

500
180-F
30 JUNE 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

13 July 1943

Subject: Narrative Report of Mission FFO 180-F performed by 500th Bombardment Squadron on 30 June 1943.

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

1. Nine A/P's were ordered to bomb Bobdubi. Pilots assigned to this mission and the planes they were flying were: Lt Hochella - 051; Lt Latawiec - 066; Lt McLean - 312; Lt Howard - 079; Lt James - 068; Lt Naigle - 054; Lt Anacker - 048; Lt Peterson - 061; Lt Corder - 056.

2. Element of Lt James, Lt Naigle, led by Lt Howard returned to base shortly after take-off due to engine trouble on flight leader's A/P. The remainder of the formation - Lt Hochella, Lt Latawiec, Lt McLean, Lt Anacker, Lt Peterson and Lt Corder - turned back approximately 20 miles from the target because weather conditions. Around the target area visibility was less than 1/4 mile with heavy rain squalls and a ceiling of 1000 feet.

For the Commanding Officer:

JOHN D. HANNA
Captain, Air Corps,
Intelligence Officer

500
181-G
1 JULY 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

13 July 1943

SUBJECT: Narrative Report of Mission FFO 181-G performed by 500th Bomb Squadron (M), on 1 July 1943.

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

1. Nine A/P's were ordered to bomb personnel and supplies in Kila Point Area. Pilots and ships assigned to this mission were: Lt Hochella - 051; Lt Latawiec - 059; Lt McLean - 312; Lt Dougherty - 056; Lt Van Ausdell - 068; Lt Mortensen - 048; Lt Howard - 079; Lt Naigle - 054 and Lt James - 061.

2. A/C piloted by Lt McLean returned to base shortly after take-off due to life raft door falling off ship. Lt James failed to drop bombs due to inability to see target. All other ships dropped their bombs on assigned objective.

3. 8 x 300 lb demos and 6 x 500 lb demos were dropped on China Town resulting in an explosion near jetties and fires. 16 x 300 lb demos and 6 x 500 lb demos were dropped on Kila village with bombs falling slightly to the West of the Target. 12 x 500 lb demos were dropped on native village with all bombs falling in the center of the target area. Bomb runs were made at 1035/K at altitudes from 2800 to 4000 feet.

4. A/A fire was moderate, medium and heavy, and accurate being on the level of A/C with a tendency to fall behind as bomb run was made.

5. A small patrol boat was sighted going into Lae Harbor at 1032/K from an altitude of 3800 feet. Two unidentified A/P was in a dogfight over water between Lae and Salamaua.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps,
Intelligence Officer

500
182-H
2 JULY 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

13 July 1943

SUBJECT: Narrative Report of Mission FF0182-H, performed by 500th Bombardment Squadron (M), on 2 July 1943.

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

1. Nine A/P's were ordered to bomb Defense and Trench Area near Kila Point. Pilots and ships assigned to this mission were: Lt Dougherty 056; Lt Van Ausdell - 068; Lt Mortensen - 055; Lt Hochella - 051; Lt McLean - 312; Lt Latawiec - 059; Lt Anacker - 079; Lt Naigle - 054, and Lt Corder - 053.

2. All A/P's reached the target and bombed their assigned objectives. The bomb runs were made at 0923/K to 0927/K/2 at altitudes from 4500 to 5400 feet.

3. 48 x 500 lb demos and 8 x 300 lb demos were dropped in trenches and defenses near Kila Point resulting in silencing of AA position in that area.

4. A/A was moderate, medium and heavy, and accurate at approximately the same level as A/P's.

5. Lt Latawiec's plane returned with A/A hole in the right wing on the leading edge between the fuselage and engine.

6. Several bombs were observed bursting in the bend of the Francisco River at Logui No. 2 area, probably dropped by 498th Bomb Sq.

7. At China Town and Kila villages there was visible damage from previous bombing raids.

For the Commanding Officer:

JOHN C. HANNA
Captain, Air Corps,
Intelligence Officer

500
187-H
7 JULY 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

13 July 1943

SUBJECT: Narrative Report of Mission WFO 1370H, performed by 500th Bombardment Squadron (M), on 7 July 1943.

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

1. Nine A/P's were ordered to bomb Kitchen Creek Area. Pilots and ships assigned to this mission were: Lt Hochella - 051; Lt McLean - 312; Lt Latawiec - 059; Lt Anacker - 048; Lt Peterson - 075; Lt Wallace - 053; Lt Dougherty - 056; Lt Van Ausdeil - 068, and Lt Mortensen - 055.
2. All A/P's reached the target and bombed their assigned objectives. The bomb runs were made at 0933/K to 0935/K/7 at altitude from 4500 to 4900 feet.
3. 26 x 1000 lb aerial burst bombs were dropped on the lower half of Kitchen Creek from its junction with the Bitoi River. One bomb burst on the east side of the Bitoi River. About one-third of the bombs dropped burst on impact. A rock slide was observed moving from Wickers Ridge to the Bitoi River leveling trees in its path.
4. 600 x .50 calibre and 200 x .30 calibre M/G were expended in strafing installations and ground below while on bomb run.
5. No A/A was reported.
6. One bomb was returned to base in Lt Dougherty's A/P due to failure of A-2 release to function.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
188-E
8 JULY 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

13 July 1943

SUBJECT: Narrative Report of Mission FFO 188-E, performed by 500th Bombardment Squadron (M), on 8 July 1943.

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

1. Nine A/P's were ordered to bomb Kila Township. Pilots and A/P's assigned to this mission were: Lt Howard - 079; Lt Naigle - 054; Lt James - 059; Lt Dougherty - 056; Lt Van Ausdell - 068; Lt Mortensen - 055; Lt Anacker - 048; Lt Peterson - 061, and Lt Corder - 053.

2. All A/P's reached the target and bombed their assigned objectives. The bomb runs were made at 1041/K to 1043/K/8 at altitude from 3800 and 6000 feet.

3. 23 x 1000 lb demos and 6 x 500 lb demos were dropped in target area. Direct hits were scored on large buildings in the center of the target area; the target was left in flames.

4. One 1000 lb demo was returned to base in Lt Howard's A/P due to malfunction of bomb release.

For the Commanding Officer;

JOHN C. HANNA
Captain, Air Corps,
Intelligence Officer

500
190-C
(10 JULY 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

13 July 1943

SUBJECT: Narrative Report of Mission FFO 190-C, performed by 500th Bombardment Squadron (M), on 10 July 1943.

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

1. Nine A/P's were ordered to bomb the Malolo Mission Area. Pilots and A/P8s assigned to this mission were: Lt Anacker - 048; Lt Peterson-061; Lt Mortensen - 055; Lt Wallace - 068; Capt Cavoli - 056; Lt McLean 312; Lt Howard - 079; Lt Neigle - 054; and Lt James - 075.
2. All A/P's reached the target and bombed their assigned objectives. The bomb runs were made at 1018/K to 1020/K/10 at altitudes from 3200 to 3800 feet.
3. 34 x 500 lb aerial burst bombs and 216 x 20 lb frags were dropped in the Malolo Mission Area. Hits were observed in the village east of the Mission and south of Asini Creek. No direct hits were made on the Mission building.
4. A/A was light, medium and light and inaccurate at 2500 to 5000 feet. Bursts were generally behind A/C.
5. 650 rounds of .50 calibre and 150 rounds of .30 calibre was expended in strafing during the bomb run.
6. 2 x 500 lb aerial burst bombs were returned to base in Lt Anacker's A/P due to malfunction of bomb release.

For the Commanding Officer:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

500
191-F
11 JULY 43

13 July 1943

SUBJECT: Narrative Report of Mission FFO 191-F, performed by 500th Bombardment Squadron (M), on 11 July 1943.

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

1. Nine A/P's were ordered to bomb Bobdubi Ridge gun emplacements at 69.95 - 96.95 on Komiatum Map, 1:25000 Artillery Series. Pilots and A/P's assigned to this mission were: Lt Dougherty - 056; Lt Van Ausdell - 068; Lt Howard - 079, Lt Anacker - 048; Lt Peterson - 061; Lt Corder - 066; Lt Hochella - 051; Lt Latawiec - 054, and Lt McLean - 312.

2. Lt McLean returned to base with bomb load shortly after take-off due to engine trouble. Lt Corder returned with bomb load due to inability to find target. The seven remaining A/P's reached the target and bombed their assigned objectives. The bomb runs were made at 1030/K to 1037/K/11 at altitudes from 4500 to 5600 feet.

3. 3 x 1000 lb demos bracketed target. 17 x 100 lb demos were dropped near and to the NW of the target but well within the bomb lines. 1 x 1000 lb demo was unobserved.

4. A/A was slight, light and inaccurate at 4700 feet.

5. One U/I A/C observed at 1047/K from 4700 feet falling in flames after being attacked by two P-39's over Francisco Valley near Selebob.

6. The element of 3 A/P's led by Lt Anacker became separated from one another because of weather. Lt Anacker was attacked by one of three possible Zekes or Haps at approximately 1040/K, five to ten miles North of Wau, at an altitude of 8000 feet. Coming from cloud cover and opening fire immediately, the enemy A/C made one pass at the B-25 from low 4 o'clock and a second and last pass from high 7 o'clock, pressing both attacks to within 200 yards. The only return fire from the B-25, which was in a climb at the time of interception, was 30 x 30 calibre rounds from the left waist gun, results of which were not observed. After the second pass the enemy A/C broke off the attack and two P-39's were seen to intercept two of the enemy A/C.

7. Although no personnel were injured the A/P was badly damaged as follows: several holes in right elevator, large hole about one foot square in the right horizontal stabilizer (believed made by 20 MM explosive shell), holes in right rudder trim tab, holes in right rear fuselage, left aileron cable cut, left landing gear mechanism damaged, several holes in left engine nacelle (rear), rear part of upper turret dome shattered, all damage being caused by the attacking enemy A/C. Lt Anacker landed the ship at Dobadura where it was left for repairs. The crew was returned to base at 0945/K/12 by Air Transport.

For the Squadron Commander:

JOHN C. HANNA,
Captain, Air Corps,
Intelligence Officer

500
193-G
13 JULY 4

OFFICE OF THE INTELLIGENCE OFFICER

500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

14 July 1943

SUBJECT: Narrative Report of Mission FFO 193-G performed by 500th Bombardment Squadron (M), on 13 July 1943.

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

1. Nine A/P's were ordered to bomb A/A and installations at McDonald's Junction and Salamaua Isthmus. Pilots and A/P's assigned to this mission were: Lt Hochella - 051; Lt McLean - 312; Lt Latawiec - 059.; Lt Howard - 079; Lt Naigle - 0541 Lt James - 075; Lt Dougherty - 056; Lt Van Auddell - 068; and Lt Mortensen - 055.
2. All A/P's reached the target and bombed their assigned objectives. The bomb runs were made at 1035/K to 1037/K/13 at altitudes from 2900 to 4300 feet.
3. 17 x 1000 lb demos were dropped on installations on Isthmus and McDonald's Junction; 4 x 1000 lb demos fell short in water near shore. 5 x 1000 lb demos fell between McDonald's Junction and Francisco River; one bomb dropped just off shore.
4. 400 x .50 calibre and 100 x .30 calibre M/G were expended in strafing M/G positions south of McDonald's Junction, apparently silencing them.
5. A/A was moderate, light and medium, and inaccurate at 4500 feet.
6. Report of Tare Baker - two stacks in Samoa Harbor not confirmed. Photographs reveal small barge at shore midway between Government Jetty and Guinea Airways Jetty, and large barge (?) under overhanging tree.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
197-D
17 July 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (D)
APO 929

JCH/rpb

16 July, 1943

Subject: Narrative Report of Mission FFO 197-D, performed by 500th Bombardment Squadron (M), on 17 July 1943.

To : Commanding Officer, 345th Bombardment Group (D), APO 929.

1. Six A/P's were ordered to bomb the dump area along the south shore of Samoa Harbor. Pilots and A/P's assigned to this mission were: Lt Dougherty - 056; Lt Mortensen - 055; Lt Van Ausdell - 066; Lt Anacker - 066; Lt Peterson - 061, and Lt Wallace - 053..
2. Lt Anacker, Lt Peterson, and Lt Wallace were unable to reach the target on account of the weather encountered and returned to Base with their bomb loads. The remaining A/P's reached the target and bombed their assigned objectives. The bomb runs were made at 0942/K at an altitude of 7000 feet.
3. 14 x 500 lb. demo bombs were dropped in the target area starting fires. 4 x 500 lb demo bombs fell in the water just off the shore.
4. A/A was slight, medium, and inaccurate well below A/C level.

For the Squadron Commander:

JCH
Captain, Air Corps
Intelligence Officer

500
198-C
18 July 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

JCS/rpb

19 July 1943

Subject: Narrative Report of Mission FFO 198-C, performed by 500th Bombardment Squadron (M), on 18 July 1943.

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

1. One A/P was ordered on Armed Weather Recco. Lt Hochella flying 051 was assigned to this mission.
2. 6 X 500 lb demo bombs were dropped north of landing strip in area of ground fires near track intersection at Salamaua (73.7-99.7, Salamaua Map 1/25000 Series). Results were unobserved. The bomb run was made at 0919/K from an altitude of 7000 feet.
3. A/A was slight, light, and inaccurate below the level of the A/C.
4. In the vicinity of Kubo 50 X .50 cal. fired as warning from 700 yards in the general direction of 2 U/I A/C approaching at 7 o'clock. Attacking A/C peeled off and were identified as P-39's.

For the Squadron Commander:

JAMES C. HANNA
Captain, Air Corps
Intelligence Officer

500
200
20 July 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

JCH/jwd

21 July, 1943

SUBJECT: Narrative Report of Mission FFO 200, performed by 500th Bombardment Squadron (M), on 20 July 1943.

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

1. Nine A/P's were ordered to bomb Madang Airdrome. Pilots and A/C assigned to this mission were: Lt Anacker - 066; Lt Peterson - 061; Lt Wallace - 053; Lt Hochella - 051; Lt Latawiec - 059; Lt McClean - 312; Lt Mortensen - 055; Lt Naigle - 054, and Lt James - 068.
2. The life raft oor on Lt Wallace's A/C came partly open when within 4 minutes of target. He salvoed his bombs in enemy territory - approximate position five degrees, 12 minutes South, 145 degrees, 40 minutes East - and returned to base. The remaining eight A/C reached the target area and dropped their bombs. The bomb runs were made at 1030/K at an altitude of 5000 to 7500 feet.
3. 33 x 500 lb demo bombs were dropped in the assigned area off NE end of the runway. 4 x 500 lb demo bombs fell short and land North of the runway outside of the target area. 11 x 500 lb demo bombs landed on and south of the runway at the E end.
4. Heavy black smoke observed in target area after bombing run was completed.
5. S/A was slight, light and medium, inaccurate, and generally below and behind the A/C/

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps,
Intelligence Officer

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

500
201
21 JULY 43

JCH/rpb

22 July, 1943

Subject: Narrative Report on Mission FPO 201, performed by 500th Bombardment Squadron, on 21 July 1943.

To : Commanding Officer, 345th Bombardment Group (M), APO 929/

1. Nine A/P's were ordered to bomb personnel on road construction in Yaula Area. Pilots and A/P's assigned to this mission were: Lt Dougherty - 056; Lt Van Ausdell - 068; Lt Mortensen - 055; Lt Anacker - 066; Lt Peterson - 061; Lt Wallace - 079; Lt Hochella - 051; Lt Latawiec - 059, and Lt Naigle - 054.
2. Lt Naigle took off late, proceeded to 30 miles beyond Yule Island and then returned to base with bomb load due to inability to overtake formation. The remaining 8 A/P's reached the target and bombed their assigned objectives. Runs were made 1136/K to 1140/K from 4400 to 4500 feet.
3. 24 X 300 lb inst demo bombs (four of which were wire wrapped) were dropped outside the target area on a village near road construction. 14 X 300 lb demos (4 wire wrapped) dropped in target area. 2 X 300 lb demos fell on east side of Mindjim River slightly upstream from target. 8 X 300 lb demos (2 wire wrapped) dropped south of the target area near bridge construction. 8 X 300 lb demos (2 wire wrapped) dropped in camp area at north end of target. 8 X 300 lb demos (2 wire wrapped) were dropped downstream from target area because of interphone trouble.
4. A long jetty near the mouth of the Gori River (0526S - 14544E) reported by two co-pilots and a large camp with buildings was observed near Garagassi Point (0530S - 14549E) by one co-pilot. Bombardiers contend that 500 lb demos should be used on this target due to the heavy construction of the bridges.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

File FFO 202 A

500
202
22 July 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

JCH/rpb

23 July, 1943

Subject: Narrative Report on Mission FFO 202, performed by 500th Bombardment Squadron (M), 22 July 1943.

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

1. Seven A/P's were ordered to bomb Komiatum Ridge Camp Area. The first element of three A/P's was composed of 066, Lt Anacker (leader); 053, Lt Wallace and 061, Lt Peterson. The second element of four A/P's was composed of 079, Lt Howard (leader); 075, Lt James; 059, Lt Latawiec and 312, Lt Dougherty.

2. Lt Latawiec turned back at 0920/K when about ten miles beyond Dobadura on account of engine trouble. He returned to base with 3 X 1000 inst. demo bombs. The remaining 6 A/P's reached the target and dropped their bombs at 1018/K from altitudes of 5000 to 7000 feet.

3. Based on crew reports it is estimated that bombs of A/P's reaching target, 18 X 1000 lb inst. demo bombs, all landed in Camp Area on W side of Komiatum Ridge. Crews were confident that bombs landed squarely in target area. Meager photographic record was obtained principally because of failure of K-21 equipment. Six K-20 photographs show bomb hits but these cannot be attributed with any certainty to our squadron. An overlay to be used in conjunction with Air Support Photo No. 23 shows the reported flight lines of the two elements and the bomb hits shown by photographs referred to above.

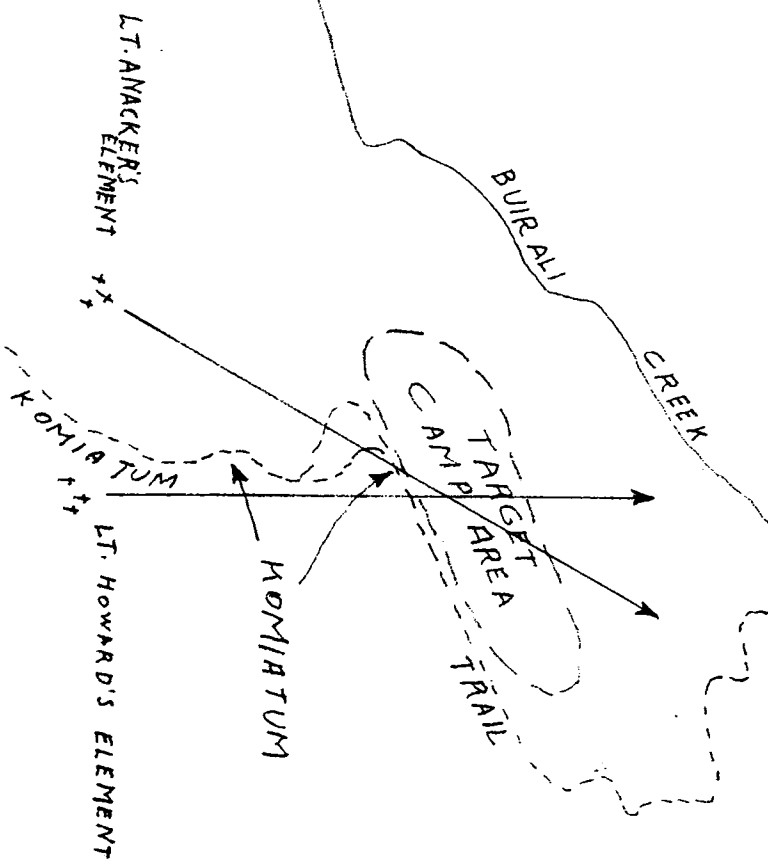
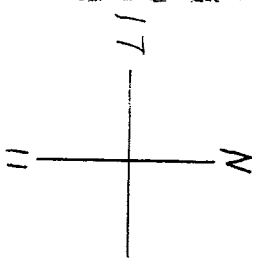
4. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

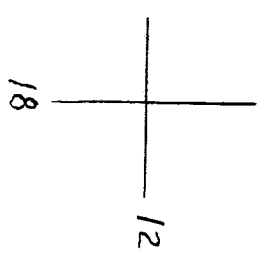
1 - Incl.

83 1



LEGEND
● - BOMB HITS
--- PHOTOGRAPHED

OVERLAY FOR
AIR SUPPORT PHOTO No. 23
KOMIATUM RIDGE
CAMP AREA
MISSION FEO. No. 202
22 JULY 1943
500 B.S. 345 B.C. (M)
PHOTOS: 202 (A) (1-6) KOMIATUM
RIDGE / 22 / 7 / 43 / 1015 K / 312



500
207
27 JULY 43

FILE
MISSION FFO-201

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

CCC/rpb

28 July 1943

Subject: Narrative Report on Mission FFO 207, performed by 500th Bombardment Squadron (M), 27 July 1943.

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

1. Nine A/P's were ordered to bomb Kela Township, Target No. 3, which included wireless station, hospital, billets, and supply dumps. Pilots and A/P's assigned to this mission were: Lt Howard - 079, squadron leader; Lt James - 075; Lt Naigle - 054; Lt Mortensen - 055, flight leader; Lt Wallace - 053; Lt Peterson - 061; Lt Hochella - 051, flight leader; Lt Latawiec - 059, and Lt McLean - 312.

2. All A/P's reached the target and dropped their bombs. Bomb runs were made by individual flights of three A/P's on approximate heading of North at 0850/K/27 at altitudes from 7300 to 8300 feet.

3. As was previously reported, it is believed that 49 X 500 lb inst. demo bombs fell in the target area and that 5 X 500 lb inst demo bombs fell just offshore because of malfunction of the intervalometer on one A/P. Bombs were observed bursting near a red roofed building directly W of the hospital, among a group of buildings E of the hospital, and directly through the center of the target. Photographic substantiation is limited to a few pictures from one K-21 camera. Some K-20 pictures were taken but study indicates that the bomb hits shown on them were not made by our A/C. The appended diagram was made from the K-21 pictures. Crew members of the 501st Squadron, attacking Salamaua at the same time, reported seeing direct hits on the wireless station and hospital (in Target No. 3).

4. A/A was moderate, medium and heavy, and inaccurate from 4000 to 8500 feet.

5. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

1 - Incl.

PETROL
DUMP

Mc DONALDS JUNCTION

HEAVY A/A

FLOAT PLANE
BASE

SUPPLY DUMP

SAGO SWAMP

BILLET

BILLET AND SUPPLY
INSTALLATIONS

M/G

PLP

KILA TOWNSHIP AREA MISSION FFO 207

JULY 27 1943

TARGET #3

500 BOMB SQ 345 BOMB CR.

PHOTOS - 1-10 V 207 (A) (SALAMAU)
1700' FL 7' AC 277

M. MCNALLS JUNCTION

B. L. R. T. S.

B. L. E. T. S. AND P. E. T. S.

LT HOWARD'S ELEMENT
LT HOCHMELLER'S ELEMENT
LT MORTENSEN'S ELEMENT

LEGEND

— — — TARGET AREA #3

● BOMB HITS APPEARING
ON PHOTOS

500
236
25 Aug 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

26 August, 1943

Subject: Narrative Report on Mission FFO 236, performed by 500th Bombardment Squadron (M), 25 August, 1943.

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

Thru : Intelligence Channels.

1. Eight A/P's were ordered to bomb gun emplacements near Condor Point, Hansa Bay Area. There were two elements of 4 A/P's each: the first led by Lt M. F. Hochella, the second by Lt C. W. Howard. The first element was composed as follows: Lt Hochella (051), Lt McLean (312), Lt Latawiec (059) and Capt Cavoli (056). The second element consisted of Lt Howard (079), Lt Naigle (054), Lt Mortensen (055) and Lt Van Ausdell (068).

2. All A/P's reached the target and dropped their bombs and completed their strafing runs. Bombing and strafing runs were made at 0955/K at altitudes of from 50 to 90 feet.

3. Forty-eight clusters of 3 X 23 lb parafrag bombs were dropped over the target by the first element. It is believed that most of these fell among the gun emplacements. Twenty-eight X 300 lb demo bombs, 4-5 second delay fuze, were dropped on the target by the second element. A few bombs skipped and landed in the water. Photographs show three bursting off shore. Four X 300 lb demos were dropped short of target on installations sighted by two pilots at start of bomb runs.

4. 15,650 rounds of .50 cal. and 2225 X .30 cal. MG were expended in strafing. On return to base village area at Tumunum, west of Nubia was strafed, also new camp area approx. 2 miles SW of this village, and huts at approximate 0415S 14442E and 0427S 14440E, and on white building half way between these two positions.

5. A/A was moderate; light, medium and heavy; accurate from level of A/C to 500 feet.

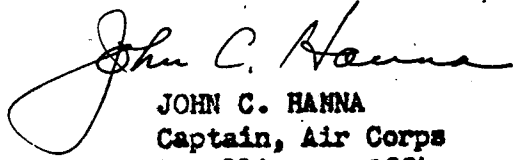
6. Photographs by K-21 cameras were taken from A/P's 051, 079 and 055. Resulting pictures show fog through out center attributed by lab to chemical trouble. Possibly condensation on lens (planes descended rapidly from 14000 feet) may have caused fogging. Three photographers from Fifth Combat Camera Unit were carried on mission and approx 265 ft X 35 mm was exposed over target and subsequently.

Report FFO 236, cont.

7. Diagrams of bomb runs prepared in quintuplicate were delivered to A-2, V Bomcom at 2300/K, 25 August, 1943 as requested.

8. No awards are recommended.

For the Squadron Commander:


JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
240-H
29 Aug 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

30 August, 1943

Subject: Narrative Report on Mission 240-H, performed by 500th Bombardment Squadron (M), 29 August, 1943.

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

Thru : Intelligence Channels.

1. Four A/P's were ordered to bomb and strafe barges at Alexishafen as a part of 12 plane formation led by Capt W. L. Kisaire of the 498th Squadron. Our element was led by Lt M. H. Mortensen and consisted of the following: Lt Mortensen (055), Lt Van Ausdell (068), Lt Naigle (054), and Lt James (075).

2. All A/P's reached the target and dropped bombs and completed strafing runs. Bombing and strafing runs were made at 1125/K at an altitude of 100 feet.

3. Bombs were dropped in inlets of Bostren Bay, and along shores of Admosin and Sek Islands, as shown by the attached diagram of bomb runs. Considerable smoke followed bombing and strafing of barges at Admosin Island. Barges and installations along bomb runs were strafed. One X 300 lb demo bomb was dropped near U/I bridge after flight made landfall below Madang, probably bridge over the Muru River. Eight X 300 lb demos were dropped in Bogadjin Road vicinity on return to base, one hit on road being observed. A total of 30 X 300 lb demo bombs, 4 to 5 second delay fuse, was dropped; 2 X 300 lb demos were returned to base due to failure of pilot to find a suitable target.

- 4. a. All guns on all A/P's functioned satisfactorily.
- b. Ammunition expended was 7200 X .50 cal. and 800 X .30 cal.
- c. A/C which salvaged bombs safe and the number of bombs: Nil.

5. A/A was slight, medium and light, and mostly inaccurate above the level of the A/P's.

6. One A/C was hit by gunfire, the suction line in the navigator's being severed.

7. No awards are recommended.

For the Squadron Commander:

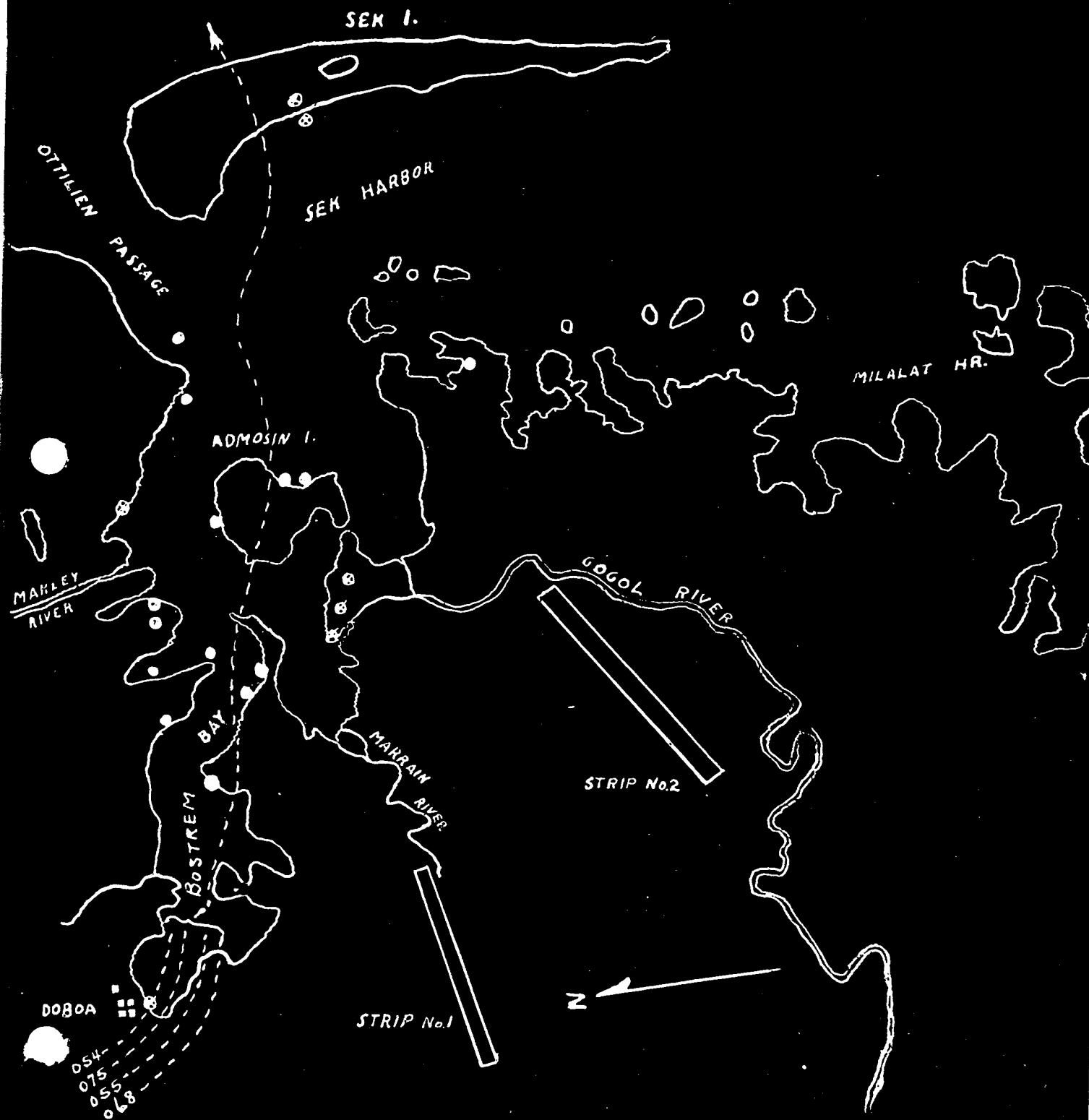
JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

BOMBING AND STRAFING RUN
500TH BOMB SQ. (M)
345TH BOMB GROUP

FFO. 240 H

ALEXISHAFEN AREA
AUG. 29, 1943

- - 14 X 500 DEMO. BOMBS
RECORDED ON PHOTOS.
- ⊗ - 7 X 300 LB. DEMO. BOMBS
OBSERVED BY COMBAT CREWS
9 X 300 LB. DEMO. BOMBS
DROPPED ON OTHER
TARGETS, NOT SHOWN.



500
243-GENERAL
1 SEPT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

2 September, 1943

Subject: Narrative Report on Mission FFO 243-General, performed by 500th And 499th Bombardment Squadrons (M), 1 September, 1943.

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

Thru : Intelligence Channels.

1. A twelve plane formation led by Capt Hochella of the 500th Bomb Squadron was ordered to bomb and strafe barges and installations at Alexishafen. The formation was made up of three elements of four A/P's each led respectively by Capt Hochella (222), Lt Mortensen (055), and Col Crabb (517, 498th Squadron). The elements consisted of the following: 1st element - Capt Hochella (222), Lt Latavice (059), Col Swannack (669), and Lt Wallace (048); 2nd element - Lt Mortensen (055), Lt Van Ausdell (068), Lt James (061), and Lt Gibb (079); 3rd element - Col Crabb (517, 498th Squadron), Capt Thompson (516, 499th Squadron), Lt Cooper (014, 499th Squadron), and Lt George (019, 499th Squadron).

2. All A/P's reached the target and made bombing and strafing runs at 0945/K to 0956/K at an altitude of 100 feet.

3. Bombing and strafing was carried out in target area as shown by the attached diagram of bomb runs. A total of 86 X 300 lb demolition bombs, 4 to 5 second delay fuse, were dropped on assigned and nearby areas. Ten bomb hits or near misses reported on approximately seven barges in Bostrem Bay and at west shore of Admosia Island where a large fire was started. Four bombs hit in nest of approximately ten gunpits on tip of long point in Bostrem Bay at 72.6-39.2 (this map reference and all subsequent are to Madang East Provisional, one inch to one mile). Six bombs dropped among buildings on shore of Militat Plantation at 73.3-34.8 and at 72.6-33.6. One barge off Malamal Island was thoroughly strafed by several A/C. All targets and Alexishafen Mission were strafed on bombing runs. High column of black smoke was observed rising several hundred feet in the air, believed from hit on dump on Admosin Island. Brownish-black smoke, boiling and rolling up 150 feet, was reported coming from a fire near the NE end of Strip No. 2.

4. A total of 10 X 300 lb demo bombs were returned to base as follows:

A/C # 059 - 8 X 300 due to malfunction of bomb rack.

A/C # 517 - 2 X 300 due to malfunction of bomb rack.

5. a. A/C whose guns fired satisfactorily: 669, 059, 055, 068, 079, 061, and 019. A/C which had malfunction of guns:

A/C # 222 - Two X .30 calibre waist guns fired improperly.

A/C # 048 - Three X .50 calibre forward guns jammed.

A/C # 517 - Eight X .50 calibre guns fired improperly.

A/C # 014 - Three X .50 calibre guns failed to fire.

A/C # 516 - One X .50 calibre gun failed to fire.

WFO 243-General, continued.

5. b. Ammunition expended as follows:

	<u>A/C #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
1st Element	(222	3,000	100
	(669	2,200	---
	(059	2,000	500
	(048	2,500	700
2nd Element	(055	3,700	---
	(068	3,600	---
	(061	2,000	200
	(079	2,500	300
3rd Element	(517	2,200	800
	(516	3,525	200
	(014	1,500	400
	(019	4,000	50
TOTAL		32,725	3,250

6. A/A was slight, light and medium, and inaccurate mostly 6-8000 feet at other A/G in vicinity. One A/P reported slight, medium and accurate A/A at 1000 feet from Anren Mission vicinity.

7. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

BOMBING AND STRAFING RUN
500TH BOMB SQ. (M)
345TH BOMB GROUP

FFO. 243 GEN.

ALEXISHAFEN AREA
SEPT. 1, 1943

LEGEND

- - 14 X 300 DEMO. BOMBS
SHOWN ON PHOTOS
- - 52 X 300 DEMO. BOMBS
REPORTED BY COMBAT CREWS
20 X 300 DEMO. BOMBS
UNOBSERVED OR DROPPED ON
OTHER TARGETS NOT SHOWN
- 10 X 300 DEMO. BOMBS RETURNED

OTHER OBSERVATIONS

- ① - BARGES
- ② - BARGES
- ③ - 7 BARGES
- ④ - FIRE
- ⑤ - FIRE
- ⑥ - BARGE
- ⑦ - BARGE
- ⑧ - FIRE
- ⑨ - FIRE



OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

6 September, 1943

Subject: Narrative Report on Mission FFO 247-General, performed by 500th Bombardment Squadron (M), 5 September 1943.

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

Thru : Intelligence Channels.

1. Twelve planes were ordered to bomb and strafe targets No. 3 and 9 in the Markham Valley Area and the Markham Valley Road. The formation, led by Lt Mortensen, was made up of three elements of four A/P's each as follows: 1st element - Lt Mortensen (055) squadron leader, Lt Van Ausdall (068), Lt Naigle (054), and Lt James (075); 2nd element - Col Crabb (517) element leader, Capt Hochella (051), Lt McLean (312), and Lt Latawiec (059); 3rd element - Major Hagest (056) element leader, Lt Wallace (048), Capt Amacker (561) and Lt Stockey (669).

2. All A/P's reached the target and made bombing runs at altitudes of from 800 to 1000 feet and strafing runs at 100 feet from 1023/X to 1027/X.

3. One hundred twenty, \pm 6 X 20 lb frag clusters were dropped on Target No. 3, with the exception of 2 or 3 single bombs which fell in the Markham River just short of the target. Some of the buildings in this target are believed to have been destroyed. No other results of our bombing was observed. Only Lt Mortensen's element strafed Target No. 3; tracers were seen entering the buildings. One A/P strafed the Motor Pool in Target No. 9 and a thatched building was observed to be burning in this area. Markham Valley Road and adjacent areas were strafed. One truck was reported apparently damaged by previous action. 11,060 X .50 calibre and 2,880 X .30 calibre ammunition was expended in strafing.

4. Paratroops were observed landing in the cleared areas in the vicinity of Nadsab Strip, N of the Markham River. Parachutes were seen in the clearing immediately S of Nadsab Strip and in the clearings extending NE to the woods above Target No. 3. Many parachutes were also observed in the heavily wooded area N of Target No. 3.

5. A total of 24 clusters, 6 X 20 lb frags were returned to base as follows:

A/P # 056 - 12 clusters, 6 X 20 lb frags due to switch malfunction.
A/P # 669 - 12 clusters, 6 X 20 lb frags. Pilot had been instructed to drop on A/P 056 (above) which did not drop.

6. a. All guns on all A/P's functioned satisfactorily.

500
247 GENERAL
5 SEPT 43

FTO 247-General continued.

6. b. Ammunition expended as follows:

	<u>A/C #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
1st Element	(055	3,000	300
	(068	1,200	300
	(054	1,200	800
	(075	1,000	400
2nd Element	(517	750	450
	(051	1,000	50
	(312	160	10
	(059	1,600	400
3rd Element	(056	500	100
	(048	500	20
	(561	150	50
	(669	---	---
TOTAL		<u>11,060</u>	<u>2,880</u>

c. A/C which salvaged bombs safe and the number of bombs: Nil.

7. No A/A was reported.

8. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

GABSON KEK

GABMATZUNG MISSION

CHURCH

CHINESE
TRADE
STORE

NADZAB
POLICE
POST

MARKET ROAD

MARPHAM RIVER

NADZAB
RUNWAY

055
068
054
075

511
512
513
514

BOMING RUN
5012 BOMB SQ.
3457 BOMB GRP.

FFO 247G

NANHAM VALLEY AREA

SEPT. 5 1943

SHELDON'S
OLD CAMP

UBWARIP

P. 9.

500
248-H
6 SEPT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

7 September 1943

Subject: Narrative Report on Mission FFO 248-H, performed by 500th Bombardment Squadron (M), 6 September 1943.

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

Thru : Intelligence Channels.

1. Twelve A/P's were ordered to bomb and strafe Malahang Plantation and Airbase. The formation, led by Capt M. F. Hochella, was made up of three elements of four A/P's each consisting of the following: 1st element - Capt Hochella (051) formation leader, Col Swannack (561), Lt McLean (312), and Lt Atawiese (059); 2nd element - Lt Mortensen (055) element leader, Lt Van Ausdall (068), Capt Cavoli (669), and Maj Hagest (056); 3rd element - Capt Macker (048) element leader, Lt Peterson (079), Lt Naigle (054), and Lt James (075).

2. All A/P's reached the target and made bombing and strafing runs at 1020/X to 1025/X from altitudes of 80 to 150 feet.

3. Sixty-four X 500 lb demo bombs, 4 to 5 second delay fuse and 3 X 500 lb demo bombs, 6 hour delay fuse were dropped as shown by attached diagram. All bombs fell in target area with the exception of 2 X 500 lb demos, 4 to 5 second delay fuse, which dropped slightly over. Building on the E side of runway at N end was believed to have been destroyed. Bombs fell among gun positions, observed to be empty, along E side of runway. Only observed personnel was one man running on Plantation Road N of runway. Bomb fell nearby with unobserved results. Plantation and drome were thoroughly strafed.

4. A total of 3 X 500 lb demos, 4 to 5 second delay fuse, was returned to base by A/P 075 due to malfunction of release.

5. a. No malfunction of guns reported.

b. Ammunition expended as follows:

A/C #	.50 calibre	.30 calibre
051	1,000	100
561	2,000	300
312	1,000	200
059	1,500	300
055	3,000	300
068	2,500	600
669	1,900	150
056	1,000	200
048	1,500	600
079	1,300	50
054	1,500	150
075	1,000	—
* TOTAL	19,200	2,950

WFO 248-H continued.

* Ammunition expended represents totals as turned in by Armament. Total compiled from figures turned in by crews and shown on final mission report was: .50 calibre - 22,700, .30 calibre - 2,550.
c. Nil A/C salvaged bombs.

6. A/A was slight, light, and mostly inaccurate at altitude of A/C. One crew reported bullet hole in nose of A/P, another crew reported hole in fuselage. Most crews reported nil A/A observed.

7. A/P #056 developed engine trouble enroute to base and was late in landing. Excellent fighter cover was accorded this A/P.

8. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

BOMBING RUN
500TH BOMB. SQ.
345TH BOMB GROUP
FFO. 248 G
MALAHANG DROME
LYD AREA
SEPT 6 - 43

BOMBING RUN
500TH BOMB. SQ.
345TH BOMB GROUP
FFO. 248 G
MALAHANG DROME
LYD AREA
SEPT 6 - 43

BOMBING RUN
500TH BOMB. SQ.
345TH BOMB GROUP
FFO. 248 G
MALAHANG DROME
LYD AREA
SEPT 6 - 43

BOMBING RUN
500TH BOMB. SQ.
345TH BOMB GROUP
FFO. 248 G
MALAHANG DROME
LYD AREA
SEPT 6 - 43

LEGEND

- 500 HITS RECORDED
ON PHOTOS
- 500 HITS REPORTED
BY COMBAT CREWS
- 1 FLIGHT LINES OF
ELEMENTS
- ⊕ 6 HR DELAY

LEGEND

- 500 HITS RECORDED
ON PHOTOS
- - 500 HITS REPORTED
BY COMBAT CREWS
- - FLIGHT LINES OF
ELEMENTS
- ⊕ - 6 HR DELAY

LEGEND

- 500 HITS RECORDED
ON PHOTOS
- - 500 HITS REPORTED
BY COMBAT CREWS
- - FLIGHT LINES OF
ELEMENTS
- ⊕ - 6 HR DELAY

LEGEND

- 500 HITS RECORDED
ON PHOTOS
- - 500 HITS REPORTED
BY COMBAT CREWS
- - FLIGHT LINES OF
ELEMENTS
- ⊕ - 6 HR DELAY

LEGEND

- 500 HITS RECORDED
ON PHOTOS
- - 500 HITS REPORTED
BY COMBAT CREWS
- - FLIGHT LINES OF
ELEMENTS
- ⊕ - 6 HR DELAY

PLANTATION

500
255-N
13 SEPT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

14 September 1943

Subject: Narrative Report on Mission FFO 255-N, performed by 500th Bombardment Squadron (M), 13 September 1943.

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

Thru : Intelligence Channels.

1. One A/P was ordered to provide escort for DD Swan and Transport Tarooma from 10°15'S 146°47'E to Port Moresby. A/P # 053, flown by Lt C. O. Jones, carried out this mission.

2. Contact was made at 1203/X and maintained until the vessels reached Port Moresby. There were nil sightings reported.

3. Ammunition expended: Nil
Bombs dropped: Nil

4. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
257-H
15 SEPT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

15 September 1943

Subject: Narrative Report on Mission FPO 257-H, performed by 500th Bombardment Squadron (M), 15 September 1943.

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

Thru : Intelligence Channels.

1. Twelve A/P's were ordered on barge sweep from Nagada to Finschhafen. The formation was led by Lt M. H. Mortensen and was composed of three elements of four A/P's each. The elements were composed as follows: First element - Lt Mortensen (055), Lt Van Ausdell (059), Lt Geer (222), and Lt Jones (669); Second element - Lt Howard (079), Lt Gibb (522), Lt Naigle (054), and Lt James (075); Third element - Capt Hochella (051), Lt McLean (312), Capt Anacker (048), and Lt Peterson (061). First named in each case was element leader.

2. Lt Geer (222) returned to base 10 minutes after take-off because of gasoline overflowing. He took off again but being unable to overtake the formation turned back at Marilinan and returned to base. All other A/P's reached the target and dropped bombs and strafed on run from Jomba, South of Madang to Cape Gerhards, Southeast from Finschhafen. Barge sweep was made at 0915/K to 1045/K from altitudes of 100 to 300 feet.

3. Eighty-five X 300 lb demo bombs, 4 to 5 second delay fuse, were dropped on run along coast from Jomba to Cape Gerhards. Pilots believe that 5 barges and 1 barge or small boat were destroyed as follows: 1 at Mur - 5 at Gargassi Point - 1 at Arndt Point, and 1 barge or small boat in Finsch Harbor. Villages along coast that were strafed or bombed included Uminu, Warai, Malalawai, Iepsius, Reisse Point, Singorkai, and Wab. Several fires were started. A supply dump consisting of rows of yellow drums in the vicinity of Kaliko, east of Gargassi Point, was strafed with unobserved results.

4. A total of 11 X 300 lb demo bombs, 4 to 5 second delay fuse, were returned to base as follows:

Lt Van Ausdell - 059 - One X 300 lb bomb - failed to find suitable target.

Lt Geer - - 222 - Eight X 300 lb bombs - See para. 2 above.

Lt McLean - - 312 - Two X 300 lb bombs - failed to find suitable target.

5. a. The following gun malfunctions were reported:

A/P # 669 - Eight X .50 calibre forward guns failed to fire.

A/P # 054 - Two X .50 calibre forward guns failed to fire.

FFG 257-H continued.

5. b. Ammunition expended as follows:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
055	4,200	1,500
059	3,500	1,000
222	returned to base	
669		30
079	1,000	700
522	2,500	200
054	4,350	1,200
075	4,450	400
051	4,000	700
312	2,000	675
048	2,500	3,000
061	3,000	400
TOTALS	31,500	9,805

c. Nil A/P's salvoed bombs.

6. Nil A/A reported.

7. No awards are recommended.

For the Squadron Commander:

JOHN C. HARRA
Captain, Air Corps
Intelligence Officer

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

16 September 1943

Subject: Narrative Report on Mission FFG 259-J, performed by 500th Bombardment Squadron (M), 17 September, 1943.

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

Thru : Intelligence Channels.

1. One B-25D-1 was ordered to drop pamphlets on the Finschhafen Area. Lt C. W. Howard in 079 was assigned to the mission. His crew included the following:

Co-Pilot:	Lt G. H. Braun
Navigator:	Lt I. E. Stepp
Engineer-Gunner:	S/Sgt F. W. Ellard
Radio-Gunner:	Pvt R. G. Walker
Gunner:	Sgt C. W. Brown
Passenger:	Pvt Slattery (F.E.L.O.)

2. Take-off was at 0803/K from Jackson Drome. The mission was not completed, in fact target area was not reached as interception occurred en-route thereto.

3. At 0915/K in vicinity of Markham Point as B-25D-1 was approaching Markham River mouth at 10,000 feet on heading of 100 degrees, interception by 6-8 SSF occurred. First sighting of enemy Aircraft was by turret gunner, Sgt C. W. Brown. He notified pilot that four SSF, probably Zekes, were approaching from 6 o'clock above. Pilot immediately started rapid let-down. Enemy formation flying close when first sighted was seen to spread as though for attack. It is the opinion of the crew, however, that no attack was delivered by any A/P of this formation. The attack came from out of the sun. One SSF which attacked from 2 o'clock missed on his pass and came directly in sights of turret gunner. A burst was seen to enter enemy A/P. Parts of cowling flew off and A/P fell over on one wing smoking badly. It was last seen in rapid descent obviously out of control. The observation was made by radio gunner, R. G. Walker and engineer gunner, F. W. Ellard. The latter was at the waist guns. This SSF is claimed as a definite, and should be credited to Sgt C. W. Brown. A split second after the attack described above, the upper turret dome was hit by a second SSF which also attacked from 2 o'clock position. Turret was shot off; the turret gunner rendered temporarily unconscious by injuries about the head. By same attack left vertical stabilizer was hit, a hole about six inches in diameter resulting. No other attacks were made.

4. Because of damage sustained B-25D-1 proceeded to Bobodura landing there at 1020/K. The crew was returned to Jackson Drome by another ship of the Squadron, landing here at 1147/K.

PFO 259-J continued

5. No gun malfunctions were reported. Ammunition was expended as follows: 200 X .50 calibre
100 X .30 calibre.

6. The crew made a very creditable showing when under attack. Particular commendation is due the three EM in the after positions of the A/P. It is recommended that the Air Medal be awarded Sgt Charles W. Brown for destruction of one enemy A/P and that for the injuries sustained in combat this man also receive the Purple Heart. No other awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rm

18 September 1943

Subject: Credit for Destruction of Enemy Aircraft.

To : Commanding General, Fifth Air Force, APO 925.

Thru : Commanding Officer, 500th Bombardment Squadron (M).

1. Request official confirmation for the destruction of one (1) enemy aircraft, thought to have been Type "O", in aerial combat over Markham Point at 0915/K on September 17, 1943 by the turret gunner of the following crew, 500th Bombardment Squadron (M):

Pilot	: Charles W. Howard, Jr., 1st Lt, O-792597
Co-Pilot	: George H. Braun, 2nd Lt, O-675545
Navigator	: Ira M. Stapp, 1st Lt, O-665951
Engineer Gunner	: Fred W. Ellard, S/Sgt, 34169625
Radio Gunner	: Robert C. Walker, Pvt, 13032937
Gunner	: Charles W. Brown, S/Sgt, 6887351

2. We were flying alone enroute to Finschhafen area to drop pamphlets. In the vicinity of Markham Point, as we were approaching the Markham River mouth at 10,000 feet on a heading of 100 degrees, we were intercepted by six to eight enemy BSF which we believe were Zekes. The first sighting of enemy aircraft was by turret gunner, S/Sgt Brown, who notified pilot that four (4) Zekes were on our tail. Lt Howard then saw the enemy aircraft slightly above and at six o'clock position; we immediately started rapid let-down. When first sighted, the enemy aircraft were flying close formation but soon spread as though for attack. About this time one (1) Zeke made a pass from about two o'clock which was from out of the sun. He was first seen by S/Sgt Brown crossing behind our ship presumably after having missed in his pass at us. S/Sgt Brown, firing the turret guns, saw his tracers enter the Zeke, pieces of the cowling fly off and the Zeke fall off on one wing smoking badly. S/Sgt Ellard, who was at the left waist gun, and Pvt Walker at the radio, both saw the Zeke going down smoking. S/Sgt Brown was rendered "hors de combat" almost immediately after getting this aircraft by a second Zeke attacking from two o'clock. Fire of this Zeke knocked off the turret plexiglass dome. S/Sgt Brown, injured about the head, was dazed and bleeding profusely when Pvt Walker pulled him out of the turret and administered first aid. Pvt Walker then took over in the turret until relieved a few moments later by S/Sgt Ellard. However the speed of our ship in rapid descent and the loss of the dome made it impractical for S/Sgt Ellard to remain long in the turret. He stood by out there were no more attacks. The ship was found to have a hole approximately six inches in diameter in the left vertical stabilizer so we proceeded to Bobodora, landing there without further incident.

Credit for Destruction of Enemy Aircraft cont.

^S
CHARLES W. HOWARD, JR.
1st Lt, Air Corps

^S
GEORGE H. BRAUN
2nd Lt, Air Corps

^S
IRA E. STEPP
1st Lt, Air Corps

^S
FRED W. BILLARD
S/Sgt, Air Corps

^S
ROBERT C. WALKER
Pvt, Air Corps

^S
CHARLES W. BROWN
S/Sgt, Air Corps

1st Ind.

CMH/jwd

HQS, 500TH BOMBARDMENT SQUADRON (M), APO 929. 18 September, 1943.
To: Commanding Officer, 345th Bombardment Group (M), APO 929.

1. Approved.

CHARLES E. HACKETT
Major, Air Corps
Commanding.

C E R T I F I C A T E

This is to certify that on September 17, 1943, while over Markham Point enroute to area designated in FFO 259-J we were attacked by two of a flight of 6 to 8 enemy single seated fighters, believed to be all Type "O", and that in the engagement one (1) enemy aircraft was shot down.

CHARLES F. HOWARD, JR
1st Lt, Air Corps

FFO 262-K continued.

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
051	4,100	800
312	2,500	1,000
059	1,800	1,000
222	2,500	
	<hr/>	<hr/>
TOTAL	25,100	11,000

c. Nil A/P's salvaged bombs.

6. A/A was slight to moderate, light to medium, inaccurate to accurate from 100 to 500 feet.

7. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
262-K
20 SEPT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

21 September 1943

Subject: Narrative Report on Mission FFO 262-K, performed by 500th Bombardment Squadron (M), 20 September 1943.

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

Thru : Intelligence Channels.

1. Twelve A/P's were ordered on barge sweep from Madang to Gogol River. The formation was led by Lt C. W. Howard and was composed of three elements of four A/P's each. The elements were composed as follows: First element - Lt Howard (561), Lt Maigle (054), Lt James (075), and Lt Gibb (522); Second element - Lt Mortensen (055), Lt Van Ausdell (068), Lt Wallace (669), and Lt Jones (053); Third element - Capt Hochella (051), Lt McLean (312), Lt Latawiec (059) and Lt Geer (222). First named in each case was element leader.

2. All A/P's reached the target and made bombing and strafing runs over assigned area at 0932/K to 1012/K from altitudes of 50 to 200 feet.

3. A total of 91 X 300 lb demolition bombs, 4 to 5 second delay fuse, were dropped along the coast from Madang to the Gogol River and on villages inland from the coast. Jomba, Jakob, Bili Bili, and Urembo Islands were bombed and strafed. Hits were scored on bridge at 706-197 (This and all subsequent references are to ^{Madang East} Bogadjim Provisional, 1st to 1 mile) and on elevated approach. Barge landing on the Gogol River at 683-126 was bombed and strafed. Docks and buildings at 731-233 were bombed and strafed. Grass covered dug-outs at Gorima and buildings and huts at the following villages were bombed and strafed: Jakob Hamlet, Jakob, Amele, and Umum. One bomb was dropped on the Madilon Plantation road. Supplies and M/G position near Gum River Bridge at 708-199 were bombed and strafed. A few bombs were observed to fall in the water along coast.

4. Five X 300 lb bombs were returned to base by Lt Van Ausdell (068) due to malfunction of bomb racks.

5. a. The following gun malfunctions were reported:

A/P # 053 - Four X .50 calibre guns jammed.

b. Ammunition expended as follows:

A/P #	.50 calibre	.30 calibre
561	3,000	300
054	4,000	900
075	3,500	950
522	2,700	1,500
055	4,000	850
068	2,000	1,300
669	3,000	1,600
053	2,000	800

500
265-J
23 SEPT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

24 September 1943

Subject: Narrative Report on Mission FFO 265-J, performed by 500th Bombardment Squadron (M), 23 September 1943.

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

Thru : Intelligence Channels.

1. Twelve A/P's were ordered to bomb and strafe personnel and villages on the Yati River Track from Sagerak to Maraisassa. The formation was led by Lt C. W. Howard and was composed of three elements of four A/Ps each. The elements were composed as follows: First element - Lt Howard (079), Lt Gibb (522), Lt Naigle (054), and Lt James (075); Second element - Capt Anacker (048), Lt Hecox (061), Lt Wallace (669), and Lt Jones (561); Third element - Maj Hagest (051), Capt Cavoli (312), Lt Van Ausdell (068), and Lt Geer (222). First named in each case was element leader.

2. All A/P's reached the target and made bombing and strafing runs at 0900/K to 0923/K from altitudes of 50 to 200 feet.

3. Ninety-six X 300 lb demolition bombs, 4 to 5 second delay fuse, were dropped as follows; 5 at Sagerak, 4 at Rumm, 6 at Antigwan, 10 at Maringgusin, 6 at Ragitsuma, 22 at Wankon, 6 at Marawasa, 2 at Maraisassa, 1 at Ragiuspun, 1 at Warosien, 7 at unnamed village at 695-995 (this and all subsequent references are to the Amari Provisional Map, 1 inch equals 1 mile) 1 at 736-979, 1 at 610-040, and 24 bombs were unobserved. All the villages along the track between Sagerak and Maraisassa and villages immediately north of target were strafed in several successive passes over target. Many fires were observed and crews reported that all villages on the track and some nearby were burning when they left the target. A large ball of black smoke rising 300 feet in the air at Ragitsuma or possibly unnamed village (695-995) indicated hit on an ammunition or fuel dump. Light M/G fire was silenced at unnamed village (695-995). First A/P over target received light M/G fire from Sagerak. This position was not firing on second run. The mission was executed according to plan and crews were enthusiastic over apparent success. Fighter cover was excellent.

4. a. The following gun malfunctions were reported:
- A/P 079 - Eight X .50 calibre forward guns fired erratically.
 - A/P 522 - One X .50 calibre forward gun jammed.
 - A/P 054 - Two X .50 calibre forward guns - malfunctions.
 - A/P 075 - One X .50 calibre forward gun failed to operate.
 - A/P 669 - Four X .50 calibre forward guns fired erratically.

FFO 265-J continued.

b. Ammunition was expended as follows:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
079	3,550	430
522	2,950	100
054	3,650	1,200
075	3,000	600
048	2,400	2,300
061	4,250	
669	3,000	400
561	1,500	100
051	3,700	600
312	4,100	600
068	3,450	1,100
222	<u>3,175</u>	<u>400</u>
	* TOTAL	7,830
	38,725	

* These figures differ from those in final mission report in that they were 31,200 X .50 calibre and 10,050 X .30 calibre based on crew estimates.

c. Nil A/P's salvoed bombs.

5. A/A was slight, light, and inaccurate at A/P level coming from point at 695-995 and at Sagerak.

6. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
267-G
25 Sept 4

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

26 September 1943

Subject: Narrative Report on Mission FFO 267-G, performed by 500th Bombardment Squadron (M), 25 September 1943.

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

Thru : Intelligence Channels.

1. Twelve B-25D-1's were ordered to bomb and strafe personnel and villages from Maringgusin and Marawasa, along foothills to Gusap River, and along south bank of river to Boparimpun. The formation was led by Capt L. E. Anacker, and was composed of three elements of four A/P's each as follows: First element - Capt Anacker (048), Lt Hecox (061), Lt Wallace (669), and Lt Jones (561); Second element - Lt Van Ausdell (068), Lt McLean (312), Lt Latwice (059), and Lt Oser (056); Third element - Lt Howard (079), Lt Gibb (522), Lt Naigle (054), and Lt James (075).

2. Eleven A/P's took off at 0835/K and proceeded with 12 A/P's of the 498th Bomb Squadron to Marilinan, thence directly to target. Two bombing and strafing runs were made each from SE to NW between 1004/K and 1045/K from altitudes of 50 to 300 feet. Squadron rally was at Marilinan whence formation returned directly to base, last A/P landing at 1210/K. One A/P which took off at 0847/K, developed engine trouble and returned to base at 0943/K without reaching target. Weather at target was CAVU with scattered cumulus clouds being reported between Marilinan and base.

3. Eighty-eight X 300 lb demolition bombs, 4 to 5 second delay fuse, were dropped as follows: 16 on Maringgusin; 9 on unnamed village at 695-995 (this and all subsequent references are to Amari Prov Map, 1 inch equals 1 mile); 15 on Ragitsuma; 16 on Wankon; 7 on Marawasa; 3 on Rumi; 3 on Antigian; 3 near Gusap (one hit in village and 2 in wooded area 3 miles south of village); and 8 were unobserved. Villages along the track from Maringgusin to Gusap were thoroughly strafed on both passes as were several other nearby villages. Several houses picketed along the creek bed directly south of Arifagan Creek (See Amari Prov. Map, 1" to 1 mile), sighted by one crew making first pass, were strafed by this crew on second pass over target. Huts in several villages were left burning. Ten to twelve fires were reported including 2 at Maringgusin, 1 at 695-995. A large grass fire up the Ramu River Valley in vicinity of 05°45'S 145°30'E was observed.

4. A field piece believed to be a 75 MM gun at 06°05'S 146°03'E was seen by one crew; gun was not firing. One medium A/A position at 06°02'S 145°55'E, was also reported by same crew. Fighter cover was good. The mission was executed generally according to plan, but some crews considered the target too extended for effective action.

FFO 267-G continued.

4. a. The following gun malfunctions were reported:
A/P # 061 - Four X .50 calibre forward guns fired erratically.
A/P # 669 - Four X .50 calibre forward guns did not fire.
A/P # 059 - One X .50 calibre forward gun jammed.

b. Ammunition expended:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
048	2,200	800
061	3,625	900
669	2,120	1,000
561	4,100	800
068	2,600	1,200
312	2,840	600
059	2,725	800
056	Did not reach target	
079	3,400	120
522	2,300	500
054	3,960	2,700
075	3,710	1,700
* TOTAL	33,580	10,720

* These figures differ from those in final mission report in that they were 30,600 X .50 calibres and 10,500 X .30 calibres based on crew estimates.

c. Nil A/P's salvaged bombs.

5. Eight X 300 lb demo bombs, 4 to 5 second delay fuse, were returned to base by Lt Geer (056) who failed to reach target due to engine trouble.

6. Only one crew reported A/A. It was described as slight, medium and inaccurate above level of A/P.

7. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
269-J
27 SEPT 4

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

28 September 1943

Subject: Narrative Report on Mission FFO 269-J, performed by 500th Bombardment Squadron, 27 September 1943.

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

Thru : Intelligence Channels.

1. Twelve B-25D-1's were ordered to bomb and strafe grounded airplanes at Boram Strip and A/A positions at Newak Strip. The formation was led by Capt M. F. Hochella and was composed of three elements of four A/P's each as follows: First element - Capt Hochella (051), Lt McLean (312), Lt Latawiec (059), and Lt Stooksy (561); Second element - Lt C. W. Howard (079), Lt Gibb (056), Lt Naigle (054), and Lt James (075); Third element - Capt Anacker (048), Lt Hecox (061), Lt Wallace (669), and Lt Jones (053).

2. Twelve B-25D-1's took off at 0800/K and proceeded with 498th and 499th Bomb Squadrons to Bena Bena where rendezvous was made with 38th Bomb Group and 3rd Attack Group and pursuits at 0930/K at 8000 feet. Leaving Bena Bena at two minute intervals the Groups, 38th Bomb Group leading, 3rd Attack Group second, and 345th Bomb Group third, flew directly to Karamambo Lake and thence to respective targets. Our twelve A/P's, flying in second place behind 498th leading, formed in line abreast for run over target. Bombing and strafing run on Boram Strip and dispersal areas was made at 1058/K at an altitude of approx 100 feet. Leaving target squadron returned by way of Kravel Bay and Bena Bena, thence to Jackson Drome, the last A/P landing at 1335/K. Weather enroute to target and back to base was good with ceiling of 10,000 feet. Visibility over target was unlimited.

3. Twelve A/P's in line abreast made bombing and strafing runs from east to west covering Boram Strip and dispersal areas, where 135 clusters 3 X 23 lb parafrags were dropped. Four clusters 3 X 23 lb parafrags were dropped among buildings in Mission in the southern part of Newak dispersal area, starting fires. One Betty on the west end of Boram Strip and two SBF in northeast dispersal area were hit by bombs. One transport, believed to be a Tess, was set on fire on west end of Boram Strip. Tracers were observed entering a truck and A/P's on strip and in revetments. Several fires were started, one growing in intensity in the northeast corner of Boram dispersal area. Bombs were observed falling among several Sallies, north of center of strip. Fuel dump west of Boram Strip was strafed as were gun positions between Boram and Newak Strips. One Sugar Charlie at 03°29'S 143°37'E was thoroughly strafed by several A/P's and one crew reported seeing smoke from cabin. Bombing and strafing was carried out as shown by the attached diagram. Photographs were taken of bombing and strafing.

4. One Tony, three Lakes and two Oscars attacked five of our A/P's at 1049/K to 1100/K over Newak and Bay at 100 to 300 feet. No damage resulted from their feeble attacks, which were made as follows: One enemy A/P attacked

from below and ahead; one attacked from 6 o'clock; another from 2 o'clock; and two made passes from opposite sides, one slightly ahead of the other. Our evasive action consisted of rapid change of course and altitude. One Zeke was hit by fire from one of our A/P's and was seen to fall off on one wing smoking and is claimed as damaged.

5. The radicomman in one A/P died enroute to base from wounds caused by M/G fire over target. Four A/P's were damaged as follows: One A/P received a small hole in the left engine nacelle forward of the wing; one ship was hit by shrapnel in the turret, right engine nacelle and forward part of the fuselage; the pilot's windshield on one A/P was cracked by ground fire, and the left side of a fourth A/P was punctured by several M/G bullets.

6. The following enemy A/P's were observed on the ground: Ten SSF and one U/I A/P, some of which were damaged, in the NE dispersal area; one serviceable Betty and two unserviceable SSF in the middle of the north edge of runway; one damaged SSF in the southwest part of dispersal area; one wrecked Zeke, one transport and one Betty on the west end of the runway; three SSF covered with grass in the extreme west end of the runway; three serviceable Zekes in the new dispersal area west of old area; five serviceable camouflaged SSF in northwest dispersal area near the coast; eight Sallies in area north of center of strip; two Betty's in the middle of east side of Newak Strip. Crews reported several total wrecks were scattered around the revetment and dispersal areas. Other sightings were as follows: One B-25 crashed in the water at 03°26'S 143°35'E at 1058/K. A very large fire was reported at 03°24'S 143°35'E. Three U/I small boats were observed at 03°27'S 143°36'E. One Sugar Charlie was sighted and strafed by several crews at 03°29'S 143°37'E. Four barges were observed in cove north of Hom and two on shore at Brandi Ptn.

7. a. Following gun malfunctions were reported:

A/P # 079 - Right forward .50 calibres failed to fire due to lack of sufficient current to operate guns and nose camera simultaneously. A test burst was fired before reaching target accounting for 100 rounds below.

b. Ammunition expended.

A/P #	.50 calibre	.30 calibre
051	2,300	500
312	1,250	850
059	3,055	800
561	3,655	—
079	100	500
056	2,350	50
054	2,850	500
075	2,280	1,200
048	1,300	400
061	2,480	1,500
669	2,475	500
053	3,175	1,000
* TOTAL	27,270	7,800

WFO 269-J continued.

* These figures differ from those in final mission report which were 28,950 X .50 calibre and 9,150 X .30 calibre compiled from crew estimates.

c. A/P # 053 salvaged five clusters 3 X 23 lb parafrags safe 40 mile south of Newak and 20 miles inland because of rack malfunction over target.

8. A/A was moderate to intense, light, medium and heavy, inaccurate to accurate below, even with, and above level of A/P's.

9. No awards are recommended.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

BOMBING AND STRAFING RUN

BORAM DROME AND WEWAK DISPERSAL AREA

500 B.S. 345 BOMB GROUP

F10 264-J

27:11:44.3, 1058K

WEWAK

WEWAK AIRDROME

GAYS

CLUSTERS 3123
(RAG BOMBS)

SECOND ELEMENT

FIRST ELEMENT

NOTE: ATTACK MADE 12 A/P'S LINE N 105T

LAKE BORAM

BORAM AIRDROME

45 CLUSTERS 345 BOMBING BOMBS

4 CLUSTERS 345 BOMBING BOMBS
PARAFKAG BOMBS

LEGEND:



AREAS IN WHICH

3X23 PARAFKAG BOMBS

WERE DROPPED

134 CLUSTERS 3X23

PARAFKAG BOMBS

LOADED ON TARGET

5 CLUSTERS 3X23

PARAFKAG BOMBS

SALVOED SAFE OVER

ENEMY TERRITORY

048
061
669
053
079
056
054
075
051
312
059
561

500
284-AA
12 OCT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

14 October, 1943

Subject: Narrative Report on Mission FFO 284-AA performed by 500th Bombardment Squadron (M), 12 October, 1943.

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

1. Twelve B-25D-1's of this squadron were ordered to bomb and strafe Vunakanan Airdrome, part of an attacking force which comprised four squadrons of the 345th Bomb Group and two squadrons of the 38th Bomb Group. Cover was provided by three squadrons of P-38's of the 475th Fighter Group, one squadron as top cover and one squadron at each flank. The attack was coordinated with an attack on Rapopo Airdrome by a force consisting of three squadrons of B-25's from the 3rd Attack Group and one squadron of Beaufighters from the 9th Operational Group.

2. The squadron had proceeded from Jackson Drome to Horanda Strip at Dobodura October 11. At 0800/L, 12 October, Capt Michael F. Hochella led take-off. Four elements of three planes each were made up as follows: Capt Hochella (051), Lt McLean (312), and Lt Latawiec (059); Lt Howard (079), Lt Gibb (522), and Lt James (075); Lt Mortensen (055), Lt Geer (222), and Lt Van Ausdell (065); Capt Anacker (048), Lt Peterson (061), and Lt Wallace (669). In diamond formation of V's the squadron made rendezvous with other units of the attacking force at Oro Bay, leaving there at 0822/L. Lt Latawiec (059) left the formation at 0955/L because of electrical system failure which rendered guns and turret inoperative; he landed without incident at Kiriwina Island. Proceeding to the vicinity of Wide Bay on the eastern shore of Northern New Britain the attacking forces followed the coast northward. At 1033/L near the Warangoi River the Vunakananau force turned inland. Assuming line abreast formation behind the other three squadrons of the Group our squadron hit the Vunakananau Drome at 1038/L, bombing and strafing from minimum altitude on an approximate course of 330 degrees.

3. One hundred twenty four clusters of 6 X 23 pound parafrag bombs (a total of 744 single bombs) were dropped on the target and 36,000 X .50 c.-libre and 9,600 X .30 calibre was expended in strafing the target and in subsequent fight with enemy planes. Bombs fell in all dispersal areas, on the personnel area in the Northern Plantation, near second "Garden Plot" and in the Southern Plantation. Six Betty bombers were observed to have been hit and it is claimed they were destroyed. Two Betty bombers were believed to have been badly damaged by near MISS misses. One Helen bomber with engines running was hit and left burning near the south end of the runway. It is very likely that several more planes on the drome were damaged by our bombs and strafing but it was impossible to observe results. As a result of bomb hits near "Garden Plot" black smoke rising to approximately 1000 feet was observed. There were several fires and much black smoke throughout the area. Photographs taken by K-20 and K-21 cameras show many bombs falling in bomber revetments, some directly on planes. The photographs also show much smoke rising from several fires in the target area. Thirty-five mm movie film has yet to be developed.

4. Although four of our A/P's came back with holes from A/A, the A/A fire was generally regarded as moderate and mostly inaccurate. It was much less than was anticipated.

5. Almost immediately after leaving target we were intercepted by an estimated 6 Zekes and 6 Haps, there may have been more. Our planes were then flying a course of 200 degrees becoming approximately 180 degrees at an altitude of 150 to 300 feet above terrain. Attacks were made against our airplanes in a running fight from 1040 to 1055/L commencing midway between Vunakanau and Keravat Airdromes and continuing until Wide Bay was reached. Approximately 24 passes were made, the majority from the 6 o'clock position just off the rudders, but the attacks were weak and ineffective. The crews credit the tail guns as principally responsible for the enemy's shallow attacks. In the course of the combat our gunners shot down one Hap and two Zekes; two additional Zekes are claimed as probably destroyed. The intercepting fighters probably came from the Tobera Drome as fighters were observed taking off from there as our formation passed nearby enroute to target. We suffered no casualties from the combat although one A/P had numerous holes received from the enemy fighters.

6. The return to base, after leaving Wide Bay, was to Kiriwina Island, thence to Oro Bay, the rally point. The distance enroute to target was approximately 455 miles, the length of return route, 480 miles. Nine of our planes had landed by 1320/L. Two airplanes which went in at Kiriwina for refueling because of failure of fuel system from turret tanks reached Horanda at 1420/L. One A/P which failed to reach target landing at Kiriwina Island because of electrical system failure returned to Horanda 1400/L, 13 October.

7. Two clusters, 6 X 23 lb parafrag bombs were jettisoned in the water enroute to base by two airplanes when crews learned that they had not been toggled out over the target.

8. Scattered cumulus clouds were encountered at 1500 feet enroute to target with rain squalls about 200 miles from Rabaul on return to base. Visibility over the target was unlimited.

9. One B-25 coming in over the target behind our formation was seen burning on the right side but crews reported that strafing and bomb dropping was continued throughout run by this A/P. It was later observed to go down in the vicinity of Vunarima Mission (565-428 Rabaul Special Map, 1 inch to one mile). One Zeke attacking this crippled plane was seen shot down by a P-38. A possible ammunition dump was sighted at 804-206 (Rabaul Spec., 1 inch to 1 mile). At 1030/L from 2000 feet one probable patrol boat was seen approaching the shore above Rugen Harbor. Five Zekes and one Val were observed taking off Tobera Drome at 1035/L. An estimated 15 to 20 T/E bombers were observed on Vunakanau Drome at time of attack and one crew reported seeing a Tess on the drome.

FFO 284-AA continued.

10. a. No gun malfunctions were reported.

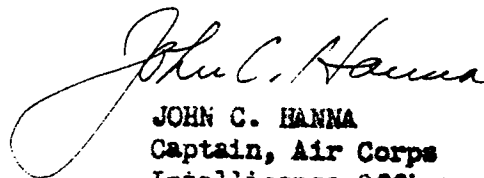
b. Ammunition expended as follows:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
051	4,100	
312	4,000	1,100
059	Failed to reach target	
079	2,600	1,500
522	2,600	1,200
075	3,400	200
055	4,000	1,500
222	3,800	600
068	3,000	1,100
048	3,100	400
061	3,000	1,000
669	2,000	1,000
	<u>TOTAL</u>	<u>9,600</u>
	36,000	

11. The Air Medal Award is recommended for gunners, S/Sgt John A. Murphy, S/Sgt Michael R. Korczynski, and Pvt Jonas R. Weimer who each destroyed one enemy fighter in aerial combat.

12. The enemy was undoubtedly taken by surprise else more of his planes would have been air borne. This was decidedly a contributing factor to the success of the mission. It explains also why the first three squadrons encountered nil interception. The direction of our attack on the drome was ideal for coverage of all dispersal areas and dumps; the crews were well satisfied with this strategy. Had one unit been assigned to attack Tobara Drome immediately in advance of our force, much of the enemy's fighter strength would have been caught flat-footed. We were lucky to have come off as well as we did considering interceptions.

For the Squadron Commander:


JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
288-M
16 OCT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb
19/10/43

Subject: Narrative Report on Mission FFO 288-M, performed by 500th Bombardment Squadron (M), 16 October, 1943.

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

1. Thirteen B-25D-1's of this squadron were ordered to bomb and strafe Boran and Newak Dromes and Newak Township, part of an attacking force which comprised four squadrons of the 345th Bombardment Group. Fighter cover was provided by three squadrons of P-38's

2. Take-off was from Jackson Drome at 0800/L. Lt Charles W. Howard led the formation which as planned was to consist of three elements of three planes each and one element of four planes as follows: Lt Howard (079), Lt Gibb (522), and Lt James (075); Capt Cavali (054), Major Fridge (061), and Lt Wallace (669); Lt Mortensen (055), Lt Van Ausdall (068), and Lt Gear (222); Capt Hochalla (051), Lt McLean (312), Lt Latawiec (059), and Lt Stockey (561). Lt Wallace (669) failed to take off due to shortage of gasoline discovered just prior to take-off time. Lt Latawiec (059) turned back almost immediately after take-off when his oil pressure started dropping. He landed at Jackson at 0838/L. After reaching Sepu on the upper Rama Valley, the turret on Lt James' A/P (075) broke and fell off causing him to return to base, landing at 1125/L. The remaining ten A/P's of the squadron reached the target and made bombing and strafing runs from 1053/L to 1057/L at altitudes of 75 to 200 feet.

3. Sixty-six clusters, 3 X 23 lb parafrags were dropped on Cape Moem Peninsula, Cape Boran and Newak Township with three to four fires being started at Newak Township. Two direct hits by parafrags were observed in gun positions on Newak Peninsula at 324-083 (this and all subsequent ref. are to Vicinity of Newak Special Map, 1:25000). Three parafrags exploded among 30 to 40 Japs running for cover in Newak Township at 321-084. Sixty-seven X 100 lb wire wrapped bombs were dropped on target. One X 100 lb bomb landed in tent area at 328-055 destroying several tents. One bomb landed in a revetment containing a twin engined bomber at 321-055 in Newak strip dispersal area. One bomb was observed to explode among 3 SSF near the NW end of Newak strip and parts of the planes were seen to fly into the air. A Betty bomber with engines running was bombed and thoroughly strafed by two A/P's. Bombers in south dispersal area at Boran strip were strafed. The entire target was strafed during bomb run. A total of three SSF were destroyed by bombing and one Betty bomber definitely destroyed by bombing and strafing. One twin engined bomber was probably destroyed.

4. A/A was light to heavy, slight to intense, and inaccurate to accurate at 100 to 1000 feet. We lost one B-25 (Lt Stockey - 561) from A/A fire which crash landed in the water off Cape Moem. Four men were seen in a life raft near the scene of the crash by crews of the other squadrons. These men might have been taken prisoners. Four other A/P's received holes caused by A/A fire encountered over target.

5. Interception was made by 15 to 20 Zekes and Tonys at 1052/L to 1102/L over the target and off shore from target at 100 to 200 feet. In a free for all fight enemy passes were made from all directions. Six passes were reported from 11 o'clock, 2 from 12 o'clock, 4 from 2 o'clock, 4 from 6 o'clock and about 20 more from various points around the clock. One Zeko made a head on dive from a thousand feet at an estimated 45 degrees (this A/P hit the water, bounced and came up still in the fight). Several attacks were made from above, the enemy fighters passing under our B-25's. The Japs in several instances broke off their attacks when fired upon but the crews generally reported that they were aggressive and experienced pilots.

6. A total of 6 Tonys and 3 Zekes were definitely destroyed in aerial combat, 1 Tony and 1 Zeko probably destroyed, and 2 Zekes damaged. Three of the definites were destroyed by fire from the forward guns of three of our A/P's.

7. Two X 100 lb wire wrapped bombs were dropped by one A/P en route to base when making landfall several miles below Boran.

8. The route in after leaving Boran was to Kraval Bay, thence inland to the Ram Valley, thence to Jackson, the last A/P landing at 1335/L. The distance to target was approximately 500 miles.

9. The weather over the ranges was overcast at 9000 feet. Over the Ram Valley there was 3/10 coverage at 2000 feet enroute to target. Over the target the weather was CAUV. Enroute to base there were scattered clouds in the Ram Valley at 2000 feet, 3/10 coverage.

10. Gun malfunctions were reported as follows:

A/P 222 - One X .50 cal forward gun and 1 X .30 cal failed to fire.
A/P 522 - Four X .50 cal forward guns - 75%.
A/P 312 - Three X .50 cal forward guns - malfunction.
A/P 051 - Four X .50 cal forward guns - failed to operate at beginning of run. The remaining four guns went out when electrical connections were severed by ground fire.

Ammunition expended:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
079	1,750	1,125
522	2,850	900
075	Failed to reach target	
054	1,800	1,500
061	2,100	—
669	Failed to take off	
055	1,300	1,500
068	3,500	1,800
222	2,200	600
051	600	1,000
312	2,700	1,200
059	Failed to reach target	
561	Failed to return	
TOTAL	18,800	9,625

FFO 288-M continued.

A/P 061 salvoed 12 X 100 lb wire wrapped bombs over target and A/P 222 salvoed 2 X 100 lb bombs enroute to base. One X 100 lb bomb was returned to base due to rack malfunction by 222.

11. Light A/A was observed coming from NW end of Newak strip. Four guns of heavy A/A was reported firing from shore between Mission Point and Newak Township and a 6 gun heavy A/A position observed firing from Cape Beran. One crew reported several serviceable Zeks and Bettys among wrecked A/P's along the edge of Newak strip and believe some wrecks were jacked up to appear serviceable. Seven to ten SSF were observed to take off from Beran strip, west to east, as attacking force approached. Approximately 15 SSF were seen along eastern end of Beran strip and several bombers were observed in the dispersal areas. An estimated 30 Z/E bombers were on Newak drums. An explosion was seen at 307-074, possible A/P, red ball of fire followed by black smoke. One B-25 of this squadron was ~~observed~~ observed burning over Newak Township and later to crash land on water off Cape Moon. This ship remained afloat for about a minute. Over Balman Harbor one Zek dove at 2 leading A/P's leading our withdrawal on a swing to the right, hit the water, bounced up and continued in the fight. Ten to twelve barges sighted along shore in Balman Harbor at 309-075. Two other crews placed same number of barges along shore on other side of New Point. One Fox Yare Charlie anchored between Cape Beran and Mission Point was sighted by several crews. A small patrol boat was seen one mile east of Naiboin Island on a course of 270 degrees.

12. The enemy defenses were apparently waiting for the attack, as A/A was encountered immediately the formation came in range. However, the warning had not been sufficiently in advance of our arrival for all fighters to become airborne. As a variation from the usual hour of attack, it is suggested that a dawn attack might prove very effective.

13. The Air Medal is being recommended for each of the following for the destruction of one enemy A/P in aerial combat: Major Benjamin W. Fridge, 1st Lt Raymond E. Gear, 1st Lt Donald J. Gibb, S/Sgt Robert G. Gerhardt, Pvt Jack G. Hallack, Sgt Samuel (NMI) Kellar Jr, and T/Sgt Claude C. Russell. Each person named is credited with destruction of one enemy A/P.

S/Sgt Charles W. Brown is being recommended for the award of the Distinguished Flying Cross, having shot down two enemy A/P's during aerial combat on this mission.

For the Commanding Officer:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

JCH/rpb

22 October 1943

Subject: Narrative Report on Mission FFO 288-M, performed by 500th Bombardment Squadron (M), 16 October, 1943 - correction.

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

1. Paragraph 13 of Narrative Report on Mission FFO 288-M, 500th Bombardment Squadron dated 19 October, 1943 should be amended as follows: S/Sgt Elmore C. Stephens should be substituted for Sgt Samuel (NMI) Keller in regard to recommendations for Air Medals.

2. This error was due to a clerical mistake in listing the engineer-gunner instead of the turret-gunner, who shot down the enemy A/P, on the operations crew list.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

500
290 AA
18 OCT 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

20 October, 1943

Subject: Narrative Report on mission FFO 290-AA, performed by 500th Bombardment Squadron (M), 18 October, 1943.

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

1. A 5000-ton freighter, a 6000-ton freighter-transport and a sub-chaser (or Corvette) were sunk in a savage night-bombing attack on shipping near Rabaul (Vunapope) October 18 by six B-25D-1's of this squadron. Fighting their way back through a swarm of 40 to 50 Jap fighters, the Mitchells, who had no fighter cover for the attack, shot down 10 Zekes definitely in a one hour and ten minute running battle just above the water. An additional 4 Zekes were seen dip their wings and cartwheel into the sea as they tried to maneuver under our planes. Two of the six B-25's were lost, and the co-pilot of another plane was wounded severely in the abdomen. However, word has been received of the rescue of two men of one crew.

2. Nine B-25D-1's of this squadron were ordered to bomb and strafe shipping between Vunapope and Lesson Point, as a part of a coordinated assault on targets in the Rabaul area. Attacking plan included strikes at Vunakasan and Lakunai Airdromes by eight squadrons of heavy bombardment, at Tobora Airdrome by two squadrons of strafers and at Rapopo Airdrome by three squadrons of strafers of the 345th Group. The heavies were to attack one hour before the strafers. Fighter cover was to be provided by two squadrons of P-38's with the 345th Group and one squadron of P-38's with the 36th Group, while P-40's were to cover heavy units.

3. Nine planes of the 500th Squadron took off from Jackson Drome at 0845/L, 17 October for Horanda Strip at Dobodura, landing there at 0950/L. The next day at 1000/L Lt Mortensen as squadron leader led take-off from Horanda with three elements of three planes each, as follows: Lt Mortensen (055), Lt Gear (222) and Lt Hecox (572); Capt Anacker (054), flight leader, Lt Wallace (669), and Lt Peterson (056); Lt Howard (079) flight leader, Lt Gibb (522), and Lt James (075). Lt Peterson took off at 1029/L after transferring from his scheduled plane to the spare one; he was able to join the formation at the rendezvous point which was over Oro Bay at 2000 feet. The formation was on course to the target at 1042/L. At 1117/L Lt Howard, who had turret failure, and his flight turned back landing at Horanda at 1205/L without incident. The fighter cover had already turned back because of weather as had the eight squadrons of heavies.

4. The rest of the B-25's continued toward the target, following the New Britain coastline most of the way and made landfall a little below Cape Gazelle. At that point the 38th Group swung left to hit Tobora and the 345th swung right to hit Rapopo. Passing clear of this strip, the 500th's

planes veered to the left of the Group formation to line up for attack at 1300/L on shipping in the vicinity of Vunapope.

5. As they swept toward the coast at tree-top level, the six strafers sprayed a hail of bullets from 48 forward firing .50 calibre machine guns across camp and supply areas in their path. Breaking over the coast, they lined up in three plane flights on a 5000-ton freighter and a 6000-ton freighter-transport lying at anchor. The freighter, with an unloading barge alongside, was straddled with two 1000 lb, four to five second delay, bombs dropped by Lts Mortensen and Geer and missed by a third, also Geer's. The ship was seen to overturn. Still ruffling the water with their prop wash, the pilots headed for a corvette which was well under way and maneuvering to avoid attack. Two 1000 lb bombs from Lt Hecox's airplanes hit directly ahead of the warship, and the delay in explosions was just enough to catch the ship squarely, demolishing it. A bomb aimed by Lt Mortensen missed.

6. Closely behind and to the left Capt Anacker's flight was coming in to attack the freighter-transport strafing all the way and setting the superstructure afire. One 1000 lb bomb hit the deck and bounced off, but the other five exploded near or in the vessel, lifting it out of the water. Enemy fighters dove to attack, their fire hitting Lt Wallace's right engine which started to smoke badly. As vibration threatened to tear the engine loose Lt Wallace feathered the prop and went on single engine operation. Following an agreed upon plan, the other two planes in his flight started to fall back to protect crippled Mitchell which was to become the flight leader. Then Lt Wallace saw the left engine on Lt Peterson's plane start to smoke and the left wheel drop down from the nacelle. Lt Peterson was seen to feather his prop immediately but he quickly lost speed and altitude and made a tail-down landing on the water. Seven or eight Jap fighters then swooped to strafe him. His gunner, however, had already accounted for two of the Japs in the males, according to Lt Wallace's crew. With Capt Anacker on Lt Wallace's left wing to give protection the two headed for home, from Cape Gaselle into St George's Channel.

7. More of the enemy fighters were waiting at 5000 feet over the Cape and an estimated 40 to 50 Zekes, Haps and Tonys dove to intercept the remaining five Mitchells. Several Japs pressed from one to six o'clock on Lt Mortensen's flight, but cooperative fire from the close formation prevented damaging attacks in the running battle. One Zeke was claimed destroyed by Lt Mortensen's gunner. Lt Wallace and his crippled ship and Capt Anacker bore the brunt of the attack which ran for approximately an hour and ten minutes at wave-top level. During the engagement, in which countless passes were pressed home from all positions from Cape Gaselle to several miles below Cape Dampier on the New Britain south coast, five Zekes were claimed shot down by Lt Wallace's gunner and two Zekes by Capt Anacker's gunner which were seen by Lt Wallace's crew.

8. The Japs flew very close showing their roundel on a gold background the edges of which had a fishscale appearance and a lightning bolt insignia

One nervy Jap eased into formation between the two B-25's and flew for more than a minute not more than 50 feet away from either Mitchell. The gunners did not dare to fire for fear of hitting their other plane. The Jap pilot was described by one gunner as a "mean looking bastard" and not smiling as Hollywood shows them.

9. So numerous were the attacks that the gunners were kept busy firing short bursts at one enemy plane after another and declined to estimate any number of Jap planes probably shot down or damaged. Sgt Murphy, turret gunner on Lt Wallace's ship, soon ran out of ammunition and called for more. Teaming up, Sgt Isler, engineer, and Sgt Eaton, Radio operator, passed several belts of ammunition from the navigator's compartment and over the bomb bay to replenish his supply. These two men also were kept busy firing the waist guns, operating the radio to send out an SOS and taking turns clamping their hands over a gasoline line which had been severed by a bullet and was flooding the plane with gasoline and fumes. They also took turns at spotting attacking aircraft after watching the turret gunner's legs to see which way he was firing, they looked in the opposite direction to warn him by interphone of enemy approaching from his back.

10. The turret gunner himself was busy, firing a total of 1500 rounds during the combat, reloading frequently and giving protective fire ahead of Capt Anacker's ship and covering his gunner while he was reloading. The aft end of the plane was ankle deep with empty cartridge cases. At the end of the fight one turret gun and one waist gun had been shot out. Fragments from the shell which silenced the waist gun pierced Sgt Eaton's flying cap and coating from armor piercing shells splattered Sgt Isler's face as he was climbing back and forth with ammunition. All three men became groggy from the gas fumes. Sgt Eaton momentarily passed out while calling for a radio bearing and fell across the key, sending out a continuous signal. Reviving slightly, he grabbed his oxygen mask and sucked on the tube to get straightened out.

11. In the vicinity of Cape Kwai on the south coast of New Britain Capt Anacker's ship apparently became damaged from the swarm of Jap fighters, and he headed for shore when about 12 miles out. He was last seen near the coast losing altitude and still under attack by Jap fighters.

12. Lt Wallace continued on alone, still pursued by 20 to 25 Japs, until reaching Cape Dampier where he turned to head for Kiriwina. Some of the Japs appeared anxious to finish him off and became daring in their maneuvers which resulted in four and a possible fifth crashing into the water as they wheeled low to attack Lt Wallace who was flying at about 30 feet. Four of these are being claimed as definitely destroyed as a result of Lt Wallace's wave-skipping strategy and superior flying. Despite having his ship crippled by the loss of one engine and by more than 41 gaping holes in it he met headon attacks four times by climbing into them, maneuvering and then turning into his dead engine to get down to his former level. As the attacks dwindled the Japs appeared to press less closely and soon all but one had turned back. The remaining Zeke, apparently out of ammunition, did several slow rolls finally waggled his wings headed for home.

13. Lt Wallace landed at Kiririna at 1510/L where his co-pilot, Lt Hicke, was operated on for a severe abdominal wound. Desperate for all fire power possible, Lt Hicke had resorted to firing his .45 calibre pistol from his seat at attacking Zekes. It was while he was resting his pistol momentarily in his lap that he was wounded and the same bullet nearly severed his right thumb holding the pistol. He had been given first aid by the turret gunner after the Jap fighters turned back.

14. While the destruction of enemy planes which crashed as a result of the Jap pilot's inability to outmaneuver Lt Wallace was not claimed for this crew, in the mission report, a request for credit is now being prepared at the direction of the Group Intelligence Officer. This will be accompanied by affidavits of crew members who witnessed the crash. If it is satisfactorily established that four crashes occurred, and credit is allowed, the total enemy fighters destroyed by this airplane on this mission will be nine. This figure would raise the squadron's total for this mission from the ten definitely now counted to 14. It is felt that too much credit cannot be given to Lt Wallace for his superior flying. He not only flew for two and one quarter hours on one engine, under attack nearly the whole time, but in beating off attacks did some exceptional maneuvering.

15. Lts Mortensen, Hecox and Geer had landed at Kiririna on their way back to Dobodura after the attack. All pilots returned to Jackson Drome the following day. Only minor damage was caused to the other ships, but Lt Wallace's will need a new engine, a new blade for the prop of the good engine, a new wing, new radio equipment and many other repairs before operating again.

16. Radio intercept reported a Jap aircraft spotter warning of 100 bombers heading for Rabaul at 1221/L on the day of the attack, which undoubtedly accounts for the enemy having so many fighters in the air waiting for us. Two factors which made the mission unusually difficult for our squadron were that only six ships made the attack, whereas a larger formation would have afforded more protection, and that the planes went in without benefit of fighter cover.

17. At the filing of this report, Lt Migliacci, Capt Anacker's navigator and S/Sgt Henderson, his gunner, have been reported to have been rescued at Cape Kwai on the south coast of New Britain. At this time no word of the other members of Capt Anacker's crew has been received, as is the case with Lt Peterson's crew.

18. From the very good K-17 photos the two merchant vessels sunk have been identified tentatively as the Fox Baker Kinkasan Maru of 4981 tons and the Fox Tare Baker Johore Maru of 6072 tons. The Kinkasan Maru was sunk by planes piloted by Lts Mortensen and Geer, and the Johore Maru was sunk by Capt Anacker, Lt Wallace and Lt Peterson. Bomb runs, bomb hits and the location of vessels in the target area are shown on the attached diagram. This diagram has been compiled from mission photographs and interrogation of crews.

19. A/A over the target was light to heavy, moderate, inaccurate at 100 to 200 feet above aircraft mostly from five destroyers moving off Prad Pt.

FPO 290-AA continued.

into the target area during the attack. K-20 and K-21 photos in addition to the K-17's show bomb hits and several merchant vessels in the area.

20. Weather consisted of low broken cumulus clouds and many scattered thunder showers all the way into the target. At times there was a complete cumular form overcast at 1000 feet or less. Weather was clear over target.

21. Twelve x 1000 lb, 4 to 5 second delay, demo bombs were dropped. No gun malfunctions were reported. Ammunition was expended as follows:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
055	2,650	1,100
222	1,500	700
572	2,200	150
054	Ship lost.	
056	Ship lost.	
669	4,500	1,500
	<u>10,850</u>	<u>3,450</u>
TOTAL		

22. The following awards are recommended:

Distinguished Service Cross to: 1st Lt Ralph G. Wallace.

: S/Sgt John A. Murphy for destroying five A/P's in a single combat.

Distinguished Flying Cross to : S/Sgt John A. Murphy for fifth enemy A/P.

Oak Leaf Cluster to Air Medal previously recommended to:

S/Sgt John A. Murphy.

Silver Star to

: 2nd Lt Edward J. Hicke) For gallantry in
: S/Sgt Weldon (NMI) Isler) action.
: S/Sgt Burton E. Eaton)
: Capt Lyle E. Anacker)
: 1st Lt Harlan H. Peterson)
: 2nd Lt Edward J. Hicke)

Purple Heart to

Distinguished Flying Cross to : 1st Lt Max H. Mortensen for his brilliant leadership of the first unescorted skip bombing attack made by medium bombers especially as it was over one of the most heavily defended enemy bases.

: S/Sgt Robert T Henderson for two A/P's destroyed in single combat.

: S/Sgt Michael Korczynski for two A/P's destroyed in single combat.

: 2nd Lt David E. Koenig)

: 2nd Lt Jerome A. Migliacci)

: 2nd Lt Lloyd S. Durmeyer)

: S/Sgt Millard (NMI) Svec)

: S/Sgt George M. Hardy)

: S/Sgt Willie F. Free)

: T/Sgt William J. Schneider)

: S/Sgt Fred W. Behling, Fifth)

Combat Camera Unit photogr.)

For extraordinary achievement while participating in aerial flight.

FFO 290-AA continued.

The Air Medal to all personnel named above and also to the following for the sinking of three enemy vessels in which all A/P's of the formation had a part:

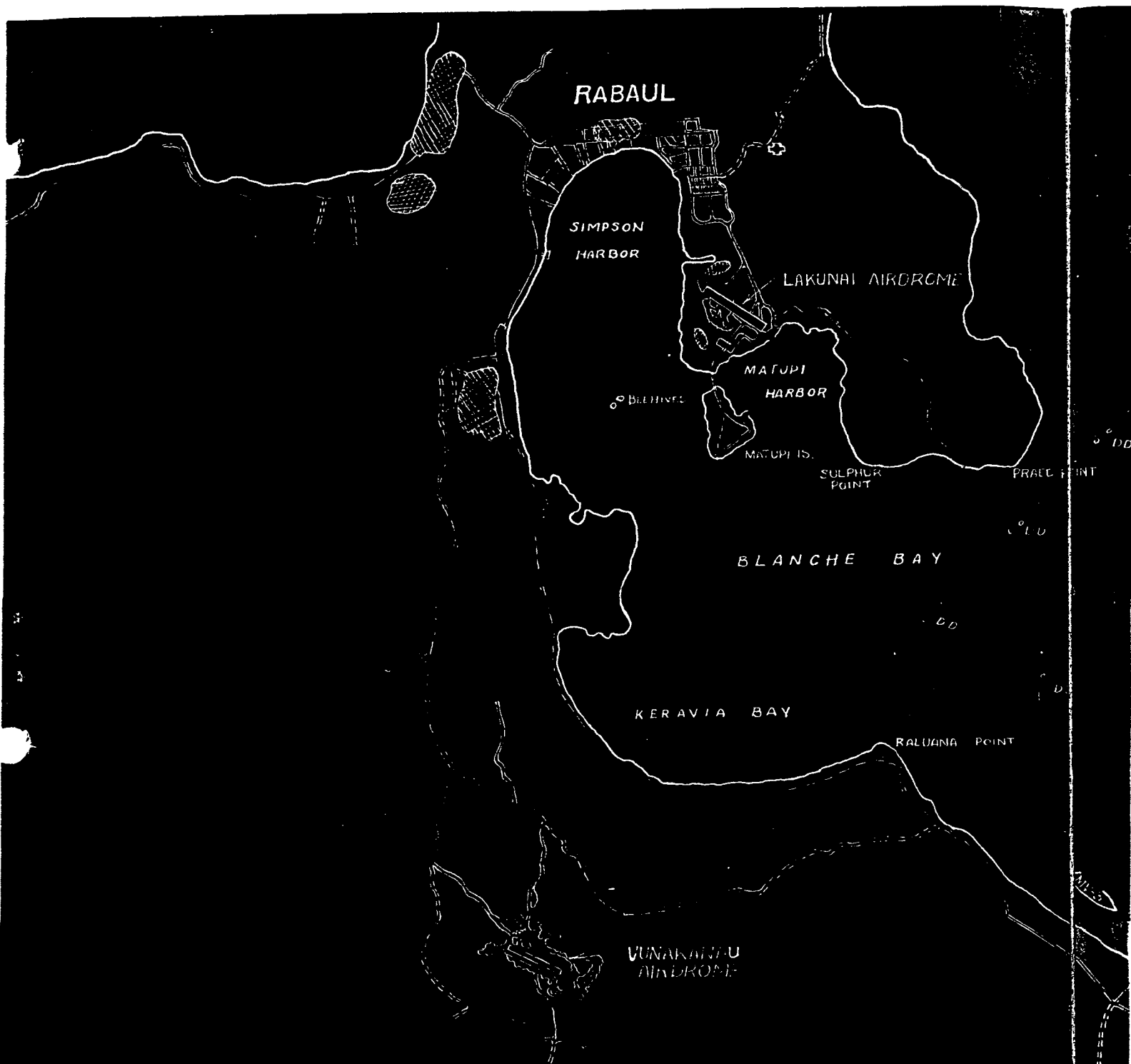
Major Charles M. Hagest
1st Lt Raymond E. Gear
2nd Lt George I. Davis
2nd Lt George C. Mitchell
S/Sgt Mike F. Freesty
S/Sgt Ben W. Staifle
Sgt Oliver G. Miller

Cpl Vernon (MMI) Hegg, Fifth Combat
Camera Unit Photographer



1st Lt Thane C. Hecock, Jr
2nd Lt Lee E. Shivel
2nd Lt James W. Dubose
S/Sgt Mickey D. Pavkovich
S/Sgt James L. Davis
S/Sgt Joseph D. Geronimo
Cpl Harold J. Williams
Pvt Jack C. Hallack

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer



LEGEND

-  ECMB BURSTS. 12 X 1000 LB. DEMO BOMBS, 4 5 SECOND DELAY FUSE, DROPPED ON MERCHANT VESSELS 1 AND 2, AND ON PC BOAT.
-  - STORES, FUEL AND AMMUNITION DUMPS

ATTACK ON SHIPPING VUNAPOPE-BLANCHE BAY

500TH BOMB. SQ-345TH B.G.

FFC-2904A

OCTOBER 18, 1943

SCALE

0 1 2 3 MILES

TRAIL MAPS - MAPS IN THE
IN RABUL AREA - 2ND INFANTRY
IN THE AREA OF MAY 1943

V BOMBER COMMAND

ULU IS.

KABAKON IS.

GREATER ISLANDS

+ - 656 REPORTED TO HAVE
CRASH LANDED HERE.

CAPE GAZELLE

LESSON POINT

KURUPON

VUNAPOPE

Rapopo
Drome

TAMALILI
BAY

+ - 572
+ - 655
+ - 277

+ - 656
+ - 654
+ - 664

EHB

500
296-AA
24 OCT 43

OFFICE OF THE INTELLIGENCE OFFICER
SCOTH BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP
APO 929

JCH/RPB

26 OCTOBER 1943

SUBJECT: NARRATIVE REPORT ON MISSION FFO 296-AA, PERFORMED BY
SCOTH BOMB SQUADRON (M), 24 OCTOBER, 1943.

TO : COMMANDING OFFICER, 345TH BOMB GROUP (M), APO 929.

1. AS PART OF AN ATTACK AGAINST JAP AIRDROMES IN THE RABAU AREA, NINE B-25D-1'S OF THIS SQUADRON BOMBED AND STRAFED VUNAKANAU DROME THE MORNING OF OCTOBER 24TH. LED IN BY THE 3RD ATTACK GROUP WHICH HIT RAPOPO AND TOBERA DROMES WITH 3 SQUADRONS, THE 345TH BOMB GROUP THREW 4 SQUADRONS AT VUNAKANAU. OUR SQUADRON WAS THE SECOND OVER THE TARGET, ATTACKING BEHIND THE 501ST AND FOLLOWED BY THE 498TH AND 496TH IN THAT ORDER. STRAFING FROM MINIMUM ALTITUDE AS THEY APPROACHED THE TARGET AREA OUR AIRPLANES WENT OVER IN ELEMENTS OF THREE ABREAST, DROPPING THEIR BOMBS ACROSS THE DISPERSAL AND DUMP AREAS AND ON AN ANTI-AIRCRAFT POSITION. THREE BETTY BOMBERS AND 1 TONY WERE HIT AND DESTROYED.

2. WE HAD LEFT JACKSON STRIP AT PORT MORESBY 23 OCTOBER, LANDING AT 1330/L AT DOBODURA. FROM HERE OUR PLANES TOOK OFF FOR THE ATTACK AT 0815/L THE FOLLOWING MORNING. LED BY CAPT M. F. HOCHELLA, THREE ELEMENTS OF THREE WERE COMPOSED AS FOLLOWS: CAPT HOCHELLA (061), LT MCLEAN (312), AND LT LATAWIEC (059); LT MORTENSEN (055), LT HECOX (572), AND LT GEER (074); CAPT HOWARD (079), LT GIBB (522), AND LT HAIGLE (075). LT SPEICHER (099) WAS AN AIRBORNE SPARE, AND WHEN SHORTLY AFTER TAKE-OFF LT HECOX (572) DEVELOPED ENGINE TROUBLE WHICH NECESSITATED TURNING BACK, THE SPARE PLANE TOOK HIS PLACE IN THE FORMATION. FROM THE RENDEZVOUS OVER ORO BAY THE ATTACKING FORCE PROCEEDED TO THE INITIAL POINT (0505S-15240E), THENCE TO TARGET. FIGHTER COVER WAS PROVIDED BY TWO SQUADRONS OF P-38'S PER GROUP.

3. THE BOMBING AND STRAFING RUN ON AN APPROXIMATE HEADING OF 315 DEGREES WAS MADE AT 1112/L TO 1115/L AT A MINIMUM ALTITUDE. 108 X 100 LB DEMO BOMBS, 8 TO 11 SECOND DELAY FUSE, WERE DROPPED ON THE TARGET. THE FOLLOWING RESULTS WERE OBSERVED: A POSSIBLE RADAR STATION ON HILL SE OF DROME WAS THOROUGHLY STRAFED BY 3 A/P'S. ONE BETTY BOMBER IN THE SW DISPERSAL AREA HIT BY BOMB. ONE DIRECT HIT ON BETTY BOMBER IN NW DISPERSAL AREA. ONE BETTY STRAFED BY .30 CALIBRE GUNS, PARTS FLYING OFF. TWO FIRES STARTED ON S EDGE OF RUNWAY. ONE TONY HIT BY BOMB AND LEFT BURNING. A KNOWN HEAVY AA POSITION, 5000 FEET OFF N END OF RUNWAY, WHICH WAS FIRING TWIN GUNS ESTIMATED 75 MM, WAS TARGET OF TWO BOMBS. THEY LANDED WITHIN 25 FEET OF GUNS; ONE CO-PILOT REPORTED PARTS OF GUN FLEW THROUGH THE AIR.

4. INTERCEPTION BY APPROX 30 ENEMY FIGHTERS PRODUCED ONLY 2 SHALLOW PASSES AS THE P-38 COVER PROMPTLY AND EFFECTIVELY CAME DOWN TO DRIVE OFF THE JAPS. CREWS ALL REPORTED EXCELLENT COVER.

FFO-296AA CONT.

5. A/A WAS LIGHT TO HEAVY, INTENSE, MOSTLY INACCURATE AND ABOVE OUR A/P'S. TWO OF OUR SHIPS RECEIVED SMALL HOLES FROM GROUND FIRE. CREWS REPORTED THAT A/A AT TOBERA DROME APPEARED TO BE OF A BARRAGE TYPE.

6. WEATHER ENCOUNTERED TO AND FROM TARGET CONSISTED OF LOW SCATTERED LIGHT STRATUS AND CUMULUS CLOUDS AT 1500 TO 2500 FEET WITH RAINSHOWERS INTERSPERSED. VISIBILITY OVER TARGET WAS 25 MILES. DISTANCE TO TARGET APPROX 450 MILES WITH RETURN ROUTE VIA KIRIWINA COVERING ESTIMATED 500 MILES. K-20, K-21 AND K-25 PHOTOS WERE TAKEN OF THE BOMBING AND TARGET.

7. SIGHTINGS:
PROBABLE CONCRETE SUNKEN ROAD THRU CENTER OF GARDEN PLOT SE OF DROME, ESTIMATED 6 FEET DEEP AND 10 FEET WIDE.
ONE TWIN HEAVY AA GUN ESTIMATED 75 MM IN OPERATION 5000 FEET OFF N END OF STRIP.
ONE BETTY BURNING FROM HIT BY 501ST SQDN BOMB.
B-25 SEEN TO HIT AND BURN ON GAZELLE PENINSULA COAST NEAR MOPE.
ONE PILOT REPORTED A LARGE SPOOL OF TYPE USED FOR WIRE ROPE OR CABLE ON HILLSIDE SE OF DROME.
SEVERAL SMALL FIRES AROUND TOBERA DROME.
FIVE LOADED "A" TYPE BARGES IN JACQUINOT BAY.
TWO FIRES 100 FEET APART, POSSIBLE SMOKE SIGNALS FROM B-25 CREW WHICH WENT DOWN ON MISSION FFO 290-AA, SEEN ON THE SOUTH NEW BRITAIN COAST 2 MILES INLAND FROM EAST OWEN POINT AT 0530S - 1515TE. NO A/P WRECKAGE SIGHTED.

8. LT WORTENSEN'S FLIGHT OF 3 B-25'S LANDED AT KIRIWINA ON RETURN FLIGHT DUE TO BROKEN PROP CONTROL CABLE ON A/P 074. THIS A/P PILOTED BY LT GEER REMAINED THERE FOR REPAIRS WHILE THE OTHER TWO SHIPS TOOK OFF IMMEDIATELY FOR DOBODURA LANDING AT 1415/L. LT GEER, AFTER A NEW CABLE HAD BEEN INSTALLED, ALSO RETURNED TO DOBODURA HIS LANDING TIME BEING 1735/L. THE REMAINING SIX A/P'S DID NOT LAND AT KIRIWINA BUT PROCEEDED BACK TO BASE. LT NAIGLE (075) CRASH LANDED IN COLLINGWOOD BAY WHEN ONE ENGINE CAUGHT FIRE. HE FEATHERED HIS PROP IMMEDIATELY BUT SOON REALIZED THAT HE WOULD NOT BE ABLE TO MAKE IT BACK TO BASE AND DECIDED TO CRASH LAND IN THE WATER. ALL CREW MEMBERS WERE PICKED UP BY A PB2Y AND BROUGHT IN TO DOBODURA. THE ENGINEER GUNNER RECEIVED A CUT ON THE FOREHEAD AND WAS CARRIED TO THE HOSPITAL. HIS CONDITION IS NOT SERIOUS.

9. GUN MALFUNCTIONS WERE AS FOLLOWS:
A/P 059 - 1 X .50 CALIBRE FORWARD GUN - SHORT ROUND.
A/P 099 - 5 X .50 CALIBRE FORWARD GUNS - STOPPAGES
A/P 522 - 3 X .50 CALIBRE FORWARD GUNS STOPPAGES
A/P 079 - 2 X .50 CALIBRE FORWARD GUNS - STOPPAGES.
A/P 061 - 1 X .50 CALIBRE FORWARD GUN - STOPPAGE, FAULTY AMMUNITION.
A/P 055 - 1 X .50 CALIBRE FORWARD GUN - STOPPAGE.

FFO 296-AA CONT.

10. AMMUNITION EXPENDITURES:

<u>A/P NO.</u>	<u>.50 CALIBRE</u>	<u>.30 CALIBRE</u>
061	2,700	300
312	3,110	800
059	2,750	1,800
055	2,450	350
069	1,815	---
074	3,500	550
079	1,985	350
522	2,200	400
075	2,500	500
	ESTIMATED	
<u>TOTAL</u>	<u>22,990</u>	<u>4,850</u>

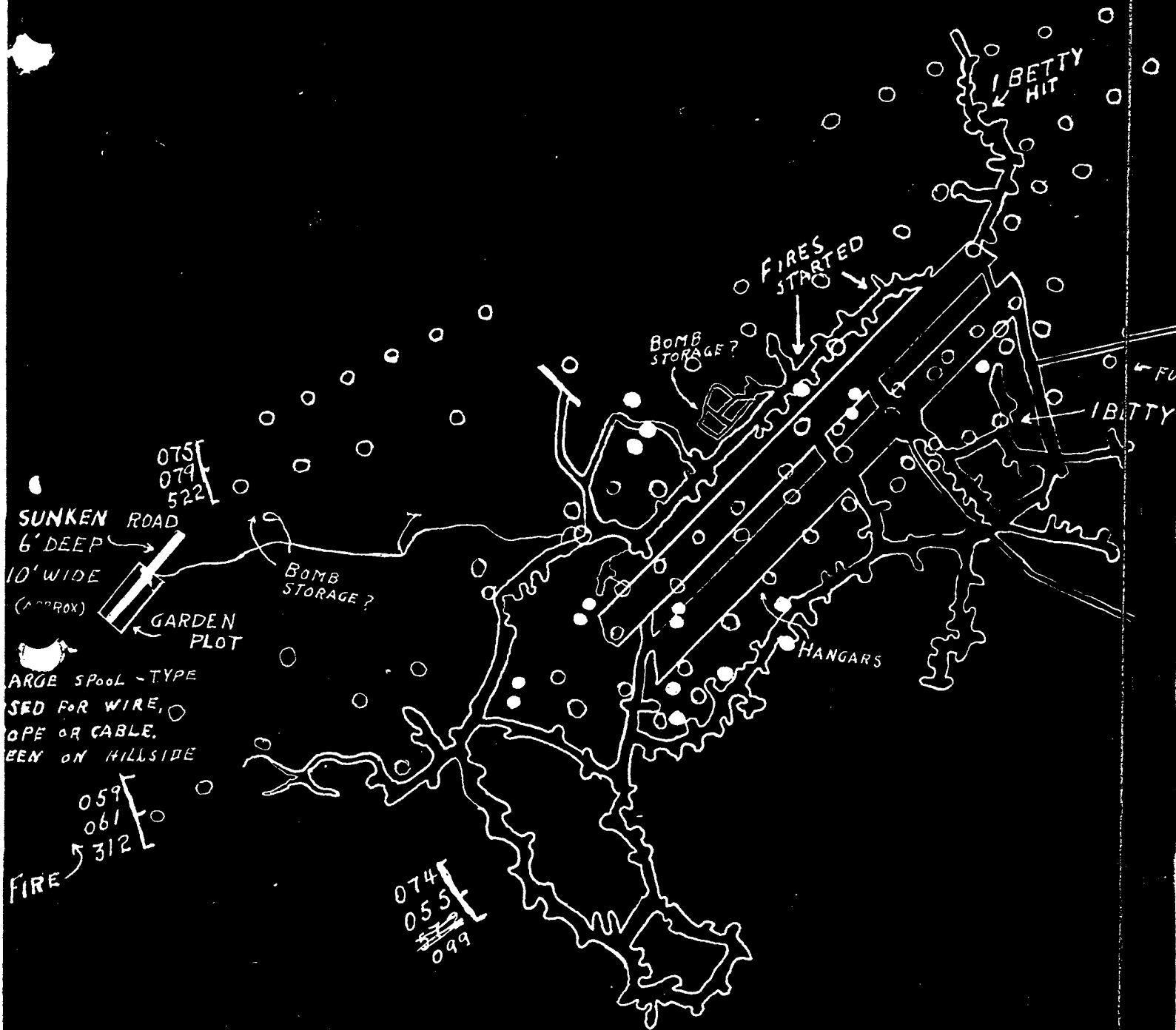
11. THE FOLLOWING AWARDS ARE RECOMMENDED: THE AIR MEDAL TO 1ST LT ALFRED J. NAIGLE FOR THE CALM AND SKILLED MANNER IN WHICH HE BROUGHT HIS AIRPLANE TO A WATER LANDING IN COLLINGWOOD BAY EN-ROUTE TO BASE. LOSS OF HIS LEFT ENGINE WHILE FLYING AT 100 FEET, DOUBTLESS A DELATED RESULT OF ENEMY FIRE OVER TARGET (POSSIBLY AN OIL LINE HAD BEEN SEVERED) PREVENTED LT NAIGLE CLIMBING FROM HIS POSITION ON THE EXTREME LEFT OF THE FORMATION. FAST APPROACH-ING SHORE AND REALIZING THE HAZARDS OF ATTEMPTING TO CLEAR THE TERRAIN, HE DECIDED TO SIT DOWN ON THE WATER. HIS CREW OWED THEIR SAFETY TO HIS COOL DECISION AND VERY EVIDENT FLYING SKILL. THE A/P REMAINED AFLOAT FOR FROM FOUR TO FIVE MINUTES, ENABLING ALL PERSONNEL TO GET CLEAR. THE PURPLE HEART TO S/SGT CARL D. SCHULTZ, ENGINEER-GUNNER, FOR INJURIES RECEIVED IN THE LANDING DESCRIBED ABOVE.

FOR THE COMMANDING OFFICER:

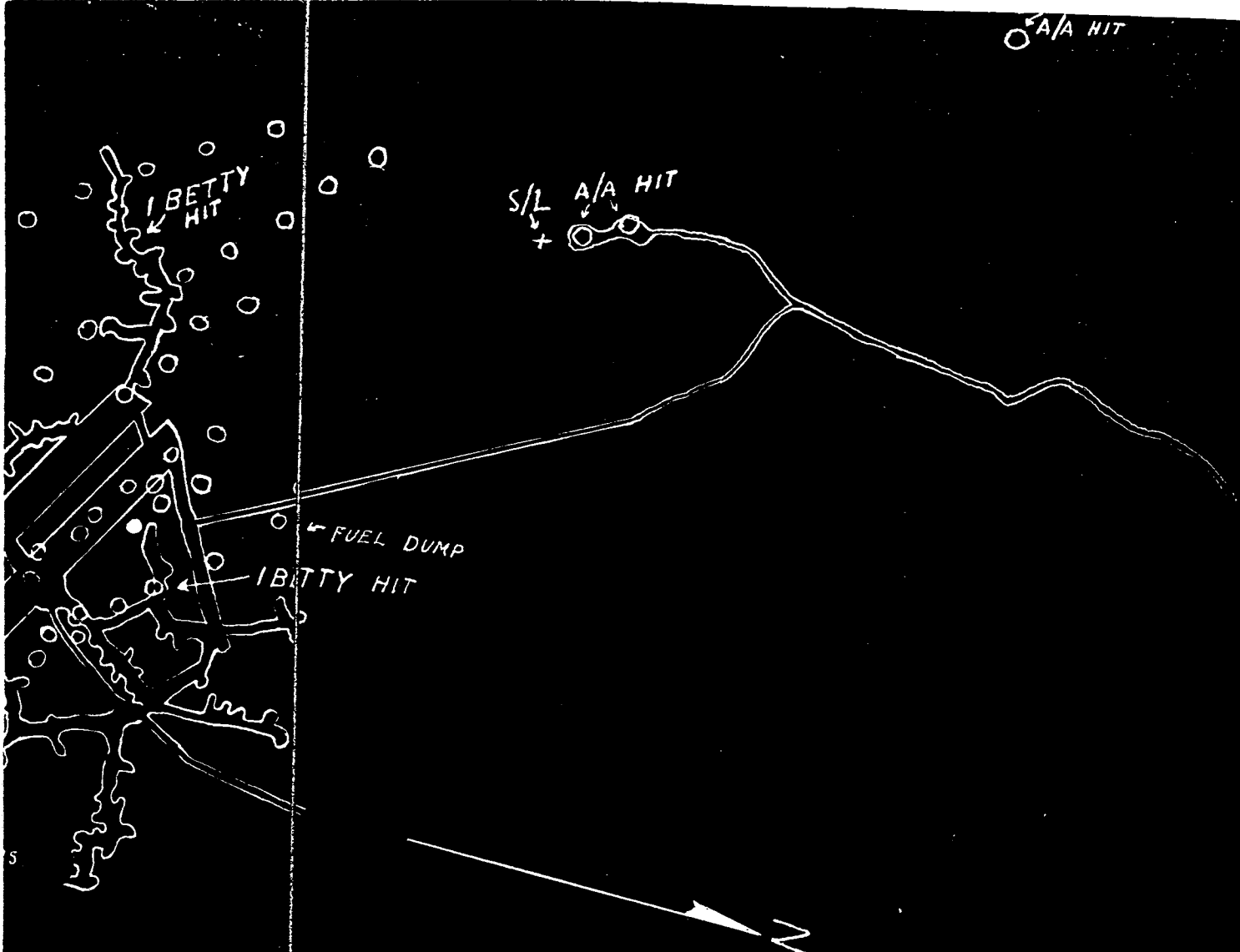
JOHN C. MANNA
CAPTAIN, AIR CORPS
INTELLIGENCE OFFICER

1 - INCL.

INCL #1 - DIAGRAM OF BOMB RUNS AND HITS.



A/A HIT



LEGEND. ● BOMB HITS OBSERVED
ON PHOTOS

○ BOMB HITS ESTIMAT-
ED BY PILOTS

BOMB AND STRAFE RUN ON
VUNAKANAU
BY THE
500TH BOMB SQ.
345TH BOMB GR.
OCT. 24, 1943

500
298-AA
26 OCT 43

CONFIDENTIAL

OFFICE OF THE INTELLIGENCE OFFICER
800th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

JCH/jvd

25
25 October, 1943

Subject: Narrative Report on Mission 298-AA, performed by the 800th Bomb. Squadron (M), 26 October, 1943.

To: Commanding Officer, 345th Bomb. Group (M), APO 929.

1. A concerted attack against shipping in Rabaul, preceded by neutralization of ground fire in Rabaul Township by parafrag and smoke bombs, was not completed October 26 because of weather.

2. The attack plan called for a sweep by two fighter squadrons three minutes ahead of the strike which was to be led by the 345th Group. As part of this group the 800th Squadron was to drop 12 X 100 pound white phosphorus bombs per airplane on AA positions, after other squadrons of the group had dropped parafrag bombs. The 3rd and 38th Groups were then to hit shipping in Simpson Harbor. Cover was to be provided by four additional fighter squadrons.

3. Nine B-25 B-1's of this squadron took off at 0835/L/26 from Bobodura, where they had been stationed a few days as advance echelon from Morshby. Lt. Mortensen (085) led the following pilots in the squadron formation: Lt. Kraenickas (518), Lt. Hoox (099); Capt. Howard (079) flight leader, Lt. Gibb (523), Lt. Geer (074); Capt. Hochella (061) flight leader, Lt. Nelson (512), Lt. Latowic (089). Henderson was over Oro Bay.

4. At 0930/L Lt. Kraenickas turned back because of turret and interphone failure, landing at Bobodura at 1018/L. The remaining eight A/P's received a radio message from FAFV at approximately 1020/L, cancelling the mission because of weather, and turned back at 1025/L, 35 miles west of Kiriwina. They landed at Bobodura at 1155/L.

5. Weather was reported as follows: At 0840/L from 1,000 feet over Oro Bay: 8/10 cumulus bases 2000 to 5000 feet; 4/10 alto stratus at 12,000 to 18,000 feet; 4/10 cirrus at 20,000 to 25,000 feet. Visibility 30 miles reduced to 15 to the north. Temperature 28 degrees Centigrade. No turbulence. To north cumulonimbus building up to 18,000 feet; to a lesser degree or extent in southern direction. Estimated wind 240 degrees, 4 knots. At 0940/L from 1000 feet, position 0840S - 1501E: Large front on course and to the northwest and north. Visibility to NW 10 miles, other directions over 30 miles. 6/10 to 8/10 overcast with cumulus and strato-cumulus with bases at surface to north and northwest and bases 1000 to 5000 feet in other directions. Temperature 28 degrees Centigrade. Main clouds and squalls to northwest and cumulo-nimbus. Front extended from position cited over north half of Kiriwina and further northeast. Wind 45 degrees, 10 knots.

CONFIDENTIAL

CONFIDENTIAL

WFO 333-AA Cont.

6. 12 X 100 pound white phosphorus bombs per A/P were returned to base. No ammunition was expended.

7. No awards are recommended.

For the Commanding Officer:

JUNE G. HANNA
Capt., Air Corps,
Intelligence Officer.

CONFIDENTIAL

500
305-GENERAL
2 NOV 43

~~CONFIDENTIAL~~

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

JUH/jwd

4 November, 1943

Subject: Narrative Report on Mission 305-^{GEN} performed by the 500th Bomb. Squadron (M), 2 November, 1943.

To: Commanding Officer, 345th Bomb. Group (M), APO 929.

1. A heavy concentration of Japanese naval and merchant shipping assembled in Simpson Harbor (Rabaul) was slashed viciously November 2 by wave-skipping Mitchells who flew through clouds of ack ack thrown at them by powerful Jap defenses.

The strike plan called for a fighter sweep over the target three minutes before the B-25's attacked, and cover until after the Mitchells withdrew. The 345th Bomb Group, which led the B-25 formation, was assigned the task of running interference for the attackers by neutralizing ground batteries around the harbor with parafrag and smoke bombs. The other two Mitchell groups were to strike the shipping.

2. This squadron, the 500th, of the "interference" group, effectively blanketed the Northwest shore area of Simpson Harbor with 9,200 pounds of white phosphorus bombs as they strafed and bombed from tree-top level. Photographs show an impressive display of fireworks as the bombs exploded in the assigned area. Two of our planes were hit in the loaded bomb bays by AA fire. One crashed and burned. The pilot of the other dropped the remainder of his bombs, feathered his right engine prop, when the dense smoke made it appear on fire and later unfeathered it after he ascertained there was no damage to the engine. He returned safely although the plane was still smoldering from the phosphorus hours later. Two Zekes were shot down by our planes in a fight over the target and beyond.

3. Ten crews of the 500th Squadron, in ten B-25D-1's including one of the 499th Squadron because of our shortage, took off from Jackson Drome (Moresby) October 30 at 1000/L and landed at Bobodura about an hour later. The planes were readied for strikes for several successive days, but weather prevented take off until November 2. On that day Capt. Mortensen led the squadron which was made up of Capt. Mortensen (055), Lt. Krasnickas (039), and Lt. Hecox (061); Capt. Hochella (304), flight leader, Lt. McLean (312), and Lt. Latawiec (059); Capt. Howard (079) flight leader, Lt. Gibb (522), and Lt. Speicher (048). Rendezvous was over Oro Bay. The formation preceded to Cape Sudest where the rest of the attacking force was picked up, then through St. George's Channel to Kabakon Island to a point North of The Mother and then to target.

~~CONFIDENTIAL~~

CONFIDENTIAL

GEN.
FTO 305-AA continued.

3. The bombing and strafing run was made in three flights of three from the Northeast, inland from Customs wharf to Toboi wharf at minimum altitude. Seven planes each dropped twelve, and another dropped eight 12 X 100 pound phosphorus smoke bombs on the target. The eighth plane was immediately hit by AA and dropped its four remaining bombs just beyond the immediate target. Intense and accurate anti-aircraft fire of all calibres was encountered from the Township, ridges around the town and from shipping in the harbor which created an effective crossfire.

4. Lt Krasnickas, flying the 499th plane 039 on the right wing of the lead flight, received A/A bursts in the bomb bay before he dropped his bombs. The fire and phosphorous smoke which resulted in engulfing the plane in a huge swirling cloud. The plane slow rolled and then crashed at approximately 0443 - 1520Z with a violent explosion. Photographs corroborate the interrogation of the crews as to the crash. He was observed to drop his bombs after being hit, and it was believed by some pilots that he was flying at this time with one engine feathered.

5. While on the bombing run, after he had dropped eight bombs, Capt Mortensen received an A/A burst in the bomb bay which caused the four remaining bombs to smoke profusely. Smoke poured throughout the plane and streamed from the right engine as though it were on fire. Capt Mortensen feathered the props, dropped his bombs and cleared most of the smoke out of the plane. He kept up with the formation, soon noticing the right engine appeared to be undamaged and serviceable. He unfeathered the prop, the engine took hold and he returned to Dobodura with both engines functioning, although one bomb bay door would not close. The plane was still smoldering and glowing from the phosphorus hours later.

6. Fighter cover was considered very good.

7. Weather over the target consisted of low scattered to broken cumulus clouds. Visibility was unlimited toward the sea and limited to 15 miles inland.

8. a. No gun malfunctions were reported.

b. Ammunition expended as follows:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
055	2,700	1,500
039	Ship crashed over target.	
061	2,850	100
314	1,900	700
312	2,250	400
059	1,600	1,950
079	2,150	1,600
522	1,375	
048	2,800	200
TOTAL	17,625	6,450

c. No bombs were salvaged safe.

CONFIDENTIAL

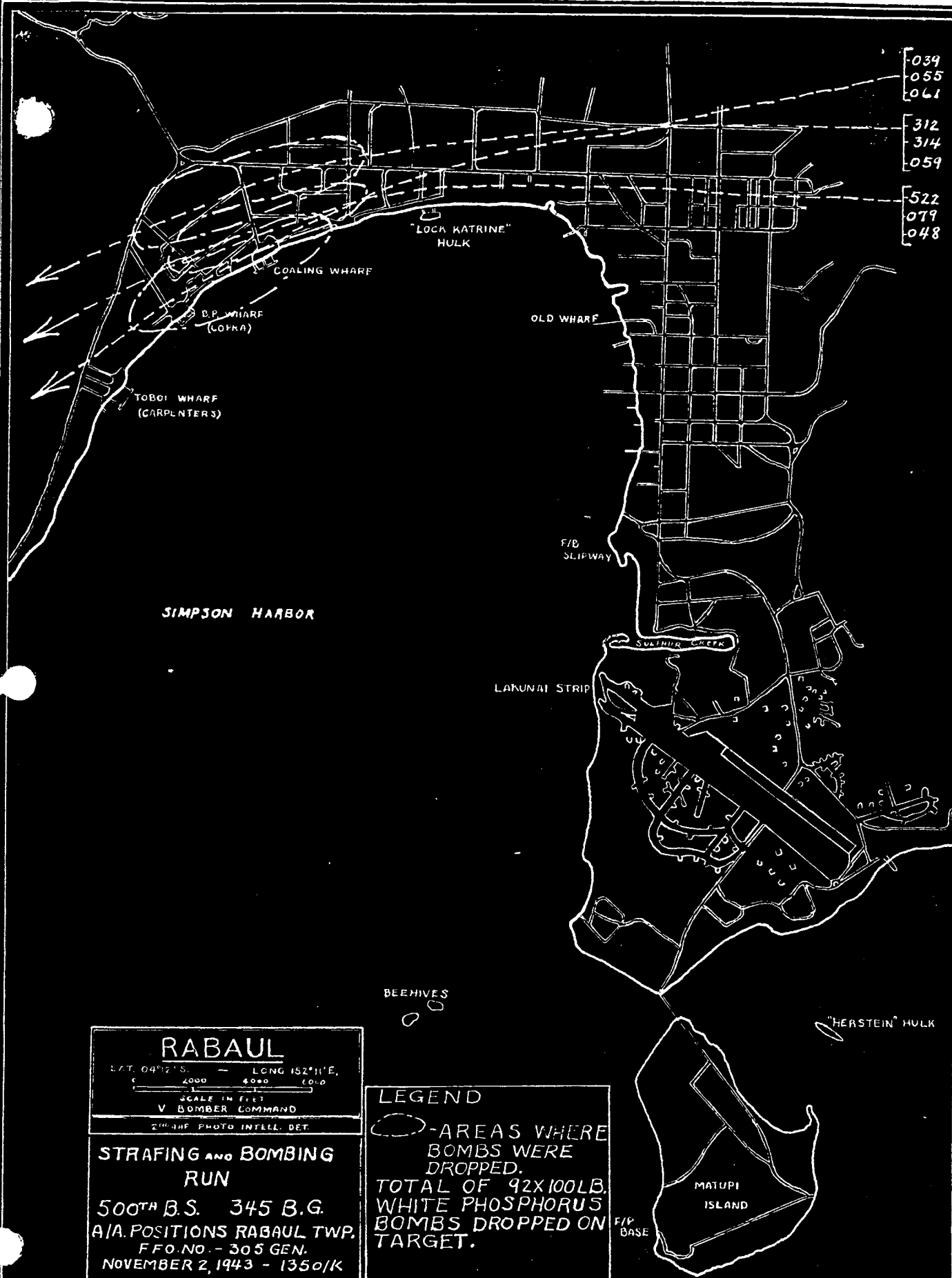
CONFIDENTIAL

9. The following awards are recommended:
- Capt Max H. Mortensen - DFC
 - 1st Lt Irving H. Gotler - Air Medal
 - 2nd Lt Francis P. Doman - Air Medal
 - S/Sgt Howard D. Davis - Air Medal
 - S/Sgt Mickey D. Pavkovich - Air Medal
 - S/Sgt Mike F. Presty - Oak Leaf Cluster
 - 2nd Lt Alfred R. Krasnickas - Silver Star
 - 2nd Lt Robert L. Guy - Air Medal
 - Sgt John A. Buffo - Air Medal
 - S/Sgt Francis F. Frietas - Air Medal
 - Sgt Edward M. Imperato - Air Medal
 - S/Sgt William S. Bailey - Air Medal
 - 1st John P. McLean - Air Medal
 - 1st Lt Thane C. Hecker - Air Medal
 - 1st Lt Frank G. R. Latawiec - Air Medal
 - Capt Charles W. Howard, Jr - Air Medal
 - Capt Michael F. Hochella - Air Medal
 - 1st Lt Donald J. Gibb - Air Medal
 - 1st Lt Dale (NMI) Speicher - Air Medal

It is felt that all personnel who participated in this raid should be decorated. However further specific recommendations for our squadron will be withheld pending advice as to the wishes of higher headquarters.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer



500
316-J
13 NOV 43

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929

JCH/jwd

14 November, 1943

Subject: Narrative Report on Mission 316-J, performed by the 500th Bomb. Squadron (M), 13 November, 1943.

To: Commanding Officer, 345th Bomb. Group (M), APO 929.

1. Dumps, anti-aircraft positions, two luggers, four large barges loaded with supplies and several buildings were bombed and strafed November 13, 1943 in a minimum altitude attack on Madang by nine B-25D-1's of this squadron. Several high columns of black smoke were seen in the target area as the planes turned away. Bombs also were dropped on Bogadjim Village with unobserved results.

2. The 500th's attack was part of a coordinated assault by two groups of heavy bombardment hitting Alexishafen and 30 minutes later two groups of strafers striking Madang and part of Alexishafen. Fighter cover was provided by P-47's.

3. Ten airplanes of this squadron took off from Jackson drove at 0830/L led by 1st Lt. Van Ausdell as follows: Lt. Van Ausdell (068), Lt. Gullette (522), Lt. Geer (222); Capt. Rochelle (314) flight leader, Lt. McLean (312), Lt. James (059); Lt. Col. True (061) flight leader, Capt. Mortensen (079) and Lt. Speicher (048). Lt. Hecox (572) took off as the spare ship and accompanied the flight for 30 minutes before returning to base.

4. Rendezvous was over 30 mile at 5000 feet and the flight proceeded directly to target. The bomb run was made from approximately west to east in a shallow "v" formation of nine airplanes. Thirty-two (32) X 300 and 46 X 100 pound demo. bombs, 8 - 11 second delay, were dropped, and although several 100 pounders landed in the water, bombing was excellent. Bombs were seen to land in a known dump area Southwest of West end of strip, on an A/A position on North shore of Cove of Binnon Harbor which was ~~just~~ first silenced by strafing; near a church one quarter mile South of Madang Township, among 2 luggers and four large barges loaded with boxes which were probably sunk; at the North tip of Beliau Island and among buildings near Gragat Mission. Bombs also were strewn along both sides of the runway, and two were dropped with unobserved results in Bogadjim Village.

5. The route back was to Madzab to base.

6. A/A was slight to moderate, medium and light, accurate at A/P level.

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

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

FFO 316-J (continued)

7. Five of the nine A/P's were damaged as follows: (314) leading edge of left wing, approx. three feet from tip, hit bird making sizeable hole. (522) Small hole in left leading edge of wing just outboard of engine nacelle, small hole through right vertical stabilizer, two small holes in right side of fuselage just ahead of horizontal stabilizer, small hole in leading edge of right horiz. stabilizer. (079) Left landing light sealed beam and door smashed out by a bird, cut in left ring cowl. (048) 2-inch square hole in fuselage forward of right side guns; right prop. blade cut at tip. (222) right tire blown - hit by bullet. Holes in right and left engine nacelles, right landing gear sprung - damage to hydraulic lines on landing. Ack ack bursts on one occasion were so close to A/P No. 222 that one crew member was knocked out briefly from concussion.

8. Crews reported the following photos: 60 K-21's over target, 50 K-25's over target, 9 K-20's over target, 50 OSAP over target generally, 50 OSAP of personnel and supplies near Madang airfield, 50 OSAP of Madang Harbor and dispersal areas. (OSAP cameras by 5th Combat Camera unit) Since this Group (345th) has no photo lab. available at present, developing is being done by another Group and pictures are not available at time of this report.

9. Weather over ranges was broken overcast and scattered cumulus at 10,000 feet, cumulus at all altitudes in the Ramu Valley with overcast at 4,000 feet. Visibility poor over target with scattered clouds.

10.a Gun malfunctions reported as follows: A/P (068) 3 stoppages; (222) one stoppage, (048) one stoppage, (314) 4 stoppages.

b. Ammunition expended as follows:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
059	1950	1100
068	1435	600
222	2000	1300
079	2800	400
061	1150	nil
522	2175	200
048	1450	1000
312	2000	1500
314	1460	800
TOTAL	16,420	6,900

c. 4 x 300 and 6 x 100 pound demo. bombs, 6 - 11 second delay were salvaged safe five miles west of Yule Island because of reported rack malfunction.

11. No awards are recommended.

JOHN C. MANNA
Capt., Air Corps
Intelligence Officer.

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

STRAFING AND BOMBING
RUN
500TH BOMB SQDN - 345TH B.G
AIRDROME AND SUPPLIES - MADANG.
FEO - 316 - J
NOVEMBER 13, 1943.

LEGEND
- - - LINE OF FLIGHT ON BOMB RUN.
- - - BOUNDARY OF AREA IN WHICH
BOMBS WERE DROPPED
TOTAL BOMBS DROPPED :
32 X 500 LB DEMO BOMBS, 8-11 SEC.
46 X 100 LB DEMO BOMBS, 8-11 SEC.
DELAY FUSE
DELAY FUSE.

SCALE OF MILES

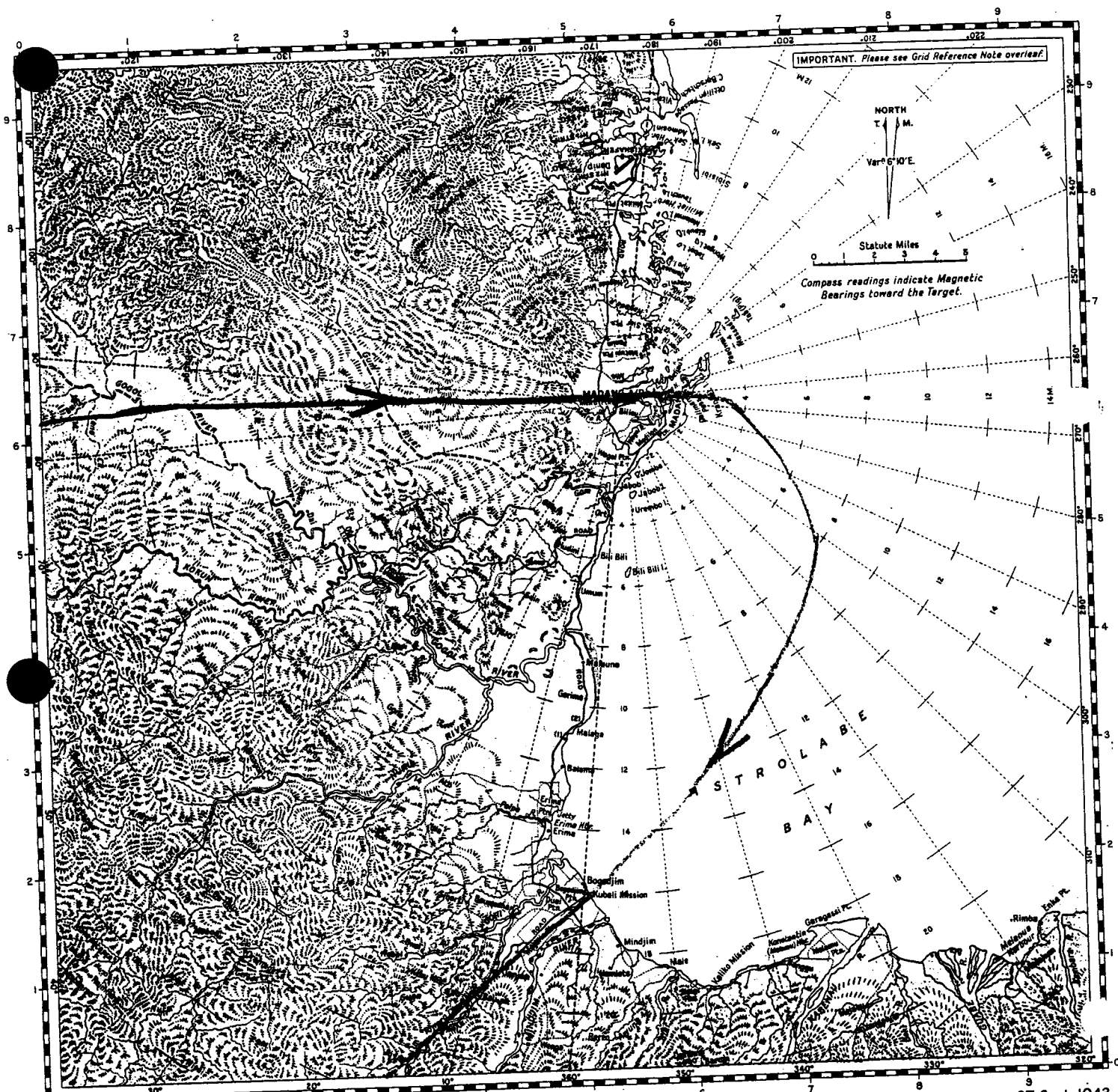


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When supplying Grid References
give EASTING first then Northing.
Prefix all references on Approach
Map by 'A', on Target Photo by 'B'.
e.g. Bogadjim A5018
Quarantine I. B5053





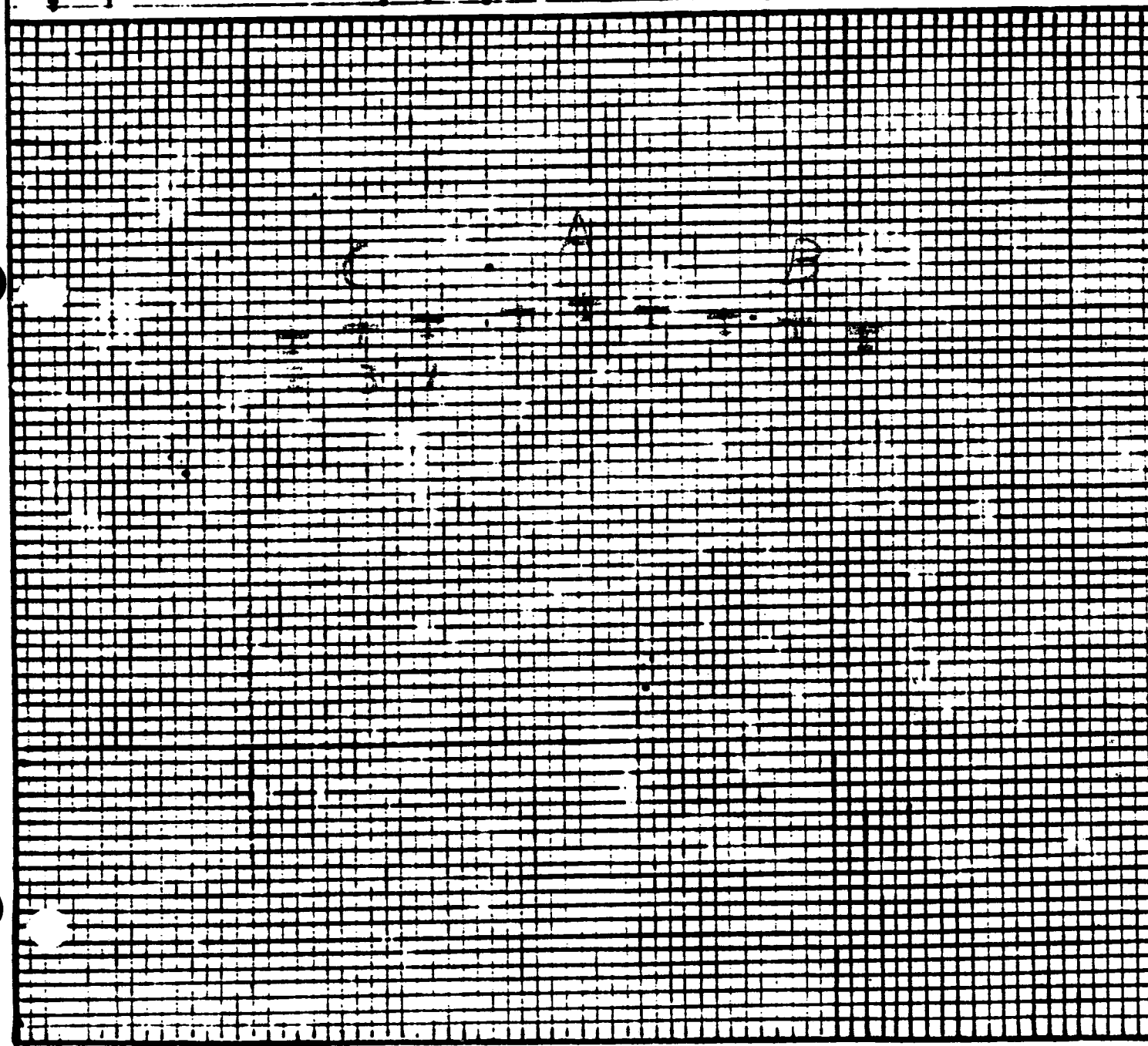
C.I.U. T-35 MADANG, New Guinea. Lat. 05°13'S., long. 145°47'E.

27 Sept. 1943

FORMATION AT BEGINNING OF BOMB RUN

F.F.O. <u>510 316-1</u>	Squadron <u>500th Bomb</u>	Scale
Date <u>13 November 1944</u>	Group <u>345th Bomb</u>	

A Flight			B Flight			C Flight		
No	A/P	Pilot	No	A/P	Pilot	No	A/P	Pilot
1	062	Van Ausdell	1	314	Hochella	1	061	True
2	500	Gullette	2	312	McLean	2	079	Mortensen
3	222	Geer	3	052	James	3	048	Speicher



500
318-GENERAL
15 NOV 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (H)
345th Bombardment Group
APO 929

JCH/rpb

16 November 1943

Subject: Narrative Report on Mission FFO 318-General, performed by 500th Bombardment Squadron (H), 15 November 1943.

To : Commanding General, Fifth Air Force, APO 925. Attn: A.C. of S., A-2.

1. That would have been a concerted attack on targets in the Newak Area became a mission incomplete when enemy fighters intercepted our planes as rendezvous with P-47 fighter cover was being attempted. After approximately 15 minutes of combat in the vicinity of Dumpu in the Ramu Valley, and contact with cover was still not established, the formation was turned back.
2. The scheduled attack called for two squadrons of B-25G's of the 38th Bomb Group and six squadrons of B-25D-1's of the 38th and 345th Groups to hit various targets in the Newak Area. The specific targets for our squadron were the Newak and Boran Airdromes. Rendezvous with fighter cover was to be effected at Mt Yonkie.
3. Nine B-25D-1's of this squadron took off at 0815/L from Jackson Drome. Capt Hochella led the formation which was composed of three elements of three A/P's each as follows: Capt Hochella (314), Maj Fridge (517), and Lt Latawiec (059); Lt Van Ausdell (068), Lt Gullette (312), and Lt James (572); Lt Naigle (061), Capt Mortensen (079) and Lt Speicher (046).
4. At approximately 1000/L while circling for rendezvous an estimated 15 SEF, Type Zero, fighters intercepted our squadron. Some 15 passes were made. Although most of the passes were shallow and ineffective those against the plane flying extreme left wing were pressed much more closely, one to within 50 yards. One Zeke attacking a B-25 from 7 o'clock above was hit when turning in a bank for a second run at a distance of 200 yards. When last observed this Zeke was smoking and in a steep dive; claimed as probably destroyed. Upon interception our planes immediately tightened formation for mutual protection; this proved to be very effective. The formation was flying at from 5-7000 feet during the period of the attacks.
5. While circling over the Dumpu area at the altitude cited, our crews observed approximately 15 two-engine Jap bombers (Betty's or Sally's) at 10-12000 feet. The Jap formation was on a heading estimated at 330 degrees. Several dogfights were observed indicating that our fighters were engaging the enemy cover which consisted of approximately 20 fighters in addition to those which attacked our squadron. Subsequently our crews saw fires, two C-47's burning, and two others wrecked at the Gusap Strip. Photographs were taken of Gusap and of intercepting Zekes.
6. Our formation which was turned back at 1017/L from approx 25 miles NW

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

FFO 318-General, continued.

Dumpu landed at Jackson Drome at 1145/L.

7. The weather enroute to rendezvous consisted of low scattered cumulus clouds at 3-5000 feet with high stratus at 11000 feet; middle cloud 8/10 overcast to broken at 8000 feet, very thin over Ramu and Markham Valley. High cumulus at 7000 feet was encountered enroute to base.

8. A. All bombs (108 X 100 lb demo, 8/11 second delay) were returned to base.

B. Gun malfunctions were reported as follows:

A/P 079 - One forward .50 - Separated case from projectile.

A/P 572 - One forward .50 - Broken firing pin spring.

C. Ammunition expenditures:

A/P #	.50 calibre	.30 calibre
314	50	—
517	50	75
059	50	—
068	150	—
312	50	—
572	75	—
061	75	300
079	200	300
048	150	—
TOTALS	850	675

9. No awards are recommended.

For the Squadron Commander:

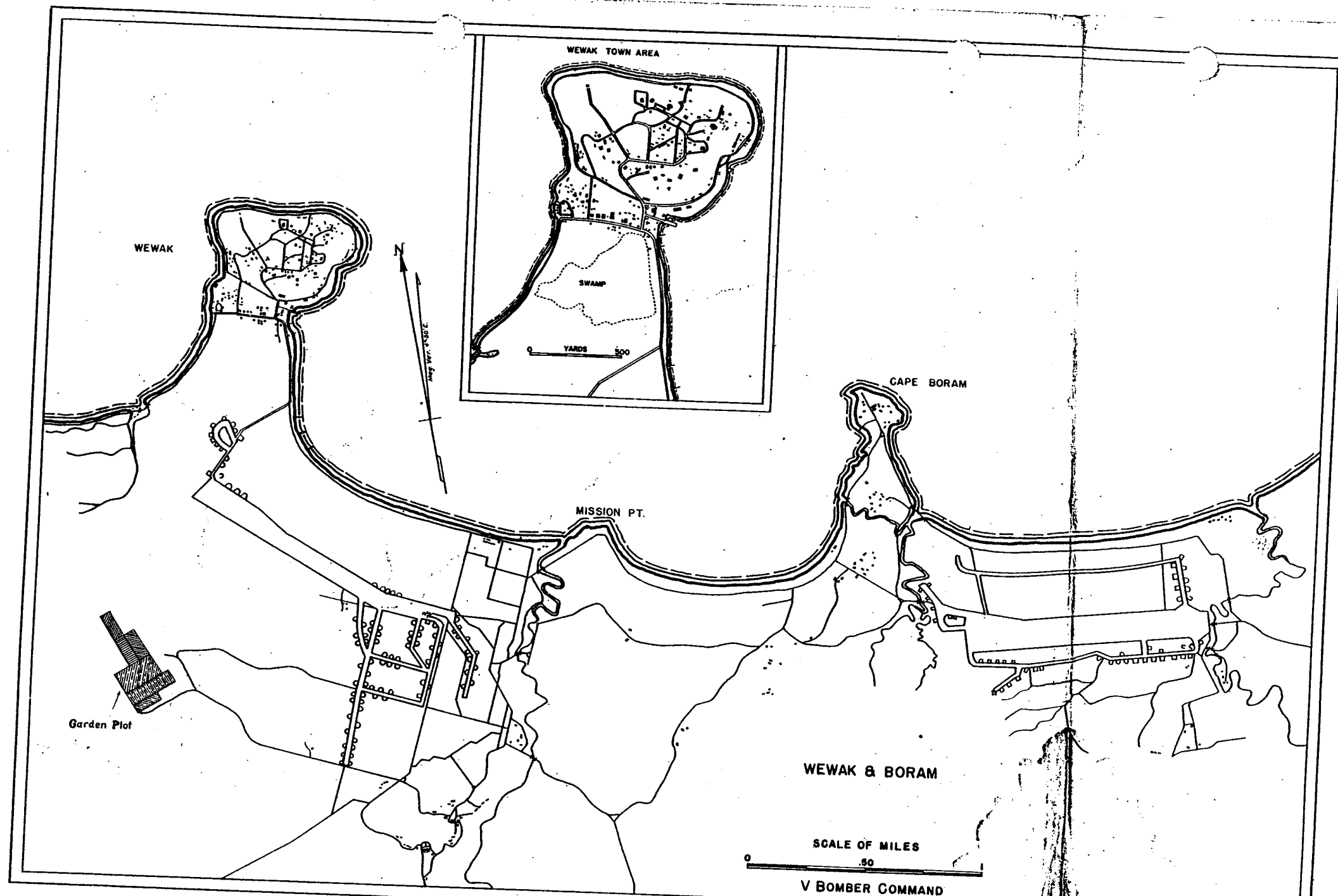
JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

BOMB RUNS AND HITS
 FFO 318-Cen 15 November 1943
 500th Bomb Squadron (M)

LEGEND

GREEN	-	-	- "A" Flight
RED	-	-	- "B" Flight
YELLOW	-	-	- "C" Flight
AREAS	<u>NO. OF BOMBS IN</u>		
BOMBED	<u>AREA DESIGNATED</u>		

1	7
2	9
3	7
4	5
5	15
6	13
7	10
8	7

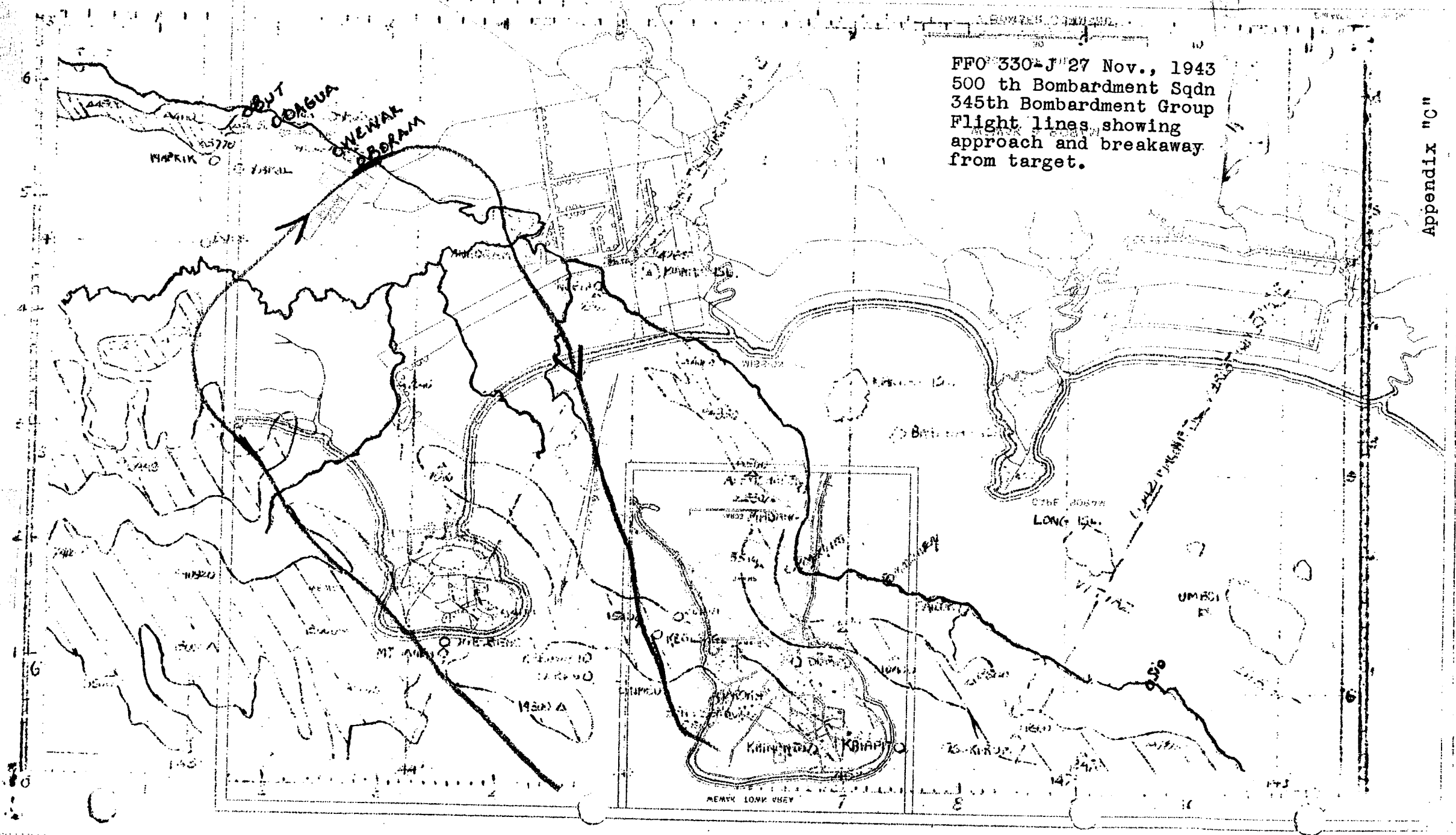


2nd AAF Photo Intell Det. Z.H.

Reproduced by 8th Photo Sqdn

FFO 330-J 27 Nov., 1943
500 th Bombardment Sqdn
345th Bombardment Group
Flight lines showing
approach and breakaway
from target.

Appendix "C"



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

500
323-J
20 NOV 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CGG/rpb

21 November 1943

Subject: Narrative Report on Mission FPO 323-J, performed by
500th Bombardment Squadron, 20 November, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Stores, A/A positions, jetties, barges and luggers in the Hansa Bay Area were bombed and strafed 20 November, 1943 by nine B-25D-1's of the 500th Squadron, starting three large fires billowing smoke up to more than 1000 feet. One was visible for 40 miles. The coastline from Hansa Bay to Alaxishafen was also bombed and strafed and several buildings were destroyed.

2. One B-25D-1 made a water landing below Uligan Harbor, and although five or six of the crew were seen in life rafts, no further information concerning their whereabouts or safety is available. Another A/P of this squadron was badly damaged on landing.

3. The 500th Squadron was part of a two-squadron strike against shipping reported to be in Hansa Bay. No large shipping targets were found so the pilots attacked targets of opportunity with eight tons of bombs and 16,660 X .50 and 7000 X .30 calibre ammunition.

4. Nine B-25D-1's of this squadron led by Capt Mortensen took off from Jackson Drome at 0948/L. The formation was composed of three elements of three A/P's each as follows: Capt Mortensen (314), Lt James (312) and Lt Latavice (059); Lt Maigle (061), Lt Speicher (048) and Lt Hecox (572); Lt Van Ausdell (068), Lt Gullette (522) and Lt Geer (079).

5. The 500th and 498th Squadrons joined formation over the Thirty-Mile Strip and proceeded from there to Gusap for rendezvous with four squadrons of P-47's which had taken off earlier in the morning from Jackson and landed at Gusap to refuel.

6. Approaching their target from the NW at 1245/L at a minimum altitude the 500th pilots saw that no shipping was in Hansa Bay so they bombed and strafed A/A positions, supply and personnel areas as they swept toward the coast. Seventeen 500 lb bombs, 4 to 5 second delay, were dropped on these targets and luggers and barges near jetties as shown by attached diagram (Appendix A). A fire was started at Awar Point, another between

- 1 -

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

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

FFO 323-J cont.

Condor Strip and Condor Point, and another in the jetty area NE of Eku Village. Five barges, a lugger and a jetty were destroyed and other small craft were possibly damaged by near misses. Continuing toward Alexishafen the A/P's destroyed several huts in Hatzfeldt Harbor area and dropped bombs among houses at Basip near Cape Gourdon and among modern type buildings in the vicinity of Nake and Mt Kegel, west of Alexishafen. One bomb caused a landslide on a good dirt coastal road below Uligan Harbor and a village at Belan, west of Madang, was bombed. All targets were strafed. The bombing of the eight A/P's which returned to base was excellent. It is not known whether or not the A/P which landed in water dropped its bombs.

7. Passing near Uligan Harbor, A/P 522 received much A/A fire which made large holes in the left engine nacelle and left wing. This airplane immediately started losing altitude and headed out over the water, finally landing at approximately 0440S - 14540E about two miles off shore at 1310/L. The landing was reported by other crews to be excellent, and the plane remained afloat for nearly four or five minutes. Five or possibly six of the six-man crew were seen near the rafts which were dropped by two other A/P's that circled the downed crew. Provisions were also dropped. The remaining A/P's returned to Jackson Drome, landing at 1530/L. Upon landing the nose wheel tire of A/P 572 was found to be flat, and when the brakes were applied the right brake failed to hold and the plane ended up in a drain parallel to the runway, considerably damaged.

8. A/A was reported as moderate, light to medium, inaccurate to accurate at A/P level. In addition to A/P 522 which was apparently downed as a direct result of A/A, the following other damages were sustained. A/P 572 - hole in nose wheel well, one large hole in right engine nacelle and the nose wheel tire punctured. Brake on right landing wheel was also knocked out by A/A. A/P 312 received onthole in the blast plate.

9. The following sightings were reported: Extremely well camouflaged A/A at Condor Strip Area; very heavy concentration of A/A at Awar Point; 15 barges and luggers at Awar Point jetty; several barges and luggers at jetty areas and along the coast from Awar Point to Sisimango Village; four luggers and several barges in Uligan Harbor and protected by three or four possibly heavy A/A guns; three barges W of Dove Point, one near Cape Croiselles; one probable Sugar Charlie in Uligan Harbor at 1310/L; three small unidentified vessels, possibly luggers NW of Bunabun Harbor; two large and two small barges seen in Ramu River. Two smoke fires, possibly warning signals, at 0457S - 14538E and 0455S - 14542E; and good dirt road, 15 to 20 feet wide, apparently much used along the coast near Uligan Harbor.

CONFIDENTIAL

WFO 323-J cont.

10. Weather enroute to target consisted of scattered strata cumulus base at 2000 feet with a visibility of ten miles. On return to base the base was 6000 feet with tops up to 16000 feet. Visibility over target 20 miles.

11. a. Nil bombs were salvaged safe. Thirty-two X 500 lb bombs were dropped.

b. Ammunition expenditures were as follows:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
314	2,550	200
312	2,585	1,200
059	1,925	1,000
061	1,050	800
048	2,450	1,600
572	2,200	-----
068	1,475	1,500
522	Crash landed in water	
079	2,425	700
TOTAL	16,660	7,000

c. Nil gun malfunctions reported.

12. No awards are recommended.

For the Commanding Officer:

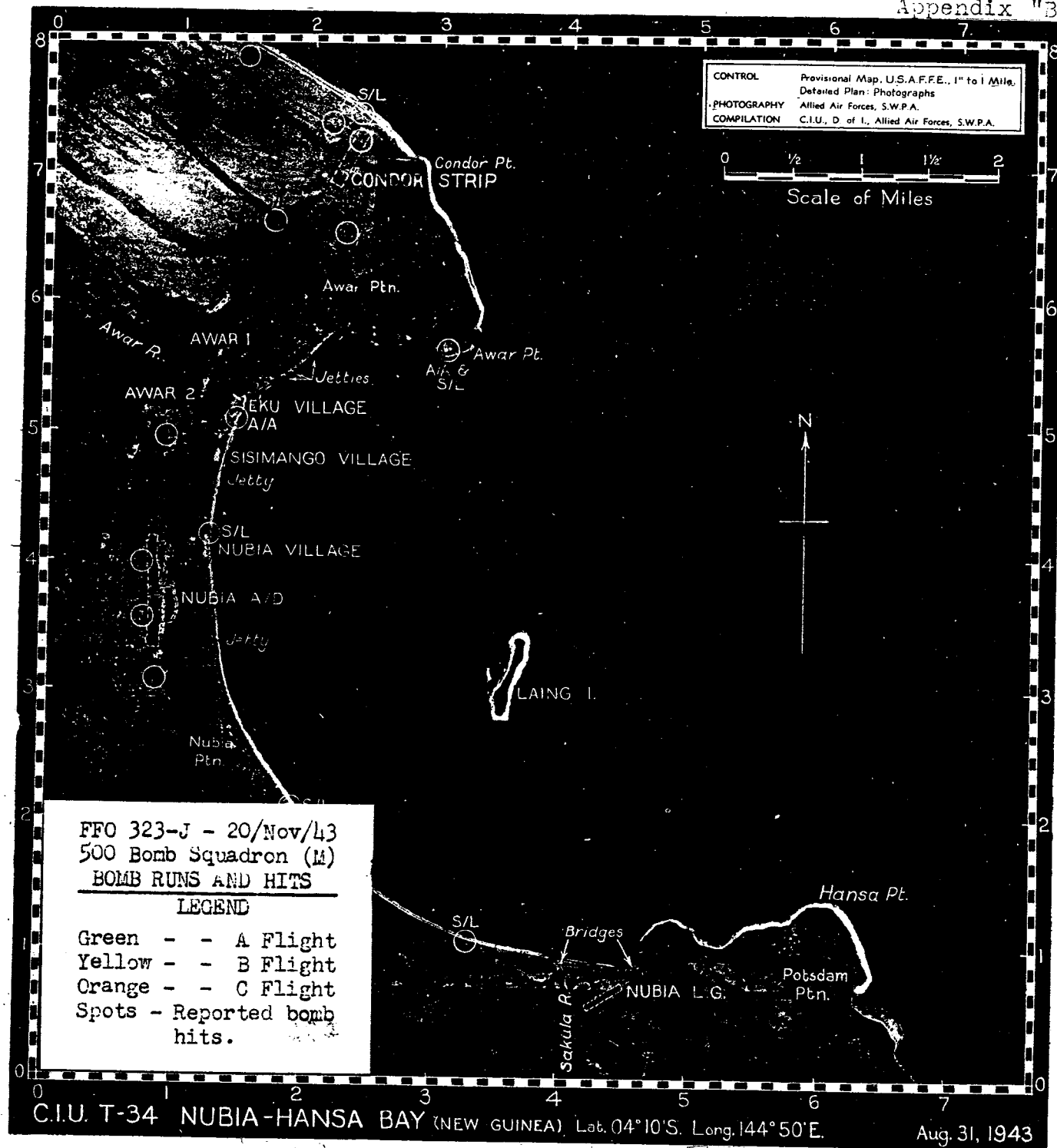
CLEVE C. CARTER
1st Lt, Air Corps
Ass't Int. Officer

3 - Incls

Appendix A - Diagram, bomb runs & hits per photo interpretation.

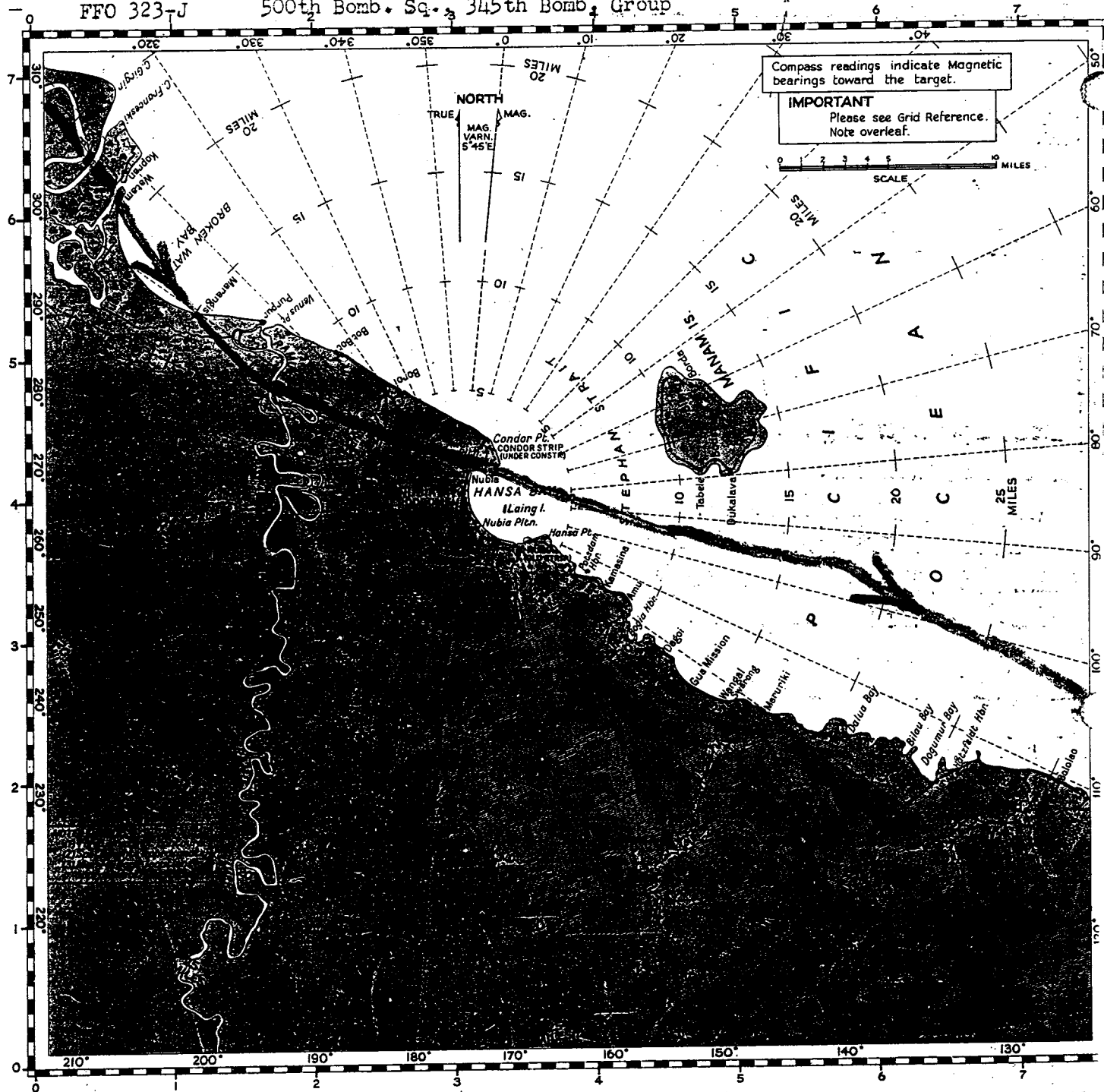
Appendix B - Diagram, bomb runs & hits per crew reports.

Appendix C - Diagram, formation at beginning of bomb run.



FFO 323-J

500th Bomb. Sq. 345th Bomb. Group



C.I.U. T. 34 NUBIA-HANSA BAY NEW GUINEA Lat. 4°10'S., Long. 144°50'E.

31 Aug 1942

FORMATION AT BEGINNING OF BOMB RUN

T.F.O. 323-J

SQUADRON 500th

SCALE

DATE Nov. 20, 1943

GROUP 345h

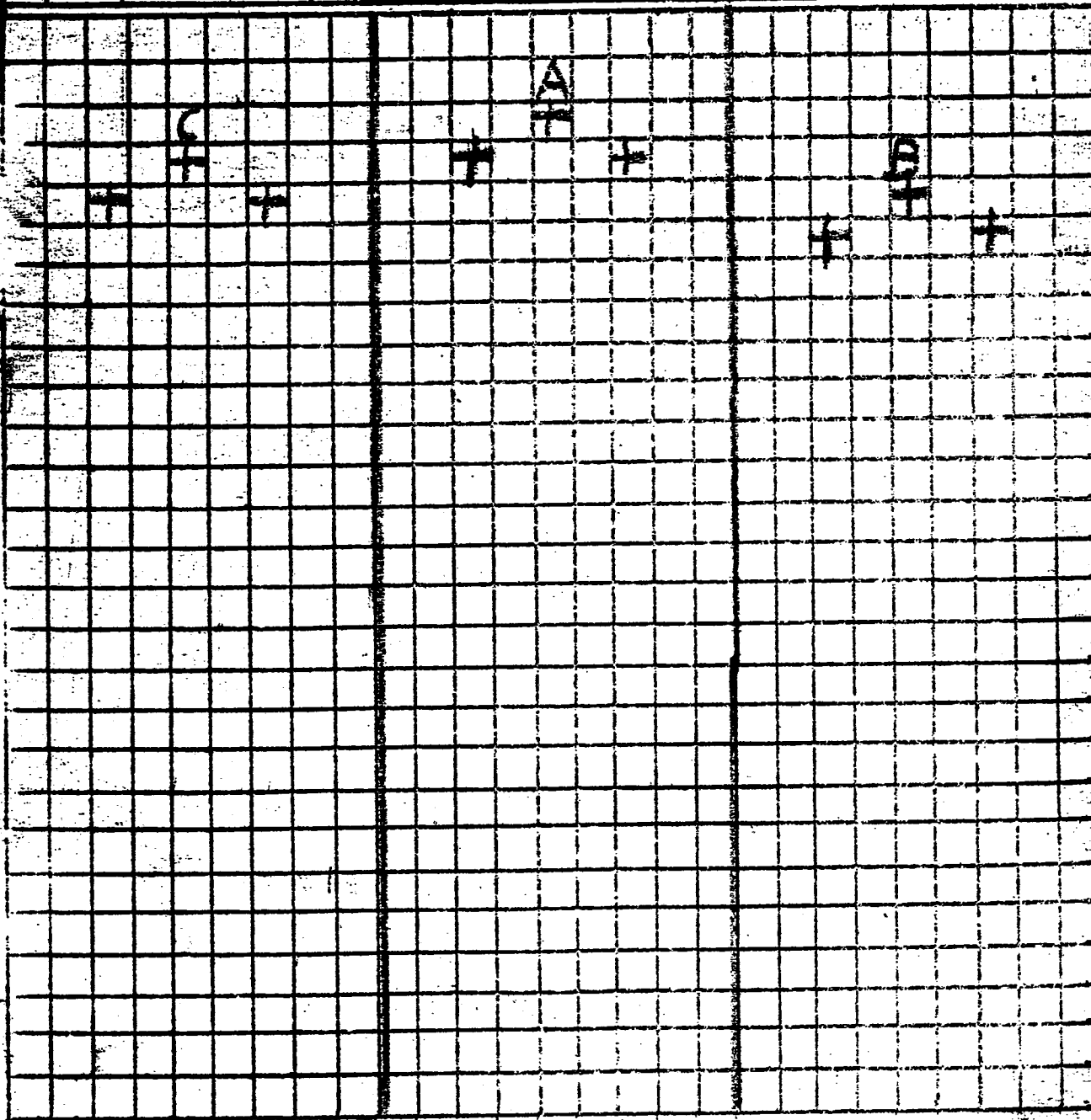
1 division - 50 ft
Flights 2500 ft apart

A FLIGHT

B FLIGHT

C FLIGHT

NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	311	Mortensen	1.	061	Naigbe	1.	068	Van Ausdell
2.	312	James	2.	048	Speicher	2.	522	Gullette
3.	059	Iatawiec	3.	572	Hecox	3.	079	Geer



500
330-J
27 NOV 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCG/rpb

28 November 1943

Subject: Narrative Report on Mission PFO 330-J, performed by 500 Bombardment Squadron (M), 27 November, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Boram Strip, revetments and adjacent supply and dump areas were bombed and strafed by nine B-25D-1's of this squadron November 27 in a heavy strike by eight squadrons of Mitchells against the Wewak Area. Three barges off shore near Boram Strip were also strafed.
2. Two fires near the strip were started, but other results of bombing and strafing were obscured by smoke and dust. Representing 85% of the bomb load, 168 clusters of 3 X 25 lb parafrag bombs were dropped on the target and 16,645 rounds of .50 calibre and 6,700 rounds of .30 calibre ammunition were expended in strafing.
3. Parafrags from one of our planes struck A/P 061, piloted by Lt Naigle, as he was crossing the target and resulted in serious damage to the airplane and injury to the pilot and gunner. On single engine operation the pilot landed his ship at an intermediate drome and was hospitalized there.
4. To make up for shortages in this squadron two A/P's of other squadrons of the 345th Group were used in our nine plane formation which took off at 0830/L from Jackson Drome. Captain Marston, Assistant Group Operations Officer with a Group crew, led the following 500th pilots in a formation consisting of three elements of three A/P's each: Capt Marston (040), Lt James (314) and Lt Naigle (061); Capt Howard (312), Lt Speisher (048) and Lt Hecox (078); Lt Van Ausdell (068), Lt Mitchell (059) and Capt Mortensen (222).
5. The four squadrons of the 345th Group and four of the 38th Group rendezvoused at Thirty Mile and with the 38th Group in the lead proceeded to Waruf to pick up their P-38 fighter escort at 5000 feet and then continued to the target.
6. The 500th Squadron, leading the 345th Group, made its bombing and strafing run across Boram Strip on an approximate northerly heading at 1128/L at 100 feet. The bombs were dropped in the area extending from the east end of the runway westerly to the west side of Cape Boram and south of the runway to the coast.

FFO 330-J continued.

From the photographs it appears that many of the bombs were released early and fell in the southernmost part of the target. One A/P strafed three barges just off shore as he passed over the coast.

7. When about half way across the strip A/P 061 was hit by one or more parafrag bombs dropped by another plane in this squadron and was severely damaged as follows: Turret canopy, pilot's canopy and side windows and astro-dome were blown out; two slashed tears were made in the fuselage, one from the dome to about half way down the side in the navigator's compartment and another directly behind the pilot; holes were made in both rudders, left engine nacelle, below the pilot's seat and in the radio equipment. The prop of the left engine had several pieces knocked out of it.

8. The pilot went on single engine operation, dropped the eight remaining clusters of parafrags in the water and continued out to sea at very low level for a few miles before turning to the east to return. B-25's of the 38th Group, also attacking in the area, caught up to him and escorted him to Dumpu, where 061 made a wheels down landing. One of the 38th Group planes also landed and brought the 500th crew, with the exception of the pilot, back to base. The pilot, cut in the face and with a large swelling on his left side and shoulder, was removed to the Fourth Portable Hospital at Nadsab. The gunner was also injured around the face and was treated by his squadron flight surgeon. A/P 061 has been turned over to a service squadron at Dumpu. The remaining planes in the squadron returned to base without incident and landed at 1400/L.

9. A/A was reported as moderate, medium to heavy and accurate at A/P level. The following damages due to A/A were reported: A/P 312 - One hole in the right side of fuselage at camera station, ten holes in the left side, and the right trim cable on rudder shot in two. A/P 068 - Small calibre bullet holes in the right vertical stabilizer, one hole in navigator's compartment and one hole in horizontal stabilizer. A/P 059 - Co-pilot's windshield smashed. Radioman on A/P 312 was injured around the face by splinters of metal when an explosive shell entered the ship at the camera station.

10. Nil interception was encountered.

11. Weather: Base to mountains, CAVU, low cumulus clouds to 6/7000 feet. Mountains to target, clear, low cumulus 1500 to 3000 feet. Low scattered cumulus over target. Scattered to broken clouds 3/8000 feet along coast on return to base.

- 12 a. Thirty clusters of 3 X 23 lb parafrags were salvoed safe.
b. Gun malfunctions: A/P 314 - One side .50, broken belt.
A/P 059 - Nose .50's, stoppage caused by incendiary exploded.

FFO 330-J continued.

c. Ammunition expended:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
040	1,450	500
314	1,500	---
061	1,400	200
312	1,500	1,300
048	3,500	2,000
078	945	---
068	1,800	1,900
059	1,900	800
222	2,650	---
TOTAL	16,645	6,700

13. 1st Lt Alfred J Naigle is recommended for the award of the Distinguished Flying Cross for exceptionally meritorious service in bringing his crippled ship in to a safe landing even though he was wounded himself. The Purple Heart Award is recommended for T/Sgt Robert C. Walker, S/Sgt Wayne W. Hoffman and 1st Lt Alfred J. Naigle for wounds received in combat.

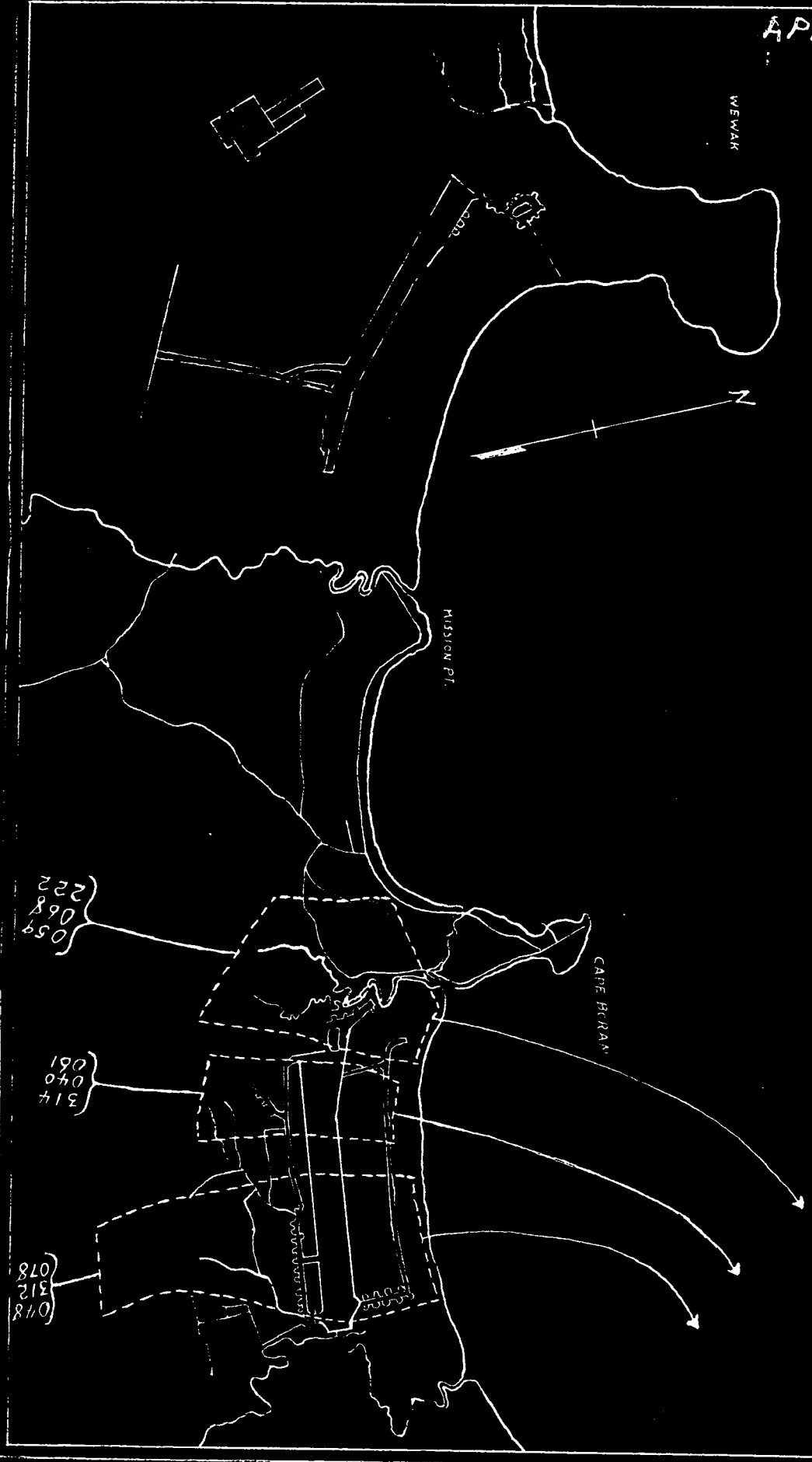
For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Asst Intelligence Officer

APP. C

BOMB AND STRAFING RUN
500TH SA.
345TH GR.
FFO. 330-J
27-NOV-43

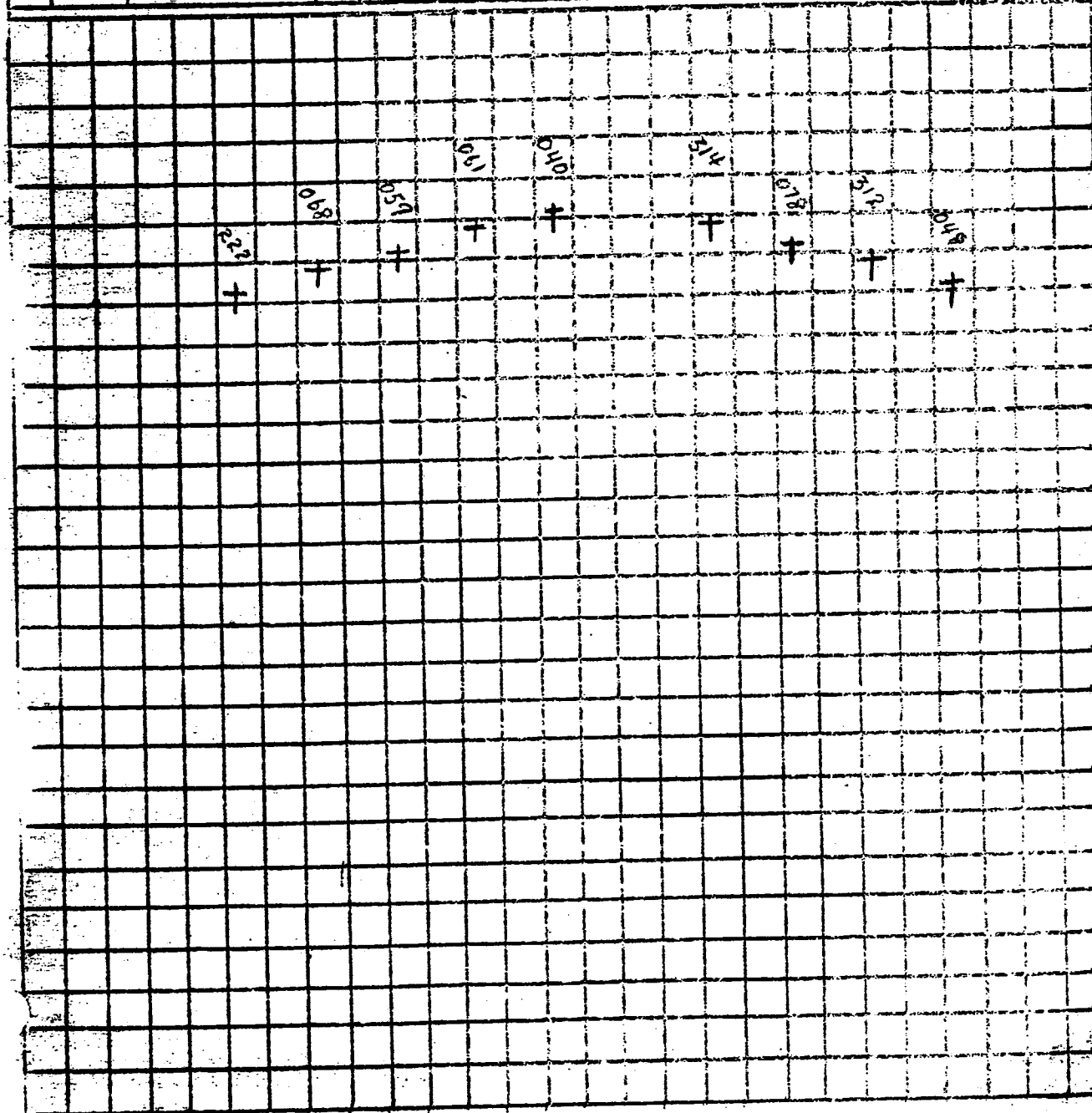
168-CLUSTER - 3X23
PARAFRAGS DEPOSITED
IN DOTTED AREA



FORMATION AT START OF BOMB RUN

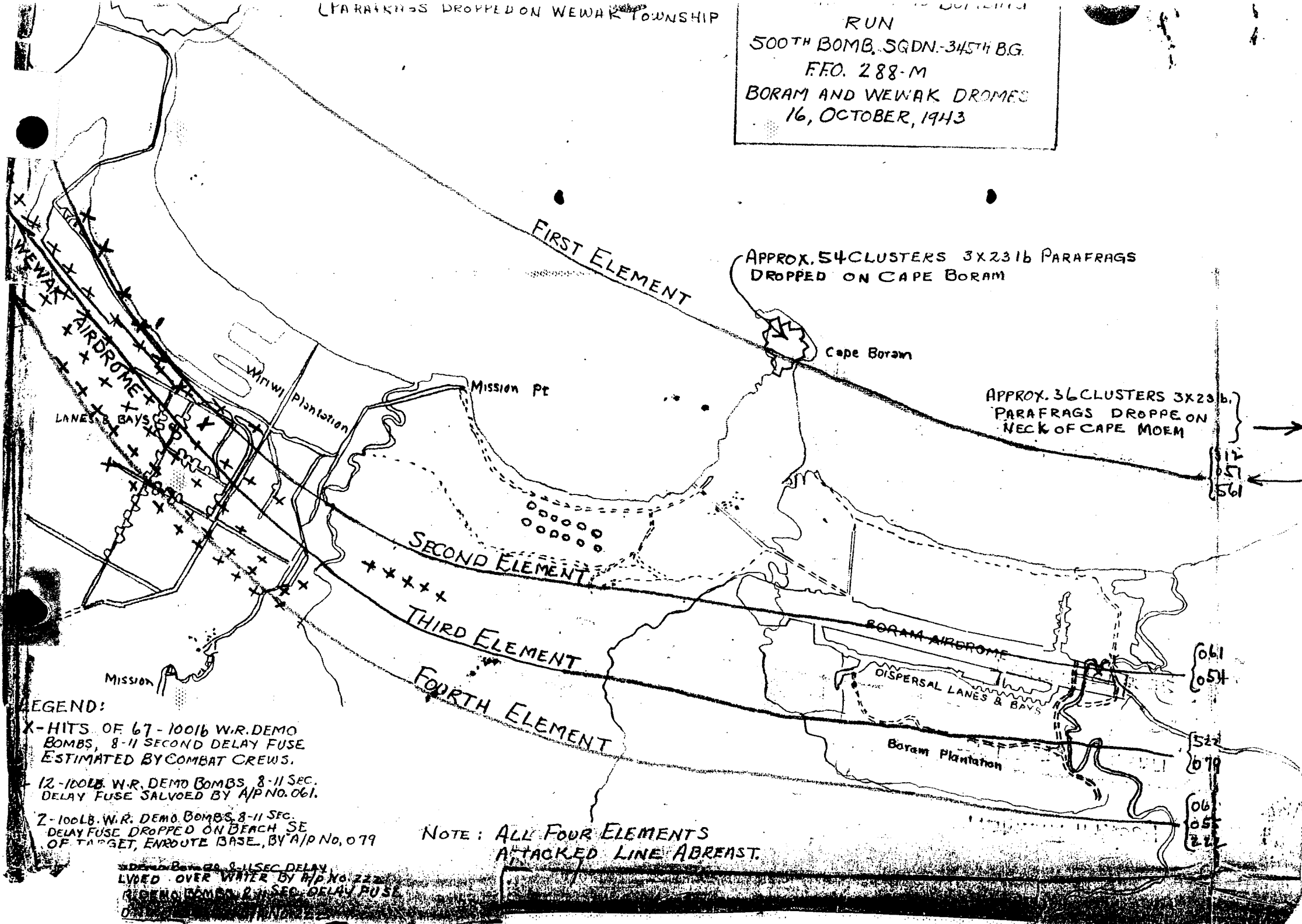
F.T.O. 530-3 SQUADRON 500th SCALE
 DATE 27 Nov./43 GROUP 345th 1 SPACE = 50'

A FLIGHT			B FLIGHT			C FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	040	Marstan	1.	312	Howard, C.W.	1.	068	Van Ausdell
2.	314	James	2.	048	Speicher	2.	059	Mitchell
3.	061	Naigle	3.	078	Hecox	3.	222	Mortensen



PARAFRAGS DROPPED ON WEWAK TOWNSHIP

RUN
500TH BOMB. SQDN. 345TH BG.
FFO. 288-M
BORAM AND WEWAK DROMES
16, OCTOBER, 1943



APPROX. 54 CLUSTERS 3X231b PARAFRAGS
DROPPED ON CAPE BORAM

APPROX. 36 CLUSTERS 3X231b
PARAFRAGS DROPPED ON
NECK OF CAPE MOEM

LEGEND:
X-HITS OF 67-100LB W.R. DEMO
BOMBS, 8-11 SECOND DELAY FUSE
ESTIMATED BY COMBAT CREWS.
O-12-100LB W.R. DEMO BOMBS, 8-11 SEC.
DELAY FUSE SALVOED BY A/P NO. 061.
Z-2-100LB W.R. DEMO BOMBS, 8-11 SEC.
DELAY FUSE DROPPED ON BEACH SE
OF TARGET, ENROUTE BASE, BY A/P NO. 079

NOTE: ALL FOUR ELEMENTS
ATTACKED LINE AHEAD.

061
054
522
079
06
05
222

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

500
355-GENERAL
2 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CGG/rpb

3 December, 1943

Subject: Narrative Report on Mission FPO 335-General, performed by 500th Bomb Squadron (M), 2 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Nine A/P's of the 500th Squadron dropped 57 X 300 pound demo bombs and fired 26,150 rounds of .50 and .30 calibre ammunition on supply dumps at Bergen Bay, December 2.
2. The 500th was the last of eight squadrons of the 38th and 345th Groups to attack the target, and although no results were observed due to the dense jungle covering the entire area, bombing was considered excellent for nearly all of the bombs fell in the target.
3. Take-off from Jackson Drome was at 0830/L and with Capt Mortensen leading the following pilots proceeded to Thirty-mile for Group rendezvous: Capt Mortensen (279), Lt Frittschall (059) and Capt Dougherty (048); Lt Van Ausdell (068), Lt Mitchell (222) and Lt James (450); Capt Howard (079), Lt Gibb (592) and Capt Gather (501st Sq - 080).
4. Rendezvous with the fighters was made at Cape Ward Hunt and the formation then headed direct to the target.
5. The 500th came into the target on an approximate heading of 260° in elements of three spaced about two miles apart. Bombing and strafing run was made at 1135/L to 1145/L from altitudes of 50/150 feet. Fifty-seven X 300 lb demo bombs, 8/11 second delay fuse, were dropped on the target as shown by the attached diagram (Appendix "A"). Fifteen X 300 lb demos were dropped on an estimated 600/800 ton wrecked vessel lying just outside Bergen Bay as the formation broke away from the target on a heading of North toward the open sea. Making a 180° turn to the right the formation made a second pass at the target strafing as they crossed it. Return was directly to base the last A/P landing at 1345/L
6. Nil A/A or interception was encountered.
7. Seventy K-20 and 90 K-21 photographs were taken of the target area and vicinity.
8. Weather, enroute: Light scattered cumulus, base 1000' to 9000' tops over mountains. Over water to target, scattered

- 1 -

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

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

PFO 335-Gen, cont.

to broken low stratus and strata-cumulus with scattered rain showers. Over target: Low overcast of stratus, strata-cumulus with bases at 4/6000 feet. Return: Scattered alto-stratus and strata-cumulus layers at approx 8500 feet, 7/10 cover.

9.a. Gun malfunctions:

A/P 048 - Upper right side .50: Charging cable broken.
222 - Upper left nose .50: Failed to charge.
430 - Lower right side .50: Broken extractor.
079 - Lower right side .50: Charging cable broken.
592 - Lower left side .50: Broken extractor.

b. Ammunition expenditures:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
279	2,400	500
059	1,600	800
048	3,000	1,900
068	2,000	-----
222	2,450	700
430	2,650	500
079	2,300	200
592	2,650	500
080	<u>1,500</u>	<u>500</u>
TOTAL	20,550	5,600

c. Nil bombs returned to base.

10. No awards are recommended.

For the Squadron Commander:

GLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

- 2 - Appendix
Appendix "A" - Diagram, bombed area
and formation.
Appendix "B" - Diagram, approach, line
of flight over target
and withdrawal.

APP.A



SCREEN BAY

NALHO

57 BODIES IN THE AREA

RSATHE

21 T
048 T

COUSE COOC

63 T

222 T

54 T

017 T

592 T

18

ALALO

Mission No 335-0
SA No 500E
8" OVER TARGET
ALT. 100'
TIME 1400
72 310°
Toon Photos

LEGEND

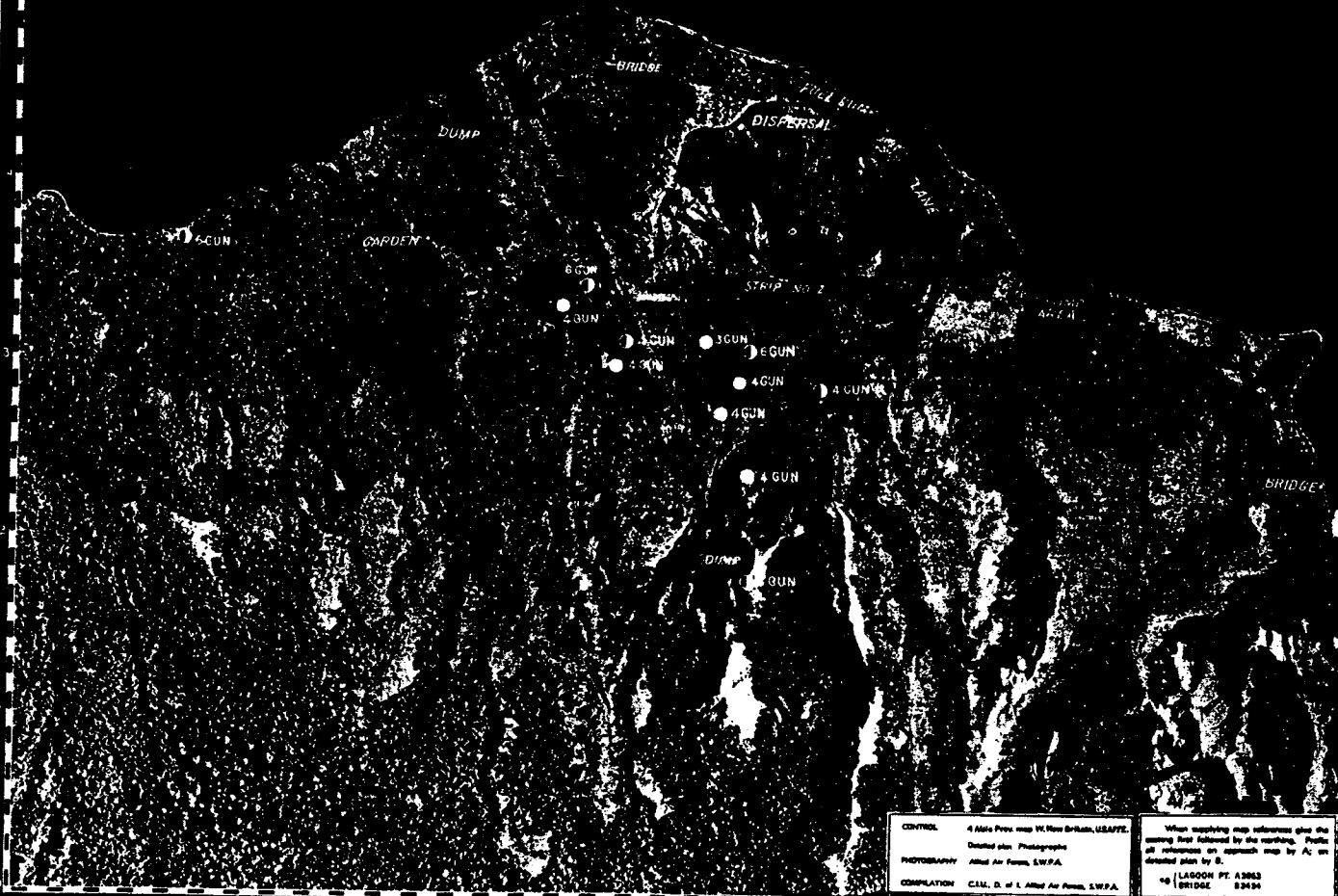
HEAVY A/A

LIGHT A/A

Scale 1:50,000
0 100 200 300 400 500 Yards



CAPE GLOUCESTER



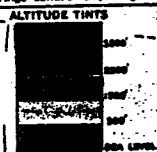
CONTROL	4 Male Prov. map W. New Britain, USAPPE.	When supplying map references give the number first followed by the number. Profile at reference on separate map by P. on separate plan by S.
PHOTOGRAPHY	Detailed plan: Photographs Aerial Air Force, SWPA.	
COMPILED BY	C.M. G. of L. Aerial Air Force, SWPA.	

CIUT-37 CAPE GLOUCESTER, New Britain, Lat. 05° 27' S. Long. 148° 25' E. Elev. 10 ft.

4 Oct. 1943

IMPORTANT
Please see Grid Reference
Note: correct

Compass readings indicate magnetic
bearings toward the target.



SCALE OF MILES

Reproduced by Eng. Intl. No. 010

CAPE GLOUCESTER
AERODROME

NOTE: Formation Over Target:
3 Plane "V". 30 Second
Interval, between flights.

C.I.U. T-37 CAPE GLOUCESTER AERODROME, NEW BRITAIN. Lat. 05°27'S. Long. 148°25'E. Elev. 10 ft.

4th October, 1943

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

500
337-K
4 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

5 December, 1943

Subject: Narrative Report on Mission FFO 337-K, performed by
500th Bombardment Squadron, 4 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Supply dumps from Rein Bay to Cape Raout and on Samudo Island were bombed and strafed by six B-25D-1's of the 500th Squadron in a minimum altitude attack. A fire was started on Samudo Island which sent smoke to 400 feet. While total bomb load of 48 X 300 pound demolition bombs, 8/11 second delay fuse, was dropped on the target, no other results were observed because of the jungle terrain.

2. The original plan of attack included strikes against Cape Gloucester area by heavies and mediums and against Rein Bay area by the 345th and 38th Groups. The purpose of the 345th's mission was two-fold, to bomb and strafe reported supplies along the coast and to make visual and photographic reconnaissance.

3. Pilots of the six A/P's which took off from Jackson Drome at 0825/L were as follows: Lt Van Ausdell (068) squadron leader, Capt Howard (079) and Capt Cavelli (161); Capt Mortensen (048) flight leader, Lt Fritzshall (279) and Capt Dougherty (222).

4. The 345th Group completed its formation enroute to Thirty-mile where it rendezvoused with the 38th Group and proceeded to Cape Ward Hunt to pick up fighter escort.

5. Proceeding directly to target, the 500th made its bombing and strafing attack along the coast from Rein Bay to Cape Raout at minimum altitude at 1110/L to 1130/L in two flights of three. Forty-two X 300 lb bombs, 8/11 second delay were dropped in the area from Iboki Ptn to Cape Boguslauski, one west of Kengtengi Anchorage, two on Cape Raout and three on Samudo Island, north of Cape Raout. Bombs were seen to fall with unobserved results among buildings in Iboki Ptn. Supplies on Samudo Island were set afire causing smoke to rise to 400 feet. The A/P's withdrew to the right and crossed the coast east of Rein Bay strafing as they made landfall. Rounds of ammunition expended during the attack totaled 15,305 of .50 calibre and 4,400 of .30 calibre.

6. Sightings were limited to the supply area on Samudo Island and several old wrecked barges along the coast and reefs.

- 1 -

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

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

FFO 337-K continued.

7. A/A was reported as slight, light, inaccurate on the level of A/P's.

8. Weather over target was clear, broken to overcast at 5000 feet. Enroute and return, rain squalls over water with cumulus clouds at 1000 feet, 9/10 covered. The last plane landed at Jackson Drome at 1345/L.

9. K-20 and K-21 photographs were taken of the target area.

10. a. H11 bombs salvoed or returned to base.

b. Ammunition expended:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.30 calibre</u>
068	1,755	900
079	2,800	1,500
161	3,000	-----
048	2,900	800
279	2,200	1,500
222	2,650	300
TOTAL	15,305	4,400

c. Gun malfunctions:

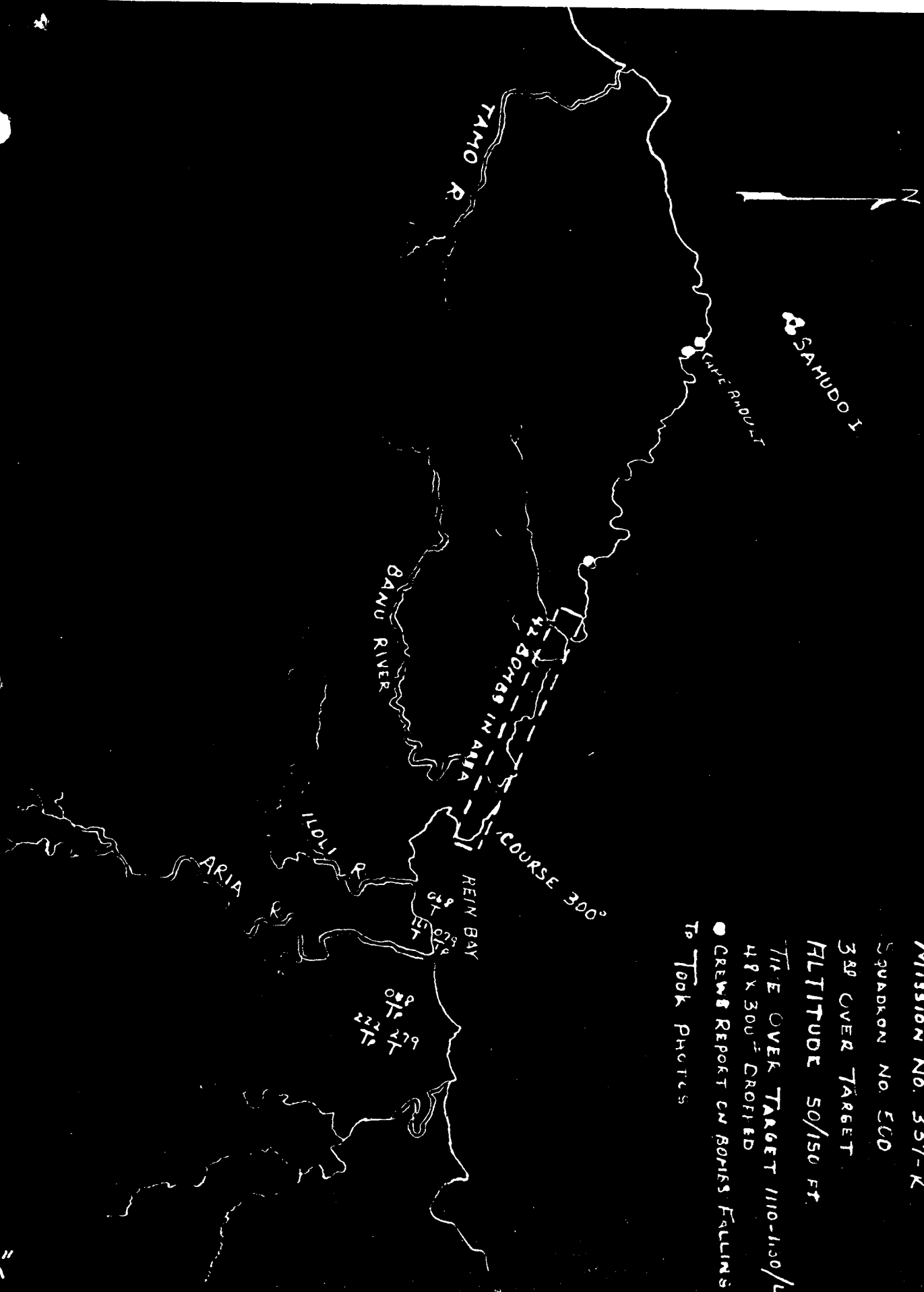
A total of ten malfunctions were reported due to stoppages.

11. No awards are recommended.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 - Incls
Appendix "A"
Appendix "B"



MISSION NO. 337-K

SQUADRON NO. 500

340 OVER TARGET

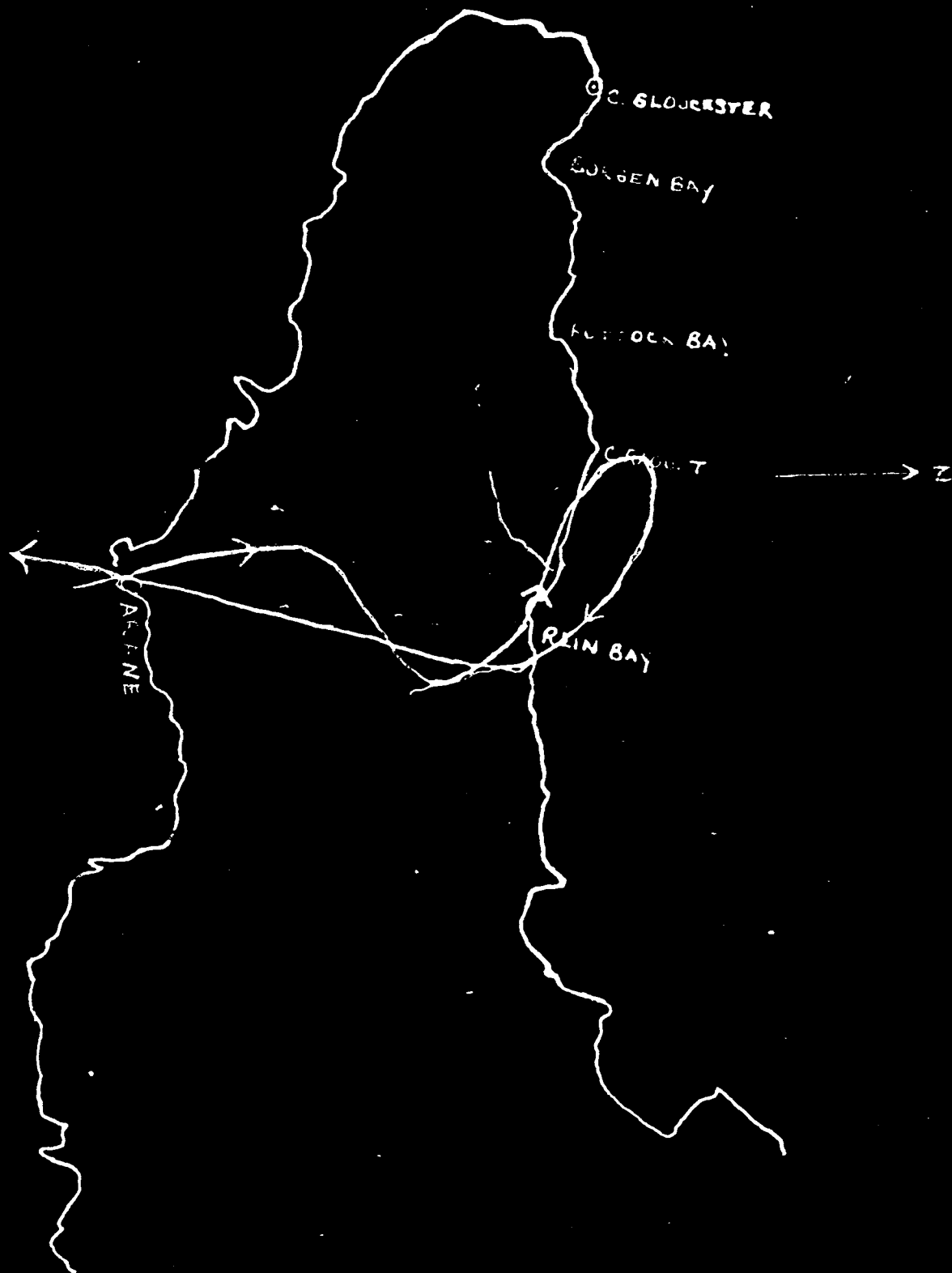
ALTITUDE 50/150 FT.

TIME OVER TARGET 1110-1130/L

48 X 300" CROPPED

CREW'S REPORT ON BOMBS FALLING

To Took Photos



APPROACH

BULL RUN

WITKOWA

FE 337 N

345TH BOMB GP

500TH BOMB S

4-DEC-1943

APP. 2

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

500
337 J
4 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

5 December, 1943

Subject: Narrative Report on Mission FPO 337-J, performed by
500th Bomb Squadron (M), 4 December, 1943.

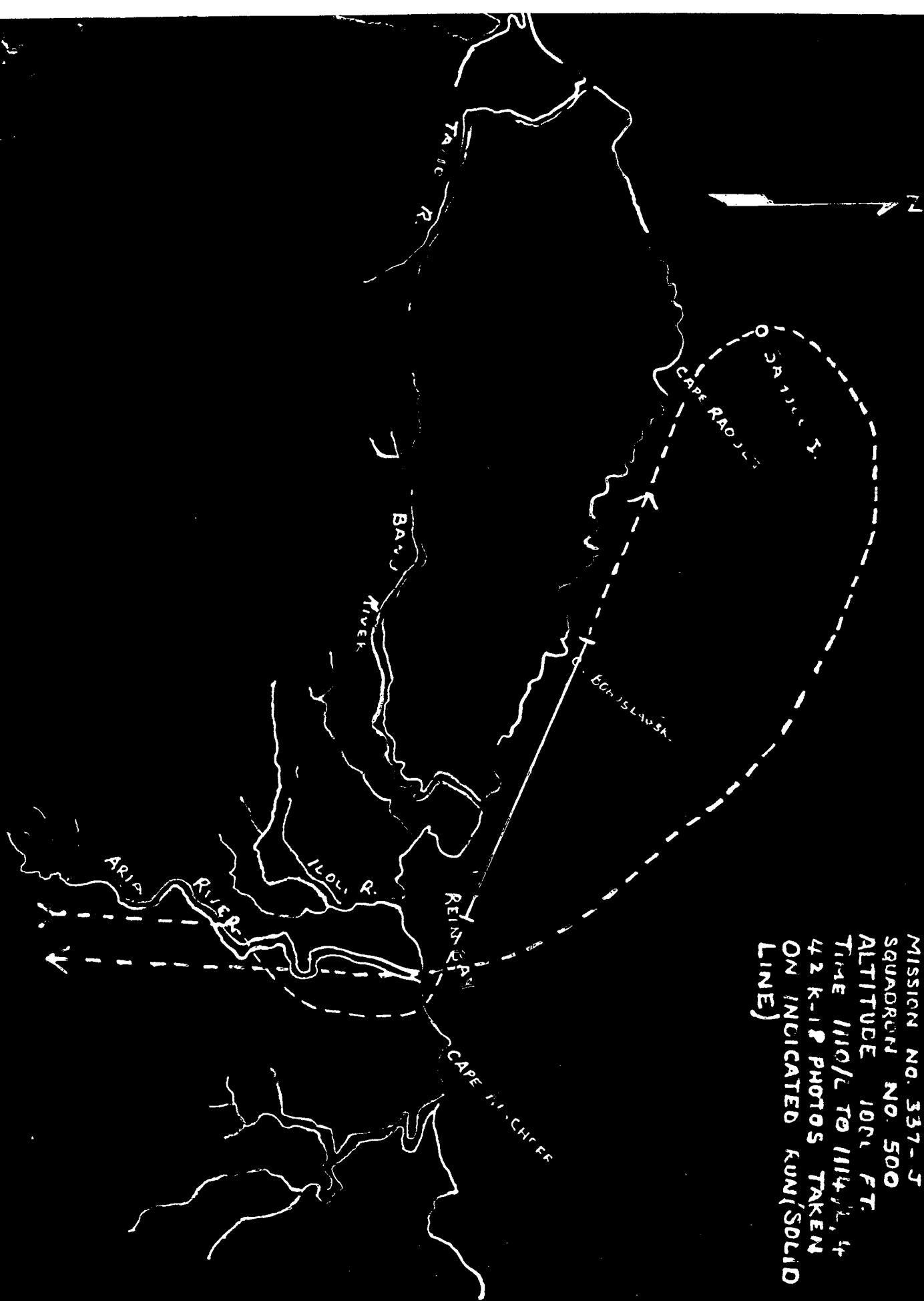
To : Commanding General, Fifth Air Force, APO 925.

1. One hundred per cent photo coverage of the area from the mouth of the Iloli River to approximately 5 miles west of Cape Boguslausi was obtained by 42 K-18 photographs taken at 1110/L to 1114/L by one B-25D-1 of the 500th Squadron flying at 1000 feet. This A/P accompanied six other B-25's of the Squadron in their attack on supply dumps in the Rain Bay area and when approaching the target swung approximately one mile out to sea to take photos of the coastline as the bombing was in progress.
2. A/P 059 piloted by Lt Wallace took off from Jackson Drome at 0825/L and flew with the strike force composed of the 38th and 345th Bomb Groups to the target to photograph the area as the other A/P's bombed and strafed. Immediately after completing photo run this A/P joined formation with the 500th and returned to base landing at 1340/L.
3. A/A was reported as slight, light, inaccurate and on level of A/P.
4. Weather over target was clear, broken to overcast at 5000 feet. Enroute and return, rain squalls over water with cumulus clouds at 1000 feet, 9/10 covered.
5. No bombs were carried by this A/P. Two hundred (200) rounds of .30 calibre ammunition were expended in strafing target area. Nil gun malfunctions reported.
6. No awards are recommended.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

1 - Incl



MISSION NO. 337-J
 SQUADRON NO. 500
 ALTITUDE 1000 FT.
 TIME 1110/L TO 1114/L, 4
 42 K-18 PHOTOS TAKEN
 ON INDICATED RUN (SOLID
 LINE)

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

500
339-L
6 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

7 December, 1943

Subject: Narrative Report on Mission FPO 339-L, performed by the
500th Bomb Squadron (M), 6 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Native villages in the Arawe area were thoroughly bombed and strafed by six B-25D-1's of the 500th Squadron December 6 in a minimum altitude attack. Numerous passes were made in the area and nearly every village was strafed or bombed with 300 lb bombs with delayed fuses of 8/11 seconds, 6-hours and 12-hours. Bombing was considered excellent as only one bomb was seen to explode in the water.
2. The original plan of attack called for the 345th and 38th Groups striking Borgen Bay with the intent to destroy dumps and hidden barges and to disrupt barge traffic which might appear later in the day with the long delay action bombs. When about half way across New Britain, our planes turned back from the primary target because of weather and struck the secondary.
3. Six B-25D-1's took off from Jackson Drome at 0830/L led by Capt Howard. The pilots in the strike were as follows: Capt Howard (079) squadron leader, Lt Mitchell (048) and Capt Cavoli (592); Lt McLean (312) flight leader, Lt Fritzshall (222) and Lt James (430).
4. The 345th Group formed enroute to Thirty-mile where they rendezvoused with the 38th Group. They proceeded to the Gona Wreck to pick up their fighter escort but the fighters were not seen then or at any time during the strike. The B-25's proceeded directly towards Borgen Bay, found that area closed in when they were about half way across New Britain, then turned back and hit the jetty area at Kumbum Island. Two flights of three A/P's each made several runs at their own discretion, and crews reported that they had bombed or strafed nearly every village in the Arawe area. Bomb hits were reported as follows: Five on Little Murien, four on Lupin Village, three at Jetty Beach, nine on village near jetty on Kumbum Island, four on Markio Village, seven on villages on un-named islands immediately north of Kumbum Island, three on village on Ausak Island and one on a small fire approximately six miles NW of Arawe strip making a total of 36 X 300 lb bombs. Bombing results were not visible because of the delayed action bombs dropped, but crews reported seeing only one bomb fall in the water. This particular bomb hit was also recorded in a photograph.

- 1 -

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

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

PFO 339-L continued.

5. No A/A or interception was encountered, and A/P's returned directly to Jackson, the last plane landing at 1309/L.

6. The distance to the target over the route followed was approximately 315 miles and return to base 270 miles. Weather consisted of scattered clouds with scattered to broken cumulus stratus and cumulo nimbus out to sea. Scattered base at 1000 to 1500 feet with tops up to 3000. Middle overcast, 7/10 cover, of alto stratus at 12,000 feet. Over target: Scattered to broken base 2500 to 3000 ft, tops 4/3000.

7. a. All bombs dropped.

b. Ammunition expended:

<u>A/P #</u>	<u>.30 calibre</u>	<u>.50 calibre</u>
079	550	2,250
048	2,000	3,000
592	1,600	3,075
312	2,100	2,000
222	1,500	2,700
430	-----	<u>2,070</u>
TOTAL	7,750	15,045

c. Gun malfunctions:

A/P 079 - Upper left nose .50, malfunction.

Upper left side .50, malfunction.

A/P 222 - Upper right side .50, broken gun mount.

Upper left side .50, jammed cartridge.

A/P 430 - Lower left side .50, faulty ammunition.

Upper left side .50, charging cable came off.

8. Jetties were seen at Cape Merkus and on several of the islands in the Arawe Group. Two red roofed buildings were observed at Cape Merkus, one near Kumbum Island mission and one in grove SW of Arawe strip.

9. No awards are recommended.

For the Squadron Commander:

GLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 - Incls

Incl # 1 - Appendix "A"

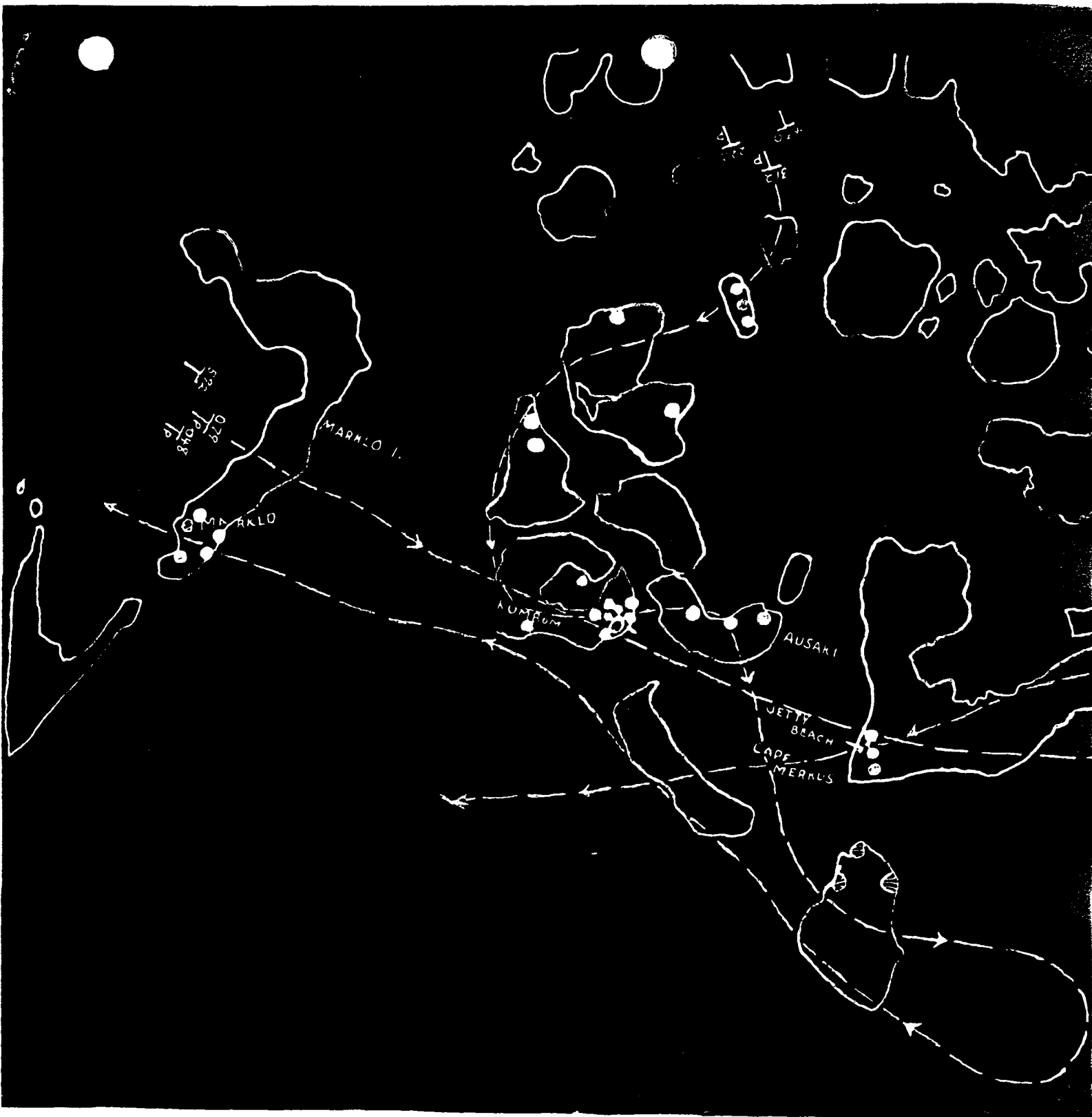
Incl # 2 - Appendix "B"

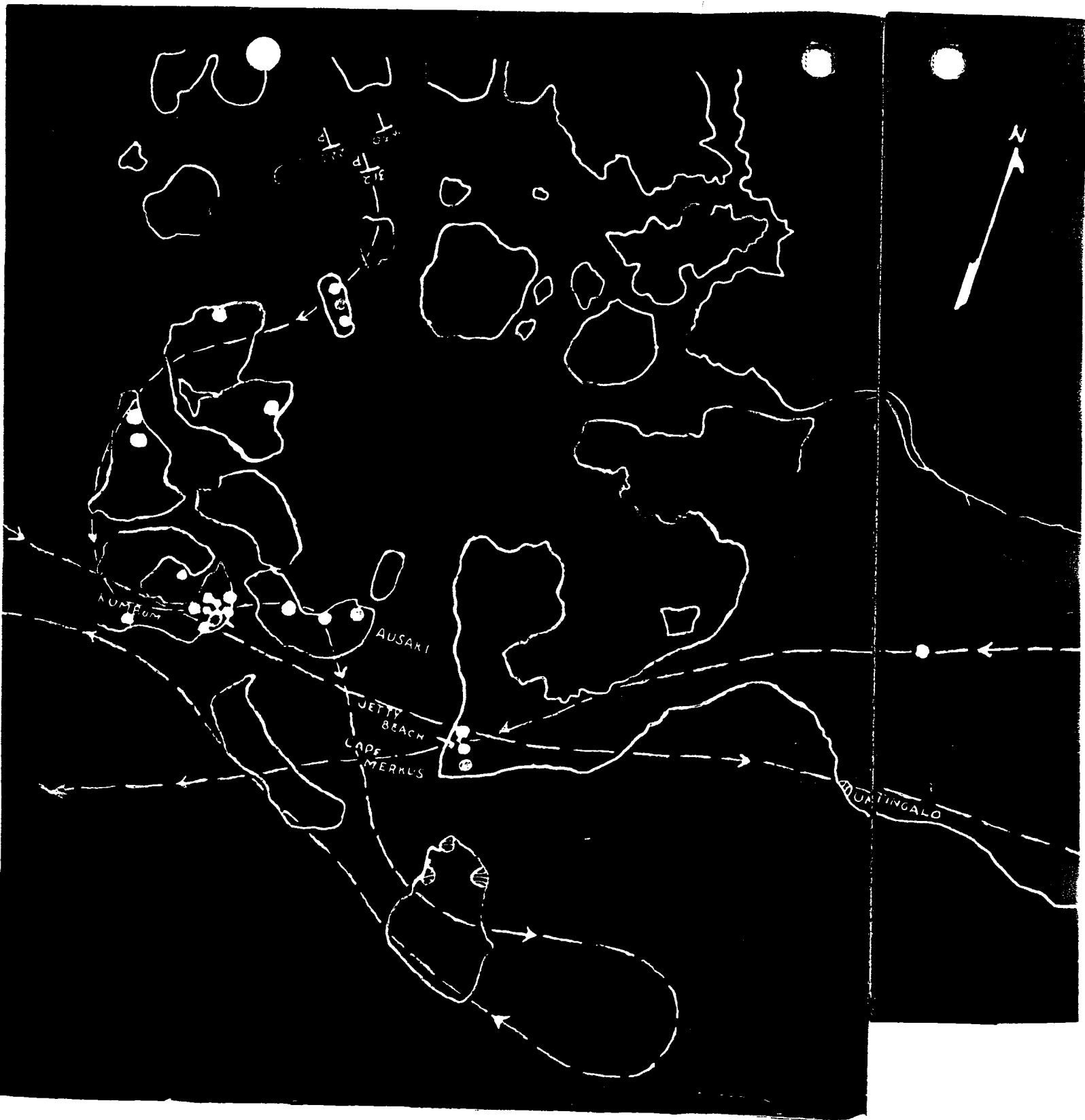
APPROACH - BON RUN - WITHDRAWAL

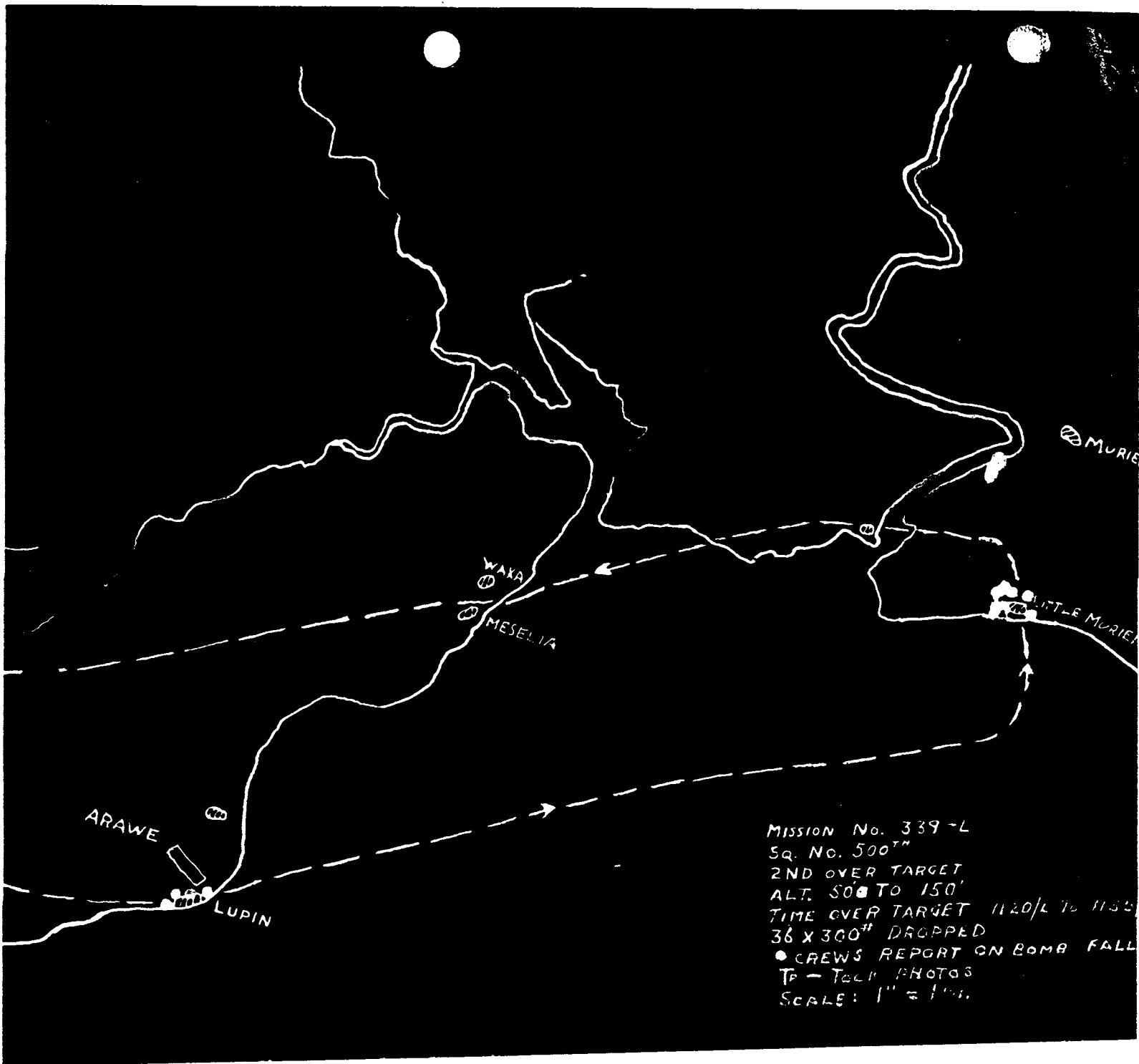
500TH Bomb Sq.
345TH Bomb Gr.
F.F.O.

SCALE: 1" = 15.71 MI.









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

500
340-K
7 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

8 December, 1943

Subject: Narrative Report on Mission BPO 340-K, Performed by
500th Bomb Squadron (M), 7 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Supply and personnel areas from Cape Gauffre to Alaid were bombed and strafed at minimum altitude December 7 by six B-25D-1's of this squadron. At least one fire was started, but other results in general were unobserved because of the delayed action bombs. However, all bombs but one fell on the target, several falling among buildings. The inside perimeter of Borgen Bay was thoroughly strafed as the A/P's came off their bomb run.
2. In a continued assault upon the northwest coast of New Britain, B-24's and two groups of strafers participated in the attack as they had on several previous days.
3. Six B-25D-1's took off from Jackson Drome at 0758/L led by Lt Van Ausdell. The following pilots participated: Lt Van Ausdell (068) squadron leader, Lt Frittschall (314) and Lt Davis (079); Lt McLean (312), Lt Mitchell (059) and Capt Dougherty (161).
4. Forming enroute to Thirty-mile, the 345th Group, led by the 500th Squadron, rendezvoused with the 38th Group there and then with the 38th in the lead proceeded to the Gona Wreck where they picked up their excellent fighter cover. They proceeded directly to the target, spacing themselves at squadron intervals before reaching the New Britain north coast.
5. After the 38th Group made its run the 500th went over its target from 1030/L to 1033/L at minimum altitude on an approximate heading of 240° in two flights of three going over in thirty second intervals. One six or twelve-hour 300 lb bomb was dropped on the shore approximately one mile NW of Kokopo. The remaining 35 bombs, 8/11 second, six-hour and twelve-hour delay, all 300 pounders, were dropped as shown by attached diagram (Appendix "A"). Several fell among buildings and all fell on the target. At least one fire was started.
6. As they came off the run and turned to the right to make formation over the Bismark Sea the A/P's thoroughly strafed the Borgen Bay coast. As they made landfall again on a southerly heading, enroute home, they strafed the coast again. Our planes

- 1 -

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

CONFIDENTIAL

FFO 340-E continued.

returned directly to Jackson, landing at 1240/L.

7. K-21 photographs verified crew reports that all bombs fell in the target and revealed some Jap activity in the area. There was no A/A or interception and fighter cover was reported as excellent.

8. Weather enroute to target, scattered 2/4000 feet, overcast at 10/12000. Over target, visibility fair, overcast at 9500 feet. Return to base, over water hazy, scattered clouds, overcast at 9/10000 feet.

9. a. Nil bombs salvoed.

b. Ammunition expenditures:

<u>A/P #</u>	<u>.30 calibre</u>	<u>.50 calibre</u>
068	-----	800
314	-----	2,250
079		2,500
312	1,200	2,400
059	-----	2,050
181	700	2,000
TOTAL	1,900	12,000

c. Gun malfunctions:

A/P # 068 - Upper left side .50 - weak firing spring
A/P # 314 - Lower left side .50 - failed to extract
 Lower right nose .50 - failed to extract
A/P # 312 - Upper right nose .50 - Weak extractor
A/P # 181 - Lower left nose .50 - out of time

10. No awards are recommended.

For the Squadron Commander:

CLAUDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

BORGEN BAY



ALAIDO

MANUAMUNGA

BAMBAK

CAPE GAUFFRE

COURSE 240°

KOKOPO

079 TP

068 TP

314 TP

161 T

312 TP

051 TP

MISSION NO. 340-K
 SQ. 500TH
 1ST OVER TARGET
 ALT. 50' TO 150'
 TIME OVER TARGET 1030/L TO 1035/L
 36 X 300# DROPPED
 • CREW'S REPORT ON BOMBS FALLING
 TP - TOOK PHOTOS
 O - BOMB HITS TAKEN FROM PHOTOS
 SCALE: 1" = 1 MI.

APP "A"



APPROACH - BOMB RUN - WITHDRAWAL
500TH BOMB SQ.
345TH BOMB GR.
F.F.O.
SCALE: 1" = 15.71 MI.

CONFIDENTIAL

500
342-K
9 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CGG/rpb

10 December 1943

Subject: Narrative Report on Mission FPO 342-K, performed by
the 500th Bomb Squadron (M), 9 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Supply and personnel areas from Rein Bay to Cape Raoul were bombed and strafed December 9th in a minimum altitude attack by five B-25's of the 500th Squadron. Twenty-six 500 lb bombs and 14,000 rounds of ammunition were expended on the target, but except for one fire damage to the target was not observed because of the difficult jungle terrain and the delayed action bombs used.

2. As part of a determined effort to neutralize Jap positions and activities on the north-west coast of New Britain, the strike involved eight squadrons of B-25's of the 345th and 38th Bomb Groups. Heavies were also scheduled to participate, but their orders were cancelled.

3. The following six pilots of this squadron led by Lt McLean took off from Jackson Drome at 0845/L: Lt McLean (314) squadron leader, Lt Latawiec (059) and Capt Cavoli (430); Capt Howard (079) flight leader, Lt Davis (048) and Lt Geer (222)

4. Shortly after takeoff, however, Lt McLean salvaged his bombs at sea and returned to base because of a hydraulic leak in gun turret. Capt Howard then became squadron leader and joined the 345th Group formation enroute to Thirty-Mile where they rendezvoused with the 38th Group. With the latter group in the lead the formation proceeded to Gona-Wreck and rendezvoused with the fighters. The route to target was direct, and the squadrons picked up their interval after they had made New Britain landfall.

5. This squadron, the last to make its run, bombed and strafed the target on an approximate heading of 295° at 1125/L to 1135/L from 50/150 feet. According to crew interrogation and photographs the total bomb load of 35 bombs with delayed action ranging from 8/11 seconds to six and twelve-hour were dropped as follows: Nine fell in the water, one on village on Mutanavua Island, one at the mouth of the Iloli River, six on Iboki Ptn area, one on Nakati, one at mouth of un-named river

- 1 -

CONFIDENTIAL

CONFIDENTIAL

FFO 342-K continued.

approximately $1\frac{1}{2}$ miles SE of Cape Boguslauski, one on reported supply area 1 mile SE of Cape Boguslauski, three on Cape Boguslauski, one on the west shore of Ketenge Anchorage, seven on reported personnel area on the inside perimeter of the bay SE of Cape Raoult, three on Cape Raoult area and one at the mouth of the Tamo River, west of Cape Raoult.

6. Because of a misunderstanding only three A/P's bombed and strafed the entire target from Iloli River to Cape Raoult. The other two broke off their run at Cape Boguslauski.

7. Native and Japanese propaganda leaflets were dropped on the flight across New Britain and over the target.

8. There was no interception, and only slight, light and inaccurate A/A below flight level was reported coming from Cape Raoult. K-20 and K-21 photographs were taken of the target showing a couple of native villages, a fire and several bomb bursts.

9. While no crews of this squadron saw parachute A/A devices reported as being used in this area, a small white object resembling a parachute used in a parafrag bomb was seen caught in the trees east of a known gun position on Cape Raoult. One barge of undetermined serviceability was seen hidden under a tree near the mouth of an un-named river immediately SE of Cape Boguslauski.

10. Visibility over target was six to eight miles with a 1000 ft ceiling. Over water to and from target, alto-stratus layer at 14,000, another at 8,500 with low broken to scattered cumulus becoming scattered with 500/1000 ft bases, tops 4000 ft.

11. Four X 300 lb demo bombs, 8/11 second delay, two X 300 lb bombs, 12-hour delay and one X 300 lb bomb, 6-hour delay were salvaged at sea (09258 - 14654E) by A/P 314 which returned to base.

Ammunition Expenditures:

<u>A/P #</u>	<u>.30 calibre</u>	<u>.50 calibre</u>
059	150	1,650
430	---	975
079	2,200	2,550
048	575	3,500
222	300	2,150
TOTAL	3,225	10,825

Gun malfunctions:

A/P 430 - Lower right side .50, cable off pulley.
Upper left side .50, weak extractor switch.
A/P 079 - Lower left nose .50, Solenoid wire broken.
Upper left nose .50, weak firing pin spring.
A/P 048 - Lower right side .50, mount broken.
A/P 222 - Upper left nose .50, failed to charge.

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

FPO 342-K continued.

A/P 222 - Lower right side, malfunction.

12. No awards are recommended.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

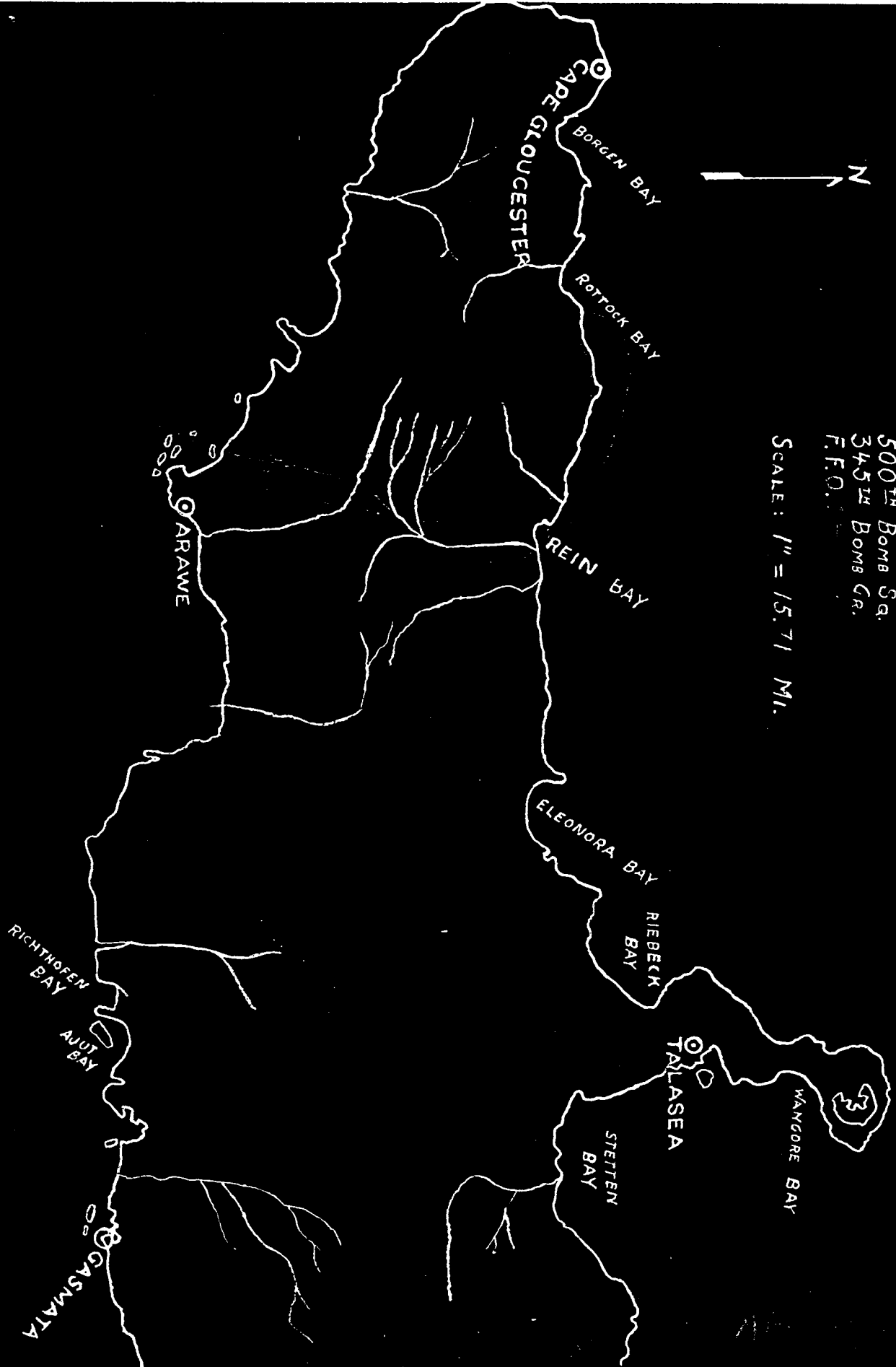
2 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

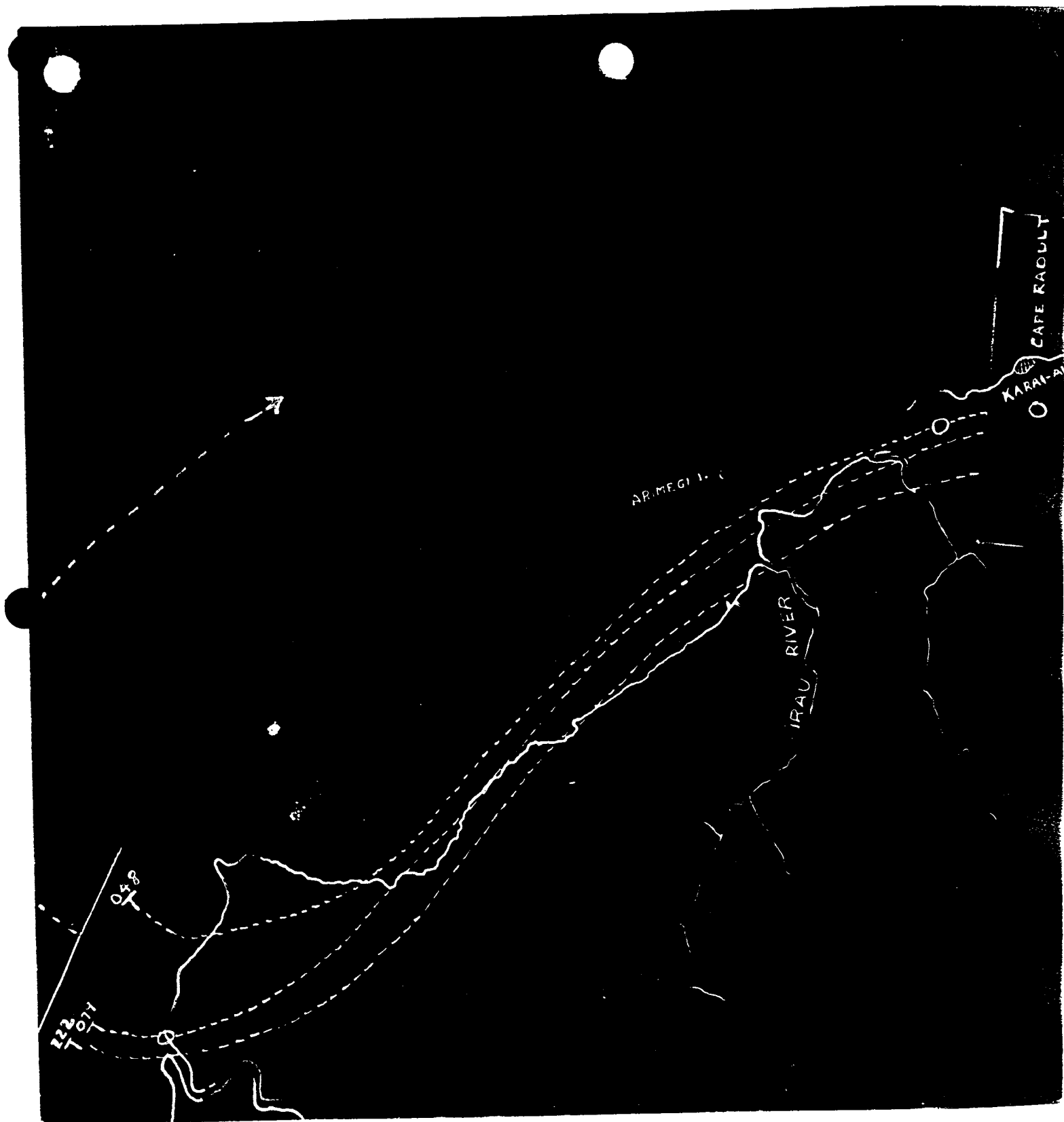
C O N F I D E N T I A L

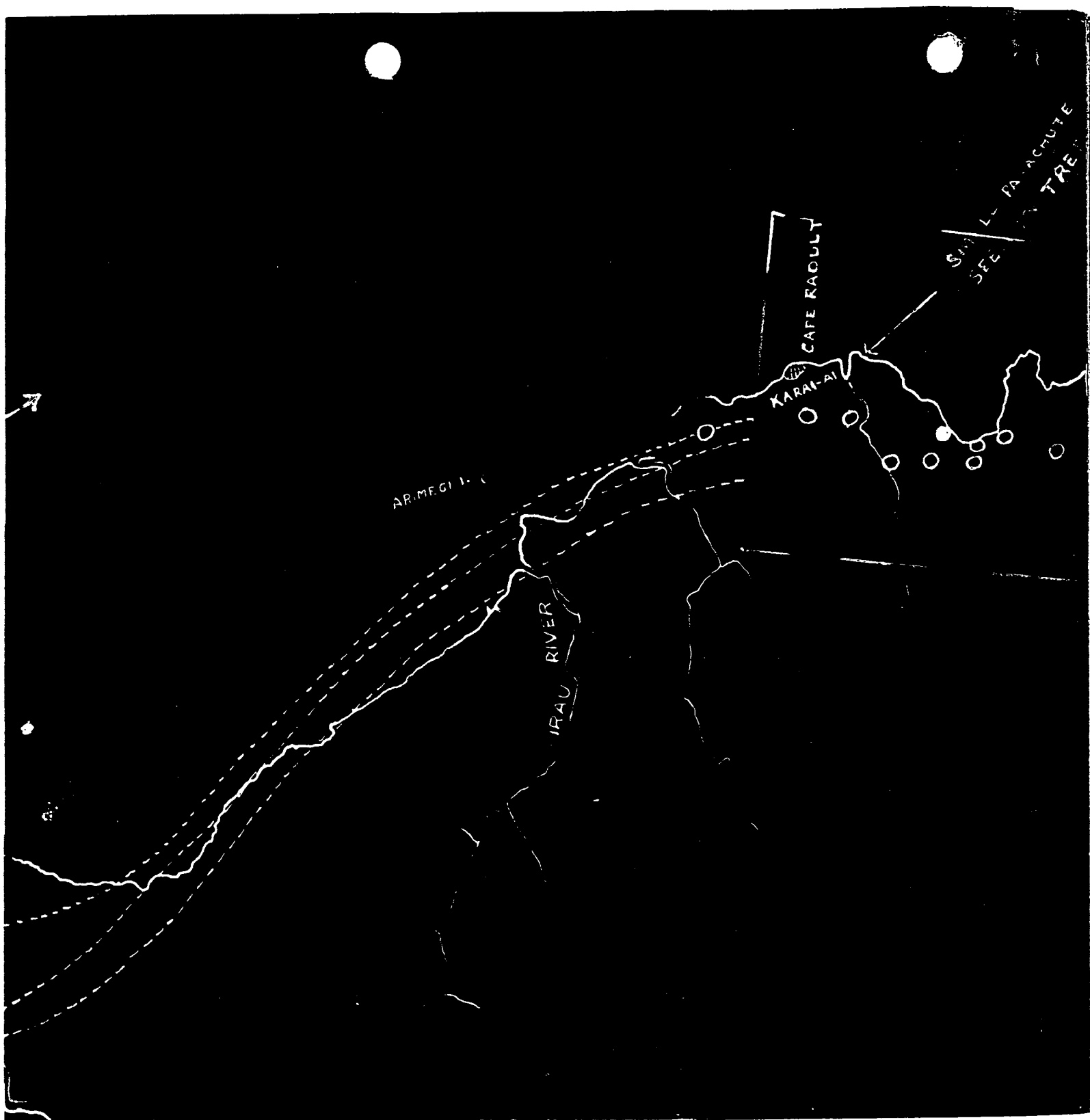
APPROACH - BOMB RUN-WITHDRAWAL

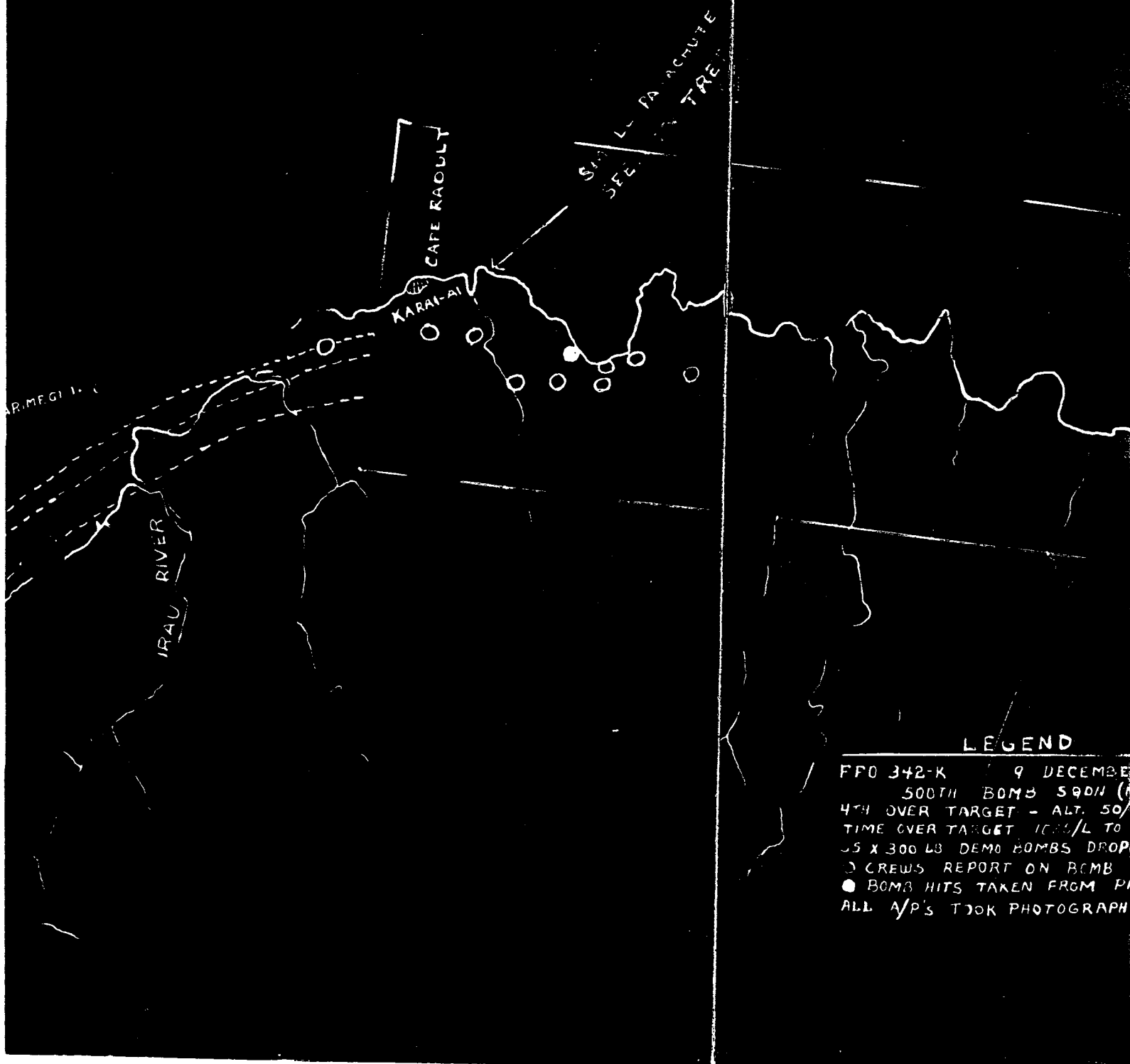
500TH BOMB SQ.
345TH BOMB GR.
F.F.O.

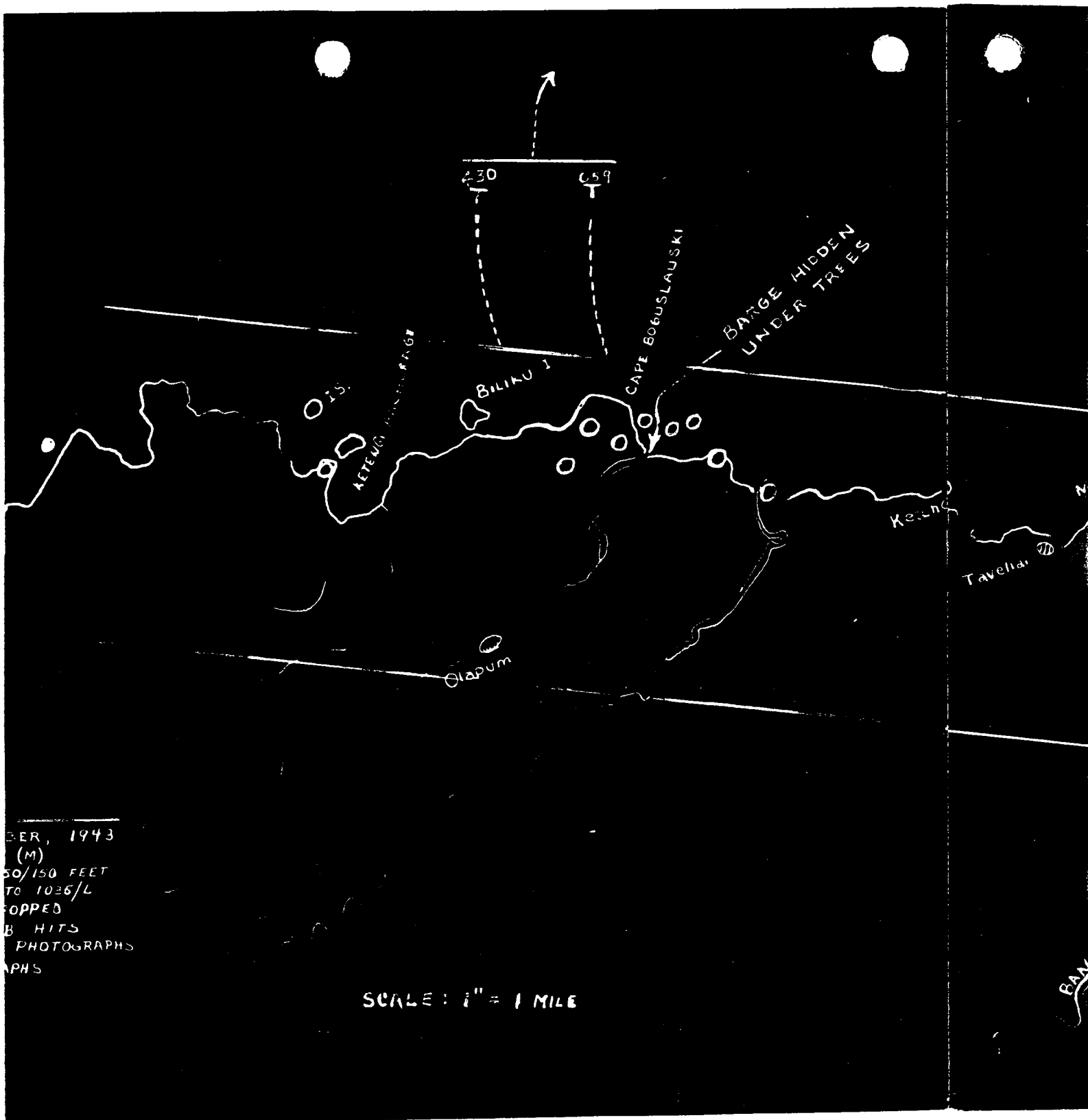
SCALE: 1" = 15.71 MI.





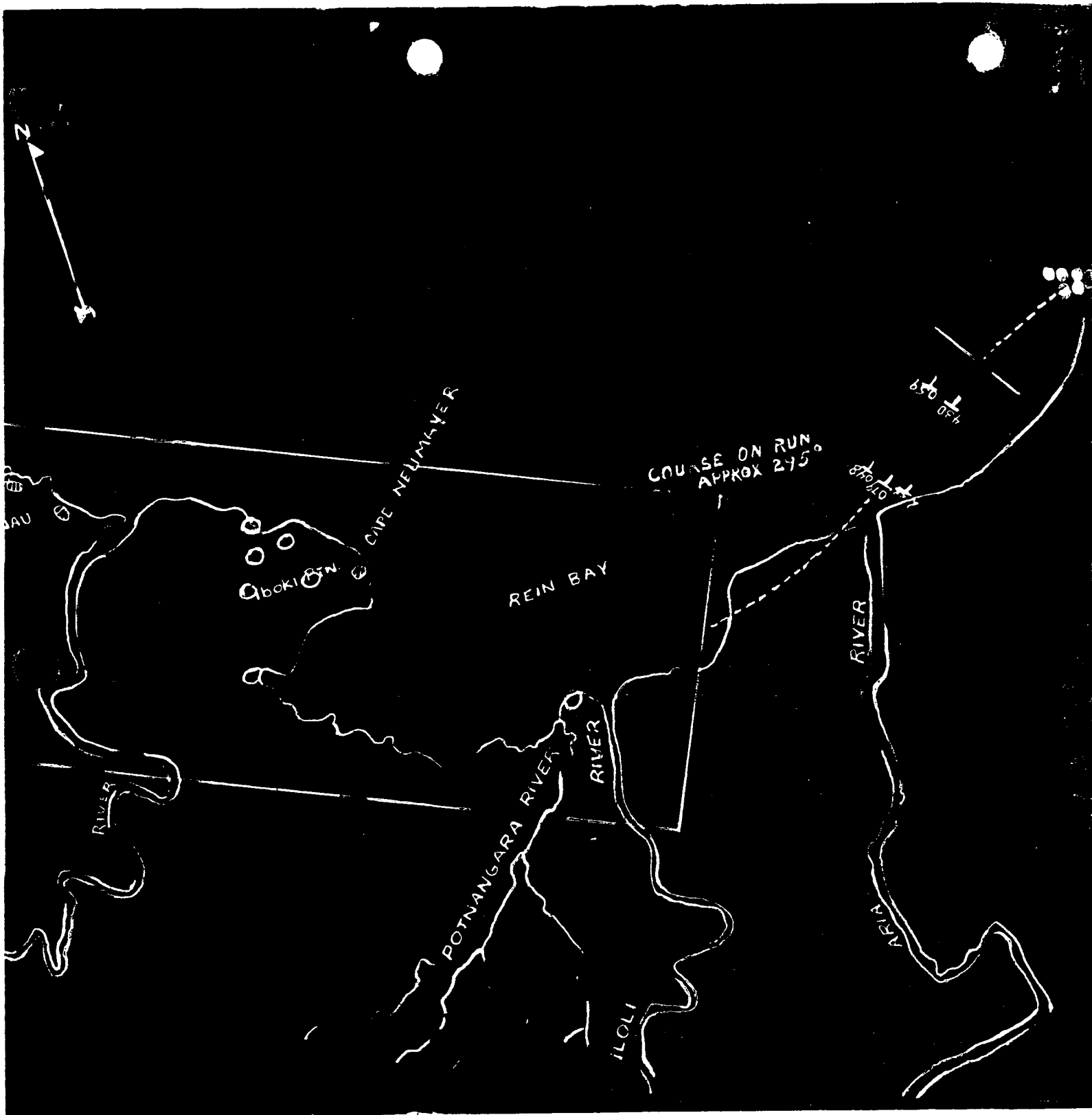


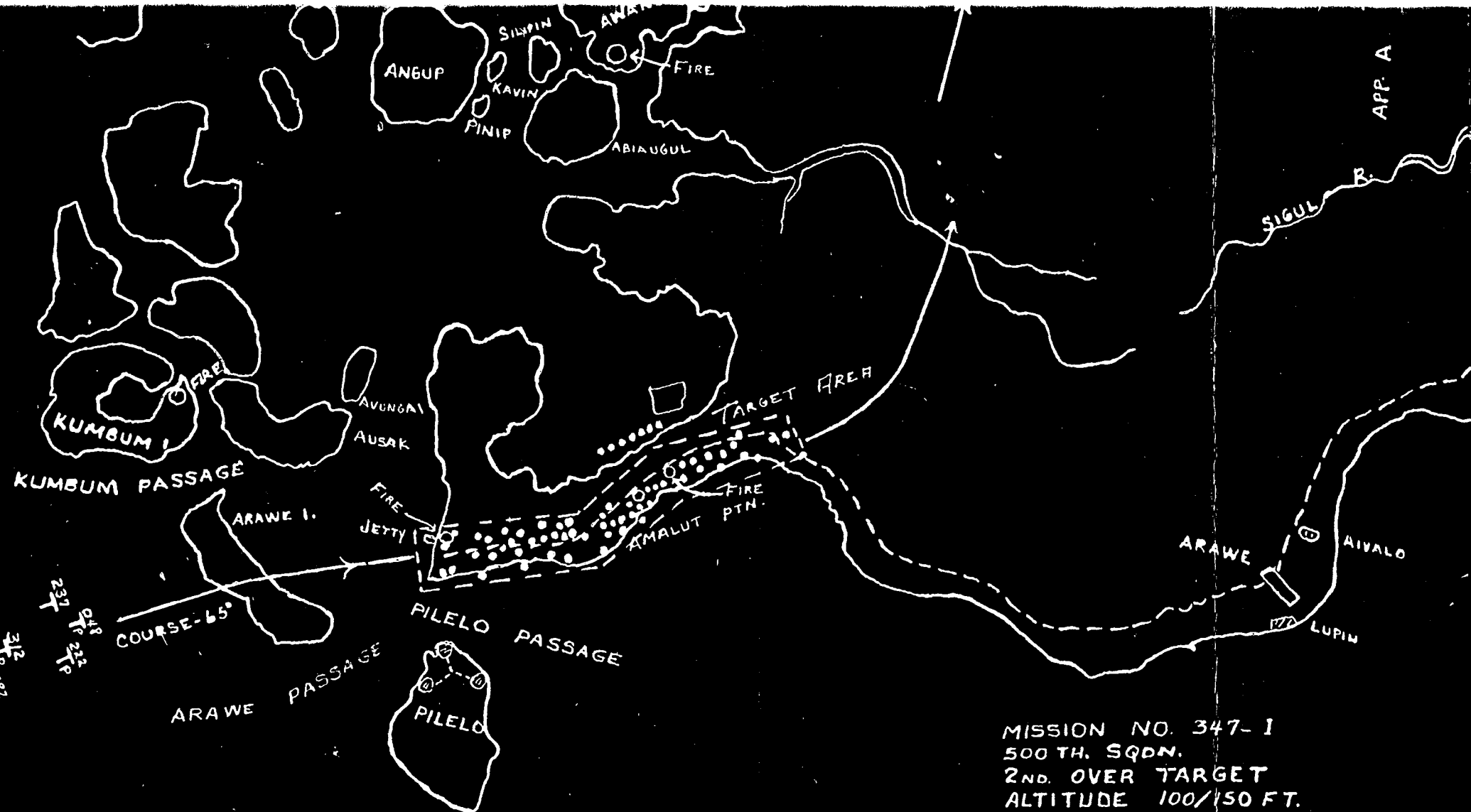




ER, 1943
(M)
50/150 FEET
TO 1035/L
OPPED
B HITS
PHOTOGRAPHS
APHS

BAY





MISSION NO. 347-1
500TH. SQDN.
2ND. OVER TARGET
ALTITUDE 100/150 FT.
TIME OVER TARGET- 0955/L
56X300" IN TARGET
● CREWS REPORT ON BOMB HITS
○ FIRES
TP TOOK PHOTOS
SCALE - 1" TO 1 MI.

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

500
346-F
13 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

14 December 1943

Subject: Narrative Report on Mission PFO 346-F, performed by
500th Bomb Squadron (M), 13 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Ring Ring Plantation, Gasmata strip area and numerous islands in the Gasmata Area were bombed and strafed by six B-25 D-1's of the 500th Squadron in a minimum altitude attack December 13th. A near miss was scored on a footbridge and a previously unserviceable barge was destroyed off shore from Lindenhafen Plantation. Other results were unobserved. Bombing was poor.

2. The attack plan called for two groups of strafers and one group of heavies attacking the Gasmata Area. P-38 fighters provided area fighter cover. The attack called for extremely close timing which was not carried out and resulted in poor bombing.

3. The following pilots of this squadron who participated in the strike were led by Capt Howard and took off from Jackson Drome at 1045/L: Capt Howard (079) squadron leader, Lt Gibb (592) and Lt Fritzhall (430); Capt Dougherty (161) flight leader, Lt Mitchell (314) and Lt Wallace (237).

4. The 345th Group formed enroute to Thirty-mile where they rendezvoused with the 38th Group. With the 38th in the lead the two-group formation proceeded to Cape Ward Hunt and then directly to the target.

5. Before takeoff it had been agreed that all squadrons would space themselves before making landfall so that proper interval would be obtained for the run and at the same time keep the planes beyond A/A range. However, it was reported by our crews that to achieve the proper spacing the 345th swung further west than the original plan called for and made landfall considerably west of the target. Banking to the right the 500th Squadron, which was third in the group formation, headed for the target on a course of approximately 60°. The attack was made at 1330/L at minimum altitude.

6. Although the airplanes had still not reached their target, nineteen X 300 lb demo bombs, 8/11 second delay, were dropped as follows: one near Amato Village on Agur Island, two among buildings in village on Nuro Island, nine on main coastline west

- 1 -

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

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

PPH 346-F continued.

and north of Gasmata strip, and seven on or near Gasmata strip. Nine similar bombs were dropped in the target, five on two un-serviceable barges off shore from Lindenhafen Ptn and nine which hung up in the racks were salvoed in the water. A near miss was reported on a footbridge at 06163 - 15026E and one of the un-serviceable barges was destroyed. Because of the terrain and delayed action bombs used no other results were observed.

7. Slight, light and heavy, inaccurate A/A above the A/P's level was reported. K-20 and K-21 photos were taken of the target area.

8. Sightings were limited to what appeared to be eight to ten new foxholes covered with palm fronds in the center of King Ptn. Numerous bomb craters seen in the plantation were first thought to be dugouts or foxholes.

9. The A/P's returned directly to Jackson without incident landing at 1545/L.

10. Weather over target consisted of low cumulo nimbus clouds, bases to 1000 feet, tops up to 6/8000 feet. Stratus overcast at estimated 6000 feet, visibility 8 to 9 miles in vicinity of target due to haze and smoke.

11. a. Nine bombs were salvoed in water near target.

b. Ammunition expenditures:

<u>A/P #</u>	<u>.50 calibre</u>	<u>.50 calibre</u>
079	500	2,400
592	500	2,375
430	---	2,200
161	600	1,750
314	1,200	1,900
237	300	1,100
TOTAL	3,600	11,725

c. Ten gun malfunctions were reported.

12. No awards are recommended.

For the Squadron Commander:

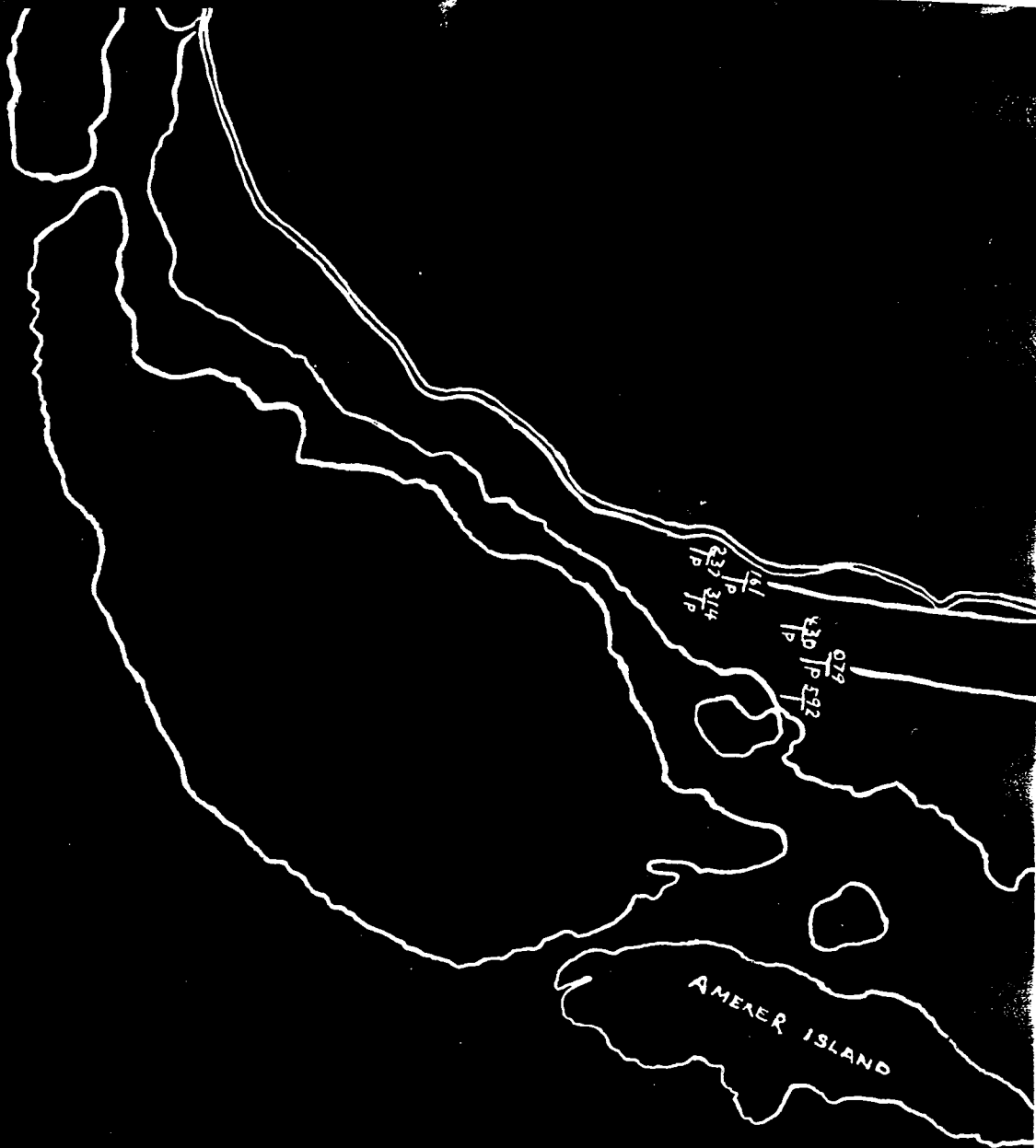
CAYCE C. CARLE
1st Lt. Air Corps
Assistant Intelligence Officer

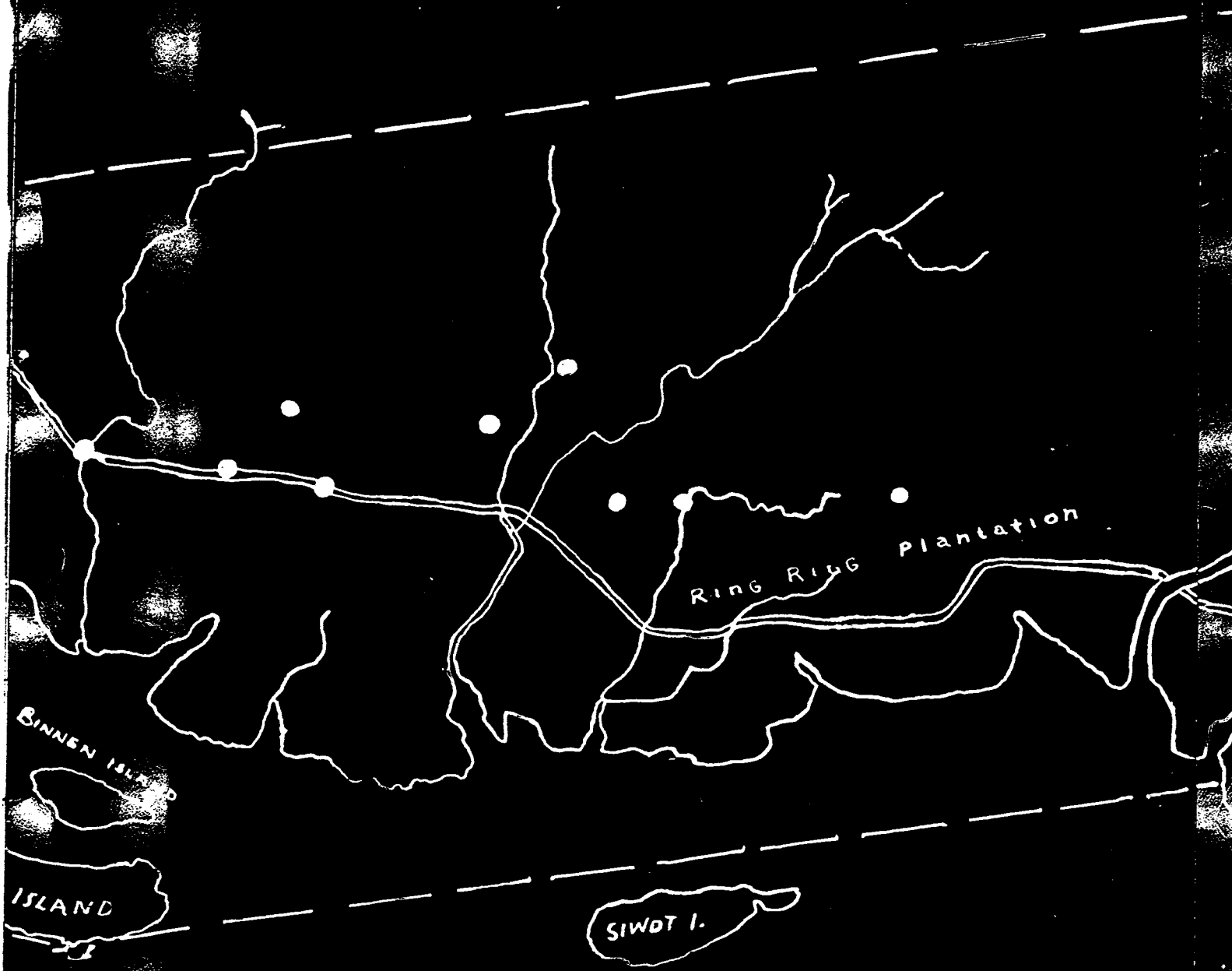
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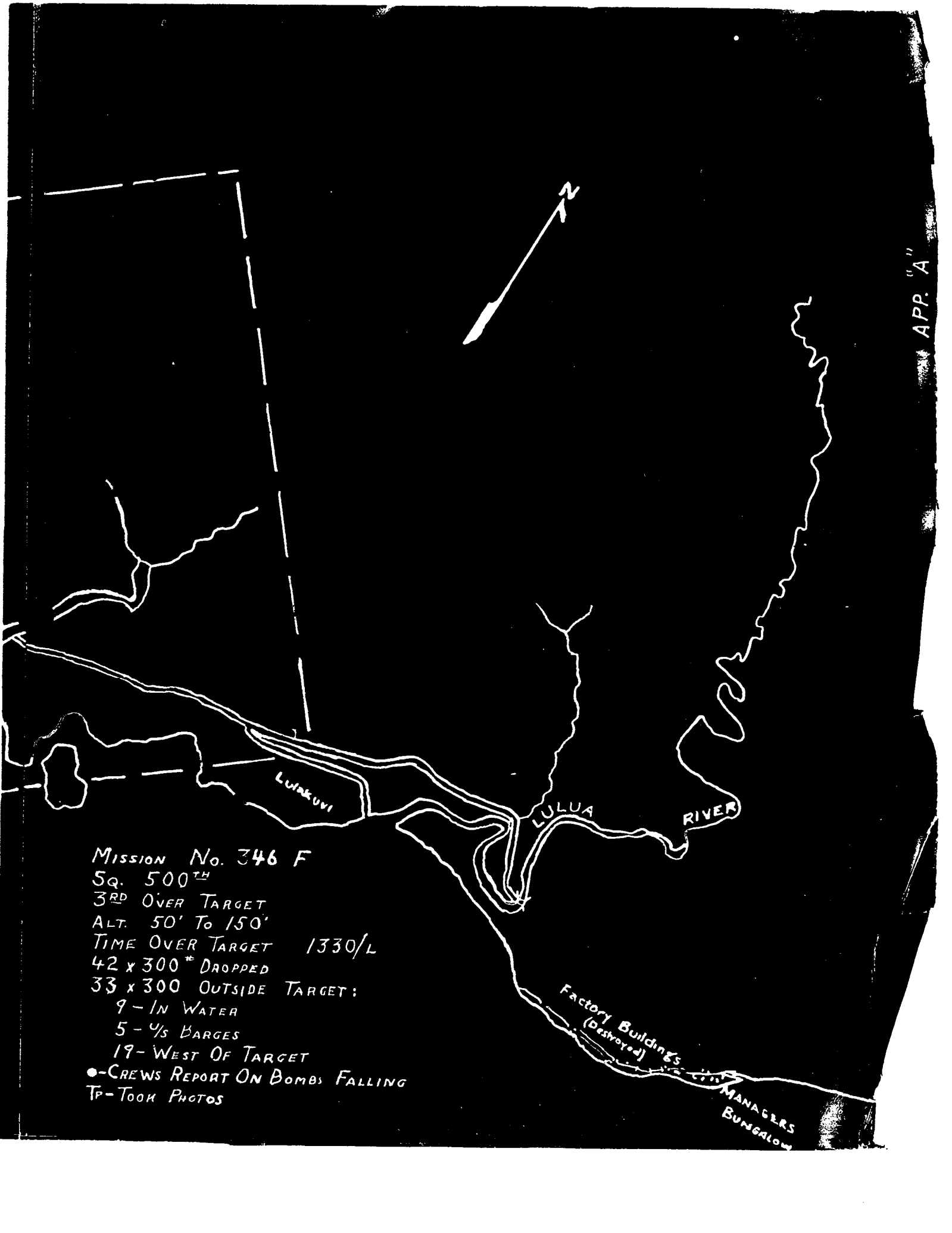
Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

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







A hand-drawn map on a dark background. A river, labeled 'LULUA RIVER', flows from the top right towards the bottom left. A dashed line runs parallel to the river on the left side. A small area is labeled 'LULUAKUVI'. Further down the river, a cluster of buildings is labeled 'Factory Buildings (destroyed)'. At the bottom right, near the river's edge, are labels for 'MANAGERS' and 'BUNGALOW'. A north arrow points towards the top right. In the bottom left corner, there is a block of text detailing a mission.

MISSION No. 346 F
SQ. 500TH
3RD OVER TARGET
ALT. 50' TO 150'
TIME OVER TARGET 1330/L
42 x 300* DROPPED
33 x 300 OUTSIDE TARGET:
9 - IN WATER
5 - $\frac{1}{2}$ BARGES
19 - WEST OF TARGET
● - CREWS REPORT ON BOMBS FALLING
TP - TOOK PHOTOS



APPROACH - BOMB RUN - WITHDRAWAL
500TH BOMB SQ.
345TH BOMB GR.
F.F.O.
SCALE: 1" = 15.71 MI.

500
347-I
14 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

15 December 1943

Subject: Narrative Report on Mission FFO 347-I, performed by
500th Bombardment Squadron (M), 14 December 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Amalut Plantation at Arawe on the south coast of New Britain was thoroughly worked over in a minimum altitude attack by nine Mitchells of this squadron December 14th, as part of a large medium and heavy strike against this area to soften it up for landing operations. Fifty-six 300 lb bombs were dropped by this squadron on the target as they strafed with 14,305 rounds of ammunition.
2. Attacking almost simultaneously, the 345th Group bombed and strafed Amalut Ptn and the 38th Group attacked other targets in the immediate vicinity. Heavies bombed the same area shortly after the medium attack. A total of 28 B-24's and 60 B-25's took part in the successful strike.
3. The following nine pilots of the 500th Squadron, led by Lt Van Ausdell, took off from Jackson Drome at 0730/L: Lt Van Ausdell (048), Lt Geer (222) and Capt Cavoli (237); Lt McLean (312), Lt Gibb (592) and Capt Dougherty (161); Maj Hagest (992), Lt James (430) and Lt Wallace (314).
4. The 345th Group formed enroute to Thirty-Mile where they rendezvoused with the 38th Group, then with the 345th in the lead the formation proceeded to target.
5. The 500th Squadron, flying No. 2 position in the Group formation, made its bombing and strafing run at 0955/L at minimum altitude on an approximate heading of 65°. Fifty-six X 300 lb demo bombs, 8/11 second delay fuse, were dropped on the target. Due to the coverage of trees in the Plantation, nil results were observed. Seven similar bombs were salvoed in the water just off shore at north center of target. Bombing was considered excellent. The entire area was thoroughly strafed by the nine A/P's.
6. Nil A/A or interception was encountered.
7. One fire sending smoke to 1000 feet was observed in center of the target as our A/P's left the area. Several small fires were seen near a red-roofed building near the jetty on the southwest tip of the target and in the village on Kumbum Is.

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

FFO 347-I continued.

8. K-20, K-21 and K-24 photographs and 100 feet of 35mm movie film were taken of the target area. Our A/P's returned to base without incident landing at 1155/L.

9. Weather over target consisted of scattered cumulus clouds at bases of 3000 feet. Over water to target, high overcast at 12,000, scattered under layers down to 9000. Visibility limited due to scattered rain showers.

10. a. Seven X 300 pound demo bombs, 8/11 second delay fuse, were salvoed in water just off shore of target by A/P # 314.

b. Ammunition expenditures:

<u>A/P #</u>	<u>.30 calibre</u>	<u>.50 calibre</u>
048	500	1,575
222	-----	300
237	200	1,060
312	1,200	1,576
592	1,100	2,050
161	1,200	1,250
992	300	750
430	-----	200
314	-----	<u>1,150</u>
TOTAL	4,500	9,905

c. Eight gun malfunctions were reported.

11. No awards are recommended.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 - Incls

Incl 1 - Appendix A

Incl 2 - Appendix B

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



APPROACH - BOMB RUN-WITHDRAWAL
500TH BOMB SQ.
345TH BOMB GR.
F.F.O.

SCALE: 1" = 15.71 MI.

500
351-I
18 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

19 December 1943

Subject: Narrative Report on Mission FPO 351-I, Performed by
500th Bomb Squadron 18 December, 1943, Objective at
Borgen Bay, New Britain, 0533S - 14830E.

To : Commanding General, Fifth Air Force, APO 925.

1. Supply and personnel areas at Natamo Pt, Borgen Bay were blanketed with forty-two 300 lb bombs, 8/11 second delay, in a minimum altitude bombing and strafing attack by six Mitchells of the 500th Squadron December 18. The inside perimeter and west coast of Borgen Bay were thoroughly strafed with 16,620 rounds of ammunition as the planes made their target run and withdrawal. Although the jungle terrain and delay action bombs prevented positive assessment of damage, photographs verify crew observations that the target was completely covered in the attack which met no enemy opposition either in the form of A/A or fighters.

2. Probably as a prelude to Allied landing operations in the vicinity, the general attack plan called for the 345th Group's four squadrons, led by the 500th, to neutralize concealed enemy positions and personnel at Borgen Bay while minutes later the 90th Group of heavies was to wipe out probable coast defenses at Target Hill. The entire attack was considered a success and started several fires in the target.

3. The 500th Squadron, which led the 345th Group, was in turn led by Lt James and was divided into two flights as follows:

"A" FLIGHT
A/P 430 - Lt James
A/P 592 - Lt Gibb
A/P 992 - Lt Hecox

"B" FLIGHT
A/P 312 - Lt McLean
A/P 279 - Lt Speicher
A/P 059 - Lt Latawiec

4. Our squadron took off from Jackson at 0715/L and joined the Group formation enroute to Thirty-Mile from where they proceeded direct to Cape Ward Hunt for fighter rendezvous. Picking up their escort on schedule, the formation went direct to the target, gaining their squadron interval after they made landfall on the New Britain south coast. The attack was made at 0940/L at minimum altitude on an approximate heading of 300° in flights of three A/P's to insure the most effective target coverage. Forty-two X 300 lb demo bombs 8/11 second delay fuse, were dropped in the target starting at the second large un-named river SE of Natamo Pt and extending to Natamo Pt itself where the majority of the bombs fell. (See attached diagram, Appendix A). Five bombs

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

PFO 351-I continued.

fell in the water just off Natamo old site. One fell on the west coast of Borgen Bay about a mile below the known barge hideout. All of the A/P's maintained a constant strafing pattern as they approached the target, swung around the west coast of the bay and out to sea. The Group reformed off the north shore of New Britain, circled, and as they cut through the middle of Borgen Bay enroute home, again strafed their target.

5. The route back was direct and our A/P's landed at 1133/L. Fighter escort was good, no enemy opposition was offered and there were no personnel injured or A/P's damaged.

6. No awards are recommended.

7. a.

BOMBING TABLE

A/P	No. of Bombs	Weight	Delay	Dropped On Target	Salvaged	Remarks
430	8	300	8/11	8		— { 2 in water 1 W shore B.B.
592	8	300	8/11	8		
992	8	300	8/11	8		
312	8	300	8/11	6		2 in water
279	8	300	8/11	8		
059	8	300	8/11	7		1 in water
TOTALS	48	300 lb	8/11 sec 42			6 elsewhere

b.

AMMUNITION EXPENDED

A/P	.50 Calibre Rds Carried	Expended	.50 Calibre Rds Carried	Expended
430	5,000	1,350	2,000	200
592	5,000	2,750	2,000	1,200
992	5,000	1,850	2,000	700
312	5,000	2,200	2,000	1,200
279	5,000	1,650	2,000	1,300
059	5,000	1,420	2,000	800
TOTAL	30,000	11,220	12,000	5,400

c.

GUN MALFUNCTIONS

A/P	GUN	CAUSE
430	Lower right side	Firing pin hole worn
592	Nil	
992	Lower right side	Faulty ammunition
312	Lower right side	Broken extractor
279	Upper right nose	Feed ball pin vibrated loose
	Upper left nose	Charging cable broken
059	Upper left nose	Worn firing pin
TOTAL	6 malfunctions	

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

PFO 351-I continued

d. PHOTOGRAPHIC TABLE

<u>A/P</u>	<u>TIME</u>	<u>LOCALITY</u>	<u>TYPE CAMERA</u>	<u>EXPOSURES</u>	<u>REMARKS</u>
430	0940-0947	Borgen Bay	K-20	7	
592	Nil pictures taken				
992	Nil pictures taken				
312	0940-0947	Borgen Bay	K-20	5	
	0940-0947	Borgen Bay	K-21	30	
279	Nil pictures taken				
059	0940-0947	Borgen Bay	K-21	30	
<u>TOTAL</u>				<u>72</u>	

8. Thirteen small barges, about one-half of them rusty and probably unserviceable, were seen beached in known barge hideouts on the west coast of Borgen Bay. Log footbridges were seen across streams near the coast of the target and a small, apparently new clearing was observed about one-half mile inland from the coast about a mile and one-half SE of Natamo Pt. The attack by heavies appeared to be excellent and resulted in a large column of black smoke rising from their target.

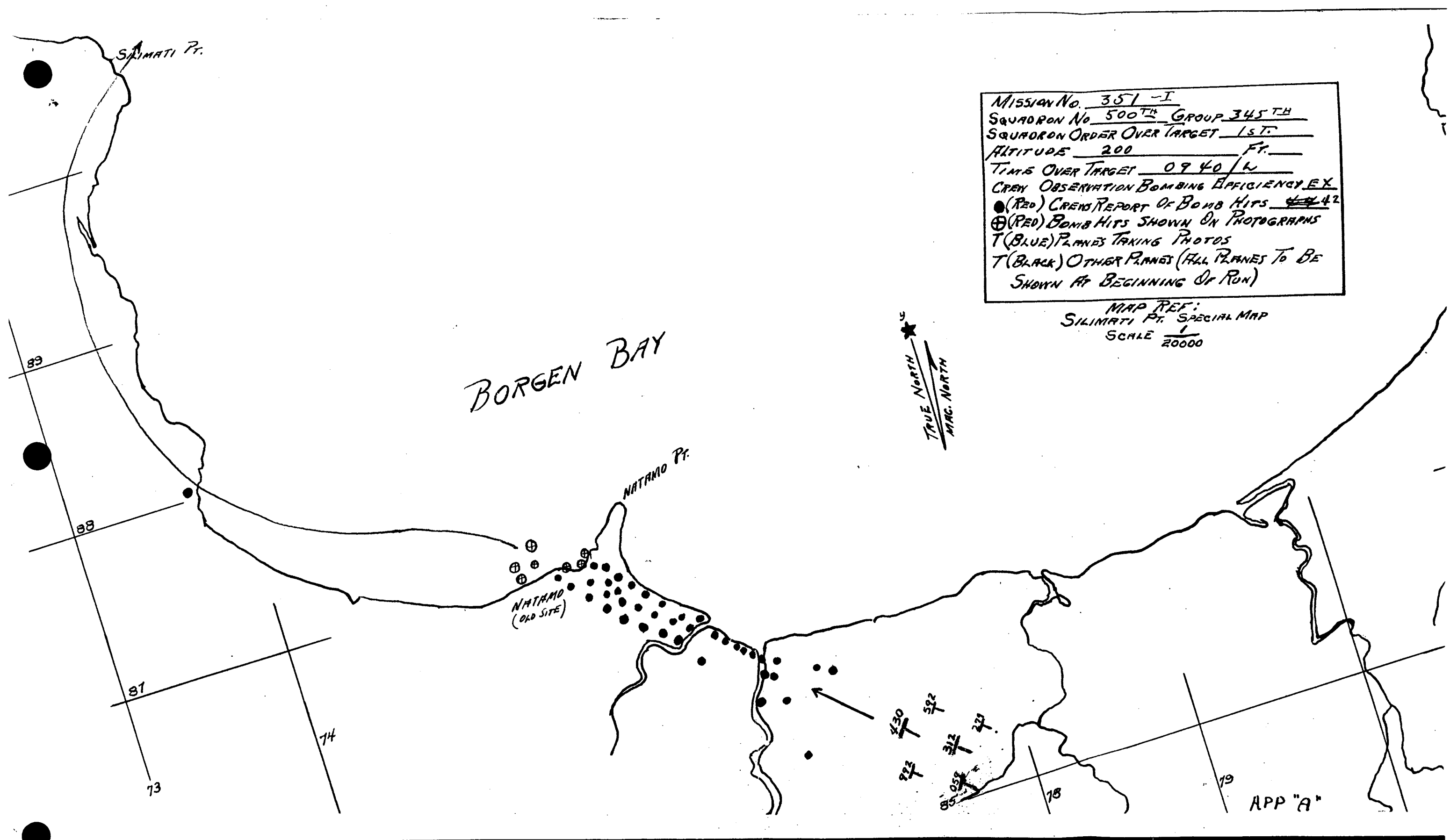
9. Photos were taken according to above table and verify crew reports of the attack and barge sightings.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 - Incls:
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

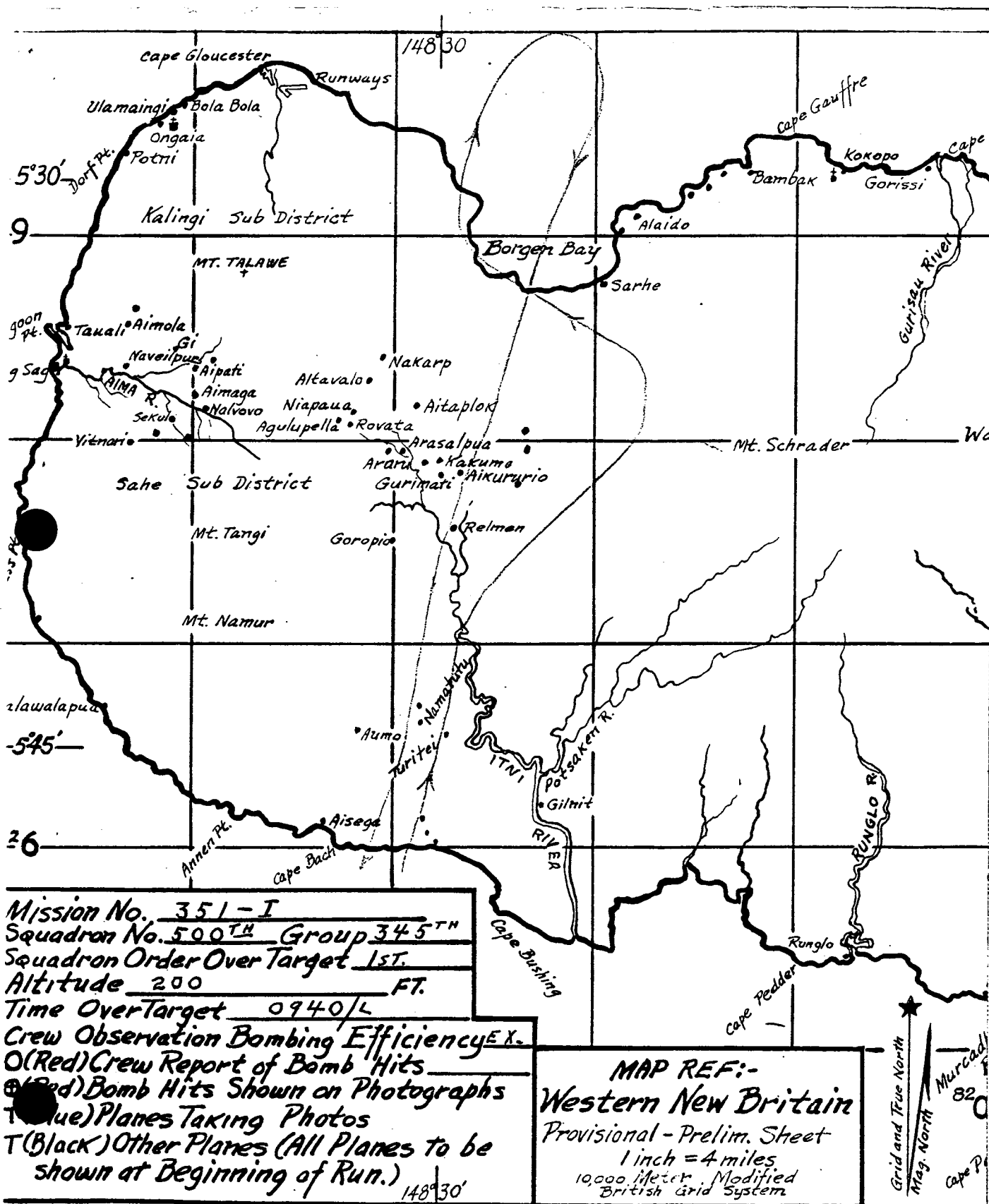
C O N F I D E N T I A L



MISSION No. 351 -I
SQUADRON No. 500TH GROUP 345TH
SQUADRON ORDER OVER TARGET 1ST.
ALTITUDE 200 FT.
TIME OVER TARGET 0940 / L
CREW OBSERVATION BOMBING EFFICIENCY EX
● (RED) CREW REPORT OF BOMB HITS 4442
⊕ (RED) BOMB HITS SHOWN ON PHOTOGRAPHS
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN)

MAP REF:
SILIMATI Pt. SPECIAL MAP
SCALE 1 / 20000

APP "A"



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

500
352-I
18 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

20 December 1943

Subject: Narrative Report on Mission PFO 352-I, Performed by
500th Bomb Squadron, 18 December 1943, Objective, Dorf
Point to Cape Gloucester, New Britain, 05283 - 14825E.

To : Commanding General, Fifth Air Force, APO 925.

1. Villages, personnel and concealed supply areas from Dorf Pt to Cape Gloucester on the northwest coast of New Britain were bombed and strafed December 19th in a mid-morning minimum altitude attack by six B-25D-1's of the 500th Squadron. Each of the assigned targets was effectively covered although the terrain and delay action bombs prevented positive damage assessment. Of a total bomb load of forty-eight 300 lb, 8/11 second delay bombs, forty-three were dropped on the target and almost 14,000 rounds of ammunition were expended in strafing during the attack which carried the planes over Cape Gloucester Airdrome. An enemy SSP, seen in a camouflaged revetment and thought to be serviceable, was probably damaged by strafing.

2. This squadron's attack was part of a coordinated strike by a group of heavies closely followed by a group of strafers. The whole attack was a continuation of a determined assault on the northwestern part of New Britain started a few weeks ago. Although no fighter escort was seen, the strike was carried out according to plan and was considered a success. No enemy fighters appeared, and very little A/A, mostly in the form of ineffective light M/G fire, was encountered.

3. The 499th Squadron led the 345th Group with the 500th Squadron, led by Capt Howard, in No. 2 position. Our Squadron's flights took off from Jackson at 0715/L and were as follows:

"A" FLIGHT

A/P 079 - Capt Howard
A/P 048 - Lt Speicher
A/P 992 - Lt Hecox

"BW" FLIGHT

A/P 222 - Capt Dougherty
A/P 430 - Lt Fritzhall
A/P 059 - Lt Latawiec

4. Our Squadron joined the 345th Group formation enroute to Thirty-Mile and then proceeded to Cape Ward Hunt where the fighter cover was to be met. After it was apparent that the fighters were not going to join us, the Group proceeded direct to the target, and the squadrons picked up their interval just before reaching the New Britain coast. Our Squadron, in nearly line abreast formation, started its attack at 0935/L on an approximate

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

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

PFO 352-I continued.

heading of 60° and spent four minutes over the target at 100 to 200 feet. Because of rack malfunction five bombs could not be dropped on the target and were salvaged at sea. However, the remaining 43 bombs dropped in or close to the assigned areas as the attached diagram (Appendix "A"), compiled from crew interrogation and photographs, shows. Several bombs were reported to have fallen among buildings and as the planes continued their strafing run over the Gloucester strips, one A/P dipped its nose and fired at a SSP hidden in a camouflaged revetment. This fighter, believed to be a serviceable Hamp, was probably damaged. Our planes swung to the left over the sea, rejoined the Group formation north of Cape Gloucester and returned direct to Jackson, landing at 1120/L.

5. There was no damage or injury to either our planes or personnel.

6. No awards are recommended.

7. a.

BOMBING TABLE

A/P	NO. OF BOMBS	WT	DELAY	ON TARGET	SALVAGED	REMARKS
079	8	300 LB	8/11	8		
048	"	" "	"	"		
992	"	" "	"	"		
222	"	" "	"	"		
430	"	" "	"	3	5	At sea - rack
059	"	" "	"	8		malfunction
TOTAL	48	300 Lb	8/11	43	5	

b.

AMMUNITION EXPENDED - GUN MALFUNCTIONS

A/P	.50 Calibre			.30 Calibre	
	Rds Carried	Expended	Malfunct.	Rds Carr'd	Expnd Malfs.
079	5,000	2,750	LLN & LRN	2,000	400
048	5,000	2,825		2,000	400
992	5,000	2,800		2,000	200
222	5,000	1,550	URS & LRS	2,000	500
430	5,000	1,150	LRN	2,000	---
059	5,000	1,400	URS, LLN & ULN	2,000	---
TOTAL	30,000	12,475	8 Malfr.	12,000	1,500

c.

GROUND OPPOSITION

A/P	INTENSITY	CALIBRE	ACCURACY	ALTITUDE	LOCATION
222	Slight	Medium	No	200'	At target 13A
059	Slight	Light	No	Above AP	See Appd. "A"

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

FFO 352-I continued.

d.

PHOTOGRAPHIC TABLE

<u>A/P</u>	<u>TIME</u>	<u>LOCALITY</u>	<u>TYPE</u>	<u>EXPOSURES</u>	<u>REMARKS</u>
079	0935 - 0939	Dorf Pt	K-20	5	-(Shutter jam-
	"	"	K-21	30	(med. Nil.
048	"	"	"	30	
992	"	"	K-20	7	
222	"	"	K-21	30	
430	"	"	K-20	8	
059	"	"	K-21	30	
<u>TOTAL</u>			K-20 - 20		
			K-21 -120	140	

8. Two wrecked barges were seen on the beach half way between Samuol and known barge hideout approx three miles above Dorf Pt. A wrecked Betty, midway and just off north side of Strip No. 2, was reported sending light M/G fire as though the M/G's were located on either side of the engines. Many bomb craters were seen in this Squadron's target area. Black smoke was seen rising to 1000 feet from area where the 90th Bomb Group was bombing.

9. Photographs received confirm crew observations of target run and some bomb bursts.

For the Squadron Commander:

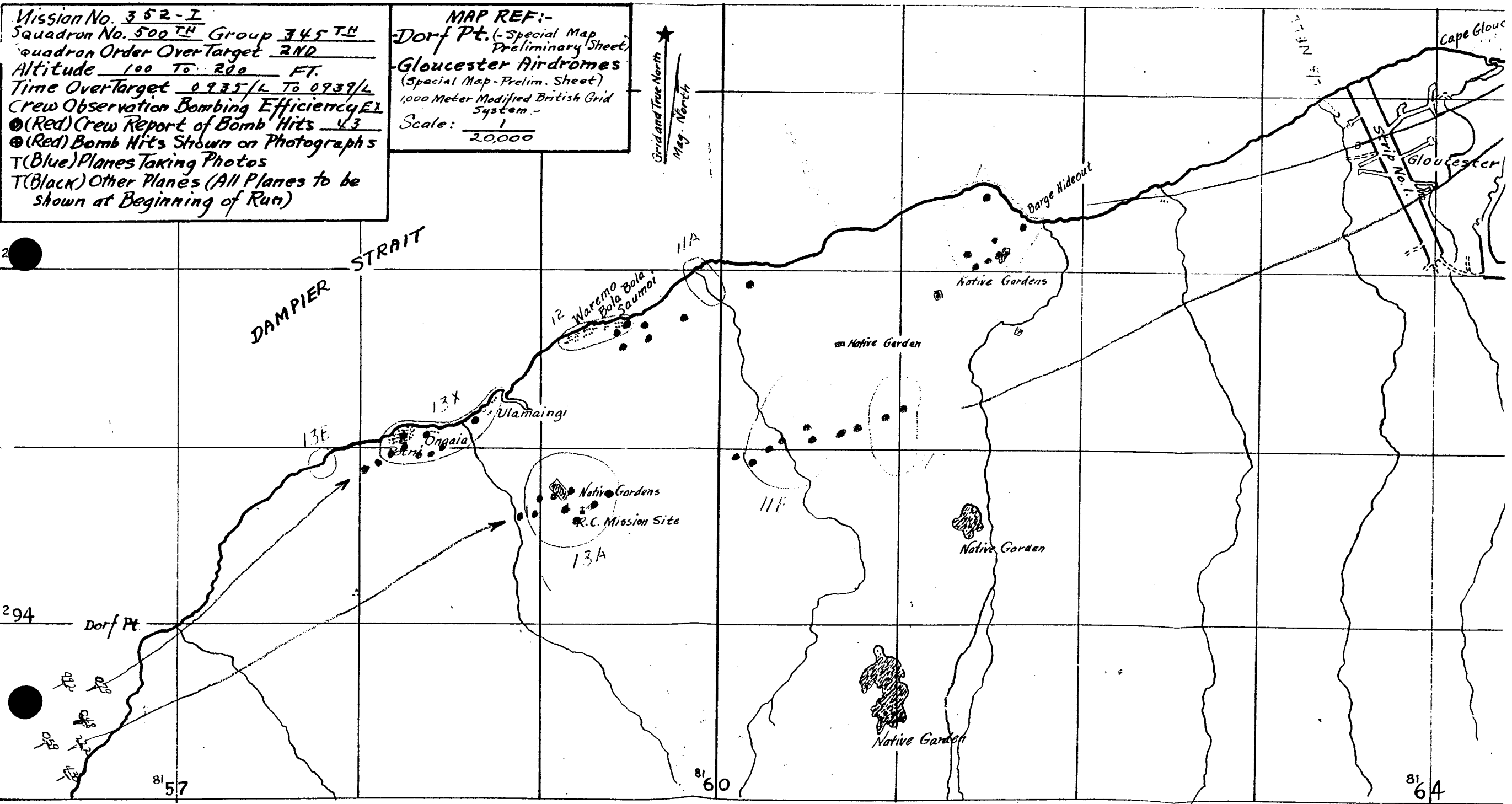
CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

Mission No. 352-I
 Squadron No. 500 TH Group 345 TH
 Squadron Order Over Target 2ND
 Altitude 100 To 200 FT.
 Time Over Target 0935/L To 0939/L
 Crew Observation Bombing Efficiency EX
 (Red) Crew Report of Bomb Hits 43
 (Red) Bomb Hits Shown on Photographs
 T(Blue) Planes Taking Photos
 T(Black) Other Planes (All Planes to be shown at Beginning of Run)

MAP REF:-
 Dorf Pt. (-Special Map Preliminary Sheet)
 Gloucester Airdromes
 (Special Map-Prelim. Sheet)
 1000 Meter Modified British Grid System -
 Scale: 1/20,000

Grid and True North
 Mag. North





Mission No. 352 - I
 Squadron No. 500 TH Group 345 TH
 Squadron Order Over Target 2ND
 Altitude 100 To 200 FT.
 Time Over Target 0935/L To 0939/L
 Crew Observation Bombing Efficiency EX.
 O(Red) Crew Report of Bomb Hits
 ⊙(Red) Bomb Hits Shown on Photographs
 T(Blue) Planes Taking Photos
 T(Black) Other Planes (All Planes to be shown at Beginning of Run.)

MAP REF:-
 Western New Britain
 Provisional - Prelim. Sheet
 1 inch = 4 miles
 10,000 ft. Modified
 British Grid System

Grid and True North
 Mag. North

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

500
353-D
20 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

21 December, 1943

Subject: Narrative Report on Mission FPO 353-D, Performed by
500th Bomb Squadron (M), 20 December 1943, Objective:
West Coast of Borgen Bay to Silimati Pt.

To : Commanding General, Fifth Air Force, APO 925.

1. Concealed supply and personnel areas on the west coast of Borgen Bay, at Silimati Pt and in the area immediately northwest of this Pt, were thoroughly bombed and strafed by six B-25 D-1's of the 500th Squadron in a minimum altitude attack on December 20th which started three fires on Silimati Pt. Although rain in the area caused one flight to miss part of the target, the strike was still considered successful and the bombing excellent with all the 300 lb demolition bombs dropping on land near the coast. More than 13,000 rounds of ammunition were expended as the A/P's made their run and returned over the same area enroute home.

2. Continuing a virtually daily schedule, the 345th Group of strafers and the 90th Group of heavies struck at Jap positions to soften up still more the New Britain northwest coastline. The heavies struck just northwest of Silimati Pt and were closely followed by the strafers over their target. A little further to the west other bomb groups were smashing at Cape Gloucester Air-drome area. No enemy opposition in the form of A/A or fighters was met, and no fighter escort was present.

3. The 345th Group was led by the 501st Squadron, and the 500th Squadron, flying the No. 4 position, was led by Lt McLean. Flights of this squadron were as follows:

"A" FLIGHT

"B" FLIGHT

A/P 312 - Lt McLean
A/P 592 - Lt Gibb
A/P 314 - Lt Davis

A/P 161 - Capt Dougherty
A/P 079 - Lt Mitchell
A/P 222 - Lt Kyser

4. Our A/P's took off from Jackson Drome at 1000/L, joined the Group formation enroute to Thirty-Mile, proceeded to Cape Ward Hunt and then directly to the target. The squadrons picked up their interval before reaching Borgen Bay, but instead of approaching their target on a practically northerly heading they were forced to swing wide to the east to skirt a rainstorm. Cutting back sharply to the left the first flight of our squadron crossed the west coast of Borgen Bay beyond Natamo Pt and

- 1 -

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

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

PFO 353-D, continued.

made its run then on a nearly north heading to Siliwati Pt, dropping 20 of its 24 bombs along the coast in the designated target. The attack was made at 1205/L to 1210/L at 100/200 ft.

5. The second flight swung wider around the shower and started its run on a northwesterly heading at Siliwati Pt. Several bombs of this flight were dropped on the Pt and all were strung out for a short distance further to the northwest.

6. The two flights rejoined over the Bismark Sea and came back over Target Hill, heading south enroute home. While just west of the target at this time one A/P dropped four 300 lb bombs which had hung up previously. The delay action bombs and the jungle terrain prevented accurate assessment of damage done by any of the bombing. However, three fires were seen on Siliwati Pt as our squadron left the area.

7. Return to base was direct, and the planes landed at Jackson at 1405/L. There was no damage to our A/P's or injuries to our personnel.

8. No awards are recommended.

9. a. BOMBING TABULATION

A/P	NO OF BOMBS	WEIGHT	DELAY	ON TARGET	DROPPED SALVED	REMARKS
312	8	300 Lb	4/5	8		
592	"	"	"	8		
314	"	"	"	4		4 - App. "A"
161	"	"	"	3		5 - NW of targ.
079	"	"	"	2		6 - NW of targ.
222	"	"	"	2		6 - NW of targ.
TOTAL	48	300 lb	4/5	27	Nil	21

b. AMMUNITION EXPENDED - MALFUNCTIONS

A/P	RDS	.50 CALIBRE		MALFUNCTIONS	.30 CALIBRE	
		EXPENDED			RDS CARR'D	EXPENDED
312	5,000	1,200	LLN, URS, LRS, LLS		2,000	-----
592	5,000	1,800	LLS		2,000	500
314	5,000	2,150	LRS		2,000	800
161	5,000	1,500	URS, ULS		2,000	1,200
079	5,000	1,400	ULN, URS, ULW		2,000	-----
222	5,000	1,800	URS, ULS		2,000	1,000
TOTAL	30,000	9,850	15		12,000	3,500

Nil .30 malfunctions

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

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

PFO 353-D continued.

c.

PHOTOGRAPHIC TABLE

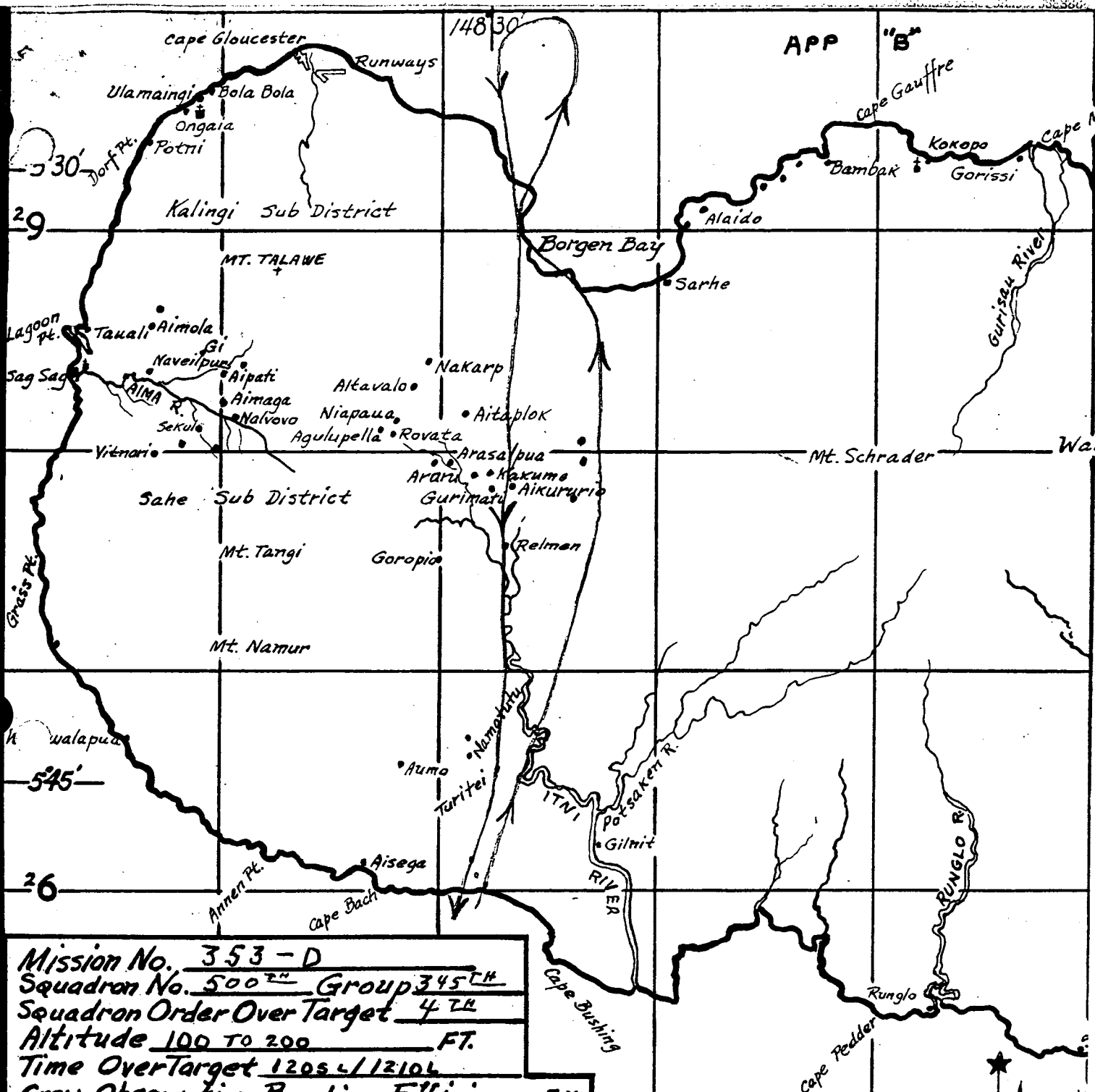
<u>A/P</u>	<u>TIME</u>	<u>LOCALITY</u>	<u>TYPE</u>	<u>EXPOSURES</u>	<u>REMARKS</u>
312	1205 - 1210	Borgen Bay	K-20	6	
	"	"	K-21	30	
592	"	"	K-20	1	
314	"	"	K-21	30	
161	"	"	K-20	5	
079	"	"	K-21	30	
222	"	"	K-21	30	
<u>TOTAL</u>				<u>132</u>	

10. Photographs show bomb bursts on Silimati Pt and show our second flights run.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"



Mission No. 353-D
 Squadron No. 500TH Group 345TH
 Squadron Order Over Target 4TH
 Altitude 100 TO 200 FT.
 Time Over Target 1205 L / 1210 L
 Crew Observation Bombing Efficiency EX
 O (Red) Crew Report of Bomb Hits 44
 (Red) Bomb Hits Shown on Photographs
 T (Blue) Planes Taking Photos
 T (Black) Other Planes (All Planes to be
 shown at Beginning of Run.)

MAP REF:-
Western New Britain
 Provisional - Prelim. Sheet
 1 inch = 4 miles
 10,000 Meter Modified
 British Grid System

Grid and True North
 Mag. North
 Murcath B
 82°
 Cape Pei

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

500
354-F
21 DEC 43

**OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 929**

CCC/jwd

22 December, 1943

Subject: Narrative Report on Mission 354-F, performed by the 500th Bomb Squadron (M), 21 December, 1943, Objective: Target Hill

To: : Commanding General, Fifth Air Force, APO 925.

1. Gun positions on Target Hill on the West coast of Borgen Bay were pounded in a pin point bombing and strafing attack December 21 by 6 B-25's of the 500th Squadron. The crews reported 100 percent bombing efficiency, enthusiastically relating that all of the 24 X 500 pound bombs were seen bursting progressively up the hill side to the gun positions and immediately beyond. Nearly 11,000 rounds of ammunition were expended during the bombing run and a second strafing pass. A large explosion, as though from an ammunition pile, and a fire at the foot of Target Hill were seen as our crews left the target.

2. The whole strength of 24 B-25 strafers of the 345th Group was thrown directly against this fortified hill commanding the approaches to Borgen Bay and vicinity in the mid-morning attack. All bombing and strafing was considered excellent, and one experienced navigator declared that the bombing was unusually accurate.

3. The squadrons made their bombing run in flights of three in trail and swung wide to allow all squadrons a clear pass on the target. Shortly after the last squadron dropped its bombs the lead squadron came in a second time and strafed. Other squadrons followed in the same manner, circling again over the Bismarck Sea to make up the Group formation and then passed over the target a third time enroute home.

4. Our fighter escort was excellent but the enemy offered no interception and only slight A/A fire.

5. The 498th Squadron led the Group attack, and the 500th Sq., led by Capt. Dougherty, flew No. 3 position. Our two flights were as follows:

"A" FLIGHT

A/P 161 - Capt. Dougherty
A/P 222 - Lt. Kyser
A/P 237 - Lt. Wallace

"B" FLIGHT

A/P - 279 - Lt. McLean
A/P - 592 - Lt. Speicher
A/P - 059 - Lt. Latawiec

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

PFO 354-P, continued.

6. Our A/P's took off from Jackson drome at 0730/L and joined the Group formation enroute to Thirty-Mile drome. From there the Group proceeded to Cape Ward Hunt where it picked up the fighter cover and then continued directly to the target.

7. The squadrons gained their interval as they crossed New Britain and broke over the North coast near the East side of Borgen Bay. They continued North for some distance over the Bismarck Sea in order to turn and make their bomb run on a Southerly heading. Making a 180 degree turn, our planes came over their target in two flights of three, dropping all their bombs in such a manner that the first bomb fell slightly short of the gun positions and the remainder dropped at intervals up the hill to the crest and beyond so that the target area was blanketed by explosions. Our planes continued inland a short distance, made a wide circle to the left again and made a second run from a slightly higher altitude so that the nose of the planes could be held down to gain a maximum concentration of fire power into the target. On this run the lead flight was on a nearly Southerly heading and the second flight was heading slightly Southeast. Again the two flights flew a short distance beyond the target and circled to the left to join the Group formation over the Bismarck Sea. The entire Group passed over the target a third time and proceeded directly to base. Our planes landed at Jackson at 1130/L.

8. Our fighter escort was excellent but no enemy fighters were seen airborne. No damage to our A/P's or injuries to personnel were received from the slight A/A fire encountered. The A/A positions are shown on Appendix "A".

9. No awards are recommended.

10. a.

BOMBING TABULATION

A/P	NO OF BOMBS	WEIGHT	DELAY	DROPPED ON TARGET	SALVOED	REMARKS
161	4	500	8/11	4		
222	4	500	"	4		
237	4	"	"	4		
279	4	500	"	4		
592	4	500	"	4		
059	4	500	"	4		
TOTAL	24	500 lb	8/11	24	Nil	

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

10. b.

AMMUNITION EXPENDED - MALFUNCTIONS

A/P	<u>.50 Calibre</u>			<u>.30 Calibre</u>	
	RDS CARR'D	EXPENDED	MALFUNCTIONS	RDS CARR'D	EXPENDED
161	5,000	1275	LLN	2,000	Nil
222	5,000	1200	LLN	2,000	300
237	5,000	1250	HRN, ULN, URS	2,000	200
278	5,000	2175	LRN, ULN, LLN, ULW.	2,000	Nil
592	5,000	2350	URN, LRN	2,000	300
059	5,000	2000	LRW, ULN	2,000	Nil
TOTAL	30,000	10250	13	12,000	500

10. c.

PHOTOGRAPHIC TABLE

A/P	TIME	LOCALITY	TYPE	EXPOSURES	REMARKS
161	0948 - 1000/L	Target Hill	K-20	1	
222	"	" "	K-21	30	
237	"	" "	K-20	7	
278	"	" "	K-20	6	
592	"	" "		Nil	
059	"	" "	K-21	30	
TOTAL				74	

11. Photographs confirm crew reports of bombing and flight lines and some of the observations.

12. A/P's 161, 222, 237, 592, 059 reported light, slight, and inaccurate at A/P level A/A/ fire. A/P 222 reported medium, slight and inaccurate at A/P level A/A fire.

13. Four gun pits, which appeared to be about five feet in diameter, were seen on top of Target Hill. One was reported to be empty but others had machine guns, mounted on tripods, in them. The guns appeared to be about the size of .50 calibre and were below ground level. A large flash, as though from a large amount of ammunition exploding, was seen about 100 yards NW of Target Hill as A/P's passed over target for the third time enroute to base. A fire was seen at the Southeast slope of the hill. Three medium A/A positions were seen immediately inland from coastal path about one half mile below Silimati Point. For other sightings see attached Appendix "A".

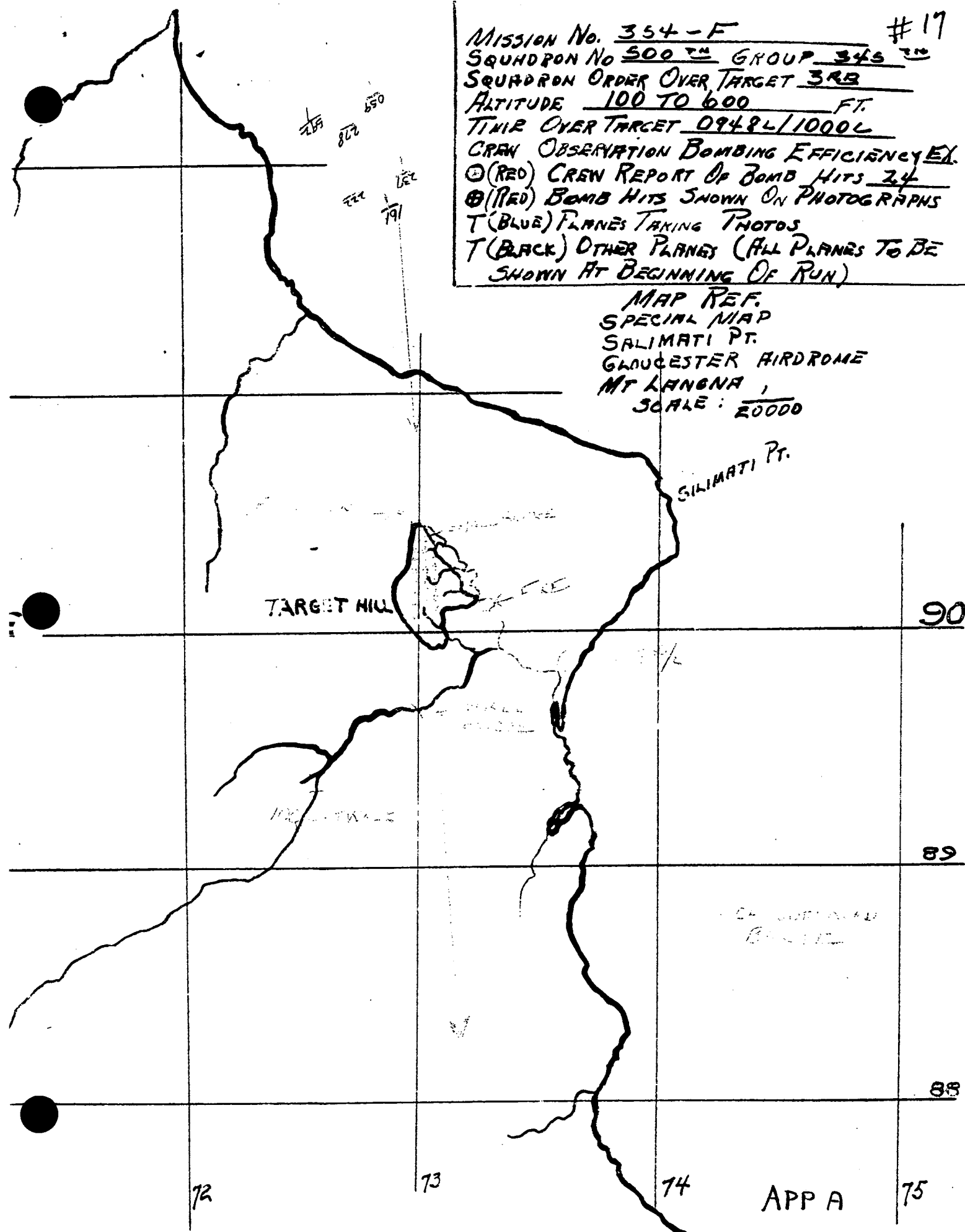
For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer.

2 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

MISSION No. 354-F #17
 SQUADRON No 500TH GROUP 345TH
 SQUADRON ORDER OVER TARGET 3RB
 ALTITUDE 100 TO 600 FT.
 TIME OVER TARGET 0948L/1000L
 CRAW OBSERVATION BOMBING EFFICIENCY EX.
 (RED) CRAW REPORT OF BOMB HITS 24
 (RED) BOMB HITS SHOWN ON PHOTOGRAPHS
 (BLUE) PLANES TAKING PHOTOS
 (BLACK) OTHER PLANES (ALL PLANES TO BE
 SHOWN AT BEGINNING OF RUN)

MAP REF.
 SPECIAL MAP
 SALIMATI PT.
 GLoucester AIRDRONE
 MT LANGNA,
 SCALE: 20000





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

500
355-G
22 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 929

CCC/rpb

23 December 1943

Subject: Narrative Report on Mission PFO 355-G, Performed by
500th Bomb Squadron (M), 22 December 1943. Objective
Wewak-Boram Area.

To : Commanding General, Fifth Air Force, APO 925.

1. Airplane dispersal areas, supply dumps and A/A positions at Wewak were bombed and strafed with extreme accuracy by nine B-25D-1's of the 500th Squadron in a mid-morning attack December 22 in the face of strenuous Jap opposition. Our gunners shot down one Zeke definitely and one probably during the brief hot fight before escorting P-38's pounced on the Jap fighters and shot some of them down.

2. One hundred and thirty-two clusters of 3 X 25 lb parafrag bombs and 24 X 300 lb demolition bombs were strewn on the assigned target despite interception by about 30 enemy fighters and intense, accurate A/A fire of all calibres. Our planes shot more than 19,000 rounds of ammunition into the target, on shipping in the harbor and at the intercepting Jap planes. Three of our men, a pilot, his co-pilot and a gunner on another A/P were wounded, one of them seriously. Most of our planes were damaged by A/A or fighters, but eight returned to base, and the ninth one landed at Nadaab.

3. Specific damage assessment is not possible because of the speed and low altitude of the attack and the delay action bombs used. However, all crews agree on their flight across the target and accurate bomb run both of which are confirmed by the few available photographs. Although the enemy was apparently warned well in advance, the attack is believed to have been successful and to have caused considerable damage.

Four squadrons of the 345th Group and their escort, four squadrons of P-38's were alone in the attack which was designed partly to help neutralize the Jap air strength which had been harassing Allied landings at Arawe on New Britain. However, few serviceable grounded A/P's were seen.

5. Our Squadron, led by Capt Marston, Assistant Group Operations Officer, led the other three squadrons in the attack. Our pilots, who took off from Jackson at 0645/L, were

- 1 -

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

PFO 355-G, continued.

divided into the following flights:

<u>"A" FLIGHT</u>	<u>"B" FLIGHT</u>	<u>"C" FLIGHT</u>
161 - Capt Marston	312 - Lt McLean	592 - Capt Dougherty
048 - Lt Speicher	430 - Lt Mitchell	222-- Lt Kyser
068 - Capt Cavoli	314 - Lt Davis	992 - Lt Hecox

6. They joined the Group formation enroute to Thirty-Mile and proceeded to Gusap where they picked up fighter cover. The Group flew at low altitude nearly all the way to insure as much as possible, a surprise attack. They went northwest of their target, well inland, in order to make a different approach from those made on previous attacks and so the planes would be heading for home as they made their run and could quickly pull out of the danger zone if any were damaged.

7. Our A/P's made their attack in line abreast formation at about 125 feet at 0947/L on about an easterly heading, diagonally across the two dromes. The 498th Squadron flew on the right wing of the first two flights of our Squadron so that there was practically a fifteen-plane line abreast formation streaking across the target. Our third flight swung to the left slightly to attack Wewak Township and strong A/A positions there with 300 pound bombs, while the rest of our planes dropped parafrags on their run. The path of our first two flights took them across the SE end of Wewak strip where A/P's are usually dispersed and stores kept, across Mission Pt., Cape Boram and directly over the heavy gun position on Cape Moem.

8. This attack was designed to keep most all of the A/A under fire of our own strafing guns during the run. The 498th Squadron took care of A/A positions in its path also. Our first two flights dropped 128 clusters of 3 X 23 pound parafrags beginning at the supply area mentioned above, across the strip and to the coast. Four similar clusters were dropped on Cape Boram.

9. Capt Dougherty's flight, which had gone after the A/A on Wewak Pt, dropped all but two of its bombs progressively from the west coast to the east coast to insure maximum coverage. Two bombs fell in the water at the conclusion of their bombing run. All but two of our nine A/P's strafed almost continuously throughout the entire run of three minutes, thoroughly covering the target area and blasting at a Fox Tare Charlie in their path in the harbor. Because of electrical trouble, A/P 314 piloted by Lt Davis did not fire a single shot from any of its guns. A bullet from ground fire shot out a wire on Capt Dougherty's ship which prevented his forward firing guns from working as he approached Wewak Township. Nevertheless, both planes made their runs in formation. The planes reformed a short distance beyond Cape Moem for return.

FFO 355-G, continued.

10. Approximately 30 Jap fighters who had been waiting for them at 3000/5000 feet, intercepted them about five miles away from their target, over the target, and a very short distance beyond. Numerous passes were made from all positions except below and over the sea opposite Cape Boran Sgt Weimer, turret gunner in Capt Dougherty's plane, fired at a Zeke coming in on his tail and caused it to burst into flames and crash in the sea. However, the Japs fire had hit Weimer's turret and wounded him in the face and neck, but he remained at his guns. S/Sgt Miller, turret gunner in Lt Hecox's plane, got a probable Zeke as it came in from above at seven o'clock. The P-38 cover immediately joined the fight and took the enemy fighters off our formation. Three Zekes were seen to crash from the P-38's guns off shore and one burn and crash about a mile SW of Wewak strip.

11. A/A was of all calibres, intense and accurate at A/P level, mostly of the barrage type. One burst passed thru the pilot's compartment of Lt Davis' plane, cutting Lt Davis around the face and making jagged, serious cuts in the face of his co-pilot, Lt Cook. The fragment continued out the co-pilot's window and lodged in the right engine nacelle.

12. A short distance away from the target, Lt McLean broke away and took his flight to Nadzab because of the wounded men in Lt Davis' plane. The flight landed there and Lt Cook was taken to the hospital. Capt Marston, whose plane was badly damaged by a 20mm explosive shell hole in the main spar of his right wing, also landed at Nadzab where he left the A/P. He returned to base, with his crew, flying Lt Davis' plane. Capt Cavoli accompanied Capt Marston into Nadzab and returned to base in the same flight.

13. The first four planes who returned directly to base landed at Jackson at 1205/L and the remaining four at 1435/L.

14. Lt Davis, Lt Cook and Sgt Weimer are recommended for Purple Hearts for wounds received on this mission.

15. a.

BOMBING TABULATION

A/P	NO OF BOMBS	WEIGHT	DELAY	DROPPED ON TARGET	SALVOED	REMARKS
161	66	25 lbs	Contact	66		
048	66	"	"	66		
068	66	"	"	66		
312	66	"	"	66		
430	66	"	"	66		
314	66	"	"	66		
592	8	300 lb	8/11	7		1 - In water

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

PFO 355-G, continued.

Bomb Tabulation, continued.

A/P	NO OF BOMBS	WEIGHT	DELAY	DROPPED ON TARGET	SALVOED	REMARKS
222	8	300 lb	8/11	7		1 - In water
992	8	"	"	8		
TOTAL 396 X 25 lb parafrags				396 parafrags		2 - Demos
24 X 300 lb demos				22 demos		

b. AMMUNITION EXPENDED - MALFUNCTIONS

.50 CALIBRE			.30 CALIBRE		
A/P	RDS CARR'D	EXPENDED - MALFUNCTIONS	RDS CARR'D	EXPENDED	
161	5,000	2,100	2,000		800
048	5,000	2,575	2,000		1,600
068	5,000	3,200	2,000		-----
312	5,000	1,200	2,000		500
430	5,000	650	2,000		600
314	5,000	-----	2,000		-----
592	5,000	600	2,000		500
222	5,000	2,400	2,000		800
992	5,000	1,100	2,000		500
TOT.	45,000	13,825	18,000		5,300

Note: Electrical failure on A/P 314.
Electrical system shot out on A/P 592

c. PHOTOGRAPHIC TABLE

A/P	TIME	LOCALITY	TYPE	EXPOSURES	REMARKS
161	0947/L-0950/L	Wewak-Boram	K-20	28	
048	"	"	K-21	30	
312	"	"	K-20	1	
	"	"	K-21	30	
314	"	"	K-21	30	
592	"	"	K-20	4	
222	"	"	K-21	30	
TOTAL				133	

d. All A/P's on mission reported A/A of all calibres intense and accurate at A/P level. It was mostly of the barrage type.

16. An apparently serviceable SSF and 3 camouflaged Bettys were seen at the dispersal area south of Wewak Drome. A bomb dump and supplies covered with canvas were reported in the SE end of Wewak strip and quantities of supplies were seen along the entire coast. One Sugar Baker and one Fox Tare Charlie were seen off the east shore of Wewak Pt. One Fox Tare Charlie was reported between Mission Pt and Cape Boram.

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

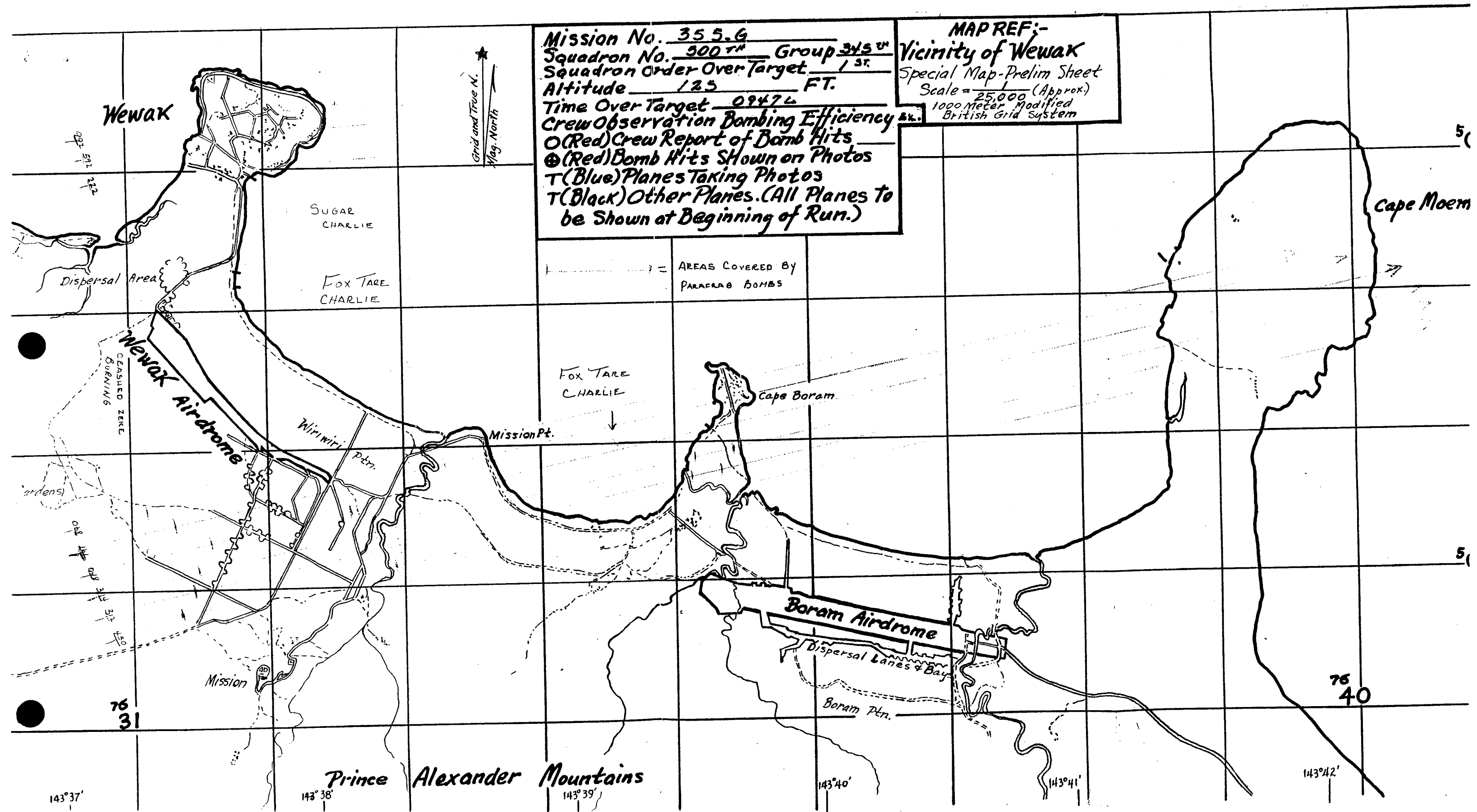
FTO 355-G continued.

17. Photographs confirm accuracy of bombing and pilots reports of their bomb run. Parafrags are shown falling on Wewak Strip and dispersal areas with nil damage portrayed. A large amount of supplies, mostly previously damaged or destroyed are lying along the coast.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

1-Incl
Appendix "A"



500
357-LL
24 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500TH BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP (M)
APO 929

CCC/JWD

24 DECEMBER, 1943

SUBJECT: NARRATIVE REPORT ON MISSION FFO 357-LL, PERFORMED BY
500TH SQUADRON, 345TH GROUP APO 929 ON 24 DECEMBER, 1943.

TO : COMMANDING GENERAL, FIFTH AIR FORCE, APO 925.

1. GUN POSITIONS ON TARGET HILL AND CONCEALED ENEMY SUPPLY AND PERSONNEL AREAS IN THE VICINITY OF S. LIMATI POINT NEAR BORDEN BAY WERE BOMBED AND STRAFED ACCURATELY BY SEVEN B-25D-1'S OF THE 500TH SQUADRON IN A MINIMUM ALTITUDE ATTACK SHORTLY AFTER DAWN DECEMBER 24.

2. THE TOTAL BOMB LOAD OF 28 X 500 LB, 8/11 SECOND DELAY DEMO BOMBS WAS ACCURATELY PLACED ON THE SMALL HILL WHICH COMMANDS LANDING AREAS FOR A CONSIDERABLE DISTANCE ON EITHER SIDE, AND NEARLY 9000 ROUNDS OF AMMUNITION WERE EXPENDED AS THE MITCHELLS PASSED OVER THE TARGET THREE TIMES. P-47'S ESCORTED THE STRAFERS.

3. ALTHOUGH SPECIFIC DAMAGE ASSESSMENT WAS NOT POSSIBLE BECAUSE OF THE JUNGLE TERRAIN AND THE DELAY ACTION BOMBS USED, CREW MEMBERS CORROBORATE DETAILS OF THEIR ATTACK AND BOMBING ACCURACY. BOMB SMOKE AND DUST HUNG OVER THE TARGET AS THE PLANES WITHDREW 15 MINUTES AFTER THE INITIAL ATTACK. ONE NAVIGATOR ASSERTED THAT AS HIS PLANE LEFT THE AREA HE COULD SEE NO GUN POSITIONS REMAINING. THE ENEMY OFFERED NO OPPOSITION EITHER BY FIGHTERS OR A/A/ FIRE.

4. THE 500TH SQUADRON, LED BY LT COL TRUE, GROUP COMMANDER, LED THE 345TH GROUP'S FOUR SQUADRONS. THE SEVEN PILOTS FLYING THE 500TH'S PLANES WERE AS FOLLOWS:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
048 - LT. COL TRUE	314 - CAPT. HOWARD	312 - LT MCLEAN
430 - LT MITCHELL	222 - LT GIBB	
278 - LT DAVIS	059 - LT LATAWIEC	

5. OUR PLANES TOOK OFF FROM HORANDA STRIP AT DOBODURA BEFORE DAWN AT 0515/L AND PROCEEDED TO SAKAR ISLAND, OFF THE NORTHWEST COAST OF NEW BRITAIN. THE THREE SHIPS WITHIN THE FIRST TWO FLIGHTS AND THE SEVENTH SHIP EACH FLEW AT A DIFFERENT ALTITUDE FROM 1000 TO 2000 FEET TO AVOID POSSIBLE COLLISION IN THE DARK. AS THE SKY BECAME LIGHTER THE PLANES WENT INTO FORMATION, AND AT 0708/L THEY LEFT SAKAR ISLAND FOR THE TARGET.

6. THE 500TH, WITH THE SEVENTH PLANE FLYING AS A THIRD FLIGHT, FIRST WENT OVER THE TARGET ON A NEARLY SOUTHERLY HEADING AT 0718/L AT 100 TO 150 FEET, STRAFING THE COAST AS THEY MADE A LANDFALL.

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

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

FFO 357-LL CONTINUED.

6. IN CLOSE SQUADRON FORMATION THEY DROPPED THEIR BOMBS ON INDIVIDUAL RANGE. CREW MEMBERS LOOKING BACK SAW ALL OF THE BOMBS FALL JUST BELOW THE CREST AND ON TOP OF THE HILL WHERE THE GUNS WERE REPORTED TO HAVE BEEN HIDDEN IN DUG OUT POSITIONS.

7. CONTINUING INLAND FOR A SHORT DISTANCE, THE SQUADRON SWUNG TO THE LEFT TO GO OUT OVER THE BISMARCK SEA FOR A SECOND PASSE, AND AS THEY DID THIS, EACH FLIGHT TOOK UP A THIRTY-SECOND INTERVAL ON THE FLIGHT AHEAD OF IT. MAKING ANOTHER TURN OVER THE SEA, OUR PLANES MADE A STRAFING PASS ALONG THE COAST FROM ABOUT THREE MILES NORTHWEST OF SILIMATI POINT TO THE POINT IN FLIGHTS OF THREE IN TRAIL WITH THE SEVENTH SHIP BRINGING UP IN THE REAR. THE PLANES MADE ANOTHER TURN OUT OVER THE SEA TO GET THE GROUP FORMATION AGAIN AND THEN PASSED OVER SILIMATI POINT FOR THE THIRD TIME AS THEY HEADED FOR BASE AT 0733/L. RETURN WAS DIRECT, OUR PLANES LANDING AT HORANDA STRIP AT 0845/L. LT GIBB LANDED AT NUMBER 4 STRIP AT DOBODURA BECAUSE HE HAD A HOLE IN ONE TIRE, CAUSED WHEN HE HIT A LANDING LIGHT ON TAKEOFF. THE TIRE DID NOT GO FLAT, HOWEVER, UNTIL HE WAS TAXIING AWAY FROM THIS STRIP.

8. THE FIGHTER ESCORT WAS GOOD, BUT THE ENEMY OFFERED NO OPPOSITION EITHER IN THE FORM OF INTERCEPTION OR A/A FIRE. EXCEPT FOR THE DAMAGED TIRE MENTIONED ABOVE, THERE WERE NO DAMAGES TO PLANES OR INJURIES TO PERSONNEL.

9. NO AWARDS ARE RECOMMENDED.

10 A. BOMBING TABLE

A/P	NO. OF BOMBS	TYPE	WEIGHT	NO. DROPPED ON TARGET	NO. SALVOED	REMARKS
048	4	8/11	500	4		
430	4	"	"	4		
278	4	"	"	4		
222	4	"	"	4		
314	4	"	"	4		
059	4	"	"	4		
312	4	"	"	4		
7	28	8/11	3500	28	NIL	

10. B. STRAFING TABLE

.50 CALIBRE				.30 CALIBRE			
A/P	RDS CARR'D	EXP.	MALF.	RDS CARR'D	EXP.	MALF.	
048	5,000	725	XXX	2,000	100	NIL	
430	5,000	1350	XXX	2,000	NIL	LRW	
278	5,000	1430	LRN	2,000	NIL	ULW	
314	5,000	2000	URN	2,000	NIL	LRW	
222	5,000	1400		2,000	NIL		
059	5,000	800		2,000	NIL		
312	5,000	1150	URN	2,000	NIL		
7	35,000	8855	3	14,000	100	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

FFO 357-LL CONTINUED.

10.-C. A/P	TIME TAKEN	PHOTOGRAPHS LOCALITY	TYPE	EXPOSURES
018	0718/L	TARGET HILL	K-21	30
130	"	"	K-20	10
278	"	"	K-21, K-20	50 & 25
314	"	"	K-21	50
222	"	"	K-21	50
059	"	"	K-21	50
312	"	"	K-21, K-20	50 & 10
				180 25

11. PRINTS OF PHOTOGRAPHS HAVE NOT BEEN RECEIVED AT TIME OF THIS REPORT.

12. ALL SIGHTINGS ARE TO 1:20000 SPECIAL MAP SERIES, GLOUCESTER AIRDROMES, MT. LANGLA AND SILIMATI POINT. THREE APPARENTLY SERVICEABLE BARGES WERE SEEN BEACHED AT 724-917. A WRECKED BARGE, TIED TO SHORE WITH TWO ROPES AS THOUGH IT MIGHT BE USED FOR A JETTY, WAS SEEN AT 737-897. A CLEARING, APPROXIMATELY 100 FEET SQUARE AND SEEMINGLY CAMOUFLAGED WITH A LARGE NET, WAS OBSERVED AT 707-880. A FOOT BRIDGE AND SEVERAL PATHS WERE SEEN ALONG COAST JUST EAST OF UNNAMED RIVER MOUTH AT 702-940. A VOLCANO SOUTHWEST OF TARGET HILL WAS ACTIVE, SENDING UP A LAZY COLUMN OF WHITE SMOKE. A RECTANGULAR TAR-PAPER COVERED BUILDING WAS SEEN AT 711-859, ABOUT ONE MILE NORTHEAST OF NAKAROP VILLAGE.

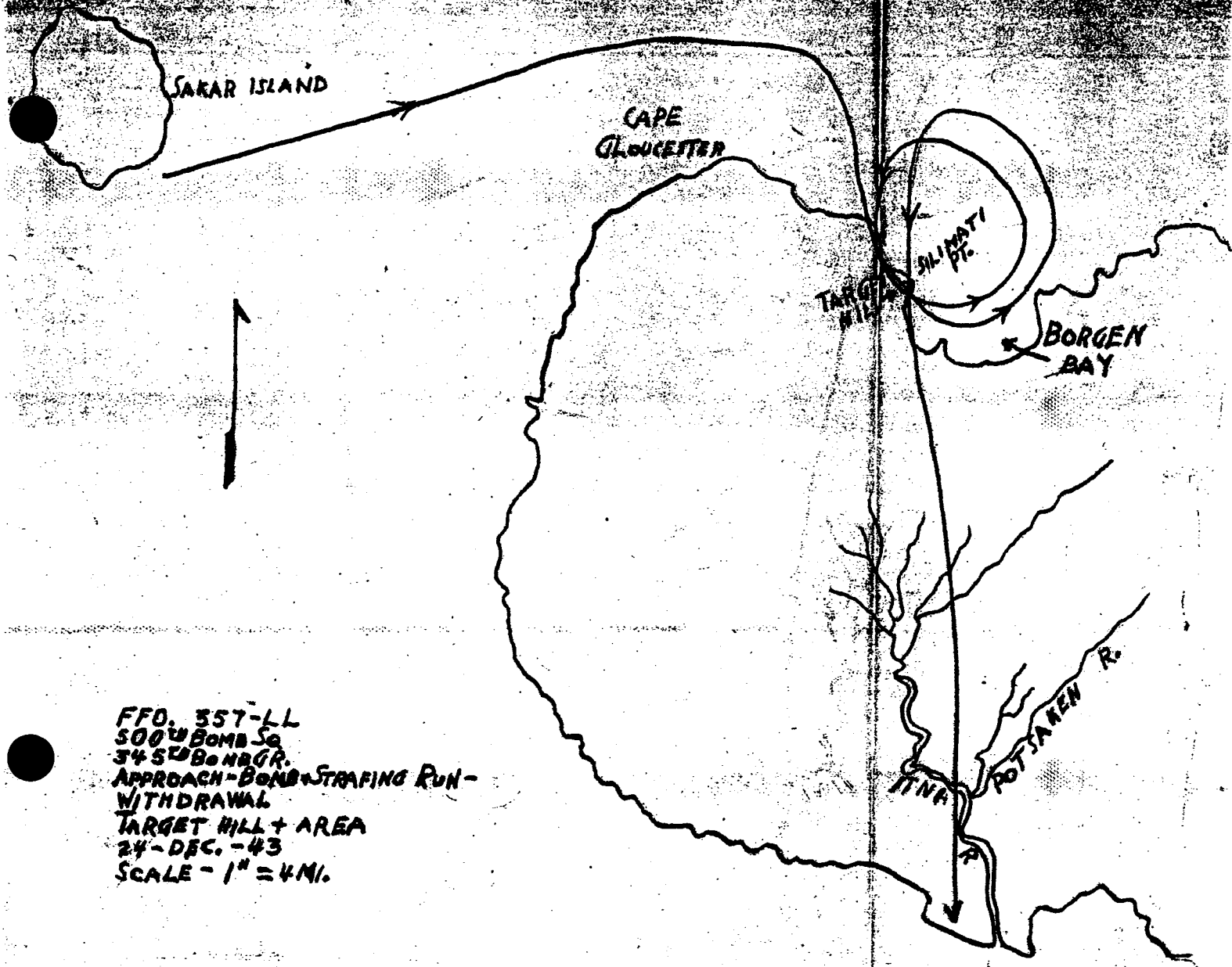
FOR THE SQUADRON COMMANDER

2 INCLS

INCL 1 - APPENDIX "A"
INCL 2 - APPENDIX "B"

GLYDE C. CARTER
1ST LT, AIR CORPS
ASS'T INTELLIGENCE OFFICER.

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



FFO. 357-LL
500th Bomb Sq
345th Bomb GR.
APPROACH - BOMB - STRAFING RUN -
WITHDRAWAL
TARGET HILL + AREA
24-DEC.-43
SCALE - 1" = 4 MI.

SECRET

500
358-JJ
25 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

GGC/jmd

27 December, 1943

Subject: Narrative report on Mission WFO 358-JJ, performed by the 500th Squadron, 345th Bombardment Group (M), APO 503, on 25 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. An enemy strongpoint east of Cape Gloucester, designated casually as Target Number 21, was blasted by six B-25A-1's of the 500th Squadron on the afternoon of December 25 as a Christmas Day prelude to landing operations on the Northwest coast of New Britain.

2. No enemy opposition was offered either by A/A fire or fighters as our escorted planes made two passes over the target, the first to drop 42 X 300 lb, 4/5 second delay, bombs and strafe, and the second to strafe again. More than 11,000 rounds of ammunition were expended. One fire sending up black smoke and numerous grass fires were observed in the area.

3. Four squadrons of strafers of the 345th Group with an area cover of one squadron of P-47's participated in the attack against specific targets between Silimati Point and Cape Gloucester.

4. The 501st Squadron led the Group, and Lt McLean led the 500th which was third in the Group formation. Our pilots were divided in the following flights:

FIRST FLIGHT

312 - Lt McLean
279 - Lt Davis
237 - Capt. Howard

SECOND FLIGHT

068 - Capt. Dougherty
278 - Lt Kyser
992 - Lt Hecox

5. Our planes took off from Moranda at 1300/L and rendezvoused with the Group over Gona Wreck. They proceeded direct to the target, making New Britain landfall between Cape Bushing and the Itne River mouth and coming out over the Bismarck Sea at Borgen Bay. Turning well out over the sea, our planes in two flights of three in trail, attacked Target 21 at 1425/L at 50 to 100 feet, dropping their bombs at little short and in the small target as they strafed the area. The planes made a climbing turn away from the target to keep out of the way of other squadrons bombing nearby and made another strafing pass. Bombing and strafing runs according to crew reports are shown on attached Appendix "A". Our planes returned direct, landing at 1600/L.

6. No enemy A/A fire or interception was encountered and no damage or injuries were received to our planes or personnel. Fighter cover was good.

7. No awards are recommended.

8. For data on bombs dropped see attached tables.

9. For ammunition expenditure see attached tables.

10. For number and type photographs taken see attached tables. The few photographs available confirm bomb hits in the target.

11. Sightings were limited to one fire sending up black smoke, and numerous grass fires in the area as reported in paragraph 2.

SECRET

S E C R E T

Narrative Report on Mission PFO 358-JJ continued (2).

FOR THE COMMANDING OFFICER

GLYDE C. CARTER
1st. Lt, Air Corps
Assistant Intelligence Officer.

2 Incls.

Incl. 1 - Appendix "A"

Incl. 2 - Appendix "B"

S E C R E T

SECRET

Narrative Report on Mission FFO 358-JJ continued (3)

BOMBING TABLE

A/P	No. of Bombs	Type	Weight	No. Dropped On Target	No. Salvaged
312	7	4/5 sec.	300 lb	7	
279	7	"	"	7	
237	7	"	"	7	
068	7	"	"	7	
278	7	"	"	7	
992	7	"	"	7	
6	42	4/5 sec.	2800	42	NIL

STRAFING TABLE

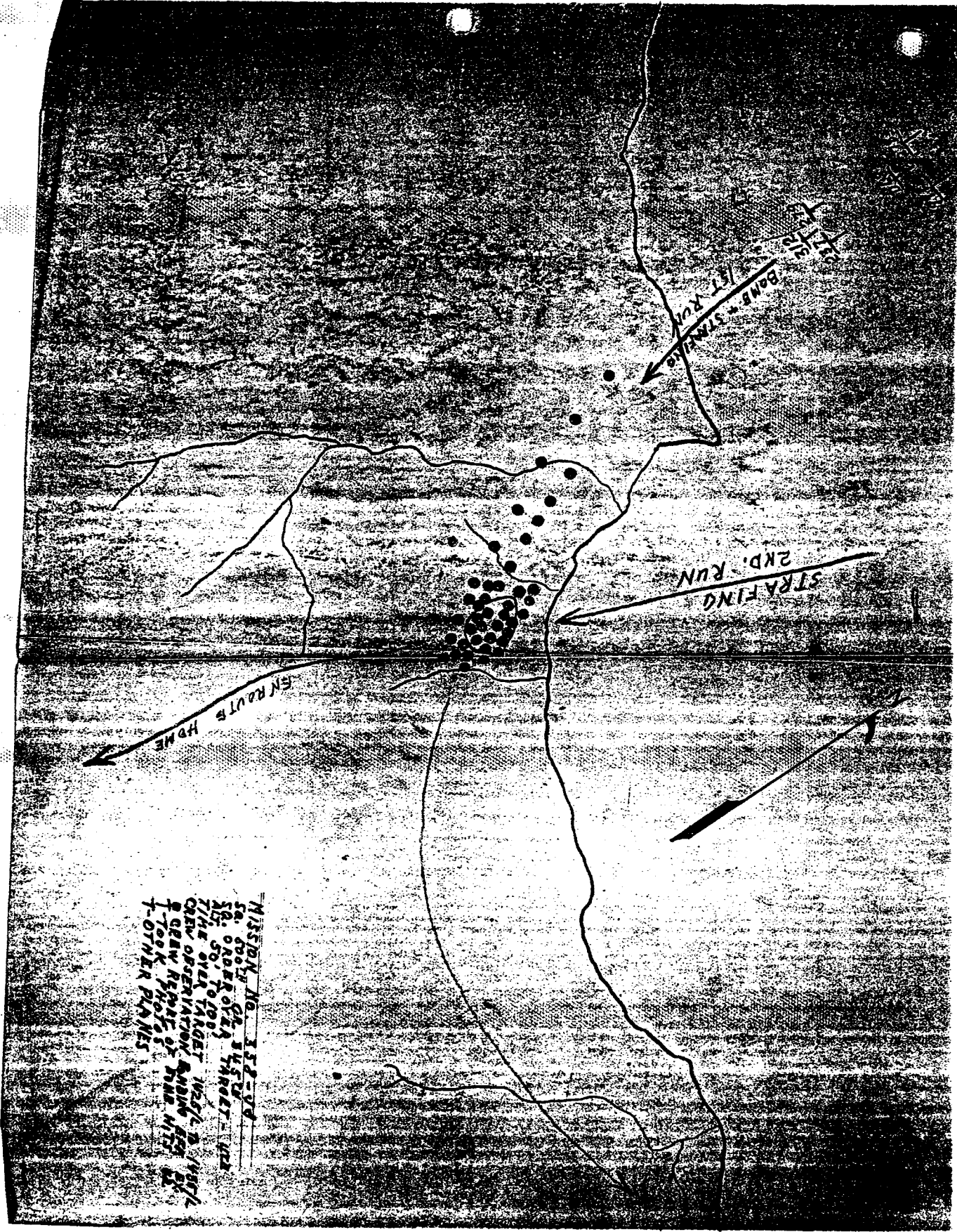
<u>.50 Calibre</u>				<u>.30 Calibre</u>		
A/P	RDS CARR'D	EXP.	WALF.	RDS CARR'D	EXP.	WALF.
312	4,000	800		2,000	600	
279	"	1200		"	1300	
237	"	1100		"	200	
068	"	1600		"	1400	
278	"	1100		"	500	
992	"	750		"	800	
6	24,000	6550	NIL	12,000	4800	NIL

PHOTOGRAPHS

A/P	Time Taken	Locality	Type	Exposures
312	1425/L	Target Area	K-21	NIL (Camera failure)
279				NIL
237	1425/L	Target Area	K-20	5
068				NIL
278				NIL
992				NIL
6	1425/L	Target area	K-20	5

SECRET





MISSION No. 158-04
50. 0000 01. 34.50
50. 0000 01. 34.50
TIME OVER TARGET 1026.2
CREW OBSERVATION 5000 FT
1-TOOK PHOTO OF THE MTS
1-OTHER PLANES

SECRET

500
359-EE
26 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

OGC/jwd

27 December, 1943

Subject: Narrative Report on Mission FFO 359-EE, performed by the 500th Bomb. Squadron, 345th Bombardment Group (M), APO 503 on 26 December, 1943.

TO : Commanding General, Fifth Air Force, APO 925.

1. The landing beach immediately Northwest of Silimati Point on the New Britain coast was effectively screened from possible gun positions by smoke from 12,000 pounds of phosphorus bombs dropped on and around Target Hill by 10 B-25D-1's of the 500th Squadron early December 26 in a minimum altitude attack to cover Allied troops swarming ashore in an invasion.
2. Crew reports and photographs show that the assigned area was literally covered by the bombs and a large wall of smoke mushroomed up all around the hill. Several tons of demolition bombs had been dropped previously on gun positions dug in the hill which commanded the landing areas, but smoke was spread as a precaution to neutralize enemy positions which might have survived the bombing. The hill and landing beach were strafed thoroughly on three passes, the last being made just before the landing craft reached the beach.
3. Four squadrons of the 345th Group put 39 airplanes into the attack to cover the landing in a well-timed assault against the Jap. Coming in after a heavy naval bombardment which continued right up until the strafers were ready to make their bomb run, the strafers bombed their assigned targets and then took up intervals in flights of three in trail. Twice more they strafed the coast in an almost continuous circle to keep the beach under fire while the troops headed for shore. The mission was considered extremely successful.
4. Our planes encountered no enemy A/A fire or fighters and all returned safely.
5. The 500th Squadron, led by Lt Col True, Group Commanding Officer, in turn led the Group. Our ten planes with their pilots were divided as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
068 - Lt Col True	059 - Capt. Howard	312 - Lt McLean
222 - Capt. Dougherty	279 - Lt Gibb	992 - Lt Hecox
237 - Capt. Cavoli	314 - Lt Davis	278 - Lt Latawiec
(Spare ship, #430, took part)		430 - Lt Mitchell
6. The 500th Squadron took off from Moranda strip at 0530/L and in loose formation at different altitudes within flights to prevent possible collision in the dark, proceeded to Sakar Island at a general altitude of 5000 feet. Circling the island several times to pick up the other squadrons in formation, the Group left Sakar Island at 0715/L for the target.

SECRET

S E C R E T

Narrative Report on Mission FPO 359-EE continued (2)

7. Skirting the line of warships which were shelling the North coast of New Britain, our planes flew around the most Easterly ship in line and went in for the attack. The plan called for radio communication between our lead plane and the Navy to inform them we were ready for the attack, but contact was not made. However, the naval fire stopped as our planes came around the last ship and headed for the target. The bombing run was made in Squadron formation on a Southeasterly heading at 0727/L at 550 to 600 feet. The spare plane, which had accompanied the flight to Sakar Island, flew on the right of the third flight and participated in the attack. Each A/P carried 12 X 100 lb phosphorus bombs, instantaneous fuse, and nearly all bombs were dropped just short of, and on, the target. The resulting smoke completely blanketed the area.

8. The squadron then swung to the left to go out over the Bismarck Sea for another run. As this turn was made, the flights within the squadron took a 30-second interval and made two more strafing passes in flights of three in trail, The tenth plane remaining on the right of the third flight. The passes were made in an almost continuous circle over the beach Northwest of Silimati Point as the lead flights came in directly behind the last flights of the last squadron.

9. After the third pass over the target the planes headed South and re-made a Group formation off the South coast of New Britain, returning to base direct.

10. No enemy A/A fire or fighters were encountered and we received no damages or injuries.

11. No awards are recommended.

12. For bombs dropped and ammunition expended see attached tables.

13. Photographs show bombs bursting throughout the target and raising a huge cloud of smoke, effectively screening Target Hill from the beach. For detailed data on photographs taken, see attached tables.

14. Nil sightings except Naval action and landing operations. As our A/P's left the area, the first wave of landing barges was about 100 yards off shore.

For the Commanding Officer.

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer.

2 Incls.

Incl. 1 - Appendix "A"

Incl. 2 - Appendix "B"

S E C R E T

SECRET

Narrative Report on Mission FVO 359-EE continued (3)

12 a.

BOMBING TABLE

A/P	NO. OF BOMBS	TYPE	WEIGHT	NO. DROPPED ON TARGET	NO. SALVED
068	12	Phosphorus	100 lb.	12	NIL
222	"	"	"	12	"
237	"	"	"	12	"
059	"	"	"	12	"
279	"	"	"	12	"
314	"	"	"	12	"
312	"	"	"	12	"
992	"	"	"	12	"
278	"	"	"	12	"
430	"	"	"	12	"
10	120	Phosphorus	100 lb	120	NIL

12 b.

STRAFFING TABLE

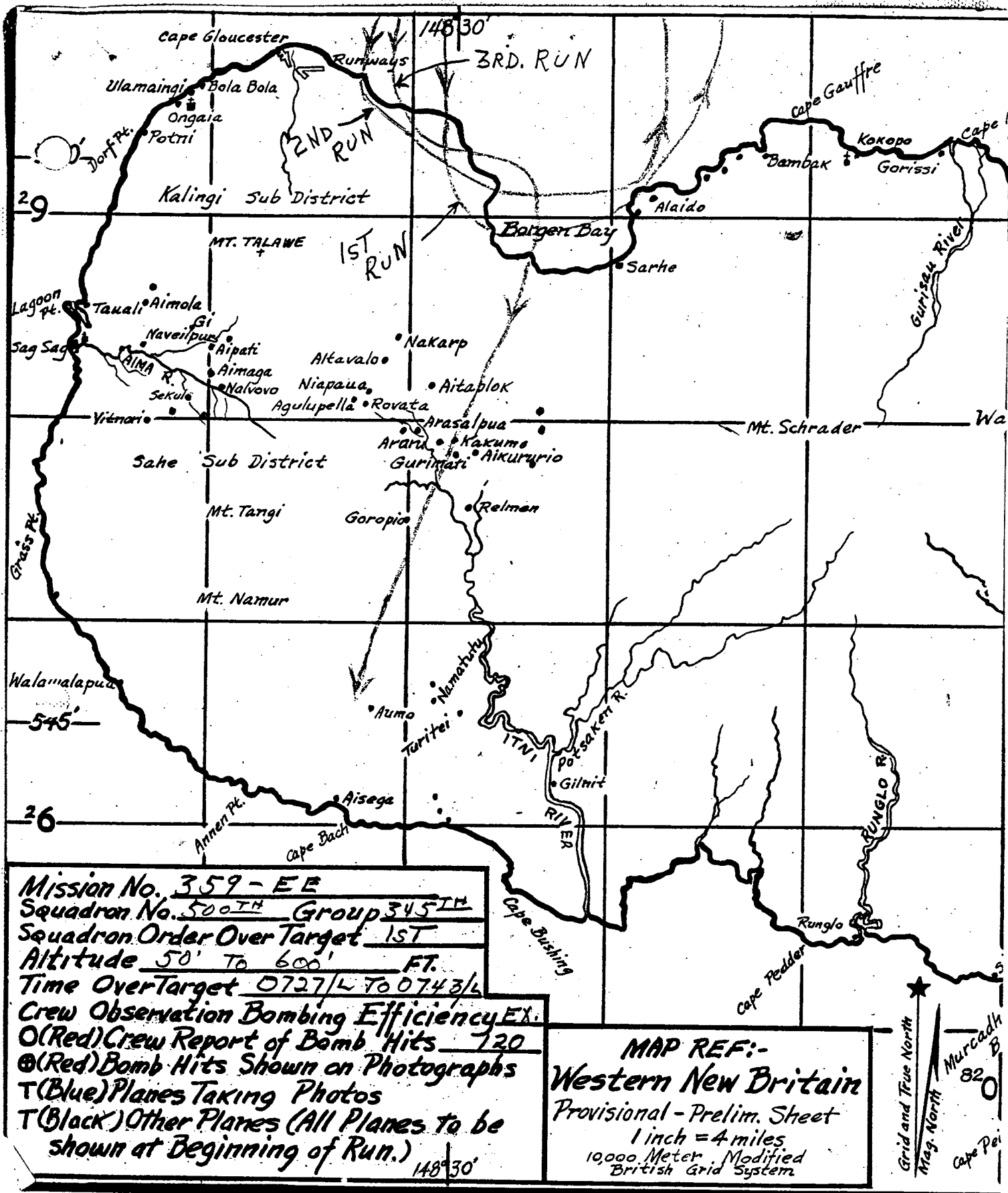
.50 Calibre			.30 Calibre		
A/P	WDS. CARR'D	EXP.	WDS. CARR'D	EXP.	WDS. CARR'D
068	4,000	750	2,000	800	NIL
222	"	2160	"	600	"
237	"	785	WEN, WEN, WEN	300	"
059	"	1400	LEN, WEN, LEN	NIL	"
279	"	2150	WEN, LEN, WEN	NIL	"
314	"	2200	LEN, WEN	2300	"
312	"	1050	WEN, WEN	NIL	"
992	"	1550	WEN	500	"
278	"	1600	"	NIL	"
430	"	1300	WEN, LEN, WEN	800	"
10	40,000	14,885	19	20,000	5300

13. a.

PHOTOGRAPHY

A/P	FILM TAKES	LOCALITY	TYPE	EXPOSURES	REMARKS
312	0727/L	Target Hill	K-21	30	Prints rec'd
314	"	"	K-21	30	"
278	0728/L	"	K-20	10	No prints
279	"	"	K-20	15	No prints
237	"	"	K-20	20	No prints
9		Target Hill		105	7 K-21 Prints

SECRET



S E C R E T

500
359-KK
26 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

CCC/jwd

28 December, 1943

Subject: Narrative Report on Mission FFO 359-KK, performed by the 500th Bomb Squadron, 345th Bombardment Group (M), APO 503, on 26 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Six B-25D-1's of the 500th Squadron attempted to bomb enemy ground positions on Natamo Point (Borgen Bay) on the afternoon of December 26, but the attack resulted in only eight bombs being dropped on the target. Withering A/A fire from Allied troops riddled our planes while on their target approach. One of our planes was shot down in flames, another is missing after being last seen on fire near the target, a third landed at Finschhafen on single engine operation and will require an engine change, and a fourth (one of three that returned to base) had so many holes in it that it has been transferred to a service group. One member of a returned crew was wounded.
2. No enemy A/A fire was encountered, and although one Val followed our flight for several miles beyond the target and passed within close range as it broke away, it did not fire or provide active interception.
3. Four of the Mitchells reached the target, but of their total bomb load of 16 X 500 lb bombs four were dropped in Borgen Bay, eight fell on Natamo Point with unobserved results and four fell just off shore of the Point.
4. The scene over the target was a mass of action of airplanes chasing each other through the sky, some crashing in flames, dive bombers attacking naval vessels and every vessel in the area spewing skyward all the ack ack they could muster. Ack ack and airplanes filled the air as the Mitchells streaked in low toward their target, unmolested until Allied gunners blasted them with great accuracy.
5. The afternoon attack by the Mitchells was the second part of a double-header strike to cover our troops invading the Northwest coast of New Britain. In the morning the 345th Group put 39 strafers in the attack following naval bombardment and hammered the coast until the landing craft were only 100 yards off shore. In the afternoon the Group returned with 24 aircraft to concentrate on small Natamo Point on the inside perimeter of Borgen Bay to level enemy positions there and discourage him from trying to reinforce the Silimati Point area where our troops had landed. Our fighter cover, and that in the area were excellent.

S E C R E T

SECRET

Narrative Report on Mission FFO 359-EK continued. (2)

498
6. The 498th Squadron led the Group, and the 500th flew in Number 3 position. Our squadron, led by Capt. Howard, consisted of the following flights:

FIRST FLIGHT

314 - Capt Howard
448 - Lt Spaicher
279 - Lt Kysar

SECOND FLIGHT

517 - Lt Col True
430 - Lt Mitchell
278 - Lt Latawiec

7. Our planes took off from Moranda at 1300/L and rendezvoused with the Group over the Gona Wreck, leaving there for Finschhafen to pick up the P-39 fighter cover. They left Finschhafen at 1406/L to proceed to the target, skirting the Gloucester area and the naval forces off shore.

8. In two flights of three in trail they headed for the coast on a Southerly heading, changing slightly to a South-Southeasterly heading as they neared the coast and lined up across Silimati Point to their target: Natano Point. When about opposite Allied landing craft beached Northwest of Silimati Point, they saw a Val cross their flight line, heading toward the shore. Some of our planes opened fire on it with their nose and side guns, causing no damage to the Val. It is not known definitely whether or not our fire went past the Val and into the Allied positions or beyond. In any case, however, intense and accurate A/A fire of medium and light calibres was received immediately from these positions and all but two of our planes were riddled.

9. Lt Kysar's plane, on the first flight's left wing, was hit and set on fire. Immediately it banked to the left and down, exploding either just above the water or as it crashed in and leaving a burning mass on the surface, about one half mile Northeast of Silimati Point. Crews who saw the crash agree that there could have been no survivors. It is not known whether he dropped his bombs, and if he did, where they fell. The lead and right wing planes of this flight got through unscathed. The lead plane dropped its bombs (4) in Borgen Bay, and the wingman dropped two of his bombs on Natano Point and two in the water.

10. The second flight caught hell. Col True's plane, the lead of the second flight, was set on fire around the bomb bay and right engine and immediately began to lose speed. It continued toward the target but before reaching Natano Point veered to the left as its wheels dropped down and battery and oxygen tank fell out. Several crew men returning reported they saw his plane on fire near the East coast of Borgen Bay. However, their attention was then drawn to other aircraft in the area and when they again looked back to watch him, they saw a column of black smoke which had not been there before. He was not seen again. It is thought possible that he may have made a water landing. It is not known whether or not he dropped his bombs and, if he did, where they fell.

11. Lt Latawiec, on the left wing, throttled back as soon as he saw Col True had been hit and remained with him as the flight continued toward the target. When a little past Silimati Point, Lt Latawiec's plane was hit in the right engine, the explosion of the shell blowing a cylinder and causing the engine to start ~~cutting~~ cutting out and losing power. He passed over the target and dropped two of his bombs on target and two just off shore.

SECRET

S E C R E T

Narrative Report on Mission FFO 359-II continued (3)

12. As the second flight passed the Allied landing craft, A/A batteries drove a steady hail into Lt Mitchell's plane, in Number 2 position, riddling it with an estimated 100 holes of various sizes. Lt Mitchell continued on to the target, however, and dropped four bombs on the target. The radioman in this plane was wounded, not seriously, in the right leg.

13. Our planes continued toward the South coast of New Britain, followed for about 12 miles by a Val which finally swung to the right and turned back toward our flight. It approached Lt Latawiec's plane from above at 2 o'clock and broke away past the right rudder when about 300 yards away. The turret on this plane had no azimuth at the time, so the only fire given the Val was from a .30 calibre waist gun and caused no damage. Shortly after it broke away and headed East, the Val was chased by two B-25's which left the formation behind our planes. The Mitchells were seen to tail the Val for a few minutes and then re-join their formation.

14. Our squadron reformed off the South coast of New Britain and then because of Lt Latawiec's damaged engine the whole flight passed over Pinschhafen where he landed, after feathering the prop and going on single engine operation.

15. The other planes proceeded to base, landing at 1605/L. Lt Latawiec and his crew were brought back to base the following day.

16. No awards are recommended.

17. For data on bombs and ammunition expended see attached tables.

18. There was no photo interpretation due to unreliable pictures. Photo table on attached sheet.

19. Sightings as given above.

For the Commanding Officer.

CLYDE G. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer.

2 Incls.

Incl. 1 - Appendix "A"

Incl. 2 - Appendix "B"

S E C R E T

S E C R E T

Narrative on Mission FFO 359-KK continued (3)

BOMBING TABLE

A/P	NO. OF BOMBS	TYPE	WEIGHT	NO. DROPPED ON TARGET	NO. SALVAGED	REMARKS
314	4	4/5 sec.	500 lb		N11	4 in Water
048	4	" "	500 "	2	N11	2 in Water
279	4	" "	500 "	-	-	Ship crashed.
517	4	" "	500 "	-	-	Ship missing.
430	4	" "	500 "	4	N11	
278	4	" "	500 "	2	N11	2 in Water
6	24	4/5 sec.	500 lb	8	N11	8

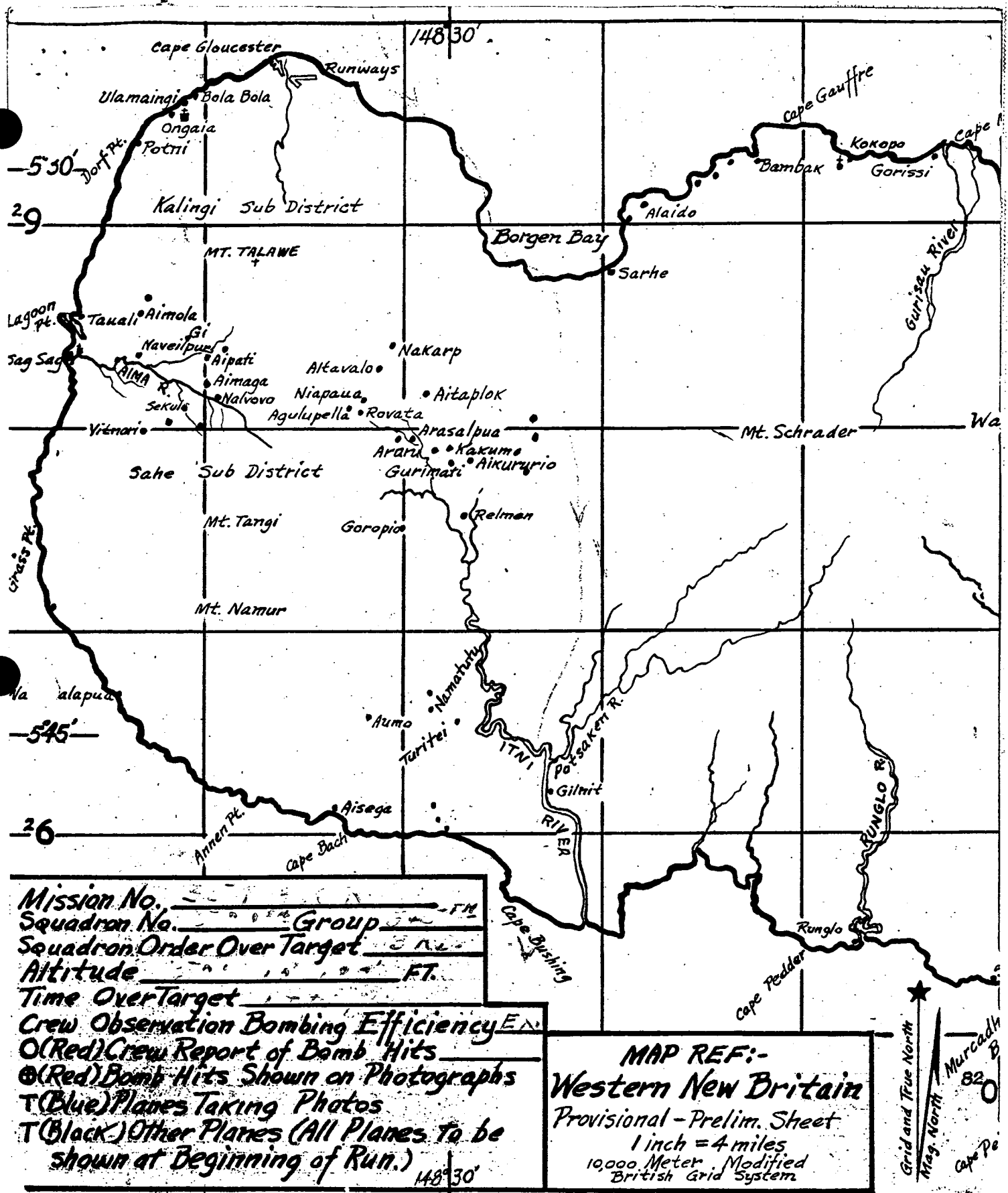
STRAFING TABLE

<u>.50 calibre</u>				<u>.30 Calibre</u>		
A/P	RDS. CARR'D	EXP.	HAIF.	RDS CARR'D	EXP.	HAIF.
314	4,000	1900	N11	2,000	200	N11
048	"	2675	LEN, LEN	2,000	200	N11
279	"	-	-	2,000	-	-
517	"	-	-	2,000	-	-
430	"	200	N11	2,000	200	N11
278	"	1000	N11	2,000	500	N11
6	24,000	5775	2	12,000	1100	N11

PHOTOGRAPHS

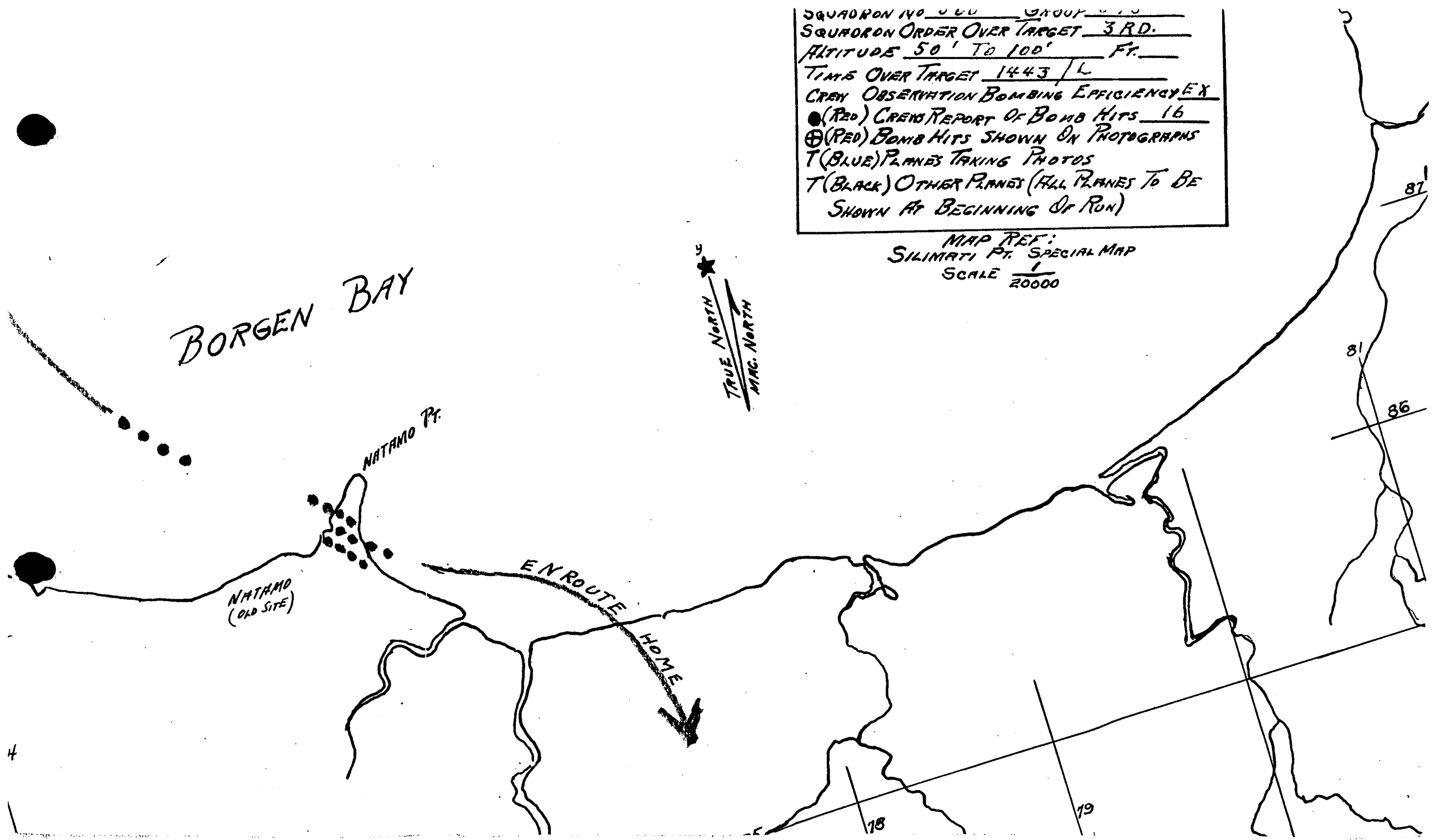
A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES	REMARKS
314	1043/L	Target area	K-21	30	
048	"	" "	K-21	30	
430	"	" "	K-20	unknown	
3	1043/L	Target area		60	No reliable prints received.

S E C R E T



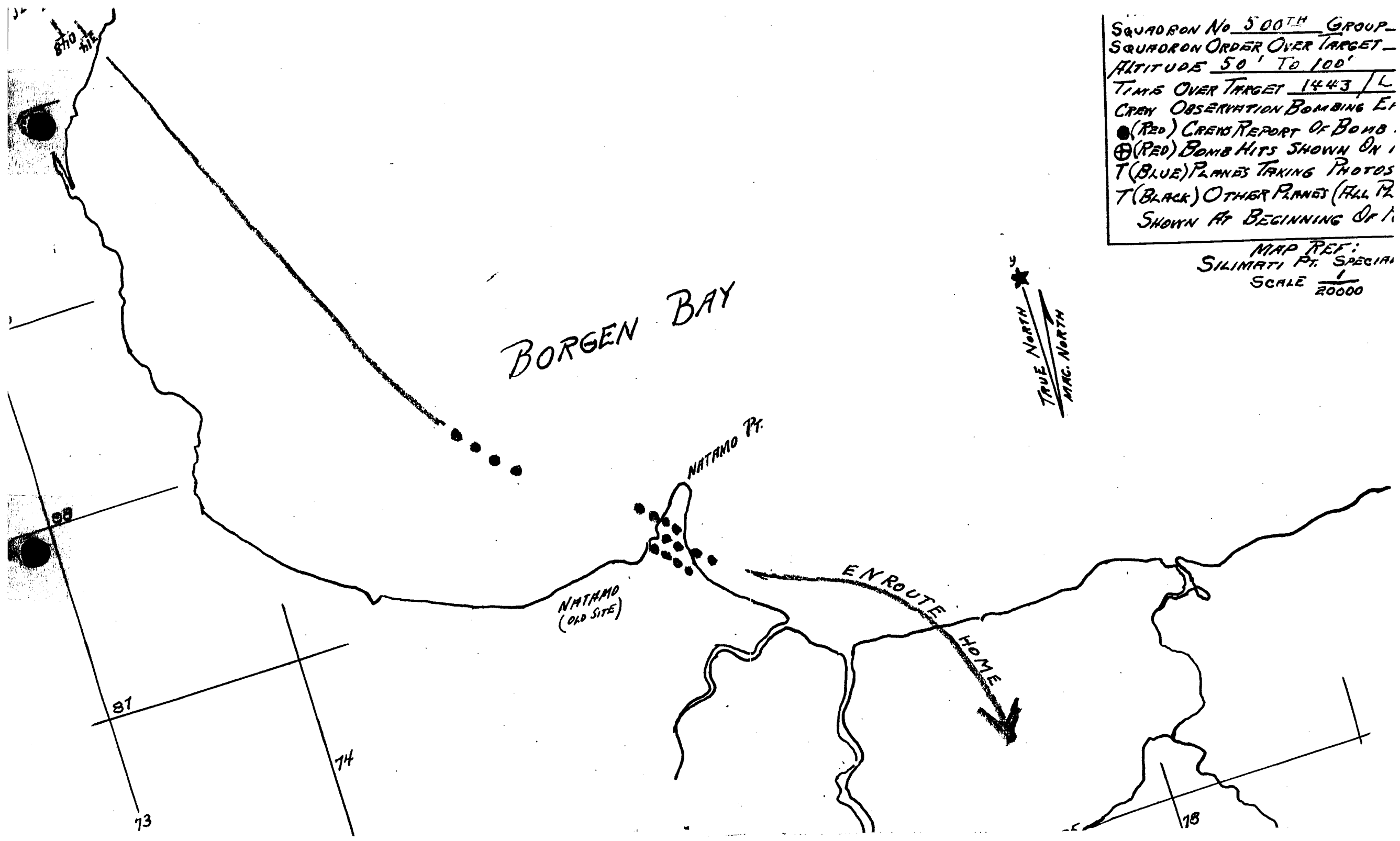
SQUADRON NO. 500 GROUP 1
SQUADRON ORDER OVER TARGET 3RD.
ALTITUDE 50' TO 100' FT.
TIME OVER TARGET 1443 / L
CREW OBSERVATION BOMBING EFFICIENCY EX
● (RED) CREW REPORT OF BOMB HITS 16
⊕ (RED) BOMB HITS SHOWN ON PHOTOGRAPHS
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE
SHOWN AT BEGINNING OF RUN)

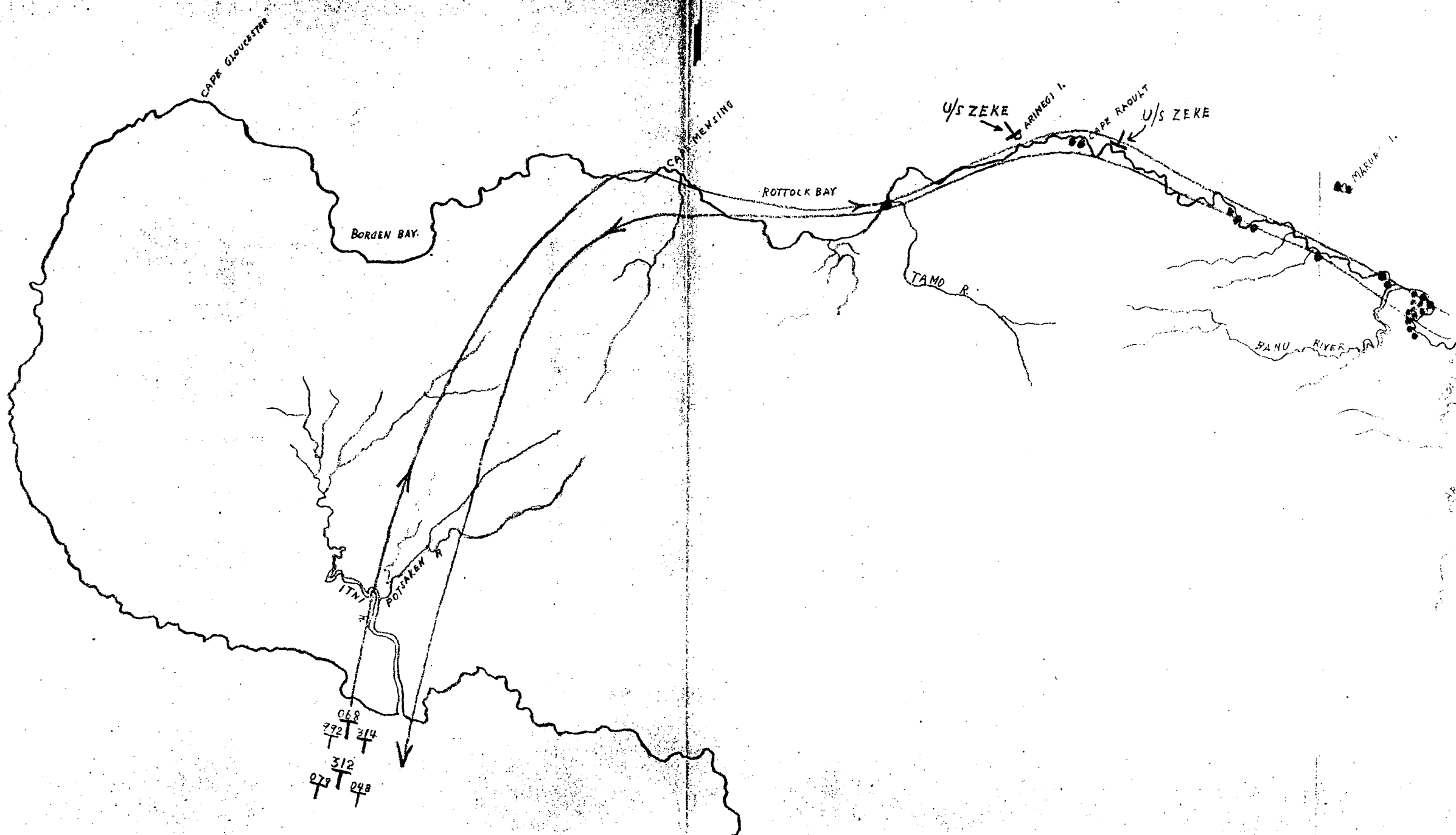
MAP REF:
SILIMATI PT. SPECIAL MAP
SCALE $\frac{1}{20000}$

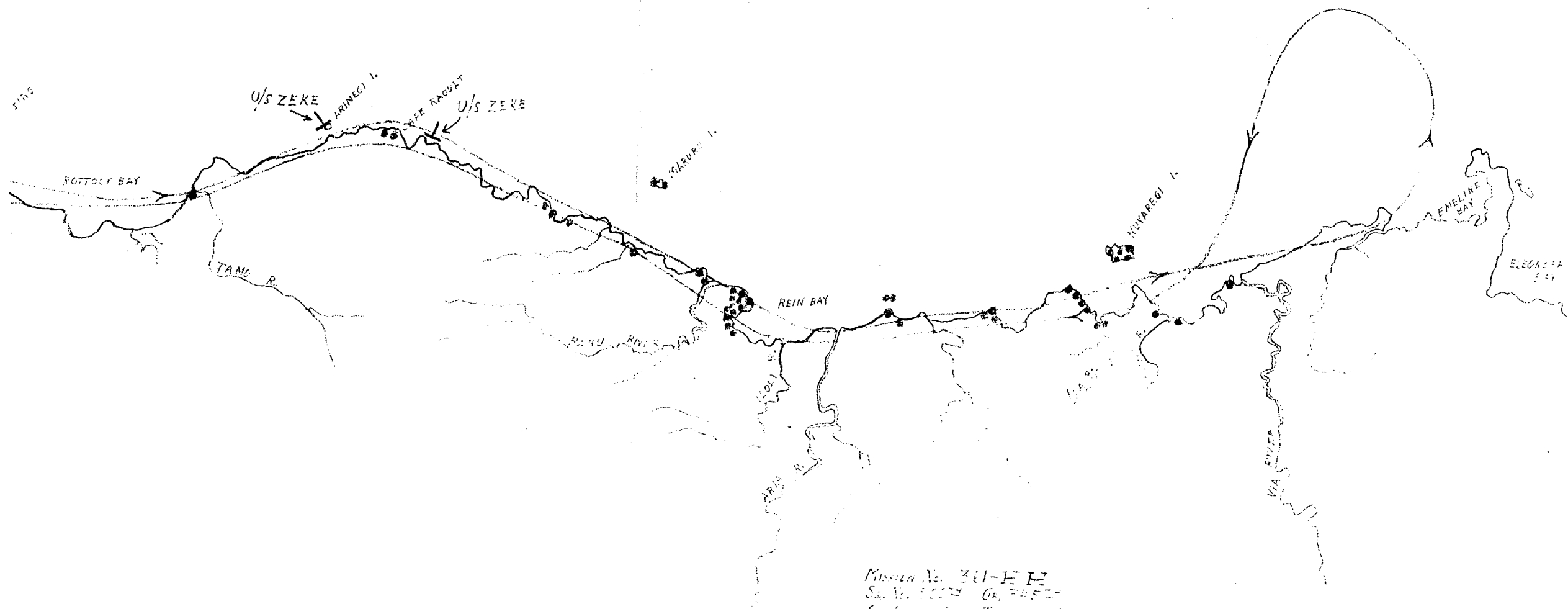


SQUADRON No 500TH GROUP-
SQUADRON ORDER OVER TARGET-
ALTITUDE 50' TO 100'
TIME OVER TARGET 1443 / L
CREW OBSERVATION BOMBING E
● (RED) CREW REPORT OF BOMB.
⊕ (RED) BOMB HITS SHOWN ON I
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PL
SHOWN AT BEGINNING OF I.

MAP REF:
SILIMATI PT. SPECIAL
SCALE 1/20000







Mission No. 311-EE
 SA. No. 100TH GR. PHOTO
 SA. LADE OVER TARGET 1st.
 ALT. 10,000 FT.
 TIME OVER TARGET 05:00:15 TO 05:05:15
 OBS. OBSERVATION EFFICIENCY - EX.
 # OF BOMB HITS - 44
 T-Tack PHOTO
 T-OTHER PLANS
 SCALE: 1:10,000

SECRET

Narrative Report on Mission WFO 361-XXXX HH

BOMBING TABLE

A/P	NO. OF BOMBS	TYPE	WEIGHT	NO. DROPPED ON TARGET	NO. SALVAGES
068	8	4/5 sec.	250lb	8	Nil
314	7	4/5 sec.	300 "	7	
992	7	" "	300 "	7	
312	8	" "	250 "	8	
068	7	" "	300 "	7	
079	7	" "	300 "	7	
6	44	" "	300 & 250	44	Nil

STRAFING TABLE

.50 Calibre				.30 Calibre		
A/P	NBS. GARR'D	EXP.	NAIF.	NBS. GARR'D	EXP.	NAIF.
068	4,000	2650	UIN, LIN	2,000	1700	
314	"	2420	IRW, LIN	"	200	
992	"	3650	LIN	"	1000	
312	"	1970	LEW, IRW, LIN	"	1400	
068	"	3525	IRW	"	Nil	
079	"	2820	IRW	"	1000	
6	24,000	17,035	10	12,000	5300	Nil

PHOTOGRAPHS

A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES
068	-	-	-	-
314	0900/L	Target area	K-21	30
992	"	"	"	"
312	"	"	K-20	10
068	"	"	K-20	5
079	"	"	K-21	30
0900/L (approx.) Target area.			K-21 & K-20	75

SECRET

SECRET

500
361-HH
28 DEC 43

**OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503**

CCG/jai

29 December, 1943

Subject: Narrative Report on Mission 890 361-HH, performed by the 500th Bomb Squadron, 345th Bombardment Group (M), APO 503 on 28 December, 1943.

To : Commanding General, Fifth Air Force, APO 925.

1. Six B-25D-1's of the 500th Squadron bombed and strafed villages, a possible gun position at Ibeki Plantation and suspected barge hideouts from Rottock Bay to Eseline Bay in a barge sweep along the North coast of New Britain December 28. Twenty eight (28) X 300-pound bombs and 16 X 250-pound bombs were dropped with unobserved results and 22,000 rounds of ammunition were expended as the planes made two runs along the coast. Weather prevented the planes from completing the assigned target run as far East as Riebeck Bay.

2. Twelve planes from two squadrons with P-38 escort took part in the sweep which was designed to keep tabs on enemy movements along the coast and prevent him from reinforcing the Gloucester area.

3. Capt. Mortenson in the 500th's Number 1 position led the attack with the 498th Squadron coming in second. The 500th's flights of three were as follows:

FIRST FLIGHT

A/P

068 - Capt. Mortenson

314 - Lt Gibb

992 - Lt Hecox

SECOND FLIGHT

A/P

312 - Capt. Dougherty

048 - Lt Speicher

079 - Capt. Howard

4. Our planes took off from Moranda at 0700/L, rendezvoused with the 498th and fighters at 2000 feet over the Gona Wreck and proceeded direct to the target, making landfall near Cape Bushing on the New Britain south coast. The flights and squadrons took an interval while crossing New Britain and made their run from Rottock Bay to Eseline Bay and back again in flights of three in trail to provide maximum coverage and reconnaissance.

5. Twelve 300-pound, 4/5 second delay, bombs were dropped on Ibeki Plantation where a hole approximately 8 X 15 feet covered with 2 X 4's in a cross-hatched manner was thought to be a defense position. Other bombs were dropped as shown on the attached drawing.

6. Our planes were forced to turn around and make their return run at Eseline Bay because of weather and could not continue further East to Riebeck Bay. Completing their sweep at Rottock Bay, they turned South across New Britain and returned direct to base, landing at 1049/L.

SECRET

SECRET

Narrative Report on Mission FFG 361-NH continued (2)

7. No enemy fighters were seen while on the sweep and only two bursts of possible ack ack were reported, those being light, slight and inaccurate at A/P level over Iboki Plantation. Our fighter cover was excellent. Our planes and crews received no damage or injuries.

8. No awards are recommended.

9. Sightings were as follows: Two ramps about 25 feet wide and extending from the shore into the water were seen in South coast of Rottook Bay at NK 6589. (This, and all subsequent references are Western New Britain Provisional, 1: 253,449) A footbridge over river near Bambak Village NK 8793; a red-roofed building at Kokope Mission; small native boat at Yamo River mouth; One Saka in good condition apparently on reef at NK 2386 and another on the shore just East of Cape Raout; a crashed unidentified bomber with white markings on it at NK 3292; a hole judged to be 8 X 15 feet in Iboki Plantation covered with logs or 2 X 4's in cross-hatched manner; 2 small barges, one unserviceable at NK 7886; an apparently new and much used barge landing area with jetty, rafts and roads nearby at NK 8085. All crews reported considerable track activity along the coast covered by the target run. One pilot and his radioman reported that at 0930/L from 500 feet they saw a midget sub in the Itne River about 300 yards from its mouth. A crew member of another A/P, however, believes this was a damaged small surface craft.

10. Phot/interpretation shows only a few bomb bursts, two of which are in a village on a small island off the New Britain coast.

For the Commanding Officer.

GLYDE O. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer.

2 Incls.
Incl. 1 - Appendix "A"
~~Incl. 2 - Appendix "B"~~

SECRET

SECRET

500
362-66
29 DEC 43

**OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (H)
345th Bombardment Group (H)
APO 503**

CCC/jed

29 December, 1943

Subject: Narrative Report on Mission WFO 362-00, performed by the 500th Bomb Squadron, 345th Bombardment Group (H), APO 503, 29 December.

To : Commanding General, Fifth Air Force, APO 925.

1. Close ground support to Allied ground troops advancing on Cape Gloucester airdromes was given by six B-25D-1's of the 500th Squadron in a precision bombing and strafing attack on the morning of December 29. Twenty four (24) X 500 pound bombs were dropped in effective distribution on the assigned target and 14,000 rounds of ammunition were expended in two passes. One medium A/A position was probably destroyed by a bomb exploding within four yards of it.

2. The 500th was one of the 345th's four squadrons attacking the target, an enemy defense position holding up the ground advance. Three groups of heavies and a group of mediums bombed other targets in the vicinity of Gloucester preceding the 345th's strike by 24 Mitchells.

3. The enemy offered no fighter opposition to our planes, which had an area cover of two squadron of P-47's, and only one round of A/A fire was reported.

4. The 499th Squadron led the Group with the 500th flying Number 2 position. Our squadron, led by Capt Mortensen, was made up of the following two flights:

FIRST FLIGHT
068 - Capt. Mortensen
048 - Lt Speicher
992 - Lt Boock

SECOND FLIGHT
312 - Lt Jackson
314 - Lt Gibb
059 - Lt Latawiec

5. Our planes took off from Maranda at 0743/L and rendezvoused with the other squadrons in the Group over the Gona Wreck at 2000 feet. Leaving the wreck at 0756/L, the formation proceeded to the target through the Daggier Strait. Swinging wide around friendly shipping in the area, our planes lined up on the target on a heading of approximately 210 degrees and went over the enemy positions at 0914/L in flights echeloned to the right at 300 feet.

6. All but two of the bombs were dropped in the wooded area extending from the coast to the East end of Number 2 strip. As he was making his run, Lt Latawiec saw a medium A/A gun fire one round - he saw the muzzle blast but not the burst - and immediately aimed a bomb at the gun.

SECRET

SECRET

Narrative Report on Mission FFO 362-00 continued (2)

His crew saw it explode approximately four yards from the position, and it is believed the gun was destroyed. This was the second bomb he had dropped in the wooded area, and the other two dropped in the Jap defense area South of Number 2 strip. No results except bomb smoke and dust were observed.

7. The Squadron turned to the right around Cape Gloucester and made a second pass to strafe, leaving at 0920h/L. The last squadron over the target, the 438th, dropped two red flares to signal the ground troops that the air attack was over. Again turning out into Dampier Strait, our squadron rejoined the other squadrons and returned to base direct in a group formation; our squadron landing at 1040/L.

8. With the exception of the one round of A/A fired, the enemy offered no opposition, and we received no damages or injuries. Our area cover of P-47's was good.

9. No awards are recommended.

10. What was believed to be a gun position, not firing, was seen at 640346 (reference Gloucester Airdrome Special Map, 1/20000) and a larger gun position, thought to be a possible Naval gun emplacement, was seen at 596958 (reference: Dorf Point Special, 1/20000). At 0845/L from 3500 feet ten barges were seen going North and eight going South about 300 yards off the East coast of Ujae Island, opposite Birik Village.

11. Photographs have not been received at time of this report.

For the Commanding Officer.

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer.

2 Encls.

Incl. 1 - Appendix "A"

Incl. 2 - Appendix "B"

SECRET

SECRET

Narrative Report on Mission WFO 362-02 continued (3)

BOMBING TABLE

A/P	NO. OF BOMBS	TYPE	HEIGHT	NO. DROPPED ON TARGET	NO. SALVAGED
068	4	4/5 sec.	500 lb	4	NII
048	4	" "	"	4	"
992	4	" "	"	4	"
312	4	" "	"	4	"
314	4	" "	"	4	"
059	4	" "	"	4	"
6	24	4/5 sec.	500 lb	24	NII

STRAPPING TABLE

<u>.50 Calibre</u>				<u>.30 Calibre</u>		
A/P	NBS. CARR'D	KIP.	NALP.	NBS. CARR'D	KIP.	NALP.
068	4,000	2090	NII	2,000	300	
048	"	2725	IRM	"	1000	
992	"	700	ULN, URM	"	100	
312	"	1370	IRM	"	700	
314	"	2100	ULN	"	NII	
059	"	2350	URM, ULN	"	500	
6	24,000	11,335	7	12,000	2900	NII

PHOTOGRAPHS

A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES
312	0915/L	Target	K-21	30
314	"	"	K-21	30
992	"	"	K-20	7
6	0915/L	Target	K-21 & K-20	67

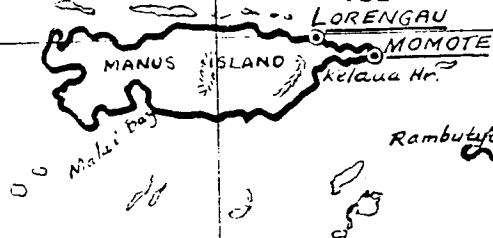
SECRET

MISSION NO. 362-44..DATE 29-DEC-43
 SQUADRON NO. 509.....GROUP 345TH
 SQUADRON ORDER OVER TARGET..RND...
 ALTITUDE..50'..Ta..200'.....
 TIME OVER TARGET..9.214/L..Ta..0.724/L
 T(BLUE) PLANES TAKING PHOTOS.
 T(BLACK) OTHER PLANES.(ALL PLANES TO
 BE SHOWN AT BEGINNING OF RUN.)

MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale:- 1:2,315,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

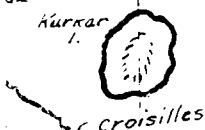
ADMIRALTY

ISLANDS



B I S M A R C K S E A

GAROVE Island
 VITU ISLANDS
 Unea I.



ALEXISHAFEN

MADANG

Astrolabe Bay
 Pommerehne Bay

DUMPU

FININTEGU

KAINANTU
 KAIAPIT
 SUKURUM
 NADZAB
 GABENSIS
 WAIME
 TSILI TSILI

SAIDOR

VITIAZ

UMBUI ISLAND

TOLOKIWA I.

DAMPIER STRAIT

SAKARI I.

CAPE GLUCESTER

BORGEN BAY

KOKORO

KOTOKA BAY

Sipul

ARIA R.

Gogor

REIN BAY

Rudiger Pt.

Watum

ARAWA

ARAWA

Arung Bay Port

MOENE HR.

FINSCHAFEN

Finsch Hr.

C. Grotin

LAKE

HORI

WAGAU

345th S.G.
 S.K.
 Malden

MISSION NO. 362-GG

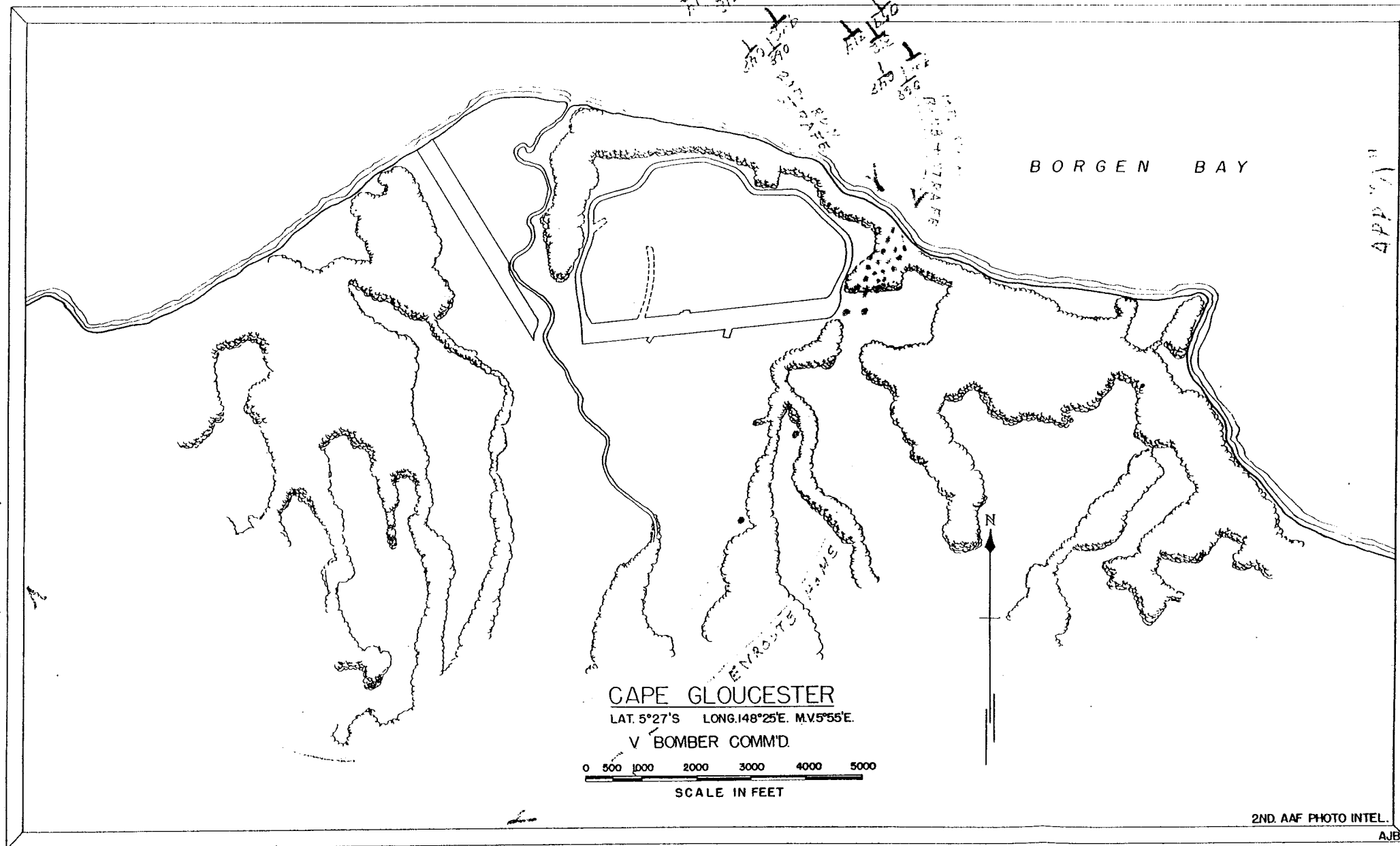
SQUADRON NO. 500th GROUP 345th
SQ. ORDER OVER TARGET Second
ALTITUDE 50 to 200 FEET.
TIME OVER TARGET 0914/L to 0924/L

CREW OBSERVATION BOMBING EFFICIENCY Ex.

• - CREW REPORT OF BOMB HITS

T - PLANES TAKING PHOTOS

+ - OTHER PLANES



Reproduced by 8th Photo Sqdn.

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

500
364-DD
31 DEC 43

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

CCO/jed

31 December, 1943

Subject: Narrative Report on Mission WFO 364-DD, performed by the 500th Bomb Squadron, 345th Bombardment Group (M), APO 503, on 31 December.

To: : Commanding General, Fifth Air Force, APO 925.

1. Supply areas at Krimahafen Plantation were bombed and strafed in a mid-morning attack by 6 B-25D-1's of the 500th Squadron on December 31. Several of the bombs were seen to fall among supplies and all bombs dropped accurately, covering the area with bomb smoke and dust. Due to the delay action bombs, no other results were observed. Twenty-four (24) X 500-pound, 8/11 second delay, bombs were dropped and more than 12,000 rounds of ammunition were expended.

2. The 500th was the last of four 345th Group squadrons to pass over the target and encountered no opposition either in the form of fighters or A/A fire as they attacked at tree-top level. Since the Japs have had ack ack positions in the area, it is believed they had been knocked out by the squadrons that went over first. The whole attack was coordinated to conform with the day's strike plan by heavies and strafers against the enemy supply line to his front line troops in the Ramu Valley and below.

3. The 501st Squadron led the 345th Group with our squadron flying the Number 4 position. Our planes, led by Capt. Howard, were divided in two flights as follows:

FIRST FLIGHT
079 - Capt. Howard
048 - Lt Speicher
237 - Capt. Cavoli

SECOND FLIGHT
068 - Capt. Mortensen
312 - Capt. Bougherty
059 - Lt Latawiec

4. Take off from Moranda was at 0802/L, and our squadron rendezvoused with other squadrons of the Group over the Gona wreck at 2000 feet. Leaving the wreck at 0812/L, the Group proceeded to Lae and up the Markham valley and Ramu River valley toward the target. Our planes picked up their interval a short distance from the target and made their pass on an approximate heading of 30 degrees in flights of three in trail at 0945/L at 100 feet. Their pass took them directly over the supply area where they dropped their bombs accurately. Turning to the right over the sea, they flew along the Rai coast around Finschhafen, then direct to base, landing at 1132/L.

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

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

Narrative Report on Mission PFO 364-DD continued (2)

5. No other results were observed other than that some bombs fell on piles of supplies in Erimahafen Plantation and that the whole area was covered with bomb smoke and dust.

6. No enemy A/A fire or fighters were encountered by our planes and all returned safely.

7. No awards are recommended.

8. Fires were seen at Madang and Bogadjim. Several piles of supplies, estimated to be 30 feet high and about 300 feet apart, were seen covered with canvas in Erimahafen Plantation. No activity was observed around jetty or in the harbor. Bogadjim Road was observed to be in good condition, and all bridges were intact. Six barges were observed going Northwest about one half mile off the coast opposite Gali Village (about 25 miles Southwest of Saidor.)

9. Photographs had not been received at time of this report.

For the Commanding Officer.

CLYDE C. CARTER
1st Lt, Air Corps
Intelligence Officer.

2 Incls.

Incl. 1 - Appendix "A"

Incl. 2 - Appendix "B"

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

CONFIDENTIAL

Narrative Report on Mission FFO 364-DD continued (3)

BOMBING TABLE

A/P	NO. OF BOMBS	TYPE	WEIGHT	NO. DROPPED ON TARGET	NO. SALVAGED
079	4	8/11 second	500 lb	4	Nil
048	"	"	"	4	"
237	"	"	"	4	"
068	"	"	"	4	"
312	"	"	"	4	"
059	"	"	"	4	"
6	24	8/11 second	500 lb	24	Nil

STRAPPING TABLE

.50 Calibre				.30 Calibre		
A/P	NO. CARR'D	EXP.	WALF.	NO. CARR'D	EXP.	WALF.
079	4,000	1975	Nil	2,000	300	
048	"	1225	Nil	"	1000	
237	"	775	IGN, ULM, UHW	"	500	
068	"	1895	UHW	"	400	
312	"	1150	ULM	"	1200	
059	"	1500	ULM, LBN	"	600	
6	24,000	8520	7	12,000	4000	

PHOTOGRAPHS

A/P	TIME TAKEN	LOCALITY	TYPE	NO. OF EXPOSURES
079	0945 to 0946/L	Erimahafen Ptn.	K-21	30
059	" " "	" "	K-21	30
312	" " "	" "	K-21	30
3	0945 to 0946/L	Erimahafen Ptn.	K-21's	90

CONFIDENTIAL

MISSION NO. 364-DD
 SQUADRON 500th GROUP 345th
 SQ. ORDER OVER TARGET Fourth
 ALTITUDE 100 to 150 FEET.
 TIME OVER TARGET 0945/L to 0946/L
 CREW OBSERVATION BOMBING EFFICIENCY Ex.
 ● CREW REPORTS OF BOMB HITS. 24
 T PLANES TAKING PHOTOS.
 T OTHER PLANES

ERIMAHAFEN PTN.

PALPA

R.

JETTY

N

ERIMA

ASTROLABE BAY

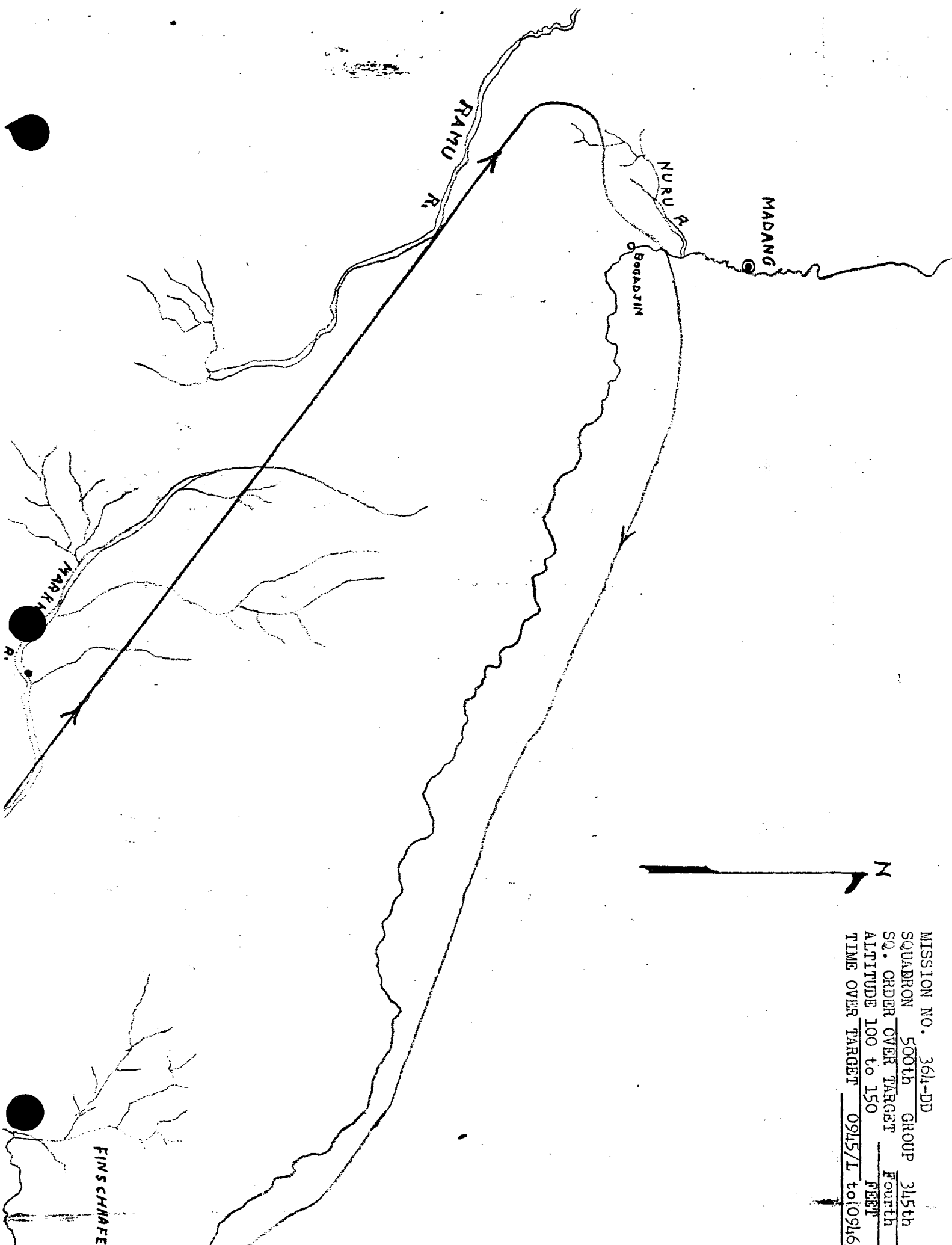
ERIMABUSH PTN.

GORI

R.

068
3/12
070
072
074
076
078
080
082
084
086
088
090
092
094
096
098
100

MISSION NO. 364-DD
 SQUADRON 500th GROUP 345th
 SQ. ORDER OVER TARGET Fourth
 ALTITUDE 100 to 150 FEET
 TIME OVER TARGET 0945/L to 0946



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

500
1-E-1
1 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

CGC/jwd
2 January, 1944

Subject: Narrative Report on Mission FPO 1-E-1, performed by the 500th Bomb Squadron, 345th Bombardment Group (M), APO 503, on January 1, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. The coastline East of Saidor was bombed and strafed by six B-25D-1's of the 500th Squadron in a mid-afternoon minimum altitude attack January 1 to soften up the landing areas to be used by Allied troops the following day. Twenty-four (24) X 500-pound bombs were dropped accurately on the target, and more than 15,000 rounds of ammunition were expended as the Mitchells, escorted by P-38's, made two passes over the target. The bombing was excellent, and bomb smoke and dust hung over the target as our planes withdrew. The enemy offered no opposition.

2. The scheduled attack called for all four squadrons of the 345th Group to strike at Saidor, but the result was that the 500th Squadron was the only full squadron that bombed the target. One flight of three planes of another squadron also bombed Saidor, but the remaining two squadrons and one flight bombed an area about 32 miles Southeast.

3. The 498th Squadron led the Group with the 500th flying in Number 3 position. However, because the other squadrons peeled off early and bombed the wrong area, the 500th was the first over Saidor. Our planes, led by Capt. Mortensen, were divided into flights as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P	A/P
068 - Capt. Mortensen	312 - Lt McLean
048 - Lt Speicher	237 - Lt Shirreffs
314 6 Capt. Dougherty	059 - Lt Latawiec

4. The 500th took off from Horanda at 1343/L and rendezvoused with the other squadrons of the Group and two squadrons of P-38's at 2000 feet over the Gona wreck. Leaving the wreck at 1400/L, they proceeded around the Huon Peninsula and through the Vitiaz Strait toward the target.

5. The squadrons ahead of the 500th peeled off near Lepsius Point as though to attack. Capt. Mortensen observed that the formation had not yet reached its target and continued on toward Saidor. Turning over the sea, he led our squadron over the target on an approximate heading of 165 degrees at 1530/L at 100 to 200 feet. Our planes strafed as they passed over the coastal strip and dropped all their 24 X 500 lb, 4/5 second delay, demo bombs in the specifically assigned area - 1B to 3A - as shown on the attached diagram.

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

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

Narrative Report on Mission FFO 1-E-1 continued (2)

6. Withdrawing from the coast, our planes made another turn over the sea and on the same heading made a strafing pass at 100 feet. The planes left the target at 1541/L, all returning safely to base, landing at 1706/L. No enemy fighters were seen, or A/A fire encountered.

7. No awards are recommended.

8. A garden was seen at 560773 (Saidor Provisional, 1 inch to 1 mile.) A red-roofed building, estimated to be 10 X 14 feet, was seen at Mur Plantation. A 500-foot-high column of white smoke was seen at 1550/L from 1000 feet at the mouth of the Urawa River in Saueruak Bay, about 27 miles Southeast of Saidor.

9. Photographs had not been received at the time of this report.

For the Commanding Officer.

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer.

2 Incls.
Incl. 1 - Appendix "A"
Incl. 2 - Appendix "B"

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

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

Narrative Report on Mission FFO 1-K-1 continued (3)

BOMBING TABLE

A/P	NO. OF BOMBS	TYPE	WEIGHT	NO. DROPPED ON TARGET	NO. SALVAGED
068	4	4/5 second	500 lb	4	
048	"	"	"	4	
314	"	"	"	4	
312	"	"	"	4	
237	"	"	"	4	
059	"	"	"	4	
6	24	4/5 second	500 lb	24	Nil

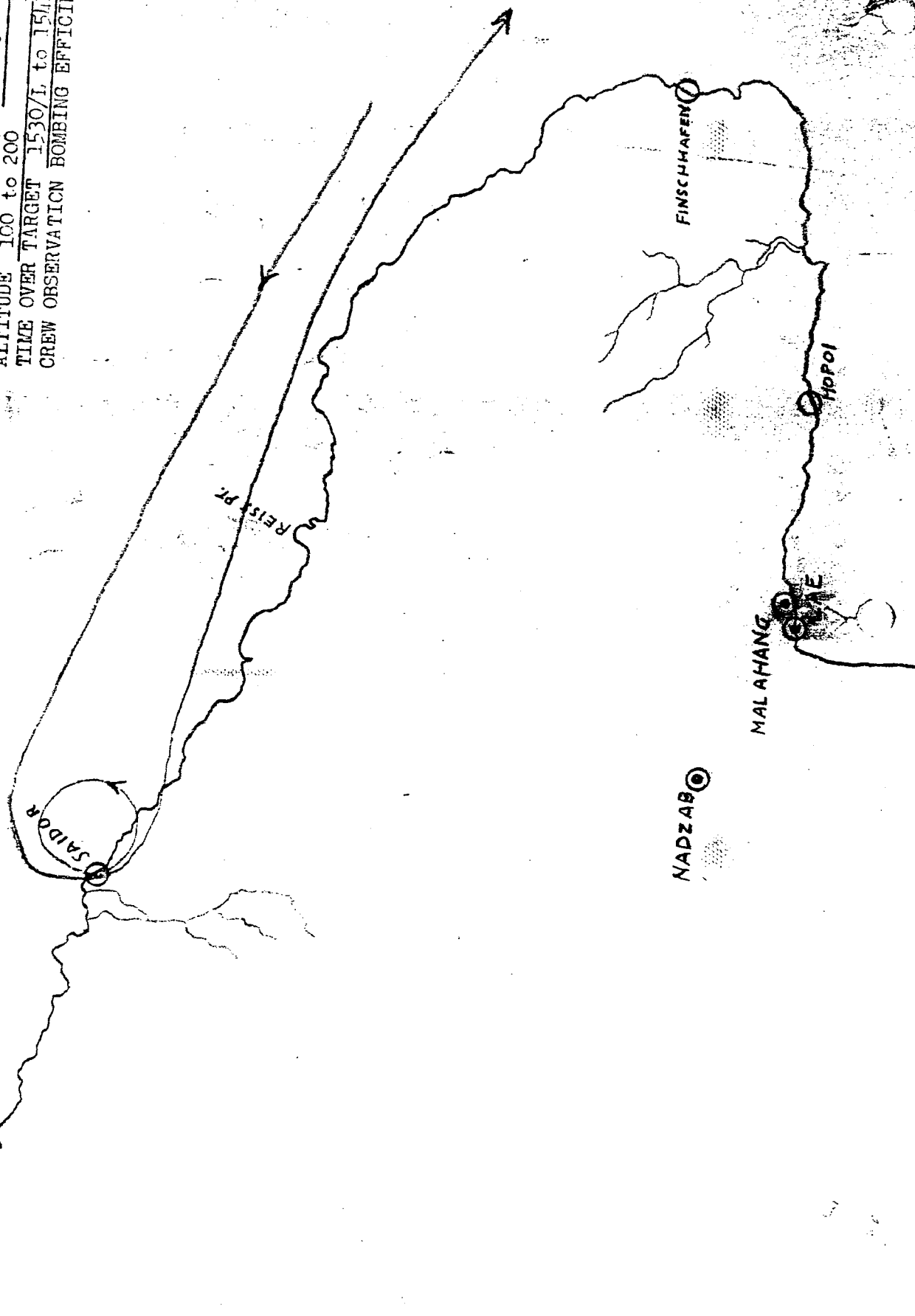
A/P	<u>.50 Calibre</u>			<u>STRAFING TABLE</u>			<u>.30 Calibre</u>		
	RDS. CARR'D	EXP.	WALF.	RDS. CARR'D	EXP.	WALF.	RDS. CARR'D	EXP.	WALF.
068	4,000	2320	IRN	2,000	Nil	Nil			
048	"	2900	IRN, ULW	"	1500	"			
314	"	2200	Nil	"	500	"			
312	"	1235	LEW	"	Nil	"			
237	"	1950	IRN, LEW, ULW	"	Nil	"			
059	"	2800	ULW	"	Nil	"			
6	24,000	13,405	8	12,000	2000	Nil			

PHOTOGRAPHS

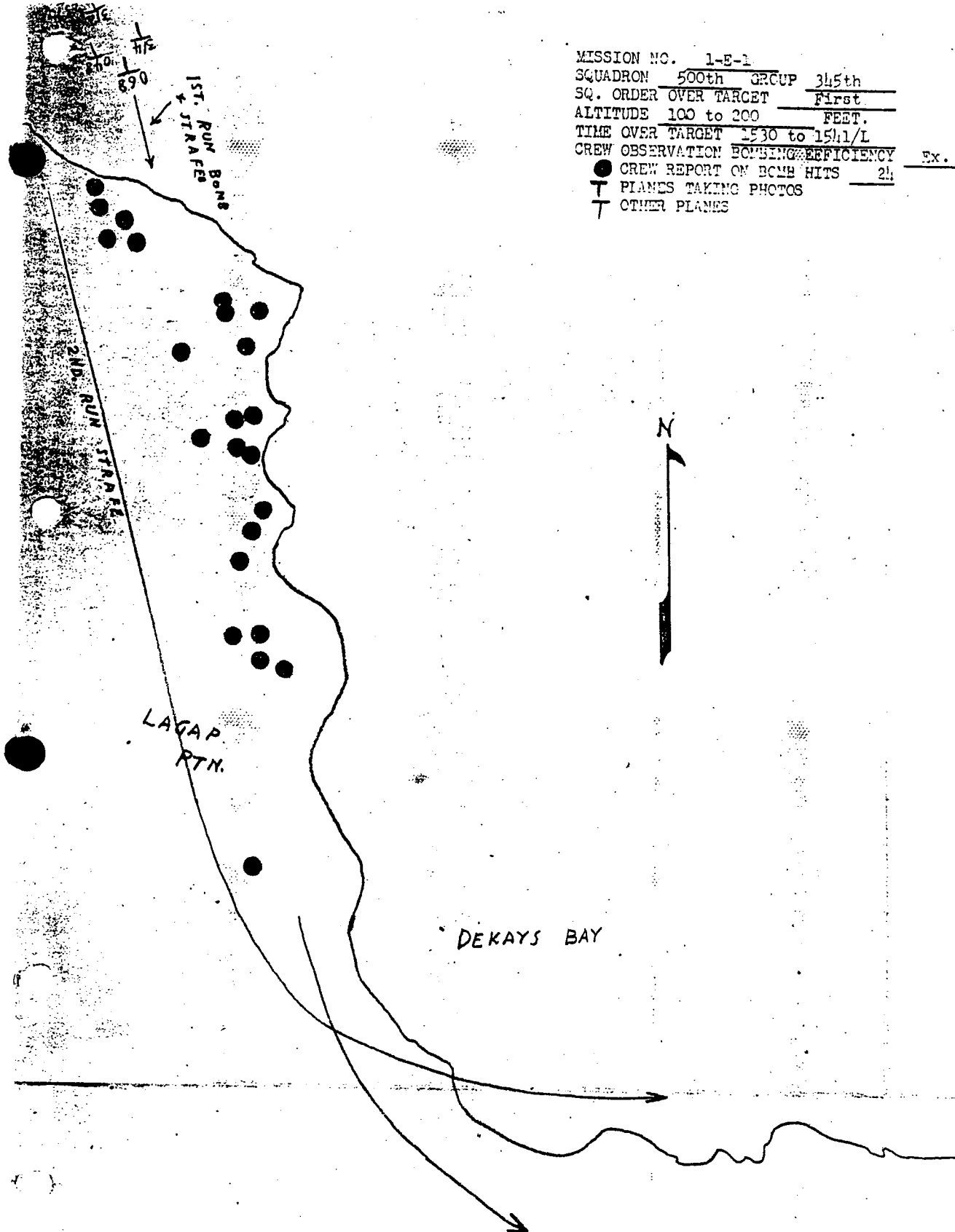
A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES	REMARKS
068	1530/L to 1541/L	Saidor Coastline	K-20	10	
048	"	"	K-21	Nil	Camera failed
314	1530 to 1541/L	Saidor coastline	K-21	30	
312	" " "	" "	K-21	30	
059	" " "	" "	K-21	30	
5	1530/L to 1541/L	Saidor coastline	K-21, K-20	100	

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

MISSION NO. 1-E-1
 SQUADRON 500th GROUP 345th
 SQ. ORER OVER TARGET First
 ALTITUDE 100 to 200 FEET.
 TIME OVER TARGET 1530/L to 1547/L
 CREW OBSERVATION BOMBING EFFICIENCY Ex.



MISSION NO. 1-E-1
 SQUADRON 500th GROUP 345th
 SQ. ORDER OVER TARGET First
 ALTITUDE 100 to 200 FEET.
 TIME OVER TARGET 1530 to 1541/L
 CREW OBSERVATION BOMBING EFFICIENCY Ex.
 ● CREW REPORT ON BOMB HITS 24
 T PLANES TAKING PHOTOS
 T OTHER PLANES



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

500
6-I-1
6 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

CCC/rpb

8 January, 1944

Subject: Narrative Report on Mission FFO 6-I-1, Performed by the 500th Bomb Squadron, 6 January, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Six B-25D-1's of the 500th Squadron bombed and strafed a pin-pointed area containing enemy personnel, an artillery position and a battalion headquarters near the Southwest coast of Bergen Bay January 6, 1944 in support of our ground troops advancing south from Silimati Pt. While the bombing and strafing were concentrated, poor timing by the ground troops who were to have marked the specific target with smoke resulted in our bombs falling slightly southeast of the target. Forty-eight (48) X 300 lb bombs, 4/5 second delay, were dropped and more than 13,000 rounds of ammunition expended.

2. The enemy offered no opposition with A/A or fighters as our planes made three passes over the target in the midafternoon minimum altitude attack. Twelve planes of two squadrons participated and after bombing and strafing on the first two runs went back a third time and strafed the target which by this time had been marked by smoke.

3. Our Squadron led by Capt Hochella, led the 498th Squadron, and was divided into flights as follows:

"A" FLIGHT

A/P 314 - Capt Hochella
A/P 312 - Lt McLean
A/P 059 - Lt Latawiec

"B" FLIGHT

A/P 079 - Lt Van Ausdell
A/P 692 - Lt Shirreffs
A/P 048 - Lt Speicher

4. The 500th took off from Heranda at 1430/L and rendezvoused enroute to an at Cape Ward Hunt with the 498th Squadron and one squadron of P-38's at 2000 feet. The formation proceeded to the target, designated as 1, 2, 3 and 4, through the Dampier Strait and around Cape Gloucester. They first attacked at 1615/L at 50/100 feet on an approximate heading of 220°. Our planes, in flights of three in trail, dropped half their bomb load on the first run, strafing all the while, then circled to the left over Bergen Bay for a second pass. Dropping the remaining four 300 lb bombs in each plane as they again strafed, the crews observed that the ground troops had started to smoke an area slightly to the west of their committed run. The A/P's made another turn over Bergen Bay and this time strafed the area marked by the smoke.

5. The plan had called for the target to be marked by smoke as soon as our first planes appeared in the vicinity, but as a result of the 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

FFO 6-I-1, continued.

troops being late our bombing was probably not as effective as it might have been. However, the area which was bombed was covered by an excellent, close pattern.

6. Completing their third pass at 1628/L, our planes flew south of Mt Talawa to Dempier Strait and returned to base direct, landing without incident at 1735/L.

7. Our fighter cover was good. While no A/A or ground fire was reported by any crew on the three passes, two holes did appear rather mysteriously in the nose and tail of one A/P. It is believed, however, that this damage may have been done by fire from other friendly planes in the area.

8. No awards are recommended.

9. Track leading to Nakarop appeared well used. A small foot bridge was seen at 717-857 (Reference: Mt Langla Special Map, 1:20,000).

10. Photographs have not been received at the time of this report.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Asst. Intelligence Officer

2 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

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

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

FFO 6-I-1, continued.

T A B L E S

BOMBING TABLE

A/P	No of Bombs	Type Fuse	Weight	No Dropped On Target	No Dropped Elsewhere
311	8	4/5 second	300 lb		8
312	8	"	"		8
059	8	"	"		8
079	8	"	"		8
692	8	"	"		8
048	8	"	"		8
TOTAL	48	4/5 second	300 lb		48

S T R A P I N G T A B L E

A/P	.50 Calibre			.30 Calibre		
	RDS CARR'D	EXPD	MALFUNCTIONS	RDS CARR'D	EXPD	MALFUNCTIONS
311	4,000	Nil	All 8 7nd guns	2,000	Nil	
312	4,000	1,400	LRN & URN	2,000	1,500	
059	4,000	2,600		2,000	—	
079	4,000	2,400	LRN	2,000	—	
692	4,000	2,900		2,000	200	
048	4,000	2,400		2,000	—	
TOTAL	24,000	11,700	11	12,000	1,700	

P H O T O G R A P H S

A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES	REMARKS
311	1615/L - 1628/L	Sillimati Pt	K-21	30	
312	"	"	K-21		Fuse blown
059	"	"	K-21	30	
079	"	"	K-21		Fuse blown
692	"	"	K-20	4	
048	"	"	K-21	30	
TOTAL				94	

ADMIRALTY

ISLANDS

LORENGAU
MANUS ISLAND
MOMOTE
Kelaau Hr.

MISSION NO. 6-7-1... DATE: 6/1/44
SQUADRON NO. 50074... GROUP. 345TH
SQUADRON ORDER OVER TARGET. 15T...
ALTITUDE: 5000 FT
TIME OVER TARGET 1615/1.72 1628/1
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

B I S M A R C K S E A

GAROVE ISLAND
VITU ISLANDS
Unca I.

ALEXISHAFEN

MADANG

SAIDOR

VITIAZ

UMBOI ISLAND

DAMPPIER STRAIT

NEW BRITAIN

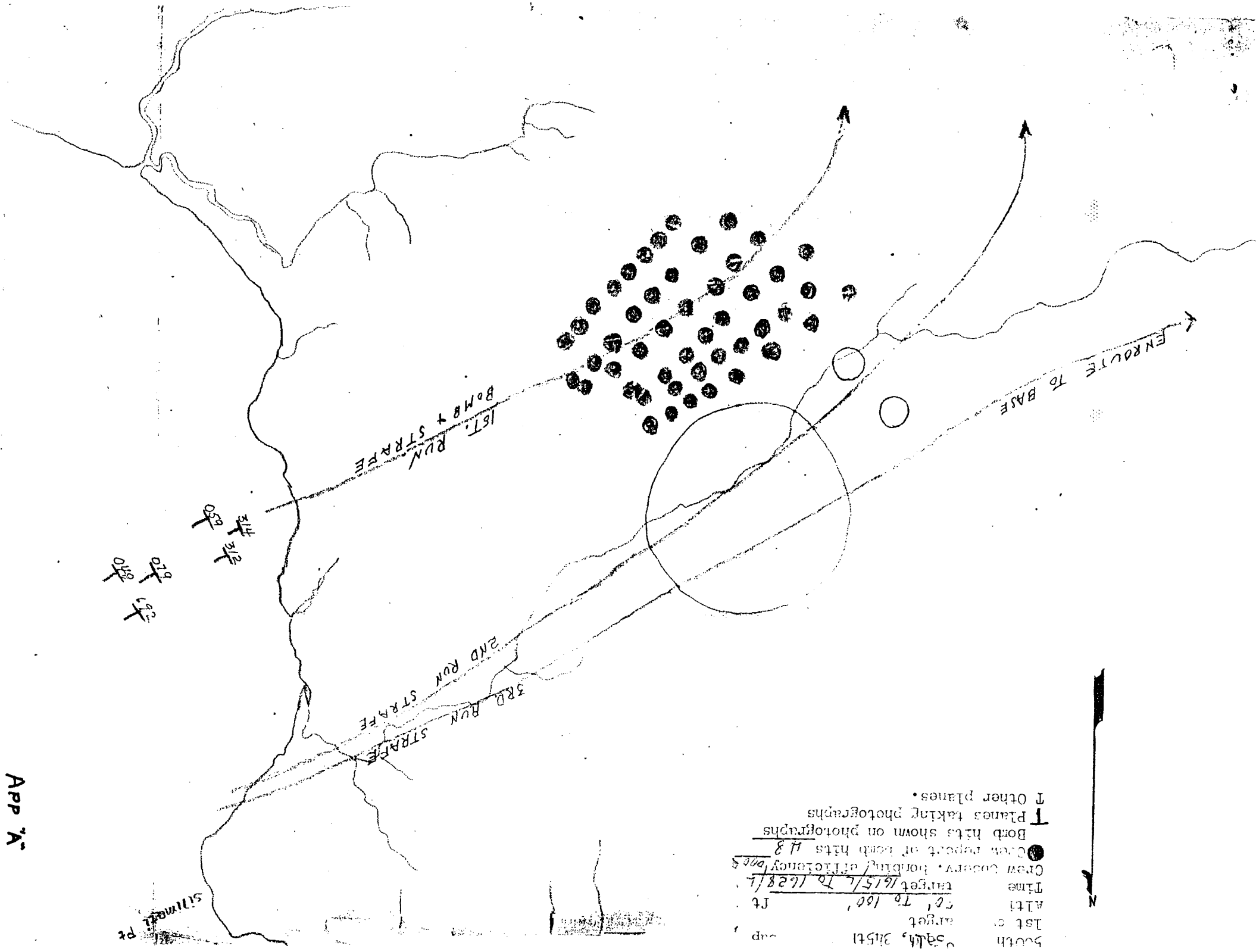
NEW GUINEA

LAE

APP B

345° S.G.
5.2
Malawin

500th
 34th, 345th
 1st of target
 Alt 50' to 100' ft
 Time target 1615/L to 1628/L
 Crew observ. bombing efficiency 100%
 Bomb report of bomb hits 118
 Bomb hits shown on photographs
 T Planes taking photographs
 I Other planes.



APP A

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

500
8-B-1
8 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

CCC/rpb

9 January, 1944

Subject: Narrative Report on Mission FFO 8-B-1, Performed by 500th Bombardment Squadron (M), 8 January, 1944.

To : Commanding General, Fifth Air Force. APO 925.

1. An A/A position was covered with bomb hits, two buildings were blown up and a fire was started in a late afternoon attack on Uligan Harbor shore installations by six B-25D-1's of the 500th Squadron January 8, 1944. Bombing was excellent as the planes flew low over a hill sheltering the harbor and swooping over the target hit A/A positions and supply installations. Twenty-three 300 pound bombs were dropped in the target on the west side of the harbor, seven fell in the harbor itself and eighteen fell among buildings and supplies on the east side of the harbor. More than 12,000 rounds of ammunition were expended as our planes strafed the target and buildings in Kildang Ptn on the southwest coast of nearby Markar Island.

2. Four squadrons of the 345th Group participated in the strike against one of the most important points in the enemy line of communication which has become increasingly important because of the persistent pressure against the enemy in the Huon Peninsula Area. Our escorted planes met no intercepting fighters but did encounter medium and light, moderate, reasonably accurate A/A fire. Although some of our planes were holed by A/A they all returned safely, and we suffered no casualties.

3. The 500th Squadron, led by Capt Mortensen, led the Group and was divided into the following flights:

"A" FLIGHT

A/P 692 - Capt Mortensen
A/P 079 - Lt Doman
A/P 222 - Lt Speicher

"B" FLIGHT

A/P 314 - Capt Hochella
A/P 237 - Lt Shirreffs
A/P 059 - Lt James

4. Our planes took off from Moranda at 1400/L and rendezvoused over Cape Ward Hunt with the Group and two squadrons of P-38's at 2000 feet twenty minutes later. Skirting the Huon Peninsula, the formation passed through the Vitias Strait and made landfall several miles north of the target. Approaching the target on a nearly easterly heading, our planes attacked at 1602/L at 50/100 feet. Dipping suddenly over a hill sheltering the harbor to the west, our planes started strafing immediately and passed directly over the target in a six plane echelon to the right. Twenty-three X 300 lb, 4/5 second delay, bombs were dropped on the west side of the harbor scoring hits on an A/A position near the mission building area and blowing up the largest mission building and another nearby. A fire sending up white smoke was started slightly north of the mission area. Seven bombs fell in the harbor and eighteen more fell among supplies and many barracks type buildings not previously

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

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

PFO 8-B-1 continued.

reported in the vicinity of the Madang road on the northeast shore of the harbor. Breaking over the sea, our planes passed over the southwest coast of Karkar Island and several buildings in the Kildeng Ptn there were strafed. The attack was considered to have been successful.

5. All known A/A positions except the one east of the harbor's mouth were firing and four new ones were reported as follows: two on the edge of the clearing along the west coast of the harbor approximately 1500 and 2500 feet respectively southwest of known heavy position, the first being west of the mission area and the second on the western edge of the known dump area; a light position 3500 feet west of the largest mission building and another light position on the Madang track about 1000 feet inland from the east coast of the harbor near its mouth.

6. The Group reformed in the vicinity of Karkar Island and returned to base direct, landing at 1810/L. Because of a shortage of gas Capt Mortenson went on single engine operation a few miles away from the base but made an excellent landing. One of our A/P's was hit in the hydraulic system causing the fluid to leak out and necessitating the landing gear to be lowered manually. Another plane received a jagged hole in the wing. No personnel were injured.

7. Our fighter cover was good, but it encountered no opposition.

8. No awards are recommended.

9. See new A/A positions reported in paragraph five (5) above for sightings. Other sightings reported were as follows: Coastal track near Cape Gourdon appeared well used; a serviceable barge near beach southeast of Cape Gourdon; a motor-transport bridge approximately 150/200 feet long over a river several miles southeast of Cape Gourdon; approximately 15 barges were seen in the usual barge hideout area in the southeastern part of the harbor; two additional barges near innermost perimeter of harbor; supplies and many barracks type buildings in the area around the Madang road inland from the harbor's mouth; four to five small boats were seen south of Boson, four more southeast of Murnum; numerous buildings in the Kildeng Ptn on the southwest coast of Karkar Island.

10. Photographs have not been received for interpretation at the time of this report.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Ass't Intelligence Officer

2 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

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

FPO 8-B-1 continued.

BOMBING TABLE

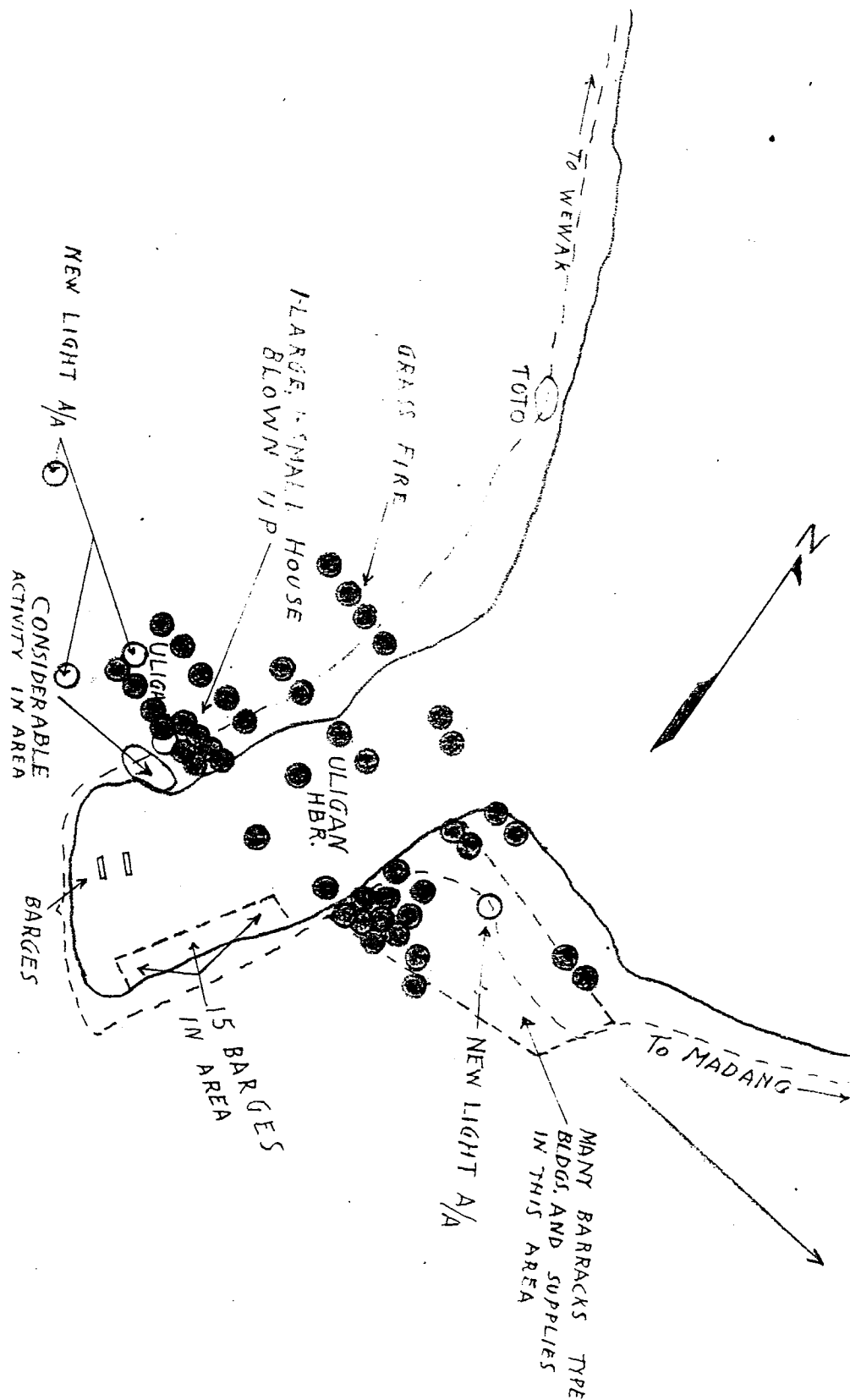
A/P	NO OF BOMBS	TYPE FUZE	WEIGHT	NO DROPPED ON TARGET	NO DROPPED ELSEWHERE	WHERE
692	8	4/5 second	300 lb	6	2	Harbor
079	8	"	"	6	2	"
222	8	"	"	8		
314	8	"	"	8		
237	8	"	"	6	2	"
059	8	"	"	8	1	"
TOTAL	48	4/5 second	300 lb	41	7	

STRAFING TABLE

A/P	.50 CALIBER			.30 CALIBER		
	RDS CARR'D	EXPD	HALFFUNCTIONS	RDS CARR'D	EXPD	HALFFUNCTIONS
692	4,000	1,750	LIN	2,000	200	
079	4,000	1,850		2,000	200	
222	4,000	1,900		2,000	200	
314	4,000	2,100		2,000	810	
237	4,000	900	URS & ULS	2,000	800	
059	4,000	1,350		2,000	400	
TOTAL	24,000	9,850	3	12,000	2,610	

A/P 314 was only plane taking photos. Ten K-20 and 30 K-21 shots were made of the target and bombing at 1602/L to 1608/L.

A/A was reported as light and medium, moderate and inaccurate to accurate at the level of our A/P's.



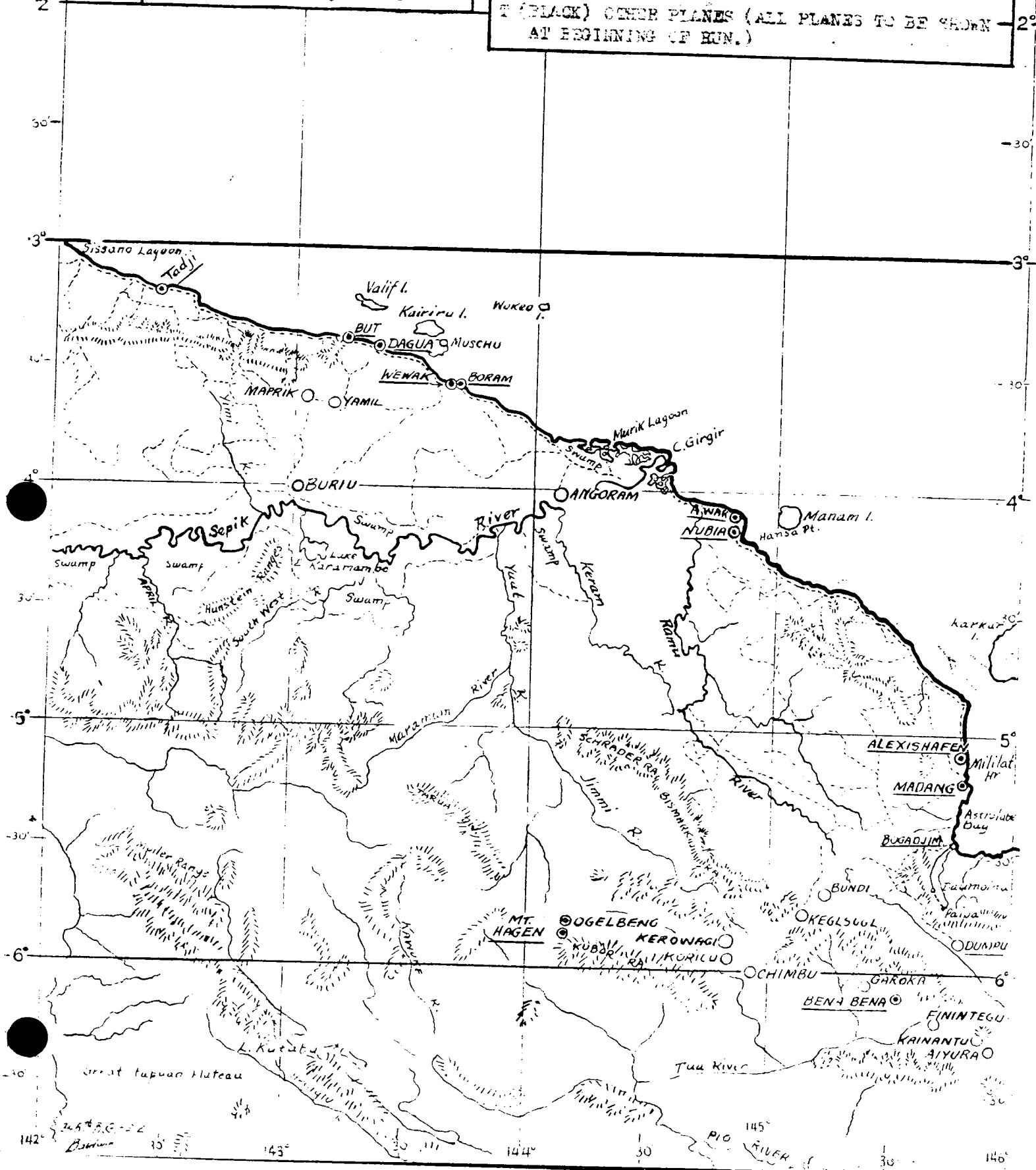
PFC 8-B-1 8 January, 1944
 500th Bomb Sqdn., 345th Bomb Grp
 1st over target at 50/100 feet
 Time over target: 1602/L-1608/L
 Crews observe bombing efficiency
 Crews report of bomb hits 41
 T Photos taken
 T Other planes

1/19
 1/20
 1/21
 1/22
 1/23
 1/24
 1/25
 1/26
 1/27
 1/28
 1/29
 1/30
 1/31

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART

Equatorial Scale:- 1:1,515,000
31.42 Naut. Miles = 1 inch
Mercator Projection

MISSION NO. 8-B-1 DATE 8-1-44
SQUADRON NO. 500TH GROUP 345TH
SQUADRON ORDER OVER TARGET 1ST.
ALTITUDE 50' TO 100'
TIME OVER TARGET 1608/L TO 1608/L
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN
AT BEGINNING OF RUN.)



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

500
9-H-1
9 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (H)
345th Bombardment Group
APO 503

CCG/rpb

10 January, 1944

Subject: Narrative Report on Mission FFO 9-H-1, Performed by 500th Bombardment Squadron (H), 9 January, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Supplies, personnel and A/A positions at Gali, an important point on the enemy's line of communication and supply, were bombed and strafed on January 9 by six B-25D-1's of the 500th Squadron. Although the jungle terrain and delay action bombs used prevented any assessment of damage, the attack was considered successful because all the bombs dropped fell in areas where the enemy was known to have had either personnel or installations. Forty (40) 250 pound demolition bombs were dropped, and more than 11,500 rounds of ammunition were expended. To insure maximum results our planes first made a dry run over the target to pick out specific targets if possible and then made two more to bomb and strafe. The strike was unopposed except for slight, ineffective machine gun fire from the ground.

2. Two squadrons of six planes each of the 345th Group participated in the attack which was considered one of opportunity. The first information concerning a mission was received by this Squadron at 1100/L after the report had been received that the enemy was planning to evacuate Gali. Our crews had been briefed and were leaving the squadron area in trucks for their A/P's twenty-four minutes later.

3. The 501st Squadron led the formation. Lt Van Ausdell led our Squadron which was divided into flights as follows:

"A" FLIGHT

A/P 068 - Lt Van Ausdell
A/P 992 - Lt Becek
A/P 312 - Lt Gear

"B" FLIGHT

A/P 051 - Capt Mortensen
A/P 059 - Lt James
A/P 079 - Lt Fritschall

4. Our planes took off from Horanda at 1202/L and proceeded direct to the target, joining the 501st Squadron on the way. Skirting the Huon Peninsula and going through the Vitias Strait, the formation made landfall a little southeast of the target and made a dry run on Gali at 1325/L to look it over. Circling to the east the planes made a second run and the first flight bombed and strafed while the second only strafed. Another circle and another pass were made, and this time the first flight strafed and our second flight bombed and strafed. Our A/P's were over the target from 1325/L to 1340/L at altitudes of 25/150 feet. No results of the bombing could be seen although there were signs of some activity. A small amount of M/G fire was seen coming from within the target. Our fighter protection was to have been furnished by area cover over Saidor nearby but there was no need for the fighters to be called. The planes returned to base direct landing at 1510/L. None of our planes were damaged or men injured.

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

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

Narrative Report FPO 9-H-1, continued.

5. No awards are recommended.

6. Sightings were as follows: two barges or small boats beached immediately southeast of Oali; two huts at 836-611 (Ref: Singorini Provisional, 1 inch to 1 mile); a square hole estimated at two feet by two feet in the ground approximately 200 feet inland in the center of a small clearing; several clearings indicating former tent sites in target area; coastal road in vicinity appeared well used, and numerous tracks east of previously reported crashed Betty inland from Weber Pt were observed.

7. Photographs for interpretation have not been received at the time of this report.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Ass't Intelligence Officer

2 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

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

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

Narrative Report on FPO 9-8-1; continued.

T A B L E S

BOMBING TABLE

A/P	NO OF BOMBS	TYPE	WEIGHT	ON TARGET	OTHER	WHERE	RETURNED
068	8	8/11 second	250 lb	4	4	NW of target	
992	8	"	"	8			
312	8	"	"	1	7	5 NW & 2 SE of target.	
051	8	"	"	8			
059	8	"	"	6	2	NW of target	
079	8	"	"				
TOTAL 48		8/11 second	250 lb	27	13		8*

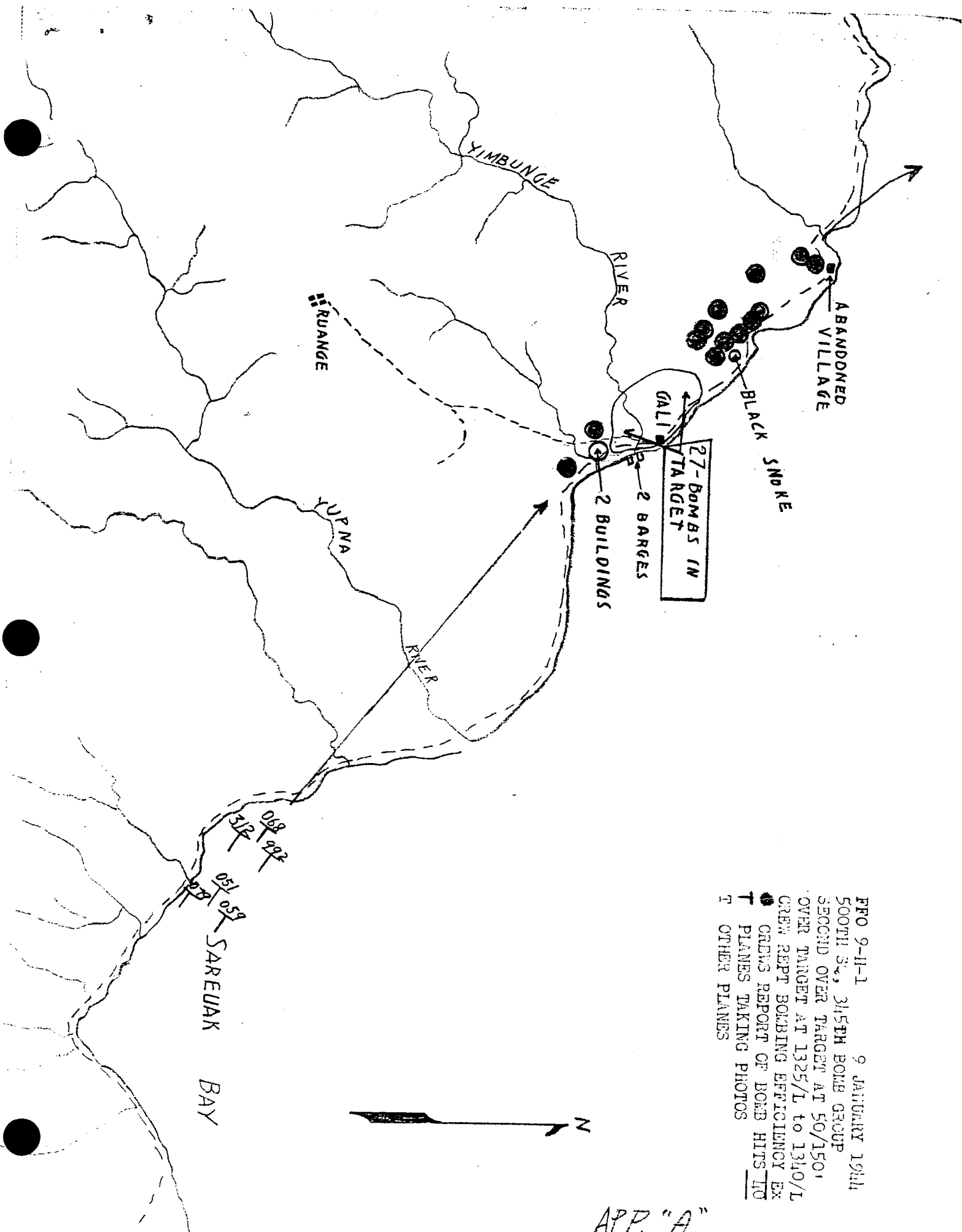
* Release failure

STRAPPING TABLE

A/P	<u>.50 CALIBRE</u>		MALFUNCTIONS	<u>.30 CALIBRE</u>		MALFUNCT
	RDS CARR'D	EXPD.		RDS CARR'D	EXPD.	
068	4,000	1,600		2,000	—	
992	4,000	2,000		2,000	800	
312	4,000	900	ULN, URS & URN	2,000	600	
051	4,000	2,000		2,000	500	
059	4,000	1,300		2,000	—	
079	4,000	1,850		2,000	—	
TOTAL 24,000		9,650	3	12,000	1,900	

PHOTOGRAPHIC TABLE

A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES
068	1325/L to 1340/L	Gall	K-20	10
312	"	"	K-21	30
059	"	"	"	30
079	H21	"	"	#41
TOTAL	1325/L to 1340/L	Gall	K-20 & K-21	70



FPO 9-11-1 9 JANUARY 1944
 SOUTH SEA, 345TH BOMB GROUP
 SECOND OVER TARGET AT 50/150,
 OVER TARGET AT 1325/L to 1340/L
 CREW REPT BOMBING EFFICIENCY EX
 CREW REPORT OF BOMB HITS TO
 PLAINES TAKING PHOTOS
 OTHER PLAINES

APP. "A"

ADMIRALTY

ISLANDS

LORENGAU

MANUS

ISLAND

MOMOTE

Kelaua Hr.

Malai Bay

Rambutyo I.

MISSION NO. 9-H-1... DATE 9/1/44.
SQUADRON NO. 500TH... GROUP 345TH
SQUADRON ORDER OVER TARGET 2ND...
ALTITUDE... 10,000 FT...
TIME OVER TARGET 13:35 to 13:45...
(BLUE) PLANES TAKING PHOTOS.
(BLACK) OTHER PLANES. (ALL PLANES TO
BE SHOWN AT BEGINNING OF RUN.)

MAP REF:--
EASTERN NEW GUINEA
NAVIGATION CHART
Scale: 1:2,315,000
1.72 Naut. Miles = 1 inch
Mercator Projection

B I S M A R C K S E A

Kurkar I.

C. Croisilles

ALEXISHAFEN

MADANG

Astrolabe Bay

Hommer Bay

SAIDOR

DUMPU

FININTEGU

KAINANTU

WANTOAT

KAIARIT

SUKURUM

NADZAB

WAIME

GABENSIS

TSILI TSILI

WAGAU

LAKE

HORI

L. Wisdom

Sarawak Bay

Leopold Pt.

Reis Pt.

Mack Pt.

Scharnhorst Pt.

Blucher Pt.

Finsch Hr.

C. Gretin

TOLAKIWA I.

UMBOI ISLAND

SAKARI I.

DAMPIER STRAIT

CAPE GLOUCESTER

BOUGEN BAY

Koropo

ROTTOK BAY

Sag Bay

Sipul

ARIA R.

Gogor

ARAWA

C. MEKUS

Arung Bay Post

MOEWIE HR.

REIN Bay

Rudiger Pt.

Nukuhu

ELCONAN

GAROVE Island

VITU ISLANDS

Unea I.

APP "B"

345th S.G.
S-2
Galdwin

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

500
12-8-1
12 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

CCC/jwd

January 13, 1944

Subject: Narrative Report on Mission FPO 12-8-1, performed by the 500th Bombardment Squadron, 345th Bombardment Group (M), APO 503, on January 12, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Three fires sending up smoke to 2000 feet were started in Vitar Plantation, and a jetty in Sak Harbor was blown up in a mid-morning minimum altitude attack on Alexishafen by nine B-25D-1's of the 500th Squadron January 12. Our escorted Mitchells met no opposition in the form of fighters or A/A fire; lack of the latter probably resulting from persistent attacks made on Alexishafen recently.

2. The attack consisted of a strike by B-24's closely followed by the strike of the 345th Group strafers, both provided with P-47 fighter cover. It was designed as part of a "softening up" process on enemy supply and defense installations.

3. The 498th Squadron led the 345th Group, and the 500th Squadron, led by Lt Van Ausdell, flew in Number 4 position. Our nine planes were divided into the following flights:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
068 - Lt Van Ausdell	592 - Lt Hecox	239 - Capt Mortensen
992 - Lt Fritzshall	161 - Lt James	312 - Lt Dozan
059 - Lt Latawiec	692 - Lt Geer	079 - Lt Speicher

4. The 500th took off from Haranda at 0830/L and rendezvoused with the Group over the Gona wreck at 2000 feet. The formation proceeded to Nadzab where it picked up its fighter cover and proceeded to a point a little Northwest of Alexishafen in order to make its run on a nearly Southeasterly heading. The attack was made at 1045/L from 50 to 100 feet in flights of three in trail.

5. Lt Van Ausdell's flight was nearly cut off on its run by one flight of the 501st Squadron which did not adhere to the agreed-upon attack plan and swung wide into the area assigned to the 500th. Lt Van Ausdell's flight dodged the 501st planes, however, and completed its run.

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

Narrative Report on PPO 12-B-1 continued.

5. Our other two flights followed closely, dropping 6 X 500 lb bombs near the bridge over the MacLay River on the Wewak road, and one bomb through a jetty on the South tip of Vitar Plantation in Sek Harbor. A total of 24 X 500 lb demo bombs, 4/5 second delay, and 24 X 250 lb demo bombs, 4/5 second delay, were dropped, all but four hitting on land. One of the bombs which fell in the water was a 500-pounder which had hung up in Capt. Mortensen's plane and was salvaged at sea. 15,600 rounds of ammunition were expended.

6. A fire sending up white smoke to 2000 feet was started just North of the highway bridge and two more sending up black smoke to about the same height were started at Vitar Plantation. Other bomb hits, according to crew reports, are shown on attached Appendix "A". The target, including barges on the North shore of Bostrom Bay and the Northwest shore of Admosin Island, was thoroughly strafed. No enemy ack ack or fighters were seen.

7. The Group rendezvoused over the sea between Alexishafen and Bagabag Island and returned to base direct. All our planes returned safely, landing at 1230/L.

8. No awards are recommended.

9. Two barges at 715-396 (this and all subsequent references are to Alexishafen Special, 1:25,000); six camouflaged barges in inlet at 709-396; four barges on North shore of Admosin Island; one barge at 720-393; a bridge either previously knocked out or flooded by high water at 721-412.

10. Photographs had not been received at the time of this report for interpretation.

For the Commanding Officer.

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer

2 Incls.
Incl. 1 - Appendix "A"
Incl. 2 - Appendix "B"

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

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

Narrative Report on PFO 12-B-1 continued.

BOMBING TABLE

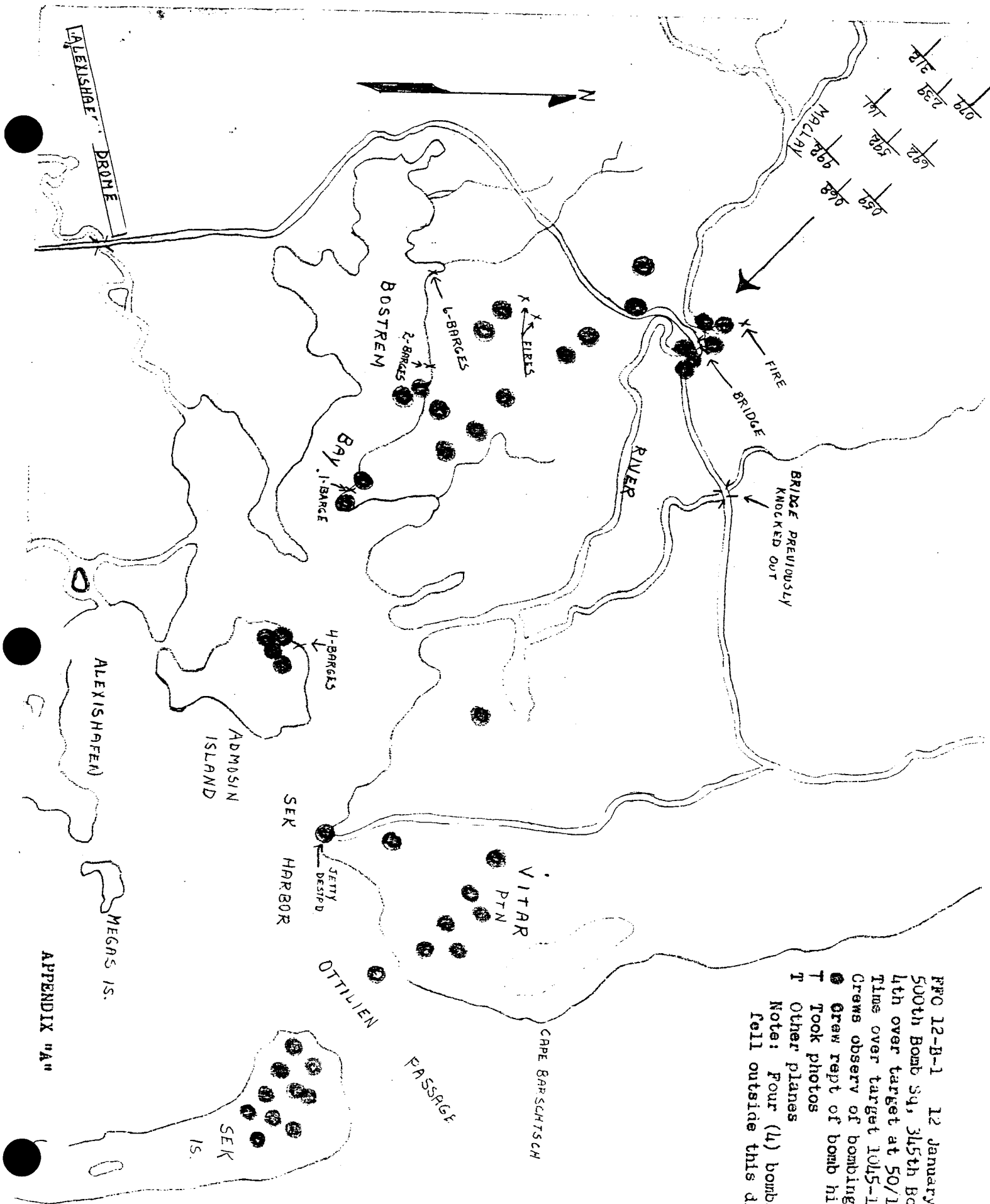
A/P	NO. OF BOMBS	WEIGHT	TYPE	ON TARGET	SALVED	DROPPED ELSEWHERE
068	4	500 lb	4/5 sec.	4		
992	8	250 lb	4/5 sec.	7		1 water
059	4	500 "	" "	3		1 "
592	8	250 "	" "	8		
161	4	500 "	" "	4		
692	4	500 "	" "	4		
239	4	500 "	" "	3	1	
312	4	500 "	" "	3		1 water
079	8	250 "	" "	6		2
9	48	24 X 500	4/5 second	42	1	5
		24 X 250				

STRAPING TABLE

150 Calibre				.30 Calibre		
A/P	RDS CARR'D	EXP.	WALP	RDS CARR'D	EXP.	WALP
068	4,000	900		2,000	300	
992	"	1150		"	200	
059	"	2075		"	Nil	
592	"	2000	URN	"	300	
161	"	1600		"	1000	
692	"	1000	URN, LLS	"	300	
239	"	1275	ULS	"	Nil	
312	"	700		"	300	
079	"	2000	URS, LLS	"	500	
9	36,000	12,700	6	18,000	2900	Nil

PHOTOGRAPHS

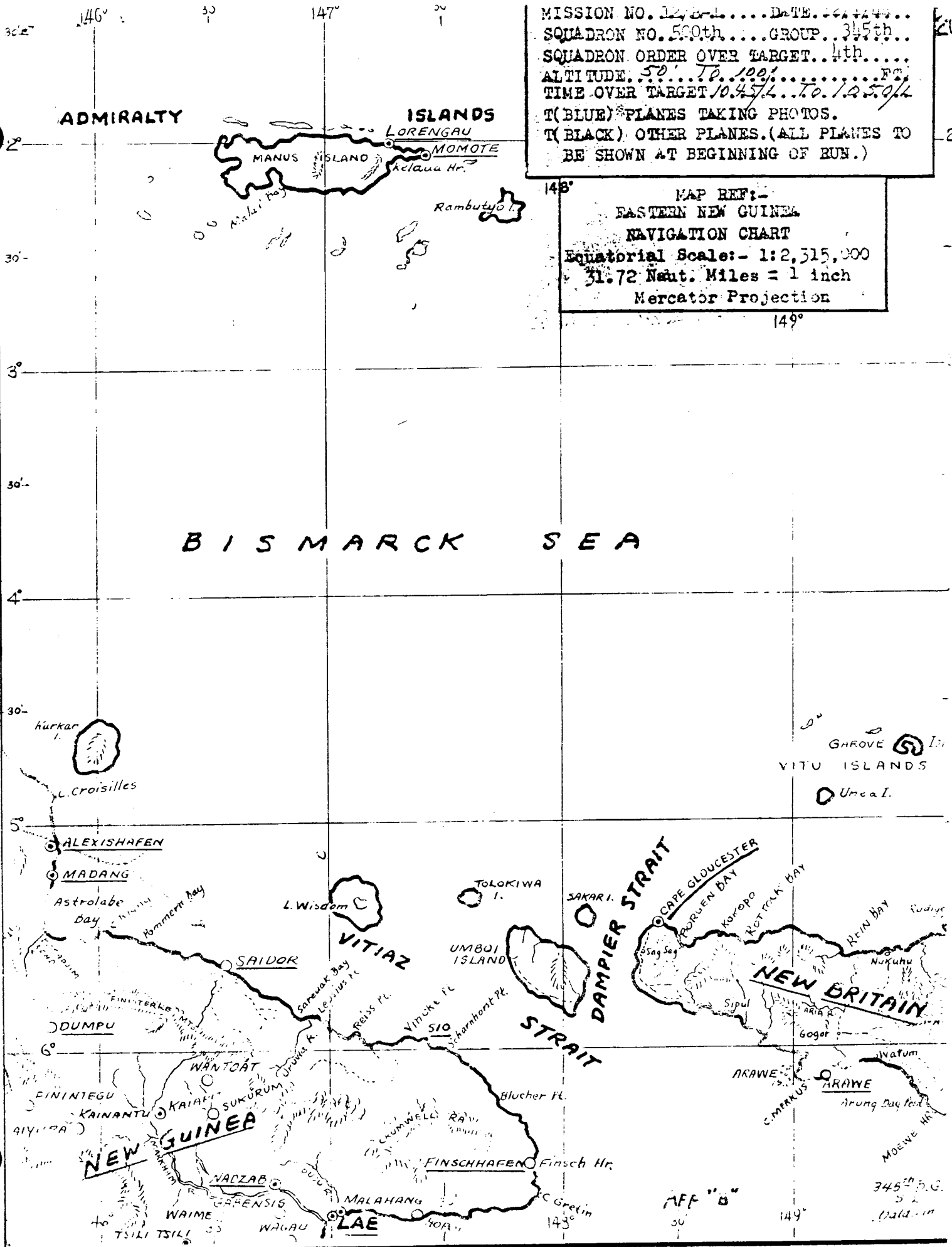
A/P	TIME	LOCALITY	TYPE	EXPOSURES
079	1045 to 1050	Target	K-21	30
059	" " "	"	K-21	30
312	" " "	"	K-21	30
3	1045/1050/L	Target	K-21	90



FFC 12-B-1 12 January 1944
 500th Bomb Sq, 345th Bomb Gp
 4th over target at 50/100 ft
 Time over target 1045-1050/L
 Crews observ of bombing EX
 1 Crew rept of bomb hits 42
 1 Took photos
 1 Other planes
 Note: Four (4) bombs
 fell outside this diagram

MISSION NO. 128-1.....DATE.....
 SQUADRON NO. 500th.....GROUP.....
 SQUADRON ORDER OVER TARGET.....
 ALTITUDE.....
 TIME OVER TARGET.....
 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



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

500
14-F-1
14 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

CCG/jwd

14 January, 1944

Subject: Narrative Report on PFO 14-B-1, performed by the 500th Bomb Squadron, 345th Bombardment Group (M), APO 503, on January 14, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Supply areas around Friedrich Karl Harbor were bombed with 43 300-pound bombs by 8 B-25D-1's of the 500th Squadron in a minimum altitude attack January 14. A small building on the west side of the harbor was blown up, and bomb bursts were seen throughout the target. All but four bombs fell on land and bombing was excellent. Both sides of the harbor for a considerable distance, and the lower part of Sek Island were thoroughly strafed with 10,450 rounds of ammunition.

2. The four squadrons of the 345th Group participated in the attack which was shortly after a bombardment by heavies. Our planes, escorted by one squadron of P-47's close cover and one squadron of P-39's as top cover, met no enemy opposition by fighters or ack ack.

3. The 499th Squadron led the strike and the 500th, led by Capt Mortensen, flew in Number 2 position. Our planes were divided into the following flights:

FIRST FLIGHT

079 - Capt Mortensen
059 - Lt Frey
051 - Lt Shirreffs

SECOND FLIGHT

068 - Lt Van Ausdell
237 - Lt Doman
992 - Lt Hecox

4. Our planes took off from Moranda at 1248/L and rendezvoused with the other squadrons of the 345th Group over the strip at 2000 feet. The formation rendezvoused with the fighters over Saidor and proceeded directly to the target, making landfall near Billi Billi Island below Madang. They made their attack on a North-easterly heading at 1437/L from 25 to 125 feet. The attack was made in flights of three in trail and, as the crews saw no shipping in the harbor while on their approach, they dropped their bombs in Nagada Plantation south of the harbor and in the area directly north of the harbor where supplies were believed to be hidden. Four bombs fell in the harbor, 43 X 300 lb, 4/5 second delay, bombs were seen to burst in the Plantation and wooded areas, and one fell on Sinub Island northeast of the harbor.

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

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

Narrative Report on FFO 14-P-1 continued.

4. A small building on the western end of the harbor blew up as the result of a direct hit, but no specific assessment of other damage could be made. Our planes thoroughly strafed the target and immediate vicinity with 10,450 rounds of ammunition. No enemy ack ack or fighters were seen.

5. Our planes withdrew over the sea to reform the Group and returned to base direct, landing at 1626/L. No planes were damaged or personnel injured.

6. No awards are recommended.

7. Sightings were reported as follows: A truck was seen moving across a bridge on the Wewak road in Nagada Plantation. Numerous villages were seen in the area but the specific target appeared desolate.

8. Photos had not been recieved at the time of this report for interpretation.

For the Commanding Officer

CLYDE C. CARTER
1st Lt, Air Corps
Assistant Intelligence Officer.

2 Incls.
Incl. 1 - Appendix "A"
Incl. 2 - Appendix "B"

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

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

Narrative Report on FPO 14-F-1 continued.

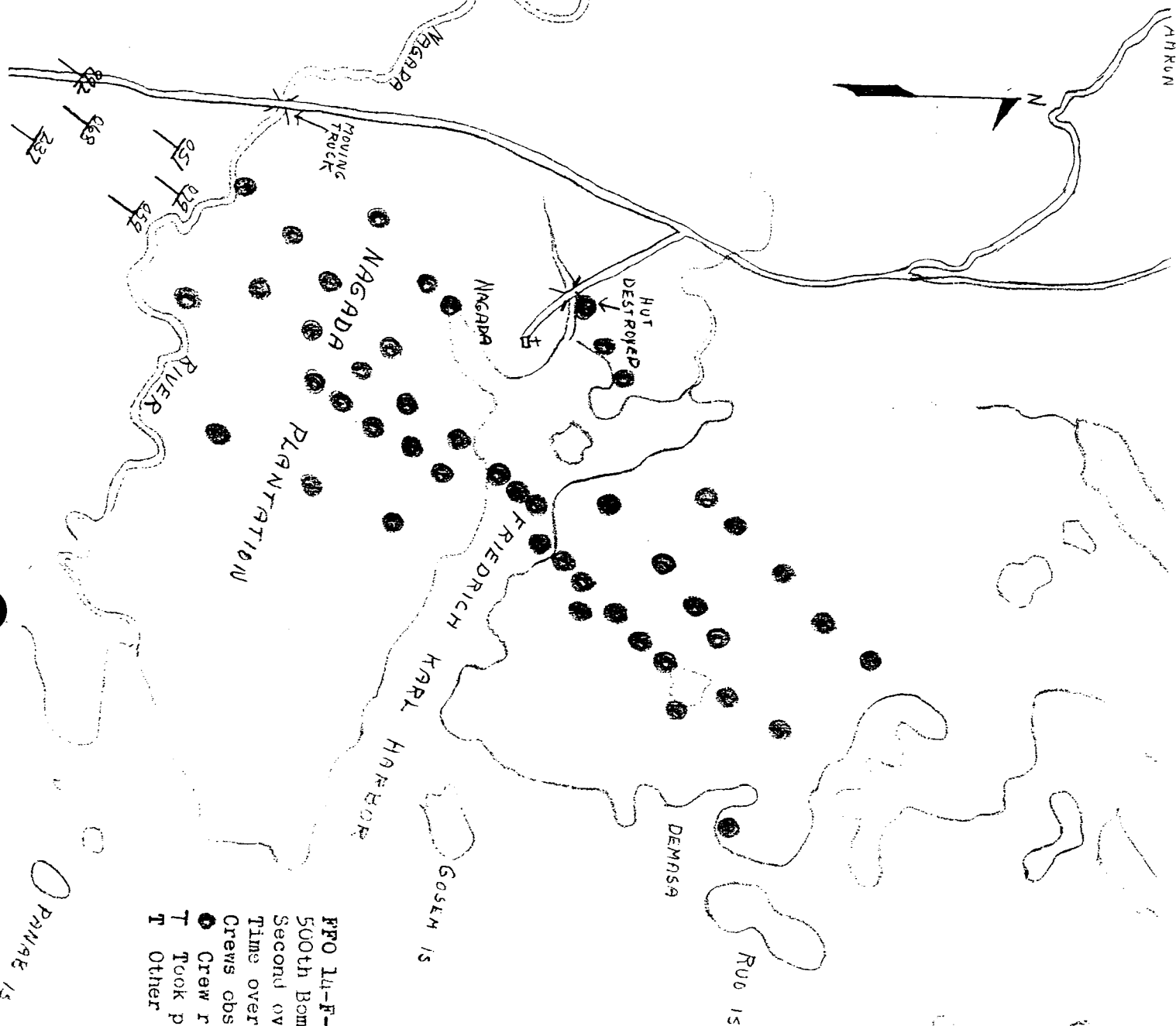
BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	NO. ON TARGET	SALVAGED	ELSEWHERE
079	8	300 lb	4/5 sec.	5		
059	8	"	"	8		3 (harbor)
051	8	"	"	8		
068	8	"	"	8		
237	8	"	"	7		
992	8	"	"	8		1 (harbor)
6	48	300 lb.	4/5 sec.	44		4

STRAFING TABLE

<u>.50 Calibre</u>				<u>.30 Calibre</u>		
A/P	RDS CARR'D	EXP.	WALF.	RDS CARR'D	EXP.	WALF.
079	4,000	1750	UHN	2,000	100	
059	"	1400	ULS, LLS	"	800	
051	"	1200		"	600	
068	"	1000	LRS, ULM, LLN	"	600	
237	"	1575	LRN	"	500	
992	"	850	LLS	"	75	
6	24,000	7,775	8	12,000	2675	Nil

Thirty (30) K-21 photos were taken by A/P #059, and 10 K-20 photos were taken from A/P 068 of the target area and the bombing.



FFO 14-F-1 11 January, 1941
 500th Bomb Sqdn, 14th Bomb Group
 Second over target at 25/125 feet
 Time over target: 1437/L - 1443/L
 Crews observe bombing efficiency
 Crew report of bomb hits 14
 Took photos
 Other planes

PHNAB IS APP "A"

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2,514, 000
31.72 Naut. Miles = 1 inch
Mercator Projection

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2,516,
31.72 Naut. Miles = 1 inch
Mercator Projection

ADMIRALTY

ISLANDS

MANUS UNL 3ND

LORENGAU

MOMOTE

Rambuyo 1.

B I S M A R C K S E A

VITIAZ

NEW BRITAIN

NEW GUINEA

LA E

149°

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

500
15-D-I
15 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

CCC/rpb

18 January, 1944

Subject: Narrative report on Mission PFC 15-D-1, Performed by
500th Bomb Squadron (M), 15 January, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Targets of opportunity were bombed and strafed by three B-25D-1's of the 500th Squadron on an armed recon of the Solomon Sea and south coast of New Britain January 15. A bridge, more than 100 feet long and wide enough for two-way traffic over a river emptying into Jacquinot Bay, was completely destroyed by a direct hit; one European type building and three shacks or sheds nearby at Koipun on the northwest shore of Waterfall Bay were probably blown up; a two-story house in Palmalal Ptn on the south coast of Jacquinot Bay was demolished and a machine gun and 20 mm gun position at Palm Pt in the same area were silenced by strafing. Villages and camp areas along the coastal sweep were strafed with 7,200 rounds of ammunition, and at Saion Village near Cape Orford several Japs were killed as they ran for cover.

2. A/A at Jacquinot Bay damaged one of our A/P's, causing it to abandon the sweep and proceed directly to Kiriwina on single engine. All of our personnel returned safely.

3. Three A/P's of this squadron were ordered to make an armed recon, without fighter cover, as follows: Dobodura to 0630S-15255E to 0600S-15255E to Cape Orford to Ring Ring Ptn to base. The flight leader was Lt Van Ausdell (068) with Lt Doman (237) on his right wing and Lt Geer (222) on his left.

4. Our planes took off from Moranda at 1256/L and proceeded directly on the recon. No shipping in the Solomon Sea Area was sighted. After making landfall on the New Britain coast slightly above Cape Orford the formation turned and followed the coastline nearly to Ring Ring Ptn, bombing and strafing villages, camp areas and other targets of opportunity on the two-hundred mile sweep.

5. One bomb was dropped on a building and camp area at Sovalpun Village on Cape Jacquinot; one fell among a European type building and three shacks at Koipun probably destroying them; four destroyed a 100 ft two-way bridge spanning an unnamed river emptying into the west side of Jacquinot Bay; two bombs were

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

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

Narrative on WFO 15-D-1 continued.

dropped on a two-story house at L 0682 (this and all subsequent references are to Central New Britain Special - one inch equals four miles) and although one bomb was not seen to explode, the house was demolished by the other and one bomb was dropped in A-lor Village (at Vahsel Harbor).

6. While searching Jacquinot Bay at about 75 feet, Lt Geer's plane was fired on by an estimated 20 mm gun position and small guns coming from a jetty at L 0683 on the south coast of Jacquinot Bay. Lt Geer immediately banked his plane over to bring his nose and side guns to bear on the enemy. Observing his tracers to pass over the gun which was blazing almost continuously, he dipped his nose and sprayed bullets up and down the jetty, silencing the enemy fire.

7. By this time, however, the right engine and fuselage had been hit and the plane was on the tree tops. Lt Geer couldn't climb over the trees completely and ploughed through the tops of some before reaching the sea again. His co-pilot dropped the remaining three bombs which exploded in the water. The prop of the damaged engine was feathered meanwhile and to lighten the plane the crew threw out most of the nose and side gun ammunition. Lt Geer landed his plane at Kiriwina at 1615/L and with his crew returned to base the following day. His A/P, damaged with about 40 holes from A/A fire and the trees, remained at Kiriwina.

8. Lt Van Ausdell and Lt Doman had lost sight of Lt Geer near Jacquinot Bay and after circling for him for several minutes they continued on their sweep and returned to base where they landed without incident at 1743/L.

9. Recommendation for an award is being withheld pending further investigation of the mission.

10. Sightings were as follows: an apparently enemy camp on the north shore of inlet at Grater Pt; an enemy camp and approximately twenty Japs running for cover at Saian Village; four tents northeast of East Owen Pt at L 6294; a white, tin-roofed building at L 2493; houses and a small camp at Bovalpun Village on Cape Jacquinot, and a white two-story building in Cutarp Ptn with an approx 100 ft long building nearby at L 1990.

11. Photographs for interpretation have not been received at the time of this report.

1 - Incl:
Appendix "A"

CLYDE C. CARTER
1st Lt, Air Corps
Ass't Intelligence Officer

CONFIDENTIAL

Narrative Report on Mission F70 15-D-1 continued.

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	NO. DROPPED ON TARGET	JETTISONED
068	4	500 lb	M/5 sec.	4	
237	4	"	"	4	
222	4	"	"	1	3
3	12	500 lb M/5 sec. demo		9	3

STRAPPING TABLE

<u>.50 Calibre</u>			<u>.30 Calibre</u>		
A/P	WTS CARR'D	WTF.	A/P	WTS CARR'D	WTF.
068	4,000	3600	IBS, LIS	2,000	700
237	"	950	LIR, IBS, ULS	"	NIL
222	"	2000	NIL	"	NIL
3	12,000	6550	5 MALT.	6,000	700

A/P # 068 took 10 K-20 photos and A/P 222 took 15 K-21 photos of bombing.

CONFIDENTIAL

500
16-B-1
16 JAN 44

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

CCC/Jwd

17 January, 1944

Subject: Narrative Report on Mission WFO 15-B-1, performed by the
500th Bomb Squadron, 345th Bombardment Group (M), APO 503,
on January 16, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Allied ground troops waiting to advance beyond Amalut Plantation at Arawe were given support by a highly concentrated bombing and strafing minimum altitude attack on enemy positions by 10 B-25D-1's of the 500th Squadron January 16. Fifty (50) 500-pound bombs were dropped and nearly 19,000 pounds of ammunition were expended as the planes made two passes over the 1100-yard-long target. Bombs burst throughout the target, and returning crews reported the bombing was the most concentrated in their experience. Specific damage could not be assessed because of the dense foliage covering the target. Bombing was considered 100 percent effective.

2. The attack was made by 20 Mitchell strafers of two squadrons of the 345th Group and followed closely in the wake of an attack by heavies on the same area which was marked close to the bomb line by smoke sent up by Allied ground forces. The strike, given area cover by P-47's, was unopposed either by fighters or ack ack and all our planes returned safely.

3. Our squadron, led by Capt Mortensen, led the 501st Squadron and was composed of the following flights:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
056 - Capt Mortensen	592 - Lt Hecox	059 - Lt Latawiec
051 - Lt Prof	592 - Lt Fritzhall	531 - Lt James
048 - Lt Speicher	079 - Lt Davis	314 - Capt Hochella
		312 - Lt Van Ausdell

4. Our planes took off from Moranda at 0740/L, rendezvoused with the other squadron over the strip, and proceeded directly toward the target. Our planes contacted the Arawe ground station, "Springfield", before reaching the target and notified them they were coming in to attack. However, the attack could not be made immediately because the heavies were still bombing, and our planes circled twice off shore. Then, when the target was clear, our planes attacked on a Northeasterly heading at 0902/L at 50 to 150 feet in flights of three in trail with the tenth plane joining the third flight.

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

PFO 16-B-1 continued.

5. Most of our planes dropped two of their 500 pound bombs on the first run. Circling wide they made a second pass on a south easterly heading and all remaining bombs were dropped. Practically all the strafing guns were working perfectly, and about 19,000 rounds of .50 calibre and .30's were poured into the relatively small target which was being pitted by bursting bombs. All crews confirm bombing efficiency of 100 per cent.

6. Withdrawing from the target at 0912/L the two Squadrons re-formed, and radio contact again was made with "Springfield" notifying them that the bombardment was over and the area was clear for ground troops to advance. Our planes returned to base direct, landing without incident at 1027/L.

7. No awards are recommended.

8. Photographs have not been received for interpretation at the time of this report.

9. Two small huts were seen in edge of woods near north end of the Arave strip and two shacks were observed in the target area as our planes swept over.

For the Commanding Officer:

CLYDE C. CARTER
1st Lt, Air Corps
Ass't Intelligence Officer

2 - Incls:
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

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

CONFIDENTIAL

Narrative Report on FFO 16-B-1 continued.

BOMBING TABLE

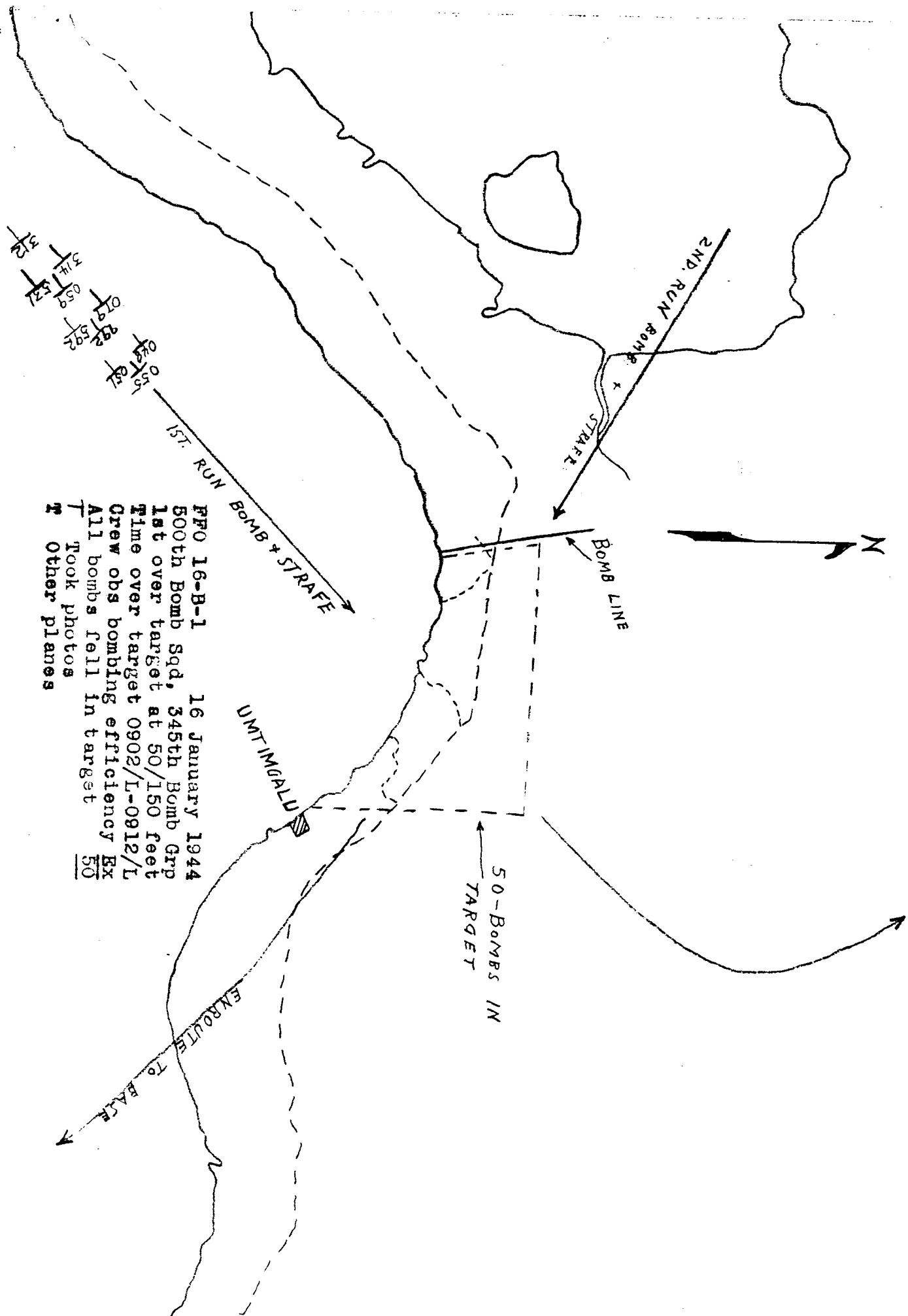
A/P	NO. OF BOMBS.	WEIGHT	TYPE	NO. DROPPED ON TARGET	SALVAGE
055	|||||	500 lb	4/5 sec.	|||||	
051	|||||			|||||	
048	|||||			|||||	
992	|||||			|||||	
592	|||||			|||||	
079	|||||			|||||	
059	|||||			|||||	
531	|||||			|||||	
314	|||||			|||||	
312	|||||			|||||	
10	50	500 lb	4/5 sec.	50	N11

STRAFING TABLE

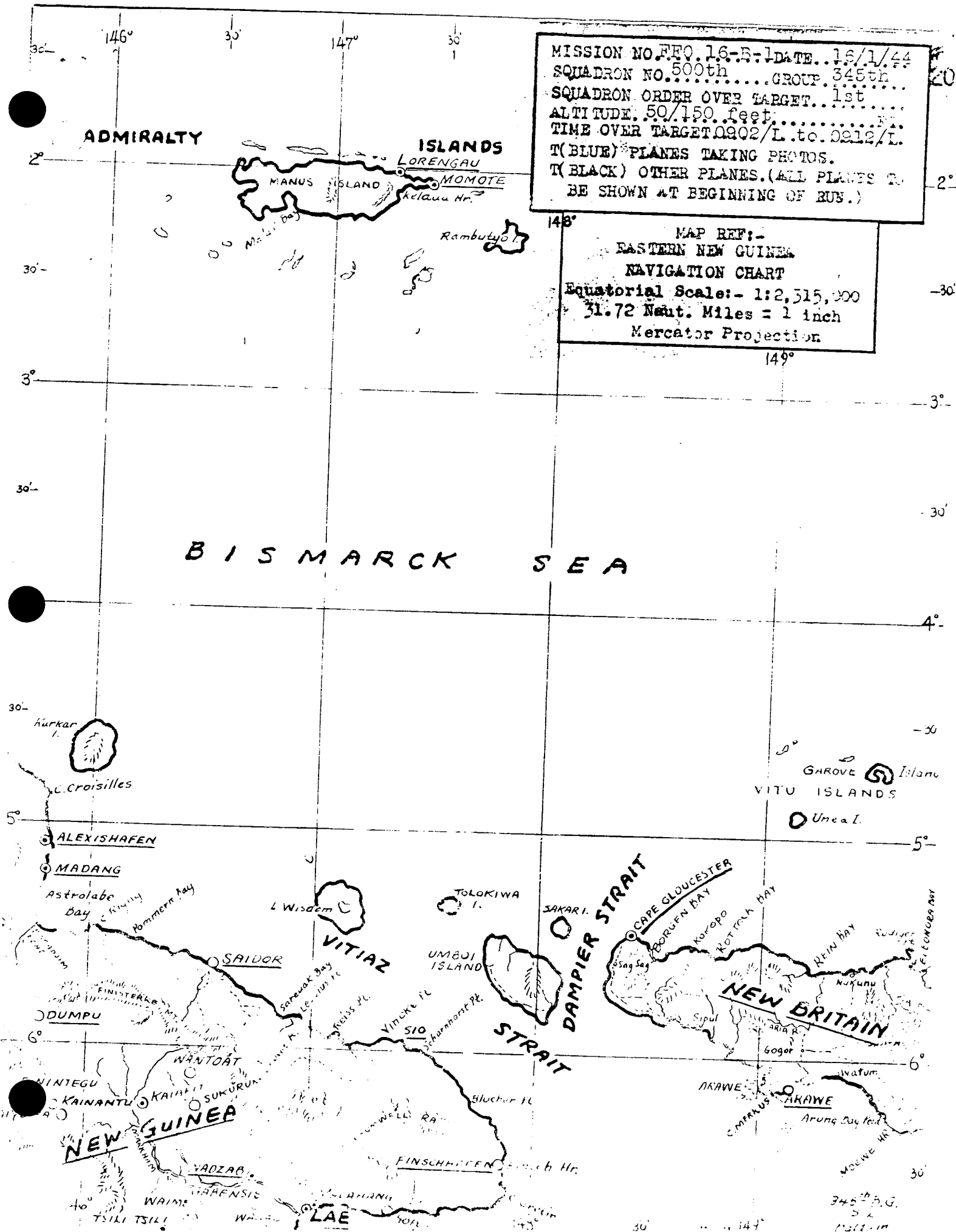
<u>.50 Calibre</u>			<u>.30 Calibre</u>		
A/P	NDS CARR'D	EXP.	M.I.P.	NDS CARR'D	EXP.
055	4,000	2085	UIN, UEN, LEN	2,000	N11
051	"	1500		"	800
048	"	2500	UEN	"	N11
992	"	750		"	100
592	"	1200	UIN	"	N11
079	"	700		"	200
059	"	1500		"	1300
531	"	2250		"	400
314	"	2100		"	1000
312	"	600		"	N11
10	40,000	15,185	5	20,000	3800

PHOTOGRAPHS

A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES
059	0902 to 0912/L	Target area	K-21	30
079	" " "	" "	K-21	20
531	" " "	" "	K-20	20
055	" " "	" "	K-20	10
4	0902 to 0912/L	Target area	K-21 & K-20	60



PFO 16-B-1
 500th Bomb Sqd, 345th Bomb Grp
 1st over target at 50/150 feet
 Time over target 0902/L-0812/L
 Crew obs bombing efficiency Ex
 All bombs fell in target 50
 Took photos
 Other planes



CONFIDENTIAL

500
20-A-1
20 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

21 January, 1944

Subject: Narrative Report on PFO 20-A-1, Performed by 500th Bombardment Squadron January 20, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Barges, supply dumps and installations at Hanea Bay were targets for a minimum altitude bombing and strafing attack led by nine B-25D-1's of the 500th Squadron on January 20th. Forty-five (45) 500 lb demo bombs were dropped by our planes and over 20,000 rounds of ammunition expended in a northeasterly sweep across New Hulia strip, the northwest shore and corner of Hanea Bay, and Amar Plantation. Bombs fell among three barges near the Sisimanango village jetty and in dump areas paralleling the shore, on each side of the Amar River and in Amar Ptn at Amar Pt and Gendar Pt.

2. Except for flying debris from scattered supplies no positive assessment of damages could be made. Japs were seen taking cover amongst supplies from the strafing. The entire target and barges in the harbor were effectively strafed.

3. The attack was made by the four squadrons of the 345th Group, escorted by two squadrons of P-47's and one squadron of P-40's (RAAF). No interception occurred and although some of our planes returned with A/A holes, all got back safely and no personnel were wounded.

4. The 500th Squadron, led by Capt Mortensen, led the 345th Group and was composed of three elements of three A/P's each as follows:

"A" FLIGHT

"B" FLIGHT

"C" FLIGHT

055 - Capt Mortensen

314 - Maj Hagast

079 - Capt Howard

531 - Lt Frey

059 - Lt Geer

237 - Lt Frittschall

048 - Lt Speicher

168 - Capt Cavoli

051 - Capt Dougherty

A tenth plane took off with our formation - Lt Mitchell (372) - but returned to base shortly after takeoff due to engine trouble.

5. We took off from Moranda at 0750/L, assembling in group formation at 2000 feet enroute to Cape Ward Hunt, whence we proceeded to Madaab. From there after rendezvous with the fighters we proceeded to the target, following the valleys of the Markham and Ramu Rivers. Approaching the target the formation flew low to keep behind the coastal range and clearing it our planes dropped swiftly to the attack. The attack started at 1017/L, and one pass was made in three flights of three planes each at 50/100 feet, flying parallel courses and spread to cover a path nearly a mile wide.

6. Leaving the target we led the re-assembled group over water through the Isumrud Strait, thence inland by Erima Plantation to the valleys followed on the outward trip and so back to base where we landed at 1300/L.

CONFIDENTIAL

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

Narrative Report FPO 20-A-1 continued.

7. No awards are recommended.

8. At the time of this report no photographs have been received for interpretation.

9. The following sightings were reported: Ten barges in the harbor between Sisimanango Village and Awar Pt; five barges in Babet Creek three miles above Awar Pt; a large explosion at Condor Pt beach and three trucks standing approximately one-half mile south of Awar Village.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

2 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

CONFIDENTIAL

FTO 20-4-1 continued.

TABLES

BOMBING TABULATION

A/P	NUMBER	HEIGHT	DELAY	DROPPED ON TARGET	SALVORD	REMARKS
055	5	500 lb	4/5 sec	5		
531	5	"	"	5		
048	5	"	"	5		
314	5	"	"	5		
059	5	"	"	5		
168	5	"	"	5		
079	5	"	"	5		
237	5	"	"	5		
051	5	"	"	5		
TOTAL	45	500 lb	4/5 sec	45		

STRAPPING TABLE

A/P	.50 Calibre			.30 Calibre	
No.	RDS CARR'D	EXPND	HALFUNCTIONS	RDS CARR'D	EXPENDED
055	4,000	1,975	URN & ULS	2,000	400
531	4,000	2,700	LLS	2,000	500
048	4,000	1,790	ULN & LLN	2,000	600
314	4,000	2,400	LLS	2,000	350
059	4,000	1,300	LLS	2,000	800
168	4,000	800	URS	2,000	—
079	4,000	2,000	URN	2,000	300
237	4,000	1,675	ULN, LLN & URS	2,000	1,000
051	4,000	1,600	LLS	2,000	500
TOTAL	36,000	16,280	13	18,000	4,150

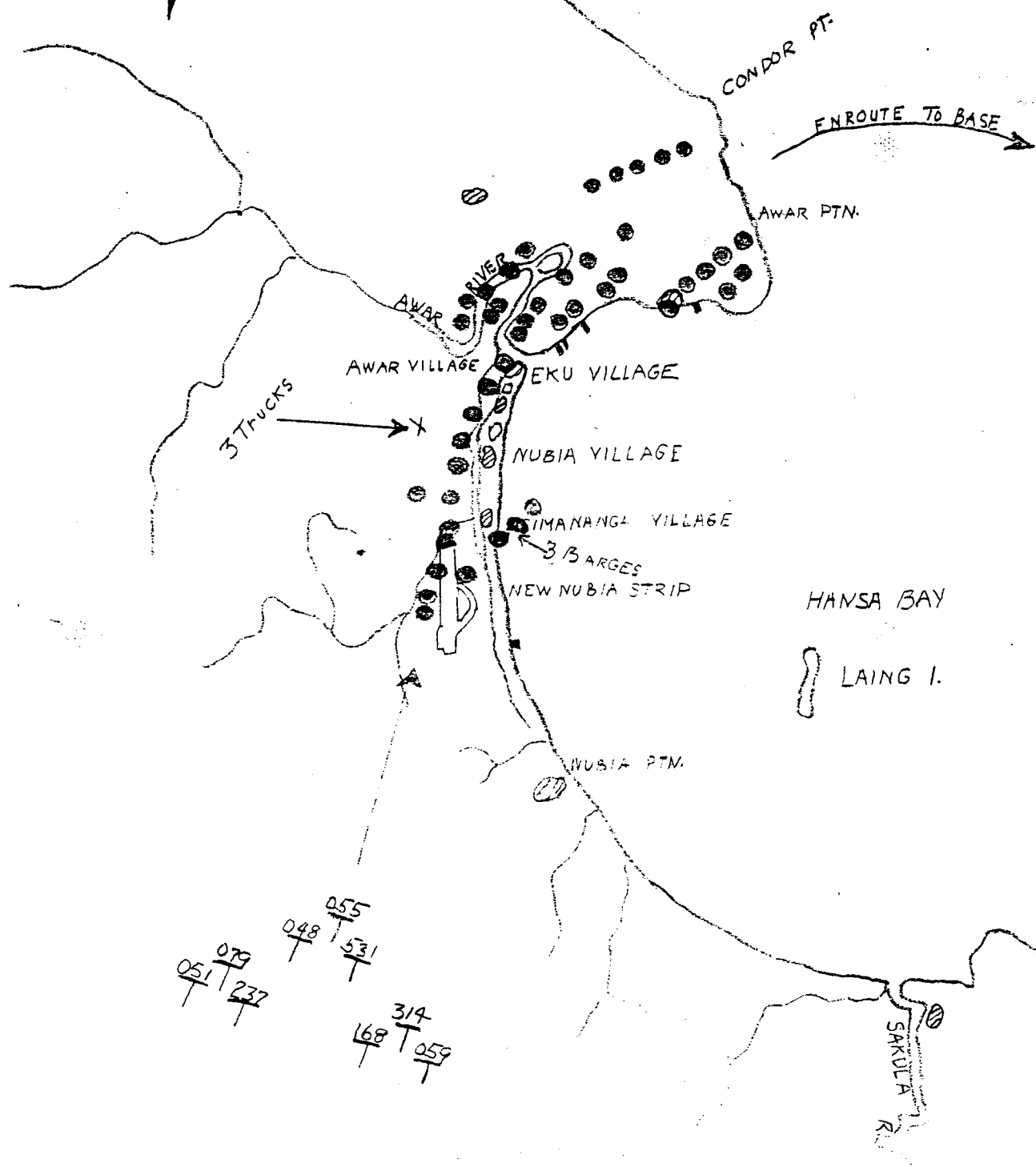
GROUND OPPOSITION

A/P	INTENSITY	CALIBRE	ACCURATE	ALTITUDE	REMARKS
055	Moderate	Medium	No	300	Known positions
531	Moderate	Medium	Yes	100	"
048	Moderate	Medium	No	100	"
314	Moderate	Medium & Light	Yes	125 - 150	"
059	Light-moder.	Medium	Yes	75 - 300	"
168	Moderate	Medium	Yes	100	"
079	Moderate	Light	No	50 - 100	"
237	Mod. to Int.	Medium	Yes	50 - 75	"
051	Moderate	Medium	No	100	"

PHOTOGRAPHS

A/P	TIME TAKEN	LOCALITY	TYPE	EXPOSURES
055	1017-1023/L	Target Area	K-20	10
314	"	"	K-20	5
048	"	"	K-21	30
TOTAL	1017/L - 1023/L	Target Area	K-20 & K-21	45

PFO 20-A-1 20 January, 1944
 500th Bomb Sqdn, 345th Bomb Gp
 1st over target at 50/100 feet
 Time of attack: 1017/L-1023/L
 Crew obsv bombing efficiency Ex
 ● Crew report of bomb hits 45
 T Took Photos
 T Other planes



CONFIDENTIAL

500
22-D-1
22 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (H)
345th Bombardment Group
APO 503

JCH/rpb

23 January, 1944

Subject: Narrative Report on Mission WFO 22-D-1, Performed by 500th Bombardment Squadron January 22, 1944 - Barge Sweep from Cape Gourdon to Cape Croisilles.

To : Commanding General, Fifth Air Force, APO 925.

1. A. A barge sweep along 50 miles of northern New Guinea coast from Cape Gourdon to Cape Croisilles to which two squadrons of this Group were assigned, was conducted as planned January 22nd, seven B-25D-1's of the 500th Squadron participating. Numerous hits scored on six bridges, three of which were reported destroyed, several village buildings bombed and destroyed, and one barge bombed and believed hit, summarize the results of the 148 100-lb de-no bombs which were dropped. A thorough-going 28,000 round strafing from start to finish of the course inflicted a fair amount of miscellaneous damage; numerous fires were started amongst villages.

B. Assembly of the two squadrons over Moranda, flight directly to Pischhafen and rendezvous there with fighter cover, one squadron of P-40's and one squadron of P-47's, was accomplished as planned.

C. 1. No interception occurred.
2. Fighter cover was satisfactory.
3. Although A/A was negligible, with but one medium, inaccurate burst at Uligan Harbor, A/P 314 returned with two small calibre bullet holes in the turret dome.

2. Capt Michael Hochella led the two flights of our squadron, composed as follows:

<u>"A" FLIGHT</u>	<u>"B" FLIGHT</u>
A/P 314 - Capt Hochella	A/P 168 - Capt Cavoli
A/P 372 - Lt Frittschall	A/P 992 - Lt Mitchell
A/P 592 - Lt Davis	A/P 237 - Capt Dougherty
	A/P 059 - Lt Roman

3. We took off from Moranda strip at 1250/L. From Pischhafen, after fighter rendezvous, we followed an almost direct course to Cape Gourdon, keeping well off shore. Coming in above the Cape we commenced our sweep by attacking the bridge over the Kolumba River. This was at 1527/L. Our approach was from the west, and following a left hand pattern, the first flight with individual aircraft in trail made three successive passes at the bridge. Several direct hits were scored, and the bridge quite effectively cut. Our second flight first attacked Sowoso, Simbini and Rarin villages and the nearby bridge. Following similar tactics all down the coast the two flights, en-

CONFIDENTIAL

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

Narrative Report, FPO 22-D-1 continued.

countering almost no barges, attacked all likely targets. Hits were observed on the bridge at Franklin Bay. The bridge at Kromprins Harbor was partially destroyed, and native buildings along the Harbor perimeter were bombed. At Magnus Point and Toto Village native buildings were bombed; the Kumil River bridge at Neptune Point bombed; extent of damage undetermined. The mission buildings at Korak were bombed, we think we destroyed the mission. At Korak a well camouflaged barge was spotted and bombed. Being concealed from view as we went over after bomb release we could not see whether or not any of the four bombs dropped hit the barge, but they landed right where the barge was, and we don't think they missed. We destroyed a house at Sunabun Village by bombing, but missed a supply shed at Dove Point. We dropped eight bombs on the mission at Kalas, and probably destroyed it. With four bombs we destroyed the bridge near Yedilum Village. We dropped four at the Gilgil River bridge in from Palas Point, but two failed to explode; we didn't see what damage the other two did. We missed the bridge over the river just above Cape Mossembar with two bombs, but dropped two on the bridge at Sarang Harbor and hit it. Four of our bombs landed amongst the huts in Dylup Ptn, and at Bizenik Village, our final stop on the way down the coast, we dropped our last two bombs destroying a house. Due to rack malfunction, Capt Dougherty salvaged six bombs off Cape Croisilles.

4. The attached tables, Appendix "A", show bombs and ammunition expended, A/A reported, and photographs taken by each A/P. The bombs are spotted and sightings indicated on sketch, Appendix "B"; the approach and withdrawal graphically presented in Appendix "C".

5. After the sweep the two squadrons reassembled off Cape Croisilles whence they proceeded to base, landing at 1800/L. One of our ships, A/P 059, in need of gas, landed at Finschhafen at 1715/L, took off at 1803/L, and reached Boranda at 1850/L.

6. No awards are recommended.

7. Photographs show Kokumba River bridge intact before bombing and severely damaged after direct hits; and a smaller bridge, one of the several further south, exact location undetermined, more than fifty percent destroyed.

8. One barge was seen in Uligan Harbor; two in Mugil Harbor. The coastal road from Cape Gourdon to Cape Croisilles appeared in good condition and well travelled; telephone wires were seen along sections of the road. Other sightings were as follows: a supply dump approximately one-half mile inland from Kaiten four miles west of Cape Gourdon; five/six fires sending smoke to 100 feet in the Cape Gourdon area; one wrecked SSF, probably Zero, on beach above Franklin Bay and a wrecked T/E plane, possible Betty, two miles southeast of Kalas; a light A/A gun in clearing near Rarin Village, not firing.

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

JOHN C. HAMMA
Captain, Air Corps
Intelligence Officer

CONFIDENTIAL

Narrative Report on F70 22-D-1 continued.

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	DELAY	ON TARGET	IN WATER	SALVAGED	REMARKS
314	22	100 lb	4/5 sec	22			
372	22	"	"	22			
592	22	"	"	22			
168	22	"	"	21	1		
992	22	"	"	22			
237	22	"	"	16		6	
059	22	"	"	22			
TOTAL	154			147	1	6	

STRAFING TABLE

A/P	.50 CALIBER			.30 CALIBER		
	ROUNDS CARR'D	EXPENDED	HALFUNCT.	ROUNDS CARR'D	EXPENDED	HALFUNCT.
314	4,000	3,300		4,000	3,500	
372	4,000	2,250		4,000	2,000	
592	4,000	2,270	LEN & LEN	4,000	2,000	
168	4,000	2,750		4,000	600	
992	4,000	2,800		4,000	600	
237	4,000	3,850		4,000	1,000	
059	4,000	1,700		4,000		
TOTAL	28,000	18,920	2 - Malfunctions	28,000	9,700	

PHOTOGRAPHS

A/P	TIME TAKEN	LOCALITY	TYPE	NO.	REMARKS
314	1527/L - 1611/L	BAROE STRIP	K-21	20	
237	"	"	K-20	20	
059	"	"	K-21	211	Fuze blown in camera - did not run.
TOTAL				40	

A/A CHART

A/P	CALIBER	INTENSITY	ACCURATE?	LOCATION
314	Medium	1 - puff	No	Uligan Hbr
372	"	"	"	"
592	"	"	"	"
SUMMATION	medium	1 - puff	Inaccurate	Uligan Hbr

APPENDIX "A"

CONFIDENTIAL

FFO 22-D-1 22 January, 1944
 500th Bomb Sq, 345th Bomb Group
 Last over target at 25/200 feet.
 Time over target: 1527/L to 1611/L
 Crew observ bombing efficiency Ex.
 Crew report of bomb hits 146

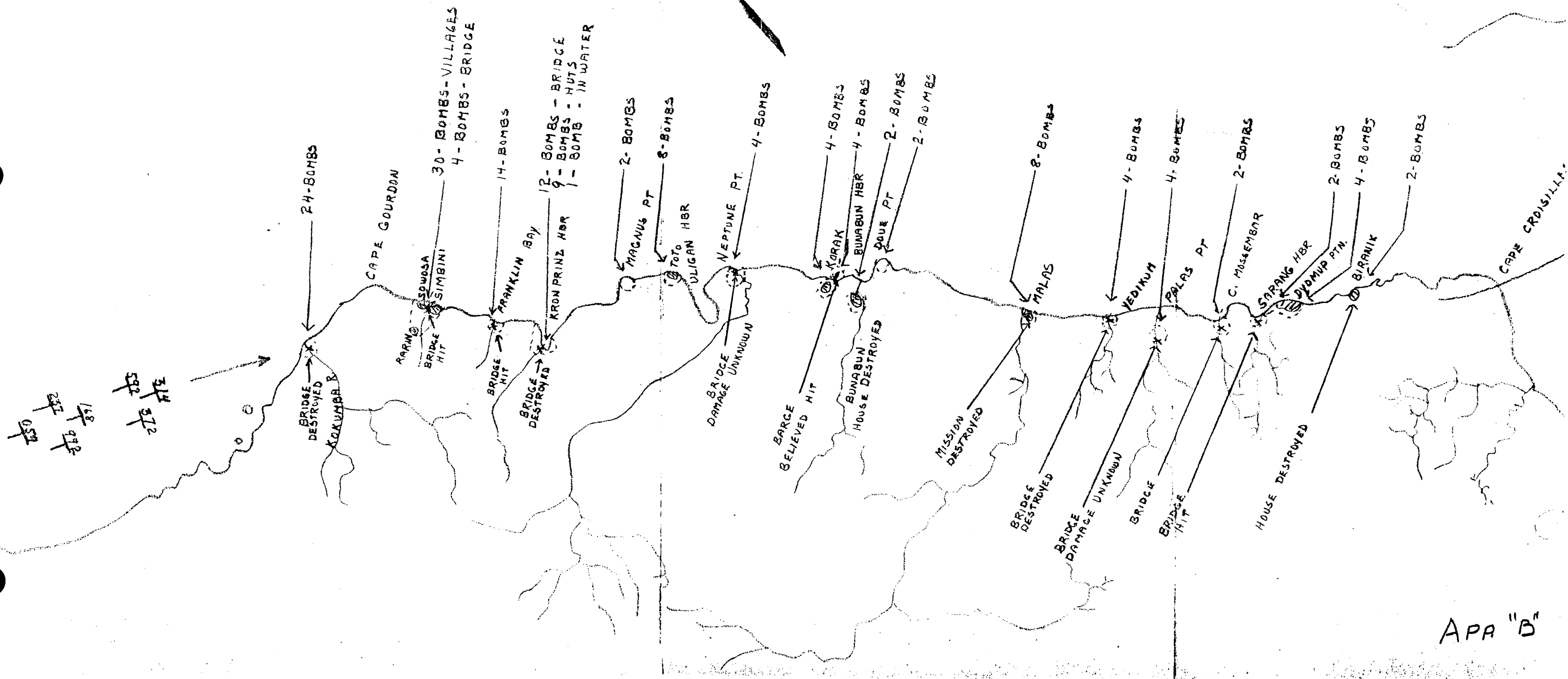
T Took photos.

T-Other planes

6 bombs salvoed off Cape Croisilles.

2 bombs dropped, location undetermined.

KARKAR IS.



APA "B"

CONFIDENTIAL

500
24-D-1
24 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

25 January, 1944

Subject: Narrative Report on Mission PFO 24-D-1, Performed by 500th Bombardment Squadron (M) January 24. Objective - Lorengau Area.

To : Commanding General, Fifth Air Force, APO 925.

1. (a) Ten B-25D-1's of this squadron took part in a strike against the Lorengau Area January 24. The targets were barges, shipping, installations and targets of opportunity. Twenty (20) one thousand pound bombs were carried. The run was made from east to west. A barge standing by a well camouflaged lugger in Papitalai Harbor was hit; a barge and jetty at Lorengau hit and destroyed; a building approximately 25 X 125 feet at Lugos (Appenzeli Mission) on the Manus Island north shore about two miles west of Lorengau Brome was hit by one bomb; Sabon Village further west and inland was bombed; and still further along the coast, possibly at Balscot Bay, a bomb fell amongst red roofed buildings. Installations along the flight path was thoroughly strafed. Two sail boats were strafed. By one which was encountered south of Pak Island on the way in some fifteen natives were seen in the water; the other in St Andrews Strait was left capsized and believed sinking. In all approximately 42,000 rounds of ammunition were fired.

(b) The group assembly over Strip 7 and rendezvous with fighters at Finschhafen worked out according to plan. Two squadrons of P-38's were our fighter escort.

(c) 1. There was no interception.

2. Fighter cover was not satisfactory. Flight leaders reported that strafing attacks by the P-38's interfered with bomb runs and caused several near collisions.

3. Antiaircraft fire was light to medium calibre, not much of it, and generally inaccurate. A few crews however did report close bursts at their level. One of our planes was hit; the crew was undecided whether by ground or P-38 fire. Another plane was damaged by an exploding bomb. All returned safely to base with no personnel casualties.

2. Capt Max N. Mortensen led our three flights composed as follows:

<u>"A" FLIGHT</u>	<u>"B" FLIGHT</u>	<u>"C" FLIGHT</u>
055 - Capt Mortensen	079 - Capt Howard	314 - Capt Rochella
592 - Lt Davis	059 - Lt Gibb	992 - Lt Mitchell
372 - Capt Dougherty	531 - Lt James	048 - Lt Fritashall
		168 - Capt Cavoli

3. We took off from Moranda at 0940/L, went into the number four position in the group formation, and after rendezvous with our fighters flew almost due north from Finschhafen to our target. We commenced our bombing and strafing run at 1225/L, and the last plane was off the target at 1245/L. Four bombs were dropped at Los Negros Island, of which one hit a barge standing by a well camouflaged lugger in Papitalai Harbor, and two were aimed at a red

CONFIDENTIAL

Narrative Report FFO 24-B-1 continued.

roofed building on a hilltop, probably the Papitalai Mission. Neither of the latter scored a direct hit. We dropped four bombs at Lorengau damaging buildings, and another bomb on the Lorengau jetty, destroying the jetty and a barge alongside. At Lugos we scored with one bomb on a building approximately 25 X 125 feet, a possible storage shed, and another bomb was dumped into Sabon Village. Three bombs were placed amongst buildings in Bosat Bay Area, causing fires with smoke rising several hundred feet. Although some of us thought we got as far west as Balscot Bay dropping four bombs on red-roofed buildings in that area, it is more likely that we dropped on the coastal villages to the east. We strafed all along the run.

4. The attached tables, APPENDIX "A" give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. APPENDIX "B", a sketch, spots the bombs dropped, and the approach and withdrawal from the target.

5. We returned in group formation by way of Finschhafen, landing at Horanda at 1515/L.

6. No awards are recommended.

7. No photographs for interpretation have been received at the time of filing this report.

8. The following sightings were reported: Three barges by jetty in Wali Bay being strafed by P-38's with a large fire burning on the jetty; an explosion of a boat caused by 499th bombing in Papitalai Hbr; a patrol boat in Papitalai Hbr strafed by P-38's; one probable Fox Tare Charlie either unloading or over on its side in Karang Bay; a possible submarine submerged, course 80 degrees just west of Pak Island; fires with smoke rising several hundred feet in the Bosat Bay Area and two or three columns of black smoke rising to 500 feet on shore of Sea Eagle Harbor visible for 40 miles from target.

For the Squadron Commander:

JOHN C. FARNA
Captain, Air Corps
Intelligence Officer

2 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

CONFIDENTIAL

Narrative Report FPO 24-3-1 continued.

BOMBING TABLE						
A/P	NO. BOMBS	TYPE	WEIGHT	DELAY	ON TARGET	SALVOS
055	2	Demo	1000 lb	4/5 sec	2	
592	2	"	"	"	2	
372	2	"	"	"	2	
079	2	"	"	"	2	
059	2	"	"	"	2	
531	2	"	"	"	2	
314	2	"	"	"	2	
992	2	"	"	"	2	
048	2	"	"	"	2	
168	2	"	"	"	2	
TOTAL	20	Demo	1000 lb	4/5 sec	20	

STRAPPING TABLE						
A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARR'D	EXPENDED	MAJFUNCTIONS	ROUNDS CARR'D	EXPENDED	MAJFUNC
055	4,000	1,900	LLN & LRN	4,000	400	
592	4,000	2,750		4,000	1,000	
372	4,000	2,650	IRS	4,000	2,000	
079	4,000	3,225		4,000	2,100	
059	4,000	1,950	ULN & IRS	4,000	1,700	
531	4,000	2,850	ULN	4,000	300	
314	4,000	3,300		4,000	2,500	
992	4,000	3,450	LRN	4,000	400	
048	4,000	3,100	LLS	4,000	3,000	
168	4,000	3,000	URS & LLS	4,000	400	
TOTAL	40,000	28,175	10	40,000	13,800	

GROUND DISPOSITION				
A/P	INTENSITY	CALIBRE	ACCURACY	ALTITUDE OF BURSTS
055	Slight	Light-medium	Yes	75 ft
372	"	Light	No	150
079	2-puffs	Medium	No	500
059	Slight	"	No	500
531	Slight	"	No	500
314	"	Light-medium	Yes	50-100
992	"	Medium	No	100
168	"	Light	No	50-100
SUMMATION	Slight	Light-medium	Accurate-inacc.	50/500 ft

PHOTOGRAPHS					
A/P	TIME	LOCATION	TYPE	EXPOSURES	NO. KILLS
592	1225/L - 1245/L	Target	K-20	8	
079	"	"	K-21	30	
531	"	"	K-20	3	
314	"	"	K-21	30	
048	"	"	K-21	30	
TOTAL				101	

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

500
25-G-1
25 JUNE 44
JCH

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

26 January, 1944

Subject: Narrative Report on Mission FPO 25-G-1, Performed by 500th Bombardment Squadron (M) January 25.

To : Commanding General, Fifth Air Force, APO 925.

1. (a) Sixty-odd Mitchells from the 345th and 38th Groups were led by nine planes of this squadron in a smashing blow at the Admiralty Islands Air-dromes, Lorengau and Momote, adjacent installations, and barges. The primary target assigned the 345th Group was shipping, in whichever harbor it might be found; specified as second choice were the Lorengau strip and barges along the coast. The bomb load was five 500 lb demolition bombs. The 500th started the show with good results. Momote Drome was strafed but at the cost of one of our planes. Installations on Agundat and Pitylu Islands were strafed and bombed and the Manus Island shore from Balcot Bay eastward to beyond Lorengau strip was thoroughly strafed and bombed. Lou Island to the south was strafed by withdrawing planes and nearby Sivisa Island was bombed. Our bombs hit many buildings and an ack ack position at Bowat Bay was hit and silenced. The area south from midway along the Lorengau strip, a probable stores area, was well bombed.

(b) The Group assembled over strip 7 and proceeded on course to Finschhafen, the 38th Group falling in behind. At Finschhafen three squadrons of P-38 cover was picked up, and the attacking force thence flew due north to Rambutyo Island about twenty-five miles southeast to target. Spacing between the elements of three was accomplished enroute from Rambutyo to target.

(c) 1. There was no interception.
2. Fighter cover was satisfactory.
3. Anti-aircraft fire was received from light and medium weapons; was of moderate intensity; and it was accurate at level of our planes. Machine guns and twin 20 mm guns were reported at upper end of Momote strip, as well as one position at the northwest extremity which fired steadily in spite of strafing. It was fire from the north end Momote ack ack position which downed one of our planes. The plane, number 312, crashed and exploded in Salami Plantation on the eastern shore of Papitalai Harbor. All six of the crew must be considered lost.

2. Capt Robert C. Van Ausdell was the bomber attack force leader. With him as co-pilot was Lt Col Benjamin W. Fridge. The 500th three flights were composed as follows:

<u>"A" FLIGHT</u>	<u>"B" FLIGHT</u>	<u>"C" FLIGHT</u>
A/P 068 - Capt Van Ausdell	055- Capt Mortensen	312 - Lt McLean
A/P 992 - Capt Howard	314 - Lt Mitchell	531 - Lt James
A/P 372 - Capt Dougherty	048 - Lt Doman	237 - Lt Fritzshall

3. We took off from Moranda at 0905/1 leading the two groups to the tar-

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

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

Narrative Report, FPO 25-G-1 continued.

get as already stated. We commenced our attack at 1125/L by strafing Momote strip from southeast to northwest. The lead plane in our third element was hit by ack ack over Momote and crashed about two miles beyond. Our first bombs on the run over the small islands which form Seeadler Harbor were dropped on Koruniat Island (erroneously reported as on Hanwei Island in earlier reports) amongst fires which suggested a troop camp. On Pityilu Island we dropped on a white house by a plantation, but missed. Oneta and Haa Islands were bombed and we then did a 180° turn to the left starting our run over the Manus Island north shore by bombing and strafing the Balcot Bay Area. Huts and buildings at Andru Point, Kareng and Bowat Bays, and along the coastal track, and near Lorengau strip were bombed and strafed. We bombed an ack ack position near a red-roofed house at Bowat Bay in the vicinity of the coastal track and the Haraman River, and silenced it. We put four bombs in the probable stores area along south side of Lorengau strip, and another in the SW dispersal area. Withdrawing from the target our second flight swung over and dropped three bombs on Sivisa Island, and the two A/P's of the third flight strafed Lou Island. Six bombs were salvaged in water due to rack malfunctions as planes left target.

4. The attached tables, Appendix "A" give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B", a sketch, spots the bombs dropped, and the approach and withdrawal from the target.

5. The groups rallied at Lou Island circling while two of the P-38 squadrons strafed targets. The attack force then returned via Finschhafen. Six of our planes landed at Moranda at 1430/L. Two A/P's one of which went on single engine operation about five miles south of Tolakiwa Island landed at Finschhafen at 1350/L, took off at 1530/L and reached Moranda at 1645/L.

6. Ten planes took off but A/P 051, flown by Lt Geer, developed electrical trouble, and returned to base at 1005/L. Capt Howard, A/P 992, flying as spare, took Lt Geer's place in the formation.

7. Awards will be recommended for 1st Lt John P. McLean and his crew.

8. No photographs have been received at the time of filing this reports.

9. A plane resembling a silver B-25, probable Nell, three or four un-serviceable and two or three serviceable SSF were seen at Momote strip and in revetment areas. At Lorengau there was a wrecked Betty bomber in a revetment. Well camouflaged ack ack estimated at 20 mm was firing steadily from position at upper west side of Momote strip. Additional ack ack positions were reported in plantation just north of this strip. At 1210/L from 1200 feet, a probable submarine which crash dived on approach of planes was seen at 0230S - 14725E. Cylinders in the water, with the appearance of logs but painted yellow at one end, were reported as follows; one at 0216S - 14733E, three in a triangle at 0206S - 14731E. An overturned lugger and two empty barges in Lombrum Harbor, two barges in Bowat Bay, and a large fire in vicinity of Lorengau strip visible from 30 miles away on return flight, complete obser-

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

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

Narrative Report, FFO 25-0-1 continued.

vations reported by crews.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

2 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

- 3 -

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

Narrative Report - FPO 25-G-1

BOMBING TABLE						
A/P	NO. BOMBS	TYPE	WEIGHT	DELAY	ON TARGET	SALVED SAFE
068	5	Demolition	500 lb	4/5 second	5	
992	5	"	"	"	4	1 - In water
372	5	"	"	"	1	4 - In water
055	5	"	"	"	5	
314	5	"	"	"	5	
048	5	"	"	"	5	
531	5	"	"	"	4	1 - In water
237	5	"	"	"	5	
TOTAL	40	Demolition	500 lb	4/5 second	34	6 - In water

STRAFING TABLE						
A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXPENDED	MALFUNCT.
068	4,000	2,550		4,000	500	
992	4,000	2,400		4,000	500	
372	4,000	2,100	LRN & IRS	4,000	400	
055	4,000	2,300		4,000	1,000	
314	4,000	2,700		4,000	2,000	
048	4,000	1,500		4,000	2,300	
531	4,000	2,190	ULN & IRS	4,000	200	
237	4,000	2,050	URN & URS	4,000	1,000	
TOTAL	32,000	17,790	6-malfunctions	32,000	7,900	

GROUND OPPOSITION				
A/P	INTENSITY	CALIBRES	ACCURATE?	ALTITUDE-BURSTS
068	Slight	Light	No	60'
992	Moderate	Medium	No	50/150'
372	Moderate	Light	Yes	50/100'
055	Moderate	Medium	Yes	50/100'
314	Slight	Light	No	200'
048	Moderate	Light-medium	Yes	50/100'
531	Moderate	Medium	Yes	50/100'
237	Slight	Light	Yes	50'
TOTAL	Slight-moderate	Light-medium	Inaccurate-Accurate	50/200'

PHOTOGRAPHS				
A/P	TIME	LOCATION	TYPE	EXPOSURES
068	1125/L - 1152/L	Over target	K-20	15
055	"	"	K-21	15
048	"	"	K-21	30
531	"	"	K-20	20
TOTAL	1125/L - 1152/L	Over target	K-20 & K-21	80

Approach and Withdrawal

FFO 25-G-1 25 January, 1944

500th Sq, 345th Bomb Group (M)

First over target at 25/150 ft.

Time of Attack: 1125/L to 1152/L

Crew observ bombing efficiency - Ex.

● Crew reports of bomb hits - 34

○ Crew reports of bombs salvoed - 6

T Took photos

T Other planes.

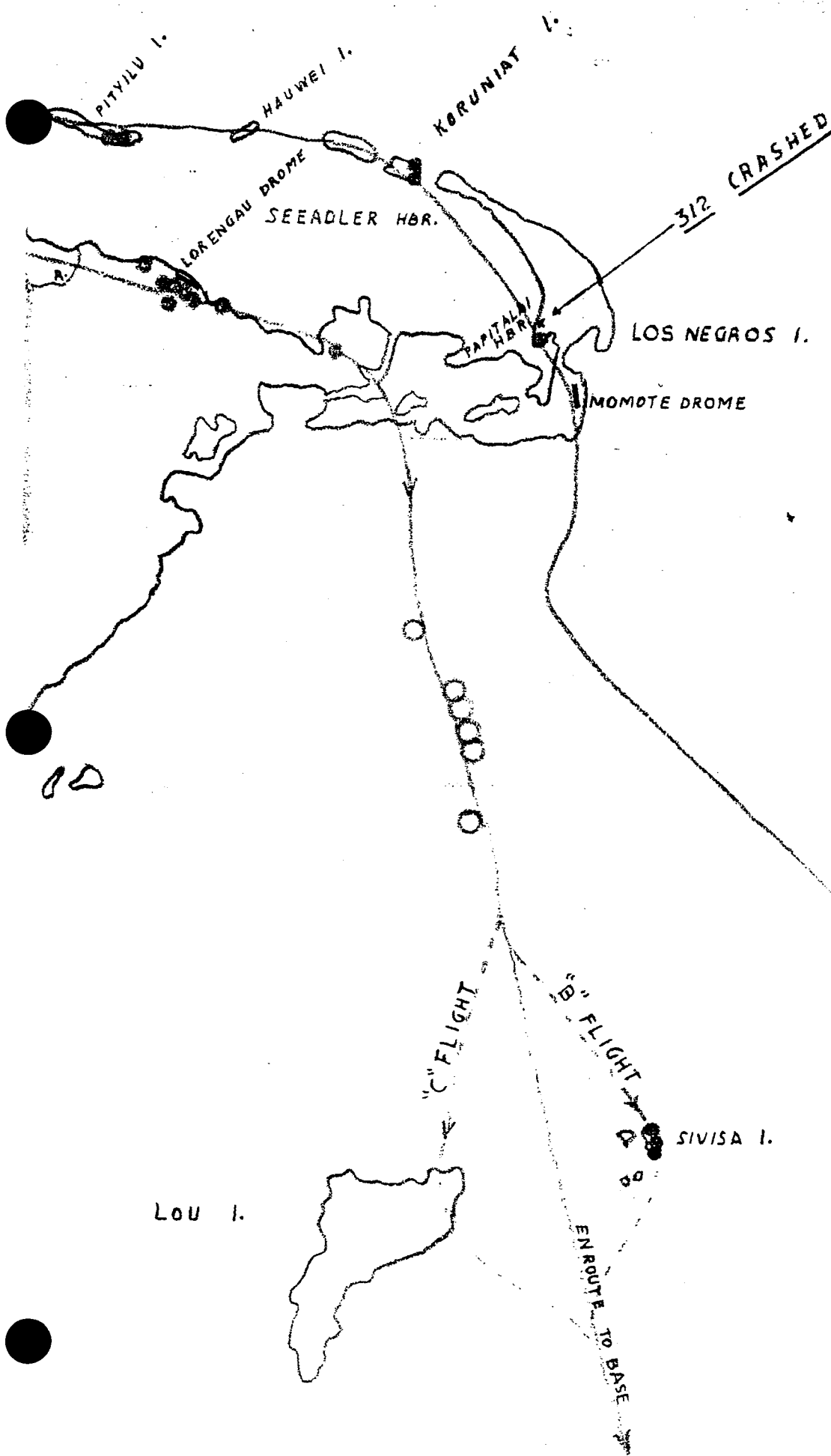
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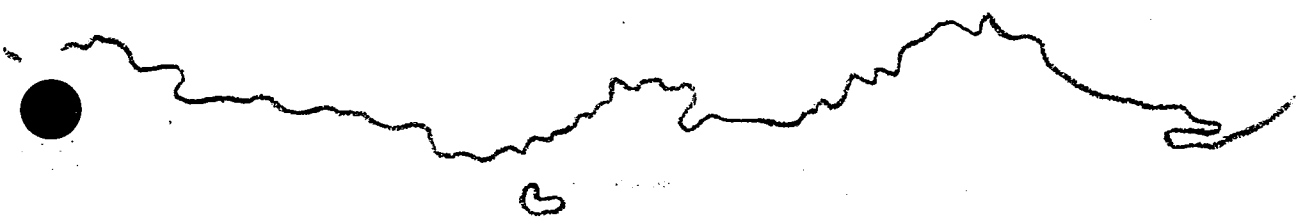
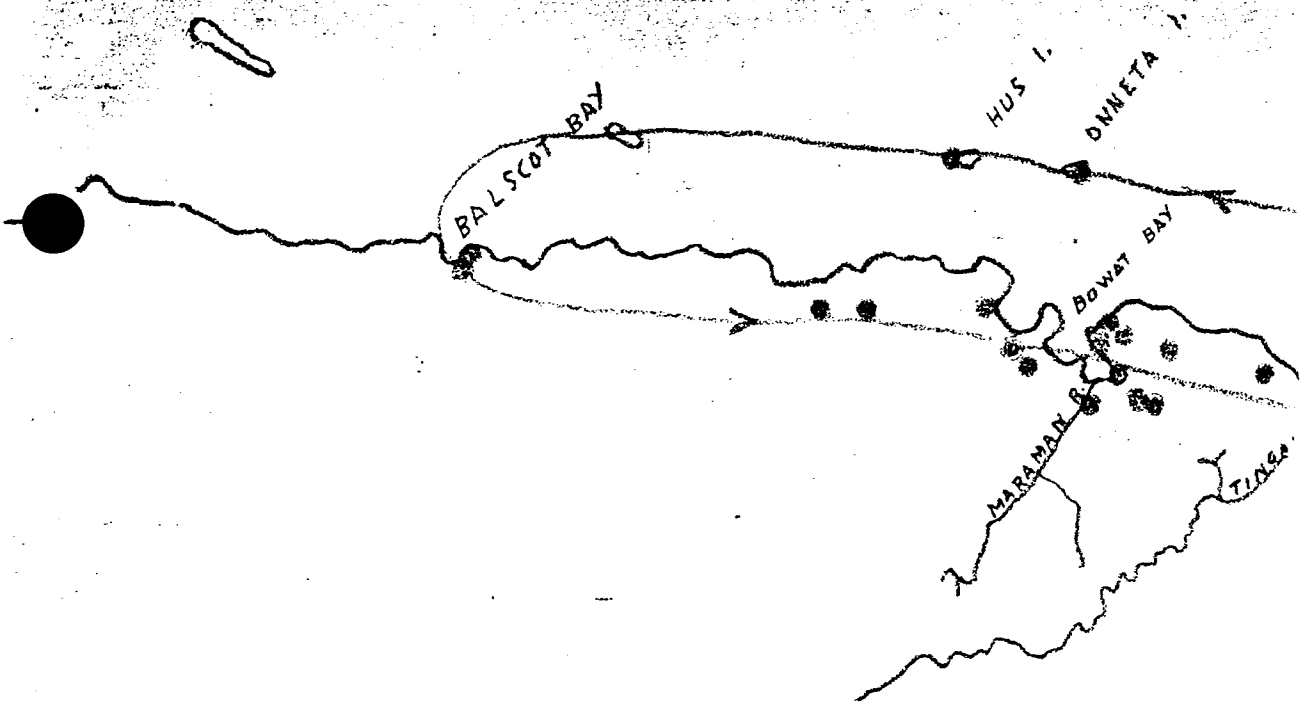
PAK I.

RAMBUTYO I.

068
372
085
314
312
237
992
048
531

APP. "B"





500-
27-F-1
27 JAN 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

28 January, 1944

Subject: Narrative Report on Mission PFO 27-F-1, Performed by 500th Bombardment Squadron January 27 - Objective - Bogia Harbor.

To : Commanding General, Fifth Air Force, APO 925.

1. (a) Installations and supply dumps at Bogia Harbor were the targets of two squadrons of Mitchell strafers of the 345th Group, the 500th Squadron leading, in a mid-afternoon, minimum altitude attack January 27th. The copra sheds on the western side of Bogia Harbor in the Dagoi Plantation area received direct hits causing a large explosion followed by a fire. Probable oil stores were blown up and boxes and debris flew into the air from bombing of canvas covered supplies in the plantation area southwest of the harbor. A house just northwest of the copra sheds was hit and several bombs were observed falling among buildings at the Government Station. The area covered by the bombing run was thoroughly strafed as was a barge at Tombarum Point about twenty miles down the coast from Bogia.

(b) The two squadrons assembled over Strip 7 and with the 500th in the lead proceeded direct to Finschhafen where rendezvous was made with two squadrons of P-47's as planned. From Finschhafen the attack force flew directly to the target.

(c) 1. There was no interception.
2. Fighter cover was satisfactory.
3. A/A was very limited with only a slight amount of light weapon fire, which was inaccurate, being received over the target. However as the planes flew over Uligan Harbor enroute to base four bursts of heavy ack ack, very inaccurate, was thrown up at our planes.

2. Captain William J. Cavoli led the 500th Squadron's two flights over the target. Flights composed as follows:

<u>"A" FLIGHT</u>	<u>"B" FLIGHT</u>
048 - Capt Cavoli	992 - Capt Hochella
237 - Lt Fritschell	051 - Lt Gibb
592 - Lt Brigham	
068 - Capt Van Ausdell	

The third plane in the second flight, 531 flown by Lt Mitchell, returned to base shortly after takeoff because of trouble with the trim tab controls.

3. We took off from Moranda at 1245/L and leading the 498th Squadron proceeded to rendezvous with the fighters and thence to target. Heavy rains as we approached the target necessitated a change in the planned run. The first flight started its run at 1507/L on a heading of 270° swinging around to 360° as our planes continued along the area bordering Bogia Harbor. We dropped bombs among canvas covered supplies in Dagoi Plantation southwest of the harbor causing boxes and debris to fly into the air. Then at a probable oil storage dump we kicked out one bomb which caused an explosion closely followed by another explosion and a fire in the copra sheds where we dropped another 500 pounder. We bombed and hit a house just north of this area and

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

Narrative Report, FFO 27-P-1 continued.

and then at the Government Station almost at the end of our run we dropped bombs amongst buildings. Due to the poor visibility caused by rain showers our second flight became separated from the first and made their approach in a slightly different manner. We came in on an almost northerly heading paralleling the western shore of the harbor. Our bombs were dropped on supplies, houses and other installations along the run but no damage assessment could be made. Capt Hochella, leader of the second flight held one bomb and dropped it at the Kokumba River bridge above Uligan enroute to base, bomb missed by twenty feet. The entire target and a barge at Tombanna Point below Bogia were well strafed. Our planes left the target at 1515/L.

4. The attached tables, Appendix "A" give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B", a sketch, spots the bombs dropped while Appendix "C" portrays the approach and withdrawal.

5. Our planes returned to base via Finschhafen and landed without incident at 1715/L.

6. No awards are recommended.

7. No photographs taken by our squadron have been received at the time of filing this report.

8. The following sightings were reported: one large truck driven off the road near the Government Station; a large explosion from 498th Squadron bombing as our planes left the target; much activity in the target area; canvas covered supplies just west of the roadway southwest of the harbor; three unserviceable and two serviceable barges in Uligan Harbor and one probable barge in Bunabun Harbor.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

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

CONFIDENTIAL

Narrative Report, FFO 27-P-1 continued.

BOMBING TABLE

A/P	NO. BOMBS	TYPE	WEIGHT	DELAY	ON TARGET	ELSEWHERE	REMARKS
048	5	Demo	500 lb	4/5 sec	5		
237	5	"	"	"	5		
592	5	"	"	"	5		
068	5	"	"	"	5		
992	5	"	"	"	4		1 - Near miss, K-
051	5	"	"	"	5		kumba bridge.
TOTAL	30	Demo	500 lb	4/5 sec	29	1	

STRAFINING TABLE

.50 CALIBRE				.30 CALIBRE		
A/P	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXPENDED	MALFUNC
048	4,000	1,800		4,000	400	
237	4,000	1,350		4,000	—	
592	4,000	2,100		4,000	100	
068	4,000	1,600		4,000	900	
992	4,000	1,350		4,000	200	
051	4,000	970		4,000	—	
TOTAL	24,000	9,170		24,000	1,600	

GROUND OPPOSITION

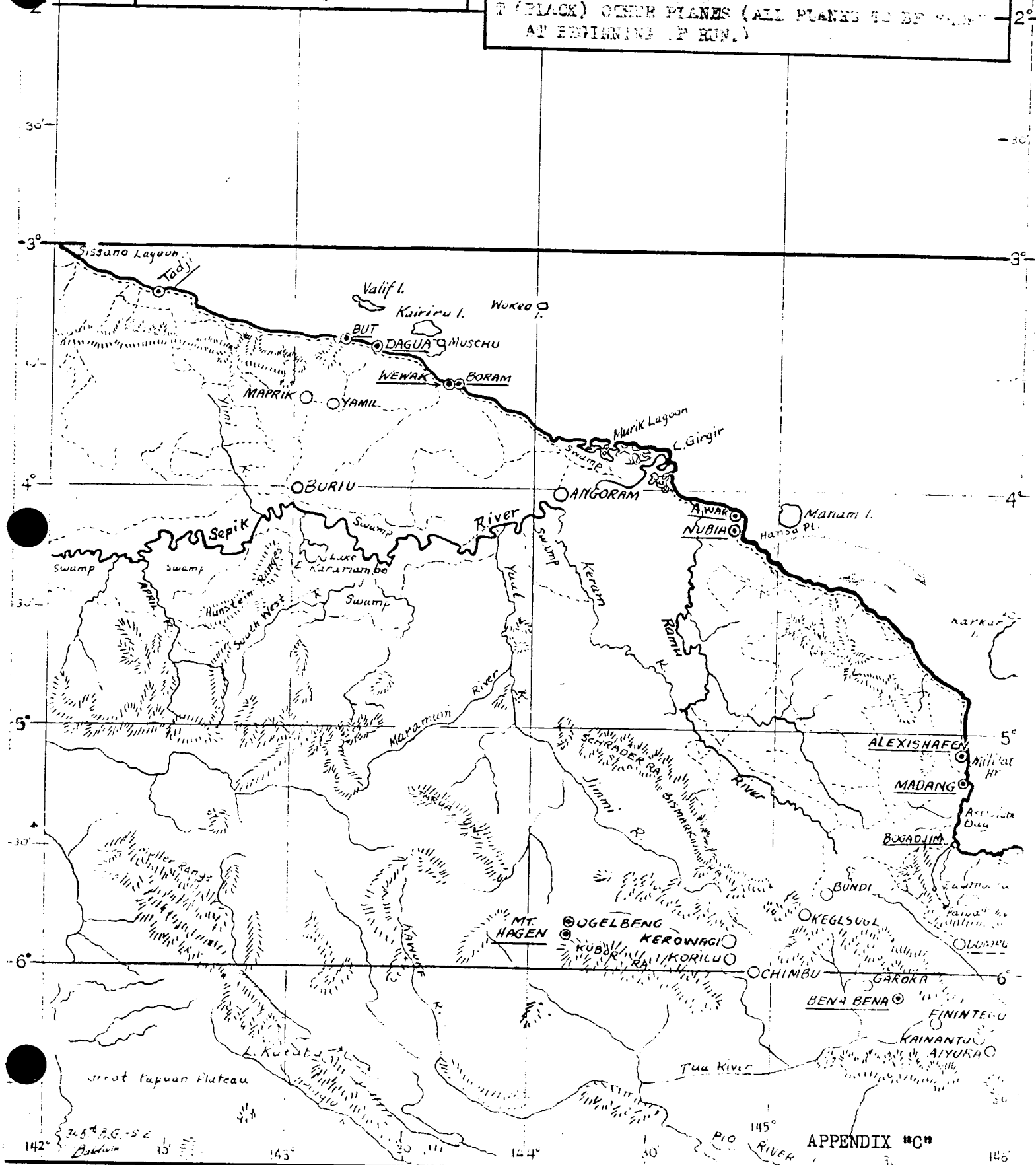
A/P	INTENSITY	CALIBRE	ACCURATE?	WHERE	ALTITUDE
048	4-bursts	Heavy	No	Uligan Hbr	1000'
237	Slight	Light	No	Bogla Hbr	300'
068	Slight	Heavy	No	Uligan Hbr	1500'
051	Slight	Light	No	Bogla Hbr	150'

PHOTOGRAPHS

A/P	TIME	LOCATION	TYPE	EXPOSURES
048	Camera blew fuse - did not operate		K-21	
068	1507/L - 1515/L	Bogla Harbor	K-20	10
TOTAL			K-20	10

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2,125,000
31.72 Naut. Miles = 1 inch
Mercator Projection

MISSION NO. FF4 27-F-1 DATE 27 January, 1944
SQUADRON NO. 500th GROUP 345th
SQUADRON ORDER OVER TARGET First
ALTITUDE 50/200 feet
TIME OVER TARGET 1507/L to 1515/L
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANTS TO BE PLANT
AT BEGINNING OF RUN.)



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

500
33-J-1
2 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

3 February, 1944

Subject: Narrative Report on Mission PPO 33-J-1, Performed by 500th Bombardment Squadron (M), 2 February, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. Personnel, villages and tracks along coast from Borgen Bay to Rein Bay were bombed and strafed by 7 B-25D-1's of the 500th Squadron as part of a two-squadron minimum altitude strike February 2. One purpose of the mission was to secure photographs of a track between Nakumo and Misakipna villages where approximately 700 Japs were sighted on February 1. Due to heavy rains and poor visibility over the target results of the bombing and strafing were not well observed. The photographs taken at the desired places turned out rather badly, most of them being underexposed due to the adverse weather.

2. a. The two squadrons formed, with the 498th in the lead, enroute to Finschnafen where they rendezvoused with two squadrons of P-30's as planned. The force then proceeded to the southwest coast of New Britain and thence direct to the target.

b. There was no interception.

c. Fighter cover was good.

d. Slight, light and inaccurate A/E fire coming from the vicinity of Cape Raoul by two crews.

3. Capt Rochella led the two flights of the 500th over the target. The flights were composed as follows:

"A" FLIGHT

314 - Capt Rochella
372 - Capt Dougherty
048 - Lt Speicher

"B" FLIGHT

068 - Capt Van Ausdell
059 - Maj Hagert
531 - Capt Cavoli
079 - Capt Howard

4. We took off from Moranda at 0630/L and trailing the 498th Squadron proceeded to rendezvous with fighters, thence to target. We started our run at 1010/L and bombed and strafed villages and possible installations on the coast from Borgen Bay to Rein Bay. Garuro Island, approximately 4 miles NE of Cape Boguslauskis was strafed. We circled over Cape Kirchoff just east of Rein Bay and came back down the coast, a little further inland, still attacking targets of opportunity. We broke away from the coast at the Tamo River and turned south toward Harjie Bay from whence we proceeded directly to base. During our bombing and strafing run which started at 1010/L and ended at 1040/L we flew at 50/150 feet. Due to rains and poor visibility over target it was impossible to make any accurate assessment of damage. Photographs were taken of the assigned areas but most of them were underexposed and show very little.

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

Narrative Report, WFO 33-J-1, continued.

5. The attached tables, Appendix "A" give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B", a sketch, spots the bombs dropped, and the approach and withdrawal from the target.

6. Our planes returned to base direct and landed without incident at 1200/L.

7. No awards are recommended.

8. Only a few photographs were received and these reveal nothing of importance. One bomb can be seen exploding near the coast on one picture but there is no indication that supplies or installations were hit.

9. Sightings: A herd of approximately 50 cattle three miles southwest of Ketenge Village. A serviceable barge at the mouth of the Aria River emptying into Bein Bay. All tracks in target appeared well used.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

2 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

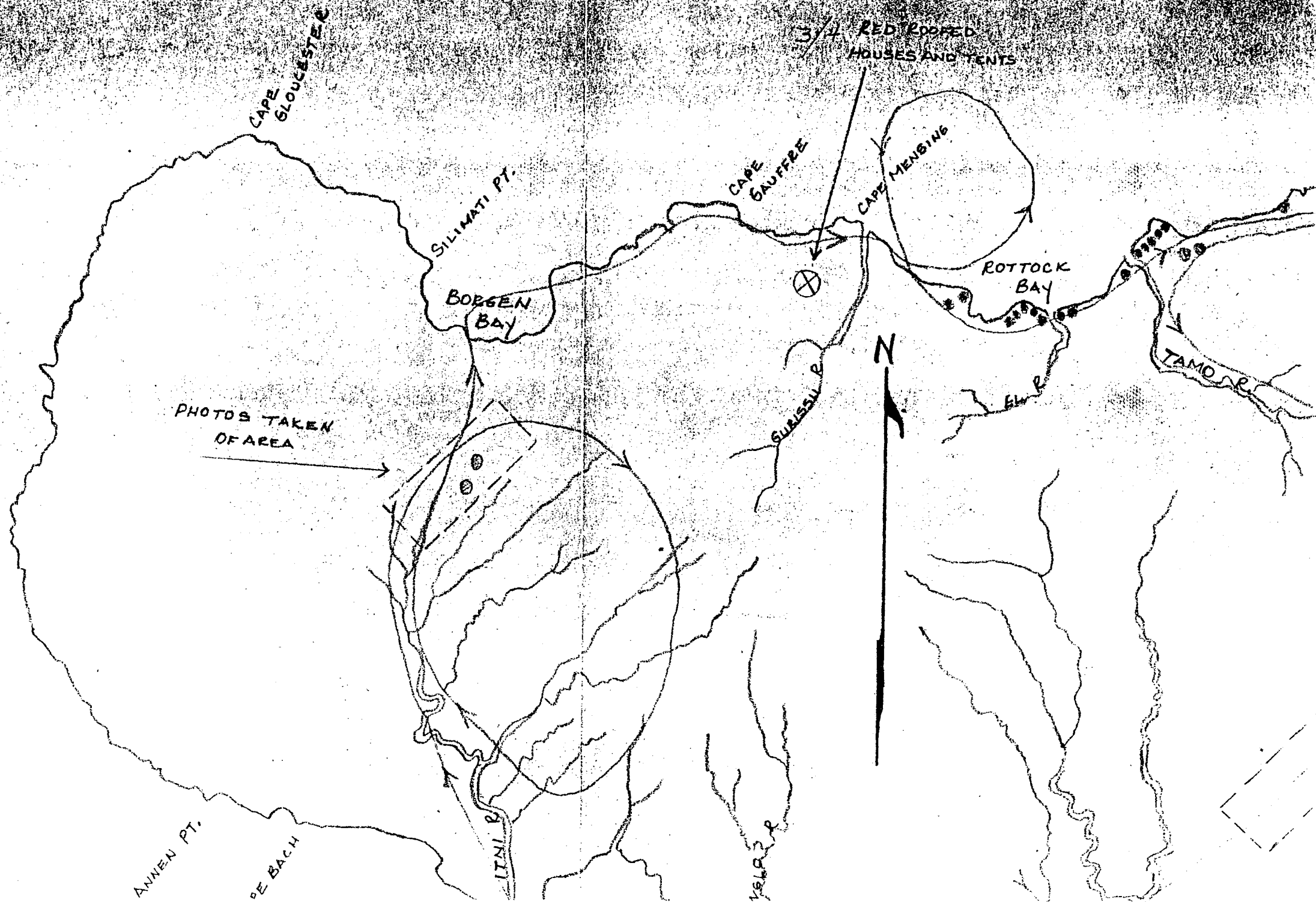
Narrative Report, PFO 33-J-1, continued.

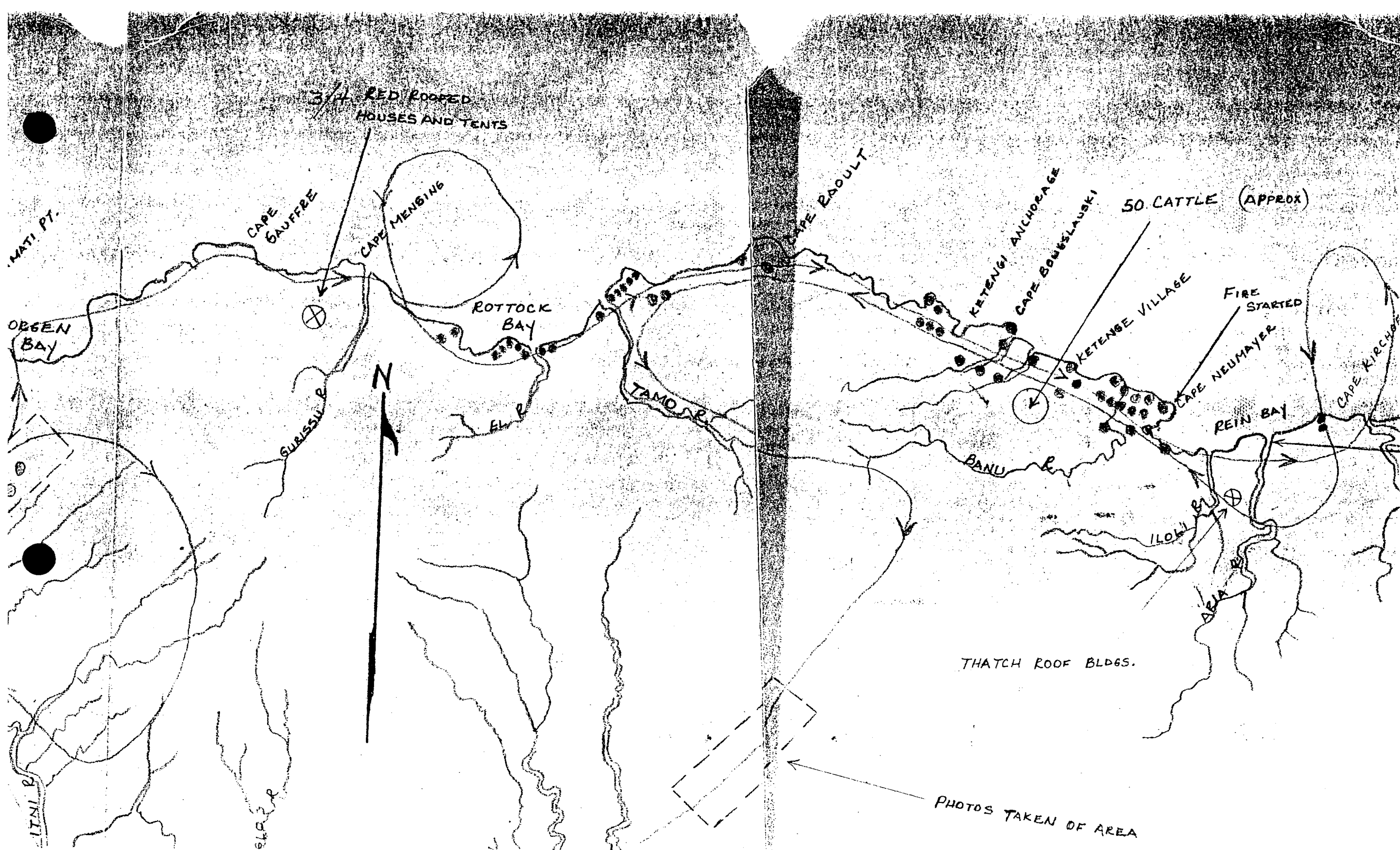
BOMBING TABLES						
A/P	NO. BOMBS	TYPE	WEIGHT	DELAY	ON TARGET	SALVAGED S.
314	7	Demolition	300 lb	4/5 sec.	7	
372	7	"	"	"	7	
048	7	"	"	"	7	
068	7	"	"	"	7	
059	7	"	"	"	7	
531	7	"	"	"	7	
079	7	"	"	"	7	
TOTAL	49	Demolition	900 lb	4/5 sec.	49	

STRAFING TABLES						
.50 CALIBRE				.30 CALIBRE		
A/P	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXPENDED	MAINT.
314	4,000	1,860	URN, URS, ILS	4,000	700	
372	4,000	2,650	URN, IRN	4,000	—	
048	4,000	2,900	IRS	4,000	3,500	
068	4,000	2,380	URS, ULS	4,000	1,000	
059	4,000	2,550	IRS	4,000	1,700	
531	4,000	2,900		4,000	300	
079	4,000	1,575	URN, ULS	4,000	500	
TOTAL	28,000	16,815	11	28,000	7,700	

GROUND OPPOSITION				
A/P	INTENSITY	CALIBRE	ACCURATE?	ALTITUDE-HEIGHT
314	Slight	Light	No	Above A/P
059	Slight	Light	No	Above A/P

PHOTOGRAPHS					
A/P	TIME	LOCATION	TYPE	EXPOSURES	REMARKS
314	1010/L to 1040/L	Target	K-21	10	All photos
372	1010/L to 1040/L	"	K-20	30	were dull and
059	"	"	K-21	30	foggy due to
531	"	"	K-20	30	rain at targ.
TOTAL	1010/L to 1040/L	Target	K-20 & K-21	100	





500
34-C-1
3 FEB 44OFFICE OF THE 1st AIRBORNE OFFICER
500th Bombardment Squadron (B)
345th Bombardment Group
A-1 503

JCH/rpc

4 February, 1944

Subject: Narrative Report on Mission P-34-C-1, Performed by 500th Bombardment Squadron (B) 3 February, 1944. Objective: Grounded planes and installations - Dagua.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

Dagua airdrome was hard hit by all squadrons of the Group in a fast and savage attack in which 220 x 100 lb parademo bombs, 4/5 second delay fuse, were dropped. Planes on the drome, fuel and supply dumps and A/A positions were bombed and thoroughly strafed.

(b) Rendezvous

Four squadrons of the Group assembled over Strip # 7 at 1500 feet. Rendezvous with four fighter squadrons (two P-38 and two P-40, the latter RAAF) and four squadrons of the 38th Bombardment Group (B) was achieved at Sasap as planned.

(c) ATTACK

(1) The 500th Squadron was third over the target at 50 to 100 feet, flying in three flights of three, three, and four planes respectively. The drome was crossed on an approximate heading of 300°. Bombing was excellent. Eight enemy fighters were destroyed, two probably destroyed, and an undetermined number of planes damaged by our bombing and strafing. Two fuel dumps, one at each end of the strip, were hit by bombs, large explosions resulting. A/C positions east and south of the eastern end of the strip were silenced by strafing and bombing. The stores area in vicinity of last named position was strafed and heavily bombed. Native propaganda leaflets were dropped in the Sepik River Area.

(2) The attack plan called for our four squadrons to hit Dagua, the 38th Group, but, following by some forty-five minutes an attack by heavies on ~~the~~ ^{Cewak Boyan} ~~the~~ dromes. Left and right close cover for our Group was provided by the two RAAF P-40 squadrons; front and rear top cover by the two P-38 squadrons. The cover effectively beat off enemy fighters which attempted interception.

(d) Interception

(1) There was no interception.

(2) One A/C was shot down, spiraling into the sea, after chase over target by a P-40's. Two unidentified planes were seen to crash, one in the water, the other on or just off Valif Island. No Allied losses were observed.

2. The 140th Squadron was assigned to lead the Group; Capt Rocella led our squadron. Flights were as follows:

Narrative Report FPO 34-C-1, continued.

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
314 - Capt Hochella	055 - Capt Mortensen	068 - Capt Van Ausdell
237 - Lt Fritzshall	048 - Lt Speicher	372 - Lt Gibb
992 - Lt Davis	531 - Capt Cavoli	161 - Capt Dougherty
		079 - Capt Howard

3. Details of the Mission

- (a) Takeoff: 0900/L from Moranda, Strip No. 4.
 Rendezvous: 1040/L at 8000 ft at Gusap.
 Attack: 1205/L to 1206/L.
 Landing: 1500/L at Moranda, Strip No. 4.

- (b) Route: Moranda - Lae - Gusap - thence Ramu and Keram Valleys -
 thence across Alexander Mountains just above ~~target~~ ^{newak-target.}
 Approach: Heading of 300° after dropping over coastal range
 lying SE of Dagua.

Maneuver: Line abreast approximately 3/4 miles between extreme
 wing planes extending at the eastern end of strip from
 approximately 1600 yards south to extreme NE corner of the
 drome.

(c) Capt Hochella's element was flanked on the right by Capt
 Mortensen's three planes, on the left by Capt Van Ausdell's with the spare
 ship No. 079, flown by Capt Howard, on the extreme left wing. We all began
 our strafing as we dropped down on the target from over the hills. Capt
 Hochella and Lt Davis bombed the A/A positions and stores area at the track
 junction south of the eastern end of the drome; the A/A was silenced. A/A
 positions 300 yds off eastern end of strip were strafed, bombed and si-
 lenced by Capt Mortensen's flight. Lt Speicher of this flight bombed the
 fuel dump at eastern end of strip; a terrific explosion resulted and smoke
 to 2000 feet was visible when our planes were twenty miles from the target.
 Another fuel dump containing approximately 200 drums received direct hits by
 bombs causing a large explosion. Capt Mortensen strafed several fighters
 near the eastern end of the strip and two SSF and one T/E fighter burst into
 flames; claimed destroyed. Capt Cavoli dropped bombs amongst several Lakes
 and Tonys near the western end of the strip destroying one SSF definitely and
 two probables; flames and black smoke came from this area. Four T/E fighters
 were destroyed by direct hits from Capt Dougherty's ship on the south side
 of the strip. All planes, except 992 flown by Lt Davis on which all guns
 failed to operate, thoroughly strafed almost continuously in their run.

- (d) Fighter cover was excellent.
 (e) Nil damages were suffered by our A/P's.
 (f) None of our personnel were injured.

4. No awards are recommended.

5. The attached tables, Appendix "A" give bombs dropped, ammunition ex-
 pended, ground opposition encountered and photographs taken. Appendixes "B"
 and "C" respectively show bomb spotting, and the approach and withdrawal
 from the target.

6. The following sightings were reported: 20/25 serviceable ^{A/P's} on the
 taxiway and in revetments along the south side of the strip; 10/12 service-

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

Narrative Report, FPO 34-C-1, continued.

able SSF in the open lined up along the western end of the strip; 8/10 SSF 3/4 Betty bombers, some in revetments and under camouflage nets on the coastal side of the strip; one Betty bomber burning below the central part of the strip; one lugger and two barges off Cape Karawop below Dagua; Japs running from A/A positions and dump area at the eastern end of the strip as our planes came in strafing; gas and oil drums and three tank trucks at the western end of the strip between strip and the shore; two U/I planes crash one falling in the water and the other on or near Valif Island; smoke up to 3000 feet, reported by one crew, to be visible for sixty miles; fires at Wewak on way to and from target and on Kairiau Island several well constructed buildings on the northern coast and a barge among overhanging trees near the northwest tip of the Island.

7. Photographs taken by this squadron - only ten prints received - show our bombs bursting among the 10/12 SSF in the open along the western end of the strip. The march across the length of the strip by our bombs is clearly indicated by the rows of smoke extending through the revetment areas, along the strip itself and on grounded planes and supplies in the western side of the drome.

8. Crews were very well satisfied with the results of this mission; they considered it one of the most successful ^{to which} they have ^{ever} taken part. ~~in~~ The enemy was caught by surprise and ~~was~~ ^{was} unable to throw up any sizeable opposition either by ground fire or in the air.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

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

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

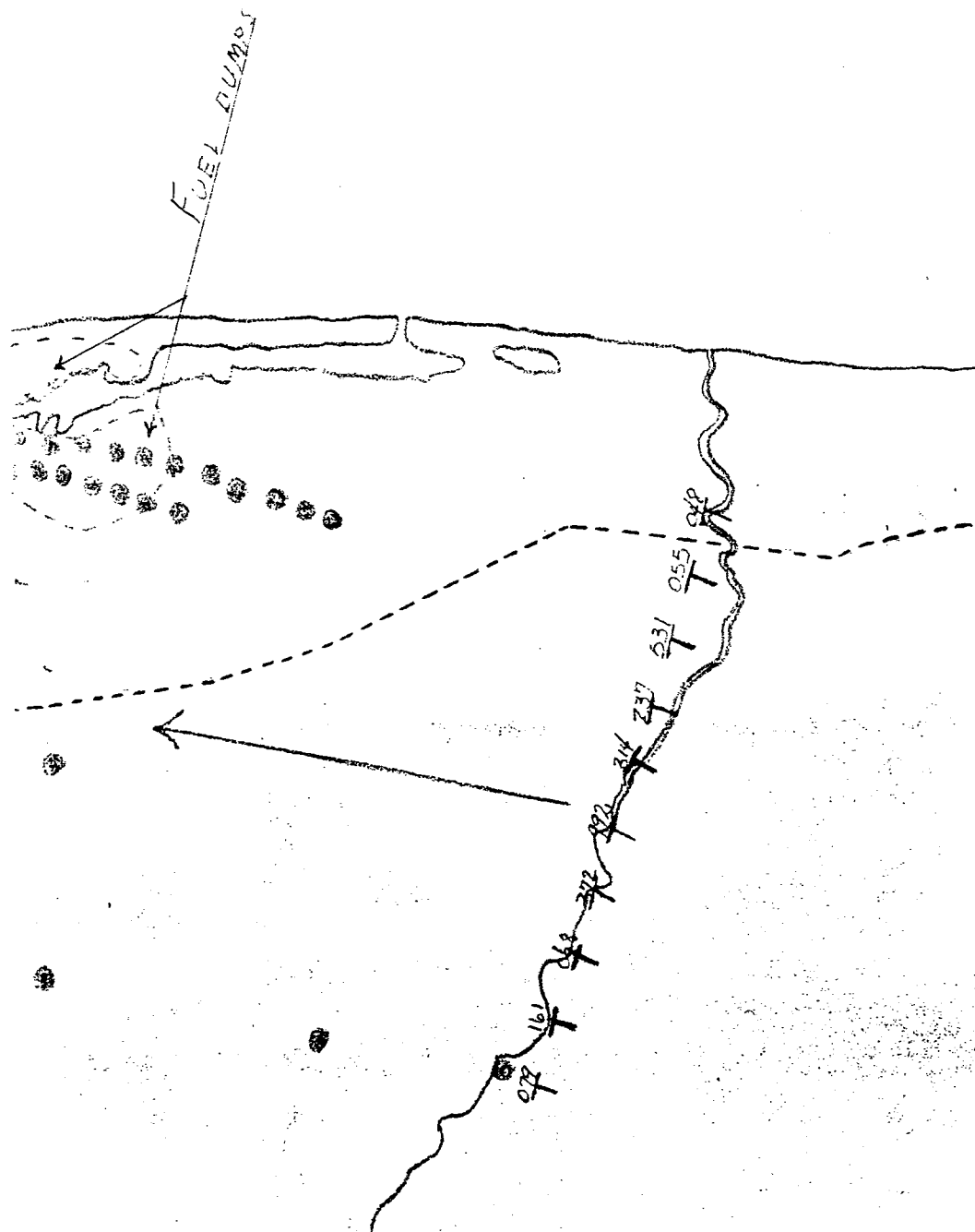
Narrative Report, PFO 34-C-1, continued.

BOMBING TABLES						
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED SAFE
314	22	100 lb	Para-demo	4/5 sec	22	
237	22	"	"	"	22	
992	22	"	"	"	22	
055	22	"	"	"	22	
048	22	"	"	"	22	
531	22	"	"	"	22	
068	22	"	"	"	22	
372	22	"	"	"	22	
161	22	"	"	"	22	
079	22	"	"	"	22	
TOTAL	220	100 lb	Para-demo	4/5 sec	220	

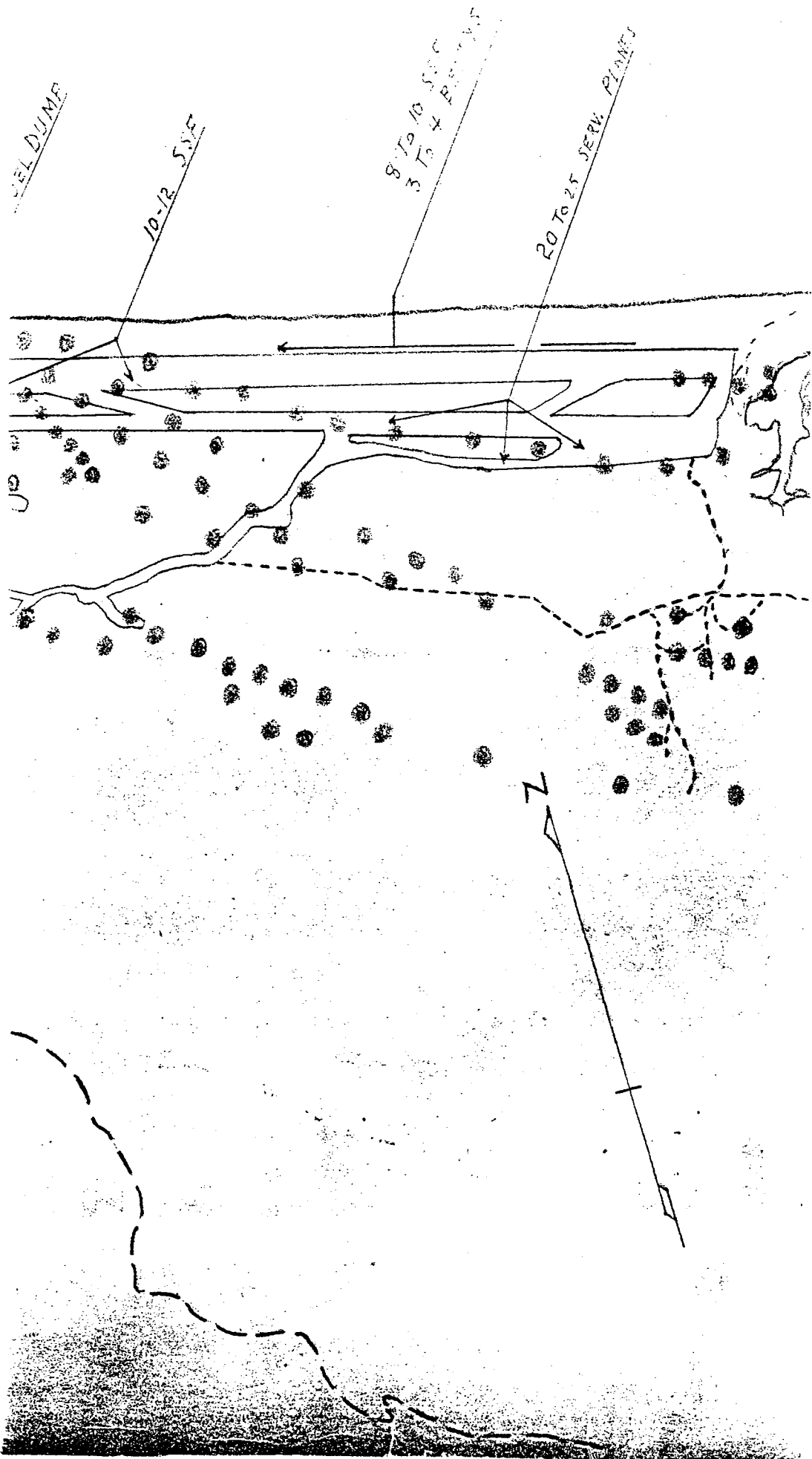
STRAFING TABLES						
.50 CALIBRE				.30 CALIBRE		
A/P	ROUNDS CARRIED	EXPD	MALFUNCTIONS	ROUNDS CARRIED	EXPD	MALFUNCTIONS
314	4,000	2,050		4,000	600	
237	4,000	1,675	LLN, LRS, URS	4,000	1,000	
992	4,000	—	ALL FWD GUNS	4,000	200	
055	4,000	2,350		4,000	500	
048	4,000	1,300	LLN	4,000	—	
531	4,000	1,550	URS, LRS	4,000	350	
068	4,000	1,875	LLN, LRS, ULS, LLS	4,000	800	
372	4,000	1,800	LLN, LLS	4,000	200	
161	4,000	1,400	URS, ULS	4,000	500	
079	4,000	1,200		4,000	1,100	
TOTAL	40,000	15,200	22	40,000	5,250	

GROUND OPPOSITION				
A/P	INTENSITY	CALIBRE	ACCURACY	ALTITUDE OF BURSTS
314	Light	Medium-heavy	No	1500-2000'
237	Moderate	Medium	No	150-200'
992	Moderate	Light-medium	No	150-200'
055	Moderate	Heavy	No	1000-1500'
048	Light-moderate	Medium-heavy	No	1000-1500'
531	Moderate	Light-heavy	No	150-1000'
068	Moderate	Light-heavy	No	50-400'
372	Moderate	Medium	No	100-150'
161	Slight	Light	No	300'
079	Slight	Light-medium	No	300'
SUMMATION: Slight-moderate			No	50 to 2000 feet

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOS	REMARKS
055 - 314	Target	1205/L-1206/1	K-21	30 ea.	60 total
161 - 060	"	"	K-20	10 ea.	20 total
TOTAL					80



FFO 34-C-1 3 February, 1944
 500th Bomb Sqdn, 345th Bomb Group
 Third over target at 50 to 100 ft
 Time over target: 1205/L - 1206/L
 Crew obsv bombing efficiency Ex
 ● Crew reports of bomb hits 220
 Ea spot represents 2 bombs
 T Took photos
 T Other planes





ENEQUE TO BASE

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

500
35-C-1
4 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rph

5 February, 1944

Subject: Narrative Report on Mission FFO 35-C-1, Performed by 500th Bombardment Squadron February 4, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

Four squadrons of our Group were assigned to destroy supplies and installations at Alexishafen by strafing and bombing with 500 lb bombs, 8/11 second delay fuse. The attack was coordinated with a strike against Madang by the 38th Group.

(b) Rendezvous

The Group assembled over Strip # 7 at 1500 feet, and made rendezvous with the fighters and the 38th Group four miles southwest of Nadzab as planned.

(c) Attack

(1) Dump areas, buildings and other installations were hit by the Group in a well executed attack. Eight B-25D-1's of the 500th Squadron were second over the target. On the approach from the southwest the Squadron formed in two elements nearly abreast, one of four planes and to its left one of three planes; flying on the right of the first element was a single plane. Our bombs burst amongst supplies in the dump and camp area at the southeastern end of No. 2 Strip, among buildings in the hanger area southeast of No. 1 Strip, and also in the stores area at Alexishafen Village but results were generally not observed due to heavy smoke over the target area. The entire area was strafed as well as huts by the north shore of Sek Harbor in the Vitar Plantation.

(2) The plan of attack called four squadrons to hit Alexishafen while the 38th Bomb Group struck at Madang. The fighter cover consisted of three squadrons of P-38's, one each for close cover for the two groups of bombers and the third as area cover. Fighter cover was reported to have been excellent.

(d) Interception

(1) There was no interception.

(2) No enemy or Allied plane losses were reported.

2. The 499th Squadron was assigned to lead the Group; our squadron in the number two position was led by Capt Howard. Flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
079 - Capt Howard	311 - Capt Hochella	068 - Capt Van Ausdell
531 - Lt James		278 - Lt Geer
051 - Lt Gibb		161 - Capt Dougherty
372 - Capt Cavoli		

Narrative Report, FFO 35-C-1, continued.

Lt Shirreffs flying 237 was to have filled in the No. 2 position in the second flight but was forced to return to base shortly after takeoff due to engine trouble.

3. Details of the Mission

- (a) Takeoff: 0830/L from Moranda, Strip No. 4.
 Rendezvous: Group assembly over Strip 7. Rendezvous with 38th Bomb Group and fighters four miles southwest of Nadzab.
 Attack: 1033/L to 1035/L at 20/150 feet.
 Landing: 1215/L at Moranda, Strip No. 4.
- (b) Route: Moranda - Lae - Nadzab - Ramu Valley - Windjim River - northerly to target.
 Approach: Our planes made their approach from the southwest.
 Maneuver: Two elements nearly abreast, one of four planes and to its left one of three planes; flying on the right of the first element was single plane.
- (c) 1. Capt Howard, leading the Squadron, took his element across the target in a course which cut the upper end of No. 2 Strip obliquely from south to north. Capt Cavoli flying the spare ship was tacked on the right wing of this element. Capt Howard bombed the end of the strip and the ack ack positions beyond. Lt Gibb bombed buildings on the south side of the strip and the northwest dispersal area. It is not known whether or not their bombs caused any damage, but they thoroughly strafed the area covered.
- 2. Capt Hochella flew on the extreme right of the formation. Four of his bombs landed in the dump and camp area off the upper southeast side of the strip, and one in the Alexishafen Village supply area.
- 3. Capt Van Ausdell's element flying between No 1 and No 2 Strips in number 3 position bombed the hangar area southeast of No. 1 Strip and an assigned supply area by the northern shore of Bostrem Bay. Installations lying in the path of this element were well strafed. They also strafed Vitar Plantation huts by the Ottilien Passage.
- (d) Fighter cover was excellent.
- (e) No damages were suffered by our A/P's.
- (f) None of our personnel were injured.

4. No awards are recommended.

5. The attached tables, Appendix "A" give bombs dropped, ammunition expended and photographs taken. Appendixes "B" and "C", respectively, show bomb hits, and the approach and withdrawal from the target.

6. We sighted one Betty under a net on the southeast side, about a third of the way along No 2 Strip, and three camouflaged Betty's, probably serviceable, in the northwest revetment area. A camouflaged Val and one U/I unserviceable A/P were also reported in the northwest dispersal area. We found the ack ack positions in the Danip Plantation point west of Admosin Island empty. Considerable wreckage was strewn throughout the entire area, and it is pitted with bomb craters. There were no signs of much activity.

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

Narrative Report, FFO 35-C-1, continued.

7. Photographs show many bomb bursts and much smoke but provide nothing on which definite assessment of damage could be made. A wrecked two engined bomber, Sally or Betty, shows up in one of the K-20 pictures. Photographs from the K-21 camera in Capt Hochella's plane show the General Hospital at Alexishafen undamaged, but apparently not much used.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

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

CONFIDENTIAL

Narrative Report, FPO 35-C-1, continued.

BOMBING TABLE						
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED RETURNED
079	5	500 lb	Demolition	8/11 sec	5	
531	5	"	"	"		5 **
051	5	"	"	"	5	
314	5	"	"	"	5	
372	5	"	"	"		5
068	5	"	"	"	5	
278	5	"	"	"		5 **
161	5	"	"	"	5	
237 *	5	"	"	"		5
TOTALS	45	500 lb	Demolition	8/11 sec	25	5 15

* Returned to base shortly after takeoff due to engine trouble.
 ** Rack malfunctions

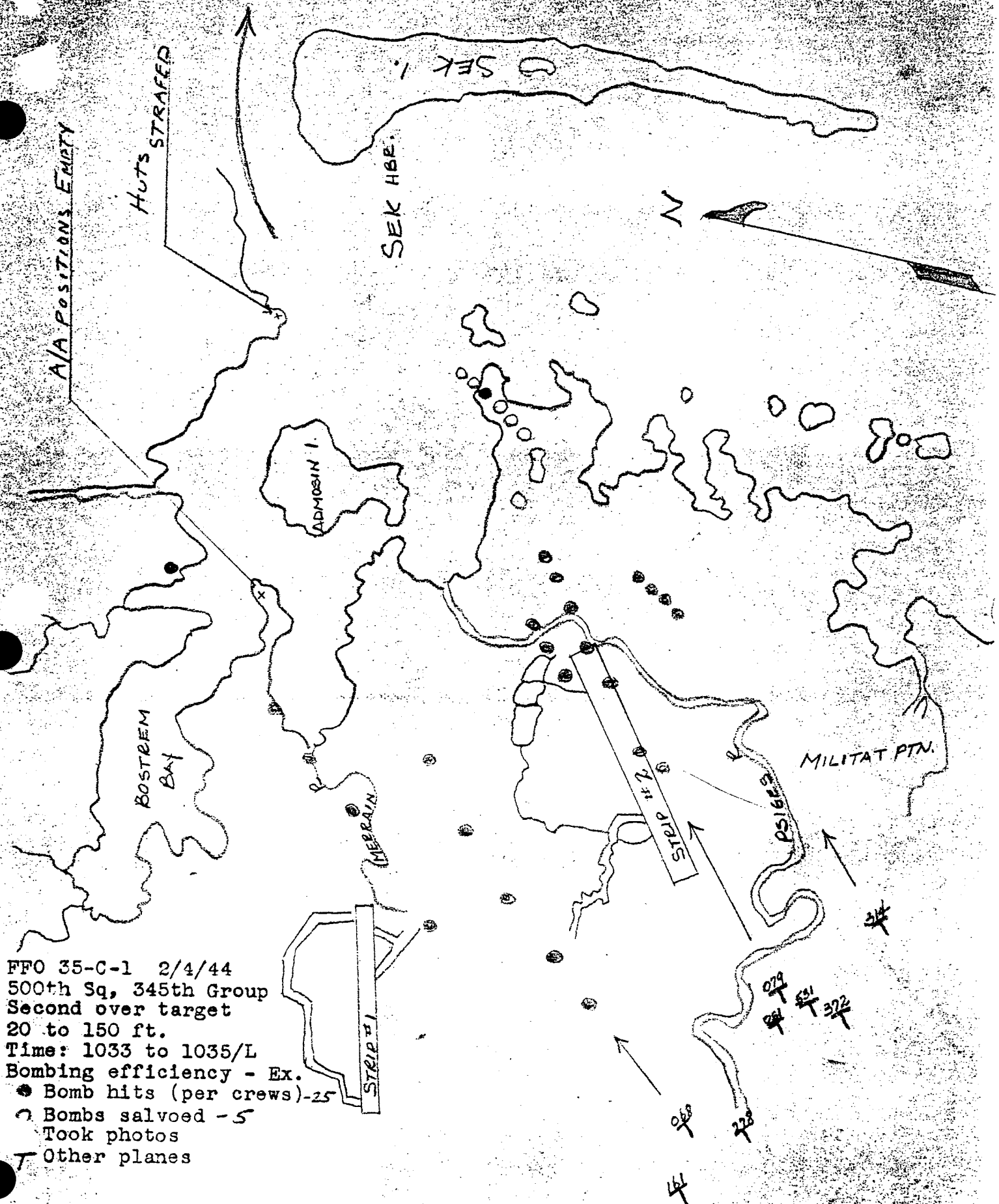
STRAFING TABLE						
.50 CALIBRE				.30 CALIBRE		
A/P	ROUNDS CARRIED	KYPD	MALFUNCTIONS	ROUNDS CARR'D	KYPD	MALFUNCTIONS
079	4,000	2,300	LLN	4,000	1,000	
531	4,000	2,670	LLN, LLS	4,000		
051	4,000	2,620	LLS, LRS, URN	4,000	1,200	
314	4,000	1,750	URN, LRS	4,000	230	
372	4,000	2,400		4,000	200	
068	4,000	1,800	LRN, ULS	4,000	1,800	
278	4,000	2,450		4,000	400	
161	4,000	1,050	URN, LRN, URS	4,000	200	
TOTALS	32,000	17,040	12	32,000	5,030	

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
079	Alexishafen	1033/L - 1035/L	K-21	30	
531	"	"	K-20	6	
314	"	"	K-21	30	
TOTAL	Alexishafen	1033/L - 1035/L	K-20 & K-21	66	

Nil ground opposition encountered

APPENDIX "A"

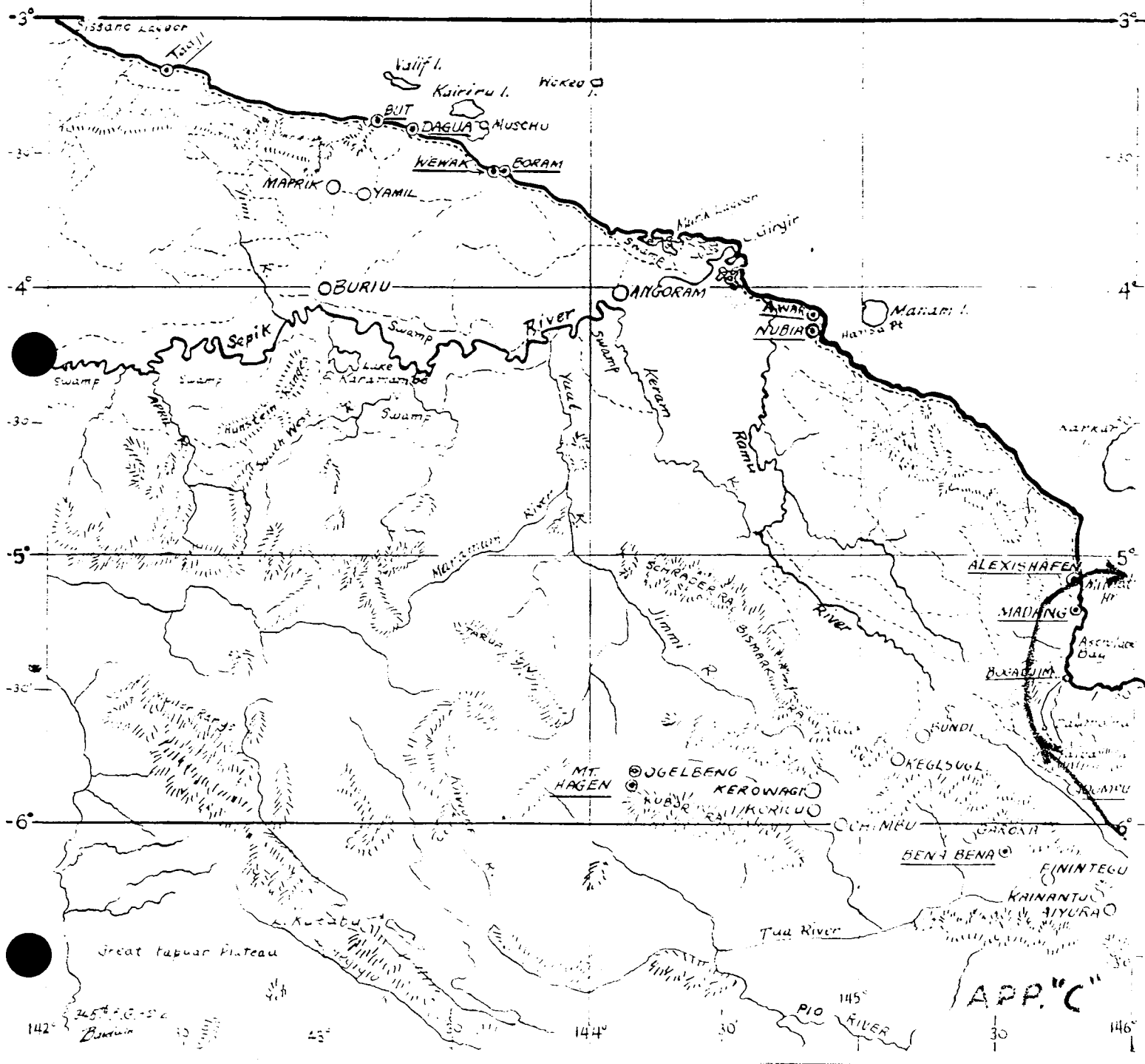
CONFIDENTIAL



APP. 'B'

Equatorial Scale: 1:2,315,000
31.72 Naut. Miles = 1 inch
Mercator Projection

MISSION NO. 35-C-1 DATE Feb. 4, 1944 #19
SQUADRON NO. 500th GROUP 345th
SQUADRON ORDER OVER TARGET Second
ALTITUDE 20 to 150 FT.
TIME OVER TARGET 1033/L to 1035/L
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN -
AT BEGINNING OF RUN.)



HANSA BAY

COASTAL ROAD
WELL USED

BOSIA HSE.

VILLAGE

BLDGs

TRUCK

DALUA BAY

BEVARA PTH.

SMALL BRIDGE
PROB. D.S.

N
DUIGUN R.

1950

B

C

1950

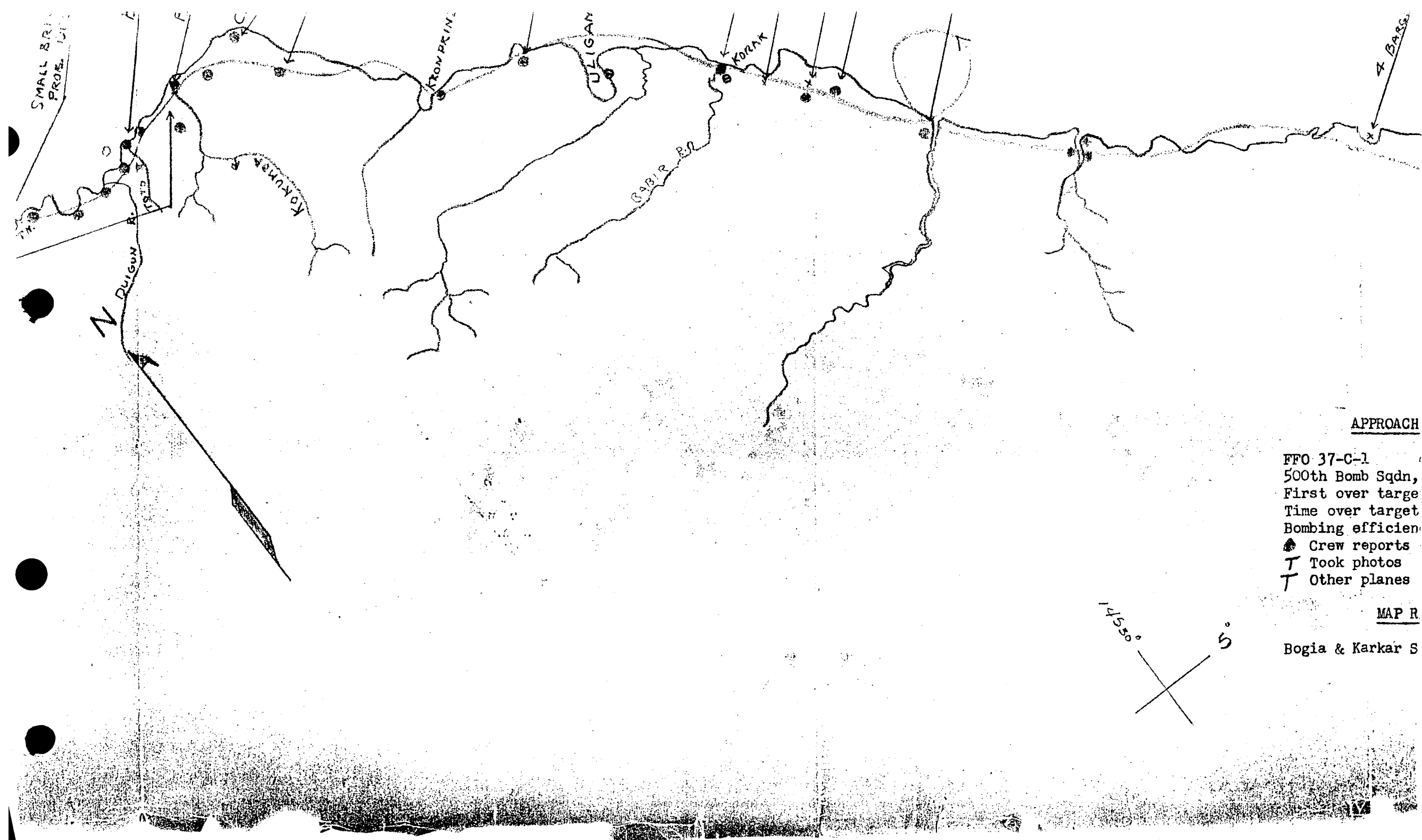
KOKUM R.

KRON PRINZ

ULIGAN

GABIR R.

KORAK



APPROACH

FFO 37-C-1
 500th Bomb Sqdn,
 First over target
 Time over target
 Bombing efficiency
 ● Crew reports
 T Took photos
 T Other planes

MAP R.

Bogia & Karkar S

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

500
36-C-1
5 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

6 February, 1944

Subject: Narrative Report on Mission FPO 36-C-1, Performed by 500th Bombardment Squadron (M) February 5, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

Four squadrons of the 345th Bomb Group were assigned to destroy supplies, installations and shipping in the northern half of Hansa Bay while three squadrons of the 3rd Attack Group were to hit the southern or lower half of the same area.

(b) Rendezvous

The Group assembled over Strip 7 at 1500 feet as planned. Rendezvous with the fighters three miles northwest of Gusap at 3000 feet was effected as per schedule but the 3rd Attack Group with which rendezvous was also to be made, was not seen, perhaps due to weather, to take up position.

(c) Attack

(1) The upper part of Hansa Bay was given a particularly successful working over by the Group in a well-led, well executed attack. Eight B-25D-1's of the 500th Squadron made their run over the target following the other three squadrons. Picking his way through adverse weather on the route up to the target the Group leader broke through an overcast at less than 1000 feet to swoop down from the northwest on a surprised garrison. Excellently bombed were the following: Huts and machine gun positions from which fire was received located on the inshore side of the coastal track three and a half and three miles respectively northwest of Condor Point; known area of activity along the coast between Babat and Drome Creeks, with hits scored which blew up an oil dump and sent debris flying from buildings; ack ack defense area off north end of Condor Strip; Awar Plantation buildings and adjacent supply area; known supply area along the northwest shore of Hansa Bay lying east of Awar villages; barges along the northwest shore of the bay, sinking three; and a probable 2500-ton MV (Sugar Baker) in the harbor. This ship was hit by two bombs and broke in two. A herd of cattle spotted in a clearing northwest of the harbor was strafed, three at least were killed. The entire area was well covered by minimum altitude strafing.

(2) The plans called for our attack to be coordinated with a strike by the 3rd Attack Group on positions along the lower part of the Bay and on shipping in the harbors. The other Group was not sighted at the target; their strike was made independently after ours.

(d) There was no interception. No Allied or enemy plane losses were reported.

2. The 501st Squadron led the Group with the Group Commander, Lt Col True, flying the lead ship. The 500th Squadron flying the number 4 position

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

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

Narrative Report, FFO 36-C-1, continued.

was lead by Capt Van Ausdell. Flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
068 - Capt Van Ausdell	992 - Capt Cavoli	314 - Capt Hochella
059 - Lt Geer	048 - Lt Speicher	051 - Lt Gibb
161 - Capt Dougherty	531 - Lt Fritzshall	

Capt Howard (079) and Lt Mitchell (278) both of the third flight were forced to turn back before reaching the target. The former experienced trouble with the controls on A/P and landed at Hadsab, taking off from there shortly afterward to return to base; the latter returned to base shortly after takeoff when a generator went out on him.

3. Details of the Mission

(a) Takeoff: 0740/L from Horanda, Strip No. 4.
Rendezvous: Group assembly over Strip 7 at 1500 feet. Rendezvous with two squadrons of P-40's (RAAF) three miles northwest of Gusap at 3000 feet. The 3rd Attack Group, which was to fall in the formation at the rear, was sighted but did not take up scheduled position.

Attack: 1009/L to 1011/L at 50/150 feet.

Landing: 1215/L at Horanda, Strip No. 4.

(b) Route: Horanda - Lao - Gusap - target.

Approach: From northwest.

Maneuver: The planes crossed the target in a shallow "V" of V's except for the third flight which consisted of only two planes.

(c) 1. Capt Van Ausdell lined up his flight on the more northerly of the two known supply areas by the northwest shore of the Bay. His bombs were all placed in this area, as were also the three which Capt Dougherty dropped. Lt Geer, flying No. 2 position, dropped in the track area back of the northwest shore. The plantation trees obscured observation of results.

2. Capt Cavoli, leading the flight on the right, dropped four of his bombs on the supplies in the more southerly of the two bayside areas, and one on barges at the shore sinking three barges. Coming in across the plains Lt Speicher strafed a herd of about 15 cattle, killing three of them and went on to drop two bombs just short of the supply area. He then lined up on an estimated 2500-ton beautifully camouflaged MV (Sugar Baker) in the harbor from which a barge, alongside, was taking off cargo and scored hits with two well placed bombs, passing between the foremast and mainmast as he flew over. The ship was seen to break in two. Lt Fritzshall on Capt Cavoli's left wing put all his bombs in the supply area.

3. To the north, and along the coast, two planes of the third flight, did a good job. Capt Hochella, flight leader, bombed sheds along the coastal track, and in the known area of recent activity he blew up a fuel dump and hit buildings. Two more of his bombs were dropped in the ack ack defense area lying to the north of the drome. On his right wing Lt Gibb bombed two positions about three to three and one-half miles above Condor Pt where huts and machine gun fire were observed. Two of his bombs were well placed in the area of activity, and his fifth bomb landed by a track leading from the north end of Condor Strip. All planes thoroughly strafed their targets from minimum altitude.

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

Narrative Report, FFO 36-C-1 continued.

- (d) Fighter cover was excellent.
- (e) A/P 992 received one small calibre bullet hole from ground fire.
- (f) None of our personnel were injured.

4. Recommendation for awards will be made for Lt Speicher and crew for the sinking of the merchant vessel (armed).

5. The attached tables, Appendix "A" give bombs dropped, ammunition expended, ground opposition and photographs taken. Appendixes "B" and "C", respectively, show bomb hits, and the approach and withdrawal from the target.

6. Sightings: Three gun heavy calibre A/A position, the crews of which, reportedly 7/10 well uniformed Japs, coveringⁿ the pias because of our strafing. Numerous shacks with roofs but no sides, along coastal track below Boroi River to target. Many fires in Awar Plantation area. Numerous crates and cases in supply area in Awar Plantation. One probable Sally, thought to be burning, just off northern end of Condor Strip. Three unserviceable two engine bombers on northern side of Condor Strip. Three small patrol type boats off Awar Point. Approximately 15 barges and one 100-ton lugger along the north-west shore of Hansa Bay. Nil activity observed at Alexishafen and Nadang as our planes passed nearby.

7. Photographs have not been received at the time of filing this report.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

SHIPPING TONNAGE CLAIMED DESTROYED

Sunk by A/P 992 (Capt Cavoli)	3 U/I barges @ 20-ton ea.	60
Sunk by A/P 048 (Lt Speicher)	1 Merchant Vessel, probable Sugar Baker, estimated 2500-ton	2500 2560-ton

CONFIDENTIAL

Narrative Report, PFO 36-C-1

BOMBING TABLES

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED	RETURNED
068	5	500 lb	Demo	8/11 sec.	5		
059	5	"	"	"	5		
161	5	"	"	"	5		2
992	5	"	"	"	5		
048	5	"	"	"	5		
531	5	"	"	"	5		
314	5	"	"	"	5		
051	5	"	"	"	5		
TOTAL	40	500 lb	Demo	8/11 sec.	38		2

STRAFING TABLE

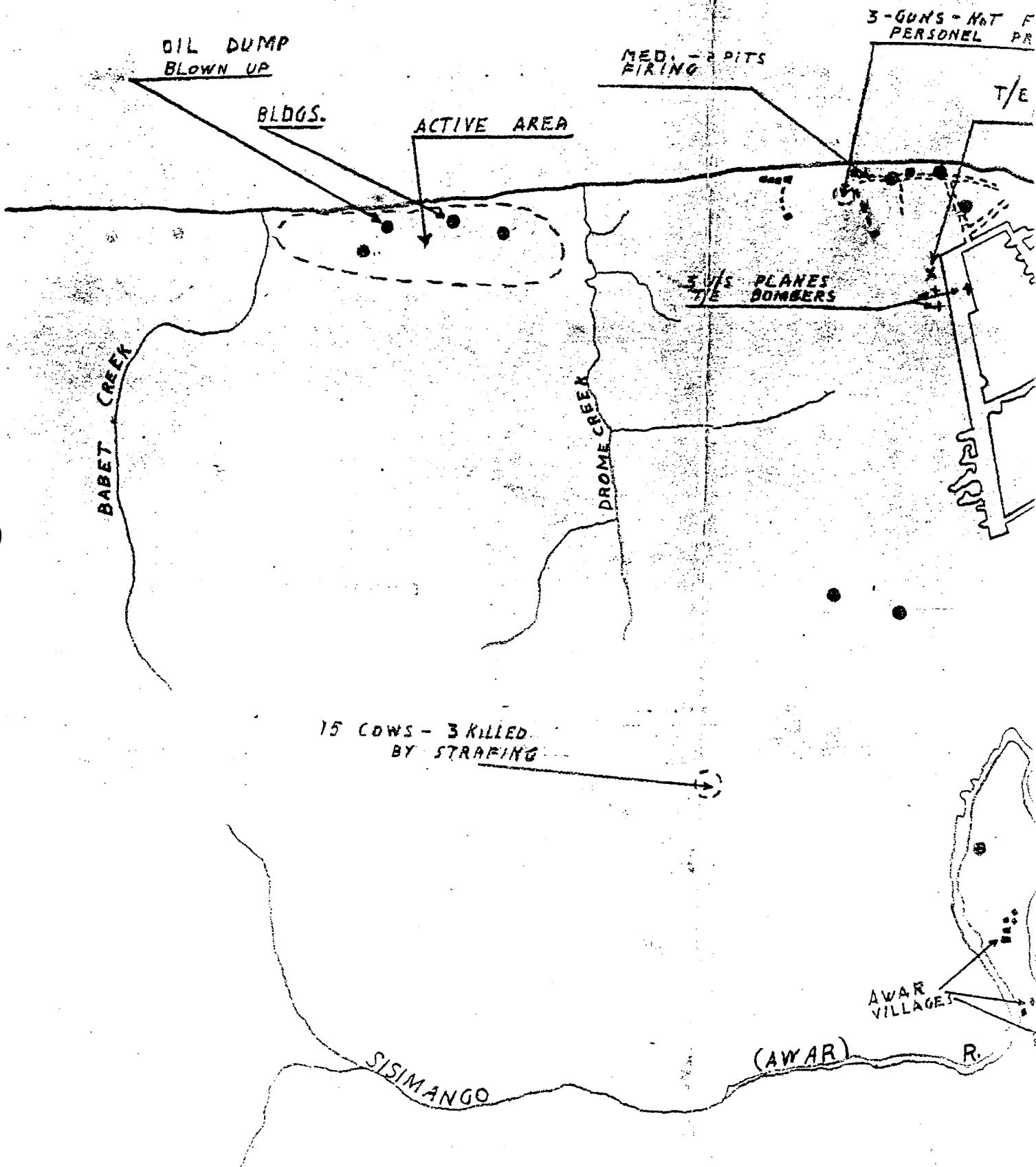
A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARR'D	EXPEND	MAIFUNCTIONS	ROUNDS CARR'D	EXPEND	MAIFUNCTIONS
068	4,000	1,750	ULS	4,000	1,800	
059	4,000	1,600	LLS	4,000	50	
161	4,000	1,545	ULS	4,000	200	
992	4,000	1,750	LLS	4,000	1,000	
048	4,000	900	URN,URS,LRS	4,000	100	
531	4,000	1,850	LLS,ULS	4,000		
314	4,000	2,200	LLS	4,000	600	
051	4,000	1,450	LLS	4,000		
TOTAL	32,000	13,045	11	32,000	3,750	

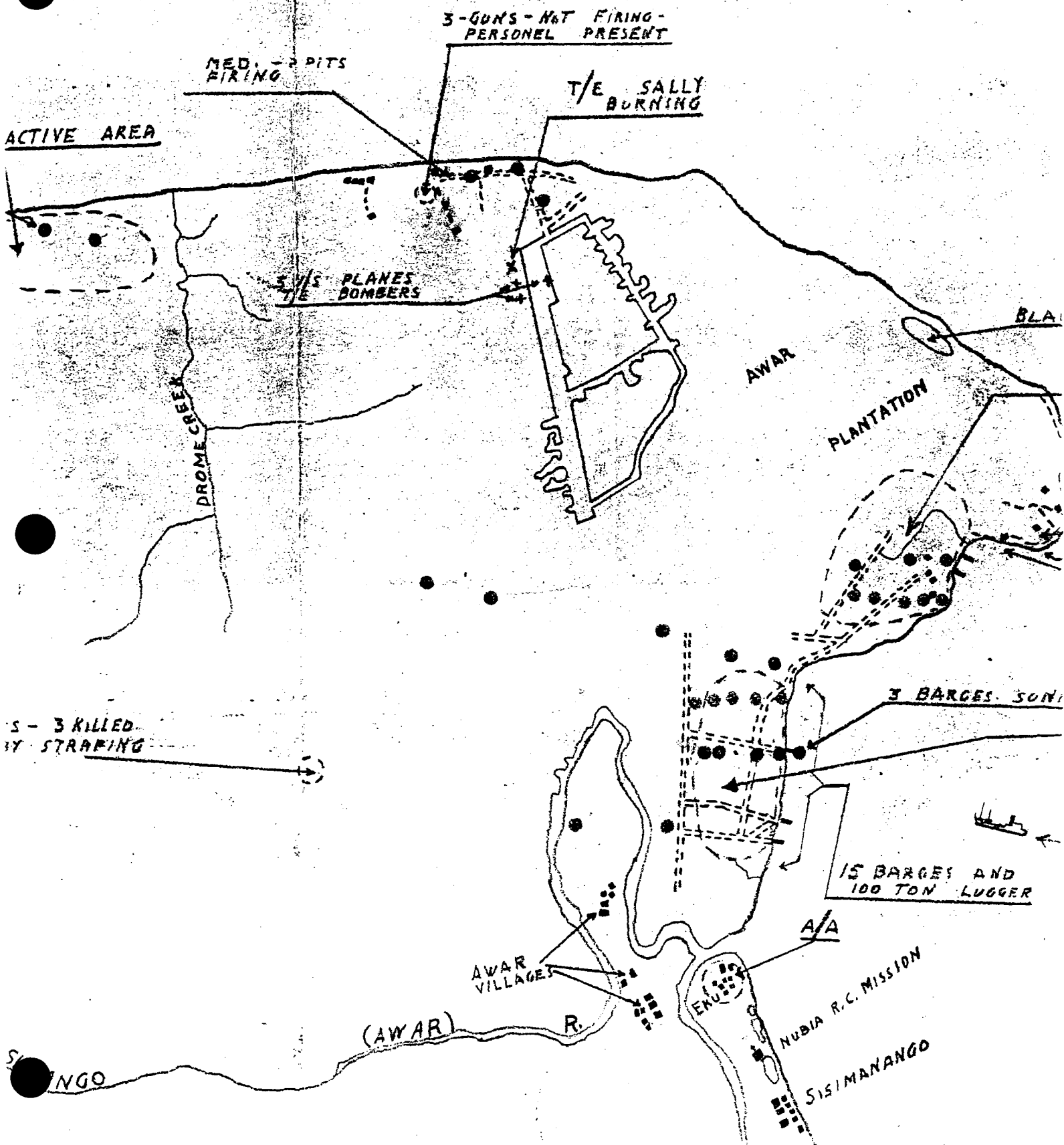
GROUND OPPOSITION

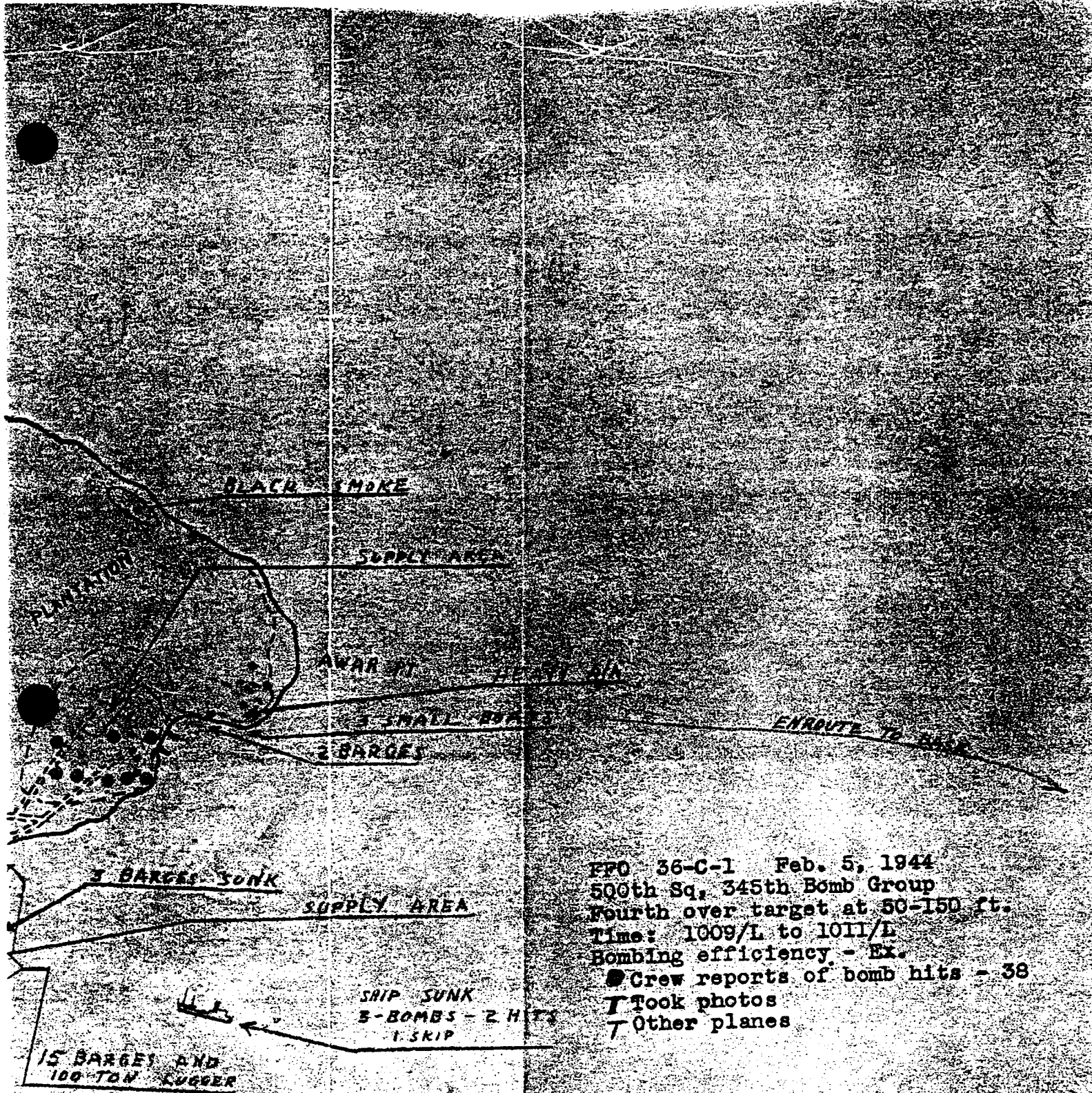
A/P	INTENSITY	CALIBRE	ACCURATE?	ALTITUDE OF BURSTS
068	Moderate	Heavy	No	300-500'
059	Moderate	Medium-heavy	No	300-500'
161	Moderate	Light-medium	No	100-300'
992	Moderate	Medium-heavy	No	75-300'
048	Moderate	Medium-heavy	Yes	200-400'
531	Moderate	Medium	Yes	100-200'
314	Slight-moderate	Medium-heavy	No	100-150'
051	Moderate	Medium	No	200-400'
SUMMARY	Slight-moderate	Light-heavy	Inaccurate-accurate	75-500'

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
059	HANSA BAY	1009/L-1011/L	K-21	30	
314	"	"	K-21	30	
TOTAL			K-21	60	







FFO 36-C-1 Feb. 5, 1944
500th Sq, 345th Bomb Group
Fourth over target at 50-150 ft.
Time: 1009/L to 1011/L
Bombing efficiency - Ex.
● Crew reports of bomb hits - 38
T Took photos
T Other planes

✓A
A.R.C. MISSION

ANANGO

APP. "B"

M/G FIRE

BORD

HOTS
UNOS

M/G FIRE

SL

195

248

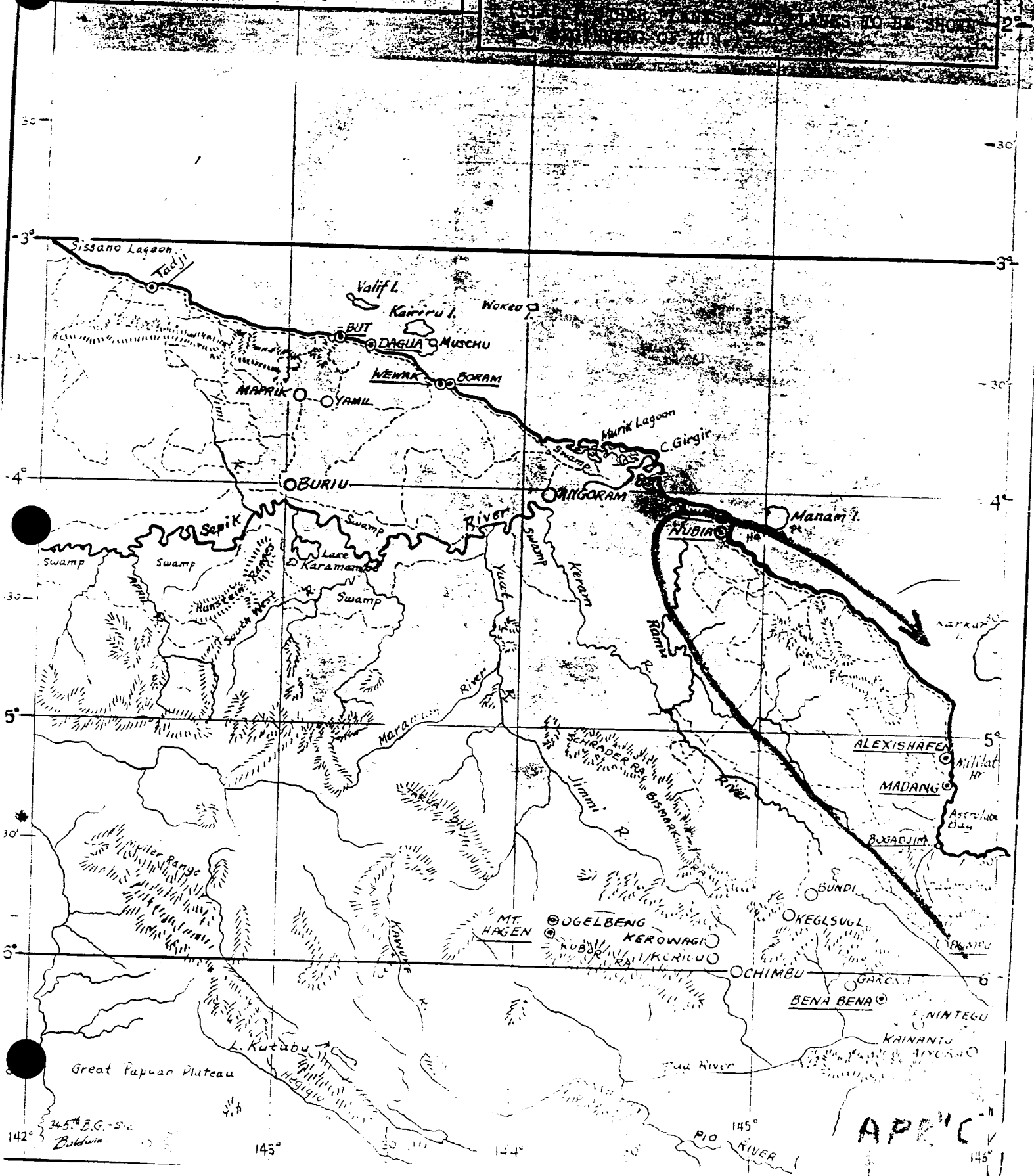
SHACKS ALONG TRACK
ROADS ONLY

NO TENT
TRACES

N



MISSION NO. 36-6-1 DATE Feb. 5, 1944 19
SQUADRON NO. 509th GROUP 345th
SQUADRON ORDER OVER TARGET Fourth
ALTITUDE 50 to 150
TIME OVER TARGET 1009/5 to 1011/1
T (CIRCUIT) PLANE(S) PLANNED FOR LOSS
REMARKS: OTHER PLANE(S) TO BE SHOWN
509th SQUADRON (CIRCUIT)



500
37-C-1
6 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

7 February, 1944

Subject: Narrative Report on Mission FPO 37-C-1, Performed by 500th Bombardment Squadron (M) February 6, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

A barge and bridge sweep from Bogia Bay to Cape Croisilles, a 75 mile stretch of the north New Guinea coast above Madang, was assigned to seven Mitchells each from the 500th and 501st Squadrons.

(b) Rendezvous

The two squadrons, with the 500th leading, formed enroute to Tami Island southwest of Finschhafen where they rendezvoused with one squadron of P-38's and one of P-47's, the former close and the latter top cover, at 4000 feet at 1330/L as planned.

(c) Attack

(1) Swinging inshore at Bogia Bay, six planes of the 500th Squadron flying in flights of three swept southeastward along the coast. They bombed villages and bridges with thirty 500 lb demo bombs. Destruction of a bridge over the Toto River and probable destruction of a small one at Dalua Bay constitute the only specific results of bombing observed. Near Korak a possible barge hideout which was formed by overhanging cliffs and trees was bombed. Huts and villages all along the coastal road were strafed.

(2) The plan of attack called for the two squadrons of B-25D-1s to hit barges, bridges and targets of opportunity on the sweep. Fighter cover consisted of one squadron of P-38's as close cover and one squadron of P-47's as top cover.

(d) Interception

(1) There was no interception.

(2) No Allied or enemy plane losses were reported.

2. The 500th Squadron led in the sweep, Capt C. W. Howard commanding. Flights were as follows:

FIRST FLIGHT

992 - Capt Howard

592 - Lt James

051 - Lt Gibb

SECOND FLIGHT

531 - Capt Cavoli

068 - Capt Van Ausdell

161 - Capt Dougherty

Lt Geer, A/P 278, also in the second flight, turned back from Finschhafen at 1330/L due to generator trouble. He landed at Horanda at 1420/L.

3. Details of the Mission

(a) Takeoff: 1230/L from Horanda, Strip No. 4.

Rendezvous: The two squadrons, with the 500th leading, formed enroute to Tami Island southwest of Finschhafen where they rendezvoused with two squadrons of fighters at 4000 feet at 1330/L as planned.

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

Narrative Report, FFO 37-C-1, continued.

Attack: 1505/L to 1530/L at 50/200 feet.

Landing: 1720/L at Horanda, Strip No. 4.

(b) Route: Horanda - Tami Island - Finschhafen - target.

Approach: Our planes made their approach in a southeasterly direction.

Maneuver: Two elements of three planes each with each flight striking at targets of opportunity as they saw them.

(c) (1) Capt Howard with Lt James and Lt Gibb on his right and left wings, respectively, dropped his bombs on native villages and possible supply areas from Bogia to Cape Croisilles. Lt James bombed villages and a suspected barge hideout, formed by cliffs and trees overhanging the water, near Korak. Lt Gibb dropped a bomb directly on the Kokumba River bridge, observing as he went over that it was already badly wrecked. Three more of his bombs were dropped on villages, the fifth by a possible silent A/A position at Gurum Village.

(2) Capt Cavoli leading the second flight scored a direct hit on the bridge over the Toto River with one of his bombs. The remaining four were dropped on villages along the coast with nil results observed. Capt Van Ausdell flying on Capt Cavoli's right wing dropped his bombs among buildings and huts on the sweep. Capt Dougherty, flying the No. 3 position, dropped bombs on the Dalna River bridge; bridge probably destroyed. He also bombed villages along the coast. The sketch attached, Appendix "B", shows the numerous villages bombed.

(3) All planes strafed buildings, villages, and possible supply areas on the entire run.

(d) Fighter cover was OK.

(e) Nil damages were suffered by our A/P's.

(f) None of our personnel were injured.

4. No awards are recommended.

5. The attached tables, Appendix "A" give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B" shows bomb hits and the approach and withdrawal from the target.

6. The following sightings were reported: Possible A/A position at Gurum Village, silent; one truck in Benara Plantation about fifteen miles below Bogia Harbor; four barges at Mugil Harbor and two at Cape Juno about twelve miles below Cape Croisilles; large explosion which threw up debris and mud to A/P level at Bunabun - possible landmine; Kokumba River bridge completely destroyed; overturned loaded truck at Simbini five miles below Cape Gourdon.

7. Photos have not been received at the time of this report.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

2 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

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

Narrative Report, FFO 37-C-1 continued.

BOMBING TABULATION

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVOED	RETURNED
992	5	500 lb	Demo	8/11 sec.	5		
592	5	"	"	"	5		
051	5	"	"	"	5		
531	5	"	"	"	5		
068	5	"	"	"	5		
161	5	"	"	"	5		
TOTAL	30	500 lb	Demo	8/11 sec	30		

STRAFING TABLES

A/P	.50 CALIBRE			.30 CALIBRE			
NO.	ROUNDS CARR'D	EXPENDED	MAIFUNCTIONS	ROUNDS CARR'D	EXPENDED	MAIFUNC.	
992	4,000	2,350	ULS,URN,LLS	4,000	---		
592	4,000	2,550	LLS	4,000	600		
051	4,000	1,550	URS,URN,LRS	4,000	600		
531	4,000	3,200	LRN	4,000	400		
068	4,000	1,955	ULN	4,000	1,100		
161	4,000	2,545	ULS,URN	4,000	---		
TOTAL	24,000	14,150	11	24,000	2,700		

GROUND OPPOSITION

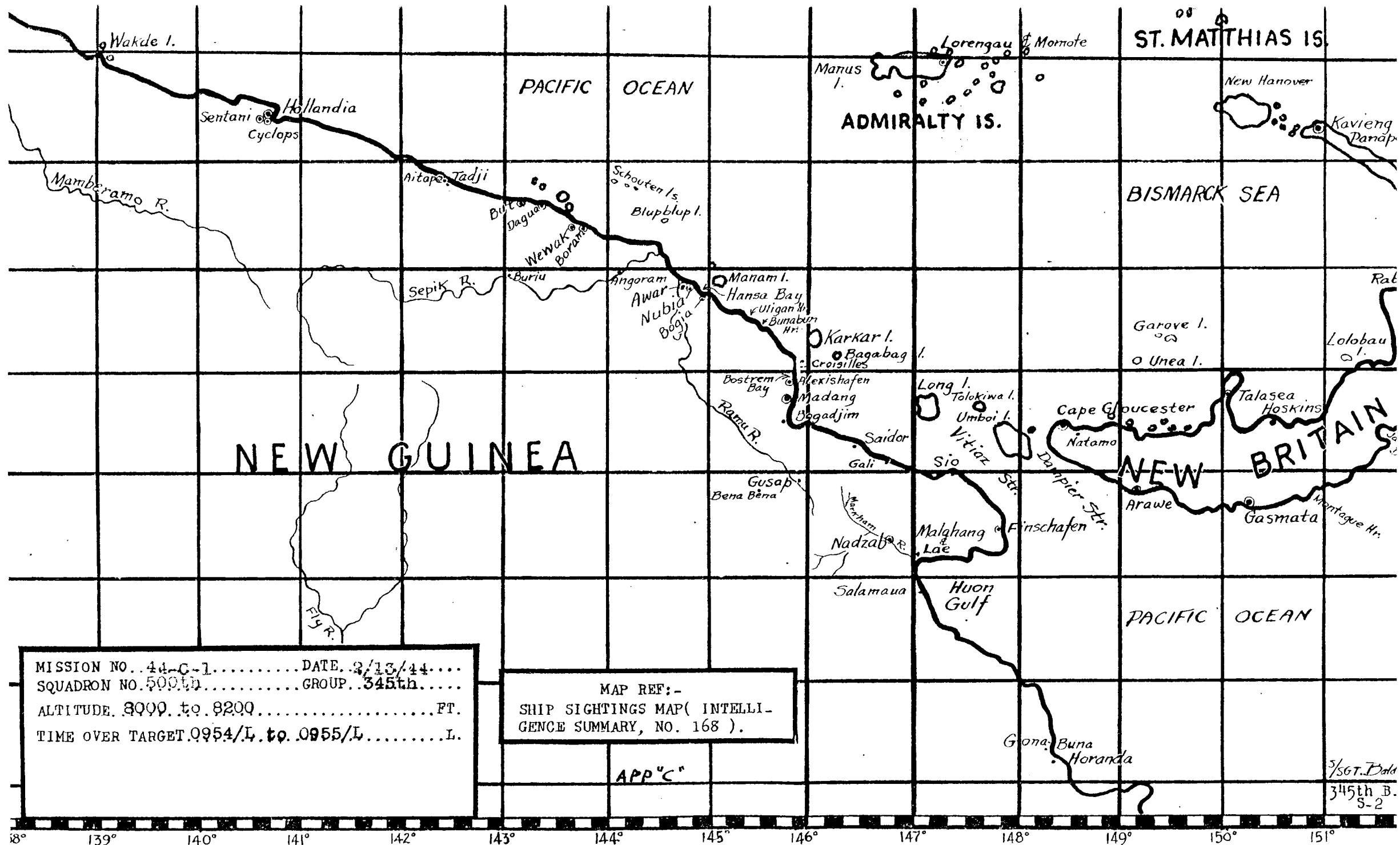
A/P	INTENSITY	CALIBRE	ACCURATE	ALTITUDE	LOCATION
992	Slight	Medium	Yes	100/200	Bunabun
592	"	"	No	50/150	"
051	"	"	No	50/150	"
531 (	"	"	No	150/200	")
(	"	M/G fire	No	50/200	Korak)
068	"	Heavy	No	150	Bunabun
161	Moderate	Medium	No	50/200	"

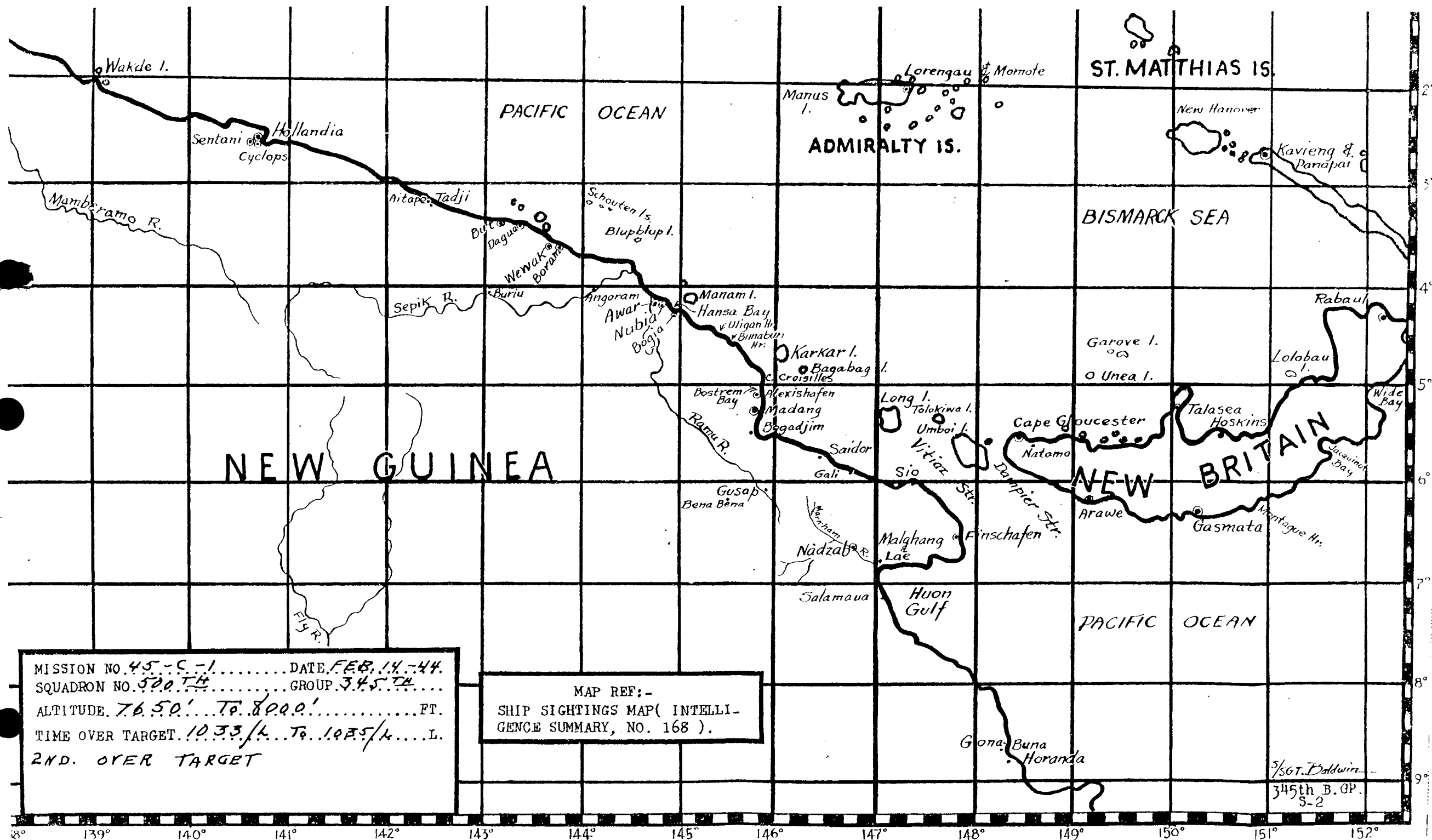
PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
592	Bogia - C. Croisilles	1505-1530/L	K-20	30	
068	"	"	K-21	30	
TOTAL				60	

APPENDIX "A"

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





OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 503

500
39-A-1
8 FEB 44

JCH/rpb

8 February, 1944

Subject: Narrative Report on Mission FPO 39-A-1, Performed by 500th Bombardment Squadron February 8, 1944.

To : Commanding General, Fifth Air Force. APO 925.

1. GENERAL

(a) Objective

The destruction of supplies, installations and barges in designated areas at Madang was assigned to 24 B-25D-1's of the 345th Group. Targets lying roughly in a N/E line extending along the Kalibobo Peninsula and across Gragat Island were given two squadrons, namely the 500th and the 501st. An E/W line of targets on the mainland, and Beliau and Gragat Islands was assigned to the 498th and 499th Squadrons. Then it was decided that each squadron would make three passes, two as above, and one in which targets were traded. The 3rd Attack Group was assigned the Alexishafen area for a coordinated similar strike.

(b) Rendezvous

The Group assembled over strip #7, the 500th leading, and 5 miles N/W of Gusap, made rendezvous with the 3rd Attack Group and two squadrons of P-47 fighters.

(c) Attack

(1) Lining up on the first of their targets, the Supply areas in the Ficus Rubber Plantation, the six planes of the 500th Squadron, in two flights in trail, went in from the Southwest, all forward guns raking the Jap positions ahead. From minimum altitude they bombed many of the assigned targets. Fires and an explosion resulted from hits on the supply area lying on the East shore of Birnen Harbor, South of Madang Township. Two bombs landed among buildings on the Township, and the Modlion Labor Houses were hit. The area was strafed on each of three passes. Japanese propaganda leaflets were dropped.

(d) Interception

(1) There was no interception.

(2) No Allied or enemy plane losses were reported.

2. The 500th Squadron led the Group, with Capt. Max H. Mortensen commanding. Flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
055 - Capt Mortensen	314 - Capt Hochella
048 - Lt Speicher	992 - Lt Geer
161 - Capt Dougherty	278 - Lt Davis

3. Details of the Mission

(a) Takeoff: 0900/L from Horanda, Strip No. 4

Rendezvous: Five miles Northwest of Gusap at 1030/L at 5000 ft.

Attack: 1044/L to 1055/L at 50/200 ft.

Landing: 1245/L at Horanda, Strip No. 4

(b) Route: Horanda - Lue - Narsab - Kaiapit - target.

Approach: Our planes made their approach in a Northeasterly direction.

-1-

CONFIDENTIAL

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

Narrative Report, FPO 39-A-1, continued.

(5) Maneuver

c. (1) Capt Mortensen made his run as planned, crossing the Ficus Rubber Plantation on a course parallel to, and about a quarter mile west of the Modilon Plantation road, crossing Kalibobo Peninsula, Gragat Mission, and the Northwest shore of Oragat Island. His first bomb landed squarely in Target 24-D, one of the Modilon Plantation supply areas lying South of Binnan Harbor. The next target in line, a supply area directly South of Madang Township, was hit by three bombs, one from each plane in this flight. A fire and an explosion followed.

(2) Capt Dougherty bombed buildings at the Southern outskirts of the town. On Gragat Island Capt Mortensen dropped a bomb at Maulin; it skipped from water to land. Lt Speicher, on the right, bombed Mittibog village. Making a right turn after passing over the islands, Capt. Mortensen took his flight on an East to West pass over Gragat and Beliau Islands and mainland targets beyond. Three bombs were dropped on the supply area in the Western part of Beliau, the mainland targets were well strafed, and the flight turned South, circling for another run up the Modilon Plantation Road and the first line of targets. On this pass Lt Geer dropped a bomb among red roofed buildings, the Modilon Labor Houses, and another in the supply area near the lighthouse on Kalibobo Peninsula.

(3) Capt Hochella's flight trailed the first. His first bomb was dropped on the Modilon Plantation Road attempting to get a causeway, his second also on the road near the Southern part of Binnan Harbor. Lt Davis, on his left, dropped two bombs in the Ficus Rubber Plantation between the old tramline and the Modilon Road. The second landed among covered supplies. Lt Geer, at number two position, dropped two bombs at the Modilon Labor Houses, one aimed at a possible barge landing in the water, the other landed among the buildings. Capt Hochella planted a bomb in target 26-D, the supply area directly South of the town. On the East to West pass Lt Geer bombed supplies at the Northernmost part of Beliau Island, and area 15-D, just below Siar Harbor. On his second pass over the Northeast line of targets, Capt Hochella bombed a supply area west of the Madang-Alexisafen Road near the Hagol River; Lt Geer bombed one by the Bogadjin Road opposite Joata Island. Lt Davis dropped a bomb in the Southwest section of Madang Township proper; Capt Hochella one in the Gragat Mission area, a designated target. Two bombs by Lt Davis on the Northeast part of Oragat Island were the last dropped by this flight. It, like the flight ahead, had done a good job of strafing on each pass.

(d) Fighter cover was good.

(e) One of our airplanes, #314, received slight damage to the nose, presumably from a bird or flying mud.

(f) There were no injuries to personnel.

4. No awards are recommended.

5. The attached tables, Appendix "A", give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B" shows bomb hits and flight lines, and Appendix "C" shows approach and withdrawal from the target.

Narrative Report, FFO 39-A-1, continued.

6. The following sightings were reported: covered supplies 300 yds Northwest of the Modilon Labor Houses; a small supply dump just South of the junction of Madang-Alexishafen and Modilon Roads; three wrecked U/I planes on the South side of strip; white canvas covered mounds, supplies or possible gun positions, in Modilon Plantation near Cape Kasserow; one barge by the Western shore of North inlet of Gragat Island; a fire which flashed and died twice about 300 yards West of the dock on the Western shore of Binnen Harbor. Modilon Ptn, road was in good condition and appeared well travelled but nil activity was observed in the rest of the area and other tracks appeared neglected. Much smoke was seen rising from the vicinity of Alexishafen.

7. Photos had not been received at the time of this report.

For the Squadron Commander:

JOHN C. HANNA
Capt, Air Corps
Intelligence Officer

3 Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

Narrative Report, FFO 39-A-1

BOMBING TABLES						
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	IN WATER SALVAGED S.
055	5	500 lb	Demo	4/5 sec	5	
048	5	"	"	"	3	2
161	5	"	"	"	5	
314	5	"	"	"	5	1
992	5	"	"	"	4	
278	5	"	"	"	5	
TOTAL	30	500 lb	Demo	4/5 sec	27	3

STRAFING TABLES						
.50 CALIBRE			.30 CALIBRE			
A/P	ROUNDS CARR'D	EXPEND.	HALFUNCTIONS	ROUNDS CARR'D	EXPEND.	HALFUNCTIONS.
055	4,000	2,700	URN	4,000	---	---
048	4,000	1,125		4,000	---	---
161	4,000	2,550	URN	4,000	---	---
314	4,000	3,850		4,000	1,200	---
992	4,000	2,000	LRN, URN	4,000	500	---
278	4,000	1,665	URN, ULS	4,000	---	---
TOTAL	24,000	13,890	6	24,000	1,700	---

GROUND OPPOSITION					
A/P	INTENSITY	CALIBRE	ACCURATEY	ALTITUDE	LOCATION
278	One - puff	Light	No	300'	Target

PHOTOGRAPHS					
A/P	LOCATION	TIME	TYPE	EXPOSURES	REMARKS
055	Over Target	1044/L-1055/L	K-21	15	
048	"	"	"	30	
314	"	"	"	30	
TOTAL	Over Target	1044/L-1055/L	K-21	75	

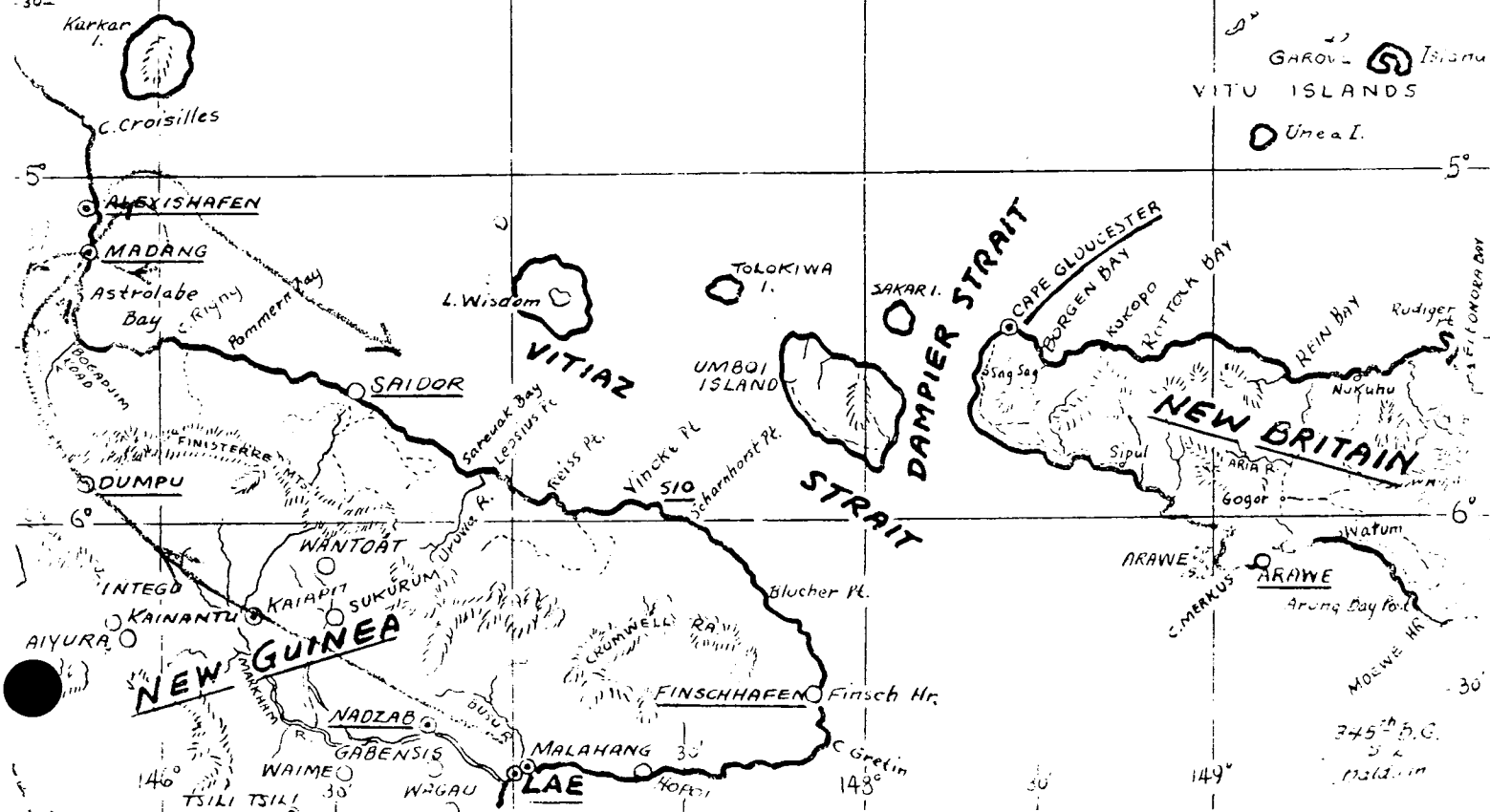
APPENDIX "A"

MISSION NO. 39-A-1... DATE 8 Feb. 1944
 SQUADRON NO. 500th... GROUP. 345th.
 SQUADRON ORDER OVER TARGET. First...
 ALTITUDE..... 50/200
 TIME OVER TARGET: 1044/L to 1055/L
 T (BLUE) PLANES TAKING PHOTOS.
 T (BLACK) OTHER PLANES. (ALL PLANES TO
 BE SHOWN AT BEGINNING OF RUN.)

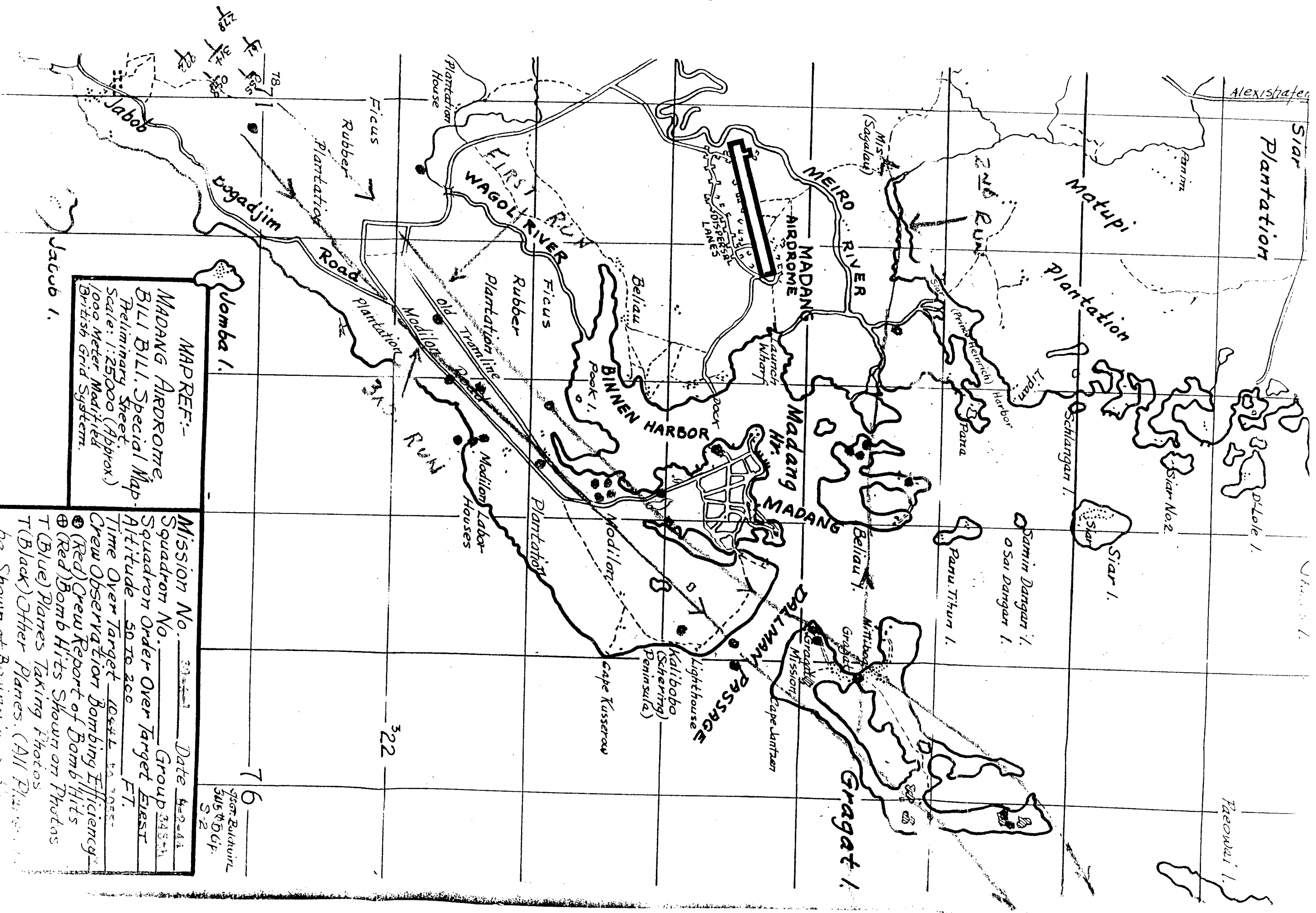
MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale:- 1:2,315,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

APP 'C'

B I S M A R C K S E A



345th S.G.
 52
 13412-11



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

500
44-C-1
13 FEB 44

Office of the Intelligence Officer
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

13 February, 1944

Subject: Narrative Report on Mission FFO 44-C-1, Performed by 500th Bombardment Squadron (M) February 13, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

Four squadrons of the 345th Bomb Group and three squadrons of the 38th Group were assigned to bomb installations, supplies and shipping in the Momote Drome Area. Attack was to be at medium altitude with each squadron furnishing twelve planes each.

(b) Rendezvous

The Group assembled over Strip 7 at 2000 feet and effected rendezvous with the 38th Group over Tolokiwa at 2000 feet as planned. The one squadron of P-38's which were to serve as fighter cover for the attacking force was not seen at the rendezvous point by any of our crews.

(c) The twelve B-25s of the 500th Squadron, flying third in the Group formation, made their run over the target at 8000/8200 feet on an almost northerly heading. Our specific target was the peninsula on which Papitalai is located, an area approximately 600 yards long by 200 yards wide, containing supplies and personnel located one mile west of the north end of Momote Drome. Flying in two flights of six planes each and dropping on the strafers - we dropped 55 X 500 lb demo bombs at the target. Of this number four were seen to fall in the water. the remainder in the target. Only results observed were an explosion and some smoke in area after bombing. Clouds prevented further observation of results.

The plan of attack called for seven squadrons of B-25's, each consisting of twelve planes, with one squadron of P-38's as cover to strike the Momote Drome Area at from 7500/8500 feet.

(d) (1) There was no interception.

(2) No Allied or enemy plane losses were reported.

2. The 500th Squadron was third in the Group formation which was led by the 498th Squadron. Capt Michael F. Hochella led our squadron which was made up as follows:

<u>"A" FLIGHT</u>		<u>"B" FLIGHT</u>	
597 - Capt Hochella)		664 - Capt Cavoli)	
059 - Lt Frey)	1st Element	592 - Lt Mitchell)	1st Element
314 - Lt Shirreffs)		278 - Lt Fritzshall)	
161 - Capt Dougherty)		055 - Capt Mortensen)	
068 - Lt Geer)	2nd Element	048 - Lt James)	2nd Element
531 - Lt Gibb)		992 - Lt Davis)	

Narrative Report, FFO 44-C-1 continued

3. Details of the Mission

(a) Takeoff: 0700/L from Moranda, Strip No. 4.
Rendezvous: 0830/L at Tolokiwa Island at 2000 feet.
Attack: 0954/L to 0955/L at 8000/8200 feet.
Landing: 1240/L at Moranda, Strip No. 4.

(b) Route: Moranda - Tolokiwa Island - target.

Approach: Our planes made their approach on a northerly heading.

Maneuver: Two flights of six B-25's each. Planes in each flight dropped their bombs on the flight leaders who were flying medium bombers.

(c) Capt Hochella led the first element of six planes across the target in an almost due north heading; elements were made up of two V's of three planes. All co-pilots of this first flight toggled their bombs as they saw Capt Hoffman, lead bombardier, drop his first one. Due to rack malfunction the bombs in Capt Dougherty's ship, A/P No. 161, failed to release and were returned to base. Lt Lewis, flying with Capt Cavoli, was bombardier for the second flight and all bombs of this flight were dropped as he released his on the target. Only four bombs out of the fifty-five dropped fell in the water; the remaining fifty-one hit the target. An explosion and smoke observed in the target following bombing but clouds prevented further observation of bombing results.

(d) Fighter cover was not seen.

(e) Nil damages were suffered by our A/P's.

(f) None of our personnel were injured.

4. No awards are recommended.

5. The attached tables, Appendix "A", give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B" shows bomb hits and Appendix "C" gives the approach and withdrawal from target.

6. The following sightings were reported: 38th Group bombs bursting along the length of Momote Drome with two bursts on central taxiway leading to westside dispersal areas. A 100-foot lugger in Papitalai Harbor approx 400 yards southwest of Komula Island. An estimated 200-foot lugger with high freeboard in Sea Eagle Harbor in cove south of Lombrum Plantation. A well defined, well used road along the northwest shore of Los Negros Island.

7. Photos have not been received at the time of this report.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

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

Narrative Report, FFO 44-C-1 continued.

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	DROPPED	SALVOED	RETURNED
597	5	500 lb	Demo	4/5 second	5		
059	5	"	"	on impact	5		
314	5	"	"	"	5		
161	5	"	"	"			5
068	5	"	"	"	5		
531	5	"	"	"	5		
664	5	"	"	"	5		
592	5	"	"	"	5		
278	5	"	"	"	5		
055	5	"	"	"	5		
048	5	"	"	"	5		
992	5	"	"	"	5		
TOTAL	60	"	"	"	55		5

Fifty-one of the bombs dropped fell on the target; four in the water

STRAFING TABLE

Only ammunition expended was by test firing guns.

Nil A/A was encountered.

PHOTOGRAPHIC TABLE

A/P	TIME	LOCATION	TYPE	EXPOSURES	REMARKS
314	0953/L to 0958/L	Target	K-21	30	
592	"	"	K-21	15	
278	"	"	K-21	30	
055	"	"	K-21	30	
TOTAL	0953/L to 0958/L	Target	K-21	105	

500
45-C-1
14 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

15 February, 1944

Subject: Narrative Report on FFO 45-C-1, Performed by 500th Bombardment Squadron February 14, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

Four squadrons of the 345th Group and three squadrons of the 38th Group were assigned to strike Momote Airdrome with intent to destroy grounded aircraft, installations, and knock the drome out of commission.

(b) Rendezvous

The 345th Group assembled over Strip No 7 with the 38th Group at 0800/L at 1500 feet. With the 345th in the lead the attack force proceeded to Tolokina Island where they rendezvoused with one squadron of P-38s at 0915/L as planned.

(c) Attack

The twelve B-25D-1's of the 500th Squadron, flying second in the Group formation, made their run over the target at 7650/8000 feet on a heading of approximately 330°. Our specific target was the southern half of the Drome and dispersal area. Flying in two flights, each consisting of two elements of three, and dropping on the flight leaders who were flying medium bombers - the other ten planes being strafers - our squadron dropped 60 X 500 lb demo bombs on the target. Fires and black and white smoke which rose to 3000 feet resulted from the bombing. One bomb fell directly between two planes of unknown serviceability on the southwest side of the runway. Target extremely well covered by bombing.

(d) (1) There was no interception.

(2) No Allied or enemy plane losses were reported.

2. The 500th Squadron was second in the Group formation which was led by the 499th Squadron. Capt William J. Cavoli led our squadron which was made up as follows:

<u>"A" FLIGHT</u>		<u>"B" FLIGHT</u>	
664 - Capt Cavoli) 1st element	597 - Capt Hochella) 1st element
592 - Lt Mitchell		059 - Lt Frey	
237 - Lt Fritgshall		314 - Lt Sherriffs	
161 - Capt Dougherty) 2nd element	055 - Lt Doman) 2nd element
066 - Lt Gear		048 - Lt James	
051 - Lt Gibb		278 - Lt Brigham	

3. Details of the Mission

(a) Takeoff: 0745/L from Moranda, Strip No. 4.

Rendezvous: With fighters over Tolokina Island at 0915/L.

Attack: 1033/L to 1035/L at 7650/8000 feet.

Landing: 1315/L at Moranda, Strip No. 4.

Narrative Report, FPO 45-C-1 continued.

(b) Route: Moranda - Tolokima Island - Target.

Approach: On heading of approximately 330 degrees.

Maneuver: Two flights of six each composed of two elements of three planes.

(c) Capt Cavoli led the first element of six planes across the target at 1033/L. Dropping on the perfect bombing of Lt Lewis in the lead ship the entire flight placed all its bombs squarely in the target. The second flight led by Capt Hochella came in a few seconds after the first. This flight with Capt Hoffman as lead bombardier, also dropped all its bombs in the target. Fires and black and white smoke rising to 3000 feet were started. One bomb fell directly between two planes of unknown serviceability. Target was well covered.

(d) Fighter cover was good.

(e) Nil damages were suffered by our A/P's.

(f) None of our personnel was injured.

4. 1st Lt Robert E. Lewis is recommended for the Air Medal for the perfect bombing he did which enabled all his flight's bombs to fall directly in the target.

5. The attached tables, Appendix "A", give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B" shows bomb hits and Appendix "C" gives the approach and withdrawal from the target.

6. The following sightings were reported: Approximately eight A/P's, thought to be wrecked, on the lower end of the strip. Large craters from previous bombing in strip; no evidence of repairs following yesterday's bombardment. Eight to ten shacks probably native huts approximately one mile off north end of the strip and in line with the strip.

7. Photographs have not been received.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

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

Narrative Report, FPO 45-C-1

BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVOED	RETURNED
664	5	500 lb	Demo	Instantaneous	5		
592	5	"	"	"	5		
237	5	"	"	"	5		
161	5	"	"	"	5		
068	5	"	"	"	5		
051	5	"	"	"	5		
597	5	"	"	"	5		
059	5	"	"	"	5		
314	5	"	"	"	5		
055	5	"	"	"	5		
048	5	"	"	"	5		
278	5	"	"	"	5		
TOTAL	60	500 lb	Demo	Instantaneous	60		

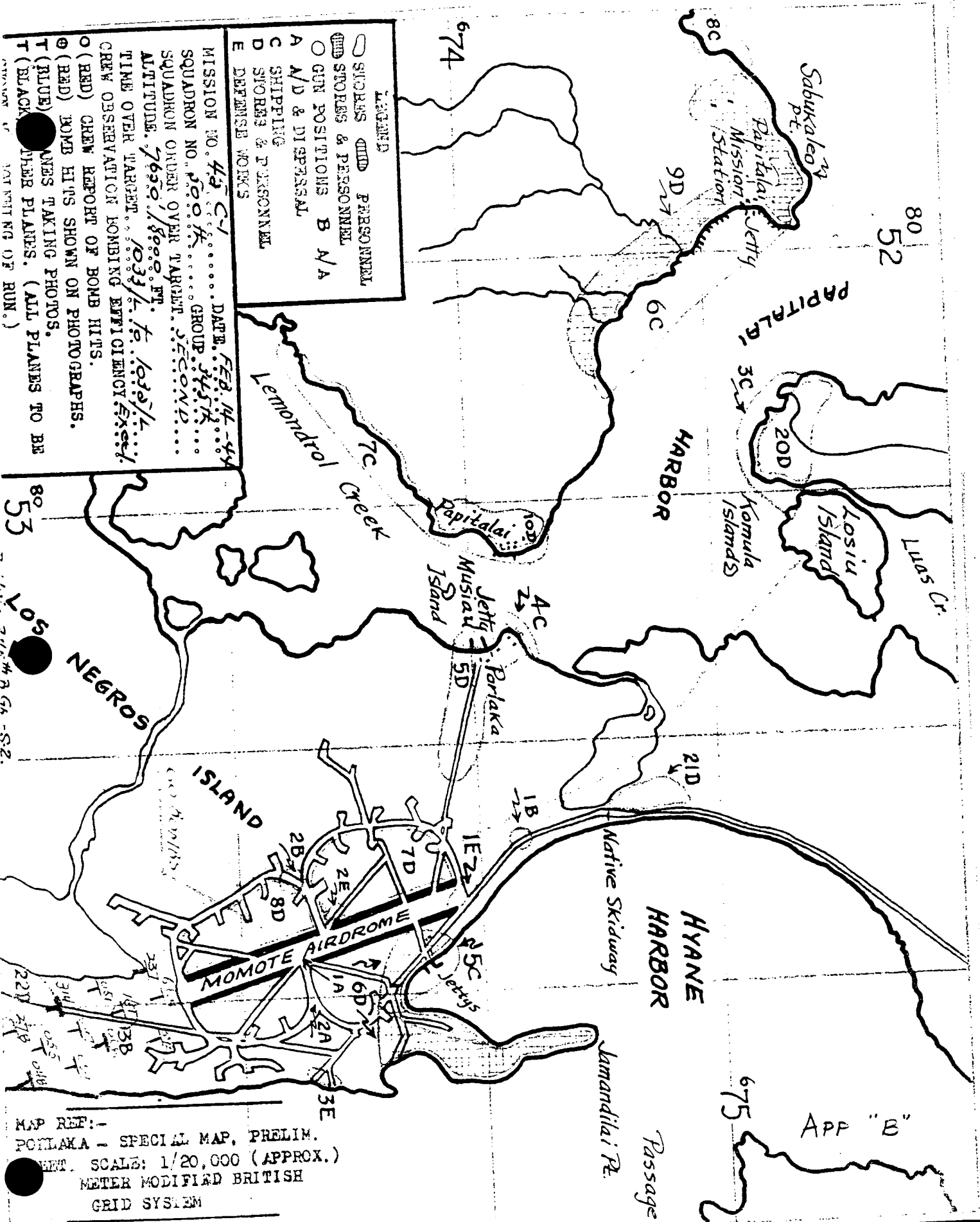
Nil ammunition expended.

Nil ground opposition encountered.

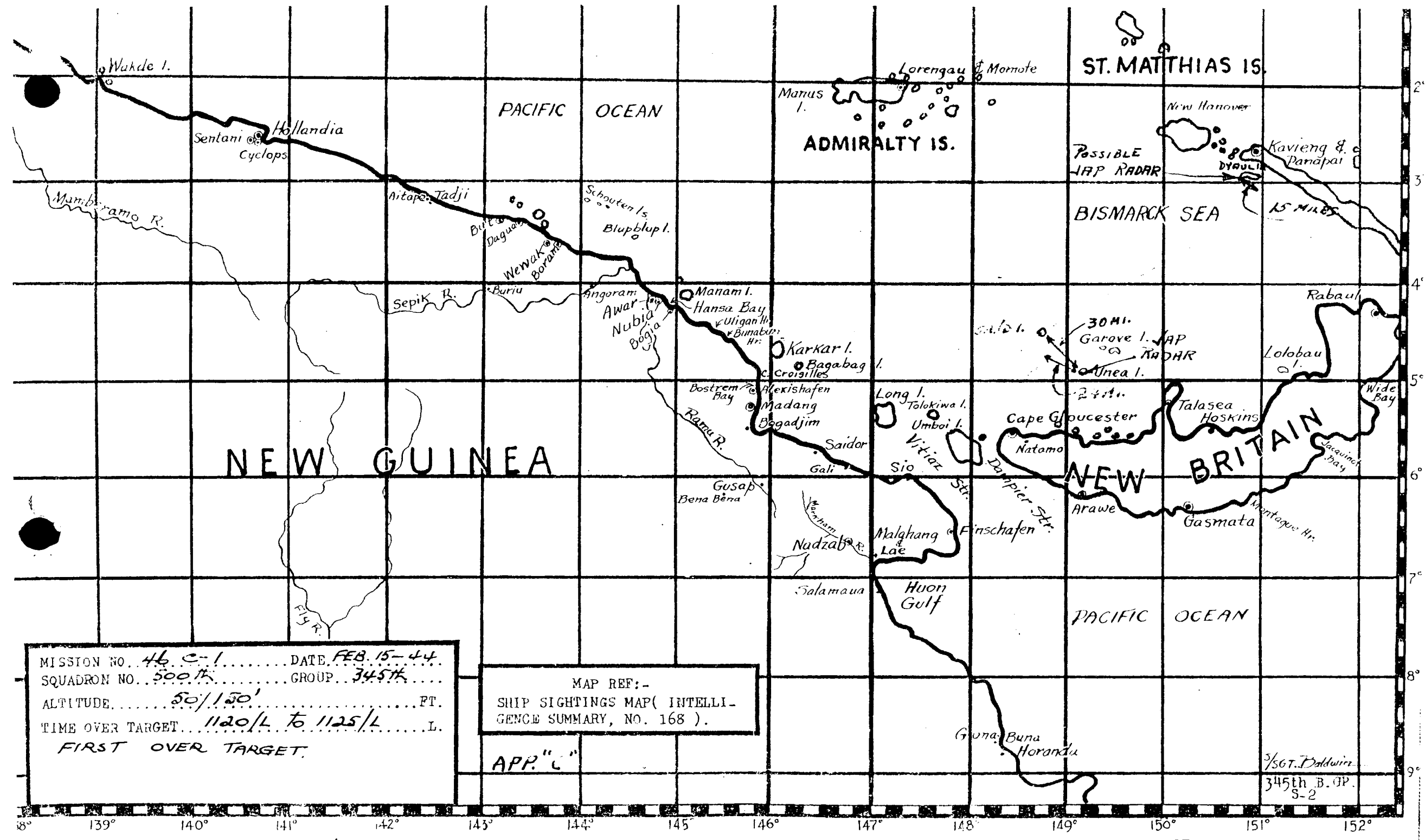
PHOTOGRAPHIC TABLE					
A/P	LOCATION	TIME	TYPE	EXPOSURES	REMARKS
068	Target	1033/L-1035/L	K-21	30	
314	"	"	"	30	
048	"	"	"	30	
TOTAL	Over target	1033/L-1035/L	K-21	90	

APPENDIX "A"

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



MAP REF: -
 POMLAKA - SPECIAL MAP, PRELIM.
 MET. SCALE: 1/20,000 (APPROX.)
 METER MODIFIED BRITISH
 GRID SYSTEM



500
46-C-1
15 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

16 February, 1944

Subject: Narrative Report on Mission FFO 46-C-1, Performed by 500th Bombardment Squadron February 15, 1944.

To : Commanding General, Fifth Air Force. APO 925.

1. GENERAL

(a) Objective

Four squadrons of the 345th Bomb Group, in conjunction with three squadrons of the 38th Bomb Group and coordinated with the 3rd Attack Group, 43rd Bomb Group and the 90th Bomb Group, were assigned to strike Kaviang Township with the intent to destroy supplies, installations, personnel and A/A positions.

(b) Rendezvous

The 345th and 38th Bomb Groups assembled over Strip No. 7 at 1500 feet. With the 38th Group in the lead the formation proceeded to Sand Island where rendezvous with the fighters was effected at 1010/L at 2000 feet as planned.

(c) Attack

~~A lugger was blown up.~~ A large house was destroyed and several large fuel-type fires sending black smoke to 2000/3000 feet, visible for 75 miles, were started in a minimum altitude bombing and strafing attack by 11 B-25D-1's of this squadron. The target was covered with so much smoke and flame that some of the pilots reported having to fly on instruments during their attack which was made at from 50/150 feet. Windshields and leading edges of several of the planes were blackened with dense smoke, and the pilots deliberately flew into a rainstorm on their return to wash them down. Great damage was done to the heavily concentrated supply area, and returning crews reported the bombing was so intense that gasoline drums were blown up to their level. The attack cost us three planes and two crews lost, a third crew injured and a fourth airplane damaged so badly that it was turned over to a service group.

(d) There was no interception.

One U/I A/P was seen to crash and explode in Chinatown as our Squadron approached the target, a B-25 of the 498th Squadron was seen in the water west of Kaviang, and a Jap floatplane was seen to be shot down by a P-38 in addition to the losses of our own Squadron.

2. The 500th Squadron led the Group formation. Capt Max H. Mortensen led our Squadron which was composed as follows:

<u>"A" FLIGHT</u>		<u>"B" FLIGHT</u>	
055 - Capt Mortensen	) 1st element	992 - Lt Hecox	) 1st element
430 - Lt James		059 - Lt Fray	
161 - Lt Ames		048 - Lt Davis	

Narrative Report, FFO 46-C-1 continued.

"A" FLIGHT		"B" FLIGHT	
314 - Capt Hochella	)	531 - Capt Cavoli)
068 - Lt Geer	)2nd element	592 - Lt Doman	)2nd element
237 - Lt Shirreffs	)	051 - Lt Gibb)

Lt James, A/P 430, turned back before reaching target due to turret trouble.

3. Details of the mission

(a) Takeoff: 0745/L from Horanda, Strip No 4.

Rendezvous: With one group of P-38's at 2000 feet over Sand Island at 1010/L.

Attack: 1120/L to 1125/L at 50/150 feet.

Landing: Five A/P's at 1415/L; two at 1535/L.

(b) Route: Horanda - Sand Island - target.

Approach: On approximately north heading.

Maneuver: One flight of five and one flight of six planes each broken down into two elements.

(c) 1. Capt Mortensen led the squadron across the target at 1120/L at minimum altitude on an approximately northerly heading. In a formation of two flights of five and six planes respectively, each flight made up of two elements, we covered the target thoroughly from the shore to a short distance inland and from the main wharf northward to just beyond Chinatown. Much smoke and flame were already visible from bombing by other units before our attack. Capt Mortensen's flight dropped all of its bombs throughout the target from the Main wharf to Chinatown starting several fires. One which caused a large explosion was known definitely to have been started by one of Capt Mortensen's bombs. Capt Mortensen reported seeing a gasoline drum being blown up alongside of his plane.

2. Flying close to the right of the first element, Capt Hochella's element dropped its bombs throughout the target, but Capt Hochella's plane became damaged while on its run and after breaking away from the target was last seen two or three feet above the water traveling at an estimated 125 miles per hour heading southeasterly toward Edmago Island with one prop windmilling. Although no one saw him actually crash, no further word has been received from him or his crew; they are listed as missing.

3. Lt Hecox took his flight over the target directly behind Capt Mortensen. One bomb from Lt Davis' plane dropped near a fire south of the main wharf and the other bombs of the flight were dropped from the wharf, ~~where a lugger was blown up~~, northward through the Chinatown area where a direct hit demolished a large white house. One bomb from this flight landed in the water close to the shore. While approaching Chinatown, Lt Hecox's plane was hit and started to burn. Before it crashed and exploded in the plantation immediately northwest of Chinatown, however, Lt Hecox had dropped his bombs in the target.

4. Capt Cavoli's element, close on Lt Hecox's wing, dropped all but three of its bombs through the target. Lt Doman's plane was hit while on its run, and as the pilot was fighting to keep his plane in the air he was forced to salvo three of his bombs in the water after breaking away from the target. Capt Cavoli's plane was hit and one engine started to burn. He flew down to the water after coming off the target and crashlanded the plane

= = = = =

Narrative Report, FFG 46-C-1 continued.

about one and one-quarter miles off shore. The plane remained afloat for about four minutes enabling Capt Cavoli and Sgt ^{ISLER, ENGINEER} ~~Isler~~ to extricate the radio operator pinned in near his position. The whole crew, although some were badly injured, then escaped to a life raft. They were later picked up by a PBH rescue plane. Capt Cavoli reported that during the approximate one hour and one-half they were on the raft intermittent explosions continued in the target area. The explosions were followed by flames and smoke, indicating fuel stores going up. Two of the men were hospitalized at Finschhafen but the other four returned to base. Lt George Braun, copilot, gives this account of the action:

"We dropped two bombs in supply area at south end of target area. Lt Hecox was hit over the center of the target and started down, his right engine burning. We then flew into a column of smoke and saw Lt Frey, who was on Lt Hecox's right wing, skid under us. I couldn't drop our bombs for fear of hitting Lt Frey. Our right engine was hit then, and as Lt Frey skidded out to our left again I toggled out the remaining bombs in Chinatown area. As soon as our engine was hit I reached for the lux system but it had been removed. As soon as we left the shore our right wheel fell out of the nacelle and the rear end of the nacelle burned off. We hit the water with the bomb bay open and no flaps due to hydraulic failure when fire burned nacelle and wheel fell out. If we had used flaps the right wing was so badly burned that the flap probably would have failed causing a spin.

We hit the water with the right wheel which broke off and took right side of tail completely off. Plane skipped twice and then the nose went under. Nose section collapsed and water rushed in. Sgt Isler opened pilots escape hatch and I was first out. Capt Cavoli was second. Sgt Isler ducked under water in order to let Lt Lewis out between pilot and copilot seats. Sgt Isler was last out of front releasing the life raft as he left. Sgt Murphy was in the turret when we hit the water, the turret went out the bottom of ship with Murphy in it. He escaped from turret under water. ~~and~~ Isler assisted Capt Cavoli to release Sgt Freeman who was trapped in the radio compartment. We all got in the raft and started rowing. Plane stayed afloat 4 1/2 minutes. We rowed due north using compass Capt Cavoli had in his pocket. After about one-half hour we spotted a PBH which landed three times to pick up other crews. After one and one-half hours the PBH headed for home leaving us there. The 498th Squadron had four planes circling all this time and Maj Coltharpe of the 458th circled once more and spotted us; he called the PBH which came back and picked us up.

While in the raft Sgt Murphy, although wounded and bleeding about the head and back assisted Lt Lewis who was also seriously wounded to administer first aid to Sgt Freeman and put a splint on his arm which had a compound fracture. While in the raft a coastal gun fire on one of our wheels floating a half mile away from us, evidently mistaking it for our raft. The entire coast was ablaze and every few minutes there was a large explosion with large billows of flame and black smoke. This continued for one and one-half hours until we were rescued at 1255/L."

5. Lt Doman, who had landed his plane at Finschhafen because of damage, returned to base with his crew in the planes of Lt Gibb and Lt Frey who had also landed there because of gas shortage. All the rest of the planes returned safely to base.

~~CONFIDENTIAL~~

Narrative Report, FFO 46-C-1, continued.

- (d) Fighter cover was good.
- (e) Lt Doman's ship, No 592, received a jagged tear approx three feet long in one wing. A/P turned over to service group at Finschhafen. None of our other planes were damaged.
- (f) Capt Cavoli's entire crew of six, including himself, was injured. Two crew members, the navigator and radioman, were hospitalized at Finschhafen and the remaining four members received treatment here with Sgt Murphy going to base hospital after examination by our Flight Surgeon.
4. Recommendations for awards will be made but the specific recommendations are being withheld pending further study.
5. The attached tables, Appendix "A" give bombs dropped, ammunition expended, ground opposition encountered and photographs taken. Appendix "B" shows bomb hits and Appendix "C" gives the approach and withdrawal from the target.
6. The following sightings were reported: A possible Fox Tare Baker one-third mile north of Main wharf approximately 150 yards offshore; a fire approximately one mile southwest of the northwest end of the drome; five floatplanes drawn up on beach just below the Government Offices, one of which was burning fiercely; a large fuel-type fire just west of the northwest end of the strip; a possible Sugar Charlie tied up at Saunders jetty; enemy personnel running about in target area and large piles of supplies and tents in target; a sunken ship with two stacks visible halfway between Main wharf and Saunders jetty; one unidentified plane crashed and exploded in Chinatown and one saggle engine, unidentified plane crashed and blew up just offshore from Kabien village south of Kavieng.
7. Photographs show several large fires, the target covered with dense smoke, and one bomb burst in the water. Numerous supplies, installations and small boats are shown along the shore.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, Air Corps
Ass't Intelligence Officer

- 3 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

Narrative Report, FFO 46-C-1 continued.

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	DELAY	TARGET	IN WATER	SALVOED
055	5	500 lb	Demo	8/11 second	5		
161	5	"	"	"	5		
068	5	"	"	"	5		
237	5	"	"	"	5		
059	5	"	"	"	5		
048	5	"	"	"	3	1*	1
531	5	"	"	"	5		
592	5	"	"	"	2		3
051	5	"	"	"	4	1**	
TOTAL	45	500 lb	Demo	8/11 second	39	2	1

* Fall just short of 500th Sqdn specific target.

** Fall slightly north of 500th Sqdn specific target.

Note: It isn't known whether Capt Hochalla (314) and Lt Hecox (992), both of whom went down, dropped all their bombs on the target or not.

STRAFING TABLE

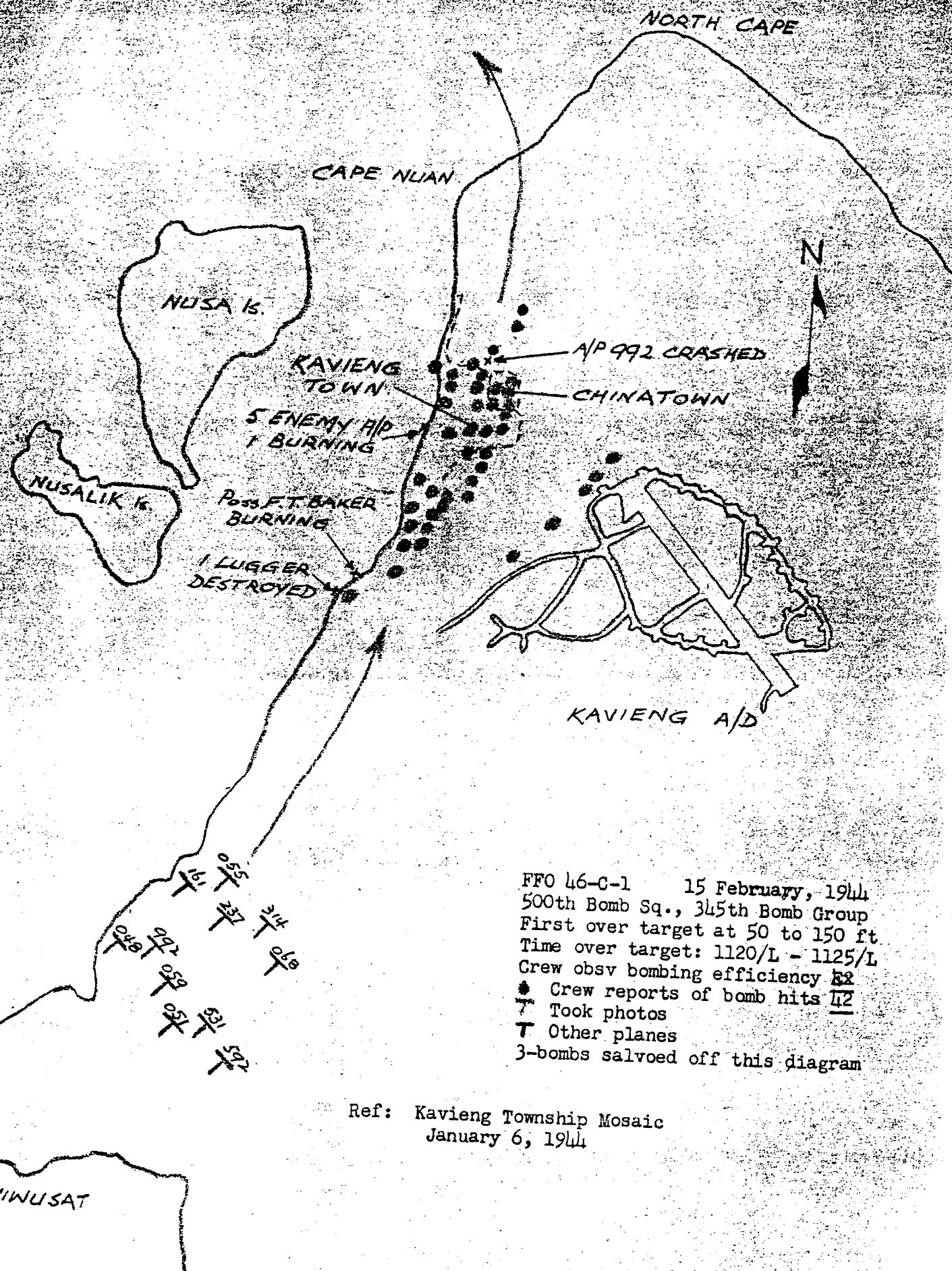
A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXPENDED	MALFUNCT.
055	4,000	2,750	URS, URN	4,000	400	
161	4,000	2,200	LLN, URN	4,000	400	
068	4,000	2,350	ULN	4,000	1,100	
237	4,000	1,700	LLN	4,000	500	
059	4,000	2,850		4,000	300	
048	4,000	1,200		4,000	400	
531	4,000	2,000	(Estimate)	4,000	500	(Estimate)
592	4,000	2,000	(Estimate)	4,000	300	(Estimate)
051	4,000	1,850	LLN, LLS	4,000	—	
TOTAL	36,000	18,900	8	36,000	3,900	

GROUND OPPOSITION

A/P	INTENSITY	CALIBRE	ACCURATE?	ALTITUDE OF BURSTS
055	Slight	Light	No	50-200'
161	Slight	Light	No	50-150'
068	Moderate	Light-heavy	No	50-200'
237	Slight	Light-heavy	No	50-200'
059	Slight	Light	No	50-200'
048	Moderate	Light-medium	No	50-300'
531	Intense	Light-heavy	Yes	50-500'
592	Intense	Light-heavy	Yes	50-400'
051	Slight	Light	No	50-200'

PHOTOGRAPHS

A/P	TIME	LOCALITY	TYPE	EXPOSURES	REMARKS
055	1120/L-1125/L	Target	K-21	30	
161	"	"	"	30	
314	"	"	"		Plane lost at target.
531	"	"	K-20		Plane lost at target.
592	"	"	K-21		No results
TOTAL	1120/L-1125/L	Target	K-21	60	



CREW OF AIRPLANE THAT STAYED WITH CREW IN WATER AND WENT AFTER CATALINA
SECOND time - A P 176

Major Chester A. Coltharp, Pilot
2nd Lt. Bernard L. Foley, Co-Pilot
S/Sgt Harold J. Kemp, Engineer
T/Sgt Alfred J. Hawkes, Radio Gunner
S/Sgt Joseph F. Alito, Gunner

Crews of Airplanes THAT went After Catalina First Time and Led Them to
The Crew in The Water A/P 036

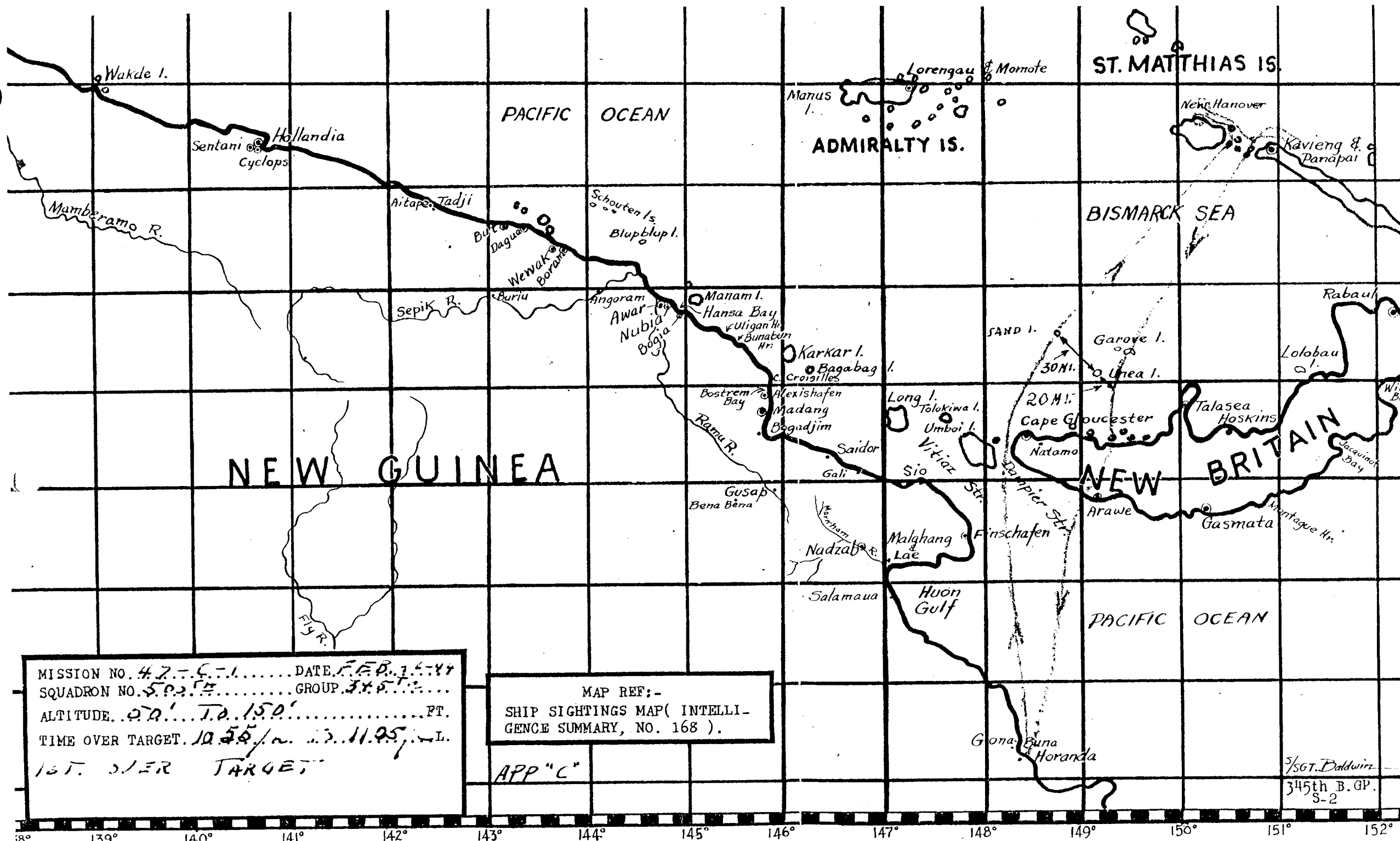
Capt. Anthony H. Chiappe, Pilot
2nd Lt. James M. Adams, Co-Pilot
Capt. James O. Ratterree, Bombardier
S/Sgt Robert S. Smith, Engineer
T/Sgt James R. Musgrave, Radio Gunner
S/Sgt Phillip P. Leone, Gunner

A/R 037

1st Lt. Joe F. Armijo, Pilot
2nd Lt. Alvin C. Boden, Co-Pilot
Sgt. Rowland G. Dreihelbies, Engineer
Sgt Americo Santillo, Radio Gunner
S/Sgt Leon Montieth, Gunner

Crew of A/P 041 that crashed.

1st Lt. Edgar R. Gavin, Pilot
2nd Lt. Elmer J. Kirkland, Co-Pilot
Capt. Robert G. Huff
S/Sgt Lawrence E. Herbst, Engineer
T/Sgt Fred E. Arnett, Radio Gunner
S/Sgt David E. McCreedy, Gunner



MISSION NO. 42-6-1..... DATE FEB. 14-48
SQUADRON NO. 5025..... GROUP 3457.....
ALTITUDE. 00' TO 150'..... FT.
TIME OVER TARGET. 10 55 / 2. 3. 11.25, L.
1ST. OVER TARGET

MAP REF:-
SHIP SIGHTINGS MAP(INTELLI-
GENCE SUMMARY, NO. 168).

APP "C"

1/SGT. Baldwin
345th B. GP.
S-2

COPY

500TH BOMBARDMENT SQUADRON (M) AAF
Office of the Operations Officer
APO 503

WJC/wpb

17 February, 1944

Subject: Personal Account of Crash of Airplane No. 41-30531

To : All Concerned

1. I led the fourth flight in over the target just abreast and on the right of the third flight, led by Lt. Hecox. After strafing at treetop level, I pulled up to about 100 feet for bombing. Due to the thick black smoke over Chinatown (Kavieng), I was forced to go on instrument flying while crossing the target. It was at this point that I felt my right engine had been hit. I glanced at the manifold pressure; it had dropped down to zero. I immediately tried to feather the right prop and, when it was almost feathered, it started up all over again. I gave the good engine full power. Slipping the plane in a vain attempt to put out the terrific fire that had started, I again attempted to feather the prop but to no avail. The plane was losing altitude all the time and the fire had already melted away half the right engine nacelle, the right flap and the whole right side of the fuselage. The right wheel had dropped out of the nacelle and caught fire and I was unable to close the bomb bay doors or drop any flaps because of hydraulic failure. The airspeed indicator went out also, probably due to the heat. A crash landing was inevitable, so I prepared for it.

2. At the time, only the navigator, Lt. Lewis, the engineer, Sgt. Isler, and my copilot, Lt. Braun, were in the forward part of the airplane. Everything happened so fast that I was unable to contact my gunner, Sgt. Murphy, and the radioman, Sgt. Freeman, who were in the rear of the ship, to tell them to prepare for a crash landing. However, I'm sure they knew it was coming, because pieces of the right engine and right flap were falling off and the heat inside the plane was terrific.

3. I leveled off just a few feet above the water and kept holding it off in a tail-low manner until the tail hit the water. As it hit, the right wheel snapped off and flew back and broke off the right vertical stabilizer and rudder. We hit again, only this time a little harder and with the whole underside of the fuselage. The plane skipped once more and then made the final plunge nose first. The time was 1130/L.

4. The cockpit immediately filled with water. Sgt. Isler, the engineer, pulled the escape hatch and then the life raft release. The copilot, then I, the engineer and the navigator left in that order. We all climbed on the right wing and called for Sgt. Murphy to come up there too; he was swimming on the left side of the plane. We then heard the radioman yelling for help. He was pinned in near the rear escape hatch with his right arm broken and his chute still on. The engineer and I rowed the life raft to a small window

and, after removing his chute, we managed to pull the radioman through the small opening.

5. We then picked up a few supplies, all got in the raft and rowed away just as the plane sank. It had remained afloat, I believe, for about four and one half minutes. We noticed that we were about three-fourths of a mile north of the tip of Kavieng. We managed to row perhaps another mile further away from the shore and after approximately an hour and a half we were spotted by a B-25 of the 498th Squadron which was circling the area looking for survivors. Major Coltharp, the pilot of this plane, called for a Catalina and at 1255/L we were picked up.

/S/
WILLIAM J. CAVOLI
Captain, Air Corps
Flight Leader

Certified true copy:

WILLIAM J. CAVOLI
Colonel, USAF (Ret)

COPY

500
47-C-1
16 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

17 February 1944

Subject: Narrative Report on Mission FFO 47-C-1, Performed by 500th Bombardment Squadron (M) February 16, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

Four squadrons from the 345th Group and three from the 38th Group were assigned to hit a reportedly fourteen ship convoy off the coast of New Hanover.

(b) Rendezvous

The 345th and 38th Groups assembled over Strip 7 at 1500 feet and with the 345th leading proceeded to Sand Island where they rendezvoused with the P-38 fighter cover at 2000 feet.

(c) Attack

A Sugar Able of at least 7000-tons and a submarine lying close by were destroyed, and a corvette was damaged in a minimum altitude attack by eight B-25D-1's of this Squadron which unleashed 31 X 500 lb bombs at the three vessels, scoring ten hits on the tanker, at least two on the corvette and several near misses on the sub. The larger vessel seemed to be anchored when sighted, but the small warship was maneuvering wildly to escape the blistering strafing and skip bombing assault. The attack brought the Mitchells so close that one pilot reported seeing his tracers knock a white uniformed man from one side of the corvette across the deck to the other. As our planes withdrew, the tanker was burning fiercely and was being rocked by internal explosions. The corvette was smoking. Five bombs were dropped on buildings and small boats along the shore of Selapiu Island but no results of the bomb bursts were observed. Four bombs were dropped on Garove Island, the alternate target, also with unobserved results. The vessels and both islands were thoroughly strafed.

(d) 1. There was no interception.

2. No Allied or enemy plane losses were reported.

2. The 501st Squadron led the Group formation.. Capt Mortensen led our Squadron which was composed as follows:

<u>"A" FLIGHT</u>	<u>"B" FLIGHT</u>	<u>"C" FLIGHT</u>
055 - Capt Mortensen	048 - Maj Hagest	161 - Capt Dougherty
051 - Lt Shirreffs	278 - Lt Davis	068 - Lt Geer
059 - Lt Latawiec	237 - Lt Fritzshall	430 - Lt Frey

Lt Shirreffs returned after reaching Borgen Bay due to fuel shortage.

3. Details of the mission

(a) Takeoff: 0810/L from Moranda, Strip No. 4.

Rendezvous: With P-38 cover over Sand Island at 2000 feet at 0950/L.

Narrative Report FFO 47-C-1 continued.

Attack: Shipping - 1055/L to 1105/L at 50/150 feet. Garove Island - 1235/L to 1237/L at 50/100 feet.

Landing: Seven A/P's at 1405/L; one A/P at 1705/L.

(b) Route: Moranda - Dampier Strait - Sand Island - South coast of New Hanover - around eastern end of New Hanover - target.

Approach: Our planes made their approach directly toward the shore in a southeasterly heading.

Maneuver: We attacked the vessels in pairs as follows:

1st Flight	Second Flight	Third Flight	Fourth Flight
Capt Mortensen	Lt Latawiec	Major Hagest	Capt Dougherty
Lt Fritzshall	Lt Frey	Lt Davis	Lt Geer

(c) 1. Capt Mortensen led the Squadron around the eastern end of New Hanover, swung to the northeast and discovered two vessels in Three Island Harbor. The other three squadrons of the Group and the 38th Group went around the west end of New Hanover and did not reach the shipping until we had completed our attack, which was made in four elements of two planes each at 1055/L to 1105/L at mast height.

2. Several hits were scored on the first vessel, a tanker of a probable 8500-tons, which was lying off the eastern tip of Kung Island, and on a corvette or subchaser which was maneuvering violently further in the harbor. The tanker was rocking from internal explosions and burning fiercely, and the corvette badly damaged, was in a dead position with its bow on a reef near the eastern shore of the harbor as our planes withdrew. Photographs substantiated crew reports to this extent. They also reveal a submarine off the starboard quarter of the tanker which bomb bursts, near misses on the tanker, must certainly have destroyed.

3. Which of our planes deserve credit for the sinking of the tanker and the submarine and the damage to and reefing of the corvette has yet to be determined. A conference of crew members with further study of the photographs should enable some conclusion to be reached.

4. As our planes made their runs they strafed the vessels thoroughly. Slight machine gun fire was coming from the tanker which caused minor damage to two of our planes. Leaving Three Island Harbor our planes flew southeasterly beyond Kavieng looking for more shipping, turned to the north and then started to return to base by passing between New Ireland and New Hanover. Maj Hagest and Lt Davis dropped three and two bombs respectively with unobserved results on buildings and small boats along the shore of Selapiu Island. Our planes passed over Garove Island, the secondary target, and Capt Mortensen dropped two bombs there and Lts Fritzshall and Frey each dropped one also with unobserved results.

5. When passing near Selapiu Island on the return to base Capt Dougherty flew low over the north shore of the Island to investigate what he thought was a life raft which might contain a crew of this squadron lost on the previous day's mission. Two men were seen waving from the beach. They paddled out a short ways in the raft to attract more attention, then returned to shore to get at least three other men and the five paddled out. Capt Dougherty circled for an hour, dropped emergency rations and tried to call the PEY Rescue Service. Failing to contact them and running low on gas, he flew to Finschhafen where he landed and reported this sighting.

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

Narrative Report, FFO 47-C-1 continued.

- (d) Fighter cover was good.
- (e) The right landing light was shot out and a hole made in the radio compartment of Lt Frey's ship and a few small holes were made in Lt Latawiec's plane.
- (f) None of our personnel was injured.

4. Recommendations for awards will be made after credit for the destruction of the vessels has been determined.

5. The attached tables, Appendix "A" give bombs dropped, ammunition expended, ground opposition and photos taken. Appendix "B" gives the positions of the vessels and bombing runs on them, and Appendix "C" gives the route to and from the target.

6. The following sightings were reported: White smoke from small fires along the eastern shore of New Hanover on the approach to the target. Coastal guns on northernmost tip of New Ireland were firing. One splash was observed three to four miles northeast of Papapai and three splashes approximately the same distance northwest of Nusa Island, thought to be shells from coastal guns; no explosions followed.

7. Our photographs show the tanker a mass of flames with burning debris floating nearby. Extremely near misses are registered near a sub which was lying off the starboard quarter of the tanker with the conning tower and fore deck plainly visible. Photos of the corvette show the boat burning from bomb hits and a hole immediately aft of the superstructure.

For the Squadron Commander:

3 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

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

Narrative Report, FFO ^{47-C-1}~~47-C-1~~ continued.

Enemy tonnage destroyed:

1 Sugar Able

8,500 tons

Enemy tonnage probably destroyed:

1 Submarine

250 tons

Enemy tonnage damaged and reefed:

1 Large Corvette (Sub-chaser)

1,000 tons

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

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

Narrative Report, PFO 47-C-1

BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSILES	RETURNED
055	5	500 lb	Demo	4/5 second	4	1	
237	5	"	"	"	3	2	
059	5	"	"	"	1	4	
430	5	"	"	"	3	2	
048	5	"	"	"	5		
278	5	"	"	"	4	1	
161	5	"	"	"	1	4	
068	5	"	"	"	2	3	
TOTAL	40	500 lb	Demo	4/5 second	23	17	

STRAFING TABLE							
.50 CALIBRE				.30 CALIBRE			
A/P	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	
055	4,000	2,800	IRS	4,000	800		
237	4,000	2,300	URS & IRS	4,000	600		
059	4,000	3,250	ULS	4,000	500		
430	4,000	1,900	URN & IRS	4,000			
048	4,000	2,000	LRS & LRN	4,000			
278	4,000	1,200	ULN, URS & IRS	4,000			
161	4,000	2,000		4,000	2,500		
068	4,000	2,000	ULS	4,000	600		
TOTAL	80,000	17,450	12	80,000	5,000		

A/A						
A/P	LOCALITY	TIME	INTENSITY	CALIBRE	ACCURATE?	ALTITUDE
055	Sugar Baker	1055/L	One-puff	Medium	No	200/300'
237	Nil					
059	Sugar Baker	"	Slight	Light	Yes	50/150
430	"	"	Slight	Light	Yes	50/150
048	"	"	Few puffs	Medium	No	200/300
278	"	"	Slight	Light	No	50/150
161	Nil					
068	Nil					

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
055	Three Island Hbr	1055/L-1105/L	K-21	30	
278	"	"	K-21	Nil	Blew fuse
161	"	"	K-21	30	
TOTAL			K-21	60	

APPENDIX "A"

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

145°

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147°

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MISSION NO.....DATE.....
 SQUADRON NO.....GROUP.....
 SQUADRON ORDER OVER TARGET.....
 ALTITUDE.....FT.
 TIME OVER TARGET.....
 T(BLUE) PLANES TAKING PHOTOS.
 T(BLACK) OTHER PLANES.(ALL PLANES TO
 BE SHOWN AT BEGINNING OF RUN.)

ADMIRALTY

ISLANDS

MANUS

LORENGAU

MOMOTE

Kelaqua Hr.

Rambutoi I.

MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART

Equatorial Scale:- 1:2,315,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

149°

B I S M A R C K S E A

Kurkar I.

C Croisilles

ALEXISHAFEN

MADANG

Astrolabe Bay

Rommert Bay

DUMPU

FININTEGU

KAINANTU

KAIAPIT

SUKURUM

WANTOAT

NADZAB

GABENSIS

WAIME

TSILI TSILI

WAGAU

MALAHANG

LAE

FINSCHHAFEN

Finsch Hr.

C Gretin

148°

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149°

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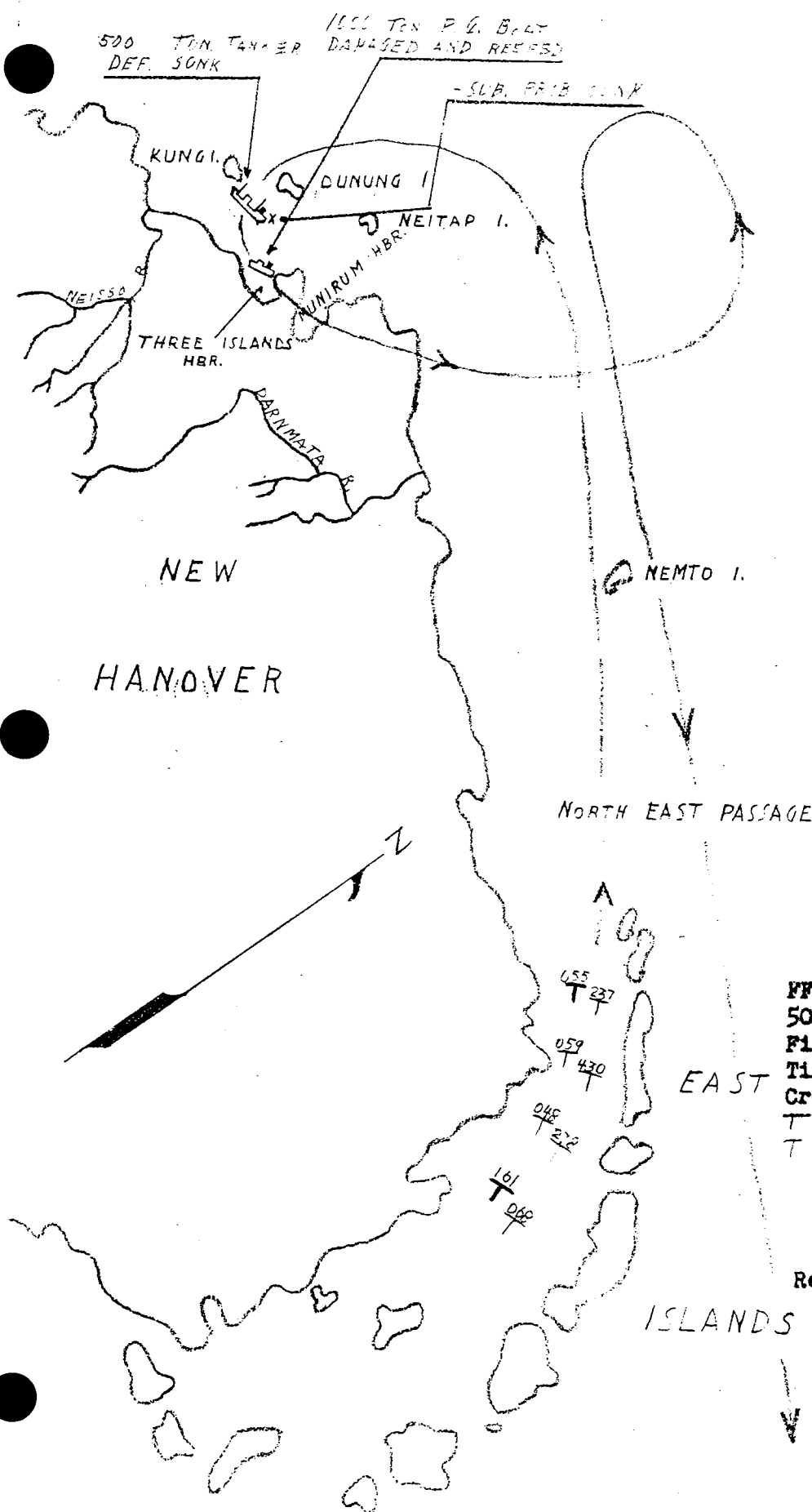
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FFO 47-C-1 16 February, 1944
 500th Bomb Sq, 345th Bomb Group
 First over target at 50/150 ft
 Time over target: 1055/L-1105/L
 Crew obsv bombing efficiency Ex
 T Took photos
 T Other planes

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

Narrative Report, FFO 48-P-1 continued.

(c) 1. Lt Latawiec led our four planes around the western end of New Hanover Island skirting well to the north before coming in on the northern shore in search of enemy shipping. In Three Island Harbor he spotted a small freighter and made a pass on it. He dropped his two 1000 lb'ers, 4/5 second delay, on this run; one missed and one hit squarely amidships. Lt Latawiec circled for a second attack, strafing, but seeing the vessel broken in two and sinking, he veered off.

2. Lt Shirreffs, flying to Lt Latawiec's right, was unable to bomb the freighter without crowding him. He came around again to line up on it and then saw further attack on the freighter was unnecessary. On this run he sighted a medium sized sub, conning tower above water, and circled once more to line up on it. His two 1000 lb bombs were released in quick succession, one landing approximately 200 feet short, the other less than 50 feet from the submarine. As he raked his plane up sharply Lt Shirreff's crew saw the sub lifted bodily above the surface where, amidst violent upheaval of the water, it appeared to bounce a few times. At last glimpse a sheet of flame obscured the vessel. As a result of these we claim destruction of the two vessels.

3. Lt James flew on the right wing of Lt Latawiec. He toggled to release a bomb on the freighter, but the first station although cocked was not loaded. He went around for a second try, but like Lt Latawiec, saw further attack unnecessary. Finding no other suitable targets during the search, and thinking of the poor tax payers at home, he returned both bombs to base.

4. Lt Ames flying on Lt Shirreffs' right wing found no need to attack either vessel, however, he dropped his bombs on villages by the South New Hanover shore. No damage was observed.

5. Strafing attacks were made on the vessels, and the South shore villages.

4. The full crews of the two planes which achieved the sinkings, namely the crews of Lts Latawiec and Sherriffs will be recommended for the award of the Air Medal.

5. The attached tables, Appendix "A" give bombs dropped, ammunition expended, A/A encountered and photographs taken. Appendix "B" gives the position of the vessels and the bombing run on them, and Appendix "C" gives the route to and from the target.

6. The only sighting reported was a large red house and corrugated roofed garage at Bowi Village on the southwest coast of New Hanover.

7. Of two K-20 pictures the first (5-0-57) shows the Fox Tare Dog broken amidships and already sinking. In a second photograph (5-0-60), taken from a greater distance, the vessel is mostly under water.

For the Squadron Commander:

3 -Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

JOHN C. HANNA

Captain, Air Corps

Intelligence Officer

MISSION NO. 8-P-1... DATE FEB. 17-44 21
 SQUADRON NO. 500... GROUP 345...
 SQUADRON ORDER OVER TARGET... 3RD...
 ALTI TUDE... 3000... 1500... FT.
 TIME OVER TARGET... 1413... 1430/1.
 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

Ysabel Channel
 NEW HANOVER
 C. Entrance
 Kawulikiau
 KAVIENG
 PANAPAI
 Marien Bay
 Baongung Hr.
 Metanas Hr.
 Selapiu
 Kaut Bay
 Kolopina Hr.
 Dyaul I.
 Palmen Hr.
 Fargalawa Bay
 Logagon Bay
 Tatav
 Tabar
 Kandan Bay
 Lagagot Bay
 Karu Bay
 Namatanai
 Elizabeth Bay
 BORPOP
 C. Sena
 TANGA IS.
 Malendok I.
 C. Mimias
 X. Bugdon
 C. St. George
 LAMBON I.
 Channel
 NEW IRILEAND
 RABUL
 AKUNAI
 BLANCHE BAY
 ST. GEORGE'S GROUP
 DUKE OF YORK GROUP
 WATON I.
 C. LIGUAN
 C. LIGUAN
 C. ROMAS
 KERAVATO
 VUNAKANAU
 Gazelle Peninsula
 TORU R.
 Wide Bay
 Crater Pt.
 Waterfall Bay
 JACQUINET BAY
 C. Dampier
 Montagu Hr.
 C. Schiritz
 GASMATA
 WATUM
 KLAGEN
 RICHTELHOFEN BAY
 LUSCHEN HR.
 AULING HR.
 AWIO BAY
 WANGORE BAY
 TALASEA
 HOSKINS
 Kimbe Bay
 C. Hoskins
 Commodore Bay
 BANGULA BAY
 Expectation
 Lolo Bau I.
 NIKON B.
 Open Bay
 TORU R.
 MELU R.
 WIDE BAY
 CRATER PT.
 JACQUINET BAY
 WATERFALL BAY
 C. DAMPIER
 MONTAGU HR.
 C. SCHIRITZ
 GASMATA
 WATUM
 KLAGEN
 RICHTELHOFEN BAY
 LUSCHEN HR.
 AULING HR.
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 WANGORE BAY
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 C. SCHIRITZ
 GASMATA
 WATUM
 KLAGEN
 RICHTELHOFEN BAY
 LUSCHEN HR.
 AULING HR.
 AWIO BAY
 WANGORE BAY
 TALASEA
 HOSKINS
 Kimbe Bay
 C. Hoskins
 Commodore Bay
 BANGULA BAY
 Expectation
 Lolo Bau I.
 NIKON B.
 Open Bay
 TORU R.
 MELU R.
 WIDE BAY
 CRATER PT.
 JACQUINET BAY
 WATERFALL BAY
 C. DAMPIER
 MONTAGU HR.
 C. SCHIRITZ
 GASMATA
 WATUM
 KLAGEN
 RICHTELHOFEN BAY
 LUSCHEN HR.
 AULING HR.
 AWIO BAY
 WANGORE BAY
 TALASEA
 HOSKINS
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 JACQUINET BAY
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 AULING HR.
 AWIO BAY
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 AULING HR.
 AWIO BAY
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 AWIO BAY
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 WATERFALL BAY
 C. DAMPIER
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 WATUM
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 RICHTELHOFEN BAY
 LUSCHEN HR.
 AULING HR.
 AWIO BAY
 WANGORE BAY
 TALASEA
 HOSKINS
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 C. Hoskins
 Commodore Bay
 BANGULA BAY
 Expectation
 Lolo Bau I.
 NIKON B.
 Open Bay
 TORU R.
 MELU R.
 WIDE BAY
 CRATER PT.
 JACQUINET BAY
 WATERFALL BAY
 C. DAMPIER
 MONTAGU HR.
 C. SCHIRITZ

MISSION NO. *48-P-1*... DATE *FEB. 17-44*
SQUADRON NO. *589TH*... GROUP *345TH*...
SQUADRON ORDER OVER TARGET. *3RD*...
ALTITUDE. *5000' TO 1500'*... FT.
TIME OVER TARGET. *1412.13.1430/4*.
T (BLUE) PLANES TAKING PHOTOS.
T (BLACK) OTHER PLANES. (ALL PLANES TO
BE SHOWN AT BEGINNING OF RUN.)

152
1
MAP REF:-

EASTERN NEW GUINEA

NAVIGATION CHART

Equatorial Scale:- 1:2,315,000

31.72 Naut. Miles = 1 inch

Mercator Projection

BISMARCK SEA

NEW

GROUP

TANGA IS.
Malendok ☆

El BORPO

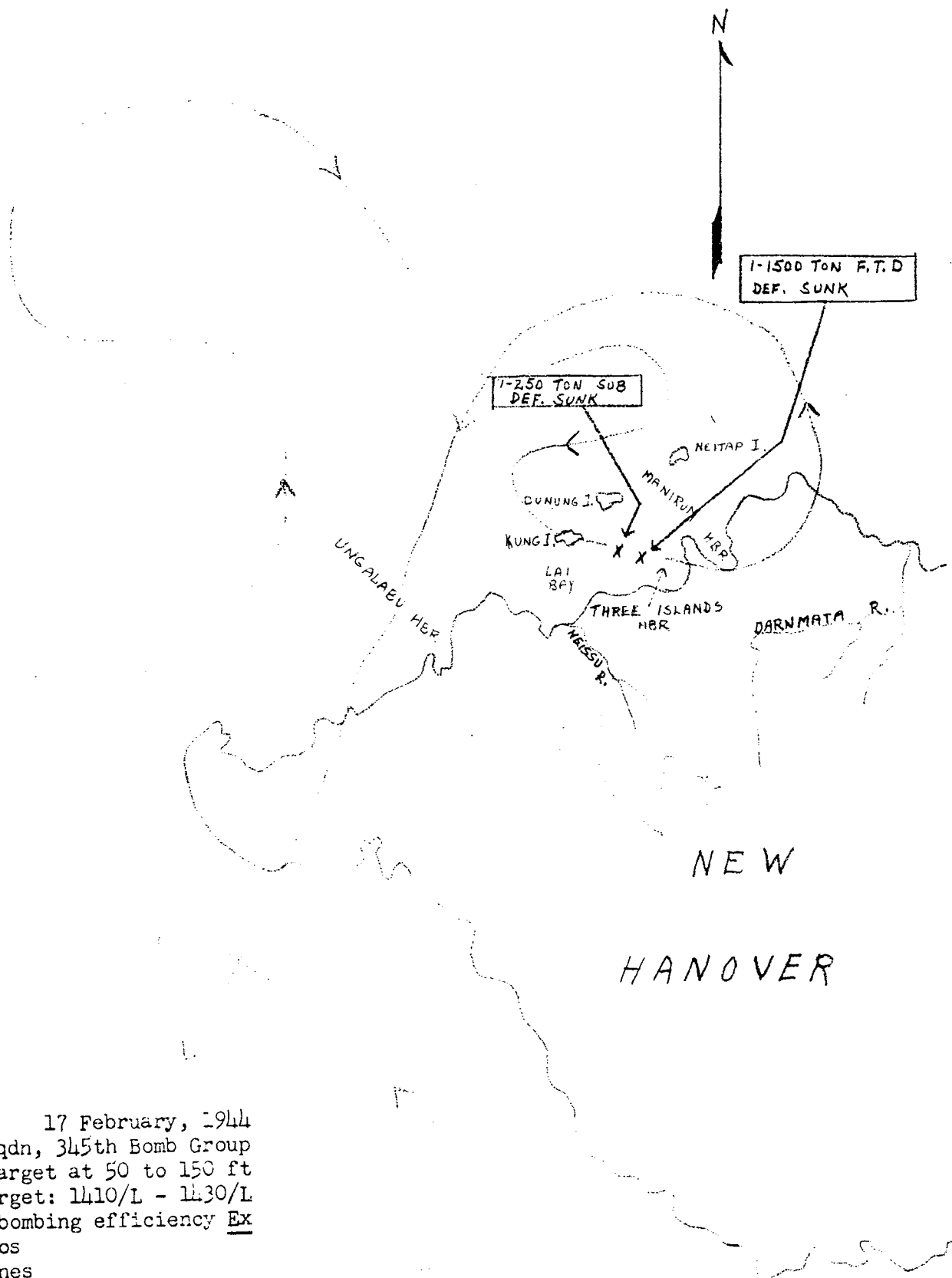
22

345th B.G.
S-2.
Baldwin.

Narrative Report, FFO 48-P-1 continued.

Enemy tonnage destroyed:

1 Fox Tare Dog (converted to tanker)	1,500 tons
1 Submarine	<u>250 tons</u>
TOTAL TONNAGE DESTROYED	<u>1,750 tons</u>



FFO 46-P-1 17 February, 1944
 500th Bomb Sqdn, 345th Bomb Group
 Third over target at 50 to 150 ft
 Time over target: 1410/L - 1430/L
 Crew observ bombing efficiency Ex
 T Took photos
 T Other planes

Ref: Kavieng Strat Map
 4 miles to 1 inch

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

500
50-N-1
19 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bomb Group (M) AAF
APO 503

JCH/rpb

20 February 1944

Subject: Narrative Report on Mission FFO 50-N-1, Performed by 500th Bombardment Squadron (M) February 19, 1944.

To : Commanding General, Fifth Air Force, APO 925.

1. GENERAL

(a) Objective

The 500th And 501st Squadrons, each with six planes, were assigned to attack shipping along the southwest coast of New Ireland.

(b) The two squadrons assembled over Strip 7 and with the 501st in the lead proceeded to Sand Island where they rendezvoused with P-38 fighter cover at 1430/L.

(c) A 2,000-ton Sugar Baker, a 1,200-ton Sugar Charlie and a medium barge were sunk, a PC and another small freighter hit, by 500 lb demo bombs in a minimum altitude attack off the southwest shore of New Ireland by six B-25's of this Squadron. Stores along the shore were also bombed, and the resulting black smoke was so dense that two A/P's had to go on instruments momentarily after they attacked one of the freighters lying nearby. The PC which had been damaged by our bombs was seen to completely disintegrate under the attack of another squadron's plane before our planes could make a second run to finish it off. All planes kept their targets under concentrated gunfire as they attacked.

- (d) 1. There was no interception.
2. No Allied or enemy plane losses were reported.

2. The 500th Squadron was second in the two-squadron formation. Capt Dougherty led our Squadron which was composed of two flights of three planes as follows:

FIRST FLIGHT

A/P 161 - Capt Dougherty
A/P 430 - Lt James
A/P 068 - Lt Ames

SECOND FLIGHT

A/P 059 - Lt Lataweic
A/P 278 - Lt Gear
A/P 237 - Lt Fritzshall

3. Details of the mission

(a) Takeoff: 1245/L from Horanda, Strip 4.
Rendezvous: Rendezvoused with P-38 cover at Sand Island at 1430/L as planned.

Landing: 1700/L at Horanda, Strip 4.

(b) Route: Horanda - Dampier Strait - Sand Island - target.
Approach: Our planes made their first approach in a northeasterly direction and proceeded northwest up the coast to cover the shipping.
Attack: New Ireland coast - 1540/L to 1600/L at 50/150 feet.
Maneuver: Our planes attacked in flights of two as follows:

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

= = = = =

Narrative Report, FFO 50-N-1 continued.

FIRST FLIGHT

161 - Capt Dougherty

237 - Lt Fritzshall

SECOND FLIGHT

059 - Lt Lataweic

278 - Lt Geer

THIRD FLIGHT

430 - Lt James

068 - Lt Ames

The approach and first pass were made in this order but subsequently, as the targets were sighted, most passes were made individually.

(c) 1. Capt Dougherty approached the New Ireland coast on a heading of approximately 60° after leaving Sand Island. This brought him to the vicinity of Cape Lupos where a patrol craft was sighted. He circled and came in on his run dropping two bombs. He believed both of them missed. Lt Fritzshall, flying on Capt Dougherty's wing, also circled and attacked the vessel dropping two bombs, both of which were near misses. Lt James then made a run dropping three bombs. Although he did not claim any hits, his gunner was positive one of the bombs found its mark. Our planes which had chosen to attack this vessel circled to complete their work but observed a large explosion and the vessel disintegrated before they could reach it. They generously ascribed the sinking to a plane from the 501st Squadron which they believed attacked right after them. They did not see this plane drop bombs but presumed it dropped and scored.

2. After the patrol craft was blown up Capt Dougherty went further down the coast to the vicinity of Katherine Harbor where a medium barge was sighted offshore. Strafing caused smoke and fire and the barge broke up. It is claimed destroyed.

3. Flying northwestward along the coast our planes encountered a Sugar Charlie lying just off small Uon Island. Capt Dougherty went over and strafed the vessel. Lt Ames made a run on it and dropped ^{one} ~~two~~ bombs, claims one hit. Lt Fritzshall dropped three bombs at it, all misses. Lt Lataweic with Lt Geer on his right wing then came in on the vessel and dropped one bomb which missed. Lt Geer dropped four bombs; one bomb dropped short and two over. The crew could not account for the other bomb which they believed to be the second one dropped but believe the interval would have been about right to score a hit. Lt James made a run on this ship dropping two bombs which missed. Lt Lataweic circled for another try, dropped a bomb and hit the vessel. A large explosion and fire followed and we claim this vessel as destroyed. It has been reported that some of the P-38's saw Lt Lataweic's hit and subsequent explosion and that they reported the vessel sunk.

4. Some of the bombs that were first directed at the Sugar Charlie hit stores on the shore as large fires with much black smoke resulted. On the successive passes the pilots had to fly on instruments through this smoke. One crew claimed to have observed A/A from the shore nearby and believed it was silenced by the same bombing.

5. In Gazelle Channel between Baudissin and Dyaul Islands as our planes continued their search northwesterly along the coast they came upon four vessels. First sighted was a patrol craft, moving on a course off east southeast. A little further along a Fox Tare Dog and a Sugar Baker were proceeding westerly. Somewhat ahead of them was another patrol craft. Capt Dougherty made a pass at the first patrol craft and the Sugar Baker dropping a bomb at each on this run; both missed. Lt Ames attacked the two freighters dropping ^{two} ~~one~~ bombs on the Sugar Baker which ~~scored~~ and two bombs on the Fox Tare Dog which missed; one of which was a near miss. Coming around again Capt Dougherty lined up on the Sugar Baker and with his one remaining bomb scored a hit just forward of the ship's stack. They were the last to attack this vessel and as their plane withdrew the crew members saw the ship sink.

Narrative Report, FPO 50-N-1 continued.

4. The full crews of the two planes which achieved the sinkings, namely the crews of Lt Lataweic and Capt Dougherty, will be recommended for the award of the Air Medal.

5. The attached tables, APPendix "A", give bombs dropped, ammunition expended, A/A encountered and photographs taken. Appendix "B" gives the positions of the vessels and the bombing run on them, and Appendix "C" gives the route to and from the target.

6. The following sightings were reported: The patrol craft at Cape Lupos was seen to completely disintegrate from a bomb hit subsequent to our last pass; credited to 501st Squadron. A total of four vessels were in Gazelle Channel, namely two patrol craft on reciprocal courses along the coast, a Sugar Baker which we sank and a Fox Tare Dog. One crew reported six/eight unidentified merchant vessels deep in Balgai Bay. A possible radio or radar station was sighted on the shore of Katherine Harbor.

7. The Sugar Baker sunk by this Squadron was reported as a Fox Tare (Stack Aft) in our final mission report. Photographs and further interrogation clearly reveal that the vessel was a Sugar Baker, approximate tonnage, 2000.

8. (a) Photographs illustrate Capt Dougherty's attack on vessels in Gazelle Channel. K-21 photographs 1-0-7, 1-0-10 and 100-11, taken by Capt Dougherty's plane (161) show his attack on the Patrol Craft (PC). The vessel maneuvers, and one bomb misses off the port quarter. Photographs 1-0-17, 1-0-18, 1-0-21, 1-0-22, 1-0-28 show his first attack on the Freighter (SB). He crossed the vessel amidships, port to starboard on a diagonal course, dropping one bomb which was short. Strafing pattern shows in the water about the ship. Two bombs, probably those of Lt Ames, dropped one short and astern, and one over. Unfortunately Capt Dougherty's camera ran out before his second pass. A K-20 photograph 5-0-122 taken from A/P 430 shows not only the same bursts as 1-0-22, but there also can be seen the planes (Lt Ames and Capt Dougherty) circling to their right after the attack.

(b) K-20 photographs 5-0-111, 113, 116 show Lt James' attack on the patrol craft at Cape Lupos. 5-0-117 taken while circling for another pass shows only debris where the patrol craft had been.

(c) K-20 photographs 5-0-118 shows dense smoke probably from supplies hit when bombs aimed at the Sugar Charlie by Uon Island skipped into shore. 5-0-120 and 121 show bombs dropped by Lt James, A/P 430, when on his next run.

(d) K-21 photographs 2-0-52 and 53 from Lt Geer's plane (278) show only the dense smoke by the shore of Uon Island as he attacked the Sugar Charlie lying there.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

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

Narrative Report, FFO 50-N-1 continued

ENEMY SHIPPING DESTROYED:

1 - Sugar Baker (Freighter)	2,000 tons
1 - Sugar Charlie (Freighter)	1,200 tons
1 - Medium barge	20 tons
TOTAL DESTROYED	<u>3,220 tons</u>

ENEMY SHIPPING DAMAGED:

1 - Patrol Craft	170 tons
1 - Fox Tare Dog	<u>1,200 tons</u>
TOTAL DAMAGED	1,370 tons

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

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

Narrative Report, FFO 50-N-1, continued.

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSSES	RETURNED
161	5	500 lb	Demo	4/5 sec.	1	4	
430	5	"	"	"	1	4	
068	5	"	"	"	3	2	
059	5	"	"	"	2	3	
278	5	"	"	"	1	4	
237	5	"	"	"	2	3	
TOTAL	30	500 lb	Demo	4/5 second	10	20	

STRAFING TABLE

.50 CALIBRE				.30 CALIBRE			
A/P	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXPENDED	MALFUNCT	
161	4,000	2,675	URS & URN	4,000	2,000		
430	4,000	2,000		4,000			
068	4,000	3,400		4,000	1,000		
059	4,000	1,850	ULS, ULN & LLN	4,000	300		
278	4,000	1,700		4,000	600		
237	4,000	2,850	LRN & LRS	4,000			
TOTAL	24,000	14,475	7 - malfunctions	24,000	3,900		

A/A

A/P	INTENSITY	CALIBRE	ACCURATE?	ALTITUDE	WHERE
161	Slight	Medium	No	Hitting water	FTB
430	Slight	Light	No	50/150'	Vessels
068	Slight	Light-medium	Yes	50/150'	Vessels
059	Slight	Light	No	50/150'	Vessels
278	Slight	Medium	No	50/200'	Vessels
237	Moderate	Light	Yes	100'	Vessels
TOTAL	Slight-moderate	L-M	No-yes	50/200'	Vessels

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
161	Target	1540/L - 1600/L	K-21	30	
430	"	"	K-20	15	
068	"	"	K-21	30	
278	"	"	K-21	30	
TOTAL				105	

APPENDIX "A"

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

NEW
HANOVER

N

KAVIENG
PANAPAI

BALGAI
BAY

P.C. BOAT

S.B. 2000 TONS
SUNK

F.T.D. SET AFIRE
BY P-38'S

DYAU I.

P.C. BOAT

S.C. - 1200 TONS
SUNK

P.C. BOAT SUNK
BY 501ST SG

1-MED. BARGE
SUNK

TABAR
OR
GARDNER
IS

IRELAND

FFO 50-N-1 19 February, 1944
500th Bomb Sq, 345th Bomb Grp
Second over target at 50/150'
Time of attack: 1540/L-1600/L
Crew obsv bombing efficiency Fair
T Took photos
Other planes

Ref: Australian Aeronautical Chart
1-1,000,000

APPENDIX "B"

MATTHIAS GROUP

151°

30

MISSION NO. 57 - H-1 FEB. 10-44
SQUADRON NO. 20012 20-112
SQUADRON CIDER OVER TARGET 2110.
ALTITUDE 5,000 FT.
TIME OVER TARGET 2057.
T (BLUE) PLANES TAKING OFF
T (BLACK) OTHER PLANES
IT SHOWN AT BEGINNING

Ysabel Channel

152°

153°

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2,000,000
31.72 Naut. Miles = 1:2,000,000
Mercator Projection

NEW HANOVER

KAYIENG
PANAPAI

TABAR OR
GARDNER IS.

LIHIR

GROUP

BISMARCK SEA

NEW

IRELAND

NEW BRITAIN

Garove I.
ISLANDS

Cholmann

TALASEA

HOSKINS

Kimbe Bay

Commodore Bay

Wangore Bay

Elaboro Bay

Riebeck Bay

Elaboro Bay

Elaboro Bay

Elaboro Bay

Elaboro Bay

Elaboro Bay

Elaboro Bay

Expectation

UBIKI

THE FATHER

7,546

Okola

Wide Bay

Crater Pt.

Waterfall Bay

Jacquinet Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

KERRAVAT

VUNAKANAU

Gazelle

Peninsula

TORUK

Wide Bay

Crater Pt.

Waterfall Bay

Jacquinet Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

WATOM

DUKE OF YORK

GEORGE

PROPOD

TOLBERA

Wide Bay

Crater Pt.

Waterfall Bay

Jacquinet Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

WATOM

DUKE OF YORK

GEORGE

PROPOD

TOLBERA

Wide Bay

Crater Pt.

Waterfall Bay

Jacquinet Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

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Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

WATOM

DUKE OF YORK

GEORGE

PROPOD

TOLBERA

Wide Bay

Crater Pt.

Waterfall Bay

Jacquinet Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

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Waterfall Bay

Waterfall Bay

Waterfall Bay

Waterfall Bay

WATOM

DUKE OF YORK

GEORGE

PROPOD

TOLBERA

Wide Bay

Crater Pt.

Waterfall Bay

Jacquinet Bay

Waterfall Bay

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Waterfall Bay

500
52-P-1
21 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

22 February, 1944

Subject: Narrative Report on Mission FFO 52-P-1, Performed by 500th Bombardment Squadron February 21, 1944.

To : Commanding General, Fifth Air Force. APO 925.

1. GENERAL

(a) Objective

The 500th and 501st Bomb Squadrons in conjunction with the 38th Bomb Group were assigned to attack a convoy off the western shore of New Hanover.

(b) Rendezvous

The bomber force was to rendezvous with P-38 fighter cover at Sand Island, but due to adverse weather the fighters were ordered to return to base and the strafers proceeded to the target alone. The 38th Bomb Group also failed to complete the mission so only our two squadrons hit the convoy.

(c) Attack

A five ship convoy sighted approximately fifty miles northwest of New Hanover Island on a westerly course was attacked by six B-25D-1's of this Squadron. A freighter-transport of approximately 4,000-tons was left burning fiercely as a result of our strafing and bombing attack. A small freighter of approximately 1,500 tons and a patrol craft were hit and damaged, and another patrol craft, or possible destroyer, was severely strafed as our planes made repeated passes on the vessels.

(d) 1. There was no interception.

2. We lost one A/P enroute to base, cause unknown, but the crew has been picked up. However, they have not yet returned to base.

2. The 500th led the two squadron formation. Lt James did an excellent job of leading our squadron which was composed as follows:

FIRST FLIGHT

SECOND FLIGHT

A/P 430 - Lt James

A/P 048 - Lt Shirreffs

A/P 051 - Lt Mitchell

A/P 055 - Lt Doman

A/P 237 - Lt Fritzshall

A/P 061 - Lt Davis

Lt Latawiec, A/P 059, returned to base from the Dampier Strait due to instrument trouble. He was scheduled to lead the Squadron and Lt James took over after Lt Latawiec broke formation to return to base.

3. Details of the mission

(a) Takeoff: 1202/L from Horanda, No 4.

Rendezvous: Fighter cover not seen.

Attack: 1440/L to 1515/L at 50/150 feet.

Landing: 1750/L at Horanda, No 4.

(b) Route: Horanda - Dampier Strait - Sand Island - target.

Narrative Report, FFO 52-P-1 continued.

Approach: Our A/P's made their approach on a southwesterly heading.

Maneuver: We attacked the vessels in pairs as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 430 - Lt James	A/P 237 - Lt Fritzshall	A/P 048 - Lt Shirreffs
A/P 051 - Lt Mitchell	A/P 061 - Lt Davis	A/P 055 - Lt Doman

(c) Attack

1. Lt James led the two squadrons through adverse weather to reach the vicinity in which the convoy had been reported. Above and west of New Hanover the convoy was spotted. It was seen to be composed of five vessels, a 4000-ton freighter-transport, a 1500 ton freighter, a possible trawler or mine layer, a patrol craft and a much larger patrol craft or possible destroyer. Lt James led the formation on a wide sweep around and ahead of the convoy, a sweep which pulled the destroyer off to one side, and then coming in closer the ships broke up to make passes in pairs and individually. Lt James selected the possible destroyer and dropped three bombs at it. Two were short and one was over as the ship maneuvered ably. Again circling the convoy Lt James attacked the patrol craft which had proceeded to the rear of the convoy. Two bombs which he dropped missed.

2. Lt Mitchell made his first attack on the patrol craft at the rear of the convoy, dropping one bomb which scored. He then circled well to the rear of the convoy and coming in on it again selected the large freighter transport as his target. Concentrated strafing as he came in caused an explosion on the stern of the vessel. Then in quick succession his copilot, Lt Francis, toggled out four bombs. The crew reported that two of the bombs hit the vessel and as Lt Mitchell circled again ahead of the convoy they observed the vessel to be burning fiercely.

3. Lt Fritzshall swept wide around the convoy following Lt James' element and lining up on the patrol craft at the rear of the convoy he dropped one bomb which hit the vessel. He then went after the possible destroyer which had pulled away to the right of the convoy. In three attacks against the ship Lt Fritzshall dropped three bombs but none scored. However, he subjected the ship to a blistering strafing which chased the personnel to cover. Breaking away from the destroyer Lt Fritzshall made a diagonal attack on the large freighter transport coming in on the starboard side. His last remaining bomb found its mark amidships and a heavy explosion, which was followed by red flame and white smoke, resulted.

4. Lt Davis flew on Lt Fritzshall's wing. He failed to return from the mission but word has been received that the crew is safe.

5. Lt Shirreffs led the last element of two planes. His first attack was made on the 1500-ton freighter. Three bombs were dropped, one near miss scored. Circling and feinting; another pass at the vessel, Lt Shirreffs then swung away and made his run on the patrol craft tailing the convoy. He dropped two bombs, one missed and one hit the vessel breaking up the superstructure and causing much flying debris.

6. Lt Doman, on Lt Shirreffs' wing dropped three bombs at the small freighter, one short, one over and one hit. As the vessel appeared damaged Lt Doman made his second run on the patrol craft at the rear of the convoy. Two bombs were dropped but missed.

Narrative Report FFO 52-P-1 continued.

- (d) No fighter cover was sighted.
- (e) All of our A/P's were damaged in varying degrees. Three cylinders on Lt Fritzshall's plane's right engine were knocked out and a bullet pierced a cylinder on the left "good" engine. The plane of Lt Mitchell received a large jagged cut in the right wing and several M/G holes in the fuselage and wing. The ships flown by Lts James, Shirreffs and Doman each received several small calibre bullet holes in the fuselage and wings.
- (f) Sgt Dunn, the radioman on Lt Mitchell's crew, was hit in the right arm by small calibre fire and was hospitalized at Finschhafen.

4. The award of the Distinguished Flying Cross to Lt William A. James is recommended. The crews were enthusiastic over his brilliant leadership of the two squadrons, pointing out that although extremely adverse weather caused the fighters and an accompanying bombardment group to turn back, Lt James not only picked a course through the weather but arriving off New Hanover, managed to find the convoy just before a storm would have hidden it from view. By his tactics Lt James drew the destroyer away from the convoy and then selected it as his target. This despite the fact that the destroyer was clearly the most heavily armed vessel in the convoy and was throwing up a lot of A/A fire. By coincidence this was Lt James' fiftieth mission, and he took leadership of the squadrons only because the appointed leader had to turn back.

5. The attached tables, Appendix "A" give bombs dropped, ammunition expended, A/A fire and photos taken. Appendix "B", a sketch, shows the positions of the vessels attacked and the approach and withdrawal from the target.

6. Sightings: The convoy attacked consisted of one possible destroyer leading to starboard, one freighter transport of 4,000 tons followed by a 1,500-ton freighter astern and to port and the possible minelayer and the patrol craft protecting the left flank. A probable camp area in Nong-bolo Plantation was sighted on the northeast shore of New Hanover; a jetty was nearby with a fishing smack at the end.

7. No photographs taken by this Squadron have been received at the time of filing this report.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

2 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"

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

Narrative Report, PFO 52-P-1

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	NEAR MISSES	MISSES
430	5	500 lb	Demo	4/5 sec.			5
051	5	"	"	"	3		2
237	5	"	"	"	2		3
061	5	"	"	"	Has not returned to base		
048	5	"	"	"	1	1	3
055	5	"	"	"	1		4
TOTAL	30	500 lb	Demo	4/5 sec.	7	1	17

STRAFING TABLE

.50 CALIBRE				.30 CALIBRE			
A/P	ROUNDS CARR'D	EXPND	MAIFUNCTIONS	ROUNDS CARR'D	EXPND	MAIFUNCTIONS	
430	4,000	1,600		4,000	600		
051	4,000	1,250	URS	4,000	---		
237	4,000	1,600		4,000	400		
048	4,000	1,750	LRS	4,000	1,400		
055	4,000	1,850		4,000	---		
TOTAL	20,000	8,050	2	20,000	2,400		

A/A

A/P	INTENSITY	CALIBRE	ACCURATE?	ALTITUDE	WHERE
430	Medium	Light-medium	Yes	50/250 ft	Convoy
051	Medium	Light-medium	Yes	50/150 ft	"
237	Medium	Light-medium	Yes	50/150 ft	"
048	Medium	Light-medium	Yes	50/150 ft	"
055	Medium	Light-medium	Yes	50/150 ft	"
SUMMATION	Moderate	Light-medium	Yes	50/250 ft	Convoy

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
430	0215S - 14940E	1440/L-1515/L	K-20	25	
055	"	"	K-21	30	
TOTAL	0215S - 14940E	1440/L-1515/L	K-20 & K-21	55	

APPENDIX "A"

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

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

Narrative Report, FFO 52-P-1

SHIPPING CLAIMED PROBABLY DESTROYED

1 - Freighter-transport	4,000 tons
1 - Patrol craft	170 tons
TOTAL	<u>4,170 tons</u>

SHIPPING CLAIMED DAMAGED

1 - Freighter-transport	1,500 tons
1 - Patrol craft or possible minelayer	500 tons
1 - Destroyer	<u>1,200 tons</u>
TOTAL	<u>3,200 tons</u>

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

500
52-P-1
21 FEB 44OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713

JCH/rpb

24 February, 1944

Subject: Supplementary Report, Mission FFO 52-P-1, Performed by 500th Bombardment Squadron (M) February 21, 1944.

To : Commanding General, Fifth Air Force. APO 925.

Based on interrogation of Lt Davis, pilot, and Sgt Shinn, radiogunner, who crashed returning from the mission and only today rejoined their unit, the following amendments to original report dated 22 February 22 are submitted:

3. (c) 4. Lt Davis flying on Lt Pritzshall's wing also dropped one bomb on the patrol craft at the rear of the convoy. He confirms that the vessel was hit but cannot say whether it was Lt Pritzshall's bomb or his own. As Lt Pritzshall pulled away to the right to attack the escort vessel ahead of the convoy, Lt Davis went after the larger freighter transport. He was the first of the Group to attack this vessel. Four bombs were toggled out; two hits were scored, one doubtless as the result of skipping, and two bombs over. An explosion and fire with heavy smoke followed. Before leaving the vicinity of the convoy and after the various attacks by planes of the striking force, Lt Davis saw the freighter transport burning fiercely and listing to port. After bombing the freighter transport Lt Davis broke to his left and flying low over the escort vessel on the left flank of the convoy he subjected it to a heavy strafing. He was screened by the water of a bomb from a plane ahead of him but as he passed the vessel much machine gun fire was received coming straight up and it is believed that this fire inflicted the damage which subsequently downed the airplanes.

31 (e) Airplane 061 received numerous small holes, a large hole the size of a football in the right rudder and a gash about eighteen inches long in the right wing. Its instruments were out shortly after the attack on the convoy. When about thirty miles south of Pischhafen, the left engine quit and being unable to feather the propeller he made a water landing at 1720/L, 21 February.

(f) Lt Blake, copilot, received minor wounds when the radio box alongside his position was hit by enemy fire. All crew members were bruised and shaken up by the water landing.

4. The award of the Purple Heart and other appropriate decorations will be recommended for the crew members, Lt Davis for the skillful manner in which he achieved the landing, the others for the heroism and resourcefulness displayed in helping one another after crashing.

REMARKS: Lt Davis and his crew, after approximately nineteen hours in two small life rafts, were picked up from position 0725S-14804E at 1215/L on the 22nd of February by USAS Paluma. At 1230/L they were transferred to US Navy vessel APC 22 which took them to Cape Sudest whence they were taken by ambulance to Dohodura where they were hospitalized.

1 - Incl

JOHN C. PANNA
Captain, Air Corps, S-2.

- 1 -

CONFIDENTIAL

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

Narrative Report WFO 52-P-1

Five (5) X 500 lb demolition bombs, 4/5 second delay fuse, dropped; two hits two misses and one possible hit.

1800 X .50 calibre and 400 X .30 calibre ammunition expended.

A/A was reported as moderate, light to medium, accurate at A/P level.

No photographs were taken by this plane.

APPENDIX "A"

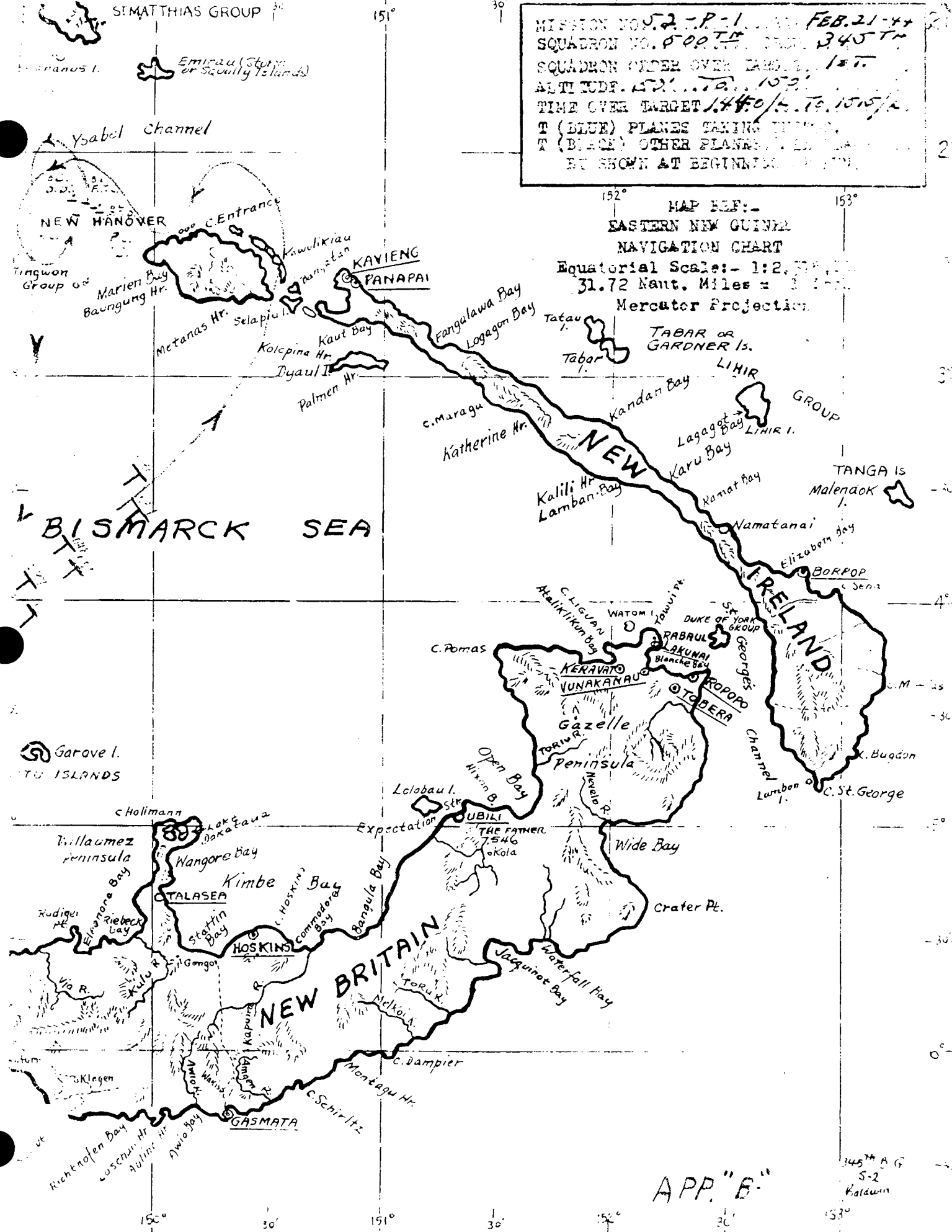
C O N F I D E N T I A L

MISSION NO. 52-P-1 FEB. 21-44
 SQUADRON NO. 500TH 345TH
 SQUADRON ORDER OVER TARGET 1st
 ALTITUDE 5000 FT. 10000 FT.
 TIME OVER TARGET 1440/15.1015/1
 T (BLUE) PLANES TAKING TARGET
 T (BLACK) OTHER PLANE
 BT SHOWN AT BEGINNING OF MISSION

22

MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART

Equatorial Scale:- 1:2,000,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection



APP. "B"

345TH AG
 S-2
 Baldwin

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

500
53-K-1
22 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 503

JCH/rpb

22 February, 1944

Subject: Narrative Report on Mission FFO 53-K-1, Performed by 500th Bombardment Squadron (M) February 22, 1944.

To : Commanding General, Fifth Air Force. APO 925.

1. GENERAL

(a) Objective

Four squadrons of the 345th Group and one squadron from the 38th Group were assigned to attack Momote Drome. The alternate target was Iboki Plantation in the Rein Bay area.

(b) The 345th Group and the one squadron of the 38th Group assembled at 1500 feet over Strip 7 and with the 499th Squadron leading proceeded to Sakar Island where rendezvous with the fighters was scheduled to be effected. No fighters were sighted and the bomber force went on alone.

(c). Iboki Plantation at Rein Bay on the Northern shore of New Britain was bombed and a fire started by three B-25D-1's of this squadron in a medium altitude attack. The primary target, Momote Drome in the Admiralty Islands, was not reached because of weather, and our planes turned back north of Sakar Island to attack the alternate target. One of our four-plane formation which went over the target returned his bombs to base because of rack malfunction. No enemy opposition in any form was encountered.

(d) 1. There was no interception.

2. No Allied or enemy plane losses were reported.

2. The 500th Squadron was second in the Group formation. Lt Latawiec led our four planes which flew in a diamond formation; the pilots and planes participating were as follows:

A/P 278 - Lt Geer

A/P 664 - Lt Latawiec

A/P 059 - Lt Mitchell

A/P 601 - Lt Frey

3. Details of the mission

(a) Takeoff: 0830/L from Horanda, No. 4.

Rendezvous: Fighters not seen at rendezvous point.

Landing: 1245/L at Horanda, No 4.

(b) Route: Horanda - Dampier Strait - Sakar - 65 miles north of Sakar - alternate target.

Approach: Our planes approached on a northeasterly heading.

Attack: 1120/L at 7500 feet.

Maneuver: In a flight of four in diamond formation.

(c). Flying in a diamond formation, Lt Latawiec led our four planes northward to Sakar Island to make rendezvous with the fighters. At 1020/L, about 65 miles north of this island, bad weather caused our planes to turn

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

Narrative Report, PFO 53-X-1 continued.

back and strike the alternate target, supplies and personnel, at Iboki Plantation. Our planes made their attack at 1120/L at 7500 feet on a north-easterly heading. All bombardiers dropped on Lt Muller, the lead bombardier, and all five 500 pound bombs from each of the first three planes burst in the target. The bombs in Lt Frey's plane, flying in number four position, failed to release and were returned to base. A fire was observed sending up black smoke from the tip of the Plantation extending out into Rain Bay. No other results were observed from the bomb bursts. All planes returned safely.

4. No awards are recommended.
5. All sightings were reported.
6. Photographs have not been received at the time of this report.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

- 3 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "P"

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

Narrative Report, PFO 53-K-1

BOMBING TABLES							
A/P	NO. BOMBS	HEIGHT	TYPE	DELAY	ON TARGET	RETURNED	SALVED
664	5	500 lb	Demo	Inst.	5		
059	5	"	"	"	5		
278	5	"	"	"	5		
601	5	"	"	"	5		
TOTAL	20	500 lb	Demo	Inst.	15	5	Rack malfunction
						5	

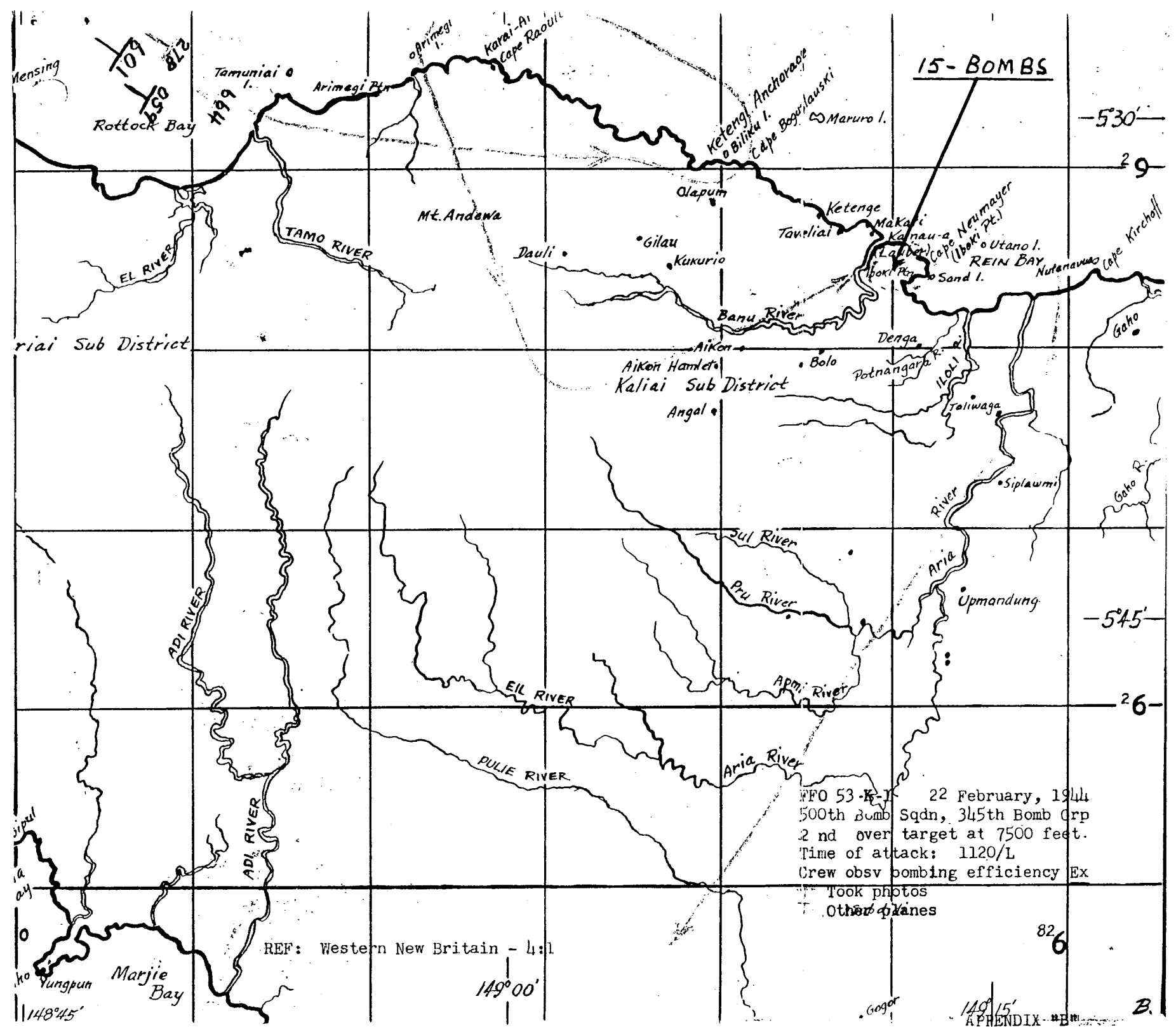
All ammunition expended except for test firing of turret guns.

No A/A encountered.

PHOTOGRAPHS						
A/P	TIME	LOCALITY	TYPE	EXPOSURES	REMARKS	
664	1120/L	Iboki Ptn, Rein Bay	K-21	30		
278	"	"	K-21	30		
TOTAL	1120/L	Iboki Ptn, Rein Bay	K-21	60		

APPENDIX "A"

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



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

500
58-H
27 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713 Unit 1

JCH/rpb

28 February, 1944

Subject: Narrative Report on Mission FFO 58-H, Performed by Eight Planes of the 500th Bomb Squadron, February 27, 1944.
Objective: CONDOR STRIP and Dispersal Areas.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) Three squadrons of nine planes each of the 345th Bomb Group were ordered to render NUBIA and CONDOR STRIPS in the HANSA BAY AREA unserviceable by an attack February 27 from 8000 feet with an individual plane load of five 500 pound demolition bombs, instantaneous fuse.

(b) The Group formation assembled enroute to GUSAP picking up their P-47 fighter cover at the same time.

(c) CONDOR STRIP was blasted unserviceable and the dispersal areas were bombed in a medium altitude attack February 27 by eight B-25's of our Squadron which dropped ten tons of demolition bombs. The bombs were seen to start to burst at the southwest corner of the strip and pockmark diagonally across the southern half of the strip into the northeastern dispersal area. Considerable A/A was encountered, but all of the planes returned safely.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses were reported.

(e) Take-off: From STRIP NO. 4 at 1421/L to 1424/L.

Rendezvous: The Group and fighters assembled shortly after take-off enroute to GUSAP.

Attack: CONDOR STRIP at 1536/L at 8000 feet.

Landing: STRIP NO. 4 at NADZAB at 1651/L to 1655/L.

(f) Route: NADZAB - GUSAP - DUMPU - RAMU VALLEY - TARGET.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Capt Keith E. Dougherty was Group Commander of the mission. Our Squadron, leading the Group formation, was led by Capt Dougherty and was composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 597 - Capt Dougherty	A/P 601 - Lt Davis	A/P 664 - Lt Geer
A/P 604 - Lt Mitchell	A/P 074 - Lt Doman	A/P 060 - Lt Fritzshall
A/P 099 - Lt Shirreffs	A/P 064 - Lt Finnegan	

Lt Latawiec, A/P 076, scheduled to fly the number three position in the third flight, damaged a wingtip while taxiing out of the revetment and did not take off.

3. DETAILS OF THE MISSION

(a) 1. Capt Dougherty led our Squadron in flights of three, three

- 1 -

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

Narrative Report, PFC 55-H continued.

and two planes northeasterly across the target at 8000 feet. Lt Mitchell and Lt Shirreffs, flying on Capt Dougherty's right and left wing respectively, dropped their bombs on the lead bombardier. Lt Davis' flight, following closely behind the lead flight, also dropped on Capt Dougherty's bombardier, Lt Hurt. Crews of all six planes saw their bombs start to burst at the southwest corner of the strip and extend diagonally across into the north-eastern dispersal area.

2. Lt Geer, with Lt Fritzshall on his right wing, made his run a short distance behind the first six planes. Lt Fritzshall dropped on Lt Madison who was Lt Geer's bombardier, and both crews saw their bombs explode in the same area covered by the first two flights. The planes broke away to their left and after rallying with the Group returned directly to base.

(b) A/A was described as medium, slight to moderate, inaccurate, on and below the level of our planes coming from known positions in the KUSA Bay Area.

(c) Fighter cover was provided by one squadron of P-47's and crews reported it to be excellent.

(d) 1. None of our aircraft were damaged.

2. There was nil interception; no enemy plane losses reported.

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

4. RECOMMENDATIONS FOR AWARDS

No awards are recommended.

5. APPENDICES

(a) Appendix "A" shows the bombing table, strafing table and photographic table.

(b) Appendix "B" shows map of combat run and bomb hits.

(c) Appendix "C" shows route to and from target.

6. INTELLIGENCE

Flares were seen in the southwest corner of the Bay in the bridge area above NORA PLANTATION. Two luggers were observed in the Bay between KEO VILLAGES and LOWER POINT. Several barges were reported near the jetty areas.

7. PHOTO INTERPRETATION

Photographs taken by the second and seventh planes in our squadron confirm the flight path and bomb spotting as plotted from interrogation of crews.

For the Squadron Commander:

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

JOHN C. HARRA
Captain, Air Corps
Intelligence Officer

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

Narrative Report, FFC 50-H continued.

BOMBING TABLE						
A/P	NO. BOMBS	WEIGHT	TYPES	DELAY	ON TARGET	SALVOES RETURNED
577	5	500 lb	Demo	Inst.	5	
604	5	"	"	"	5	
099	5	"	"	"	5	
601	5	"	"	"	5	
074	5	"	"	"	5	
064	5	"	"	"	5	
664	5	"	"	"	5	
060	5	"	"	"	5	
TOTAL	40	500 lb	Demo	Inst.	40	

All ammunition expended except for test-firing turret guns.

PHOTOGRAPHIC TABLE					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
604	COMMON STRIP	1534/L-1537/L	K-21	30	
604	"	"	"	30	
TOTAL	COMMON STRIP	1534/L-1537/L	K-21	60	

APPENDIX "A"

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

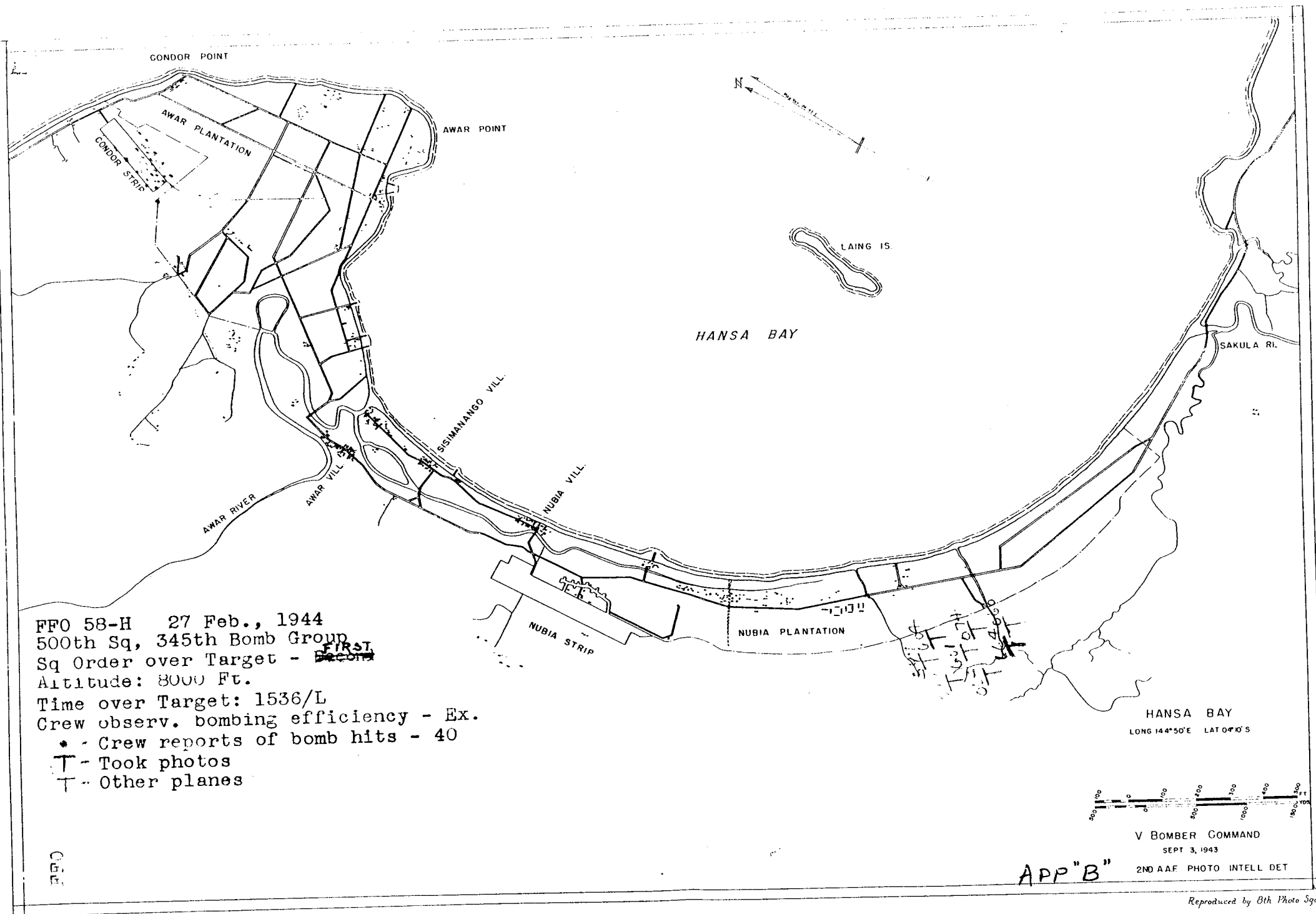
TARGET INFORMATION MEMORANDUM.

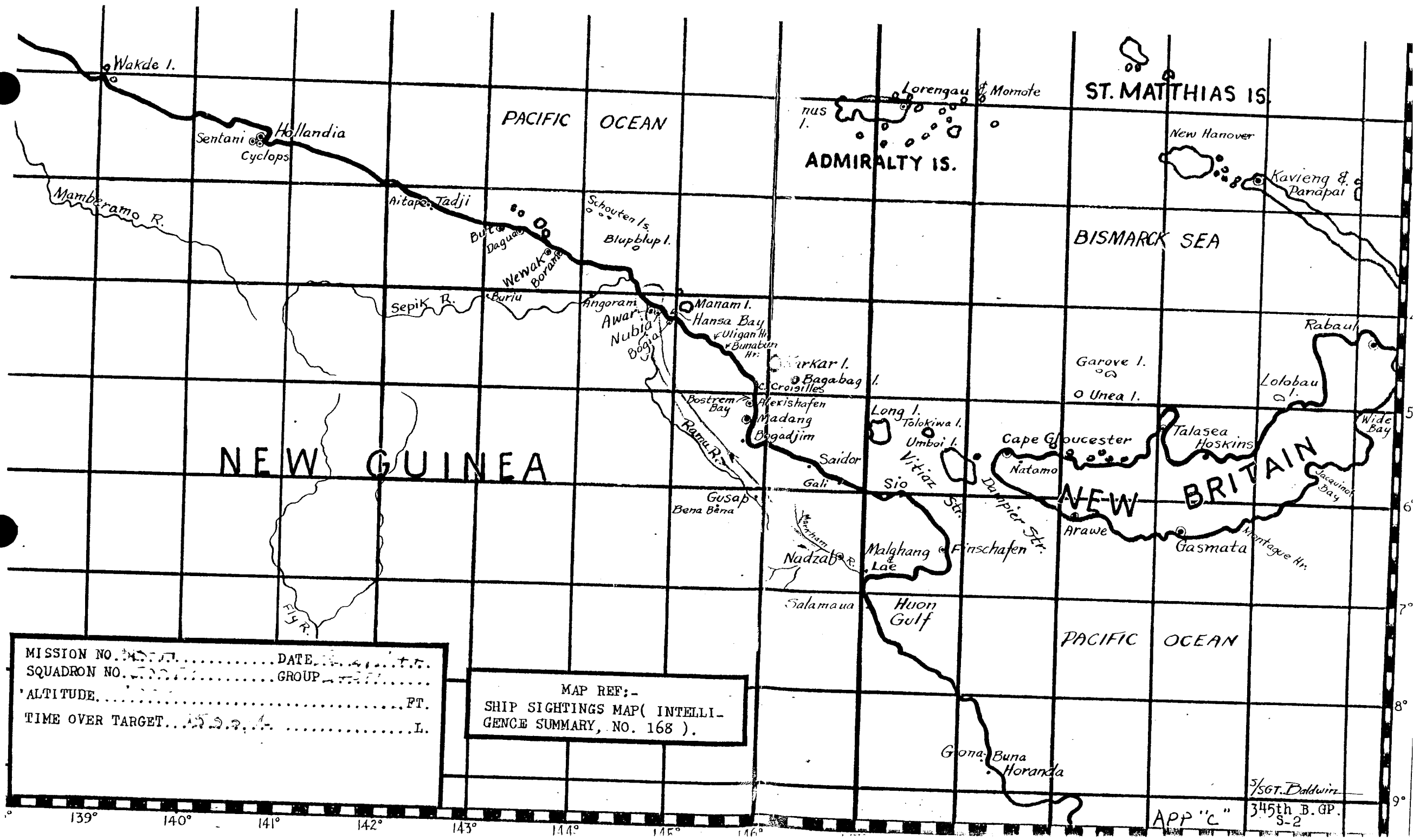
TO:

DATE:

SOURCE OF INFORMATION:

FFO 58-H 27 Feb., 1944
 500th Sq, 345th Bomb Group
 Sq Order over Target - ~~Second~~ **FIRST**
 Altitude: 8000 Ft.
 Time over Target: 1536/L
 Crew observ. bombing efficiency - Ex.
 • - Crew reports of bomb hits - 40
 T - Took photos
 + - Other planes





MISSION NO. DATE
SQUADRON NO. GROUP
ALTITUDE. FT.
TIME OVER TARGET. L.

MAP REF:-
SHIP SIGHTINGS MAP(INTELLI-
GENCE SUMMARY, NO. 168).

App 'c'
345th B. GP.
S-2

500
59-E
28 FEB 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

JCH/rpb

29 February, 1944

Subject: Narrative Report on Mission WFO 59-E, Performed by Seven Planes of the 500th Bomb Squadron (M) February 28.
Objective: Stores and Supplies - MOMOTE AREA.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) The destruction by strafing and minimum altitude bombing of stores in designated dump areas, three on LOS NEGROS ISLAND and four near LORENGAU AIRDROME on MANUS ISLAND, was the mission given to 21 B-25D-1's from three squadrons of this Group. Five hundred pound bombs were specified. It was planned that our attack would be coordinated with a strike by the 38th Bomb Group. Their target lay in an area which included MOMOTE DROME and over which we were specifically instructed not to fly. No fighter cover was planned. A no-bomb, no-strafing area including the South shore of LOS NEGROS ISLAND and the South shore of the Eastern end of MANUS ISLAND, was established by an East-West line just above PAPITALAI VILLAGE on the East and about eight miles above BIRD ISLAND BAY on the West. Demarkation of the Western border of the area was a North-South line along the Western shore of this bay. To the East the no-strafing, no-bombing area adjoined the area over which we were instructed not to fly.

(b) The Group assembled at 2500 feet after takeoff, making one circle over Strip 4 before they proceeded on course. No rendezvous with the 38th Group was planned. As a matter of fact, their planes were not seen and it is understood that they were turned back by weather.

(c) The ADMIRALTY GROUP LOS NEGROS ISLAND was subjected to a low level attack by 7 B-25's of our Squadron on February 28. Three large supply areas were well bombed and strafed but the observed results were few. Some five or six explosions followed a bomb burst in SALAMI PLANTATION, and the jetty near PAPITALAI MISSION STATION was believed damaged by strafing. Five 500 pounders, 8/11 second delay fuse, were plunked in Target 4D, an irregular area roughly 1000 X 1200 yards lying just North of Hyane Harbor; 16 bombs in Target 2D, a 400 yards wide area extending nearly two miles along the M/T road which runs through SALAMI PLANTATION to the western shore of the ISLAND, and a 500 yard wide area along the shore a mile each way from the M/T road terminus; and four bombs in Target 9D, an irregular area at PAPITALAI MISSION STATION extending approximately 1300 yards along the northeast shore, and 800 yards along the northwest shore to a depth of 200 to 300 yards. All targets were given a good strafing.

- (d) 1. There was nil interception.
2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: From Strip No 4 at 1015/L to 1018/L.
Rendezvous: The Group assembled over Strip 4 shortly after take-off.

Attack: Supplies and Stores, MOMOTE AREA, at 1235/L to 1250/L.
Landing: Strip 4 at 1503/L to 1505/L.

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

Narrative Report FFO 59-E continued.

(f) Route: MADZAB - RAMU VALLEY - BOGADJIM ROAD AREA - TARGET

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Major Fain was Group Commander on this mission. Our Squadron, with Major Hagest leading, was third in the Group formation and was composed as follows:

FIRST FLIGHT

A/P 430 - Major Hagest
A/P 030 - Lt Frittsball
A/P 351 - Lt Ames

SECOND FLIGHT

A/P 059 - Lt Davis
A/P 176 - Lt Finnegan
A/P 063 - Lt Rankin
A/P 278 - Lt Geer

3. DETAILS OF THE MISSION

(a) 1. Maj Hagest with Lts Frittsball and Ames on his right and left wings respectively swung in from the Eastern shore above HYANE HARBOR and following a course of approximately 300° swept across targets 4D and 2D to the Jetty area. He then circled wide to the right and again came across 2D on a heading this time of 215° carrying across to 9D whence he continued over the ISLAND breaking away to the South. One bomb from Maj Hagest's plane hit short in the water by PAPITALAI MISSION STATION and four bombs which Lt Ames dropped fell short of target 4D; all landing in the water. Otherwise all bombs of this flight found their marks squarely in the assigned targets. The three planes raked the targets with some 7,000 rounds of fifty calibre fire.

2. Lt Davis with Lt Finnegan on his right wing, Lt Rankin on the left, and Lt Geer on the extreme right of the element followed the first flight in their passes over the assigned targets. They bombed and strafed the areas, and followed Maj Hagest in his withdrawal. Lt Geer, a little above target 4D on the initial run, dropped four bombs outside that area, and Lt Rankin dropped one just outside 4D to the South. The remaining bombs of this flight were on the targets. They also strafed well, being careful not to throw any fire into the restricted areas.

(b) A/A was described as light, slight, inaccurate to accurate at the level of our planes.

(c) There was no fighter cover as according to plan.

(d) 1. Two of our planes received holes from A/A, one by an estimated 20mm and the other by .50 calibre fire.

2. No enemy planes were shot down in combat.

(e) There were nil injuries to personnel of this Squadron.

4. RECOMMENDATIONS FOR AWARDS

No awards are recommended.

5. APPENDIXES

(a) Appendix "A" - Bombing, strafing and photographic tables.

(b) Appendix "B" - Sketch of bombing run and bomb hits.

(c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Twelve to fifteen probable native huts were reported on the southern

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

Narrative Report FFO 59-E continued.

tip of SALAMI PLANTATION in the jetty area. The roads in SALAMI PLANTATION appeared to be well used.

7. PHOTO INTERPRETATION
No photographs have been received at the time of filing this report.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

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

Narrative Report, PPO 59-E

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	HISES	IN WATER
430	5	500 lb	Demo	8/11 sec.	4		1
030	5	"	"	"	5		
351	5	"	"	"	1		4
059	5	"	"	"	5		
176	5	"	"	"	5		
063	5	"	"	"	4	1	
278	5	"	"	"	1	4	
TOTAL	35	500 lb	Demo	8/11 second	25	5	5

STRAFING TABLE

A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXPENDED	MALFUNCTION
430	4,000	2,050		4,000	500	
030	4,000	2,500		4,000	---	
351	4,000	2,650		4,000	600	
059	4,000	1,000	ULN	4,000	400	
176	4,000	1,000		4,000	---	
063	4,000	2,300		4,000	200	
278	4,000	2,900	URS	4,000	---	
TOTAL	28,000	14,400	2	28,000	1,700	

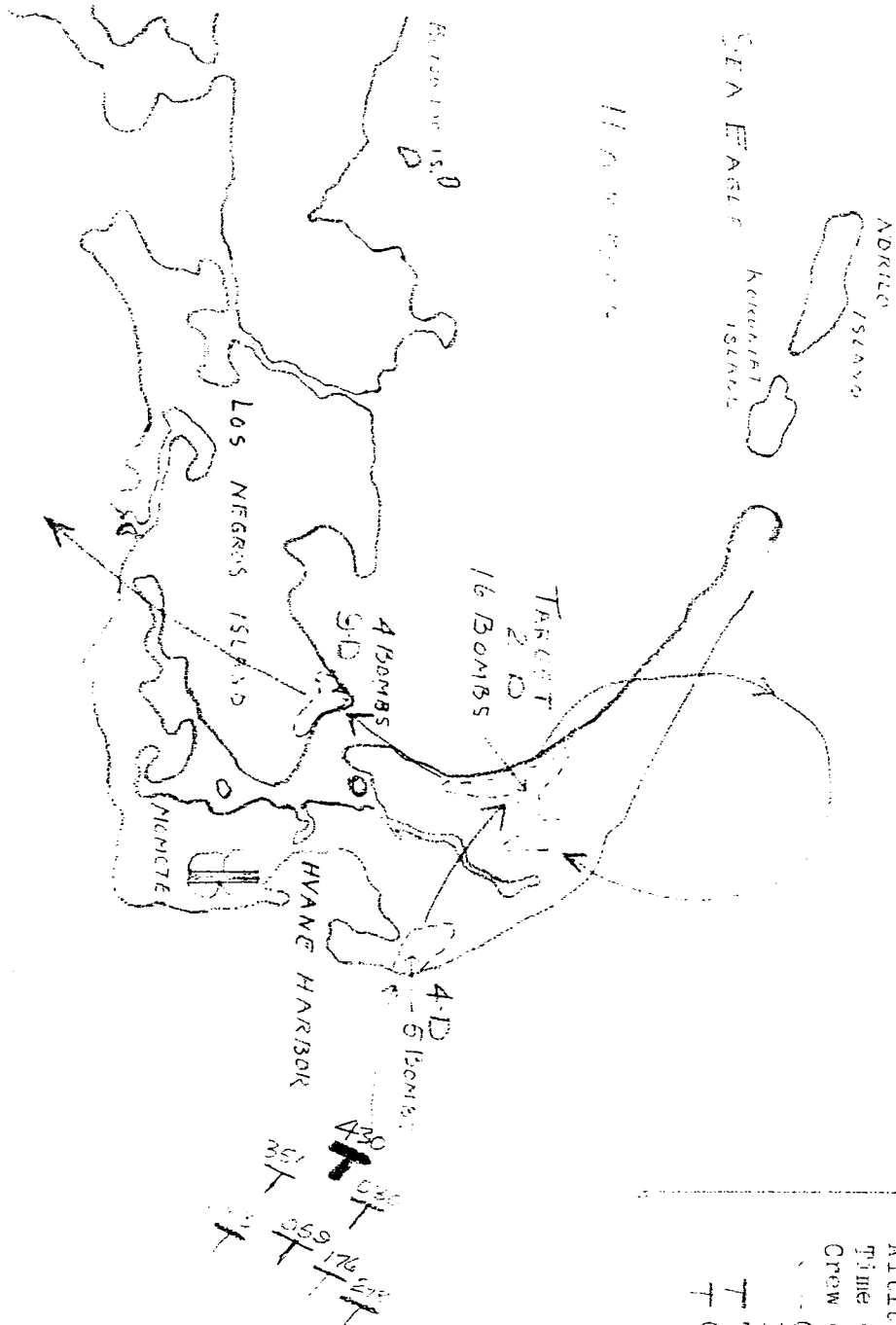
PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
430	MONOTE	1235/L - 1250/L	K-20	25	
030	"	"	K-21	30	
063	"	"	K-21	30	
278	"	"	K-21	30	
TOTAL	MONOTE	1235/L - 1250/L	K-20 & K-21	115	

APPENDIX "A"

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

PFO 59-E 28 February, 1944
 500th Sq., 345th Bomb Group (M)
 Sq. Order over Target: Third
 Altitude: 50/100 feet
 Time over Target: 1235/L to 1250/L
 Crew observ bombing efficiency: Ex/.
 Crew reports of bomb hits - 35
 10 bombs outside target (5 in water)
 Took Photos
 7 Other planes



ADMIRALTY

ISLANDS

LOREN, AU
MANUS ISLAND
MOMOTE
Rambuc

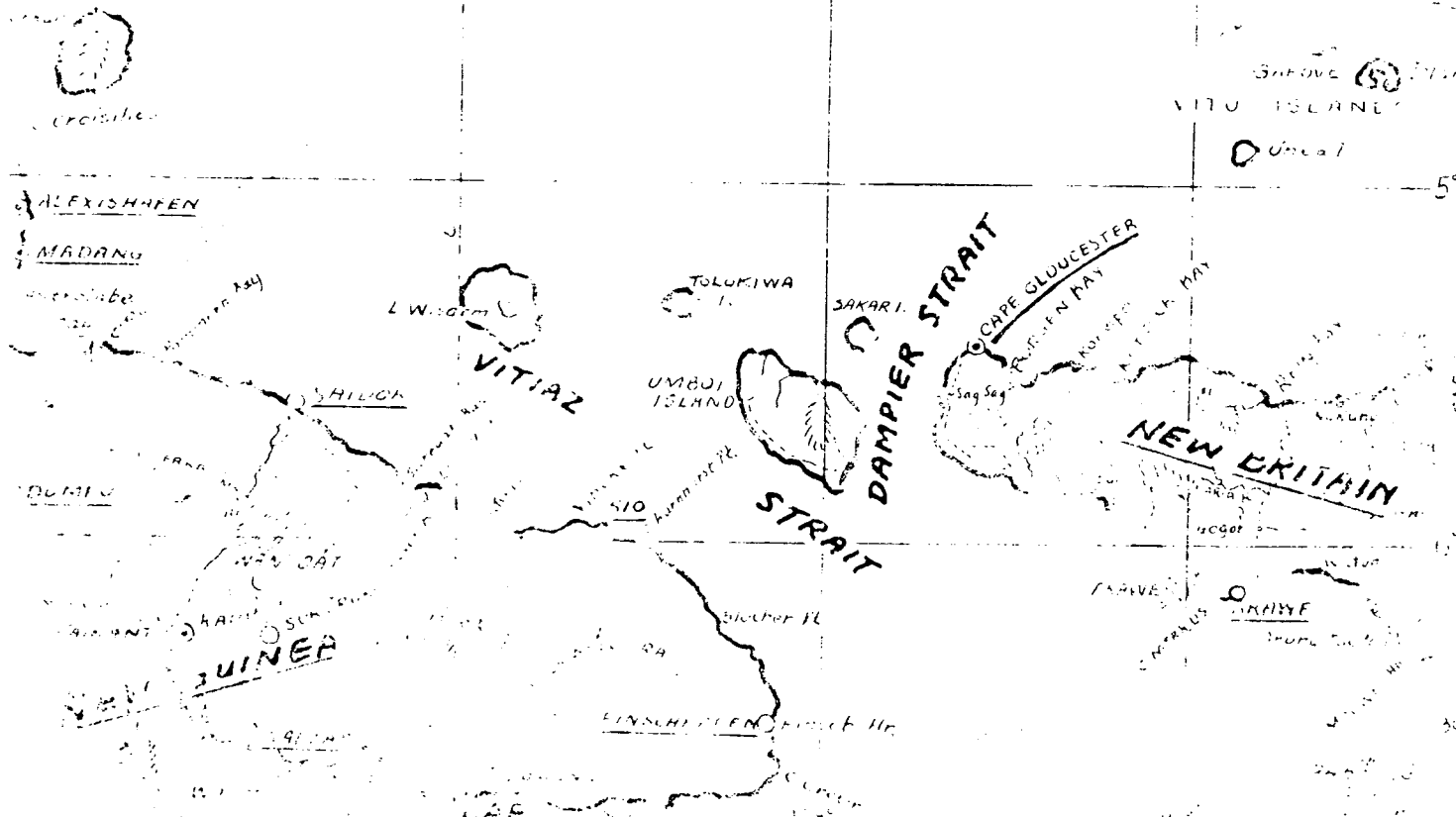
MISSION NO. FRO 50-M. DATE. 28. FEB. 44
FLIGHT NO. 500th. ... 345th
SQUADRON ORDER OVER LAUNCH. ...
ALTITUDE. 50/100
TIME OVER TARGET. 1200. TO 1200/4.
(BLUE) PLANES TAKING IN ...
(BLACK) OTHER PLANES. (...)
IF SHOWN AT BEGINNING OF ...

MAP REF:-
NAVIGATION CHART
Equatorial Scale:- 1:2,000,000
31.72 Naut. Miles = 1 inch
Mercator Projection

149°

APP "C"

B I S M A R C K S E A



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

500
60-C
29 FEB 4

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

JCH/rpb

1 March, 1944

Subject: Narrative Report on Mission FFO 60-4, Performed by Five Planes of
the 500th Bomb Squadron February 29, 1944.
Objective: Ground Support, LOS NEGROS ISLAND; Secondary, LOU ISLAND.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

I. GENERAL

(a) Four squadrons of six planes each of the 345th Bomb Group were ordered to give ground support for landing operations on MANUS ISLAND February 29th as requested by the control ship. The attack, if needed, was to be made by strafers at minimum altitude with a load of five X 500 pound demo bombs, 8/11 second delay fuse, per airplane. The first squadron was to take off at first light, followed by the other squadrons at hourly intervals beginning at 0710/L. All planes were to remain on call in the vicinity of MANUS ISLAND for two hours if their fuel supply allowed, or less if released by the control ship. The secondary target was LOU ISLAND, south of the ADMIRALTY GROUP. The squadrons were to be provided with area cover.

(b) There was no Group assembly as each squadron took off at one hour intervals and proceeded without close cover direct to target area.

(c) Unable to give ground support to landing operations February 29 because of weather, five B-25D-1's of our squadron dropped 25 X 500 pound bombs, 8/11 second delay in a minimum altitude bombing and strafing attack on villages on LOU ISLAND, the secondary target. Four bombs fell in the water, but the remainder dropped on land, and a small European type building was destroyed. The villages on this island and huts on PAK ISLAND were strafed. One of our planes turned back before reaching the target because of turret trouble. No enemy opposition was encountered.

(d) 1. There was nil interception.

2. Nil Allied or enemy planes losses were reported.

(e) Take-off: From Strip 4 at 0809/L to 0811/L

Rendezvous: Nil.

Attack: 1120/L to 1132/L at 50/150 feet on LOU ISLAND.

Landing: Strip 4 at 1338/L to 1340/L

(f) Route: NADZAB - PAK ISLAND - LOU ISLAND.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Major Marston, Assistant Group Operations Officer, led our Squadron which was the third one to takeoff. The Squadron formation was composed as follows:

FIRST FLIGHT

A/P 059 - Major Marston

A/P 278 - Lt Doman

A/P 430 - Lt Davis

SECOND FLIGHT

A/P 254 - Lt Shirreffs

A/P 371 - Lt Mitchell

A/P 335 - Lt Frey

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

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

Narrative Report, FPO 60-C continued.

Lt Mitchell, A/P 371, turned back at 0920/L due to turret failure.

3. DETAILS OF THE MISSION

(a) 1. Major Marston, Assistant Group Operations Officer, led our Squadron to the vicinity of PAK ISLAND. Arriving there at 1017/L, Major Marston called JUMBO, the control ship, and informed them the squadron had arrived. He received no answer, but at 1020/L Lt Shirreffs, No 2 flight leader, received instructions to stand by for orders. Weather became steadily worse, and our crews were unable to see the landing operations. At 1115/L our squadron was released by JUMBO to return to base. Our planes then headed for the secondary target, LOU ISLAND.

2. They made individual bombing and strafing passes on villages as follows: Major Marston dropped three bombs in MOIANGUN and two in the water close by; Lt Davis dropped five bombs on BAUNET VILLAGE; Lt Doman dropped five bombs slightly north of MOIANGUN VILLAGE; Lt Frey dropped five in the vicinity of a red roofed, European type house two and one-half miles northeast of MOIANGUN and destroyed the building; Lt Shirreffs dropped three bombs in a settlement of ten/twelve huts on the shore of LAGO BAY on the north side of LOU ISLAND, and two in the water nearby. All pilots, except Lt Shirreffs whose guns did not fire, strafed their targets, and Major Marston and Lt Doman strafed PAK ISLAND. No damage, except for the red roofed building being blown up, was observed. Our planes rallied south of LOU ISLAND and returned directly to base, all landing safely.

(b) Nil A/A.

(c) There was area fighter cover only.

(d) 1. Nil of our A/P's were damaged.

2. No enemy planes shot down in combat.

(e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDIXES

(a) Appendix "A" - Bombing, strafing and photographic tables.

(b) Appendix "B" - Sketch of bombing run and bomb hits.

(c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Three possible barges near shore in PUPUORT BAY on the south side of LOU ISLAND. Two/three probable barges and 15/20 native boats beached on south-west shore of BALUAN ISLAND.

7. No photographs were taken by this Squadron.

For the Squadron Commander:

JOHN C. HANNA
Captain, Air Corps
Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

CONFIDENTIAL

Narrative Report, FFO 60-C

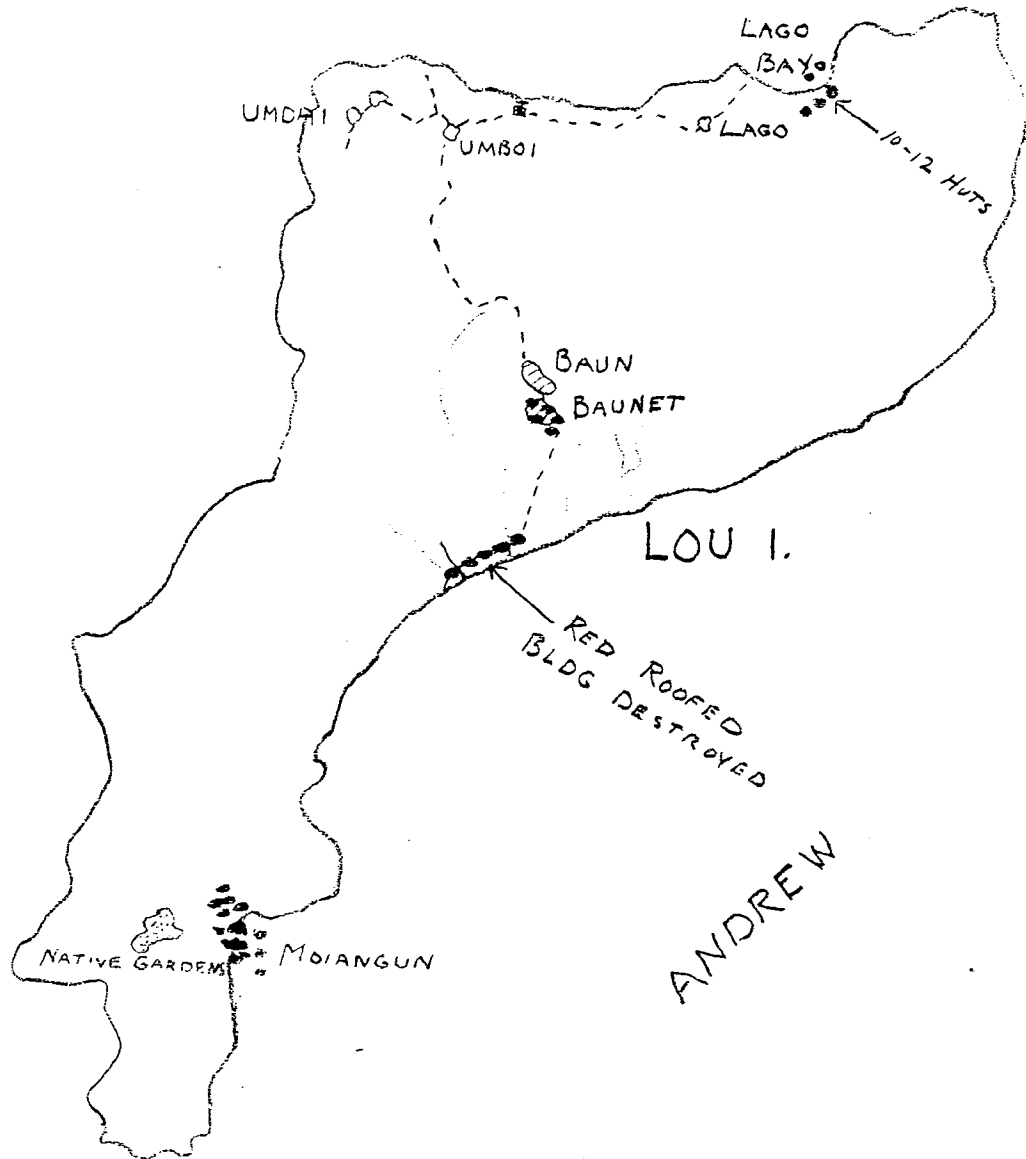
BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	IN WATER	SALVOED
059	5	500 lb	Demo	8/11 sec.	5	2	
278	5	"	"	"			
430	5	"	"	"			
254	5	"	"	"			
335	5	"	"	"		2	
TOTAL	25	500 lb	Demo	8/11 sec.	21	4	

STRAFING TABLE

A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARR'D	EXPENDED	HALFFUNCTIONS	ROUNDS CARR'D	EXPENDED	HALFUNCT.
059	4,000	1,100		4,000	---	
278	4,000	975		4,000	---	
430	4,000	1,050	LLN	4,000	---	
254	4,000	---	Electrical fail-	4,000	---	
335	4,000	1,100	ure. All fwd gun.	4,000	500	
TOTAL	20,000	4,225	9	20,000	500	

Nil photographs taken.



FFO 60-C 29 Feb., 1944
500th Sq., 345th Bomb Group
Third Sq. over Area
Altitude: 50/100 Ft. from 1120 to 1132/L
Crew observ. bombing efficiency-Ex.
• Crew reports of bomb hits - 25

APP. 'B'

PAM MANDIANI

PAM LIN I.

PAM ISLANDS

ADMIRALTY

ISLANDS

LORENGAU

MOMOTE

MANUS ISLAND

LORENGAU Hr.

Rambutojo I.

Mission No. 60-C Date 29/2/44
Squadron No. 500th Group 345th
Squadron Order Over Target... Third
Altitude 50/100
Time Over Target 1120 to 1132Z
Planes taking photos.
Black other planes. (All planes in
area at beginning of run.)

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART

Equatorial Scale:- 1:2,515,000
31.70 Naut. Miles = 1 inch
Mercator Projection

B I S M A R C K S E A

Kurur I.

C Croisilles

ALEXISHAFEN

MADANG

Astrolabe Bay

Pomier Bay

L. Wisdom

SAIDOR

Sapeak Bay

TOLOKIWA I.

UMBUI ISLAND

SAKARI

DAMPPIER STRAIT

CAPE GLUCESTER

BOUGEN BAY

Koropo

KOTICK BAY

Sag Bay

Sipul

REIN BAY

NOGUNU

ARIA R.

Gogor

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

ARAWA

NEW GUINEA

NEW BRITAIN

NADZAB

GABENSIS

WAIME

TSILI TSILI

WAGAU

LAE

WANTOAT

KAINANTU

KAIAPIT

SUKURUM

URUNA K.

URUNA K.

URUNA K.

URUNA K.

URUNA K.

URUNA K.

URUNA K.

URUNA K.

YINCKE PL

SIO

SCHARHORN PE.

Glucher Pt.

FINSCHHAFEN

Finsch Hr.

MAIAHANG

MAIAHANG

MAIAHANG

MAIAHANG

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APP "C"

345th B.C.

345th B.C.

345th B.C.

345th B.C.

345th B.C.