shore of HANSA BAY.

Return: Target, GUSAP, MADZAB.

2. Airplanes of the 489th Squadron in the Attack.

The 500th Squadron was assigned to lead the Group Formation. Lt.W.H.PARKE was selected to lead this Squadron which was number two in the sequence of attack. Flights were as follows:

FIRST FLIGHT

SECOND FLIGHT

1st.Lt.W.H.PARKE	A/P 276	1st.Lt.E.BAKER	340
2nd.Lt.H.H.ALGER	" 185	2nd.Lt.A.L.NILES	097
1st.Lt.C.B.JORDAN	" 014	1st.Lt.CESNA	015

3. Details of the Mission.

a. Details of the attack:

Lt.W.H.PARKE was the leader of the first flight with Lt.ALGER and Lt.JORDAN in number two and three positions respectively, in a tight "V" formation. As Lt.PARKE neared the area he saw approximately 50 heavy and medium A/A bursts over ANAR PLANTATION. He began to take evasive action and as he straightened out for the bomb run heavy and medium A/A fire from positions along the W shore of HANSA BAY opened fire on the formation. He made a 40 second bomb run on a heading of 10° at 6500 feet at 220 m.p.h. I.A.S. During the run several heavy bursts of A/A came very close to both flights, causing them some difficulty in making a smooth run. All 5 of Lt.PARKE's bombs fell in a string in the water along the beach parallel to the target as did the 5 dropped by Lt.ALGER, his right wingman. However Lt.JORDAN on his left wing strung all of his bombs throughout the length of the target. During the run several fires were observed in the vicinity of ANAR POINT with columns of black smoke up to 1500-2000 feet.

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As soon as was practical after the release. Lt. PARKE led the formation in a shallow diving turn to the left and was soon out of range of A/A. He then brought the Squadron back to base without further incident.

Lt. R. BAKER led the second flight in close trail to the lead flight. Lt. NILES and Lt. CESSNA flew on his wings in a tight "v" formation. This flight's actions were very similar to those of the first. Lt. BAKER led his flight slightly to the left of Lt. PARKE and consequently all 18 bombs of the 3 planes were strung in an excellent pattern throughout the length of the target.

b. Anti Aircraft.

Moderate to intense, heavy and medium, accurate to inaccurate A/A at 8500 feet was encountered during the bomb run from positions along the W shore of HANSA BAY between SISIMANGO and EKV Villages. Between 100 and 150 heavy and medium bursts were seen over the HANSA BAY area on the approach. A new medium position was reported at the mouth of the ANAR RIVER on the N. bank. Heavy position at ANAR POINT was seen to be firing on approach, probably at preceding Squadron. A/A directed at this Squadron appeared to be the "tracking" type rather than "barrage". The Formation was picked up at the beginning of the bomb run and followed until peel-off was made at completion of run. Many bursts were seen on all sides of the Formation, some within 100 feet of the planes. 3 planes were holed by A/A fragments.

c. Fighter Cover.

One Squadron of P-40's furnished close cover and one Squadron of P-47's top cover on this mission. Crews reported it as excellent throughout.

d. Details of damage to Aircraft in the Air.

A/P #278 - 2 inch hole in horizontal stabiliser and crack in glass in nose.

A/P #185 - 3 inch hole in trailing edge of right flap.

A/P #340 - Small hole in leading edge of right inboard wing. Small hole in bottom of right nacelle and small hole in bottom of right outboard wing.

Nil enemy A/P's damaged or destroyed.

e. No injuries suffered by any personnel on this mission.

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4. Recommendations for Awards.

In view of information currently at hand no recommendations will be forwarded as result of this mission.

5. Tables

See Incl.#1 for Bombing and Photo Tables.


6. Sightings.

3 large fires in vicinity of Awar Point, large column of black smoke.  
1 huge fire inland from jetties at target 13 D. Large flames were observed. Several smaller fires observed throughout Awar Plantation. Smoke from all fires up to 1500-2000 feet.  
Several bomb bursts in water NE of Hku Village from previous Squadron's attack.

7. Photo Interpretation.

Photographs of mission not received at time of preparation of this report.

For the Squadron COMMANDER:

  
JACK C. HOOPES  
1st.Lt., Air Corps  
ASST. INTELLIGENCE OFFICER

Incl: 1 Tables.

- " 2 Bomb Assessment Chart.
- " 3 Route to and from Target.

Distribution:

- (1) Copy Commanding General, Fifth Air Force, APO 925. ATTENTION OF:
  - A.C. of S., A-2.
  - A-2 Advance Echelon, Fifth Air Force, APO 929.
  - A-2 V Bomber Command, APO 713-1.
  - Intelligence Officer, 345th Bombardment Group (M), APO 713-1.

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\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks.
278	8	Inst.	800	Nil.	Bombs hit in water.
185	"	"	"	"	" " " "
014	"	"	"	8	
340	"	"	"	"	
097	"	"	"	"	
015	"	"	"	"	
Total: 20 X 800 lb. bombs dropped on target 10 X 800 lb. bombs in water.					
Total bombs dropped: 20 X 800 lb. inst. fuse bombs.					

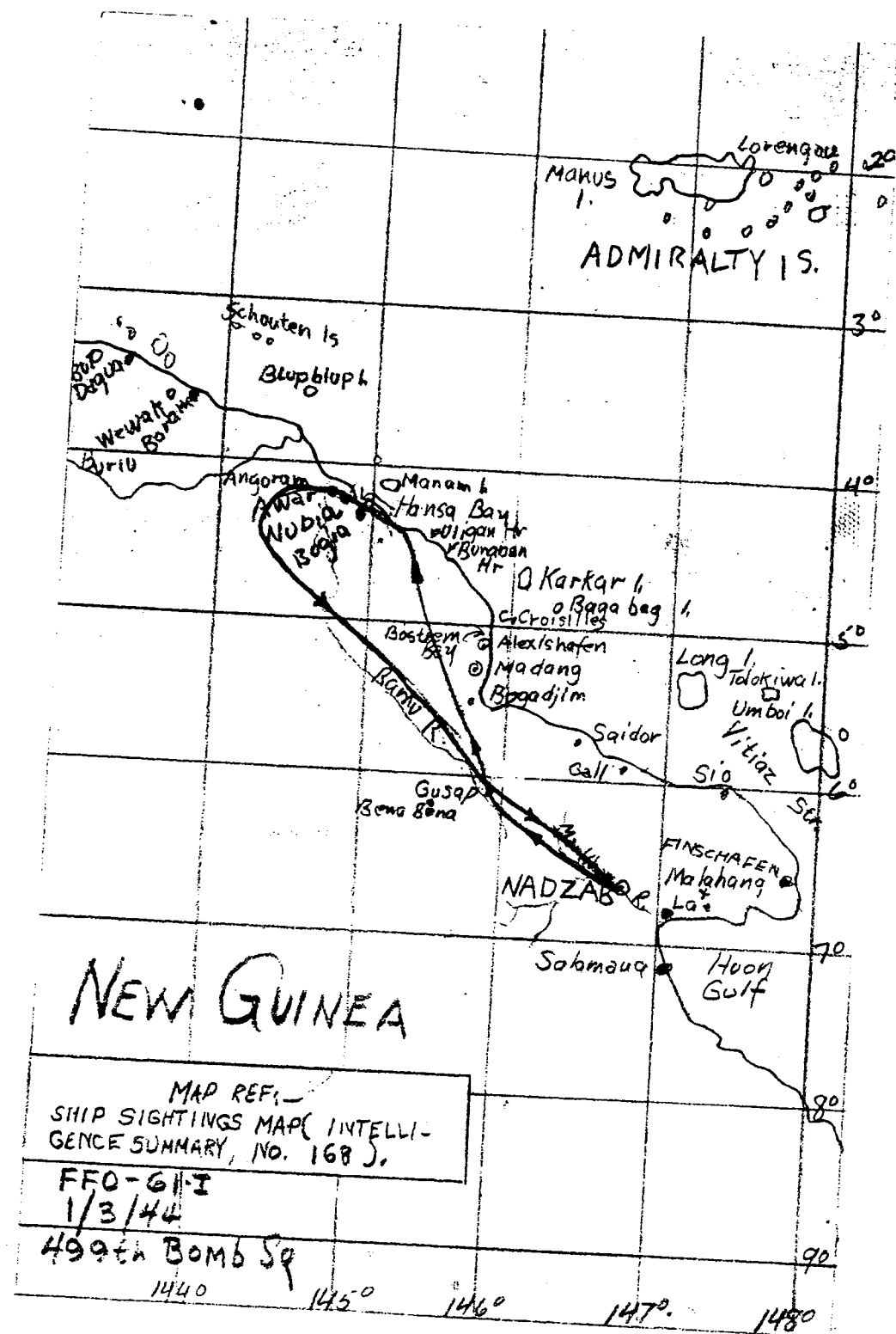
\*\*\*STRAFING TABLE\*\*\*

Note: Since mission was carried from medium altitude, no ammunition was expended.

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos taken	Altitude	Time	Location
014	K-21	8	4500 feet	1154/L	Manua Bay
015	K-21	30	" "	" "	" "
Total: 38 K-21's.					

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62-I  
2 mar 44

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

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

3 March, 1944.

SUBJECT: Narrative Report on Mission WFO 62-I, performed 2 March, 44.,  
by 5 airplanes of the 499th Squadron. Objective at LOS NEGROS  
ISLAND, ADMIRALTY ISLANDS. (147°26' E 02°00'S).

TO : Commanding General, Fifth Air Force, APO 928. ATTENTION OF:  
A.C. of 3., A-2. A-2 Advance Echelon, Fifth Air Force, APO  
929. A-2 V Bomber Command, APO 713-1. Intelligence Officer,  
345th Bombardment Group (M), APO 713-1.

1. General

a. The purpose of this mission was to be on Air Alert in  
the vicinity of LOS NEGROS ISLAND to bomb with 5 X 500 lb.  
inst. fused bombs per plane, from medium altitude in  
support of Ground Forces, targets requested by 12th Air  
Liaison Party. The target assigned by 12th A.L.P. was both  
sides of the river 1200 yards NW of MOMOTE STRIP.

b. Rendezvous

Group rendezvous accomplished over MADZAS at 2000 feet.

c. Attack

5 planes of this Squadron reached LOS NEGROS ISLAND and  
circled E of the island. The 12th A.L.P. could not be  
contacted directly so the order to bomb area on both sides  
of river 1200 yards of MOMOTE STRIP was relayed through  
"Fighter Control". At start of this Squadron's run "Fighter  
Control was heard to order all bombing to cease as casual-  
ties were being inflicted on friendly troops.  
Consequently three planes did not bomb but two planes, not  
hearing the message, unloaded 10 bombs along the center of  
at the extreme W edge of the W dispersal area of MOMOTE STRIP.  
(See attached overlay) Bomb run was made on a heading of  
300° at 3000 feet, with 195 m.p.h. I.A.S. Results of bombs  
other than bomb smoke not observed. Withdrawal was to the  
left over the S part of LOS NEGROS ISLAND.

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

d. Interception and Airplanes Destroyed.

(1) Enroute to target in the vicinity of 147°07'E 02°40'S an estimated enemy force of 8-9 Zekes and 1-2 Tonys attacked this Squadron at 1221/L at 6000 feet. The first pass was made directly head on by a Tony. This Squadron immediately went into a dive but several other attacks were made before the formation reached the water. Passes were made from dives, climbs and at same level from all angles. Enemy pilots appeared eager for the most part pressing many attacks to within 100 yards of our formation. 1 Tony came within 50 feet and later within 100 feet before breaking off. Fighter passes did not, however, show any evidence of attempts at coordinating attacks. Our evasive action consisted of following the rest of this Group in a dive to water level, turning slightly into fighters and firing at them with turret and waist guns. Duration of the interception was approximately 10 minutes.

(2) Nil Allied airplanes observed lost. Nil enemy airplanes destroyed either in the air or on the ground by this Squadron.

e. Time and Location of:

Alert	Strip 4 HADZAB	1050/L.
Take Off	" " "	1202/L.
Rendezvous	Over HADZAB	1115/L.
Attack	1402/L 1405/L	
Landed	Strip 4 HADZAB	1612/L.

f. Route Out: HADZAB GUSAP BOGAJEM LOS NEGROS ISLAND.  
Attack Rt: SE to NW over MOMOTE STRIP.  
Return: Target FIESCHAFEN LAE HADZAB.

2. Airplanes of the 499th Squadron in Attack.

The 501st Squadron was assigned to lead the mission. Lt.V.W.TATELMAN was selected to lead this Squadron which was fourth in the sequence of attack. Flights were set up as follows:

<u>FIRST FLIGHT</u>		<u>SECOND FLIGHT</u>	
1st.Lt.V.W.TATELMAN	A/P 759	1st.Lt.A.BAKER	A/P 347
2nd.Lt.A.L.NILES	254	1st.Lt.H.W.CABELL	" 164
2nd.Lt.A.RUSHWORTH	097	1st.Lt.C.CESSENA	" 014

Note: Lt.Cabell was forced to turn back 30 minutes after take off due to mechanical difficulties.



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

3. Details of Mission.

a. Details of Attack.

Lt. V. N. TATELMAN was the Squadron leader on the mission. 40 minutes prior to reaching target he overheard "Fighter control" at LOS NEGROS ISLAND stating that 8 "Bogies" were in the Target Vicinity. Group leader evidently did not receive this message as he remained at 6000 feet. 10 minutes South of LOU ISLAND 5 u/1 fighters were seen circling by Lt. TATELMAN'S plane at 10 o'clock to his course several miles away at 8000 feet. Fighters attacked as soon as they spotted our formation. They dived through the forward section of the Group formation and chandelled sharply. First pass on Lt. TATELMAN was a Tony coming in low from 11 o'clock directly at his nose and diving away to Lt. TATELMAN'S left. By this time he was at water level and was calling "Fighter Control" for help. This call was acknowledged immediately. The second pass was also by a Tony from 11 o'clock high, starting the run at 1500 feet. Another Tony flying diagonally to Lt. TATELMAN'S course made a wing-over to the left and a long straight diving attack from 11 o'clock. He pressed so close that the Squadron Leader was forced to dump the nose of his bomber drastically to avoid collision. During this attack Lt. TATELMAN threw his plane in a violent skid probably spoiling the Hip's deflection as no hits were sustained. The final pass was made by a Zeke from 5 o'clock at same level, breaking away at 200 yards up and to the right. One 20mm. projectile exploded in the rear of the fuselage near the camera.

Lt. TATELMAN reached the target and after circling the area for a while heard the Group Leader receive bomb request from "Fighter Control". He maneuvered for position, following the 498th Squadron over target by one minute. As his airplane was a Medium Bomber, he had to turn on interphone to get final corrections for bomb run, (D-8 type sight was used) so he did not hear the order to cease bombing. His bombs fell in area shown on attached overlay. After the bomb run he heard "Fighter Control" saying that the Group had inflicted heavy damage on friendly troops. He returned to base without further incident.

Lt. WILKS flew on Lt. TATELMAN'S right wing. He was not attacked directly during the interception and his plane was not damaged. Over the target he heard the order to cease attack so he did not release his bombs.

Lt. RUSHWORTH flew number three position in the first flight. On the initial attack by Jap fighters, 1 Tony made a head on pass at his plane from 11 o'clock pressing to within 50 feet before breaking away to Lt. RUSHWORTH'S left. During dive to water 1 Zeke came in at 5 o'clock from above, but fire from turret guns forced him to break away at 500 yards. Final pass made at water level from 3 o'clock high pressing to within 200 feet and breaking away over bomber. Over the target Lt. RUSHWORTH also heard the "Cease Attack" order so did not release bombs. He was unable to warn the Squadron Leader however.

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b. Anti Aircraft Fire

Nil A/A encountered on this mission.

c. Fighter Cover

Area Fighter Cover was provided over Target but this Squadron did not observe any direct "Fighter Escort".

d. Details of Damage to Aircraft in the Air.

- (1) A/P 789: 20 mm. shell exploded in rear of fuselage near camera hatch causing large hole in right side and many small holes in left side.

A/P 014: One 13.7 mm hole in left prop.  
Oil tank on top of left engine punctured.  
Top of left main gas tank "creased" by 13.7 mm. bullet.  
Hose from left main gas tank out.  
Vent line from same tank out off.  
Main electrical conduit from Navigator's compartment to tail severed in several places. 1 dynamotor "converter" shot out. Electric conduit to turret motor severed. All Radio equipment heavily damaged. Left rudder almost completely shot away. Left control horizontal/gyrator  
horn

- (2) Nil enemy A/P seen to be destroyed or damaged.

3. The following personnel of this Squadron received injuries as follows:  
1st.Lt.Louis E.Higgins, O-793251. Laceration of left forearm.  
T/Sgt.Frederick R.Mitchell, 15082164. Laceration of right thigh.  
S/Sgt.Christopher S.Bartzokas, 3318585. Multiple punctures and lacerations on back and arms.

4. Recommendations for Awards.

Investigation are being conducted to determine eligibility of crew members for awards. Results will be forwarded as soon as possible.

5. Tables.

See Incl.#1.

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

6. Sightings:

1 Jap fighter seen strafing in water W side of Lou Island.  
Other Squadron's bombs seen hitting E of Strip and continuing across it, at the center of the strip. A second string seen across W end of runway. Large splash in water 80 miles S of Manus Island. Nearby Zeke making low passes over it.  
1 small fire, grey smoke, seen near Lorengau Strip.

7. Photo Interpretation.

Bomb locations on attached overlay plotted from photographs received. Nil other interpretation.

For the Squadron COMMANDER:

*Jack C. Hoopes*  
JACK C. HOOPES  
1st.Lt., Air Corps  
ASST. INTELLIGENCE OFFICER

Incl: 1 Tables.

- " 2 Bomb Assessment Chart.
- " 3 Route to and from target.

Distribution:

- (1 copy) Commanding General, Fifth Air Force, APO 925. ATTENTION OF:
  - A.C. of S., A-2.
  - A-2 Advance Echelon, Fifth Air Force, APO 925.
  - A-2 V Bomber Command, APO 713-1.
- 1 copy Intelligence Officer, 345th Bomb Group (M), APO 713-1.
- " " File

-4-

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

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

\*\*\*BOMBING TABLE\*\*\*

A/F No.	No. Bombs	Type	Weight	No. On Target
789	5	Inst.	500 lb.	6
014	"	"	"	"
TOTAL 10 X 500 lb. Inst. fuse bombs dropped on target.				

Note: 15 bombs were returned to base, when ordered to cease bombing attack over target.

\*\*\*ARMAMENT REPORT\*\*\*

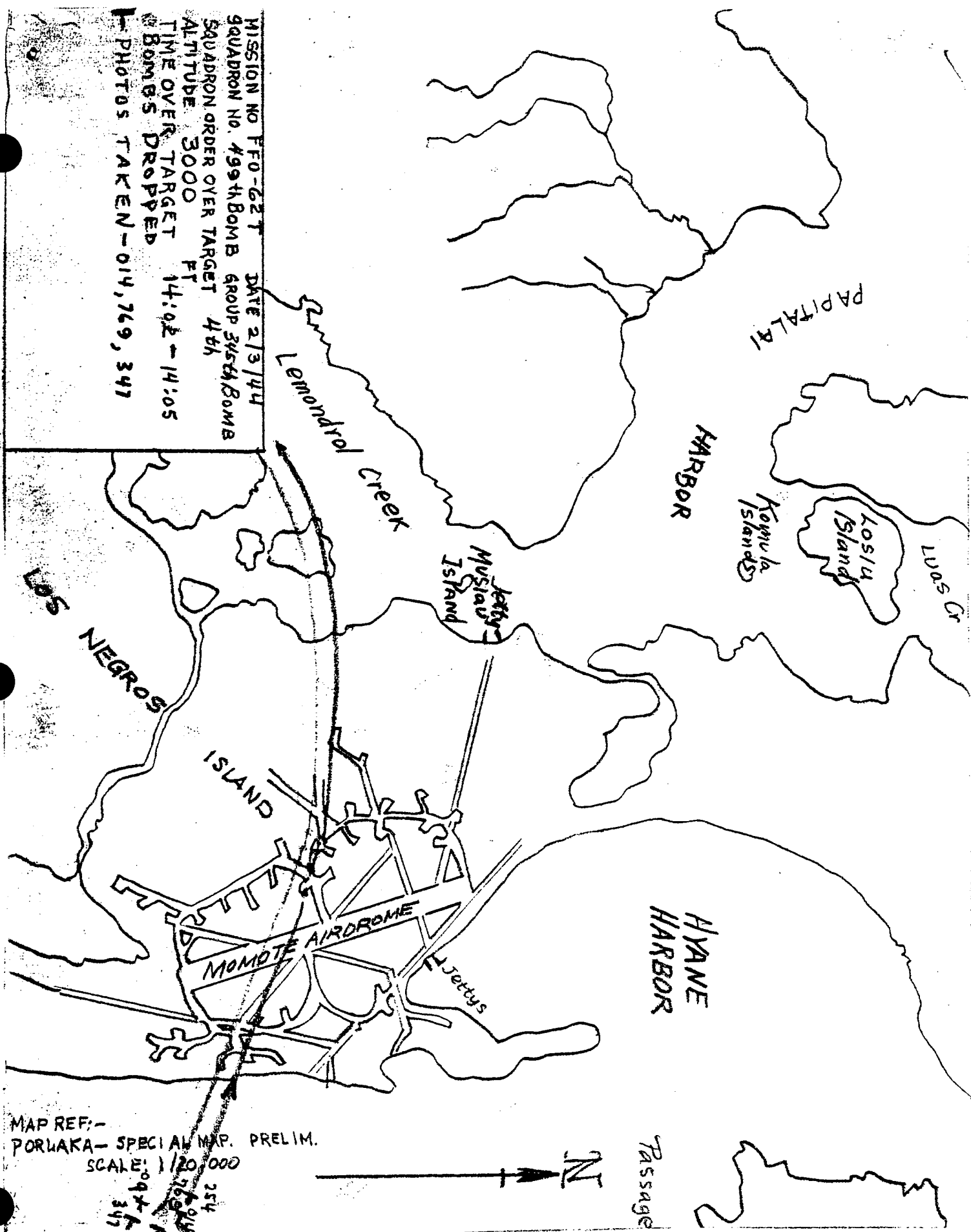
Since mission was carried out from medium altitude, no ammunition was expended in strafing, however, 1250 X.50 Cal. 848 X.30 Cal. were expended during interception.

\*\*\*PHOTO REPORT\*\*\*

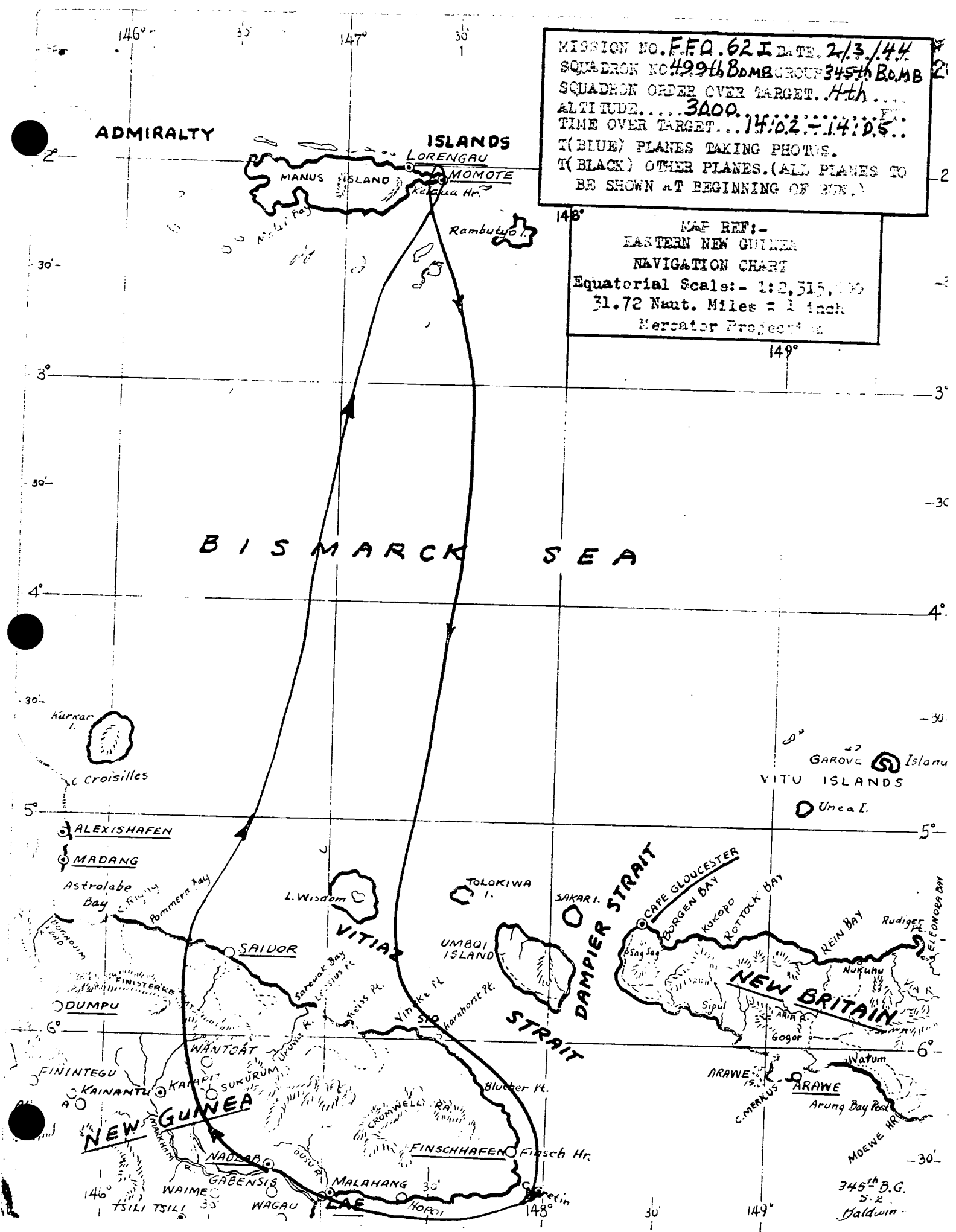
A/F	Type Camera	No. Photos Taken	Altitude	Place
789	K-21	30	5000 ft.	remote Strip
347	"	"	"	"
014	"	"	"	"
TOTAL 90 K-21's.				

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

MISSION NO FFO-62T DATE 2/3/44  
 SQUADRON NO. 499th BOMB GROUP 345th BOMB  
 SQUADRON ORDER OVER TARGET 4th  
 ALTITUDE 3000 FT  
 TIME OVER TARGET 14:02 - 14:05  
 BOMBS DROPPED  
 PHOTOS TAKEN - 014, 769, 347



MAP REF: -  
 PORUAKA - SPECIAL MAP. PRELIM.  
 SCALE: 1/20,000  
 254  
 769  
 347



MISSION NO. FFQ.62 I DATE 2/3/44  
SQUADRON NO. 499th BOMB GROUP 345th BOMB  
SQUADRON ORDER OVER TARGET. 4th  
ALTITUDE.....3000  
TIME OVER TARGET...14:02 - 14:05  
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:- 1:2,515,000  
31.72 Naut. Miles = 1 inch  
Mercator Projection

345th B.G.  
S-2  
Halduin

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499  
63-0  
3 Mar 44

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1.

4 March, 1944.

SUBJECT: Narrative Report on Mission WFO 63-3, performed 3 March, 44.,  
by two flights of three planes each of the 499th Squadron.  
Objective at LOS NEGROS ISLAND, ADMIRALTY ISLANDS GROUP.  
(08°00'S 147°20'E).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-1. A-1 Advance Echelon, Fifth Air Force, APO  
925. A-2 V Bomber Command, APO 713-1. Intelligence Officer,  
345th Bomb Group (M), APO 713-1.

1. General

a. The purpose of this mission was for this Squadron to be  
on "Air Alert" E of LOS NEGROS ISLAND to provide support  
for Ground Forces there upon request. Primary Target was  
to be area 3 off and adjacent to River 1200 yards SW  
MOMOTE DRONE. The secondary Target, a strip 600 yards  
wide adjacent to the N shore of HYANE HARBOR, was ordered  
attacked by Air Liaison Party.

b. Rendezvous

No Rendezvous. Squadron assembled en route.

c. Attack

6 planes of this squadron reached LOS NEGROS ISLAND  
contacting ALP as ordered. All contact with ALP was  
relayed through Fighter Control "Zanspan". The  
Squadron was ordered to attack secondary target, a  
strip of land approximately 600 yards wide adjacent  
to the N shore of HYANE HARBOR making a run from SW  
to NE. The attack was carried out as ordered. The  
approach was made over the S end of LOS NEGROS ISLAND,  
over PORLAKA VILLAGE and across target. The run was  
made at 500 feet on a heading of approximately 45°  
at 195 mph I.A.S. Bombing was excellent with a total  
of 56 X 100 lb. inst. White Phosphorus bombs dropped,  
30 of which were in the target and 6 in the water.

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

Five of those in the target were dropped safe due to rack malfunction. Results other than bursts were unobserved but Ground Forces were reported by "Sauceman" as being extremely well pleased with the attack.

d. Interception and Airplanes Destroyed.

- (1) Nil interception encountered on this mission.
- (2) Nil Allied aircraft observed lost.  
Nil enemy aircraft destroyed in the air or on the ground by this Squadron.

e. Time and location of:

Alert: Strip 3 NADZAB  
Take Off: " " " 1330/L.  
Rendezvous: No Rendezvous. Squadron <sup>17</sup>Formation and on course by 1340/L.  
Attack: N shore HYANE HARBOR 1608/L.  
Landed: Strip 3 NADZAB 1816/L.

- f. Route Out: NADZAB LAE FINSCHAFEN E of LOS NEGROS ISLAND.  
Attack Rd: SW to NE along N shore HYANE HARBOR.  
Return : LOS NEGROS FINSCHAFEN LAE NADZAB.

2. Airplanes of the 499th Squadron in the attack.

This Squadron constitute the entire "Strike Force" on this mission and Lt.W.N.PARKE was selected to lead the Squadron Formation. Flights were as follows:

<u>FIRST FLIGHT</u>		<u>SECOND FLIGHT</u>	
1st.Lt.W.N.PARKE	A/P 249	1st.Lt.V.W.TATLEMAN	019
1st.Lt.C.B.JORDAN	" 347	1st.Lt.R.BAKER	064
2nd.Lt.W.W.RUSHWORTH	" 015	1st.Lt.W.W.CABELL	164

3. Details of the Mission.

a. Details of the Attack:

Lt.PARKE, the Squadron Leader, had as his wingmen Lt.JORDAN and Lt.RUSHWORTH in number two and three<sup>positions</sup> respectively. Lt.PARKE led the Squadron to LOS NEGROS ISLAND and circled to the E while contacting ALP. At this time he saw 3 DD's E of HYANE HARBOR moving S.



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

A burst of A/A was seen about 200 feet over the DD's, probably from one of them as a warning since "Saucepan" told Lt. PARKE to stay away from all shipping immediately after this. The Squadron was ordered to continue circling until light bombardment attack was completed and shortly thereafter 9 A-20's were observed making a run from SW to NE along the N shore of HYANE HARBOR. "Saucepan" then requested Lt. PARKE to lead the Squadron in a strike on approximately same heading on the same target. He swung to the right around the SE end of LOS NEGROS then turned North, asking "Saucepan" to confirm his course to prevent his passing over friendly troops. This was acknowledged and as he neared PORLAKA VILLAGE "Saucepan" requested him to bear somewhat West, indicating the presence of friendly ground forces E of PORLAKA VILLAGE. As Lt. Parke reached the target he was directed to release his bombs. Only one bomb fell from his plane due to malfunction of the rack but the remainder of the Squadron scattered bombs throughout the target. Breakway was made to the right over water E of HYANE HARBOR. No results were observed but ALP informed Lt. PARKE that the strike was very successful and that the Ground Forces were moving in immediately to attack. Lt. PARKE then proceeded to the base without further incident.

Lt. Tatelman led the second flight with Lt. Baker on his right wing and Lt. Cabell on his left. This flight followed the lead flight in close trail throughout the mission and dropped bombs on the Squadron Leader's release. Their actions, consequently were very similar to those of Lt. Parke. On the withdrawal, however, Lt. TATELMAN saw 2 DD's approximately 2 miles NE of Southeast Point. 4 black puffs, similar to heavy A/A 5000<sup>over</sup>feet and 1/2 mile E of them, were observed. At approximately the same time possible gun flashes were reported at Southeast Point. DD's then apparently shelled the Point and no further activity was seen. Lt. TATELMAN and his wingmen followed the lead flight home with no further action or sightings.

b. Anti Air Craft.

Nil A/A on this mission.

c. Fighter Cover

Nil "Fighter Escort" accompanied Squadron on this mission. Area Cover was to be provided over target but no fighters of any type seen on the mission.

d. Details of Damage to Aircraft in the Air.

(1) Nil damage to own Aircraft.

(2) Nil enemy airplanes observed to be shot out of air.

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

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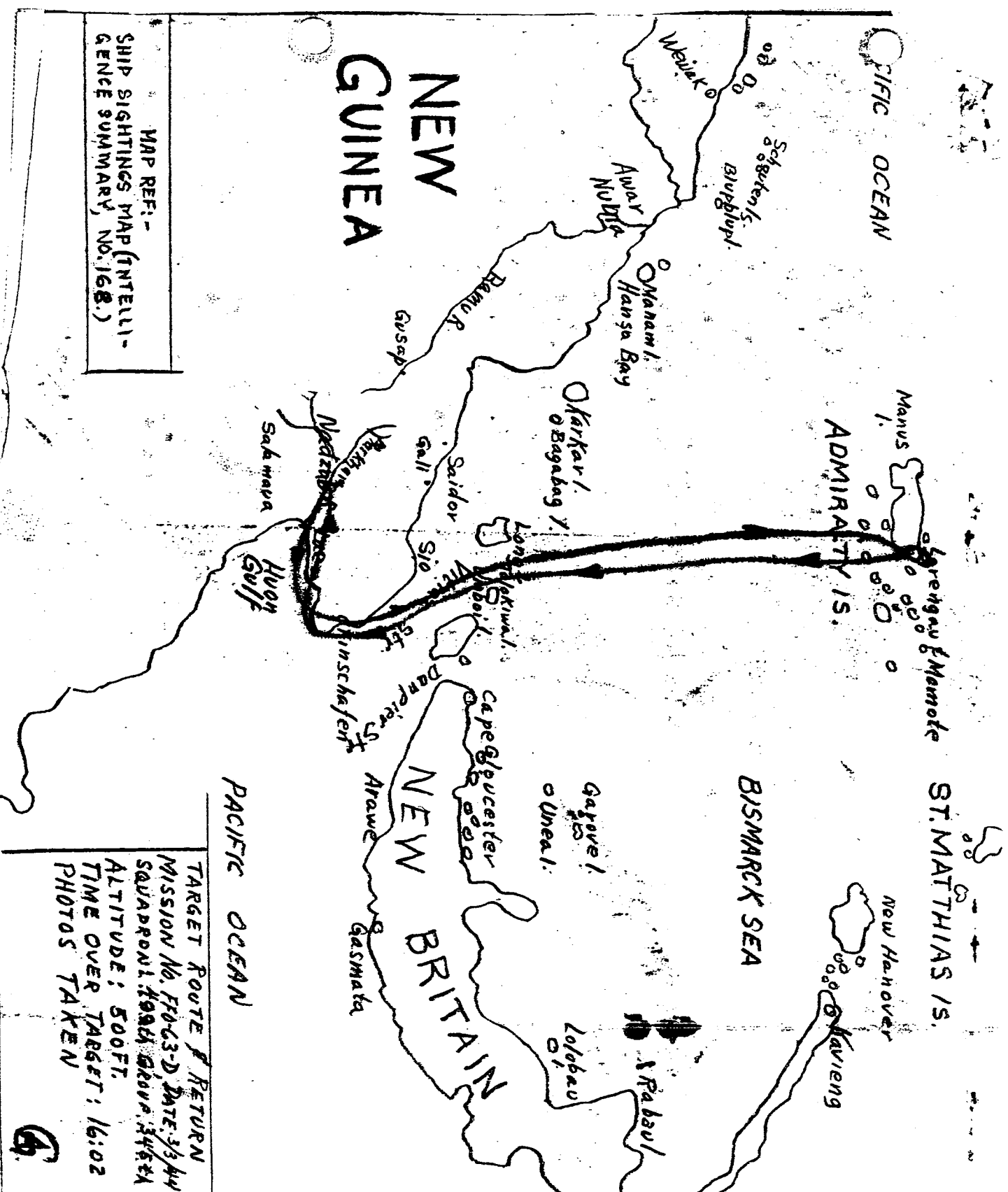
---BOMBING TABLE---

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
249	12	White Phos.	100 lb.	1	11 returned to base rack malfunction.
347	"	"	"	7	3 returned - rack malfunction.
015	"	"	"	8	3 in water,
019	"	"	"	12	"
004	"	"	"	"	"
104	"	"	"	9	3 in water.
TOTALS: 50 X 100 lbs. W.P. bombs dropped on target.					
	6 X 100	"	"	"	in water.
	16 X 100	"	"	"	returned to base.

---PHOTO TABLE---

A/P	Type Camera	Photos Taken	Altitude	Time	Location
249	K-21	80	500	1802/L	N. Shore HYANE HARBOR
019	"	"	"	"	"
TOTAL: 80 K-21's.					

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

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1.

6 March, 1944.

**SUBJECT:** Narrative Report on Mission FPO 65-H, performed 5 March, 44, by eight planes of the 499th Squadron. Objective at RAI COAST, NEW GUINEA.

**TO :** Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2 Advance Echelon, Fifth Air Force, APO 929.  
A-2, V Bomber Command, APO 713-1. Intelligence Officer, 345th Bomb Group (M), APO 713-1.

1. General

a. The purpose of this mission was to support a landing operation at YALAU PLANTATION on the RAI COAST. The first flight of 3 planes, loaded with 12 X 100 lb. instantaneous fused White Phosphorus bombs, was to cover an enemy observation post at DUMEN VILLAGE with smoke immediately prior to the initial landing. The other two flights one 3 plane and one 2 plane, with 5 X 500 lb. S/11 second delay bombs per airplane were to be on Air Alert near YALAU PLANTATION to attack as requested by ALP No.7. Secondary target 2nd second and third flights was designated at CAPE RIGNY.

b. Rendezvous.

No rendezvous. Squadron assembled en route.

c. Attack.

First Flight:

Three planes of this flight reached the target as planned, and each dropped a string of 12 X 100 lb. W.P. bombs across the N edge of DUMEN VILLAGE at intervals of 3 minutes beginning at 0725/L. Bombing was excellent with all bombs on designated target resulting in a heavy layer of smoke which completely obscured DUMEN VILLAGE for over one hour.

Second Flight:

5 airplanes of these flights reached the target and contacted ALP No.7 as ordered. They remained on Air Alert several miles NE of YALAU until requested to attack the Secondary Target.

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

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

The secondary target was CAPE RIGNY. Bombing was excellent, a total of 23 x 500 lb. 8/11 second delay bombs were dropped, 100% of which were on the target. 5 bombs fell in a string 3 of and extending through KUL VILLAGE #1 definitely demolishing 2 huts. 13 bombs were unloaded on an unnamed village between KUL VILLAGE #8 and TANHALIP POINT, 5 more in a string between this village and point but results other than bomb bursts were not observed. Both flights made two individual passes over the target strafing heavily both times.

4. Interception, and Airplanes destroyed.

1. Nil interception encountered on this mission.
2. A long flash of fire seen shortly after take off over HUGH GOLF between LAE and FINSCHAFEN believed to be 499th plane crashing on water.  
Nil enemy aircraft destroyed in air or on ground.

e. Time and location of:

Alert:	Strip 4 MADZAB	0510/L.
Take off:	1st.Flight Strip 4	0530/L.
	MADZAB	
	2nd.Flight Strip 4	0538/L.
	MADZAB	
Rendezvous:	No Rendezvous.	
Attack:	1st.Flight DUMEN VILLAGE	0725/L 0732/L.
	2nd.Flight CAPE RIGNY	0905/L 0920/L.
Landing:	1st.Flight Strip 4	0900/L.
	2nd.Flight Strip 4	1055/L.

f. Route out: MADZAB LAE FINSCHAFEN TARGET.  
Return : TARGET FINSCHAFEN LAE MADZAB.

2. Airplanes of the 499th Squadron on attack:

This Squadron constituted the entire strike force on this mission. Lt.V.W.TATLEMAN was selected to lead the first element and Lt.W.N.FARKE the second. Flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
1st.Lt.V.W.TATLEMAN 019	1st.Lt.W.N.FARKE 347	1st.Lt.R.BAKER 097
Capt.R.D.REINOLD 249	1st.Lt.W.A.RUSHWORTH 185	1st.Lt.C.B.JORDAN 164
1st.Lt.C.CESNA 259	2nd.Lt.A.M.ALCAR 186	1st.Lt.W.W.CABELL 254

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

Note: Lt. GABRIEL did not join the formation and is believed to have crashed shortly after take-off.

3. Details of the Mission.

Lt. FATELMAN led the first flight. He arrived at YALAU PLANTATION 10 minutes early and began looking for DUMON VILLAGE, about 3 miles inland from the beach at YALAU. He discovered it sooner than expected and had time to make its identification position. At exactly 0725/L he released his 12 W.P. bombs in a string from W to E across the N edge of DUMON covering it entirely with smoke. He then proceeded out over the water to wait for the remainder of the flight.

Capt. REINBOLD was the number two man of the first flight. He also identified the target and strung his bombs along the same path as Lt. FATELMAN at 0729/L. Lt. GESSNA dropped his bombs slightly to the N of the first two at 0732/L. Prior to his run he saw 15 or 20 friendly landing barges off shore moving slowly toward the beach. As he left the target he saw that they had apparently increased their speed to the maximum. The flight then reformed and headed toward the base. All three pilots reported a heavy layer of smoke still remained over DUMON at 0750/L when they lost sight of the area.

The second element, led by Lt. PARKER, arrived at the Target vicinity at 0730/L. He contacted AIP No. 7, "Golly" and circled over water on Air Alert. At this time he saw friendly troops landing on the beach at YALAU PLANTATION apparently without opposition, as soldiers were seen walking about the beach making no effort to take cover. An estimated 50 to 60 barges were seen shuttling between SAIDOR and YALAU during the Air Alert. At 0800/L "Golly" requested Lt. PARKER to attack the secondary target, CAPE RICHY. He led his flight on the first run over the NE coast of the CAPE from SE to NW strafing and dropping 3 bombs in the unnamed village just NW of XUL #2. His right wingman Lt. RUSHWORTH, unloaded 3 bombs in this village and his left wingman Lt. ALGER, dropped 5 bombs there. Bomb smoke was the only observed result of this attack. On the second pass, approximately the same course as the first, Lt. PARKER tried to release his remaining two bombs but they failed to drop due to malfunction of racks, he could only strafe on this run.

Lt. RUSHWORTH dropped his last two bombs at E edge of this same unnamed village.

Lt. BAKER was the leader of the third flight. He followed the second flight at a 30 second interval over the same course dropping 5 bombs in a string starting at the E edge of the unnamed Village, mentioned above, running through to TAUKALIP POINT. His number 2 man, Lt. JORDAN, did not bomb on the first run. Lt. BAKER then swung to the left crossing BAU PLANTATION, and as he did so saw several small rapid flashes of fire in the SW corner which he thought to be from a M/G.

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

He continued his circle to the left making a second pass from N to S over KUL VILLAGE #1. At this time Lt. JORDAN dropped a string of 5 bombs S of and running through KUL VILLAGE #2. Both Lt. BAXER and LT. JORDAN strafed heavily throughout both passes.

b. Anti Aircraft Fire.

No A/A encountered on this mission.

c. Fighter Cover.

Area Fighter Cover was provided and was reported as excellent throughout.

d. Details of Damage to Aircraft in the Air.

1. A/P #254 of this Squadron believed to have crashed in RUEN STLP between LAE and PINSCHAPEN, shortly after take-off.

2. No enemy A/P's observed shot out of air on this mission.

e. The following personnel comprised the crew of the missing aircraft, and are at present considered missing in action:

1st. Lt. WILLIAM W. CABELL	O-735521	Pilot
2nd. Lt. WILLIAM W. TIMPSON	O-742392	Co-Pilot
2nd. Lt. G. W. GREEN	O-573150	Navigator
S/Sgt. FREDERICK H. ROBATCEK	37292130	Engineer-Gunner
T/Sgt. WILLIAM E. STORCK	16072771	Radio-Gunner
S/Sgt. ADOLF E. SVRC	37074596	Turret-Gunner

4. Recommendations for Awards.

Investigation is underway to determine eligibility of crew members of A/P 254, listed in above paragraph, for awards. Results of investigation will be forwarded as soon as possible.

5. Tables.

See Incl. #1.

6. Sightings.

First Element:

2 to 3 corvettes 1 mile off shore shelling YALAU PLANTATION prior to smoke attack. A-20's seen completing run on beach at YALAU PLANTATION at 0720/L. 20-25 friendly landing barges seen moving slowly toward beach at YALAU PLANTATION at 0720/L.

64-

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



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

\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs	Type	Weight	No. Dropped on Target
819	12	White P.	100 lb.	12
849	"	"	"	"
859	"	"	"	"
847	8	8/11	500 lb.	8 (2 returned- rack malfunction)
815	"	"	" "	5
185	"	"	" "	"
887	"	"	" "	"
184	"	"	" "	"
884	(This plane missing)			
TOTAL: 34X100 lb. White Phosphorus bombs dropped on target.				
28X500 lb. 8/11 second bombs dropped on target.				

\*\*\*STRAFING TABLE\*\*\*

.50

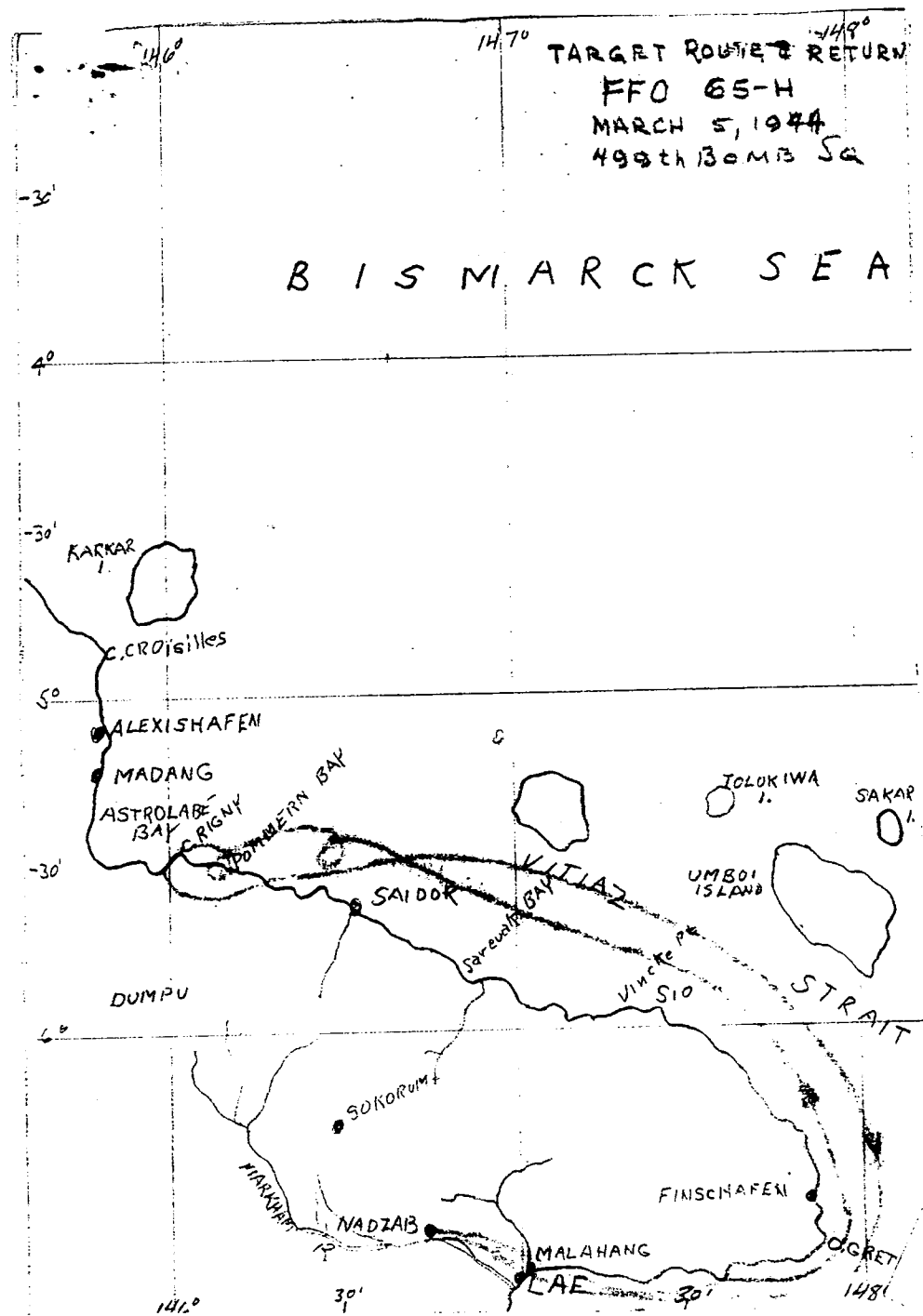
.30

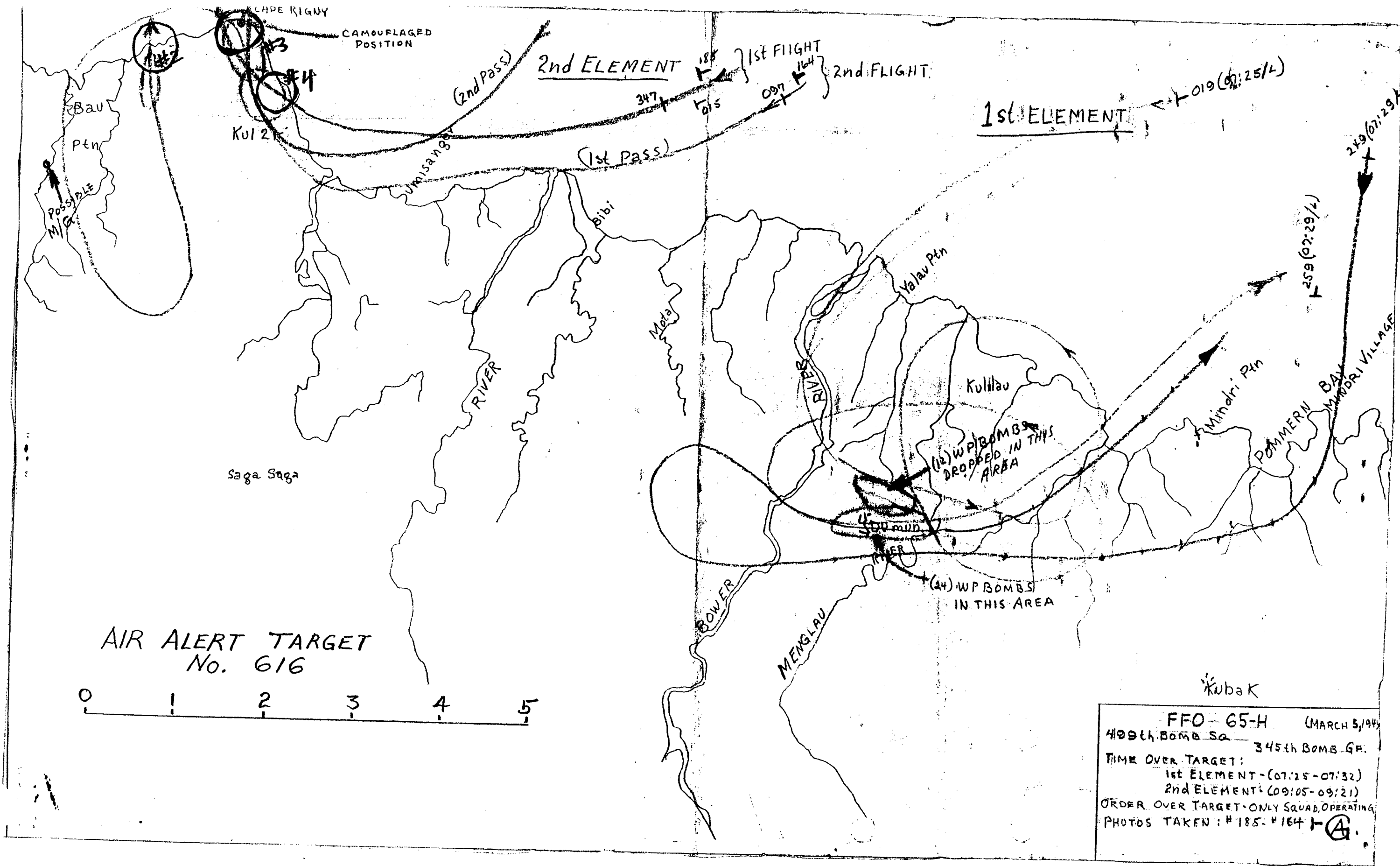
A/P	Rds. Car'd	Rds. Fired	Gun Fail	Rds. Car'd	Rds. Fired	Gun Fail
819	4800	2580	Nil	2000	Nil	Nil
185	"	2120	"	"	"	"
887	"	2583	"	"	200	"
847	"	1590	"	"	Nil	"
815	3120	2120	"	"	"	"
184	4800	1325	"	"	"	"
TOTAL: 11853 X .50 Cal. 200 X .30 Cal.						

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos Taken	Altitude	Target
184	K-21	25	Minimum	HIGHY
185	"	30	"	"
TOTAL: 55 K-21's				

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





AIR ALERT TARGET  
No. 616



FFO-65-H (MARCH 5, 1944)  
409th BOMB SQ - 345th BOMB GR.  
TIME OVER TARGET:  
1st ELEMENT - (07:25-07:32)  
2nd ELEMENT - (09:05-09:21)  
ORDER OVER TARGET - ONLY SQUAD OPERATING  
PHOTOS TAKEN: #185, #164 - A

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

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
...APO 713-1..

7 March, 1944.

SUBJECT: Narrative Report on Mission PFO 86-I performed 6 March, 44.,  
Objective at LOS NEGROS ISLAND, ADMIRALTY ISLANDS GROUP.  
(02°00'S; 147°26'E)

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2. A-2 V Bomber Command, APO 713-1. A-2 Advance  
Behelen, Fifth Air Force, APO 929. Intelligence Officer 345th  
Bomb Group (M), APO 713-1.

1. General

a. The purpose of this mission was to be on Air Alert E of  
LOS NEGROS ISLAND and to attack targets as requested by  
the 12th Air Liaison Party, with strafing guns and 5  
X 500 lb. 8/11 second delay bombs per plane. The first  
assignment was the area adjacent to the buildings and  
jetty on the E shore of SHEADLER HARBOR at center of  
SALAMI PLANTATION and the second was a section of wooded  
area 2000 yards due SW of SABUKALEO POINT.

b. Rendezvous

Group Rendezvous accomplished over Strip #5, MADZAB  
at 1500 feet.

c. Attack

6 planes of this Squadron reached LOS NEGROS ISLAND cir-  
cling to the East on AirAlert as ordered. Target 14, a  
built-up section on the E shore of SHEADLER HARBOR at  
the center of SALAMI PLANTATION, was first requested to  
be attacked by ALP. The run was made from SW to NE at  
minimum altitude. Formation over Target consisted of two  
3 planes flights of shallow "V"'s, in trail at 40 second  
intervals. Bombing was excellent with 22 X 500 lb. 8/11  
delay bombs definitely in the target and 5 bombs at the  
edge of the target. As ALP was unable to contact "Landlord"  
#3, this Squadron was then asked to attack Target #1,  
a section of wooded area 2000 yards due SE of SABUKALEO  
PLANTATION. 3 X 500 lb. bombs were dropped in this target.  
Both targets were heavily strafed.

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

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6 Mar 44

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d. Interception and Airplanes destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied A/P's observed lost. Nil enemy A/P's observed destroyed on the ground or in the air.

e. Time and location of:

Alert:	Strip #5	NADZAB	0730/L.
Take off:	"	"	0830/L.
Rendezvous:	Over Strip 3	NADZAB	0940/L.
Attack:	LOS NEGROS ISLAND		1204 - 1225/L.
Landed:	Strip 3	NADZAB	1450/L.

g. Route Out: NADZAB GUSAP BOGADJIM TARGET.

Attack Rt: 1st.Pass - SW to NE.  
2nd.Pass - NE to SW.

Return: TARGET BOGADJIM GUSAP NADZAB.

2. Airplanes of the 499th Squadron in the attack.

The 499th Squadron was assigned to lead the Group and Lt.W.N. PARKE was selected to lead the entire formation. Flights were as follows:

FIRST FLIGHT

SECOND FLIGHT

Lt.Lt.W.N.PARKE	A/P 347	Lt.Lt.V.W.TATELMAN	A/P 971
Lt.Lt.R. SPEAR	" 019	2nd.Lt.A.N.NILES	" 097
Lt.Lt.C.CESNA	" 016	Lt.Lt.C.B.JORDAN	" 164

3. Details of the mission.

a. Details of the attack:

Lt.PARKE, the Squadron Leader, had as his wingmen Lt.SPEAR and Lt.CESNA in number two and number three positions respectively. He circled E of LOS NEGROS ISLAND attempting unsuccessfully to contact "Gangway", the 13 ALBair messages had to be relayed through "Betty" and "Gunshot", and he finally received a request to bomb and strafe Target 14, described above. He called ALP telling them he would make his run from SW to NE and was immediately given the "all clear" signal. He made the pass as planned, dropping 5 bombs across the target and strafing heavily. Both wingmen also bombed and strafed. Lt.PARKE proceeded past LOS NEGROS circling to the NE waiting further orders. When ALP could not contact "Landlord 3" Lt.PARKE was asked to lead his Squadron over Target #1, also described above.

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

This pass was made from NE to SW. Lt. PARKER's flight strafed the target heavily but had no bombs left to drop. The flight turned to the left and circled E of the Island, returning to the base shortly thereafter.

Lt. TATELMAN led Flight #2 with Lt. NILES on his right wing and Lt. JORDAN on his left. He brought his flight over the first target about 30 seconds behind Lt. PARKER. He dropped 5 bombs in the target as did Lt. NILES but Lt. JORDAN released only two. All three planes strafed this area thoroughly. Lt. TATELMAN also followed the first flight over Target #1, at a considerable interval, with all strafing guns in action. Lt. JORDAN dropped his remaining 3 bombs on this target as well. Following the second attack Lt. TATELMAN proceeded E of LOS NEGROS where he refueled (with the first flight).

b. Anti Aircraft Fire.

Nil A/A fire encountered on this mission.

c. Fighter Area.

Nil Fighter cover observed by this Squadron.

d. Details of Damage to Aircraft in the air.

Nil damage to own aircraft.

Nil enemy planes observed shot down.

e. Nil injuries to personnel on this mission.

4. Recommendations for Awards.

In view of information currently at hand, no recommendations for awards will be forwarded as a result of this mission.

6. Tables.

See Incl. # One.

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6. Sightings

Column of black smoke coming from Target #11, 200-300 feet high.  
Smoke dissipated about 20 minutes after first sighted.  
4 landing barges at NATIVE SHIDWAY in HYAMS HARBOR.  
4-5 DD's just E of LOS NEUROS ISLAND.  
1 large transport at mouth of HYAMS HARBOR, 1 possible cruiser SE of  
LOS NEUROS ISLAND, approximately 3 miles out.  
6-8 columns of grayish-black smoke from vicinity of NUBIA STRIP.  
6-8 columns of grayish-black smoke rising to 100-150 feet from vicinity  
of CONDOR STRIP. (These sightings made from 20 miles off shore, of  
HAWAII HRY at 2500 feet at 1350/L.

7. Photo Interpretation

Photos of mission not yet received.

For the Squadron COMMANDER:

*Jack C. Hoopes*  
JACK C. HOOPES  
1st Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl:-1 Bomb Assessment Chart.  
2 Tables  
3 Route to and from target.

Distribution:

1 copy Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2.  
" " A-2 Advance Echelon, Fifth Air Force, APO 929.  
2 " A-2 Y Bomber Command, APO 713-1.  
1 " Intelligence Officer, 345th Bomb Group, (M), APO 173-1.  
1 " File

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\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs	Type	Weight	No. Dropped on Target
347	5	8/11	500 lb.	5
018	"	"	"	"
018	"	"	"	"
071	"	"	"	"
097	"	"	"	"
104	"	"	"	"
TOTAL: 30 X 500 8/11 second delay bombs dropped on targets.				

\*\*\*STRAFFING TABLE\*\*\*

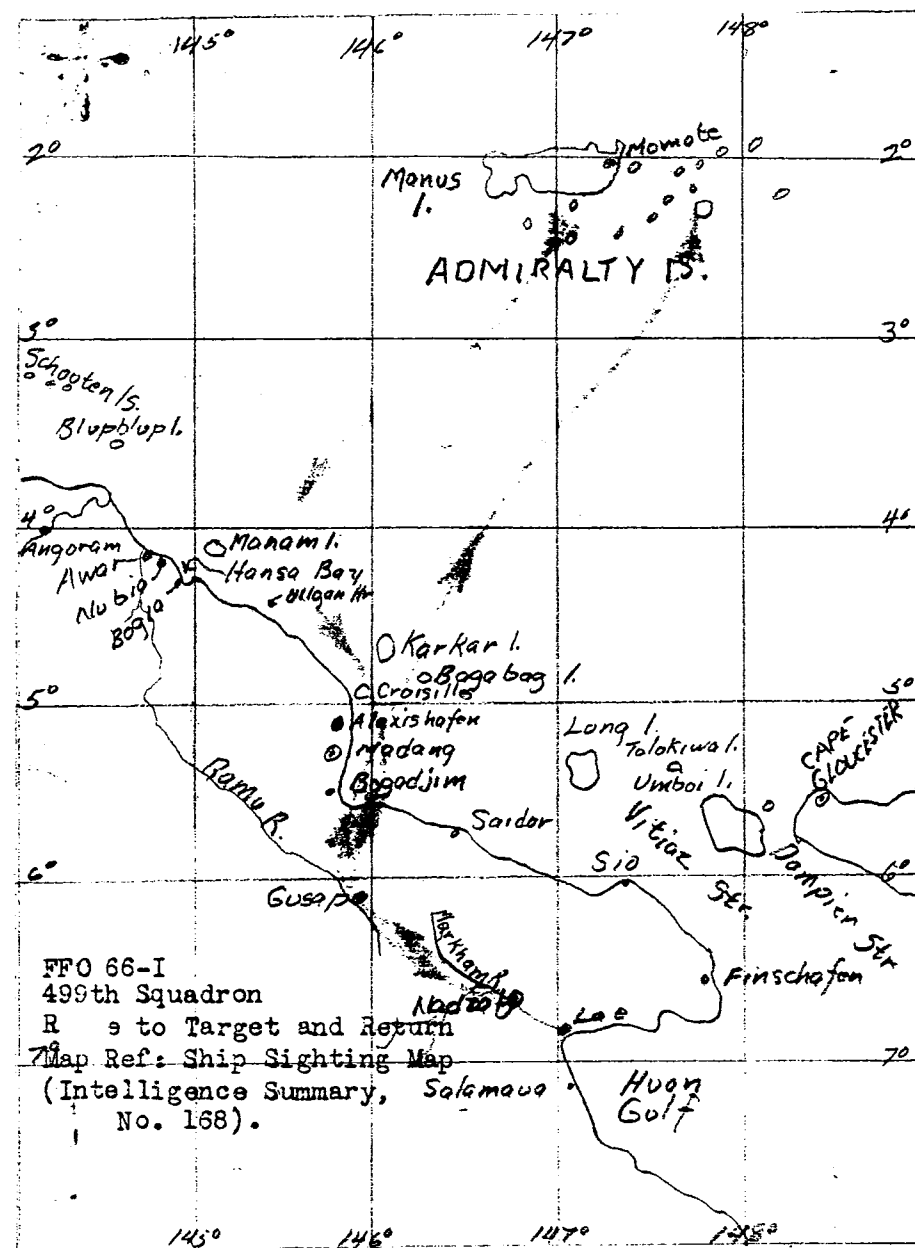
A/P	Mis. Car'd	Rds. Fired	Gun Failures
071	2500	1500	Nil
018	"	2650	"
019	"	2120	"
104	"	1525	7
347	"	1590	"
097	"	2100	"
TOTAL: 11175 X .50 Cal. expended in strafing.			

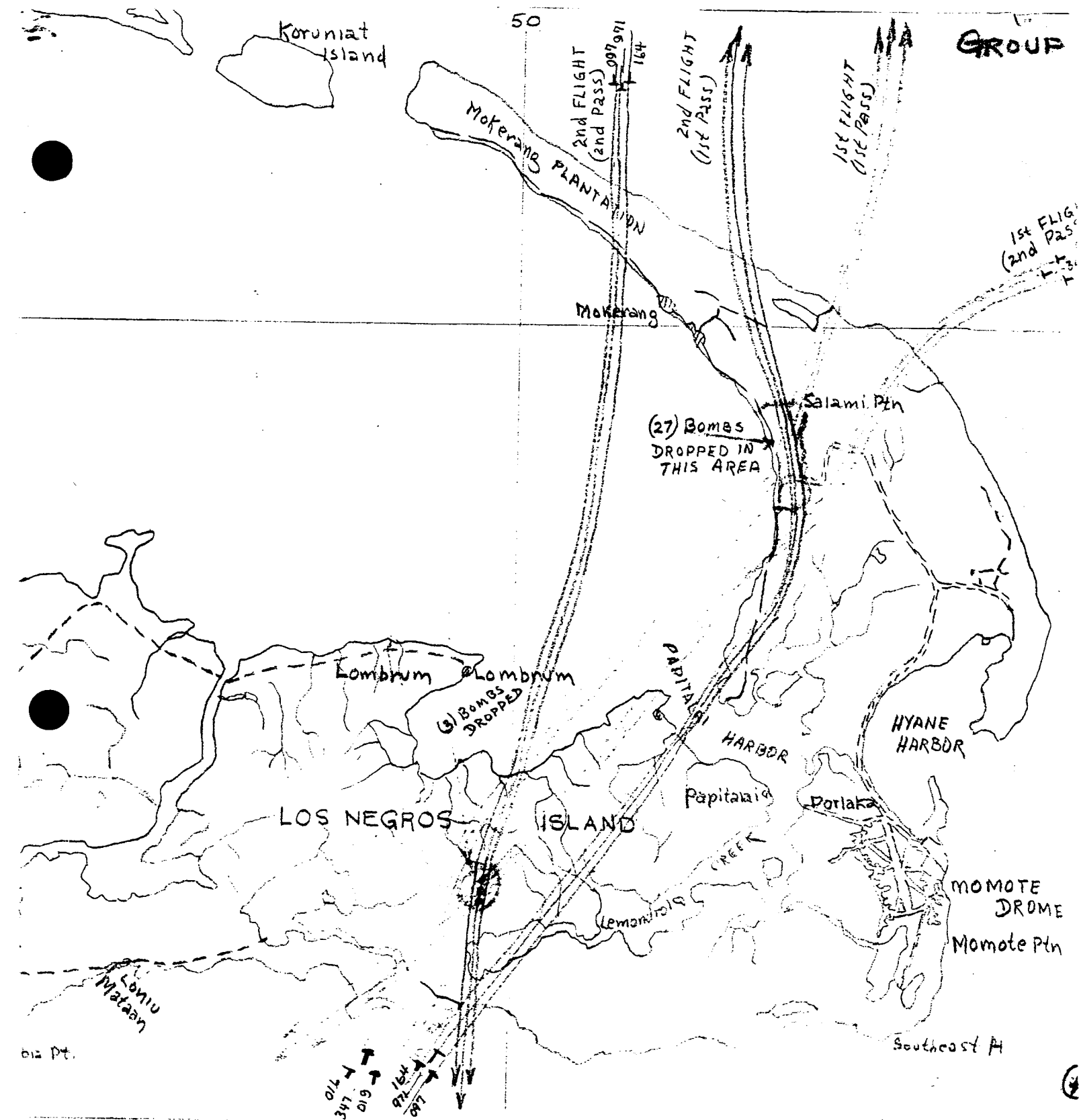
\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos Taken	Altitude	Time
347	K-21	8	Min.	1204-1225/L.
018	"	30	"	" "
097	"	25	"	" "
TOTAL: 63 K-21's				

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FFO 66-I  
 345th BOMB GROUP  
 499th BOMB SQ  
 ALTITUDE: MINIMUM  
 TIME OVER TARGET: 12:04-12:25  
 SQUADRON OVER TARGET: (1st)  
 MAP REF: HYANE HARBOR, 1/633  
 PHOTOS TAKEN: MARCH 6, 1944

CONFIDENTIAL

499  
68-8  
8 Mar 44

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

9 March, 1944.

SUBJECT: Narrative Report on Mission FFO 68-P performed 8 March, 1944.,  
by four planes of the 499th Squadron. Objective at LORENGAU,  
MANUE ISLAND, ADMIRALTY ISLANDS GROUP. (02°01' S 147°17' E).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2. A-2 Advance Echelon, Fifth Air Force, APO  
929. A-2 V Bomber Command, APO 713-1. Intelligence Officer,  
345th Bomb Group (M), APO 713-1.

1. General.

a. The purpose of this mission was to attack jetties,  
buildings and other installations at LORENGAU TOWNSHIP  
from minimum altitude with strafing guns and 8 X 500 lb.  
8/15 second delay bombs, per plane.

b. Rendezvous

Squadron assembled over Strip 3 MADZAB at 2000 feet.

c. Attack

4 planes of this Squadron reached the target and attacked  
as ordered. The run was made at minimum altitude, from  
SE to NW, in a "V" formation extended to the left and  
caught the enemy by surprise as practically no opposition  
was encountered. A total of 20 X 500 lb. 8/15 second  
delay bombs were dropped, 18 of which burst in strings  
across LORENGAU TOWNSHIP, all in the target. Two, aimed  
at the already damaged jetty, missed and exploded in  
the water. The TOWNSHIP was also heavily strafed.  
Results, other than bomb smoke, were not observed.

d. Interception and Enemy Airplanes destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied aircraft observed lost. Nil enemy  
aircraft destroyed in air or on ground.

CONFIDENTIAL

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e. Time and Location of:

Alert	Strip 4 MADZAB	0930/L.
Take off	" " "	1000/L.
Rendezvous	Over " " "	1005/L.
Attack	LORENCAU TOWNSHIP	1220/L.
Landing	Strip 4 MADZAB	1430/L.

f. Route Out: MADZAB LAI PINSCHAFER TACENT  
Return : TACENT PINSCHAFER LAI MADZAB

2. Airplanes of the 499th Squadron in the attack.

This Squadron comprised the entire "Strike Force" on this mission. Capt.R.D.REINHOLD was selected to lead the Squadron Formation. Flights were as follows:

<u>1st.FLIGHT</u>		<u>2nd.FLIGHT</u>	
Capt.R.D.REINHOLD	A/P 166	1st.Lt.W.N.PARKE	347
1st.Lt.V.W.TATLEMAN	" 971	1st.Lt.W.G.IRISH	016
1st.Lt.C.CESNA	" 019	2nd.Lt.H.N.AIGER	097

Note: The nose wheel of Lt.TATLEMAN'S plane collapsed as he was taxiing out to take off. Lt.PARKE was forced to return to base after taking off as he was unable to retract the landing gear. Lt.AIGER took off 20 minutes late due to last minute mechanical difficulties.

3. Details of the Mission.

Details of the attack.

Capt.REINHOLD led the Squadron over the target. He made his approach from the SW coming over a lowhill onto the target thus achieving the element of surprise. He toggled 5 bombs in a string across the TOWNSHIP strafing heavily throughout the run. He was unable to observe the results of his attack but did report that the villa appeared deserted and was in shambles. Not one building that he saw was undamaged. He saw a single burst of medium A/A as he crossed the target but did not perceive the source. The burst was a considerable distance to the left of the formation. He made his breakaway to the left, S of LORENCAU TOWNSHIP, and led the Squadron back to the base without further incident.

Lt.IRISH remained on Capt.REINHOLD's right wing throughout the attack. He dropped 3 bombs in the NE end of the target all of which were reported to have burst on land. His last two were near misses on the main jetty at LORENCAU TOWNSHIP.

CONFIDENTIAL

He saw that the jetty had been previously damaged and also noticed a barge, possibly serviceable, at the jetty. Just before breaking away he saw a U/S 2/8 bomber on LORENGAU STRIP.  
Lt.CESSNA flew number three position in the flight. He dropped 5 bombs across the center of the village and strafed the area thoroughly.  
Lt.AIGER flew on Lt.CESSNA's left wing during the run. His string of bombs went across the S edge of the town but again no results could be discerned. He also strafed throughout the pass.

b. Anti-Aircraft Fire.

1 burst of medium A/A from an unknown position was seen during the attack, several hundred feet to the left of the formation. Nil other A/A.

c. Fighter Cover

Nil fighter cover provided on this mission.

d. Details of damage to Aircraft in the Air.

1. Nil damage to own aircraft.
2. Nil enemy airplanes observed shot down on this mission.

e. No injuries sustained by personnel on this mission.

4. In view of information currently at hand, no recommendations for awards will be forwarded as a result of this mission.

5. Tables.

See incl.#1.

6. Sightings:

Large oil slick with considerable debris floating in and around it at 1145/L. (Ref: 03°27'S 147°23'E).  
U/I object, possibly life boat at 1140/L, at (03°36'S 147°23'E).  
Fire and smoke on MORUNIAI ISLAND, being shelled by 4 DD's in CERADLER EBR.  
1 U/S unidentified 2 2/8 on LORENGAU STRIP.

7. Photographic Interpretation.

No interpretation made.

*Jack C. Hoopes*  
JACK C. HOOPES  
1st.Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: 1 Tables.

- 2 Bomb Assessment Chart.
- 3 Route to and from target.

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

\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs,	Weight	Type	No. Dropped on Target
184	5	500	8/15	5
019	"	"	"	"
018	"	"	"	3 (2 in water)
097	"	"	"	5
TOTAL: 18 X 500 lb. 8/15 second delay bombs dropped on target.				

\*\*\*STRAFING TABLE\*\*\*

.50 Cal.

.30 Cal.

A/P	Rds. Car'd	Rds. Fired	Gun Fail	Rds. Car'd.	Rds. Fired	Gun Fail
184	4200	1810	Nil.	2000	Nil	Nil
019	"	2120	"	"	"	"
018	"	1855	"	"	500	Nil
097	"	2120	"	"	200	"
TOTAL: 7885 X .50 Cal. 700 X .30 Cal. expended in strafing.						

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos Taken	Altitude	Time
097	K-21	30	Minimum	1220/L.
018	"	"	"	"
019	"	"	"	"
TOTAL: 90 X K-21's .				

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

146°

147°

148°

149°

ADMIRALTY

ISLANDS

LORENGAU

MANUS ISLAND

MOMOTE

ROUTE TO TARGET AND RETURN

FFO 68 - F

8 March, 44

Altitude: Minimum

Time Over Target: 1220/L

Map Ref: EASTERN NEW GUINEA NAV. CHART

2°

3°

B I S M A R C H S E A

4°

5°

ALEX SHAFEN

MADANG

WISDOM

SAIDOR

VITIAZ

TOKIWA

UMBONI ISLAND

SIO

STRAIT

DAMPIER STRAIT

NEW BRITAIN

6°

NEW GUINEA

MADZAB

FINSCHHAFFEN

LAKE

LORENGAU  
ADMIRALTY ISLANDS  
NUMBERS INDICATE PHOTOS.

C.I.U.  
DIRECTORATE OF INTELLIGENCE  
ALLIED AIR FORCES S.W.P.A.  
NEG. No. 5501

LORENGAU RIVER

Jetty

AERODROME

SEEADLER HARBOUR

RARA I.

1 2 3 4 5 6 7 8

097 019 164 016

LORENG AU  
ADMIRALTY ISLANDS  
NUMBERS INDICATE PHOTOS.

LORENG AU  
ADMIRALTY ISLANDS  
NUMBERS INDICATE PHOTOS.



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

499  
70-6  
10mcr41

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

11 March, 1944.

SUBJECT: Narrative Report on Mission FPO 70-G, performed 10 March, 1944,  
by 6 planes of the 499th Squadron. Objective at MANUS ISLAND,  
ADMIRALTY ISLANDS GROUP (02°00'S 147°00'E.).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2. A-2 Advance Echelon, Fifth Air Force, APO  
925. A-2 V Bomber Command, APO 713-1. Intelligence Officer,  
345th Bomb Group (M), APO 713-1.

1. General.

a. The purpose of this mission was to conduct a barge sweep  
along the N coast of MANUS ISLAND between BOWAT BAY and  
BOUDEUSE BAY attacking enemy shipping and shore installa-  
tions, in the attempt to sever supply lines and prevent  
reinforcement of enemy troops on the Island.

b. Rendezvous

This Squadron accomplished rendezvous with the 500th  
Squadron over MADZAB at 2000 feet.

c. Attack

6 planes of this Squadron reached MANUS ISLAND and conducted  
a barge sweep as ordered. Formation during the run consisted  
of two flights of 3 plane "V"s at approximately 30 second  
intervals. Loose formation was maintained within the flights  
to allow for necessary freedom for maneuver of individual  
planes, making separate passes in a few cases. Approach was  
made across the E tip of MANUS ISLAND over SEADLER HARBOR  
to BOWAT. The Squadron flew along the N shore to the W end  
of the Island and returned to the E along ~~the~~ approximately  
the same route. The most worthwhile target was found at  
BUNDRALIS MISSION PLANTATION, where a barge was seen drawn  
up along the beach, several frame type buildings among the  
trees nearby and a large house on a hill several hundred  
feet inland. This area appeared more like a barge staging  
point than any other place on the N coast so it was attacked  
vigorously. 5 bombs were dropped at the barge two of which  
were misses and three near misses.

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

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

The barge was also heavily strafed and seen to be severely damaged after the attack. 8 bombs went at the metal-roofed, frame buildings along the shore but foliage obscured observation of specific results. 14 bombs were dropped at the large 2 story house, inland on the hill. Near misses caused heavy damage but the house was not actually destroyed. The next attack was made on a European Type house and a nearby camouflaged jetty at the NW end of NOCHU ISLAND. A near miss was made on the house with one bomb and both house and jetty were heavily strafed. A small fire was started on one corner of the house by strafing. 2 metal roofed buildings along the shore at SAHA PLANTATION were also heavily strafed and thought to be damaged by a near miss. The final attack was on a red-roofed house at BOWAT "Roman Catholic" MISSION. A direct hit was scored completely demolishing the house. The Squadron then made withdrawal over the same route as the approach.

d. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied Airplanes observed lost.
3. Nil enemy aircraft destroyed in the air or on the ground on this mission.

e. Time and Location of:

Alert:	Strip 4 NADZAB	0730/L.
Take Off:	" " "	0832/L.
Rendezvous:	Over NADZAB	0945/L.
Attack:	N.Coast MANUS IS.	1145/L 1227/L.
Landed:	Strip 4, NADZAB	1445/L.

f. Route Out: NADZAB LAE FINSCHAFEN TARGET.

Attack Rt: Along N coast MANUS ISLAND from BOWAT BAY to W end of Island and return.

Return : TARGET FINSCHAFEN LAE NADZAB.

2. Airplanes of the 499th Squadron in the Attack.

This Squadron followed the 500th Squadron to MANUS ISLAND but did not attack the same target. Lt.W.N.PARKE was selected to lead the Squadron Formation. Flights were as follows:

FIRST FLIGHT

1st.Lt.W.N.PARKE	A/P 097
1st.Lt.W.MQRUSHWORTH	" 015
1st.Lt.T.R.KELLEY	" 591

SECOND FLIGHT

1st.Lt.V.W.TATELMAN	A/P 185
2nd.Lt.R.W.SPEAR	" 019
2nd.Lt.A.T.ANDERSON	" 184

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

a. Attack

Lt.W.E.PARKE led the Squadron with Lt.RUSHWORTH on his right wing and Lt.KELLEY on his left. He led the Squadron in on the approach over BIRD ISLAND BAY to the NW swinging out over SEABLER HARBOR to avoid the LORENGAU area. He turned sharply to the left as he saw BOWAT BAY, then to the right as he reached the shore line, to begin his run. He proceeded Westwardly along the coast searching for barges and luggers. Drawn up along the beach at BUNDRALIS MISSION PLANTATION he saw a large barge, apparently serviceable, and several frame buildings among the trees close to the shore. He chose to leave the barge to his wingman and dropped 3 bombs at the buildings along the shore. Heavy foliage prevented observation of results other than bomb smoke but Lt.PARKE did not believe any direct hits were scored. His number two man, Lt. RUSHWORTH, let two bombs go at the barge one of which was a near miss. Lt.PARKE continued inland unloading another bomb at a house on a hill several hundred feet from the shore. Lt.KELLEY, his left wingman, toggled 5 bombs at this house, two of which were near misses. Lt.PARKE then circled to the right out over the water to make a second pass. He strafed the barge scoring several hits, and made a gradual turn to the right. Lt.RUSHWORTH dropped 2 bombs near the buildings at the shore line and his last 3 at the house on the hill which he noticed was still standing. This also was a near miss. Lt.PARKE cut another circle over the water before heading on down the coast in search of further targets. No barges were sighted so as he reached a point NW of BOUNDWUSH BAY he turned back toward BOWAT BAY. As he passed by POMAM ISLAND he noticed peculiar markings on the reef NW of the Island. Closer inspection led him to believe them definitely man made, possibly a signal of some sort. He drew near the Shore at SAHA PLANTATION where he saw two metal roofed buildings. He strafed them heavily and dropped his last bomb which he believed to be a damaging near miss. He then proceeded on to the vicinity of BUTJOLUO ISLAND where he turned S crossing the S end of MANUS ISLAND and set a course for the homeward trip.

Lt.V.W.TATHELMAN led the second flight with Lt.SPEAR and Lt.ANDERSON in number two and number three positions respectively. He dropped one bomb at the barge, a near miss, and another at the buildings along the shore. Lt.SPEAR on his right wing toggled his bombs at the house, inland on the hill, all of which were misses. Lt.ANDERSON, on the other wing released two bombs at the barge both of which were short and to the right. He let another go at the house but reported that it was definitely over. On the second pass at this target area Lt.TATHELMAN concentrated on strafing the barge, scoring many hits, and definitely inflicting considerable damage, as he pulled up he saw the house, previously mentioned, in his line of flight and dropped another bomb at it. This was a near miss and Lt.TATHELMAN was unable to report any definite results. Lt.ANDERSON unloaded his last two bombs at the buildings along the shore, both of which exploded in the area but no other results could be discerned.

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

Lt. TATELMAN then led his flight on along the coast toward NORU ISLAND. He saw a European Type house on the NW side of the Island near a camouflaged jetty at which he released another bomb. This was a near miss possibly inflicting damage. Lt. SPEAR, who had dropped somewhat behind the flight also saw these installations and strafed the house heavily starting a small fire at one corner of the building. Lt. TATELMAN then reformed his flight and followed Lt. PARKE back toward the E end of MANUS ISLAND. As he neared BOWAT BAY he saw a European Type building to the E of it which he selected as a target for his last bomb. A direct hit was made and the building was seen to disintegrate, completely destroyed. Lt. TATELMAN then followed the first flight across the E end of MANUS ISLAND and returned to the base without further incident.

b. A/A fire  
Nil encountered.

c. Fighter Cover.  
Nil fighter cover observed on this strike.

d. Details of Damage to Aircraft in the Air.  
1. No damage sustained by own aircraft.  
2. Nil enemy A/P's shot out of air.

e. No injuries to personnel on this mission.

4. In view of information currently at hand no recommendations for awards will be made as a result of this mission.

5. Tables.

See Incl. #1.

6. Sightings.

10-12 sunken barges along E bend of POAUEI PASSAGE.  
Gun position at 453737 (Ref: LONIU PASSAGE Prelim. Sheet, 1/20000).  
Object, thought to be either gun or range finder, seen in the position but no personnel observed, Proximity of trees appeared to limit field of fire, to E and NE.  
1 small fire in near E end of SALEZIA PLANTATION, approximately 420-755 (Same Map as above reference) seen on approach.

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(Sightings Cont'd.).

1 M/V, 1 DD and 1 SS all friendly in SEADLER HARBOR near mouth of PAPITALAI HARBOR.

Curious markings on reef NW of PONAM ISLAND. Reported as definitely man-made and appeared to be a signal of some sort.

1 long warehouse type building, camouflaged near SE end of MORU ISLAND.

Light A/A position near BOWAT "Roman Catholic" MISSION reported firing at a B-24. (This reported by one crew only).

7. Photo Interpretation.

Photos verify direct hit on house at BOWAT "Roman Catholic" MISSION resulting in it's complete destruction. Photos show 4 bombs bursting in water.

For the Squadron COMMANDER:

*Jack C. Houpes*  
JACK C. HOUPES  
1st.Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: 3

Incl: 1 Tables.

" 2 Bomb Assessment Chart.

" 3 Route to and return from target.

Distribution:

(1 copy) Commanding General, Fifth Air Force, APO 925.

ATTENTION OF: A.C. of S., A-2.

" " A-2 Advance Echelon, Fifth Air Force, APO 929.

2 " A-2 7 Bomber Command, APO 713-1.

1 " Intelligence Officer, 345th Bomb Group (M), APO 713-1.

" " File

CONFIDENTIAL

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

\*\*\*STRAFING TABLE\*\*\*

.50 Cal.

\*\*\*\*\*

.30 Cal.

A/P	Rds.Car'd	Rds.Fired	Gun Fail	Rds.Car'd.	Rds.Fired	Gun Fail
185	4200	1325	Nil	2000	Nil	Nil
097	"	2915	"	"	"	"
015	"	2385	"	"	"	"
164	"	1325	"	"	500	"
019	"	1865	"	"	Nil	"
591	"	1325	"	"	1200	"
Total: 11150 X.50 Cal.			1700 X.30 Cal. expended.			

\*\*\*BOMBING TABLE\*\*\*

\*\*\*\*\*

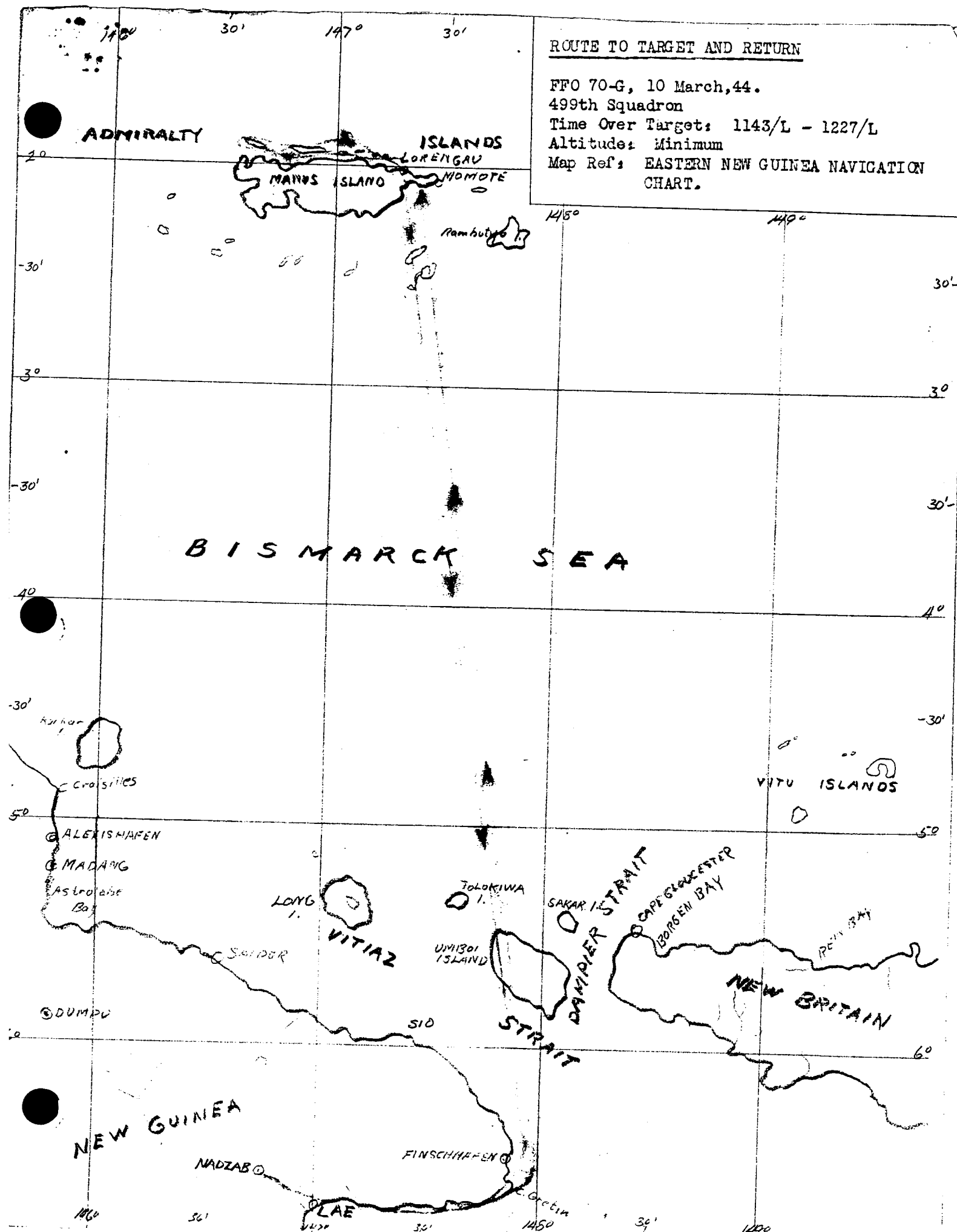
A/P	No.Bombs	Type	Weight	No.On target	Remarks
185	5	4/5	500 lb.	4	1 bomb in water.
097	"	"	"	5	
015	"	"	"	4	1 bomb in water.
164	"	"	"	3	2 bombs in water.
19	"	"	"	5	
591	"	"	"	"	
Total: 28 X 500 lb. 4/5 second delay bombs on target.					
4 X 500 lb. 4/5 second delay bombs in water.					

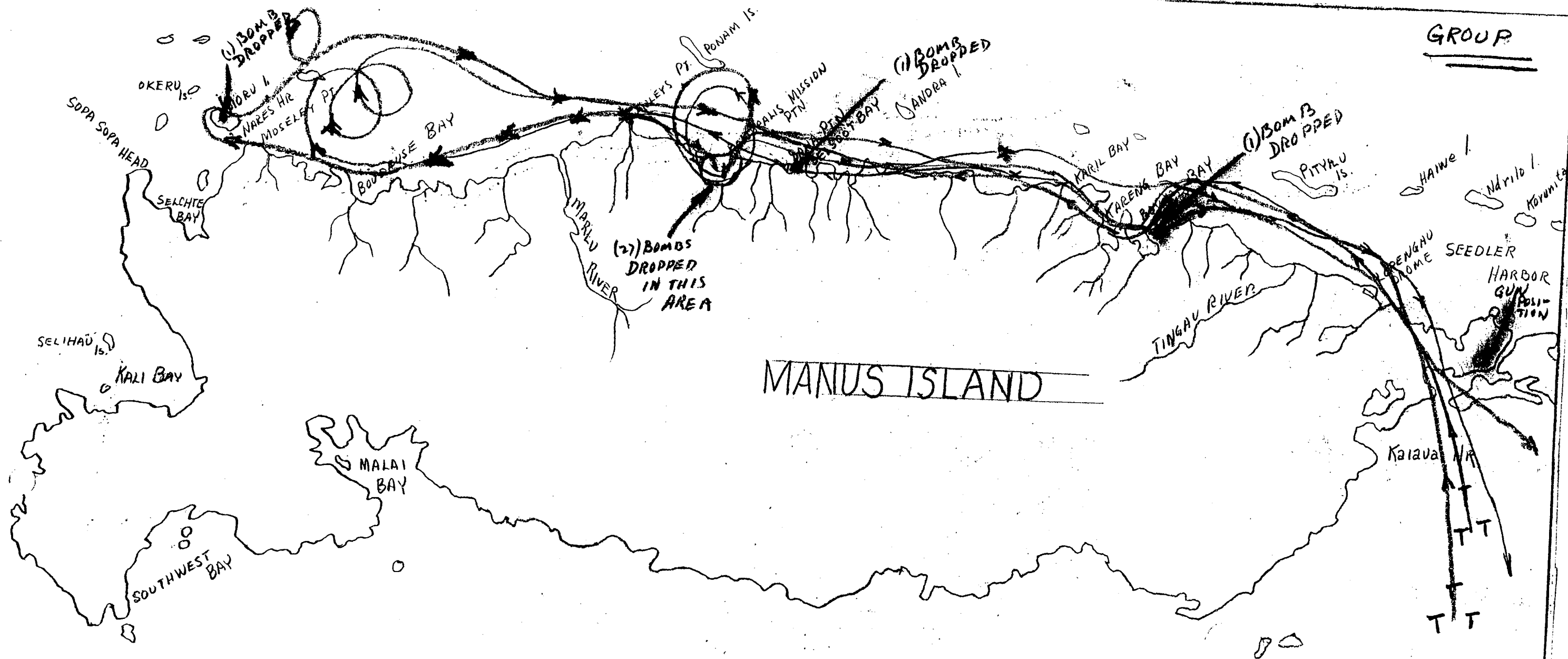
\*\*\*PHOTO TABLE\*\*\*

\*\*\*\*\*

A/P No.	Type Camera	No.Photos Taken	Time	Altitude	Place
097	K-21	20	1143-1226/L	Min.	Manus Island
015	"	30	" "	"	" "
185	"	"	" "	"	" "
019	"	"	" "	"	" "
Total: 110 K-21's.					

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





MAP REF:

MANUS and ADJACENT ISLANDS

Scale - 1 inch equals 4 miles

FFO 70-G  
3454 BOMB GP.; 4997 BOMB SQ  
ALTITUDE: MINIMUM  
TIME OVER TARGET: 11:28/11:27/11:26  
ORDER OF ATTACK: 2nd SQUADRON  
PHOTOS TAKEN: MARCH 19, 1944



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

499  
71-K  
11 Mar 44

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

12 March, 1944.

SUBJECT: Narrative Report on Mission FPO 71-K, performed 11 March, 1944  
by 6 planes of the 499th Squadron. Objective at MANUS ISLAND,  
ADMIRALTY ISLANDS GROUP. (02°00' S 147°00' E).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2. A-2 Advance Echelon, Fifth Air Force, APO  
925. A-2 V Bomber Command, APO 713-1. Intelligence Officer, 345th  
Bomb Group (M), APO 713-1.

1. General.

a. The purpose of this mission was to give ground support to  
units of the Sixth Army on LOS NEGROS ISLAND. The second-  
ary target was designated as Number One Road from LORENGAU  
DROME to LIKI RIVER on MANUS ISLAND.

b. Rendezvous.

Rendezvous with the 801st. Squadron was accomplished NW  
of WADIAS at 2000 feet.

c. Attack

6 planes of this Squadron reached LOS NEGROS about 1000/L  
and attempted to establish contact with the Ground Station.  
This was done only after considerable delay as the Squadron  
Leader had difficulty with the radio in the airplane. The  
Ground Station finally informed the leader that the primary  
target on LOS NEGROS could not be marked by smoke mortars  
within the specified time limit and requested that the Squadron  
attack the secondary target, No. 1 Road between LORENGAU DROME  
and LIKI RIVER. The approach was made from NE to SW over  
the SE end of the Strip, and formation consisted of two  
3 plane "V"s in trail at 20 second interval. The Squadron  
Leader attempted to follow the road which because it meanders  
through a heavy rain forest, is extremely difficult to keep  
in view at minimum altitude. However the Squadron flew along  
the general course of the road scattering 15 X 500 lb. 4/5  
second delay bombs along the flight line.

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

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

Results other than bomb smoke were unobserved and 15 x 500 lb. 4/5 second delay bombs were returned to the base due to lack of sighting of suitable targets. The Squadron could make only one run over The Road as the time limit had almost expired at the finish of the first pass. Withdrawal was made to the S over the E end of MANUS ISLAND.

d. Interception and Airplanes Destroyed.

1. Nil Interception encountered on this mission.
2. Nil Allied Aircraft observed lost.
3. Nil enemy aircraft destroyed in the air or on the ground.

e. Time and Location of:

Alert	:	Strip 4 MADZAB	0730/L.
Take Off	:	" " "	0740/L.
Rendezvous:		NW MADZAB	0810/L.
Attack	:	No.1 Road, E MANUS IS.	1001/L - 1007/L.
Landed	:	Strip 4 MADZAB	1200/L.

f. Route Out: MADZAB BOGADJIN TARGET.  
Attack Rt: NE-SW along No.1 Road.  
Return : Target BOGADJIN MADZAB.

2. Airplanes of the 499th Squadron in the Attack.

This Squadron followed the 501st Squadron to the target area.  
Lt.V.W.TATELMAN was selected to lead the Squadron Formation. Flights were as follows:

FIRST FLIGHT

1st.Lt.V.W.TATELMAN	A/P 371
1st.Lt.R.A.SPEAR	" 030
2nd.Lt.A.F.ANDERSON	034 034

SECOND FLIGHT

1st.Lt.W.H.PARKE	A/P 176
1st.Lt.A.RUSHWORTH	" 026
1st.Lt.T.R.KELLEY	" 063

a. Details of the Attack.

Lt.V.W.TATELMAN led the first flight with Lt.SPEAR on his right wing and Lt.ANDERSON on his left. He led the Squadron in over the SE end of LORNEGAY STRIP where he picked up No.1 Road. He had considerable difficulty in following the road, which ran through a thick rain forest and was often obscured by overhanging trees. He managed however to lead the Squadron in the general direction of the road and dropped 5 bombs singly when he was certain that he was near the road.

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

At several places large well-built Native Huts were seen and two of his bombs were directed at these however he was not able to report any specific results of bomb bursts. Lt. SPEAR and Lt. ANDERSON maintained a close formation and consequently could not observe as much as the flight leader. Lt. SPEAR dropped two bombs at two huts along the road and Lt. ANDERSON, who saw no worthwhile targets, returned all of his bombs to the base.

Lt. BAKER led the second flight approximately 20 seconds behind the first with Lt. HUNNORTH and Lt. KELLEY in number two and three positions respectively. He also had trouble in keeping track of the road and dropped only 2 bombs at two huts that he spotted. Lt. HUNNORTH let two go at approximately the same place while Lt. KELLEY released 4 bombs singly whenever he thought he was over the road. No definite results were observed of any bomb bursts.

b. Anti Aircraft Fire.  
Nil encountered.

c. Fighter Cover.  
Area fighter cover of P-40's was reported by crews as excellent.

d. Details of Damage to Aircraft in the Air.  
1. Nil damage sustained by own aircraft.  
2. Nil enemy A/P's observed shot out of the air.

e. There were nil injuries to personnel of this Squadron on this mission.

f. Recommendations for Awards.

No recommendations for awards will be submitted as result of this mission.

g. Tables.

See Incl. #1.

h. Sightings

Several large well built native huts seen along No. 3 Road.  
(Ref: 544764 Hyang Harbor, 1 mile to the inch series).  
501st. seen attacking LORENGAU TOWNSHIP. Bombing appeared excellent.

i. Photo Interpretation.  
No interpretation made.

*Jack C. Hoopes*  
JACK C. HOOPES  
1st. Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: 1 Tables.  
2 Bomb Assessment Chart.  
3 Route to and from Target.

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

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\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs Carried	Type	Weight	No. on Target.
Y81	5	4/5	500 lb.	5
Q80	"	"	"	2 (Three returned, lack of targets).
Q84	"	"	"	Nil Five " " "
178	"	"	"	2 Three " " "
Q82	"	"	"	" " " " "
Q83	"	"	"	4 One " " "

TOTAL: 15 X 500 lb. 4/5 second delay bombs dropped.  
15 X 500 lb. 4/5 second delay bombs returned, due to lack of targets.

\*\*\*STRAPING TABLE\*\*\*

.50 Cal.

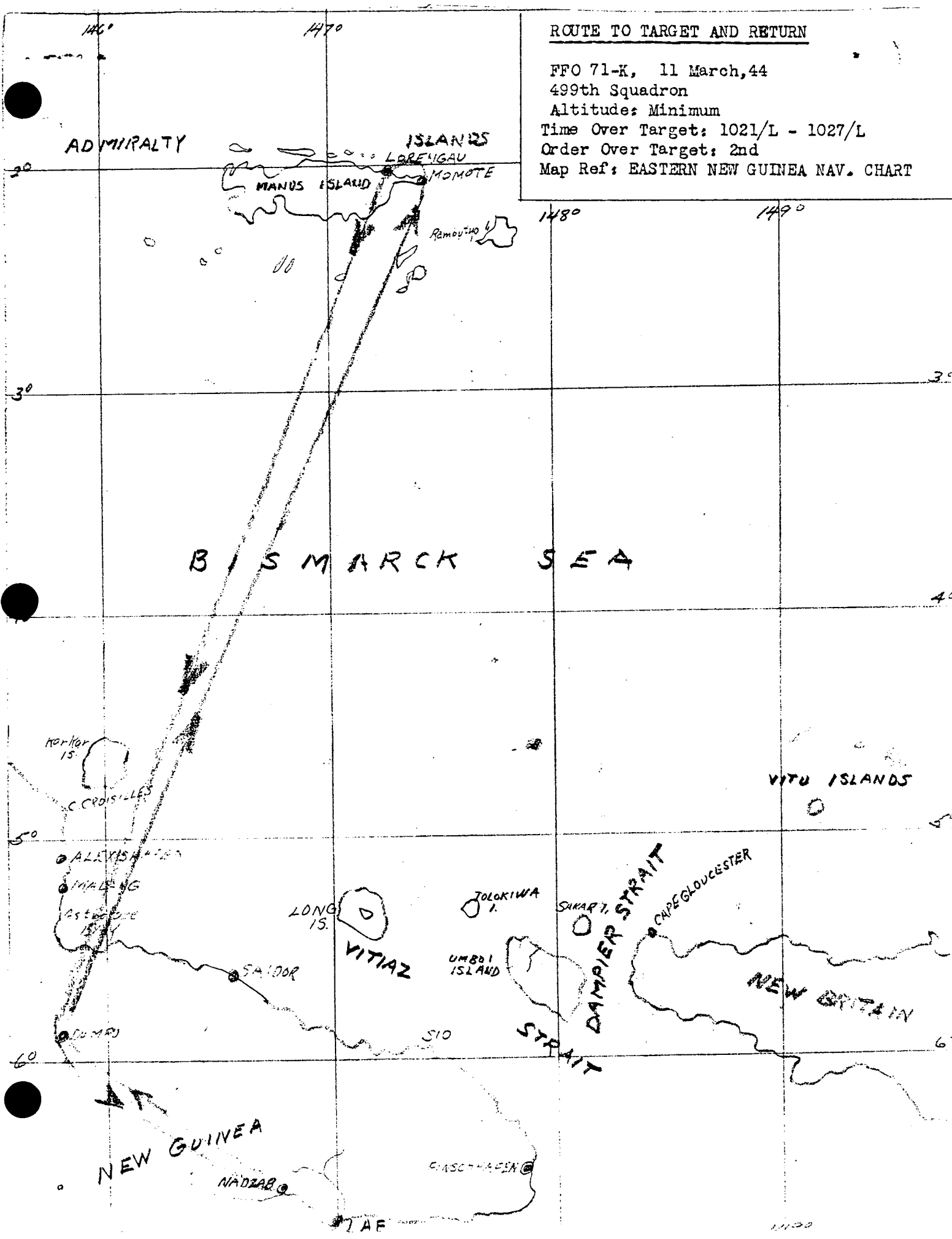
A/P	No. Car'd.	No. Fired	Gun Fail.
Y81	4200	Y81	Nil.
Q84	"	Q84	Nil.
Q83	"	Q83	Nil.

TOTAL: 12600 X .50 Cal. ammunition expended.

\*\*\*PHOTO TABLE\*\*\*

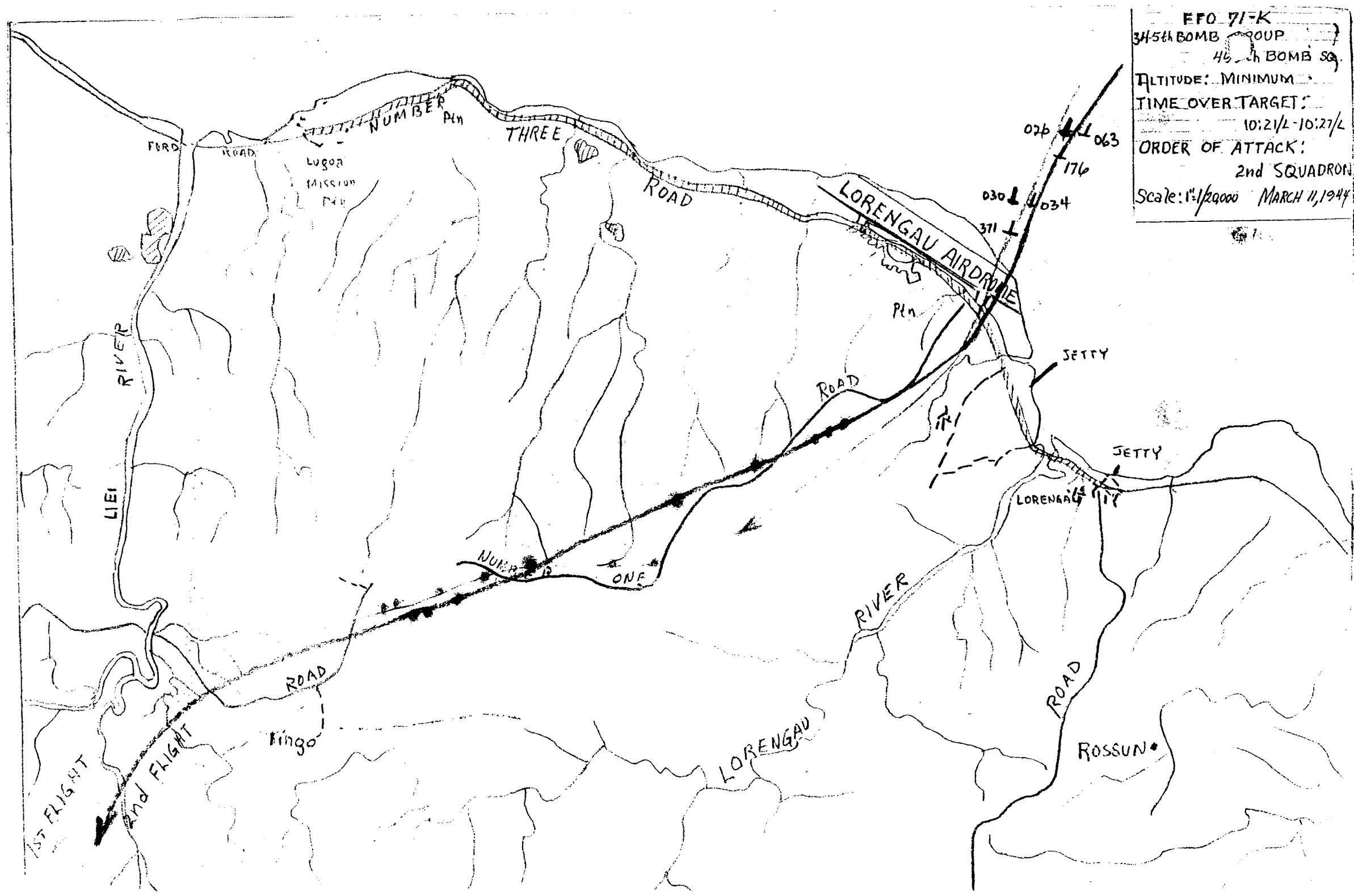
Plane Q83 took 30 photos - K-21 Type Camera.

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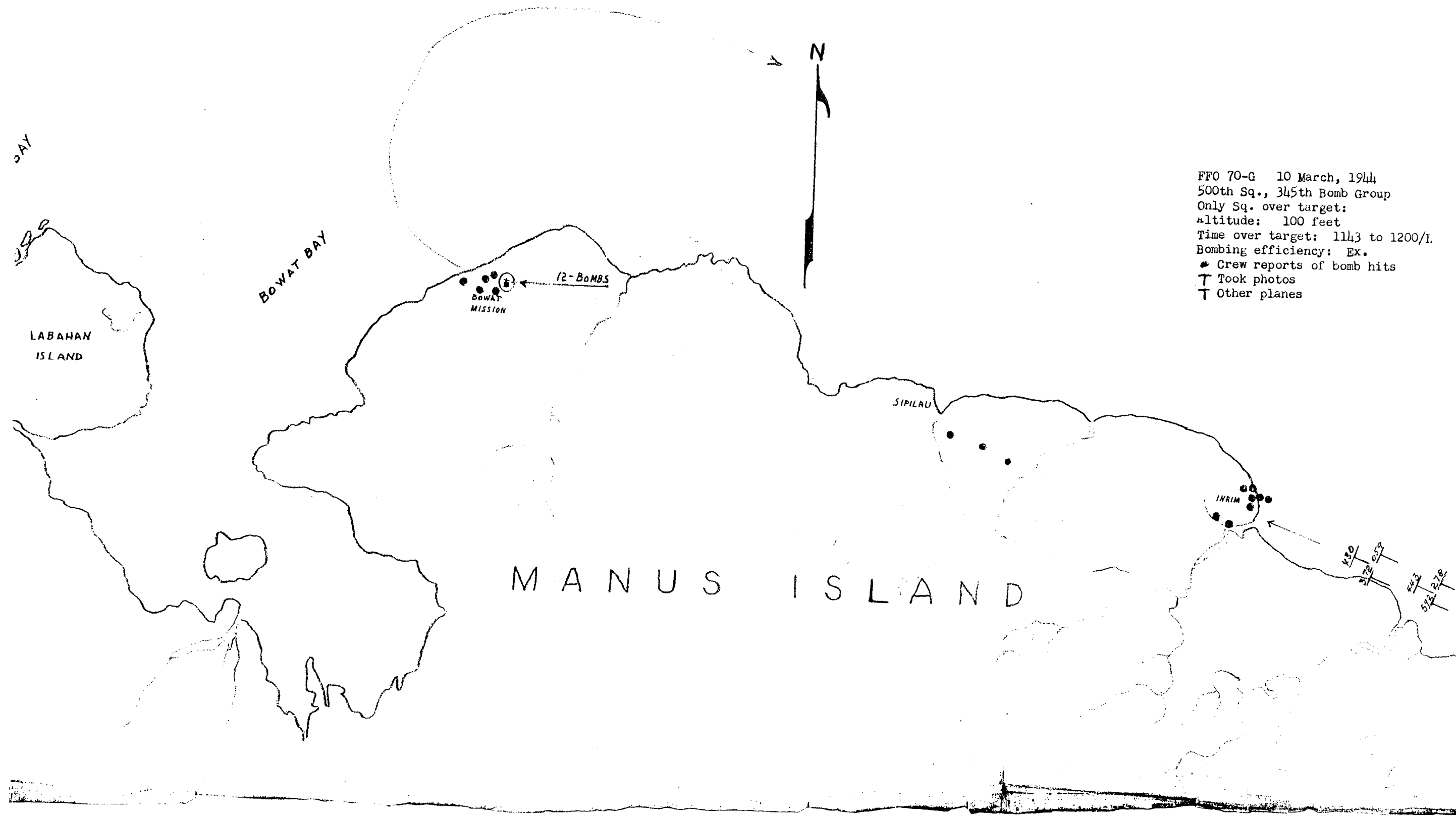


ROUTE TO TARGET AND RETURN

FFO 71-K, 11 March, 44  
499th Squadron  
Altitude: Minimum  
Time Over Target: 1021/L - 1027/L  
Order Over Target: 2nd  
Map Ref: EASTERN NEW GUINEA NAV. CHART



EFO 71-K  
345th BOMB GROUP  
45th BOMB SQ.  
ALTITUDE: MINIMUM  
TIME OVER TARGET:  
10:21/2-10:27/2  
ORDER OF ATTACK:  
2nd SQUADRON  
Scale: 1"=20000 MARCH 11, 1944



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499  
72-K  
12 March

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

12 March, 1944.

SUBJECT: Narrative Report on Mission FPO 72-K, performed 12 March, 44.,  
by six planes of the 499th Squadron. Objective at MARUS ISLAND,  
ADMIRALTY ISLANDS Group. (02°00'S - 147°00'E).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2. A-2 Advance Echelon, Fifth Air Force, APO  
929. A-2 V Bomber Command, APO 713-1. Intelligence Officer,  
345th Bombardment Group (M), APO 713-1.

1. General.

a. The purpose of this mission was to attack No.2 Road  
between LORENGAU and WAREMBU including areas and  
installations adjacent thereto from minimum altitude,  
with strafing guns and 5 X 500 lb. 4/5 second delay bombs  
per airplane.

b. Rendezvous.

Rendezvous with the 500th Squadron was accomplished over  
MAULAB at 2000 feet.

c. Attack

6 planes of this Squadron reached the target and attacked  
as ordered. The strike was carried out in two S-5 passes  
at minimum altitude, formation consisting of two 3 plane  
"V"'s in trail at 30 second intervals. Bombing was excel-  
lent with a total of 22 X 500 lb. 4/5 second delay bombs  
in the target.

No.2 Road proved rather difficult to follow due to the  
heavy rain forest through which it runs but the entire  
area was well covered with bomb bursts. Four were strung  
along this road N of Rossun Village, and another four  
fell on the village itself. Nine bombs were scattered  
between ROSSUN and WAREMBU. Five more were released at  
WAREMBU, one of which landed just S of the village. The  
entire target was also heavily strafed. Results were  
generally unobserved due to the thick foliage, however,

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

much debris was seen in the air along with bomb smoke after the final attack on WAREMBU VILLAGE.

d. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied Aircraft observed lost.
3. Nil enemy A/P's observed to be destroyed either in the air or on the ground.

e. Time and Location of:

Alert	: Strip 3 NADZAB	0730/L.
Take Off	: Strip 3 NADZAB	0803/L.
Rendezvous	: Over NADZAB at 2000 ft.	0815/L.
Attack	: #2 Road, E Manus Is.	1003/L 1013/L.
Landed	: Strip 3 NADZAB	1216/L.

f. Route out: NADZAB LAE FINSCHAFEN TARGET.  
Attack Rt: N to S across Eastern MANUS ISLAND at LORENGAU.  
Return: TARGET \* FINSCHAFEN LAE NADZAB.

2. Airplanes of the 498th Squadron in the attack.

Airplanes of the 500th Squadron led this Squadron to MANUS ISLAND.  
1st.Lt.R.BAKER was the Squadron Formation Leader. Flights were as follows:

FIRST FLIGHT

1st.Lt.R.BAKER	A/P 379
1st.Lt.R.W.SPEAR	" 019
1st.Lt.C.B.JORDAN	" 097

SECOND FLIGHT

1st.Lt.T.E.KELLEY	A/P 591
1st.Lt.A.S.ANDERSON	" 185
1st.Lt.W.G.IRISH	" 347

3. Details of the Mission.

Lt.R.BAKE led the first flight with Lt.SPEAR on his right wing and Lt.JORDAN on his left. He brought the formation across SEEDLER HARBOR to LORENGAU where he turned South and spotted No.2 Road. He proceeded along the road making his initial attack at ROSSUN VILLAGE where he dropped 3 bombs. Two were believed to have burst in the village and the third somewhat S of it. As he neared the end of the first pass he saw WAREMBU VILLAGE to his right, too far off course for an attack so he swung left back toward SEEDLER HARBOR for his second run.

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

much debris was seen in the air along with bomb smoke after the final attack on WAREMBU VILLAGE.

d. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied Aircraft observed lost.
3. Nil enemy A/P's observed to be destroyed either in the air or on the ground.

e. Time and Location of:

Alert	: Strip 3 NADZAB	0730/L.
Take Off	: Strip 3 NADZAB	0803/L.
Rendezvous	: Over NADZAB at 2000 ft.	0815/L.
Attack	: #2 Road, E Manus Is.	1003/L 1013/L.
Landed	: Strip 3 NADZAB	1216/L.

- f. Route out: NADZAB LAE FINSCHAFEN TARGET.  
Attack Rt: N to S across Eastern MANUS ISLAND at LORENGAU.  
Return: TARGET \* FINSCHAFEN LAE NADZAB.

2. Airplanes of the 499th Squadron in the attack.

Airplanes of the 500th Squadron led this Squadron to MANUS ISLAND.  
1st.Lt.R.BAKER was the Squadron Formation Leader. Flights were as follows:

FIRST FLIGHT

SECOND FLIGHT

1st.Lt.R.BAKER	A/P 379	1st.Lt.T.R.KELLEY	A/P 591
1st.Lt.R.W.SPEAR	" 019	1st.Lt.A.S.ANDERSON	" 185
1st.Lt.C.B.JORDAN	" 097	1st.Lt.W.G.IRISH	" 347

3. Details of the Mission.

Lt.R.BAKER led the first flight with Lt.SPEAR on his right wing and Lt.JORDAN on his left. He brought the formation across SEEDLER HARBOR to LORENGAU where he turned South and spotted No.2 Road. He proceeded along the road making his initial attack at ROSSUN VILLAGE where he dropped 3 bombs. Two were believed to have burst in the village and the third somewhat S of it. As he neared the end of the first pass he saw WAREMBU VILLAGE to his right, too far off course for an attack so he swung left back toward SEEDLER HARBOR for his second run.

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He strafed intermittently during this pass and was careful to drop his last bomb at WAREMBU. He observed no results, however, Lt. SPEAR in number two position remained with Lt. BAKER throughout. He dropped 4 bombs along the Road between LORENGAU and ROSSUN and tried to let the fifth one go at WAREMBU but it hung up, due to rack malfunction. Lt. JORDAN dropped his five bombs along the road between ROSSUN and WAREMBU. Both he and Lt. SPEAR strafed throughout both passes.

Lt. VALLERY led the second flight over the target about 30 seconds behind the first. He strafed intermittently on his first pass but dropped no bombs. On the second run he released one at the road N of WAREMBU but passed too far N of the village to be able to put it under attack. The second flight scattered somewhat between the two passes and on the second run made more or less individual attacks. Lt. ANDERSON the right wingman concentrated on hitting WAREMBU. He swung slightly to the right after passing ROSSUN and went directly over WAREMBU dropping 3 bombs there. Debris, as well as dirt and bomb smoke were seen as a result of this attack. Lt. IRISH stayed rather close to Lt. ANDERSON on the second pass dropping 2 bombs at ROSSUN 2 more along the road between the villages and his last at WAREMBU VILLAGE. He also saw the debris but reported no other results.

b. Anti Aircraft Fire

Nil A/A observed by the Squadron on this mission.

c. Fighter Cover

Area Fighter Cover which was to be provided over target was seen only once during this mission.

d. Details of Damage to Aircraft in the Air.

1. Nil Damage to own aircraft.
2. Nil enemy aircraft observed shot out of the air.

e. No injuries were sustained by personnel on this mission.

4. Recommendations for Awards

In view of information currently at hand no recommendations for awards will be submitted as a result of this mission.

5. Tables.

See incl. 1.

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6. Lightings.

Approximately 5 huts in RUSSON VILLAGE, no evidence observed to indicate unusual amount of activity.

RUSSON VILLAGE appeared to be inhabited and was reported to have good ventilation, but no evidence of active huts and no smoke from buildings in this village. 1 w/a large, possibly new, on beach near main jetty at LOUPOU, Gun flashes from SALAM PLANTATION.

7. Photo Interpretation:

Excellent low oblique of RUSSON VILLAGE show slight damage from one bomb burst. Additional photos reveal the density of rain forest through which Ruksan has been passing.

For the Spectrum COMMANDER:

*Jack L. Hoopes*  
JACK L. HOOPES  
Lt. Col., Air Corps  
ASST. INTELLIGENCE OFFICER

Incls Incl. (1). Tables.

- \* 22 Bomb Assignment Chart.
- \* 24 Route to and from Target.

Distribution:

- (1 copy) Commanding General, Fifth Air Force, APO 925.  
Attention of: A.G. of S., A-1.  
\* 22 Advance Recon, Fifth Air Force, APO 920.  
\* 22 A-1 V Bomber Command, APO 713-1.  
1 Intelligence Officer, 545th Bomb Group (M), APO 713-1.  
1 File

-4-

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\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs Car'd.	Type	Height	No. Dropped on Target
019	5	4/5	500 lb.	5
019	"	"	"	4 1 returned, rack malfunction.
027	"	"	"	5
027	"	"	"	1 4 returned, lack of target.
125	"	"	"	5 2 " " " " "
125	"	"	"	4 1 " " " " "
027	"	"	"	5 1 " " " " "
Total: 11 X 500 lb. 4/second delay bombs dropped on target.				
5 X 500 lb. 5/second delay bombs returned - lack of target.				

\*\*\*STRAPING TABLE\*\*\*

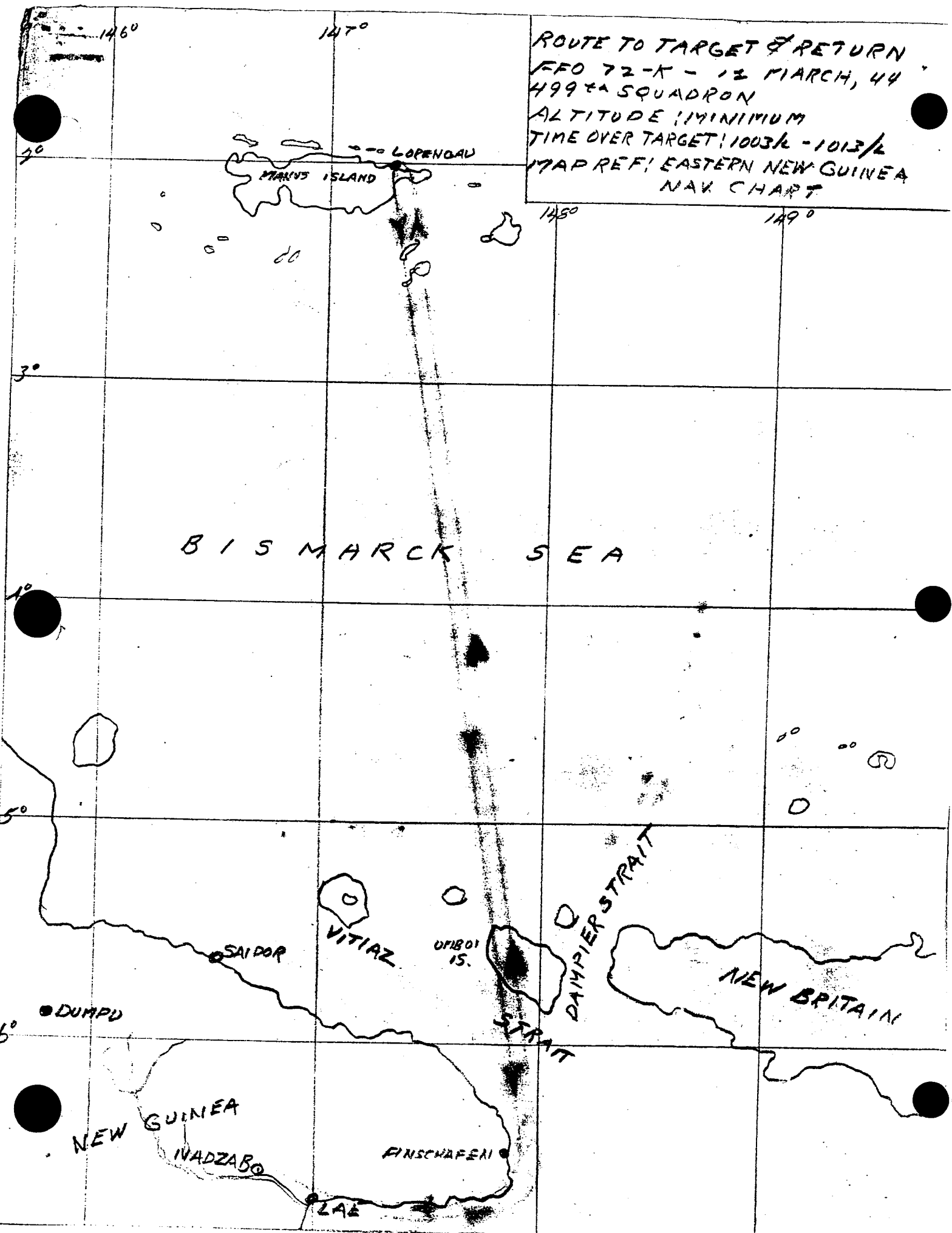
A/P	No. Straps Car'd	No. Fired	Malfunctions
019	1000	1000	Nil
019	"	1000	Nil
027	"	1000	"
027	"	1000	"
125	"	1000	"
125	"	1000	"
027	"	1000	"
Total: 6219 X.50 Cal. expended Nil .50 Cal.			

\*\*\*PHOTO TABLE\*\*\*

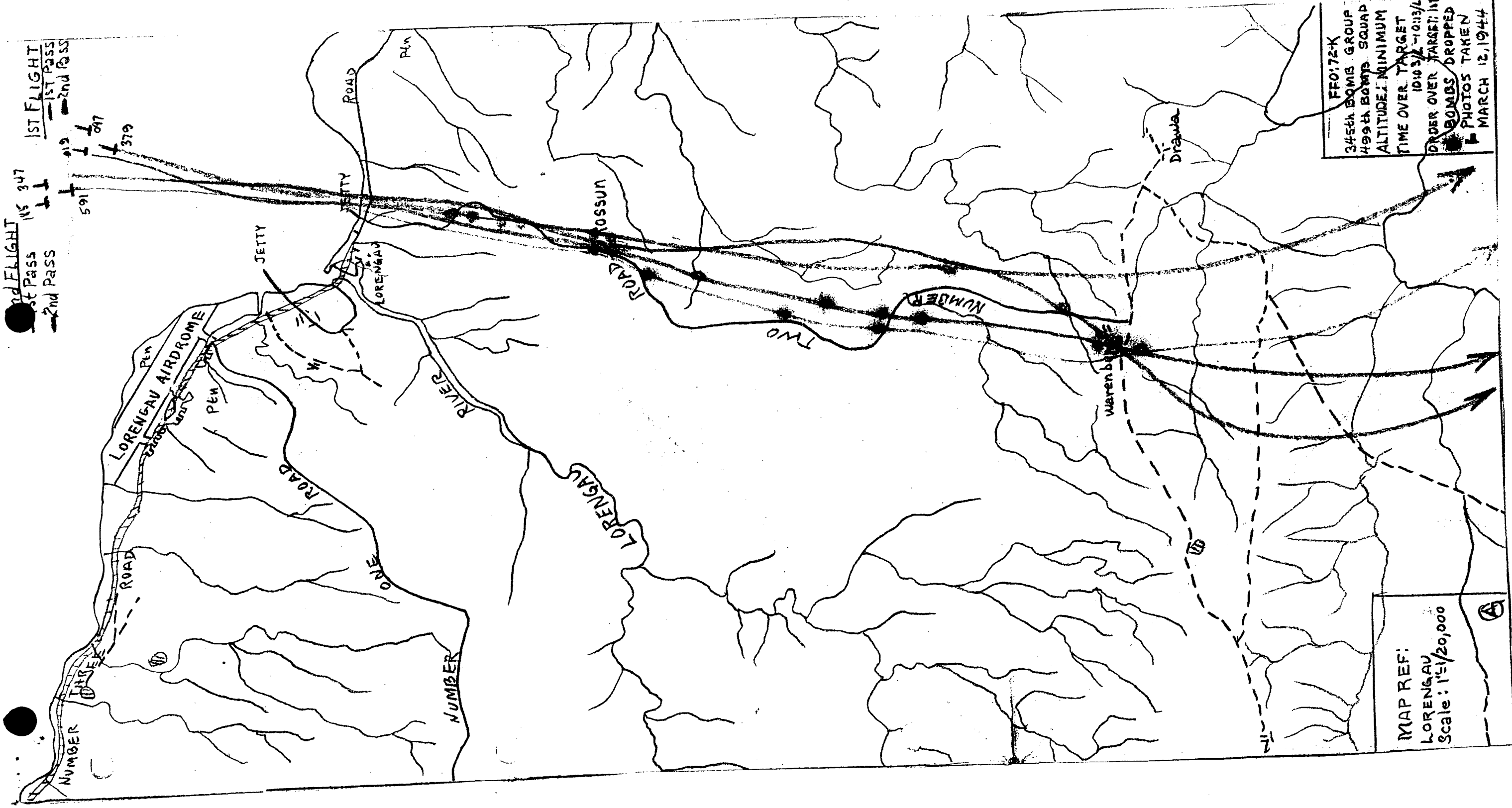
A/P	Type Camera	No. Photos Taken	Altitude
019	K-21	50	Minimum
027	"	"	"
125	"	"	"
027	"	50	"
Total: 110 K-21 Photos taken.			

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ROUTE TO TARGET & RETURN  
FFO 72-K - 12 MARCH, 44  
499th SQUADRON  
ALTITUDE 11 MINIMUM  
TIME OVER TARGET 1003K - 1013K  
17 APR 61, EASTERN NEW GUINEA  
NAV CHART



1st FLIGHT 15 347  
 1st Pass 1 1  
 2nd Pass 1 1  
 1st Pass 1 1  
 2nd Pass 1 1  
 1st Pass 1 1  
 2nd Pass 1 1



FF0:72-K  
 345th BOMB GROUP  
 499th BOMB SQUAD  
 ALTITUDE: MINIMUM  
 TIME OVER TARGET 10:52-10:54  
 ORDER OVER TARGET: 11  
 BOMBS DROPPED  
 PHOTOS TAKEN  
 MARCH 12, 1944

MAP REF:  
 LORENGAU  
 Scale: 1:51/20,000

11

499  
75-J  
15 Mar 44

**CONFIDENTIAL**

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

16 March, 1944.

SUBJECT: Narrative Report on Mission FFO 75-J, performed 15 March, 44., by  
9 planes of the 499th Squadron. Objective at MANUS ISLAND. (0200G  
147°E.)

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. OF S., A-2. A-2 Advance Echelon, Fifth Air Force, APO 929.  
A-2 V Bomber Command, APO 713-1. Intelligence Officer, 345th  
Bombardment Group (M), APO 713-1.

1. General.

a. The purpose of this mission was to support landing operations of Sixth Army units on beaches at mouth of LIEI RIVER, MANUS ISLAND. This Squadron was to attack the beach to the E of the river with strafing guns and 500 lb. 4/5 second delay bombs per plane, immediately prior to the initial landing.

b. Rendezvous.

Rendezvous with 500th Squadron accomplished over TAMI ISLAND at 2000 feet.

c. Attack.

This Squadron was number one in the sequence over the target. The attack was carried out in 3 flights of 3 planes "V"s in trail at 30 second intervals at minimum altitude, the timing being dependent on the position of friendly landing craft. The approach was made around the N tip of LOS NEGROS ISLAND and flights dropped back to proper interval as the Squadron crossed SHADLER HARBOR. Seeing friendly barges starting to move toward the target from the vicinity of HAUMEI ISLAND, the Group Commander led the first flight in to begin the strike at 0904/L. Each flight made from 4 to 6 passes most of which were from NE to SW and from E to W, however two were from NW to SE. The beach on both sides of the LIEI RIVER mouth and adjacent areas were heavily attacked. Bombing was excellent with 35 bombs in the target. 27 bombs fell in the area between LIEI RIVER and a point along the

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

shore approximately 1000 yards to the E, including LUGOS MISSION PLANTATION. 5 bombs fell W of the river in a string parallel to the beach and 3 more along No. 3 road W of the river. 4 bombs burst in the water just offshore of the E beach. The target was heavily strafed on all passes and all crews reported the entire area thoroughly covered by bombing and strafing. Withdrawal was made to the S over the E end of MANUS ISLAND as the first barge reached the beach.

d. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied airplanes observed lost.
3. Nil enemy aircraft destroyed in the air or on the ground on this mission.

e. Time and Location of:

Alert	: Strip 3 NADZAB	0615/L.
Take Off	: Strip 3 NADZAB	0644/L.
RENDEZVOUS	: TAMI ISLAND	0715/L.
Attack	: MANUS ISLAND	0904/L-0932/L.
Landed	: Strip 3 NADZAB	1127/L.

f. Route out: NADZAB LAE TAMI ISLAND TARGET.  
Return : TARGET FINSCHHAFEN LAE NADZAB.

2. Airplanes of the 499th Squadron in the attack.

Col. C.L. TRUE, the Group Commander, led the Group Formation. This Squadron was in number one position and was followed by the 500th Squadron. Flights were as follows:

FIRST FLIGHT

Col. C.U. TRUE	A/P 315
1st Lt. C.B. JORDAN	164
1st Lt. A.S. Anderson	185

SECOND FLIGHT

Capt. W.N. PARKE	A/P 379
2nd Lt. W.A. RUSHWORTH	015
1st Lt. R.N. SPEAR	019

THIRD FLIGHT

1st Lt. E. BAKER	A/P 382
1st Lt. T.R. Kelley	347
1st Lt. W.G. IRISH	097

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

3. Details of the Mission.

a. Details of the Attack.

COL. TRUE, the Group Formation leader, had Lt. JORDAN on his right wing and Lt. ANDERSON on his left. He brought the formation around the N tip of LOS NEGROS ISLAND and seeing friendly landing barges in the vicinity of HAUMKI ISLAND prepared at once to attack. He made a total of six passes at the beach dropping his bombs along the beach on the first two and strafing on all of them. His runs were made from NE to SW and from E to W. At the end of the final attack when barges were about 150 yards offshore, Col. TRUE saw 6 or 8 enemy M/G's open fire on the approaching landing craft from position N of LUGOS MISSION PLANTATION about 75 yards inshore. Also from a position in this vicinity, mortar or cannon shells were seen directed at friendly forces. No damage was observed inflicted on the barges, however. It is believed that the personnel operating these guns remained in dugouts during the aerial attack holding fire to conceal their positions. As Col. TRUE withdrew over the E end of MANUS ISLAND he saw the first barge reach shore at 1033/L. The number two and number three men remained on Col. TRUE'S wings throughout and their actions were very similar to his.

Lt. W.H. PARKER was the leader of the second flight. He followed Col. TRUE over the target by approximately 30 seconds. He led his flight in two complete "Figure Eights" over the beach alternating from NE to SW and SW to NE. Due to a rack malfunction he was unable to release any bombs but strafed heavily throughout all passes. His wingmen, Lt. BUSHWORTH and Lt. SPEAR, strung 10 bombs along the beach E of KIKI RIVER and through LUGOS MISSION PLANTATION. All three pilots reported strafing very effective, thoroughly covering the target.

Lt. R. BAKER led the third flight with Lt. KELLEY on his right wing and Lt. IRISH on his left. As the attack was initiated earlier than planned, Lt. BAKER experienced some difficulty in achieving the proper interval and consequently made his first pass further inland than he intended. He strung 5 bombs across LUGOS MISSION PLANTATION and Lt. KELLEY released 2 in the same vicinity. Lt. KELLEY dropped his remaining 3 along No. Three Road W of KIKI RIVER and Lt. IRISH unloaded his 5 in a string parallel to and approximately 50 yards S of the beach W of the river. This flight made a total of 4 passes from E to W, one of which included the area adjacent to the NW end of LORENGAU STRIP. These planes strafed heavily throughout all runs. Lt. BAKER noticed the enemy ground fire at the completion of his fourth pass, too late to take action as our landing party's lead barge was within 100 yards of the beach by that time. Lt. Baker also reported the first landing craft on the shore at 0933/L.

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b. Anti Aircraft Fire

Nil A/A encountered on this mission.

c. Fighter Cover

No fighter escort was observed on this mission.

d. Details of Damage to Aircraft in the Air

1. Nil damage to own aircraft.

2. Nil enemy aircraft observed shot out of air.

g. Nil injuries sustained by personnel on this mission.

4. Recommendations for Awards

In view of information currently at hand no recommendations for awards will be forwarded.

5. Tables

See incl. #1.

6. Sightings

No ground fire observed during the attack but prior to departure from target, heavy M/G fire from estimated 6 to 8 positions approximately 200 feet inshore from beach E of LIKI RIVER. Mortar or cannon fire directed at friendly barges from undetermined position inland from beach E of LIKI RIVER, thought to be near M/G position. Several small geyser apparently from cannon or mortar fire observed between barges and shore when barges were about 1/2 mile from shore. Several splashes seen close to barges as they drew nearer, however, no barges seen to be damaged by enemy fire.

12 friendly landing barges observed proceeding to beach during this Squadron's attack. First barge was seen landing at 0933/L as Squadron made withdrawal.

2 boats, possibly luggers beached on S side near E end of PITIINU ISLAND.

3 or 4 European type houses nearby, 1 small pile of uncovered supplies and 3 large piles of canvas covered supplies seen on N side of PITIINU ISLAND near E end. The E tip of island appeared to have been severely bombed and shelled as trees were stripped and ground pockmarked with craters.

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7. Photo Interpretation.

Photographs show bomb bursts in LUGUS MISSION PLANTATION and along the shore on both sides of the LIRI RIVER.

For the Squadron COMMANDER:

*Jack C. Hooper*  
JACK C. HOOPER  
1st. Lt. Air Corps  
ASST. INTELLIGENCE OFFICER

Incl: Incl. #1. Tables.

- " #2 Bomb Assessment Chart.
- " #3 Route to and from Target.

Distribution:

- (1 copy) Commanding General, Fifth Air Force, APO 925.
- " " Attention of: A.G. of S., A-2.
- " " A-2 Advance Echelon, Fifth Air Force, APO 929.
- 2 " A-2 V Bomber Command, APO 713-1.
- 1 " Intelligence Officer, 345th Bomb Group (K), APO 713-1.
- 1 " File.

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# CONFIDENTIAL

## \*\*\*BOMBING TABLE\*\*\*

U/P	No.	Bomb	Part	Type	Weight	No. Dropped on Target
115	1			4/5	500lb.	1
121	5			"	"	5
125	5			"	"	5
379	4			"	"	0
015	5			"	"	5
019	5			"	"	5
122	4			"	"	4
127	5			"	"	5
097	5			"	"	5
Total: 19 x 500 lb. 4/5 second delay bombs dropped on target.						
4 x 500 lb. 4/5 second delay bombs returned - rack malfunction						

## \*\*\*STRAFFING TABLE\*\*\*

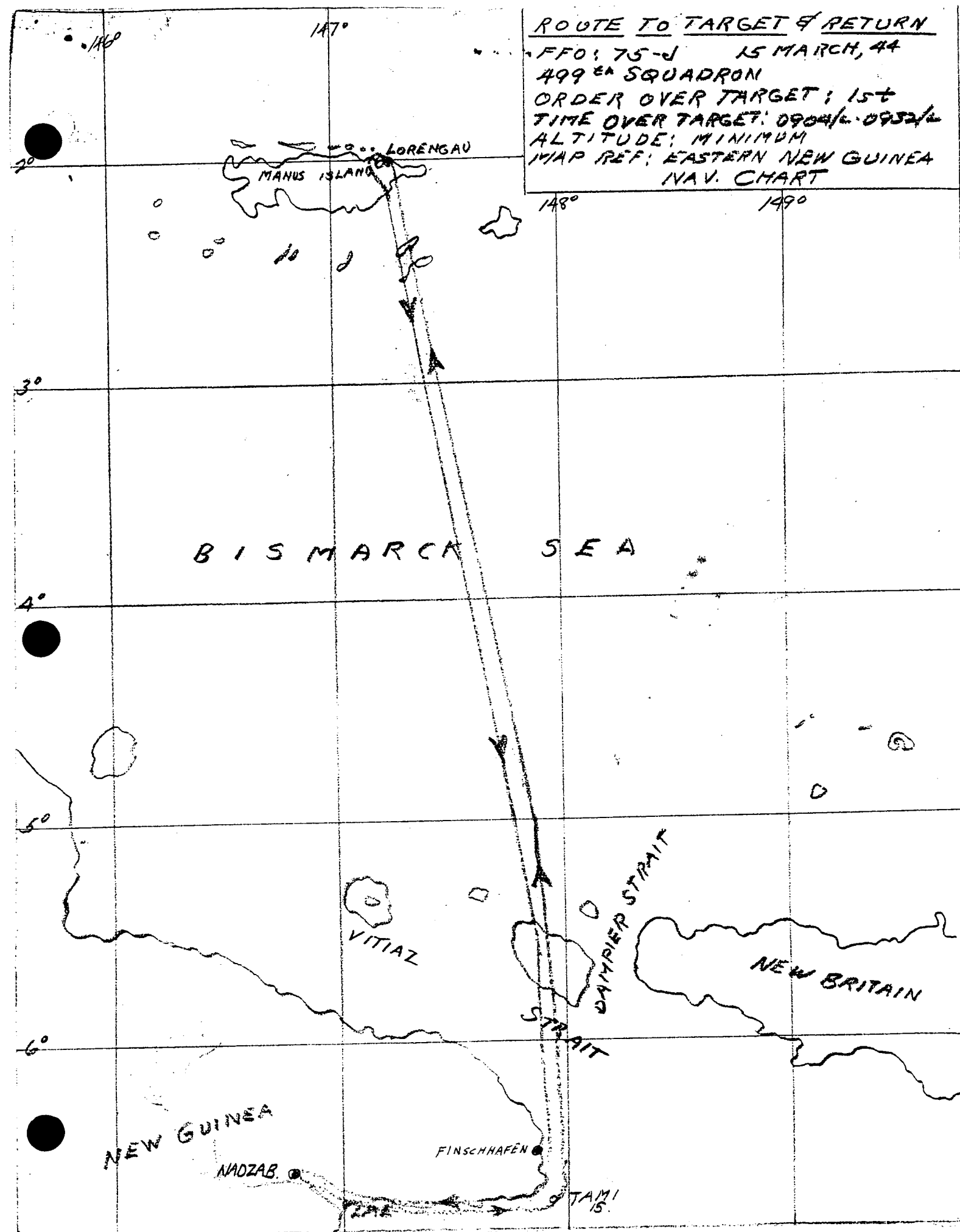
U/P	No.	Cal.	No. Fired	Altitude	No. Fired	Altitude
115	1	30	2545	Nil	Nil	Nil
121	"	"	2650	"	2000	2000
125	"	"	3975	"	2000	1850
379	"	"	1460	"	"	Nil
015	"	"	1590	"	"	"
019	"	"	2915	"	"	"
122	"	"	1590	"	"	"
127	"	"	1590	"	"	"
097	"	"	2120	"	"	500
Total: 2755 x 30 Cal. expended. 3975 x 30 Cal.						

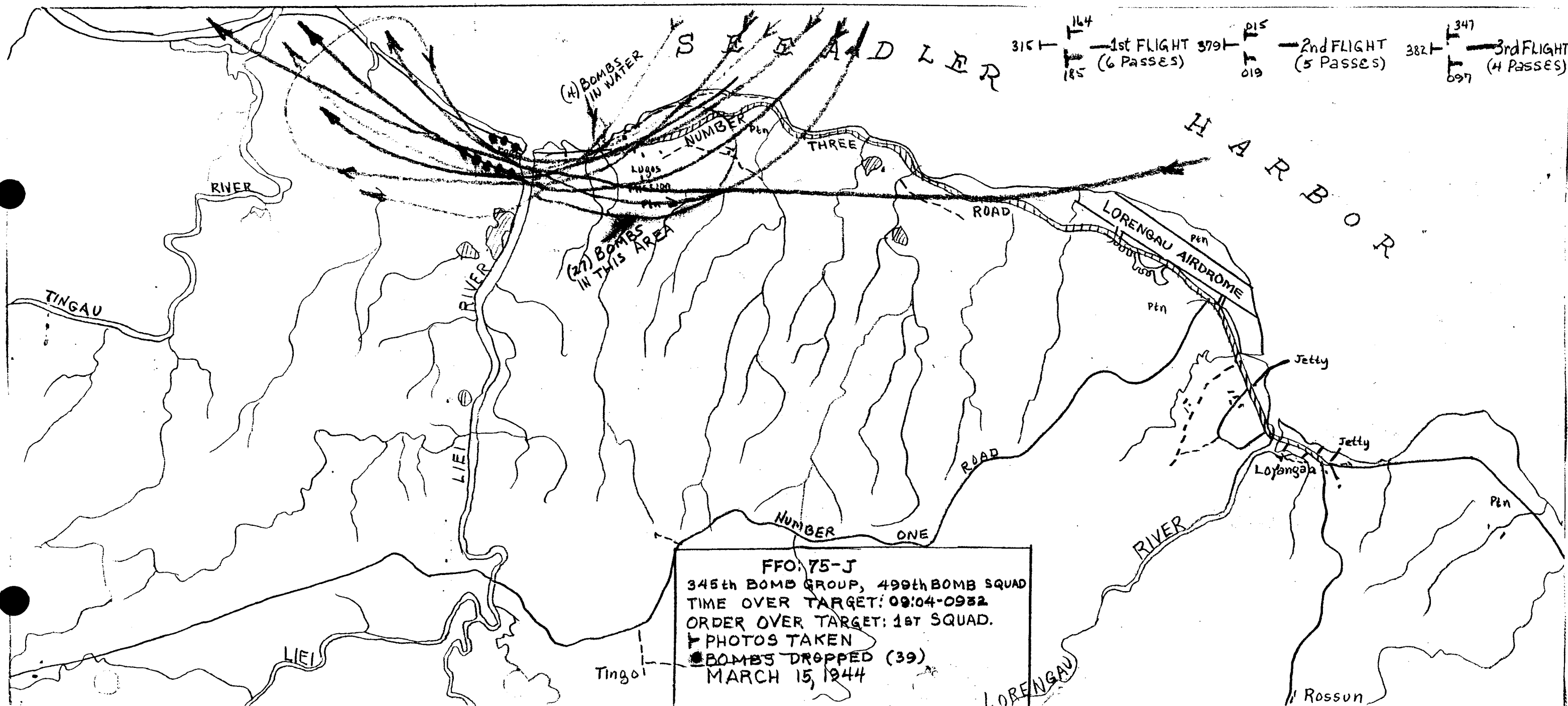
## \*\*\*PHOTO TABLE\*\*\*

U/P	Type Camera	No. Photos Taken	Altitude
125	E-21	20	Minimum
015	"	10	"
019	"	30	"
097	"	30	"
127	"	30	"
TOTAL: 120 E-21 Photos taken.			

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ROUTE TO TARGET & RETURN  
FFO: 75-J 15 MARCH, 44  
499<sup>th</sup> SQUADRON  
ORDER OVER TARGET: 15<sup>th</sup>  
TIME OVER TARGET: 0904/L-0932/L  
ALTITUDE: MINIMUM  
MAP REF: EASTERN NEW GUINEA  
NAV. CHART





CONFIDENTIAL

498th Bombardment Squadron (M) AAF  
845th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 715-1

16 March, 1944.

SUBJECT: Narrative Report on Mission 77-E, performed 17 March, 1944, by 6 planes of the 498th Squadron. Objective at CAPE MOEM, N.G. (03°23'S - 145°43'E).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF: A.G. of S., A-2, A-2 Advance Detachment, Fifth Air Force, APO 925. A-2 V Bomber Command, APO 715-1. Intelligence Officer, 845th Bombardment Group (M), APO 715-1.

1. General

a. The purpose of this mission was to attack and destroy a heavy anti-aircraft position at the center of the West shore of CAPE MOEM from medium altitude with six to eight 250 lb. instantaneous fused demolition bombs per plane.

b. Rendezvous

Rendezvous accomplished with Group over NARZAN at 2000 feet and with Fighter Escort over GUNAP at 7000 feet.

c. Attack

This Squadron was second in sequence over the target, following the 498th Squadron and preceding the 501st Squadron. The target was reached as B-24's were bombing BORAN, and the attack was carried out as planned. Evasive maneuvers were carried out with approach which was from SE to NW before flying across CAPE MOEM. The bomb run was made at 7000 feet on a heading of 360° at 205 mph. Formation over the target consisted of 2 three plane "Y"s in close trail "javelin down".

Bombing was excellent with 41 of the 43 X 250 lb. inst. demo. bombs on the target. The Squadron's bomb pattern was reported approximately 300 yards long beginning 2 of and extending through the A/A position on the W shore of CAPE MOEM. Only two bombs were observed to explode in the water. Withdrawal was made to the E over the N point of the Cape.

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499  
77-E

VTC K 17 Mar 44



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

-2-

d. Interception and Airplanes Destroyed.

1. Nil Allied Aircraft observed lost.
2. Nil enemy aircraft destroyed on the ground by this Squadron.

e. Nil Interception.

f. Time and Location of:

Alert	:	Strip 4 Nadzab	0750/L.
T.O.	:	" " "	0800/L.
Reconnaissance	:	Over Nadzab	0840/L.
with Group	:		
Attack	:	2 Cape Moon	1010/L.
Landed	:	Strip 4 Nadzab	1200/L.

F. Route Out: NADZAB GUSAP TARGET.  
Attack Run: 5 to 3 over Cape Moon.  
Return : TARGET GUSAP NADZAB.

2. Airplanes of the 48th Squadron in the Attack.

Lt. DANIEL was selected to lead the 48th Squadron which was second in the sequence of attack. Flights were as follows:

FIRST FLIGHT

1st. Lt. O. J. DANIEL    A/P 410  
1st. Lt. R. N. SPEAR    " 019  
Major J. B. BAIRD      " 164

SECOND FLIGHT

1st. Lt. R. R. KELLEY    A/P 379  
2nd. Lt. W. A. RUSHWORTH " 015  
1st. Lt. W. G. IRISH    " 016

3. Details of the Mission.

a. Details of the Attack:

Lt. DANIEL led the Squadron with Lt. SPEAR and Major BAIRD in number two and three positions respectively. As he approached the target he noticed a moderate heavy A/A barrage from 6000 to 8000 feet over BORAM directed at attacking B-24's so he at once took evasive action in case the fire should shift to this formation. He turned N as he reached a point S of CAPE MOON and began his run. His was the only airplane equipped with a bomb sight so all planes released bombs as his lead left the bomb bay. All crews of the first flight reported that the Squadron's bomb pattern thoroughly covered the assigned target and only 2 bombs were seen to burst in the water.

-2-

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

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

-3-

Results other than bomb smoke were not observed. Lt. DANIEL turned E after unloading bombs and led the Squadron in a rapid descent to minimum altitude for the return trip.

Lt. KELLEY was the leader of the second flight with Lt. HUSHWORTH on his right wing and Lt. IRISH on his left. He stayed in close trail to the lead flight throughout the run to insure insulation of all bombs bursting in the immediate vicinity of those of the lead plane. His actions, consequently were quite similar to those of the Squadron Leader.

b. Anti-Aircraft Fire.

Nil A/A directed at this Squadron on this mission.

c. Fighter Cover.

One Squadron of F4U's furnished close cover for the formation and were reported by all crews as excellent throughout.

d. Details of Damage to Aircraft in the Air.

1. Nil damage to own aircraft.

2. Nil enemy aircraft observed shot out of the air.

e. Nil injuries were sustained by personnel on this mission.

4. In view of information currently at hand no recommendation will be forwarded as a result of this mission.

5. Tables.

See inclosure #1.

6. Sightings.

B-24's observed effectively bombing BORAM PLANTATION and BORAM STRIP. Bomb patterns appeared to cover both areas completely. Explosion followed by large fire on MISSION POINT. Large fire N of W end of BORAM STRIP near shore sending huge column of black smoke to at least 1500 feet, visible 25 minutes after leaving target. Orange-red flames at base of column. Explosions followed by fire in NW part of BORAM PLANTATION causing series of large smoke rings.

-3-

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

CONFIDENTIAL

-3-

String of bomb bursts through BORAM STRIP, one of which caused a bright red fire near edge of W end of Strip.  
The 501st. Squadron seem to lay an effective bomb pattern on A/A position on W shore of CAPE MOEN.

A/A fire directed at heavy bombers reported generally as moderate, heavy and inaccurate. Appeared to be a sporadic barrage between 0000 and 10000 lbs. No bombs observed hit by A/A. All but 1 gun in the two heavy A/A positions in BORAM PLANTATION appeared to be silenced, however, positions on SE tip of WENAK POINT and around WENAK MISSION were reported firing steadily throughout and after the attack. 5 guns were observed firing from the position on Cape BORAM prior to the attack. 2 positions between the BORAM STRIP and the shore were seen to be silenced by direct hits.

7. Photographic Interpretation.

No interpretation made.

For the Squadron COMMANDER:

*Jack L. Hooper*  
JACK L. HOOPER  
1st Lt., Air Corps  
ASST. INTELLIGENCE OFFICER

Incl: (3)

1. Tables.
2. Bomb Assessment Chart.
3. Route to and from target.

Distribution:

- (1 copy) Commanding General, Fifth Air Force, APO 925. ATTENTION OF:
- " " A.C. of S., A-2.
  - " " A-2 Advance Echelon, Fifth Air Force, APO 925.
  - " " A-2 V Bomber Command, APO 713-1.
  - 1 " Intelligence Officer, 345th Bomb Group (M), APO 713-1.
  - 1 " File.

-4-

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\*\*\*BOMBING TABLE\*\*\*

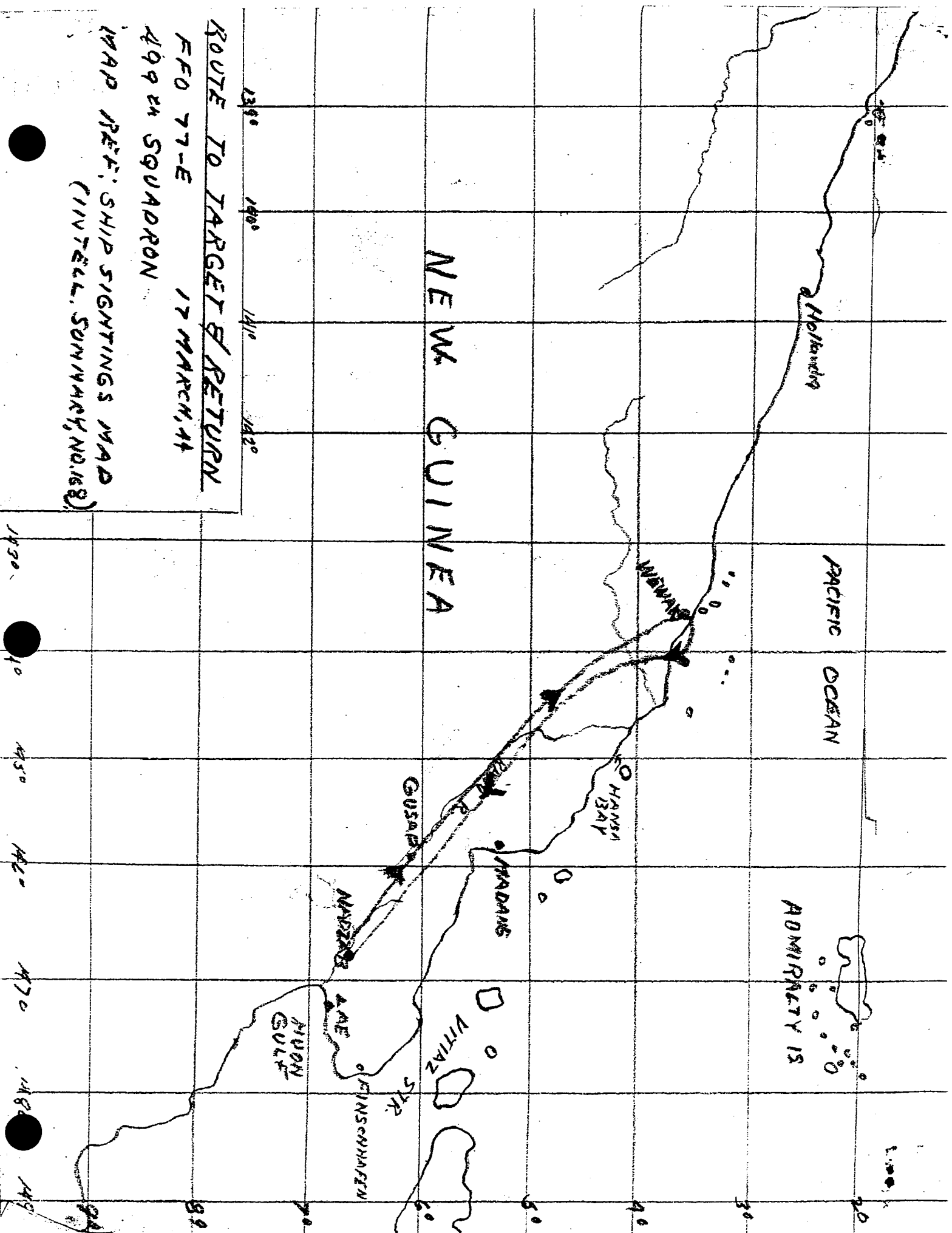
A/P	No. Bombs	Type	Height	No. Bombs dropped on target.
410	8	Inst.	250	4
019	8	"	"	2 in water.
104	7	"	"	7
379	6	"	"	6
018	8	"	"	8
016	8	"	"	8
Total: 41 X 250 lb. bombs dropped on target.				
2 X 250 lb. bombs dropped in water.				

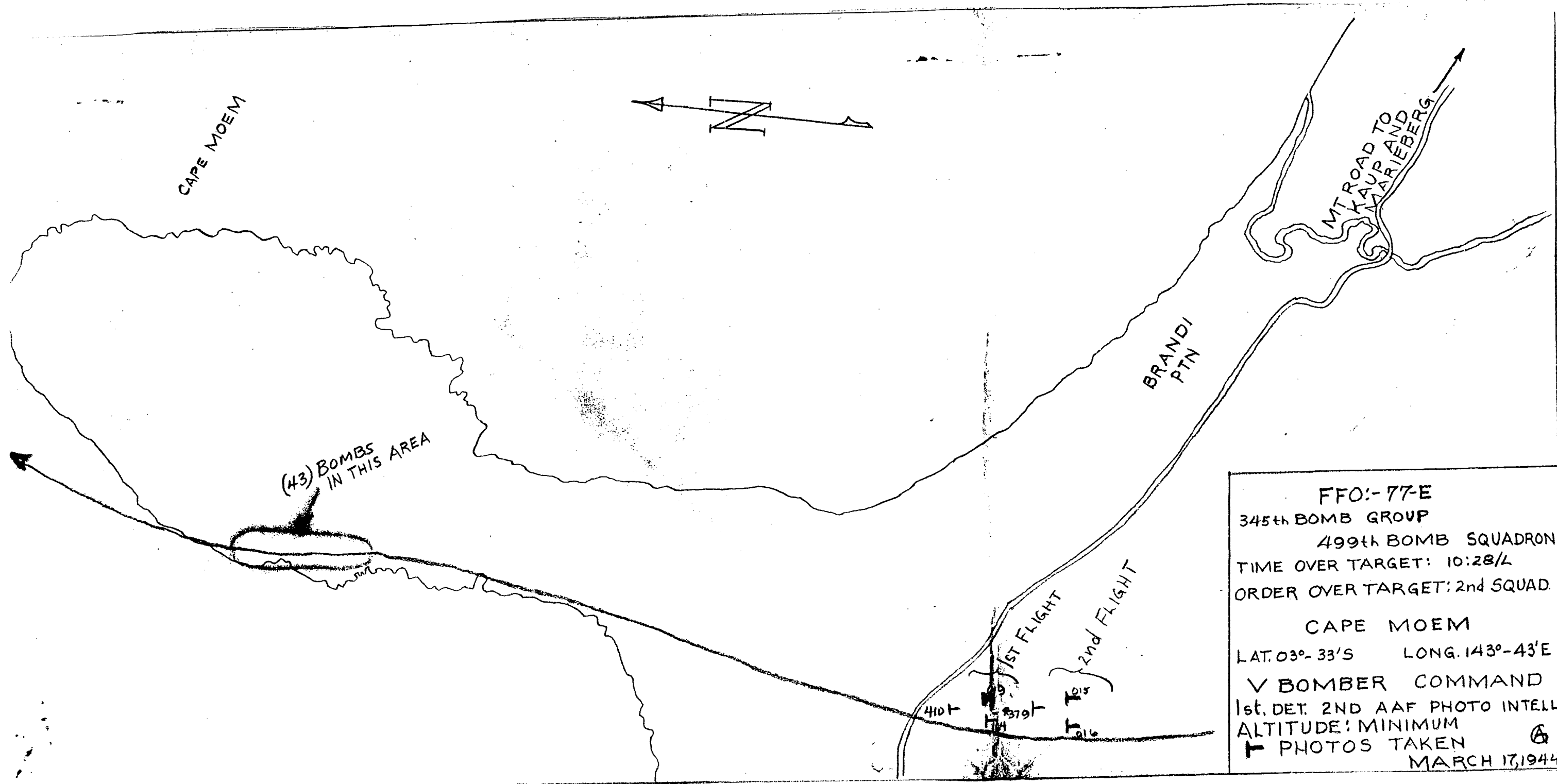
Note: Since mission was carried out at medium altitude, no straining was done, thus no .50 Cal. ammunition was expended.

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos taken	Altitude	Time	Place
018	K-21	20	8000	1000/L	Cape Horn
016	"	"	"	"	"
019	"	"	"	"	"
Total: 20 K-21's.					

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FFO:-77-E  
345th BOMB GROUP  
499th BOMB SQUADRON  
TIME OVER TARGET: 10:28/L  
ORDER OVER TARGET: 2nd SQUAD.  
  
CAPE MOEM  
LAT. 03°-33'S    LONG. 143°-43'E  
V BOMBER COMMAND  
1st. DET. 2ND AAF PHOTO INTELL  
ALTITUDE: MINIMUM  
PHOTOS TAKEN  
MARCH 17, 1944

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

499  
78-E  
18 Mar 44  
ASR

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

19 March, 1944.

SUBJECT: Narrative Report on Mission FFO 78-E, performed 18 March, 44.,  
by 5 planes of the 499th Squadron. Objective at BRANDI PLANTATION  
NEW GUINEA. (05°36'S; 143°33'E.)

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2. A-2 Advance Echelon, Fifth Air Force, APO 929.  
A-2 V Bomber Command, APO 713-1. Intelligence Officer, 345th  
Bombardment Group (M), APO 713-1.

1. General.

a. The purpose of this Mission was to attack personnel and  
supplies in BRANDI PLANTATION between the coastal track  
and the coastline from minimum altitude with strafing  
guns and 5 x 500 lb. 8/15 sec. delay fused bombs per  
plane.

b. Rendezvous.

Rendezvous accomplished with 500th Squadron over WADZAB  
at 1500 feet and with Fighter Escort over GUSAP at 3000 ft.

c. Attack.

The strike was carried out by 5 planes of this Squadron  
at minimum altitude, flights abreast, as ordered. Approach  
was made from SE to NW across BRANDI PLANTATION. Bombing  
was excellent with a total of 19 x 500 lb. 8/15 second  
delay bombs on the target. 5 bombs were dropped at sev-  
eral large native huts just N of BRANDI RIVER. 8 bombs  
went in BRANDI PLANTATION between the coastal track and  
the shore line and 5 more were unloaded in the plantation  
along the S edge of the road. 3 bombs dropped in a string  
along and across the road just N of the plantation probably  
destroying a truck parked there. The entire target was  
also heavily strafed. Due to numerous trees in the target  
area and the comparatively long delay of the fuses, specific  
results were generally unobserved. The Squadron turned N  
after attacking the plantation and strafed CAPE NOEN as  
well. Breakaway was made to the N over the water.

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

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

d. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied airplanes observed lost.
3. Nil enemy airplanes destroyed on the ground by the Squadron.

e. Time and Location of:

Alert	: Strip 4 MADZAB	0750/L.
Take Off	: Strip 4 Madzab	0820/L.
Rendezvous	: Group - Over MADZAB	0832/L.
	Fighters-Over GUSAP	0845/L.
Attack	: BRANDI PLANTATION	1017/L.
Landing	: Strip 4 MADZAB	1203/L.

f. Route out: MADZAB - GUSAP - TARGET.  
Attack Rt: SE to NW over BRANDI PTN.  
Return : TARGET - GUSAP - MADZAB.

3. Airplanes of the 499th Squadron in the attack.

Capt. R.D. REINHOLD led the Squadron and Group formation on the strike, and this Squadron was number one over the target. Flights were as follows:

FIRST FLIGHT

Capt. R.D. REINHOLD	A/P 372
1st. Lt. G.B. JORDAN	410
1st. Lt. W.G. IRISH	016

SECOND FLIGHT

1st. Lt. D.J. DANIEL	A/P 097
1st. Lt. R.N. SPSAR	019

Note: 1st Lt. A.S. ANDERSON in A/P 058 was forced to turn back SE of SEPIK RIVER prior to reaching the target due to engine trouble.

3. Details of the Mission.

a. Details of the Attack.

Capt. R.D. REINHOLD, leading the first flight, made the approach over the hills from the SE and brought the Squadron across the target at tree top level indication 210 M.F.H. Due to a malfunction of the racks he was unable to release his bombs and had to be content with strafing. He saw several huts and native structures in the plantation none of which appeared undamaged. As he swung E over CAPE MOEM he noticed a large fire on the water between CAPE BORAM and CAPE MOEM but smoke obscured the identity of the burning object. He also saw several houses and buildings in MOEM PTN on the Cape. He broke away to

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



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the right about half way up CAPE MOEM and headed E over the water. At this point he saw 3 bursts of heavy A/A from four to five hundred yards to the right and behind the formation. He then proceeded to the base without further incident.

Lt. JORDAN flew on Capt. REINHOLDS right wing throughout the run. He reported large columns of smoke from the vicinity of WERAK as he began his approach. His plane was loaded with only 4 bombs which he dropped in a string through BRANDI PTN along the shore. He was unable to strafe much as a faulty electrical relay prevented all but one gun from firing. He stayed inside of Capt. RAINBOW both on the turn to E and the withdrawal to the E.

Lt. Irish was Capt. REINHOLD's left wingman. He dropped 5 bombs in a string starting just E of the Plantation and extending through it. He also strafed heavily on his entire run.

Lt. D.J. DANIEL led the second flight over the target abreast of the lead flight. He dropped 2 bombs in the Plantation just S of the road. His last three went in a string along and across the road E of the Plantation blasting a hole in the road and probably destroying a truck parked at that point. As Lt. DANIEL crossed CAPE MOEM he noticed many piles of canvas covered supplies dispersed among the coconut trees in MUM Plantation. During the breakaway he also observed a barge, apparently serviceable, at the E tip of CAPE MOEM.

Lt. SPEAR flew on Lt. DANIEL's left wing throughout the run. He dropped two bombs at several buildings just E of BRANDI RIVER and three along the S edge of the road in the Plantation, strafing heavily all the time. After the final breakaway his Navigator saw an explosion in BRANDI PLANTATION, a large flash of orange flame followed by heavy black smoke. He then turned to base without further incident.

b. ANTI AIRCRAFT FIRE.

3 bursts of heavy A/A observed 400-500 yards behind and to right of formation during withdrawal. Several small splashes in water E of CAPE MOEM thought to be M/G bullets.

c. FIGHTER COVER.

Close fighter escort furnished by one Squadron of F 40's was reported by all crews as excellent throughout.

d. Details of Damage to Aircraft in the Air.

1. Nil damage to own aircraft.
2. Nil enemy aircraft observed shot out of air.

e. Nil injuries sustained by personnel on this mission.

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

4. Recommendations for Awards.

In view of information currently at hand no recommendations for awards will be forwarded as a result of this mission.

5. Tables.

See incl. #1.

6. Sightings.

Large fire on water between CAPE MOEM and CAPE BORAM. Smoke obscured identity of burning object.

Large fire from vicinity of WENAK emitting column of smoke 1500-2000 feet high visible 20 minutes after leaving target.

Several damaged huts in BRANDI PLANTATION.

Several cleared spaces containing native huts along road W of BRANDI Plantation.

A/A directed at B-24's reported moderate, heavy and accurate. Several houses and huts apparently in good condition in S part of MUM PLANTATION.

Many piles of canvas covered supplies dispersed in Coconut Palms in N part of MUM PTH.

1 barge, apparently serviceable, at N tip of CAPE MOEM.

Large flash of orange flame followed by black smoke observed in BRANDI PTH after Squadron left target.

7. Photo Interpretation.

Photographs tend to confirm reported flight paths and bomb plots.

For the Squadron COMMANDER:

*Jack C. Hoopes*  
JACK C. HOOPES  
1st. Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: Incl. #1. Tables.

" #2 Bomb Assessment Chart.

" #3 Route to and from Target.

Distribution:

(1 copy) Commanding General, Fifth Air Force, APO 925.

Attention of: A.C. of S., A-2.

" " A-2 Advance Echelon, Fifth Air Force, APO 929.

2 " A-3 V Bomber Command, APO 713-1.

1 " Intelligence Officer, 345th Bomb Group (H), APO 713-1.

1 " File

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

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

\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs Car'd.	Type	Weight	No. Dropped on Target
375	5	5/15	500	5 Returned due to rack malfunction
410	4	"	"	4
018	5	"	"	5
007	5	"	"	5
019	5	"	"	5
TOTAL: 15 x 500 lb. 5/15 sec. delay bombs dropped on target.				
5 x 500 lb. 5/15 sec. delay bombs returned - rack malfunction.				

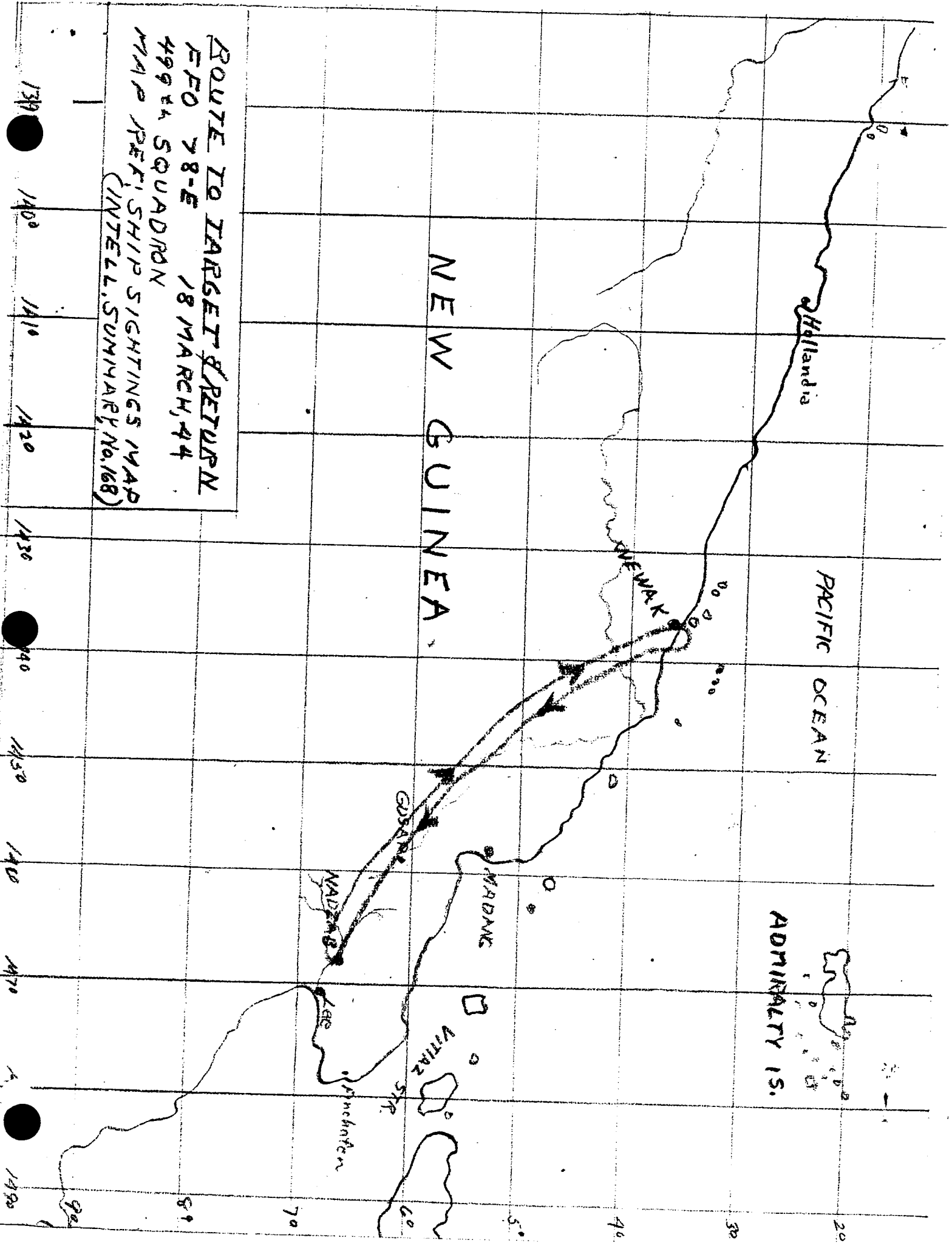
\*\*\*STRAFFING TABLE\*\*\*

50 Calibre			30 Cal		
A/P	No. Bombs Car'd.	Alt. Fired	Altitude	No. Bombs Car'd.	Fired
375	4000	1000		2000	211
410	"	550	Electrical Relay	"	211
018	"	2000		"	2000
007	"	2100		"	200
019	"	1000		"	400
TOTAL: 3015 x 50 Cal. and 2000 x 30 Cal expended.					

\*\*\*PHOTO TABLE\*\*\*

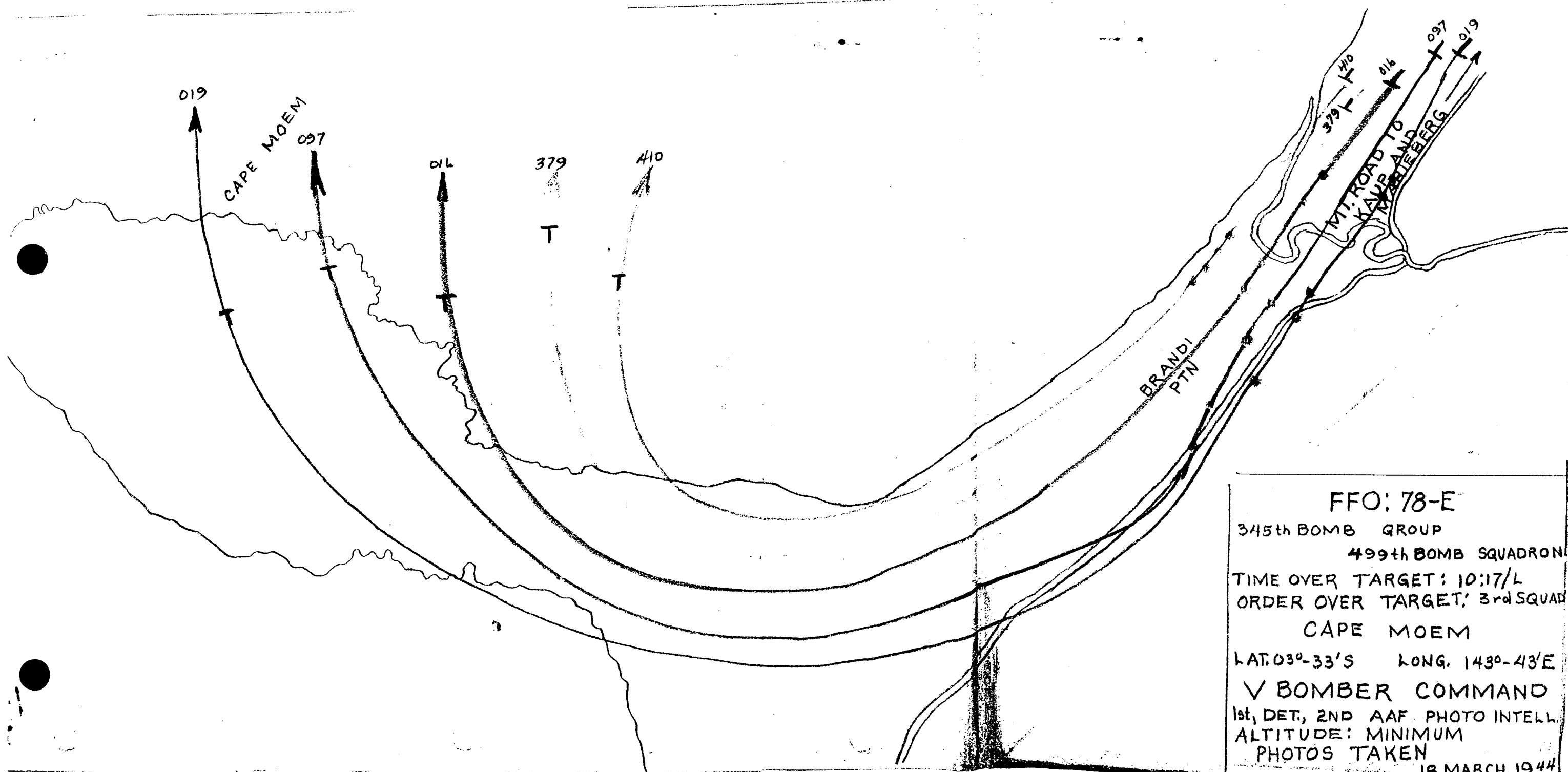
A/P	Type Camera	No Photos Taken	Altitude
375	K-11	30	Minimum
410	"	30	"
018	"	30	"
TOTAL: 90 K-11 Photos taken.			

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



130 140 141 142 143 144 145 146 147 148 149

20 30 40 50 60 70 80 90



FFO: 78-E

345th BOMB GROUP

499th BOMB SQUADRON

TIME OVER TARGET: 10:17/L

ORDER OVER TARGET: 3rd SQUAD

CAPE MOEM

LAT: 03°-33'S LONG: 143°-43'E

V BOMBER COMMAND

1st, DET, 2ND AAF PHOTO INTELL.

ALTITUDE: MINIMUM

PHOTOS TAKEN

18 MARCH 1944

CONFIDENTIAL

499  
79-m  
19 Mar 44

499th Bombardment Squadron (H) AAF  
245th Bombardment Group (H) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
A-1 713-1

20 March, 1944.

SUBJECT: Narrative Report on Mission No. 79-m, performed on 19 March, 1944  
by 6 planes of the 499th Squadron. (Objective: Destroy enemy 50  
miles N. of MANAK, TH. 5077).

TO : Commanding General, Fifth Air Force, APO 929. ATTENTION: A-1 713-1.  
of A-1, A-2, A-3 Advance Detachment, Fifth Air Force, APO 929. A-2  
F Bombardment Command, A-1 713-1. Intelligence Officer, 345th Bomb  
Group, A-1, A-2 713-1.

1. General

a. The purpose of this mission was to attack and sink all  
vessels in a reported enemy convoy 50 miles N. of MANAK  
in conjunction with other medium and light units of the  
Fifth Bombardment Command, preventing supplies and reinforce-  
ments reaching beleaguered Jap forces in the CHINA.

b. Weather

Weather was accomplished with units of 345th Group, 30th  
Group, and Fighter escort near MANAK at 7000 feet.

c. Attack

6 planes of this Squadron entered the area where the  
convoy was sighted and observed a gunboat about 60 miles  
N. of MANAK. 10 bombs were dropped at this vessel, one  
of which was a direct hit on the stern, damaging but not  
destroying the boat. The next attack was at a second  
gunboat about 10 miles further N (100 miles N. of MANAK).  
This boat was escorting a PT-109, also in this  
immediate vicinity. This gunboat was attacked with 5  
bombs, one of which was reported as a near miss possibly  
damaging the vessel. Both boats were strafed by this  
squadron's planes during the attacks. All three vessels  
were eventually sunk by other units and the survivors  
were strafed by this Squadron's planes. One flight return-  
ed after the second attack as the number three man was  
unable to transfer fuel from the turret tank and was run-  
ning low on gasoline. The other flight made a reconnais-  
sance N. in the vicinity of NATY (NO GUY) ISLAND in hopes  
of spotting further targets but none were sighted.

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## 1. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied airplanes observed lost.
3. Nil enemy airplanes destroyed in the air or on the ground by this Squadron.

## 2. Time and Location of:

Alert	: Strip 4 MADRAB	1410/L.
Take off	: Strip 4 MADRAB	1415/L
Encounter	: Over ANHANGHIC	1505/L-1525/L.
Attack	: 60-100 miles N NEMAK	1515/L-1645/L.
Landing	: Strip 4 MADRAB	1845/L-1935/L.

1. Route Out: MADRAB - LAX - MOUTH OF SEPIK RIVER - TARGET.
- Return : TARGET - GUNAP - MADRAB.

## 2. Airplanes of the 499th Squadron in the Attack.

The 499th Squadron was assigned to lead the Group and Capt. R.D. REINHOLD was selected to lead this Squadron. Flights were as follows:

### FIRST FLIGHT

Capt. R.D. REINHOLD	A/P 382
1st Lt. R.N. SPEAR	" 164
Capt. R. BAKER	" 097

### SECOND FLIGHT

Capt. W.H. PARKE	A/P 379
1st Lt. G.B. JORDAN	" 430
1st Lt. W.G. IRISH	" 016

## 3. Details of the Mission

### a. Details of the Attack

Capt REINHOLD led the Squadron Formation. He reached the vicinity of ANHANGHIC at 1505/L and by 1515/L fragments of both the 345th and 36th Groups were circling and milling about with no apparent order. Fighter Escort appeared overhead ready to proceed with the bombers at 1515/L as per schedule. At 1525/L all planes were still circling evidently waiting for a leader. As the 499th Squadron, scheduled to be first in the formation, had not yet arrived Capt REINHOLD decided to take the initiative and get the strike force underway without further delay. Wobbling his wings as a signal, he brought the 499th Squadron into formation and headed toward the target. Other Squadrons of both Groups then fell quickly behind into a "wing" formation. Capt REINHOLD'S course was determined both by the weather and proximity to HANSA BAY, and he picked his way through the cumulus clouds, which were towering to 12,000 feet, so as to come out over the mouth of the SEPIK RIVER. At this point he encountered a break in the 7000 foot overcast which enabled him to descend to the

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desired altitude of 1500 feet over the water thus rendering the formation less vulnerable to attack. Capt REINHOLD proceeded N on a course held to intercept the convoy at its last reported position. The first Gunboat was sighted about 60 miles N of NEWAK. Capt Reinhold made one run at this and then continued on course. He was unable to release any of his bombs due to rack malfunction but strafed the boat as he passed over it. By this time the 498th Squadron had caught up with the formation and by-passed it, so Capt Reinhold fell in behind and went on toward the other boats, a Fox-TARE-CHARLIE and a Gunboat. The 496th Squadron was observed starting a run on the M/V so Capt Reinhold chose to attack the Gunboat. Again he was unable to release bombs and had to be content with strafing. He made 4 passes at this target and, after the fourth saw the boat destroyed by direct hits from a B-25 of another Squadron. His wingman, Capt Baker, called by interplane radio that he was running low on gasoline due to failure of fuel transfer system so Capt Reinhold at once headed for the base, returning without further incident.

Lt. R.N. SPEAR flew on Capt Reinhold's right wing throughout the mission. He dropped back to make a separate run on both gunboats but scored no hits on either. Capt. R. BAKER was in number three position of the first flight. He dropped all 5 bombs at the first gunboat scoring a direct hit on the stern which damaged but did not sink the vessel. He also made strafing passes on the survivors of all boats.

Capt PARKE led the second flight. He dropped 2 bombs at the first boat, both of which were misses. He did not bomb the others as he noticed they were being effectively attacked by other units, but proceeded on in a Northwesterly direction reconnoitering the vicinity of MATTY ISLAND in hopes of sighting further targets. None, however, were observed so he led his flight back to the base, noting that all three ships had been sunk. Its JORDAN and IRISH, in number two and three positions respectively, each dropped two bombs but all 4 were misses.

b. Anti aircraft fire

Moderate, light and heavy M/G fire, inaccurate, was received from both Gunboats.

c. Fighter Cover

Fighter cover consisting of 2 Squadrons of P-40's and 3 Squadrons of P-38's was reported by all crews as superb.

d. Details of damage to Aircraft in the air.

1. A/P 382 sustained a crease in the left vertical fin from a 130 cal M/G bullet. Nil other damage to own planes.

2. Nil enemy aircraft observed shot out of air.

e. Nil injuries to personnel on this mission.

\*9\*

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**4. Recommendations for Awards:**

In view of information currently at hand no recommendations for awards will be forwarded as a result of this mission.

**5. Tables:**

See Incl. #1.

**6. Sightings:**

All 3 vessels sighted soon after squadron left. One squadron observed to make direct hit on FOX-TINE-UNCLE.

Several bursts apparently heavy A/A seen from H/V prior to attack. Many gas flashes seen from deck of H/V, apparently caused by strafing before vessel sunk.

2 w/1 ships in HUNK HARBOR.

Heavy pall of smoke covering large area seen rising from vicinity of HANKA BAY, to estimated 300 feet.

Large native village on SW side of MATY (MUYULU) ISLAND. Numerous gardens observed in good condition.

Village at center of harbor at MATY ISLAND consisting of 2 European type buildings and 3-4 native huts. Jetty from village into harbor with tin-roofed building on end. All appeared in excellent condition apparently well kept plantation on island. 1 day seen approximately 10 miles SW of HUNK.

**7. Photo Interpretations:**

Photographs of mission not received at time of preparation of this report.

FOR THE SQUADRON COMMANDER:

*Jack L. Hoopes*  
JACK L. HOOPES  
1st Lt., Air Corps  
ASST. INTELLIGENCE OFFICER

Incl: 1 Tables.

" 2 Bomb assessment chart.

" 3 Route to and from target.

**Distribution:**

(1 copy) Commanding General, Fifth Air Force, APO 925. ATTENTION OF:

A.C. of 2., A-2.

" " A-2 Advance Echelon, Fifth Air Force, APO 929.

2 " A-2 V Bomber Command, APO 713-1.

1 " Intelligence Officer, 215th Bomb Group (M), APO 713-1.

1 " File.

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\*\*\*DROPPING TABLE\*\*\*

A/P	No. Bombs	Type	Weight	No. Dropped on Target	
302	4	4/5	500	Nil	Bank malfunction
164	5	"	"	3	2 Returned No Target
097	5	"	"	5	
379	3	"	"	3	2 Returned " "
110	4	"	"	2	2 Returned " "
014	4	"	"	2	3 Returned " "
TOTAL: 15 x 500 lb. 4/5 sec delay bombs dropped. 13 Returned to base.					

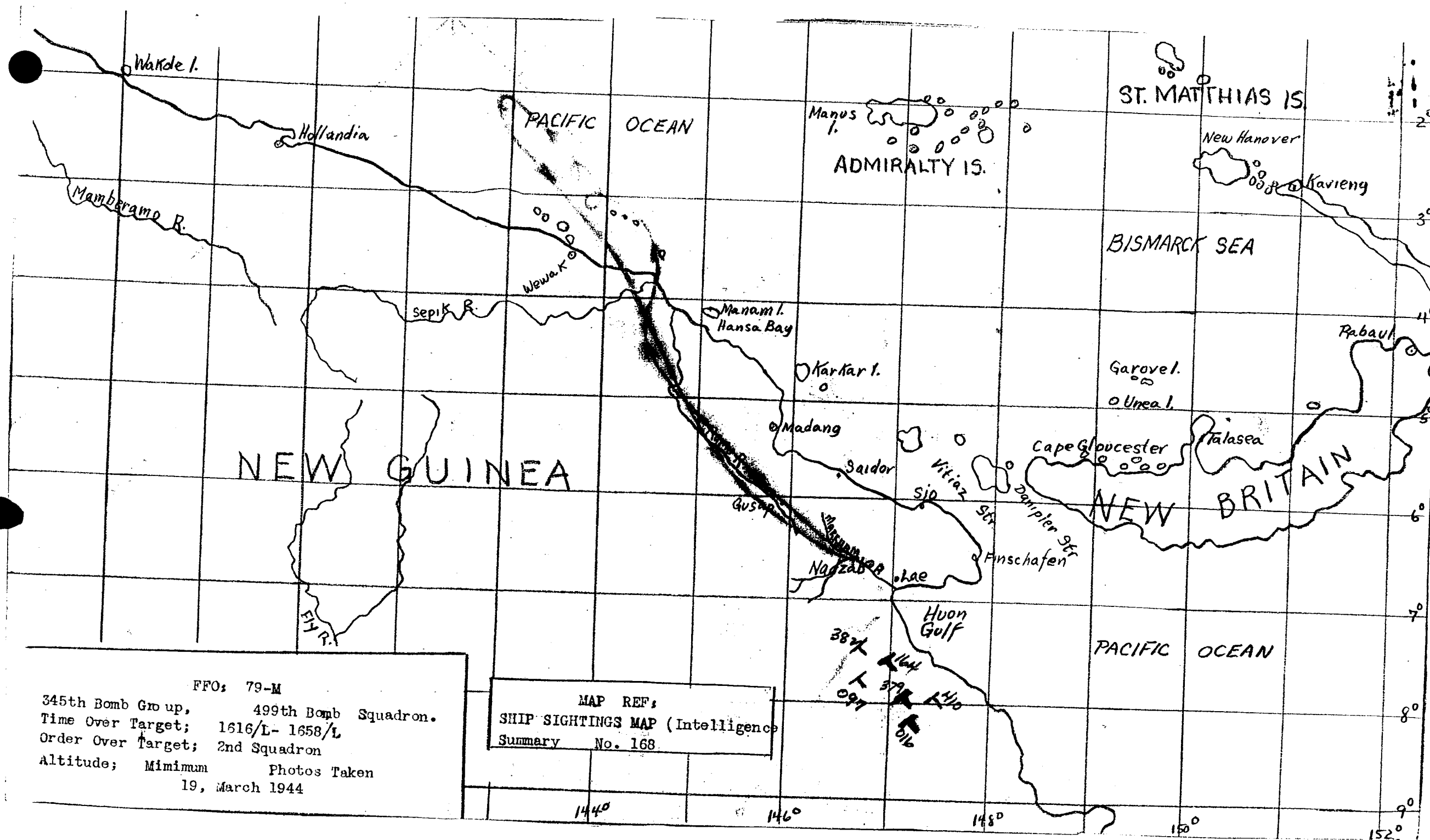
\*\*\*STRAFING TABLE\*\*\*

A/P	No. Bombs	Weight	No. Bombs Dropped	Remarks
302	4	500	Nil	
164	"	500	"	
097	"	500	"	
379	"	500	"	
110	"	500	"	
014	"	500	"	
TOTAL: 11,500 x.50 Cal expended.				

\*\*\*FUEL TABLE\*\*\*

A/P	Fuel Type	No. Bombs	Altitude
164	E-21	30	Minimum
379	E-20	12	"
014	E-21	30	"
TOTAL: 60 E-21s 12 E-20s			

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499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

20 March, 1944.

SUBJECT: Narrative Report on Mission FFO 79-E performed by 6 planes of the 499th Squadron on 19 March, 1944. Objective at CAPE MOEM, N.G. (03°36'S - 143°33'E).

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF: A.C. of S., A-2. A-2 Advance Echelon, Fifth Air Force, APO 929. A-2 V Bomber Command, APO 713-1. Intelligence Officer, 345th Bomb Group (M), APO 713-1.

1. General

a. The purpose of this mission was to attack and destroy personnel and supplies on CAPE MOEM with strafing guns and 4-5 500 lb. 4/5 second delay demolition bombs per plane, concentrating particularly on a bivouac area approximately 1000 yards just S of MUM PLANTATION.

b. Rendezvous

Rendezvous accomplished with Group and Fighter Cover at ANNANBERG at 3500 feet.

c. Attack

The approach was made over the hills S of the target, dropping from an altitude of 500 feet to tree-top level. The first pass was on a heading of approximately 360° across CAPE MOEM. Formation consisted of two flights of 3 planes in shallow "v"s abreast. Bombing was excellent with 22 X 500 lb. 4/5 second delay bombs in 5 strings through the designated target and one bomb just S of target. The entire length of CAPE MOEM was heavily strafed. One plane crashed in SW part of MUM PLANTATION approximately 1000 feet S of 6 gun heavy A/A position on W coast of the Cape. This plane's bombs are not included in this report. Several fires were started in the target and one "European Type" rectangular warehouse was completely demolished by a direct hit. Other results were unobserved. The approach for the second pass was made from SE to NW across BRANDI PLANTATION.

CONFIDENTIAL

499  
79-E  
19 Mar 44

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

The Squadron again crossed CAPE MOEM, flights abreast, from S to N breaking away to the N over the tip of the Cape, then swinging E. All planes strafed beginning at BRANDI PLANTATION and continuing through to the break-away.

d. Interception and Airplanes Destroyed.

1. Nil interception encountered.
2. A/P #185 of this Squadron was seen to crash and explode in MUM PLANTATION at 1031/L.
3. Nil enemy aircraft destroyed on the ground by this Squadron.

e. Time and location of:

Alert	: Strip 3 NADZAB	0750/L.
Take off	: Strip 3 NADZAB	0824/L.
Rendezvous	: ANNANBERG	0938/L.
Attack	: CAPE MOEM	1031/L - 1103/L.
Landed	: Strip 3 NADZAB	1245/L.

f. Route Out: NADZAB ANNANBERG TARGET.  
Return : TARGET GUSAF NADZAB.

2. Airplanes of the 499th Squadron in the attack.

Lt.DANIEL was selected to lead the Squadron Formation, which was second in the sequence of attack. Flights were as follows:

<u>FIRST FLIGHT</u>		<u>SECOND FLIGHT</u>	
1st.Lt.O.J.DANIEL	A/P 379	1st.Lt.C.B.JORDAN	A/P 410
2nd.Lt.W.A.RUSEWORTH	" 015	1st.Lt.A.S.ANDERSON	" 185
Major J.B.BAIRD	" 097	1st.Lt.W.G.IRISH	" 018

3. Details of the Mission.

Details of the attack.

Lt.DANIEL led the first flight as well as the Squadron Formation. He approached CAPE MOEM from the S staying low and to the right of a ridge between the Formation and BERAM. He edged slightly over water E of CAPE MOEM then went directly across the target strafing and bombing, continuing across the tip and withdrawing to the East.

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

CONFIDENTIAL

Lt.DANIEL's radio was not working properly during the attack and several minutes elapsed before he learned that a plane had crashed. He then led the Squadron back up the coast of NEW GUINEA to make a second run and to confirm the position of the crash. The second approach was from SE to NW over BRANDI PLANTATION turning North across Cape MOEM. Personnel were seen scurrying about in BRANDI PLANTATION and Lt.DANIEL fired several bursts of tracers at them. He strafed through CAPE MOEM again and saw the fire caused by the crashed plane still smoking. Several hits of metal were observed at that point and two unidentified objects that could have been engines or nacelles. No other fires were seen on the Cape at this time but several piles of supplies along the NW shore of the cape and around the N tip were spotted. As Lt.DANIEL made the second withdrawal he saw a column of smoke on the horizon due N of CAPE MOEM. He then returned to base without further incident.

Lt.RUSHWORTH was Lt.DANIEL'S right wingman on this strike. He strung five bombs through the E part of the target strafing intermittently at the same time. On the second run he strafed both BRANDI PLANTATION and CAPE MOEM.

Major BAIRD flew in number three position in the first flight. He strung his 8 bombs through the center of the target, one of which scored a direct hit on a rectangular building in the area, completely destroying it. His turret gunner reported 4 small flashes from the tip of CAPE MOEM as he withdrew from the target. On the second run Major BAIRD reported seeing piles of boxes in MUM PLANTATION along the NW shore of the peninsula. He also saw many houses, apparently undamaged in the extreme N portion of the plantation.

Lt.JORDAN led the second flight over the target abreast of and to the left of the lead flight. On the first approach he saw 2 bursts of heavy A/A about 200 feet above the ground and several hundred yards to the left of the formation. He also saw several small flashes coming from the vicinity of the target. He dropped 1 bomb just S of the target and the remaining three in a string through the target. His turret gunner saw Lt.ANDERSON, the right wingman, crash into the ground. The gunner reported A/P 185 turned upside down and appeared to "Split S" into MUM PLANTATION. Both engines were running and no fire was seen coming from the plane until it exploded on impact. On the second pass Lt.JORDAN again strafed throughout the length of the cape but did, however, observe the spot where the plane went in and reported it still smoking.

Lt.IRISH was the left wing man in the second flight. He strung his 5 bombs along the W edge of the target, strafing all the while. His crew also reported seeing Lt.ANDERSON go down with both engines apparently operating normally. On the second run Lt.IRISH strafed a concentration of supplies in the NW part of MUM PLANTATION.

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

b. Anti Aircraft Fire

2 bursts of heavy A/A were seen over the area E of BOHAM STRIP during the first approach. 2 crews reported rapid flashes, thought to be M/G fire from the neck of CAPE MOEM at approximately the narrowest point.

Nil A/A was encountered or observed on the second run.

c. Fighter Cover

Fighter cover provided by 1 Squadron of P-40's, was reported as excellent by all crews. The second pass, however, was made without escort.

d. Details of damage to Aircraft in the air.

1. A/P #185 crashed and exploded in the SW part of MUM PLANTATION.

2. Nil enemy aircraft seen shot out of air.

e. The following personnel were killed in action:

2nd Lt. A.S. Anderson	O-795474	Pilot
2nd Lt. C. Roberts	O-742356	Co-Pilot
2nd Lt. W.P. Kellison	O-733198	Navigator
T/Sgt. F.D. Dietz Jr.	32335110	Radio-Gunner
S/Sgt. F.T. Rains	18129669	Engineer-Gunner
S/Sgt. F.A. Younkin	33392134	Turret-Gunner

4. Recommendations for awards.

In view of information currently on hand, no awards or citations will be forwarded as result of this mission.

5. 6 or 7 buildings estimated 80'X20' thatched roofs, apparently boarded sides on a hill at KALAP VILLAGE, SE of Newak approximately 11 miles.

4 small flashes of flame from tip of CAPE MOEM during first withdrawal. Possible M/C or A/A fire.

Many piles of boxes seen over target 52-D on approach to target first time. 2 crews reported rapid flashes thought to be M/C fire from vicinity of 52058 (Ref: Newak West Prov. 1 mile to 1 inch.).

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

Several houses appeared undamaged in 34-D. Several huts in wooded area just S of MUM PT.. Several personnel seen running about in target 37-D on second pass. Column of black smoke on horizon due N ow CAPE MOEM.

6. Tables

See incl.#1.

7. Photo Interpretation.

Photographs confirm crews report of attack.

8. Photographs substantiate report of turret gunner of A/P 410 as to details of crash of A/P 185 in SW part of MUM PLANTATION. Right wing tip of this plane was torn off prior to crash but no evidence actually visible as to when or how damage occurred.

FOR THE SQUADRON COMMANDER:

*Jack C. Hoopes*  
JACK.C.HOOPES  
1st.Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: 3.

Incl:1 Tables.

" 2 Bomb Assessment Chart.

3 Route to and from target.

Distribution:

(loopy) Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.C. of S., A-2.  
" " A-2 Advance Echelon, Fifth Air Force, APO 929.  
2 " A-2 V Bomber Command, APO 713-1.  
1 " Intelligence Officer, 345th Bomb Group (M), APO 713-1.  
1 " File.

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



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

\*\*\*BOMBING TABLE\*\*\*

A/P	No. Bombs	Type	Wt.	No. Dropped on Target
379	4	4/5	500 lb.	4
015	5	"	"	5
097	5	"	"	5
410	4	"	"	4
016	5	"	"	5
TOTAL: 23 X 500 lb. 4/5 second delay bombs dropped.				

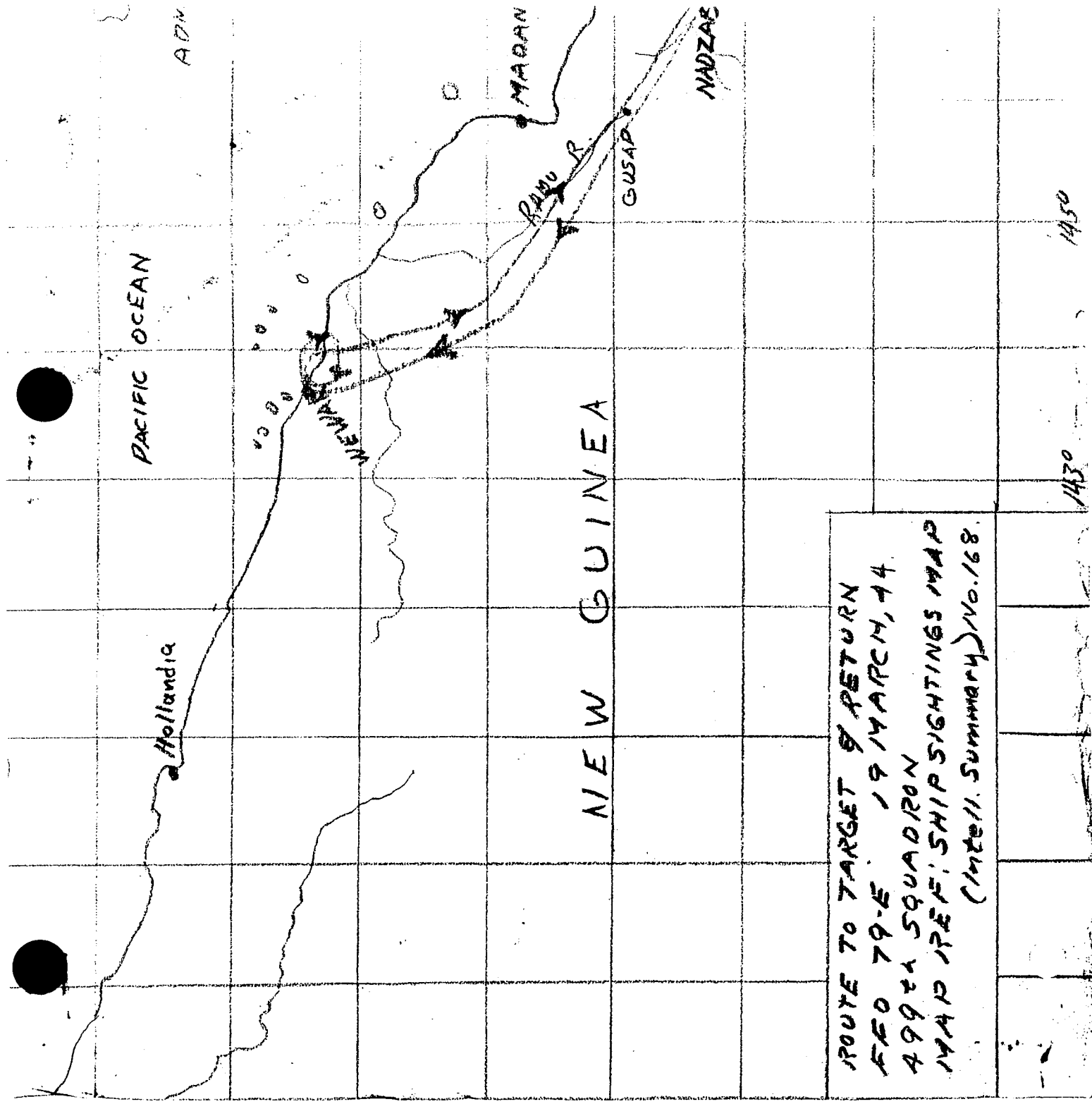
\*\*\*STRAT NG TABLE\*\*\*

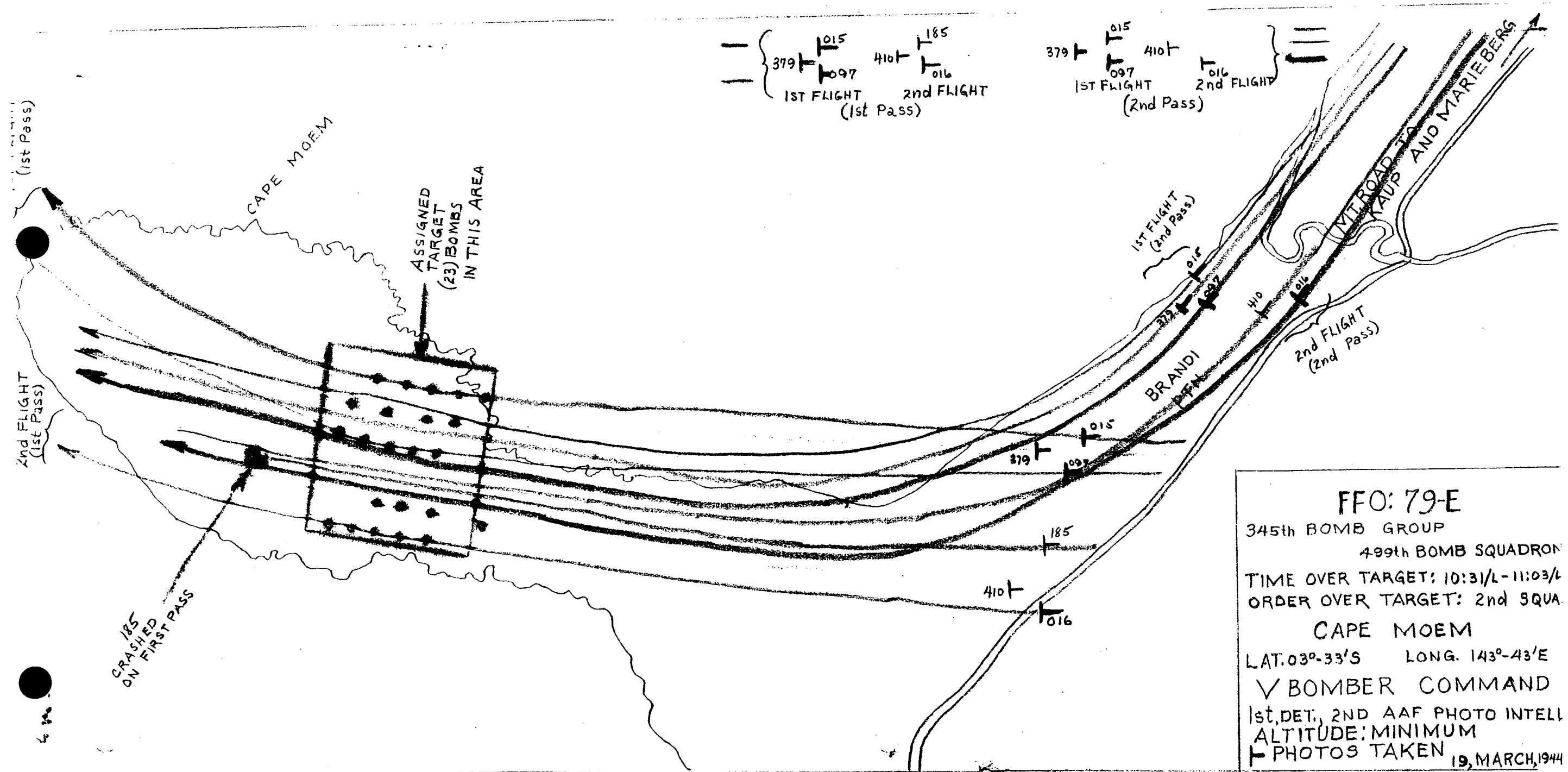
A/P	No. Rds. Car'd.	No. Rds. Fired.	Gun Fail.
097	4200	1855	Nil
379	"	1080	"
015	"	2385	"
016	"	2385	"
410	"	1080	" 600 rds..30 Cal.
TOTAL: 8345 X.50 Cal. 600 X.30 Cal.			

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos taken	Altitude
410	K-21	30	Minimum.
016	"	"	"
097	"	"	"
TOTAL: 90 K-21's.			

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





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

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

499  
80-4  
20 Mar 44

21 March, 1944.

SUBJECT: Narrative Report on Mission FFO 80-4 performed 20 March, 1944.,  
by 4 planes of the 499th Squadron. Objective: Armed Recon of  
SEPIK RIVER VALLEY, N.G.

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION OF: A.C.  
of S., A-2, A-2 Advance Echelon, Fifth Air Force, APO 929. A-2  
V Bomber Command, APO 713-1. Intelligence Officer, 345th Bomb  
Group (M), APO 713-1.

1. General

a. The purpose of this mission was to make an armed recon-  
naissance of the SEPIK RIVER VALLEY in an attempt to lo-  
cate supply bases for Jap Patrols.

b. Rendezvous.

No rendezvous.

c. Attack

11 X 300 lb. 4/5 second delay bombs were dropped by two  
planes from minimum altitude at YESCHEN VILLAGE severely  
damaging 1 large, well built, native house and damaging  
or destroying 6 or 7 smaller huts. Fires in village  
started by bombs caused additional damage.

14 X 300 lb. 4/5 second delay bombs were dropped by two  
planes on BURDI DROME and adjacent vicinity at minimum  
altitude, with no observed results. Both attacks were  
made at minimum altitude and both targets were strafed  
heavily.

d. Interception

1. Nil interception.

2. Nil Allied planes observed lost.

3. Nil enemy planes destroyed in air or on ground.

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

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

c. Time and Location of:

Alert	: Strip 4 HADZAB	0600/L.
Take-off	: Strip 4 HADZAB	0835/L.
Attack	: BURMI - BURMI	1203/L - 1217/L.
Return	: Strip 4 HADZAB	1350/L - 1415/L.

d. Route:

HADZAB ALMANBERG ALKHANDAR MTS. West along South Side of mountains to point 50 miles SSW of ALTAP. South to BURMI along river to TIBURKE - ALMANBERG HADZAB.

2. Airplanes of the 499th Squadron on the mission.

Major BAIRD led the flight which was as follows:

Major J.E.BAIRD	A/P 419
1st.Lt.T.A.KELLEY	" 144
1st.Lt.O.J.DANIEL	" 378
1st.Lt.W.A.KIRK	" 016

3. Details of the Mission.

a. Details of the attack.

Major Baird flew with Lt.Kelley on his right wing throughout the mission. These two had become separated from Lt.DANIEL and his wingman, Lt. KIRK, in the heavy clouds around the ALKHANDAR MT. Although they followed the same course they did not regain contact and flew the remainder of the mission in two 2 plane elements. The leaders of each element had with them Allied Liaison Officers who had lived in the valley and were most familiar with it. Major BAIRD and his wingman attacked BURMI because it was known to be occupied by the enemy although it appeared abandoned. Two strings of bombs, 8 in one and 6 in the other, were unloaded on the dense and in adjacent areas. No specific results were observed however. Lt.DANIEL and his number two man bombed and strafed TIBURKE VILLAGE after the Liaison Officer established the fact that it was unoccupied and probably a patrol base. Lt.DANIEL let 6 bombs go at a well built native type houses atop a 200 foot hill next to the river. The house was severely damaged and two bombs burst near slit trenches possibly causing casualties, although no personnel were seen. Lt.DANIEL unloaded 3 bombs at 4-7 feet at the foot of the hill, apparently destroying or damaging all of them. A fire was started which caused additional damage. All planes strafed nearby throughout both attacks.

b. Anti Aircraft Fire

Nil A/A on the mission.

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

c. Fighter Cover.

Nil fighter Escort on this mission.

d. Details of Damage to Aircraft in the air.

1. Nil damage to own aircraft.
2. Nil enemy A/P shot out of the air.

e. Nil injuries sustained by personnel.

4. Recommendations for awards.

In view of information currently at hand no recommendations for awards will be forwarded.

5. Tables

See Incl.#1.

6. Sightings.

YESCHEN VILLAGE PRIOR to a attack:

4 large well built native type houses at top of 200 ft. hill adjacent to river. Slit trenches around houses on hilltop. Well used tracks around bottom of hill. Small village consisting of 6 or 7 small huts. A possible wharf from village into river with grass shack, on end. Tunnel in hill-side and piles of supplies at bottom near water's edge.

Maprik Village: Well kept garden in Government Area.

BURVI DROME: Installations appeared practically demolished by previous bombings. Drome appeared abandoned. Wrecked m/f on left side of drome. Well cultivated gardens around village near drome.

BUMI DROME: No signs of enemy occupation.

7. Photo Interpretation.

A-20 photos shows excellent view of YESCHEN VILLAGE prior to attack.

For Squadron Commander:

*Jack C. Hoopes*  
JACK C. HOOPES  
1st.Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: 3  
Incl: 1 Bomb Assessment Chart.  
Incl: 2 Tables.  
Incl: 3 Route to and from target.

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

\*\*\*BOMBING TABLE\*\*\*

A/P.	No. Bombs	Weight	Type	No. Dropped
410	8	300	4/5	6
164	8	"	"	8
379	6	"	"	6
016	8	"	"	5
Total: 28 Carried				25 Dropped

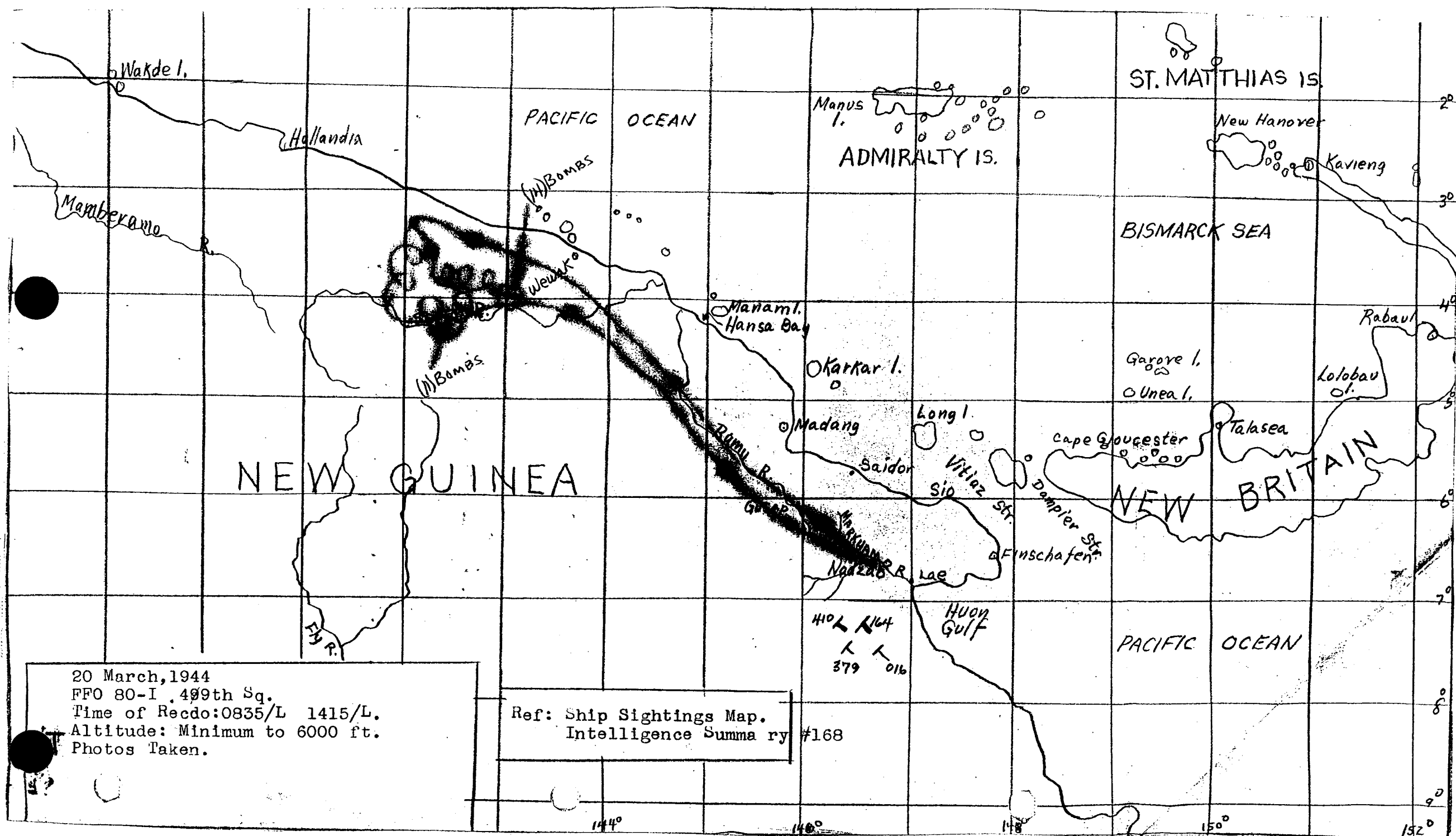
\*\*\*STRAFING TABLE\*\*\*

A/P	No. Rds. Car'd.	No. Rds. Fired.	Gun Fail.
410	4200	1066	Nil
016	"	1590	" 200 rds. 30 Cal.
379	"	1590	"
164	"	530	
TOTAL: 4710 X.50 Cal. 200 X.30 Cal.			

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos Taken
410	K-20	20
164	" "	"
TOTAL: 40 K-20		

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





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

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

22 March, 1944.

FFO 81J

**SUBJECT:** Narrative Report on Mission FFO 81-J, performed 21 March, 1944, by two planes of the 499th Squadron. Objective: Armed Recon of the upper SEPIK RIVER VALLEY.

**TO :** Commanding General, Fifth Air Force, APO 925. ATTENTION OF: A.C. of S., A-2. A-3 Advance Echelon, Fifth Air Force, APO 929. A-3 V Bomber Command, APO 713-1. Intelligence Officer, 345th Bomb Group (M), APO 713-1.

1. General

a. The purpose of this mission was to conduct an armed reconnaissance of the Upper SEPIK RIVER VALLEY attacking Jap patrol bases with strafing guns and 22 x 100 lb. 4/5 sec. delay para-dome bombs.

b. Rendezvous

Rendezvous with Fighter Escort at ASEMBLE at 3000 feet.

c. Attack

2 planes of this Squadron attacked YESCHEN VILLAGE two separate times. On the first, each plane made two passes dropping 10 bombs and strafing. The Squadron was originally scheduled to proceed up the SEPIK bombing and strafing other patrol bases and unfriendly villages but fighter cover turned back at this point necessitating a revision of plans. The second attack followed in which 34 bombs were released at YESCHEN VILLAGE and the entire vicinity heavily strafed in 8 passes. These bombs were of the fragmentation type and, although heavy damage was probably inflicted, no visible results were actually observed. The planes then returned to base.

d. Interception and Aircraft Destroyed.

1. Nil interception encountered.
2. Nil Allied Airplanes observed lost.
3. Nil enemy aircraft destroyed in air or on ground.

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

499

21 MAR 44

21 MAR 44

21 MAR 44

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

e. Time and Location of:

Alert	: Strip 4 NADZAB	0800/L.
Take Off	: Strip 4 NADZAB	0830/L.
Reconnaissance	: ATENBLE	0930/L.
Attack	: YESCHEN VILLAGE	1117/L - 1144/L.
Landing	: Strip 4 NADZAB	1250/L.

f. Route

NADZAB ATENBLE LAKE VIRGINIA SEPIK RIVER VALLEY GUSAP  
NADZAB.

3. Details of the Mission.

a. Details of the Attack.

Major Baird led the recon with Lt. Cosma on his wing or in close trail at all times. After reconnoitering LAKE VIRGINIA, the recon headed for the SEPIK RIVER, which was followed until YESCHEN VILLAGE was reached. Approximately one fourth of both bomb loads were dropped by the planes, 6 by Major Baird and 4 by Lt. Cosma, on the first attack which was made in 2 passes. The recon then proceeded up the river but shortly afterwards Major Baird noticed that the Fighter Escort had turned back. Having strict orders not to continue without fighter cover he also set a return course and started back toward the base, pausing long enough at YESCHEN to release the remainder of the bombs. 34 bombs were dropped in 8 passes of the second attack on the Village near the river. Both the houses on hill and the village near the river were thoroughly covered with bomb fragments and .50 Calibre bullets but no visible results were observed. The two planes then returned to base without further incident.

b. Anti Aircraft Fire.

Nil A/A encountered.

c. Fighter Cover.

Fighter escort, provided by 4 P-38's, turned back in the vicinity of the Middle SEPIK VALLEY for an unknown reason.

d. Details of damage to Aircraft in the Air.

1. Nil damage to own Aircraft.
2. Nil enemy A/P shot out of air.

e. Nil injuries sustained by personnel on this mission.

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

4. Recommendations for Awards.

In view of information currently at hand no recommendations for awards will be forwarded.

5. Tables

See incl. #1.

6. Sightings:

Clearing 16 miles E of N. end of LAKE VIRGINIA and unusual number of sage trees cut down, smoke in one hut, smoke increased when planes approached, several circles made, no other activity observed.

7. Photo Interpretation.

Photos not received at time of submitting this report.

For Squadron Commander:

*Jack C. Hoopes*  
JACK C. HOOPES  
1st. Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: #1 Tables.  
2 Bomb assessment Chart.

Distribution:

(1 copy) Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A-6. of 3., A-2.  
" " A-2 Advance Echelon, Fifth Air Force, APO 929.  
2 " A-2 V Bomber Command, APO 713-1.  
1 " Intelligence Officer, 345th Bomb Group (M), APO 713-1.  
1 " File.

-3-

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

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

\*\*\*BOMBING TABLE\*\*\*

A/P No.	No. Bombs	Type	Wt.	No. Dropped on Target
016	22	4/5 Paradene-100lb.		22
104	22	"	"	22
TOTAL: 44 x 100 lb. Paradene. Bombs dropped on Target.				

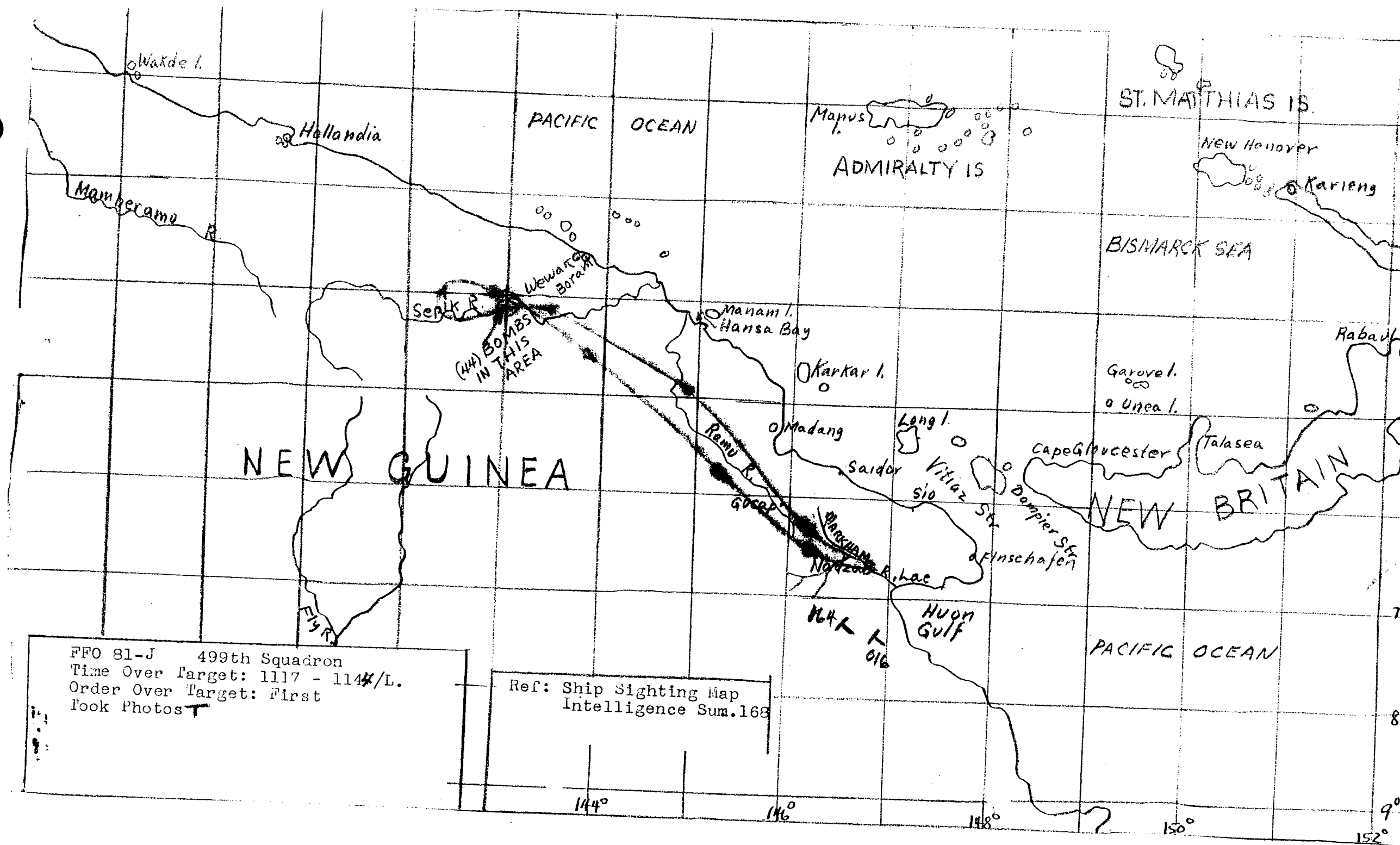
\*\*\*STRAFING TABLE\*\*\*

A/P	No. Mgs. Car'd.	No. Mgs. Fired.	Guns Firing.
016	4200	3200	2/1
104	4200	3200	"
TOTAL: 7800 x .50 Cal. Ammo. expended.			

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos Taken	Altitude
104	K-51	30	Minimum

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



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439th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 712-1

AR 9  
499  
21 Mar 44

22 March, 1944.

FFO 81-L

**SUBJECT:** Narrative Report on Mission FFO 81-L, performed 21 March, 1944, by 3 planes of the 439th Squadron. Objective: Shipping in vicinity of HUK, NEW GUINEA.

**TO :** Commanding General, Fifth Air Force, APO 925. ATTENTION OF: A.C. of 5., A.C. and Advance Section, Fifth Air Force, APO 925. And V Bomber Command, APO 712-1. Intelligence Officer, 345th Bomb Group (M), APO 712-1.

1. General

a. The purpose of this mission was to attack enemy shipping in the vicinity of HUK or in case no vessels sighted, supplies and installations on CAPE WAI.

b. Endeavors

Endeavors accomplished with the 439th Squadron over HUK and with Fighter Escort over HUK at 5000 feet.

c. Attack

The formation began to run into bad weather shortly after rendezvous with fighters and was forced to skirt several squalls in the RAIN VALLEY. The weather became progressively worse and several miles NW of the HUK RIVER mouth a solid front was encountered through which was impossible to lead any formation. The Group Leader then decided upon HUK VILLAGE as an alternate target and proceeded to attack the coast between HUK and HUK VILLAGES. The first pass was made at a beached, possibly serviceable barge at HUK VILLAGE. 3 bombs were dropped at this barge of which 2 were near misses inflicting possible damage. It was also heavily strafed and seen to be holed many times by .50 cal. bullets. The next run was made on HUK VILLAGE by individual planes in trail. Bombing was excellent with 15 bombs well placed in the Eastern two thirds of the long, narrow village. The first two bombs of the lead plane definitely silenced one medium and several light A/A positions in the center of the village and of the remainder several were direct hits and

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The rest near mine on house in the village causing much dirt and debris to be thrown into the air. The last plane over the target reported the village in flames, although no fires were started. The entire coastline including several other small populated places was heavily strafed with no specific observed results.

4. Interception and Aircraft Destroyed.

1. All interception encountered.
2. All Allied Airplane observed lost.
3. All enemy planes destroyed on ground or in air on this mission.

5. Time and Location of:

Alert	: SWIP & KANAB	1800/L
Take off	: SWIP & KANAB	1800/L
Enroute	: WEST COAST	1800/L
Attack	: NINE VILLAGE	1800/L - 1830/L
Landing	: SWIP & KANAB	1900/L

6. Route

KANAB--COAST--TARGET--SCADJIN--KANAB.

7. Airplanes of the 49th Squadron in the Attack.

This Squadron, led by Major BRUCE T. MARSTON, was first in the sequence of attack. Flights were as follows:

FIRST FLIGHT

Maj. B.T. MARSTON 4/P # 015  
1st Lt. D.J. HARTER " # 040  
1st Lt. C.B. JORDAN " # 050

SECOND FLIGHT

1st Lt. T.E. KELLEY 4/P # 001  
1st Lt. W.A. HORNWORTH " # 007  
1st Lt. W.C. IRWIN " # 007

8. Details of the Mission.

a. Details of the Attack.

Major MARSTON led the first flight. After skirting rain squalls throughout the RAIN VALLEY during which time the top fighter escort disappeared he encountered a solid front NW of the SHIP RIVER Mouth, through which he knew it would be impossible to lead both the Group Formation and close fighter cover. Not wishing to return to base without having attacked the enemy, Maj. MARSTON chose the small coastal villages just W of the SHIP as targets.

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

He spotted a beached barge at MINDAM VILLAGE and, after signalling the formation to fall in trail, made a strafing run on the barge. He proceeded Westward up the coast strafing villages until he reached MURIK VILLAGE. He by-passed this village then made a 180° turn to make a run from the NW to SE over it. As he reached the W end of the settlement he saw a medium A/A gun and several light or heavy M/G's nearby firing at him. He strafed these heavily and dropped two bombs which evidently obliterated the position as all planes following reported nil A/A fire. More bombs were scattered through the village causing a considerable amount of dirt and debris to be thrown into the air. After the final attack, the Squadron was reformed and returned to the base. Lt. DANIEL flew number two position and stayed on Maj. MARSTON'S wing throughout the mission except during the attack when he dropped back in trail. He dropped one bomb at the barge which definitely overshot, and two more in the center of the village. Flying number three position was Lt. JORDAN who dropped two bombs at the barge one of which was a near miss. He also planted three in the village all of which were well placed hits resulting in additional damage to the houses and huts there.

Lt. KELLEY led the second flight on the mission, following the lead flight closely at all times. He let two bombs go at the barge, both of which were reported as definite misses. He also unloaded 2 bombs in the village. Lt. RUSHWORTH, the number two man scored a near miss with one of the two bombs he dropped at the barge. He released only one on the village which was reported to be a direct hit on a house, completely demolishing it. Lt. IRISH, in number three position missed the barge with 2 bombs and dropped 2 more on the village. He was the last one of this Squadron over the village and reported it to be in shambles by the time of his attack.

b. Anti Aircraft Fire.

Lead plane reported definitely one 40 MM gun from center of MURIK VILLAGE and several nearby light A/A positions. Other 5 crews reported nil A/A.

c. Fighter Cover.

Close cover, provided by one Squadron of P 40's, was reported as superb by all crews. Top cover disappeared shortly after rendezvous, probably due to poor weather and was not seen again.

d. Details of Damage to Aircraft in the Air

1. Nil damage to own aircraft.
2. Nil enemy planes observed shot out of air.

e. Nil injuries sustained by personnel on this mission.



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

4. Recommendations for Awards.

In view of circumstances currently at hand no recommendations for awards will be forwarded as a result of this mission.

5. Tables.

See incl. #1.

6. Sightings:

1 sunken ship off CAPE CIERIE.  
2 good looking horses running along beach E of MURIE VILLAGE.

7. Photo Interpretation.

Photos confirm condition of village as reported by crews.

For the Squadron Commander:

*Jack C. Hoopes*  
JACK C. HOOPES  
1st. Lt., Air Corps  
ASS'T. INTELLIGENCE OFFICER

Incl: #1 Tables.  
2 Bomb Assessment Chart.

Distribution:

(1 copy) Commanding General, Fifth Air Force, APO 925. ATTENTION OF:  
A.G. of S., A-2.  
" " A-2 Advance Echelon, Fifth Air Force, APO 929.  
2 " A-2 V Bomber Command, APO 713-1.  
1 " Intelligence Officer, 345th Bomb Group (H), APO 713-1.  
1 " File.

-4-

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

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

\*\*\*BOMBING TABLE\*\*\*

A/P No.	No Bombs	Type	Ht.	No. Dropped on Barge	Village	Ret.
015	5	4/5	500	0	5	
591	5	"	"	2	2	1
340	5	"	"	1	2	2
088	5	"	"	2	3	
097	5	"	"	2	2	1
347	5	"	"	2	1	2
TOTAL: 24 x 500 lb. 4/5 Bombs Dropped				9 on Barge & 16 on Village	6 Ret.	

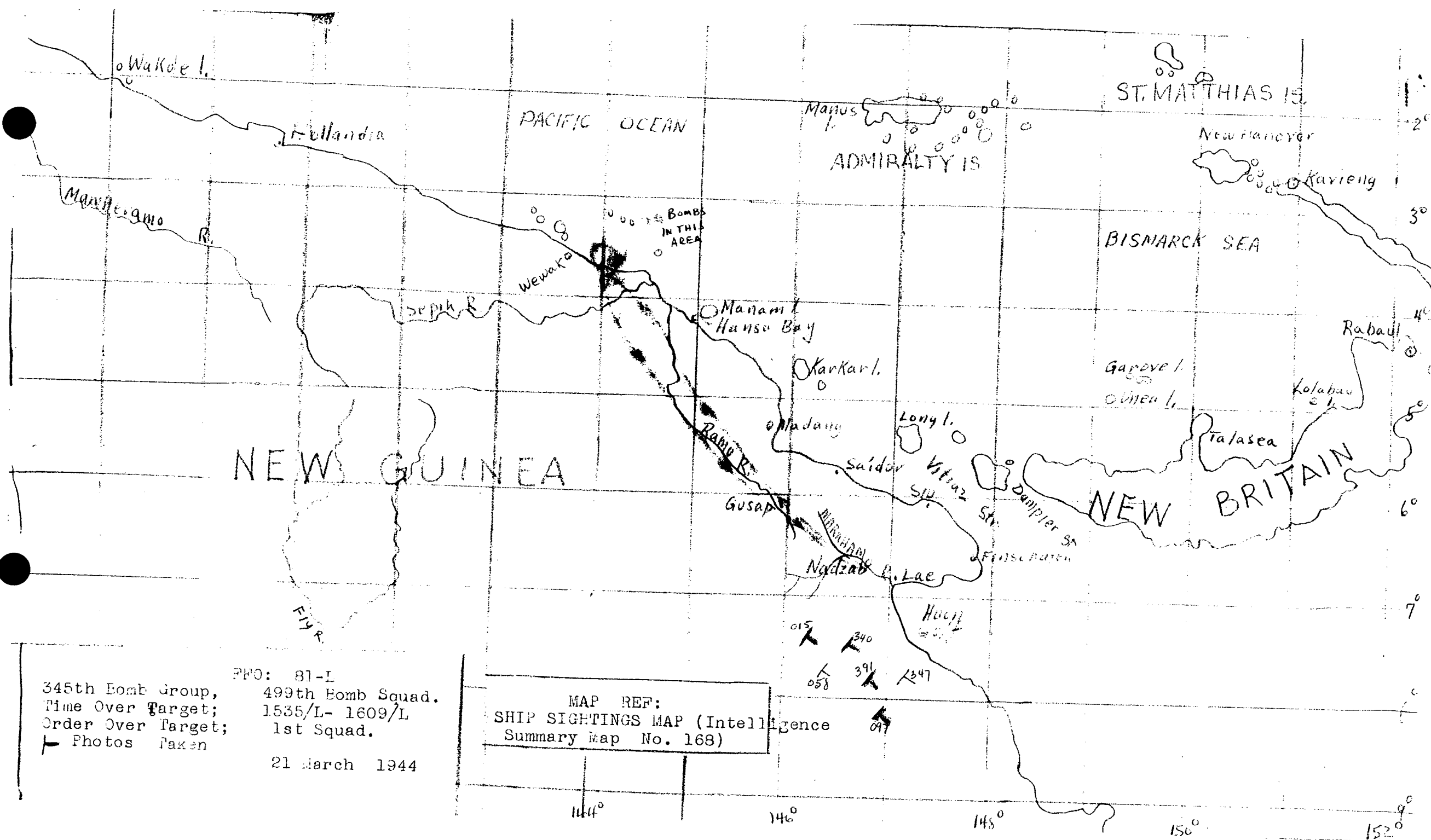
\*\*\*STRAFING TABLE\*\*\*

A/P	No. Rds. Carried	No. Rds. Fired.	Gun Failure
015	4200	2915	Nil
591	"	580	"
340	"	2120	"
088	"	2120	"
097	"	1855	"
347	"	1855	"
TOTAL: 11395 x .50 Cal. Ammo. Expended.			

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos Taken	Altitude
591	K-20	20	Minimum
097	"	20	"
088	K-21	30	"
TOTAL: 40 K-20's and 30 K-21's.			

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



345th Bomb Group,  
Time Over Target;  
Order Over Target;  
Photos Taken

FPO: 81-L  
499th Bomb Squad.  
1535/L- 1609/L  
1st Squad.  
21 March 1944

499  
224

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499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 715-1

23 March, 1944.

**SUBJECT:** Narrative Report on Mission FFO 52-3, performed 22 March, 1944, by 6 planes of the 499th Squadron. Objective: Shipping in the vicinity of KUMAK, NEW GUINEA.

**TO :** Commanding General, Fifth Air Force, APO 925. ATTENTION OF: A.G. of S., A-3. A-2 Advance Echelon, Fifth Air Force, APO 929. A-2 V Bomber Command, APO 715-1. Intelligence Officer, 345th Bomb Group (M), APO 715-1.

1. General

a. The purpose of this mission was to attack and destroy enemy shipping reported to be around the small islands in the vicinity of KUMAK with strafing guns and 5 x 500 lb. 4/5 sec. delay bombs per plane.

b. Rendezvous

Rendezvous accomplished with the Group over HAREAB at 1800 feet and with Fighter Escort over ANWABHENG at 2000 feet.

c. ATTACK

This Squadron was third in the sequence of attack. The strike was begun by squadrons, flights in trail but as more and more planes of the other units arrived on the scene formations were broken up and planes ended up by making individual runs on any target sighted. The element of co-ordination was thereby lost and the mission was not as successful as it might have been, had a degree of organization been maintained. A total of 20 x 500 lb. 4/5 sec. delay bombs were dropped by this Squadron with results summarized as follows: A direct hit with one bomb, destroyed a lugger in the larger lagoon on the W side of MUSCHU ISLAND. A lugger near BOKHEU VILLAGE on the NEW GUINEA Coast was seen to be listing and severely damaged as a result of a 10 bomb attack. A second direct hit was scored on a lugger in the smaller inlet on the E side of MUSCHU ISLAND. Another lugger and a small barge alongside were probably damaged by the same bomb. 1 bomb was a near miss on a small barge off CAPE BARATAR, on the SE end of MUSCHU ISLAND. 7 bombs were released at 3 luggers and two small barges at KAIRIAU VILLAGE. 2 near misses probably damaged a barge and a lugger but the other 5 were reported as definite misses. All targets were heavily strafed.

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

d. Interception and Airplanes Destroyed.

1. Nil interception encountered.
2. 1 A-20 observed to hit tree with one wing, do 2 perfect slow rolls with left engine streaming smoke, then crash and explode on the NW end of VALIF ISLAND.
3. Nil enemy airplanes destroyed on the ground by this Squadron on the mission.

e. Time and Location of:

Alert	: Strip 3 NADLAB	0810/L.
Take Off	: Strip 3 NADLAB	0818/L.
Rendezvous	: Over ANNABERG	0855/L.
Attack	: Vicinity of KEMAK	1135/L - 1210/L.
Landing	: Strip 3 NADLAB	1400/L.

f. Route

NADLAB - ANNABERG - TARGET - GUSAP - NADLAB.

2. Airplanes of the 498th Squadron in the Attack.

This Squadron was number three in the sequence of attack and Lt. D.J. Daniel was selected to lead this Squadron formation. Flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
1st.Lt. D.J. DANIEL A/P 240	1st.Lt. G.B. JORDAN A/P 164
1st.Lt. W.A. HUGHFORTH 015	1st. Lt. T.R. KELLEY 201
1st.Lt. G. CESHNA 007	1st. Lt. W.G. IRISH 018

3. Details of the Mission.

a. Details of Action.

Lt. D.J. DANIEL led the Squadron formation and the lead flight in the attack following the 498th Squadron. The group circled to the left around KAIRINE ISLAND, each Squadron and flight getting the proper interval for a coordinated run on shipping in the vicinity. However as the proceeding Squadron was making its initial pass on 2 luggers near the NW end of VALIF ISLAND several A-20's and B-25's were seen approaching the same target from different angles causing all formations to break up. From this point on, attacks were made by individual planes on whatever targets were found. Lt.DANIEL made a run on 3 luggers and 2 small barges at KAIRINE

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

VILLAGE but was unable to release any bombs due to rack malfunction. He strafed all five and although hits were scored he was unable to determine the extent of damage. He circled a bit then proceeded to CAPE KARAWIP and started down the NEW GUINEA coast. At BOIKIN VILLAGE he saw a lugger which he strafed thoroughly. As he passed over MISCHU VILLAGE he saw 2 lines of tracers, both low and behind. Over the KAWAIN RIVER near the shore he noticed a strongly constructed W/T bridge which appeared in excellent condition. Again he attempted to release bombs but none dropped. He circled some more making a strafing pass on a small coastal vessel in KAIRIU STRAIT. He then went out to sea a few miles, refueled the Squadron and returned to base.

Lt. RUSHWORTH flew in number two position in the first flight. He made his first run on the boats at KAIRIU VILLAGE dropping two bombs both of which missed. He swung around this island and was in the vicinity of VALIF ISLAND when he saw an A-20 crash and burn. He saw a lugger at BOIKIN VILLAGE at which he dropped two bombs but for some undetermined reason, neither bomb exploded. His final pass was made at 2 luggers and several barges in the small inlet just N of CAPE KARAWIP on the W side of MISCHU ISLAND. He dropped his last bomb here which was a direct hit on one lugger probably damaging the other lugger and a barge alongside.

Lt. CHESHA in number three position also attacked the luggers and barges at KAIRIU FLATVATION, dropping 5 bombs at them. 3 of these were near misses and 2 definitely overshoot. The vessels were also heavily strafed but again it was impossible to estimate how much damage had been inflicted. Lt. CHESHA also strafed the boat in KAIRIU STRAIT and the lugger at BOIKIN VILLAGE. He saw one plane of this Squadron make a direct hit on a lugger in the large lagoon on the W side of MISCHU ISLAND and an A-20 sink a lugger off VALIF ISLAND with another direct hit.

Lt. JORDAN led the second flight. After the formation was broken up on the initial pass, he headed toward the NEW GUINEA Coast to avoid possible collision and damage to other planes by his strafing and bombing. He saw a lugger at BOIKIN VILLAGE at which he dropped 4 bombs in 2 passes. Although no direct hits were scored, the lugger was seen to be listing and heavily damaged as he left. His next attack was in the large lagoon on the W side of MISCHU ISLAND where he made a direct hit on a lugger definitely destroying it. After dropping his last bomb he made several strafing runs on KAIRIU and MISCHU before rejoining the Squadron formation for the return to base.

Lt. IRISH remained on Lt. JORDAN'S wing during his attacks on the lugger, also dropping 4 bombs. He was forced out of position after this and made an individual run on a barge near CAPE KARAWIP. His last bomb was a near miss on the target with no results observed.

Lt. KELLY also made several strafing runs on barges and luggers at various points on the two islands and though numerous hits were scored it was impossible for him to estimate the extent of damage inflicted. He was unable to release any of his bombs due to rack malfunction.

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

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b. Anti Aircraft Fire.

2 lines of tracers from Nagua Village directed at one plane of this squadron. Tracers, thought to be from 20 or 25 mm A/A were low and considerably behind the airplane.

c. Fighter Cover.

Fighter escort, provided by 1 Squadron of P 38's close cover and 1 Squadron of P 40's top cover was reported by all crews as excellent.

d. Details of Damage to Aircraft in the Air.

1. Nil damage to own aircraft.
2. Nil enemy fighters observed shot out of air.

e. Nil injuries sustained by personnel on this mission.

4. Recommendations for Awards.

In view of circumstances currently at hand no recommendations for awards will be forwarded as a result of this mission.

5. Tables

See Incl. #2.

6. Sightings.

2 B-25's seen to make pass in vicinity of HAWAII.  
Heavy A/A inaccurate seen directed at these planes.  
White smoke from small fire on WENAE POINT.  
Heavy pall of black smoke to approximately 1000 feet from neck of WENAE POINT.  
Small fire from vicinity of BRANDI PLANTATION.  
1 small coastal type vessel apparently serviceable in KAIRIRU STRAIT at 045200 (Ref: Kairiru West 1 inch to 1 mile).  
8 luggers and 7-8 small barges in large inlet on W side of MISCHU ISLAND seen prior to attack.  
1 W/T bridge appearing in good condition and strongly constructed over HAWAII RIVER at HAWAII VILLAGE.  
Roads and houses on MISCHU ISLAND appeared in good repair.  
10-15 European type houses, various sizes along coast from HAWAII VILLAGE TO BOHIE VILLAGE.  
KAIRIRU VILLAGE appeared severely damaged. Ruins of wrecked buildings still smoldering and smoking slightly.  
Many barges along SE shore of KAIRIRU ISLAND.  
1 large barge or lugger just off CAPE SAUM SE corner of MISCHU IS.

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7. Photo Interpretation.

Photos show several direct hits on barges as previously reported by crews.

For the Squadron Commander:

*Jack C. Hooper*  
JACK C. HOOPER  
1st Lt., Air Corps  
ASST INTELLIGENCE OFFICER

Incl: 1. Tables.  
2. Bomb Assessment Chart.

Distribution:

(1 copy) Commanding General, Fifth Air Force, APO 923. ATTENTION OF:  
A-1, of 1st, 4th.  
" " A-2 Advanced School, Fifth Air Force, APO 923.  
2 " A-3 V Bomber Command, APO 713-1.  
1 " Intelligence Officer, 345th Bomb Group (4), APO 713-1.  
1 " File.

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\*\*\*BOMBING TABLE\*\*\*

A/P No.	No. Bombs Car'd.	Type	Wt.	No dropped	Returned.
540	5	4/5 sec. 500		0	5 Rack malfunction
015	"	"	"	5	
097	"	"	"	5	
184	"	"	"	5	
591	"	"	"	0	5 Rack malfunction
018	"	"	"	5	
Total: 20 x 500 lb. 4/5 sec delay bombs dropped. 10 returned.					

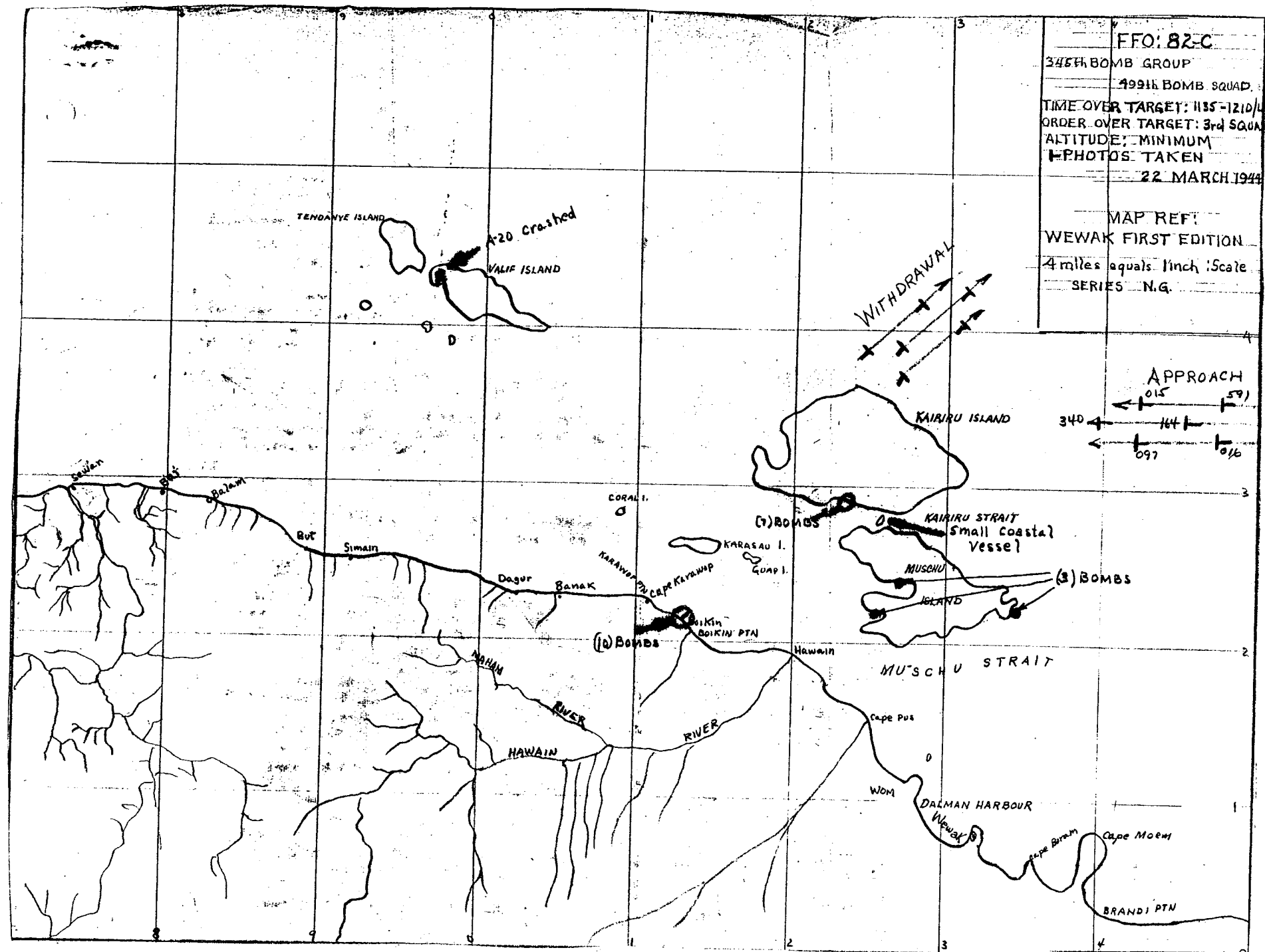
\*\*\*STRAPING TABLE\*\*\*

A/P	Nos. Carried	Nos. Fired.	Gun Failure
540	4800	2450	Nil
015	"	1870	"
097	"	2100	"
184	"	1940	"
591	"	2180	"
018	"	450	"
Total: 13070 x 150 Cal Ammo expended. 500 x 150 Cal.			

\*\*\*PHOTO TABLE\*\*\*

A/P	Type Camera	No. Photos taken	Altitude
540	K-21	30	Minimum
184	"	30	"
591	"	30	"
Total: 90 K-21 Photos taken.			

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499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

499  
87-  
27 Mar 44

28 March, 1944.

SUBJECT: Narrative Report on Mission FPO 87-6, performed 27,  
March, 1944 by 6 planes of the 499th Squadron.  
Objective at HANSA BAY, N.G.

TO : Commanding General, Fifth Air Force, APO 925. ATTENTION  
OF: A.C. of S., A-2. A-2 Advance Echelon, Fifth Air  
Force, APO 929. A-2 V Bomber Command, APO 713-1.  
Intelligence Officer, 345th Bomb Group, APO 713-1.

1. General

a. The purpose of this mission was to attack personnel and supplies at KAIRIRU ISLAND, N of WENAK, from medium altitude with 4-6 x 500 lb. instantaneous fused demolition bombs per plane. The secondary target was personnel and stores area in the HANSA BAY area, approximately 2 miles NW of CONDOR POINT along the coast.

b. Rendezvous

Rendezvous with 38th Group accomplished over NADZAB at 2000 ft.

c. Attack

The 6 planes of this Squadron, following the 38th Group as ordered, hit the secondary target, the concentrated stores and personnel area along the coast near HANSA BAY, about 2 miles NW of CONDOR POINT. The approach was made from NW to SE and the bomb run on a heading of 140° from 6500 feet at 200 mph I.A.S. A tight formation of two 3 plane "V"'s was maintained over the target. Bombing was excellent with a total of 23 x 500 lb. instantaneous demolition bombs forming a pattern in the target. Withdrawal was made in a sharp descending turn to the left to avoid A/A in the vicinity of NUBIA VILLAGE and AWAR PLANTATION.

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

His actions were similar in every manner to those of Lt. KELLEY.

b. Anti-Aircraft Fire.

Slight, Heavy, and inaccurate behind and to the left of the formation from positions on the coast N of CONDOR STRIP.

c. Fighter Cover.

Fighter Escorts: reported as fair by the crews on this mission.

d. Details of Damage to Aircraft in the Air.

1. Nil damage to own aircraft.
2. Nil enemy A/P's observed shot of Air.
3. Nil enemy A/P's observed on the ground.

4. Recommendation for Awards.

No recommendations for awards will be submitted as result of this mission.

5. Tables  
See Incl: #1.

6. Sightings

A/A butts near 38th Group Formation over Condor Point observed to be slight, to moderate, heavy, apparently inaccurate.  
1 Landing Barge on CONDOR POINT. Nil shipping in HANSA BAY.  
A/A positions at EKV and SASSIMANGO VILLAGES observed firing.

7. Photo Interpretation.

Cloud cover prevents accurate interpretation of photos of the mission.

For the Squadron Commander:

*Pat E. Goforth*

PAT E. GOFORTH  
Capt., Air Corps  
INTELLIGENCE OFFICER

- Incl: 1- Tables.  
2- Bomb Assessment Chart  
3- Route to and From Target

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

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

BOMBING TABLE

A/P	No. Bombs Car'd.	Type	Height	Remarks
418	4	Inst. Fuse	500 lb.	4 Bombs on Target.
015	5	"	"	5 Bombs on Target.
164	"	"	"	" " "
362	4	"	"	4 Bombs on Target.
087	5	"	"	5 Bombs on Target.
347	5	"	"	5 Bombs brought back.
Total: 25 X 500 lb. Bombs dropped on Target.				

Note: Since mission was carried out at medium altitude, no ammunition was expended.

PHOTO TABLE

A/P	Type Camera	Exposure	Photos Taken	Altitude	Time
347	A-21	50	"	3500 ft.	1000/K.
379	"	"	"	"	"
087	"	"	"	"	"
TOTAL: 90 A-21					

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

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

d. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied Airplanes observed lost.
3. Nil enemy airplanes destroyed in the ground or this mission.

e. Time and Location of:

Alert:	Strip 3 NADZAB	0630/K.
Take off:	" " "	0630/K.
Rendezvous	Over Strip 3 NADZAB	0815/K.
Attack	Hansa Bay	1000/K.
Landed	Strip 3 NADZAB	1129/K.

f. Route Out: NADZAB \* ANNANBERG \* TARGET.  
Attack Rt: NW to SE over Target.  
Return : TARGET \* GUSAP \* NADZAB.

2. Airplanes of the 482nd Squadron in the attack.

This Squadron was number one in the Group Sequence of attack. 1st. Lt. T.R. KELLEY was selected to lead the Formation. Flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
1st. Lt. T.R. KELLEY A/P 410	Major J.B. BAIRD A/P 382
1st. Lt. W.A. RUSHWORTH " 015	1st. Lt. W.G. IRISH " 097
2nd. Lt. A.N. NILES " 184	2nd. Lt. W.B. GRAHAM " 347

3. Details of the Mission.

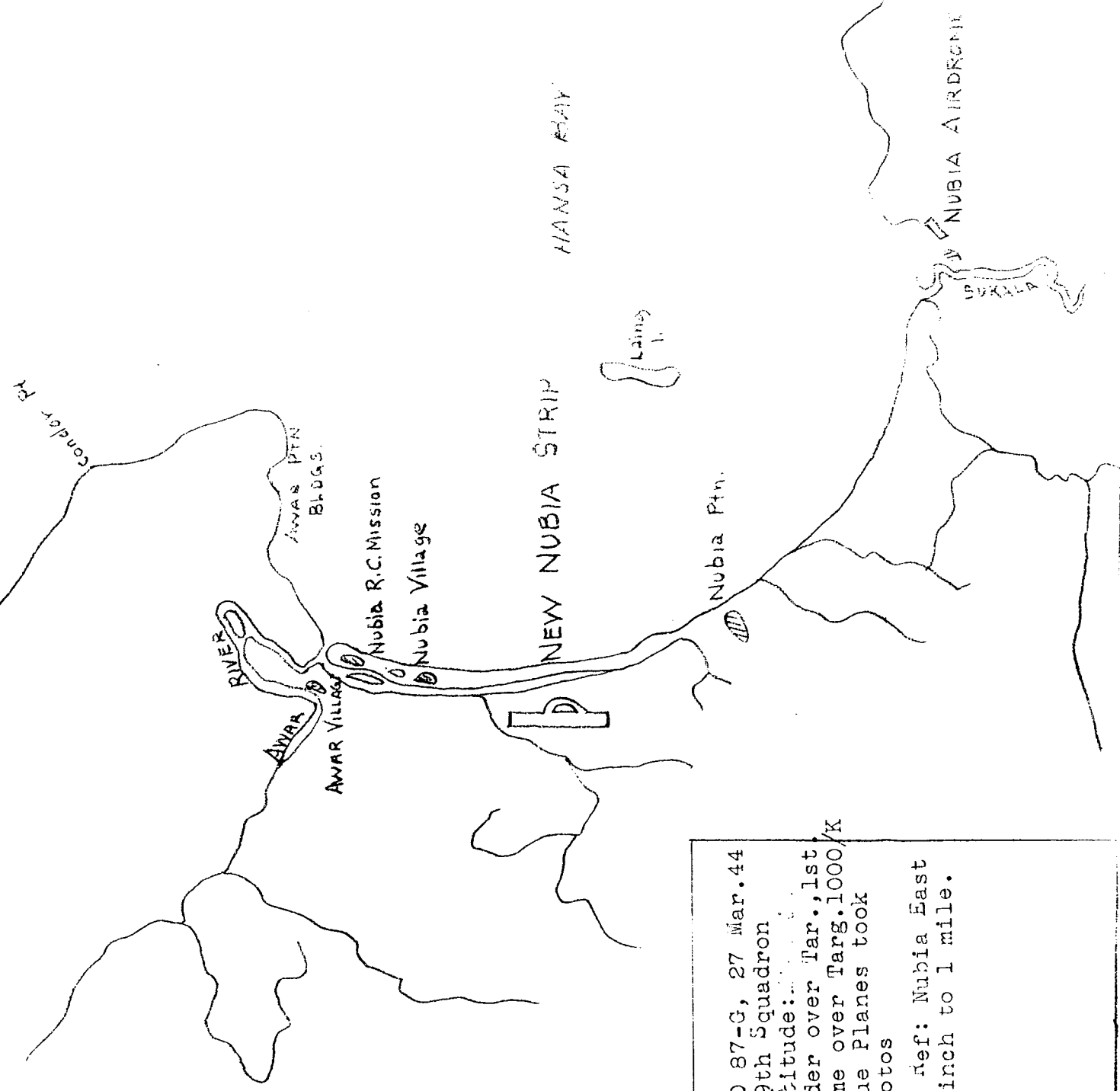
a. Details of the attack.

Lt. T.R. KELLEY led the squadron with Lt. RUSHWORTH and Lt. NILES in close formation on his wings at all times. Rendezvous with the 38th Group was quickly accomplished after take off and Lt. KELLEY followed them throughout the mission. Bad weather forced the Strike Force to cut N from GUSAP to BOGADJIM to reach ANNANBERG. The Squadron reached the ocean at BROKEN WATER BAY after which Lt. KELLEY followed the 38th Group in a circle to the right, heading for HANSA BAY. He led the Squadron over the stores and personnel area 2 miles W of CONDOR POINT at 800 mph AIS on a heading of 140° at 6500 feet. The entire Squadron's bombs were seen to fall in the target despite the handicap of 5/10 cloud cover. The only observed result was a moderate quantity of smoke up to 500 feet. Lt. KELLEY then led the Squadron back to the base without further incident. Major BAIRD led the second flight with Lt. IRISH and Lt. GRAHAM as wingmen in close trail to the lead flight at all times.

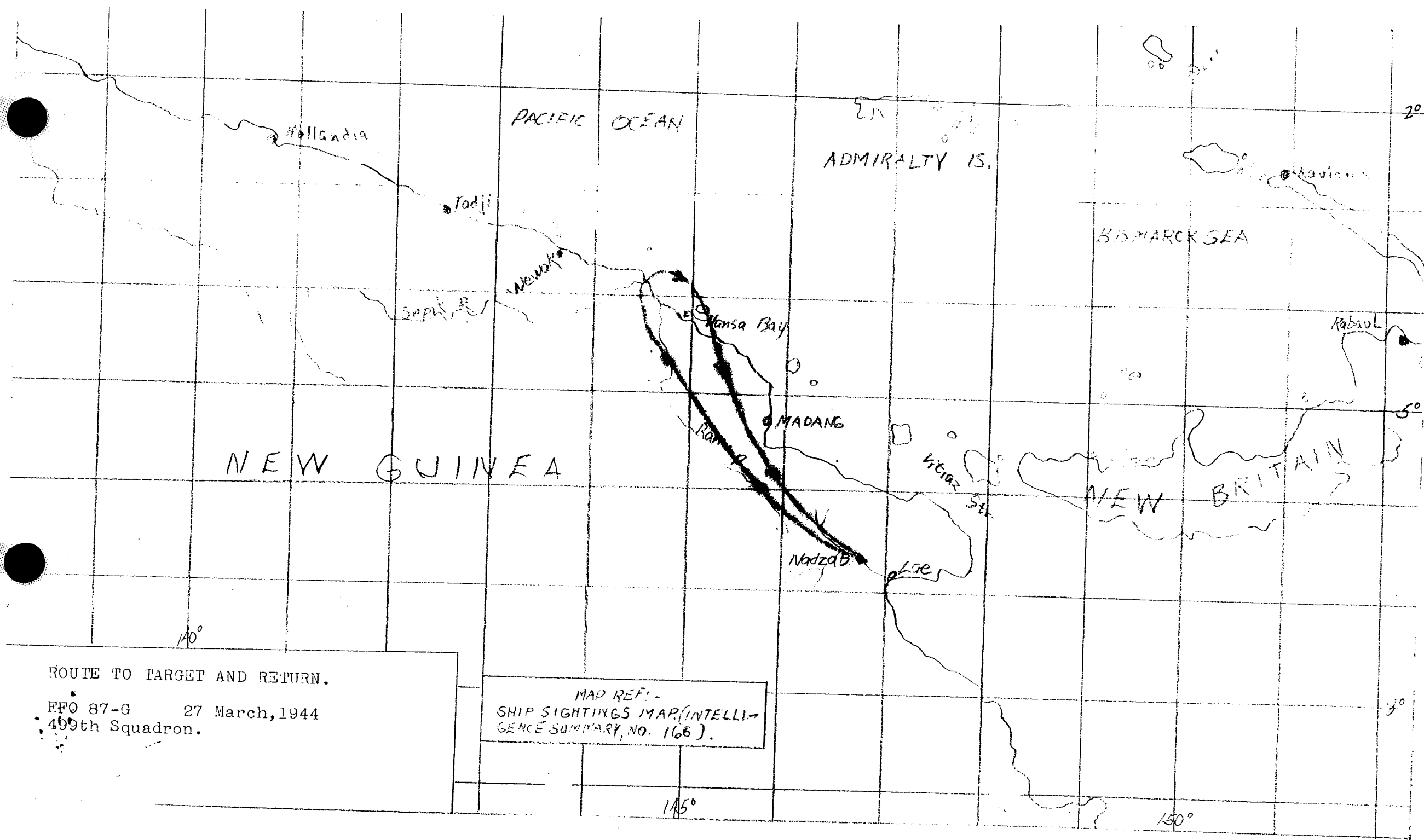
164  
 379  
 347  
 897  
 112  
 015

(23) BOMBS  
IN THIS  
AREA

2D



FFO 87-G, 27 Mar. 44  
 499th Squadron  
 Altitude:  
 Order over Tar., 1st  
 Time over Targ. 1000/K  
 Blue Planes took  
 Photos  
 Map Ref: Nubia East  
 1 inch to 1 mile.





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

499th Bombardment Squadron (M) AAF  
345th Bombardment Group (M) AAF  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 713-1

29 March, 1944.

SUBJECT: Narrative Report on Mission PPO 89-F performed  
29 March, 1944 by 6 planes of the 499th Squadron.  
Objective: Personnel and supply area at DAGUA, N.G.

TO : Commanding General, Fifth Air Force, APO 925.  
ATTENTION OF: A.C. of S., A-2, A-2 Advance Echelon,  
Fifth Air Force, APO 929, A-2 V Bomber Command,  
APO 713-1, Intelligence Officer, 345th Bombardment  
Group, APO 713-1.

1. General.

a. The purpose of this mission was to attack  
stores and personnel areas near the main  
road to DAGUA DRONE from medium altitude  
with 5 X 500 lb. instantaneous bombs per  
plane.

b. Rendezvous

Rendezvous accomplished with the 38th group  
over HALL at 2000 feet and with Fighter  
Escort at 5000 feet over Annanberg.

c. Attack

6 planes of this Squadron reached DAGUA and  
carried out the attack as ordered. A total of  
25 X 500 lb. instantaneous demolition bombs  
were dropped in the designated target, the  
personnel and supply area approximately 1 1/2  
miles SE of the SW end of DAGUA DRONE along  
the railroad leading inland from the coast.  
6 X 500 lb. instantaneous bombs were salvaged  
safe in target. The bombing run was made  
by two Lane "V"s at an altitude of 7000  
feet on heading of 130° at 200 mph. I.A.S.  
Bombing was excellent with an accurate pat-  
tern run through the target, but results  
other than bomb smoke 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

The lead plane of the second flight was unable to open bomb bay doors on the first pass necessitating a second run for the entire flight. This plane salvaged its bombs safe in the target.

d. Interception and Airplanes Destroyed.

1. Nil interception encountered on this mission.
2. Nil Allied planes observed lost.
3. Nil enemy airplanes destroyed in the air or on the ground on this mission.

e. Time and Location of:

Alert	Strip #3 NADZAB	0830/K.
Take-off	" "	0831/K
Rendezvous	ANNANBERG	1030/K
Attack:	SW of DAGUA DROME	1141/K 1146/K
Landing:	Strip #3 NADZAB	1335/K.

f. Route Out: NADZAB ANNANBERG TARGET.  
Attack Rt: SW to SE over Target.  
Return: TARGET GUSAP NADZAB

2. Airplanes of the 499th Squadron in the attack.

The 501 st. Squadron was assigned to lead the Group Formation and Lt.C.B.JORDAN was selected to lead the 499th Squadron which was third in the sequence of attack. Flights were as follows:

<u>FIRST FLIGHT</u>		<u>SECOND FLIGHT</u>	
1st.Lt.C.B.JORDAN	A/P 379	1st.Lt.T.R.WELLEY	A/P 332
2nd.Lt.A.L.Miles	" 020	2nd.Lt.H.K.Palmer	" 016
2nd.Lt.W.W.Graham	" 019	1st.Lt.A.G.Irish	" -16

3. Details of the Mission.

a. Details of the attack.

Lt.JORDAN led the first flight with Lt.MILES on his right wing and Lt.GRAHAM on his left. He proceeded somewhat N of DAGUA to the vicinity of BUT VILLAGE before turning to the SE to make the attack.

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A concentration of cumulus clouds below with many towering up to above his altitude caused some difficulty in making the run but he led the Squadron across the target on a heading of 130° at 7000 feet at an I.A.S. of 200 mph. The bombs dropped on this run were observed to form an excellent pattern through the target but no results other than bomb bursts were observed. Lt. JORDAN then made a circle SE of the target, picked up the second flight which had made another run, and returned to the base.

Lt. KELLEY led the second flight with Lt. PALMER and Lt. IRISH in number 2 and 3 positions respectively. During the first run he followed the first flight in close trail but was unable to open his bomb-bay doors. His bombardier conveyed this fact to the left wingman, Lt. IRISH, who dropped his bombs on the lead plane of the first flight. There was not sufficient time however, to signal Lt. PALMER so he did not release his bomb load. Consequently Lt. KELLEY broke off and made a second run. During this run he managed to open the bomb-bay doors with some difficulty as he reached the bomb release point he saw a towering cumulus cloud directly in his line of flight through which he would have to lead his flight on a normal run so to avoid further delay he salvaged his bombs and quickly swung around the cloud. Lt. PALMER dropped all of his bombs as he saw Lt. KELLEY's fall and was just able to avoid going through the turbulent cumulus. The 12 bombs from the 8 planes fell in the target but 6 of them did not explode. Lt. KELLEY then tacked onto the lead flight and followed them back to the base.

b. Anti Aircraft Fire

A/A fire was reported as slight, heavy and medium, and inaccurate. 4 bursts above, to left and very inaccurate over target. 1 burst was white (probably medium A/A at extreme range).

c. Fighter Cover

Fighter cover was reported as excellent by crews on the mission.

d. Details of damage to Aircraft in the Air.

1. Nil Damage to own aircraft.
2. Nil enemy aircraft seen shot out of air.

- a. Nil injuries sustained by personnel of this squadron of this mission.

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

4. Awards and Citations.

There will be no recommendation for awards submitted as result of this mission.

5. Tables

See Incl. #1.

6. Sightings.

One Sugar Charlie at anchor just E of Newak Pt.  
20 2/e medium bombers on But Drome appeared in good condition with serviceability undetermined. 4-5 of these were twin tailed.  
3 groups of 5 barges each on beach between Suain Ptn. and Sowon Village. 1 lugger, and one (probable) lugger along with 2-3 barges on W side of Muschu Island. Serviceability unknown. 4-5 small fires in target G-D.  
Tracks in mountains S of Newak Area, well used and in good condition. Fire 20 miles S of Annanberg in mountains possibly signal fire several distinct puffs observed.

7. Photo Interpretation.

No prints of this Squadron's bombing received.

For the Squadron Commander:

JACK C. ROOF  
1st Lt., Air Corps  
ASST. INTELLIGENCE OFFICER

Incl: -1 Tables.  
2 Bomb Assessment Chart.  
3 Route to and from target.

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4. Awards and Citations.

There will be no recommendation for awards submitted as result of this mission.

5. Tables

See incl. #1.

6. Sightings.

One Sugar Charlie at anchor just E of Newak Pt.  
20 2/e medium bombers on but none appeared in good condition with serviceability undetermined. 4-5 of these were twin tailed.  
3 gr ups of 5 barges each on beach between Suain Rtn. and Sowon Village. 1 lugger, and one (probable) lugger along with 2-3 barges on W side of Maschu Island, serviceability unknown. 4-5 small fires in target 9-D.  
Tracks in mountains E of Newak Area, well used and in good condition. Fire 20 miles E of Annancong in mountains possibly signal fire several distinct blifs observed.

7. Photointerpretation.

No prints of this Squadron's bombing run.

For the Squadron Commander:

JACK B. HARRIS  
1st Lt., Air Corps  
ASST. S. GILLESPIE JR. ICHH

Incl:-1 Tables.  
2 Bomb Assessment Chart.  
3 Route to and from target.

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# CONFIDENTIAL

## BOMBING TABLE

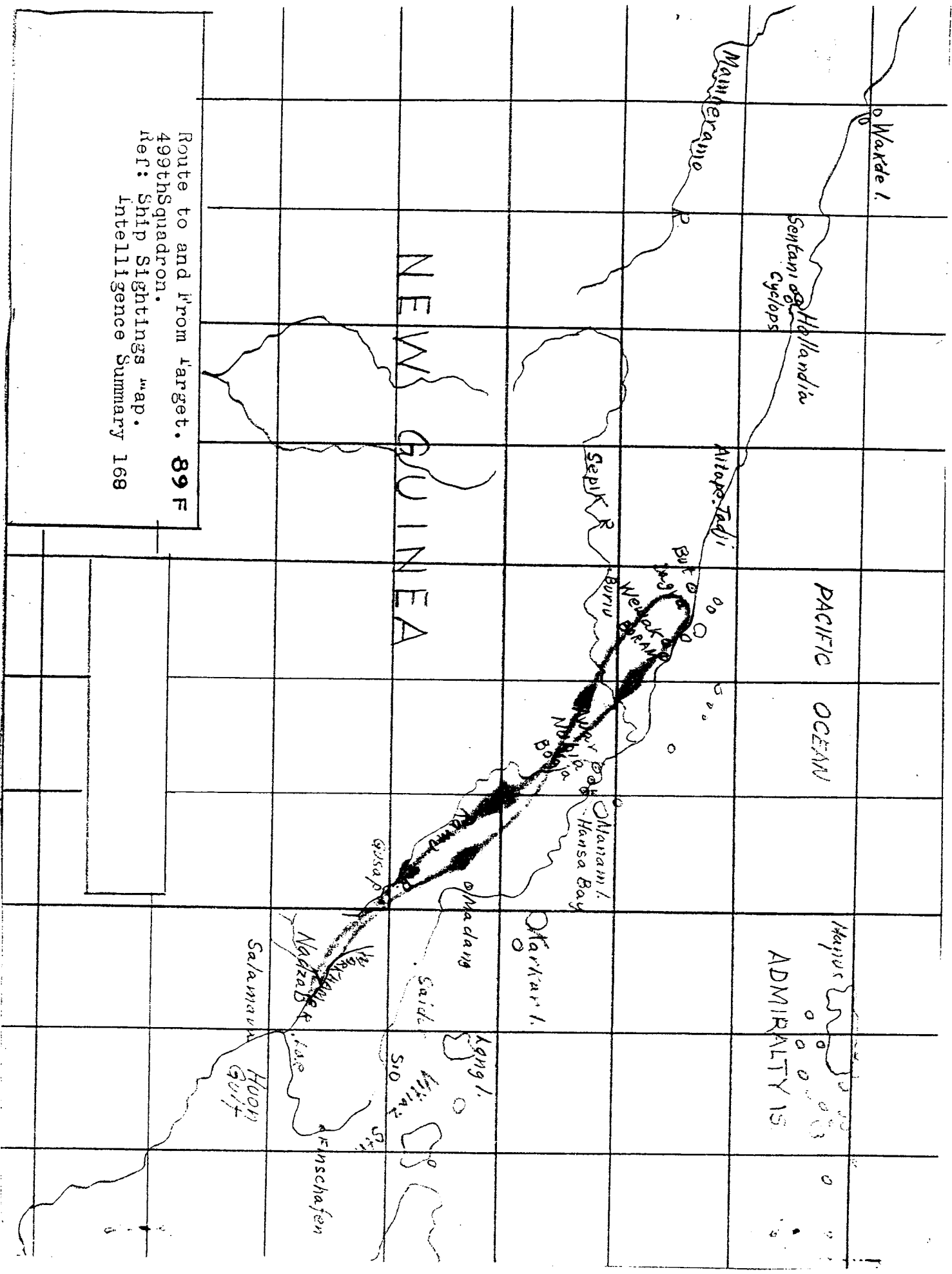
A/P	No. Bombs Car'd.	Weight	Type	No. On Target
018	6	500 lb.	Inst.	6
020	6	"	"	1 (5 returned)
019	"	"	"	6
392	"	"	"	6 (Salvaged)
015	"	"	"	"
016	"	"	"	"
TOTAL: 31 x 500 lb. bombs dropped on target - 6 were salvaged.				
5 x 500 lb. bombs returned to base - rack malfunction.				

*avoid  
marks*

## PHOTO TABLE

A/P No.	Type Camera	No. Photos Taken	Altitude
018	K-21	30	7000 feet
019	"	"	"
TOTAL: 60 K-21's			

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# DAGUA DROME

FFO 89-F  
499th Squadron  
Time Over Target: 1141/K 1146/K..  
Order Over Target: Third.  
Took Photos: T

Map Ref: 1/20000 But East Series.

(4) BOMBS  
SALVOED

(25) BOMBS  
IN THIS  
AREA

6D

N