
500
61-E
1 MAR 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

JCH/jwd

2 March, 1944

Subject: Narrative Report on Mission FFO 61-E, Performed by six planes of the 500th Bomb Squadron March 1, 1944.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

I. GENERAL

(a) HANSA BAY personnel and dump areas and anti-aircraft positions from Nubia to Awar River were targets given to 24 B-25's of this Group for a medium altitude attack with 500-pound bombs. Slated to go in in trail, each squadron of six planes was assigned a specific target, ours being the A/A positions at ENU VILLAGE by the AWAR RIVER mouth. However, if planes were sighted on the NUBIA STRIP they were to be the first hit. It was planned to assemble the Group at 2000 feet over the field, proceed to DUMPU, where at 5000 feet, fighter cover was to be picked up; the cover to consist of one squadron of P-47's on top and one squadron of P-40's (RAAF) close. Our strike was to follow immediately a bombing of the area by heavies. No specified secondary target was named.

(b) The Group assembled as planned and flew to DUMPU. Failing to sight the fighters, our planes nevertheless proceeded to the target. The top cover was seen at one time enroute and was reported as satisfactory.

(c) HANSA BAY personnel areas were hit by 6 B-25's of our squadron, as the bombs intended for the anti-aircraft positions fell wide of their mark. Each plane dropped five 500 pounders from 6000 feet, dropping on the lead plane, a medium bomber. The areas hit lie just above the AWAR RIVER mouth, one, Number 25D, along the first quarter mile of the River's North bank, an area about a half mile wide, the other, Number 13D, along the shore by the first two jetties above AWAR RIVER; this latter area is roughly circular one quarter mile in diameter. Six bombs hit 25D, four hit 13D, and two in the 400-yard plantation interval between these two targets. Eighteen bombs landed off shore; of these one got in a shipping target area along the jetties. No damage was observed as a result of any of our bombs.

(d) There was nil interception.

Nil Allied or enemy plane losses were reported.

(e) Take-off: From Strip 4 at 1030/L to 1032/L.

Rendezvous: The Group assembled at 2000 feet over the field shortly after takeoff.

Attack: 1155/L to 1156/L at 6000 feet.

Landing: Strip 4 at 1325/L to 1330/L.

(f) Route: DUMPU - RAMU VALLEY - HANSA BAY.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Captain Dougherty, Acting Squadron Operations Officer, led our Squadron which led the Group. The Squadron formation was composed as follows:

FIRST FLIGHT

A/P - 664 - Capt Dougherty
A/P - 430 - Lt Gautreau
A/P - 278 - Lt Wilson

SECOND FLIGHT

A/P - 601 - Lt Shirreffs
A/P - 059 - Lt Ames
A/P - 082 - Lt Rankin

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

Narrative Report, FFO 61-E continued

3. DETAILS OF THE MISSION

(a) Capt Dougherty brought the Group in from the Southeast and, leading our Squadron over the Southwestern corner of HANSA BAY, but inshore below HUBIA AIRDRONE. Then turning Northward he began to line up on the target. However, he was slightly to the right and over the water. As soon as his bombardier realized the run was not satisfactory he toggled all five bombs out in quick succession, hoping to get a few where they would do some good. The other planes followed suit, Lts Gautreau and Wilson on Capt Dougherty's wings, and the element following which was led by Lt Shirreffs with Lts Ames and Rankin as wingmen. There is not much more to tell. It was a pretty poor mission. The break-away was to the left below CONDOR STRIP. Our planes returned direct to base, all landing safely.

(b) A/A was reported as medium to heavy, moderate to intense, accurate to inaccurate at 5000/8000 feet.

(c) Area fighter cover was satisfactory.

(d) 1. Nil of our A/P's were damaged.

2. No enemy planes were shot down in combat.

(e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

(a) Appendix "A" - Bombing and photographic tables.

(b) Appendix "B" - Sketch of bombing run and bomb hits.

(c) Appendix "C" - Sketch showing routes to and from target.

6. ADDITIONAL SIGHTINGS

One small barge by jetty at Sissamango Village, one medium barge off shore at EBU VILLAGE. Three or four large fires from vicinity of Targets 9D, 10D and 12D were seen as our planes approached target. Fires with much black smoke from target area above AMAR RIVER along Northwest shore of the Bay, an area assigned to other Squadrons of the Group. Their bomb hits followed by explosion were seen in this area. At 1255/L from 4000 feet at position 0625S - 114640E an A-31 A/P was seen crashlanded. A/P appeared intact. This position is reported as near an old crashed transport either DC 2 or Japanese type.

7. PHOTO INTERPRETATION

No photographs have been received at the time of filing 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"

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 61-S

BOMBING TABLES						
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGETS	IN WATER
664	5	500 lb	Demo	Instantaneous	3	2
430	5	"	"	"		5
278	5	"	"	"		5
601	5	"	"	"		5
059	5	"	"	"	4	1
082	5	"	"	"	5	
TOTAL	30	500 lb	Demo	Instantaneous	12	18

Nil ammunition expended.

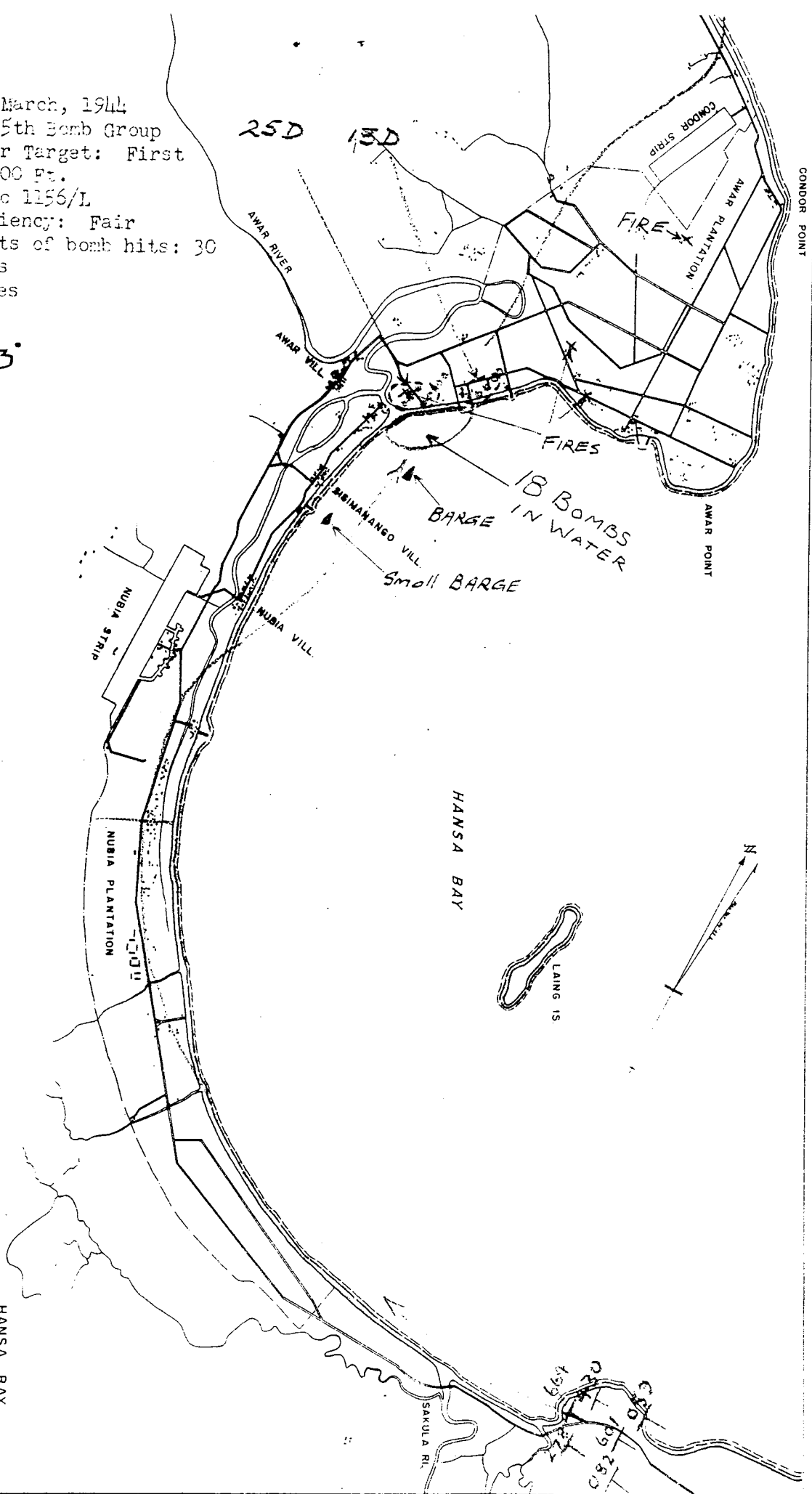
PHOTOGRAPHIC TABLE					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
664	HANSA BAY	1154/L to 1157/L	K-21	30	
278	"	"	K-21	30	
TOTAL	HANSA BAY	1154/L to 1157/L	K-21	60	

APPENDIX "A"

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

FFC 61-E 1 March, 1944
 500th Sq., 345th Bomb Group
 Sq. Order over Target: First
 Altitude: 6000 Ft.
 Time: 1155 to 1156/L
 Bombing efficiency: Fair
 • Crew reports of bomb hits: 30
 T Took photos
 T Other planes

APP. "B"



2ND AAF PHOTO INTELL DET

V BOMBER COMMAND

HANSA BAY
 LONG 104°30'E LAT 0°45'N

CONFIDENTIAL

500
62-I
2 MARCH 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

JCH/jwd

3 March, 1944

Subject: Narrative Report on Mission FFO 62-I, Performed by six Planes of
the 500th Bomb Squadron March 2, 1944.
Objective: Ground Support, LOS NEGROS ISLAND
To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) In a mission to give ground support to Allied troops on LOS NEGROS ISLAND four Squadrons of six planes each of the 345th Bomb Group were ordered to strike the MOMOTE area March, 2, 1944 at 1300/L. The attack was to be made with five 500-pound inst. fuse bombs per airplane from 3000 feet. Crews were briefed on a primary target consisting of Numbers 6, 22, and the western part of Number 21, and on a secondary target of Numbers 1, 3, 4 and 5. Special instructions were that the formation contact 12th ALP before beginning the attack for any change that might be requested. No fighter cover was to be provided other than that over the area. On arriving in the vicinity of the target our pilots heard "GANGWAY" instruct the Group formation commander to bomb both sides of the river about 1200 feet Southwest of the strip instead of the target originally assigned.

(b) There was no Group assembly point as all Squadrons were to join as soon as possible on course after take off.

(c) Five B-25's of our Squadron dropped 25 x 500 lb inst. fuse bombs from 5000 feet in the MOMOTE area on a ground support mission March 2, 1944. The results were far from satisfactory, and bombs were seen to burst East of the strip about halfway up the runway, across the strip and into the Northwest dispersal area, thus missing the target specified by 12th ALP. One A/P returned its bombs to base because of rack malfunction over the target. Although several enemy fighters were seen, there was no opposition to our planes.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: From Strip 4 at 1045/L to 1055/L

Rendezvous: Nil

Attack: 1352/L

Landing: 1605/L

(f) Route: MADAG - AROUND NUON PENINSULA - DAMPIER STRAIT - to
TARGET. Return: Direct to MADAG - DUMPU - to base.
* (See Appendix "A" for change)

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Lt Shirreffs led our Squadron, which was the second in the Group formation. The Squadron formation was composed as follows:

FIRST FLIGHT

A/P - 654 - Lt Shirreffs

A/P - 430 - Lt Doman

A/P - 278 - Lt Mitchell

SECOND FLIGHT

A/P - 601 - Lt Davis

A/P - 692 - Lt Frey

A/P - 359 - Lt Finnegan

CONFIDENTIAL

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

Narrative Report, FFO 62-I continued.

3. DETAILS OF THE MISSION

(a) 1. The Group formation proceeded from NADZAB to the vicinity of LOS NEGROS ISLAND where it circled several time before making an attack. Some of our pilots heard "SAUCEPAN", which was relaying for the ground station "GANGWAY", instruct the Group formation commander to bomb and strafe both sides of the river about 1200 feet Southwest of MOMOTE STRIP. The Group commander was heard to acknowledge then start to call his Squadrons. Nothing further was heard from the Group commander, possibly because of poor radio reception. Lt Shirreffs, leading our Squadron, assumed that the Group leader was complying with "SAUCEPAN'S" instructions and followed the lead Squadron across the target, veering slightly to the right. Our course took them diagonally across the runway, a little South of the middle of the strip. The right wingman dropped his bombs on Lt Shubert, our lead bombardier. The left wingman attempted to drop his bombs at the same time but they hung up and were returned to base. The bombs from the lead and right wing planes fell East of the runway, about halfway up the strip and across the strip to the Western edge. Lt Davis and his wingmen in the second flight followed directly behind Lt Shirreffs. Bombs in the second flight were dropped also on Lt Shubert but about five seconds later, and it is believed they fell from the West edge of the runway, about halfway up, Northwesterly into the dispersal area. As our planes left the target, some of our pilots heard "SAUCEPAN" tell the formation to hold its bombs because it was bombing its own troops and causing casualties. Our planes circled to the left, rejoined the Group formation South of LOS NEGROS ISLAND and returned 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 were shot down in combat.

(e) None of our personnel was injured in mission.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

(a) Appendix "A" - Bombing 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

At 1235/L at 6000 feet 6 to 10 Zekes and Tonys were seen at approx. 7500 feet, South of MANUS ISLAND. Enemy A/P's milled around as though to attack but broke off in apparent confusion. No passes were made.

7. Photographs were taken by only one plane - the leader. These show 10 bomb bursts, as described in 3a above, which are believed to be from bombs dropped by Lt Shirreffs plane and the right wingman in his flight.

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"

-2-

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

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

Narrative Report, FM 62-1.

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED
604	5	500lb	inst. demo.		5	
430	5	"	"	"	5	
278	5	"	"	"		returned
601	5	"	"	"	5	
692	5	"	"	"	5	
059	5	"	"	"	5	
TOTAL	30	500 lb	inst. demo		25	2 returned

PHOTOGRAPHS

A/P 604 - Four K-21 photos of bomb hits.

* Route on Page 1 interchanged. Should read: NADZAB - DUMPU -
MADANG - to target. Return: DAMPIER STRAIT - NEW GUINEA -
to base.

CONFIDENTIAL

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2,315,000
31.72 Naut. Miles = 1 inch
Mercator Projection

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

NEW BRITAIN

345th B.G.
S.L.
Malwin

500
64-C
4 MARCH 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 713, Unit 1

JCH/jwd

5 March, 1944

Subject: Narrative Report on Mission FFO 64-0, Performed by six planes of the 500th Bomb Squadron March 4, 1944.
Objective: Ground support, LOS NEGROS ISLAND.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) Two Squadron of six planes each of the 345th Bomb Group were ordered to bomb and strafe MONOTE area, Targets 10, 20, 19 and 13 (Air Alert Target Map) March 4 in a minimum altitude ground support mission. The Alert was at 0800/L for a 1015/L takeoff, with the A/P's to go to the target by way of FINSCHHAFEN and return direct. The bomb load was to be 5 X 500 lb danc bombs, 8/11 second delay. Only area fighter cover was set up, and no secondary target was given. Special instructions were that contact be made with the ground station at MONOTE before the attack was started.

(b) There was no assembly point given and both Squadrons were to join as soon as possible en course after takeoff.

(c) Six B-25D-1's of the 500th Squadron dumped twenty-seven 500 lb bombs on enemy positions North of HYANE HARBOR in a ground support attack on the Eastern part of LOS NEGROS ISLAND. Our planes met no opposition as they bombed and strafed on three passes. The attack was successful, according to crews, who reported that about 70 percent of the bombs burst within the assigned targets, and most of the others fell close by. Three bombs from one A/P were salvaged at sea because of rack failure over target.

(d) There was nil interception.

Nil Allied or enemy plane losses were reported.

(e) Takeoff: 1014/L to 1019/L from Strip 3

Rendezvous: Nil

Attack: 1230/L to 1240/L.

Landing: 1454/L to 1505/L.

(f) Route: HADZAB - FINSCHHAFEN - VITIAZ STRAIT - to TARGET.

Return: TARGET - DAMPIER STRAIT - FINSCHHAFEN - to BASE.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Lt Davis led our Squadron which led the 501st Squadron in the attack. Our Squadron's formation was composed as follows:

FIRST FLIGHT

A/P 059 - Lt Davis
A/P 097 - Lt Rankin
A/P 278 - Lt Finnegan

SECOND FLIGHT

A/P 168 - Lt Doman
A/P 019 - Lt Wilson
A/P 430 - Lt Gautreau

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 64-G continued.

3. DETAILS OF THE MISSION

(a) Our Squadron arrived in the vicinity of LOS NEGROS ISLAND as the A-20's were completing their attack, and at 1230/L Lt Davis led our planes over the target on an approximate heading of North Northeast. The 501st Squadron, which had followed us to the island, circled meanwhile well off shore as it awaited its turn on the target. Our formation consisted of two flights of three-planes "V's" in trail. Our planes made three passes, bombing and strafing on their own sightings, and making a left hand pattern after each of the first two runs. All of our pilots dropped five bombs each on the target or close by except Lt Rankin. He dropped two on the target and salvaged three at sea because of rack failure during the attack. Bombing was excellent, and bomb bursts were reported by the crews as follows: three bombs in Target 10, eleven bombs in Target 13, three bombs in Target 20, three in Target 19, six landed between Target 20 and the shore to the East and one bomb landed in a village along a road in the North central part of Target 15. Completing their last pass at 1240/L, our planes broke out over the sea to their right and circled to the East of LOS NEGROS ISLAND while the 501st Squadron made its attack. When the latter was through, the two squadrons re-joined South of the island and returned direct to base. No enemy A/A or fighters were encountered and our planes landed safely at 1500/L.

- (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 were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES

- (a) Appendix "A" - Bombing and strafing tables.
- (b) Appendix "B" - Sketch of bombing run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

An estimated ten grounded parachutes - Green, Orange, Yellow and Blue - were seen in the Salami Coconut Plantation North of Target 15. Gun flashes were observed from a point directly above HYANE HARBOR passage. Two Motor Trucks, apparently damaged, were seen stationary on the road between Targets 13 and 12. Shacks were seen along road in Target 13.

7. No photographs were taken by our Squadron.

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"

CONFIDENTIAL

APP A

Narrative Report, FPO 64-G.

BOMBING TABLE

A/P	No. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED
059	5	500 lb	dano	8/11 sec.	5	
097	5	"	"	"	2	3
278	5	"	"	"	5	
168	5	"	"	"	5	
019	5	"	"	"	5	
430	5	"	"	"	5	
TOTAL	30	500 lb	dano	8/11 sec.	27	3

STRAPING TABLE

A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	ROUNDS CARR'D	EXP.	MALFUNCT.
059	4,000	1760	L.L.N.	4,000		
097	"	1240		"		
278	"	1425		"		
168	"	515		"		
019	"	2900	U.L.N.	"	500	
430	"	2125	U.R.N. - L.R.N.	"		
TOTAL	24,000	9965	4	24,000	500	Nil

Nil photographs taken.

CONFIDENTIAL

ADMIRALTY

ISLANDS

MISSION NO. 64-G.....DATE 4/3/44..
SQUADRON NO...500th...GROUP 345th..
SQUADRON ORDER OVER TARGET..First..
ALTITUDE....50/100..
TIME OVER TARGET..1230 to 1240/L..
T(BLUE) PLANES TAKING PHOTOS. None..
T(BLACK) OTHER PLANES.(ALL PLANES TO
BE SHOWN AT BEGINNING OF EXP.)

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART

Equatorial Scale:- 1:2,512,000
31.72 Naut. Miles = 1 inch
Mercator Projection

B I S M A R C K S E A

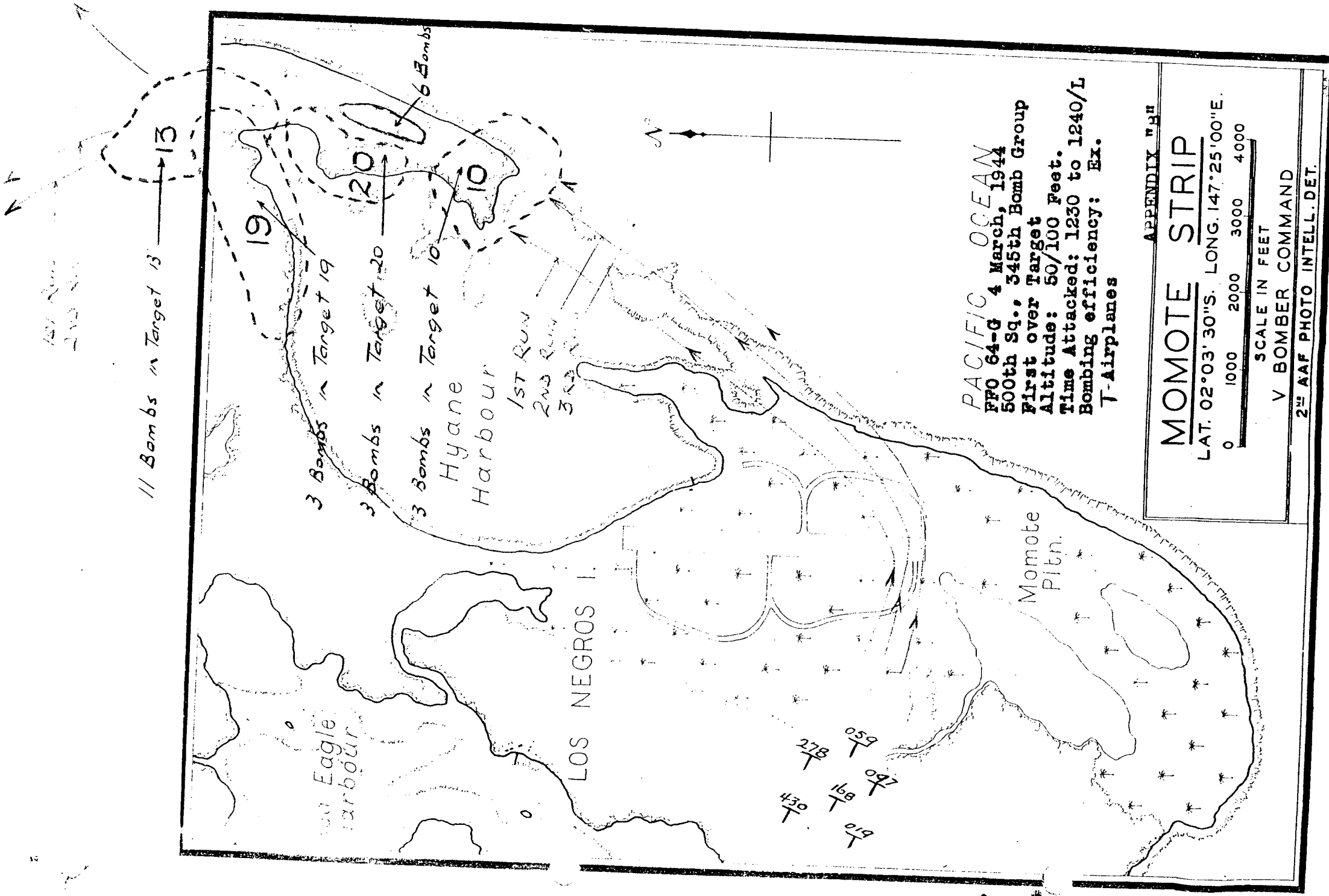
GAROKE Island
VITU ISLANDS

NEW BRITAIN

NEW GUINEA

APP "C"

345th B.G.
S-2
field unit



PACIFIC OCEAN
PFO 64-G 4 March, 1944
500th Sq., 345th Bomb Group
First over Target
Altitude: 50/100 Feet.
Time Attacked: 1230 to 1240/L
Bombing efficiency: Ex.
T-Airplanes

APPENDIX "A"

MOMOTE STRIP

LAT. 02°03' 30"S. LONG. 147°25'00"E.

0 1000 2000 3000 4000

SCALE IN FEET

V BOMBER COMMAND

2nd AAF PHOTO INTELL. DET.

CONFIDENTIAL

500
65-I
5 MARCH 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

JCH/jwd

6 March, 1944

Subject: Narrative Report on Mission FFO 65-I, Performed by five planes
of the 500th Bomb Squadron March 5, 1944.
Objective: Ground support, LOS NEGROS ISLAND.
To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) In a mission to furnish support to ground troops advancing on LOS NEGROS ISLAND three squadrons of six planes each of the 345th Bomb Group were ordered to bomb and strafe a specified target in the MOMOTE area March 5, 1944 at 1100/L to 1130/L, the target to be cleared by 1130/L. The attack was to be made with 5 X 500 lb 8/11 second delay fuse demo bombs per airplane at minimum altitude. Crews were briefed to strike primary Target 14 only. No secondary target was specified. Special instructions were that the formation contact ALP 12 before attacking for any change that might be requested. There was to be area fighter cover only.

(b) Five B-25D-1's of the 500th Squadron plastered a narrow area in the MOMOTE sector of LOS NEGROS ISLAND with 23 X 500 lb 8/11 second delay fuse bombs in a low level ground support strike on March 5, 1944. Eight bombs burst in Target 14 and the others landed as follows: four in a string 200 yards East of Target 14, two immediately South of Target 14, and six in a string immediately North of the target, some of which fell among hmts. Three bombs fell in the Northwest section of Salami Coconut Plantation. The bombed area was heavily strafed on each of two passes; Koruniat Island was strafed on one pass. Bombs which burst in the target are thought to have destroyed buildings. Despite the fact that all bombs fell effectively, bombing is considered only fair because of the pin-point nature of the primary target. One A/P returned two bombs to base because of rack malfunction over the target. No enemy opposition of any type was encountered.

(d) There was no Group assembly point given and the Group was to join as soon as possible after take off enroute.

- (d) 1. There was nil interception.
2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 0843/L to 0845/L from Strip 3
Rendezvous: Nil

Attack: 1110/L to 1120/L
Landing: 1330/L to 1335/L

(f) Route: MADZAB - FINSCHHAFEN - VITIAZ STRAIT - TARGET.
Return: TARGET - DAMPIER STRAIT - FINSCHHAFEN - BASE.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Lt Shirreffs led our Squadron which used five planes only, because of requirements of another mission. The Group formation was led by the 498th Squadron, with the 500th in second position. Our squadron was composed thus:

FIRST FLIGHT

064 - Lt Shirreffs
430 - Lt Wilson
278 - Lt Finnegan

SECOND FLIGHT

168 - Lt Mitchell
335 - Lt Gautreau

-1-

CONFIDENTIAL

Narrative Report, FFO 65-I continued.

3. DETAILS OF THE MISSION

(a) Lt Shirreffs, leading our Squadron, approached LOS NEGROS ISLAND from the Southeast and after contacting the Allied ground station for an OK, made the first pass on the target. The heading was slightly East of North as they swept across SALAMI PLANTATION, which took the leader's flight a bit to the West of Target 14. On this pass Lt Shirreffs and his wingmen, Lts Wilson and Finnegan, all strafed and Lts Finnegan and Wilson each dropped one bomb by some buildings on the Northwest border of SALAMI PLANTATION. Circling to the left our planes strafed MOKERANG PLANTATION on the northernmost tip of LOS NEGROS ISLAND and went on to strafe small KORUNLAT ISLAND where a gun position had been reported. The second pass on Target 14 was made Northerly across PAPITALAI HARBOR. This time Lt Shirreffs lined up a little better, and made his run over the target, dropping three bombs within it. His other two bombs hung up. Four bombs dropped by Lt Finnegan, on his left, also landed in the target but four dropped by Lt Wilson plunked approximately 200 yards East of it. Breaking from the target, Lt Shirreffs led the Squadron to the right, circling East of LOS NEGROS ISLAND until the Group was re-formed. The second element, two planes only, trailed the first. Lt Mitchell, leading, strafed on the first pass but did not bomb. Lt Cautreau on his right put one bomb by the coastal track about 500 yards South of the target. Like the first element, the second also strafed MOKERANG PLANTATION. On the second run Lt Mitchell dropped all five of his bombs in a string starting just over the North border of the Target 14. These bombs burst among buildings and are believed to have caused no little destruction. Lt Cautreau dropped two bombs just slightly short, got one well in the target, and put his final bomb among huts some 200 yds. over. Upon the re-forming of the Group our planes returned to base. A/P #168, Lt Mitchell pilot, was expertly crash landed when a burst hydraulic system caused wheel collapse. The damage is thought to have been sustained over the target, cause undetermined.

(b) Nil A/A

(c) There was area fighter cover only.

(d) One A/P, #168, was damaged and sent to a Service Squadron.

No enemy planes were shot down in combat.

(e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

(a) Appendix "A" - bombing and strafing tables.

(b) Appendix "B" - Sketch of bombing run and bomb hits.

(c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Two columns of blue smoke among trees in Target 10. Gun flashes, probably M.G. fire, along shore about a half mile Southeast of MOKERANG VILLAGE.

7. No photographs were obtained by this squadron.

For the Squadron Commander:

3 Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

JOHN C. HANNA
Capt., Air Corps
Intelligence Officer

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

APPENDIX "A"

Narrative Report FFC 65-I

BOMBING TABLE

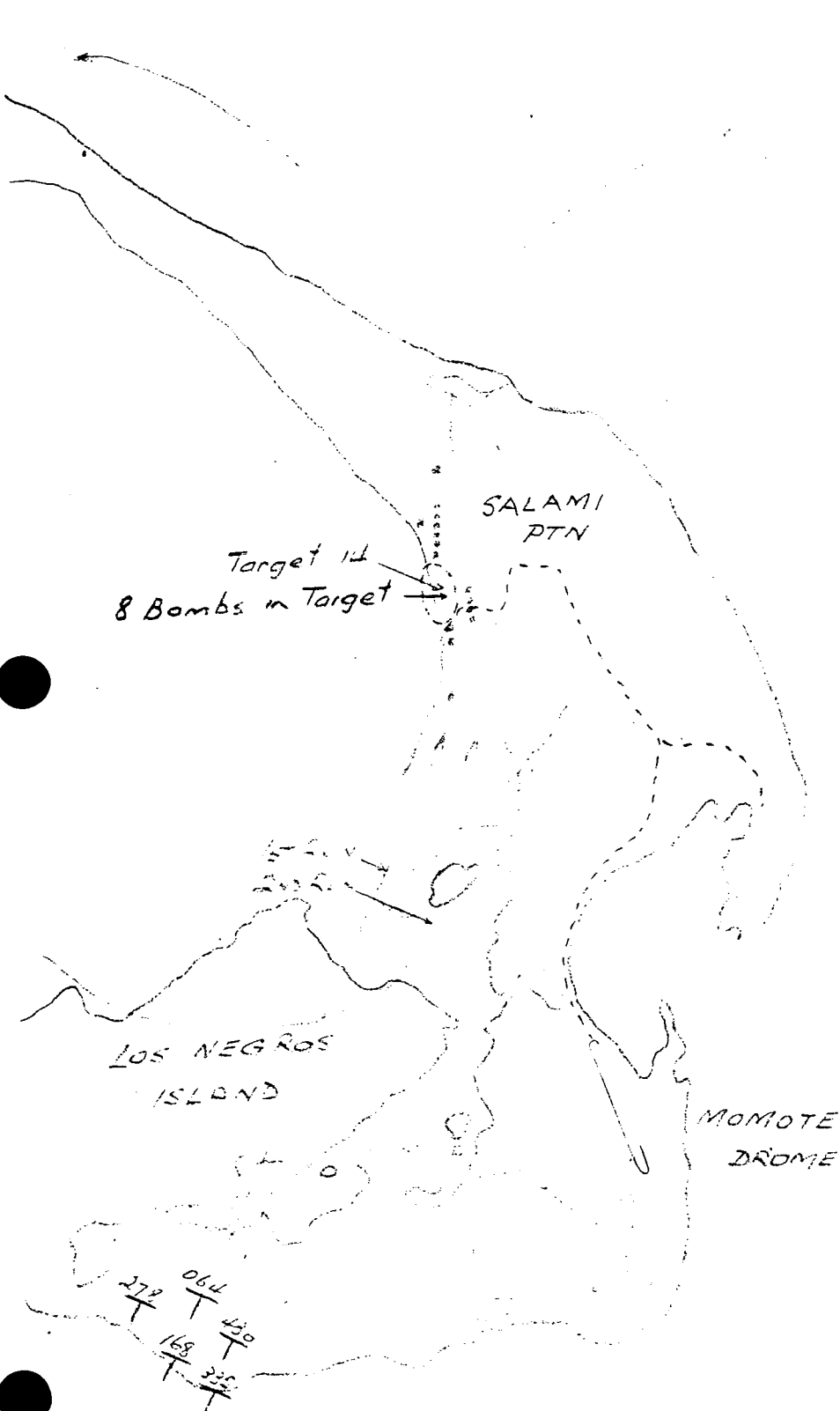
A/P	NO. OF BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED
054	5	500 lb	demo	8/11 sec.	3	2 Returned
430	5	"	"	"	5	
278	5	"	"	"	5	
168	5	"	"	"	5	
335	5	"	"	"	5	
TOTAL	25	500 lb	demo	8/11 sec.	23	2 Returned

STRAFING TABLE

.50 Calibre				.30 Calibre		
A/P	ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	RDS. CARR'D	EXP.	MALFUNCTIONS
054	4,000	2600		4,000		
430	"	2700	U.L.W.	"	200	
278	"	2690	L.R.N. - U.R.W.	"	1000	
168	"	600	gen. failure	"		
335	"	1800	U.L.W.-U.R.N.	"		
TOTAL	20,000	10,390	5	20,000	1200	Nil

No photographs were obtained by this Squadron.

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



FFO 65-I 5 March, 1944
 500th Sq., 345th Bomb Group
 Second over Target
 At 50/100 Feet.
 Time: 1110/L to 1120/L
 Bombing efficiency: Fair
 Crew reports of bomb hits
 Airplanes

APP. E.

ADMIRALTY

ISLANDS

LORENGAU
MANUS ISLAND
MOMOTE
Kelaqua Hr.

Rambutyo I.

WIS 100... 65-1... 3/5/44
SQUADRON... 500TH... 345...
SQUADRON... 2ND.
ALTITUDE... 50... 100...
TIME OVER TARGET 1110/L To 1120/L
(BLUE) PLANES...
(BLACK) OTHER PLANES...
BE SHOWN AT BEGINNING OF...

NAV. HRTI-
LA. TEEN NEW GUINEA
NAVIGATION CHART
Equatorial Scale: - 1:2,500,
31.70 Naut. Miles...
Berometer Pressure...

B I S M A R C K S E A

Kurur I.
Croisilles

ALEXISHAFEN

MADANG

Astrolabe Bay
Hommer Bay

DUMPU

FININTEGU

KAINANTU

KAINANTU

NADZAB

GABENSIS

WAGAU

LAKE

SAIDOR

VITIAZ

L. Wisdom

Sarawak Bay

Leptus Pt.

Reiss Pt.

Vincke Pt.

SIO

Scharnhorst Pt.

Blucher Pt.

FINSCHAFEN

Finsch Hr.

TOLOKIWA I.

UMBUI ISLAND

Scharnhorst Pt.

Vincke Pt.

SIO

Scharnhorst Pt.

Blucher Pt.

FINSCHAFEN

Finsch Hr.

LAKE

DAMPIER STRAIT

SAKARI I.

CAPE GLOUCESTER

BOURGEN BAY

Kororo

REIN BAY

Nukunu

ARIA R.

Gogor

WAGAU

LAKE

LAKE

GHARVE I.
VITU ISLANDS
Unea I.

NEW BRITAIN

WAGAU

LAKE

LAKE

LAKE

LAKE

LAKE

LAKE

500
68-L
8 MARCH 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

JCH/jwd

9 March, 1944

Subject: Narrative Report on Mission FFO 68-L, performed by six planes of the 500th Bomb Squadron March 8, 1944.
Objective: Barge hunt Northern MANUS ISLAND coast.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) A barge hunt along some forty miles of the Northern MANUS ISLAND coast from SEICHTE BAY to BOWAT BAY was the mission assigned 6 B-25D-1's of the 500th Squadron, 345th Bomb Group, on March 8, 1944. With 5 X 500 lb, 8/11 second delay fuse, bombs per airplane, our Squadron was to sweep the assigned area with minimum altitude bombing and strafing from 1220/L to 1230/L. Crews were briefed to hit barges or shipping primarily but in the event none was sighted, they were to bomb and strafe native villages and targets of opportunity along the assigned route and in particular native villages in the SEICHTE BAY vicinity. The Squadron was to go direct to the target area alone and no fighter cover was to be provided.

(b) The Squadron assembled over the field after takeoff and proceeded to the target.

(c) In a low level sweep at minimum altitude, carrying 500-pound, 8/11 second delay fuse, bombs, 6 B-25D-1's of the 500th Bomb Squadron bombed and strafed native villages, installations and targets of opportunity along the Western and Northern coast of MANUS ISLAND from KALI BAY to ANDRU POINT, five miles West of BOWAT BAY on March 8, 1944 from 1230/L to 1310/L. A warehouse, approx. 40 X 60 feet, and two houses were destroyed, several huts razed, a canoe sunk and one Jap killed and a mission was demolished, according to definite crew observations. Other results were unobserved. Five bombs of one A/P unintentionally were salvoed near a village and two of the bombs dropped on targets failed to explode. The target area was intensely strafed.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 1010/L to 1012/L from Strip 3.

Rendezvous: Nil

Attack: 1230/L to 1310/L.

Landing: 1525/L to 1527/L

(f) Route: MADZAB - FINSCHHAFEN - VITIAZ STRAIT - TARGET.

Return: VITIAZ STRAIT - FINSCHHAFEN - MADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Capt Mortensen led our Squadron which was the only one in this attack. The Squadron's formation was composed as follows:

FIRST FLIGHT

P 055 - Capt Mortensen

P 430 - Lt Frey

P 276 - Lt Finnegan

SECOND FLIGHT

059 - Lt Speicher

185 - Lt Ames

592 - Lt Doman

Narrative Report on FFO 68-L continued.

3. DETAILS OF THE MISSION

(a) Capt Mortensen, leading the Squadron's attack, swung Northward around the western tip of Manus Island. Following the coast, he strafed numerous villages and at little OREBET VILLAGE, about three miles East of BOUDEUSE BAY, dropped his first bomb, hitting native huts. Farther along, at KOUP VILLAGE, he sighted a very large red-roofed building which he estimated to be 40 X 80 feet, near a mission. Two bombs were dropped and the mission was destroyed. At BANDUMBAT village on the West shore of WALI BAY village huts were hit by the fourth bomb. Capt Mortensen then circled for the Westward run back along the coast. No particular damage from strafing was observed until SEICHTE BAY. Here a canoe was strafed and capsized; about six Japs went overboard. Crossing KALI BAY a warehouse approx. 40 X 60 feet was seen by the Southwest shore. A well-placed bomb blew it up.

The other planes following in trail attacked targets of their own choosing. Lt Frey, Number 2, strafed SELIHAI ISLAND in KOLI BAY, LESSAU VILLAGE further North, villages by inner SEICHTE BAY and villages on the point just West of BOUDEUSE BAY. Numerous other small villages along the route East were worked over. At KOUP VILLAGE five bombs were salvoed, cause undetermined. The return westward was a series of strafing attacks.

Lt Finnegan was third in line. At KALI BAY he strafed SILIN POINT and SELIHAI ISLAND. Two bombs were dropped, one hit among village huts on the island, one went over in the water. SOPA SOPA PLANTATION was strafed and one bomb hit huts there. Strafing along the way, Lt Finnegan reached BUNDRALIS MISSION with two bombs. A large white mission building with a red roof offered an attractive target and the two bombs were toggled out, hitting nearby and probably causing some damage.

The second flight, Lt Speicher leading, went into trail for the sweep as they approached the island. Four bombs were dropped by Lt Speicher on BUNDRALIS MISSION area; one house blew up, another was damaged. His fifth bomb was put in a village just East of BALSCOT BAY.

Lt Ames bombed a village and boats on the West shore of SEICHTE BAY, put two bombs in OREBET VILLAGE, another at BUNDRALIS MISSION, and his last near a shed on ANDRU POINT. At BUNDRALIS MISSION Lt Ames' engineer spotted a Jap running for cover and brought him down with the waist gun.

Lt Doman plunked two of his bombs in a village on the West shore of BOUDEUSE BAY, missed with another at BUNDRALIS MISSION, and dropped two which failed to explode. All planes strafed on both passes over the route.

- (b) Nil A/A, except light M.G. fire near BUNDRALIS MISSION.
- (c) Nil fighter cover
- (d) One A/P, #278, received a small hole through left aileron tab.
No enemy planes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

- (a) APPENDIX "A" - bombing and strafing tables.
- (b) APPENDIX "B" - Sketch of bombing run and bomb hits.
- (c) APPENDIX "C" - Sketch showing route to and from target.

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

Narrative Report on FFC 68-L continued.

6. ADDITIONAL SIGHTINGS
A large red-roofed building approx. 40 X 80 feet was seen at KOUF.
7. No photographs were obtained by this Squadron.

For the Squadron Commander:

3 Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

JOHN C. HANNA
Capt, Air Corps
Intelligence Officer.

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

Narrative Report on FFO 68-L

BOMBING TABLES

A/P	NO. OF BOMBS	WEIGHT	TYPE	DELAY	ON TARGETS	IN WATER	SALVAGED
055	5	500 lb	demo	8/11 sec.	5		5
130	5	"	"	"	0		
278	5	"	"	"	5	1	
059	5	"	"	"	5		
185	5	"	"	"	5		
592	5	"	"	"	5		
TOTAL	30	500 lb	demo	8/11 sec.	24	1	5

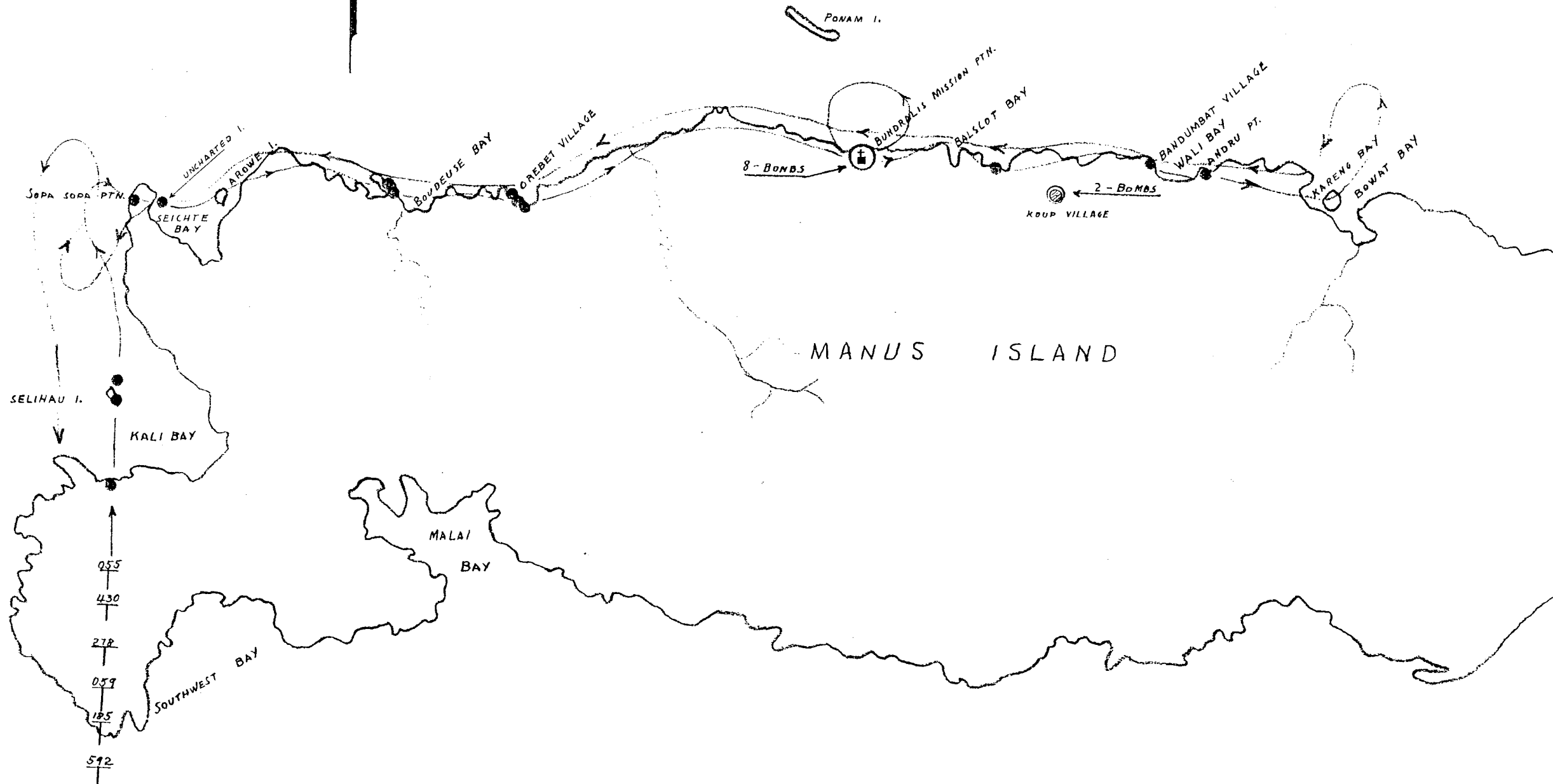
STRAFINO TABLE

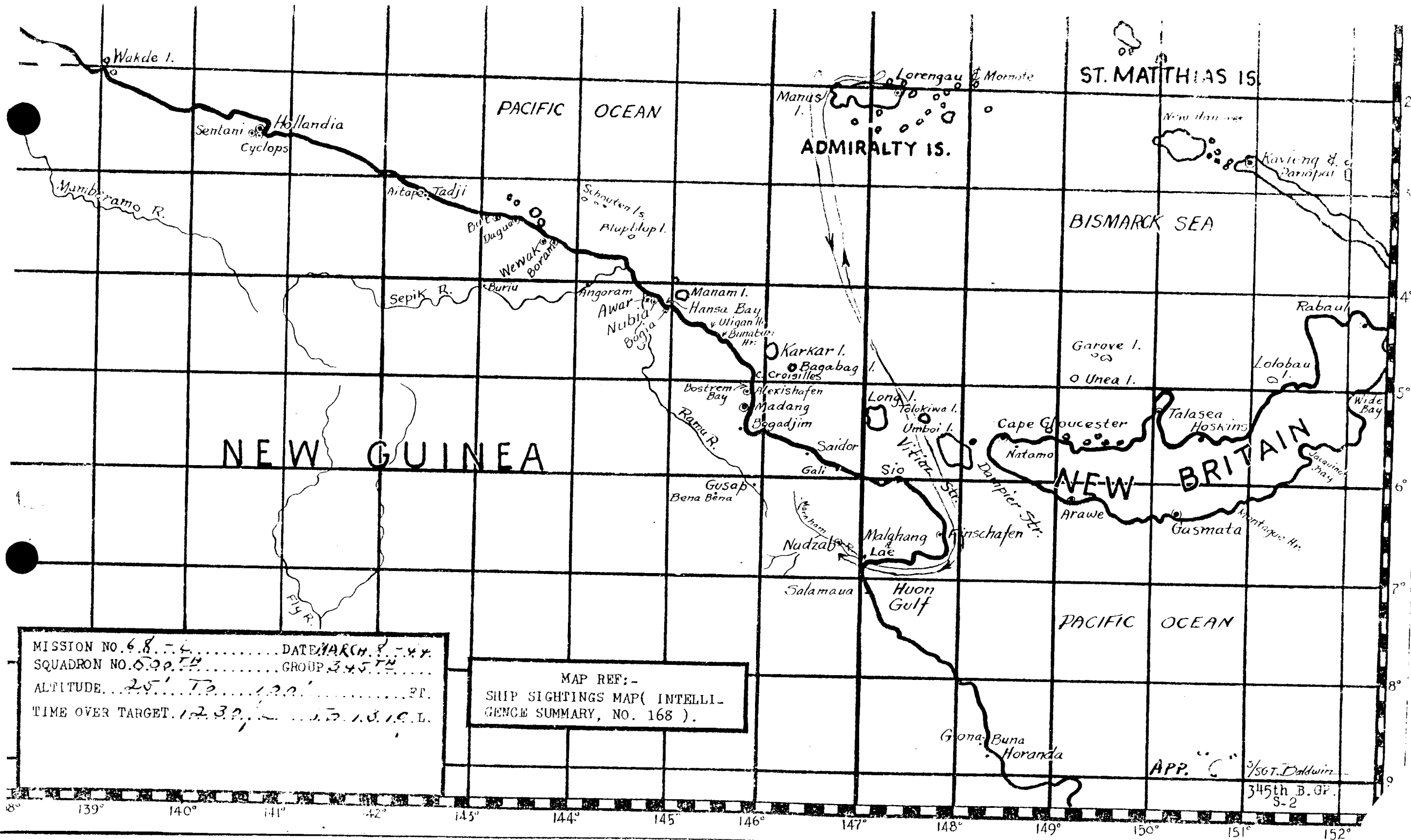
<u>.50 Calibre</u>			<u>.30 Calibre</u>		
A/P	RDS. CARR'D	EXPENDED	MALFUNCTIONS	RDS CARR'D	EXP. MALF.
055	4,000	2240		4,000	
130	"	3250		3,200	200
278	"	3900		3,800	800
059	"	2950	LRW - ULN	3,500	500
185	"	3800		4,000	
592	"	2850		4,000	1000
TOTAL	24,000	18,990	2	24,500	2500 MAL

*

APPENDIX "A"

500th Sq., 145th Bomb Group (H)
 Only Sq. over target.
 Altitude: 25/100 feet.
 Time: 1230/L to 1310/L
 Bombing efficiency: Ex.
 ● Crew reports of bomb hits
 T Airplanes





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

500
70-6
10 MARCH 41

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

JCH/jwd

11 March, 1944

Subject: Narrative Report on Mission FPO 70-G, performed by six planes of
the 500th Bomb Squadron March 10, 1944.
Objective: Enemy installations from INRIM PTN. to BOWAT BAY, MANUS IS.
To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) Destruction of enemy installations or any other legitimate targets in view along the North coast of MANUS ISLAND from INRIM PLANTATION to BOWAT BAY was the task assigned 6 B-25's of the 500th Squadron on March 10, 1944. The bomb load was 29 X 500-pound, 4/5 second delay fuse, bombs and the attack was to be at minimum altitude from 1130/L to 1200/L, the target to be cleared by 1200/L. Alert time was set at 0730/L and takeoff was scheduled for 0900/L. There was no rendezvous point given and our planes were to go direct to the target along with six planes of the 499th Bomb Squadron which were assigned a different target in the area. No secondary target was specified and area fighter cover only was to be provided. Our crews were briefed on proper bomb lines and were to go in on the target in two three-plane "V's" in trail.

(b) The two Squadrons assembled soon after takeoff enroute and flew direct to the target area.

(c) Six B-25's of the 500th Squadron - 5 B-25D-1's and 1 B-25D-2 - bombed and strafed installations, buildings, huts, and a possible gun position in a sweep along the North coast of MANUS ISLAND, from INRIM PLANTATION to BOWAT BAY at minimum altitude on March 10, 1944. Dropping 28 X 500 pound, 4/5 second delay fuse, bombs and strafing heavily, the Squadron's attack resulted in destruction of two buildings - one of which was estimated to be 40 X 50 feet in dimension - a house, several huts or buildings near BOWAT MISSION, and a hit or near miss on a possible gun position East of the mission. Additional damage, although not specifically observed, was believed caused by bombing and strafing. Twenty-seven bombs fell on land, one in the water and one was returned to base because of release failure over the target. Bombing and strafing was done on three passes and three A/P's strafed part of the target on a fourth pass. Only light and medium A/A fire of slight intensity was reported by two crews.

(d) There was nil interception.

No enemy or Allied planes losses were reported

(e) Takeoff: From Strip #3 at 0930/L to 0933/L.

Rendezvous: Nil

Attack: 1143/L to 1200/L.

Landing: 1425/L to 1430/L.

(f) Route: NADZAB - FINSCHAFEN - VITIAZ STRAIT - TARGET.

Return: TARGET - DAMPLER STRAIT - FINSCHAFEN - BASE.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Lt James led out Squadron which was the only one over this target.

FIRST FLIGHT

A/P 430 - Lt James

A/P 059 - Lt Gautreau

A/P 372 - Lt Mitchell

SECOND FLIGHT

A/P 443 - Capt Dougherty

A/P 278 - Lt Frey

A/P 592 - Lt Rankin

-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

Narrative Report FPO 70-G continued.

3. DETAILS OF THE MISSION

(a) Once in the general area of the target, Lt James led out Squadron on a Southeasterly heading to make landfall at 1143/1 at INRIM VILLAGE, the easternmost edge of the area to be attacked. In two 3-plane V-flights in trail, the flights separated by a safe bombing distance, our Squadron made a bombing and strafing sweep at 100 feet from INRIM VILLAGE, westerly along the coast, over BOWAT MISSION and then broke away to the right over BOWAT BAY. Going wide over the sea, our planes made two more similar runs over the target. On the third breakaway to the right, Capt Dougherty led his flight back over the Eastern part of the target to attempt to drop his last bomb where it would do some good. He struck the coast at SIPILAU and strafed in a Southeasterly direction to INRIM VILLAGE. His flight then broke away to the left and rejoined our first flight heading East over the sea. Bombing, as reported by our crews and partially confirmed by photographs, was excellent.

The first three planes in Lt James' flight only strafed on their first run and dropped bombs and strafed on the second and third. Lt James' bombs hung up on his first two passes so he salvaged them on his last run. However, all five were seen to explode.

Our first flight's bombing was reported as follows: Lt James, five bombs among buildings in BOWAT MISSION; Lt Gautreau, one bomb in the water short of INRIM VILLAGE, three on BOWAT MISSION, one of which was believed to hit on or nearby what appeared to be a camouflaged gun position - not firing - immediately East of the mission buildings; Lt Mitchell, two on INRIM VILLAGE and three on BOWAT MISSION.

Capt Dougherty's flight dropped its bombs on the first three passes as follows: Capt Dougherty, flying a B-25D-2 which carried only four bombs, dropped one bomb on INRIM VILLAGE, two on BOWAT MISSION, of which one exploded in the air and the other hit an estimated 40 x 50-foot building, and returned one to base after trying to drop it on INRIM PLANTATION on a fourth pass over part of the target; Lt Frey, two on INRIM VILLAGE and three on BOWAT MISSION; Lt Rankin, two on huts 100 yards Southwest of INRIM VILLAGE and three in trail on the North-western end of INRIM PLANTATION. In addition to strafing with his flight, Lt Rankin also strafed BOWAT VILLAGE.

As a result of the bombing and in addition to damage given above, at least one INRIM VILLAGE hut was destroyed and at BOWAT MISSION a house was damaged and another blown up. Numerous other damaging hits were believed to have been scored as a result of the fairly concentrated bombing. Japanese surrender leaflets were dropped over the target area. Our planes skirted to the East of the Admiralties and then returned to base direct, all landing safely.

- (b) A/A - Slight, medium and light, inaccurate, mostly above A/P's some behind and ahead on A/P's level.
- (c) There was area fighter cover only.
- (d) 1. Nil of our airplanes was damaged.
2. No enemy planes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR WARIS
NIL.

5. ADDITIONAL SIGHTINGS

An estimated 30 x 60 foot thatched roof building and at least two smaller one hidden among trees near coast about 1200 yards East of BOWAT MISSION, two wooden boats about 40 feet long in drydock on Westernmost tip of P. TILU ISLAND. One gunner reported what he thought to be a heavy gun blast coming from INRIM PTN., about a half mile SE of SIPILAU. He also reported seeing while in the same area large calibre white bursts above and behind his A/P.

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

Narrative on WFO 70-G continued.

7. Photographic interpretation: Eleven K-20 and 15 K-21 photos received confirm crew reports of bombs bursting on land and near buildings, but smoke and foliage prevents specific damage assessment at this interpretative stage.

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"

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

Narrative Report FPO 70-G.

Appendix "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	IN WATER
430	5	500 lb	demo	4/5 sec.	5	
059	5	"	"	"	4	1
372	5	"	"	"	5	
443	4	"	"	"	3	1 Returned
278	5	"	"	"	5	
592	5	"	"	"	5	
TOTAL	29	500 lb demo		4/5 sec.	27	1 in water, 1 Returned

STRAFING TABLE

.50 Calibre				.30 Calibre		
A/P	RDS. CARR'D	EXPND.	MAJFUNCTIONS	RDS. CARR'D	EXPND.	MAJF.
430	4,000	2150	URW - LRW	4,000	600	
059	"	1500	ULN	"	Nil	
372	"	1650	LRW - LLN	"	300	
443	"	150	gen. failure	"	Nil	
278	"	2050	Nil	"	Nil	
592	"	2600	LRW	"	500	
TOTAL	24,000	10,100	6	24,000	1400	Nil

A/A

A/P	INTENSITY	CALIBRE	ACCURATE?	ALTITUDE	PLACE
430	Slight	Medium and light	No	50/100 ft.	Bowat Mission
059	Slight	Medium and light	No	50/100 ft.	Bowat Mission
372	Nil	Nil			
443	Nil	Nil			
278	Nil	Nil			
592	Nil	Nil			
SUMMATION	Slight	Medium and light	No	50/100 ft.	Bowat Mission

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
430	Inria Ptn - Bowat Bay	1143 to 1200/L	K-21, K-20	10 pictures	
278	"	"	"	30 pictures	
592	"	"	"	30 pictures	
TOTAL	Inria Ptn. to Bowat Bay	1143 to 1200/L	K-21, K-20	- 70 pictures	

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

MANUS ISLAND

N

FFO 70-G 10 March, 1944
500th Sq., 345th Bomb Group
Only Sq. over target.
Altitude: 100 feet.
Time: 1143/L to 1200/L

KALZAB

500
72-K
12 MARCH 44

JCH

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

13 March, 1944

Subject: Narrative Report on Mission FFO 72-K, Performed by Six Planes of the 500th Bomb Squadron March 12, 1944. Objective: Number 1 Road from LORENGAU to TINGO VILLAGE.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) Two squadrons of six planes each of the 345th Bombardment Group were ordered to bomb and strafe the LORENGAU AREA March 12, 1944, from minimum altitude. The 500th Squadron, loaded with five 500 pound bombs, 4/5 second delay, was given the specific target of No. 1 Road from LORENGAU TO TINGO VILLAGE, concentrating on the village. The 499th Squadron, loaded with five 500 pound bombs, 8/11 second delay, was to attack No. 2 Road from LORENGAU to WAKEMBU, concentrating on WAKEMBU and ROSSUM AREAS. The Squadrons were to be alerted at 0730/L with scheduled takeoff at 0800/L. Routes were ordered direct to target and return and included no rendezvous point. No fighter cover was provided nor was a secondary target given. Special instructions were that time over target was from 1000/L to 1030/L and that the REMOTE GROUND STATION be notified before the attack. Crews were briefed on the ground troop situation and the bomb lines.

(b) The two Squadrons assembled soon after takeoff and flew direct to the target.

(c) A track designated as No. 1 Road, extending from LORENGAU to TINGO VILLAGE on the northern coast of MANUS ISLAND, was bombed with thirty 500 pound bombs and strafed with nearly 10,000 rounds of ammunition March 12 in a minimum altitude attack by six B-25D-1's of the 500th Squadron. Our planes had their own way as they made two passes over the target and encountered no Jap opposition by A/A or fighters. Because of the dense foliage and the type of attack, specific damage assessment was limited to a cloud of black smoke rising to 300 feet after one bomb burst and debris from a building after bomb burst in TINGO VILLAGE.

(d) There was nil interception.

No enemy or Allied plane losses were reported.

(e) Takeoff: From Strip 3, NADZAB, at 0800/L to 0802/L.

Rendezvous: Nil

Attack: 1001/L to 1010/L at 50 to 200 feet.

Landing: At Strip 3, NADZAB, at 1210/L to 1213/L.

(f) Route: NADZAB - FINSCHHAFEN - TARGET

Return: TARGET - FINSCHHAFEN - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Lt Speicher led our Squadron which held the Number 1 position in the two squadron formation. Our flights were as follows:

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 72-K continued.

FIRST FLIGHT

A/P 161 - Lt Speicher
A/P 592 - Lt Waggle
A/P 372 - Lt Finnegan

SECOND FLIGHT

A/P 278 - Lt Davis
A/P 430 - Lt Wilson
A/P 059 - Lt Frey

3. DETAILS OF THE MISSION

Lt Speicher led our Squadron to the North side of MANUS ISLAND and lined up on the target on an approximate heading of 240°. The attack was made in two flights of three planes each, the flights being separated by a safe bombing distance. Our planes started their strafing so that their first bullets fell at the edge of the trees fringing the coast and made their run at treetop level. Although the road was difficult to see they managed to drop their bombs on it, along both sides and in TINGO VILLAGE. Lt Davis' flight followed safely behind our first flight and bombed in a similar manner. Our planes broke away to the right, turned out over the sea and then made a second run at nearly 200 feet to drop the rest of their bombs along the track. Specific spotting of the bombs could not be determined because the target offered no checkpoints except at its beginning and end. However, all crew members corroborated the bombs falling in the target, starting soon after the coastal fringe of trees and extending to TINGO VILLAGE. A cloud of black smoke rising to about 300 feet was seen after one bomb burst halfway down the track, and debris from a building apparently blown up was seen in the air following bomb bursts in the small village. The complete target was strafed on both runs. While on and in the vicinity of the target our crews saw no activity below them and met no enemy opposition whatsoever. After their last pass our planes withdrew to the south coast of MANUS ISLAND where they were re-joined by the 499th Squadron for return. Our planes returned to base direct, all landing safely.

- (b) There was nil A/A reported.
- (c) Nil fighter cover.
- (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. ADDITIONAL SIGHTINGS

A foxhole about ten feet in diameter and sandbagged about two feet above the ground was seen at the edge of trees about 300 yards south of the southeastern tip of LORENGAU STRIP. Many craters were seen along track from previous bombings. Two possible machinegun pits, with no guns visible, were reported immediately east of TINGO VILLAGE. Four barrack-type buildings estimated to be 20 X 80 feet in size and in military rows were seen approximately three-fourths mile northeast of TINGO VILLAGE.

6. Photos received show bomb bursts among dense jungle foliage with nil apparent damage. Nothing else is shown.

3 - Incls
Appendices "A", "B" & "C"

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

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

Narrative Report, FPO 72-K

BOMBING TABLES

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED	RETURNED
161	5	500 lb	Demo	4/5 second	5		
592	5	"	"	"	5		
372	5	"	"	"	5		
278	5	"	"	"	5		
430	5	"	"	"	5		
059	5	"	"	"	5		
TOTAL	30	500 lb	Demo	4/5 second	30		

STRAFING TABLES

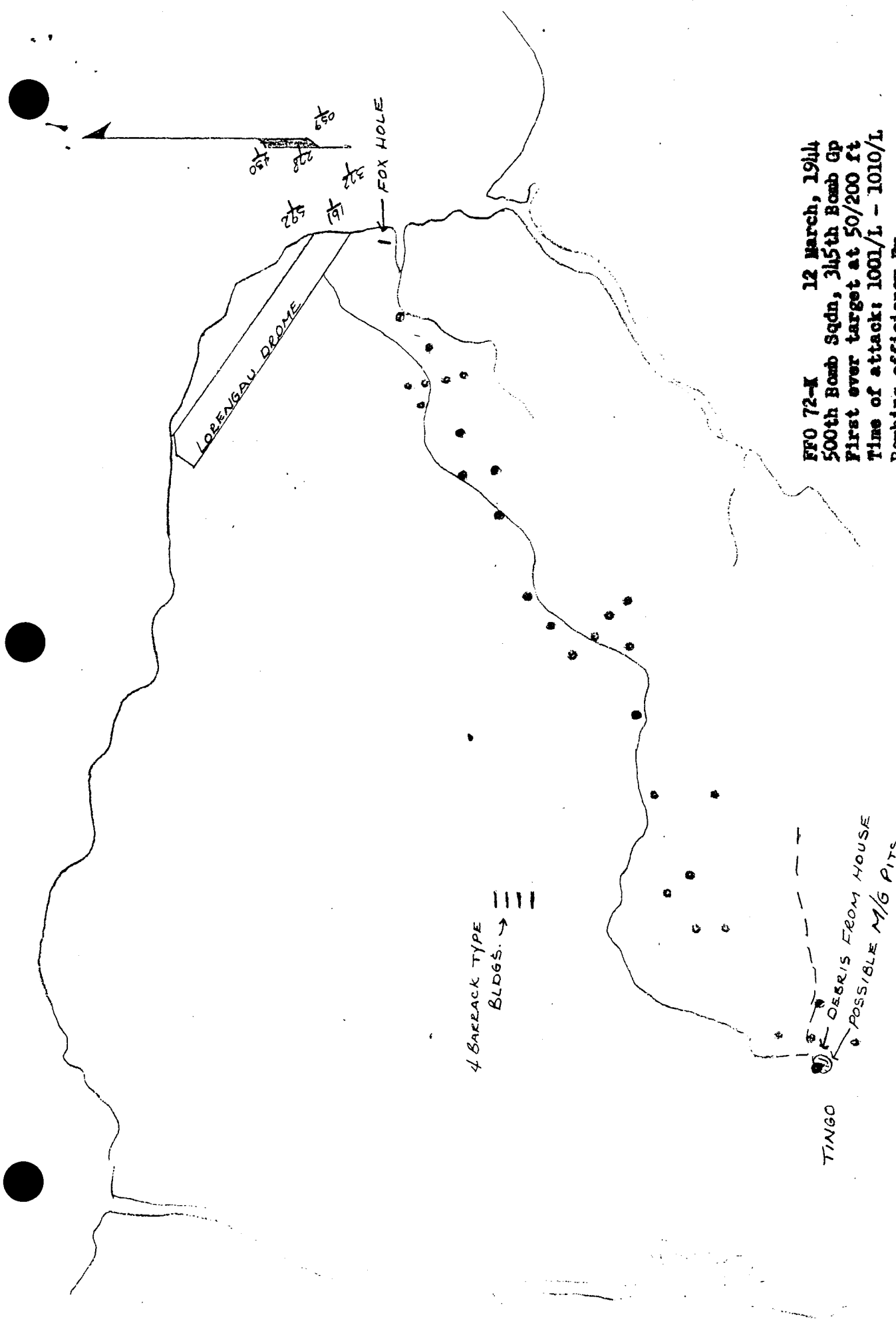
A/P	RDS CARR'D	.50 CALIBRE		MALFUNCTIONS	.30 CALIBRE		MALFUNCTIONS
		EXPENDED			RDS CARR'D	EXPENDED	
161	4,000	1,000			4,000	—	
592	"	1,300	LRS, ULS		"	—	
372	"	1,200	URS, URN		"	900	
278	"	2,050	URN		"	—	
430	"	1,600	URN, LRN		"	200	
059	"	1,400	URS, ULN, LLN		"	—	
TOTAL	24,000	8,550	10		24,000	1,100	

Nil A/A encountered

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
161	Target	1001/L to 1010/L	K-21	30	
592	"	"	K-21	30	
372	"	"	K-20	20	
278	"	"	K-21	30	
TOTAL	Target	1001/L to 1010/L	K-20 & K-21	110	

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



FFO 72-X 12 March, 1944
 500th Bomb Sqdn, 345th Bomb Gp
 First ever target at 50/200 ft
 Time of attack: 1001/L - 1010/L
 Bombing efficiency Ex
 * Crew reports of bomb hits
 T Took photos
 T Other planes

LORENBAU
MANUS ISLAND



FFO 72-K 12 March, 1944
500th Bomb Sq, 345th Bomb Gp
First over target at 50/200 ft
Time of attack: 1001/L-1010/L
Approach and withdrawal

MAP REFERENCE
Eastern New Guinea Navigation
Chart 31.72 Naut Miles to 1 inch.

UMBOI
ISLAND

NEW BRITAIN

NADZAB

FINCHHAFFEN

APPENDIX "C"

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

500
75-J
15 MARCH 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

15 March 1944

Subject: Narrative Report on Mission FFO 75-J, Performed by 500th Bombardment Squadron March 15. Objective: Ground Support - LORENGAU AREA.

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

1. GENERAL

(a) Two squadrons of nine B-25's each of the 345th Bombardment Group were ordered to support landing operations in the LORENGAU AREA on MANUS ISLAND March 15. The specific targets to be bombed and strafed at minimum altitude were YELLOW BEACH 1 and 2, located on the west and east sides of the LIKI RIVER, respectively. The bomb load for the B-25D-1's was five 500 pounders, 4 to 5 second delay, and for the D-2's, four 500 pound bombs, 4 to 5 second delay. The Squadrons were to be alerted at 0600/L for a 0645/L takeoff. Although takeoff was before dawn, the planes were to attempt to form squadrons by the time they reached TAMI ISLAND off the coast of FINSCHHAFEN where the Group was to rendezvous. The route out was to be direct, as was the return, and the formation was to contact the AIF ground station before making their pass on the target. The secondary target for one squadron was No. 3 and for the other No. 12, TINGO and ROSSUM VILLAGES. Special instructions were that the target was to be cleared by 0925/L. Crews were thoroughly briefed on bomb lines before taking off.

(b) The Squadron assembled enroute to TAMI ISLAND where they rendezvoused with the 499th Squadron.

(c) Nine B-25's of the 500th Squadron, including three D-2's, had their own way over landing beaches a short distance northwest of LORENGAU on March 15 as they made four minimum altitude bombing and strafing passes in support of Allied troops surging shoreward in landing craft. Our planes whipped ten and one-half tons of bombs and fired 21,000 rounds of ammunition into the small targets. One direct hit was scored on an estimated three-inch gun position in LUGOS MISSION PLANTATION which was not firing. Other bombs were seen to fall among buildings in the MISSION and about 100 feet from well-dug-in foxholes. Although no other specific damage was observed, the crews reported excellent bomb coverage on the beaches. Despite the fact that landing craft were being fired upon by Jap positions, steady progress was observed and as our crews left the target they could see the newly landed troops as they sprinted across the beaches.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 0655/L to 0700/L from Strip 3.

Rendezvous: With the 499th Squadron over TAMI ISLAND.

Attack: 0907/L to 0925/L at 100/300 feet. A dry run was made at 0930/L but no attack made.

Landing: 1132/L to 1135/L at Strip 3.

(f) Route: NADZAR - TAMI ISLAND - TARGET.

Return: TARGET - FINSCHHAFEN - BASE.

- 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

Narrative Report, FFO 75-J, continued.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Col True, Group Commanding Officer, flying with the 499th Squadron led two squadron formation. Our Squadron, led by Capt Mortensen, was in the Number 2 position and was composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 055 - Capt Mortensen	A/P 443 - Lt Davis	A/P 414 - Lt Shirreffs
A/P 372 - Lt Waggle	A/P 592 - Lt Frey	A/P 237 - Lt Ames
A/P 409 - Lt Doman	A/P 430 - Lt Wilson	A/P 161 - Lt Rankin

3. DETAILS OF THE MISSION

(a) 1. Col. True and the 499th Squadron led the Group formation to the north of MANUS ISLAND and after clearing with the ground station started their attack. Capt Mortensen led our planes in three flights of three, flights in trail. Our planes made their first run on an approximate heading of 250° at 0907/L at 100 feet. All of our planes dropped their bombs on the first run, with 25 bursting in YELLOW BEACH 2 and 17 across the LIEI RIVER in YELLOW BEACH 1.

2. Capt Mortensen dropped five in YELLOW BEACH 1, Lt Waggle on his right wing and Lt Doman on his left, dropping five and four, respectively in the same area. Lt Davis, second flight leader, dropped his four bombs in a string from LUGOS MISSION to the river in YELLOW BEACH 2. His right and left wingmen, Lt Frey and Lt Wilson, respectively, dropping five apiece with him. Lt Shirreffs, leader of the third flight, dropped three bombs in YELLOW BEACH 2 and his fourth just over the river in YELLOW BEACH 1. His right wingman, Lt Ames, dropped three in YELLOW BEACH 2 and two in YELLOW BEACH 1. Lt Rankin on the left wing dropped five in a string on YELLOW BEACH 2. One of Lt Rankin's bombs hit an estimated three-inch gun position, which was not firing, in LUGOS MISSION PLANTATION.

3. Other bombs fell 100 feet from several well-dug-in foxholes with no visible damage and among Mission buildings. Both beaches were covered well by the bombing and heavy strafing, but no specific damage was observed.

4. After completing their first pass, our planes swung to the right off their target, turned to the left and crossed their target a second time on an easterly heading. Breaking over the sea our planes circled and made two more strafing passes both on a westerly heading. By this time the landing craft were approaching the shore so our planes made a dry run on their fifth pass. The only opposition encountered was light, slight and inaccurate machine gun fire from the west bank of the LIEI RIVER. Our planes returned to base direct and all landed safely.

(b) A/A was light, slight and inaccurate M/G fire from west bank of LIEI RIVER.

(c) Nil fighter cover.

(d) 1. Nil 500th planes damaged.

2. No enemy planes were shot down in combat.

(e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

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

Narrative Report, FFO 75-J, continued.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A 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

An estimated 20mm gun firing from a small point of land jutting into the sea about 250 yards east of the LIEI RIVER mouth. A heavier gun on coast approximately two-thirds mile east of the River mouth was also firing, both at landing craft. A red roofed house just east of the 20mm gun appeared undamaged. A large hospital was sighted in the northwest tip of PITYILU ISLAND. Landings appeared to be going well, and one gunner reported seeing troops run across the beach.

7. PHOTOGRAPHIC INTERPRETATION

No photographs have been received at the time of filing this report.

For the Squadron Commander:

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

3 - Incls

- Incl 1 - APPENDIX "A"
- Incl 2 - APPENDIX "B"
- Incl 3 - APPENDIX "C"

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Narrative Report, FFO 75-J

BOMBING TABLES

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	YELLOW BEACH 1	YELLOW BEACH 2
055	5	500 lb	Demo	4/5 second	5	
372	5	"	"	"	5	
409 *	4	"	"	"	4	
443 *	4	"	"	"		4
592	5	"	"	"		5
430	5	"	"	"		5
414 *	4	"	"	"	1	3
237	5	"	"	"	2	3
161	5	"	"	"		5
TOTAL	42	500 lb	Demo	4/5 second	17	25

* B-25D-2's, the remainder being B-25D-1's

STRAFING TABLES

A/P	ROUNDS CARRD	.50 CALIBRE EXPENDED	MALFUNCTIONS	ROUNDS CARRD	.30 CALIBRE EXPENDED	MALFUNCTION
055	4,000	2,750	WLS LLN	4,000	---	
372	4,000	2,900		4,000	800	
409	5,000	1,650	WRS LLS	Nil	---	
443	5,000	2,150		Nil	---	
592	4,000	2,800	URN WLS	4,000	---	
430	4,000	2,000	LRN URN	4,000	600	
414	5,000	1,350	LLS LLN	Nil	---	
237	4,000	1,650	LRS WRS LLN	4,000	---	
161	4,000	2,700		4,000	---	
TOTAL	39,000	19,950	13	24,000	1,400	

A/A

A/P	CALIBRE	INTENSITY	ACCURATE?	ALTITUDE OF BURSTS
237	Light (MG)	Slight	No	100/200
161	Light (MG)	Slight	No	50/250

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
055	LORENGAU	0907/L-0930/L	K-21	30	
409	"	"	K-21	30	
592	"	"	K-21	30	
430	"	"	K-20	24	
161	"	"	K-21	30	
TOTAL	LORENGAU	0907/L-0930/L	K-20 & K-21	144	

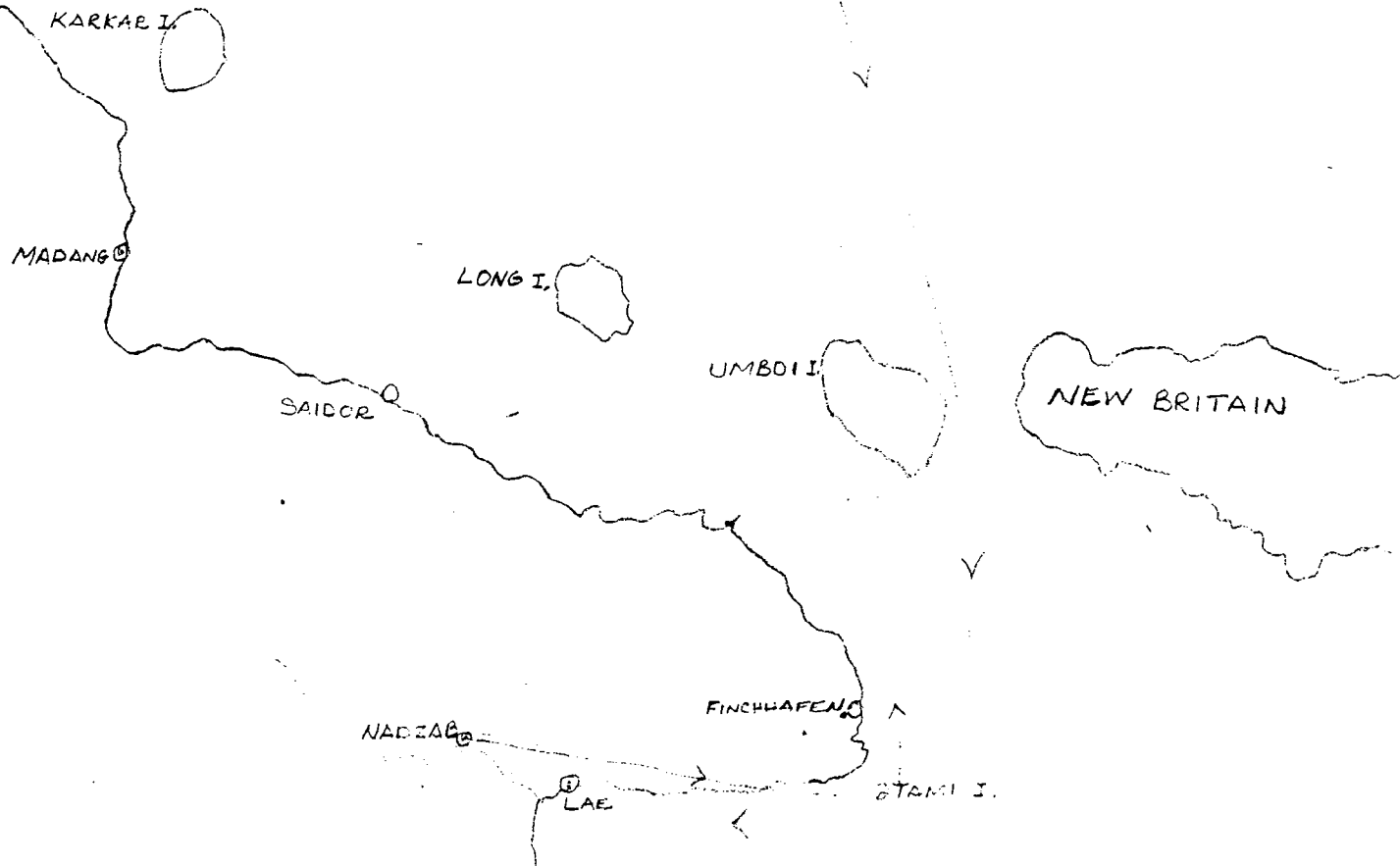
APPENDIX "A"

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(APPENDIX "C")

WFO 75-J 15 March, 1944
500th Sq., 345th Bomb Group
Second over Target
Altitude: 100/300 Ft.
Time over Target: 0907 to 0930/L
Map Ref:
E. New Guinea Nav. Chart.
1: 2,315,000





FFO 75-J 15 March, 1944
500th Sq., 345th Bomb Group
Second over Target
Altitude: 100/300 Feet
Time over target: 0907/L to 0930/L
Bombing efficiency: Ex.
● Crew reports of bomb hits
┐ Took photos
┐ Other planes
Map Ref: LORENGAU AIRDROME 1:20000

(APPENDIX "B")

To INRIM PTN.

To LORENGAU

LORENGAU AIRDROME

MANUS

ISLAND

TINGAU RIVER

LIEI RIVER

055 322
408 322
423 592
430 592
414 237
161 191

79

37

32

77

CONFIDENTIAL

500
77-E
17 MARCH 1944

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCO/rpb

18 March, 1944

Subject: Narrative Report on Mission FFO 77-E, Performed by 500th Bombardment Squadron (M) March 17, 1944. Objective: CAPE MOEM - WETAK AREA.

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

1. GENERAL

(a) Four squadrons of six planes each of the 345th Bombardment Group were ordered to strike CAPE MOEM March 17. Three squadrons were to bomb Target 43B, a heavy gun position, from medium altitude while the 500th was to make a bombing and strafing attack at minimum altitude on the whole peninsula. The secondary target was personnel areas at HANSA BAY, and the tertiary target was AMRON MISSION at ALEXIDSHAFEN. The 500th Squadron's bomb load was five 500 pound bombs, 8/11 second delay fuse, and in addition to striking the area, the Squadron was assigned the mission of getting complete low oblique photographic coverage. Alerted at 0800/L for an 0815/L takeoff, the Squadron was to proceed to GUSAP to rendezvous with the four A-20 squadrons and a squadron of P-40's, the latter providing low cover. Squadrons of B-25's assigned to medium altitude bombing were scheduled for an earlier takeoff and time over target. The formation was to proceed directly to the target and then return directly to base. Area top cover was to be provided by one squadron of P-47's. All crews were to be briefed on current bomblines.

(b) The Squadron assembled shortly after takeoff and proceeded to GUSAP where they rendezvoused with four A-20 and one P-40 squadrons.

(c) The western part of CAPE MOEM at WETAK was smacked with five tons of demolition bombs by four B-25D-1's of the 500th Squadron March 17. Our planes, which were the "tail-end Charlies" of a concentrated strike force, went over the target completely unmolested by the enemy except for some slight, ineffective, light A/A. The whole strike left the targets darkened with clouds of smoke from at least two large fuel fires sending smoke to nearly 3000 feet and numerous smaller fires.

Continuing a series of heavy assaults on the strong Japanese position, the B-24's were first over the target and dumped their load in the BO-RAM STRIP area. Next came three squadrons of Mitchells flying at medium altitude, all concentrating on CAPE MOEM'S six-gun heavy A/A position which had consistently caused trouble to them in previous strikes. As the mediums cleared the target, the A-20's roared in strafing and bombing the peninsula. The 500th, although two-thirds its takeoff strength, as two airplanes had turned back, pressed behind the Bostons and systematically covered the western side of the peninsula with their bombs and concentrated strafing fire.

Five bombs burst in a string through the gun position, which was strangely quiet, and sent up much debris. A house in the middle of the target was blown up but other specific damage was hidden by smoke and dust. Parts of the coast from CAPE MOEM to the vicinity of the SEPIK RIVER were strafed, including MURIK VILLAGE where M/G fire was silenced. Another village about 20

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Narrative Report FFO 77-3 continued.

miles southwest of CAPE GIRGIR was also strafed. Enemy opposition was pitifully weak and consisted only of ineffective, light A/A.

(d) There was nil interception.

No enemy or Allied plane losses were reported.

(e) Takeoff: 0904/L to 0907/L from Strip 3, NADZAB.

Rendezvous: With four squadrons of A-20's and one squadron of P-40's at GUSAP at 7,000 feet.

Attack: 1050/L at 50/100 feet.

Landing: 1239/L to 1241/L at Strip 3, NADZAB.

(f) Route: NADZAB - GUSAP - RAMU VALLEY - KERAM VALLEY - Southwest of target - TARGET.

Return: TARGET - MURIK RIVER mouth - RAMU VALLEY - DUMPU - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Major Marston, Assistant Group Operations Officer, led our squadron which was eighth over our particular target. The squadron was composed of two flights of three planes each as follows:

FIRST FLIGHT

A/P 315 - Maj Marston

A/P 278 - Lt Haggle

A/P 161 - Lt Doman

SECOND FLIGHT

A/P 055 - Capt Mortensen

A/P 051 - Lt Gautreau

A/P 237 - Lt Frey

Lt Frey, A/P 237, turned back at 0950/L just above GUSAP when his co-pilot suddenly went insane (acute psychosis, manic phase). The co-pilot and navigator, whom the former slugged until overpowered, were both taken to the hospital after landing at base, but the navigator suffered only from bruises. The engineer, Sgt Brick, took the co-pilot's seat and flew the plane back to base where Lt Frey took over and landed. Lt Frey had been forced to draw his pistol on Lt Siegrist when he grabbed the controls and nearly caused a collision with another plane in the formation. The co-pilot released the controls and left his seat to go to the navigator's compartment after the pilot had waved him back and the engineer had slid back his seat. Lt Siegrist's gun was taken from him, and soon afterwards fisticuffs resulted when Lt Siegrist suddenly slugged Lt Quinn, the navigator. The co-pilot was overpowered and Sgt Brick took over the controls. Lt Frey, fearing that Lt Siegrist might have to be shot and not wanting an enlisted man to shoulder the responsibility kept his pistol on Lt Siegrist until they were ready to land.

Lt Gautreau, A/P 051, turned back a short distance from the target due to turret failure and a loss in oil pressure.

3. DETAILS OF THE MISSION

(a) Maj Marston, Assistant Group Operations Officer, led our formation to the scheduled rendezvous and then to the target where the four remaining airplanes pulled up into line abreast for the attack. Propaganda leaflets were dropped just prior to reaching CAPE MOEM. Our planes went across the target on a nearly North heading at 1050/L on top of the trees. Strafing as they approached CAPE MOEM, they all started to drop their bombs just beyond the neck of the peninsula. K-21 cameras were turned on at the same time to

Narrative Report, FFO 77-E continued.

to give coverage for the entire run. Lt Doman, flying on the extreme left, dropped his five bombs in a string through the heavy gun position on the west side of CAPE MORM. Much debris was blown in the air and although the gun had apparently been silenced by earlier bombing, further damage is believed to have been caused by his bombs. Maj Marston, on Lt Doman's right, dropped his bombs through the length of the target with no results observed. In the next position to the right, Lt Waggle also dropped his bombs through the target and one of his bombs was seen to penetrate a house in the center of the target. Capt Mortensen, flying on the extreme right, also strung out his bombs through the target with unobserved results. Bombing was considered excellent, but smoke and dust from the earlier assault and the delay action bombs prevented specific damage assessment. The entire target was thoroughly strafed, and the Japs countered only with light, slight A/A at our level. This fire was reported by only two of our crews and because it caused a small hole in the right engine nacelle of Maj Marston's plane, it must be considered to have been reasonably accurate.

(b) Our planes broke away to the right over the sea and then cut back sharply to the coast in search of other targets of opportunity and barges which had been reported. None of the latter was seen but several villages on the coast nearly down to the SEPIK RIVER mouth were strafed. In this sweep, M/G fire coming from MURIK VILLAGE was silenced. Our planes turned inland and Lt Doman and Lt Waggle strafed six buildings at the end of the clearing believed to be URU, a village approximately 20 miles southwest of CAPE GINGER. Our planes returned to base direct, all landing safely.

(c) A/A was light, slight and accurate at A/P level. Fighter cover was provided by one squadron of P-40's as close cover and one squadron of P-47's for area cover.

(d) 1. A/P 315 received small calibre bullet hole in the right engine nacelle.

2. No enemy planes were shot down in combat.

(e) None of our personnel was injured in combat.

4. RECOMMENDATIONS FOR AWARDS

Awards will be recommended for members of Lt Frey's crew but recommendations will be withheld pending further investigation.

5. ADDITIONAL SIGHTINGS

Two crew members reported a ship with two stacks amidships and a mast fore and aft burning fiercely with much black smoke in NEWAK HARBOR between CAPES BOHAM and MORM. Further identification of the vessel could not be determined because of the heavy smoke enshrouding it and the fact that it was very low in the water with the decks nearly awash. A small sloop was seen anchored off the northeast tip of CAPE MORM. An EMILY, partly beached, was seen approximately one-half mile southeast of the BRANDI RIVER mouth. A crashed SSF, apparently radial engine and with a round insignia on the fuselage was seen about 150 yards inland half way between KAP and MURIK VILLAGES.

6. APPENDICES

(a) Appendix "A" - Bombing, strafing, A/A and photographic tables.

Narrative Report, PFC 77-1, continued.

- (b) Appendix "A" - Sketch of bomb runs and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

7. PROTACED PIC INTERPRETATION.

Seven K-21 photos received disclose nothing at this stage of interpretation other than several buildings and a road in the area.

For the Squadron Commander:

CLYDE C. GATTON
1st Lt, Air Corps
Intelligence Officer

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

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Narrative Report, PFO 77-E

BOMBING TABLE						
A/P	NO. BOMBS	HEIGHT	TYPE	DELAY	ON TARGET	RETURNED
315	5	500 lb	Demo	8/11 second	5	
161	5	"	"	"	5	
278	5	"	"	"	5	
055	5	"	"	"	5	
TOTAL	20	500 lb	Demo	8/11 second	20	

STRAFFING TABLE						
.50 CALIBRE				.30 CALIBRE		
A/P	RDS CARR'D	EXPENDED	MALFUNCTIONS	RDS CARR'D	EXPENDED	MALFUNCTIONS
315	4,000	2,800		4,000	---	
161	4,000	2,800	LLN	4,000	---	
278	4,000	3,300		4,000	---	
055	4,000	2,100	LLN LRM URS LRS	4,000	---	
TOTAL	16,000	11,000	5	16,000	NIL	

A/A					
A/P	CALIBRE	INTENSITY	ACCURATE?	ALTITUDE	WHERE?
315	Light	Slight	Yes	50/100	CAPE MOEN
	Light	Slight	No	50/200	MURIK V.*
161	Light	Slight	No	50/200	MURIK V.*
278	Light	Slight	No	50/100	CAPE MOEN
	Light	Slight	No	50/200	MURIK V.*
055	Light	Slight	No	50/200	MURIK V.*
SUMMATION: Light, slight, accurate to inaccurate at 50/200' At C. MOEN & MURIK					
* silenced by strafing.					

PHOTOGRAPHIC					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
315	CAPE MOEN	1050/L-1053/L	K-20	10	No prints
	"	"	K-21	30	No prints
161	"	"	K-21	30	No prints
278	"	"	K-20	10	No prints
055	"	"	K-21	30	7 prints
TOTAL	CAPE MOEN	1050/L-1053/L	K-20 & K-21	110	7 prints

APPENDIX "A"

CONFIDENTIAL

Wewak

Grid and True N.
Mag. North

Mission No. _____
Squadron No. _____
Squadron Order _____
Altitude 50
Time Over Target _____
Crew Observers _____
O (Red) Crew Reports _____
⊙ (Red) Bomb Hits _____
T (Blue) Planes _____
T (Black) Other _____
be Shown at _____

Dispersal Area

Newak Airdrome

Wiririri Ptn.

Mission Pt.

Gardens

Mission

76
31

143° 37'

143° 38'

143° 39'

Prince Alexander Mountains

Wewak

Grid and True N.
Mag. North

Mission No. 77-E
Squadron No. 500TH
Squadron Order Over
Altitude 50 To 100
Time Over Target 10
Crew Observation Bomb
O (Red) Crew Report of
⊕ (Red) Bomb Hits Shown
T (Blue) Planes Taking
T (Black) Other Planes.
be Shown at Beginning

Dispersal Area

Newak Airframe

Wiriri ptn.

Mission Pt.

Mission

76
31

Prince Alexander Mountains

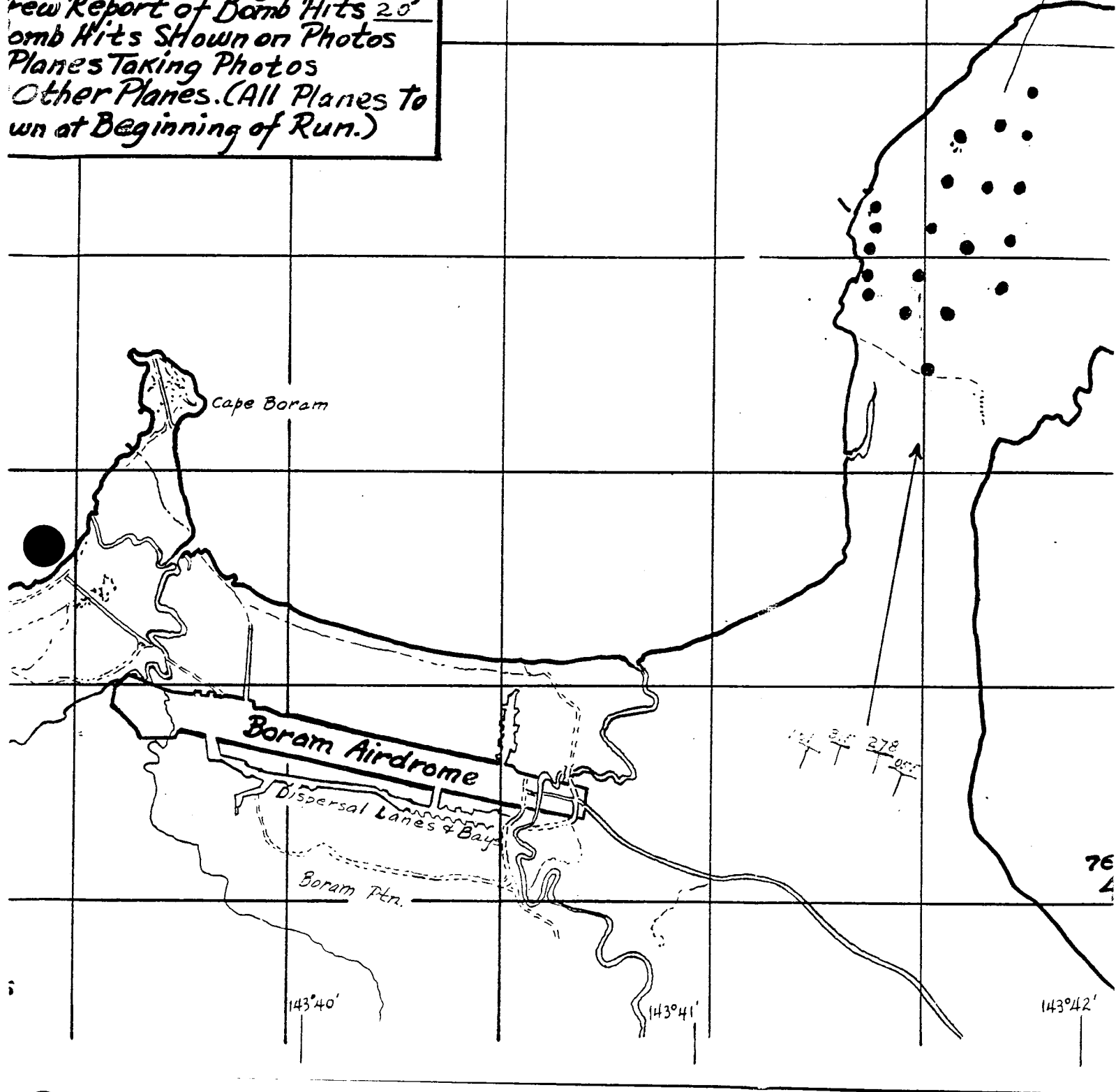
143° 38'

143° 39'

37'

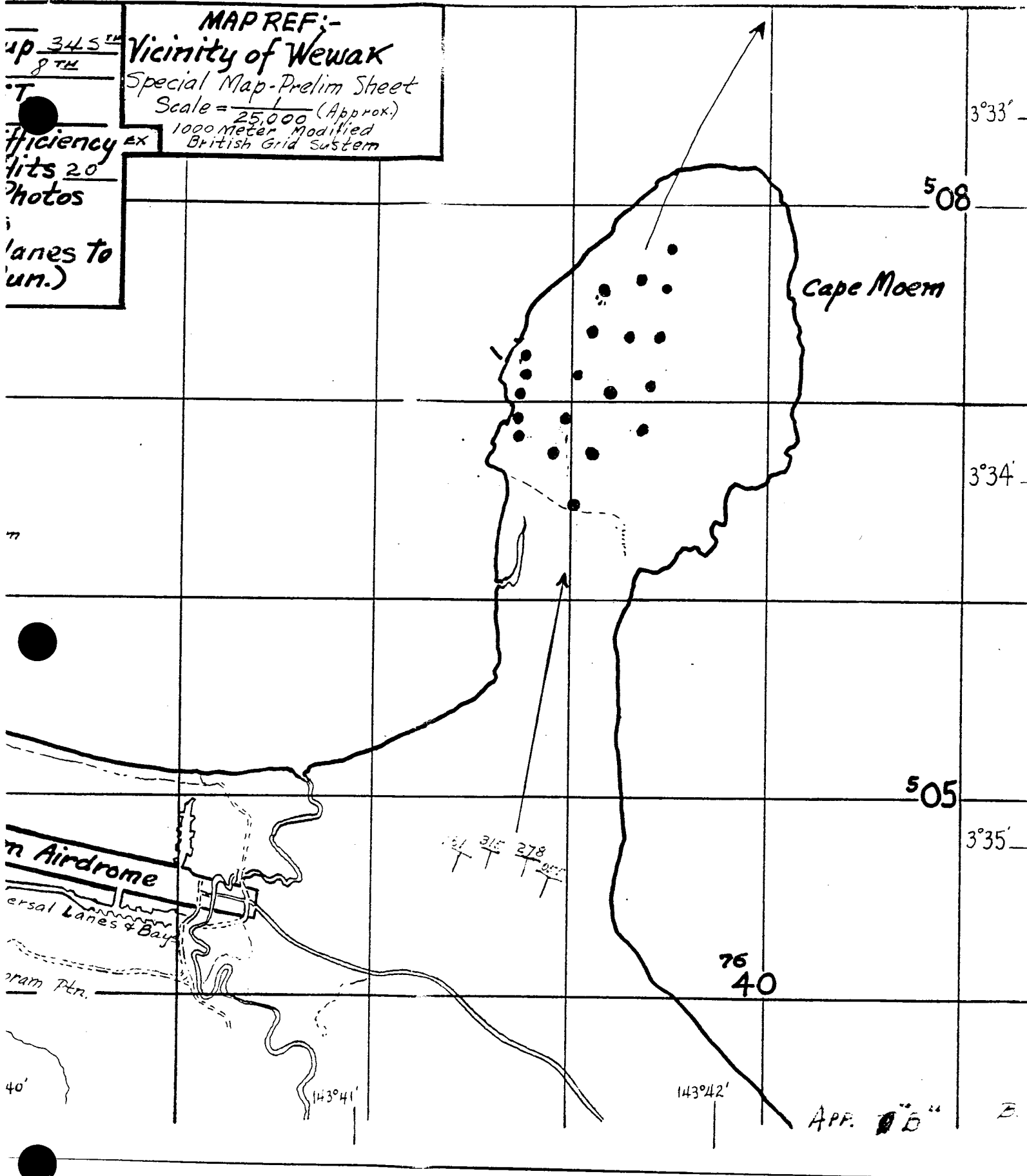
No. 77-E
 n No. 500TH Group 345TH
 n Order Over Target 8TH
 ? 50 To 100 FT.
 er Target 105014
 sation Bombing Efficiency EX
 ew Report of Bomb Hits 20
 omb Hits Shown on Photos
 Planes Taking Photos
 Other Planes. (All Planes to
 wn at Beginning of Run.)

MAP REF:-
 Vicinity of Wewak
 Special Map-Prelim Sheet
 Scale = 1/25,000 (Approx.)
 1000 Meter Modified
 British Grid System



MAP REF:-
 Vicinity of Wewak
 Special Map-Prelim Sheet
 Scale = $\frac{1}{25,000}$ (Approx.)
 1000 Meter Modified
 British Grid System

up 345TH
 8TH
 Efficiency EX
 Hits 20
 Photos
 lanes to
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2000-01-01
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MISSION NO. 77-E DATE MAR. 17, 1944
 CO. ADJUTANT NO. 500 TH 100 TH 345 TH
 SQUAD 100 TH 8 TH
50 TO 100
1050/L

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

500
78-E
18 MARCH 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

CCC/jwd

19 March, 1944

Subject: Narrative Report on Mission FFO 78-E, performed by six B-25D-1's
of the 500th Bombardment Squadron (M) March 18, 1944.
Objective: BRANDI PLANTATION - WENAK area.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) BRANDI PLANTATION, on the coast slightly Southeast of CAPE MOEN in the WENAK-BORAK area, was the target assigned two Squadrons of six planes each of the 345th Bomb Group as part of a combined assault on enemy installations in the WENAK area on March 18, 1944. Our squadrons were to bomb and strafe BRANDI PLANTATION at minimum altitude with 500-pound, 8/11 second delay fuse, bombs, shortly after five squadrons of B-24's had bombed other targets in the immediate vicinity. The 345th in turn was to be followed by three B-25 squadrons of the 38th Group and two squadrons of A-20's of the 3rd Bomb Group. With the 499th Squadron scheduled to lead the 500th Squadron in the low level attack, our planes were to be alerted at 0715/L, takeoff at 0820/L and rendezvous with fighter cover over Gusap at 3000 feet at 0905/L. After special instructions on bomb lines and restriction, our crews were briefed to hit the primary target from 1030/L to 1035/L. Secondary target was to be HANSA BAY area and tertiary target was to be ALEXISNAFEN, in the event the primary target could not be reached. Fighter cover consisted of P-40's close, and P-47's top.

(b) Our Squadron assembled with the 499th shortly after takeoff and flew direct to GUSAP for rendezvous with the fighters and other squadrons of B-25's and A-20's, the whole formation then proceeding to the target.

(c) Virtually the entire area of BRANDI PLANTATION, about two miles Southeast of BORAK AIRFIELD, was enveloped with explosions from 25 X 500-pound bombs dropped by five B-25's of the 500th Squadron in a tree-top attack March 18. All but three bombs landed in the target, and several were seen to fall among buildings. A large explosion was seen to blossom in the target as our planes banked away over CAPE MOEN. Three bombs fell slightly short of the target. Because one A/P turned back near MADANO due to engine trouble, only five planes of this squadron went over the target. The target area, including two or three trucks moving along the coastal road, and the Northwest coast of CAPE MOEN were heavily strafed.

The 499th Squadron's attack, which spearheaded the minimum altitude phase of the general assault on the WENAK area, was followed closely by the 500th's bombing and strafing. Squadrons of the 38th Group then hit other targets in the vicinity and finally A-20 Squadrons of the 3rd Bomb Group came in for their low level strikes. Only enemy opposition reported by the 500th Squadron crews consisted of three to six bursts of light and medium, inaccurate ack ack which did no damage.

(d) There was nil interception.

No enemy or Allied plane losses were reported.

(e) Takeoff: 0820/L to 0825/L from Strip 3, Nadzab.

Rendezvous: With fighters, B-25's and A-20's over GUSAP at 3000 feet.

Attack: 1018/L at 50/150 ft.

-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

Narrative Report on FFO 78-3 continued.

1. GENERAL (continued)

- (e) Landing: 1205/L to 1210/L at Strip 3, Nadsab.
- (f) Route: MADZAB - GUSAP - RAMU VALLEY - KERAM VALLEY - TARGET.
Return: KERAM - RAMU VALLEYS - GUSAP - to base.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Capt Mortensen led our squadron, which was second over the target. Our Squadron was composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 055 - Capt Mortensen	A/P 592 - Lt Gautreau
" 278 - Lt Waggle	" 237 - Lt Ames
" 161 - Lt Doman	

Lt Shirreffs in the second flight turned back at 0914/L above MADANG when his A/P developed unstable flight characteristics.

3. DETAILS OF THE MISSION

(a) Capt Mortensen led our five planes over the target at 1018/L in two flights of three and two planes, flights in trail. Lt Shirreffs had turned back as explained in paragraph above and Lt Gautreau took over the lead of the second flight. Our planes went over the target at from 50/150 feet on a heading of about 285 degrees, dropping all their bombs at BRANDI PLANTATION, in the area from the coastal to the shore. All but three, which were seen to fall slightly short, fell in the target. Some bombs landed among buildings and as Lt Ames withdrew from the target, a large explosion was observed in the plantation. The target and two or three trucks moving along the coastal road were strafed.

Our planes withdrew over CAPE MOEN where Lt Doman strafed the heavy gun positions on the Cape's West shore. Specific damage assessment in the target could not be determined because of the delay action bombs used. Only three to six ineffective medium A/A bursts were seen. Circling to the East beyond CAPE MOEN, our planes headed for base direct. Soon after leaving the target Lt Ames noticed his right engine become intermittently rough from an undetermined cause. At DUMPU he feathered the bad engine's prop and returned to base where all planes landed safely.

- (b) A/A was slight, light and medium, inaccurate on A/P's course.
- (c) Fighter cover was good.
- (d) 1. Nil 500th planes damaged by enemy action.
2. Nil enemy A/P's were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil.

5. APPENDICES

- (a) Appendix "A" - bombing, strafing, photographic tables.
- (b) Appendix "B" - Sketch of bombing run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

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

Narrative Report on PFO 78-E continued.

6. ADDITIONAL SIGHTINGS

Considerable activity throughout BRANDI PLANTATION and the West side of CAPE MOEM. Considerable quantity of stores, covered with tarpaulin near the coastal road on the West side of CAPE MOEM. A silver colored SSF of undetermined serviceability in the dispersal area between the strip and the shore, one probable Betty bomber parked at right angles to the strip on the South side. A very large fire, black smoke to about 5000 feet and visible for 60 miles, as the A/P's approached target was seen in the vicinity of the East side of WENAK drome. Two apparently empty M.O. pits on the tip of CAPE MOEM. One barge of undetermined serviceability seen tied up at a small jetty approx. 45 miles from the mouth of the RAMU RIVER in the vicinity of PALIPAN.

7. PHOTOGRAPHIC INTERPRETATION

Eight K-21 photos received show bomb bursts in the target and evidence of considerable activity.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, 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 on FFO 78-E

APPENDIX "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SHORT OF TARGET
055	5	500 lb	demo	8/11 sec.	4	1
278	5	"	"	"	4	1
161	5	"	"	"	4	1
592	5	"	"	"	5	
237	5	"	"	"	5	
TOTAL	25	500 lb	demo	8/11 sec.	22	3

STRAFING TABLE

<u>.50 Calibre</u>				<u>.30 Calibre</u>		
A/P	RDS. CARR'D	EXPENDED	MALFUNCTIONS	RDS CARR'D	EXP.	MALF'S.
055	4,000	2100	LLN-IRN-ULN	4,000		
278	"	2500	ULN	"		
161	"	1700	ULN-URN	"		
592	"	2500		"		
237	"	1600	LLN-ULN	"	500	
TOTAL	20,000	10,400	8	20,000	500	Nil

PHOTOGRAPHS

A/P	Locality	TIME	TYPE	EXPOSURES
055	BRANDI PTN.	1018/L - 1020/L	K-20 - K-21	10 and 30
278	"	"	K-21	30
161	"	"	K-21	30
592	"	"	K-21	30
TOTAL	BRANDI PTN.	1018/L - 1020/L	K-20 & K-21	10 & 120

A/A

Three to six bursts of light and medium ack ack of slight intensity and inaccurate were reported coming from known positions near BORAM strip.

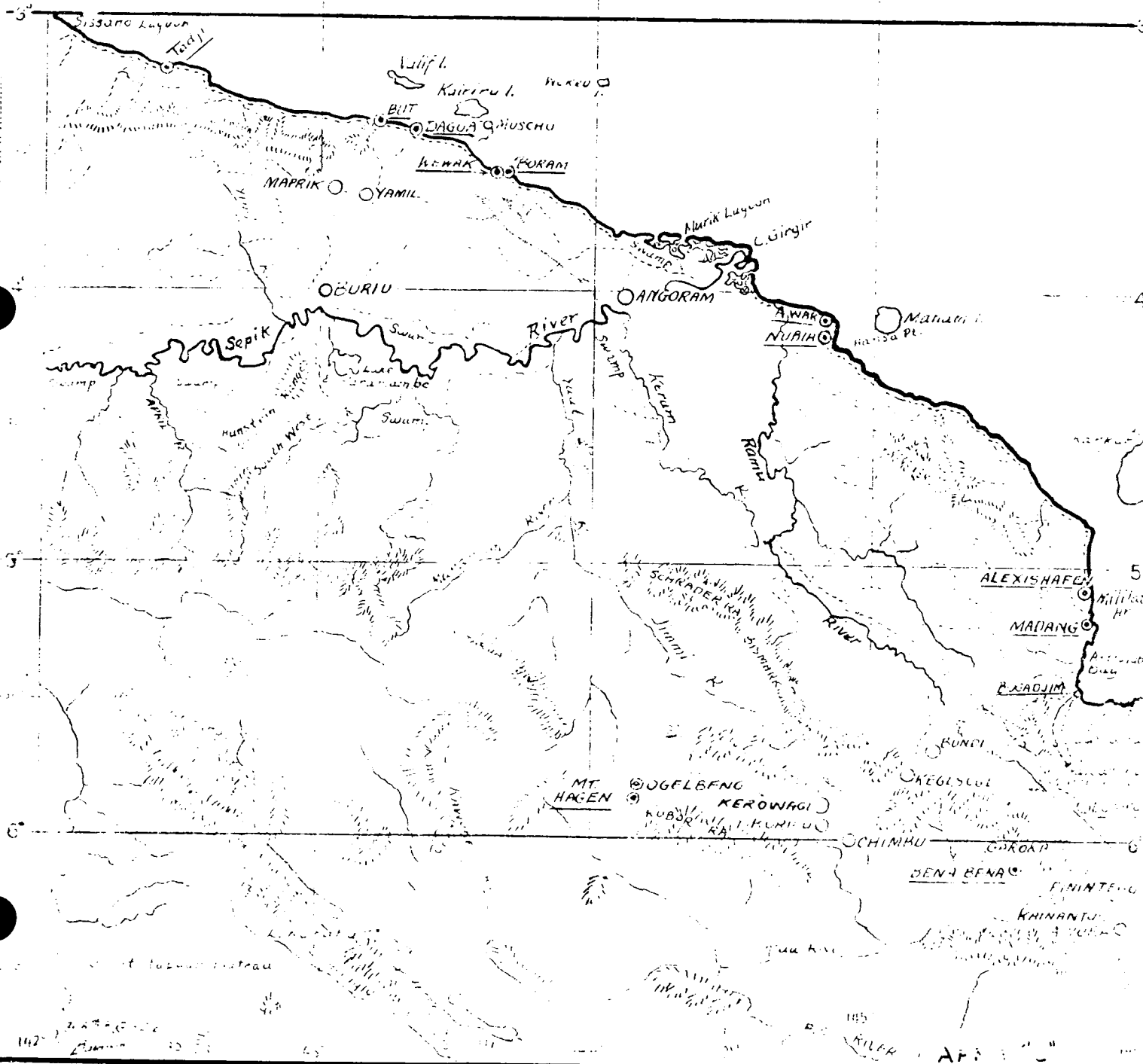
C O N F I D E N T I A L

FFO 78-E 18 March, 1944
500th Bomb Sqdn, 345th Bomb Gp
Second over target at 50/150'
Time of attack: 1018/1
* Crew report of bomb hits 22
Bombing efficiency Ex
T Took photos
T Other planes

REF: CAPE MOEM PHOTO
V BOMBER COMMAND
1 in. to 1550 ft

MAP REF: -
EASTERN NEW GUINEA
NAVIGATION CHART

MISSION NO. 78-E DATE MAR. 18, 1944
CO. ALT. TO E. 500 TM 345 TM
SQUADRON 2ND
TO 50 TO 150
IN 1018/L



500
79-M
19 MAR 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

20 March, 1944

Subject: Narrative Report on Mission FFO 79-M, Performed by 500th Bombardment Squadron (M) March 19. **Objective:** Enemy Convoy, Northwest of WENAK

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

1. GENERAL

(a) Four squadrons of B-25's of the 345th Group were ordered to seek out and attack an enemy convoy north of WENAK on the afternoon of March 19th. The squadrons were to rendezvous at ANNANBERG at 7000 feet with three squadrons of P-38's and two squadrons of P-40's. Alerted at 1330/L for 1345/L takeoff, the planes were to proceed to their rendezvous point, then directly to the target to make a minimum altitude attack with 500 pound bombs, 4/5 second delay fuse. No secondary target was given. The current bomblines were emphasized at briefing.

(b) The Group formation rendezvoused with five fighter squadrons at 1530/L at 7000 feet over ANNANBERG.

(c) A gunboat was sunk, its survivors strafed and a second gunboat and Fox Tare Baker were heavily strafed in a minimum altitude attack on an enemy convoy north of WENAK by six B-25 strafers of the 500th Squadron March 19. Competitive spirit was high as our planes sighted the convoy, and the pilots shoved everything to the firewall in an attempt to beat other planes to the kill. The attack on the convoy resulted in something akin to "sighted sub, sank same" for as our planes left the target all three vessels had sunk and very few survivors were left alive among the floating debris. A moderate amount of A/A was thrown up by the ships but it was short-lived and the only opposition offered. Bothered with no Jap fighters, our escorting Kittyhawks and lightnings joyfully joined in the attack coming down to strafe the survivors.

(d) There was nil interception and no enemy or Allied plane losses were reported.

(e) Takeoff: 1405/L to 1440/L from Strip 3, NADZAB.
Rendezvous: At 1530/L over ANNANBERG at 7000 feet.
Attack: 1620/L to 1646/L at 50/100 feet.
Landing: 1905/L to 2010/L at Strip 3, NADZAB.

(f) Route to target: NADZAB - DUMPU - ANNANBERG - CONVOY
Return: DEBRIS OF CONVOY - MANAM ISLAND - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Col True led the Group formation. Our Squadron, led by Capt Mortensen, was third over the target and was scheduled as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 055 - Capt Mortensen	A/P 278 - Lt Speicher	A/P 430 - Lt Davis
A/P 051 - Lt Doman	A/P 409 - Lt Ames	A/P 426 - Lt Thomas
A/P 592 - Lt Wagle	A/P 161 - Lt Mitchell	A/P 443 - Lt Gautreau

Lt Mitchell and Lt Gautreau turned back shortly after takeoff, the former due to instrument failure and the latter because his right engine was cutting

Narrative Report, FFO 79-M continued.

out. Lt Ames didn't take off until 1440/L and returned from the rendezvous point because he was unable to catch the formation. Lts Mitchell and Gantrean landed at 1610/L and Lt Ames at 1645/L. Minus one-third their scheduled strength our Squadron then reformed and attacked in flights as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 055 - Capt Mortensen	A/P 278 - Lt Speicher
A/P 430 - Lt Davis	A/P 051 - Lt Doman
A/P 592 - Lt Waggle	A/P 426 - F/O Thomas

3. DETAILS OF THE MISSION

(a) 1. As a result of one of the fastest scrambles this Squadron has participated in, we had nine planes in the air with variable bomb loads shortly after the order came in to attack the convoy which was reported North to Northwest of WENAK. Although just returning from a cross-country flight as our crews reached their planes, Capt Mortensen raced to another plane which was ready to go and took off to lead our Squadron. Our nine planes, loaded with from three to five bombs by the Armament Section which was working against takeoff time, proceeded towards ANHANBERO. Three planes returned to base before effecting rendezvous (See para 2 above); the remaining six rendezvoused with the fighters at ANHANBERO and continued toward WENAK. Capt Mortensen spotted a gunboat on a southeasterly course about 30 miles off WENAK. Observing that his second flight and other planes were also speeding to the attack, he strafed this small warship but continued on in search of other ships, his flight not dropping any bombs.

2. About 30 miles further on he came across a Fox Tare Baker and another gunboat heading southeasterly toward WENAK. Capt Mortensen, upon sighting these two vessels, called the other planes by radio and before he could make a successful run the other planes had joined in the attack. He feinted to the right, but the larger vessel turned in to him and presented a poor target. However, he dropped two bombs; both missed. His flight strafed the vessel as it went over and then headed for the escorting gunboat, thoroughly strafing it. Lt Davis on Capt Mortensen's right wing, dropped four bombs at the gunboat and missed. It was a wild mass of milling airplanes each trying to outdo the other to attack the vessels - generally known as a rat race - and Lt Waggle, Capt Mortensen's left wingman, was unable to find a free target for his bombs.

3. Capt Mortensen again flew North to search for more shipping and followed a trail of floating debris to the vicinity of WUVULU ISLAND. Here he and his wingmen circled and observed much more debris all around the small island. About ten miles off the southwest tip of WUVULU the flight leader dropped two bombs at a floating object which proved to be no more than a log with a dead Jap on it. While in this vicinity he saw what appeared to be a smokescreen extending down to the water and apart from any cloud formation about 70 miles North of WUVULU. Although he believed that it was possibly covering the rest of the convoy which had been reported previously, he turned back because daylight and gas were both running out. Returning to base he passed over the scene of the previous attacks and saw nothing but much debris and a few survivors shooting at his flight with pistols. Lt Waggle, on his left wing, was still hauling his bombs in search of a target but finally was reconciled to returning them to base. However, in the vicinity of Finsch-

Narrative Report FTO 79-M continued.

hafen he salvoed his four bombs at sea because he thought it unwise to make a night landing with a bombload. The flight landed at 2010/L, about an hour after our other flight had come in.

4. As our second flight made its run on the first gunboat, Lt Speicher's three bombs were dropped short by his co-pilot. His right wingman, Lt Doman, also dropped one at this gunboat which missed and another at the Fox Tare Baker which also missed. Lt Doman, unable to get in on any of the other vessels returned three of his bombs to base. Before this flight could make a successful run on either of these two vessels they were both sunk by other planes. FO Thomas, flying on the left wing of Lt Speicher, dropped one bomb at the first gunboat sighted and missed. However, he dropped three on the second gunboat acting as an escort and literally threw one of these into the side of the ship as he made a steep bank. The vessel exploded, broke in two and soon sank. This flight had made two strafing passes on both the Fox Tare Baker and its protecting gunboat and made a third to strafe survivors in the water. Our escorting fighters came down to join in the attack also and lashed at the survivors with a hail of bullets. The flight returned to base direct and all landed safely. In their short life after once sighted, the three vessels managed to throw up a moderate amount of light and medium, inaccurate A/A for a brief spell. Jap fighters were noticeably absent and not one of our six planes was touched by enemy action.

- (b) A/A was light to medium, moderate, inaccurate on A/P's course.
- (c) Fighter cover was excellent.
- (d) 1. Nil 500th planes damaged.
- 2. Nil enemy A/P's shot down.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

P/O Thomas and crew will be recommended for the Air Medal.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A and photographic tables.
- (b) Appendix "B" - Bomb run and hits, route to and from target.

6. ADDITIONAL SIGHTINGS

Debris and survivors at 0305S-14334E at 1618/L apparently from a ship sunk before our A/P's arrived. Four columns of smoke on horizon in the vicinity of TADJI. Debris and an empty lifeboat at 0330S-14445E. What appeared to be two camouflaged barges motionless in water at 0320S-14405E. Two large fires, one of them sending smoke to 2000 feet, in the NUBIA STRIP AREA. One lugger on northwest shore of MANAM ISLAND and four/five luggers and a Sugar Charlie in HANSA BAY.

7. PHOTOGRAPHIC INTERPRETATION

Nil photos received at time of filing this report.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, 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 FFC 79-M Enemy Convoy - WEWAK

ENEMY SHIPPING DEFINITELY SUNK BY 500TH SQUADRON

1 PG (Gunboat)

Estimated tonnage 250

TOTAL

250-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 79-4

BOMBING TABLES								
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED	MISSSES	RETURNED
055	4	500 lb	Demo	4/5 sec			4	
430	4	"	"	"			4	
592	4	"	"	"		4		
278	3	"	"	"			3	
051	5	"	"	"			2	3
426	4	"	"	"	1		3	
TOTAL	24	500 lb	Demo	4/5 sec	1	4	16	3

STRAFING TABLES						
A/P	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	ROUNDS CARRD	EXPENDED	MALFUNCTIONS
		.50 CALIBRE			.30 CALIBRE	
055	4,000	2,000		4,000	---	
430	4,000	1,850		4,000	---	
592	4,000	400		4,000	---	
278	4,000	2,650	ULS LIM	4,000	---	
051	4,000	2,650		4,000	---	
426	5,000	1,800	URS LRS	4,000	500	
TOTAL	25,000	11,350	4	20,000	500	

A/A				
A/P	CALIBRE	INTENSITY	ACCURATE	ALTITUDE BURSTS
055	Light-medium	Moderate	No	50/200 ft
430	"	"	"	"
592	"	"	"	"
278	Light	"	"	"
051	"	"	"	50/150
426	Light-medium	"	"	50/200

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
055	Northwest WENAK	1620/L-1646/L	K-21	30	
430	"	"	K-20	20	
278	"	"	K-20	20	
051	"	"	K-20	30	
TOTAL	Northwest WENAK	1620/L-1646/L	K-20 & K-21's	100	

APPENDIX "A"

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

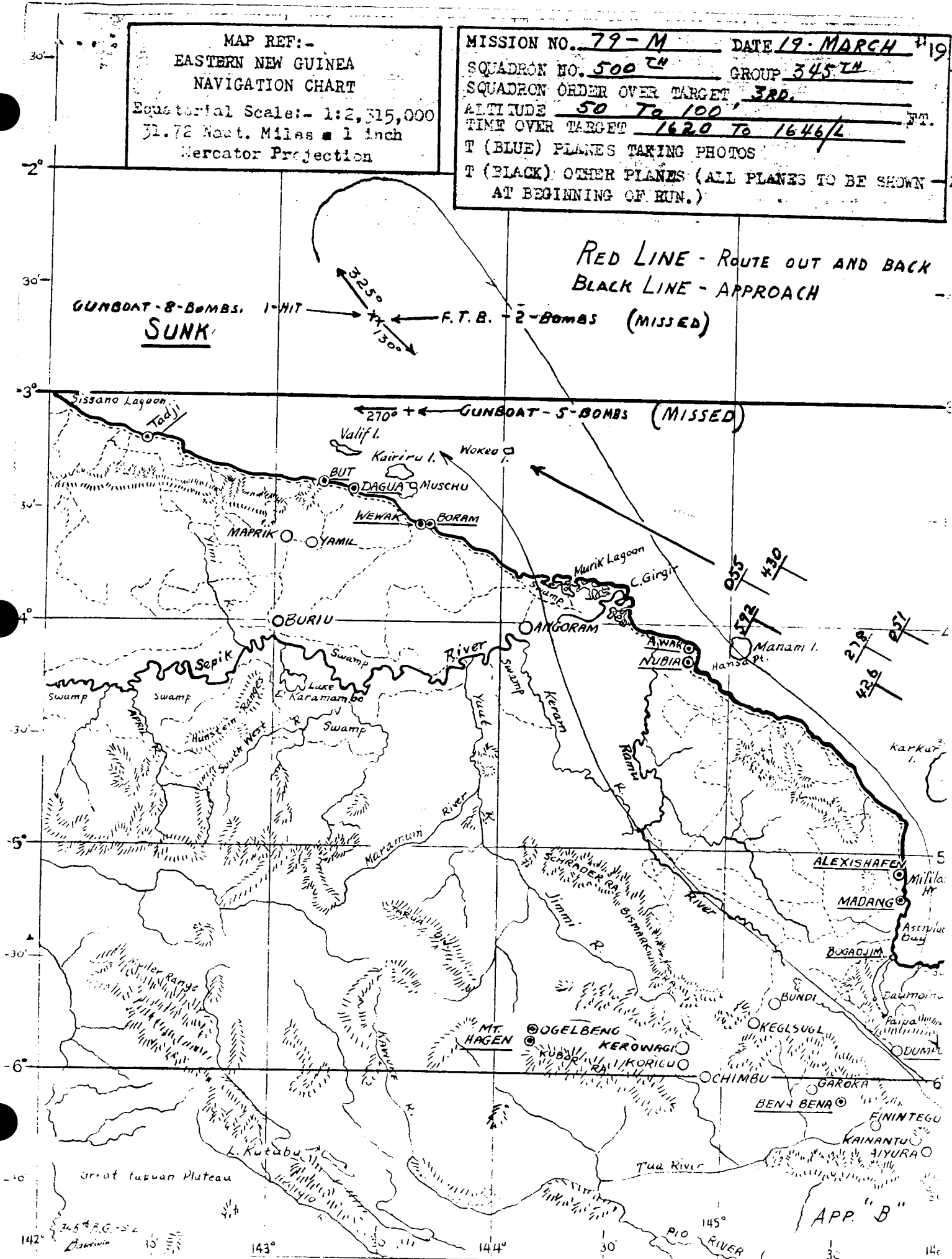
MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale:- 1:2,315,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

MISSION NO. 79-M DATE 19-MARCH 1949
 SQUADRON NO. 500TH GROUP 345TH
 SQUADRON ORDER OVER TARGET 3RD.
 ALTITUDE 50 To 100' FT.
 TIME OVER TARGET 1620 To 1646/L
 T (BLUE) PLANES TAKING PHOTOS
 T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)

RED LINE - ROUTE OUT AND BACK
 BLACK LINE - APPROACH

GUNBOAT-8-BOMBS. 1-HIT
SUNK
 F.T.B. - 2-BOMBS (MISSED)

270° ← GUNBOAT-5-BOMBS (MISSED)



APP. "B"

500
81-L
21 MARCH 44OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

22 March 1944

Subject: Narrative Report on Mission FFO 81-L, Performed by 500th Bombardment Squadron (M) March 21, 1944. Objective: Shipping - WEWAK AREA.

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

1. GENERAL

(a) Two squadrons of B-25's of the 345th Group were ordered to conduct a sea search for shipping in an area Northwest of WEWAK on the afternoon of March 21. The squadrons were to rendezvous at GUSAP at 3000 feet with one squadron of P-40's and a squadron of P-47's. Alerted at 1315/L for a 1400/L takeoff, the planes were to proceed to their rendezvous point then directly to the search area to bomb any shipping sighted with 500 pound bombs, 4 to 5 second delay fuse. The secondary target was WOM POINT and the tertiary target was No 23D in NUBIA PLANTATION, HANSA BAY AREA. (The current bomblines were emphasized at the briefing)

(b) The two-squadron formation rendezvoused with two fighter squadrons at GUSAP at 1430/L 3000 feet up as planned.

(c) Weather prevented the Group from reaching the sea search area off WEWAK as well as the secondary target, WOM POINT. The two squadrons, with the 499th leading, turned back down the coast. The Group leader turned in toward KAUP VILLAGE and proceeded to bomb and strafe the area. The remainder of the two squadrons followed as directed by standard procedure. The five A/P's of the 500th Squadron swung in over the coast and at minimum altitude dropped a total of 12 X 500 lb demolition bombs, 4/5 second delay fuse, on KAUP, MURIK and DARAPAP villages. Damage from the attack was generally unobserved. Two apparently unserviceable barges beached at MURIK VILLAGE and one mile Southeast of DARAPAP VILLAGE respectively were seen, the one at the former place being bombed and strafed. The entire coastal area from DARAPAP VILLAGE Northwest to SUMUP VILLAGE was thoroughly strafed by the 499th and 500th squadrons. No enemy activity was observed and there was no ack ack.

(d) There was no interception. No enemy or Allied plane losses were reported.

(e) Takeoff: 1400/L to 1403/L from Strip 3, NADZAB
Rendezvous: At 1430/L over GUSAP at 3000 feet.
Attack: 1535/L to 1600/L at 50/100 feet.
Landing: 1841/L to 1845/L at Strip 3, NADZAB.

(f) Route to target: NADZAB - GUSAP - DUMPU - RAMU VALLEY - CAPE GIRGIR.

Return: TARGET - RAMU VALLEY - NORTH of BUNDI - Turned North to 30 Miles above ALEXISHAFEN - FINSCHAFEN - NADLAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 499th squadron led the Group formation. Our squadron, led by Lt Shirreffs after Lt Speicher was unable to takeoff, was second and originally scheduled as follows:

~ ~ ~ ~ ~

Narrative Report, EFC 81-1, continued.

FIRST FLIGHT

A/P 161 - Lt Speicher
A/P 444 - Lt Ames
A/P 592 - Lt Mitchell

SECOND FLIGHT

A/P 051 - Lt Shirreffs
A/P 443 - Lt Gautreau
A/P 426 - Lt Francis

Lt Speicher didn't take off due to his co-pilot salvaging the bombs accidentally in the hardstand. Lt Shirreffs took over leadership of the squadron which was then reformed as follows for the attack.

FIRST FLIGHT

A/P 051 - Lt Shirreffs
A/P 443 - Lt Gautreau
A/P 426 - Lt Francis

SECOND FLIGHT

A/P 444 - Lt Ames
A/P 592 - Lt Mitchell

3. DETAILS OF THE MISSION

(a) Lt Shirreffs led our five planes over the target from 1535/L to 1600/L hovering between 50 and 100 feet above the trees. According to reports the formation spread out loosely in a three ship "V" followed by the remaining two ships javalined down to the rear and right. Lt Shirreffs dropped two bombs in KAUP VILLAGE on his first pass made in a westerly direction. Lt Gautreau on the flight leader's right wing swung his plane out over DARAPAP VILLAGE but failed to drop his bombs for lack of a suitable target. However, Lt Gautreau heavily strafed the village area. Lt Francis, on Lt Shirreffs' left wing, dropped four bombs on DARAPAP VILLAGE near MURIK LAGOON, three of which were seen to explode among the village buildings.

(b) Lt Ames, second flight leader, dropped one bomb on an apparently unserviceable barge at the SEPIK RIVER mouth and returned his other three to base when he failed to find any other suitable targets. Lt Mitchell on Lt Ames left wing, dropped four bombs in a string beginning at KAUP VILLAGE and extending inland a short distance.

(c) On his second pass Lt Shirreffs strafed the coastal area between SUMUP and MURIK LAGOON. Lt Gautreau strafed KAUP VILLAGE and MURIK VILLAGE. Lt Francis found a large jetty and a pile of stores near MURIK and strafed these on his second pass. Lt Ames strafed the barge at the SEPIK observing no visible damage inflicted by his bomb dropped on his first run. Lt Mitchell swung in over KAUP VILLAGE once again strafing buildings thoroughly and dropping his last bomb at the same time. During all this time no enemy opposition was offered.

(d) The squadron came into close formation and headed to base. However, in the vicinity of BUNDI the formation ran into a wall of heavy rain showers and was forced to turn to the northwest toward the coast. Clearing the rains they continued down the coast around ALEXISNAFEN and all planes returned safely to base. A total of ten bombs were returned to base due to lack of a suitable target for them to be dropped on.

- (e) 1. Nil A/A encountered.
2. Fighter cover was good.
3. Nil 500th planes damaged.
4. No enemy planes shot down.
5. None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

Narrative Report, FPO 81-L, continued.

5. APPENDICES

- (a) Appendix "A" - Tables: Bombing, strafing, A/A and photos.
- (b) Appendix "B" - Bomb runs and hits.
- (c) Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

A beached barge, thought to be serviceable, about one mile Southeast of DARAPAP VILLAGE. A sizeable fire, sending up white smoke and believed to be a grass fire, seen at MALAS VILLAGE on the coast opposite KAREAR ISLAND.

7. PHOTOGRAPHIC INTERPRETATION

One K-21 photograph, the only photo received, shows a bomb bursting in a swamp, possible a part of MURIK LAGOON.

For the Squadron Commander:

PHILIP A HUTCHINSON,
1st Lt, Air Corps
Asst Intelligence Officer

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

Narrative Report, WFO 81-1

BOMBING TABLES

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSES	RETURNED
051	5	500 lb	Demo	4/5 second	2		3
443	4	"	"	"			4
426	4	"	"	"	4		
414	4	"	"	"	1		3
592	5	"	"	"	5		
TOTAL	22	500 lb	Demo	4/5 second	12		10

STRAFINING TABLE

.50 CALIBRE				.50 CALIBRE			
A/P	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	
051	4,000	2,050	ULN, URS	4,000	---		
443	4,000			N11			
426	4,000	1,600	LRN, URS	N11			
414	4,000	700		N11			
592	4,000	2,000	LRS	4,000	---		
TOTAL	20,000	6,350	5	8,000	---		

N11 A/A encountered.

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
051	Over targets	1535/L-1600/L	K-20	8	
443	"	"	K-21	20	
TOTAL				28	

APPENDIX "A"

Doc. 101, Serials 142, 149, 177
Vol. 2 to 4. Miller & Liburn
-creator: Projector

[illegible][illegible]

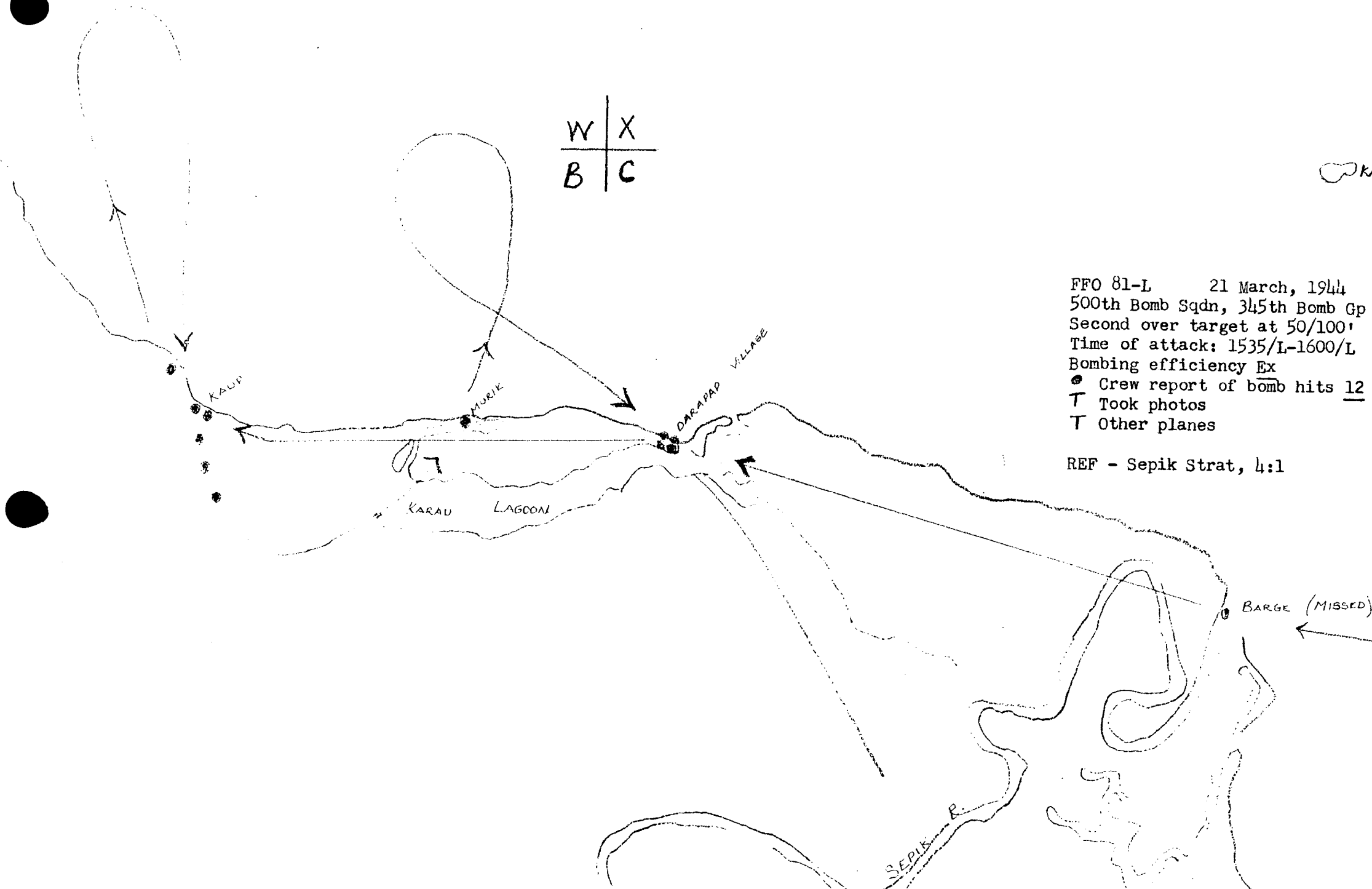
W	X
B	C

KADOVER I.

(R)	X
(W)	C

FFO 81-L 21 March, 1944
 500th Bomb Sqdn, 345th Bomb Gp
 Second over target at 50/100'
 Time of attack: 1535/L-1600/L
 Bombing efficiency Ex
 • Crew report of bomb hits 12
 T Took photos
 T Other planes

REF - Sepik Strat, 4:1



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OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

2291
500
82-C
22 MARCH 44
PAH/rpb

23 March, 1944

Subject: Narrative Report on Mission FFO 82-C, Performed by the 500th Bombardment Squadron (M) March 22. Objective: Shipping - 25-mile Radius of WENAK and/or WOM POINT.

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

1. GENERAL

(a) Four squadrons of B-25's of the 345th Bombardment Group were ordered to conduct a raid on shipping within a 25-mile radius of WENAK and/or WOM POINT. The bomb load for the B-25D-1's was 5 X 500 pound demolition bombs, with a 4/5 second delay fuse. The squadrons were to be alerted at 0725/L/22 for takeoff at 0810/L according to the original frag order but takeoff time was later changed to one hour later. The Group was to rendezvous at ANNANBERG at 3000' with one squadron of P-38's close cover and one squadron of P-47's top cover. Also the squadrons of the 345th were to meet four squadrons of A-20's at the same time and place and be on course by 1030/L. The secondary target was to be NUBIA PLANTATION, while the tertiary target was ALEXISHAFEN. Crews were thoroughly briefed on current bomb lines.

(b) Six B-25D-1's of the 500th assembled enroute to rendezvous which was carried out as ordered with the rest of the squadrons.

(c) The planes of the 500th Squadron skipped around the islands and coastal area Northwest of WENAK, bombing and strafing shipping as well as targets of opportunity on the islands and coast. Our A/P's dropped 7 1/2 tons of bombs on the numerous targets and expended 1,700 rounds of .30 calibre and 11,875 rounds of .50's in strafing. Two small type PG's were sunk off KALIF ISLAND and there were several near misses on a small vessel thought to be a Sugar Charlie. Heavy damage was inflicted on shacks and plantation areas both on the islands and adjacent coastal areas. Several bursts of heavy, inaccurate A/A seemed to originate from DAQUA STRIP and CAPE PUS. Considerable machine-gun fire was noted on all the islands attacked, especially TENDANYE. Bothered by no Jap fighters, which were again conspicuous by their absence, our crews did an excellent job of bombing and strafing.

(d) 1. There was nil interception.

2. No enemy plane losses were reported from aerial combat. One A-20 was seen to crash on the tip of TENDANYE ISLAND, apparently hit by M/G fire.

(e) Takeoff: 0915/L to 0918/L from Strip 3, NADZAB
Rendezvous: With fighter cover and four squadrons of A-20 over ANNANBERG at 3000 feet.

Attack: 1130/L to 1205/L at 50/150 feet

Landing: 1350/L to 1355/L at Strip 3, NADZAB.

(f) Route: NADZAB - DUMPU - ANNANBURG - TARGET.

Return: TARGET - RAMU VALLEY - DUMPU - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

It Speicher led our squadron which was fourth in the Group formation.

Narrative Report, FFO 82-C, continued.

Our squadron was composed of two flights of three planes each as follows:

FIRST FLIGHT

A/P 161 - Lt Speicher
A/P 237 - Lt Waggle
A/P 068 - Lt Ames

SECOND FLIGHT

A/P 055 - Lt Shirreffs
A/P 430 - Lt Gautreau
A/P 278 - Lt Wilson

3. DETAILS OF THE MISSION

(a) 1. Still eager over their recent shipping successes, five planes took off on schedule for another attack on shipping in the WENAK AREA. A sixth ship was a few minutes late in getting off due to faulty mag readings. However, he joined the squadron at ANNANBERG where our squadron made good their rendezvous with the other bombers and fighters of the attacking force. Lt Speicher, quite an old pilot in our squadron, led the 500th which was the last element of the Group formation, direct to the Island Group Northwest of WENAK. Once again a so-called rat race ensued. It is wiser to say that all planes stayed in a very loose formation but never too far away for quick tightening of the formation. Lt Speicher, in A/P 161, swung around the Northern tip of TENDANYE ISLAND and spotted two heavily camouflaged boats lying in close to the western shore of the rubber plantation there. He put his plane and flight in a steep dive and initiated the first attack. Lt Speicher scored a direct hit with one of the two bombs he dropped on this run. The boat, which he thought was about 50 feet long, blew up and sank.

2. Lt Waggle swooped wide and found a barge located on the south shore of KAIRIRU ISLAND lying off KAIRIRU PTN. He lashed out with two bombs, one fell short while the other went over and carried up on the shore end of the plantation. Meanwhile, Lt Ames, off Lt Speicher's left wing, dove in behind his flight leader bombing the other camouflaged gunboat with one 500 pounder, scoring a hit. The boat was definitely sunk but as yet it has not been determined whether Lt Ames or Lt Speicher will get credit for it. Photos taken should clarify the situation but none have been received at the time of filing this report. Lt Speicher gathered his wingmen, wheeled around and came in again, this time attacking the disputed PG remaining and scoring a direct hit on it with one bomb; another he dropped missed. Debris floating on the water was all that remained of the two small gunboats as our planes left the area. Lt Ames and Lt Waggle strafed on this second pass then followed Lt Speicher Southeast to CAPE PUS where they spotted a probable Sugar Charlie. At this point Lt Waggle took over the lead and Lt Speicher dropped into the right wing position. As the flight crossed the small vessel, Lt Waggle dropped his remaining three bombs, scoring one near miss. Lt Speicher dropped his one remaining bomb and Lt Ames toggled out his last four, all of which missed. The boat was believed to be in a sinking condition as our planes moved on.

3. During all this time Lt Shirreffs was doing his share of damage as he led his flight throughout the Island area. He made his first attack on WALIS PTN extending across the Southeastern section of VALIF ISLAND, strafing on a heading of approximately 10° but not dropping any bombs. Lt Gautreau on the right wing followed suit strafing the plantation area but saving his bombs. On the left wing of the flight leader Lt Wilson roared down depositing two bombs in the heart of the plantation. The flight circled out over the water to the north of VALIF ISLAND flying around the western end and barreling down in a southeasterly direction, struck hard at KARASAU ISLAND. Lt

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

Narrative Report, FPO 82-C, continued.

Shirreffs plunged three bombs into the houses on the Island, while Lt Gautreau strafed the area. Lt Wilson managed to put his remaining three bombs in the building area. All three pilots worked the island over with a hail of .50 calibers. The flight continued its southeasterly flight path until they were over Cape WOM. They strafed this area then flew up the coast strafing shacks and roads until they reached BOIKIN PTN. The attack was on as Lt Shirreffs and Lt Ames strafed the neatly constructed buildings in the area. Lt Gautreau dropped four bombs in the vicinity of a fairly large modern-type building in the Ptn area. His fifth bomb failed to fall out when he pulled the release.

k. The flight then rejoined with Lt Speicher's flight for return to base. One bomb which failed to release from Lt Gautreau's ship was salvaged in the area north of YIMBU VILLAGE after the engineer had fixed the release mechanism, thus getting rid of the obstinate missile. The fighter cover was excellent and no enemy opposition was encountered in the air. Considerable machine-gun was reported by three of the crews. It seemed to be a general characteristic of each island. Lt Gautreau's ship received one piece of shrapnel in the after section of the fuselage but it was believed to have come from one of the flight's bombs rather than A/A.

(b) A/A was light-heavy, slight to moderate and inaccurate above A/P level.

(c) Fighter cover was excellent.

(d) A/P h30 received one piece of shrapnel in the after section of the fuselage. Nil enemy planes shot down in combat.

(e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Recommendations for awards will be withheld pending photo interpretation.

5. APPENDICES

(a) Appendix "A" - Bombing, strafing, A/A and photographic tables.

(b) Appendix "B" - Bomb runs and hits.

(c) Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

A very large fire on NEWAK PT; a lugger, apparently in serviceable condition, off BOIKIN PTN; a Sugar Charlie midway KAIRIRU STRAIT; two possible PG's, rusty and probably unserviceable, on western tip of TENDANYS ISLAND and a number of rowboats on the southern shore of KARASAU ISLAND.

7. PHOTOGRAPHIC INTERPRETATION

Nil photos received.

For the Squadron Commander:

PHILIP A HUTCHINSON
1st Lt, Air Corps
Asst Intelligence Officer

3 - Incls

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

Narrative Report, WFO 82-C

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	(NEAR) MISSES	SALVAGED
161	5	500 lb	Demo	4/5 sec	2	3	
237	5	"	"	"		1	
068	5	"	"	"	1	4	
055	5	"	"	"	5		
430	5	"	"	"	4		1
278	5	"	"	"	5		
TOTAL	30	500 lb	Demo	4/5 sec	17	1 N.M. 11 M.	1

STRAFFING TABLES

A/P	RDS CARR'D	.30 CALIBRE EXPENDED	HALFFUNCTIONS	RDS CARR'D	.50 CALIBRE EXPENDED	HALFFUNCTIONS
161	4,000	500		4,000	2,100	
237	4,000	200		4,000	2,000	IRS N/A
068	4,000	200		4,000	800	IRS
055	4,000	600		4,000	2,100	ULN
430	4,000	300		4,000	1,575	LIN IRS
278	4,000	---		4,000	3,300	IRS
TOTAL	24,000	1,700		24,000	11,875	7

A/A

A/P	CALIBRE	INTENSITY	ACCURATE?	ALTITUDE OF BOMBS
161	Light	Slight	No	50/150
237	Light	Slight-Moderate	No	50/200
	Heavy	Few bursts (DAGUA)	No	200/600
068	Nil			
055	Light	Slight	No	50/200
430	Light	Slight	No	50/200
278	Nil			

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
161	WEWAK	1130/L to 1205/L	K-21	30	
237	"	"	K-20	10	
068	"	"	K-21	30	
055	"	"	K-20	5	
430	"	"	K-20	12	
278	"	"	K-21	30	
TOTAL	WEWAK	1130/L to 1205/L	K-20 & K-21	117	

APPENDIX "A"

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

FFO 82-C

ENEMY SHIPPING DESTROYED

2 - Small type PG's or Armed luggers @ 75 tons. 150-tons

(Map Ref: Wewak 4 mi. to 1 inch)
(Strat)

Altitude: 50/180 Ft.

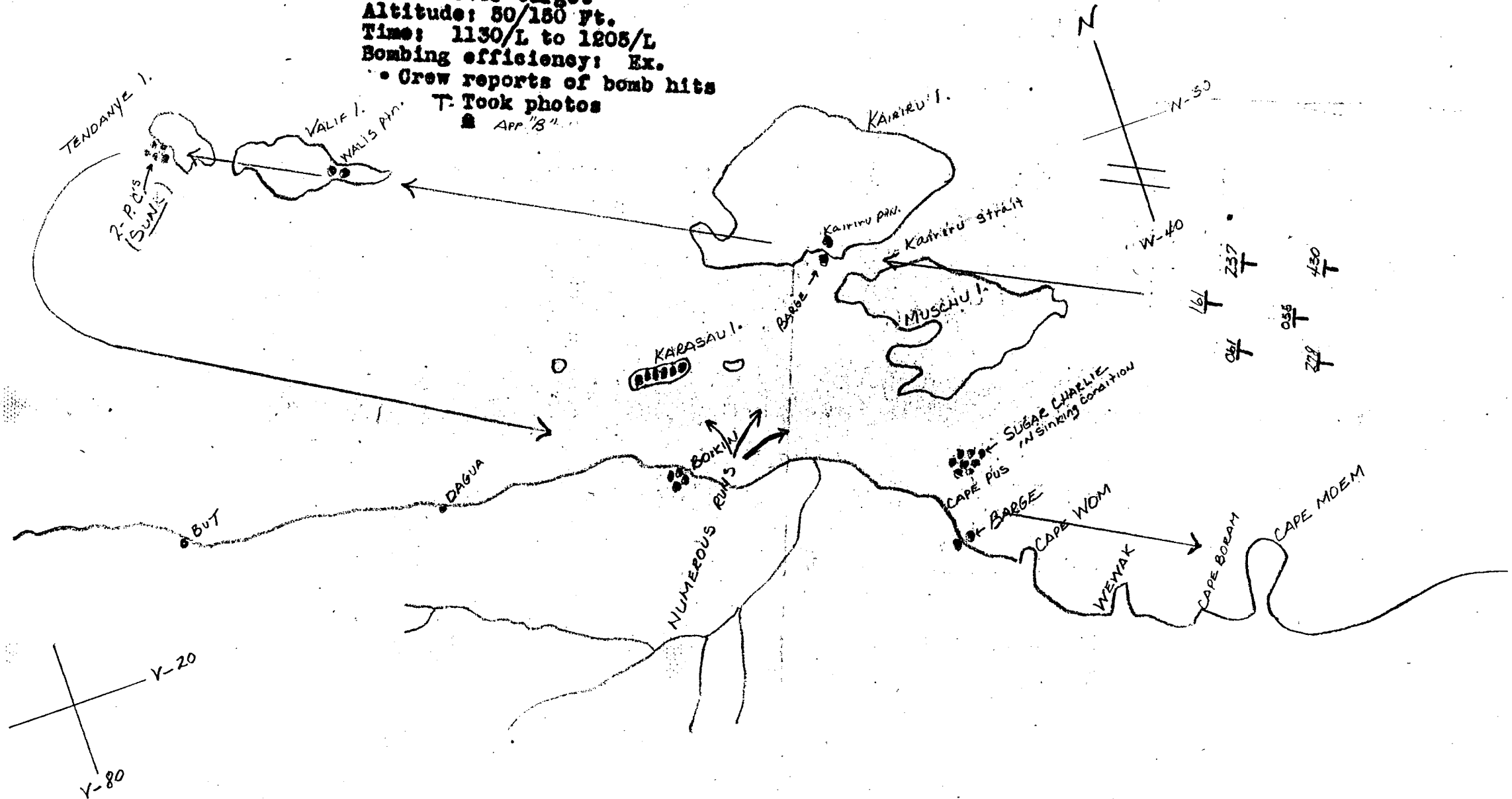
Time: 1130/L to 1205/L

Bombing efficiency: Ex.

• Crew reports of bomb hits

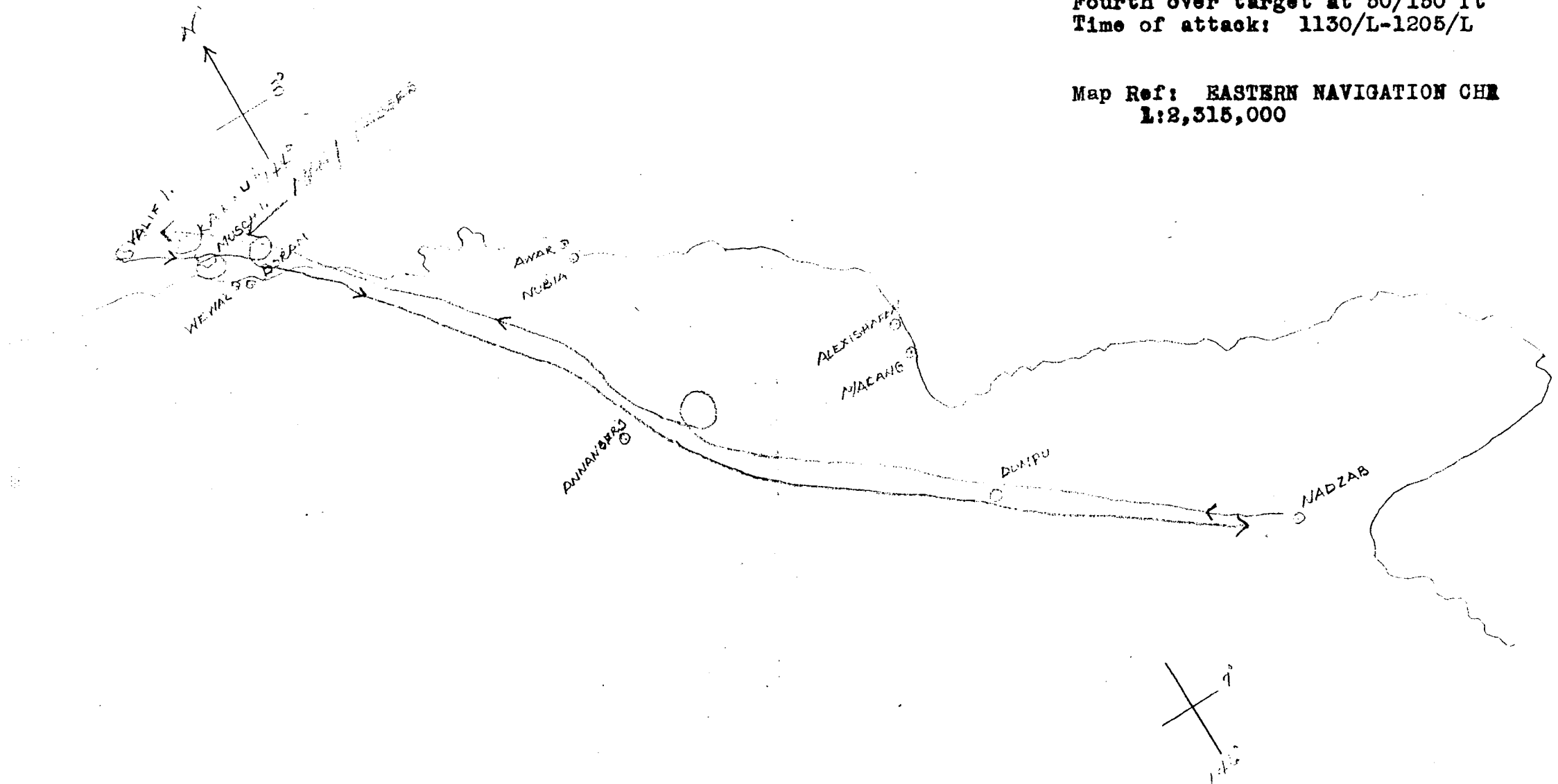
T. Took photos

APP. "B".



FFO 82-C 22 March, 1944
 500th Bomb Sqdn, 345th Bomb Gp
 Fourth over target at 50/150 ft
 Time of attack: 1130/L-1205/L

Map Ref: EASTERN NAVIGATION CHART
 1:2,315,000



APPENDIX "C"

CONFIDENTIAL

500
82-K
22 MARCH 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (H)
345th Bombardment Group (H)
APO 713, Unit 1

PAH/jwd

23 March, 1944

Subject: Narrative Report on Mission WFO 82-X, performed by two B-25's of the 500th Bomb Squadron (H) on March 22, 1944.
Objective: Armed recon of native villages in SEPIK RIVER VALLEY.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) A special armed recon of the SEPIK RIVER area under direction of AIB, Fifth Bomber Command was the task assigned 2 B-25's of the 500th Squadron, 345th Bombardment Group on March 22, 1944. Loaded with 24 X 100 lb inst. fuse phosphorus bombs, our planes were to be alerted at 0900/L and were to report by radio one half hour after takeoff. The crews were briefed the previous night at 1830/L at V Bomber Command and were given as primary target the villages of MAUI and SEINAM in the upper SEPIK RIVER area. Other targets were to be at the discretion of the AIB representative flying in one of the planes. Bombing and strafing were to be at minimum altitude and purposes of the attack were to discipline the natives suspected of helping the enemy, obtaining photos and dropping propaganda leaflets. Fighter cover was to consist of five P-47's which were to accompany the bombers until 1130/L then return to their base.

(b) Rendezvous with the fighters was accomplished enroute to target.

(c) Two B-25D-1's of the 500th Squadron dropped 18 X 100 lb, inst. fuse phosphorus, bombs, and strafed with 2600 rounds of .50 calibre ammunition three native villages in the upper SEPIK RIVER and YULA RIVER valleys on March 22. The attack, which took place from 1215/L to 1305/L at 100/500 feet, was considered effective although results were unobserved except for dense white smoke from the phosphorus bombs. Approximately 31,000 native propaganda leaflets were dropped over target areas. Bombs were seen to fall as follows: 3 on MAUI VILLAGE, 4 on SEINAM VILLAGE and 11 on YASCHAN VILLAGE, where a enemy radar station was thought to be located. All three villages were strafed on one pass each. Six bombs from one A/P were salvaged shortly after the planes left target because the pilot was unable to drop them effectively on the small targets. K-17 photos were taken of the bombing. Nil enemy opposition was encountered and both our planes returned directly to base, landing safely.

(d) 1. There was nil interception.

2. No enemy or Allied plane losses were reported.

(e) Takeoff: 0930/L from Strip 3, Nadsab.

Rendezvous: With fighter escort enroute to target.

(f) Attack: 1215/L to 1305/L at 100/500 feet.

Landing: 1445/L at Strip 3, Nadsab.

Route: NADZAB - DUMPU - ANNANBURG - SEPIK RIVER - to target.

Return: SEPIK RIVER - ANNANBURG - DUMPU - to base.

2. AIRPLANES OF THE 500TH SQ ABOARD IN THE ATTACK

Lt Doxan led the Squadron's two planes which were the only ones on the mission. His wingman was Lt Pannell. A/P's were Nos. 051 and 592.

CONFIDENTIAL

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

Narrative Report on PFO 52-K continued.

3. DETAILS OF THE MISSION

(a) With Lt Doman leading and Lt Pannell on his right wing, slightly behind, the planes proceeded from ANNAMBERG to just South of KARAMAMBO LAKE thence up the SEPIK RIVER to the mouth of the YULA RIVER where they swung due North to the primary target - MAUI VILLAGE. Lt Doman limited his attack to strafing on this pass and Lt Pannell dropped three bombs at the village and strafed. Swinging to the right, the planes made a 180-degree turn and made a Southerly pass on SEINAM VILLAGE, about three miles South of MAUI. On this pass Lt Doman dropped 4 bombs at the village and Lt Pannell dropped none. Both A/P's strafed. Proceeding Southeast, Lt Doman led the flight directly to YESCHAN VILLAGE, on the South bank of the SEPIK RIVER about 10 miles West of AMBUNTI POLICE POST. Making the run on a Southeasterly heading Lt Doman dropped his remaining 8 bombs at the village and Lt Pannell unloaded three bombs. Both A/P's strafed the village. Damage was generally unobserved except for smoke from the phosphorus bombs. As the planes passed over KARAMAMBO LAKE enroute home, Lt Pannell salvaged his remaining three bombs in the lake. He reported that he could not drop them effectively on the runs due to the pin point nature of the targets. Our A/P's returned directly to base via ANNAMBERG and DUMPU.

(b) There was nil A/A.

(c) Fighter cover was adequate.

(e) There was nil damage to our airplanes, and no enemy planes were destroyed in combat.

None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

NIL.

5. APPENDICES

Appendix "A" - Bombing, strafing and photographic data.

Appendix "B" - Bombing runs and bomb hits.

Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

Two buildings with partially open roofs and sides, considered by AIB officer to house a possible radar station at YESCHAN.

7. PHOTOGRAPHIC INTERPRETATIONS

Nine K-17 photos received show large cloud of white smoke from phosphorus bombs near YESCHAN VILLAGE. Also shown is a clearing and object near the bank of the river believed to be a possible radar station.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Ass't 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

APPENDIX "A"

Narrative Report on FFO 82-K

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	SALVAGED
051	12	100 lbs	phosphorus - inst.		12	NIL
592	12	"	"	"	6	6
TOTAL	24	100 lbs	phosphorus - inst.		18	6

STRAFING TABLE

.50 Calibre			MALFUNCTIONS	.30 Calibre		
A/P	RDS. CARR'D	EXPENDED		RDS CARR'D	EXP.	MAIP.
051	4,000	1000	NIL	4,000	12	NIL
592	"	1600	LRN - ULS	"	12	NIL
TOTAL	8,000	2600	2	8,000	24	NIL

A/P #592 took 25 K-17 photos.

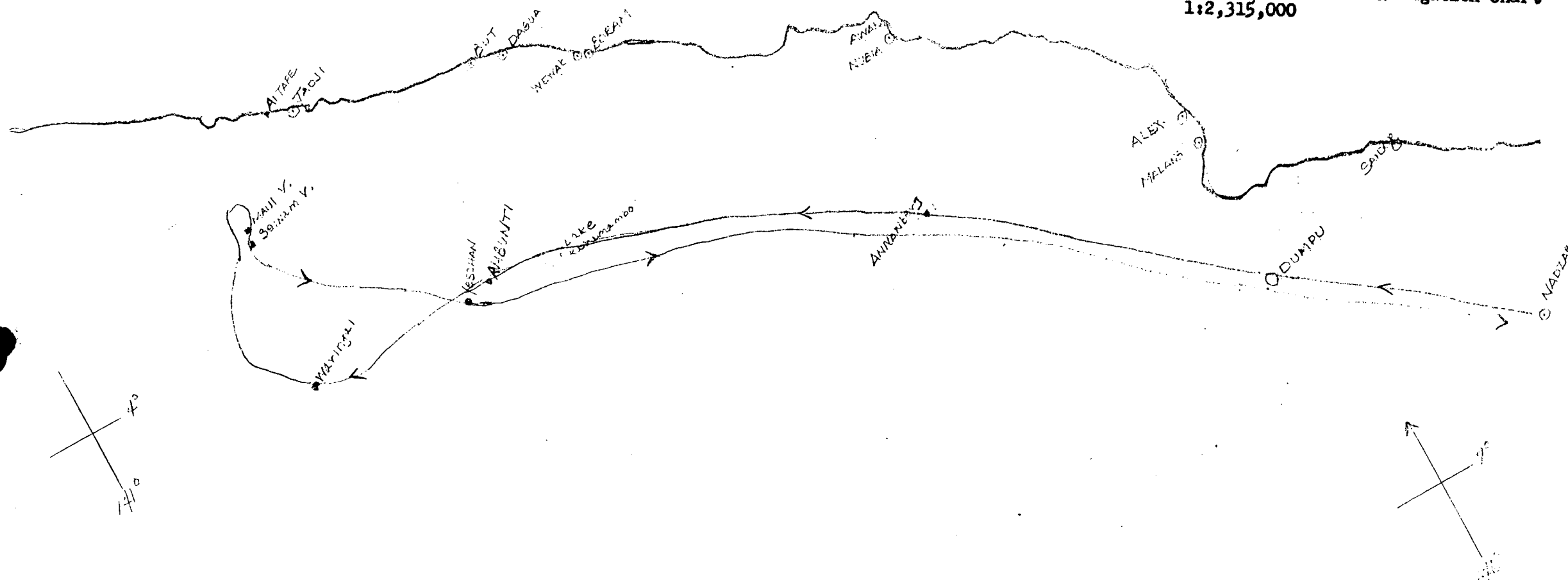
PHOTOGRAPHS

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

ROUTE TO AND FROM TARGET

FFO 82-K 22 March, 1944
500th Bomb Sqdn, 345th Bomb Group
Only planes on mission
Time of attack: 1215/L - 1305/L
Altitude of attack: 100 to 500'
Bombing efficiency Ex

MAP REFERENCE:
Eastern New Guinea Navigation Chart
1:2,315,000



CONFIDENTIAL

500
86-J
26 MARCH 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (S)
345th Bombardment Group
APO 713, Unit 1

PAH/rpc

27 March, 1944

Subject: Narrative Report on Mission WFO 86-J, Performed by 500th Bombardment Squadron () March 26, 1944.

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

1. GENERAL

(a) The 500th Squadron of the 345th Group was ordered to bomb barges located in the vicinity of MUSCHU ISLAND from medium altitude using 500 pound bombs with instantaneous fuses. The secondary target was to be the west and northwest sections of CAPE WOM. HANSA BAY was the tertiary target.

(b) Rendezvous was effected with one squadron of P-38's over Strip 3 as per plan.

(c) At 1230/K nine B-25's of this squadron led by Lt Speicher took off in rapid succession and effected rendezvous with one squadron of P-38's over the field, as ordered. The unit then proceeded direct to MUSCHU ISLAND. All aircraft checked out and reached the target. The first attack began at 1425/K as a group of barges located one-half mile east from CAPE BARABAR were sighted and our planes continued to bomb and strafe until 1453/K.

The nine planes dropped 39 X 500 lb demolition bombs with instantaneous fuse at the shipping sighted. In the strafing attack which followed the bombing 12,000 rounds of fifty calibre ammunition were expended with little visible damage being caused. In the bombing attack near misses were scored on one lugger damaging it, and a direct hit and near misses on another lugger which sank, both in the vicinity of CAPE BARABAR. Damaging near misses were reported on a possible Sugar Charlie in the bay at MUSCHU PLANTATION. Approximately 70 barges were sighted throughout the area of which, seven are claimed as damaged from near misses. Our planes received light-medium, moderate and accurate A/A from enemy M/G fire and heavier guns resulting in three planes, all in one flight, receiving minor damages.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 1230/K to 1233/K from Strip 3, NADZAB.

rendezvous: with one squadron of P-38's over field shortly after takeoff.

Attack: 1430/K to 1500/K at 50/6500 feet.

Landing: 1629/K to 1633/K at Strip 3, NADZAB.

(f) Route: NADZAB - DUMU - ANNABERG - HANSA BAY - TARGET.
Return: TARGET - DUMU - NADZAB.

2. ALPHA OF THE 500TH SQUADRON IN THE ATTACK

Our squadron was the only one on the mission; Lt Speicher led the squadron.

FIRST FLIGHT
443 - Lt Speicher
237 - Lt Rankin
43 - Lt Thomas

SECOND FLIGHT
426 - Lt Eagle
592 - Lt Marshall
101 - Lt Jones

THIRD FLIGHT
414 - Lt Shirreffs
051 - Lt Francis
080 - Lt Gaudreau

Narrative report, PFC 86-J, continued.

3. DETAILS OF THE MISSION

(a) 1. At 1245/K Lt Speicher in A/P 443 had his ships in formation over the field, and a few minutes later the squadron was enroute to MUSCHU ISLAND, direct, with one squadron of P-38's as top cover for the operations. From 1430/K until thirty minutes later Lt Speicher had his flights in action against the enemy.

2. Lt Speicher led his flight of three planes in a southerly direction upon reaching the target area, over two luggers and two barges lying one-half mile off the coast of CAPE BARABAR. He dropped one bomb scoring a near miss on one of the luggers and Lt Rankin, his right wingman, released two, one of which was considered a near miss on one of the barges. Lt Thomas, left wingman in the flight also dropped two bombs but both missed. The flight continued southward and half way across MUSCHU STRAIT they encountered a barge proceeding toward CAPE WOH. From about 4000 feet Lt Speicher dropped two bombs, one missed completely the other was a near miss. FO Thomas dropped one bomb at the same barge but was blanked as it fell wide of its mark. Continuing at the same altitude Lt Speicher spotted two barges lying off the western shore of RAIBOIN ISLAND. He didn't drop any bombs but Lt Rankin released one which scored a near miss and FO Thomas toggled out two but both fell short, complete misses. Lt Speicher, remembering the sightings back at CAPE BARABAR, swung to the right and returned to the CAPE where he sighted two luggers lying offshore. He dropped two bombs, one at each of the vessels and scored a near miss on one and a direct hit on the other which was later seen to have sunk. Lt Rankin was late in dropping his two bombs and they fell inland with nil damage observed. The flight then let down to 50 feet and thoroughly strafed the targets which they had bombed. Having expended their bombload they joined with the other flights of the squadron and headed for home.

3. Lt Waggle, leading the second flight, chose the largest bay area on the west central coast of MUSCHU ISLAND where he sighted fifteen barges and one possible Sugar Charlie lying in close to the shore at the end of the bay. He dropped three bombs on his first pass but they all fell over, one landing in the water and the other two inland. Lt Pannell on the flight leader's right wing got away one bomb which scored a near miss on one of the barges. Lt Doman, flying the number three position in the flight, shot three at the barges all of which landed inland with unobserved results. The flight leader continued east across MUSCHU ISLAND where four barges located off the southeastern coast of the island were sighted and attacked. Only one pass was made in which Lt Pannell released two bombs, scoring one near miss - the other bomb fell short and inland a few hundred feet - and Lt Doman dropped two, both falling inland and missing the target considerably. Lt Waggle then swung his flight toward RAIBOIN ISLAND where the three planes spotted two barges lying off the west shore of the Island. Lt Waggle dropped his remaining bombs but failed to score.

4. The last flight of three A/P's led by Lt Shirreffs came across the southeast coast of MUSCHU ISLAND and spotted four barges close to the shore. Lt Francis, number two man, dropped one bomb but it was over and landed inland. Lt Gautreau, on the left wing, also dropped one which missed. Lt Shirreffs then led his flight to the largest bay area on the west coast of MUSCHU ISLAND where he spotted fifteen barges and two luggers. He dropped all five of his bombs, three of which fell inland 25 to 100 yards, the remaining two fell in the water but missed their target. Lt Gautreau dropped two which missed. Lt Francis had back trouble and was forced to return his four remaining

Narrative Report, FPO 66-1, continued.

bombs to base. Lt Gautreau had the same trouble and salvoed his two bombs causing the trouble, in the target area.

(b) A/A was light-medium, moderate and accurate from barges in the bay on west side of MUSCHU ISLAND and from shore positions in the northern section of the ISLAND and northwest tip of WOM POINT.

(c) Fighter cover was good.

(d) 1. All three planes of the first flight received small calibre M/G holes in the fuselage and wing surfaces. Nil other planes damaged.

2. No enemy planes were shot down in combat.

(e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A 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

Approximately 70 barges, three luggers and one possible Sugar Charlie were seen throughout the MUSCHU ISLAND AREA. Considerable activity was seen in the vicinity of CAPE COLANG and large piles of supplies were spotted along the road joining CAPE WOM and CAPE PUS. A possible Sugar Charlie was seen in HANSA BAY and an undetermined number of large barges beached along the southeast shore there.

7. PHOTOGRAPHIC INTERPRETATION

Photos confirm crew reports as to barge sightings and placement of bombs. One photo shows two barges tied together and apparently moving as they are being strafed with nil visible damage by our planes. Quite a few "water-spouts" are clearly outlined on the photographs indicated that even though the bombing accuracy of the crews was off, their reporting accuracy was good for they called their shots on the nose and proclaimed all their misses as just that.

For the Squadron Commander:

3 - Incls

PHILIP A HUTCHINSON
1st Lt, Air Corps
Asst Intelligence Officer

CONFIDENTIAL

narrative report, ref 06-d

BOMBING TABLE

A/P	NO. BOMBS	HEIGHT	TYPE	DELAY	ON TARGET	MINSES	R. MISS.	DEL. REF
048	5	500 lb	demo	Instant.		3		2
237	5	"	"	"		3	2	
430	5	"	"	"		5		
426	5	"	"	"		5		
592	5	"	"	"		3	2	
161	5	"	"	"		5		
414	5	"	"	"		5		
051	5	"	"	"		1		
443	5	"	"	"	1	1	3	4
TOTAL	45				1	31	7	4

STRAPPING TABLE

A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARRD	EXPENDED	MAJFUNCTIONS	ROUNDS CARRD	EXPENDED	MAJFUNCTION
443	4,000	2,600	ULS			
237	4,000	2,300	ULS			
430	4,000	3,000	LLS			
426	4,000	—				Nil .30's expended
592	4,000	—				
161	4,000	—				
414	4,000	1,000				
051-	4,000	2,600	ULN			
048	4,000	500	ULS ULN			
TOTAL	36,000	12,000	6			

A/A

A/P	CALIBRES	INTS. SITY	ACCURATEY	ALTITUDE OF BOMBS
443	Light-medium	Moderate	Yes	50/4500 ft
237	"	"	"	"
430	"	"	"	"
414	Light	"	No	2500 ft

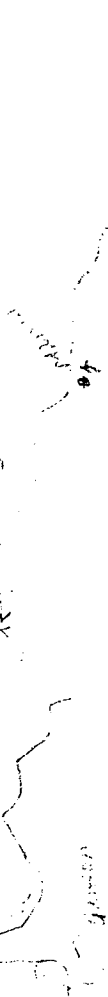
OTHER PLANS REPORTED NIL A/A

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURE	REMARKS
237	MOCHU ISLAND	1430/K-1500/K	K-21	30	
430	"	"	K-20	20	
426	"	"	K-21	30	
414	"	"	K-20	15	
TOTAL	MOCHU ISLAND	1430/K-1500/K	K-20,21	95	

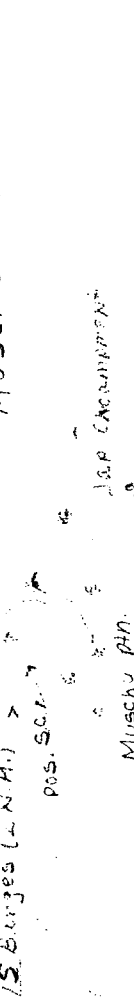
KAIRU ISLAND

KAIRU STRAIT
X-5 Barges



pos. SCAM

MUSCHU ISLAND



JAP. CAMPMENT

MUSCHU PH.

Cape Warbu
4 Barges

Barge-1

IN.M

Raidon I.
20 Barges

DAL. NAR.

WAKA

20 Barges



MAP REF. KAIRIWE RET AND ELAK WET
ON, CARIBOU FILE

STRAIT
X⁵ 561100

525

Ch. 24

Cape Warble

461733

Barge-1 N.M.

Recd. I. 2000

1000

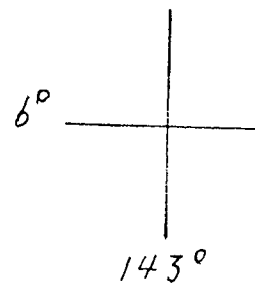
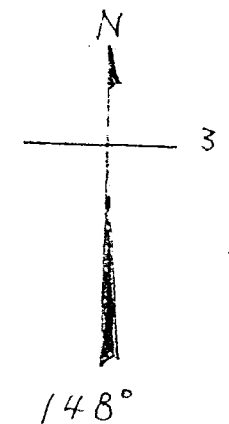
1947

1990

14

FFO 86-J 26 March, 1944
500th Bomb Sqdn, 345th Bomb Gp
Only planes on target.
Altitude: 50/6500 feet
Time of attack: 1430/K-1500/K

Map Reference:
EASTERN NEW GUINEA NAVIGATIONAL CHART
1 : 2,315,000



KAIRIRUI.
MUSCHU I.
WEWAK D

HA KSA BAY

ANNANBERG G.

NADZAB

APPENDIX "C"

500
87-6
27 MARCH 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
APO 713, Unit 1

PAH/rpb

28 March, 1944

Subject: Narrative Report on Mission WFO 87-0, Performed by 500th Bombardment Squadron (M) 27 March, 1944. **Objective:** Target 22D - KAIRIEU ISLAND.

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

1. GENERAL

(a) Two squadrons of B-25's of the 345th Bombardment Group were ordered to attack a personnel area located on the Southern coast of KAIRIEU ISLAND between the seaplane base and the large garden area. Personnel, warehouses and other buildings lying within the target area were the main objectives. The squadrons were to take off at 0800/K, form over the field and fly direct to ANNAMBERG for rendezvous with two squadrons of B-25's of the 38th Bomb Group and two squadrons of fighters. One squadron of P-40's was to be close cover while a squadron of P-47's was providing top cover. The takeoff time was advanced to 0800/K after being earlier set at 0730/K.

(b) Rendezvous was effected with the two 38th Group Squadrons and a squadron of P-47's but the P-40's weren't seen.

(c) The bombing was excellent with 32 of the 36 500 pound demolition type bombs landing within the target's perimeter. Although one bomb was salvaged due to rack malfunction all others were dropped at the target and none was returned to base. Since this was strictly a medium altitude mission and there was no interception, no ammunition was expended. All but three of the bombs dropped were direct hits on the assigned target, these three landing just over the mark to the west. After our attack crews reported a large fire was starting in the center of the target with black smoke billowing up to the cloud ceiling at 1500'. Poor visibility due to rain showers and the heavy smoke prevented our crews from observing any other results of their bombing.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 0800/K to 0802/K from Strip 3, NADZAB.

Rendezvous: According to plan.

Attack: 1007/K to 1009/K at 1500/2000 feet.

Landing: 1159/K to 1202/K at Strip 3, NADZAB.

(f) Route: NADZAB - DUMPU - ANNAMBERG - TARGET.

Return: TARGET - SEPIK RIVER - DUMPU - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Our Squadron was the only one reaching the primary target; Lt Speicher

led.

FIRST FLIGHT

224 - Lt Speicher

068 - Lt Pannell

414 - Lt Ames

SECOND FLIGHT

597 - Lt Rankin

426 - Lt Cantrean

409 - Lt Waggle

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

Narrative Report, FFC 87-G continued.

3. DETAILS OF THE MISSION

(a) 1. Lt Speicher led our six planes into the air at 0800/K and after forming over the field with the 499th Bomb Squadron proceeded to ANNAN-BERG, the rendezvous point. The attacking bomber force with its escort then proceeded toward the target. However, the weather was getting worse and the 499th Squadron and two squadrons of the 38th Group turned and hit HAKSA BAY, the secondary target. Ours was the only squadron to reach the primary target.

2. At 1007/K Lt Speicher led our squadron over the target in a northwesterly direction at an altitude of 1500 feet as dictated by adverse weather conditions. Lt Speicher dropped six bombs, five landing in the west end of the target and one carrying out beyond the target perimeter, too far away to even be called a near miss. Lt Pannell, flying on the leader's right wing deposited his six bombs in the target as he dropped on the lead plane, his bombs favoring the eastern end and northern side. Also dropping on the flight leader and flying number 3 position, Lt Ames dropped his six 500 pounders in the center of the target a little to the shore side.

3. The second flight roared overhead at 2000 feet ably led by Lt Rankin who dropped four of his bombs squarely in the target but the remaining two were a little long and missed. Lt Gautreau, on the right wing, dropped five bombs in a well spaced string across the target; his sixth failed to release. Lt Waggle was the last pilot over the area and he put the finishing touches on by placing all his bombs smack in the target. Both wingmen on the second flight also dropped on their leader.

4. The run of our planes was made in a northwesterly direction across the length of the target. The only results that could be observed was a fire with heavy black smoke rising to 1500 feet, probably a fuel dump going up, in the center of the target. Other results were obscured by the low ceiling, presence of rain showers and the black smoke. Lt Gautreau got rid of his stubborn remaining bomb by salvoing it near ANANG VILLAGE at 0420S-14430E.

(b) There was no ack ack whatsoever.

(c) The fighter cover began dispersing when bad weather piled up around the vicinity of HENAK. However, a few P-47's did hang in close and followed our A/P's over the target. On the return route our squadron met the remainder of the original cover and returned to base.

(d) 1. None of our planes was damaged.

2. No enemy planes were shot down in combat.

(e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS
NIL

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A 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

A large fire with black smoke to 2500 feet from earlier bombing coming from the garden area east of our target. A small lugger was seen close to the shore in the vicinity of the seaplane base on KAIRIRU ISLAND. Five barges were spotted around MUSCHU ISLAND; four were sighted off the west coast of CAPE WOK, and two off the eastern shore of CAPE BORAN. A small lugger was anchored 200

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

Narrative Report, FPO 87-G, continued.

yards due north of CAPE MOEM. As our planes passed near HANSA BAY on their return, two or three fires with smoke rising from 1200/1500 were seen coming from the vicinity of Target 2D.

7. PHOTOGRAPHIC INTERPRETATION

K-17 and K-21 photographs received reveal quite a bit of activity in the target area with several roads interspersing the plantation and coastal areas. There are several buildings or warehouses lying under the trees. Results of bombing show up in the huge column of black smoke reaching almost up to the plane taking the photos.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Asst 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 87-0

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	HISSSES	SALVAGED S.
224	6	500 lb	Demo	Instantan.	5	1	
068	6	"	"	"	6		
414	6	"	"	"	6		
597	6	"	"	"	4	2	
426	6	"	"	"	5		1
409	6	"	"	"	6		
TOTAL	36	500 lb	Demo	Instantan.	32	3	1

Nil ammunition expended.

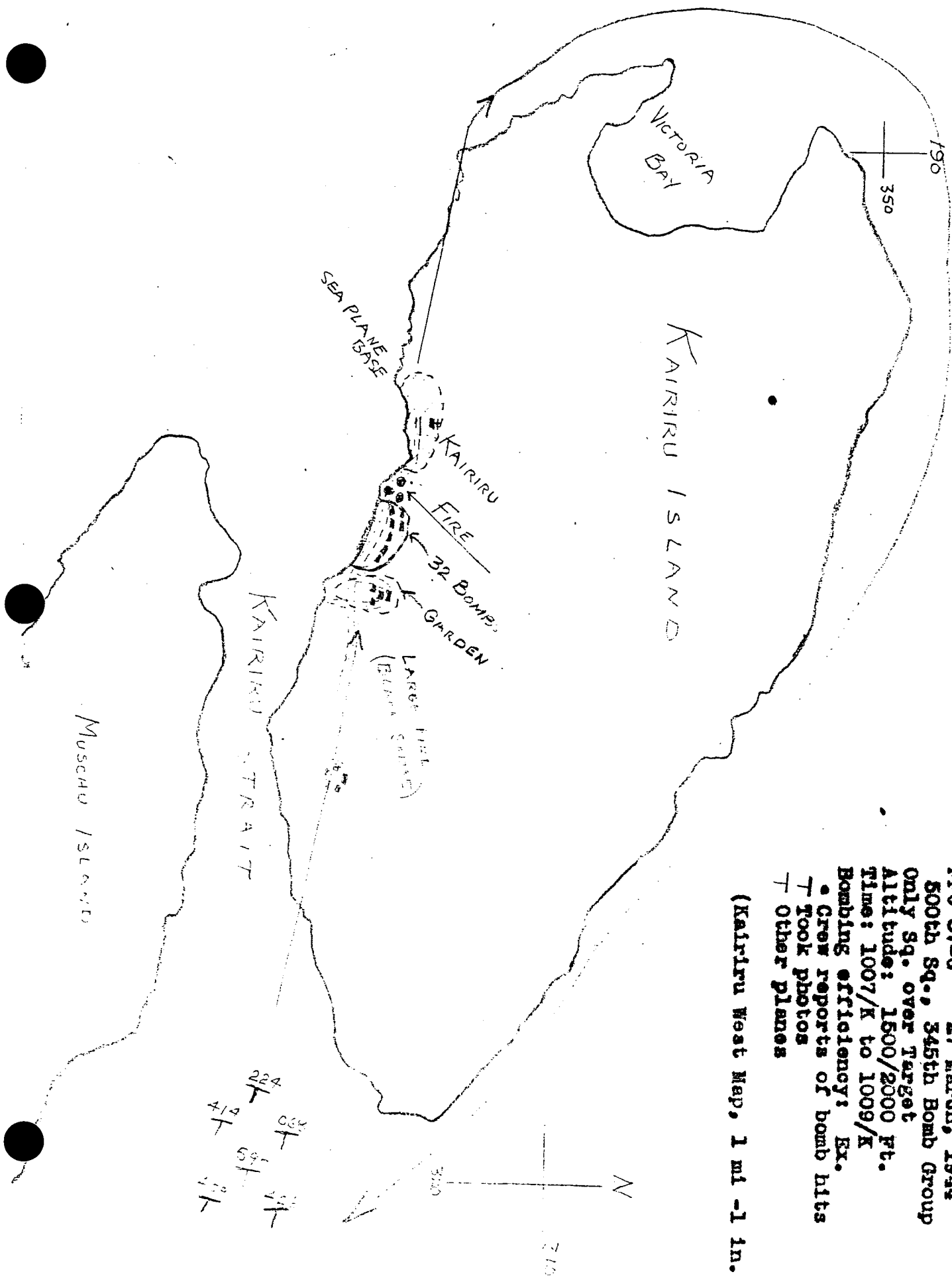
Nil A/A encountered.

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
224	KAIRIRU ISLAND	1005/K-1013/K	K-17	25	
426	"	"	K-21	30	
409	"	"	K-21	30	
TOTAL			K-17 & K-21's	85	

APPENDIX "A"

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



FPO 87-G 27 March, 1944
 500th Sq., 345th Bomb Group
 Only Sq. over Target
 Altitude: 1500/2000 Ft.
 Time: 1007/K to 1009/K
 Bombing efficiency: Ex.
 • Crew reports of bomb hits
 T Took photos
 T Other planes

(Kairiru West Map, 1 ml -1 in.)

143° 5'

KAIRIRU I
MUSCHU I
OWENAK
O BORA

O AWAR
O NUBIA

O ANRIANBERO

O ALEX
O PALARA

O DUMPU

O NADZAE

APPROACH & ALTITUDE
FRO 87-G 27 March, 1944
500th Bomb Sqdn, 345th Bomb Gr
Only planes over target.
Altitude: 1500 to 2000 feet.
Time of attack: 1007/K-1009/K
MAP REFERENCE
Eastern Nautical Chart
1:2,315,000

500
91-B
AR 31 MARCH 4

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

P4H/rpb

1 April, 1944

Subject: Narrative Report on Mission FFO 91-B, Performed by 500th Bombardment Squadron (M) March 31. Objective: KAIRIRU ISLAND.

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

I. GENERAL

(a) In conjunction with other medium bomber Groups four squadrons of 10 B-25's each of the 345th Bombardment Group were ordered to strike at barges, stores, personnel and supply areas on KAIRIRU and MUSCHU ISLANDS off the New Guinea coast above WEWAK on March 31, 1944. Three squadrons of the Group were to hit targets on KAIRIRU ISLAND and the fourth was assigned MUSCHU ISLAND. The entire strike was to be at minimum altitude with 23 pound parafrag bombs, instantaneous fuse. The 500th Squadron was one of those assigned the KAIRIRU ISLAND area - our specific targets being KAIRIRU VILLAGE and vicinity. Loaded with 668 parafrag bombs (six A/P's carried 80 bombs each, one had 70, and three planes carried 66 bombs each) our planes were to be alerted at 0630/K and were scheduled to takeoff one hour and 35 minutes later. The Group was to be over the target three hours and 25 to 35 minutes after the first plane of the striking force took off. Our Squadron was to rendezvous with the Group and fighter cover at ANNANBERG at 3000 feet enroute to target. Fighter cover was to consist of one squadron of P-40's as close and one Squadron of P-47's as top. In the event the primary target could not be reached the secondary target was POTSDAM PLANTATION at HANSA BAY.

(b) Our planes took off at 0814/K, proceeded to ANNANBERG and rendezvoused with other bombers and fighters in the striking force as planned, then flew direct to the target.

(c) Nine B-25's of the 500th Squadron showered ⁴⁵⁸ 23 pound parafrag bombs along the southern coast of KAIRIRU among villages and along the northern shore of MUSCHU ISLAND on March 31 in a minimum altitude bombing and strafing attack. Six of our planes bombed and strafed KAIRIRU VILLAGE area on KAIRIRU ISLAND and three A/P's attacked the North coast of MUSCHU ISLAND when they were crowded out of their run on KAIRIRU ISLAND. Two fires, sending black smoke to 2000 feet, were started in KAIRIRU VILLAGE and a smaller fire was started near native gardens on the western end of MUSCHU ISLAND. Other results of bombing were unobserved. The entire south coast of KAIRIRU ISLAND was heavily strafed, as was the Northern shore of MUSCHU ISLAND. Ten planes took off but one turned back ^{with 20 bombs} at ANNANBERG before reaching the target because a crew member became ill. Only enemy opposition encountered was slight, medium and light, inaccurate A/A fire from KAIRIRU VILLAGE and three bursts of heavy A/A from the western tip of MUSCHU ISLAND at CAPE MUSOKALANG.

- (d) 1. There was nil interception.
2. Nil Allied or enemy plane losses were reported.
- (e) Takeoff: 0814/K to 0818/K from Strip 3, NADZAB.
- Rendezvous: According to plan.
- Attack: 1010/K to 1011/K at 50/100 feet.
- Landing: 1204/K to 1209/K at Strip 3, NADZAB.

Narrative Report, PFO 91-3, continued.

(f) Route: MADZAB - RAMU VALLEY - ANNANBERG - TARGET.
Return: TARGET - ANGORAM - RAMU VALLEY - MADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Our Squadron, third in the Group formation, was led by Capt Dougherty and consisted of the following three flights:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 068 - Capt Dougherty	A/P 048 - Lt Speicher	A/P 430 - Lt Shirreffs
A/P 237 - Lt Francis	A/P 051 - Lt Waggle	A/P 222 - Lt Pannell
A/P 059 - Lt Rankin	A/P 055 - Lt Doman	A/P 161 - Lt Gautreau
		A/P 592 - Lt Thomas

Lt Waggle, A/P 051, turned back from ANNANBERG when his gunner became ill. Lt Thomas, A/P 592, pulled up into the Number 2 position in the second flight.

3. DETAILS OF THE MISSION

(a) 1. Capt Dougherty brought our squadron of nine planes in on the target from a westerly direction, hugging the Southern shore of KAIRIRU ISLAND as he made the bombing run. The last flight of three planes in our squadron, led by Lt Shirreffs, anticipated the fact that they would be crowded off the primary target, KAIRIRU VILLAGE. The flight leader found the way clear of interference along the Northern section of MUSCHU ISLAND and directed his flight there. The first two flights bombed the primary target.

2. Capt Dougherty, Commanding Officer and leader of our squadron's planes came in on the target at minimum altitude dropping 40 x 23 lb parafrag bombs. The release mechanism failed to function 100 percent over the target so he was compelled to salvo the remaining 30 bombs in the water 20 miles due East of KAIRIRU ISLAND on return to base. The squadron leader, as well as other crew members on the mission, was unanimous in opinion that the target area and adjoining installations were badly damaged by previous attacks. Lt Francis, close in on Capt Dougherty's right wing, dove in to attack but the release lever was accidentally placed in "frag" position instead of "demo" and the bombs failed to release. The mistake was quickly realized and Lt Francis immediately salvoed his bombs on the target. The chutes were seen to open and it is thought that at least some of the bombs exploded in the shacks within the target. Lt Francis noted two large fires as he flew over, one at the Eastern edge of the seaplane base, the other in the eastern end of the target. Lt Rankin, the number 3 man, was able to release only 50 parafrags, which fell in the center of the target, when rack malfunction developed. At a point four miles off the Eastern tip of KAIRIRU ISLAND he salvoed 20 more sticks in the water; the remaining ten he returned to base.

3. The second flight, ably led by Lt Speicher, pressed home the attack just behind the leading element. Lt Speicher dropped all his 66 bombs in the target but no definite results were observed. Lt Thomas in right wing position spread his 66 deadly missiles from the east end of the seaplane base to the bridge on the road running due East from the garden area. Some of the chutes failed to open and he also noted that some of the bombs failed to explode when they hit. Lt Speicher's left wingman was our Assistant Operations Officer, Lt Doman. He flicked out forty frags which exploded among already battered shacks in the target. Due to difficulty with operating the new re-

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

Narrative Report, PFO 91-B, continued.

lease mechanism he failed to release 40 of his bombs and later salvaged them on MUSCHU ISLAND.

4. Lt Shirreffs, meanwhile, guided his flight over the Northern extremities of MUSCHU ISLAND as explained earlier. He made his run from West to East starting the attack at CAPE MUSOKALANG and continuing it until he reached the Eastern coast of the Island, midway between MANAI and CAPE SAUM. He unloaded his 80 "Jap killers" in this area and his crew observed two direct hits on shacks located just south of Garden area east of CAPE MUSOKALANG. Fires were also started in this area. Lt Pannell, in right wing position dropped 40 of his frags in the same extended area scoring one direct hit on a shack in the garden area. His remaining 40 bombs were salvaged one mile inland and midway between MANAI on the Northeast coast and CAPE SAUM. Lt Gautreau managed to release only ten bombs in the garden area, 1 1/2 mile East of CAPE MUSOKALANG before his racks hung up. He salvaged the remaining 70 bombs four miles East, Southeast of CAPE MUSOKALANG deep in MUSCHU ISLAND. All planes thoroughly strafed their respective targets as well as the southern coast of KAIRIRU ISLAND and the Northwestern section of MUSCHU ISLAND but no definite results of damages was ascertained.

5. The bombing as classified by percentage in the target was excellent, however, the new racks built to accommodate frag bombs seemed to cause confusion. Since this was the first time our crews had used this equipment, a certain amount of inefficiency was to be expected. Crews were ordered by higher command to salvo in case of malfunction or personal error and 206 bombs, including 66 in the target, were salvaged. All our planes returned to base safely. Before takeoff all crews were thoroughly briefed on bomb lines, Allied shipping and the Armament Officer instructed them in the operation of the new racks.

(b) A/A for the most part was light to medium, slight and inaccurate. However, four bursts of probably 40MM and three bursts of heavy were observed coming from the vicinity of CAPE MUSOKALANG on the western tip of MUSCHU ISLAND.

- (c) Fighter cover was excellent.
- (d) 1. None of our planes was damaged.
2. No enemy planes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A 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

A large warehouse, apparently in good condition, in the Eastern section of KAIRIRU VILLAGE. A bridge in excellent condition one mile East of the Garden area on KAIRIRU ISLAND. A possible gunboat anchored in the vicinity of KEUL ISLAND at 0320G-114085.

7. PHOTOGRAPHIC INTERPRETATION

Our Squadron got more and better pictures than the rest of the Group

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

Narrative Report, FFO 91-B, continued.

but they fail to reveal very much other than perfect patterns laid out by falling frags. The areas shown on the photos appear desolate and bombed out with no activity noted.

For the Squadron Commander:

PHILIP A HUTCHINSON
1st Lt, Air Corps
Asst 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, PFO 91-B

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSES	SALVOED	RETURNED
068	70	23 lb	Parafrags	Inst.	40		30	
237	66	"	"	"			66*	
059	80	"	"	"	50	20		10
048	66	"	"	"	66			
592	66	"	"	"	66			
055	80	"	"	"	40	40		
430	80	"	"	"	80			
222	80	"	"	"	40		40	
161	80	"	"	"	10		70	
TOTAL	668				392	60	206	10

*These bombs salvoed in target - many thought to explode.

STRAPING TABLES

.50 CALIBRE				.30 CALIBRE			
A/P	ROUNDS CARRD	EXPEND	MALFUNCTIONS	ROUNDS CARRD	EXPEND	MALFUNCTIONS	
068	4,000	2,000	ULS LRS	4,000	800		
237	4,000	350		4,000	—		
059	4,000	1,500		4,000	200		
048	4,000	2,900	ULM	4,000	—		
592	4,000	200	LLM	4,000	500		
055	4,000	950	LRS ULS	4,000	200		
430	4,000	900	ULM LRS	4,000	600		
222	4,000	1,000	ULS	4,000	—		
161	4,000	2,000	LLM	4,000	100		
TOTAL	36,000	11,800	10	36,000	2,400		

A/A

A/P	CALIBRES	INTENSITY	ACCURATE?	ALTITUDE OF BURSTS
068	Nil			
237	Nil			
059	Nil			
048	Medium	Slight	No	1000/1500
592	Light-medium	Slight	No	100/200
055	Heavy	3/4 puffs	No	300/600
430	Nil			
222	Heavy	3/4 puffs	No	150/300
161	Heavy	3/4 puffs	No	400/800

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
068	KAIRIRU & MUSCHU	1010/K-1025/K	K-21	30	
237	"	"	K-21	30	
048	"	"	K-21	30	
055	"	"	K-21	30	
430	"	"	K-21	30	
222	"	"	K-20	6	
161	"	"	K-20	12	
TOTAL			K-21	30	
				168	

APPENDIX "A"

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

KAIRIRU ISLAND

$$\begin{array}{r} 1 \\ 222 \end{array}$$

AIRIRU STRAIT

KAIRI R L Y.

1ST MILE 2ND SEAPLANE BASE

2000

10 Billion

1. 10/10/10
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MUSCHU Island

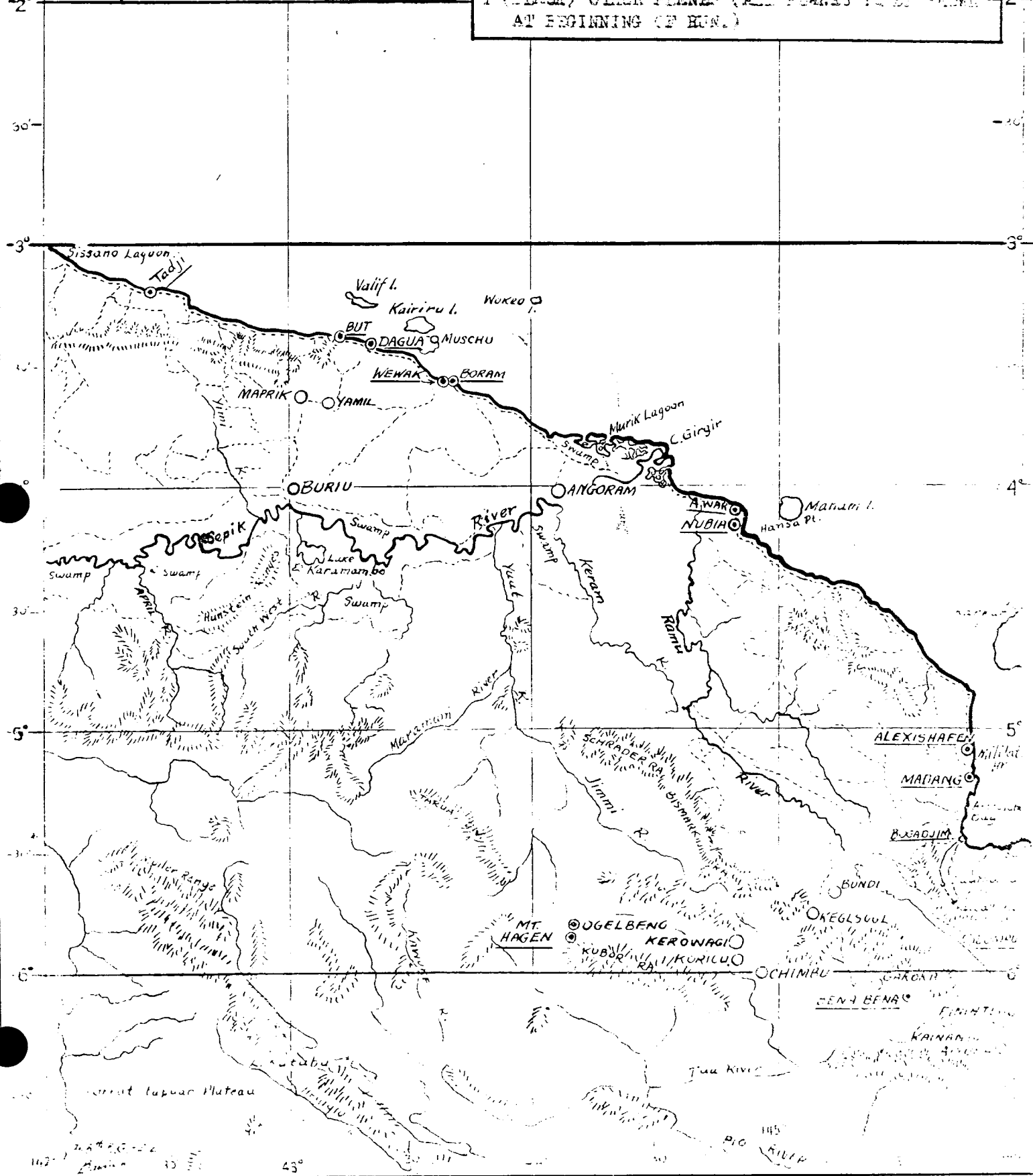
APPENDIX "B"

W. 20

.. 260

MAP REF: -
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale: - 1:2,25,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

MISSION NO. 91-B DATE MARCH 31-44
 SQUADRON NO. 500TH ORDN 345TH
 SQUADRON (ORDN) OVER TARGET 3RD
 ALTITUDE 50 To 100'
 TIME OVER TARGET 1009/K To 1010/K
 T (BLUE) PLANES TAKING PHOTOS
 T (BLACK) OTHER PLANES (ALL PLANES TO BE DOWN AT BEGINNING OF RUN.)



500
92-D
1 APRIL 44OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

2 April, 1944

Subject: Narrative Report on Mission FFO 92-D, Performed by 500th Bombardment Squadron (M) April 1, 1944. Objective: Personnel and Supplies TADJI.

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

1. GENERAL

Four squadrons of B-25's of the 345th Bomb Group were ordered to strike TADJI AREA on April 1, 1944. The secondary target was to be POTSDAM PLANTATION at HANSA BAY. The Group was to form over Strip 3 at NADZAB, after an 0835/K takeoff. From assembly the Group was to proceed to LERON RIVER, rendezvous with the 38th Group, and continue to ANNANBERG for rendezvous at 7500 feet at 0945/K with one squadron of P-40's, close cover, and with two squadrons of P-47's, top cover. Rescue service was to be provided by one Catalina in the TADJI AREA. Strict radio silence was to be maintained to the target. Crews were thoroughly briefed on existing bomb lines before takeoff.

(b) Rendezvous with 38th Group and fighter cover effected according to plan.

(c) Bombing efficiency was perfect as all 25 of the 500 pounders dropped landed smack in the target. Adverse weather, there were rainshowers scattered throughout the area, prevented any assessment of damages. After bombing from 2000 feet the planes swooped down and in another pass at 50 feet poured more than 4,000 rounds of .50 calibre ammunition into the target and a jetty and three barges about 15 miles down the coast from TADJI. No damages were noted from the strafing.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 0835/K to 0837/K from Strip 3.

Rendezvous: According to plan.

Attack: 1051/K to 1108/K at 2000 to 50 feet. Estimated ground speed over target on bombing run, 205/210 MPH.

Landing: 1301/K to 1304/K at Strip 3.

(f) Route: NADZAB - DUMPU - ANNANBERG - KERAM RIVER - TADJI.

Return: TADJI - KERAM RIVER - ANNANBERG - DUMPU - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 499th Squadron led the Group formation. Our Squadron flew in the number 2 position and was led by Lt Fritzshall after Lt Speicher, originally scheduled as leader, was forced to return to base.

FIRST FLIGHT

A/P 443 - Lt Speicher

A/P 222 - Lt Ames

A/P 409 - Lt Pannell

SECOND FLIGHT

A/P 426 - Lt Fritzshall

A/P 161 - Lt Francis

A/P 237 - Lt Cautreau

Lt Speicher returned to base immediately after takeoff when the turret caught fire due to a faulty electrical system. The fire was extinguished by the gunner who burned his hands and a spot above the left eyebrow in the effort. Lt Fritzshall eased his flight into the lead and Lt Ames and Lt

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

Narrative Report, FFO 92-D, continued.

Pannell stacked down to the rear and the right of the first flight.

3. DETAILS OF THE MISSION

(a) 1. Our Squadron of 3 B-25D-1's and 3 B-25D-2's soared into the air at 0835/K as per schedule. Lt Fritzshall had our Squadron on course toward the rendezvous point shortly after takeoff and after picking up the fighter cover and 38th Bomb Group, the strike formation proceeded direct to the target. Weather grew increasingly worse and by 1045/K as our planes approached the target, the ceiling was down to 1800 feet with moderate to heavy precipitation in the area. Lt Fritzshall, an old-timer in the flying business, maneuvered the squadron over the target but the poor visibility caused him to misjudge slightly and the first pass became a dry run.

2. Swinging South and West, the flight leader led the squadron across the target on a 90° heading. Roaring over PRO VILLAGE, the target, Lt Fritzshall placed his five 500 pounders in the West and West Central part of the target, stringing them out at approximate 150 foot intervals. The remaining four planes in our formation dropped their bombs on the flight leader as planned. Lt Francis on the right wing nestled his five eggs in the center of the target while Lt Gautreau, left wingman favored the Northeast portion of the target and dropped all his bombs there. Lt Ames managed to release his five bombs in the Northwest limits of the target. Lt Pannell on Lt Ames right accomplished his mission by flipping three bombs in the Southwest portion of the target where his crew noted that two shacks were demolished by direct hits. He then coached his remaining two bombs into the Southeastern part of the small confine of the target.

3. All five crews were jubilant over the bombing efficiency and bombardiers lost no time in explaining the difficulties of weather connected with this feat. All planes strafed the target on a third pass, swinging out over the water then back to the coast to continue their attack in an Easterly direction. Lt Ames strafed a jetty and three barges, which appeared to be serviceable, either at WAPIL or NOR VILLAGE. Due to the terrible weather he couldn't be sure which village it was. In the vicinity of the mouth of the NIGIA RIVER, Lt Ames strafed another serviceable jetty. All the other planes followed the same course of action strafing the coastline from PRO VILLAGE to the mouth of the NIGIA RIVER. Weather and poor visibility handicapped the pilots in their strafing attack. No enemy activity was observed in the target.

(b) No puffs from A/A were seen but a few flashes were seen at the light position between No. 1 and No. 2 Strips.

(c) Fighter cover was excellent.

(d) 1. None of our planes was damaged by enemy action.

2. No enemy planes were shot down in combat.

(e) S/Sgt William E. Hourigan, gunner on Lt Speicher's plane was burned in putting out the fire in the turret of A/P 443.

4. RECOMMENDATIONS FOR AWARDS

The award of the Purple Heart is recommended for S/Sgt William E. Hourigan.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A and photographic tables.
- (b) Appendix "B" - Sketch of bombing run and bomb hits.
- (c) Appendix "C" - Route to and from target.

Narrative Report, FFO 92-D, continued.

6. ADDITIONAL SIGHTINGS

One crew member reported having seen a man parachute from a plane thought to be from the 38th Bomb Group. The man was believed to have landed South of VOKAU VILLAGE in the mouth of PIMI RIVER or on its Northern bank. Two crews reported two possible heavy A/A positions under construction or abandoned Southwest of the South Strip, approximately 2000 feet distance from the strip. An unusually large concentration of either rowboats or native craft was sighted at RELIA VILLAGE.

7. PHOTOGRAPHIC INTERPRETATION

Two K-21 photographs received show nothing but bomb smoke and three/four native shacks under the coconut trees. Adverse weather made it almost impossible to secure good photographic results.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Asst 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, PFO 92-D

BOMBING TABLES						
A/P	BOMBS CARRIED	WEIGHT	TYPE	DELAY	ON TARGET	SALVOED RETURNED
126	5	500 lb	Demo	Instant	5	
161	5	"	"	"	5	
237	5	"	"	"	5	
222	5	"	"	"	5	
409	5	"	"	"	5	
TOTAL	25	500 lb	Demo	Instant	25	

STRAFING TABLE						
.50 CALIBRE				.30 CALIBRE		
A/P	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	ROUNDS CARRD	EXPENDED	MALFUNCTION
126	4,000	150				
161	4,000	700		4,000		
237	4,000	120		4,000		
222	4,000	1,500		4,000		
409	4,000	1,635	LIS LLN	4,000		
TOTAL	20,000	4,105	2	12,000		

A/A

One crew reported a few flashes, but no puffs, at the light A/A position between Strips 1 and 2.

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
161	TADJI	1051/K - 1108/K	K-21	30	Adverse wea-
237	"	"	K-21	30	ther made all
222	"	"	K-17	20	photos poor.
TOTAL				80	

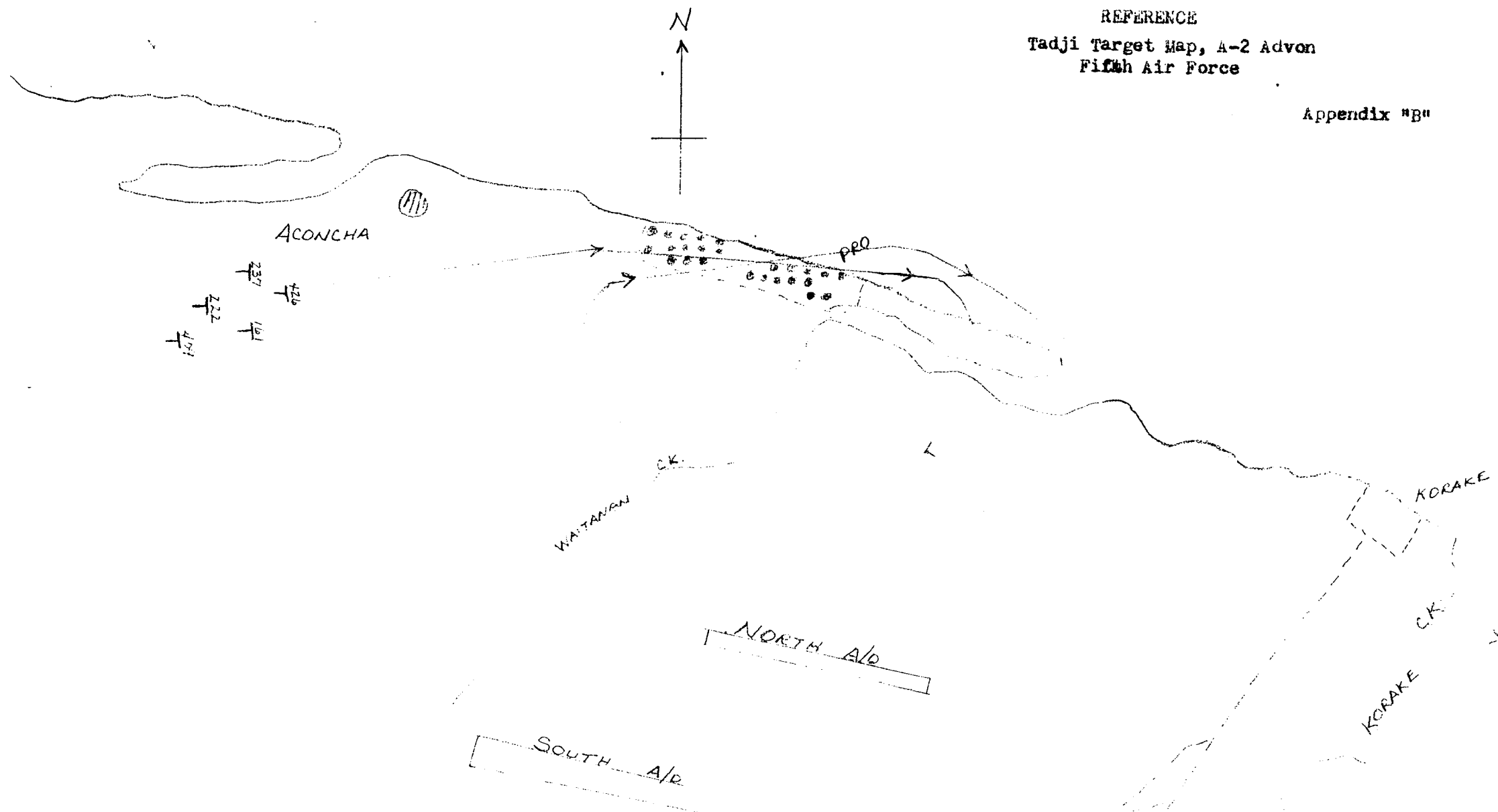
APPENDIX "A"

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

FFO 92-D 1 April, 1944
 500th Bomb Sqdn, 345th Bomb Gp
 Second over target at 50/2000'
 Time of attack: 1051/K-1108/K
 Crew obsv bombing efficiency EX
 ● Crew report of bomb hits 25
 T Took photos
 T Other planes

REFERENCE
 Tadji Target Map, A-2 Advon
 Fifth Air Force

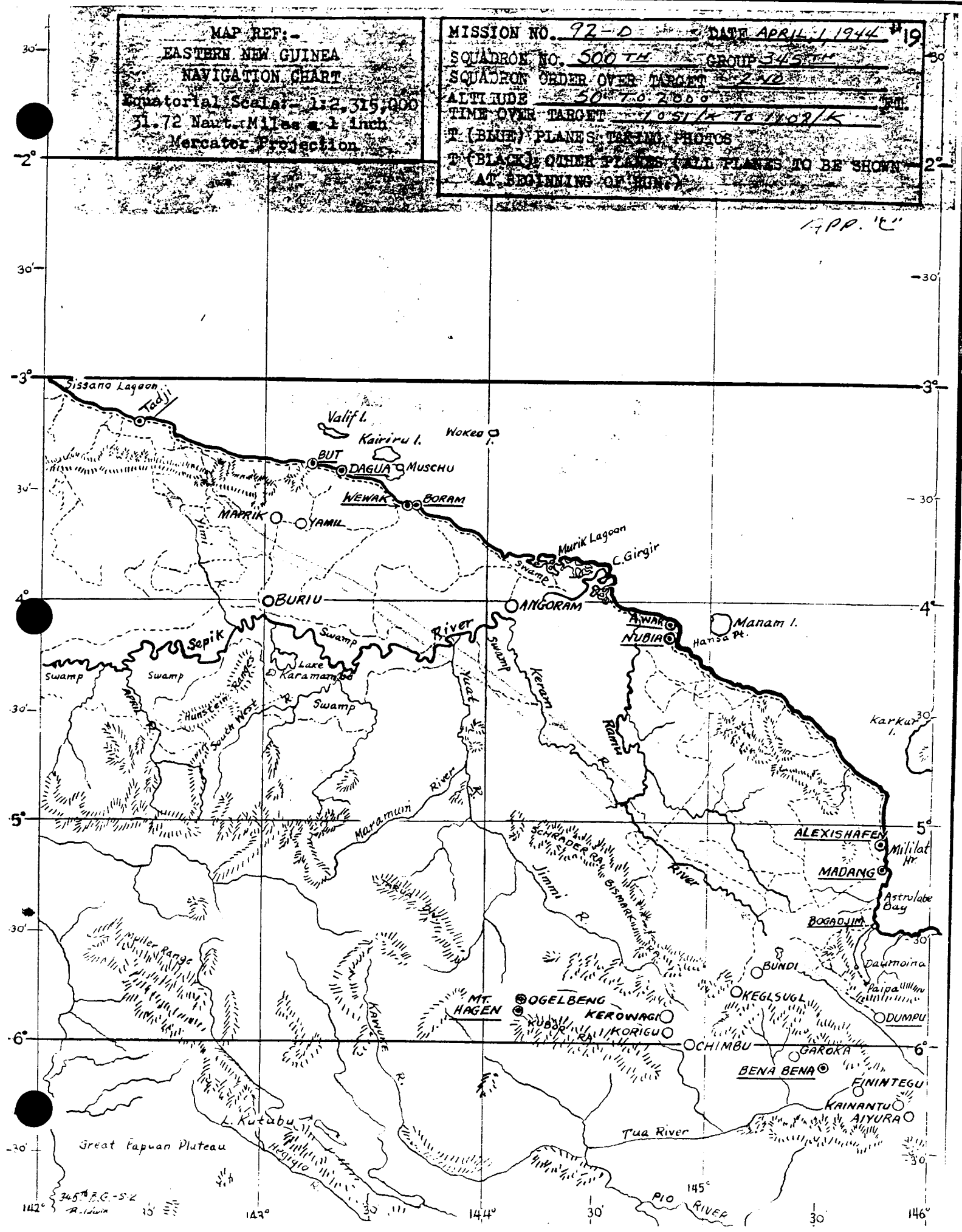
Appendix "B"



MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale: 1:2,315,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

MISSION NO. 92-D DATE APRIL 1, 1944 19
 SQUADRON NO. 500 TH GROUP 345 TH
 SQUADRON ORDER OVER TARGET 2ND
 ALTITUDE 5000-2000
 TIME OVER TARGET 1051X TO 1102/K
 T (BLUE) PLANE: TAKING PHOTOS
 T (BLACK) OTHER PLANE: ALL PLANE TO BE SHOWN
 AT BEGINNING OF RUN

APP. "C"



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

500
JCH 94-E
3 APRIL
44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

JAH/jwd

4 April, 1944

Subject: Narrative Report on Mission FFO 94-E, performed by the 500th Bomb Squadron (M) April 3, 1944.
Objective: Bomb, strafe and take photographs of road leading from HOLLANDIA AIRDRONE to TANAHMERAH BAY.

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

1. GENERAL

(a) As part of a powerful, coordinated aerial blow at the big enemy air base of HOLLANDIA, four squadrons of 10 planes each of the 345th Bomb Group (M) were ordered to attack at minimum altitude airfields at HOLLANDIA and to bomb and strafe and take photographs of a road leading from HOLLANDIA drone to TANAHMERAH BAY on the morning of April 3, 1944. The 500th Squadron's part in the strike was to bomb, strafe and photograph the roadway and the TANAHMERAH BAY area. Points at HANSA BAY was the secondary target given. The other three squadrons of the 345th were to hit the HOLLANDIA dromes with parafrag and parademo. bombs. Our squadron's bomb load consisted of 22 X 100 lb, 4/5 second delay, ~~and~~ bombs in nine planes and 66 X 23 lb parafrag bombs in one plane, totalling 198 of the former and 66 of the latter. The 345th Group of B-25D-1's was to lead three other groups of mediums to the target, attacking two hours after four groups of heavies had attacked. The 500th Squadron was in third position in its group. Fighter cover was to consist of three squadrons of P-38's, one squadron close, one squadron top and a third squadron to act as cover to our squadron on its special photo run. A squadron of P-47's and a squadron of P-40's were to meet the strike force on its return about 50 miles West of TESSI at 1215/K. Our crews were alerted at 0730/K and takeoff time was set for 0834/K. Time over target was to be 1138/K to 1148/K.

(b) Assembling soon after takeoff, the 345th Group effected rendezvous with the other three groups of mediums, and squadrons of fighters over the ANNANBERG area at 0950/K at 5000 feet then proceeded to target.

(c) Coming fast and low in over the road about halfway between Hollandia airdrome and TanahMerah Bay, ten B-25D-1's of the 500th Squadron scattered an intermittent pattern of para demo. and para frag bombs on villages along the road toward the bay, and along the South and Eastern shore of TANAHMERAH BAY on April 3. Bombs were seen to fall among several villages, sending debris into the air. Several bombs drifted among a few barges off the South and East shore of TANAHMERAH BAY, probably destroying one with a close miss. Other results of the bombing were unobserved. Villages along the road and barges around the Eastern rim of the bay were heavily strafed with unobserved results. Three barges or possible gunboats off CAPE ENSAUEH, down the coast from the bay, were strafed but no results were seen. Photo coverage of the road and TANAHMERAH BAY area - one of the primary objectives of our Squadron's strike - was fair, with some K-21 and K-20 photos obtained of both places. Enemy opposition was limited to ineffective A/A fire, including a few puffs of medium from the vicinity of HOLLANDIA airdrome, three bursts of heavy from near a village in the TANAHMERAH BAY area, light M.G. fire from a village on the Eastern shore of the bay and five bursts of medium from CAPE SOERABAYA. A possible dual purpose gun thought to be on the west side of TANAHMERAH BAY fired two low bursts out to sea in front of our planes as they passed enroute to base.

-1-

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

Narrative Report on FFO 94-E continued.

- (d) 1. There was nil interception of our planes
2. One crew reported what was thought to be an Allied fighters crash and explode near the target. Nil enemy plane losses were observed.
- (e) Takeoff: 0834/K to 0838/K.
Rendezvous: According to plan.
Attack: 1155/K to 1201/K at 50/300 feet. Average estimated ground speed over target was from 220 to 250 MPH.
Landing: 1445/K to 1455/K at Strip 3.
- (f) Route: NADZAB - GUSAP - ANNENBERG - BURIU - to target.
Return: Down coast to MURIK LAGOON - to MADANG - SAIDOR - base.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 501st Squadron led the Group with our Squadron, led by Capt. Dougherty, the Squadron commander, in third position. Our flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
068 - Capt Dougherty	048 - Lt Fritashall	372 - Lt Shirreffs
237 - Lt Waggle	051 - Lt Ames	222 - Lt Pannell
430 - F/O Thomas	592 - Lt Francis	161 - Lt Gautreau
		059 - Lt Rankin

3. DETAILS OF THE MISSION

(a) As our Squadron approached HOLLANDIA airdromes, Capt Dougherty, Squadron commander and leader of the flights, swung wide around the Western end of LAKE SENTANI and led the squadron North along the northern section of the road which leads from HOLLANDIA airfield to TANAHMERAH BAY. The other three squadrons of the Group swung North across SENTANI LAKE to make their runs Eastward across HOLLANDIA, CYCLOPS and SENTANI dromes. Possibly due to the fact that this was our Squadron's first flight over HOLLANDIA, the swinging right turn from the initial point was too wide and Capt Dougherty could not line his flights up on the TANAHMERAH - HOLLANDIA road until he reached the VILLAGE KANTOME, approximately four miles South along the track from DEPAPRE, the Northern terminus of the road. Cameras were turned on, and Capt Dougherty, winging in at an altitude varying between 100 and 150 feet, released all his 22 bombs in a string on the VILLAGE KANTOME and along the road to the North for several hundred yards. Several hits were observed in the village and much debris flew into the air. The flight leader continued North along the road but failed to see any suitable strafing targets. South of DEPAPRE he was surprised by a high ridge running Northeast and Southwest across the valley formed by the CYCLOPS mountains on the Northern side and the JAKARI hills on the Southern side. Capt Dougherty found a low pass in this ridge to the left of the road and barging through, came out over TABLANOESOE VILLAGE, situated on the tip of the first cape Northwest from DEPAPRE. At this point the squadron leader quickly nosed down and strafed the village and three barges lying off the shore. No damage was observed. Capt Dougherty then headed North up the Eastern coast line of TANAHMERAH BAY strafing two barges lying one mile up the Eastern coast of TANAHMERAH BAY in the vicinity of a small sandy beach. Again the squadron leader strafed - this time a large barge or possible lugger just off shore from the 400-yard long landing beach on the Eastern shore of the bay. He also strafed a stationary barge lying off the Southern shore of CAPE TANAHMERAH. Swinging Northeast and East, Capt Dougherty attacked three barges or possible luggers heading out to sea on a bearing of approx. 280, degrees in the vicinity of CAPE ENSAUEH. He strafed these but reported no observed damage from strafing on any of the targets.

Narrative Report on FFO 94-E continued.

DETAILS (continued)

The remaining two flights of the Squadron had been following Capt Dougherty in flights of three and four, in trail. Capt Dougherty's right and left wingmen, Lts. Waggle and Thomas respectively, dropped their load of 22 para demo. bombs each on the flight leader at KANTOME VILLAGE. Both pilots and crews reported flying debris in this area. Two buildings were completely disintegrated by bombs. The wingmen strafed effectively as they bombed. Barreling out over TANAHMERAH BAY, both wingmen strafed the three barges off TABLANOESOE VILLAGE (mentioned before) with unobserved results. Lt Waggle got in a few bursts at huts in TABLASOEFA VILLAGE, with unobserved results, while Lt Thomas on the left wing of Capt Dougherty's ship, found difficulty in getting close enough to shore to strafe. Both wingmen then strafed the same targets the flight leader picked but here again results were generally unobserved.

The second flight in trail under the leadership of Lt Frittschall followed the Squadron leader's flight path and dropped ten bombs on KANTOME VILLAGE. His wingmen, Lt Ames on the right, and Lt Francis on the left, dropped 22 and 8 para demo bombs respectively on KANTOME VILLAGE with unobserved results. All three planes in Lt. Frittschall's flight strafed this village in an effective manner. Smoke from a small fire and bomb bursts dust obscured observation. The flight continued North along the road, spotting no suitable targets and bore down on TANAHMERAH BAY at the heels of Capt Dougherty's flight. The three pilots strafed the same three barges off TABLANOESOE VILLAGE that the lead flight hit. Nothing was observed at this point as a result of strafing. Lt Frittschall dropped six bombs at the barges but missed completely. He then maneuvered his flight along the Eastern shore of TANAHMERAH BAY, strafing the two afore mentioned barges lying off a small sandy beach one mile up the Eastern coast of TANAHMERAH BAY from the VILLAGE DEPAFRE. The flight then rapidly approached the village of TABLASOEFA, and Lt Frittschall dropped his remaining six bombs, while Lt Francis dropped 14 bombs. All three ships in this flight strafed the village intensely, scattering debris in all directions. Lt Ames managed to get a few rounds in the barge lying South of CAPE TANAHMERAH. He noted no damage from attacks the lead flight had made on this target. The flight swung East in Capt Dougherty's prop wash and followed the Squadron leader's attack on the three barges moving off CAPE ENSAUEH. The pilots x strafed but reported nothing in the way of damage. Last but not least in our Squadron's swoop over the general target area came Lt Shirreffs flight, composed of four planes, and the third flight in trail. The flight leader, carrying 66 X 23 lb parafrags, wreaked havoc in three villages along the HOLLANDIA - DEPAFRE road, named PAIPOU, KANTOME and MARIBOE. Smoke and dust obscured his vision and results of his bombs were generally unobserved. Lt Pannell in right wing position dropped fourteen (14) para demo. bombs in the village areas. The exact number dropped in each village could not be determined but he believed they were split up about equally. Lt Gautreau in left wing position, dropped all his 22 para demos on KANTOME VILLAGE, observing no particular damage to installations. Lt Rankin, flying off Lt Gautreau's right wing, dropped 22 para demo bombs on the three villages, PAIPOU, KANTOME and MARIBOE. He reported wood was flying about after each attack.

All planes in the flight thoroughly strafed these areas of habitation. Lt Shirreffs led his wingmen North along the track, up over the ridge South of DEPAFRE and made a run on DEPAFRE. He pressed a furious strafing attack on the huts and across the bay on the three barges lying off the small sandy beach, approx. one mile up the Eastern coast of TANAHMERAH BAY, North of DEPAFRE. No damage was observed. Lt Pannell dropped six more bombs in the village and observed flying timber and debris. He strafed on this run and also scored several .50 calibre hits on the barges. Lt Shirreffs attacked across the bay. Lt Gautreau had released all his bombs on previous targets so he strafed what was reported to be a heavy A/A position at TABLANOESOE VILLAGE with unobserved results.

Narrative Report on Mission FFO 94-E continued.

3. DETAILS (continued)

Lt Gautreau could not get lined up on the barges across the bay because of his flight position. Lt Rankin, with bombay empty, strafed both the village of DEPAPE and the three barges across the bay with generally unobserved results. Lt Shirreffs trailed the other flights up the Eastern coast of TANAHMERAH BAY until x they reached the two barges lying off the 400-yard sandy beach South of TABLASOEFA VILLAGE. Lt Shirreffs strafed them while Lt Pannell dropped his remaining two bombs on the barges, scoring a direct hit on one, probably sinking it. Lts Gautreau and Rankin strafed the barges also. The flight arched to the right around CAPE TANAHMERAH, strafing the one barge South of the Cape then headed SouthEast toward CAPE ENSAUEH. They strafed three barges underway off the cape with unobserved results. Photos were taken in each plane and the coverage from KANTOME VILLAGE to CAPE TANAHMERAH was good. There was no interception and ack ack as reported in the attached table was inaccurate.

- (b) A/A was slight, medium, light and heavy, inaccurate.
- (c) Fighter cover was excellent.
- (d) None of our planes was damaged by enemy fire.
No enemy planes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

- Appendix "A" - Bombing, strafing, A/A, and photographic tables.
- Appendix "B" - Sketch of bombing run and bomb hits.
- Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

The road from HOLLANDIA AIRDROME to TANAHMERAH BAY appeared to be well graded from the drone to MARIBOE VILLAGE. Large columns of black smoke and at least 12 SSF were seen in vicinity of HOLLANDIA airfields. Two crews observed a crash landed Betty bomber about two miles North of the West end of HOLLANDIA airdrome. A crew member reported what he thought to be an Allied fighter crash and explode on a sharp ridge at the Southern shore of SENTANI LAKE, about one and a half miles West of AMAR VILLAGE. Three probable barges seen off TABLANOESOE VILLAGE on TANAHMERAH BAY. Two barges seen about one mile up the Eastern coast of TANAHMERAH BAY near a small sandy beach. A large barge or lugger was observed just off shore from the 400-yard long beach South of TABLASOEFA VILLAGE. One barge sighted off the Southern shore of CAPE TANAHMERAH. Three large barges or luggers were seen underway off Cape Ensaueh on a heading of 280 degrees.. Two large fires, one emitting red flames, and both producing columns of smoke to 6000 feet, were seen about one half mile South of JAUTEFA BAY. Three unidentified four engine possible float planes, flying at 4000 feet, on a heading of 180 degrees, were seen over the coast in the vicinity of DORUMENA VILLAGE. All crews were unanimous in reporting considerable activity on the Eastern shore of TANAHMERAH BAY.

7. PHOTOGRAPHIC INTERPRETATION

Fourteen K-21 and two K-20 prints received show part of the middle section of the HOLLANDIA - TANAHMERAH BAY road to be well graded but other sections of the road are concealed by foliage or not covered by photos. Sightings of barges in the bay are confirmed.

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

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Ass't Intelligence Officer

- 3 Incls.
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

-7-
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 WFO 94-K

Appendix "A"

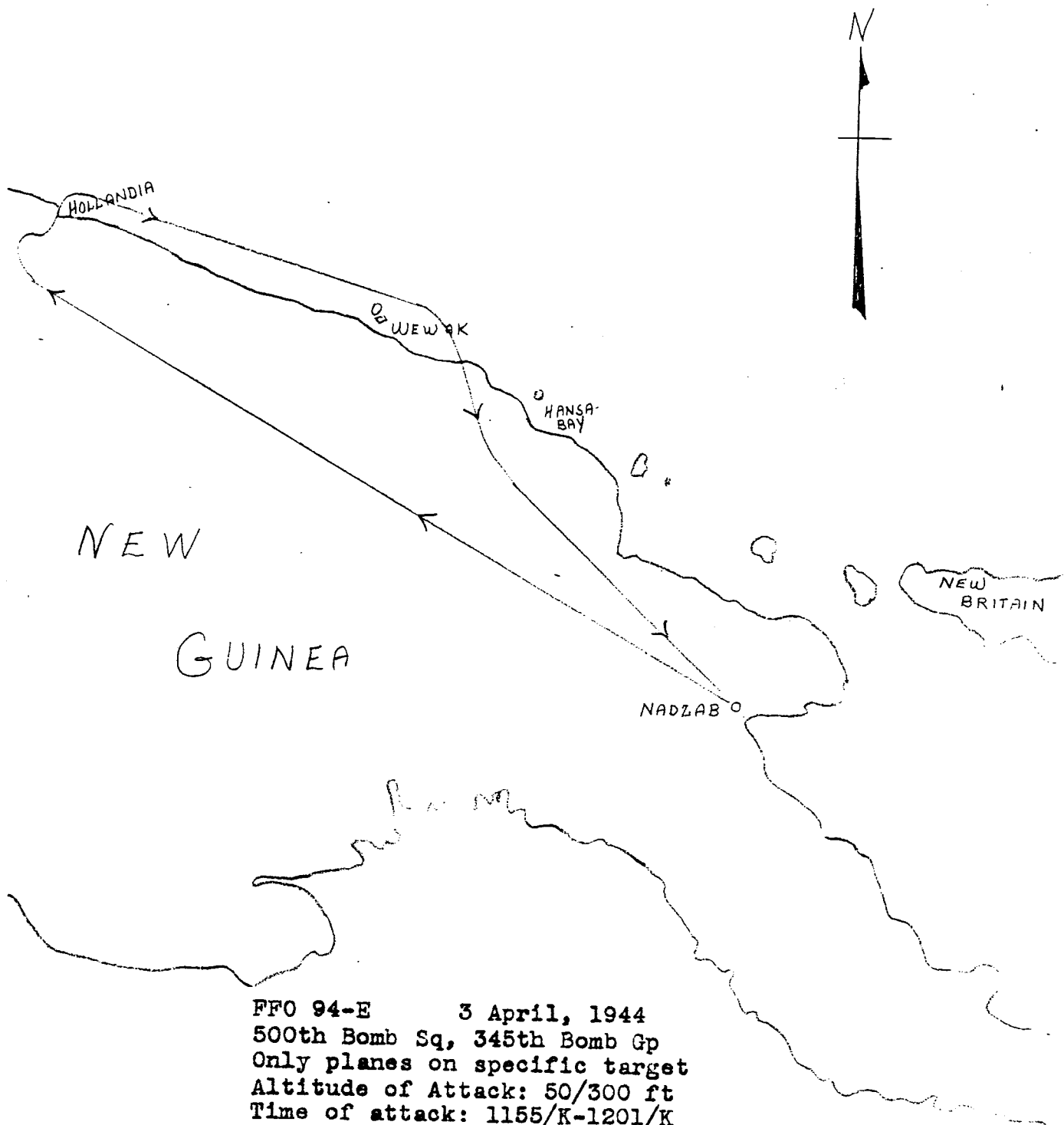
<u>BOMBING TABLE</u>						
A/P	NO. OF BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	OTHERS
068	22	100 lb	para demo.	4/5 sec.	22	
237	22	"	"	"	22	
430	22	"	"	"	22	
048	22	"	"	"	22	
051	22	"	"	"	22	
592	22	"	"	"	22	
372	66	23 lb	parafrag	inst.	66	
222	22	100 lb.	para demo	4/5 sec.	22	
161	22	"	"	"	22	
059	22	"	"	"	22	
TOTAL	264	para frags and parademos.			264	Nil

<u>(.50 calibre)</u>				<u>(.30 calibre)</u>		
A/P	RDS. CARR'D	EXPENDED	<u>STRAFING TABLE</u> MALFUNCTIONS	RDS. CARR'D	EXP.	MALF.
068	4,000	850	Nil	4,000	Nil	
237	"	900	LRN, LLN, LRR	"	300	
430	"	1000	Nil	"	Nil	
048	"	900	LRR	"	Nil	
051	"	1600	LLN	"	Nil	
592	"	900	LRR, URR	"	Nil	
372	"	2000	LRR, LLN	"	1000	
222	"	1500	LRR, URR	"	1000	
161	"	1500	ULN	"	Nil	
059	"	900	LLN	"	Nil	
TOTAL	40,000	12,250	13	40,000	2300	Nil

A/A

A/P	CALIBRE	INTENSITY	ACCURATE?	LOCATION
068	Heavy	Slight	No	Eastern shore TanahMerah Bay
237	Medium	Slight	No	Cape Soeadja at Humboldt Bay
048	Medium	Slight	No	Hollandia drome, TanahMerah Bay
372	Med. and heavy	"	No	Cape Soeadja and Bougainville Bay
161	Light	Slight	No	Hollandia drome area.
SUMMARY	Slight, medium, heavy, inaccurate from various place listed.			

A/P	LOCALITY	TIME	<u>PHOTOGRAPHS</u>	TYPE	EXPOSURES	
068						
237	TanahMerah	1155/A -1201/K		K-21	30	
430	"	"	"	K-21	20	
048	"	"	"	K-20	10	
051	"	"	"	K-21	30	
592	"	"	"	K-21	5	
222	"	"	"	K-21	8	
161	"	"	"	K-20	10	
059	"	"	"	K-21	30	
	"	"	"	K-20	5	also movies
TOTAL	"	"	"	K-20 K-21	148	movies



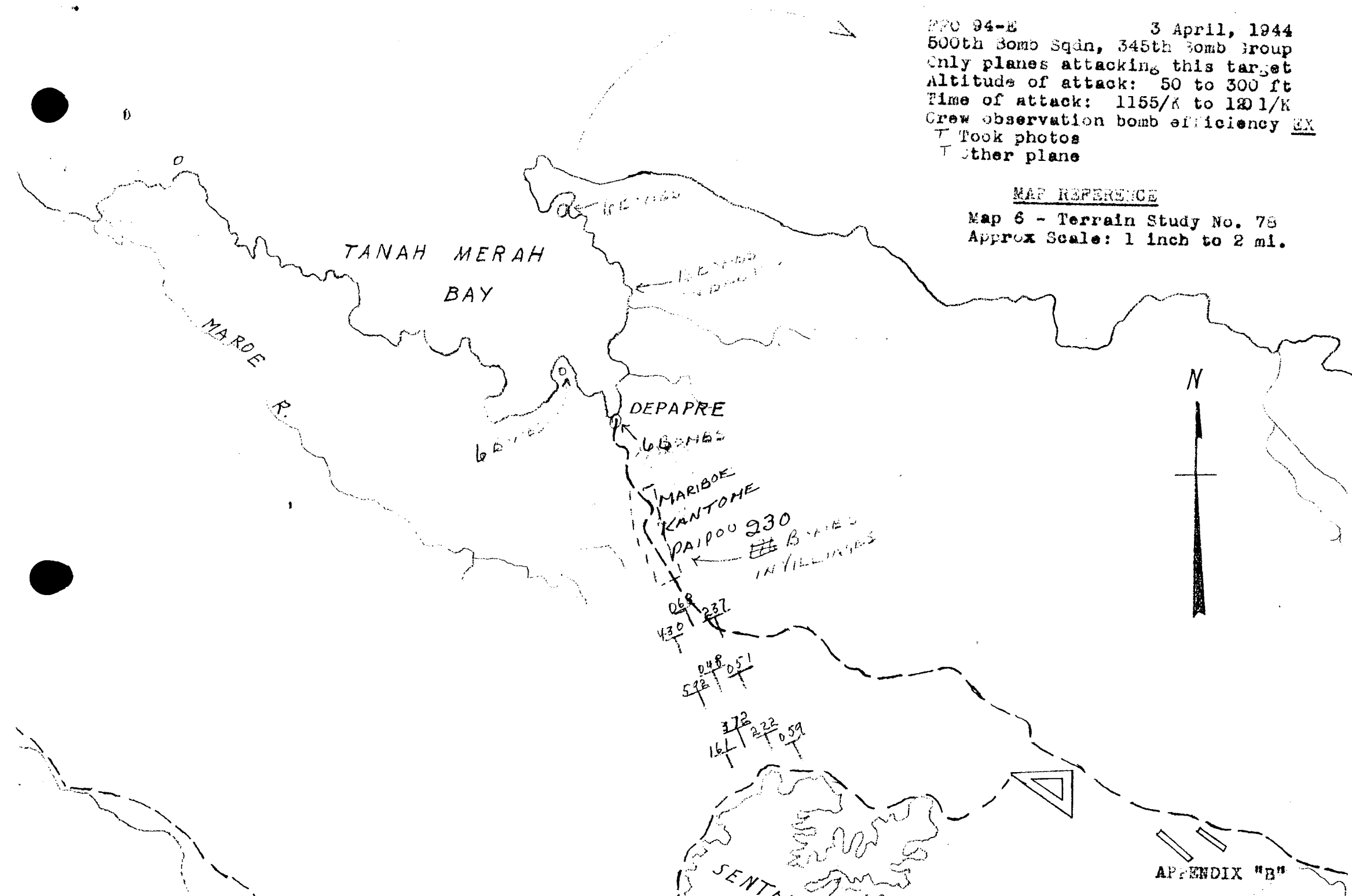
REFERENCE

Fighter Grids - V-Bomber Command

WFO 94-E 3 April, 1944
500th Bomb Sqdn, 345th Bomb Group
Only planes attacking this target
Altitude of attack: 50 to 300 ft
Time of attack: 1155/K to 1201/K
Crew observation bomb efficiency EX
T Took photos
T Other plane

MAP REFERENCE

Map 6 - Terrain Study No. 78
Approx Scale: 1 inch to 2 mi.



500
96-D
5 APRIL 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

6 April, 1944

Subject: Narrative Report on Mission PFO 96-D, Performed by 500th Bombardment Squadron (M) 5 April, 1944. Objective: Stores, Supplies and barges HUMBOLDT BAY AREA and TAMI AIRDRONE.

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

I. GENERAL

(a) Four squadrons of the 345th Bomb Group in conjunction with the 38th Group were ordered to attack at minimum altitude targets in the HUMBOLDT BAY AREA including TAMI AIRDRONE, April 5, 1944. The bomb load consisted of five 500 pound demolition bombs, 8/11 second delay fuse and in addition to bombing the assigned area our planes were to strafe any targets noted. One plane each from the 499th and 500th Squadrons was assigned the mission of taking photos of the coastline paralleling the target. These ships did not carry any bombs. Fighter cover was to be provided by one squadron of P-38's and rendezvous with both the fighters and 38th Bomb Group was to be effected at GUSAP. Crews were thoroughly briefed on prevailing bombing restrictions before takeoff.

(b) The 345th Group rendezvoused with one squadron of P-38's and the 38th Group at 3000 feet over GUSAP at 0910/K.

(c) Bombing was excellent as eight B-25D-1's of the 500th Squadron thumped 36 out of a possible 40 bombs in supplies, stores, villages and possible gun positions in the HUMBOLDT BAY AREA. Parts of huts and considerable debris were seen to fly in the air from hits in the supply area on the Eastern side of the Bay. One direct hit was scored on the easternmost of two possible gun positions, apparently abandoned, on small hill at tip of CAPE DJAR. Bombs were dropped in HOLTERANG VILLAGE on the Southern shore of HUMBOLDT BAY. Due to the long delay fuses on the bombs observation of definite results was difficult. In three passes almost 22,000 rounds of ammunition was expended in strafing. The photo ship of the 500th carried out its end of the mission by taking the prescribed shots of the coastline while the attack was in progress. To complete the full schedule for the day Japanese propaganda leaflets were dropped on villages South of TADJI AIRDRONE enroute to target.

- (d) 1. There was nil interception.
2. Nil Allied or enemy plane losses was reported.

(e) Takeoff: 0830/K to 0834/K from Strip 3, NADZAB
Rendezvous: At 0910/K 3000 feet over GUSAP.

Attack: 1149/K to 1210/K at 40 to 1000 feet. Estimated ground speed over target, 225 to 240 miles per hour.

Landing: 1457/K to 1501/K at Strip 3, NADZAB.

(f) Route: NADZAB - GUSAP - TADJI - TARGET.

Return: TARGET - RAMU VALLEY - GUSAP - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 498th Squadron led the Group formation. Our Squadron flew in the number four position and was led by Capt Mortensen. The squadron was divided into flights as follows:

Narrative Report, WFO 96-D, continued.

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 055 - Capt Mortensen	A/P 237 - Lt Waggle	A/P 372 - Lt Hankin
A/P 068 - Lt Truman	A/P 051 - Lt Francis	A/P 278 - Lt Pannell
A/P 161 - Lt Shirreffs	A/P 592 - P/O Thomas	A/P 048 - Lt Gautreau
		A/P 222 - Lt Ames (photo)

Lt Gautreau, A/P 048, turned back in the vicinity of WETAK at 1047/X as his instruments gave no indication that gas was transferring from his auxiliary turret tank to the wing tank. Lt Ames flying the photo ship tagged on to the third flight enroute to target and on return but swung wide to take pictures as the remaining eight planes attacked.

3. DETAILS OF THE MISSION

(a) 1. Capt Mortensen, leading our Squadron, approached TAMI DROME on a westerly heading at minimum altitude. Strafing the coastal road and adjoining areas from the TAMI RIVER mouth to the western tip of CAPE DJAR, Capt Mortensen's flight swung North over the water without dropping any bombs in this area. No visible damages were inflicted by this attack either on the two-lane, well used road or TAMI DROME which was reported as only a grass patch. After firing a few bursts at CAPE DJAR as they came in from the coast the first flight was forced to swing sharply to the East to avoid a collision with other planes coming in on a different heading. Repeating his attempt to close in on the designated target area on the East coast of HUMBOLDT BAY, Capt Mortensen again led his flight in a southerly direction across the Cape and this time followed through along the coastal supply and store's areas.

2. Capt Mortensen released his five bombs, one landing in the Northern part of the target and the other four exploding in the Southern part. Lt Truman on the right wing of the flight leader dropped two bombs in the extreme Southern end of the target. His remaining three bombs failed to release and were later salvaged about fifteen minutes away from the target in the jungles enroute to base. Lt Shirreffs, number three man, dropped two bombs at two possible gun emplacements on top of the high hill on CAPE DJAR, scoring a direct hit on one of them. Several poorly camouflaged shacks were sighted in this same area and after the flight had passed over his crew reported that a considerable amount of gray smoke was rising from the bombing and strafing. He released his remaining three bombs in the Southern extremities of the designated target area. Capt Mortensen and Lt Shirreffs strafed the Cape and the coastal area thoroughly with nil apparent results.

3. The second flight led by Lt Waggle followed Capt Mortensen's flight in on the coastal road and TAMI DROME with all three planes concentrating their strafing on the Drome which appeared bare of any enemy activity. On the first attempt to make his bombing run on the target Lt Waggle, like Capt Mortensen, was forced to pull his flight away to avoid collision with other planes in the area. Swinging inland Lt Waggle dropped two bombs on the coastal road just Southwest of SKOGAI with nil damage observed. Breaking over the water the second flight flew across CAPE DJAR and thence across the target. Lt Waggle strafed the two possible gun pits on the Cape and then dropped his last three bombs in the northern supply area of the target. Lt Francis, right wingman, strafed an A/A emplacement on the tip of CAPE DJAR which had fired at his plane each time it crossed the Cape but noted no damage inflicted. The A/A puff's from this position were described as bursting low off the ground and of considerable size. Continuing his attack to the South Lt Francis

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

Narrative Report, FFO 96-D, continued.

dropped his five bombs squarely within the northern section of the supply area. Crew members reported that boards and debris flew into the air from some of the hits. F/C Thomas, flying on the left wing of Lt Waggle, strafed the Cape and target areas and barely managed to flip his bombs along the indefinite eastern border of the target as the other planes were crowding him off the target.

4. Lt Rankin took the last flight of two A/Ps along the same course as the previous flights strafing TAMI DROME and the coastal road on the first pass, then wheeling over the water strafed CAPE DJAR, broke away to miss other planes in the area and strafed TAMI DROME and surrounding area again as they circled over the coast preparatory to their third run. Lt Rankin, finding he couldn't cut in far enough to effectively bomb the assigned target, dropped his five bombs at HOLTEKANG VILLAGE on the South shore of HUMBOLDT BAY. Shacks and debris were lifted one hundred feet into the air by direct hits. Lt Rankin, and his crew, reported nil signs of Jap activity in the area. Lt Pannall, on Lt Rankin's right wing, temporarily changed positions with his flight leader by swinging from the right to the left, was able to maneuver over the assigned target where he placed three bombs in the Southern section of the area and two in the Southeast portion all with nil observed results.

5. Lt Ames, meanwhile, had swung clear of the attacking force as it made its first pass and photographed the prescribed coastline. Upon the completion of his photographic run he joined with the Squadron on its third pass over the target strafing it as he went over.

6. The flights rejoined soon after leaving the target and returned to base without incident.

(b) A/A was reported as light-medium, slight, inaccurate generally below A/P level coming from the vicinity of SKOJAMBE and SKOMABC VILLAGES and the tip of CAPE DJAR.

(c) Fighter cover was good.

(d) 1. None of our planes was damaged.

2. No enemy planes shot down.

(e) Nil personnel injured.

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES

(a) Appendix "A" - Bombing, strafing, A/A and photo tables.

(b) Appendix "B" - Sketch of bombing run and hits.

(c) Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

A camouflaged area, thought to be a possible gun position, on the Southern slope of the big hill on CAPE DJAR. At least five fires sending black smoke to 5000 feet along the Western coast of HUMBOLDT BAY from HOLLANDIA to CAPE PIE and another on CAPE DJEWERI. Explosions and large sheets of red flame from possible ammo dump in the immediate vicinity of HOLLANDIA TOWNSHIP sending black smoke to 6000 feet. The coastal road appeared to be well used and wide enough to accommodate two vehicles. The beach along the same area is wide and seemed to be quite smooth.

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

Narrative Report, FFO 96-D, continued.

7. PHOTOGRAPHIC INTERPRETATIONS

Nil photos received.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Asst Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

CONFIDENTIAL

Narrative Report, WFO 96-D

BOMBING TABLES

A/P	NL. BOMBS	WEIGHT	TYPE	DELAY	ASSIGNED TARGET	TARGET O/P. PORT.	MISSED	SALVED
055	5	500 lb	Demo	8/11 sec.	5			
068	5	"	"	"	2			3
161	5	"	"	"	3	2		
237	5	"	"	"	3	2		
051	5	"	"	"	5			
592	5	"	"	"		5		
372	5	"	"	"		4	1	
278	5	"	"	"	3	2		
TOTAL	40				21	15	1	3

A/P 222, ninth ship did not carry bombs

STRAPING TABLES

A/P	.50 CALIBRE			MALFUNCTIONS	.30 CALIBRE		
	ROUNDS CARRD	EXPENDED			ROUNDS CARRD	EXPENDED	MALFUNCTION
055	4,000	2,100	IRS		4,000	500	
068	4,000	3,100	URN		4,000	800	
161	4,000	3,000	LRN		4,000	—	
237	4,000	1,000			4,000	1,600	
051	4,000	2,000	ULN		4,000	—	
592	4,000	2,200	ULS ULN		4,000	800	
372	4,000	2,100			4,000	600	
278	4,000	1,700	LLS ULN		4,000	—	
222	4,000	400			4,000	—	
TOTAL	36,000	17,600	8		36,000	4,300	

A/A

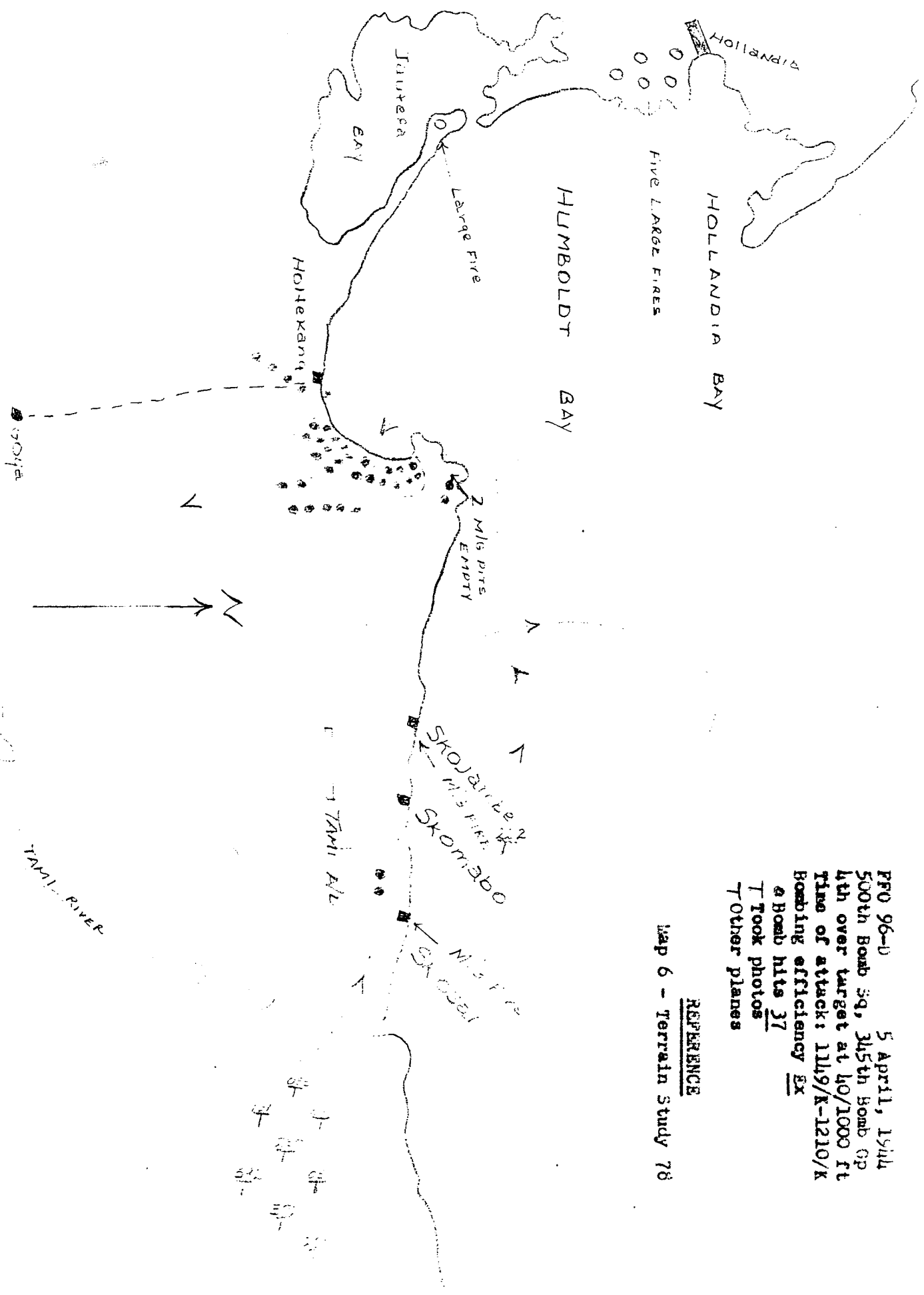
A/P	CALIBRE	INTENSITY	ACCURATE?	ALTITUDE OF BURSTS
051	Light	Slight	No	1000 ft
592	Light-medium	Slight	No	100/500

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
161	HUMBOLDT BAY	1149/K-1210/K	K-21	30	
237	"	"	K-21	30	
051	"	"	K-21	30	
592	"	"	K-20	12	
372	"	"	K-20	15	
278	"	"	K-20	13	
222	"	"	K-18	55	
TOTAL				185	

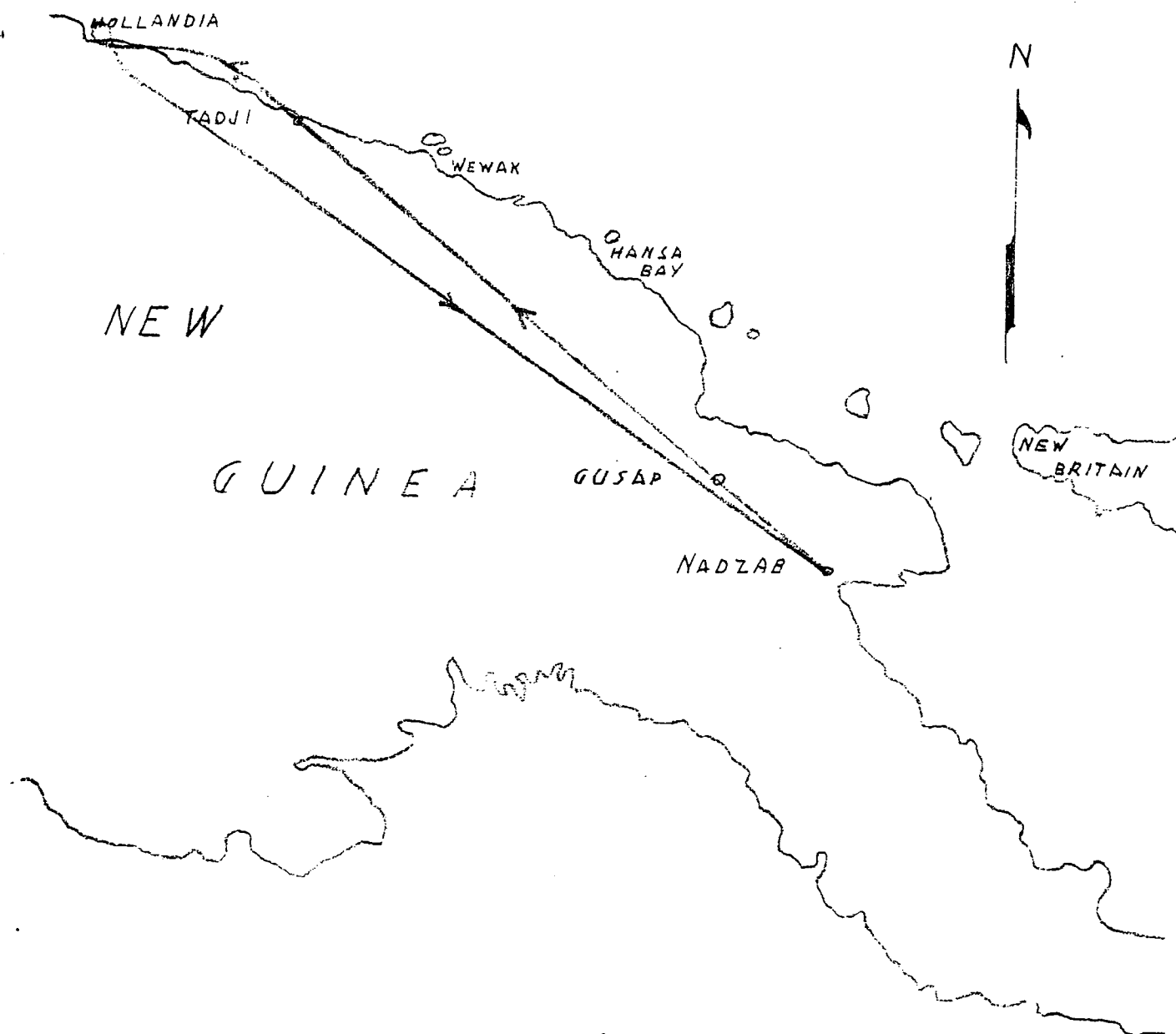
APPENDIX "A"

CONFIDENTIAL



PFO 96-U
 5 April, 1944
 500th Bomb Sq, 345th Bomb Gr
 lth over target at 40/1000 ft
 Time of attack: 1149/K-1210/K
 Bombing efficiency Ex
 a Bomb hits 37
 T Took photos
 T other planes

REFERENCE
 Map 6 - Terrain Study 78



FFO 96-D 5 April, 1944
 500th Bomb Sqdn, 345th Bomb Gp
 4th over target at 40/1000 ft.
 Time of attack: 1149/K-1210/K

REFERENCE

Fighter Grids - V-Bomber Command

By RLB/IM NARA, Date 5/20/91500
99-D
8 APRIL 4
abmC O N F I D E N T I A LOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

PAC/jwd

8 April, 1944

Subject: Narrative Report on Mission FFO 99-D, performed by nine B-25D-1's
of the 500th Bomb Squadron on April 8, 1944.

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

1. GENERAL

(a) In what was scheduled to be a continuation of the aerial offensive against the enemy base at Hollandia, three squadrons of nine planes each of the 345th Bombardment Group (M) were ordered to hit supply and stores areas on the shores of HUMBOLDT BAY in a minimum altitude attack on April 8, 1944. The bomb load was to be 8 X 300 lb bombs, 8/11 second delay fuse, per airplane, and the route was to be direct to target after rendezvous with one squadron of P-38's close cover and one squadron of P-38's top cover at ANNENBERG at 2500 feet. In the event the primary target could not be reached a secondary target of BRANDI PLANTATION, and a tertiary target of HANSA BAY area was given.

After thorough briefing on bomb lines and targets, crews of the 500th Squadron were alerted at 0805/K for a takeoff at 0835/K. Time over the primary target was scheduled for 1130/K to 1137/K with the 500th Squadron leading the 345th Group, which in turn was to lead the 38th Bomb Group (M) to the target.

(b) After takeoff as scheduled, rendezvous with the 38th Group and fighter cover was accomplished as planned at ANNENBERG between 0942/K and 0946/K.

(c) Turned back at BURIU before reaching the primary target because of a moderate front and because fighter cover turned back, nine B-25D-1's of the 500th Squadron hit instead the secondary target of BRANDI PLANTATION near WEWAK in a low level attack on April 8, 1944. The target area, consisting of piled stores and several huts and shacks, was generally battered by explosions of 72 X 250-pound bombs, all of which fell in the target. Direct hits were scored on piles of boxes in the southwestern section of the plantation; approximately 12 shacks in the Western extremity of the target were demolished and debris was seen to spray into the air as our planes banked away. Other results were unobserved. An area from BRANDI RIVER, including the plantation, and along the entire Eastern coast of CAPE MOEM was strafed, as were 12 apparently serviceable barges partly hidden by foliage on the East-central shoreline of CAPE MOEM.

Enemy opposition was anemic, consisting of light, inaccurate machine gun fire from the Northwest corner of BRANDI PLANTATION near the road.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses was reported.

(e) Takeoff: 0835/K from Strip #3, Nadzab.

Rendezvous: At 0942/K to 0946/K at ANNENBERG.

Attack: 1045/K to 1050/K at 50/150 feet. Estimated ground speed over the target was 230 miles per hour.

Landing: 1245/K to 1255/K at Strip #3, Nadzab.

(f) Route: NADZAB - GUSAP - ANNENBERG - BURIU - REVERSE - to BORAM - CAPE WOM - OUT OVER SEA - to target.

Return: TARGET - MARIENBURG - DUMPU - NADZAB.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on FFO 99-D continued.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Our Squadron, led by Lt Speicher, Operations Officer, led the 345th Group and the striking force. The Squadron was divided into flights as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 048 - Lt Speicher	A/P 237 - Lt Fritzshall	A/P 372-Lt Rankin
A/P 051 - Lt Francis	A/P 222 - Lt Pannell	A/P 059 Lt Truman
A/P 055 - Lt Doman	A/P 068 - Lt Gautreau	A/P 161 Lt Shirreffs

3. DETAILS OF THE MISSION

(a) Lt Speicher led the striking force and our squadron of nine Mitchells direct from ANNENBERG to the village of BURIU, Southwest of WEMAK enroute to NUMBOLDT BAY, the primary target. However, at BURIU a moderately strong front was encountered and fighter cover left the group. Lt Speicher returned along the route to a point just South of WOM POINT, where he veered off toward the coast and circled to the East around to BRANDI PLANTATION. He lined the flight up on the secondary target, from the Southeast to Northwest. The Squadron leader, scaling the trees at minimum altitude, initiated the attack by strafing and then dropped his eight 250-pound demo bombs within that part of the plantation South of the coastal road. After the strafing and bombing Lt Speicher noticed that there were 12 or 13 shacks in the Southwestern corner of the area. Sweeping over the target area, he continued to strafe with .30 and .50 calibres at the coastal areas extending West and North from BRANDI PLANTATION and along the Eastern shore to the tip of CAPE MOEM. Lt Francis, on the right wing, followed the able leadership of our Operations Officer and deposited his eight bombs in a neat string across the Southern section of the Plantation area. He strafed the target and along CAPE MOEM's Eastern shore. His crew was unable to report definite damage but mentioned that the target was generally battered ~~that~~ by this and previous attacks.

Lt Doman, in left wing position, scattered shacks and caused considerable flying debris as the result of his bombing. All eight missiles landed at well-spaced intervals across the plantation area. He gave the remainder of the coast, from and including the target to the East end of CAPE MOEM, a thorough working over with his forward firing guns. However, like so many of these targets, observation of damage is difficult because of the heavy foliage. Lt Doman as well as the other two flight members believed the coastal road and bridge to be in A-1 condition.

Lt Fritzshall, an experienced and capable pilot, led the second flight of three planes over the plantation area. The flight leader strafed across the target on a West Northwesterly heading, depositing all eight bombs across the proper target area. He reported a direct hit on a pile of stores, possibly foodstuffs, located in the Southwestern section of the assigned area. Light smoke and debris marked the areas in which the bombs exploded. Lt Fritzshall continued to strafe as the leading flight had done, along the coast of CAPE MOEM, with no observed results.

Lt Pannell, in right wing position, inflicted more misery on the Japs by strafing the plantation and blowing shacks to bits with his eight bombs, all of which landed in the target.

Lt Gautreau in left wing position carried through in characteristic manner by strafing and dropping eight 250 pound bombs at BRANDI PLANTATION. Excellent placement within the assigned area assured considerable damage but smoke and foliage obliterated definite observation. He continued on at low level to strafe along the East coast of CAPE MOEM with unobserved results.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on FFO 99-D continued.

To complete our Squadron's triple threat, Lt Rankin, third flight leader, winged through the previous flight's pump wash dribbling eight bombs along the Southern edge of the target. He reported 10 shacks in the Southwestern corner of the area as being demolished instantly. He strafed the area and continued on to strafe the Eastern shoreline of CAPE MOEM. Lt Truman, relatively new in combat, proved his mettle and added more ruins to the battered target by bombing and strafing. All his eight bombs left their imprint within the assigned plantation area. He also strafed an unserviceable truck in the Western section of the target and like his flight leader, on whose right wing he was flying, he strafed the coastline. Damage was not observed.

Lt Shirreffs, flying on Lt Rankin's left wing, reported that all eight of his bombs landed in the Southern part of the target and that five shacks were destroyed by his strafing and bombing. As he strafed up the coast and along the shore of CAPE MOEM, he noticed twelve (12) barges almost completely hidden beneath branches overhanging the shore. Apparently serviceable, they were lying at the Eastern shore of CAPE MOEM where the pensular bulges out from the neck. He strafed the barges with no definite results observed. One crew reported light machine gun fire in the Northwest corner of BRANDI PLANTATION. Other than that no ack ack was reported. Pilots stated the target was particularly uninviting. There was no interception and no friendly fighters were observed within sight.

The Squadron re-formed after leaving the target and flew directly back to base, landing safely. One crew reported hydraulic system failure upon landing but the plane was kept under control and no damage resulted.

- (b) A/A was light, slight and inaccurate.
- (c) Fighter cover was not seen during the attack.
- (d) 1. Nil planes of this squadron damaged.
- 2. No enemy planes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATION FOR AWARDS

Nil

5. APPENDICES

- Appendix "A" - Bombing, strafing and photographic tables
- Appendix "B" - Sketch of bombing run and bomb hits.
- Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

One parked truck and a concentration of approximately 500 oil drums were seen 50 feet North of the coastal road and East of BRANDI PLANTATION about four miles. The coastal road running from this point to West of WOM POINT appeared to be in excellent condition. The bridge on the coastal road crossing the BRANDI RIVER was in a serviceable condition. Three empty trucks were parked on the road about one and a half miles West of BRANDI PLANTATION. A large garden covering about 100 acres and apparently in good condition was observed at WOM POINT.

7. Two K-17, two K-21 and one K-20 photos of this Squadron, plus photos from other squadrons generally confirm reports of bomb hits and damage to huts and buildings. Some buildings remain intact and appear to house stores. About 17 two-wheeled wagons line the coastal road.

For the Squadron Commander:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

By RLB/IM NARA, Date 5/20/91

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

Narrative Report on FFO 99-D

3 Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

PHILIP A. HUTCHINSON

1st Lt, Air Corps

Ass't Intelligence Officer.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on FFO 99-D

APPENDIX "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	OTHERS
048	8	250 lbs	demo.	8/11 second	8	
051	8	"	"		8	
055	8	"	"		8	
237	8	"	"		8	
222	8	"	"		8	
068	8	"	"		8	
372	8	"	"		8	
059	8	"	"		8	
161	8	"	"		8	
TOTAL	72	250 lbs	demo.	8/11 second	72	Nil

STRAFING TABLE

<u>.50 Calibre</u>				<u>.30 Calibre</u>		
A/P	RDS. CARR'D	EXPENDED	MALFUNCTIONS	RDS. CARR'D.	EXP.	MALF.
048	4,000	2200	ULN	4,000	Nil	
051	"	800	URN	"	Nil	
055	"	2000	URN	"	900	
237	"	500	LLW, LLN	"	500	
222	"	1800	LRN, URN	"	Nil	
068	"	1200	URW, LRW	"	400	
372	"	600	Nil	"	Nil	
059	"	1100	Nil	"	200	
161	"	2750	ULW	"	Nil	
TOTAL	36,000	12,950	Ten	36,000	2000	Nil

PHOTOGRAPHS

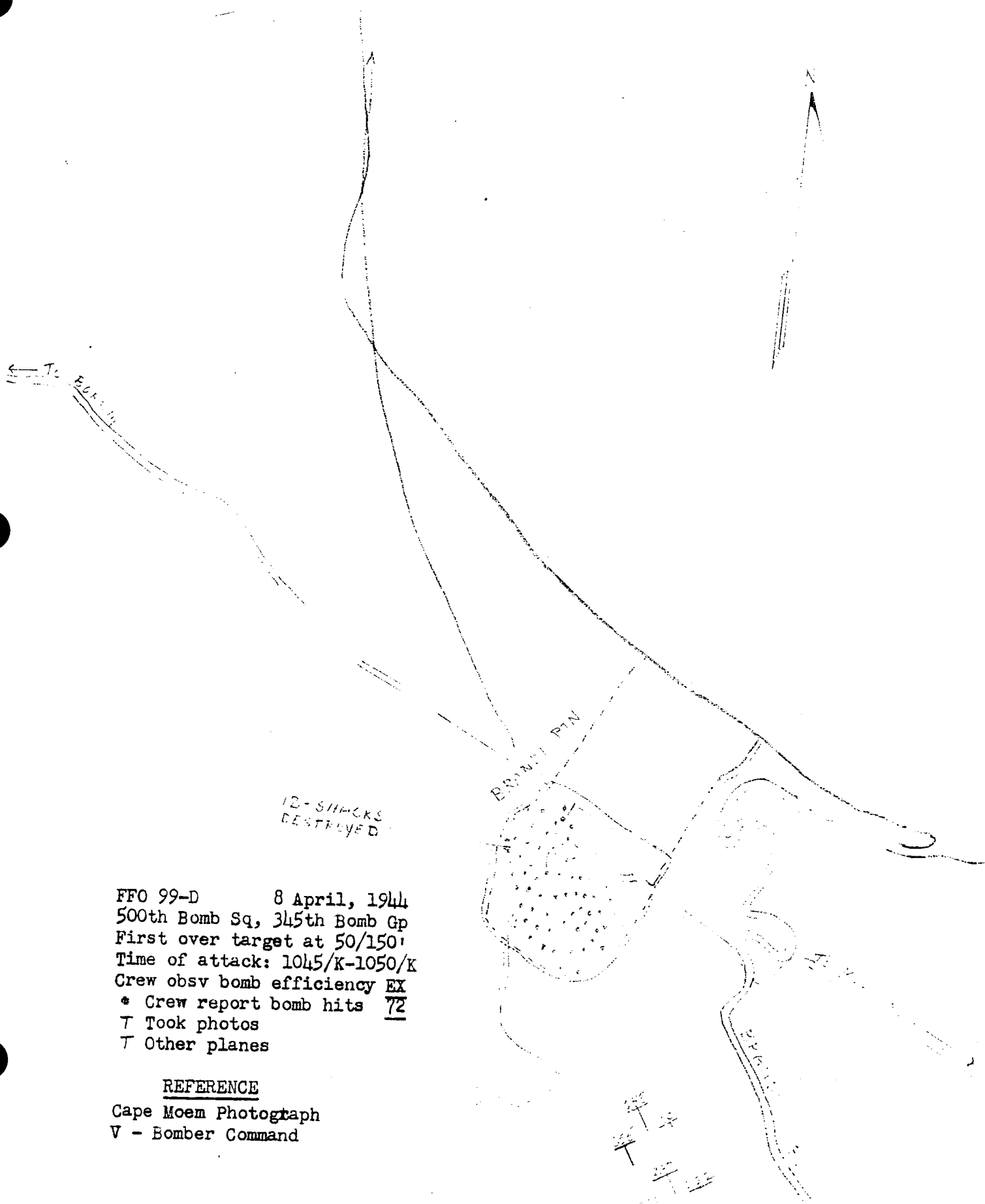
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
048	Brandi Plantation	1045 to 1050/K	K-17	Nil	took movies
055	"	"	K-21	30	
068	"	"	K-21	30	
372	"	"	K-20	10	
059	"	"	K-20	10	
161	"	"	K21 & K-17	40	
TOTAL	Brandi Ptn.	1045 to 1050/K	K-20, K-21, K-17	120	movies taken

A/A

Crews of A/P's 048 and 161 reported light, slight, inaccurate machine gun fire from Northwest corner of Brandi Plantation.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

By RLB/IM NARA, Date 5/20/91



FFO 99-D 8 April, 1944
500th Bomb Sq, 345th Bomb Gp
First over target at 50/150'
Time of attack: 1045/K-1050/K
Crew obsv bomb efficiency EX
* Crew report bomb hits 72
T Took photos
T Other planes

REFERENCE

Cape Moem Phototaph
V - Bomber Command

By RLB/IM

NARA, Date

5/20/91

DATE - APRIL 1944

EASTERN NEW GUINEA
NAVIGATION CHART

Equatorial Scale:- 1:1,25,000
31.72 Naut. Miles = 1 inch
Mercator Projection

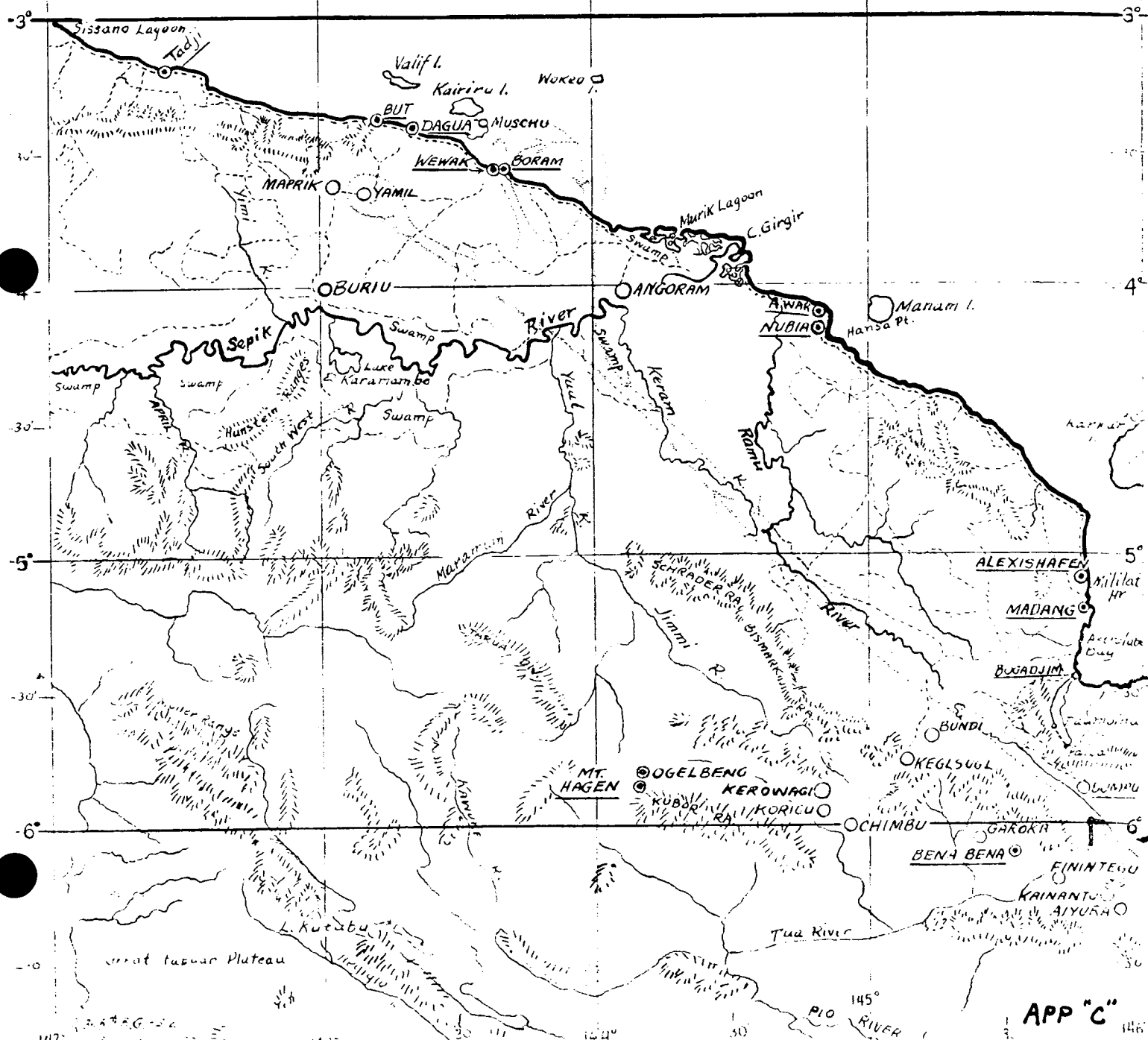
NO. 15477 ORDER 345th
SQUADRON ENGINE OVER ENGINE FIRST

2711100 50 to 150 Ft.

TIME OVER 1045/K to 1050/K

7 (BLUE) FINGER TAKING PHOTOS

T (BLACK) (CHIEF PLAINS (ALL PLAINS) 40 IN. HIG.
AT BEGINNING OF ROW.)



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

500
100-6
9 APRIL 4

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

PAH/jwd

10 April, 1944

Subject: Narrative Report on Mission FPO 100-0, performed by nine B-25D's of the 500th Bombardment Squadron (M) 9 April, 1944.
Objective: Stores, personnel, buildings at St. Anna Mission, Aitape.

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

1. GENERAL

(a) Stores, personnel areas and buildings at St. Anna Mission near Aitape on the Northwest coast of New Guinea were targets assigned two Squadrons of nine planes each of the 345th Bomb Group (M) on the morning of April 9, 1944. A third squadron of the Group, the 501st, was to attack an area South of the South runway at TADJI with incendiary bombs. The 500th Squadron, carrying incendiaries, and the 499th Squadron, loaded with 500-pound demolition bombs, were to attack the St. Anna Mission area at 4000 feet altitude. Our bomb load consisted of 6 x 500 lb clusters, containing 128 incendiary units per cluster in each of nine airplanes to make a total of 6,912 incendiary bombs. Secondary target was HANSEN BAY area.

Alerted at 0740/K, with takeoff set for 0830/K, our squadron was to assemble with the group soon after takeoff and rendezvous with one squadron of P-47's for fighter cover at AMBERBERG at 6000 feet, thence proceed direct to target, striking at 1100/K to 1105/K. The 38th Bomb Group which had been assigned another target in the area, was to lead the wing, with the 345th Group, led by the 499th Squadron, taking No. 2 position.

(b) Group assembly was soon after takeoff, rendezvous with 38th Group took place at 0900/K at LAKON RIVER, and with fighter cover at AMBERBERG at 0950/K.

(c) Nine B-25's (B's, D-1's and D-2's) of the 500th Squadron scattered 6,912 individual incendiary bombs throughout the length and 2/3 of the width of St. Anna Plantation and Mission immediately West of HAINU RIVER near AITAPE on the morning of April 9, 1944. The attack, made from 4000 feet, resulted in direct hits on ST. ANNA MISSION and on a few huts throughout the area, in addition to spreading numerous, short-lived fires in the target area. TUMBUK hamlet, in the extreme Northwest corner of the target, was one of the few places untouched by fire bombs, according to crews. Two large fires, sending gray smoke to more than 300 feet, were started, one in ST. ANNA MISSION and another in a small native village at the East end of ST. ANNA PLANTATION. Bombing in general was excellent. Enemy opposition in any form was absolutely nil.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses was reported.

(e) Takeoff: 0845/K from Strip 3, Nadzab.

Rendezvous: According to plan.

Attack: 1106/K to 1108/K at 4000 feet. Estimated ground speed over target 230 miles per hour.

Landing: Seven A/P's between 1345/K to 1400/K. Remaining two A/P's landed Strip 3, Nadzab at 1645/K.

(f) Route: K DAK - LAKON RIVER - AMBERBERG - target.

Return: Target - SAMIK - ADAL VALLEY - ADAL - LAKON.

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

Narrative Report on Mission PFO 100-C continued.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 499th Squadron led the 345th Group, which was in No. 2 position in the striking force. Our Squadron, led by Lt Fritzshall, was composed in flights as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
444 - Lt Fritzshall	443 - Lt Rankin	597 - Lt Brigham
068 - Lt Waggle	278 - Lt Gautreau	237 - Lt Pannell
426 - Lt Truman	051 - F/O Thomas	224 - Lt Shirreffs

3. DETAILS OF THE MISSION

(a) Our Squadron, led by Lt Fritzshall, approached the target - St. Anna Plantation, from an Easterly direction, paralleling the coast about one quarter of a mile inland. Lt Fritzshall dropped all his 768 incendiary bombs across the entire Southern section of the target area, extending West from the Raihu and including the plantation area. Lts Waggle and Truman followed the flight leader's example and systematically covered approximately the same area with 1536 incendiary units. Lt Truman scored direct hits on two of the ST. ANNA MISSION buildings.

Lt Rankin, second flight leader, buzzed the target on the tail of the first flight, and splattered his six incendiary clusters East to West across the entire central section of the plantation. Lts. Gautreau and Thomas, on right and left wing positions peppered the central areas from East to West with a total of 12 clusters. Coverage was excellent but damage was generally unobserved.

Lt Brigham, an able pilot from 345th Group Headquarters, led the third flight over St. Anna Plantation, all his 768 units being well placed along the Northern limits of the plantation. Lts Pannell and Shirreffs, on left and right wings, released their incendiary units, totalling 1536, across the Northern and coastal section of the area. They reported excellent coverage and photos bear this out.

The three flights re-formed and assumed their position in the Group formation which then headed for the home base. Slightly Southeast of Tadjil the Group encountered weather and went on instruments. At this time Lts Shirreffs and Pannell were seized by a severe updraft and their ships were carried from 10,000 feet to 20,000 feet. Suddenly each plane was caught in an equally strong downdraft which forced them down within the cloud at about 9000 feet. Both planes then broke out over the sea below Tadjil into clear sky. The weather front continued to extend Southeast along the coast without a break so Lts Shirreffs and Pannell proceeded to Korote strip on Los Negros Island, landing at 1350/K. They both took off at 1430/K and returned to base at 1645/K.

Lt Shirreff's A/P, No. 224, sustained minor damage during the struggle in the convective currents of the cloud. A .30 calibre waist gun broke loose and after bouncing around, finally lodged its barrel sticking through the fuselage. Crew members were badly shaken up but no injury was reported. The remainder of the Squadron had been more fortunate, being able to maneuver through the front.

All these A/P's returned to base direct without incident. Bombing was excellent, there was no A/A or interception and all crews reported that the general target area appeared deserted.

- (b) Nil A/A
- (c) Nil complaints about the fighter cover. It was excellent.
- (d) One of our A/P's was slightly damaged by accident.
- No enemy planes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR A/A AND
Nil.

Narrative Report on FPO 100-G continued.

5. APPENDICES

- Appendix "A" - Bombing and photographic tables
- Appendix "B" - Sketch showing bomb run and bomb hits.
- Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

A medium sized fire with gray smoke seen at PRO VILLAGE. Two fires with gray smoke to about 300 feet were seen in the North and South sections of an area between the North strip at TADJI and the coast. North strip unserviceable. Five unserviceable planes of undetermined type observed at the East end of the North Tadjji strip. The South strip appeared unserviceable. Twelve large European-type, red-roofed buildings were sighted at VOKAU VILLAGE. Three European type buildings at AITAPE, just South of Aitape river mouth were seen to be demolished by previous bombings. An empty gun pit was seen on the South shore of the mouth of Aitape River. The bridge across Aitape River appeared serviceable. An undetermined number of large European type houses were seen on TUNERO ISLAND, ALI ISLAND and SELAC ISLAND. The mission on ALI ISLAND seemed to be seriously damaged. A building approx. 100 X 100 feet, shaped like an "I", was seen burning at PRO VILLAGE.

7. PHOTOGRAPHIC INTERPRETATION

K-17 and K-21 photos received confirm crew reports of bomb hits and location of the two large fires in the target.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Ass't 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 on FFO 100-G

APPENDIX "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	ON TARGET	REMARKS
414	6 Clusters - 768 units	3000 lbs	Incendiary	768	Cluster - 500#
068	" " " "	3000	"	768	" "
426	" " " "	3000	"	768	" "
443	" " " "	3000	"	768	" "
278	" " " "	3000	"	768	" "
051	" " " "	3000	"	768	" "
597	" " " "	3000	"	768	" "
237	" " " "	3000	"	768	" "
224	" " " "	3000	"	768	" "
TOTAL 54 Clusters, 6912 units 27,000 lbs Incendiary				6912	500 lbs clusters

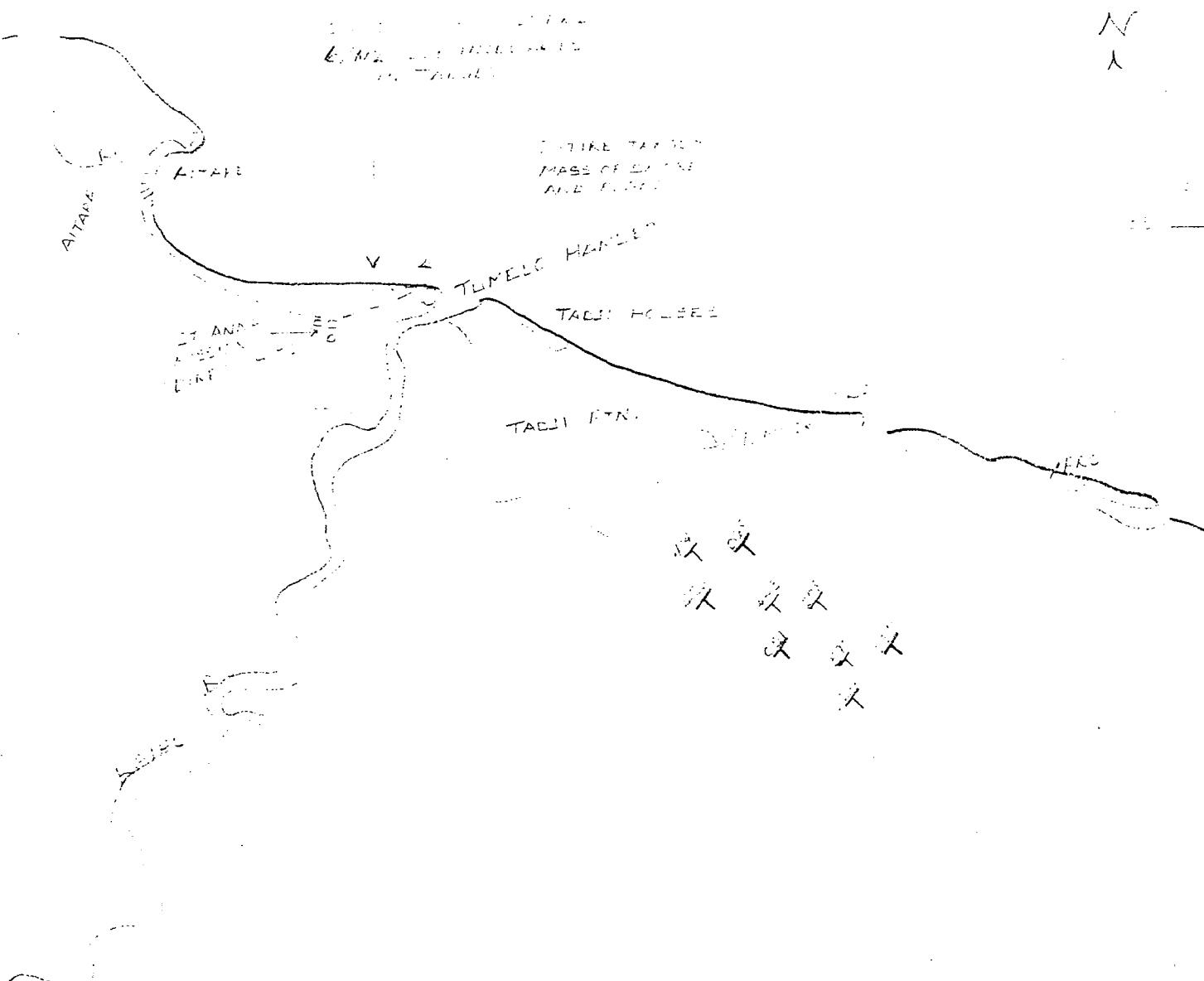
PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
068	Nil	Nil	K-21	Nil	Camera failure
051	St. Anna Ptn.	1106 to 1108/K	K-21	30	
237	Nil	Nil	K-21	Nil	Fuse blown
224	St. Anna Ptn.	1106 to 1108/K	K-17	15	
SUMMARY	St. Anna Ptn.	1106/K to 1108	K-21, K-17	45	

Nil A/A.

Nil strafing.

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

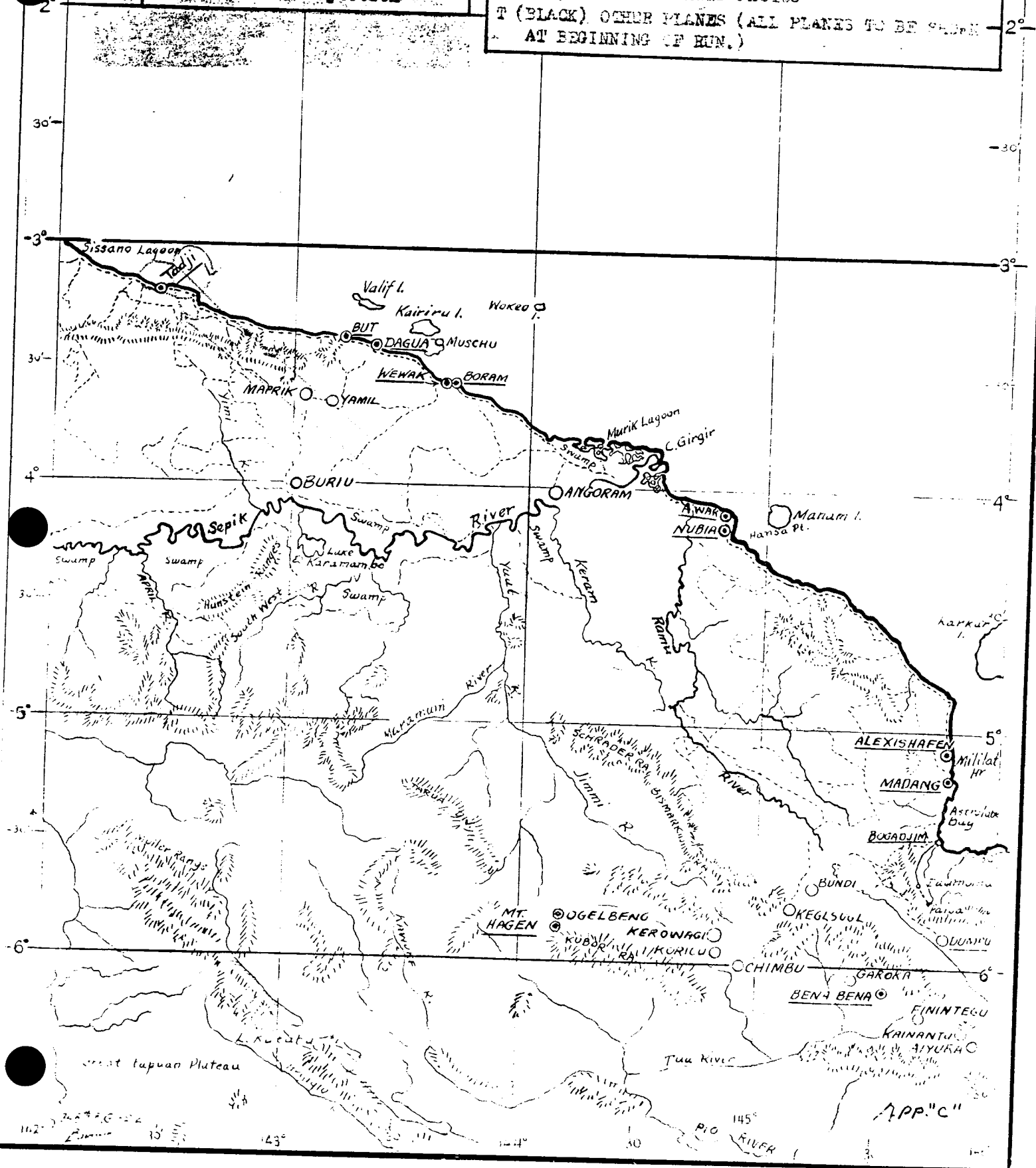


MISSION NO. 100-G. APRIL 9, 1944
 SQUADRON NO. 500th. GROUP- 345th,
 ORDER OVER TARGET---SECOND
 TIME OVER TARGET--1106/K to 1108/K
 T(BLUE) PLAINES TAKING PHOTOS
 *** T (BLACK) OTHER PLANES
 MAP REF. AITAPE EAST 1:1

APPENDIX "B"

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
 Equatorial Scale:- 1:2,315,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

MISSION NO. 100-G DATE 9 APRIL 1944
 SQUADRON NO. 500 TH GROUP 345 TH
 SQUADRON ORDER OVER TARGET 2ND
 ALTITUDE 4000 FT.
 TIME OVER TARGET 1106/K TO 1108/K
 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
102-D
11 APRIL 44
awh

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

12 April, 1944

Subject: Narrative Report on Mission FFO 102-D, Performed by the 500th Bombardment Squadron April 11, 1944. Objective: Target 29D - WEWAK.

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

1. GENERAL

(a) Stores and personnel areas designated as targets 27D and 29D in the WEWAK AREA were the objectives of a medium altitude assault by two squadrons of twelve B-25's each from the 345th Group. The 501st Squadron was to hit the former target, the 500th the latter. Each plane was to be loaded with 12 X 100 pound smoke bombs and the estimated dropping altitude was set at 6,000 feet. The two squadrons were to assemble over the LERON RIVER and rendezvous with one squadron of Thunderbolts at 1045/K, 3000 feet over ANNANBERG. Takeoff was set at 0940/K and the route was Base - ANNANBERG - Target. Crews were thoroughly briefed on existing bomblines before takeoff.

(b) The two squadrons of the Group assembled at 1,500 feet over the LERON RIVER at 1002/K and with the 501st in the lead proceeded to ANNANBERG where rendezvous with one squadron of P-47's was effected at 1050/K at 5,500 feet.

(c) Twelve B-25's (D's, D-1's & D-2's) of the 500th Squadron dropped 140 X 100 pound smoke bombs squarely in the target assigned to them. Six/seven shacks in the Northwestern corner of the target were seen to be definitely destroyed but the billowing white smoke which rose immediately after the first bombs landed prevented any further observation of damages inflicted. The target was completely covered by the excellent pattern bombing. Four bombs hung up in the one of the planes and was salvaged in the wrecked planes at WEWAK STRIP. All four exploded on impact.

(d) 1. There was nil interception although two enemy SSF were seen airborne in the area.

2. Nil Allied or enemy plane losses was reported.

(e) Takeoff: 0938/K to 0942/K from Strip 3, NADZAB.

Rendezvous: With one squadron of fighters at 1050/K over ANNANBERG at 5,500 feet.

Attack: 1135/K to 1137/K at 4750/5300 feet. Estimated ground speed over target 230 miles per hour.

Landing: 1327/K to 1332/K at Strip 3, NADZAB.

(f) Route to target: NADZAB - LERON RIVER - DUMPU - ANNANBERG - TARGET.

Return: TARGET - RAMU VALLEY - DUMPU - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 501st Squadron led the two-squadron formation. Capt Dougherty, Squadron Commanding Officer led our twelve plane formation.

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>	<u>FOURTH FLIGHT</u>
224-Capt Dougherty	414-Lt Rankin	597-F/O Thomas	443-Lt Fritzshall
051-Lt Scudder	055-Lt Doman	372-Lt Francis	068-Lt Waggle
237-Lt Whitsel	278-Lt Gautreau	161-Lt Pannell	059-Lt Shirreffs

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

Narrative Report, FFC 102-D, continued.

3. DETAILS OF THE MISSION

(a) 1. Our Squadron of twelve Mitchells led by Capt Dougherty, Commanding Officer, approached WENAK from a Southeasterly direction over the ALEXANDER MOUNTAIN RANGE. He lined his flights up on the target, 29D, a stores and personnel area lying approximately 2500 feet Northwest of BORAM DROME and immediately Southwest of CAPE BORAM. The area extended along the coast from the western base of CAPE BORAM for about 2000 feet and inland for approximately three-fourths of a mile.

2. Capt Dougherty wisely elected to cut across the target in a North-northwesterly direction thus lessening chances of being a good target for a heavy A/A position reported on the Western tip of CAPE BORAM. He perched above the target at approximately 5000 feet and presented the Japs in the area with twelve well-spaced 100 pound smoke bombs. He reported excellent coverage from the Southeast corner to the northwest corner of the target. Clouds of white smoke obscured any definite damages inflicted not only by Capt Dougherty's bombs but by those of the other eleven planes also. Lt Scudder with his eyes fixed upon the flight leader's right wing toggled his bomb load out slightly to the right of Capt Dougherty but extending across the target in the same efficient manner. By the time Lt Whitsell, left wingman, had dropped his twelve bombs in a string across on the left of the flight leaders pattern, the area was practically covered by dense white smoke.

3. The second flight, under the leadership of Lt Rankin, followed in trail of the Squadron leader's element. Lt Rankin opened his bomb bay doors and at precisely the proper moment sent his twelve bombs sailing earthward at short intervals. His coverage, favoring the Easterly side of the first flights pattern and extending South to North across the area, was excellent. Lt Doman, concentrating on Lt Rankin's right wing, released his bombs just East and extending the same distance as the pattern of his leader. Lt Gautreau, left wingman, matched the same excellent coverage depositing his twelve bombs slightly to the West of the leader's string.

4. Adding to the certain but undiscernable havoc inflicted by the first two flights, the third flight guided by F/O Thomas toggled out their bombs efficiently across the target. F/O Thomas dropped eight of his in the South-central section of the target before experiencing rack malfunction. Lt Francis, in right wing position, carefully released twelve smoke units, all of which registered hits in the target. Lt Pannell, number three man in the third element, gave the Japs more trouble adding his twelve 100 pounders to those already dropped in the target. F/O Thomas broke away from the area over the water, swinging 180° to the West and South, as did the other flights, and as he flew across the coast salvoed his remaining four "smoker" bombs on revetments at the West end of WENAK STRIP. Smoke from the bombs indicated that all four exploded on impact.

5. Lt Fritzshall guided the last flight in the path of the previous attackers. His twelve bombs splattered across the target along the center extending to the North and South boundaries. Lt Waggle, matching wingtips on the flight leader's right side, disposed of his bombs in a similar manner, all of his bombs hitting the target in an orderly string. Lt Shirreffs, in the left wing position, dropped the curtain on the demonstration^{or} superior American Aerial power as all his smoke bombs exploded across the entire Western section of the area assigned.

6. Our planes had their own way with no enemy opposition and crews were well pleased with the mission. To them WENAK AREA appeared to be

Narrative Report, FFO 102-D, continued.

battered perhaps to the point of submission. However, as our planes withdrew over the ALEXANDER RANGES South of WEWAK a short distance, they encountered two enemy fighters, probably Tony's, heading toward WEWAK. They failed to make any passes preferring to hover close to the ground and left the vicinity quickly as possible. Although the planes were almost out of range, one gunner managed to get one of them in his sights but no damage resulted from the short burst he fired. All our planes returned direct to base landing safely with no injury to any personnel being incurred on the mission.

- (b) Nil A/A
- (c) Fighter cover was excellent.
- (d) 1. None of our planes were damaged.
2. No enemy planes shot down in combat.
- (e) No personnel injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

- (a) Appendix "A" - Bombing and photographic tables.
- (b) Appendix "B" - Sketch showing bomb run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

A total of ten possibly serviceable SSF parked in revetments located along the Northern edge of BORAM STRIP; three serviceable barges just off the Southwest shore of CAPE BORAM; ten/fifteen barges off East-central shore of WEWAK POINT; two fires belching flame with black smoke to approximately 2,000 ft, one in the Central and Northern neck of CAPE MOEM, the other 1 mile due East of BORAM STRIP; WEWAK TOWNSHIP appeared noticeably barren.

7. PHOTOGRAPHIC INTERPRETATION

K-17 and K-21 photos received confirm crew reports as to the accuracy of their bombing. Entire WEWAK AREA appears barren and bombed out. Quite a few wrecked planes are lying in the "graveyards" of BORAM STRIP.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Asst 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 FFC 102-Q

BOMBING TABLE

A/P	NO BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVOED	RETURNED
224	12	100 lb	Smoke	Instant.	12		
051	12	"	"	"	12		
237	12	"	"	"	12		
414	12	"	"	"	12		
055	12	"	"	"	12		
278	12	"	"	"	12		
597	12	"	"	"	8	4	
372	12	"	"	"	12		
161	12	"	"	"	12		
443	12	"	"	"	12		
068	12	"	"	"	12		
059	12	"	"	"	12		
TOTAL	144	100 lb	Smoke	Instant.	140	4	

Nil ammunition expended in strafing.

Nil A/A encountered.

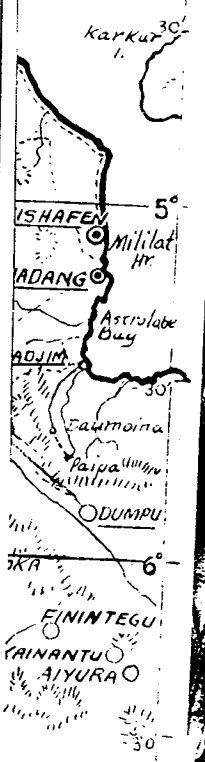
PHOTOGRAPHS

A/P	LOCATION	TIME	TYPE	EXPOSURES	REMARKS
237	NEWAK-BORAM	1134/K-1138/K	K-21	30	
055	"	"	K-21	30	
597	"	"	K-17	20	
068	"	"	K-21	30	
TOTAL	NEWAK-BORAM	1134/K-1138/K	K-17, K-21	110	

APPENDIX "A"

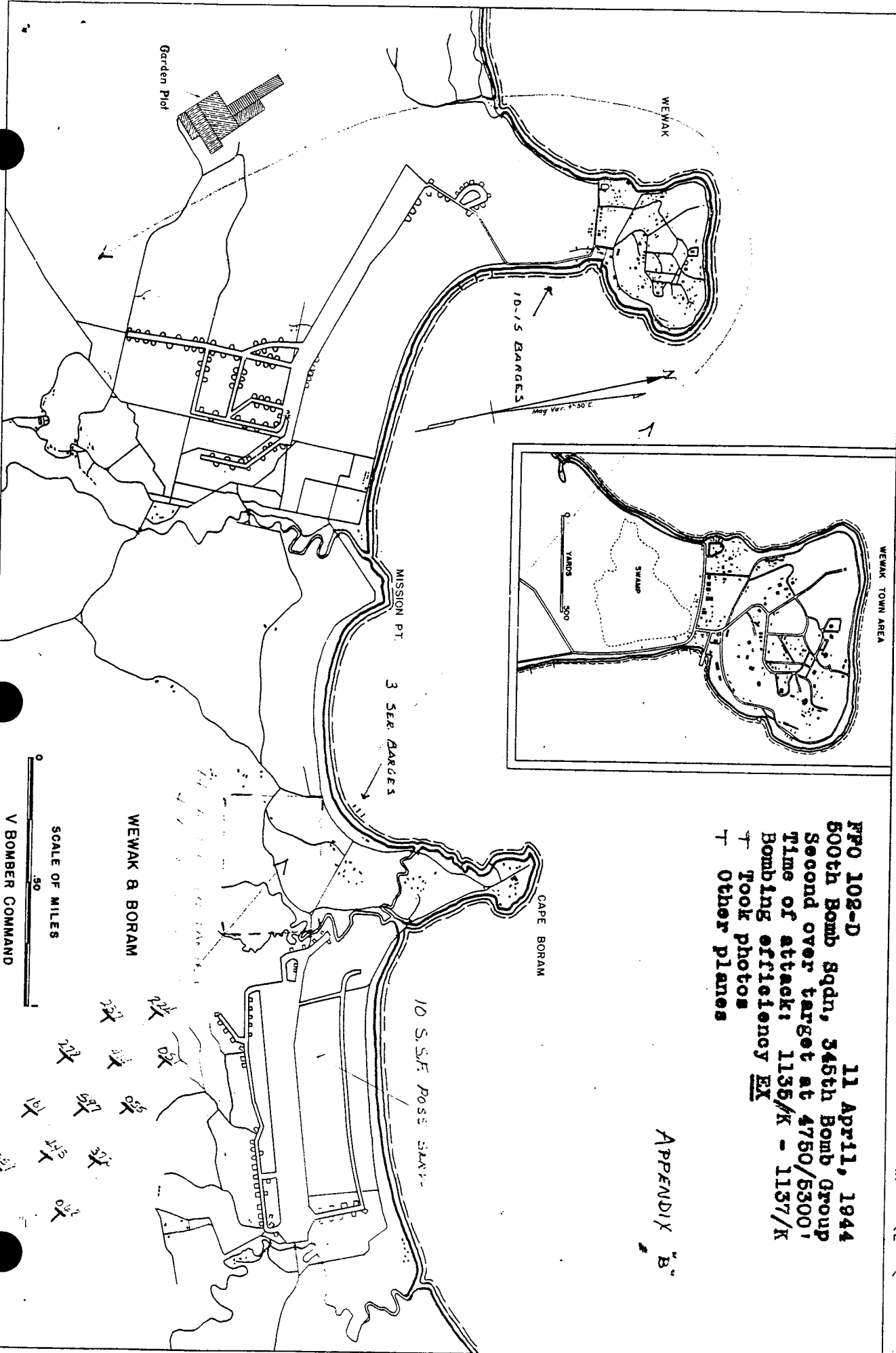
C O N F I D E N T I A L

1944
 TM
 PP. "C"



WFO 102-D
 11 April, 1944
 800th Bomb Sqn, 345th Bomb Group
 Second over target at 4750/5300
 Time of attack: 1135/K - 1137/K
 Bombing efficiency EX
 + Took photos
 + Other planes

APPENDIX "B"



By RLB/IM NARA, Date 5/20/91500
102-D
APR 11 1944
COWKC O N F I D E N T I A LOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAR/rpb

12 April, 1944

Subject: Narrative Report on Mission FPO 102-D, Performed by the 500th Bombardment Squadron April 11, 1944. Objective: Target 29D - NEWAK.

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

1. GENERAL

(a) Stores and personnel areas designated as targets 27D and 29D in the NEWAK AREA were the objectives of a medium altitude assault by two squadrons of twelve B-25's each from the 345th Group. The 501st Squadron was to hit the former target, the 500th the latter. Each plane was to be loaded with 12 X 100 pound smoke bombs and the estimated dropping altitude was set at 6,000 feet. The two squadrons were to assemble over the LERON RIVER and rendezvous with one squadron of Thunderbolts at 1045/K, 3000 feet over ANNANBERG. Takeoff was set at 0940/K and the route was Base - ANNANBERG - Target. Crews were thoroughly briefed on existing bomblines before takeoff.

(b) The two squadrons of the Group assembled at 1,500 feet over the LERON RIVER at 1002/K and with the 501st in the lead proceeded to ANNANBERG where rendezvous with one squadron of P-47's was effected at 1050/K at 5,500 feet.

(c) Twelve B-25's (D's, D-1's & D-2's) of the 500th Squadron dropped 140 X 100 pound smoke bombs squarely in the target assigned to them. Six/seven shacks in the Northwestern corner of the target were seen to be definitely destroyed but the billowing white smoke which rose immediately after the first bombs landed prevented any further observation of damages inflicted. The target was completely covered by the excellent pattern bombing. Four bombs hung up in the one of the planes and was salvaged in the wrecked planes at NEWAK STRIP. All four exploded on impact.

(d) 1. There was nil interception although two enemy SSF were seen airborne in the area.

2. Nil Allied or enemy plane losses was reported.

(e) Takeoff: 0938/K to 0942/K from Strip 3, NADZAB.

Rendezvous: With one squadron of fighters at 1050/K over ANNANBERG at 5,500 feet.

Attack: 1135/K to 1137/K at 4750/5300 feet. Estimated ground speed over target 230 miles per hour.

Landing: 1327/K to 1332/K at Strip 3, NADZAB.

(f) Route to target: NADZAB - LERON RIVER - DUMPU - ANNANBERG - TARGET.

Return: TARGET - RAMU VALLEY - DUMPU - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 501st Squadron led the two-squadron formation. Capt Dougherty, Squadron Commanding Officer led our twelve plane formation.

FIRST FLIGHT	SECOND FLIGHT	THIRD FLIGHT	FOURTH FLIGHT
224-Capt Dougherty	444-Lt Rankin	597-F/O Thomas	443-Lt Fritzshall
051-Lt Scudder	055-Lt Doman	372-Lt Francis	068-Lt Waggle
237-Lt Whitsel	278-Lt Gautreau	161-Lt Pannell	059-Lt Shirreffs

By RLB/IM NARA, Date 5/20/91

Narrative Report, FFO 102-D, continued.

3. DETAILS OF THE MISSION

(a) 1. Our Squadron of twelve Mitchells led by Capt Dougherty, Commanding Officer, approached WEWAK from a Southeasterly direction over the ALEXANDER MOUNTAIN RANGE. He lined his flights up on the target, 29D, a stores and personnel area lying approximately 2500 feet Northwest of BORAM BROME and immediately Southwest of CAPE BORAM. The area extended along the coast from the western base of CAPE BORAM for about 2000 feet and inland for approximately three-fourths of a mile.

2. Capt Dougherty wisely elected to cut across the target in a North-northwesterly direction thus lessening chances of being a good target for a heavy A/A position reported on the Western tip of CAPE BORAM. He perched above the target at approximately 5000 feet and presented the Japs in the area with twelve well-spaced 100 pound smoke bombs. He reported excellent coverage from the Southeast corner to the northwest corner of the target. Clouds of white smoke obscured any definite damages inflicted not only by Capt Dougherty's bombs but by those of the other eleven planes also. Lt Scudder with his eyes fixed upon the flight leader's right wing toggled his bomb load out slightly to the right of Capt Dougherty but extending across the target in the same efficient manner. By the time Lt Whitsell, left wingman, had dropped his twelve bombs in a string across on the left of the flight leaders pattern, the area was practically covered by dense white smoke.

3. The second flight, under the leadership of Lt Rankin, followed in trail of the Squadron leader's element. Lt Rankin opened his bomb bay doors and at precisely the proper moment sent his twelve bombs sailing earthward at short intervals. His coverage, favoring the Easterly side of the first flights pattern and extending South to North across the area, was excellent. Lt Doman, concentrating on Lt Rankin's right wing, released his bombs just East and extending the same distance as the pattern of his leader. Lt Gautreau, left wingman, matched the same excellent coverage depositing his twelve bombs slightly to the West of the leader's string.

4. Adding to the certain but undiscernable havoc inflicted by the first two flights, the third flight guided by F/O Thomas toggled out their bombs efficiently across the target. F/O Thomas dropped eight of his in the South-central section of the target before experiencing rack malfunction. Lt Francis, in right wing position, carefully released twelve smoke units, all of which registered hits in the target. Lt Pannell, number three man in the third element, gave the Japs more trouble adding his twelve 100 pounders to those already dropped in the target. F/O Thomas broke away from the area over the water, swinging 180° to the West and South, as did the other flights, and as he flew across the coast salvaged his remaining four "smoker" bombs on revetments at the West end of WEWAK STRIP. Smoke from the bombs indicated that all four exploded on impact.

5. Lt Fritzshall guided the last flight in the path of the previous attackers. His twelve bombs splattered across the target along the center extending to the North and South boundaries. Lt Waggle, matching wingtips on the flight leader's right side, disposed of his bombs in a similar manner, all of his bombs hitting the target in an orderly string. Lt Shirreffs, in the left wing position, dropped the curtain on the demonstration^{or} superior American Aerial power as all his smoke bombs exploded across the entire Western section of the area assigned.

6. Our planes had their own way with no enemy opposition and crews were well pleased with the mission. To them WEWAK AREA appeared to be

By RLB/IM NARA, Date 5/20/91

Narrative Report, FFO 102-D, continued.

battered perhaps to the point of submission. However, as our planes withdrew over the ALEXANDER RANGES South of WENAK a short distance, they encountered two enemy fighters, probably Tony's, heading toward WENAK. They failed to make any passes preferring to hover close to the ground and left the vicinity quickly as possible. Although the planes were almost out of range, one gunner managed to get one of them in his sights but no damage resulted from the short burst he fired. All our planes returned direct to base landing safely with no injury to any personnel being incurred on the mission.

- (b) Nil A/A
- (c) Fighter cover was excellent.
- (d) 1. None of our planes were damaged.
2. No enemy planes shot down in combat.
- (e) No personnel injured.

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES

- (a) Appendix "A" - Bombing and photographic tables.
- (b) Appendix "B" - Sketch showing bomb run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

A total of ten possibly serviceable SSF parked in revetments located along the Northern edge of BORAM STRIP; three serviceable barges just off the Southwest shore of CAPE BORAM; ten/fifteen barges off East-central shore of WENAK POINT; two fires belching flame with black smoke to approximately 2,000 ft, one in the Central and Northern neck of CAPE MOEM, the other 1 mile due East of BORAM STRIP; WENAK TOWNSHIP appeared noticeably barren.

7. PHOTOGRAPHIC INTERPRETATION

K-17 and K-21 photos received confirm crew reports as to the accuracy of their bombing. Entire WENAK AREA appears barren and bombed out. Quite a few wrecked planes are lying in the "graveyards" of BORAM STRIP.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Asst Intelligence Officer

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report FFO 102-Q

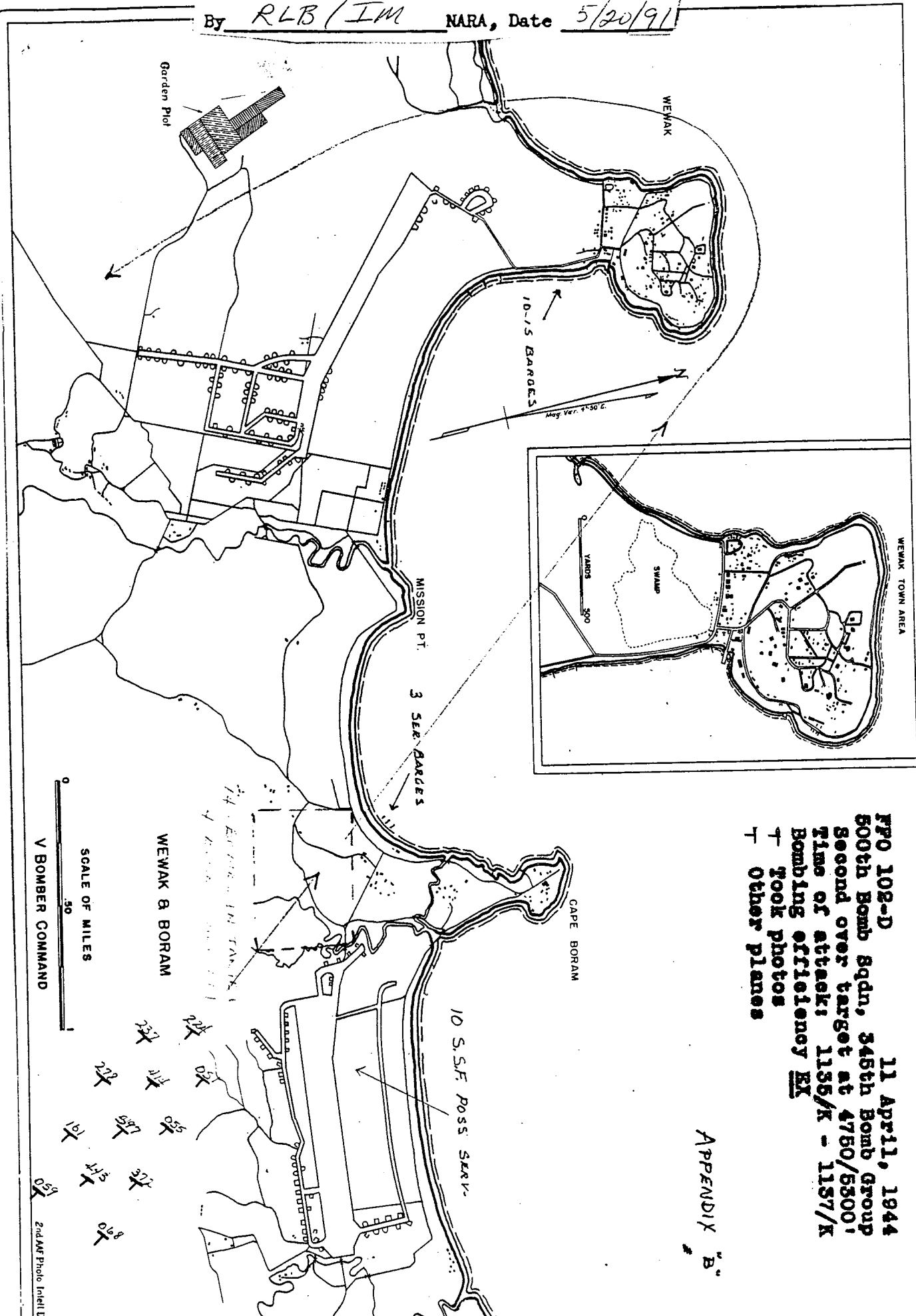
BOMBING TABLE							RETURNED
A/P	NO BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVED	
224	12	100 lb	Smoke	Instant.	12		
051	12	"	"	"	12		
237	12	"	"	"	12		
414	12	"	"	"	12		
055	12	"	"	"	12		
278	12	"	"	"	8	4	
597	12	"	"	"	12		
372	12	"	"	"	12		
161	12	"	"	"	12		
443	12	"	"	"	12		
068	12	"	"	"	12		
059	12	"	"	"	12		
TOTAL	144	100 lb	Smoke	Instant.	140	4	

Nil ammunition expended in strafing.

Nil A/A encountered.

PHOTOGRAPHS						REMARKS
A/P	LOCATION	TIME	TYPE	EXPOSURES		
237	NEWAK-BORAM	1134/K-1138/K	K-21	30		
055	"	"	K-21	30		
597	"	"	K-17	20		
068	"	"	K-21	30		
TOTAL	NEWAK-BORAM	1134/K-1138/K	K-17, K-21	110		

By RLB/IM NARA, Date 5/20/91



FPO 108-D
500th Bomb Sqdn, 345th Bomb Group
Second over target at 4750/5300'
Time of attack: 1136/K - 1157/K
Bombing efficiency EX
+ Took photos
+ Other planes

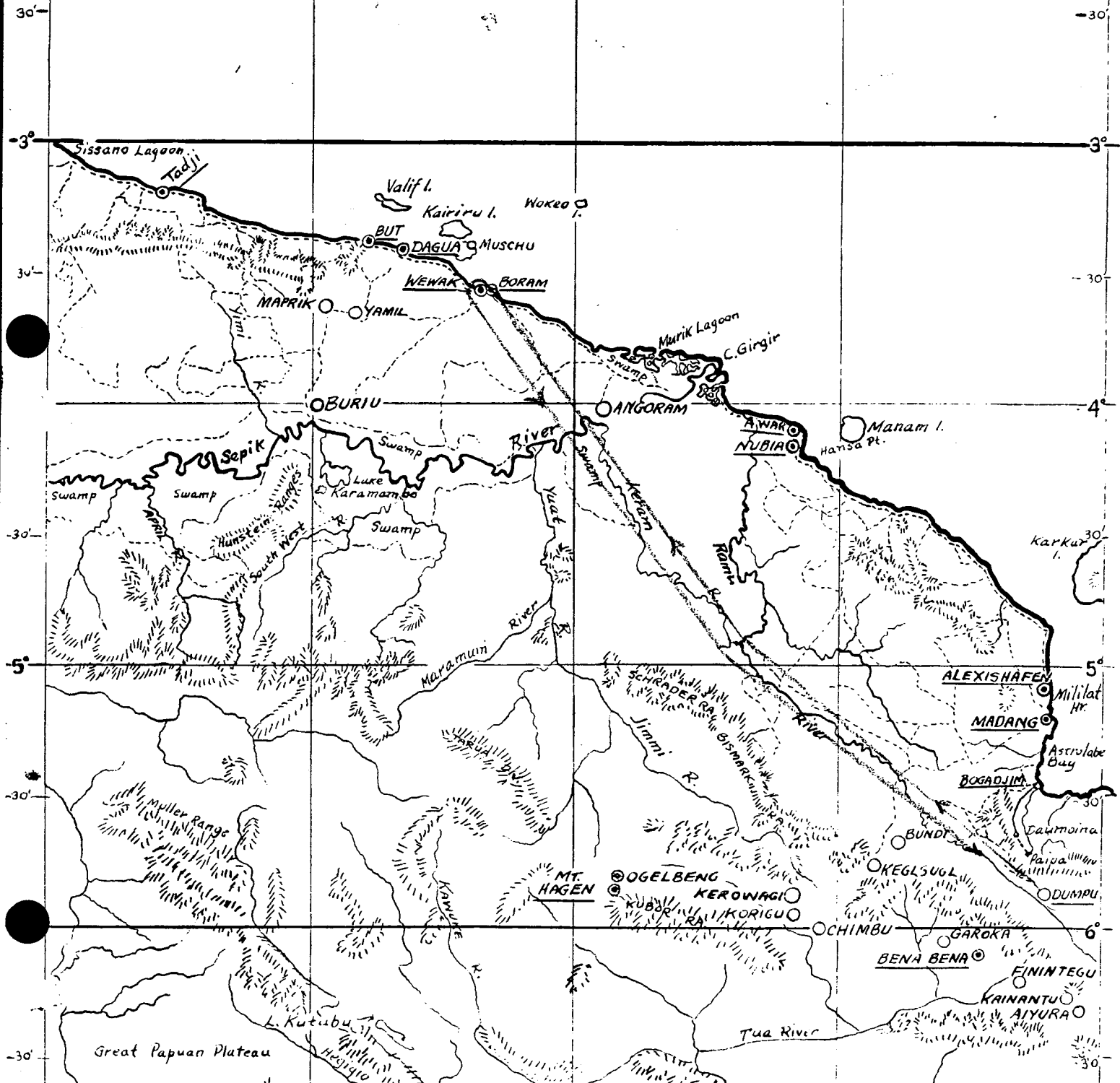
APPENDIX "B"

By RLB/IM NARA, Date 5/20/91

MAP REF:-
 EASTERN NEW GUINEA
 NAVIGATION CHART
 Equatorial Scale:- 1:2,340,000
 31.72 Naut. Miles = 1 inch
 Mercator Projection

MISSION NO. 102-D DATE 11 APRIL, 1944 "C"
 SQUADRON NO. 500TH GROUP 345TH
 SQUADRON ORDER OVER TARGET 2ND
 ALTITUDE 4750 TO 5300
 TIME OVER TARGET 1135/K TO 1137/K
 T (BLUE) PLANES TAKING PHOTOS
 T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN
 AT BEGINNING OF RUN.)

APP. "C"



500
103-D
12 APRIL 44 *RR*

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

PAH/jwd

13 April, 1944

Subject: Narrative Report on Mission FFO 103-D, performed by the 500th Bomb Squadron, 345th Bomb Group (M) on 12 April, 1944.
Objective: Personnel area at Hollandia airdrome.

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

1. GENERAL

(a) Continuing the all-out aerial offensive against Hollandia Airdrome area, three Squadrons of nine planes each of the 345th Bombardment Group (M) were ordered to strike a specifically designated target at HOLLANDIA drome on the morning of April 12, 1944. Eleven squadrons of B-24's and eight squadrons of medium bombardment were to constitute the remainder of the assault force on HOLLANDIA.

Our squadron's bomb load consisted of 5 X 500-pound instantaneous fuse demolition bombs per airplane and the attack was to be at 8000/10,000 feet altitude. Our primary target was No. 5X - a personnel area along a road slightly North of HOLLANDIA strip. Secondary target was TUMLEO ISLAND. After careful briefing on bombing run and bombing restrictions, our crews were alerted at 0800/K for a takeoff at 0920/K. With the 500th Squadron leading the 345th Group, the route to target was direct to ANNENBERG for rendezvous with other bombers and a squadron of P-38's fighter cover. Time over target was scheduled for 1210/K to 1220/K and on return route a squadron of P-47's was to meet our force at TADJI at 1250/K.

(b) Rendezvous with fighters and bombers was accomplished as planned at ANNENBERG at 1030/K at 6000 feet.

(c) Coming in over the target on a Northerly heading at about 8500 feet, seven B-25-D's of the 500th Squadron plunked 31 X 500-pound demolition bombs into Target 5X near HOLLANDIA strip on April 12, 1944. Although nothing specific was observed, it is believed considerable damage was done in the designated area. Four other bombs were dropped somewhat short of the target, one of which was aimed at a number of enemy single seater fighters parked near a taxiway between the two HOLLANDIA runways. At least a near miss on some of the planes is claimed by the crew. The other three bombs fell near roads short of the target, with unobserved results. Bombing results were generally unobserved as each flight banked sharply away after releasing bombs, cutting off view of explosions. As our planes veered off their bombing runs, bursts of medium and heavy ack ack of moderate intensity and inaccurate, were seen to the rear and sides on A/P level. No other opposition was encountered.

(d) 1. There was nil interception

2. No Allied or enemy plane losses were reported by our crews.

(e) Takeoff: 0925/K to 0927/K from Strip 3, Nadzab.

Rendezvous: At 1030/K over Annenberg at 6000 feet.

Attack: 1212/K to 1215/K at 8200/8500 feet. Estimated ground speed over target was 225 M.P.H.

(f) Route: NADZAB - GUSAP - ANNENBERG - to target.

Return: Target - TADJI - BURIU - ANNENBERG - to base.

Narrative Report on FFO 103-D continued.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, led by Lt Speicher, Operations Officer, led the 345th Group over the target. Our flights were made up as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
597 - Lt Speicher	224 - Lt Rankin	059 - W/O Thomas
237 - Lt Whitsel	315 - Lt Davis	
055 - Lt Pannell	068 - Lt Waggle	

Lt Scudder, A/P 051, in No. 2 position, first flight, turned back at 1030/K at Annenberg because his turret and generator was out. He landed at base 1130/K. Lt Shirreffs, A/P 161, turned back a little beyond Leron River at 0940/K on account of a rough running left engine, malfunction of right prop and a gasoline leak. He landed at base at 1005/K.

3. DETAILS OF THE MISSION

Our remaining seven planes continued on course from ANNENBERG direct to HOLLANDIA and Lt Speicher led the squadron from a southerly direction toward the target - a personnel and supply area approx. one mile due North of Hollandia strip. The run was made at approximately 8500 feet crossing both strips at Hollandia and on a bearing of zero degrees with the target area. Lt Speicher's bombardier released one 500 pounder a little early and it fell fifty yards short of the target on the West side of the road joining the assigned area and the air drome. Seconds later he released the remaining four demolition bombs and observed them falling towards the Southwestern section of the target. Lt Whitsel in right wing position, reported that all his five bombs were headed toward the Eastern section of the target.

Lt Pannell, on left wing, meanwhile released his load of 500 pounders and reported they were headed for the central and Northern part of the target. All crew members failed to observe the results of their bombing because immediately after release, the flight swung sharply to the left then to the right and over TANAH MERAH BAY.

The second flight led by Lt Rankin lined up on their run directly behind the first flight. Lt Rankin's bombardier released one bomb too early but it landed among approximately 20 single seater fighters, thought to be serviceable, just East of the cross strip between the North and South runways of Hollandia drome. Damage was unascertained but several pieces of shiny metal were seen to fly out of the resulting explosion. Seconds later the bombardier released the remaining four bombs and observed them headed toward the Southwestern section of the area.

Lt Davis followed through on right wing position, dropping all five bombs which when last seen were well on their way toward the Southern section of the target. Lt Davis reported that smoke and explosions indicated that the bombs of the previous flight had found their mark, though mostly in the central and Southern section of the target area.

Lt Waggle in left wing position, lambasted the Western reaches of the target with all five bombs as observed by Flight Officer Thomas who was the last pilot over the target. Lt Thomas' bombardier released two bombs early and they were seen to have landed in the junction of the Hollandia - Tanah Merah Bay road and the road joining the target area with Hollandia strips. He released his remaining three bombs and the last they were seen they were headed for the central section of the target.

Banking sharply to the left our flights proceeded out over Tanah Merah Bay and direct to base.

Narrative Report on FFO 103-D continued.

3. DETAILS OF MISSION (continued)

All crews agreed they had apparently caught the Japs by surprise for it was not until they were over the target and breaking away that the crews noticed any A/A fire. It was heavy to medium, moderate and very inaccurate, bursting to the rear generally below. In a few instances bursts were reported off the wing on the same level but all our A/P's were out of range before the enemy could find the range. Several enemy aircraft were seen in the air but none attempted to attack our formation. Our own fighter cover was excellent. None of our airplanes were hit and all landed safely. All our bombardiers believe the bombing was excellent.

4. RECOMMENDATIONS FOR AWARDS
Nil.

5. APPENDICES

Appendix "A" - Bombing, photographic and A/A data.
Appendix "B" - Sketch of bombing run and bomb hits.
Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Both the old and new Hollandia strips appeared serviceable. Fresh bomb craters in the vicinity of the medium ack ack positions to the West of Hollandia strip indicated this position might have been hit. Four or five serviceable A/P's, including three fighters and one or two bombers, were seen East end of the Northern runway. Five possibly serviceable light bombers were seen dispersed at varying intervals throughout a wooded area just East of Hollandia drome. Two serviceable luggers were afloat off Depapre Village in Tanah Merah Bay. Three enemy fighters were seen above the drome area about to be engaged by our fighter cover. Three enemy single seater fighters were sighted about 5000 feet over Tanah Merah Bay, headed toward the drome area. Two luggers were seen afloat in IMBI BAY. A reddish smoke cloud extending about 1000 to 5000 feet over CAPE SOEADJA. Three boats about 100 feet long were seen in Eastern part of BAKIRO BAY. Considerable activity was noticed around the hinterland of BAKIRO BAY, especially around the VANIMO house on CAPE CONCORDIA.

7. Photos received show bombs dropping within the target. The entire area is pitted with bomb craters but eight buildings appear to be in serviceable condition.

For the Commanding Officer:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Ass't 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 on FFO 103-D

APPENDIX "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	OTHERS
597	5	500 lbs	demo	inst.	4	1 short
237	5	" "	"	"	5	
055	5	" "	"	"	5	
224	5	" "	"	"	4	1 short
315	5	" "	"	"	5	
068	5	" "	"	"	5	
059	5	" "	"	"	3	2 short
TOTAL	35	500 lbs	demo	inst.	31	4 short

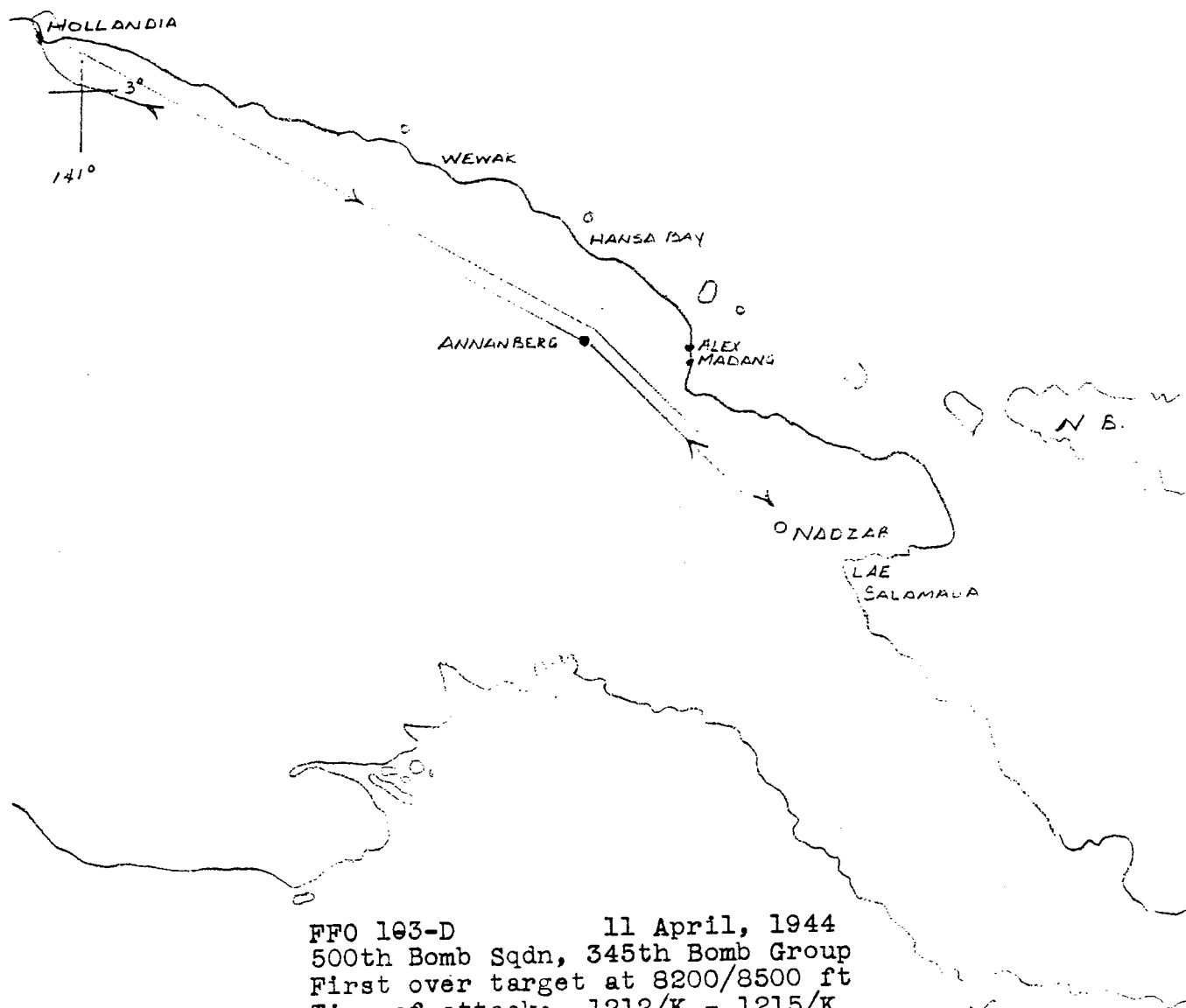
PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
597	Hollandia airdrome	1212 to 1215/K	K-20	10	
224	" "	" " "	K-20	10	
059	" "	" " "	K-17	20	
SUMMARY	Hollandia drome	1212 to 1215/K	K-20 & K-17	40	

All crews reported medium and heavy, moderate, inaccurate A/A fire, coming from known positions in target area and bursting to the rear and both sides on A/P level at about 8500 feet.

There was nil strafing.

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



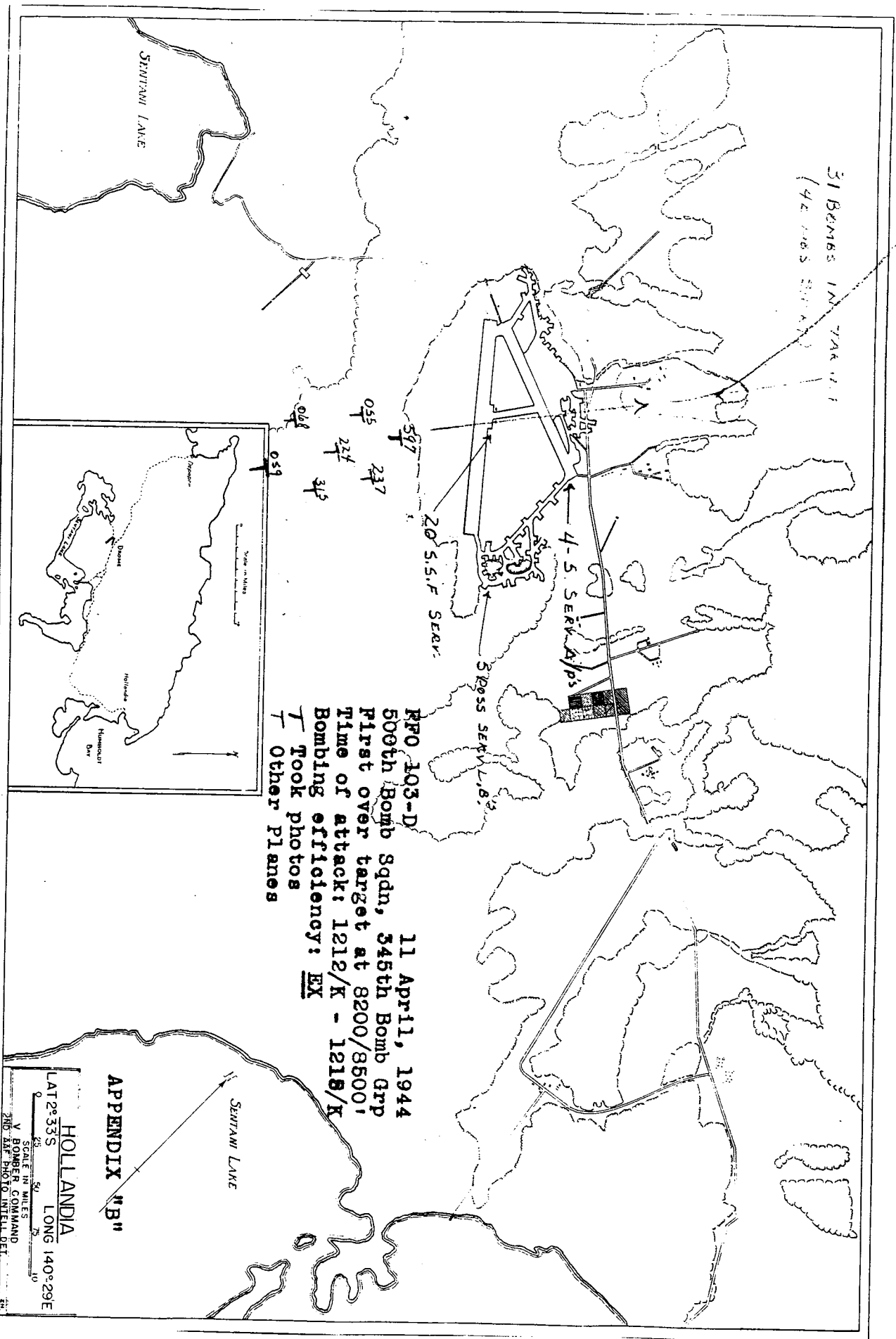
FFO 103-D 11 April, 1944
500th Bomb Sqdn, 345th Bomb Group
First over target at 8200/8500 ft
Time of attack: 1212/K - 1215/K

REFERENCE

Fighter Grids - V Bomber Command



APPENDIX "C"



By RLB/IM NARA, Date 5/22/91

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

16 April, 1944

Subject: Narrative Report on Mission FPO 106-I, Performed by 500th Bombardment Squadron (M) 15 April, 1944.

To : Commanding General, Fifth Air Force, APO 925

1. GENERAL

(a) In conjunction with strikes by heavy and medium bombardment on the TADJI AREA, three squadrons of nine planes each of the 345th Bomb Group (M) were ordered to bomb, strafe and photograph specific targets in that area on the morning of April 15, 1944. The three squadrons of this Group were assigned one of three islands each - TUMLEO, ALI, and SELEO off the coast from TADJI - the 500th Squadron's bombing to be centered on SELEO ISLAND. In addition we were assigned to take photographs along the mainland coast from WAPIL VILLAGE to the NIGIA RIVER and to strafe the coastal area from the RAINU RIVER to WAPIL VILLAGE. The bombload totaled 41 X 500-pound, instantaneous fuse, demolition bombs, five planes carrying five bombs each and our four B-25D-2's carrying only four each.

Bombing of SELEO ISLAND was to be from approximately 4,000 feet on one pass thence swinging in to the main coastline to strafe and photograph designated areas from minimum altitude. In the event the primary target could not be reached, a secondary target - NANSIA BAY - was given. Alerted at 0720/K for an approximate 0805/K takeoff, our Squadron and Group were to rendezvous with a squadron of P-40's as fighter cover at ANNANBERG and proceed direct to the target.

(b) Assembling with the Group soon after takeoff, our Squadron effected rendezvous with the fighter cover at 6500 feet over ANNANBERG at 0912/K.

(c) Making a South to North bombing run over the target at from 4000 to 5000 feet, nine B-25D-1 and D-2's plastered SELEO ISLAND with 40 X 500-pound demo bombs, then veered swiftly toward the mainland to strafe and photograph at tree top level a stretch of coastline extending from below TADJI to WAPIL VILLAGE. A large fire with black smoke rising to 1500 feet was started by our bombing of SELEO ISLAND, which was well covered with explosions. One bomb was salvaged at sea in addition to the 40 dropped on the target. Two other large fires, belching flame to 100 feet, violent explosions and black smoke to 1500 feet were seen in the Southwest corner of the island, possibly from previous bombings. In the strafing attack extending from RORUM POINT to a half-mile South of the NIGIA RIVER, small fires were started at TADJI houses and in at least six villages Southeast along the coast. Photographic coverage of the coastline area - one of the primary purposes of the mission - was excellent. Enemy opposition was limited to light, moderate and inaccurate A/A fire from the vicinity of PAUP VILLAGE. All our planes returned safely to base.

(d) 1. There was nil interception.

2. No Allied or enemy plane losses were reported by our crews.

(e) Takeoff: 0810/K to 0813/K at Strip 3, NADZAB.

Rendezvous: At 0912/K 6500 feet over ANNANBERG.

Attack: 1018/K to 1040/K at 50/5100 feet.

By RLB/IM NARA, Date 5/22/91C O N F I D E N T I A L

Narrative Report on Mission FFO 106-I, continued

(f) Route: NADZAB - DUMPU - ANNANBERG - TARGET
 Return: TARGET - KAIRIRU ISLAND - MURIK LAGOON - ANNANBERG -
 DUMPU - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 499th Squadron led the Group formation. Our Squadron was second in the formation and was led by Lt Rankin in three flights of three planes each as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 426 - Lt Rankin	A/P 444 - F/O Thomas	A/P 443 - Lt Davis
A/P 315 - Lt Waggle	A/P 055 - Lt Doman	A/P 409 - Lt Scudder
A/P 034 - Lt Whitsel	A/P 372 - Lt Truman	A/P 024 - Lt Pannell

3. DETAILS OF THE MISSION

(a) 1. Our Squadron composed of nine Mitchells led by Lt Rankin crossed the NEW GUINEA coast at TADJI just East of the strip, and headed toward SELEO ISLAND in a Northerly direction.

2. As he crossed the target Lt Rankin released his four 500 pounders in the South-central section of the target. Lt Waggle in the right wing position dropped his five bombs in the Southeast sector of the small island. Lt Whitsel, left wingman, was equally successful in placing all his five bombs in the target; they fell in the Southwestern part of the island in the vicinity of the former NEW GUINEA COMPANY STATION area. The flight continued South to North across LELPA ISLAND, swung west and let down to approximately 100 feet for the strafing and photographic run extending from ROHM POINT to the mouth of the NIGIA RIVER. No definite results of bombing were ascertained.

3. The second flight's bombing results were equally successful in the placement of their bombs. Under the leadership of F/O Thomas the second element followed in trail of the first flight over the target. The leader got his four bombs in the North-central section of the island and one of his crew reported that at least two shacks of average size were destroyed. Lt Doman, on the right wing, got his five bombs off a little sooner than did F/O Thomas and they were seen to hit in the Southwestern part of SELEO ISLAND. Lt Truman, number three man, bracketed his five 500's along the Northwestern portion of the target with unobserved results. F/O Thomas pulled his element down behind the first flight for strafing and photographing the coast.

4. The third flight led by Lt Davis completed the destructive attack. The flight leader dropped three bombs in the vicinity of the former NEW GUINEA COMPANY STATION. His one remaining bomb hung up and he was forced to salvo it in the water one mile North of the island. In right wing position, Lt Scudder threw his four bombs in the central target section with no definite results observed. Lt Pannell, on the left wing of the leader, succeeded in placing five bombs in the Southeastern portion also with nil observation of damage inflicted.

5. The three flights lined up on the coast in a Southeasterly direction and strafed and strafed from ROHM POINT to the mouth of the NIGIA RIVER. The last flight reported that all native villages along the coast appeared dilapidated and fires were started in each one. According to a predetermined plan the first flight turned their cameras on at LAPIL VILLAGE, the second flight fifteen seconds beyond LAPIL and the third 30 seconds after passing over the village. This assured excellent coverage of the assigned area, the coast and

By RLB/IM NARA, Date 5/20/91

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

Narrative Report, FPO 106-Icontinued.

by Sgt Ross, squadron photographer, covered the entire area.

6. All our planes returned direct and safely to base. Crews kicked out Japanese propaganda leaflets over the target area and returned with no injuries and satisfied with the results of the mission.

(b) A/A was light, moderate and inaccurate from the vicinity of PAUP VILLAGE.

(c) Fighter cover was excellent.

(d) 1. None of our planes was injured.

2. No enemy planes shot down in combat.

(e) No personnel injured.

4. RECOMMENDATIONS FOR AWARDS

NIL

5. APPENDICES

(a) Appendix "A" - Bombing and photo, strafing and A/A tables.

(b) Appendix "B" - Sketch showing bomb run and bomb hits.

(c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

European-type houses of undetermined number at ROHM POINT, appeared in excellent condition. At least fifteen serviceable European-type buildings on WOKEO ISLAND. Approximately a mile of telephone poles and wires were seen paralleling the coast at TADJI PLANTATION.

7. PHOTOGRAPHIC INTERPRETATION

Although excellent photo coverage was obtained only a few prints were received by the Squadron as they show only coastline and a few scattered villages rather than bombing results. Beaches appear excellent for landing purposes and the general area appeared considerable battered.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Asst Intelligence Officer

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FPO 106-I

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVOED	RETURNED
426	4	500 lb	Demo	Instantan.	4		
315	5	"	"	"	5		
034	5	"	"	"	5		
414	4	"	"	"	4		
055	5	"	"	"	5		
372	5	"	"	"	5		
443	4	"	"	"	3	1	
409	4	"	"	"	4		
024	5-	"	"	"	5		
TOTAL	41	500 lb	Demo	Instantan.	40	1	

.50 Calibre

STRAFING TABLE

.30 Calibre

A/P	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	ROUNDS CARRD	EXPENDED	MALFUNCTIONS
426	4,000	1,600	ULN, ULS	N11		
315	4,000	3,100	ULS	4,000	600	
034	4,000	2,400	LLS, LRN, LLN	4,000	400	
414	4,000	1,600		N11		
055	4,000	2,800		4,000	900	
372	4,000	1,800	LLN	4,000	200	
443	4,000	1,800	ULS	N11		
409	4,000	1,600	LLS, ULS	N11		
024	4,000	2,900	LLN	4,000	1,200	
TOTAL	36,000	19,600	11	20,000	3,300	

Two planes reported light, slight, inaccurate A/A from vicinity of PAUP VILLAGE.

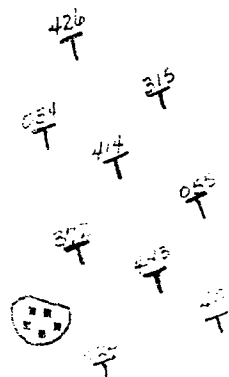
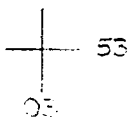
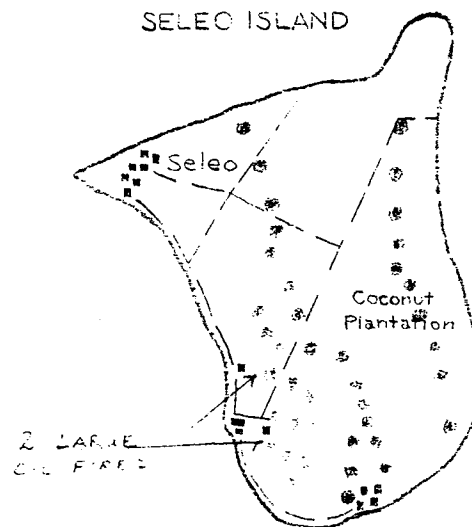
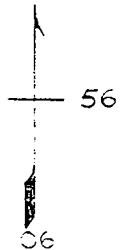
PHOTOGRAPHIC TABLE

A/P	LOCALITY	TIME	TYPE	EXPOSURES
426	TADJI COASTLINE	1030/K - 1040/K	K-20	15
315	"	"	K-20	10
034	"	"	K-21	30
414	"	"	K-20	15
055	"	"	K-21	30
372	"	"	K-22	50
443	"	"	K-21	30
TOTAL				180

By RWB/IM NARA, Date 5/20/91

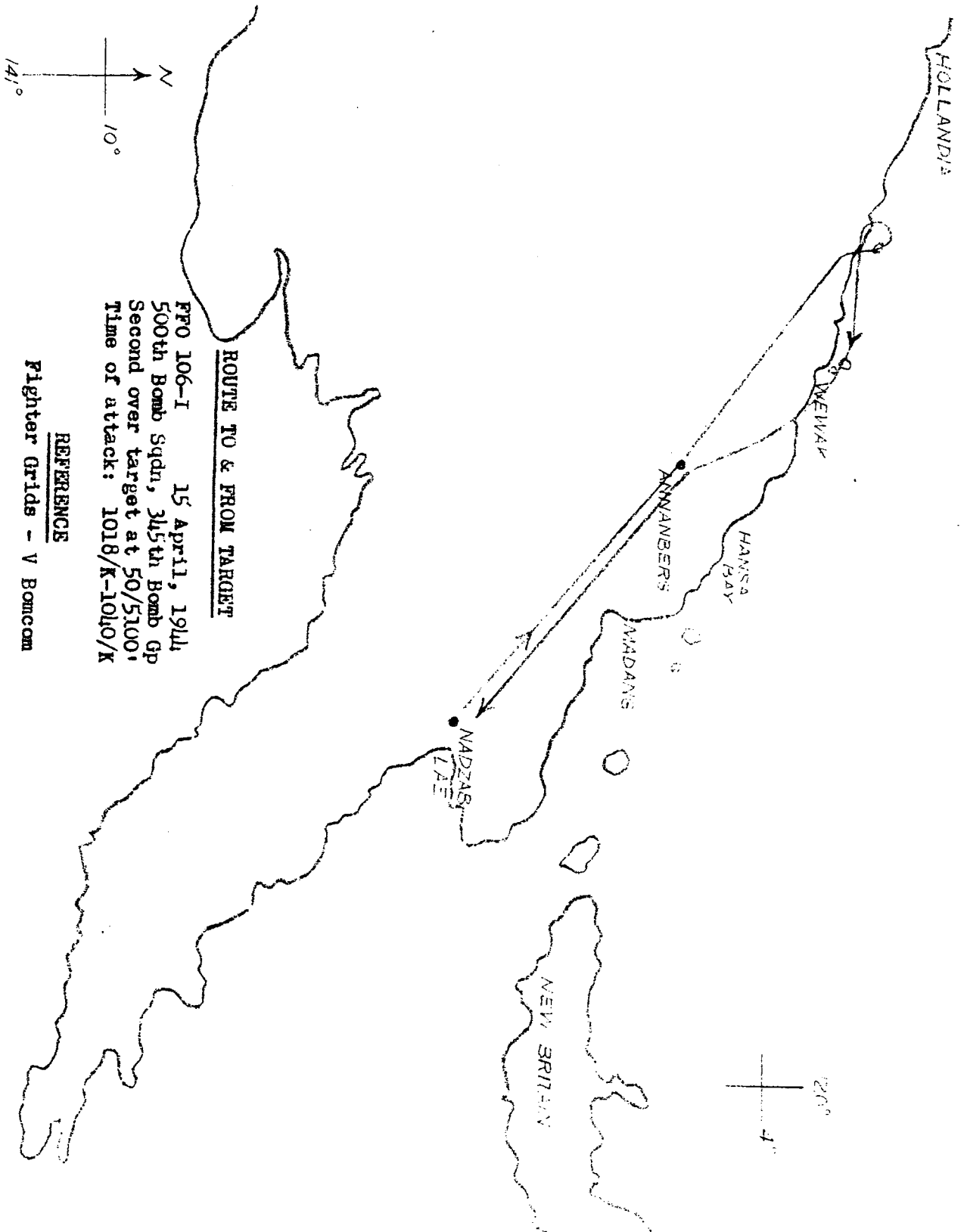
FFO 106-I 15 April, 1944
500th Bomb Sq, 345th Bomb Group
Second over targets at 50/5100'
Time of attack: 1018/K to 1040/K
BOMBING EFFICIENCY EX
•-Crew report of bomb hits 40
T-Took photos
T-Other planes

MAP REFERENCE
SELEO ISLANDS - 1 : 20,000



ANGEL ISLAND

By RUB/IM NARA, Date 5/2/91



AR9

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

PAH/jwd

17 April, 1944

Subject: Narrative Report on Mission FPO 107-E, performed by 500th Bombardment Squadron (M) on April 16, 1944.

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

1. GENERAL

(a) As part of another powerful aerial assault on the HOLLANDIA area with heavy and medium bombardment, three squadrons of nine planes each of the 345th Bombardment Group (M) were ordered to attack pin pointed targets on the shore of JAUTEPA BAY, South of HOLLANDIA TOWN, on the morning of April 16, 1944. The attack, directed at stores, supplies and personnel along a road leading from JAUTEPA BAY to HOLLANDIA airdromes, was to be from 8000 feet with 260-lb fragmentation bombs. Target for the 500th Squadron was Number 9X, an area extending about 1200 yards along both sides of the road beginning at a point at the Eastern edge of a plantation and extending almost to PIM VILLAGE on JAUTEPA BAY. Our bomb load totalled 82 X 260-pound frag bombs, two of our planes carrying 6 bombs each and seven planes carrying 10 bombs each. Route to the target was to be direct with rendezvous with a squadron of P-38 fighter cover over BURIU at 8000 feet at 1103/K and on return from the target with a squadron of P-47's over TADJI at 1301/K. In event the primary could not be reached, the secondary target was Number 25D at WENAK. Alerted at 0810/K, takeoff was scheduled for 0859/K. Run over the target was to be from West to East between 1208/K and 1218/K.

(b) Taking off at 1000/K, later than scheduled because of adverse weather, our squadron assembled with the Group over LERON RIVER at 1017/K and effected rendezvous with the P-38 fighter cover over BURIU at 1141/K at 7500 feet. One of our A/P's turned back at BURIU because of fuel transferring difficulties.

(c) Making their bombing run from West to East, eight B-25D-1's and D-2's of the 500th Bomb Squadron dumped 32 X 260-pound fragmentation bombs into Target 9X, a supply, personnel and transportation area along the road west of PIM VILLAGE on JAUTEPA BAY, HOLLANDIA area on the morning of April 16, 1944. Bombing was excellent, most of the bombs falling in the Eastern section of the target on both sides of the road. A large fire, belching black smoke to 6000 feet, was started in the target. Other results were unobserved. Of the remaining bombs, eleven fell on land from the eastern edge of the target to the coastline of JAUTEPA BAY, eighteen fell in the bay just off shore and one bomb was salvaged at sea enroute back to base. Enemy opposition was completely absent, according to returning crews, but weather proved to be a formidable enemy on the way back to base and our squadron was scattered, all but one plane landing safely eventually. Further details on this are contained in Paragraph 3.

(d) 1. There was nil interception.

2. Nil enemy plane losses were reported but one A/P of this squadron has not yet returned to base.

(e) Takeoff: 1000/K to 1005/K from Strip 3, Nadzab.
Rendezvous: According to plan.

Attack: 1319/K to 1320/K at 6000/6500 feet.

(f) Route: Nadzab to Leron River to Buriu to South of target.
Return: Target to Tadjj to Annabon to South of target.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on Mission WFO 107-E (continued)

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK.

Our Squadron, led by Lt Speicher, Operations Officer, led the 345th Group over the target. Our flights were composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
426 - Lt Speicher	597 - Lt Rankin	414 - Lt Thomas
315 - Lt Waggle	601 - Lt Scudder	430 - Lt Francis
055 - Lt Whiteal	372b - Lt Truman	

Lt Pannell, in A/P #024, turned back at BURIU because of trouble in transferring fuel.

3. DETAILS OF THE MISSION

In what proved to be an eventful day, our squadron of nine Mitchells, led by Lt Speicher, our Operations Officer, took off for a strike on the Humboldt Bay area. After rendezvous as ordered the squadron continued up the coast from Burin. Approximately five miles Northwest of BURIU, Lt Pannell discovered that his fuel transfer system would not function and he turned back. Lt Speicher brought the squadron and group up to the target from a Southerly direction, swinging to an Easterly heading as he reached the Eastern part of LAKE SENTANI. The Easterly bombing run was made at an altitude of about 6000 feet to 6500 feet. The specific target extended from the ridge just West of PIM VILLAGE along the road leading from PIM to the HOLLANDIA dromes, to the Eastern boundary of the plantation area, approx. one mile direct from the village PIM on the Western shore of JAUTEFA BAY. The target area extended for about three quarters of a mile along the road and approx. 500 yards on each side of the track.

Although the bombing run was too short, Lt Speicher reported that his six 260-pound frag bombs fell in a string along the road which runs through the target area. He observed no results of the bombing.

The second plane in this flight, Lt Whiteal on the squadron leader's left wing, dropped all ten bombs in the target area, reporting excellent coverage, but no definite results. Lt Waggle on the right wing has not been heard from at the time of this report.

The second flight, under the guidance of Lt Rankin, followed the first flight Easterly across the assigned area. Lt Rankin released his ten bombs a little late, two landing on the shore North of PIM where the airdrome road swings abruptly to the West. The remaining eight bombs made a big splash in JAUTEFA BAY. Lt Scudder on right wing position accomplished the same results, two 260-pounders landed in the same shore area East of the target and seven bombs landed in JAUTEFA BAY. He salvoed the tenth bomb in the TADJI area. Lt Truman on the left wing succeeded in placing three bombs in the Eastern edge of the target North of the road and the remainder fell in the area lying East between the target and the shore of the bay.

The third flight, led by Flight Officer Thomas, reported a large fire in the target which sent black smoke up to about 6000 feet. He believed this was the result of his six 260-pound frag bombs which landed along the Southern edge of the road in the center of the target. Lt Francis plunked seven of his bombs in the Northeastern corner of the target and the other three landed in the bay. He also believed his bombs caused the fire.

By RLB/IM NARA, Date 5/20/91

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

Narrative Report on FVO 107-E (continued)

3 DETAILS OF THE MISSION (continued)

The Squadron re-assembled and proceeded down the coast crossing inland at TADJI and continuing on to base. However, in the vicinity of MADANO the Group encountered severe weather. The wall of cloud blocked the direct route home and forced the Group to break up into single airplanes. After swinging out over the water and fighting their way through squalls, hail storms and heavy head winds, six of our A/P's returned to base long overdue. Lt Whitsel landed at SAIDOR at 1550/K April 16 and remained there overnight. He took off at 0900/K/17 and landed at MADZAB at 1005/K/17. At the time of this report - 1550/K/17 - Lt Waggle in A/P # 315 has not been heard from. He was last seen about 15 miles West of SAIDOR.

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES

Appendix "A" - Bombing table and data on photographs.
Appendix "B" - Sketch showing bomb hits and bombing run.
Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Four large fires with black smoke to 4000/5000 feet were sighted as follows: two just South of the 600-foot hill lying South of PIN VILLAGE; one just South of the 1020-foot mountain South of HOLLANDIA BAY and inland from CAPE TJOEBERI, the second Cape South of HOLLANDIA, and the other on CAPE TJOEBERI. Three luggers were seen near shore in VANIMO HARBOR. Estimated tonnage was 100 to 200.

7. PHOTOGRAPHIC INTERPRETATION

Three K-17 photos were received by this Squadron. One confirms the existence of the fire reported with black smoke.

For the Commanding Officer:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Ass't Intelligence Officer.

3 Incls

Incl 1 -Appendix "A"
Incl 2 -Appendix "B"
Incl 3 -Appendix "C"

By RLB/IM NARA, Date 5/20/91

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

Narrative Report on FPO 107-E

APPENDIX "A"

BOMBING TABLE

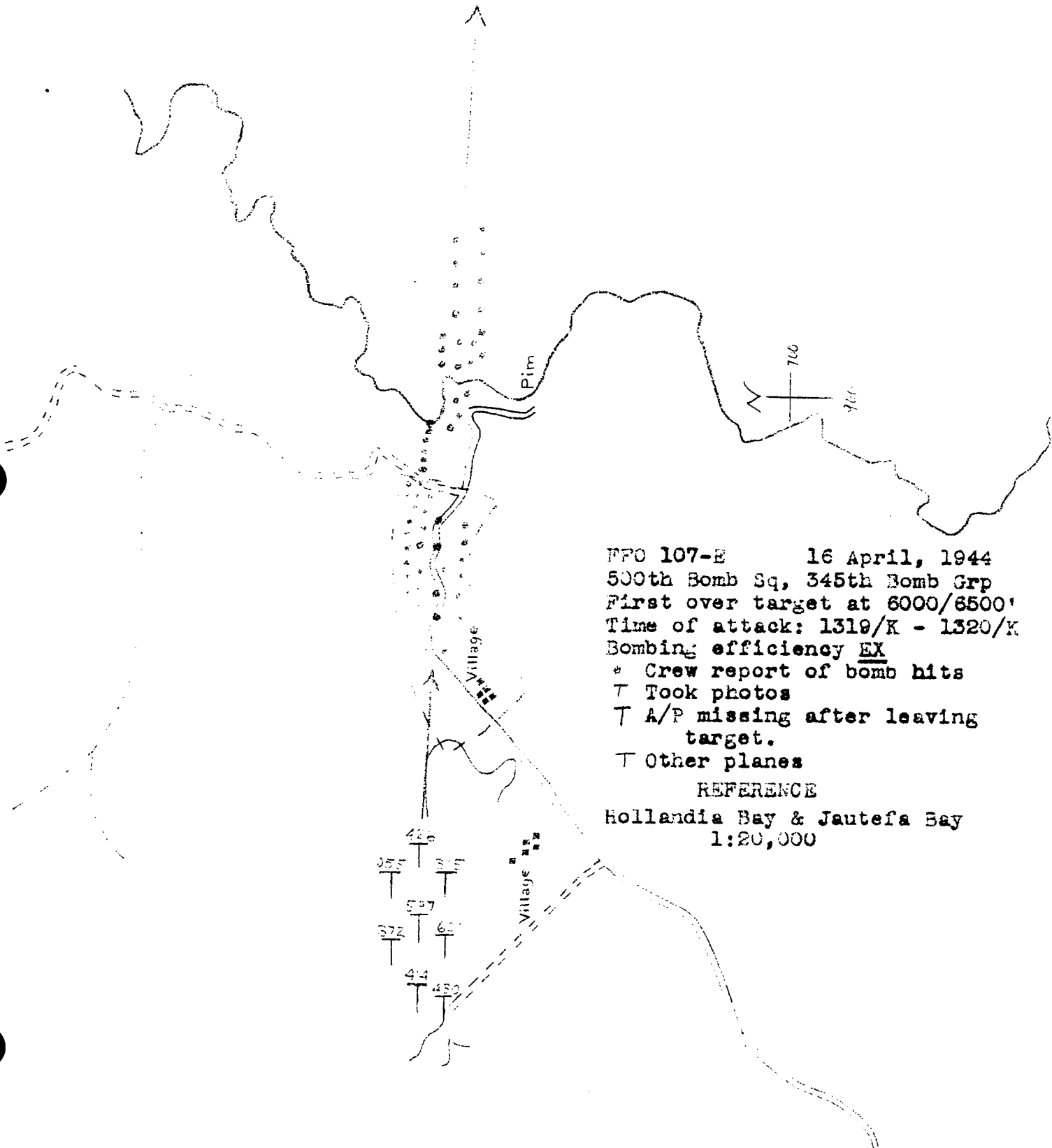
A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	OTHERS
426	6	250 lbs	frag	inst.	6	
315	10	" "	"	"	unreported	
055	10	" "	"	"	10	
597	10	" "	"	"		2 on land, 8 water.
601	10	" "	"	"		2 land, 7 water, 1 salvo.
372	10	" "	"	"	3	2 on land beyond target.
414	6	" "	"	"	6	
430	10	" "	"	"	7	3 in water.
TOTAL	72	250 lb	frag	inst.	32	in target.

PHOTOGRAPHS

A/P #414 took 8 K-17 exposures.

There was nil A/A fire and nil strafing.

By 1-10/17 NARA, Date 1/10/91



WFO 107-E 16 April, 1944
500th Bomb Sq, 345th Bomb Grp
First over target at 6000/6500'
Time of attack: 1319/K - 1320/K
Bombing efficiency EX

- * Crew report of bomb hits
- T Took photos
- T A/P missing after leaving target.
- T Other planes

REFERENCE

Hollandia Bay & Jautefa Bay
1:20,000

By REB/IM NARA, Date 4/26/91

PFO 107-E 16 April, 1944
500th Bomb Sqdn, 345th Bomb Gp
First over target at 6000/6500
Time of attack: 1319/K - 1320/K

REFERENCE

Fighter Grids - V-Bomcom



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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

17 April 1944

Subject: Narrative Reports on Missions FPO 108-K, FPO 108-M and FPO 108-Q performed by 500th Bombardment Squadron (M) April 17, 1944. Objective: Search for Crews and Planes missing from Mission to HOLLANDIA April 16.

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

1. GENERAL

In conjunction with searches by planes from other Groups under Advon, Fifth Air Force, three Mitchells of the 500th Squadron were assigned definite search areas to patrol for missing aircraft and crews from the mission of April 16 to HOLLANDIA. Kits were carried in each plane to be dropped to any personnel spotted. Each of our planes was assigned definite areas as follows: Lt Davis in A/P 224 (FPO 108-M) patrolled from NADZAB to BULWA to BULOLO to WAU to BULLDOG to KEREMA to TERAPO to GOILALA to IOMA to DONA and return to NADZAB and dropped streamers with leaflets at the above villages. Lt Speicher in A/P 601 was to search from NADZAB to PINSCHHAFEN to SIO to 0400S-14800E to 0630S-14900E to PINSCHHAFEN and cover the route twice. Lt Pannell, A/P 409, was assigned NADZAB to SIO to 0400S-14700E to 0400S-14800E to SAIDOR covering the course twice, FPO 108-K.

(b) Nil rendezvous

(c) Nil attack

(d) 1. Nil interception

2. Nil Allied or enemy planes losses reported.

(e) Takeoff: 0905/K to 0906/K from Strip 3.

Rendezvous: Nil

Attack: Nil

Landing: Lt Davis at 1245/K, Lt Speicher at 1325/K and Lt Pannell at 1320/K.

(f) See Para 1 above.

2. AIRPLANES OF THE 500th SQUADRON ON THE MISSION

A/P 224 - Lt Davis A/P 601 - Lt Speicher A/P 409 - Lt Pannell.

3. DETAILS OF THE MISSION

(a) 1. Our Squadron sent three Mitchells into the air on the morning of April 17 to conduct one land search and two separate sea searches for aircraft missing from yesterdays mission.

2. Lt Davis in A/P 224 conducted a land search from NADZAB to BULWA to BULOLO to WAU to BULLDOG to KEREMA to TERAPO to GOILALA to IOMA to DONA and return to NADZAB. The crew dropped

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO's 108-K, 108-M & 108-Q cont.

streamers and leaflets on each village. The pilot tried to reach GARAINA but a heavy rain squall prohibited flight in that direction. The search was uneventful and the pilot returned to base with three bundles of equipment that were to be dropped in case a crew was located. Nothing unusual was sighted.

3. Meanwhile Lt Speicher, Operations Officer piloting 601 conducted a search from NADZAB to FINSCHHAFEN to SIO and thence a sea search from SIO to 0400S-14800E to 0630S-14900E to FINSCHHAFEN covering this route twice and returning to NADZAB. He landed safely and reported no sightings.

4. Lt Pannell flew his assigned search mission to SIO to 0400S-14700E to 0400S-14800E to SAIDOR to SIO covering the course twice. At 1110/X Fifth Bomber Command contacted Lt Pannell by radio, instructing him to search an area of approximately 200 square miles with 0400S-0500S and 14700E-14800E. However, the pilot after completing this ordered search reported that nothing was sighted either there or anywhere on his route.

5. Weather was generally good over each area and the visibility averaged approximately five miles. All three A/P's returned safely to base; crews were a bit disappointed in the results.

(b), (c), (d) and (e) Nil

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES
Nil

6. ADDITIONAL SIGHTINGS
Nil

7. PHOTOGRAPHIC INTERPRETATION
Nil photos taken.

For the Squadron Commander:

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Asst Intelligence Officer

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

22 April 1944

Subject: Narrative Report on Mission FFO 112-A performed by 500th Bombardment Squadron (M) April 21, 1944. Objective: TADJI AIRDRONE area.

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

1. GENERAL

(a) Continuing the prolonged and destructive air strikes against enemy bases and installations along the Northwest coast of NEW GUINEA, three squadrons of nine planes each of the 345th Bombardment Group (M) were ordered to join in an assault on the TADJI AIRDRONE area on the morning of April 21, 1944. The striking force was to consist of four squadrons of heavy bombardment and eleven squadrons of medium bombardment, with the 345th Group being assigned an area from the coastal village of KORAKO inland to and including portions of TADJI strip and adjacent area. The attack, made from medium altitude, was to be with 500-pound instantaneous fuse bombs. Specific target for the 500th Squadron was to include an area from KORAKO to WAPIL VILLAGES extending inland 600 yards, and in the event this target could not be reached WENAK was the secondary and HAKSA BAY the tertiary. Route to target was to be direct and fighter cover consisted of one squadron of P-47's as area cover. Alerted for takeoff at 0635/K our crews were thoroughly briefed on existing bomb lines and other restrictions.

(b) Assembling soon after takeoff the 345th Group joined the 38th Bomb Group (M) enroute to the target, with the 38th Group leading. The 501st Squadron led our Group.

(c) Bombing from 5000/5500 feet, nine B-25's (7 D-1's and 2 D-2's) of the 500th Squadron planted 37 X 500 pound demolition bombs well in the assigned target between KORAKO and WAPIL VILLAGES about 600 yards inland. No definite results other than bomb smoke was observed by the crews, but it is believed the general purpose of "working over" the sector was accomplished. Six remaining bombs fell just beyond the Western edge of the target boundary. Enemy reaction was nil, not even a rock being thrown at our planes and all returned safely to base. One Jap thumbed his nose at our planes and a force of 150 bombers will be sent up next week to get him, it was authoritatively stated. As was so aptly put by our Squadron leader: "It is this sort of thing that breeds future wars."

(d) 1. Nil interception.

2. Nil enemy or Allied plane losses reported.

(e) Takeoff: 0638/K to 0642/K from Strip 3, NADZAB.

Rendezvous: As planned.

Attack: 0842/K to 0845/K at 5000/5500 feet. Estimated ground speed over target, 230 miles per hour.

(f) Route: NADZAB to GUSAP to DUMPU to ANNANBERG to TARGET.

Return: TARGET to ANNANBERG to DUMPU to GUSAP to BASE.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK:

Our Squadron led by Lt Rankin was third in the Group formation which was led by the 501st Squadron. Our Squadron was composed of three flights of three planes each as follows:

By RLB/IM NARA, Date 5/20/91

~ ~ ~ ~ ~

Narrative Report FFO 112-A continued.

FIRST FLIGHTA/P 597 - Lt Rankin
A/P 034 - Lt Whitsell
A/P 161 - Lt TackaberrySECOND FLIGHTA/P 426 - F/O Thomas
A/P 051 - Lt Scudder
A/P 055 - Lt DomanTHIRD FLIGHTA/P 443 - Lt Davis
A/P 024 - Lt Pannell
A/P 048 - Lt Ames3. DETAILS OF THE MISSION

(a) 1. Our Squadron composed of three flights of three Mitchells each approached TADJI AIRCRAFT in a Northwesterly direction, paralleling the coast. Lt Rankin led our squadron over the target, a forested area between the coastal villages of KORAKO and WAPIL and extending inland approximately 600 yards.

2. The Squadron leader, Lt Rankin, making a run at 5000 feet strung his five 500-pounders out across the Southern section of the assigned target with nil apparent damage. Lt Whitsell, just off the flight leader's right wing, released his five bombs on the lead plane's bombing and they were seen to explode in a line across the Northern edge of a kunai grass plot in the target. Lt Tackaberry, number three man, dropped his five Jap "levelers" in the target along the kunai plot but like Lt Whitsell could not make any specific estimate of damage.

3. The second flight followed the first across the target at approximately the same altitude and slightly to the left. F/O Thomas, leading the number two element, toggled out his four units and observed them exploding in a regular pattern East to West across the target about 525 yards inland. Lt Scudder, nestled in on the flight leader's right, managed to dump four of his bombs in the target just North and paralleling F/O Thomas' but his fifth fell in the bush just over the Western demarkation line. Lt Doman in the left wing slot, angled his five bombs in the target, stringing them across the area East to West just South of the lead ship's bombs. Although no perceptible damage was noted the thorough coverage obtained was highly satisfactory.

4. The last flight, led by Lt Davis approached the target at about the same altitude and on the same heading as did the first two elements. Lt Davis dropped his four bombs squarely in the southern section of the target. Lt Pannell, on Lt Davis' right, placed his five in the same area but Lt Ames, left wingman, was a little late in getting his bombs away and all five fell slightly west of the target just North of the Eastern end of TADJI STRIP. Bomb smoke and clouds of dust obscured any possible damage inflicted.

5. Lt Rankin guided the Squadron off the target, swinging out over the water and eventually heading Southeast down the coast past SELEO ISLAND. The Group returned direct to base without incident and all planes landed safely at 1046/K to 1050/K.

- (b) Nil A/A
- (c) Fighter cover was not seen.
- (d) None of our planes was damaged and no enemy planes were shot down in combat.
- (e) Nil personnel injured.

4. RECOMMENDATIONS FOR AWARDS
Nil5. APPENDICES

- (a) Appendix "A" - Bombing and photographic tables.

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

Narrative Report on Mission FFO 112-A

APPENDIX "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	OTHERS
597	5	500 lbs	demo.	inst.	5	
034	5	"	"	"	5	
161	5	"	"	"	5	
426	4	"	"	"	4	
051	5	"	"	"	4	2 outside target
055	5	"	"	"	5	
443	4	"	"	"	4	
024	5	"	"	"	5	
048	5	"	"	"	0	5 outside target
TOTAL	43	500 lbs	demo	inst.		

PHOTOGRAPHS

A/P # 055 obtained K-21 photos.
A/P # 443 obtained K-17 photos.

A/A

There was nil A/A fire reported.

STRAFING

There was nil strafing.

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

Narrative Report FFO 112-A continued.

- (b) Appendix "B" - Sketch showing bomb run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Two possible Jap landing barges, both serviceable, and either loading or unloading supplies at WAITANAN RIVER mouth by WAPIL VILLAGE. A barge, thought to be serviceable at the mouth of the NIGIA RIVER. Both TADJI STRIPS were pitted with bomb craters.

7. PHOTOGRAPHIC INTERPRETATION

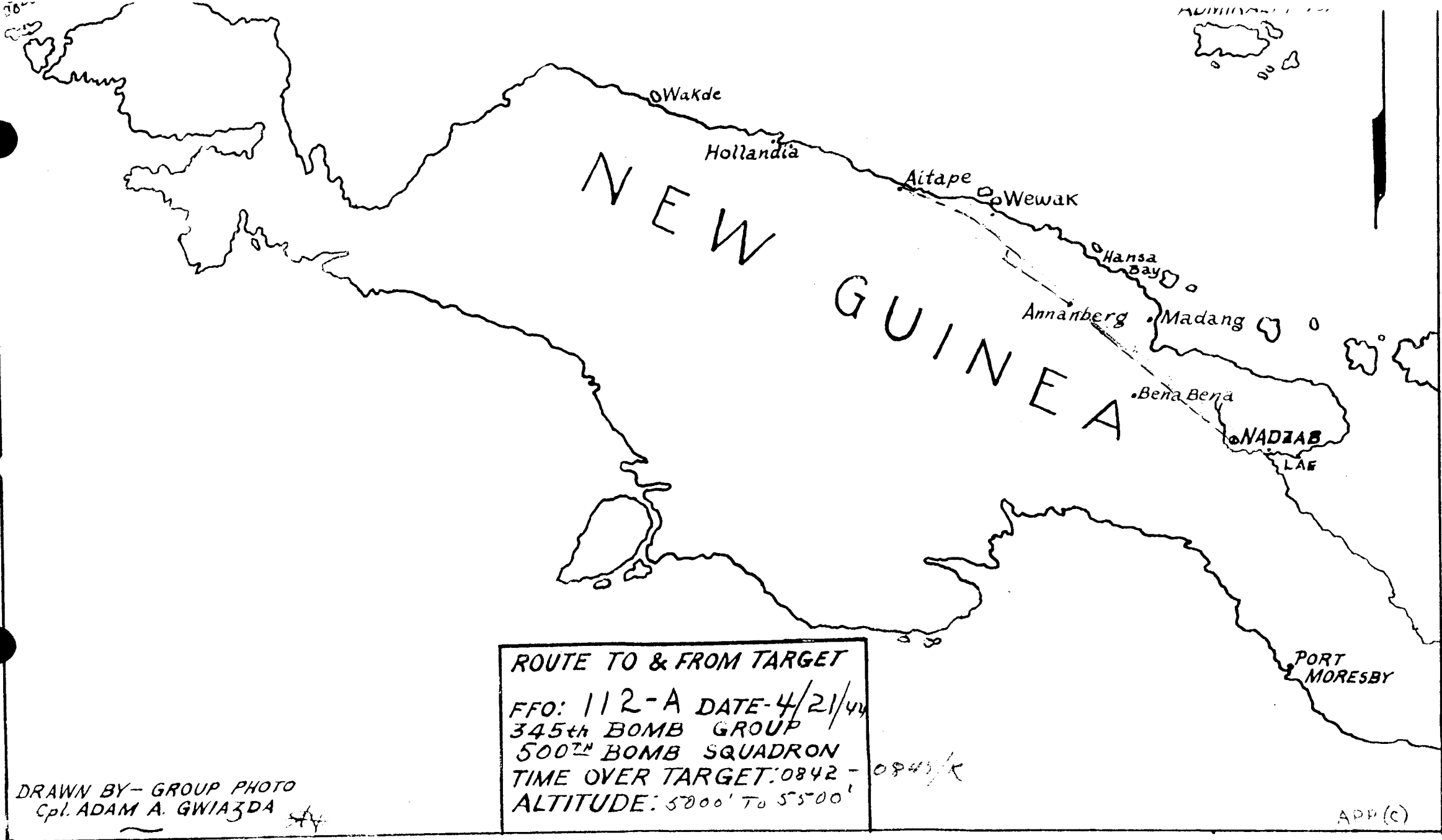
Photos received show our bombs landing in the target with nil recorded results other than bomb smoke and dust. Numerous large bomb craters are visible throughout the area which appears to be practically abandoned with no signs of activity.

For the Squadron Commander:

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

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

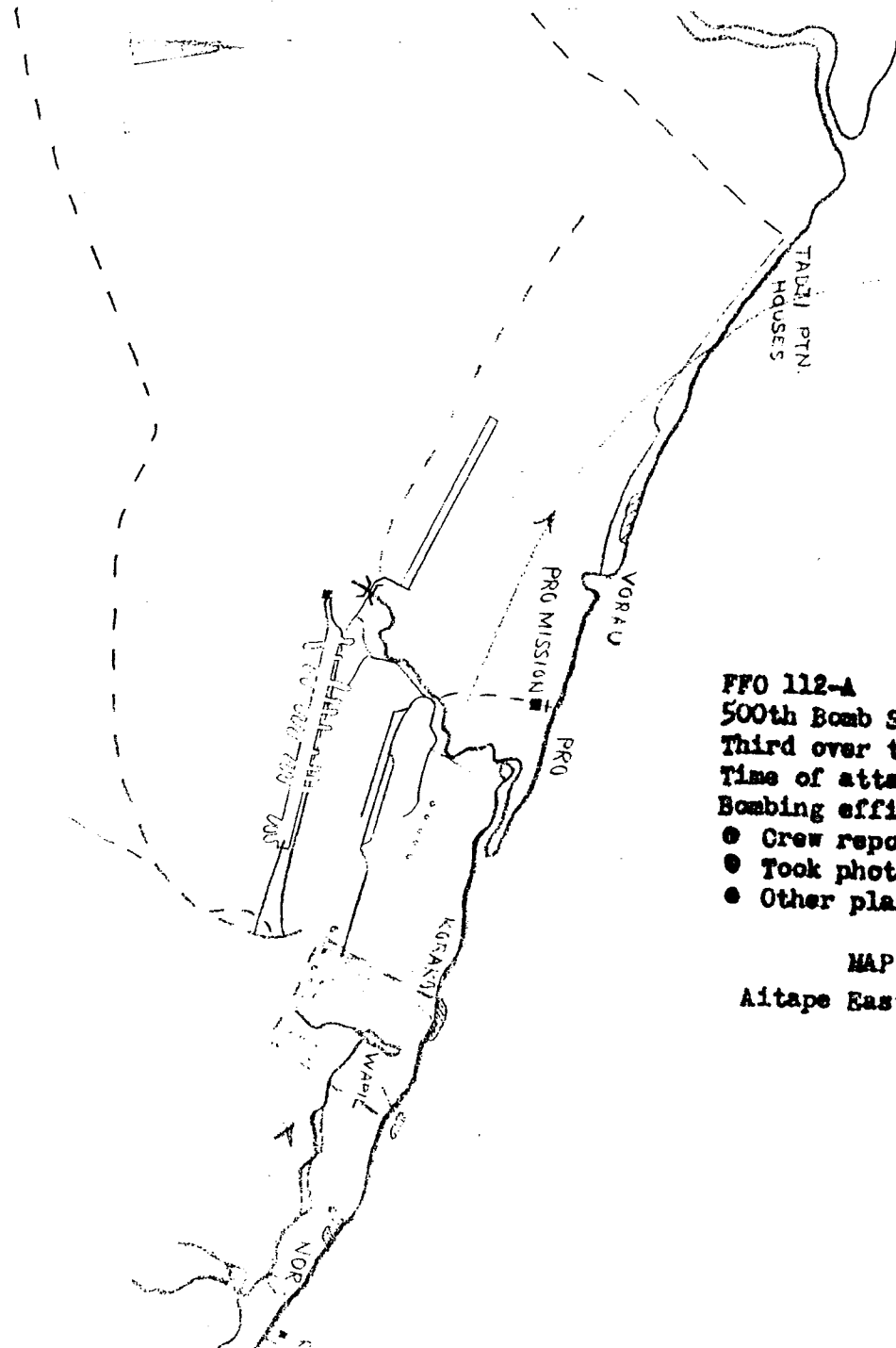


DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

By RLB/IM NARA, Date 5/20/91

44

85



FFO 112-A 21 April, 1944
500th Bomb Sqdn, 345th Bomb Group
Third over target at 5000/5500 ft
Time of attack: 0842/K to 0845/K
Bombing efficiency: EX
● Crew report of bomb hits
● Took photos
● Other planes

MAP REFERENCE
Aitape East - 1 inch to 1 mile

By RLB/IM NARA, Date 5/20/91

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

23 April, 1944

Subject: Narrative Report on Mission FPO 113-E Performed by 500th Bombardment Squadron (M) April 22, 1944. Objective: Target 32D - HANSA BAY.

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

1. GENERAL

(a) In a continued assault on enemy personnel and supply areas up the New Guinea coast three squadrons from the 345th Bomb Group were ordered to hit personnel and supply areas on TENDANYE ISLAND North of WEWAK. In case the primary target couldn't be reached, Target 32D at HANSA BAY, was assigned as secondary. The 500th Squadron was to lead the 345th Group which was to attack at medium altitude with 500 pound demolition bombs. Alerted at 0845/K for a 0920/K takeoff the Group was to assemble enroute to the target. Only area fighter cover was provided.

(b) Nil rendezvous.

(c) Turned back from the primary target by a heavy front which completely enveloped it our planes headed for the secondary target, a personnel and supply area just East of the SAKULA RIVER and approximately 1000 yards inland, at HANSA BAY. Bombardiers experienced considerable difficulty in locating the exact target location and only seven of the 40 500-pounders dropped fell in the target. Twenty-four landed in the area immediately North of the target between the target and the coast and nine hit just across the SAKULA RIVER from the Western side of the target. Nil results other than bomb smoke and dust was noted.

(d) 1. Nil interception.

2. Nil enemy or Allied plane losses reported.

(e) Takeoff: 0920/K to 0922/K from Strip 3, NADZAB.

Rendezvous: Group assembled enroute. Nil rendezvous.

Attack: 1134/K to 1137/K at 3000/3500 feet. Estimated ground speed over target, 225/230 miles per hour.

Landing: 1307/K to 1310/K at Strip 3, NADZAB.

(f) Route: NADZAB to LERON RIVER to DUMPU to MURIK LAGOON to NIGHTINGALE BAY (just below WEWAK) to HANSA BAY.

Return: HANSA BAY to DUMPU to NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

Capt Dougherty, Squadron Commanding Officer, led our nine planes. Our Squadron led the Group formation.

FIRST FLIGHT

A/P 426 Capt Dougherty

A/P 024 Lt Pannell

A/P 430 Lt Francis

SECOND FLIGHT

A/P 443 Maj Rosenbaum

A/P 372 Lt Whitsell

A/P 278 Lt Tackaberry

THIRD FLIGHT

A/P 414 F/O Thomas

A/P 048 Lt Ames

A/P 068 Lt Scudder

3. DETAILS OF THE MISSION

(a) 1. Capt Dougherty, Commanding Officer of the 500th Squadron, led nine B-25's (6 D-1's and 3 D-2's) and two other squadrons of the 500th.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 113-E continued.

Bomb Group toward the secondary target after being turned back from the primary due to weather. The secondary was Target 32D, an area lying 1000 yards South of the coast, and extending East for approximately 600 yards from the SAKULA RIVER and South along the stream for 1000 yards. The Squadron leader made a northerly run from land to sea. At an altitude of 3500 feet he released four bombs, one falling short of the Southwestern corner of the target, the other three landing in a string just East of the SAKULA RIVER in the target. The right wingman, Lt Pannell, dropped four bombs which landed in the eastern section of the target. His fifth bomb fell to the North and East of the target. Lt Francis, in left wing position, unloaded his bombs to the West of the specific target, just across the River and parallel to the target. Crew members of the first flight could not report any definite damage resulting from their bombs. Considerable dust and bomb smoke were noted.

2. Major Rosenbaum, Group Operations Officer, guided the second flight into the target area, followed the lead element's run and crossed the target on the same heading. Major Rosenbaum's bombardier dropped his four bombs a little long and they exploded in an area lying between the Northern edge of the target and the coast of HANSA BAY. Lt Whitsell, close in to the Major's right wing, also missed the target and hit the area immediately to the North. Lt Tackaberry, on the flight leader's left wing, completed the coverage of this section, stringing four bombs alongside and to the left of Major Rosenbaum's pattern. Bomb dust and smoke constituted the only observed results of the second flight's bombing.

3. F/O Thomas skillfully maneuvered the third flight to evade the propwash from the preceding flights over the target's western boundary and released three 500-pounders in the area to the West, just across the SAKULA RIVER and opposite the target. Lt Ames, flying loose formation in right wing position, lobbed five bombs in the area between the coast and the Northern boundary of the target. Lt Scudder, bracketed in close to the flight leader's left wing, somehow managed to spot his five bombs in the area North of the target East of the SAKULA RIVER, according to his crew. Again, as for the earlier flights, the only observed results were bomb smoke and dust.

4. Capt Dougherty gathered his flights in formation and returned direct to base. All planes landed safely with no injury to personnel. Bombardiers experienced difficulty spotting the exact target and this in part accounts for the poor coverage. However, as the target was only an area of no definite contents, it is believed that the bombing was still effective as part of the levelling operations directed against HANSA BAY.

- (b) Nil A/A
- (c) Area fighter cover was good.
- (d) Nil enemy planes shot down and none of our planes was damaged.
- (e) Nil personnel injured.

4. RECOMMENDATIONS FOR AWARDS
 Nil

5. APPENDICES

- (a) Appendix "A" - Bombing and photographic tables.
- (b) Appendix "B" - Sketch showing bomb run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

By RLB/IM NARA, Date 5/20/91

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

Narrative Report FPO 113-E continued.

6. ADDITIONAL SIGHTINGS

Bridge crossing mouth of SAKULA RIVER appeared in good condition as did the coastal road. One possibly serviceable barge just East of SAKULA RIVER mouth. Two barges, thought to be serviceable, tied to a jetty on the Southern shore of NWAR POINT.

7. PHOTOGRAPHIC INTERPRETATIONS

Three K-17 photographs received reveals only bomb smoke and dust without showing any specific damages inflicted.

For the Squadron Commander:

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

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 113-E

BOMBING TABLE							
A/P	NO BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSSES	RETURNED
426	4	500 lb	Demo	Instantan.	3	1	
024	5	"	"	"	4	1	
430	5	"	"	"		5	
443	4	"	"	"		4	
372	5	"	"	"		5	
278	5	"	"	"		4	1
414	4	"	"	"		3	1
048	5	"	"	"		5	
068	5	"	"	"		5	
TOTAL	42	500 lb	Demo	Instantan.	7	33	2

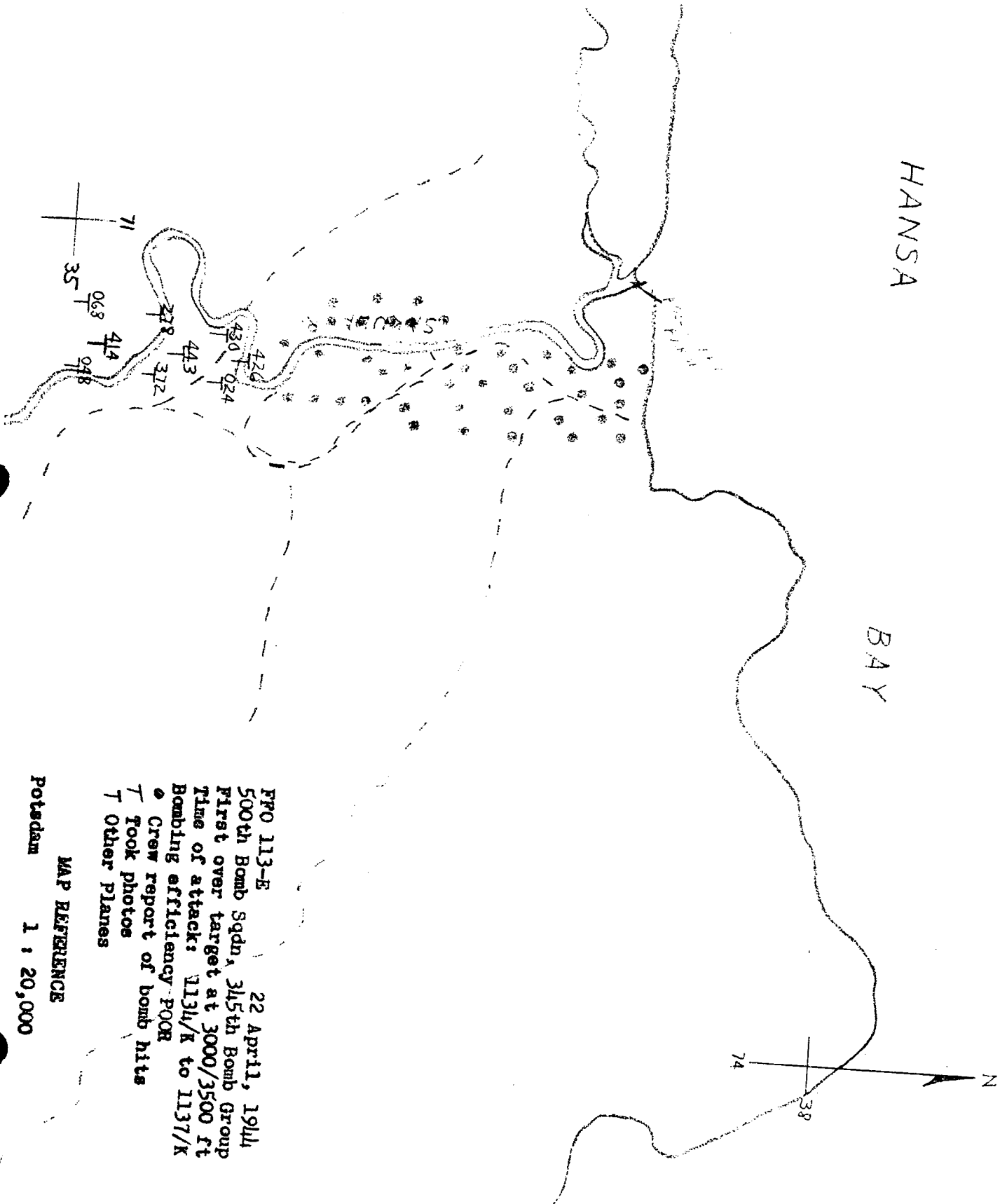
Nil ammo expended

Nil A/A encountered.

Approx 20 K-17 shots were taken of bombing.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

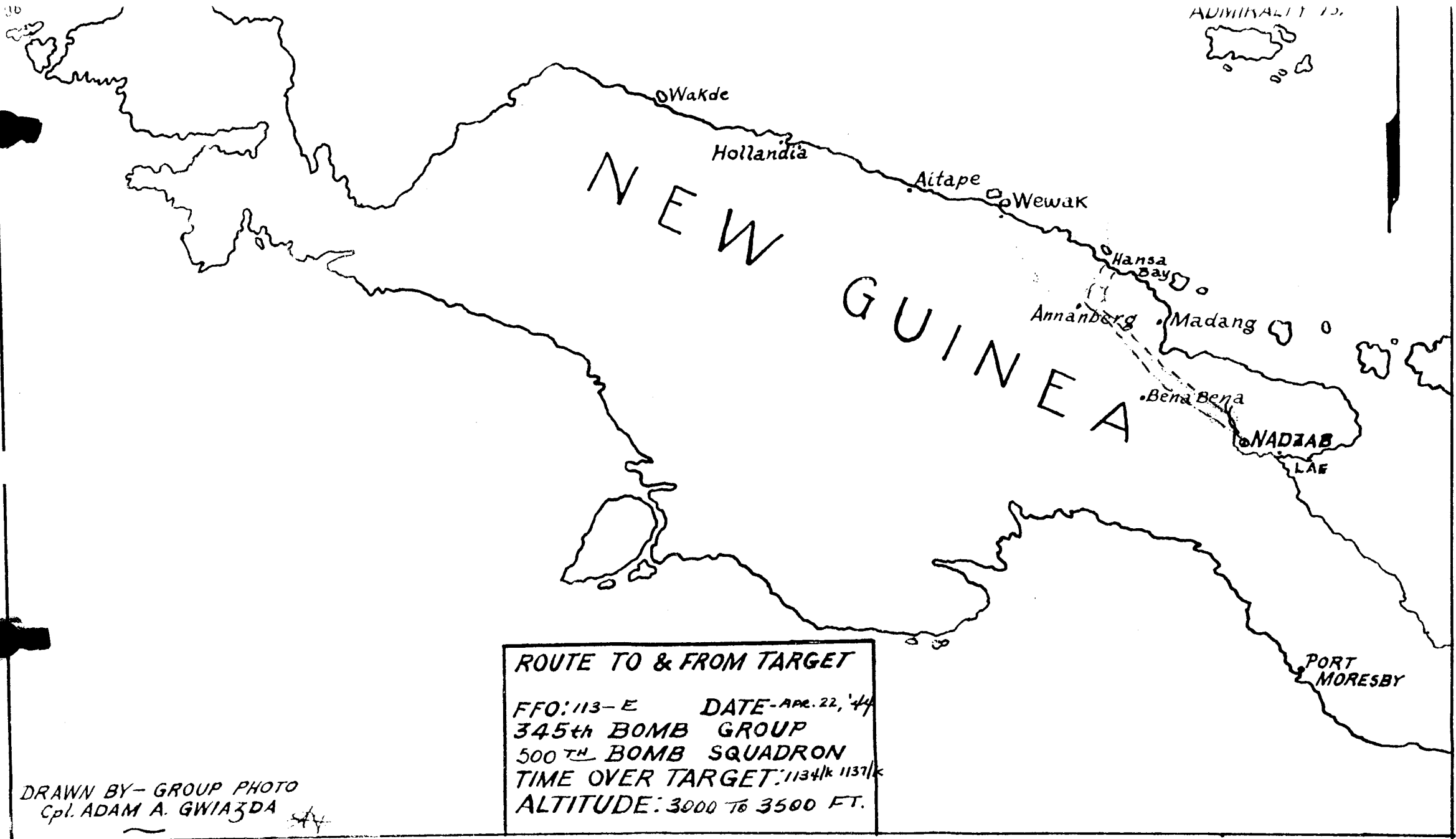
By RLB/IM NARA, Date 5/20/91



FP0 113-E
500th Bomb Sqdn, 345th Bomb Group
First over target at 3000/3500 ft
Time of attack: 1134/K to 1137/K
Bombing efficiency: POOR
• Crew report of bomb hits
T Took photos
T Other Planes

MAP REFERENCE

Potsdam 1 : 20,000



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
 BY RLB/IM NARA, Date 5/20/91

By RLB/IM NARA, Date 5/20/91

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

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OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

CCC/jwd

24 April, 1944

Subject: Narrative Report on Mission WFO 114-J, performed by the 500th Bomb Squadron April 23, 1944. Objective: A/A positions at Hansa Bay.

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

1. GENERAL

(a) As part of a strike to further neutralize installations and defenses at HANSA BAY, four squadrons of nine planes each of the 345th Bomb Group (M) were ordered to attack specifically designated targets in the vicinity of EKV and SISIMANANGO VILLAGES at HANSA BAY on the morning of April 23, 1944.

Target for the 500th Squadron comprised anti aircraft positions designated as 9B - 10B - 11B, and our bomb load, like the remainder of the Group, was to be 500-pound demolition bombs with instantaneous fuses. Our Squadron carried 41 bombs; five planes carried 5 bombs each and four planes carried 4 bombs each. The attack was to be from about 6500 feet. Participating in the strike were a group of heavies and a group of light bombardment. With the 498th Squadron leading the 345th Group, and the 500th Squadron in third position, the route to the target was to be direct and rendezvous with a squadron of P-47 fighter cover was to be over GUSAP at 0820/K.

Crews of the 500th Squadron were alerted at 0700/K for takeoff at 0740/K and time over target was scheduled to be from 0915/K to 0930/K for the Group. No secondary target was given.

(b) Rendezvous with fighter cover was effected over GUSAP at 0820/K at 4000 feet.

(c) Attacking according to plan, from medium altitude, nine B-25's (5 D-1's and 4 D-2's) of the 500th Squadron planted 36 X 500-pound demolition bombs in a narrow area from a jetty just South of SISIMANANGO VILLAGE to EKV VILLAGE along the shore of HANSA BAY on April 23. Probable A/A positions in the area were well encompassed with bomb explosions although no definite results of the bombing were observed by our crews. Three bombs from one A/P fell short of the target but were seen to hit land immediately South of the jetty. Enemy opposition in any form was entirely absent and all of our planes returned safely.

(d) 1. There was nil interception.

2. Nil Allied or enemy planes losses were reported.

(e) Takeoff: 0740/K to 0745/K from Strip 3, Nadzab.

Rendezvous: With fighters over GUSAP at 0820/K.

Attack: 0917/K to 0920/K from 6000/6500 feet.

Landing: 1025/K to 1028/K on Strip 3, Nadzab.

(f) Route: NADEAB - GUSAP - DUMPU - to target.

Return: Target to DUMPU to GUSAP to base.

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

By RLB/IM NARA, Date 5/2/912. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 498th Squadron led our Group, with the 500th Squadron, led by Flight Officer Thomas, in third position. Our flights were composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
414 - F/O Thomas	426 - Lt Ames	443 - Lt Fritzshall
409 - Lt Scudder	059 - Lt Truman	161 - Lt Tackaberry
034 - Lt Davis	048 - Lt Doman	430 - Lt Francis

3. DETAILS OF THE MISSION

Flight Officer Thomas led our Squadron across the target on an approx. heading of 350 degrees at 6500 feet at 0917/K. Lt Muller, his navigator-bombardier, dropped his four bombs in the Southern part of the target and extending Northward. Lt Scudder, right wingman, dropped on the lead plane, but his first three bombs fell on the shore immediately Southeast of the target. His fourth bomb landed within the assigned area. The left wingman, Lt Davis, also dropped on the lead plane and scored five hits in the target.

Leading the second flight, Lt Ames pressed closely behind F/O Thomas and dumped his four bombs efficiently in the target. Lts Truman and Doman, right and left wingmen respectively, each dropped his five bombs on the flight leader and obtained 100 percent hits. Lt Fritzshall, at the head of the third flight, decided not to bomb on the first run for fear of missing the target and circled North of the target for a second pass, which was made on a heading of 170 degrees. Lts Tackaberry and Francis, right and left wingmen, dropped on Lt Fritzshall and the fourteen bombs from the three planes all fell in the target to give excellent coverage.

Specific damage was not observed from the bombing and crews reported seeing only bomb dust and smoke. Our three flights re-joined South of the target and returned to base direct. No enemy action in form of A/A fire or interception was offered and all of our planes landed safely.

- (b) Nil A/A.
- (c) Fighter cover was adequate.
- (d) No airplanes of this Squadron were damaged and no enemy airplanes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS
Nil5. APPENDICES

- Appendix "A" - Bombing and photographic data.
- Appendix "B" - Sketch showing bomb runs and bomb hits.
- Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Six small, possibly serviceable barges were seen near shore from jetty East of the South end of Nubia strip to approx. Sisimanango Village. One Nell and one Betty bomber, thought to be serviceable, in the Southeast dispersal area of Nubia strip. One crew member reported seeing what he thought to be a four serviceable Nells in a large semicircle in a clearing at the North end of the strip. At 0945/K from 7000 feet about 15 miles West of Madang a silver SSF, thought to be a TOJC, was seen at 4000 feet going NNW approx. 1400 yards away.

By RLB/IM NARA, Date 11/2/91

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

Narrative Report on FFO 114-J continued.

7. PHOTOGRAPHIC INTERPRETATION

K-17 photos received show bomb bursts throughout the target and numerous craters from previous bombings.

For the Commanding Officer:

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

3 Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/2/91C O N F I D E N T I A L

Narrative Report, Mission FPO 111-J

APPENDIX "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	MISSED TARGET
111	4	500 lbs	demo.	inst.	4	
409	4	"	"	"	1.	3
034	5	"	"	"	5	
426	4	"	"	"	4	
059	5	"	"	"	5	
048	5	"	"	"	5	
443	4	"	"	"	4	
161	5	"	"	"	5	
430	5	"	"	"	5	
TOTAL	41	500 lb	demo	inst.	38	3

STRAFING

Nil strafing.

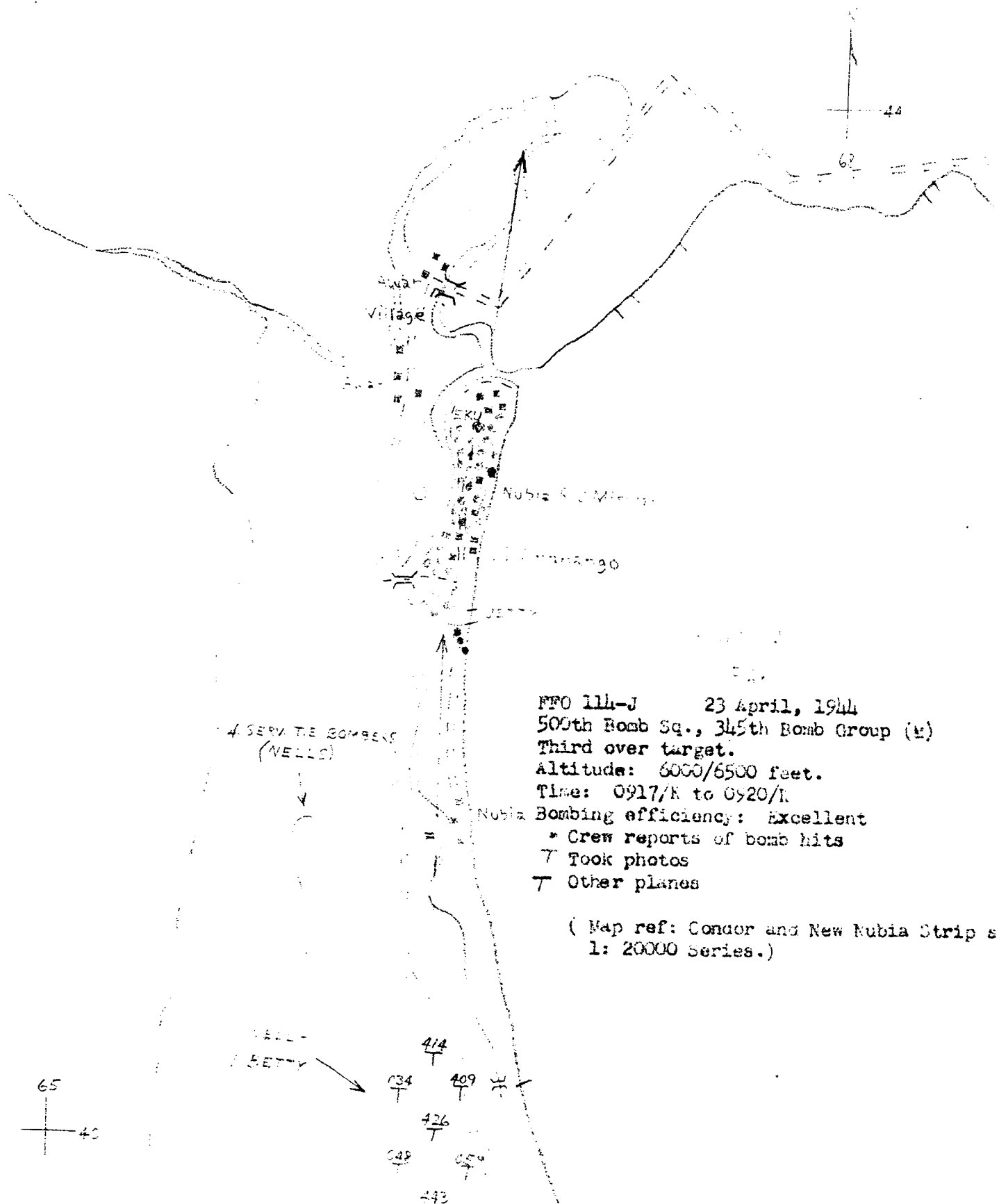
A/A

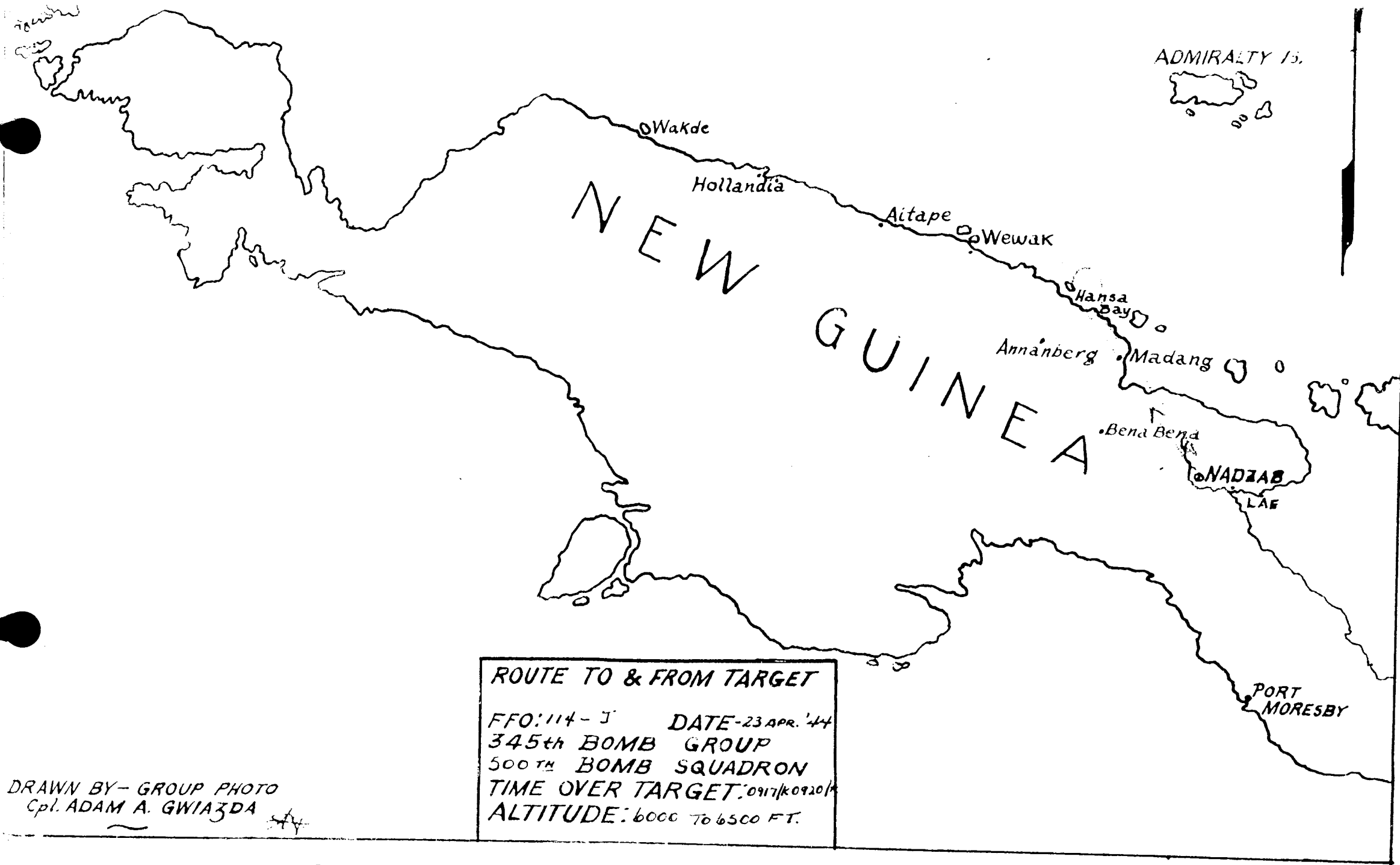
Nil A/A

PHOTOGRAPHS

Ten exposures with K-17 camera were taken of bombing from A/P #443.

By RLB/IM NARA, Date 5/12/91





DRAWN BY - GROUP PHOTO
 Cpl. ADAM A. GWIAZDA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, *AND 74-5225*
 By *RAB/IM* NARA, Date *10/10/91*

By RLB/IM NARA, Date 5/20/91

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

24 April, 1944

Subject: Narrative Report on Mission 115-J Performed by 500th Bombardment Squadron April 24, 1944. Objective: Stores and Personnel, HANSA BAY AREA.

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

1. GENERAL

(a) For the third consecutive day squadrons of the 345th Bomb Group were ordered to strike the HANSA BAY AREA to further neutralize this once powerful base. Three squadrons of the Group were to attack stores and personnel areas South of CONDOR STRIP and inland from ANWAR POINT, designated as Targets 9D, 10D and 11D. The bomb load was to consist of 500 pound demos, instantaneous fuse, and the attack was scheduled for medium altitude. Area fighter cover was to be provided by two squadrons of Thunderbolts. The 500th Squadron, third in the Group formation, was alerted at 0705/K for a probable 0750/K takeoff. Crews were thoroughly briefed on current bombing restrictions.

(b) The Group assembled enroute to the LERON RIVER where rendezvous with the 38th Bomb Group was effected at 0840/K.

(c) Due to poor weather conditions over the target the approach was carried out in a different manner than originally planned. Our planes came in from sea to land and dropped their bombs through a 6/10 to 8/10 undercast of cumulus clouds at 3500 to 4000 feet some 2500 feet below the bombing level of the planes. Only 11 out of the 26 bombs dropped fell in the target, the remaining 15 landing short in the water Southeast of the designated area. No results of the bombing were observed. Enemy opposition in any form was conspicuous by its absence and all our planes returned safely to base.

(d) 1. There was nil interception.

2. Nil Allied or enemy plane losses reported.

(e) Takeoff: 0822/K to 0824/K from Strip 3, Nadzab.

Rendezvous: With 38th Group over the LERON RIVER at 0840/K.

Attack: 1012/K to 1014/K at 6000/6500 feet.

Landing: 1129/K to 1132/K at Strip 3, NADZAB.

(f) Route up: NADZAB - LERON RIVER - TARGET.

Return: TARGET - DUMP - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, third in the Group formation led by the 498th Squadron, was led by Lt Rankin and composed of two flights of three planes as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 601 - Lt Rankin	A/P 224 - Lt Ames
A/P 055 - Lt Whitsell	A/P 024 - Lt Pannell
A/P 372 - Lt Scudder	A/P 278 - Lt Truman

3. DETAILS OF THE MISSION

(a) 1. Weather and poor visibility profoundly affected the proven efficiency of our crews as two flights of three B-25's of our squadron struck

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 115-J continued.

at a designated supply and personnel area at HANSA BAY. The first flight led by Lt Rankin approached the target from the Southeast at an approximate altitude of 7000 feet. A layer of cloud at approximately 4000 feet hung over the target partially obliterating it. Lt Rankin circled the area several times, and as conditions appeared to improve, led the Squadron on a sea to land run on a bearing of about 300°.

2. Lt Rankin's bombardier released five bombs all of which were seen to land in the water, just offshore from the AWAR PLANTATION buildings on the South-central shore of AWAR POINT. Lt Whitsell, in right wing position, dropped on the lead plane and his five bombs also fell in the water, just beside the flight leader's string of splashes. Lt Scudder could do no better since he was in the left wing position and even further offshore than the others. His bombardier dropped on the lead ship and his five bombs consequently wound up in the same area. Large spouts of water were seen as the only evidence of the bombing.

3. The second flight achieved more favorable results. Led by Lt Ames this flight followed in trail of the leading element across the target, but Lt Ames seeing he wasn't properly lined up on the target chose to make this a dry run. After considerable maneuvering around AWAR POINT and over the SISI-MANANGO RIVER the second flight came in on the target on a bearing of approximately 10°. At an altitude of 6500 feet Lt Ames toggled away one bomb, the remaining four failed to release. However the one demo managed to find the Western section of the target but with no observed results. Lt Pannell, right wingman, released his bombs on the flight leader and all five landed in the target, also in the Western section. Lt TRUMAN followed through on the left wing of Lt Ames and added five more bombs to the six already grouped in the western end of the assigned target. Bomb smoke and dust were the only evidences from the attack as Lt Rankin guided our Mitchells away from HANSA BAY.

4. The two flights rallied with the Group and returned to base direct all landing safely. Lt Ames returned four bombs which failed to release over the target. HANSA BAY appeared subdued and no trace of A/A was observed by any of our crews.

(b) Nil A/A.

(c) Area fighter cover was present.

(d) No planes of this Squadron were damaged and nil enemy planes shot down.

(e) Nil personnel injured.

4. Nil Recommendations for Awards.

5. APPENDICES

Appendix "A" - Bombing table.

Appendix "B" - Bomb run and bomb hits.

Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

A large oil fire with black smoke to approx 500 feet on the East side of NUBIA CREEK one-fourth mile South of SISIMANANGO VILLAGE. Sixteen (16) serviceable barges in HANSA BAY.

7. Nil photos received.

By RLB/IM NARA, Date 5/20/91

Narrative Report, FFO 115-J

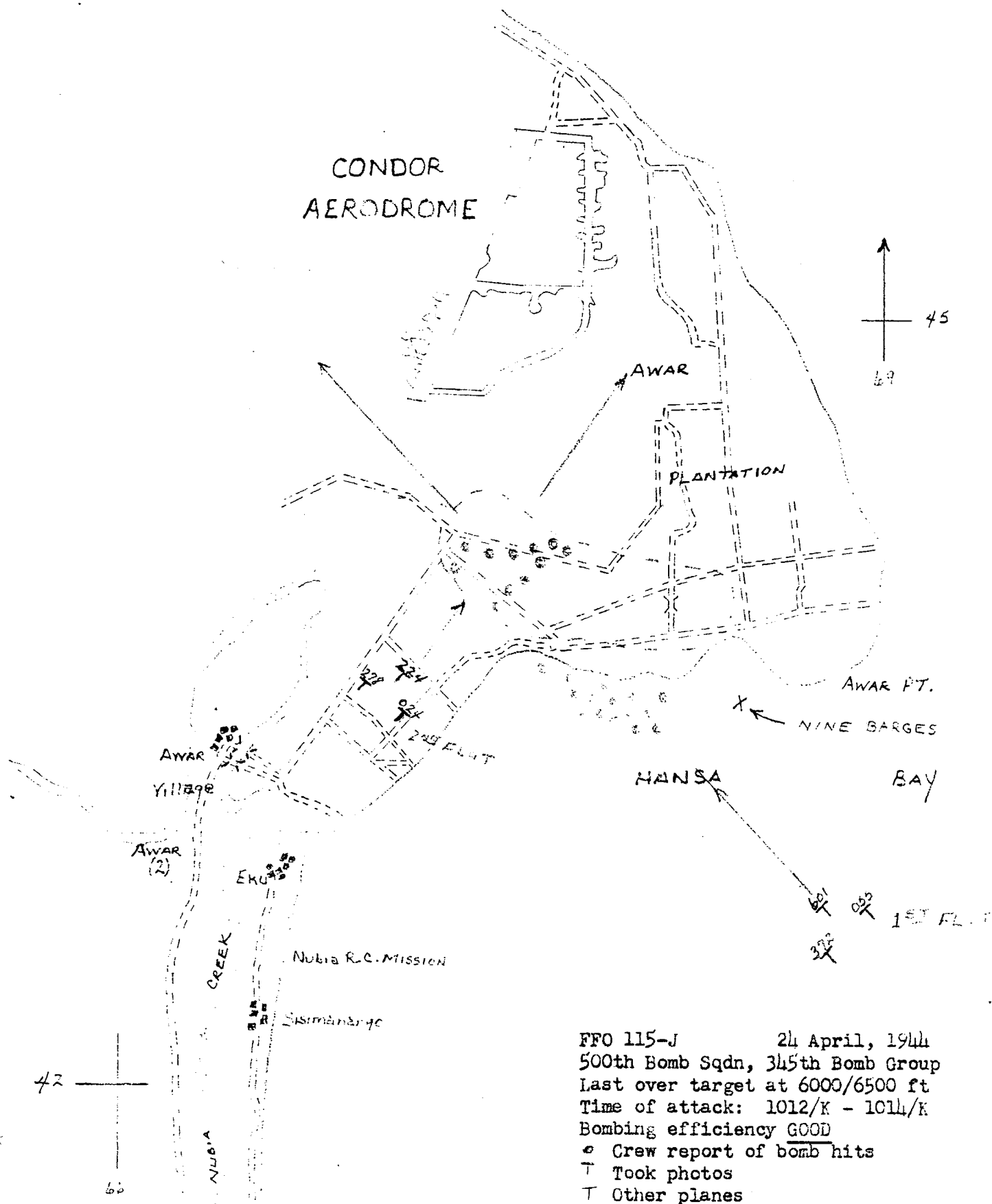
BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	IN WATER	RETURNED
601	5	500 lb	Demo	Instantan.		5	
055	5	"	"	"		5	
372	5	"	"	"		5	
224	5	"	"	"	1		4
024	5	"	"	"	5		
278	5	"	"	"	5		
TOTAL	30	500 lb	Demo	Instantan.	11	15	4

Nil ammo expended.

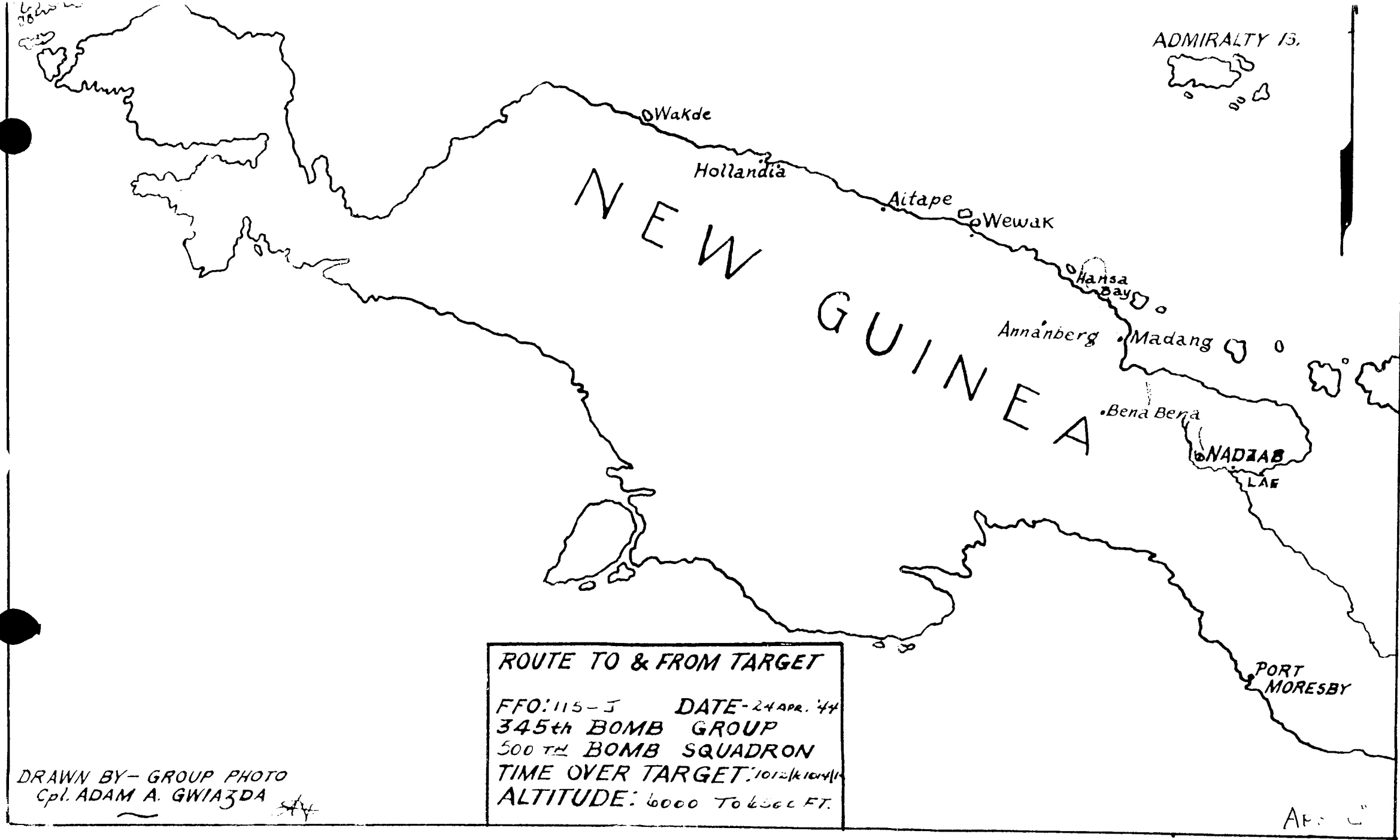
Nil A/A

Twenty (20) K-17 shots were taken of the bombing from A/P 224 at 1012/K to 1014/K

By RLB/IM NARA, Date 5/20/91



FFO 115-J 24 April, 1944
 500th Bomb Sqdn, 345th Bomb Group
 Last over target at 6000/6500 ft
 Time of attack: 1012/K - 1014/K
 Bombing efficiency GOOD
 o Crew report of bomb hits
 T Took photos
 T Other planes



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 713, Unit 1

CGG/jwd

29 April, 1944

Subject: Narrative Report on Mission FPO 119-B, performed by the 500th
Bombardment Squadron April 28, 1944.
Objective: Airplanes and dispersal areas, SAMAR AIRBOMB.

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

1. GENERAL

(a) Four squadrons of B-25D's of the 345th Bomb Group (M) were ordered to stage a bombing, strafing attack from minimum altitude against airplanes and dispersal areas at SAMAR AIRBOMB on the Northwest coast of New Guinea on the morning of April 28, 1944. The bomb load for each plane consisted of 22 clusters of 3 X 23 lb parafrags, which were to be dropped on one run in conjunction with a strafing attack. Fighter cover was to be provided by two squadrons of P-38's, with which our planes were to rendezvous at 2500 feet over HOLLANDIA. The bombers were to proceed from MADZAB to GUSAP on the afternoon of April 27 for an early morning takeoff from GUSAP on April 28, and also were to land there for refueling on return to base. Crews were thoroughly briefed on existing bombing restrictions before takeoff. The 500th Squadron was to lead the Group.

(b) Planes of the 345th Group assembled enroute soon after takeoff. Crews of this squadron reported no rendezvous with fighters over Hollandia but reported seeing area fighter cover over the target.

(c) Skimming in over the target at tree top level, six B-25D-1's of the 500th Squadron scattered 396 individual 23 lb parafrag bombs throughout dispersal areas, buildings, huts, and troop areas at SAMAR AIRBOMB on the morning of April 28, 1944. The bombing, intensified by simultaneous strafing, was particularly effective and the enemy was caught by surprise, some 300 of them scrambling frantically for cover as our planes roared over head. Several Jap troops were definitely killed by strafing and bomb explosions. Four enemy planes, three Zekes and a Betty, received direct bomb hits and were destroyed. Other bombs drifted among an undetermined number of European type buildings and many tents in the Southeast dispersal area, scoring several direct hits. During the heavy strafing throughout the target area, eight (8) serviceable trucks just West of the WOSKE RIVER were raked with .50 calibres and one vehicle was seen to burst into flame. A number of huts, a stores and dump area, and two unoccupied light A/A pits just East of WOSKE RIVER were strafed.

Our planes did not escape damage, however. As the lead A/P dropped its first few bombs, the missiles exploded in mid air shortly after leaving the plane for some unknown reason, severely damaging the aft end of the aircraft, riddling the tail empennage and almost tearing the rudders off. Despite this accident, the pilot dropped the remainder of his parafrags into the target with good effect.

Another A/P received two six-inch holes through the horizontal stabilizer from heavy ack ack fire and about 25 holes in other parts of the plane from M.G. fire, and was forced to make an emergency landing at GUSAP. A third A/P of this squadron received two 20 MM hits, one in the nose and the other just forward of the camera hatch in the tail but returned to base without further mishap. Further damage to our planes was not reported.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on FFO 119-B. (continued)

1. GENERAL (continued)

(d) 1. There was nil interception.

2. Two of our A/P's were damaged by enemy action, one was damaged accidentally. Nil enemy plane losses were reported in aerial combat.

(e) Takeoff: 0530/K from GUSAP.

Rendezvous: With Squadrons of the 345th Group over GUSAP at 3000 feet.

Attack: 1140/K to 1142/K at 100 feet.

Landing: All planes except #059 landed GUSAP at approx. 1440/K. Four of these A/P's then proceeded to HADZAB, landing at approx. 1550/K. The lead plane, #059 is still at HOLLANDIA where it made emergency landing. The sixth A/P, #237 is at GUSAP in a damaged condition. All six crews have returned to HADZAB.

(f) Route: HADZAB to GUSAP direct to HOLLANDIA to target.

Return: Target to HOLLANDIA to GUSAP to DUMPU to base.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, led by Maj Marston, Assistant Operations Officer of 345th Group, led the Group. Our flights were comprised as follows:

FIRST FLIGHT

059 - Maj Marston WHATTUM-CHOO

024 - Lt Pannell PANNELL JOB

055 - Lt Tackaberry RITAS WAGON

SECOND FLIGHT

034 - F/O Thomas THE WOLF(PACK)

278 - Lt Davis HELLS FIRE

237 - Lt Fritzshall BROTHEN RAT

3. DETAILS OF THE MISSION

Major Marston led the Squadron over the SAMAR airstrip and dispersal area at minimum altitude in an East to West direction. Both flights strafed from the MOSKE RIVER to approximately one mile West of SENAR strip, dropping their parafrag bombs on the strip and dispersal areas. Maj Marston's flight dropped all its 198 parafrags on the strip and Eastern dispersal areas. Maj Marston's plane was hit by fragments of his own bombs, some of which prematurely exploded in mid air shortly after release. All bombs were dropped, however, and Maj Marston, despite the damage to his plane, continued to bomb and strafe the target. The entire tail empennage was riddled with holes, and all rudder control was lost as cables were severed. It was only by sheer skill and nerve that the pilot guided his plane to HOLLANDIA area and landed safely at CYCLOPS strip. Two members of the crew were injured, the radio man suffering a broken leg, and the engineer received a piece of shrapnel in his leg and was cut about the face. Lt Pannell, in right wing position, reported that his bombs landed among approximately 100 surprised Japs who were desperately seeking cover in the Eastern dispersal area. Lt Pannell was sure his strafing caused considerable enemy casualties. His plane was hit in the nose and rear fuselage by light A/A fire, causing two holes about 6 inches in diameter but injuring no one or impairing the flight control of the plane. Lt Tackaberry, left wingman, in the first flight, reported that one bomb landed on a Zeke in the dispersal area on the edge of and half way down the taxi strip. The Zeke was last seen burning fiercely.

The second flight under the guidance of Flight Officer Thomas, reported that they unloaded 198 parafrags on the taxi strip and Northern edge of the dispersal areas. One of the flight leader's bombs scored a direct hit on a serviceable Zeke in the central dispersal section and the enemy plane exploded and burned. Other results were unobserved.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on FFO 119-B continued.

3. DETAILS OF THE MISSION (continued)

Lt Davis, right wingman, reported unusual success, two bombs finding their mark on two enemy aircraft, a lake on the center of the strip, and one Betty bomber parked toward the Western end of the runway. Both planes were destroyed as photos, received later, prove. Lt Davis also strafed a steam roller that had been abandoned on the Eastern end of the strip.

Lt Fritschall, in left wing position, carried through dropping all his bombs in the target but results were generally unobserved. As he pressed his attack, the enemy light ground fire peppered his tail section with approximately 30 small holes. The pilot managed to reach GUSAP and landed there safely. None of the crew was injured. All of our planes landed at GUSAP except Maj Marston who remained at HOLLANDIA with his crew overnight and were returned to MADZAB on April 29 by other means. Shortly after landing at GUSAP four of our planes took off again and proceeded to MADZAB, landing at 1550/X/25 and bringing with them the four crews plus the navigator on Lt Fritschall's crew. Lt Fritschall and the remainder of his crew remained at GUSAP overnight, returning the next day. The A/P, #237, is still at GUSAP in a damaged condition.

Judging from the many Japs running for cover, the attack was a complete surprise and enemy casualties are thought to be heavy.

(b) A/A was light to medium, intense and accurate from personnel areas at the mouth of WOSKE RIVER and the target area. Night puffs of heavy, inaccurate at 2000 feet coming from a point 3000 feet West of WOSKE RIVER.

(c) Area fighter cover was excellent.

(d) Three planes of this squadron were damaged and no enemy planes were shot down.

(e) Two crew members were injured.

4. RECOMMENDATIONS FOR AWARDS

Major Marston is recommended for the DFC. His crew is recommended for an Air Medal each. The injured radioman and engineer on this crew are recommended for the Purple Heart medal in addition to the Air Medal.

5. APPENDICES

- Appendix "A" - Bombing, strafing, A/A and photographic tables.
- Appendix "B" - Bomb run and bomb hits.
- Appendix "C" - Sketch showing route to and from target.

6. SIGHTINGS

Bridge crossing the WOSKE RIVER in serviceable condition and roads throughout the area were well graded, showing signs of considerable use. Entire area lying between strip and coast appeared heavily defended by numerous M.G. positions. Ten or twelve European type buildings were seen in ARMOGA VILLAGE on the West side of WALOKENAER BIGHT.

7. PHOTOGRAPHIC INTERPRETATION

Photographs show considerable evidence of recent construction of the strip. Roads are well used in some cases logs being used for foundations. Numerous huts and gardens are located East and West of the strip and considerable stores are visible in these areas. The strip is probably unserviceable from bomb craters. Three apparently empty gun pits are visible in the stores and dump area. Two columns of black smoke are visible halfway down the runway. One Betty and one SSF are definitely destroyed on the runway.

By RLB/IM NARA, Date 5/20/91

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

Narrative Report on PFO 119-B continued.

For the Commanding Officer:

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

3 Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 119-B

BOMBING TABLE					
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET
059	22 clusters of 3	23 lb	Parafra	Inst.	22 X 3
055	"	"	"	"	22 X 3
034	"	"	"	"	22 X 3
024	"	"	"	"	22 X 3
278	"	"	"	"	22 X 3
237	"	"	"	"	22 X 3
TOTAL	132 clusters of 3	23 lb	Parafra	Inst.	132 X 3

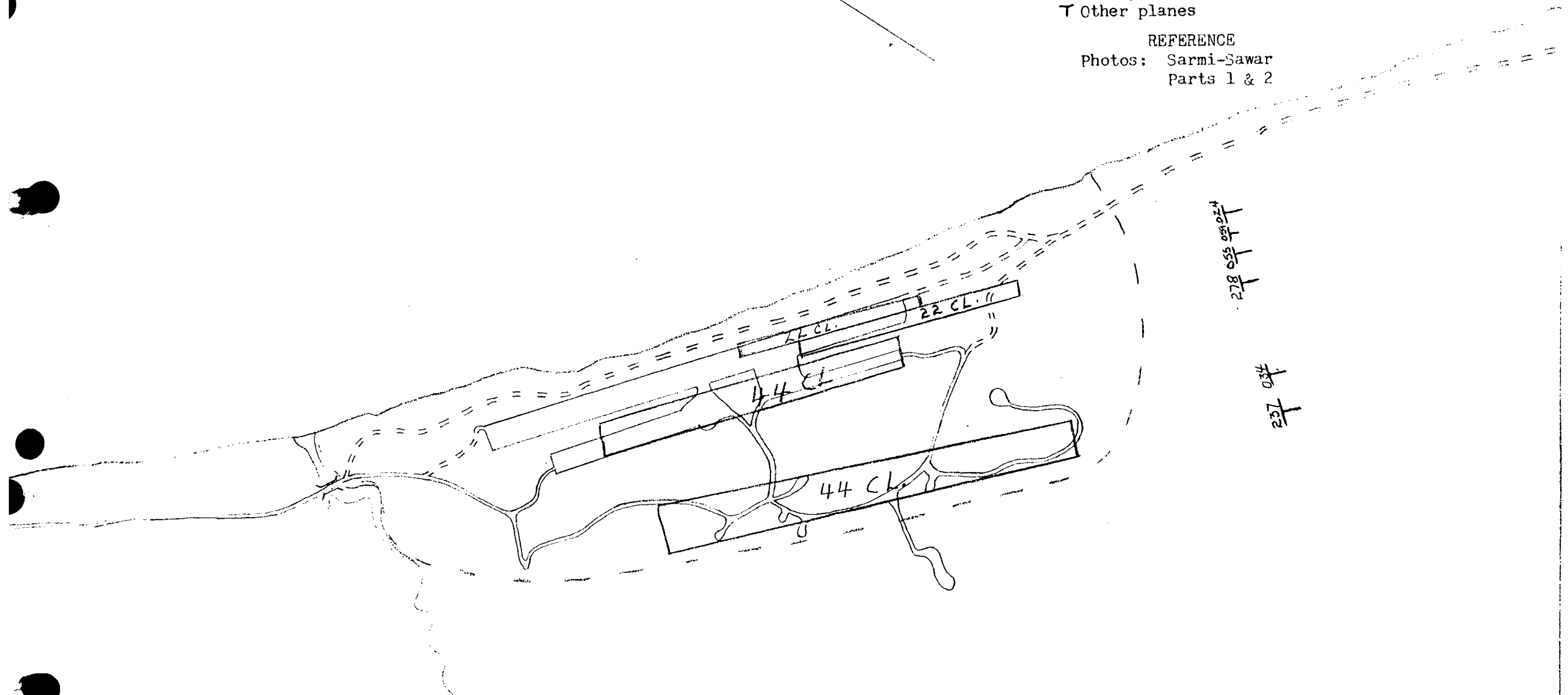
STRAFING TABLE					
.50 Calibre			.30 Calibre		
A/P	ROUNDS CARRD	EXPENDED	ROUNDS CARRD	EXPENDED	MALFUNCTIONS
059	4,000	500	4,000	200	
024	4,000	1,200	4,000	1,500	
055	4,000	1,600	4,000	500	
034	4,000	1,675	4,000		
278	4,000	1,350	4,000		
237	4,000	1,500	4,000		
TOTAL	24,000	7,825	24,000	2,200	

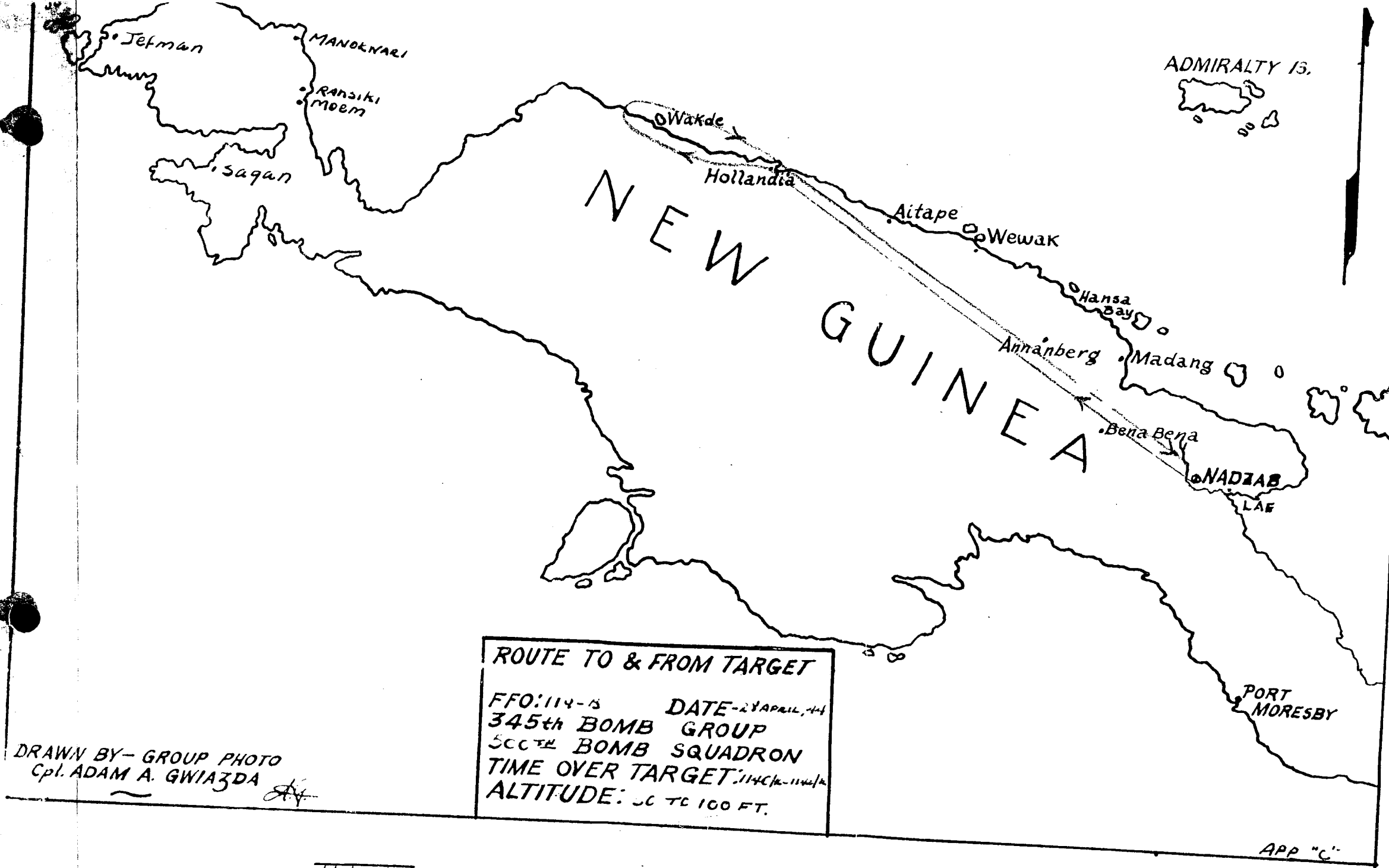
A/P	INTENSITY	A/A CALIBRE	ACCURATE?	ALTITUDE BURSTS
059	All A/A noted			
024	Moderate	Light-medium	Yes	50 to 300
055	Moderate-Intense	Light-medium	No	50 to 250
	8 - Puffs	Heavy	No	3000 to 4000
034	Moderate	Light-medium	No	50 to 250
278	Moderate	Light-medium	No	50 to 300
237	Intense	Light-medium	Yes	25 to 150

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
024	SAWAR	1138/K to 1144/K	K-21	30	
055	"	"	K-21	30	
	"	"	K-20	15	
034	"	"	K-21	30	
278	"	"	K-21	30	
237	"	"	K-21	30	
TOTAL	SAWAR	1138/K to 1144/K	K-20&K-21	165	

FFO 119-B 28 April, 1944
500th Bomb Sqdn, 345th Bomb Group
First over target at 50 to 100 feet
Time of attack: 1140/K to 1142/K
Bombing efficiency EX
T Took photos
T Other planes

REFERENCE
Photos: Sarmi-Sawar
Parts 1 & 2





ROUTE TO & FROM TARGET
 FFO:114-15 DATE-27 APRIL, 44
 345th BOMB GROUP
 500TH BOMB SQUADRON
 TIME OVER TARGET: 1140K-1145K
 ALTITUDE: 50 TO 100 FT.

DRAWN BY- GROUP PHOTO
 Cpl. ADAM A. GWIA3DA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
 By RLB/IM NARA, Date 5/30/91

APP "C"

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

30 April, 1944

Subject: Narrative Report on Mission FFO 120-G, Performed by the 500th Bombardment Squadron (M) April 29, 1944. Objective: Coastal Area Between TAKAR and SARMI in the SAWAR STRIP AREA.

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

1. GENERAL

(a) 1. Three squadrons of B-25's from the 345th Bomb Group were ordered to destroy supplies, dumps and personnel in the coastal area from TAKAR to SARMI by a minimum altitude bombing and strafing attack April 29, 1944. The planes were also to photograph completely the same area. Two squadrons were to carry the maximum load of 23 pound parafrags while the 500th planes were each loaded with 22 X 100 pound parademos. Fighter cover was to be provided by one squadron each of P-38's as close and area cover. Alerted at 0530/K for a 0615/K takeoff, our crews were thoroughly briefed on existing bombing restrictions before takeoff.

2. In case the primary target could not be reached, WERAK was assigned as the secondary and POTSDAM PLANTATION at HANSA BAY as the tertiary.

(b) The Group was to assemble enroute to HOLLANDIA where rendezvous was to be effected at 5000 feet with the Lightning cover.

(c) Personnel and supply areas and defense positions along the coast from TAKAR to CAPE VERKAM, including SAWAR STRIP and SARMI, were blanketed by 107 100 pound parademo bombs and sprayed by more than 8000 rounds of ammunition April 29 in a minimum altitude bombing and strafing attack by five B-25D-1's of this Squadron. Several targets were sighted throughout the run, but except for bomb smoke no definite results of either the bombing or strafing were observed. However, crews did report seeing bombs falling on or near an A/A position between WAFFIN STRIP and the WOSKE RIVER, on machine gun positions approximately 2200 feet West of the WOSKE RIVER and 1000 feet inland, in the personnel area immediately Southeast of SAWAR STRIP, among houses and near a parked truck about 2000 feet West of the Western end of SAWAR STRIP, among houses along the coast between SARMI and CAPE VERKAM and among stores and supplies on the Southeastern edge of SARMI PENINSULA. Due to the type of bombs dropped, our planes were too far away by the time the missiles exploded to determine any extent of damages inflicted.

(d) 1. Nil interception.

2. Nil Allied or enemy plane losses reported.

(e) Takeoff: 0620/K to 0622/K from Strip 3, NADZAB.
Rendezvous: As planned.

Attack: 1010/K to 1016/K at 100/150 feet. Estimated ground speed over target: 245/250 MPH.

Landing: Two planes at 1335/K. Three planes which landed at GU-SAP to refuel landed at NADZAB at 1520/K.

(f) Route up: NADZAB to DUMPU to ATEMBLE to YANQUE to HOLLANDIA to WAKDE to TARGET.

Return: TARGET to HOLLANDIA to South of WAKDE to YANQUE to NADZAB.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 120-G continued.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, second in the Group formation led by the 501st Squadron, was to have been led by F/O Thomas and was composed of the following flights:

FIRST FLIGHT

A/P 048 F/O Thomas
A/P 055 Lt Pannell
A/P 051 Lt Whitsell

SECOND FLIGHT

A/P 034 Lt Best
A/P 161 Lt Jenson
A/P 278 Lt Mosser

The entire second flight was made up of 498th Squadron crews flying with the 500th on this mission only.

At 0802/K F/O Thomas turned back from just South of KARAMAMBO LAKE when six/eight of his bombs became dislodged from their racks and fell down to the bomb bay doors forcing them partly open. Wind currents caused the bombs' arming propellers to start spinning so the bombs were dropped immediately by opening the doors all the way. Two of them exploded just off the tail of the plane, jarred it considerably, but caused no damage. Since the remaining bombs were not securely fastened and could not be safely carried to the target, F/O Thomas salvaged them and returned to base after turning over the leadership of the Squadron to Lt Pannell, number two man in the first flight.

3. DETAILS OF THE MISSION

(a) 1. Lt Pannell led the Squadron over the target at 1010/K at from 100/150 feet in a generally Northwesterly direction. Lt Pannell dropped three bombs on an A/A position East of the WOSKE RIVER, four on or near machine gun positions West of the WOSKE RIVER, five in the personnel area immediately South-east of SAWAR STRIP, three in the water and seven among houses and near a parked truck West of SAWAR STRIP. Lt Whitsell on the right wing dropped six bombs among houses West of SAWAR STRIP and spread the remaining sixteen among supplies on the East coast of SARMI PENINSULA. Both planes strafed the area on their run and broke away to the right over SARMI.

2. Lt Best of the 498th Squadron led the second flight of that Squadron's men flying our airplanes. In close formation this flight strewed their bombs from an area Southeast of SAWAR STRIP Northwesterly beyond SARMI, dropping their last seven among houses Southeast of CAPE VERKAM. This flight also strafed throughout the length of the target and broke away to the right over CAPE VERKAM. All planes returned to base without incident.

3. Because of the nature of the bombs and the speed and low altitude of the planes, no specific damage can be assessed. However, crews were confident that considerable damage was caused as the bombs were released in good line with the Jap targets.

4. Although the enemy failed to offer any aerial opposition a moderate amount of light and medium A/A was encountered from the SAWAR STRIP area. One plane was slightly damaged; the remaining four ships reported the fire as inaccurate.

(b) As reported above.

(c) Fighter cover was good.

(d) One A/P received a hole in the pilot's windshield and another in the turret canopy.

(e) Nil crew members injured.

By RLB/IM NARA, Date 5/20/91

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

Narrative Report, FPO 120-G continued.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

Appendix "A" - Bombing, strafing, A/A and photographic tables.

Appendix "B" - Bomb run and bomb hits.

Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Three trucks, immobile, on road along the Northeastern edge of SAWAR STRIP. Numerous stores along the coast North of SAWAR STRIP. A fire sending black smoke to 200 feet at the Western end of SAWAR STRIP as our planes approached the target. A lugger and four barges off the Eastern shore of SARMI PENINSULA.

7. PHOTOGRAPHIC INTERPRETATION

Nil photos received.

For the Squadron Commander:

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

3 - Incls

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 120-G

BOMBING TABLES							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	IN WATER	SALVAGED
048	22	100 lb	Parademo	Inst.			22
055	22	"	"	"	19	3	
051	22	"	"	"	22		
034	22	"	"	"	22		
161	22	"	"	"	22		
278	22	"	"	"	22		
TOTAL	132	100 lb	Parademo	Inst.	107	3	22

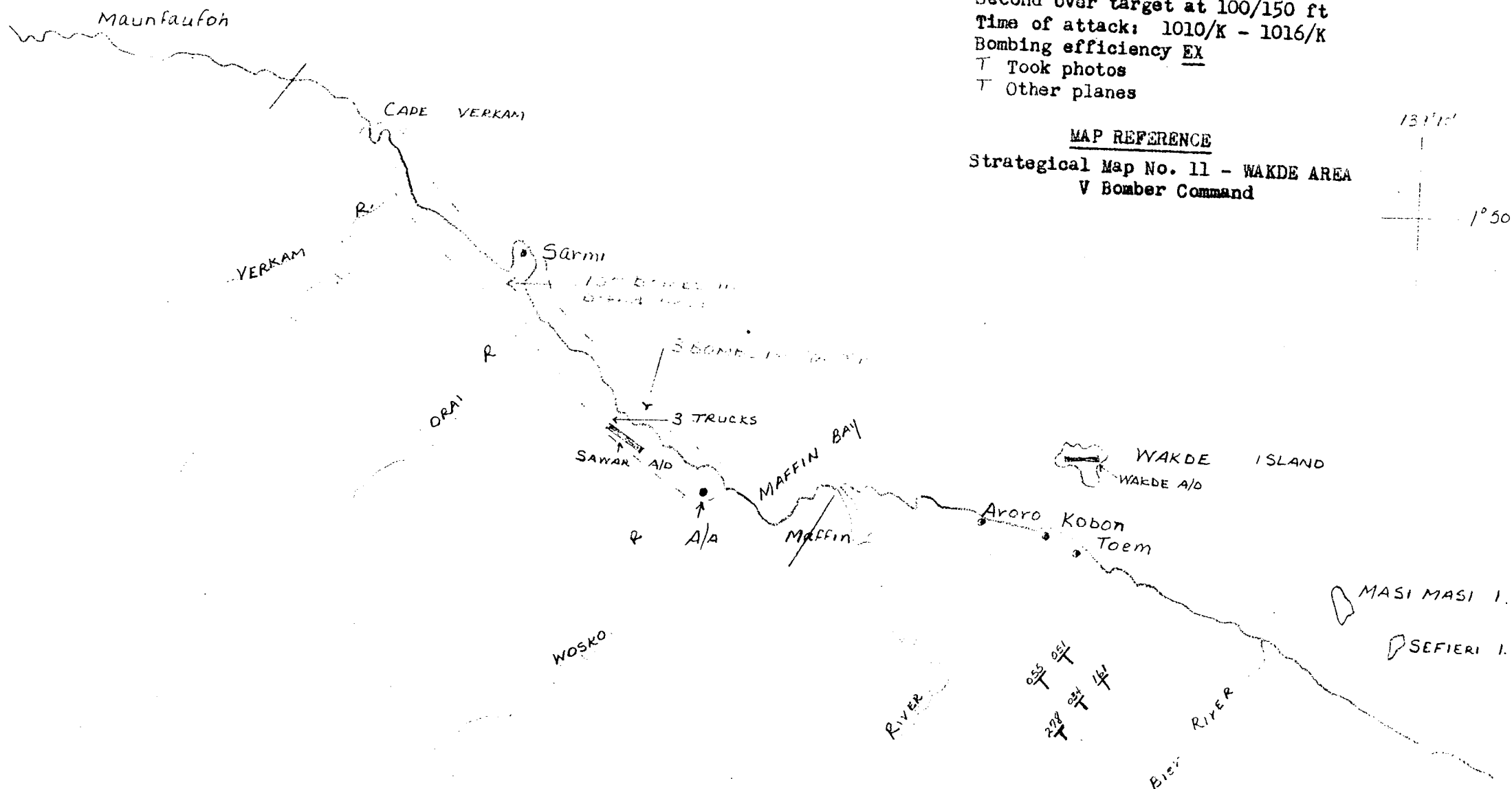
STRAFING TABLE							
A/P	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	
048	4,000	—		4,000	—		
055	4,000	1,500	LLS URS LRN	4,000	—		
051	4,000	1,425	LLS UL3	4,000	450		
034	4,000	1,900		4,000	—		
161	4,000	1,500		4,000	—		
278	4,000	1,400		4,000	—		
TOTAL	24,000	7,725	5	24,000	450		

A/A					
A/P	CALIBRES	INTENSITY	ACCURATE?	LOCATION	ALTITUDE
055	Light-medium	Moderate		SAHAR STRIP AREA	50/300
051	"	"	No	"	50/250
034	"	"	No	"	50/250
161	"	"	Yes	"	50/250
278	"	"	No	"	50/250
			No	"	50/350

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
055	TAKAR - SARMI	1010/K-1016/K			
051	"	"	K-21	30	
278	"	"	K-20	25	
TOTAL			K-21	30	
				85	

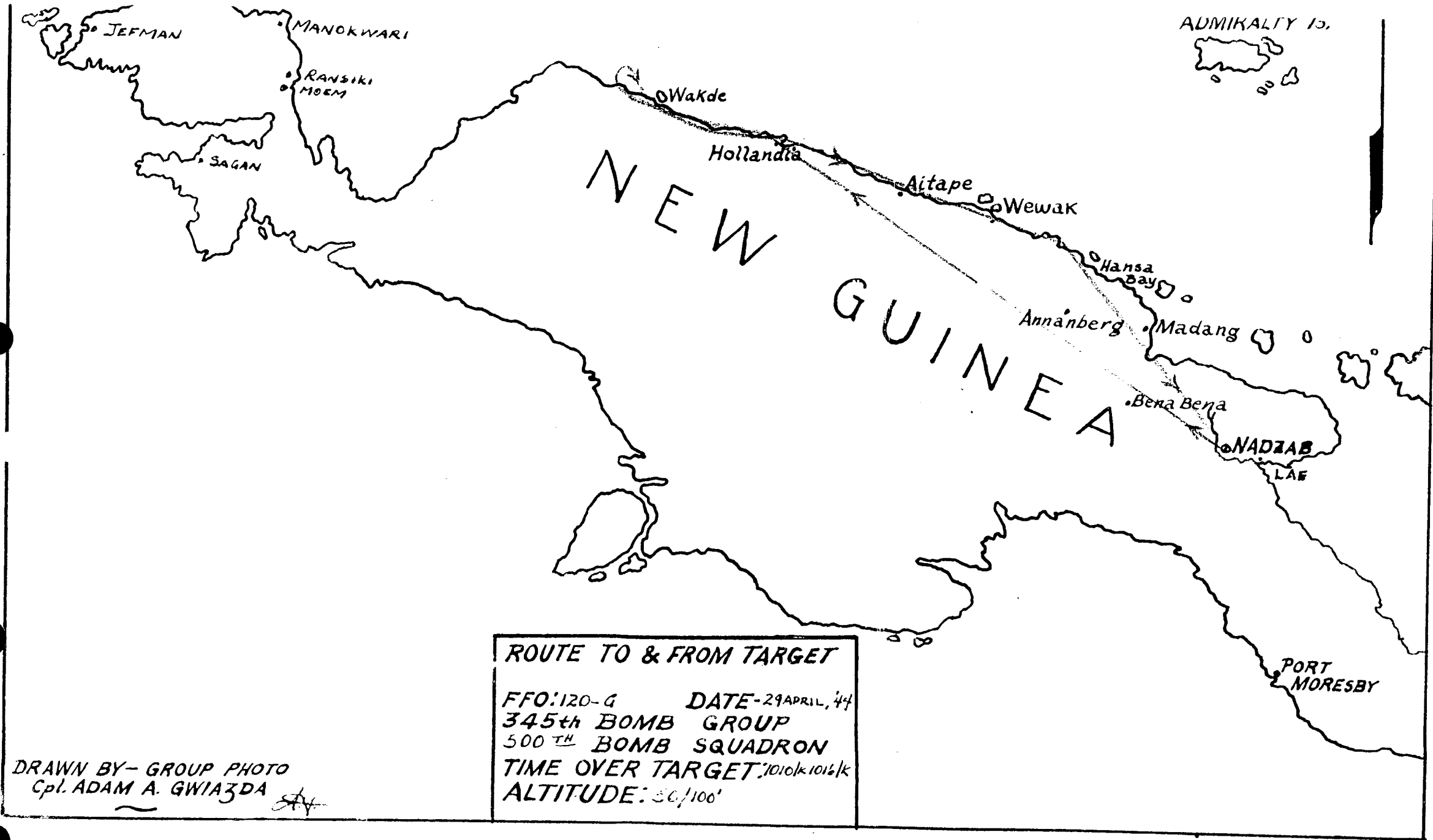
FFO 120-G 29 April, 1944
 500th Bomb Sqdn, 345th Bomb Group
 Second over target at 100/150 ft
 Time of attack: 1010/K - 1016/K
 Bombing efficiency EX
 T Took photos
 T Other planes

MAP REFERENCE
 Strategical Map No. 11 - WAKDE AREA
 V Bomber Command



APPENDIX "B"

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745025
 By RLB/IM NARA, Date 5/20/91



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
 BY RLB/LM NARA, Date 5/30/91

By RLB/IM NARA, Date 5/20/91

500
128-A
7 MAY 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
APO 713, Unit 1

PAH/rpb

8 May, 1944

Subject: Narrative Report on Mission FFO 128-A, Performed by 500th Bombardment Squadron 7 May. Objective: Personnel and Supplies - SARMI-SAMAR ARRA.

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

1. GENERAL

(a) Four squadrons of B-25's of the 345th Bombardment Group (M) were ordered to destroy supplies, personnel and installations in the SAMAR-SARMI area by a minimum altitude bombing and strafing attack on the morning of May 7, 1944. The planes of the 500th Squadron were given the additional assignment of photographing the coastal villages of ARARA, KEBON, TOMM and ARMOPA. Planes of the 498th Squadron were loaded with 100 pound parachute bombs while the other three squadrons of the Group carried the maximum load of 100 pound demolition bombs, 8/11 second delay fuse. No fighter cover was to be provided and the Group was to assemble enroute. Alerted at 0530/K for a 0615/K takeoff, our crews were briefed on existing bombing restrictions before takeoff. HANSA BAY was assigned as secondary target for the 498th Squadron and WENAK for the other three squadrons.

Our Squadron consisted of three B-25D-1's and three B-25D-2's loaded with 22 and 10 100 pound bombs, respectively.

(b) Group assembled enroute.

(c) A flaming fuel dump sent black smoke to more than 3000 feet as our B-25's withdrew from pounding a personnel and supply area between MAYFIN DROME and the WOSKE RIVER May 7 with 64 100 pound demolition bombs and strafing with .50 and .30 calibre guns. Following their tree top level attack on this area, our six Mitchells flew southeast along the coast, strafing villages from ARARA to ARMOPA and taking photographs for terrain study. The only resistance offered by the enemy consisted of a slight amount of light and medium A/A which failed to hit any of our planes although two were shaken by near bursts.

(d) 1. Nil interception.

2. Nil Allied or enemy plane losses reported.

(e) Takeoff: 0625/K to 0627/K from Strip 3, NADZAB.

Rendezvous: Nil

Attack: 0950/K to 1020/K at 50/200 feet. Estimated ground speed over target, 220 miles per hour.

Landing: Four planes at 1320/K to 1325/K. Two planes which landed at DUMPU to refuel landed at NADZAB at 1545/K.

(f) Route up: NADZAB - DUMPU - HOLLANDIA - TARGET.

Return: TARGET - HOLLANDIA - DUMPU - NADZAB.

2. PLACES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, fourth in the Group formation led by the 498th Squadron, was led by Lt Rankin and composed of two flights of three planes each as follows:

By RLB/IM NARA, Date 5/20/91CONFIDENTIAL

Narrative Report, FPO 120-A, continued.

FIRST FLIGHT

A/P 444 - Lt Rankin
 A/P 161 - Lt Tackaberry
 A/P 443 - Lt Davis

SECOND FLIGHT

A/P 051 - Lt Ames
 A/P 426 - Lt Truman
 A/P 024 - Lt Pannell

3. DETAILS OF THE MISSION

(a) 1. Lt Rankin led our Squadron of 3 B-25D-1's and 3 B-25D-2's, the last element in the Group formation, across the target on a northeasterly heading at 50/200 feet at 0950/K. The first flight attacked the western section of the target just east of the WOSKE RIVER and 3500 feet inland. Lt Rankin dropped his ten 100 pound bombs in the central portion of this section. Lt Tackaberry, right wingman, experienced release malfunction and salvaged 22 bombs in the west central part of the target. Lt Davis in left wing position had difficulty in maneuvering east of the WOSKE RIVER on his bomb run and as a result dropped four bombs approximately one-half mile west of the River and about 500 yards inland. He could not release the remaining six bombs over the target because of release malfunction but later salvaged them safe on the coastal road one-fourth mile west of ARARA VILLAGE.

2. Lt Ames led the second flight on approximately the same bombing run, dropping 22 bombs in the target one-fourth mile East of the WOSKE RIVER. The bombing started a large oil fire there near the coastal road and several explosions were seen at the base of the 3000-ft column of black smoke resulting. The flight leader's A/P was shaken by accurate A/A. The right wingman, Lt Truman, released his load of 10 demolition bombs in the same area and just to the right of Lt Ames' pattern. Lt Pannell, Number 3, dropped 22 bombs just to the left of Lt Ames', and as he left the target his airplane was also shaken by near A/A bursts.

3. As both flights withdrew from the target to the southeast, they strafed and photographed the coastal stretch including ARARA, KEBON, TONE and ARMOA villages. Except for the direct hit on the fuel dump, no specific damage from bombing or strafing was reported by the crews.

4. The Squadron assumed its position in the Group formation to return to base. However, Lts Ames and Pannell ran low on gas and landed at JUMPU at 1245/K to refuel. Later they proceeded to base, landing at 1545/K. The remainder of the Squadron landed without incident at MADAE at 1320/K.

(b) A/A was reported as slight, light-medium and mostly inaccurate from target and villages along coast. Six puffs of medium A/A, very inaccurate, were reported from positions on the southern shore of RANDE ISLAND.

(c) No fighter cover was scheduled.

(d) All A/P's damaged.

(e) All personnel injured.

4. All recommendations for awards.

5. APPENDICES

Appendix "A" - Bombing, strafing, A/A and photographic tables.

Appendix "B" - Bomb run and bomb hits.

Appendix "C" - Route to and from target.

By RLB/IM NARA, Date 5/20/91

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

Narrative Report, FFO 120-A, continued

6. ADDITIONAL SIGHTINGS

Coastal roads and villages in the target area appeared in good condition and show considerable signs of activity. One crew reported seeing two white rectangular objects, approximately 20 x 40 ft, in the village of WARUI south of BURIU.

7. PHOTOGRAPHIC INTERPRETATION

K-17 and K-21 photos received indicate that complete coverage of the outlined area was secured. Considerable signs of activity can be noted in the coastal villages.

For the Squadron Commander:

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

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91

Narrative Report, FPO 128-4

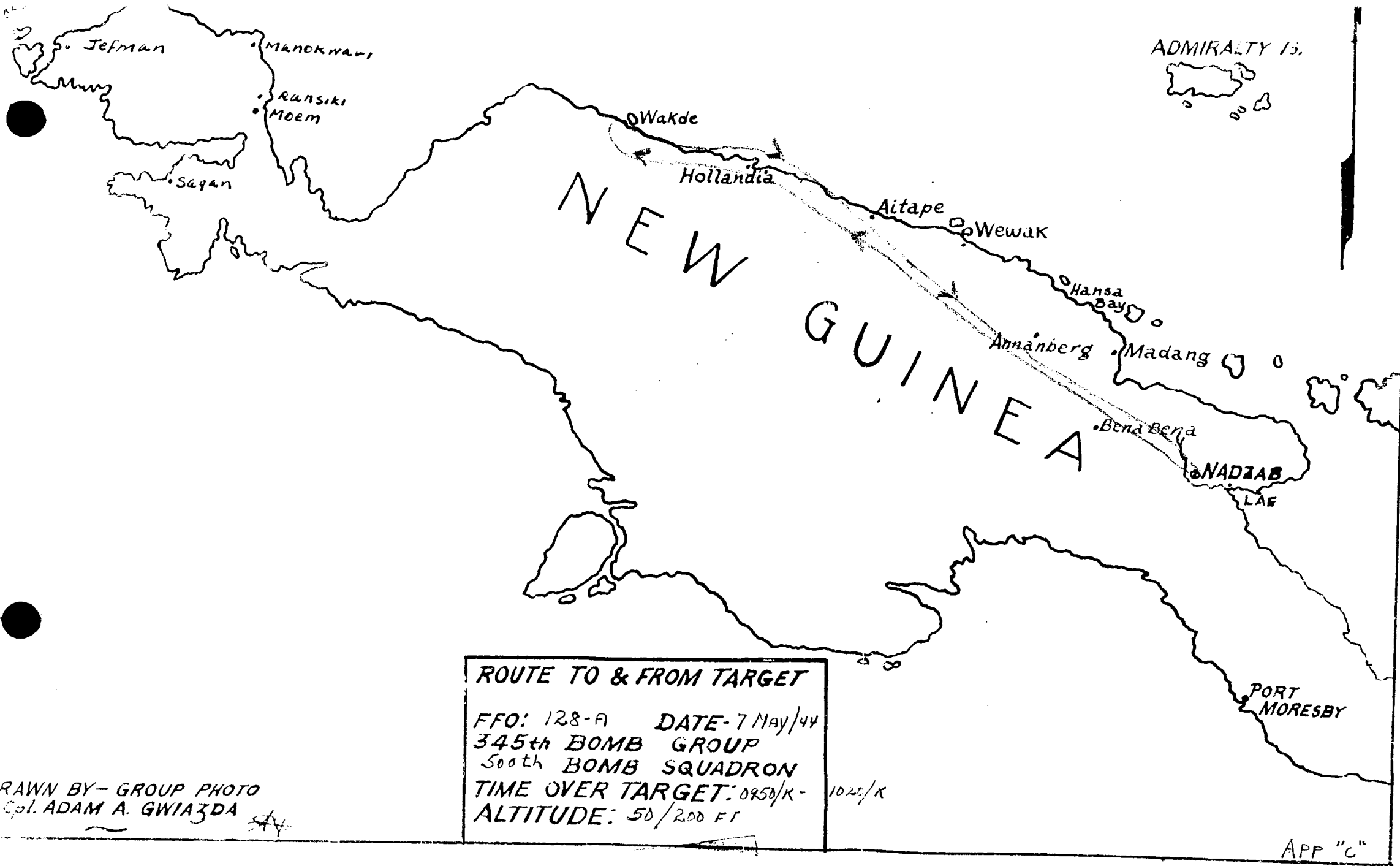
BOMBING TABLE							
NO. A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSED	SALVAGED E.
414	10	100 lb	Demo	8/11 sec.	10		
161	22	"	"	"	(22) *		22 *
443	10	"	"	"		4	6
051	22	"	"	"	22		
426	10	"	"	"	10		
024	22	"	"	"	22		
TOTAL	96	100 lb	Demo	8/11 sec.	86 *	4	28

*22 of the bombs in the target were salvaged safe.

STRAPPING TABLE							
.50 CALIBRE				.30 CALIBRE			
A/P NO.	ROUNDS CARRIED	EXPEND	MALFUNCTIONS	ROUNDS CARRIED	EXPEND	MALFUNCTIONS	
414	5,000	2,275	1LS	4,000	1,000		
161	4,000	2,700	1RS				
443	5,000	1,475	URS, 1RS LNC	4,000	300		
051	4,000	3,425		4,000			
426	5,000	675					
024	4,000	3,000		4,000	2,000		
TOTAL	27,000	13,550	5	12,000	3,300		

A/P		A/A			
		Cal. LIBRES	INTENSITY	ACCURATE?	ALTITUDE
414		Light-medium	Slight	No	50/500
161		"	"	No	50/350
443		Light	"	No	50/150
		Medium	6-puffs	No	3000
051		Light-medium	Slight	Yes	50/200
426		"	"	No	100/500
024		"	"	Yes	50/200

PHOTOGRAPHS					
A/P	LOCALITY	TIME	TYPE	EXPOSED	REMARKS
414	SAVAR-SARWI	0950-1020/E	K-21	30	
161	"	"	K-21	30	
443	"	"	K-17	30	
426	"	"	K-21	30	
024	"	"	K-21	30	
TOTAL			K-17 & K-21	150	



RAWN BY- GROUP PHOTO
 Cpl. ADAM A. GWIAZDA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745025
 BY RLB/IM
 NARA, Date 5/20/91

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

500
132-E
11 MAY 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

12 May, 1944

Subject: Narrative Report on Mission FFO 132-E, Performed by the 500th Bombardment Squadron May 11, 1944. Objective: Portion of Target 2V - WAKDE ISLAND.

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

1. GENERAL

(a) 1. Three squadrons of nine B-25's each of the 345th Bomb Group were ordered to stage a bombing attack from medium altitude against dispersal areas just South of the runway at the Western end on the morning of May 11, 1944. The bomb load for the B-25D's and B-1's consisted of five 500 pound bombs while the B-2's carried only four of the same type. Nil fighter cover was scheduled and the Group was to fly direct to the target. Alerted at 0705/K for a 0750/K takeoff crews were thoroughly briefed on existing bombing restrictions before takeoff.

2. WAKDE was assigned as the secondary target.

(b) Group assembled enroute.

(c) Two flaming fuel dumps sent black smoke to 2000/3000 feet and several small fires with gray smoke were burning as our Mitchells withdrew from pounding a dispersal area south of the western end of WAKDE DROME with 24 x 500 pound demolition bombs. Although high crosswinds affected efficiency to some degree bombing was considered excellent with more than one-half the bombs dropped falling in the assigned target. Enemy opposition was conspicuous by its absence with neither ground fire nor interception being reported.

(d) 1. Nil interception.

2. Nil Allied or enemy plane losses reported.

(e) Takeoff: 0754/K to 0757/K from Strip 3, NADZAB.

Rendezvous: Nil

Attack: 1058/K to 1100/K at 5500/5600 feet. Estimated ground speed over target: 220/225 miles per hour.

Landing: 1434/K to 1438/K at Strip 3, NADZAB.

(f) Route up: NADZAB - GUSAP - South of ANNANBERG - TADJI - South of HOLLANDIA - TARGET.

Return: TARGET - South of HOLLANDIA - LAKE KARAMAMBO - GUSAP - NADZAB.

2. AIRPLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, second in the Group formation led by the 499th Squadron, was led by Lt Rankin and was composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 414 - Lt Rankin	A/P 426 - Lt Pannell	A/P 443 - Lt Ames
A/P 161 - Lt Tackaberry	A/P 592 - Lt Gautreau	A/P 024 - Lt Barney
A/P 601 - Lt Davis	A/P 068 - Lt Scudder	A/P 055 - Lt Truman

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 132-E continued

3. DETAILS OF THE MISSION

(a) 1. Lt Rankin led our Squadron as the second element in the Group formation and composed of 1 B-25D, 5 B-25D-1's and 3 B-25D-2's across the target in a westerly direction at 5500/5600 feet at 1058/X.

2. The first flight attacked the northern section of the assigned target, which was an area approximately 900' X 1500' lying along the southern side of the strip in the dispersal area just south of the western half of the runway. Lt Rankin dropped four 500 pound bombs two of which fell in the target and two on the runway. Lt Packaberry, right wingman, dropped his five bombs on the flightleader's bombing and all of them hit the strip just north of the target. Lt Davis, in left wing position, succeeded in placing all his five bombs in the target.

3. Lt Pannell led the second flight on the same heading as followed by the leading element but was a little late in dropping his bombs and all four of them fell just west of the target and south of the west end of the runway. Lt Gantreau dropped his five bombs in the northern section of the target while Lt Scudder reported that his five bombs dropped on the strip just north of the target.

4. The third flight led by Lt Ames followed the same bombing run as the earlier elements. The flight leader's four bombs fell just inside the target on the northern side. Lt Barney, right wingman, managed to get three of his bombs in the target but his remaining two hung up and he later salvaged them in the water north of WAKDE ISLAND. Lt Truman, in the number three position, dropped his five bombs in the southern section of the given target.

5. In spite of an unusually strong cross wind over the target most of the bombs fell in the designated area and as our planes withdrew two large oil fires with black smoke rising to 2000/3000 feet and numerous small ground fires were burning in the target. The Squadron assumed its position in the Group formation and returned to base without incident landing at 1434/X.

(b) Nil A/A.

(c) Nil fighter cover was scheduled.

(d) Nil A/P's damaged.

(e) Nil personnel injured.

4. RECOMMENDATIONS FOR AWARDS

Nil

5. APPENDICES

(a) Appendix "A" - Bombing and photographic tables.

(b) Appendix "B" - Bomb run and bomb hits.

(c) Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

Two large fires with black smoke to 2000 feet, and still rising, sighted on the northeastern corner of the Island. Eight to ten SSF, probably unserviceable, seen in the dispersal area South of the western section of the strip. BERAP VILLAGE, southwest of TANAHMERAH BAY, was burning fiercely from unknown cause as our planes withdrew from the target. The road leading Northeast from this village appeared in excellent condition and of considerable width.

7. PHOTOGRAPHIC INTERPRETATION

Five K-17 photographs received corroborate crew reports of bomb hits

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

Narrative Report, FFO 132-E continued.
and damages resulting from bombing.

For the Squadron Commander:

3 - Incls
Incl 1 - Appendix "A"
Incl 2 - Appendix "B"
Incl 3 - Appendix "C"

PHILIP A. HUTCHINSON
1st Lt, Air Corps
Assistant Intelligence Officer

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

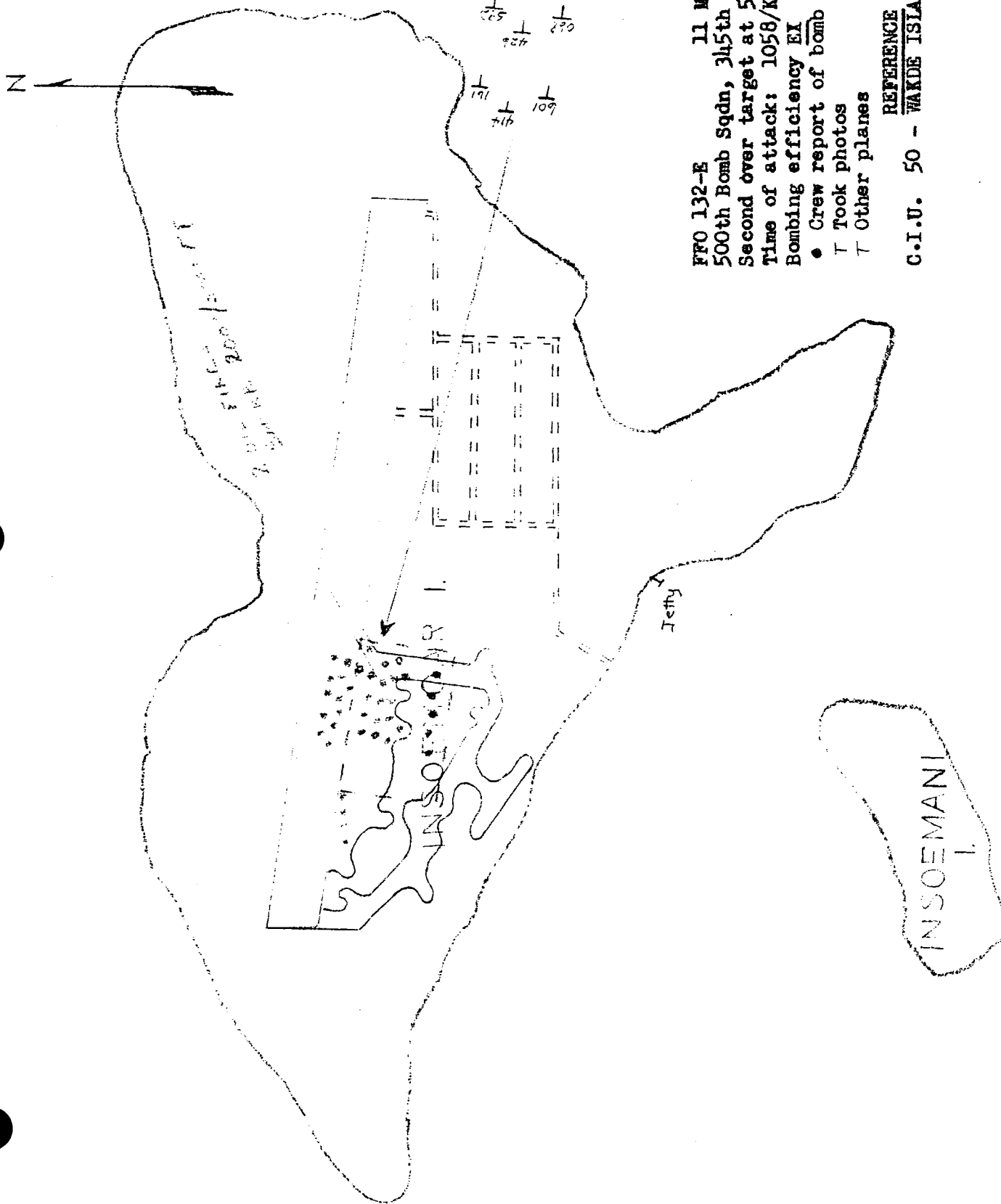
Narrative Report, FFO 132-E

BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSES	SALVOES
414	4	500 lb	Demo	Inst.	2	2	
161	5	"	"	"		5	
601	5	"	"	"	5		
426	4	"	"	"		4	
592	5	"	"	"	5		
068	5	"	"	"		5	
443	4	"	"	"	4		
024	5	"	"	"	3		2
055	5	"	"	"	5		
TOTAL	42	500 lb	Demo	Inst.	24	16	2

Nil ammo expended.

Nil A/A encountered.

Thirty (30) K-17 shots were made of the bombing. Taken by A/P 055.

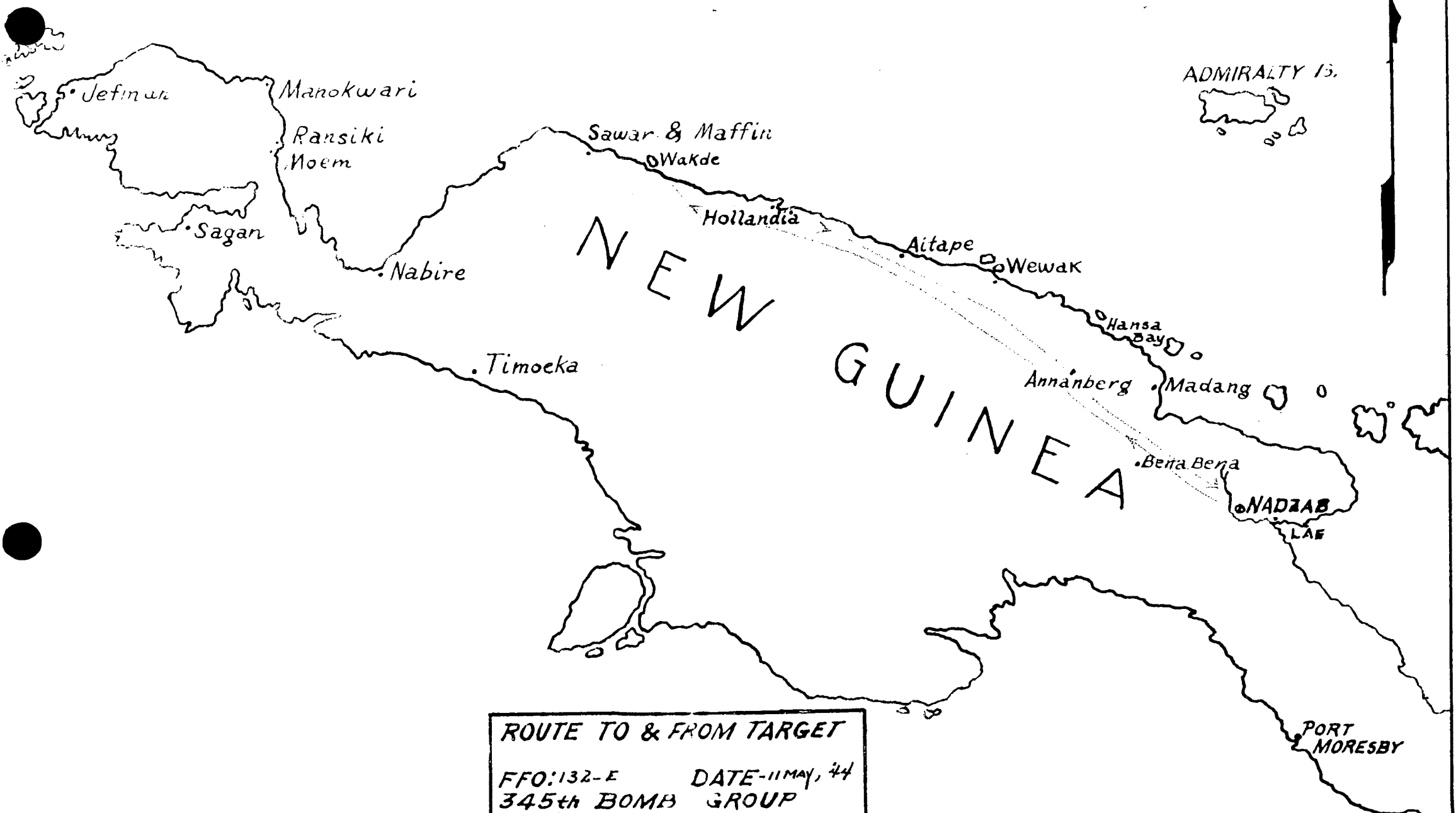


FFO 132-E 11 May, 1944
 500th Bomb Sqdn, 345th Bomb Grp
 Second over target at 5500/5600'
 Time of attack: 1058/K-1100/K
 Bombing efficiency EX

- Crew report of bomb hits
- T Took photos
- T Other planes

REFERENCE

C.I.U. 50 - WAKDE ISLAND & DROME



ROUTE TO & FROM TARGET
FFO: 132-E DATE: 11 MAY, 44
345th BOMB GROUP
500th BOMB SQUADRON
TIME OVER TARGET: 1058k-1100k
ALTITUDE: 5500/5600'

DRAWN BY- GROUP PHOTO
Cpl. ADAM A. GWIAZDA

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

500

135-D

14 MAY 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

CCC/jwd

15 May, 1944

Subject: Narrative Report on Mission FFO 135-D, performed by the 500th Bombardment Squadron, 345th Bombardment Group (M) on May 14, 1944.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) Four Squadrons of the 345th Bombardment Group (M) were ordered to attack TAKAR VILLAGE on the Northwest coast of New Guinea, eight miles East of SAWAR AIRDROME, on the morning of May 14, 1944.

The bombing was to be done from medium altitude and the airplanes were to make a second run at minimum altitude for a strafing attack on the target area. The bomb load was to be 500-pound demolition bombs with instantaneous fuse.

Our Squadron's striking force consisted of six B-25's, four D-1's and two D-2's, with the former carrying five bombs each and the latter carrying four bombs each to make a total of 28 X 500 lb bombs. No fighter cover was provided and there was to be no rendezvous point, with the Group assembling soon after takeoff and proceeding direct to the target. The 498th Squadron was to lead the force with the 500th Squadron in third position. Our crews were alerted at 0645/K for a takeoff at 0715/K. Time over target was scheduled for 1055/K to 1130/K.

(b) There was nil rendezvous point and our Squadron proceeded direct to target.

(c) Only three of six B-25's of this Squadron reached the primary target. Making their run from West to East the three A/P's dropped all their 14 X 500 lb demolition bombs into TAKAR VILLAGE. Bombing was excellent and a bridge crossing PAROMFON CREEK in the Western section of the village was demolished by a direct hit. Other results of the bombing were unobserved. Making a second run at minimum altitude, our planes heavily strafed the village with .50 and .30 calibre ammunition from a West to East direction. Results were undetermined. The attacks were made from 1038/K to 1058/K. One other plane of the 500th Squadron, unable to reach the primary target due to unforeseen circumstances, bombed the secondary target area -WEWAK - dropping 4 X 500 lb bombs in an area immediately West of BORAM AIRDROME with unobserved results.

Of the remaining two A/P's of this Squadron, one turned back at ANNENBERG and the other was forced to land at GUSAP when a fire developed in his left engine. One of the A/P's which bombed the primary target landed at TADJI on the way back to base. Further details of these events may be found in Paragraph #3 of this report. All our planes eventually returned safely to base.

(d) There was nil interception.

No Allied or enemy plane losses were reported.

(e) Takeoff: 0725/K to 0730/K from Strip 3, Nadzab.

Rendezvous: Nil

Attack: Primary from 1038/K to 1058/K. Secondary at 1050/K to 1052/K. Bombing altitudes: 5500/5800 feet. Strafing at primary: 50/100 feet.

(f) Route: NADZAB - GUSAP - ANNENBERG - UP COAST - AROUND WAKDE ISLAND to target. Return: TARGET to TADJI - GUSAP * MARKHAM VALLEY to Base.

-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

Narrative Report on FFO 135-D (continued)

2. AIRPLANES OF THE 500TH SQUADRON SCHEDULED FOR THE ATTACK

The 498th Squadron led the Group with the 500th Squadron in third position. Our flights were composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 443 - Lt Ames	A/P 414 - Lt Fritzshall
A/P 068 - Lt Cates	A/P 055 - Lt Barney
A/P 161 - Lt Truman	A/P 372 - Lt Whitsell

3. DETAILS OF THE MISSION

(a) Lt Ames led our squadron of 4 B-25D-1's and 2 B-25D-2's enroute to TAKAR VILLAGE on the Northwest coast of New Guinea near SAWAR AIRDROME.

In the vicinity of ANNENBERG, Lt Barney's airplane developed a fire in the left engine. He left his #2 position in the second flight, managed to extinguish the blaze, and headed back to GUSAP where he landed without mishap. Lt Fritzshall, his flight leader, seeing that Lt Barney was in trouble, accompanied him to GUSAP and landed.

Lt Whitsell in #3 position of the second flight tacked onto Lt Ames' lead flight and continued on course.

Lt Cates, in #2 position of the first flight, was next to withdraw when he noticed that his generator was discharging the batteries instead of charging them. He returned to base, landing safely at 0925/K. The remaining A/P's re-formed, Lt Ames continuing the lead with Lt Truman in right wing position and Lt Whitsell on the left wing.

Meanwhile Lt Fritzshall, who had landed at GUSAP with Lt Barney, took off soon afterward and attempted to overtake the squadron. Failing in this he dropped 4 X 500 lb bombs in an area between BORAM AIRDROME and BORAM POINT, from 5500 feet on an approximate heading of 10 degrees at 1050/K. Results of the bombing was undetermined. Lt Fritzshall then returned to base, landing at 1200/K.

Lt Ames led his flight around WAKDE ISLAND from the North and headed Southeast along the coast toward the target. The flight leader and his two wingmen Lts Truman and Whitsell dropped a total of 14 X 500 lb bombs from 5600 feet in TAKAR VILLAGE at 1038/K. The bombing was excellent and Lt Ames reported that a bridge crossing the PRAROMFON CREEK in the Western part of the village was demolished by a direct hit. Lt Ames swung his flight in a 360 degree turn over the water and lined up on the village again, thoroughly strafing the target from 50 to 100 feet altitude. A few small fires were the only results of this attack.

Enroute back to base, in the vicinity of HOLLANDIA, Lt Truman, right wingman, discovered that the transfer system for fuel would not function and he made a safe emergency landing on the metal mat at TADJI, at 1235/K. After re-fueling, he took off at 1305/K and continued on to NADZAB, landing at 1535/K. Lts Ames and Whitsell returned to base direct, landing safely at 1415/K.

A pilot of this squadron was detailed to proceed to GUSAP to bring back Lt Barney and his crew. Lt Cates, who returned early, brought his 5 bombs back to base, while Lt Barney's airplane, #055, and his five bombs are in the custody of a service squadron at GUSAP.

The only enemy opposition offered at TAKAR VILLAGE was slight, light and inaccurate ground fire from one position on the Western bank of PRAROMFON CREEK in the village area. There was no A/A fire reported at WESAK by Lt Fritzshall's crew. Japanese propaganda leaflets were dropped over TAKAR and some K-21 photos were taken of the bombing.

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 135-D

3. DETAILS OF THE MISSION (continued)

- (b) A/A fire was light, slight and inaccurate.
- (c) Nil fighter cover.
- (d) 1. One of our A/P's is in a damaged condition at GUSAP due to a cause other than enemy action. Two other A/P's developed minor mechanical malfunctions.
- 2. No enemy planes were shot down in combat.
- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS
Nil.

5. ADDITIONAL SIGHTINGS

Before bombing hits at TAKAR VILLAGE were in good condition. Area was covered with bomb dust and smoke as our A/P's withdrew. The coastal road between WEWAK and DAGUA appeared well used and a number of bridges had been rebuilt.

6. APPENDICES

- Appendix "A" - Bombing, strafing, photo and A/A data.
- Appendix "B" - Sketch showing bombing run and bomb hits.
- Appendix "C" - Sketch showing route to and from target.

7. PHOTOGRAPHIC INTERPRETATIONS

No photos have been received at the time of this report.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, 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 PFO 135-D

Appendix "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	OTHERS
443	4	500 lbs	demo.	Inst.	4	
161	5	"	"	"	5	
372	5	"	"	"	5	
414	4	"	"	"	-	4 bombs in secondary at Newak
TOTAL	18	500 lbs	demo.	Inst.	14	4

STRAFINING TABLE

<u>.50 Calibre</u>				<u>.30 Calibre</u>		
A/P	RDS. CARRIED	EXPENDED	MALFUNCTIONS	RDS. CARR'D.	EXP.	MALF.
443	4,000	1,000	Nil	4,000	Nil	Nil
161	4,000	2,000	Nil	4,000	200	Nil
372	4,000	2,300	Nil	4,000	400	Nil
414	4,000	Nil	Nil	4,000	Nil	Nil
TOTAL	16,000	5,300	Nil	16,000	600	Nil

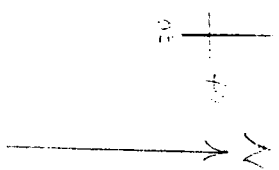
PHOTOGRAPHS

Only Airplane #161 took K-21 photos.

A/A

Light, slight, inaccurate A/A fire coming from a point just West of PRAROMPON CREEK was reported by crew of A/P 161.

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



PEARSON FGN 24124

ARGENT FGN 24124

TANAN

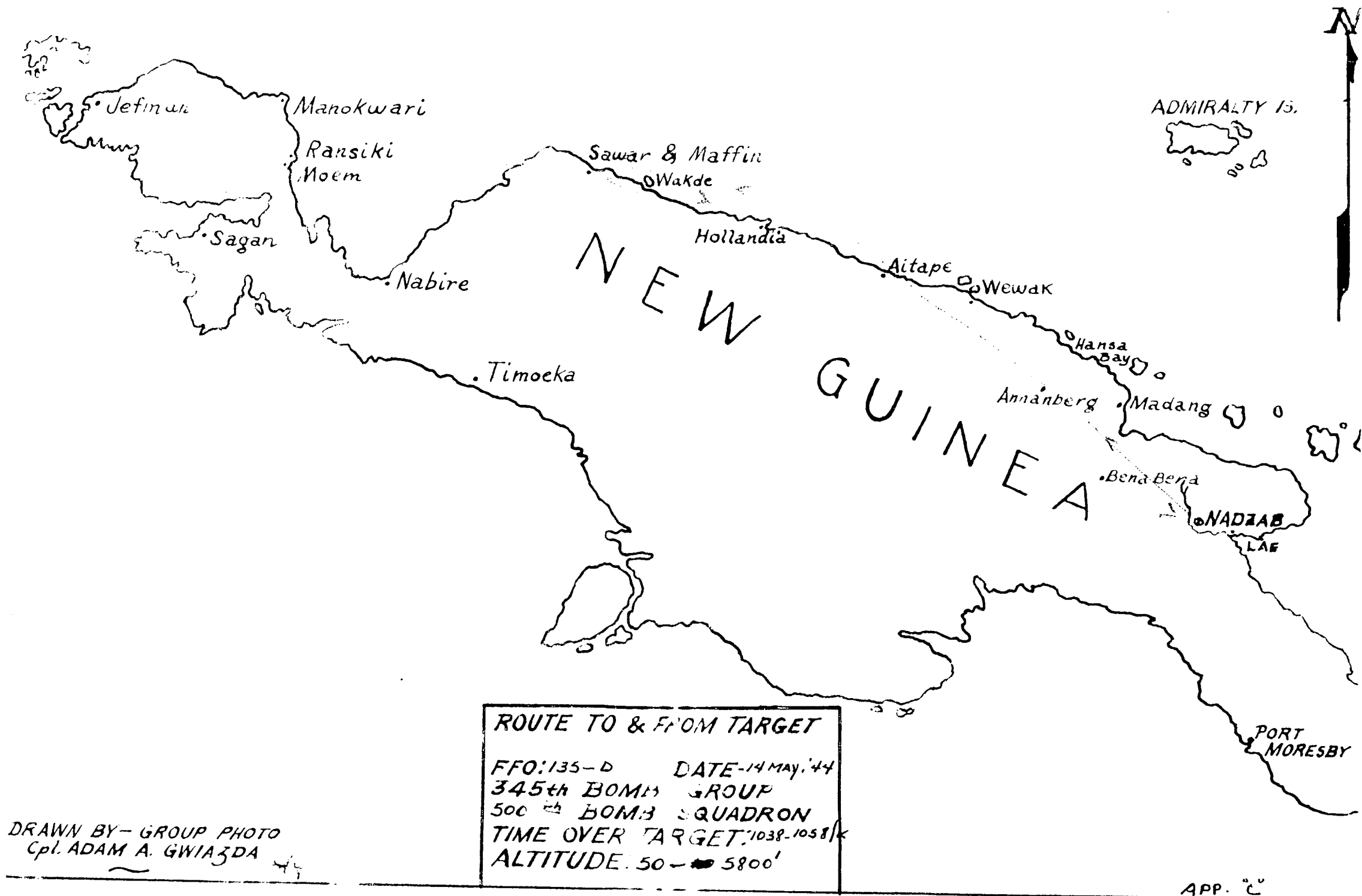
ACIFIC

WATER

WATER

WATER

FPO 135-D 14 May, 1944
500th Bomb Sq., 345th Bomb Group (M)
Third over Target
Bombed at 5500/5800 feet
Strafed at 50/100 feet
Time: 1038/K to 1058/K
Bombing efficiency: Ex.
* Crew reports of bomb hits
+ Took photos
+ Other planes



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

500
136-E
15 MAY 44
JH

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

16 May, 1944

Subject: Narrative Report on Mission FFO 136-E, Performed by 500th Bombardment Squadron (M) May 15, 1944. Objective: Bivouac and Personnel Area, SAWAR-SARMI.

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

1. GENERAL

(a) 1. Four squadrons of B-25's of the 345th Bombardment Group were ordered to strike a bivouac and personnel ^{area} designated as Target ¹⁴³ in the SAWAR SARMI area on the morning of May 15. Bomb load consisting of maximum number of 500 pound demos was to be dropped from minimum altitude and A/P's were to strafe as they crossed the target. No fighter cover was to be provided and the Group was to assemble enroute. Secondary target was HEWAK.

2. Our Squadron consisted of 2 B-25D-2's and 4 B-25D-1's, loaded with four and five 500 pound demos, respectively.

(b) Nil rendezvous scheduled.

(c) Personnel and supply areas in the SAWAR-SARMI district were well "worked over" with 28 500 pound bombs and more than 11,000 rounds of ammunition in a minimum altitude bombing and strafing attack May 15 by six B-25's of this Squadron. Several huts were blown up, and a bridge was nearly wrecked by a close burst. Further specific damage is difficult to determine, but it is a certainty that the flimsy buildings suffered from bomb blasts and the concentrated .50 calibre machine gun fire poured into them. A Jap kitchen with fires in the stoves was among the strafing targets. Crews reported 100 per cent bombing efficiency.

(d) 1. Nil interception.

2. Nil Allied or enemy plane losses reported.

(e) Takeoff: 0819/K to 0821/K from Strip 3, NADZAB.

Rendezvous: Nil

Attack: 1137/K to 1139/K at 50/150 feet. Estimated ground speed over target, 220 miles per hour.

Landing: Five A/P's at 1505/K to 1507/K. One A/P at 1730/K.

(f) Route up: NADZAB - DUMPU - HOLLANDIA - TARGET.

Return: TARGET - NADZAB.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron leading the Group formation was led by Col True, Group Commanding Officer, and was composed of two flights of three planes each as follows:

FIRST FLIGHT

A/P 491 - Colonel True
A/P 068 - Lt Tackaberry
A/P 034 - Lt Whitsell

SECOND FLIGHT

A/P 443 - Lt Pannell
A/P 592 - Lt Bruce
A/P 024 - Lt Doman

3. DETAILS OF THE MISSION

(a) 1. Col True led the first flight of our Squadron across the

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 136-E continued

target at 1137/K at 50 to 100 feet on a northeasterly heading. The leader dropped four bombs and his wingmen, Lt Tackaberry and Lt Whitsell, each dropped five in the target. While most of the results were generally unobserved, several bombs were seen to fall among huts, throwing debris in the air. All A/P's strafed from the beginning of the target to the coast, hitting buildings and supplies. Lt Tackaberry reported his tracers going into a Jap kitchen giving off smoke from its chimneys. Col True turned his flight to the right over the water and headed for base. His wingmen returned directly while he landed at HOLLANDIA before continuing to base.

2. The second flight, led by Lt Pannell, did not locate the first flight after takeoff but continued on towards the target and soon was joined by six A/P's of the 499th Squadron. Lt Pannell took his flight across the target at 1143/K at 50 to 150 feet also on a northeasterly heading. Four bombs dropped by the leader and five each by his wingmen, Lts Bruce and Doman, were seen to fall among the numerous buildings in the target. The flight strafed through to the coast, wheeled to the right and returned to base.

- (b) Nil A/A.
- (c) Nil fighter cover scheduled.
- (d) Nil A/P's damaged.
- (e) Nil personnel injured.

4. RECOMMENDATIONS FOR AWARDS
Nil

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing and photographic tables.
- (b) Appendix "B" - Bomb run and bomb hits.
- (c) Appendix "C" - Route to and from target.

6. ADDITIONAL SIGHTINGS

Stacks of supplies and what appeared to be gasoline drums were seen covered with palm fronds on both sides of the junction of the road and the coast.

7. PHOTOGRAPHIC INTERPRETATION

K-21 photos confirm the crews' reports of bomb runs and bursts and give evidence of considerable enemy occupation. Numerous buildings, good roads, bridges, a few trucks and a small herd of cows are shown.

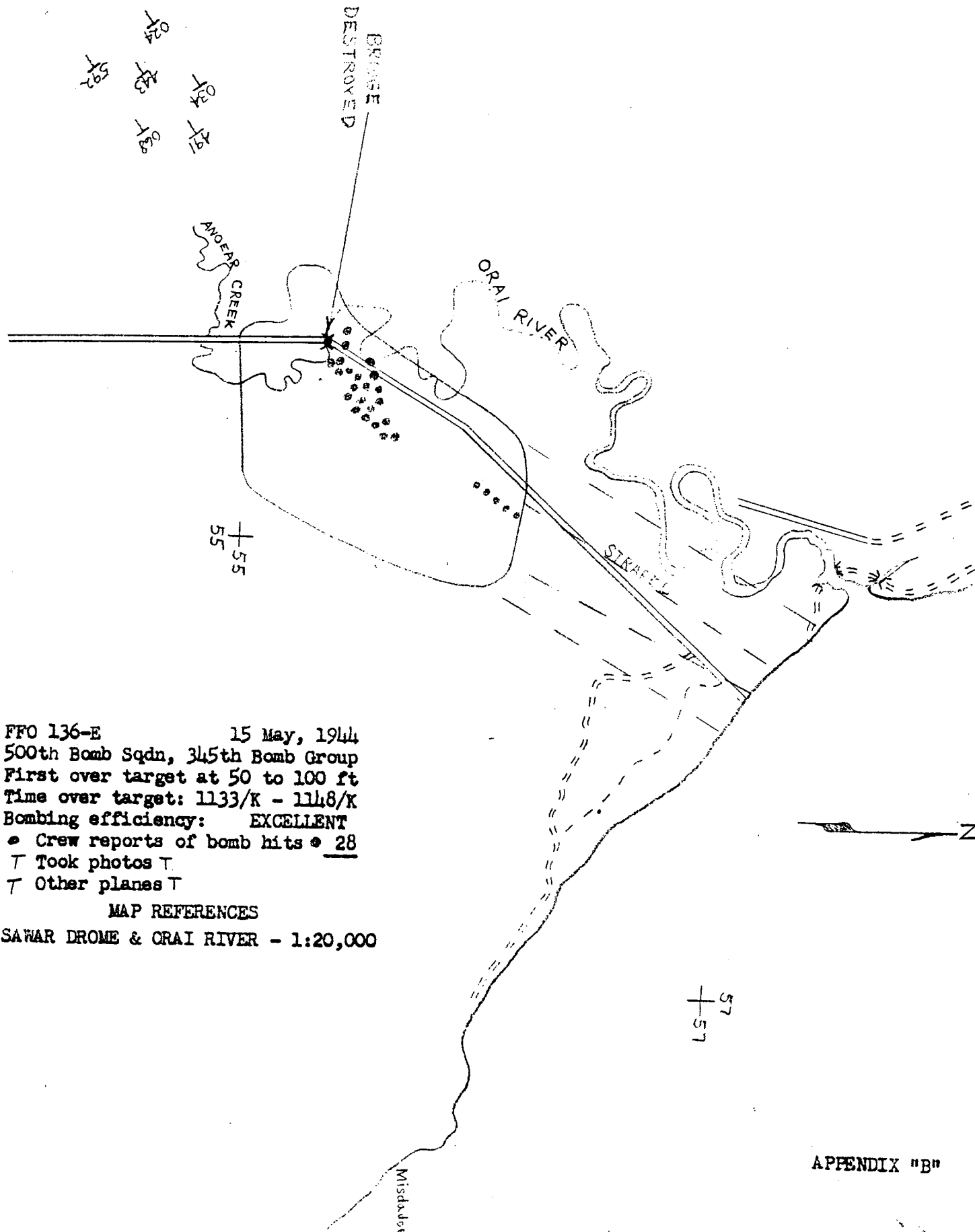
For the Commanding Officer

CLYDE C. CARTER
1st Lt, 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



FFO 136-E 15 May, 1944
 500th Bomb Sqdn, 345th Bomb Group
 First over target at 50 to 100 ft
 Time over target: 1133/K - 1148/K
 Bombing efficiency: EXCELLENT
 • Crew reports of bomb hits • 28
 T Took photos T
 T Other planes T

MAP REFERENCES

SAWAR DROME & ORAI RIVER - 1:20,000

CONFIDENTIAL

500
137-F
16 MAY 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

PAH/jwd

17 May, 1944

Subject: Narrative Report on Mission FFO 137-F, performed by the 500th Bomb Squadron, 345th Bomb Group (M) on May 16, 1944.

To : COMMANDING GENERAL, Fifth Air Force, APO 925.

1. GENERAL

(a) Four Squadrons of B-25's of the 345th Bombardment Group (M) were ordered to attack with bombardment and strafing a specified target (15-X) in the SAMBI-SANAR area, Northwest coast of New Guinea, on the morning of May 16, 1944.

Bombing was to be done with 500-pound, instantaneous fuse demolition bombs from medium altitude and the planes were to strafe on a second pass from minimum altitude. Objective for three squadrons of the Group, including the 500th Squadron, was a suspected enemy sawmill in a village three quarters of a mile from the coast on the Western bank of TOR RIVER. Our squadron's secondary target was an area on the neck of CAPE MOEN in the WENAK vicinity. No fighter was provided and route to the target was to be direct. Our crews of six B-25's (four B-1's and two B-2's) were alerted at 0640/K for takeoff at 0710/K. Each of the B-25B-1's carried five bombs and each of the B-2's carried four bombs, to make a total of 28 X 500 lb demolition bombs.

(b) No rendezvous was specified and the Group assembled as soon as possible enroute to the target.

(c) Five B-25's of the 500th Squadron, bombing from medium altitude through a broken cloud cover, plastered 24 X 500-pound demolition bombs well in the assigned target area along the TOR RIVER, then swept low over the target and strafed the entire area with .50 and .30 calibre fire on the morning of May 16, 1944. No results of the attack were observed on either pass and returning crews reported seeing no sawmill or any other signs of enemy activity in Target 15-X. Moderate to intense medium calibre A/A fire was observed coming from Target 14-X to the West of 15-X but it was inaccurate, bursting from 2800 to 3000 feet above our airplanes. There was no interception. The lead plane of our Squadron was forced to turn back to base 15 minutes after takeoff due to a malfunction in the generator.

(d) 1. Nil interception.

2. Nil enemy or Allied plane losses reported.

(e) Takeoff: 0715/K from Strip 3, Nadzab.

Rendezvous: Nil

Attack: 1030/K to 1100/K from 75 to 5000 feet.

Landing: Three A/P's landed 1415/K. One A/P landed SAIDOR 1415/K and NADZAB at 1545/K. One A/P landed TABJI 1513/K, ^{crew} returned via C-47 landing at NADZAB at 1730/K.

(f) Route: Base to ANNEBORO, skirted HOLLANDIA to target.

Return: Same.

CONFIDENTIAL

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

Narrative Report on FFO 137-F (continued)

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

Lt Rankin led our Squadron after takeoff but after a few minutes he was forced to return to base due to mechanical trouble. Lt Frittschall took over the lead and the Squadron flew in one flight of five planes. The 499th Squadron led the Group with our squadron in second position. Our flight was as follows:

A/P 426 - Lt Frittschall
A/P 048 - Lt Barney
A/P 237 - Lt Scudder
A/P 278 - Lt Gates
A/P 051 Lt Pannell

3. DETAILS OF THE MISSION

(a) Considerable confusion developed as our Squadron, led by Lt Frittschall, attempted to line up on its bombing run. After three dry runs, Lt Frittschall was able to successfully approach the target at 5000 feet on an approximately southerly direction. All five crews reported that their bombs, totalling 24, landed in the small target approximately 4000 feet inland and just West of the FOR RIVER. Lt Frittschall swung the formation to the West and doubled back again on to the same run, letting down all the while and enabling the planes to strafe the target. Results of both bombing and strafing were unobserved.

As the Squadron headed for base, Lts Barney and Scudder, the flight leader's wingmen, ran low on gas. Lt Scudder proceeded to land at TADJI but in the traffic pattern he discovered that his nose wheel would not drop down and lock. The emergency system wouldn't work so the pilot finally landed at 1313/K, using his main gear only. The nose and props were damaged but the crew was safe, returning to base by troop transport plane later in the day. Lt Barney proceeded to SAIDOR, landed at 1415/K, refueled and returned to MADZAB at 1545/K.

The remaining three airplanes returned directly to MADZAB and landed at 1415/K. There was no interception during the strike. Medium, moderate to intense ack ack was encountered over the target but it was inaccurate, bursting well above our A/P's. Our A/P's dropped Japanese propaganda leaflets over the SEPIK RIVER area.

- (b) A/A was medium, moderate to intense, inaccurate.
- (c) Nil fighter cover was scheduled.
- (d) One of our A/P's sustained damage to nose and props in emergency landing at TADJI.

No enemy planes were shot down in combat.

- (e) None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS

Nil.

5. APPENDICES

Appendix "A" - Bombing, strafing, A/A and photographic data.
Appendix "B" - Sketch showing bombing run and bomb hits.
Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Target area appeared deserted. An undetermined number of fires with black smoke to 1000 feet seen on WAKDE ISLAND at 1035/K from 5000 feet.

7. PHOTOGRAPHIC INTERPRETATION

K-21 photos show only jungle and an expanse of water.

CONFIDENTIAL

Narrative Report on FFO 137-F (continued)

For the Commanding Officer:

CLYDE C. CARTER
1st Lt, 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 137-F

BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVOED	RETURNED
426	4	500 lb	Demo	Instant.	4		
048	5	"	"	"	5		
237	5	"	"	"	5		
278	5	"	"	"	5		
051	5	"	"	"	5		
TOTAL	24	500 lb	Demo	Instant.	24		

STRAFING TABLE							
A/P	.50 CALIBRE			MALFUNCTIONS	.30 CALIBRE		
	ROUNDS CARRIED	EXPENDED			ROUNDS CARRIED	EXPENDED	MALFUNC
426	5,000	1,900			4,000	---	
048	4,000	2,100	LLN		4,000	---	
237	4,000	1,800	IRS		4,000	---	
278	4,000	400	URN ULN LRN LLN		4,000	---	
051	4,000	1,000	LLS		4,000	600	
TOTAL	21,000	7,200	7		16,000	600	

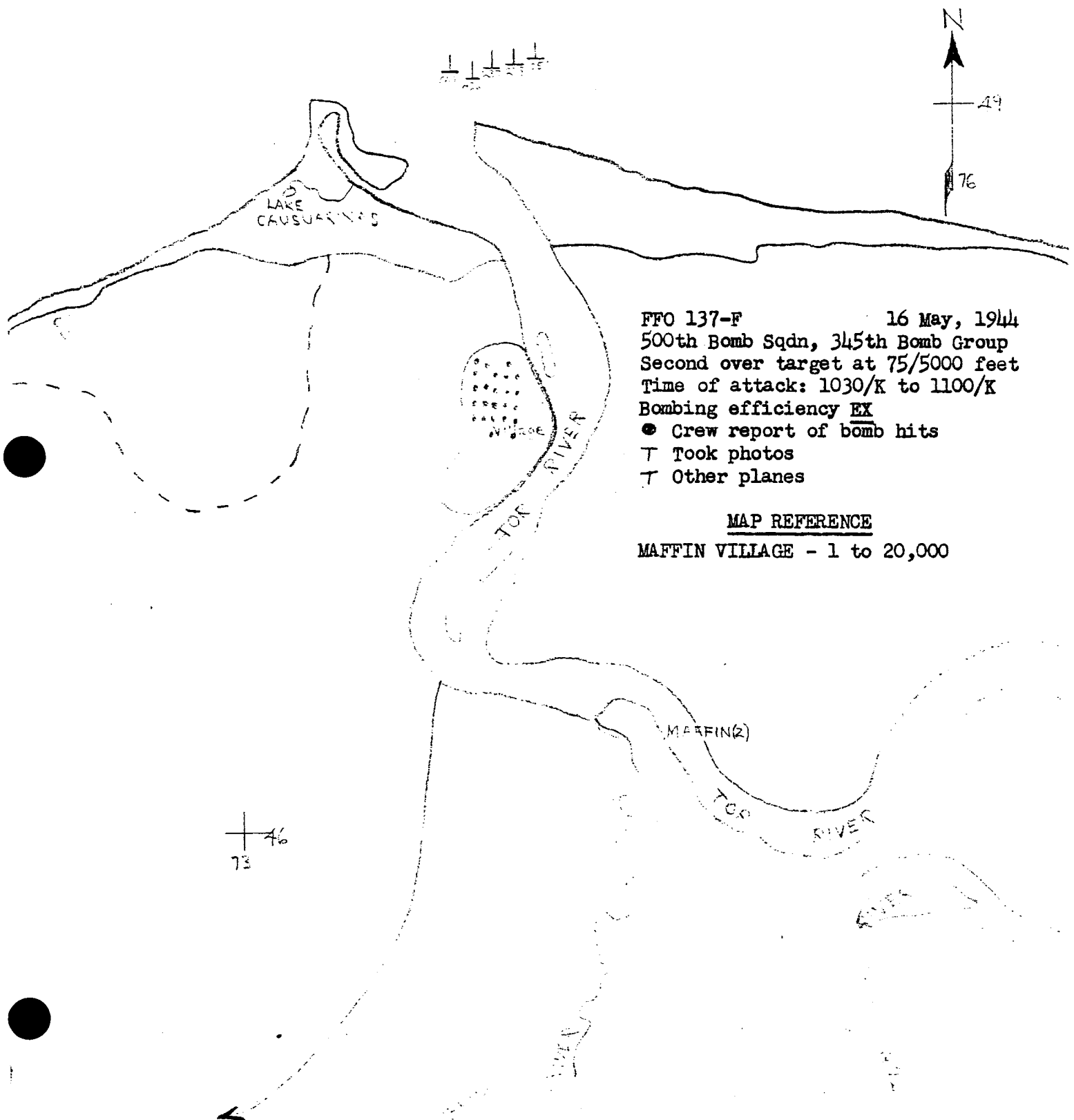
All A/P's reported A/A as medium, moderate to intense and inaccurate at 6000 to 8000 feet.

PHOTOGRAPHIC TABLE					
A/P	TIME	LOCALITY	TYPE	EXPOSURES	REMARKS
048	1030/K-1100/K	SAWAR - SARMI	K-21	30	
278	"	"	K-21	30	
TOTAL				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



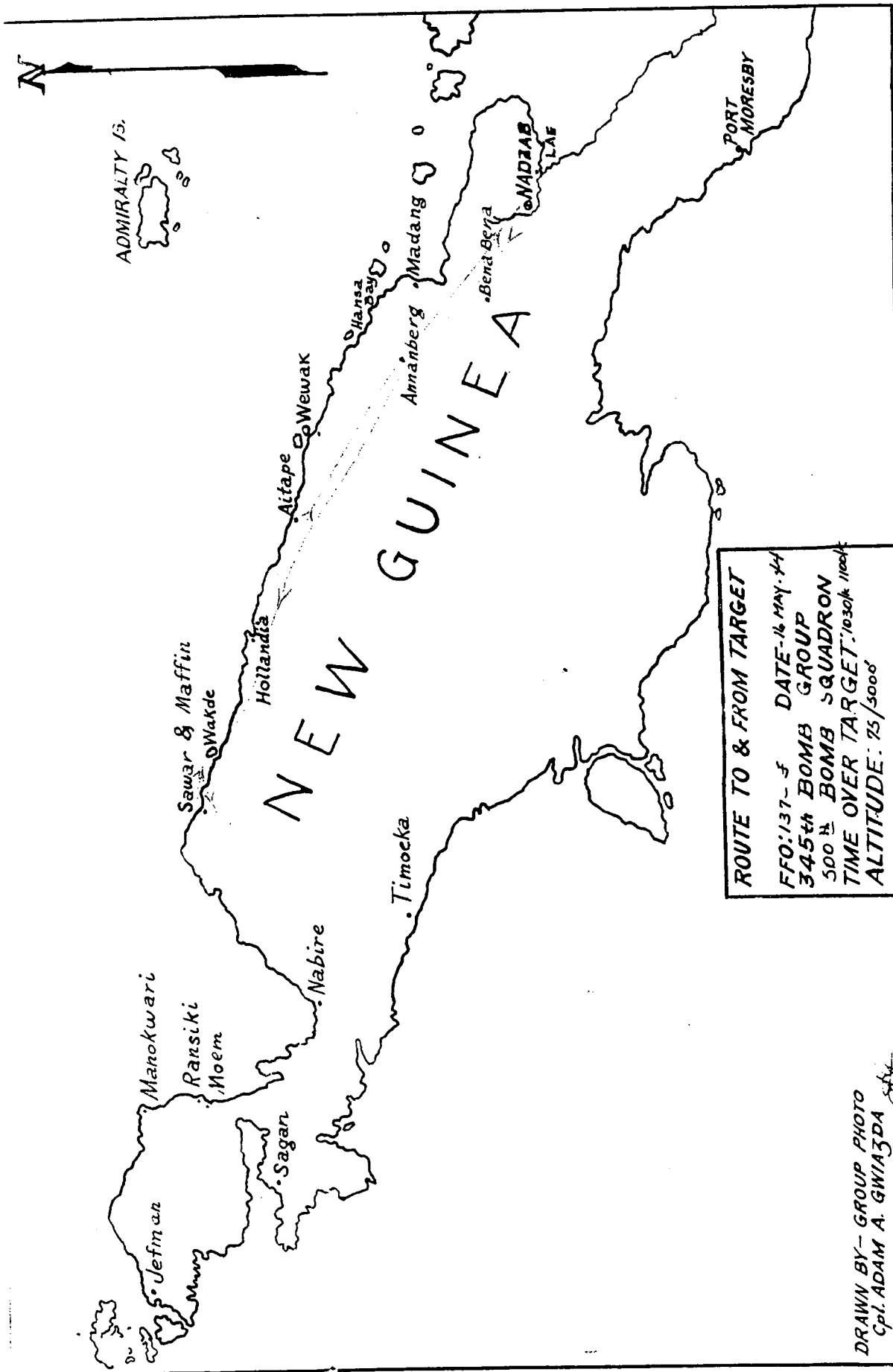
FFO 137-F 16 May, 1944
500th Bomb Sqdn, 345th Bomb Group
Second over target at 75/5000 feet
Time of attack: 1030/K to 1100/K
Bombing efficiency EX
● Crew report of bomb hits
T Took photos
T Other planes

MAP REFERENCE

MAFFIN VILLAGE - 1 to 20,000

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

Appendix "B"



ROUTE TO & FROM TARGET

FFO: 137-5 DATE: 16 May 44
 345th BOMB GROUP
 500th BOMB SQUADRON
 TIME OVER TARGET: 1030h 1100h
 ALTITUDE: 75/5000

DRAWN BY: GROUP PHOTO
 Cpl. ADAM A. GWIN/3DA

By RLB/IM NARA, Date 5/20/91500
138-E
17 May 4C O N F I D E N T I A LOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

17 May, 1944

Subject: Narrative Report on Mission FFO 138-E, Performed by 500th Bombardment Squadron (M) May 17. Objective: Eastern half of Target 6X, SAWAR-SARMI.

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

1. GENERAL

Four Squadrons of B-25's of the 345th Bomb Group (M) were ordered to attack with medium bombardment, followed by strafing, a supply and personnel area (Target 6X) in the SAWAR-SARMI area on the morning of May 17. The bomb load was to consist of the maximum number of 500 pound demolition bombs with instantaneous fuse. The secondary target was WERAK. Route to target was direct and no fighter cover was to be provided. Our crews of six B-25's (four D-1's and two D-2's) were alerted at 0640/K for a 0710/K takeoff. Each of the B-25D-1's carried five bombs and each of the B-25D-2's carried four making a total load for the Squadron of 28 X 500 pound demolition bombs.

(b) Nil rendezvous was scheduled. The Group was to assemble en-route to the target.

(c) Six B-25's of the 500th Squadron, bombing from medium altitude, dropped 28 X 500 pound bombs in the northwestern section of the assigned target and as our planes withdrew they left an oil fire sending black smoke to 500 feet blazing in the target. No other results of the bombing were noted. Although the plan of attack called for a strafing run on the target after bombing at medium altitude, the lead squadron in the formation elected not to strafe and the remaining squadrons followed suit.

(d) 1. Nil interception.

2. Nil enemy or Allied plane losses reported.

(e) Takeoff: 0710/K to 0712/K from Strip 3, HADZAB.

Rendezvous: Nil

Attack: 1030/K to 1035/K at 7000/7500 feet.

Landing: Five A/P's at 1405/K to 1407/K. One A/P at 1457/K.

(f) Route up: Base to GUSAP to ANNANBERG, skirted HOLIANDIA to Target.

Return: Target to Base.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

Our Squadron, fourth in the Group formation, was led by Lt Ames and was composed as follows:

FIRST FLIGHT

A/P 444 - Lt Ames

A/P 278 - Lt Dick

A/P 048 - Lt Doman

SECOND FLIGHT

A/P 443 - Lt Gantrean

A/P 592 - Lt Bruce

A/P 051 - Lt Davis

3. DETAILS OF THE MISSION

(a) 1. Lt Ames led our Squadron of four B-25D-1's and two B-25D-2's

By RLB/IM NARA, Date 5/20/91

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

Narrative Report, FFO 138-E continued.

the last element in the Group formation, across the target on a north-northeast-erly heading at approximately 7000 feet at 1030/K. Both flights, flying in trail, dropped a total of 28 X 500 pound demolition bombs, instantaneous fuse, in the northwestern section of the target. Lt Dick, first flight number two man, reported that his bombs started a small oil fire sending black smoke to 500 feet in the northwestern corner of the target. No other results were reported.

2. The Squadron did not strafe because the preceding squadrons in the Group formation decided not to do so.

3. Lt Ames withdrew the Squadron from the target area and headed toward base. Lt Doman ran low on gas and refueled at TADJI before continuing to HANZAB. All planes landed without incident between 1405/K and 1457/K.

- (b) Nil A/A.
- (c) Nil fighter cover.
- (d) Nil A/P's damaged.
- (e) Nil personnel injured.

4. Nil recommendations for awards.

5. APPENDICES

- Appendix "A" - Bombing and photo tables.
- Appendix "B" - Sketch showing bombing run and bomb hits.
- Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

A burning lugger was sighted beached on the southern shore of VAND-OMOLAR ISLAND.

7. PHOTOGRAPHIC INTERPRETATION

Photographs confirm crew report of bomb hits.

For the Squadron Commander:

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

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FPO 138-E

BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVED	RETURNED
414	4	500 lb	Demo	Instantan.	4		
278	5	"	"	"	5		
048	5	"	"	"	5		
443	4	"	"	"	4		
592	5	"	"	"	5		
051	5	"	"	"	5		
TOTAL	28	500 lb	Demo	Instantan.	28		

Nil ammo expended.

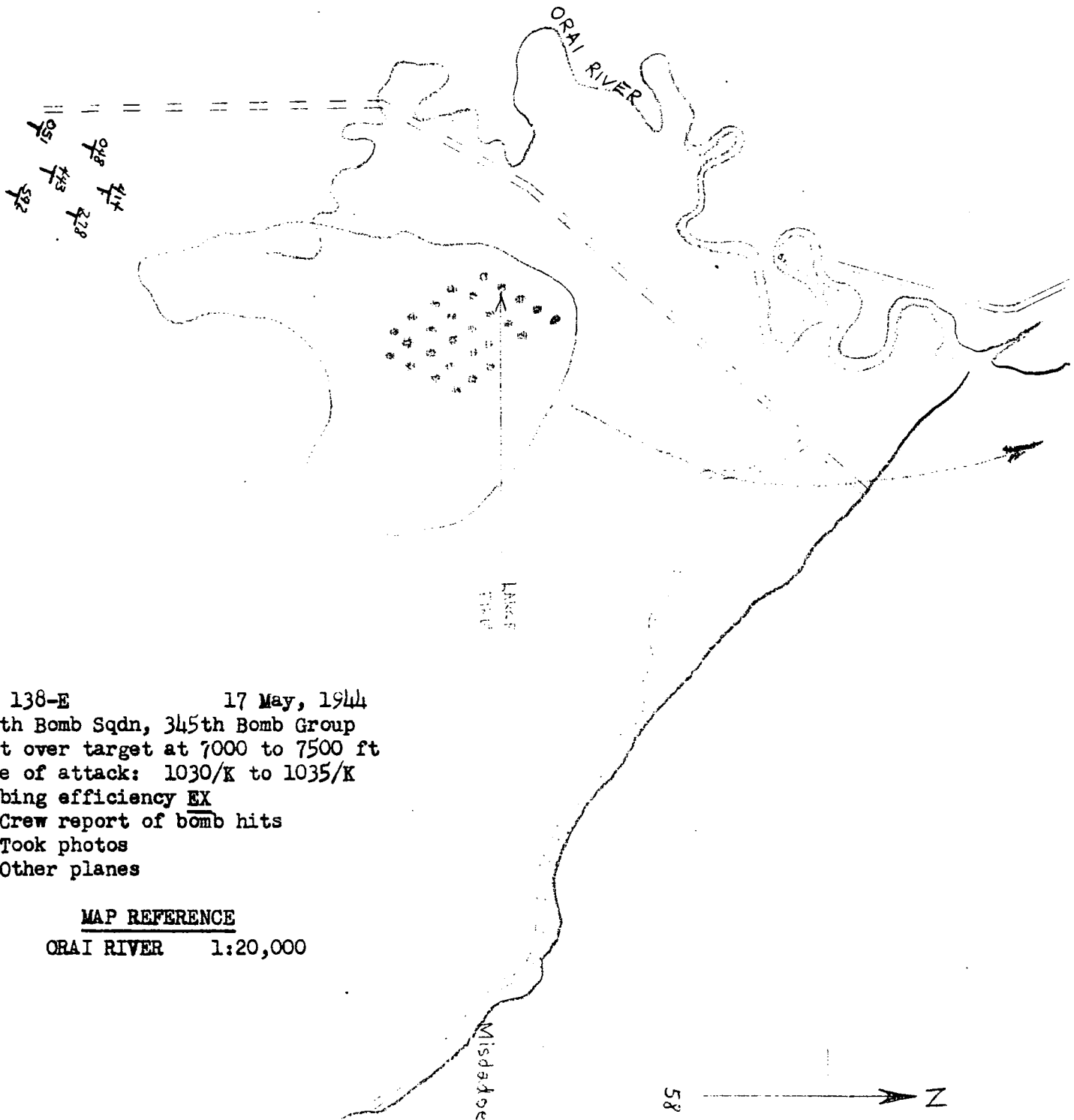
Nil A/A

A/P 443 took 30 K-21 shots of bombing.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NNN 745005

By RLB/IM NARA, Date 5/20/91

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

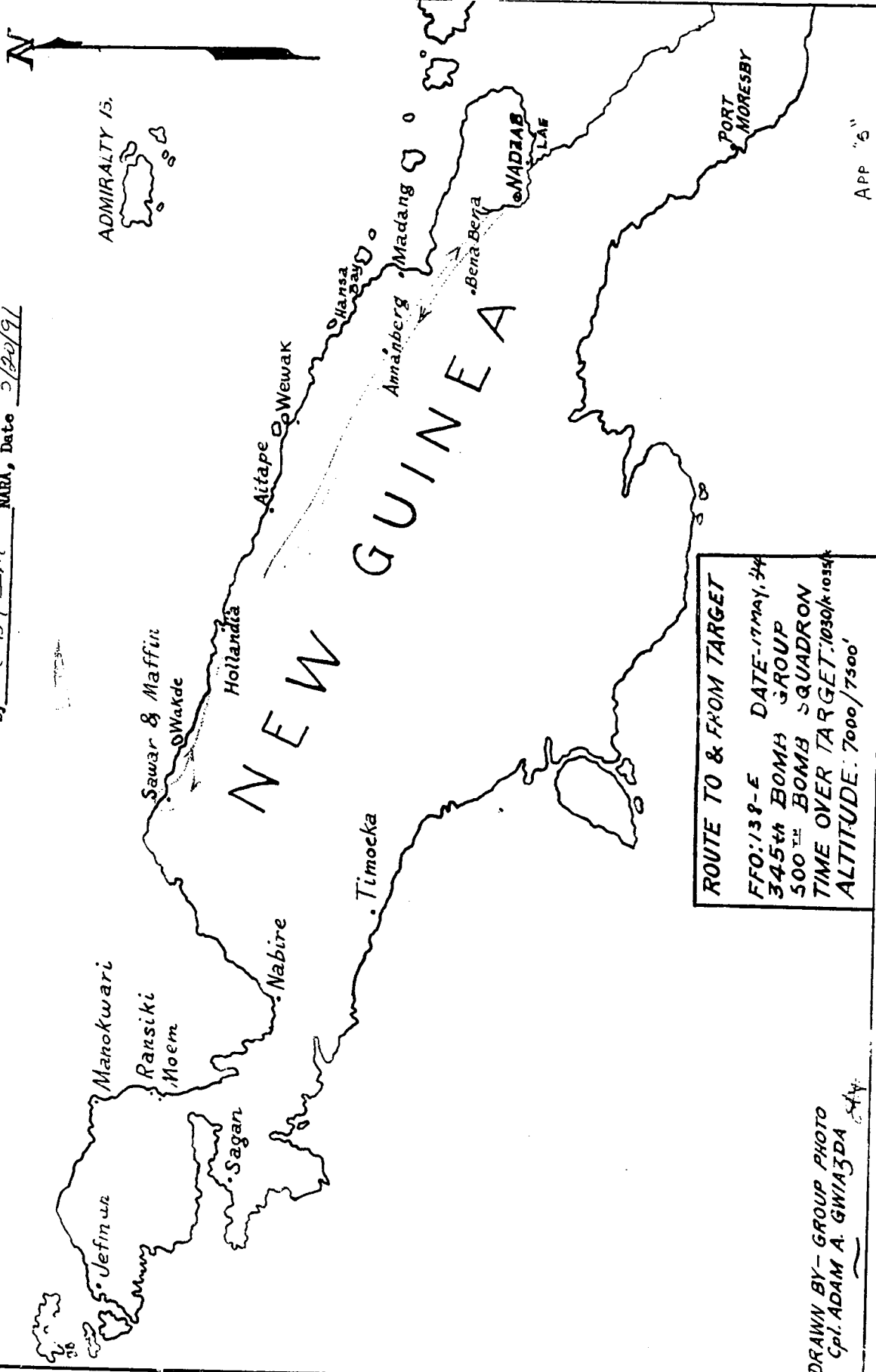


FFO 138-E 17 May, 1944
500th Bomb Sqdn, 345th Bomb Group
Last over target at 7000 to 7500 ft
Time of attack: 1030/K to 1035/K
Bombing efficiency EX
• Crew report of bomb hits
T Took photos
T Other planes

MAP REFERENCE
ORAI RIVER 1:20,000

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

By RLB/IM NARA, Date 5/20/91



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

500
139-A
18 MAY 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PKR/rpb

19 May 1944

Subject: Narrative Report on Mission FFO 139-A, Performed by 500th Bombardment Squadron (M) 18 May.

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

1. GENERAL

(a) 1. Four squadrons of B-25's of the 345th Bombardment Group (M) were ordered to strike dromes, stores, personnel and targets of opportunity in the WENAK AREA on the morning of May 18, 1944. A/P's were to drop their bomb loads of 1000 pound demolition bombs from medium altitude and then come down to minimum altitude for a strafing attack. Area fighter cover was to be provided. Alerted at 0815/K for a 0900/K takeoff crews were thoroughly briefed on current bombing and strafing restrictions before takeoff.

2. Our Squadron consisted of four B-25D-1's and two B-25D-2's each carrying three and two 1000 pounders, respectively.

(b) Nil rendezvous scheduled. The Group was to assemble enroute to the target.

(c) Stores of supplies west of BUT DROME were hit with 13 X 1000 pound demolition bombs by six B-25's of the 500th Squadron from medium altitude May 18. The Mitchells then returned at minimum altitude to strafe the target, BUT, DAQUA, WENAK and BORAN strips and the whole coastal area as far down the coast as BRANDI PLANTATION. Several native huts were set afire, two motor vehicles and a number of small boats were damaged by strafing. No other damage was visible from the attack. One A/P salvaged its bombs at sea. Light ground fire was the only enemy opposition offered and all our planes returned safely.

(d) 1. Nil interception.

2. Nil enemy or Allied plane losses reported.

(e) Takeoff: 0903/K to 0904/K from Strip 3, NADZAB.

Attack: 1040/K to 1120/K at 50/8000 feet.

Rendezvous: Nil

Landing: 1310/K to 1312/K at Strip 3, NADZAB.

(f) Route up: NADZAB - GUSAP - Target.

Return: Target - MURIK LAGOON - DUMPU - NADZAB.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

Our Squadron, third in the Group formation, was led by F/O Thomas and was composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 444 - F/O Thomas	A/P 443 - Lt Pannell
A/P 034 - Lt Dick	A/P 068 - Lt Gates
A/P 278 - Lt Scudder	A/P 161 - Lt Tackaberry

3. DETAILS OF THE MISSION

(a) F/O Thomas led our Squadron of four B-25D-1's and two B-25D-2's, third in the Group formation, across the target from East to West at from 7000

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, PFG 139-A, continued.

to 8000 feet at 1040/K.

2. Both flights flying in trail dropped a total of 13 x 1000 pound demo bombs, instantaneous fuse, in the target, an area 1000 feet West of the western end of BUT DROME and approximately 1000 feet inland. Results of the bombing were unobserved. Lt Dick, right wingman in the first flight, salvaged his bombs in the sea after the bombing run due to release malfunction.

3. After the bombing run our planes swung wide over the sea, circled to the left and let down to strafe the entire area from and including the target, along the coast and through possible supply areas as far East as BRANDI PLANTATION. Several native huts were set afire by strafing. Other targets including a jeep type vehicle and a truck on the WENAK-BORAM road, another truck at BANAK VILLAGE and 30/40 life boat type small craft on the eastern side of CAPE MOEM were strafed with unobserved results.

4. A small amount of machine gun fire was the only opposition offered by the enemy. P/O Thomas led the Squadron back to base, all planes landing without incident.

- (b) For A/A see attached table.
- (c) Area fighter cover was not seen.
- (d) One A/P received one small calibre machine gun hole from ground fire.
- (e) Nil personnel injured.

4. Nil recommendations for awards.

5. APPENDICES

- Appendix "A" - Bombing, strafing, A/A and photographic tables.
- Appendix "B" - Sketch showing bombing run and bomb hits.
- Appendix "C" - Sketch showing route to and from target.

6. Additional sightings included two black smoke fires, one Northwest of BUT with smoke up to 600 feet, the other on the northeastern tip of CAPE MOEM with black smoke to 500 feet. Numerous supplies were piled on CAPE PUS.

7. PHOTOGRAPHIC INTERPRETATION

Photos received confirm crew reports of bomb hits.

For the Squadron Commander:

CLYDE C. CARTER
1st Lt, 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, FFG 139-A

BOMBING TABLES

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVOES	RETURNED
414	2	1000 lb	Demo	Instant	2		
034	3	"	"	"		3	
278	3	"	"	"	3		
443	2	"	"	"	2		
068	3	"	"	"	3		
161	3	"	"	"	3		
TOTAL	16	1000 lb	Demo	Instant.	13	3	

STRAFING TABLES

A/P	.50 CALIBRE			MALFUNCTIONS	.30 CALIBRE		
	ROUNDS CARRD	EXPENDED			ROUNDS CARRD	EXPENDED	MALFUNCTIONS
414	5000	2650					
034	4000	600	LLS		4000	700	
278	4000	1100	LLN LRS		4000	700	
443	5000	2600					
068	4000	1100	LRS URS LLN		4000	400	
161	4000	1300	URS LRN		4000	700	
TOTAL	26000	9350	8		16000	2500	

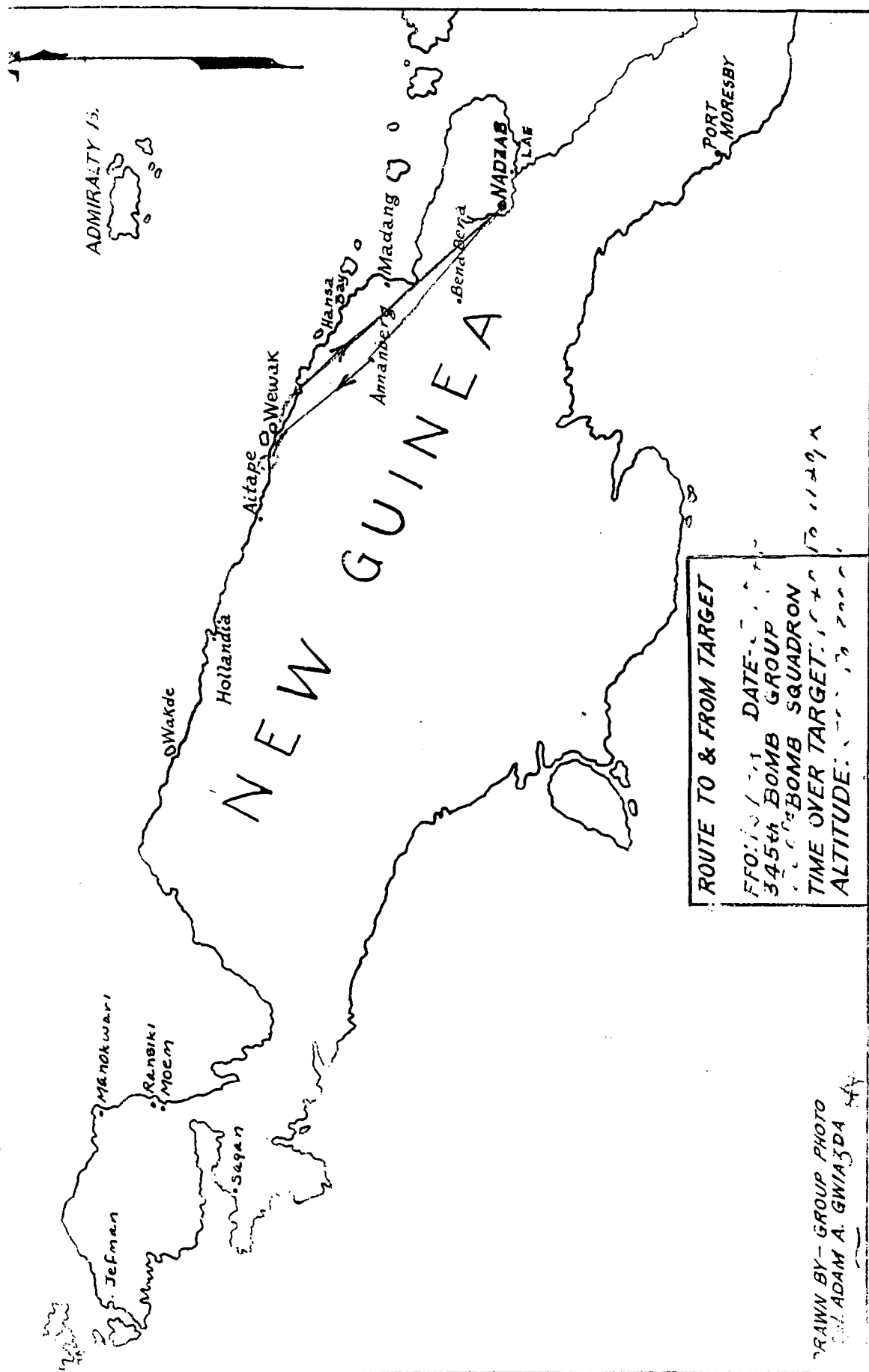
A/P	CALIBRE	A/A		ACCURATE?	ALTITUDE
		INTENSITY			
414	M/G	Slight		No	50/100
034	"	"		No	50/100
278	N11				
443	N11				
068	M/G	Slight		Yes	50/150
161	N11				

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
443	BUT - BECAK	1040/K-1043/K	K-21	30	(Med) Good shots
034	"	1050/K-1120/K	K-21	30	(Min) Fogged
278	"	"	K-21	30	(Min) Fogged
414	"	"	K-21	30	(Min) Fogged
161	"	"	K-21	30	(Min) Fogged
TOTAL				150	

APP "A"

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



By RLB/IM NARA, Date 5/20/91500
141-D
20 MAY 44C O N F I D E N T I A LOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

CCC/jwd

21 May, 1944

Subject: Narrative Report on Mission FFO 141-D, performed by the 500th Bomb Squadron, 345th Bomb Group (M) May 20, 1944.
Objective: Enemy personnel concentration, BUT - DAGUA area.

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

1. GENERAL

(a) Four Squadrons of B-25's of the 345th Bombardment Group (M) were ordered to attack with bombardment and strafing enemy personnel and supply areas along the New Guinea coast between DAGUA and BUT airdromes on the morning of May 20, 1944. The strike was to be part of an aerial blow of considerable power by light and medium bombardment on the enemy trapped in the general WENAK area.

Our Squadron's force consisted of four B-25D-1's and two B-25D-2's loaded with 3 X 1000 lb demolition bombs with instantaneous fuse in each of the D-1's and 2 X 1000 lb similar bombs in each of the D-2's to make a total of 16 X 1000 lb bombs.

With the 499th Squadron leading and the 500th Squadron in second position, the route to target was to be direct, and the Group was to assemble enroute. Our crews were alerted at 0625/K for a takeoff at 0710/K. Bombing altitude was set for 6000 feet and the planes were to strafe from West to East at minimum altitude on a second pass. Time over target was scheduled for 0905/K to 0930/K. No secondary target was given and nil fighter cover was to be provided.

(b) The Group assembled soon after takeoff. The 498th Squadron turned back several minutes after takeoff because of weather and the remaining three squadrons proceeded to target.

(c) Six B-25's of the 500th Squadron dumped 14 X 1000 lb demolition bombs into suspected Jap supply and troop concentrations in KARAWOP PLANTATION, about five miles East of DAGUA AIRDRONE on the morning of May 20, 1944. Two other 1000 lb bombs were plunked into possible communications sector at MUMIKEN VILLAGE, slightly East of the plantation on BOIKEN CREEK. Crews observed no results of the bombing. Turning to the right, out to sea, the planes circled and came back over the general target area from West to East, strafing with .50 and .30 calibre ammunition. A truck on a bridge halfway between BANAK and KOFI villages, was strafed but damage from all strafing was unobserved.

Enemy opposition was limited to about 12 bursts of medium to heavy ack ack, bursting on A/P level but inaccurately as the planes approached their bombing run. All our planes returned safely.

(d) Nil interception.

Nil enemy or Allied plane losses reported.

(e) Takeoff: 0710/K to 0715/K from Strip 3, Nadsab.

Attack: 0905/K to 0935/K at 100/5000 feet.

Rendezvous: Nil.

Landing: 1117/K to 1120/K at Strip 3, Nadsab.

(f) Route up: Nadsab to Annanberg to target.

Return: Target to Annanberg to base.

By RLB/IM NARA, Date 5/20/91

=====

Narrative Report on FFO 141-D (continued)

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 499th Squadron led the Group with the 500th Squadron, led by its Commanding Officer, Capt Dougherty, in second position. Our flights were as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P	A/P
426 - Capt Dougherty	443 - Lt Brigham (Group)
024 - Lt Bruce	278 - Lt Dick
051 - Lt Cates	048 - Lt Barney

3. DETAILS OF THE MISSION

(a) Capt Dougherty led our Squadron of 4 B-25D-1's and two B-25D-2's in a Westerly direction past WENAK, crossing KARAWOP PLANTATION at an altitude of 4000 feet at 0905/X. The Squadron leader dropped his 2 X 1000 lb bombs in MUMIKEN VILLAGE, and the other five pilots dropped their bombs, totalling 14, shortly afterward in KARAWOP PLANTATION.

The Squadron continued up the coast and, after letting down gradually out over the sea West of DAGUA, strafed the coastal area between DAGUA strip and CAPE KARAWOP. One truck on a bridge halfway between BANAK and KOFI villages on the coastal road was strafed with no apparent damage, as was the Southwest coast of MUSCHU ISLAND. Results of the bombing were also unobserved.

The Squadron returned to base directly, landing without incident.

- (b) For A/A data see attached table.
 - (c) Nil fighter cover was scheduled.
 - (d) No enemy planes were shot down in combat.
- None of our personnel was injured.

4. RECOMMENDATIONS FOR AWARDS
Nil5. APPENDICES

Appendix "A" - Bombing, strafing, A/A and photographic data.
Appendix "B" - Sketch showing bombing run and bomb hits.
Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

A small black smoke fire near a bridge one and a half miles East of SMAIN.

7. PHOTOGRAPHIC INTERPRETATION

Photos reveal two empty gun pits, and one pit containing a gun, grouped in a clearing just East of DAGUA strip. A number of craters are visible on the East end of DAGUA strip.

For the Commanding Officer:

3 Incls

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

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

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on FFO 141-D

APPENDIX "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	REMARKS
426	2	1000 lbs	demo	inst	2	in Mumiken Village
024	3	" "	" "	" "	3	Karawop Ptn.
051	3	" "	" "	" "	3	" "
443	2	" "	" "	" "	2	" "
278	3	" "	" "	" "	3	" "
048	3	" "	" "	" "	3	" "
TOTAL	16	1000 lbs	demo.	Inst.	16	

STRAFING TABLE

.50 Calibre				.30 Calibre		
A/P	RDS. CARR'D	EXPENDED	MAJFUNCTIONS	RDS. CARR'D	EXP.	MAJF.
426	4,000	2350	---	4,000	Nil	---
024	"	950	ULN - ULW	"	Nil	---
051	"	500	LLN - ULW	"	350	---
443	"	1350	LLW - URW	"	Nil	---
278	"	1000	ULN	"	100	---
048	"	1800	---	"	Nil	---
TOTAL	24,000	7950	Seven	24,000	450	Nil

A/A

Over Target				Over Target	
A/P	CALIBRE	INTENSITY	ACCURATE?	ALTITUDE	
426	Medium to Heavy	Slight	No	3000/5000 ft.	
024	" " "	"	No	"	
051	" " "	"	No	"	
443	" " "	"	No	"	
278	" " "	"	No	"	
048	" " "	"	No	"	
SUMMARY	Med. to Heavy	Slight	Inaccurate	3000/5000 feet.	

PHOTOGRAPHS

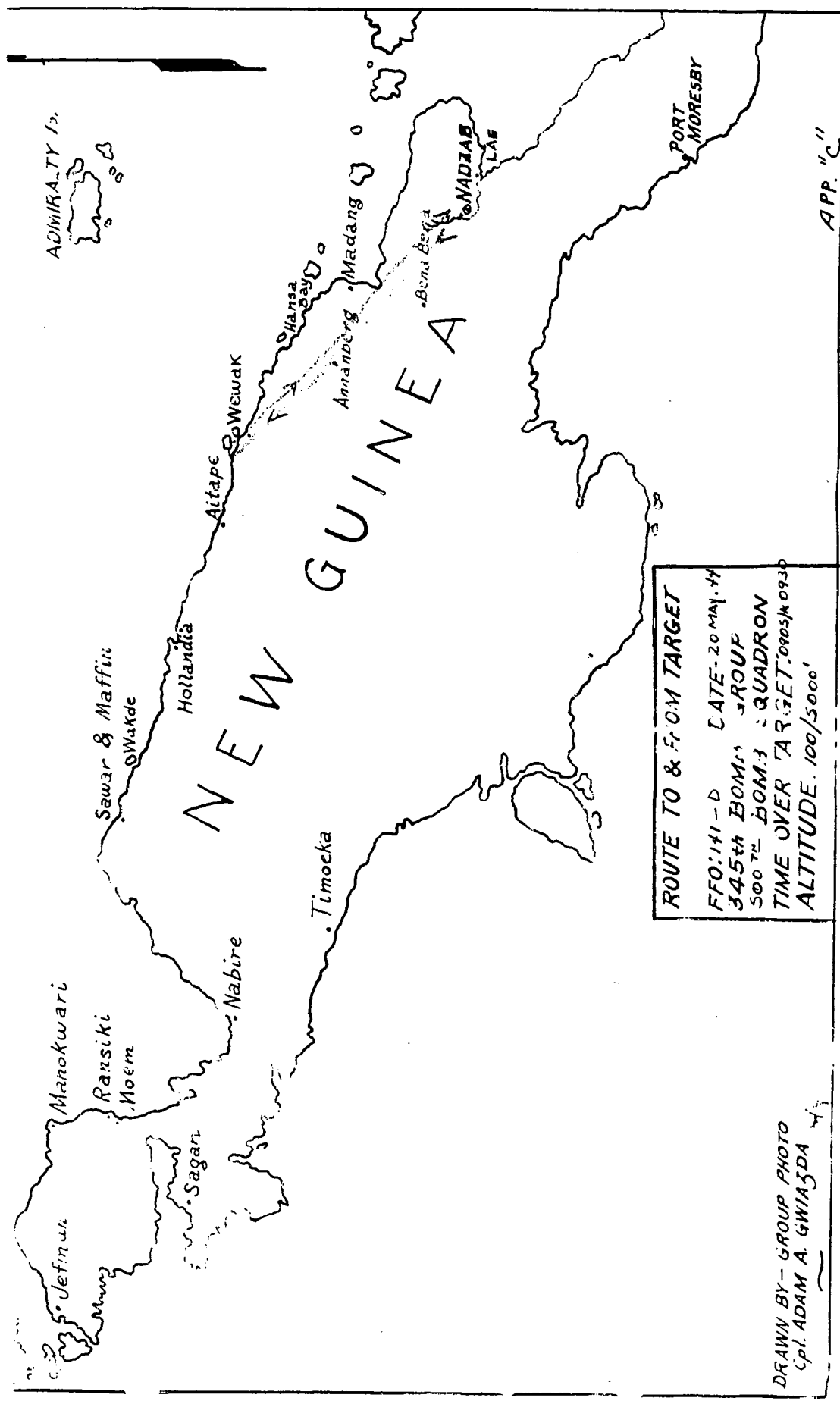
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
024	Dagua - But	0905/E - 0935/K	K-21	30	Strafing Alt.
443	" "	" "	K-21	30	Medium Alt.
TOTAL	Dagua - But	0905/K - 0935/K	K-21	60	Good prints

By R.D./IM NARA, Date 4/2/79

FFO 141-D 20 May, 1944
500th Sq., 345th Bomb Group (M)
Second over target
Altitudes: 100/5000 feet.
Time: 0905/K to 0935/K
Bombing efficiency: Ex.

- * Crew reports of bomb hits
- T Took photos
- T Other planes

(Map ref: BUT DROME
1 inch: 1 mile)



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AND
 By NARA, Date 10/11/01

By RLB/IM NARA, Date 5/22/91500
142-C
21 MAY 44C O N F I D E N T I A LOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment SQUADRON (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

22 May, 1944

SUBJECT: Narrative Report on Mission WFO 142-C, Performed by 500th Bombardment Squadron (M) May 21, 1944.

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

1. GENERAL

(a) 1. Four squadrons of B-25's of the 345th Bombardment Group (M) were ordered to attack with bombardment and strafing enemy personnel and supply areas between DAGUA and BUT on the morning of May 21, 1944. The bomb load consisted of three 1000 pound demolition bombs, instantaneous fuse, for the B-25D-1's and two of the same type bombs for the B-25D-2's. After completion of the bombing run at medium altitude the A/P's were to make a second pass over the area to strafe at minimum altitude.

2. No secondary target was provided and nil fighter cover was to be provided.

3. Our Squadron consisted of 4 B-25D-1's and 2 B-25D-2's carrying a total bomb load of 16 x 1000 pound bombs.

(b) The Group was to assemble shortly after takeoff. Nil rendezvous was scheduled.

(c) A large fire sending black smoke to more than 2000 feet was left blazing in a Jap camp area Southwest of DAGUA DRONE as our six Mitchells withdrew from a bombing and strafing attack on targets of opportunity in the BUT-DAGUA area on the morning of May 21. After dropping fourteen (14) x 1000 pound demolition bombs from medium altitude at 0929/K to 0940/K on selected enemy encampments and supply areas, our planes then swooped down to tree top level and poured more than 11,000 rounds of ammunition into the coastal area from the NISAHU RIVER to CAPE KARAFOP, including BUT and DAGUA STRIPS. No results of the bombing or strafing were observed except the fire. Only enemy opposition offered was a few rounds of inaccurate machinegun fire from the western end of DAGUA DRONE. All of our planes returned safely.

(d) Nil interception.

One B-25D of the 501st Squadron was reported to have crashed in the target.

(e) Takeoff: 0740/K to 0743/K from Strip 3, NADZAB.

Rendezvous: Nil

Attack: 0929/K to 1000/K at 50/6000 feet.

Landing: 1155/K to 1205/K at Strip 3, NADZAB.

(f) Route up: NADZAB to DUMPU to TARGET.

Return: TARGET to MURIK LAGOON to DUMPU to NADZAB.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, led by F/O Thomas, led the Group formation

FIRST FLIGHT

B-25D-2 126 - F/O Thomas

B-25D-1 068 - Lt Dick

B-25D-1 034 - Lt Davis

SECOND FLIGHT

B-25D-2 143 - Lt Truman

B-25D-1 048 - Lt Barney

B-25D-1 051 - Lt Cates

By RAB/IM NARA, Date 5/2/91C O N F I D E N T I A L

Narrative Report, FFO 142-C, continued

3. DETAILS OF THE MISSION

(a) 1. F/O Thomas led our Squadron of 4 B-25D-1's and 2 B-25D-2's on an easterly sweep of the coastal area between NINAHU RIVER and CAPE KARAWOP in the BUT-DAGUA area. Bombing from 6000 feet at 0929/K, the first flight dropped its bombs on targets of opportunity as follows: F/O Thomas and his right wingman, Lt Dick, each dropped one in an area Southeast of LOANIM VILLAGE and one and two more respectively in a Jap camp area about two miles Southwest of DAGUA STRIP where a large oil fire was started sending black smoke sending ~~smoke~~ ^{smoke} to 2000 feet; Lt Davis on the left wing dropped one bomb in a sandy area one-half mile South of BAI VILLAGE and two in ULBAN VILLAGE.

2. Following closely behind, the second flight was led by Lt Truman and dropped its bomb load of eight bombs in an area approximately one mile square West of KWANGEN VILLAGE. Of these, however, the two dropped by Lt Truman were salvaged because of release malfunction.

3. The Squadron then withdrew out over the sea where it let down to minimum altitude and returned over the same coastal area in a strafing attack, spraying bullets from NINAHU RIVER to CAPE KARAWOP. Except for the fire reported above, no results of the bombing or strafing were observed. Light and inaccurate machine gun fire reported by one crew was the only Jap opposition offered, and all of our planes landed at base without incident.

- (b) A/A was slight, light and inaccurate.
- (c) Nil fighter cover was scheduled.
- (d) No enemy planes were shot down in combat
- (e) None of our personnel were injured.

4. Nil awards are recommended.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A and photographic tables.
- (b) Appendix "B" - Sketch showing bombing run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

A village of 31 well constructed buildings, serviced by good roads, two and one-half miles South-southeast of the NINAHU RIVER mouth; a serviceable truck at the west end of BUT STRIP; a small pile of gasoline drums and an unserviceable truck at SMAIN VILLAGE and numerous gray tanks, six to eight feet long, strewn along the coastal road between BUT and DAGUA.

7. PHOTOGRAPHIC INTERPRETATION

Eight K-21 photos received show numerous bomb craters in DAGUA STRIP. The entire area appears well battered from previous bombings.

For the Commanding Officer:

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

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

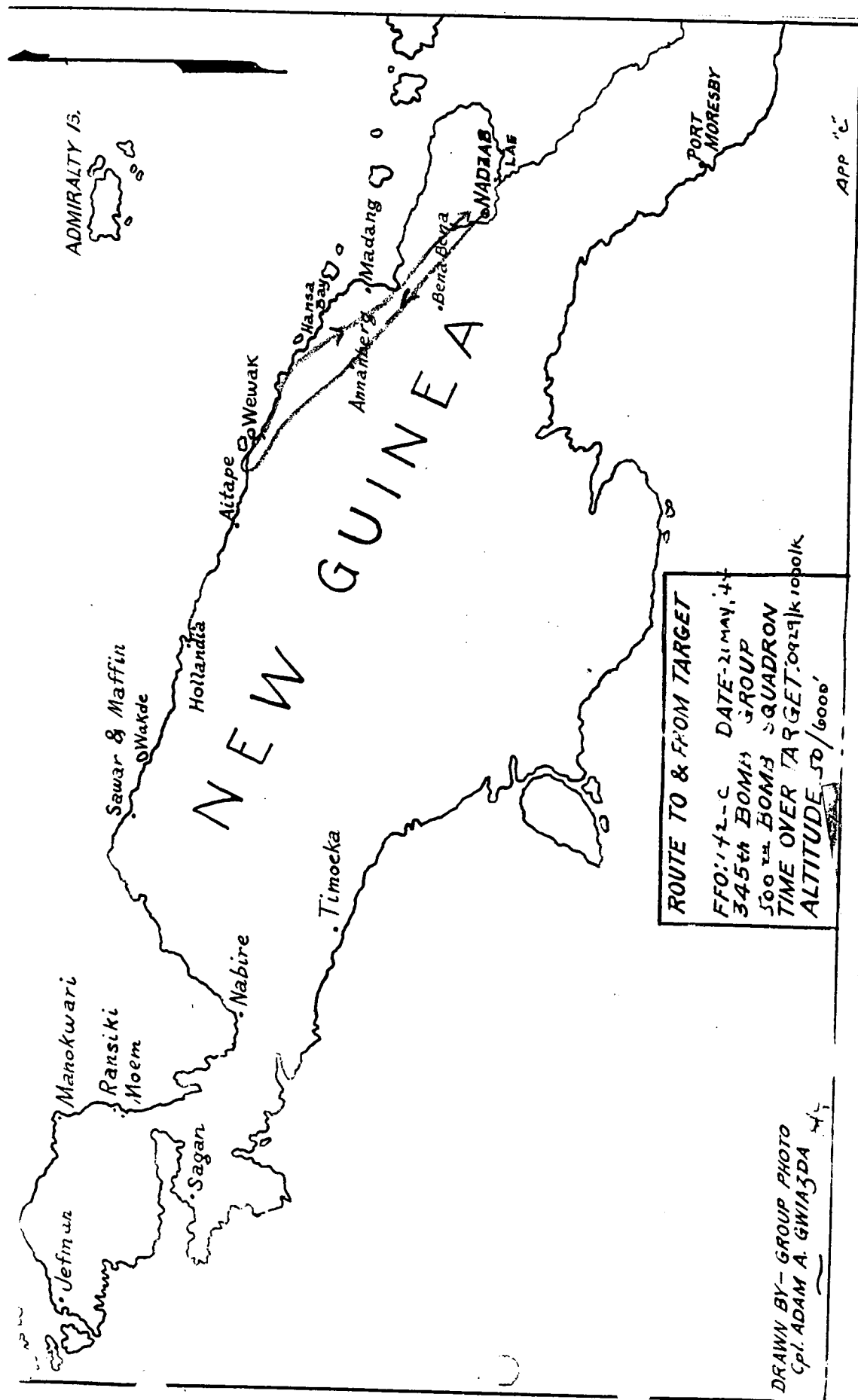
Narrative Report, FFO 142-C

BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSSED	SALVOED SAFE
426	2	1000 lb	Dams	Instant	2		
068	3	"	"	"	3		
034	3	"	"	"	3		
443	2	"	"	"	3		
048	3	"	"	"	3		2
051	3	"	"	"	3		
TOTAL	16	1000 lb	Dams	Instant	14		2

STRAFFING TABLE							
A/P	.50 CALIBRE			MALFUNCTIONS	.30 CALIBRE		
	ROUNDS CARRD	EXPENDED			ROUNDS CARRD	EXPENDED	MALFUNCTIONS
426	5,000	1,900					
068	4,000	700	ULN LBN		4,000	1,200	
034	4,000	1,200	LEN URS		4,000	300	
443	5,000	2,500					
048	4,000	1,700			4,000	200	
051	4,000	2,000			4,000	100	
TOTAL	26,000	10,000	4		16,000	1,800	

One crew reported slight and inaccurate machine gun fire from the western end of DAGUA IRONE. All other crews reported nil A/A.

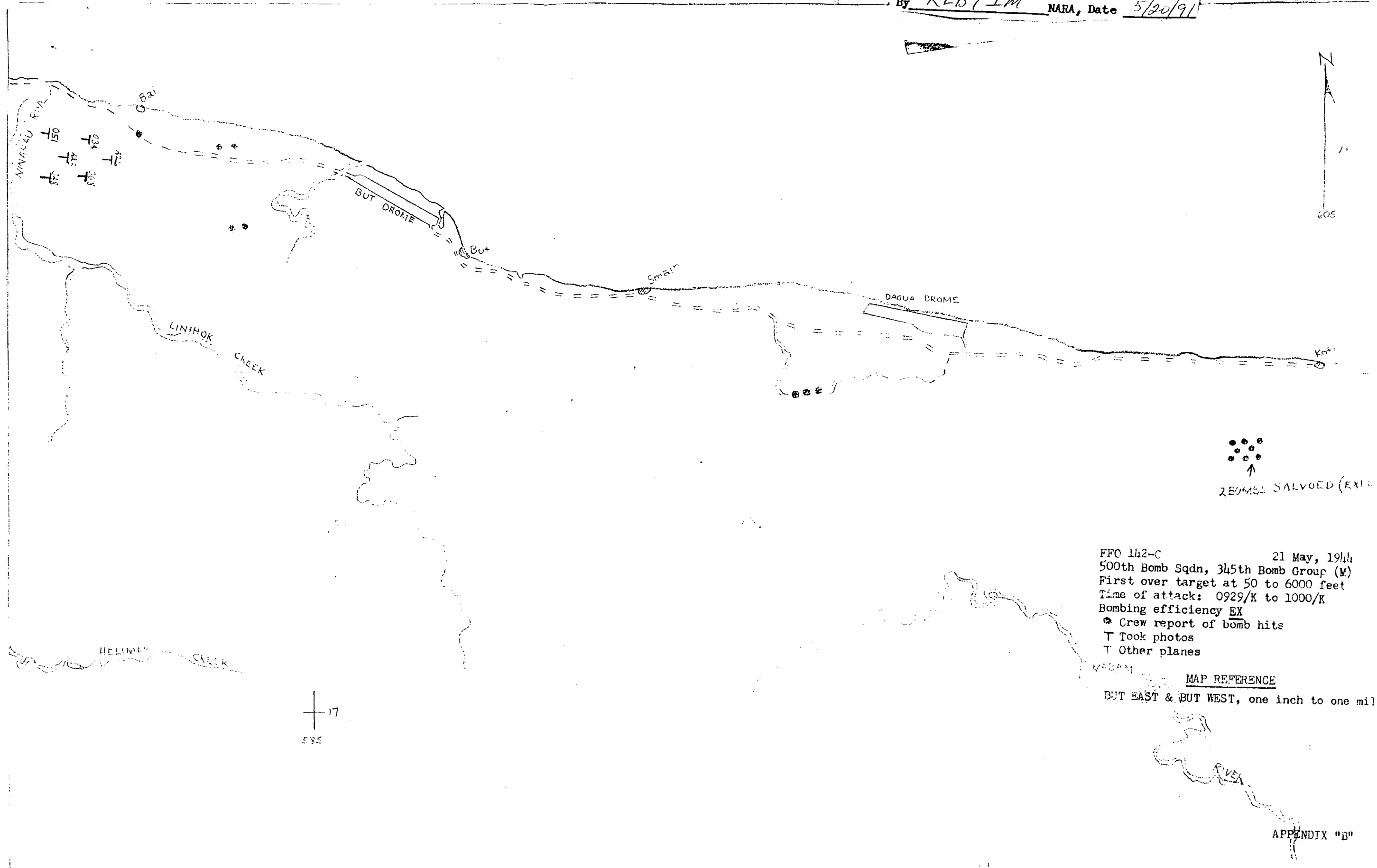
PHOTOGRAPHIC TABLE					
A/P	TIME	LOCALITY	TYPE	EXPOSURES	REMARKS
443	0929/K-1000/K	REKAK AREA	K-21	30	Medium altitude
048	"	"	K-21	30	Minimum "
TOTAL	0929/K-1000/K	REKAK AREA	K-21	60	



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AND 745005

By RLB/IM NARA, Date 5/20/91

By RLB/IM NARA, Date 5/20/91



FFO 142-C 21 May, 1944
 500th Bomb Sqdn, 345th Bomb Group (M)
 First over target at 50 to 6000 feet
 Time of attack: 0929/K to 1000/K
 Bombing efficiency EX
 * Crew report of bomb hits
 T Took photos
 T Other planes

MAP REFERENCE
 BUT EAST & BUT WEST, one inch to one mil

APPENDIX "D"

By RAH/rpb NARA, Date 23 May 1944C C N F I D E N T I A L

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

23 May, 1944

Subject: Narrative Report on Mission FFO 143-D, Performed by 500th Bombardment Squadron (M) May 22, 1944. Objective: A/A positions, BUT-DAGUA AREA.

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

1. GENERAL

(a) 1. Four squadrons of B-25's of the 345th Bombardment Group (M) were ordered to bomb and strafe A/A positions in the BUT-DAGUA area on the morning of May 22, 1944. Planes were to be loaded with the maximum number of 1000 pound demolition bombs, instantaneous fuse, (2 for B-25D-2's and 3 for B-25D-1's) and following the bombing from medium altitude were to drop down to minimum altitude to strafe the coastal area between BUT DROME and BOIKEN VILLAGE.

2. No secondary target was assigned and nil fighter cover was scheduled. A/P's were to proceed direct to the target with Group assembly taking place enroute.

(b) Nil rendezvous scheduled.

(c) Bombing from medium altitude, six B-25's of our Squadron dropped 16 x 1000 pound demolition bombs in the BUT-DAGUA area in a return bout with A/A positions there and returned immediately at treetop level to lash the coastal area from the west end of BUT DROME East to BOIKEN VILLAGE with .50 and .30 calibre bullets. Two bombs fell in the water, and six fell short of their target, but the remaining eight fell in a reported defense area at the west end of DAGUA STRIP. No results of the bombing or strafing were observed. Jap A/A opposition was of all calibres and in parts of the target was intense. While only one of our A/P's was holed by A/A, others had tracers flying all around them for a good part of their run.

(d) 1. Nil interception encountered.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 0650/K to 0653/K from Strip 3, NADZAB.

Rendezvous: Nil

Attack: 0842/K to 0915/K. Bombed at 5500/6000 feet, strafed at 50/100 feet.

Landing: 1107/K to 1109/K at Strip 3, NADZAB.

(f) Route up: Base to Target.

Return: Target to Base.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, last in the Group formation, was led by Lt Rankin and was composed of two flights of three planes each as follows:

FIRST FLIGHT

B-25D-2 411 - Lt Rankin
B-25D-1 592 - Lt Pannell
B-25D-1 024 - Lt Scudder

SECOND FLIGHT

B-25D-2 437 - Lt Fritzshall
B-25D-1 372 - Lt Dick
B-25D-1 276 - Lt Cates

By RAH/27 NARA, Date 4/22/79C O N F I D E N T I A L

Narrative Report FFO 143-D continued.

3. DETAILS OF THE MISSION

(a) 1. Lt Rankin led our Squadron of four B-25D-1's and two B-25D-2's, last in the Group formation, on an easterly bombing run at 5500 feet at 0842/K over BUT DROME along the coast to the west end of DAGUA DROME.

2. The first flight, three A/P's in V formation with the wing-men bombing on the leader, dropped eight 1000 pounders in a small defense area at the west end of DAGUA STRIP. The second flight in a similar formation dropped eight 1000 pounders at a reported M/G position Southeast of BUT DROME but photos show that six of them fell short. Lt Cates in number three position of this flight dropped two of his three bombs just offshore.

3. The Squadron doubled back over the inland areas and after letting down to minimum altitude strafed the coastal area from the west end of BUT DROME, across BUT and DAGUA STRIPS and East to BOIKEN VILLAGE. Lt Scudder's A/P in number three position of the first flight was holed twice by accurate M/G fire from a position three-fourths of a mile South-southwest of the west end of DAGUA DROME. Results of the bombing and strafing were unobserved by the crews. The Squadron withdrew from the target area and returned directly to NADZAB, all A/P's landing without incident.

(b) A/A was reported as light to heavy, slight to intense and inaccurate to accurate at A/P level.

(c) Nil fighter cover scheduled.

(d) Nil enemy planes were shot down in combat.

(e) Nil personnel injured.

4. Nil awards are recommended.

5. APPENDICES

(a) Appendix "A" - Bombing, strafing, A/A and photographic tables.

(b) Appendix "B" - Sketch showing bombing run and bomb hits.

(c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

The following sightings were reported: Twelve (12) gray bomb shaped objects on the shore near BUT MISSION and a moving vehicle thought to be a tank proceeding in an easterly direction along a creek bed approximately three miles inland and South-southwest of the west end of DAGUA STRIP.

7. PHOTOGRAPHIC INTERPRETATION

K-17 photos received show bomb burst near BUT jetty and consequently short of reported A/A position.

For the Commanding Officer:

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

3 - Incls

Incl 1 - Appendix "A"

Incl 2 - Appendix "B"

Incl 3 - Appendix "C"

By W. D. L. L. NARA, Date 1/2/71C O N F I D E N T I A L

Narrative Report, FFO 143-D

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSED	IN WATER
414	2	1000 lb	Demo	Instant	2		
592	3	"	"	"	3		
024	3	"	"	"	3		
437	2	"	"	"		2	
372	3	"	"	"		3	
278	3	"	"	"		1	2
TOTAL	16	1000 lb	Demo	Instant	8	6	2

STRAPING TABLE

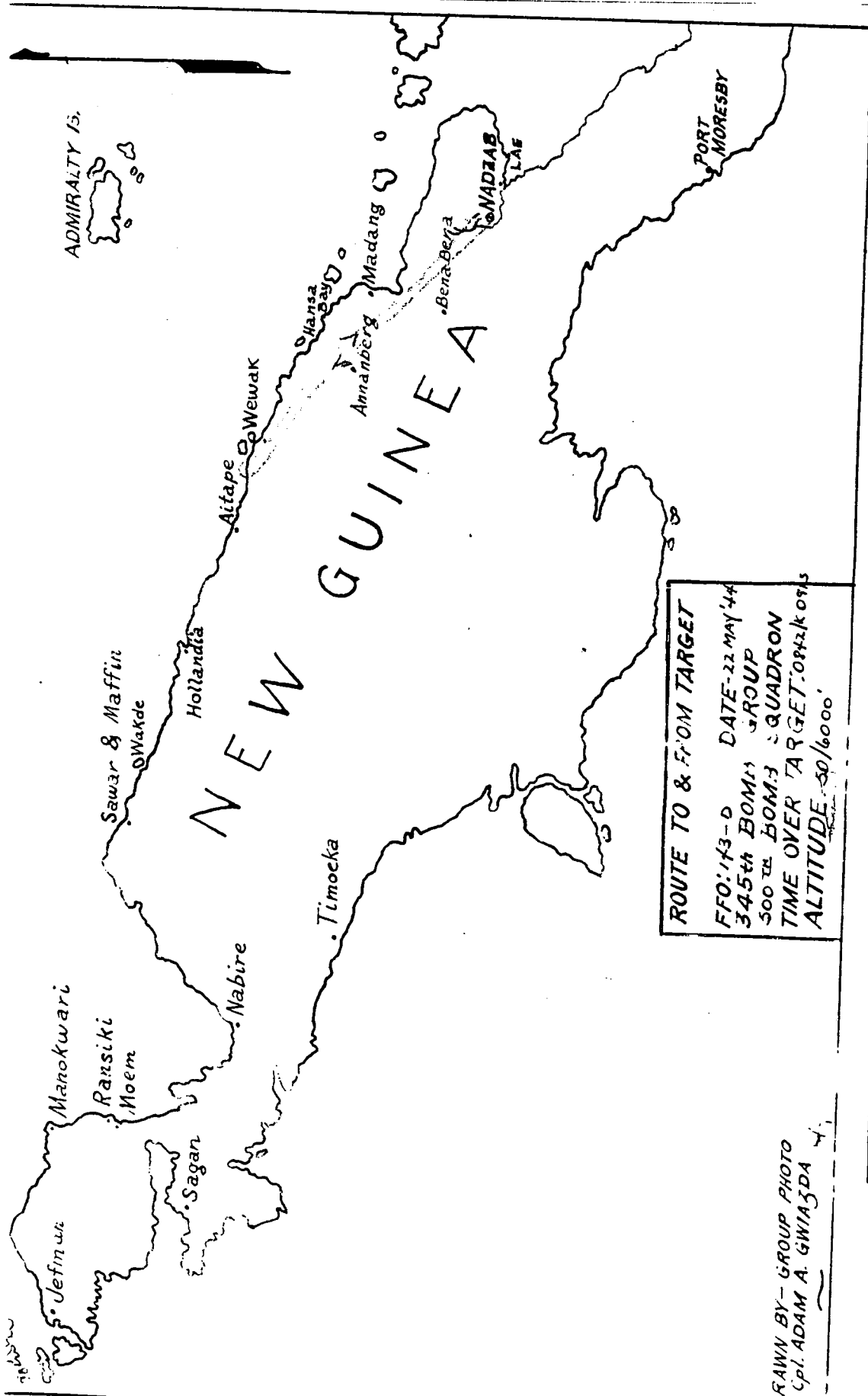
A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS	CARRD	EXPENDED	ROUNDS	CARRD	EXPENDED
414	5,000		1,950			
592	4,000		1,000	4,000		1,400
024	4,000		1,800	4,000		—
437	5,000		1,350			
372	4,000		1,750	4,000		—
278	4,000		1,400	4,000		200
TOTAL	26,000		9,250	16,000		1,600

A/A

A/P	CALIBRES	INTENSITY	ACCURATE	ALTITUDE
414	Light-medium	Slight	No	A/P level
592	Light	Slight	No	"
024	Light-medium	Slight-moderate	Yes	"
437	Light-medium	Moderate	No	"
372	Light	Slight	No	"
278	Light-medium-heavy	Slight-intense	No	"

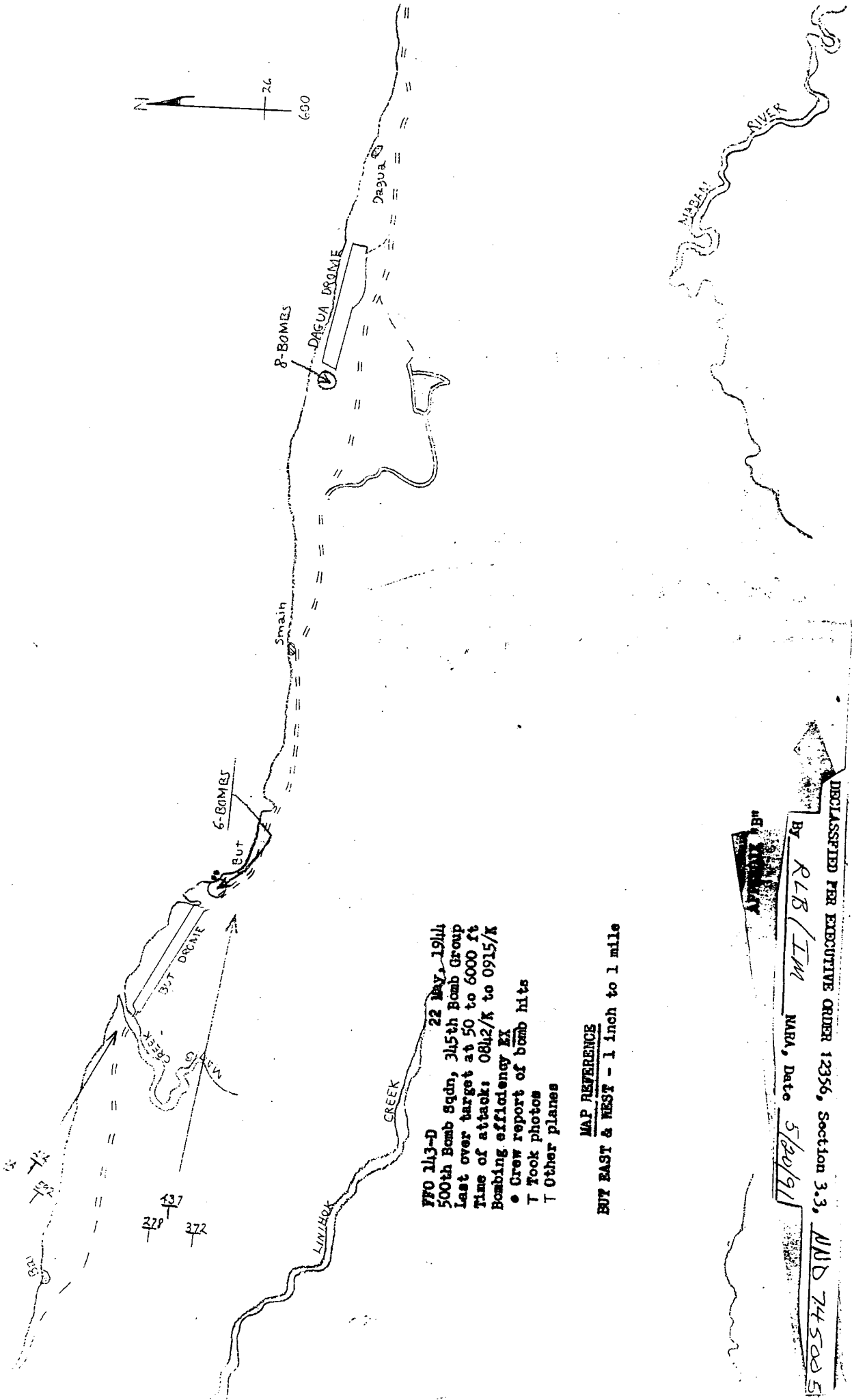
PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
414	BUT-DAGUA	0842/K to 0915/K	K-21	30	
024	"	"	K-21	30	
437	"	"	K-17	35	
TOTAL				95	



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AKD 74 52215
 By RLB/LNW NARA, Date 5/12/97

DRAWN BY - GROUP PHOTO
 Cpl. ADAM A. GWIAZDA



FFO 143-D
 22 May, 1944
 500th Bomb Sqdn, 345th Bomb Group
 Last over target at 50 to 6000 ft
 Time of attack: 0842/K to 0915/K
 Bombing efficiency EX
 • Crew report of bomb hits
 T Took photos
 T Other planes

MAP REFERENCE

BUT EAST & WEST - 1 inch to 1 mile

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AND 745005
 By RLB/IM NARA, Date 5/20/91

By RLB/IM NARA, Date 5/20/91500
145-D
24 May 41
JCHOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

24 May, 1944

Subject: Narrative Report on Mission FFO 145-D, Performed by 500th Bombardment Squadron May 24, 1944.

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

1. GENERAL

(a) 1. Two squadrons of B-25's of the 345th Bombardment Group (M) were ordered to bomb and strafe the Japanese 18th Army Headquarters on the southern fringe of KARAWOP PLANTATION and Japanese encampment areas further to the West on the morning of May 24. Following medium bombardment with 1000 pound demolition bombs, our planes were to strafe the coastal area, including the bombing target, from MATAPAU VILLAGE to CAPE KARAWOP. Nil fighter cover was scheduled and the two-squadron formation was to assemble enroute.

2. Our Squadron consisted of three B-25D-1's and three B-25D-2's, the former carrying three 1000-pound bombs and the latter two of the same type.

(b) Nil rendezvous scheduled.

(c) Annarea reported to be occupied by the Japanese 18th Army Headquarters on the southeastern fringe of KARAWOP PLANTATION was hit with 13 1000 pound demo bombs by six B-25's of our Squadron. Our planes circled and let down to 100 feet to pour more than 13,000 rounds of ammunition into the coastal area between CAPE DJERUAN and CAPE KARAWOP, including the reported Headquarters area. Several huts in the BOWAM VILLAGES were set afire by the strafing, but nil other results were observed. A few rounds of light machine gun fire comprised the only enemy opposition encountered.

(d) 1. Nil interception encountered.

2. Nil Allied or enemy plane losses were reported.

(e) Takeoff: 0840/K to 0842/K from Strip 3, NADZAB.

Rendezvous: Nil

Attack: 1032/K to 1055/K; bombed at 4100/4500 feet, strafed at 50 to 100 feet.

Landing: 1258/K to 1300/K at Strip 3, NADZAB.

(f) Route up: NADZAB to MUSCHUA ISLAND to TARGET.

Return: TARGET to MADANG to NADZAB.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, second in the Group formation, was led by F/O Thomas and composed of two flights of three planes each as follows:

FIRST FLIGHT

B-25D-2 443 - F/O Thomas

B-25D-1 048 - Lt Doman

B-25D-2 437 - Lt Barney

SECOND FLIGHT

B-25D-2 426 - Lt Truman

B-25D-1 068 - Lt Dick

B-25D-1 051 - Lt Gautreau

3. DETAILS OF THE MISSION

(a) 1. Flight Officer Thomas led our Squadron of 3 B-25D-1's and 3 B-25D-2's over KARAWOP PLANTATION on a southwesterly heading, and across the

By RLB/IM NARA, Date 5/20/91

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

Narrative Report FFO 145-D continued.

target at approximately 4200 feet at 1032/K. Flying in close formation in two flights of three the Squadron dropped 13 1000 pound demolition bombs, all exploding in the target.

2. F/O Thomas salvoed his two bombs in the hills three-fourths of a mile southwest of KARAWOP PLANTATION. The Squadron swung to the West over the inland areas and let down to strafe. The first flight cut back to the coast near BUT DROME and strafed Easterly to CAPE KARAWOP. However, the second flight went further to the West before turning to the coast and began its strafing run at CAPE DJERUAM. It was unable to complete its strafing run East of DAGUA DROME because P-47's were strafing that area. Huts in the BOWAM VILLAGES were set afire by strafing but no other results were observed from either attack.

3. A live round of .50 calibre ammunition, ejected when the gun was charged, exploded in the bombardier compartment of F/O Thomas' A/P, blowing a hole in the side of the plane and scratching Lt Muller, bombardier, slightly. It is believed that hot clips fell on the cartridge case causing it to explode.

4. Except for a few rounds of machine gun fire and a white puff appearing in front of Lt Gautreau's A/P no Jap opposition was met and all planes returned to base without incident.

4. Nil awards are recommended.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A and photo tables.
- (b) Appendix "B" - Sketch showing bombing run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Additional sightings reported as follows: Five slit trenches in a fine fringe of trees along the shore midway between the BOWAM VILLAGES; two barges immediately South of BOIKEN VILLAGE and three more on shore one-half mile South of CAPE PUS, serviceability of all undetermined; roads in the BUT-DAGUA area and in the southern part of KAIRIRU ISLAND in good condition and well used.

7. PHOTOGRAPHIC INTERPRETATION

Photos received corroborate crew reports of bomb hits.

For the Commanding Officer:

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

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report FFO 145-D

BOMBING TABLE

A/P	NO.	BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSSED	SALVOED S.
143	2		1000 lb	Demo	Instant			2
048	3		"	"	"	3		
437	2		"	"	"	2		
426	2		"	"	"	2		
068	3		"	"	"	3		
051	3		"	"	"	3		
TOTAL	15		1000 lb	Demo	Instant	13		2

STRAFING TABLE

A/P	ROUNDS	CARRD	.50 CALIBRE EXPENDED	MALFUNCTIONS	ROUNDS	CARRD	.30 CALIBRE EXPENDED	MALFUNCTION
143	5,000		2,000	ULS URS				
048	4,000		2,400	URN	4,000		400	
437	5,000		1,700	URS URN				
426	5,000		2,250	ULS LLS				
068	4,000		1,800	IRS URS	4,000		800	
051	4,000		1,400	LLS	4,000		600	
TOTAL	27,000		11,550	10	12,000		1,800	

One A/P received a slight amount of inaccurate M/G fire from the hills inland from DOGRETO BAY.

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
143	BUT-DAGUA	1045/K-1055/K	K-21	30	Minimum alt
048	"	"	K-21	30	Minimum alt
426	KARAWOP PTN	1032/K-1035/K	K-15	30	Medium alt
	"	"	K-17	8	Medium alt
051	BUT-DAGUA	1045/K-1055/K	K-21	30	Minimum alt
TOTAL				128	

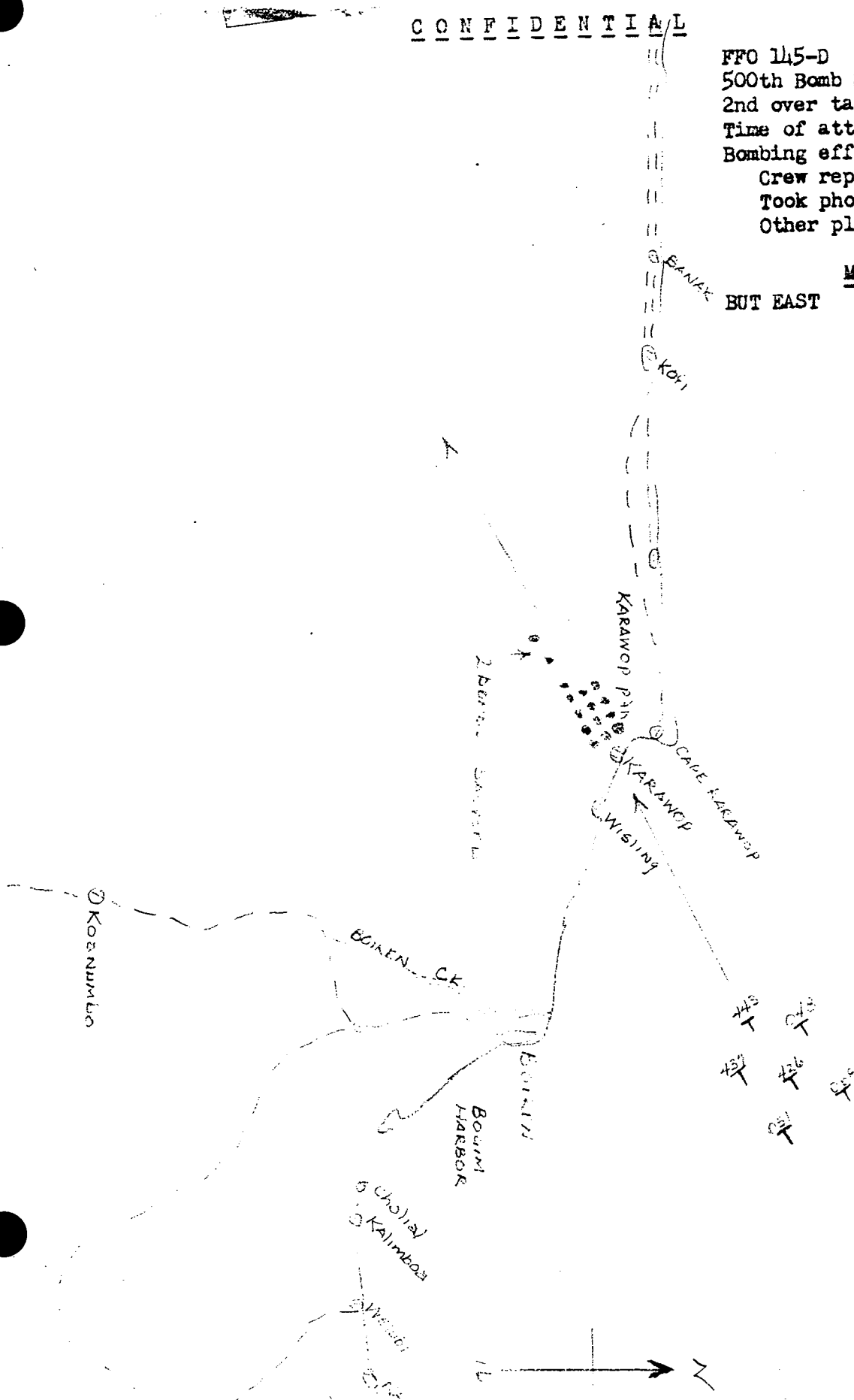
By RLB/IM NARA, Date 5/20/91

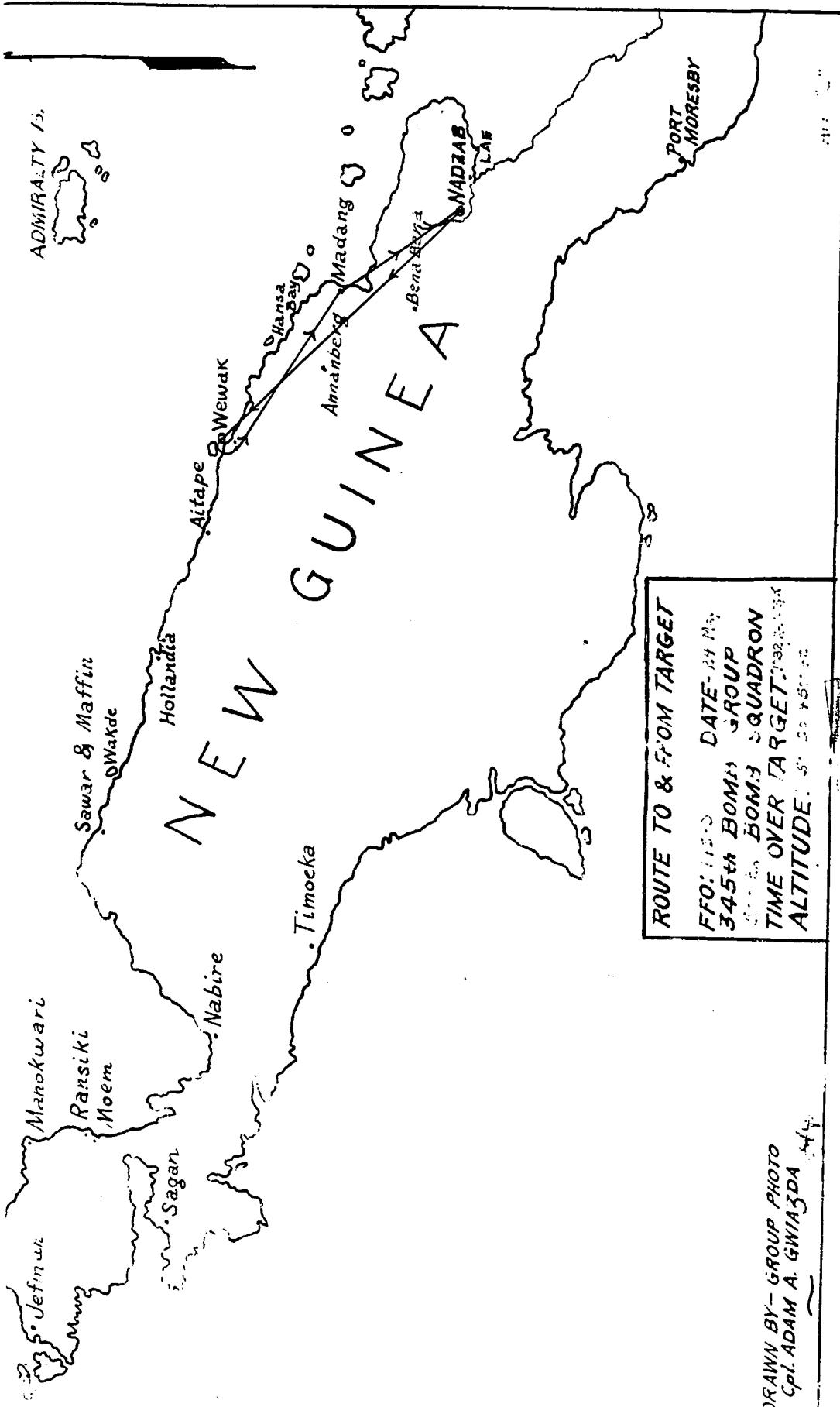
C O N F I D E N T I A L

FFO 145-D 24 May, 1944
500th Bomb Sqdn, 345th Bomb Grp
2nd over target at 50/4500 feet
Time of attack: 1032/K - 1055/K
Bombing efficiency EX
Crew report of bomb hits
Took photos
Other planes

MAP REFERENCE

BUT EAST 1 inch to 1 mile





DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, UNCLAS

By RLB/IM NARA, Date 5/20/91

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

500
146-E
25 MAY 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

26 May, 1944

Subject: Narrative Report on Mission FFO 146-E, Performed by 500th Bombardment Squadron May 25, 1944.

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

1. GENERAL

(a) 1. Four squadrons of B-25's of the 345th Bombardment Group (M) were ordered to attack targets in the BUT-DAGUA area on the morning of May 25, 1944. Maximum load of parafrag clusters (3 X 23 pounders) were to be carried and the coastal area including the designated bombing target was to be strafed on a solitary pass. The 500th Squadron's specific bombing target was a reported coastal defense gun just East of DAGUA DROME. No fighter cover was to be provided, and the Group was to assemble enroute.

2. Our Squadron consisted of two B-25D-2's and four B-25D-1's carrying 10 and 22 clusters of 3 X 23 pound parafrags each, respectively.

(b) Six B-25's of this Squadron strewed 108 clusters of 3 X 23 pound parafrags throughout a reported coastal defense position and DAGUA VILLAGE in a minimum altitude bombing and strafing run on the BUT-DAGUA coastal area. Of this number 26 clusters fell just offshore from the target and 22 clusters were salvaged East of the target for no apparent reason.

(c) Nil rendezvous scheduled. The Group was to assemble enroute.

(d) 1. Nil interception.

2. Nil Allied or enemy plane losses reported.

(e) Takeoff: 0735/K to 0737/K from Strip 3, NADZAB.
Rendezvous: Nil.

Attack: 0926/K to 0938/K at 50/100 feet.

Landing: 1118/K to 1120/K at Strip 3, NADZAB.

(f) Route up: NADZAB to DUMPU to TARGET
Return: TARGET to DUMPU to NADZAB.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, leading the Group formation, was led by Lt Rankin and composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
B-25D-1 372 - Lt Rankin	B-25D-2 414 - Lt Ames
B-25D-1 024 - Lt Dick	B-25D-1 034 - Lt Doman
B-25D-2 409 - Lt Scudder	B-25D-1 161 - Lt Cates

3. DETAILS OF THE MISSION

(a) 1. Lt Rankin led our Squadron of four B-25D-1's and two B-25D-2's over the inland area South of BUT DROME, cut out toward the coast and began the attack Easterly at 50/100 feet at 0926/K. In two flights of three, the Squadron strafed from BUT DROME to DAGUA DROME dropping a total of 108 clusters of 3 X 23 pound parafrags at the target.

2. Lt Rankin and Lt Dick, right wingman, each dropped 22 clusters in the target and Lt Scudder in number three position over the water's

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

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

Narrative Report, FFO 146-E continued.

edge, released four clusters in the water and the remaining six in the target area.

3. The second flight's bombs carried further East, stringing from the Strip's end through DAGUA VILLAGE. Lt Ames' ten clusters fell in the Village, Lt Cates' 22 fell in the water, and Lt Doman's 22 were salvaged for no apparent reason, according to Squadron Armament.

4. Both flights strafed the target area during the bombing and Easterly along the coast to BOIKEN VILLAGE where they left the coast to reform and head for base. No results of the attack were noted, and no enemy opposition in any form was encountered. Our planes returned to base without incident.

4. Nil awards are recommended.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A and photographic tables.
- (b) Appendix "B" - Sketch showing bombing run and bomb hits.
- (c) Appendix "C" - Sketch showing route to and from target.

6. ADDITIONAL SIGHTINGS

Two serviceable trucks, one stationary on the coastal road between SMAIN VILLAGE and DAGUA DROME and the other in HAWAIIAN VILLAGE were reported.

7. PHOTOGRAPHIC INTERPRETATION

K-15 and K-21 photos received confirm crew reports of bomb hits but reveal no damages inflicted. Parafrags are shown falling on DAGUA STRIP and just offshore.

For the Commanding Officer:

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

3 - Incls

By RLB/IM NARA, Date 5/20/91

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

Narrative Report, FFO 148-F, continued.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

(a) 1. The 500th Squadron, second in the Group formation, was led by Lt Ames.

2. Flights consisted as follows:

FIRST FLIGHT

B-25D-2 443 - Lt Ames
B-25D-1 592 - Lt Scudder
B-25D-1 161 - Lt Bissell

SECOND FLIGHT

B-25D-2 414 - Lt Fritzshall
B-25D-1 024 - Lt Willy
B-25D-1 372 - Lt Doman

3. DETAILS OF THE MISSION

(a) 1. Lt Ames led our Squadron of four B-25D-1's and two B-25D-2's across the target on a northeasterly heading at approximately 4500 feet at 0935/K. Flying in close formation of two flights of three, the Squadron dropped 28 X 500 pound demolition bombs, all of which exploded in the target, stringing from the southwest section through to the northeast section. The Squadron swung over the water, doubled back over the coast as it let down to minimum altitude and then strafed the coastal area Easterly from BUT DROME to KARAWOP PLANTATION and the southern tip of KARASAU ISLAND. No results were noted from either attack.

2. Moderate, inaccurate to accurate machine gun fire was encountered from the vicinity of BUT DROME and BUT PLANTATION, and two A/P's, piloted by Lts Fritzshall and Willy, were holed by M/G fire from the south-central tip of KARASAU ISLAND. No serious damage resulted, however, and all planes landed safely at base.

(b) A/A was light, slight to moderate, inaccurate to accurate, mostly on A/P level.

(c) Nil fighter cover scheduled.

(d) Nil enemy planes shot down in combat. Two of our planes each received one hole from A/A.

(e) Nil personnel injured.

4. Nil awards are recommended.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing, A/A and photographic tables.
- (b) Appendix "B" - Sketch of bombing run and bomb hits.
- (c) Appendix "C" - Sketch of route to and from target.

6. ADDITIONAL SIGHTINGS

Two fires, with black smoke to more than 4000 feet, were seen at CAPE MOEM.

7. PHOTOGRAPHIC INTERPRETATION

Photos confirm crew report of bomb hits.

For the Squadron Commander:

Clyde C. Carter

CLYDE C. CARTER
1st Lt, 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 146-E

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVAGED	MISSED
372	22 cl of 3	23 lb	Parafrag	Instant	22 of 3		
024	22 cl of 3	"	"	"	22 of 3		
409	10 cl of 3	"	"	"	6 of 3		4 of 3
414	10 cl of 3	"	"	"			10 of 3
034	22 cl of 3	"	"	"		22 of 3	
161	22 cl of 3	"	"	"			22 of 3
TOT	108 cl of 3	23 lb	Parafrags	Instant	50 of 3	22 of 3	36 of 3

STRAFING TABLE

A/P	.50 CALIBRE			MALFUNCTIONS	.30 CALIBRE			MALFUNCTIONS
	ROUNDS	CARRD	EXPENDED		ROUNDS	CARRD	EXPENDED	
372	4,000		3,200	ULN LRN	4,000		—	
024	4,000		2,000	LRN	4,000		800	
409	5,000		900	LRS UN				
414	5,000		2,200					
034	4,000		1,700	LLS URS URN	4,000		700	
161	4,000		2,900	URN	4,000		1,000	
TOTAL	26,000		12,900	9	16,000		2,500	

Nil A/A

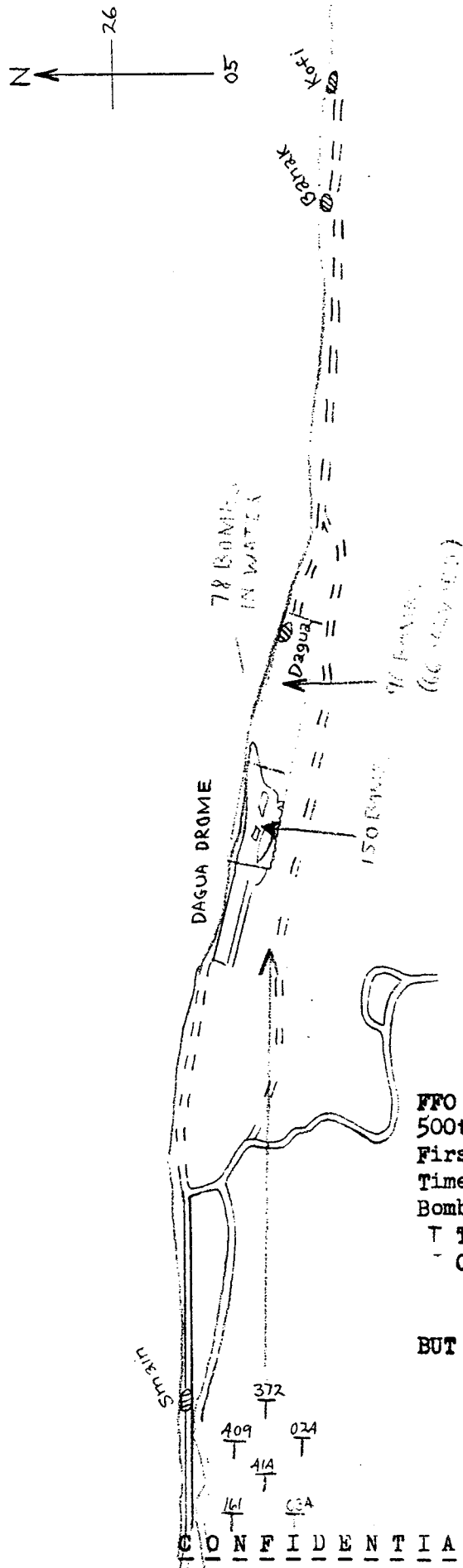
PHOTOGRAPHIC TABLES

A/P	LOCALITY	TIME	TYPE	EXPOSURES
372	DAGUA	0925/K to 0938/K	K-15	30
024	"	"	K-21	30
414	"	"	K-21	30
161	"	"	K-21	30
TOTAL				120

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

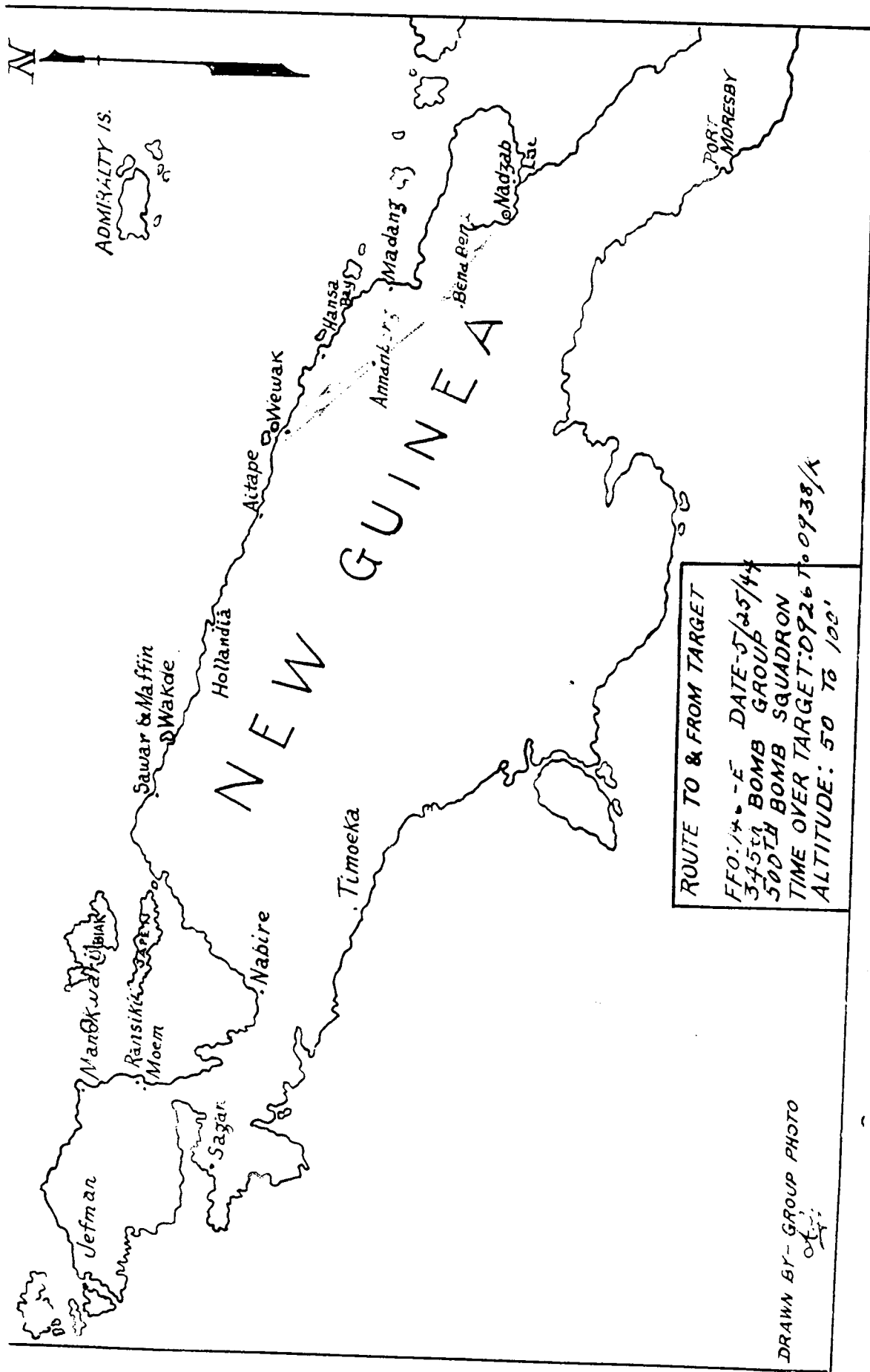


FFO 146-E 25 May, 1944
500th Bomb Sqdn., 345th Bomb Group
First over target at 50 to 100 feet
Time of attack: 0926/K - 0938/K
Bombing efficiency GOOD
T Took photos
- Other planes

MAP REFERENCE
BUT EAST 1 inch to 1 mile

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

APPENDIX "B"



ROUTE TO & FROM TARGET

FFO: 14-5-E DATE: 5/25/44
 345TH BOMB GROUP
 500TH BOMB SQUADRON
 TIME OVER TARGET: 0926 TO 0938/A
 ALTITUDE: 50 TO 100'

DRAWN BY: GROUP PHOTO

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

28 May, 1944

Subject: Narrative Report on Mission FFO 148-F, Performed by 500th Bombardment Squadron (M) May 27, 1944.

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

1. GENERAL

(a) Three squadrons of B-25's of the 345th Bombardment Group were ordered to attack an enemy camp reportedly lying in an area immediately Southwest of the BUT Strip on the morning of May 27, 1944. The attack, a continuation of incessant aerial strikes to break up enemy concentrations and nullify his attempt to recuperate in the now isolated WENAK area, was to be made with 500 pound demolition bombs with instantaneous fuse, dropped from medium altitude, and by strafing on a second pass from tree top level. The striking force was to be composed of six Mitchells from each of the three squadrons with the 498th leading and the 500th Squadron in second position. Our crews were alerted at 0645/K for takeoff at 0730/K. Route to the target was to be direct; no fighter cover was scheduled, and no secondary target was given.

Our Squadron consisted of four B-25D-1's and two B-25D-2's carrying five and four 500 pound bombs, respectively.

(b) Nil rendezvous point was specified, and the Group assembled in the vicinity of the LERON RIVER.

(c) 1. Droning over their assigned target without molestation at 4500 feet, six B-25's of the 500th Squadron strung 28 X 500 pound demolition bombs along the length of the target with commendable accuracy. Due to the foliage in the area, or because there were no visible man-made objectives, results of the bomb explosions were undetermined. Swinging out over the sea, our Squadron let down to minimum altitude and made a second sweep over the target, strafing steadily from the west end of BUT DROME, through DAGUA STRIP and KARAWOP PLANTATION and on over the south-central part of KARASAU ISLAND. Damage from strafing was also unobserved.

2. It was on the strafing run, however, that the enemy offered some opposition. Machine gun fire of moderate intensity, accurate to inaccurate came from the vicinity South of BUT DROME and BUT PLANTATION. Two of our planes were slightly holed from the fire. Anti-aircraft streamers, recently reported by other squadrons in that area, were directed at our planes also. The streamers, coming from the hills South of BUT STRIP and South of DAGUA STRIP, were of bluish-gray smoke, rising to about 100 feet and then dissipating. No harm to our planes resulted from these, and all returned safely to base.

(d) Nil interception encountered and nil plane losses reported.

(e) Takeoff: 0738/K to 0740/K from Strip 3, NADZAB.

Rendezvous: Nil.

Attack: 0935/K to 0955/K. Bombed at 4000/4500 feet; strafed at 50/150 feet.

Landing: 1153/K to 1155/K at Strip 3, NADZAB.

(f) Route up: BASE - DUMPU - MURIK LAGOON - TARGET.

Return: TARGET - MURIK LAGOON - ASTROLABE BAY - DUMPU - BASE.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 148-F

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSED	SALVAGED SAFE
443	4	500 lb	Demo	Inst.	4		
592	5	"	"	"	5		
161	5	"	"	"	5		
414	4	"	"	"	4		
024	5	"	"	"	5		
372	5	"	"	"	5		
TOTAL	28	500 lb	Demo	Inst.	28		

STRAPING TABLE

.50 CALIBRE				.30 CALIBRE			
A/P	ROUNDS CARRD	EXPENDED	MAJFUNCTIONS	ROUNDS CARRD	EXPENDED	MAJFUNCTIONS	
443	5,000	3,450					
592	4,000	2,900	LLN	4,000	2,000		
161	4,000	2,200		4,000	1,000		
414	5,000	3,000	URS IRS				
024	4,000	2,400	ULS LLN	4,000			
372	4,000	2,000	IRN	4,000	400		
TOTAL	26,000	15,950	6	16,000	3,400		

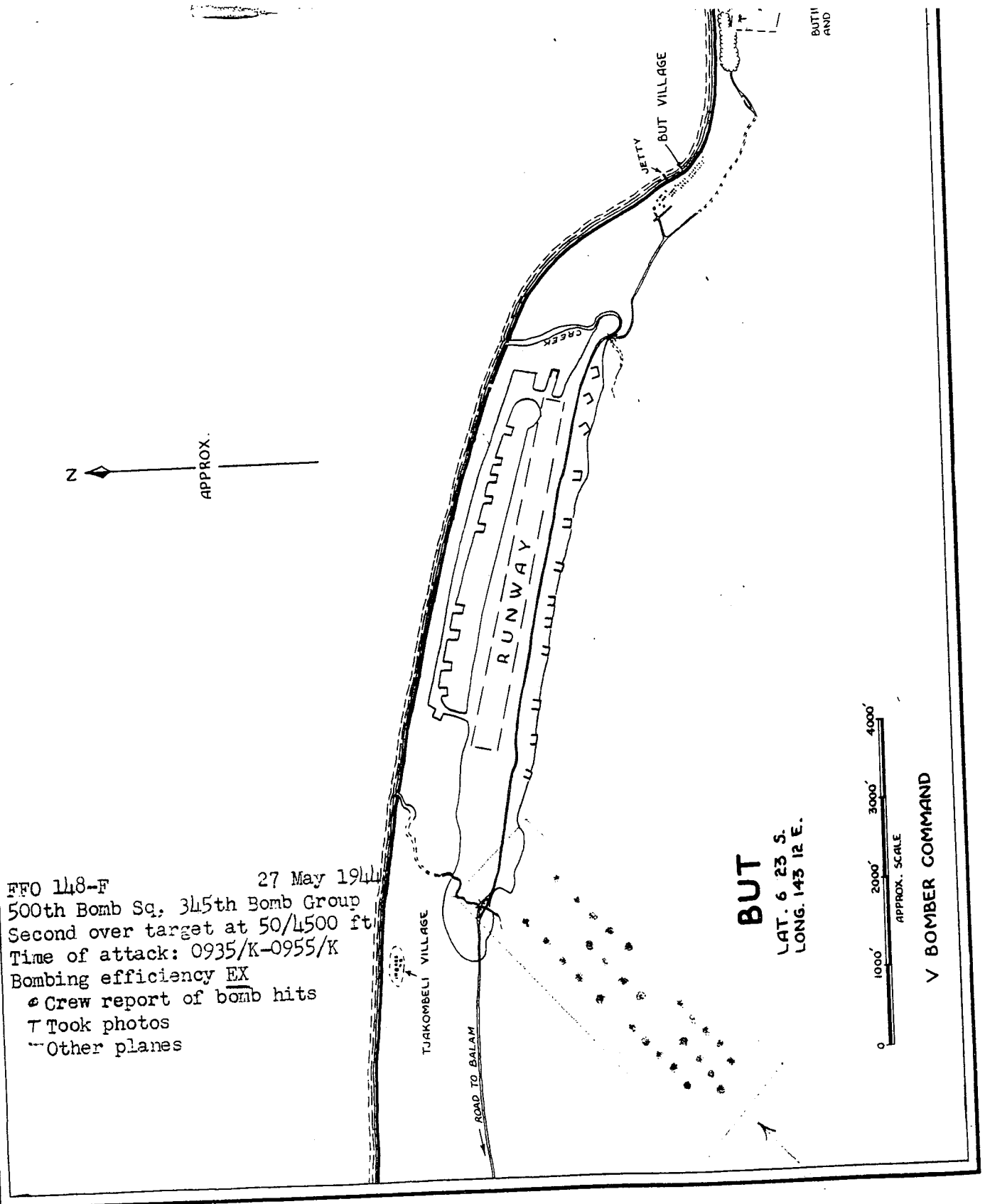
A/A

A/P	CALIBRE	INTENSITY	ACCURATE?	LEVEL
443	Nil			
592	Machine-gun	Slight	No	Above A/P
161	Nil			
414	Machine-gun	Slight	Yes	A/P level
024	Machine-gun	Slight	Yes	A/P level
372	Machine-gun	Slight	No	A/P level

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES
443	BUT	0935/K to 0955/K	K-21	30
414	"	" " "	K-21	30
372	"	" " "	K-15	25
TOTAL				85

By RLB/IM NARA, Date 5/20/91



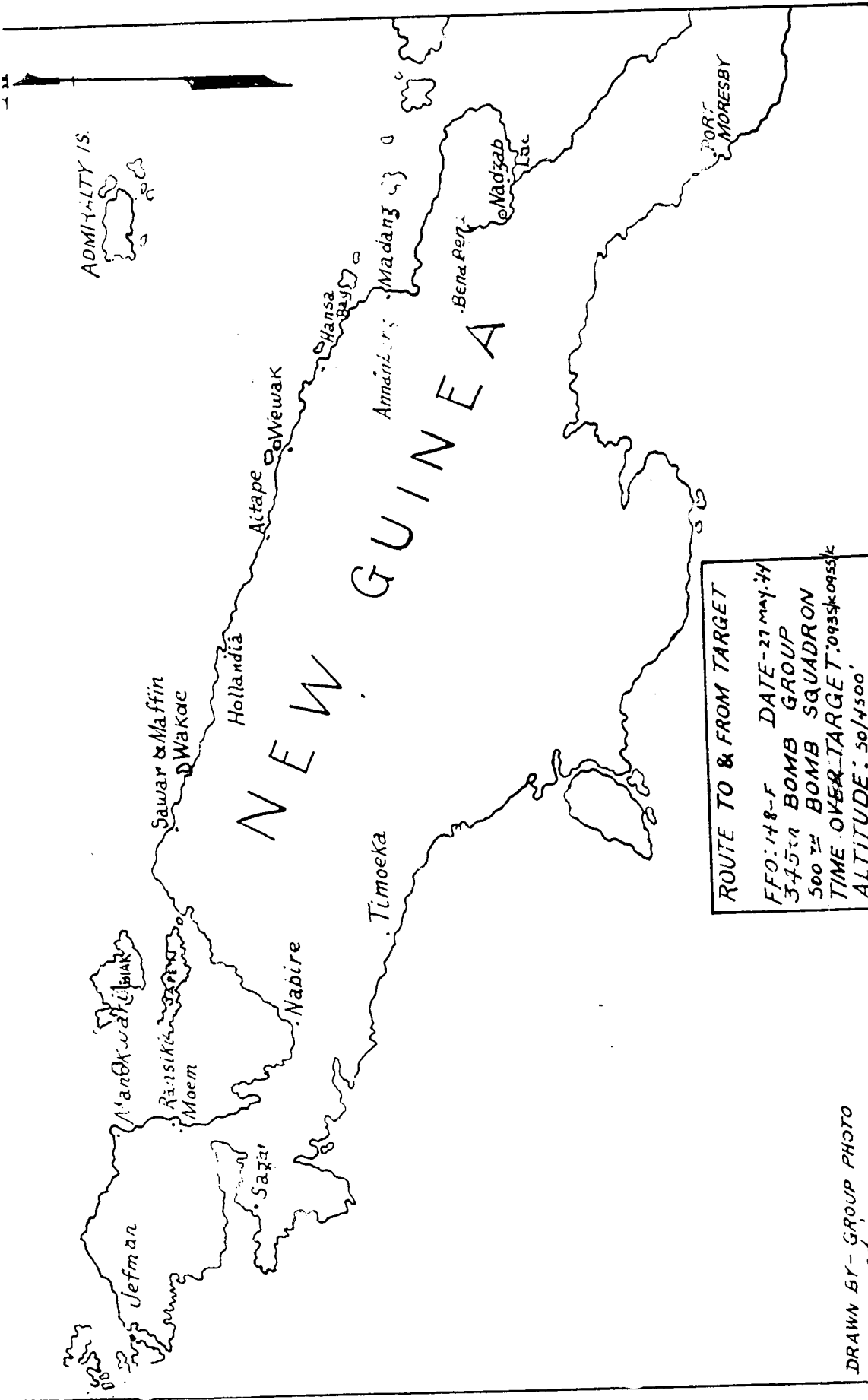
FFO 148-F
 500th Bomb Sq, 345th Bomb Group
 Second over target at 50/4500 ft
 Time of attack: 0935/K-0955/K
 Bombing efficiency EX
 • Crew report of bomb hits
 T Took photos
 ~ Other planes

BUT

LAT. 6 23 S.
 LONG. 143 12 E.

0 1000' 2000' 3000' 4000'
 APPROX. SCALE

V BOMBER COMMAND



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AD 745005

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

500
149-I
28 MAY 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

PAH/rpb

29 May, 1944

Subject: Narrative Report on Mission FFO 149-I, Performed by 500th Bombardment Squadron (M) May 28, 1944. Objective: Japanese Personnel Area - ANGILP VILLAGE.

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

1. GENERAL

(a) 1. Four squadrons of B-25's from the 345th Bombardment Group were ordered to bomb and strafe concentrated Japanese personnel areas in the SUAIN PLANTATION AREA on the morning of May 28, 1944. Carrying the maximum number of 500 pound demolition bombs, 8/11 second delay fuse, which were to be dropped at treetop level, our planes were to proceed from base direct to the target and make one "dry" run, the bombing and strafing run and an additional strafing run before withdrawing from the area. No fighter cover was to be provided, and no secondary target was specified. Alerted at 0615/K for a 0700/K takeoff, the crews were thoroughly briefed on existing bombing restrictions before takeoff. Our specific target was ANGILP VILLAGE.

2. Our Squadron consisted of four B-25D-1's and two B-25D-2's carrying five and four 500 pound bombs, respectively.

(b) The Group was to assemble enroute to the target.

(c) Twenty-six (26) 500 pound demolition bombs were dropped in the area designated as the site of ANGILP VILLAGE, a reported Jap encampment area, and 15,000 rounds of ammunition were poured into the bombing target and the villages of SUAIN and LUAIN by six B-25's of the 500th Squadron. Although no observed results of the attack were noted, the area was thoroughly blanketed by the saturation bombing and strafing. Enemy opposition consisted of a few bursts of machine gun fire from a small area approximately two miles West of the target which did no damage.

(d) Nil interception encountered and nil plane losses reported.

(e) Takeoff: 0740/K to 0742/K from Strip 3, NADZAB.

Rendezvous: Nil.

Attack: 0935/K to 0952/K at 20/100 feet.

Landing: 1145/K to 1148/K at Strip 3, NADZAB.

(f) Route up: NADZAB - DUMPU - ANNANBERG - TARGET.

Return: TARGET - MURIK LAGOON - ANNANBERG - NADZAB.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, flying as a separate attack force, was led by Lt Thomas and was composed of two flights of three planes as follows:

FIRST FLIGHT

B-25D-2 409 - Lt Thomas
B-25D-1 051 - Lt Bissell
B-25D-1 161 - Lt Dick

SECOND FLIGHT

B-25D-2 437 - Lt Truman
B-25D-1 034 - Lt Willy
B-25D-1 592 - Lt Barney

3. DETAILS OF THE MISSION

(a) 1. Lt Thomas led our Squadron of four B-25D-1's and two B-25

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 149-I, continued.

D-2's over the target area at tree top level on a westerly heading at 0935/K. While the specific target, ANGIIP VILLAGE, could not be seen, all crews asserted they bombed and strafed the village site as shown on the large scale map furnished for the mission. All bombs were dropped on the first run, 26 of them falling in the target area and the remaining two, dropped by Lt Truman's A/P, falling beyond the target.

2. The Squadron continued West for a short distance and doubled back over the water to make a second strafing run. SUAIN and LUAIN VILLAGES on the coast were strafed as was the target again. No results of either attack were noted. Lt Thomas withdrew the Squadron over the ocean from the vicinity of BABIANG VILLAGE and returned to base. All A/P's landed safely.

- (b) A/A consisted of a few rounds of inaccurate machine gun fire.
- (c) Nil fighter cover scheduled.
- (d) Nil enemy planes shot down in combat. Nil damages suffered by our A/P's.
- (e) Nil personnel injured.

4. Nil awards are recommended.

5. APPENDICES

- (a) Appendix "A" - Bombing, strafing and photographic tables.
- (b) Appendix "B" - Sketch of bombing run and bomb hits.
- (c) Appendix "C" - Sketch of route to and from target.

6. ADDITIONAL SIGHTINGS

Thirty orderly arranged huts, larger than native type, were sighted on the coastal side of KULUMINAMINA HILL one mile South of MATAPAU VILLAGE.

7. PHOTOGRAPHIC INTERPRETATION

K-21 photos received show jungle and more jungle with a few bomb bursts in the far background.

For the Squadron Commander:

3 - Incls

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

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

Narrative Report, FFO 149-I

BOMBING TABLES

A/P	NO BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSED	SALVOED S
409	4	500 lb	Demo	8/11 sec.	4		
051	5	"	"	"	5		
161	5	"	"	"	5		
437	4	"	"	"	2	2	
034	5	"	"	"	5		
592	5	"	"	"	5		
TOTAL	28	500 lb	Demo	8/11 sec.	26	2	

STRAFING TABLES

A/P	.50 CALIBRE			.30 CALIBRE		
	ROUNDS CARRD	EXPENDED	MALFUNCTIONS	ROUNDS CARRD	EXPENDED	MALFUNCT
409	5,000	2,150	NG			
051	4,000	2,950	ULW	4,000	1,200	
161	4,000	350		4,000	—	
437	5,000	1,100	ULS URS IRS			
034	4,000	2,650	URS IRS	4,000	—	
592	4,000	3,800		4,000	800	
TOTAL	26,000	13,000	7	16,000	2,000	

PHOTOGRAPHS

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
051	ANGILP	0935/K to 0952/K	K-21	30	
592	"	" " "	K-21	15	
TOTAL	ANGILP	0935/K to 0952/K	K-21	45	

- Crew report of bomb hits
- T Took photos
- T Other planes

BABIANG

MARUBIAN

SUAIN PLT.

SUAIN

LUAIN

NAMEIM CREEK

DANIMUAL RIVER

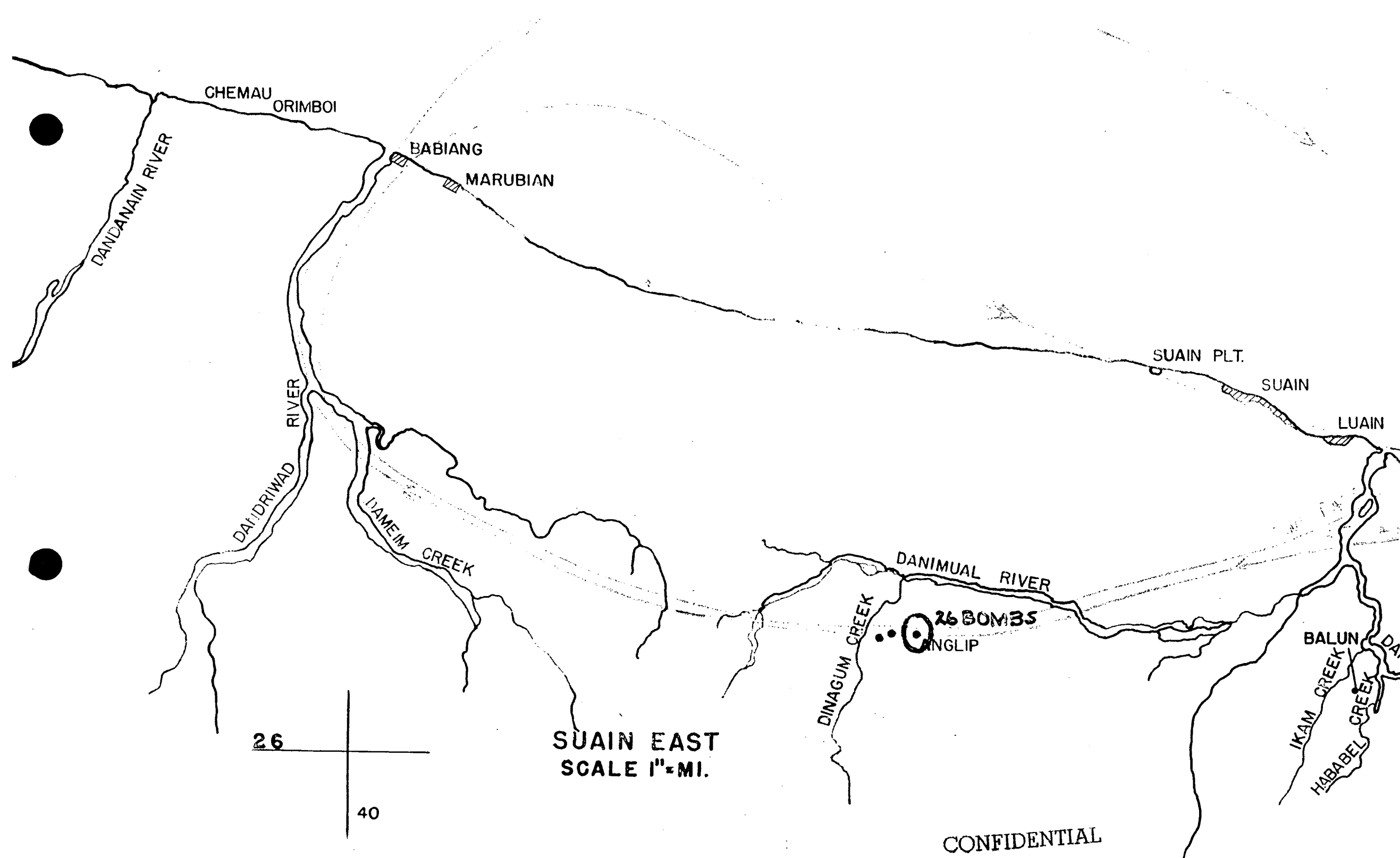
26 BOMBS

INGLIP

SUAIN EAST
SCALE 1"=MI.

CONFIDENTIAL

APP "B"



CHEMAU
ORIMBOI

BABIANG

MARUBIAN

SUAIN PLT.

SUAIN

LUAIN

DANIMUAL RIVER

26 BOMBS

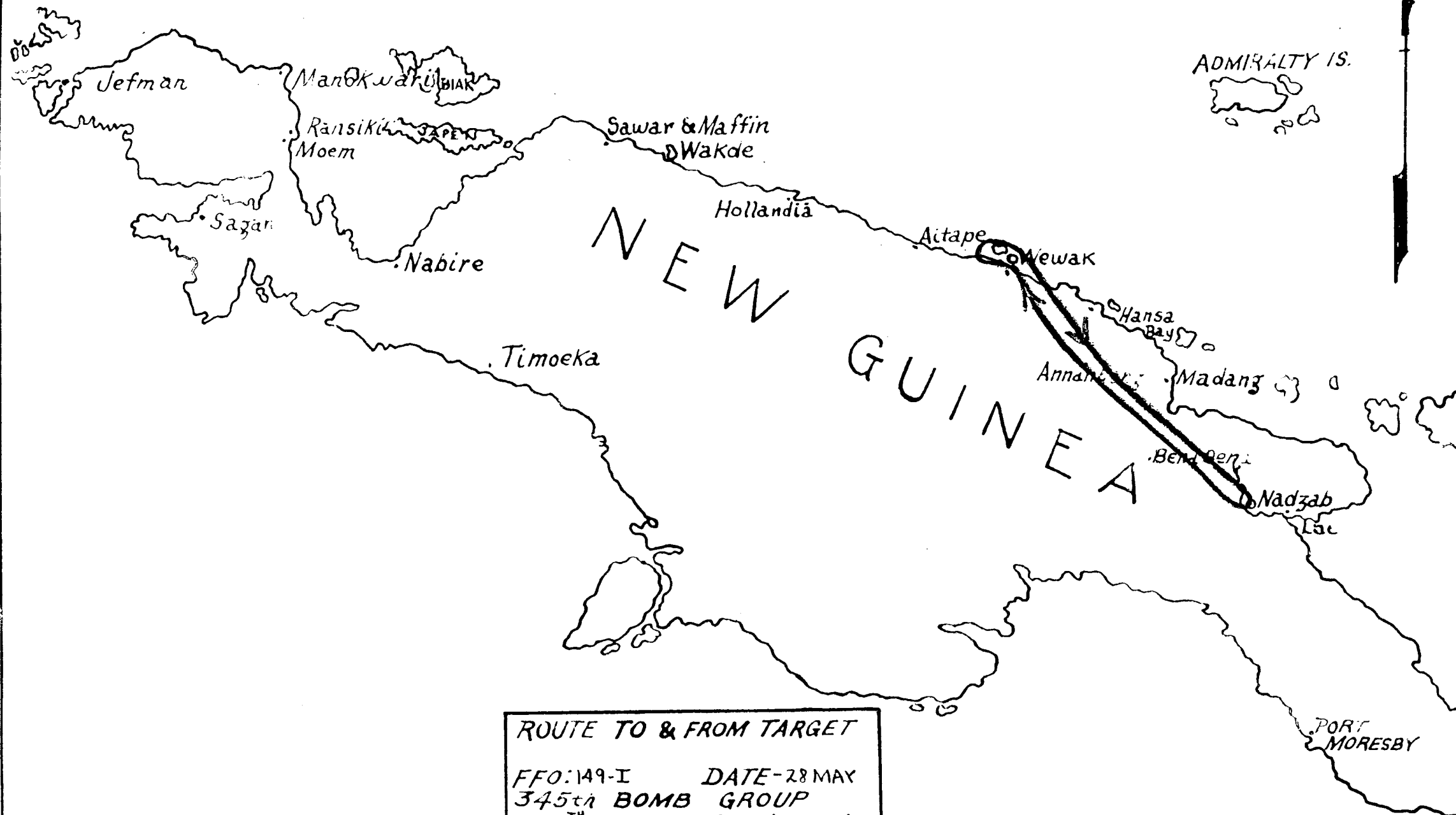
ANGLIP

BALUN

IKAM CREEK
HABABEL CREEK

SUAIN EAST
SCALE 1"=MI.

CONFIDENTIAL



ROUTE TO & FROM TARGET

FFO: 149-I DATE: 28 MAY
345th BOMB GROUP
500th BOMB SQUADRON
TIME OVER TARGET: 0935/K-0952/K
ALTITUDE: 20,100 ft.

CONFIDENTIAL

DRAWN BY- GROUP PHOTO

APP "C"

By RLB/IM NARA, Date 5/20/91**CONFIDENTIAL**500
150-DJCH
MAYOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCG/rpb

29 May, 1944

Subject: Narrative Report on Mission FPO 150-D, Performed by 500th Bombardment Squadron (M) May 29, 1944.

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

1. GENERAL

(a) Two squadrons of B-25's of the 345th Bombardment Group (M) were ordered to bomb Jap personnel areas and A/A positions in the DAGUA locality with the maximum load of 500 pound instantaneous fuse demolition bombs from medium altitude. No secondary target was provided and our crews, alerted at 0655/K for a 0750/K takeoff, were to proceed directly to target without fighter cover. Crews were thoroughly briefed on existing bombing restrictions before takeoff. The 500th Squadron's specific target was a personnel area one mile South of the west end of DAGUA STRIP.

(b) Nil rendezvous scheduled.

(c) A pin point personnel area near DAGUA STRIP was rocked with 30 500 pound demo bombs by five B-25's of this Squadron in a display of accurate medium altitude bombing. Crews observed no results except bomb bursts but all reported the bombs fell so accurately in the small target that "one umbrella of smoke covered all hits." The enemy offered no opposition.

(d) Nil interception or plane losses reported.

(e) Takeoff: 0750/K to 0751/K from Strip 3, NADZAB.

Rendezvous: Nil.

Attack: 0946/K to 0948/K at 5000 feet.

Landing: 1129/K to 1130/K at Strip 3, NADZAB.

(f) Route up: NADZAB - DUMPU - ANNANBERG - TARGET.

Return: TARGET - ANNANBERG - DUMPU - BASE.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

Our Squadron, operating as a separate attack force, was to have been led by Lt Ames. However, the scheduled flight leader was forced to return to base immediately after takeoff due to trouble with wheel nacelle door and Lt Dick took over the lead. The Squadron bombed the target in the following elements as Lt Ames, who took off again almost at once, was unable to contact the rest of the Squadron until after all bombing runs had been completed.

FIRST FLIGHT

B-25D 597 - Lt Ames

SECOND FLIGHT

B-25D 224 - Lt Dick

B-25D-1 278 - Lt Barney

B-25D-1 372 - Lt Willy

B-25D-1 068 - Lt Cates

3. DETAILS OF THE MISSION

(a) 1. Lt Ames led our Squadron on takeoff but soon returned for mechanical reasons. He took off again but was unable to rejoin the formation until after all A/P's had withdrawn from the target. Lt Ames bombed on a land to sea run at 5000 feet at 0946/K scoring 100 per cent with his six bombs.

By RLB/IM NARA, Date 5/20/91

~~CONFIDENTIAL~~

Narrative Report, FFO 150-D, continued.

2. Lt Dick, meanwhile, had taken over the lead of the remaining four A/P's. Flying in a diamond formation, our planes made one run over the target area from land to sea to pick out the specific objective, circled over the sea and returned on a southerly heading at 5000 feet immediately after Lt Ames cleared the target. The number two, three and four men bombed on the lead bombardier, Lt Rogers, and all bombs fell accurately in the small target at 0948/K.

3. As Lt Dick withdrew from the area Lt Ames rejoined, and the Squadron returned to base with the latter leading as was originally planned.

- (b) Nil A/A.
- (c) Nil fighter cover.
- (d) Nil enemy plane destroyed; nil damage suffered by our A/P's.
- (e) Nil personnel injured.

4. Nil awards are recommended.

5. APPENDICES

- (a) Appendix "A" - Bombing tables.
- (b) Appendix "B" - Sketch of bombing run and bomb hits.
- (c) Appendix "C" - Sketch of route to and from target.

6. Nil additional sightings.

7. PHOTOGRAPHIC INTERPRETATION

K-17 photos confirm crew reports of accurate bombing.

For the Squadron Commander:

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

3 - Incls

- Incl 1 - Appendix "A"
- Incl 2 - Appendix "B"
- Incl 3 - Appendix "C"

By RLB/IM NARA, Date 5/20/91**CONFIDENTIAL**

Narrative Report, FFO 150-D

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	MISSED	RETURNED
597	6	500 lb	Demo	Instant	6		
278	6	"	"	"	6		
372	6	"	"	"	6		
224	6	"	"	"	6		
068	6	"	"	"	6		
TOTAL	30	500 lb	Demo	Instant.	30		

Nil ammo expended.

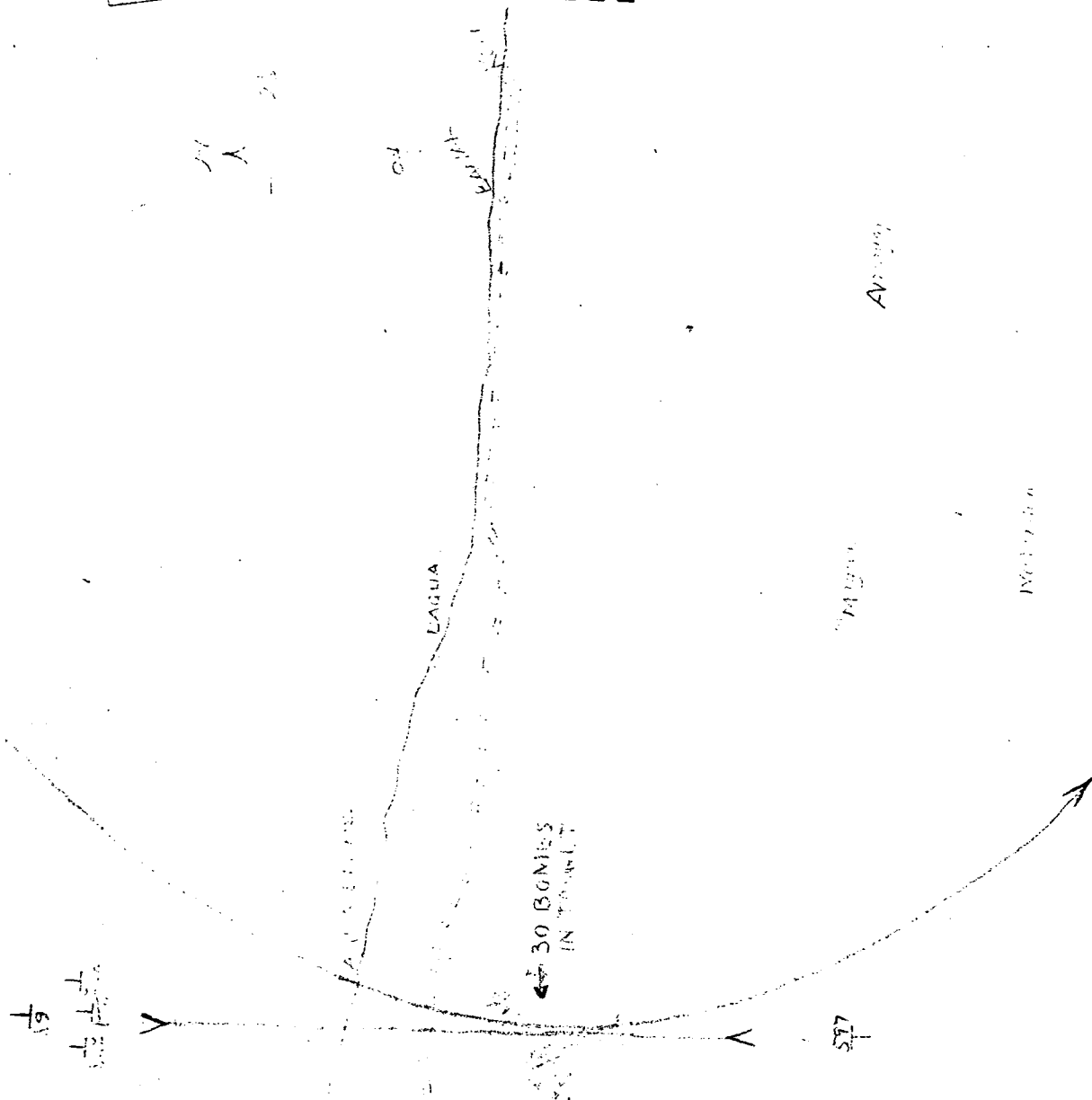
Nil A/A.

Six (6) K-17 photos were taken of the bombing from A/P 068.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005

By RLB/IM NARA, Date 5/20/91

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



FFO 150-D 29 May, 1944
500th Bomb Sqdn, 345th Bomb Grp
Only Sqdn on specific target
Attack: 0946/K-0948/K at 5000'
Bombing efficiency EX
T Took photos
T Other planes
MAP REFERENCE
BUT EAST - One inch to one mile

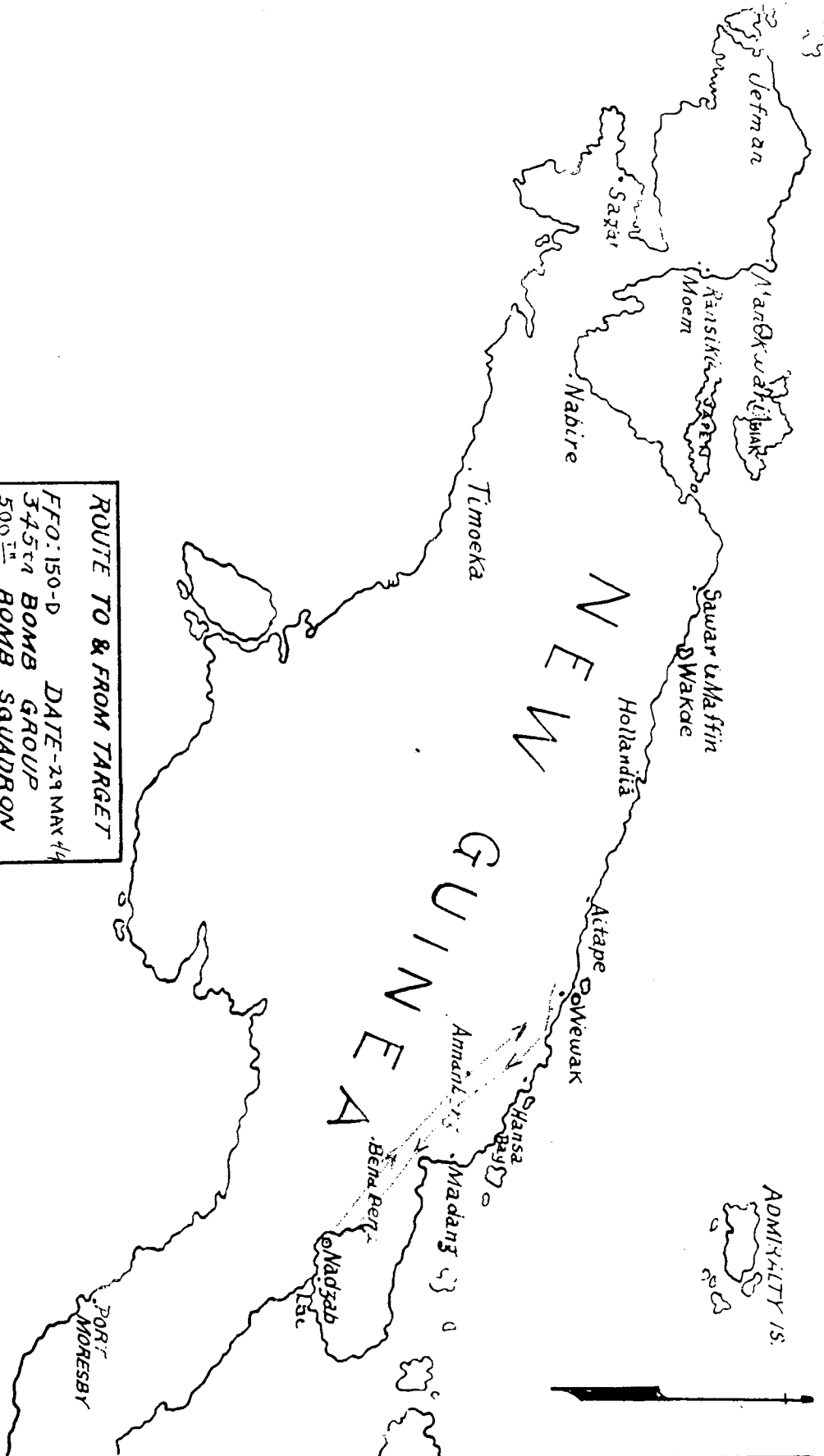
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, AND 7455X5
BY WJ/B78 NARA, Date 5/6/91

DRAWN BY - GROUP PHOTO

etc.

ROUTE TO & FROM TARGET
FFO: 150-D DATE: 29 MAY 44
345th BOMB GROUP
500th BOMB SQUADRON
TIME OVER TARGET: 0946h TO 0948h
ALTITUDE: 5000 ft

APC



CONFIDENTIAL

500
158
6 JUNE 44

CONFIRMATION REPORT ON MISSION REPORT TURNED BY 310TH BOMB WING
OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (H)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

10 June, 1944

Subject: Narrative Report on Mission PFO 158, Performed by 500th Bombardment Squadron (H) June 6, 1944.

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

1. Operating under the 310th Bomb Wing to give bombing and strafing support to troops on BIAK ISLAND, eight B-25's (6 B-25D-1's and 2 B-25D-2's) of the 500th Bombardment Squadron dropped 16 X 1000 pound demolition bombs, 4/5 second delay fuse, in the area North of the Eastern end of BOROKOE DRUME on June 6.

2. The attack was made at 1326/K from 100/200 feet. Although no results were observed by our crews, the strike was considered a success because the ground station reported "right on the button." No A/A or interception was encountered.

3. Those participating in the strike were:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 048 - Capt Dougherty	A/P 278 - Lt Fritzshall
A/P 068 - Lt Bissel	A/P 669 - Lt Dick
A/P 444 - Lt Thomas	A/P 443 - Lt Doman
A/P 051 - Lt Amos	A/P 592 - Lt Barney

For the Commanding Officer:

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

By RLB/IM NARA, Date 5/20/91

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

CONFIRMATION REPORT ON MISSION REPORT TURNED BY 310TH BOMB WING
OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

10 June, 1944

Subject: Narrative Report on Mission FFO 158, Performed by 500th Bombardment Squadron (M) June 6, 1944.

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

1. Operating under the 310th Bomb Wing to give bombing and strafing support to troops on BIAK ISLAND, eight B-25's (6 B-25D-1's and 2 B-25D-2's) of the 500th Bombardment Squadron dropped 16 X 1000 pound demolition bombs, 4/5 second delay fuse, in the area North of the Eastern end of BOROKOE DROME on June 6.

2. The attack was made at 1326/K from 100/200 feet. Although no results were observed by our crews, the strike was considered a success because the ground station reported "right on the button." No A/A or interception was encountered.

3. Those participating in the strike were:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 048 - Capt Dougherty	A/P 278 - Lt Frittschall
A/P 068 - Lt Bissel	A/P 669 - Lt Dick
A/P 444 - Lt Thomas	A/P 443 - Lt Doman
A/P 051 - Lt Ames	A/P 592 - Lt Barney

For the Commanding Officer:

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

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

CONFIRMATION REPORT ON MISSION REPORT TURNED BY 310TH BOMB WING

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CGG/rpb

10 June 1944

Subject: Narrative Report on Mission FFO 159, Performed by 500th Bombardment Squadron (M) June 7, 1944.

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

1. Operating under the 310th Bomb Wing to give bombing and strafing support to troops on BIAK ISLAND, eight B-25's (6 B-25D-1's and 2 B-25D-2's) of the 500th Bomb Squadron dropped 43 X 250 pound demolition bombs, 4/5 second delay fuse, in a personnel area North of the East end of SCRIBO BEACH at 1249/K on June 7. More than 10,000 rounds of ammunition were expended in strafing.

2. Bombing in the assigned area was excellent, but no results were noted. There was no interception but light, slight and inaccurate A/A was encountered.

3. Those participating in the strike were:

FIRST FLIGHT

B-25D-1 048 - Capt Dougherty
B-25D-1 068 - Lt Bissel
B-25D-2 414 - Lt Thomas
B-25D-1 051 - Lt Ames

SECOND FLIGHT

B-25D-1 278 - Lt Frittsball
B-25D-1 669 - Lt Dick
B-25D-2 443 - Lt Doman
B-25D-1 592 - Lt Barney

For the Commanding Officer:

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

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

By RLB/IM NARA, Date 5/20/91

CONFIDENTIAL

CONFIRMATION REPORT ON MISSION REPORT TURNED BY 310TH BOMB WING

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CGG/rpb

10 June 1944

Subject: Narrative Report on Mission FFO 159, Performed by 500th Bombardment Squadron (M) June 7, 1944.

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

1. Operating under the 310th Bomb Wing to give bombing and strafing support to troops on BIAK ISLAND, eight B-25's (6 B-25D-1's and 2 B-25D-2's) of the 500th Bomb Squadron dropped 43 X 250 pound demolition bombs, 4/5 second delay fuse, in a personnel area North of the East end of SCRIDO DEOME at 1249/K on June 7. More than 10,000 rounds of ammunition were expended in strafing.

2. Bombing in the assigned area was excellent, but no results were noted. There was no interception but light, slight and inaccurate A/A was encountered.

3. Those participating in the strike were:

FIRST FLIGHT

B-25D-1 048 - Capt Dougherty
B-25D-1 068 - Lt Rissel
B-25D-2 414 - Lt Thomas
B-25D-1 051 - Lt Ames

SECOND FLIGHT

B-25D-1 278 - Lt Frittsball
B-25D-1 669 - Lt Dick
B-25D-2 443 - Lt Doman
B-25D-1 592 - Lt Barney

For the Commanding Officer:

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

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

500
160
8 JUNE 1944

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group (M)
APO 713, Unit 1

CCC/jwd

9 June, 1944

Subject: Narrative Report on Mission WFO 160, performed by the 500th Bomb Squadron, 345th Bomb Group (M) on June 8, 1944.

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

1. GENERAL

(a) Eight B-25's of the 500th Bomb Squadron, 345th Bomb Group (M), based temporarily at HOLLANDIA under the operational control of the 310th Bombardment Wing, were ordered on June 8, 1944 to bomb and strafe at minimum altitude enemy positions near SORIDO airstrip in support of Allied ground troops on BIAK ISLAND.

Loaded with a total of 32 x 500 lb demolition bombs, 8/11 second delay, our planes were alerted for takeoff at 0715/K and instructed to attack SORIDO airdrome but to contact the ground force radio station "Qintment" before attacking. Route to target was to be direct with nil fighter cover.

(b) Nil rendezvous point was specified.

(c) Under specific instructions from "Qintment", eight (8) B-25's of the 500th Squadron (6 B-25D-1's and 2 B-25D-2's) bombed and strafed an enemy infested area approximately 500 yards North of SORIDO airstrip on BIAK ISLAND on the morning of June 8, 1944. Thirty-one (31) 500-pound bombs were dropped from tree top level well within the assigned target and the area was strafed with 8000 rounds of ammunition. One bomb was salvaged at sea due to release malfunction. Although our crews were unable to assess damage done by the attack, the strike was marked as a success when the ground force commander radioed that the bombing was excellent and the "target was well covered". No enemy opposition was encountered in any form and all of our planes returned safely to HOLLANDIA.

(d) Nil interception or plane losses.

(e) Takeoff 0715/K. Landed Hollandia 1033/K.

Rendezvous: Nil.

Attack: 0900/K to 0905/K.

Landing: All eight planes returned from Hollandia to Madzag, landing at 1415/K/8.

(f) Route: Hollandia to Biak direct. Return: same.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

Capt K.E. Dougherty, Squadron commander, led the squadron over the target as a separate striking force. The formation was composed as follows:

FIRST FLIGHT
048 - Capt Dougherty
068 - Lt Bissel
444 - Lt Thomas
051 - Lt Ames

SECOND FLIGHT
278 - Lt Fritzshall
669 - Lt Dick
443 - Lt Doman
592 - Lt Barney

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 160 (continued)

3. DETAILS OF THE MISSION

(a) Taking off from HOLLANDIA at 0715/K, Capt Dougherty led our eight B-25's, in two flights of four planes each, direct to the target area. Original briefing instructions stipulated that our planes were to attack SORIDO airstrip but upon contacting "Ointment", the ground force radio, our squadron was directed to bomb and strafe enemy positions 500 yards North of the strip.

Dropping down to minimum level, Capt Dougherty led the formation over the target on a 300 degree heading. On the bombing run the first flight of four planes spread out line abreast, with the second flight approx. 30 seconds behind and in the same formation. All pilots dropped their bombs on the first pass and 31 X 500 pounders fell accurately within the assigned target area. The target was strafed thoroughly as the planes went over. No damage was observed by our crews but the ground station communicated its satisfaction and reported that the "target was well covered".

The Squadron broke away to the left over the sea and Lt Frittschall in the second flight, salvaged one remaining bomb which had hung up over the target.

Capt Dougherty led the Squadron directly back to Hollandia, re-fueled and the Squadron returned to its home base, Madzab, shortly after, landing at approx. 1415/K. There was no enemy opposition to the strike.

(b) Nil fighter cover.

(c) Nil enemy planes shot down; none of our planes was damaged.

(d) Nil personnel injured.

4. Nil awards are recommended.

5. APPENDICES

(a) Appendix "A" - Bombing, strafing and photo tables.

(b) Appendix "B" - Sketch of bomb run and bomb hits.

(c) Appendix "C" - Sketch showing route to and from target.

6. SIGHTINGS

At 0805/K from 2000 feet a man dressed in a white T shirt and white shorts was seen waving a white flag East of the APAUWAR RIVER at 0150S-13812E.

7. PHOTOGRAPHIC INTERPRETATION

K-21 and K-20 photos show bomb bursts in the target.

For the Commanding Officer:

3 Incls.

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

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

Narrative Report on FPO 160

Appendix "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	OTHERS
278	4	500 lbs	dano.	8/11 sec.	3	1 salvoed in water
048	4	"	"	"	4	
592	4	"	"	"	4	
669	4	"	"	"	4	
068	4	"	"	"	4	
051	4	"	"	"	4	
444	4	"	"	"	4	
443	4	"	"	"	4	
total	32	500 lb	dano.	8/11 sec.	31	1 Salvoed

A/P	.50 Calibre		<u>STRAFFING TABLE</u>		.30 Calibre	
	RDS. CARR'D.	EXP.	WALF.	RDS. CARR'D	EXP.	WALF.
278	4,000	800	ULN-LIN	3,000	300	
048	"	600	URN	"		
592	"	600	LRN-LRW	"		
669	"	1300	LLN-ULN	"		
068	"	1300	WRW-URN	"		
051	"	700	URN-LRN	"		
444	"	1100	URN	"		
443	"	1000	URN-LRN	"		
TOTAL	32,000	7700	Fourteen	24,000	300	NIL

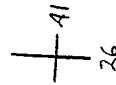
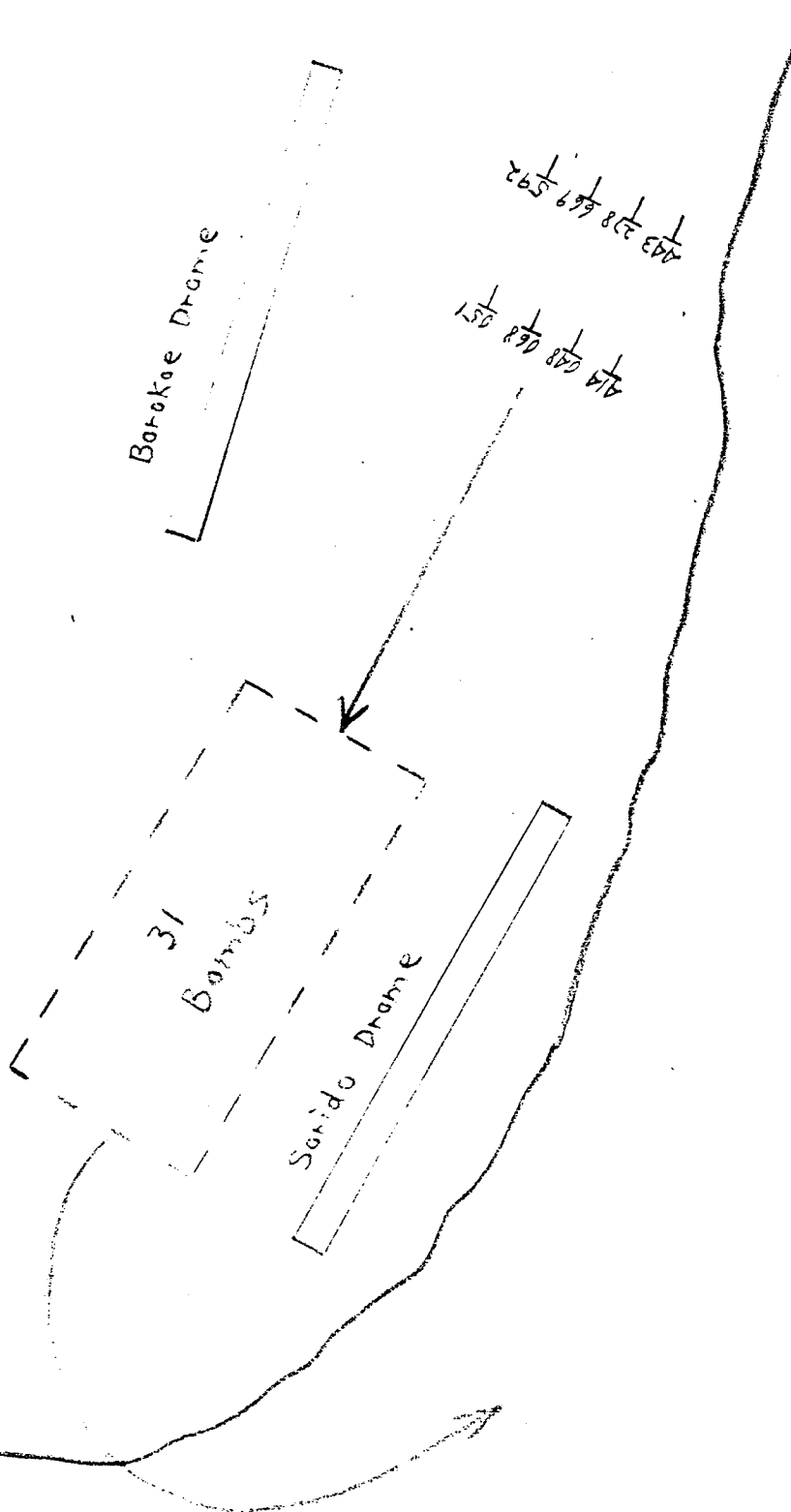
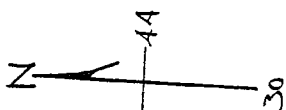
PHOTOGRAPHS

A/P # 443 took K-21 photos of the attack. A/P # 592 took K-20 photos of the attack.

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

PFO 160 8 June, 1944
 500th Sq, 345th Bomb Group (M)
 Only Sq. over target.
 Time: 0900/K to 0905/K
 Altitude: 100 feet.
 Bombing efficiency: Excell.
 *Crew report of bomb hits.
 *Took photos
 *Other planes

Map ref: SORIDO 1:20000



By RLB/IM NARA, Date 5/20/91

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 713, Unit 1

CCC/jwd

9 June, 1944

Subject: Narrative Report on Mission PPO 160, performed by the 500th Bomb Squadron, 345th Bomb Group (M) on June 8, 1944.

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

1. GENERAL

(a) Eight B-25's of the 500th Bomb Squadron, 345th Bomb Group (M), based temporarily at HOLLANDIA under the operational control of the 310th Bombardment Wing, were ordered on June 8, 1944 to bomb and strafe at minimum altitude enemy positions near SORIDO airstrip in support of Allied ground troops on BIAK ISLAND.

Loaded with a total of 32 x 500 lb demolition bombs, 8/11 second delay, our planes were alerted for takeoff at 0715/K and instructed to attack SORIDO airdrome but to contact the ground force radio station "Ointment" before attacking. Route to target was to be direct with nil fighter cover.

(b) Nil rendezvous point was specified.

(c) Under specific instructions from "Ointment", eight (8) B-25's of the 500th Squadron (6 B-25D-1's and 2 B-25D-2's) bombed and strafed an enemy infested area approximately 500 yards North of SORIDO airstrip on BIAK ISLAND on the morning of June 8, 1944. Thirty-one (31) 500-pound bombs were dropped from tree top level well within the assigned target and the area was strafed with 8000 rounds of ammunition. One bomb was salvaged at sea due to release malfunction. Although our crews were unable to assess damage done by the attack, the strike was marked as a success when the ground force commander radioed that the bombing was excellent and the "target was well covered". No enemy opposition was encountered in any form and all of our planes returned safely to HOLLANDIA.

(d) Nil interception or plane losses.

(e) Takeoff 0715/K. Landed Hollandia 1033/K.

Rendezvous: Nil.

Attack: 0900/K to 0905/K.

Landing: All eight planes returned from Hollandia to Nadzab, landing at 1415/K/8.

(f) Route: Hollandia to Biak direct. Return: same.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

Capt K.E. Dougherty, Squadron commander, led the squadron over the target as a separate striking force. The formation was composed as follows:

FIRST FLIGHT

048 - Capt Dougherty
068 - Lt Bissel
444 - Lt Thomas
051 - Lt Ames

SECOND FLIGHT

278 - Lt Frittschall
669 - Lt Dick
443 - Lt Doman
592 - Lt Barney

By RLB/IM NARA, Date 5/20/91

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

Narrative Report on FFO 160 (continued)

3. DETAILS OF THE MISSION

(a) Taking off from HOLLANDIA at 0715/K, Capt Dougherty led our eight B-25's, in two flights of four planes each, direct to the target area. Original briefing instructions stipulated that our planes were to attack SORIDO airstrip but upon contacting "Ointment", the ground force radio, our squadron was directed to bomb and strafe enemy positions 500 yards North of the strip.

Dropping down to minimum level, Capt Dougherty led the formation over the target on a 300 degree heading. On the bombing run the first flight of four planes spread out line abreast, with the second flight approx. 30 seconds behind and in the same formation. All pilots dropped their bombs on the first pass and 31 X 500 pounders fell accurately within the assigned target area. The target was strafed thoroughly as the planes went over. No damage was observed by our crews but the ground station communicated its satisfaction and reported that the "target was well covered".

The Squadron broke away to the left over the sea and Lt Fritschall in the second flight, salvaged one remaining bomb which had hung up over the target.

Capt Dougherty led the Squadron directly back to Hollandia, re-fueled and the Squadron returned to its home base, Nadzab, shortly after, landing at approx. 1115/K. There was no enemy opposition to the strike.

(b) Nil fighter cover.

(c) Nil enemy planes shot down; none of our planes was damaged.

(d) Nil personnel injured.

4. Nil awards are recommended.

5. APPENDICES

(a) Appendix "A" - Bombing, strafing and photo tables.

(b) Appendix "B" - Sketch of bomb run and bomb hits.

(c) Appendix "G" - Sketch showing route to and from target.

6. SIGHTINGS

At 0805/K from 2000 feet a man dressed in a white T shirt and white shorts was seen waving a white flag East of the APAUWAR RIVER at 0150S-13812E.

7. PHOTOGRAPHIC INTERPRETATION

K-21 and K-20 photos show bomb bursts in the target.

For the Commanding Officer:

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

3 Incls.

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report on FFO 160

Appendix "A"

BOMBING TABLE

A/P	NO. OF BOMBS	WEIGHT	TYPE	FUSE	ON TARGET	OTHERS
278	4	500 lbs	demo.	8/11 sec.	3	1 salvaged in water
048	4	"	"	"	4	
592	4	"	"	"	4	
669	4	"	"	"	4	
068	4	"	"	"	4	
051	4	"	"	"	4	
414	4	"	"	"	4	
443	4	"	"	"	4	
total	32	500 lb	demo.	8/11 sec.	31	1 Salvaged

<u>.50 Calibre</u>			<u>STRAFING TABLE</u>	<u>.30 Calibre</u>		
A/P	RDS. CARR'D.	EXP.	MALF.	RDS. CARR'D	EXP.	MALF.
278	4,000	800	ULN-LLN	3,000	300	
048	"	600	URN	"		
592	"	600	LRN-LRW	"		
669	"	1300	LLW-ULW	"		
068	"	1300	HRW-URN	"		
051	"	700	URN-LRW	"		
414	"	1400	URW	"		
443	"	1000	URW-LRN	"		
TOTAL	32,000	7700	Fourteen	24,000	300	NIL

PHOTOGRAPHS

A/P # 443 took K-21 photos of the attack. A/P # 592 took K-20 photos of the attack.

By RLB/IM NARA, Date 5/20/91

26
41

SORIDO

Map ref: SORIDO 1:20000

FPO 160 3 June, 1944
500th Sq, 345th Bomb Group (H)
Only Sq. over target.
Time: 0900/K to 0905/K
Altitude: 100 feet.
Bombing efficiency: Excell.
*Crew report of bomb hits.
†Took photos
†Other planes

39
44

44 53 62 51

20 23 44 50

31

Borekoe Mountain

Sorido Mountain

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A LOFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

20 June, 1944

Subject: Narrative Report on Mission FPO 168-E-8, Performed by 500th Bombardment Squadron 16 June. Objective, Grounded planes, SAMATE-JEFMAN.

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

1. GENERAL

Operating out of HOLLANDIA under control of the 310th Bomb Wing, four squadrons of B-25's of the 345th Bombardment Group were ordered to bomb and strafe SAMATE DROME and strafe JEFMAN DROME in a mid-day attack on grounded planes there. Each plane was loaded with 10 X 100 pound parademo bombs, 4/5 second delay fuse, which were to be dropped from minimum altitude on a single bombing and strafing run over the targets. Fighter cover was to be provided by four squadrons of P-38's, and route to the target was direct. Crews were thoroughly briefed on bombing restrictions before takeoff.

(b) Fighter rendezvous was scheduled for MIOS WAAR ISLAND; the Group was to assemble enroute and to be in formation before reaching WAKDE ISLAND.

(c) As part of a large striking force six Mitchells of the 500th Squadron rode rough shod over SAMATE and JEFMAN STRIPS in a minimum altitude bombing and strafing attack which left both strips littered with wrecked planes and a mass of large and small fires. Five twin engine bombers and one SSF were destroyed on SAMATE by our Squadron and six fighters and two twin engine bombers were strafed heavily on JEFMAN, one of the bombers starting to burn. Due to the speed and low altitude of the attack, further specific damage could not be pinpointed, but the many fires in the targets as our planes withdrew testify to much damage caused by the bombing and heavy strafing. Although enemy fighters rose to meet the attack, none intercepted our planes, and the only damage was the loss of a wingtip on one of our planes caused by A/A.

(d) Our planes weren't intercepted.

(e) Takeoff: 0915/K from HOLLANDIA DROME.

Landing: 1615/K at HOLLANDIA DROME.

Rendezvous: With fighter cover at 1135/K at 4000 feet over MIOS WAAR ISLAND.

Attack: 1256/K to 1310/K at 50/200 feet.

(f) Route up: HOLLANDIA - WAKDE - MIOS WAAR - TARGET.

Return: Direct.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, fourth in the Group formation, was led by Capt Dougherty and composed as follows:

FIRST FLIGHT

A/P 048 - Capt Dougherty
A/P 051 - Lt Thomas
A/P 278 - Lt Dick

SECOND FLIGHT

A/P 372 - Lt Rankin
A/P 034 - Lt Whitsell
A/P 592 - Lt Bissell

By RLB/IM NARA, Date 5/20/91~~CONFIDENTIAL~~

Narrative Report, FFO 168-E-8, continued.

3. DETAILS OF THE MISSION

(a) 1. Because of a delay in takeoff our planes were unable to join the Group at WAKDE as planned but did form with the other squadrons at the fighter rendezvous. Capt Dougherty led our six B-25D-1's across the target in a line abreast formation at 1256/K at 100 feet. All but six of the sixty bombs carried were dropped in the dispersal area and across the strip at SAMATE.

2. Bombs of the first flight fell among two Betty bombers and a radial engine fighter at the west end of SAMATE DROME, destruction of which was evidenced by black pillars of smoke rising from them as our planes withdrew. Three twin engine bombers in the dispersal area midway of the South side of the drome were blanketed by bombs from Lt Rankin's plane and were destroyed. One bomb caused a large explosion in the personnel area North of the drome with black smoke to 200 feet and still rising. There were no fires on this target prior to our run, but as our planes withdrew numerous black smoke fires were seen throughout the target.

3. Continuing in the same formation, our planes swept across JEFMAN, all strafing and two dropping the remainder of their bombs. Lt Rankin gave concentrated fire to four inline engine fighters on the eastern edge of the strip and 500 yards from the north end and to a twin engine bomber and two fighters on the north end. Although heavy fire was seen to enter these planes they did not burn but were obviously considerably damaged. Our planes broke away to the right and returned to base without incident.

(b) Moderate, inaccurate to accurate A/A of all calibres was thrown at our planes from positions on JEFMAN, and the right wingtip of Lt Thomas's plane was shot off. Three phosphorous aerial type bombs were dropped ineffectively over JEFMAN but they burst well above our planes.

(c) Fighter cover was excellent.

(d) Nil enemy planes were shot down by our Squadron.

(e) Nil personnel injured.

4. Nil awards are recommended.

5. ADDITIONAL SIGHTINGS

Numerous planes were seen throughout the dispersal areas at SAMATE and JEFMAN. An estimated 12 unidentified type ships seen in the vicinity of DOOM ISLAND.

6. K-20 and K-21 photographs show many fires and burning planes in the target.

For the Squadron Commander:

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

By RLB/IM NARA, Date 5/20/91C O N F I D E N T I A L

Narrative Report, FFO 168-E-8

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON SAMATE	MISSED	ON JEFMAN
048	10	100 lb	Parademo	4/5 s.	10		
051	10	"	"	"	10		
278	10	"	"	"	8	2	
372	10	"	"	"	8		2
034	10	"	"	"	8		2
592	10	"	"	"	10		
TOTAL	60	100 lb	Parademo	4/5 sec	54	2	4

No Armament figures are available on ammunition expenditures; however, it is estimated from crew reports that approximately 13,000 rounds of .50 calibre were expended.

PHOTOGRAPHIC TABLES

A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
048	SAMATE	1256/K	K-21	30	
051	"	"	K-21	30	
278	"	"	K-21	30	
372	"	"	K-20	40	
034	"	"	K-21	30	
592	"	"	K-21	30	
TOTAL	SAMATE	1256/K	K-20 & K-21	190	

500
168-E-8
16 JUNE 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

20 June, 1944

Subject: Narrative Report on Mission FFO 168-E-8, Performed by 500th Bombardment Squadron 16 June. Objective, Grounded planes, SAMATE-JEFMAN.

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

1. GENERAL

Operating out of HOLLANDIA under control of the 310th Bomb Wing, four squadrons of B-25's of the 345th Bombardment Group were ordered to bomb and strafe SAMATE DROME and strafe JEFMAN DROME in a mid-day attack on grounded planes there. Each plane was loaded with 10 X 100 pound parademo bombs, 4/5 second delay fuse, which were to be dropped from minimum altitude on a single bombing and strafing run over the targets. Fighter cover was to be provided by four squadrons of P-38's, and route to the target was direct. Crews were thoroughly briefed on bombing restrictions before takeoff.

(b) Fighter rendezvous was scheduled for MIOS WAAR ISLAND; the Group was to assemble enroute and to be in formation before reaching WAKDE ISLAND.

(c) As part of a large striking force six Mitchells of the 500th Squadron rode rough shod over SAMATE and JEFMAN STRIPS in a minimum altitude bombing and strafing attack which left both strips littered with wrecked planes and a mass of large and small fires. Five twin engine bombers and one SSF were destroyed on SAMATE by our Squadron and six fighters and two twin engine bombers were strafed heavily on JEFMAN, one of the bombers starting to burn. Due to the speed and low altitude of the attack, further specific damage could not be pinpointed, but the many fires in the targets as our planes withdrew testify to much damage caused by the bombing and heavy strafing. Although enemy fighters rose to meet the attack, none intercepted our planes, and the only damage was the loss of a wingtip on one of our planes caused by A/A.

(d) Our planes weren't intercepted.

(e) Takeoff: 0915/K from HOLLANDIA DROME.

Landing: 1615/K at HOLLANDIA DROME.

Rendezvous: With fighter cover at 1135/K at 4000 feet over MIOS WAAR ISLAND.

Attack: 1256/K to 1310/K at 50/200 feet.

(f) Route up: HOLLANDIA - WAKDE - MIOS WAAR - TARGET.

Return: Direct.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

The 500th Squadron, fourth in the Group formation, was led by Capt Dougherty and composed as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
A/P 048 - Capt Dougherty	A/P 372 - Lt Rankin
A/P 051 - Lt Thomas	A/P 034 - Lt Whitsell
A/P 278 - Lt Dick	A/P 592 - Lt Bissell

Narrative Report, FFO 168-E-8, continued.

3. DETAILS OF THE MISSION

(a) 1. Because of a delay in takeoff our planes were unable to join the Group at WAKDE as planned but did form with the other squadrons at the fighter rendezvous. Capt Dougherty led our six B-25D-1's across the target in a line abreast formation at 1256/K at 100 feet. All but six of the sixty bombs carried were dropped in the dispersal area and across the strip at SAMATE.

2. Bombs of the first flight fell among two Betty bombers and a radial engine fighter at the west end of SAMATE DROME, destruction of which was evidenced by black pillars of smoke rising from them as our planes withdrew. Three twin engine bombers in the dispersal area midway of the South side of the drome were blanketed by bombs from Lt Rankin's plane and were destroyed. One bomb caused a large explosion in the personnel area North of the drome with black smoke to 200 feet and still rising. There were no fires on this target prior to our run, but as our planes withdrew numerous black smoke fires were seen throughout the target.

3. Continuing in the same formation, our planes swept across JEFMAN, all strafing and two dropping the remainder of their bombs. Lt Rankin gave concentrated fire to four inline engine fighters on the eastern edge of the strip and 500 yards from the north end and to a twin engine bomber and two fighters on the north end. Although heavy fire was seen to enter these planes they did not burn but were obviously considerably damaged. Our planes broke away to the right and returned to base without incident.

(b) Moderate, inaccurate to accurate A/A of all calibres was thrown at our planes from positions on JEFMAN, and the right wingtip of Lt Thomas's plane was shot off. Three phosphorous aerial type bombs were dropped ineffectively over JEFMAN but they burst well above our planes.

(c) Fighter cover was excellent.

(d) Nil enemy planes were shot down by our Squadron.

(e) Nil personnel injured.

4. Nil awards are recommended.

5. ADDITIONAL SIGHTINGS

Numerous planes were seen throughout the dispersal areas at SAMATE and JEFMAN. An estimated 12 unidentified type ships seen in the vicinity of DOOM ISLAND.

6. K-20 and K-21 photographs show many fires and burning planes in the target.

For the Squadron Commander:

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

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

Narrative Report, FFO 168-E-8

BOMBING TABLE							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON SAMATE	MISSED	ON JEFMAN
048	10	100 lb	Parademo	4/5 s.	10		
051	10	"	"	"	10		
278	10	"	"	"	8	2	
372	10	"	"	"	8		2
034	10	"	"	"	8		2
592	10	"	"	"	10		
TOTAL	60	100 lb	Parademo	4/5 sec	54	2	4

No Armament figures are available on ammunition expenditures; however, it is estimated from crew reports that approximately 13,000 rounds of .50 calibre were expended.

PHOTOGRAPHIC TABLES					
A/P	LOCALITY	TIME	TYPE	EXPOSURES	REMARKS
048	SAMATE	1256/K	K-21	30	
051	"	"	K-21	30	
278	"	"	K-21	30	
372	"	"	K-20	40	
034	"	"	K-21	30	
592	"	"	K-21	30	
TOTAL	SAMATE	1256/K	K-20 & K-21	190	

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
169-E-9
17 JUNE 4

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 713, Unit 1

CCC/rpb

20 June, 1944

Subject: Narrative Report on Mission FFO 169-E-9, Performed by 500th Bombardment Squadron June 17. Objective: SAMATE strip and dispersal area.

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

1. GENERAL

(a) Four squadrons of four planes each of the 345th Bomb Group were ordered to bomb and strafe JEFMAN and SAMATE June 17, 1944 from minimum altitude with 12 X 100 pound parademo bombs, 4/5 second delay fuse, per A/P. The strike, to be coordinated with one by the 38th Bomb Group against shipping around DOOM ISLAND, was to be made by two squadrons against SAMATE and two against JEFMAN attacking in line of eight planes abreast.

(b) The Group was to be assembled before leaving WAKDE ISLAND area and rendezvous with P-38 fighter cover was at MIOS WAAR ISLAND as on the June 16 mission.

(c) Four B-25's of the 500th Bomb Squadron strewed 48 X 100 pound para demos, 4/5 second delay, across SAMATE strip and dispersal area in a return bombing and strafing engagement to cut down still further the Jap air strength in this area. Results were unobserved, but our crews reported that the drome was disappointingly deserted as the Jap had apparently been unable to absorb another punishing body blow and had pulled out his remaining strength after the previous day's strike. Two camouflaged barges off CAPE SANSAPOR were strafed with unobserved results. No A/A or interception rose to meet our planes.

(d) Nil interception was encountered and nil plane losses were reported.

(e) Takeoff: 0940/K from HOLLANDIA DROME.

Rendezvous: At 4000 feet over MIOS WAAR with P-38 cover.

Attack: 1354/K at 75/100 feet.

Landing: 1740/K at HOLLANDIA DROME.

(f) Route up: HOLLANDIA - WAKDE - MOIS WAAR - TARGET

Return: Direct.

2. PLANES OF THE 500TH SQUADRON IN THE ATTACK

Our Squadron, second in the Group formation, was led by Lt Rankin and was composed of one flight of four planes as follows:

A/P 372 - Lt Rankin

A/P 592 - Lt Bissell

A/P 278 - Lt Dick

A/P 034 - Lt Thomas

3. DETAILS OF THE MISSION

(a) 1. Lt Rankin led our four A/P's across the target in a line abreast formation on a heading of approximately 160° at 1354/K at 75 feet and all dropped their bombs across the strip and dispersal area. They strafed from the coast inland to their breakaway to the left but no results of the attack were noted.

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

Narrative Report, FFO 169-E-9, continued.

2. Returning along the coast of the VOGELKOP PENINSULA, our planes strafed two camouflaged barges off CAPE SANSAPOR also with no results noted.

- (b) Nil A/A.
- (c) Fighter cover was excellent.
- (d) Nil enemy planes shot down; nil damages suffered by our A/Ps.
- (e) Nil personnel injured.

4. Nil awards are recommended.

5. Bombing, strafing and photo tables inclosed.

6. ADDITIONAL SIGHTINGS

Confirmation of destruction of planes in June 16 strike noted. Black smoke rising to 2000 feet was seen in the vicinity of SORONG.

8. Nil photos received.

For the Squadron Commander:

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

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

Narrative Report, FFO 169-E-9.

BOMBING TABLES							
A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	SALVOED	RETURNED
372	12	100 lb	Parademo	4/5 second	12		
592	12	"	"	"	12		
278	12	"	"	"	12		
034	12	"	"	"	12		
TOTAL	48	100 lb	Parademo	4/5 second	48		

Estimated ammo expenditure: 9,000 X .50 calibre. No Armament figures available.

A/P's took no photos.

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

CONFIDENTIAL

500
182E-7
30 JUNE 44

OFFICE OF THE INTELLIGENCE OFFICER
500TH BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP (M)
APO 565

1 July 1944

June
Subject: Narrative Report on Mission WFO 182-E-7.

To : COMMANDING GENERAL, FIFTH AIR FORCE, Att: AG of S, A-2, APO 925.

1. a. The 499th and 500th Squadrons of the 345th Bombardment Group (M) were ordered to bomb and strafe from minimum altitude and area East of KAMIRI DRONE 30 July 1944 as part of a pre-invasion softening up. Bomb load was 3 x 500 pound bombs, 8/11 sec. delay. Crews were briefed on current bombing restrictions before take off.

b. The two squadrons rendezvoused over Hollandia Drone.

c. Eighteen 500 pound demo bombs, 8/11 sec. delay, were dropped in an area East of NAMER DRONE by four B-25D-1's and two B-25D-2's of the 500 Squadron in a bombing and strafing attack. Poor visibility on the target approach, so poor in fact that our pilots strafed on instruments for several seconds, caused our Squadron to miss the assigned target of KAMIRI DRONE. No results of the attack were noted. There was no enemy opposition.

d. Route out: Hollandia, Wakde, Biak, Target.
Route back: Target, Biak, Wakde, Hollandia.

e. Take off 1015/K; over target 1303/K; landing 1525/K.

2. The 500TH Squadron, with Lt. Ames in Number 1 position, led the 499TH. The 500TH A/P's and pilots were as follows:

048 Lt. Ames
055 Capt. Mortensen
437 Lt. Barney

426 Lt. Truman
068 Lt. Gates
034 Lt. Whitsell

3. Poor weather, including a local storm, interfered with Lt. Ames's view of the target approach and caused him to line up the Squadron on NAMER DRONE instead of KAMIRI. From 100 to 200 feet on a SSE heading all planes strafed heavily throughout the area East of NAMER where they also dropped their 18 bombs. See attached overlay. No results other than bomb bursts were seen. There was no A/A, interception or Allied air losses observed.

4. No awards or citations will be recommended.

Narrative Report on Mission FFO 182-E-7, Continued.

5. a. 15 x 500 pound bombs, 8/11 sec. delay, were dropped -- none salvaged or returned.

b. 14,500 x .50 and 2,000 x .30 cal. ammunition was expended.

c. Four A/P's took photos, but weather conditions interfered, and as a result only two prints were received.

6. Nil sightings.

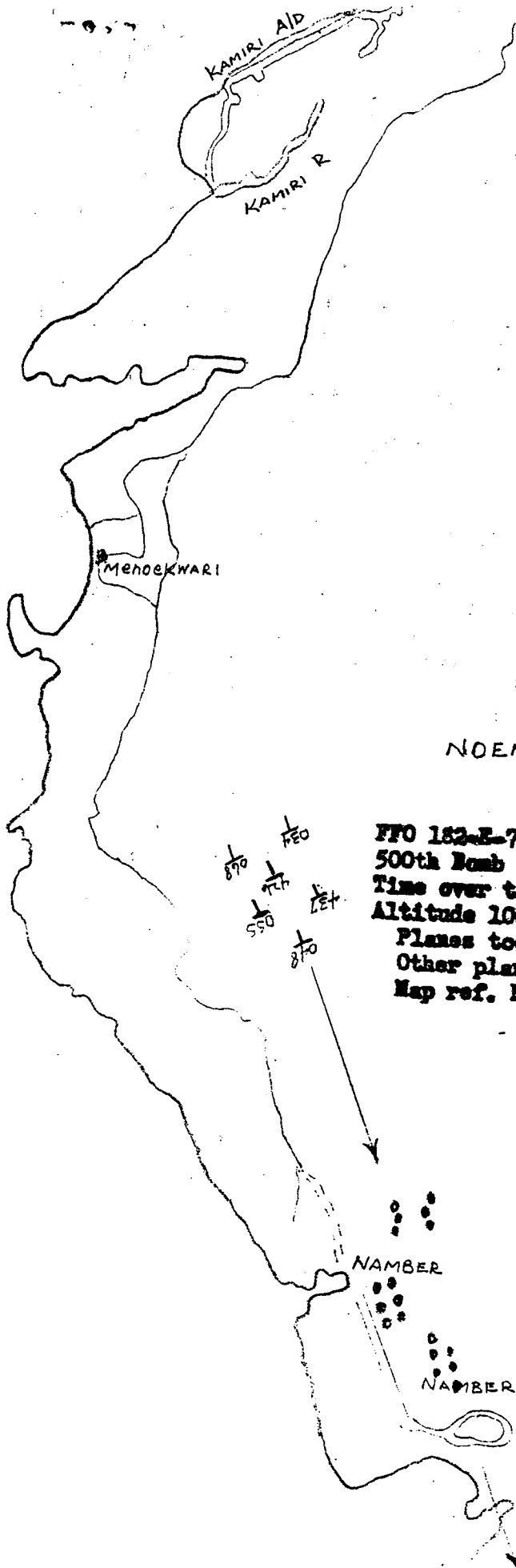
7. The two photos received show nothing of value in addition to bomb bursts.

For the Commanding Officer,

CLYDE C. GARTER
1st Lt., Air Corps,
Intelligence Officer

2 Incls:

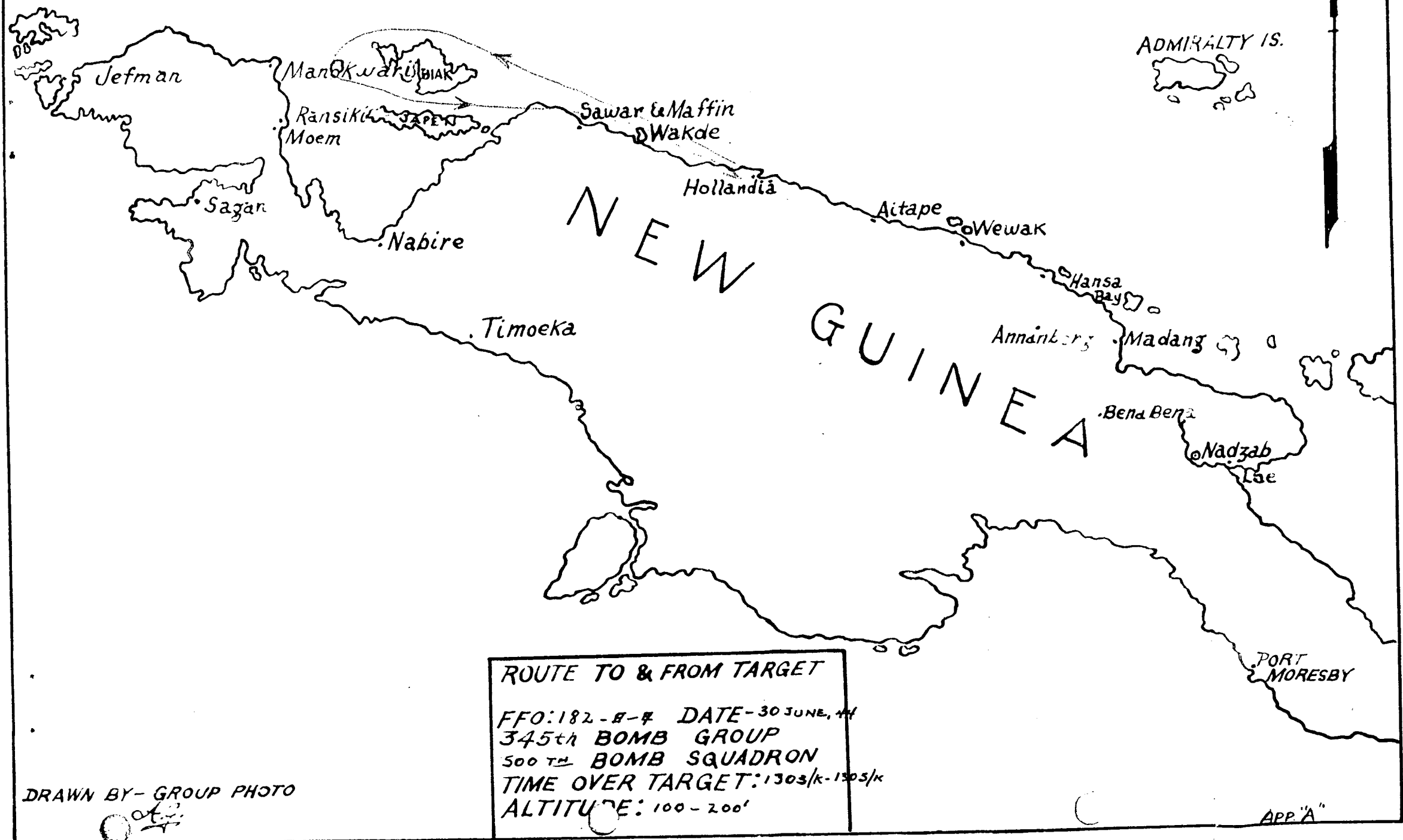
Approach and Withdrawal Chart
Bomb Spotting Chart



FFO 182-E-7 30 June 1944
500th Bomb Sq, 345th Bomb Gp.
Time over target 1303/K
Altitude 100-200'
Planes took photos
Other planes
Map ref. Noemfoor Island 1:1

54 +
84

APP. A



CONFIDENTIAL

500
184-EE
3 JULY 1944

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

3 July 1944

Subject: Narrative Report on Mission FFO 184-E-12.

To : COMMANDING GENERAL, FIFTH AIR FORCE, Att: AG of 8, A-2, AFO 925.

1. a. Twelve A/P's of the 499th and 500th Squadrons of the 345th Bombardment Group (M) were ordered to make a barge sweep in the MANOKARI area 2 July 1944. The bombing and strafing attack was to be made from minimum altitude with six planes from each squadron. Bomb load was 12 x 100 pound paradroms in five planes and 4x 250 pound bombs in the sixth of each squadron. No fighter cover was to be provided. Crews were briefed on current bomb restrictions before takeoff.

b. The squadrons were to join soon after takeoff enroute to target.

c. Eleven men were killed and seven injured as a catastrophic ending to what had been a routine barge sweep with no startling results.

All planes had landed safely and the pilots were cutting their engines after taxiing to their hardstandings. The bombay doors in Lt. Good's A/P were opened and two 100-pound paradroms bombs fell out, apparently having failed to release while over the target. The bombs lay there for seconds and then burst with a terrific explosion, blasting the airplane in two and causing it to explode. Crews of nearby airplanes scurried for cover and other men, still in their planes tumbled out, headed for the ditches. The explosion scattered parts of the airplane high and wide over the area, damaging another B-25 close by and tore into a jeep and trailer load of ground crew men who had driven up to service the plane.

The pilot, copilot and navigator, still in the plane were killed, and the radio operator had an arm blown off, dying shortly after reaching the hospital. The engineer, who was placing rocks under the wheels, escaped with injuries and the turret gunner, although injured, miraculously walked away from the wreck. Seven of our crew men in the jeep were torn to death by the explosion which left them draped in grotesque fashion over the vehicle, and six more were injured, some seriously. An officer from a service unit and an enlisted man from a chemical warfare unit were also injured, the enlisted man seriously.

Several of our officers and men and some from other units moved into the wreckage and pulled out some of the bodies despite the intense heat and exploding ammunition which was sending bullets in all directions.

CONFIDENTIAL

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Narrative Report on Mission FFO 184-E-12 conti.

Lt. Bantz, a co-pilot who had just joined the squadron and who had taxied a B-25 only once, jumped into his plane with the crew chief and taxied his plane, which was close by the exploding wreck, to a safer parking place. Lt. Truman dashed to another B-25 which was directly next to the wreck, taxied that away and then taxied to a safer place his own plane which was parked nearly opposite the burning plane.

Final count at this writing is eleven dead and five injured from this squadron, and two from other units injured. Casualty list attached.

One barge was sunk by bombing and another strafed into a probably unserviceable condition near Cape Moropen, west of Manokwari. Thirty to fifty Japs swimming near Cape Saweba were also strafed, and several were hit. The five A/P's which remained intact dropped 47 x 100 pound parademos, 4 x 250 pound demos and expended an estimated 15,750 x .50 cal. and 8,600 x .30 cal. ammo. There was no enemy opposition.

d. Route out: Hollandia, Wakde, Miak, target.
Route back: Target, Miak, Wakde, Hollandia.

e. Take off 0640/K, over target 0947/K to 1030/K, land 1300/K.

2. Lt. Ames led the 500th Squadron which was to have been led by the 499th. However, the two squadrons did not join and soon after take-off became separated. The 500th A/P's and pilots were as follows:

048 Lt Ames	426 Lt Truman
055 Capt Mortensen	068 Lt Gates
*437 Lt Good	034 Lt Whitsell

* This A/P was destroyed by its own bombs.

3. Flying in two flights of three A/P's, our squadron proceeded to the vicinity of Cape Manganeki before making landfall to begin the sweep. The flight took interval and individual planes spread out for a more effective attack. Near Cape Moropen two barges were seen near the shore, and the attack centered on them. At least three bombing and strafing passes were made, and on his second pass, Lt Whitsell scored hits with his 250 pound bombs which destroyed one barge. The other was still there as our planes withdrew, but was obviously damaged from concentrated strafing fire poured into it on each pass. The coast from Cape Manganeki to Cape Saweba was strafed as were 30 to 50 Japs caught swimming near Cape Saweba. Several were hit. The Squadron reformed and returned to base safely. The account of the accident which followed the landing was given in paragraph 1c. No enemy opposition was encountered. Our crews are in agreement that parademos are completely unsatisfactory against barges. Several bombs failed to explode on hitting the water, and some fell as free falling bombs because the chutes did not open and consequently overshot the target. Crews also report the bombs do not release properly all the time and hang up in the bomb bay.

CONFIDENTIAL

Narrative Report on Mission FFO 184-E-12 cont'd.

4. Recommendation of awards is being considered pending further investigation.
5. a. 47 x 100 pound paradesmos dropped, one salvaged. Total 48.
4 x 250 pound dsmos dropped.
b. 15,750 x .50 cal and 8600 x .30 cal ammo.
c. Three A/P 's took photos.
6. Nil sightings in addition to a barge SE of Capt's Sareba.
7. The photos received show the barges under attack, but nothing of additional value.

For the Commanding Officer:

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

Incl: 1
Casualty List

CONFIDENTIAL

CASUALTY LIST

500TH BOMB SQUADRON

Combat Crew Dead

2nd Lt Good Pilot
2nd Lt Douglass Co-Pilot
2nd Lt Tenenbaum Bombardier-Navigator
T/Sgt Geremonte Radio Operator

Died in explosion

" " "
" " "

Died in hospital from penetrating shrapnel wounds in chest, and arm blown off.

Combat Crew Injured

Sgt Doyle Engineer
Sgt Benoit Gunner

Shrapnel wound in penis
Multiple small shrapnel wounds in legs, right arm, nose, and cheek

Ground Crew Dead

Sgt James A. Preston Crew Chief
Cpl Albert C. Haydt Armorer
S/Sgt Joan F. Summersen Armorer
Pvt Francis J. Catanzarita Armorer
Sgt Ellis R. Schaeffer Armorer

Died in explosion

" " "
" " "
" " "

Died in hospital from shrapnel in left flank penetrating abdomen. Concussion of left kidney, possible laceration of left ureter.

Died in hospital from multiple severe shrapnel wounds; first, second, & third degree burns.

Died in hospital from severe burns over entire body, compound fractured skull, multiple shrapnel wounds.

S/Sgt Kenneth A. Preston Armorer

S/Sgt Robert Earhardt Armorer

Ground Crew Injured

S/Sgt John A. Davis Armorer

Pvt E. Altenback Armorer

Cpl Reuben Klugman Armorer

First, second and third degree burns on face, all extremities, back, abdomen.

Shrapnel in right thigh.

First, second, third degree burns on face, legs, arms, hands and shoulders. Shrapnel in face and legs.

Small shrapnel wound in right forearm.

Personnel of Other Units Injured

2nd Lt. Albert H. Rohrback, Hdq. 59th Service Group

Multiple small shrapnel wounds, partial laceration of left radial nerve in arm.

Pfc Martin E. Addy, 809th Chemical Warfare

Multiple shrapnel wounds over body, severe shrapnel wound of nose and jaw with compound fracture of right mandible and nose.

CONFIDENTIAL

500
188-E-8
6 JULY 44

OFFICE OF THE INTELLIGENCE OFFICER
500TH BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP (M)
APO 565

7 July, 1944

Subject: Narrative Report on Mission FFO 188-E-8.

To : COMMANDING GENERAL, FIFTH AIR FORCE, Att: AC of S, A-2, APO 925.

1. a. The 500th and 499th Bombardment Squadrons of the 345th Bombardment Group (M), each flying six A/P's, were ordered to bomb and strafe barges and targets of opportunity around WAIGEO ISLAND and the coast of New Guinea West of MANOKWARI 6 July, 1944. Bomb load was 3 x 500 lb demos, 4/5 sec. delay, in lead A/P's and 4 x 250 lb demos, 4/5 sec. delay, in the wing A/P's. Eight P-38's were to provide cover. Crews were briefed on current bomb restrictions before take-off.

b. The squadrons joined enroute to WAKDE. Fighter rendezvous was at Cape SAWEBA at 1005/K.

c. Six B-25's of the 500th Squadron dropped 6 x 500lb demos and 16 x 250lb demos, all 4/5 sec. delay, in an unproductive nine hour barge sweep around WAIGEO ISLAND from Cape LAMARCHE to the western end of the island and along the coast of The VOGELKOP PENINSULA from Cape OPMARAI to Cape MANGENIKI. All bombs missed their targets except one which destroyed a few shacks in a village on the South coast of WAIGEO ISLAND. Villages and coastal areas, including five barges West of MANOKWARI, were strafed with unobserved results. There was no enemy opposition.

d. Route Out: Hollandia, Wakde, Noemfoor, Cape Saweba; Target.
Route Back: Target, Cape Saweba, Noemfoor, Wakde, Hollandia.

e. Take-off: 0720/K, Over Target 1110/K to 1150/K, Landing 1546/K to 1615/K. A/P 055 took off at 0735/K and joined the squadron in the vicinity of Manokwari. A/P's 048 and 669 refueled at Wakde before returning to base.

2. Lt. Truman led the 500th Squadron which was followed by the 499th Squadron. Those participating for the 500th were:

034 Lt. Truman	048 Lt. Ames
068 Lt. Cates	*099 Lt. Marvel
055 Lt. Whitsell	669 Lt. Zimmerman

*501st A/P flown by a 499th crew

3. Our squadron proceeded from Hollandia to Wakde where the fighter sector was called and our ETA at Cape Saweba was given for rendezvous. Lt. Truman led our squadron in its sweep from Cape Lamarche on the Eastern end of Waigeo Island, around the South shore to the West end where a solid wall of showers running North and South forced our A/P's to turn back. West of Manokwari our planes bombed and strafed two barges near Sarmandi Village, one of each side of Cape Waiois and one at Cape Saekris. Villages were also strafed but no results of the strafing were noted. All bombs missed in a

CONFIDENTIAL

Narrative Report on Mission FPO 188-E-8 Continued.

poor display of bombing except one dropped by Lt. Ames in a village South of Cape Lamarche which blew up some shacks. Our planes reformed and returned to base, all landing safely.

4. No awards will be recommended.
5. a. 6 x 500 lb demos and 16 x 250 lb demos, all 4/5 sec. delay, dropped.
b. 12,250 x .50 cal. and 1200 x .30 cal ammo. (.30 cal estimated by crews)
c. A/P's 068, 048 and 099 took K-21 photos, and K-20 photos were taken from A/P 055.
6. Additional sightings were: NAIGEO ISLAND: Barge beached on Saenek Island. European type buildings with gardens on Saenek Island. Stationery Sugar Charlie with barge alongside about 300 yards off North End of Batangpele Island. Another barge beached on island. VOGELKOP PENINSULA: One crew member reported what he thought to be a white parachute hanging in the trees near Cape Saekris.
7. Photos received show bomb burst in village and near misses on barges, otherwise nothing of value.

For the Commanding Officer:

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

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

500
208-C-10
27 JULY 4
OK
aRn

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 920

CAS/rpb

28 July, 1944

Subject: Narrative Report on Mission FFO 208-C-10, Performed by the 500th Bombardment Squadron, 27 July, 1944. Objective: GALELA A/D - Secondary: LOLOBATA A/D.

To : COMMANDING GENERAL, Far East Air Force, APO 925.
(Attention: A.C. of S., A-2)

I. GENERAL

(a) Primary objective: Grounded A/P's, supplies, personnel and A/A installations on GALELA A/D.

Secondary: LOLOBATA A/D.

Bomb load: 10 X 100 lb parademes, 4/5 second delay, per A/P.

Altitude: Minimum.

(b) Rendezvous: Group rendezvous to be accomplished East of MOKMER DRONE; and rendezvous with the 38th Group over SORIDO DRONE; fighter rendezvous was to be at AJOE ISLAND.

(c) Attack: The 500th Squadron was third in the Group formation. Eight of our planes reached the target, the ninth plane having turned back 10 miles West of AJOE ISLAND due to engine trouble. The planes approached the target from Southwest to Northeast on a heading of approximately 45° with eight ships abreast.

The bombing was excellent with a total of 80 X 100 lb parademes dropped, of which 65 hit in the designated areas. Eight bombs dropped on the North end of R/W 1# scored direct hits on a transport, probably a "Topsy", and on a building 60 feet square, 500 feet North of R/W 1#. A native building, 25 ft X 12 ft, 1500 ft Southeast of R/W 1# was demolished by a direct hit. Forty-seven (47) bombs were dropped in the dispersal areas West of the runways and ten were dropped in the area Southeast of R/W 1# with generally unobserved results due to smoke and the fact that numerous trees around the dispersal area obscured the targets until our planes were directly over them.

A ~~block~~ 2000 ft Southeast of R/W 2# and a T/E fighter West of the center of R/W 2# were strafed. The entire area was given a thorough going over with 11,100 X .50 calibre and 5,800 X .30 calibre expended. On withdrawal, GILLI-TOPA VILLAGE on the Northwest shore of GALELA BAY was also strafed.

(d) Time and location of:

Takeoff: MOKMER A/D - 0740/K.

Group assembly: OERFOE BAY - 0755/K.

38th Group assembly: SORIDO A/D - 0810/K.

Fighter rendezvous: AJOE ISLAND - 1000/K.

Attack: GALELA A/D - 1135/K to 1137/K.

Landing: MOKMER A/D - 1505/K.

(e) Route: MOKMER - NOEMFOOR ISLAND - AJOE ISLAND - TARGET - AJOE ISLAND - MOKMER.

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

Narrative Report, FFO 208-C-10, continued.

2. FORMATION: PLANES, PILOTS PARTICIPATING

- (a) Group: The 501st Squadron, led by Lt Col Coltharp, Group Commander, was first with the 499th and 500th Squadrons following in that order.
 (b) The 500th Squadron was led by Capt Mortensen with flights as follows:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>	<u>THIRD FLIGHT</u>
A/P 055 - Capt Mortensen	A/P 278 - Lt Thomas	A/P 669 - Lt Dick
372 - Lt Meyers	237 - Lt Landon	068 - Lt Bissell
048 - Lt Barney	059 - Lt Hughes	051 - Lt Whitsell

3. DETAILS OF THE MISSION

(a) i. Capt Mortensen led our Squadron eight planes abreast across the target on a heading of approximately 45 degrees; this course leading him across the heavy A/A positions Southeast of R/W No. 2 and then over the dispersal areas to the West of R/W No. 1, where he released his bombs. Lt Meyers covered R/W No. 2, dropping his bombs at the end of the strip, scoring a direct hit on a transport and another on a building. Lt Barney released his bombs in the Western dispersal area of R/W No. 2 and scored possible hits on airplanes in that area. All three planes strafed heavily on the entire run.

ii. Lt Thomas, leading the second flight, covered the Eastern portion of the target, releasing his bombs Southeast of R/W No. 2 and strafing a truck in that area. Lt Landon covered the area South of No. 2 Strip and its right side, his bombs destroying a native building in that area.

iii. The third flight, led by Lt Dick, covered the most Western part of the dispersal areas on the left of both strips and dropped his bombs in that area. Lt Bissell's bombs dropped beyond the target area, while Lt Whitsell released his bombs at the extreme left probably damaging supplies and building in the dispersal areas.

(b) A/A consisted of light, slight and inaccurate fire from the three gun position 1000 ft North of NGIDIHO LAKE and from the center of West side of R/W No. 1 and North end of R/W No. 2. Heavy, slight (10/12 bursts) inaccurate came from known position East of the South end of R/W No. 2 and from a position 2500 ft East of center of R/W No. 2.

(c) Interception; planes destroyed on the ground and in the air.

i. Nil interception.

ii. Nil Allied planes observed destroyed in the air.

iii. Nil enemy planes observed destroyed in the air.

iiii. One transport - probably a Topsy - was definitely destroyed on the ground.

(d) Personnel Casualties:

i. Nil personnel injured.

(e) Damage to our planes:

i. Nil A/P's damaged.

4. CITATIONS

On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

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

Narrative Report, FFO 208-G-10, continued.

5. ARMAMENT AND ORDNANCE

Bombs dropped - 80 X 100 lb (4/5 second delay) parademos.

Bombs returned to base - 10 X 100 lb (4/5 second delay) parademos.
11,100 X .50 calibre and 5,800 X .30 calibre expended.

6. SIGHTINGS

Compilation of the sightings of all crews indicates that there were a total of 25/35 A/P's in the area, of which, 12 M/B's were in Northwest revetment area of R/W No. 1, 6/10 A/P's between R/W's 1 and 2, 3 Lillys in revetment area West of center of R/W No. 2, 4/5 SSF West of end of R/W No. 2. Two dummy A/P's were seen at the North end of R/W No. 1.

Lt Whitsell's crew reported one A/P burning 2000 ft West of R/W No. 2, as well as small fires on the South end of that strip.

Lt Landon's crew observed 2/3 trucks loaded with fuel drums 2000 ft East of R/W No. 2.

A fire with black smoke 100 ft high at the South end of R/W No. 1, and oil fire 500 ft high, 1500 ft West of R/W No. 1 was seen by Lt Meyers' crew.

All crews reported the following sightings: A Sugar Charlie in GALEIA BAY, 1 1/2 miles North of GALEIA TOWNSHIP; one barge and a lugger just South of LOEWARI POINT; a large barge or Sugar Charlie in the vicinity of TOBELO VILLAGE. Many well built European type structures at TOBELO VILLAGE and on TOLONOOROK ISLAND.

Lt Brissells' crew reported seeing a gray life raft, approximately 20 ft square, 10 miles West of NOKMFOOR ISLAND at 00553-13507E. Nil personnel was seen aboard.

7. PHOTOGRAPHIC INTERPRETATION

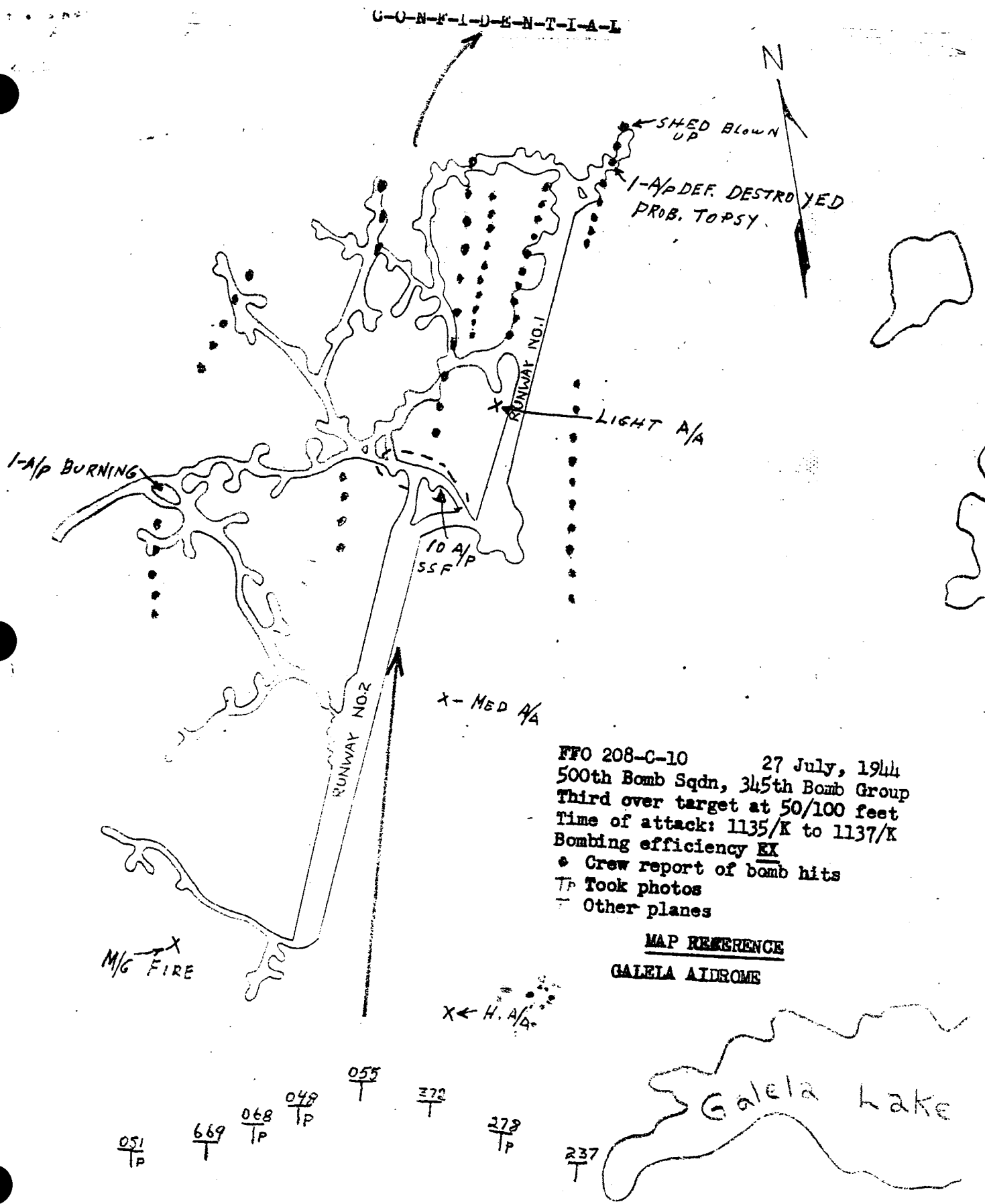
K-21 photos were taken by four (4) of our planes but no prints have been received at the time of writing this report.

For the Squadron Commander:

CARL A STRAUSS
1st Lt, Air Corps
Intelligence Officer

- 2 - Incls
Incl 1 - Route
Incl 2 - Bomb assessment

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

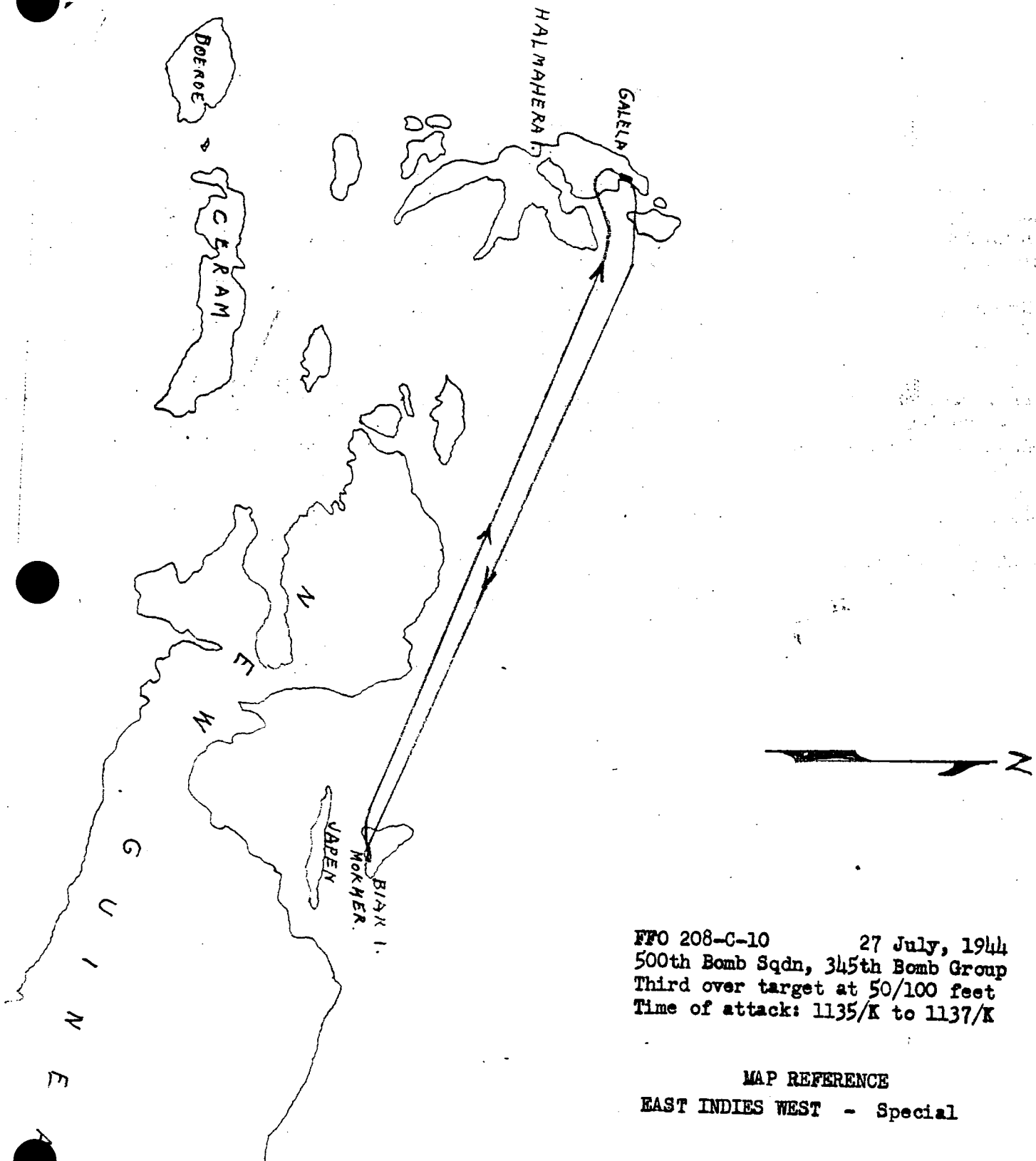


FFO 208-C-10 27 July, 1944
500th Bomb Sqdn, 345th Bomb Group
Third over target at 50/100 feet
Time of attack: 1135/K to 1137/K
Bombing efficiency EX
• Crew report of bomb hits
TP Took photos
- Other planes

MAP REFERENCE
GALELA AIRDROME

Galela Lake

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



FFO 208-C-10 27 July, 1944
500th Bomb Sqdn, 345th Bomb Group
Third over target at 50/100 feet
Time of attack: 1135/K to 1137/K

MAP REFERENCE
EAST INDIES WEST - Special

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

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 920

CAS/rpb

30 July, 1944

Subject: Narrative Report on Mission No. FFO 211-C-13; Performed by the 500th Bomb Squadron, 29 July, 1944. Objective: Armed Recce and Search - CAPE SOPI to CAPE LELAI in the MALMAHERAS.

To : Commanding General, Far East Air Force, APO 925.

1. GENERAL

(a) Primary objective: Armed recce and search - CAPE SOPI to CAPE LELAI.

Secondary: None

Bomb load: 10 X 100 lb demo bombs (4/5 sec. delay) per A/P.

Altitude: Minimum.

(b) Formation: Four A/P's of the 500th Squadron, which was the only one on this recce, were to form East of MOKMER A/D and to attack in two-ship elements.

(c) Attack: All A/P's reached the designated area and completed search 15 miles West of MOROTAI ISLAND for missing Catalina crew with nil sightings. A total of 37 X 100 lb demo bombs were dropped on the Northeast shore of MOROTAI ISLAND and the vicinity of TOBELO VILLAGE. Of this number, three were on a village at CAPE GOERANGO with unobserved results; two on BEREBERE VILLAGE also with results unobserved; 25 in the vicinity of TOBELO VILLAGE, causing damage to a Sugar Charlie, probably sinking a barge, hitting and setting afire a lugger anchored at a jetty and scoring direct hits on several large warehouses in the village causing an explosion and covering the entire village with smoke up to 300/400 ft; and 7 on a barge moving South of KOLORAI ISLAND scoring a hit on the bow.

LOSEONO VILLAGE on the Northeast shore of MOROTAI ISLAND, a barge in an inlet at CAPE BOBOR, native canoes off East shore of MOROTAI ISLAND, a sailboat Southwest of PITOE, TOBELO VILLAGE and five camouflaged barges on the West shore of TAGALAJA ISLAND were all heavily strafed.

(d) Time and location of:

Take-off: MOKMER A/D at 0815/K.

Attack: CAPE SOPI, MOROTAI ISLAND, TOBELO VILLAGE, CAPE LELAI at 1150/K to 1245/K.

Landing: MOKMER A/D at 1545/K.

(e) Route: MOKMER - AJOE ISLAND - CAPE SOPI - TOBELO VILLAGE - CAPE LELAI - WAIGEO ISLAND - MOKMER.

2. FORMATION: PLANES AND PILOTS PARTICIPATING

Capt Mortensen led the 500th Squadron with elements as follows:

1st Element

2nd Element

A/P 055 - Capt Mortensen

A/P 068 - Lt Dick

A/P 278 - Lt Bagshaw

A/P 592 - Lt Landon

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

Narrative Report FFO 211-C-13, continued.

3. DETAILS OF THE MISSION

(a) 1. Capt Mortensen led the four planes of our Squadron, attacking the targets in two-ship elements. The squadron first searched the area Northwest of MOROTAI ISLAND for the missing Catalina crew, but made no sightings. They then proceeded down the East coast of the island. Capt Mortensen strafed a sailboat off PITGE, then swinging westward attacked TOBELO VILLAGE, where all ten of his bombs were dropped; three at the jetty damaging a barge there and the remainder in the warehouse area, hitting a 100 ft long two-storied building with a tin roof. Five (5) camouflaged barges were strafed on the West shore of TAGALAJA ISLAND, as was a barge South of KOLORAI ISLAND.

2. Lt Bagshaw released two of his bombs at BEREHERE VILLAGE and his remaining eight (8) were dropped at barges and warehouses at TOBELO VILLAGE. One of these bombs dropped between two barges at the jetty and probably damaged both of them.

3. Lt Dick, leader of the second element, dropped one bomb at CAPE GOERANGO on MOROTAI ISLAND, then strafed native boats along the coast. Six bombs were dropped at TOBELO VILLAGE scoring a near miss on a Sugar Charlie and hitting a lugger, setting it afire. A warehouse was also hit starting an explosion with black smoke up to 400 ft. Three bombs were dropped on a barge moving South of KOLORAI ISLAND, which was also strafed. Japs were aboard the barge.

4. Lt Landon released two bombs at CAPE GOERANGO, hitting among huts, then strafed a Jap barge at CAPE BOBOR. Three bombs were dropped at TOBELO VILLAGE and one at the barge moving South of KOLORAI ISLAND, hitting on the bow. His remaining bombs were salvaged at sea.

5. All planes strafed thoroughly in the TOBELO VILLAGE AREA.

(b) Nil A/A was encountered.

(c) Interception:

1. Two enemy A/P's, probably Hamps, were seen approaching from MITI A/D. The fighters came within a half mile of our planes, then made a 180° turn, making no passes.

2. Nil Allied planes observed destroyed in air.

3. Nil enemy planes observed destroyed on ground.

4. Nil enemy planes observed destroyed in air.

(d) Nil personnel injured.

(e) Nil A/P's damaged.

4. CITATIONS

On the basis of details available at the time of preparing this report there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. ARMAMENT AND ORDNANCE

Bombs dropped - 37 X 100 lb (4/5 second delay) demos.

Bombs salvaged in water - 3 X 100 lb (4/5 second delay) demos.

7,700 X .50 calibre and 400 X .30 calibre ammo expended.

6. SIGHTINGS

A lugger was seen near BEREHERE by Lt Dick's crew.

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

Narrative Report FFO 211-G-13, continued.

Three barges Southeast of PITON were reported by Lt Landon's crew.

Two/three camouflaged barges were seen on the Northwest shore of AKELANO BAY.

A village with supplies was seen near BOESOBOSCO on NONGTAY ISLAND by Lt Landon's crew.

All crews reported much activity in TOBELO VILLAGE, where at least ten large barrack-type buildings were seen, as well as many light-skinned personnel, probably Jap.

7. PHOTOGRAPHIC INTERPRETATION

K-21 photos were taken, but prints have not been received at the time of submitting this report.

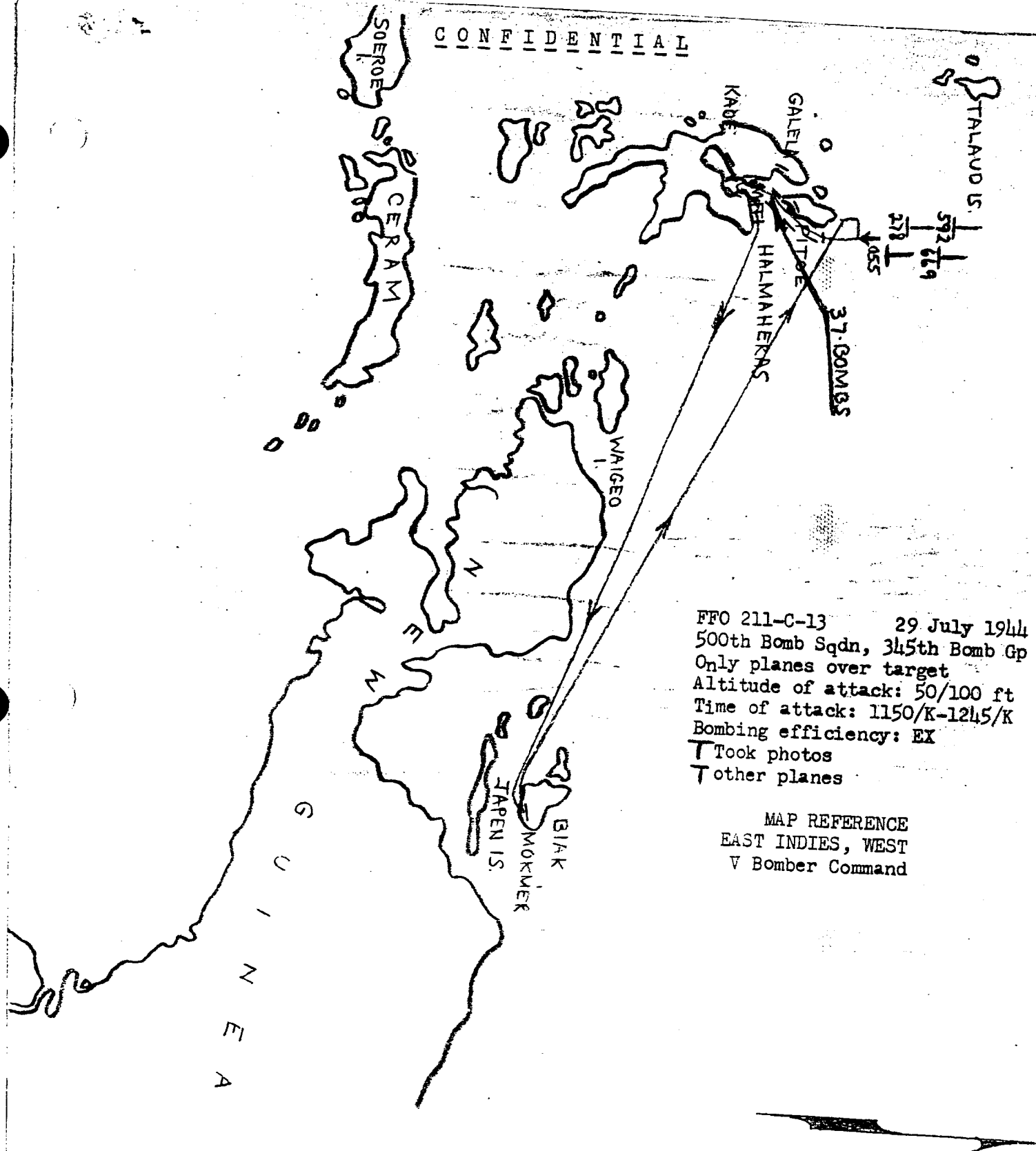
For the Squadron Commander:

CARL A. SYRAUS
1st Lt, Air Corps
Intelligence Officer

1 - Incl

Route and bomb assessment.

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



FFO 211-C-13 29 July 1944
500th Bomb Sqdn, 345th Bomb Gp
Only planes over target
Altitude of attack: 50/100 ft
Time of attack: 1150/K-1245/K
Bombing efficiency: EX
T Took photos
T other planes

MAP REFERENCE
EAST INDIES, WEST
V Bomber Command

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 920

CAS/rpb

31 July 1944

Subject: Narrative Report on Mission FFO 212-C-11, Performed by the 500th Bomb Squadron, 30 July 1944. Objective: Search of SECTOR "N" - MALMANERAS AREA.

To : Commanding General, Far East Air Force, APO 925.

1. GENERAL

(a) Primary objective: Search of SECTOR "N" - in the MALMANERAS, shipping and targets of opportunity.

Secondary: None.

Bombload: One (1) A/P, 2 X 1000 lb (4/5 second delay) demos.
One (1) A/P, 10 X 100 lb (4/5 second delay) demos.

Altitude: Minimum.

(b) Formation: to consist of one element of two (2) planes of this Squadron.

(c) Attack:

Both A/P's reached designated SECTOR "N" and completed search of the coastline of WEDA BAY flying from North to South. Two (2) 1000 lb demolition bombs were dropped, one at WEDA VILLAGE on the West shore of WEDA BAY with nil results observed, and the other at a large lugger near CAPE FOJA, scoring a near miss. Ten (10) 100 lb demos were salvaged in WEDA BAY due to failure of the hydraulic system in one of the A/P's.

Villages along the coast of WEDA BAY from CAPE NGOLOPOPO to FOJA and from CAPE POPINATA to CAPE LIBOBO were strafed as were villages on the North coast of WAIGEO ISLAND. A native canoe was strafed and sunk in WEDA BAY.

(d) Time and location of:

Takeoff: MOKMER A/D at 0635/K.

Attack: WEDA BAY from 0950/K to 1058/K.

Landing: MOKMER A/D at 1425/K.

(e) Route: MOKMER - AJOE ISLAND - WEDA BAY - WAIGEO ISLAND - MOKMER.

2. PLANES AND PILOTS PARTICIPATING

Lt Truman in A/P 051 led the element with Lt Meyers in A/P 372 in No. 2 position.

3. DETAILS OF THE MISSION

(a) 1. Lt Truman led the two-plane element on the search. He made landfall at CAPE NGOLOPOPO on the Northeastern shore of WEDA BAY, strafed villages along the coast and dropped a one thousand pounder at WEDA VILLAGE with unobserved results. His second thousand pound demo scored a near miss on a large lugger at CAPE FOJA. Lt Truman then continued strafing from CAPE POPINATA to CAPE LIBOBO.

2. Lt Meyers flying No. 2 position carried ten "centuries"

Narrative Report, FFO 212-C-11, continued.

but due to failure of the hydraulic system, it was necessary to salvo the bombs in the Bay. He strafed villages along the shore of WEDA BAY also, and strafed a native canoe sinking it.

3. Both planes strafed villages on the North shore of WAIGEO ISLAND.

(b) Nil A/A encountered.

(c) 1. Nil interception.

2. Nil Allied planes observed destroyed in the air.

3. Nil enemy planes observed destroyed in the air.

4. Nil enemy planes observed destroyed on the ground.

(d) Nil personnel injured.

(e) Nil A/P's damaged.

4. CITATIONS

On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. ARMAMENT AND ORDNANCE

Bombs dropped - 2 X 1000 lb (4/5 second delay) demos.

Bombs salvoed - 10 X 100 lb (4/5 second delay) demos.

4,200 X .50 calibre ammunition expended.

6. SIGHTINGS

There were no other sightings of shipping either in WEDA BAY or WAIGEO ISLAND.

7. PHOTOGRAPHIC INTERPRETATION

K-21 photos were taken, but prints have not been received at the time of submitting this report.

For the Squadron Commander:

CARL A STRAUSS
1st Lt, Air Corps
Intelligence Officer

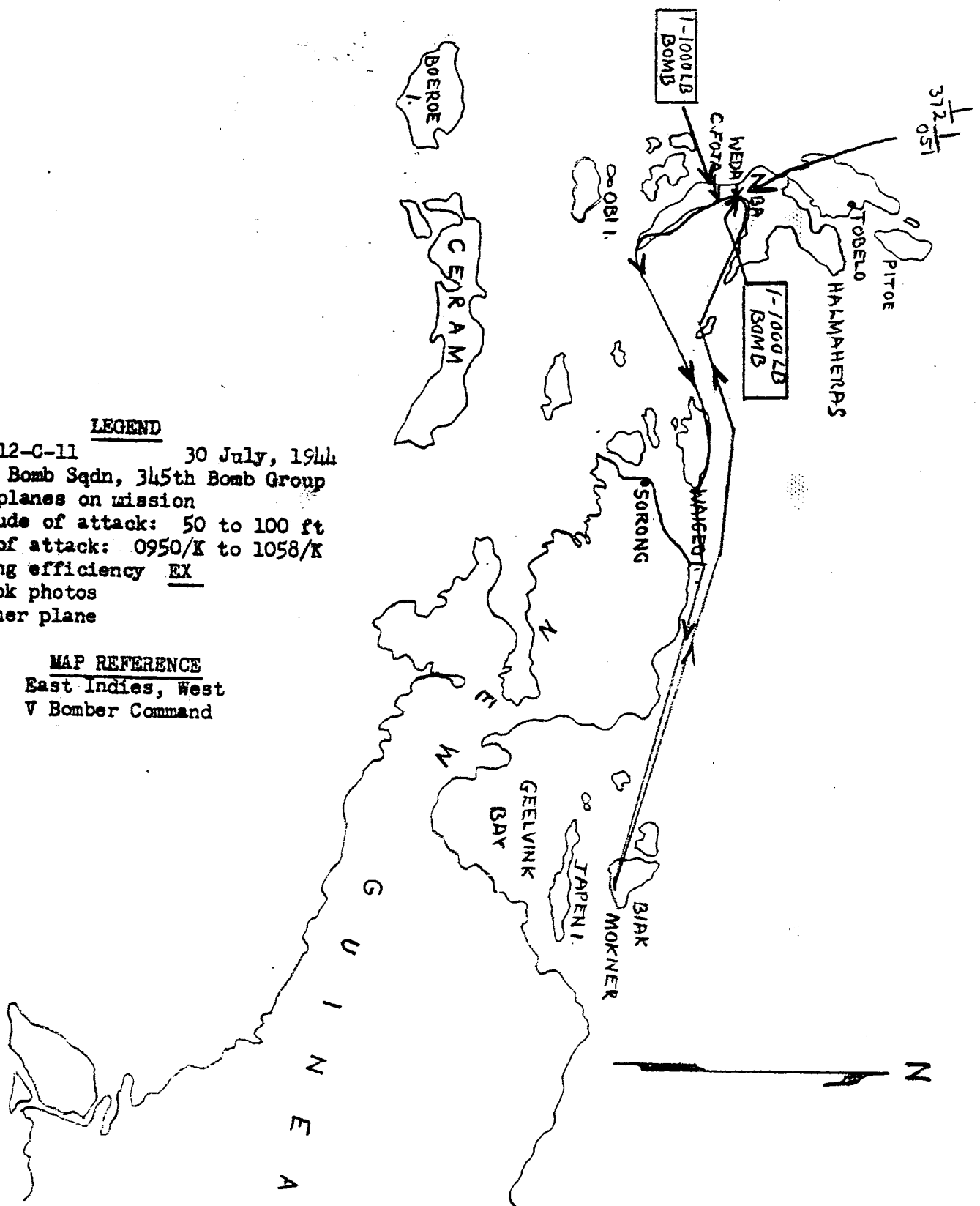
1 - Incl

Route and bomb assessment

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

LEGEND
 FFO 212-C-11 30 July, 1944
 500th Bomb Sqdn, 345th Bomb Group
 Only planes on mission
 Altitude of attack: 50 to 100 ft
 Time of attack: 0950/K to 1058/K
 Bombing efficiency EX
 T Took photos
 T Other plane

MAP REFERENCE
 East Indies, West
 V Bomber Command



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

500
2120K
OK
ARM 30 JUL 44

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 920

GAS/rpb

31 July, 1944

Subject: Narrative Report on Mission FFO 212-C-10, Performed by the 500th Bomb Squadron, 30 July, 1944. Objective: Search SECTOR "M" in the MALMANERAS AREA.

To : Commanding General, Far East Air Force, APO 925.

1. GENERAL

(a) Primary objective: Search of SECTOR "M" in the MALMANERAS area for shipping and targets of opportunity.

Secondary: None.

Bomb load: Two A/P's; 2 X 1000 lb demos (4/5 sec delay) each.
Two A/P's; 10 X 100 lb demos (4/5 sec delay) each.

Altitude: Minimum.

(b) Formation: Formation of the four A/P's of this Squadron, which was the only squadron on the mission, was made East of MOKMER A/D. The targets were to be attacked in elements of two planes.

(c) Attack: Four A/P's reached the designated area and completed search from CAPE NGOLOPOPO, along the shore of BULI BAY, to CAPE LELAI and TOBELO VILLAGE.

Bombing was excellent with a total of four 1000 lb demos and 20 100 pounders being dropped. Of this number, four "centuries" were dropped at a barge at HITJOLI VILLAGE in BULI BAY scoring a direct hit and leaving the barge, which was also strafed, burning fiercely and apparently destroyed. Seven 100 pound demos were dropped on a lugger moving South from TOBELO VILLAGE. The vessel was piled high with supplies and was definitely sunk after direct hits were scored on it. Four 1000 pounders and nine 100 pounders were dropped on warehouses and buildings in TOBELO VILLAGE and vicinity. Large fires with black smoke to 400 feet were started and at least 5/6 two-storyed warehouses and eight one-storyed barrack-type buildings in the village and along the shore North of the village were demolished. All targets were thoroughly strafed.

(d) Time and location of:

Takeoff: MOKMER A/D at 0645/K.

Attack: BULI BAY and TOBELO VILLAGE at 1013/K to 1150/K.

Landing: MOKMER A/D at 1445/K.

(e) Route: BIAK - South coast of WAIGEO ISLAND - BULI BAY - CAPE LELAI - TOBELO - AJOE ISLAND - BIAK.

2. FORMATION

The four A/P's of this Squadron were led by Major Dougherty, the Squadron Commander, with elements as follows:

FIRST ELEMENT

A/P 048 - Major Dougherty
592 - Lt Landon

SECOND ELEMENT

A/P 669 - Lt Dick
237 - Lt Bagshaw

3. DETAILS OF THE MISSION

(a) 1. Major Dougherty led the formation and made landfall on the

Narrative Report, FFO 212-C-10, continued.

HALMAHERAS at the South tip of BULI BAY, then proceeded Northward on the search, strafing a few villages enroute. The Major proceeded around CAPE LEHAI to TOBELO VILLAGE area, where he released his two, one thousand pounders, among building there strafing at the same time.

2. His wingman, Lt Landon, released two 100 pounders at the barge at BITJOLI VILLAGE strafing it, with seven being dropped among warehouses and buildings at TOBELO which he strafed also and one at the lugger moving South of the village.

3. Lt Dick, leader of the second element, searched the BULI BAY AREA, but saved his bombs - two 1000 pounders - for TOBELO VILLAGE where they were dropped with excellent results. One bomb was seen to skip into a large warehouse where it exploded, demolishing it and several surrounding buildings. Lt Dick estimated that this bomb destroyed one-third of this warehouse area. His second bomb was dropped among one-storied barrack-type buildings along the coast starting an oil fire there and destroying several of the buildings. The entire area was heavily strafed.

4. Lt Bagshaw, on Lt Dick's wing, had a "field day." At BITJOLI VILLAGE he dropped two 100 pounders scoring a direct hit on a barge, setting it afire and definitely sinking it. He dropped two more bombs on TOBELO VILLAGE among buildings and the remaining six hit on a lugger which was moving South of the village. The lugger loaded with supplies, received a direct hit, began to burn fiercely from strafing and was seen to sink.

- (b) Nil A/A was encountered.
- (c) 1. Nil interception.
- 2. Nil Allied planes observed destroyed in the air.
- 3. Nil enemy planes observed destroyed in the air.
- 4. Nil enemy planes observed destroyed on the ground.
- (d) Nil personnel injured.
- (e) Nil A/P's damaged.

4. CITATIONS

On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. ARMAMENT AND ORDNANCE

Bombs dropped - Four 1000 lb denses and 20 X 100 lb denses, both 4/5 second delay fuses.
6,100 X .50 calibre ammunition expended.

6. All crews reported signs of enemy activity in TOBELO VILLAGE.

7. PHOTOGRAPHS: K-21 photos were taken, but prints have not been received at the time of submitting this report.

For the Squadron Commander:

2 - Incls
1-Bomb assessment
2-Route

CARL A. STRAUSS
1st Lt, Air Corps
Intelligence Officer

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 920

OK aran

CAS/rpb

31 July, 1944

Subject: Narrative Report on Mission FFO 212-C-17, Performed by 500th Bomb Squadron, 30 July, 1944. Objective: Armed Weather Recon to the BOELA AREA.

To : Commanding General, Far East Air Force, APO 925.

1. GENERAL

- (a) Primary objective: Armed weather recon to the BOELA AREA.
Secondary: None.
Bomb load: 8 X 100 lb demolition bombs, 4/5 second delay.
Altitude: Minimum.
- (b) Formation: Single airplane.
- (c) Attack: A/P made a single pass from South to North on NIF VILLAGE 12 miles Southwest of BOELA. Eight X 100 lb bombs were dropped with excellent results, falling in a cleared area among 8/10 long buildings approximately 25 X 75 ft in size. At least six of these structures were demolished and as our A/P withdrew a cloud of gray smoke to 800 ft covered the area. The bombed target was also heavily strafed.
Weather was reported by radio as ordered.
- (d) Time and location of:
Takeoff: MOKMER A/D at 0804/K.
Attack: NIF VILLAGE - BOELA AREA - from 0850/K to 0855/K.
Landing: MOKMER A/D at 1105/K.
- (e) Route: BIAK - GEELVINK BAY - MACCLUER GULF - PISANG ISLAND - BOELA - MACCLUER GULF - BIAK.

2. PLANES AND PILOTS PARTICIPATING

Lt Barney in A/P 278 flew this mission.

3. DETAILS OF THE MISSION

Lt Barney reported weather enroute to the BOELA AREA, Approaching BOELA, he circled Southwest of the town, then noting a cleared area with 8/10 long buildings in it, which was at NIF VILLAGE 12 miles Southwest of BOELA, he made a run from South to North. He dropped his eight (8) "centuries" at a close interval with excellent results. At least six of these buildings, which were one-storied and 70' X 25' in size, were demolished by direct bomb hits. On leaving the target, there was a cloud of gray smoke rising to 800 ft. Lt Barney also strafed heavily on his run.

- (b) Nil A/A encountered.
- (c) 1. Nil interception.
2. Nil Allied planes observed destroyed in the air.
3. Nil enemy planes observed destroyed in the air.
4. Nil enemy planes destroyed on the ground.
- (d) Nil personnel injured.
- (e) Nil A/P's damaged.

Narrative Report FFO 212-C-17, continued.

4. CITATIONS

On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. ARMAMENT AND ORDNANCE

Bombs dropped - 8 X 100 lb bombs, 4/5 second delay fuse.
2,000 X .50 calibre and 300 X .30 calibre ammunition expended.

6. SIGHTINGS

Two columns of black smoke were seen rising to 2500 feet from the BOELA oilfield area.

7. PHOTOGRAPHIC INTERPRETATION

Nil photos taken.

For the Squadron Commander:

CARL A. STRAUSS
1st Lt, Air Corps
Intelligence Officer

1 - Incl
Route and bomb assessment

OFFICE OF THE INTELLIGENCE OFFICER
500th Bombardment Squadron (M)
345th Bombardment Group
APO 920

OAK
ARM
500
212-C-11
31 JULY 4
CA3/rpb

1 August, 1944

Subject: Narrative Report on Mission FPO 212-C-16, Performed by 500th Bomb Sqdn (M), 31 July, 1944. Objective: Armed Weather Recon to SAJAFI - MACCLUER GULF.

To : Commanding General, Far East Air Force, APO 925.

1. GENERAL

(a) Primary objective: Armed weather recon to SAJAFI ISLAND - BULI BAY - MACCLUER GULF.

Secondary: None.

Bomb load: 3 X 500 lb (4/5 second delay) daisy bombs.

Altitude: Minimum (for attack).

(b) Formation: Single airplane.

(c) Attack: This A/P reached the designated area and swept North to South the area in BULI BAY from WAJANLI to CAPE NGGLOPOPO. Two (2) five hundred pounders (4/5 second delay) were dropped, one at BOKIA-SERANI scoring a direct hit on a jetty and destroying it. The other bomb was dropped at HITJOLI where several native houses were demolished. Villages along the shore of BULI BAY were strafed thoroughly. The North coast of MACCLUER GULF was searched upon return. Weather was reported half-hourly throughout the flight.

(d) Time and location of:

Takeoff: 1100/K from MOKMER DROME.

Attack: 1330/K to 1430/K (at 50/100 feet) at BOKIA-SERANI - HITJOLI - BULI BAY AREA.

Landing: 1715/K at MOKMER DROME.

(e) Route: MOKMER - WAIGEO ISLAND - BULI BAY - CAPE NGGLOPOPO - MACCLUER GULF - MOKMER.

2. PLANES AND PILOTS PARTICIPATING

Lt Dick in A/P 669 flew this mission.

3. DETAILS OF THE MISSION

(a) Lt Dick, reporting weather half-hourly as ordered, began his search at the North of BULI BAY. He strafed villages along the shore Southward and dropped one 500-pounder at the village of BOKIA-SERANI scoring a direct hit on a jetty, which was destroyed. South of the village of HITJOLI another quarter-tonner was dropped among native houses, several of which were demolished. On the return the North coast of MACCLUER GULF was searched for barges with no sightings.

(b) Nil A/A encountered.

(c) 1. Nil interception.

2. Nil Allied planes observed destroyed in the air.

3. Nil enemy planes observed destroyed in the air.

4. Nil enemy planes observed destroyed on the ground.

Narrative Report, WFO 213-C-16. continued.

- (d) Nil personnel injured.
- (e) Nil A/P's damaged.

4. CITATIONS

On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. ARMAMENT AND ORDNANCE

Bombs dropped - 2 X 500 lb dams, 4/5 second delay fuse.
Bombs returned to base - 1 X 500 lb damo, 4/5 second delay.
2,000 X .50 calibre ammo expended.

6. SIGHTINGS

Two large piles of lumber stacked in neat "lumber yard" style sighted back of jetty at NUKIA-SUKANI. Several large warehouse type buildings were noted in the same area.

7. PHOTOGRAPHIC INTERPRETATION

Nil photos taken.

For the Squadron Commander:

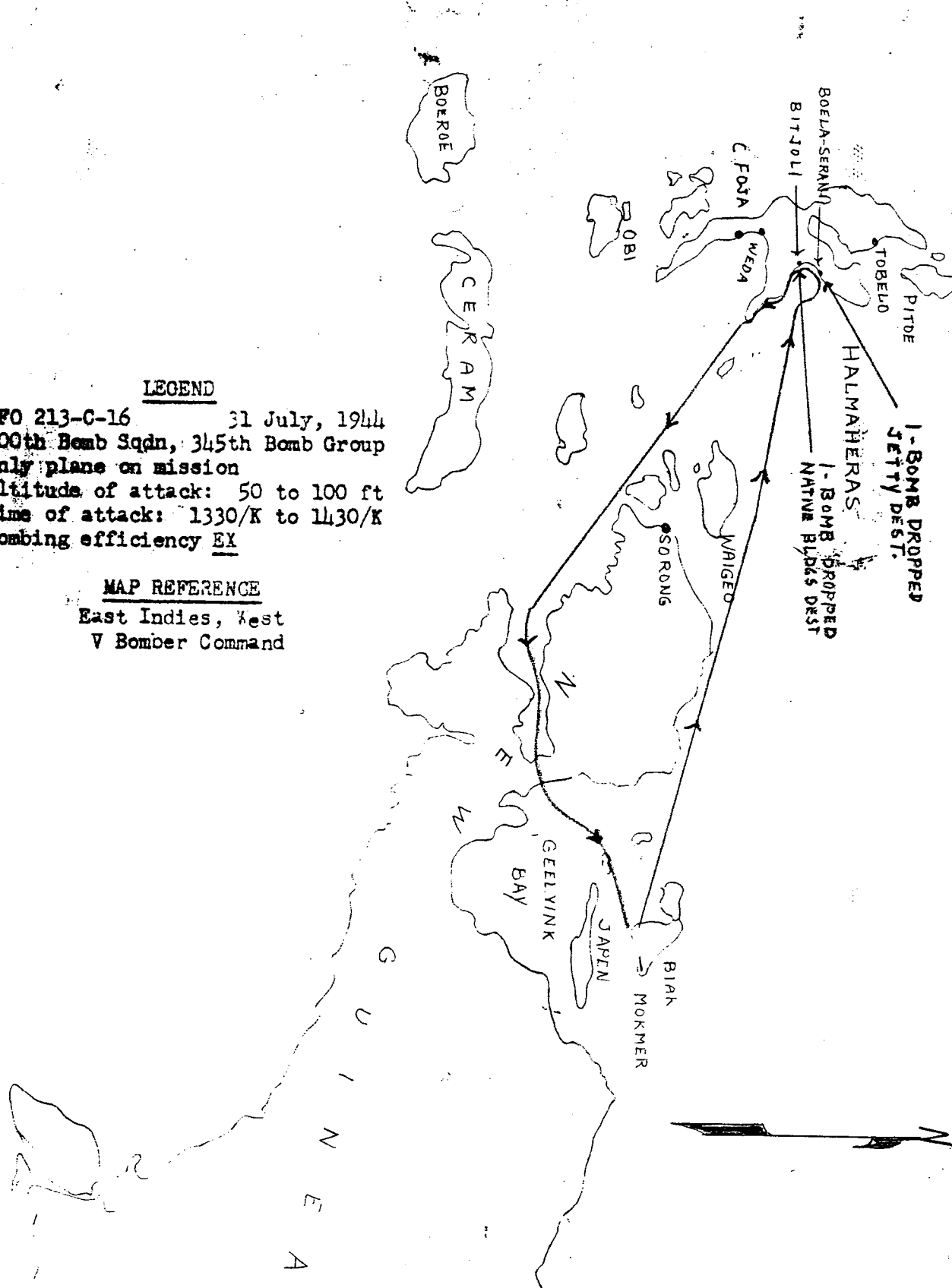
- 1 - Incl
- Route and bomb assessment

CARL A. STRAUSS
1st Lt, Air Corps
Intelligence Officer

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

LEGEND
FFO 213-C-16 31 July, 1944
500th Bomb Sqdn, 345th Bomb Group
Only plane on mission
Altitude of attack: 50 to 100 ft
Time of attack: 1330/K to 1430/K
Bombing efficiency EX

MAP REFERENCE
East Indies, West
V Bomber Command



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