501
180-L
30 JUNE 43

501st BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 1, 1943

SUBJECT: Narrative Report of Mission FFO 180-L, performed by 501st Bombardment Squadron (M) AAF, on June 30, 1943.

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

1. Nine (9) A/C were ordered to bomb Logui #2 and the area along the south bank of the Francisco River. Pilots assigned to the mission were Captains Manders, Marston, Lt. Cather, Clark, Kilroy, Knoll, Kranz, McGowan, Larsen. Lt. Colonel True flew in A/C 089.

2. All A/C reached the target area completing the bombing runs at approximately 1102K, altitude 10,000 ft.

3. 36 x 500 lb demo. bombs were released over target area. 18 x 500 lb. aerial burst fuse bombs were dropped between the west end of the runway and the target area. Results were generally good. It is believed all the aerial burst bombs went off above the ground.

4. Ack-ack was slight, of medium and heavy caliber, and was mostly inaccurate, bursting behind our A/C at or close to our altitude. Medium ack-ack flashes were seen to come from the vicinity of the east side of the runway.

5. No damage was effected upon our A/C and all crews and ships returned to base.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
HKV By RLB/pm NARA, Date 10/24/95.

501
180-L
30 JUNE

FROM: 501ST BOMBARDMENT SQUADRON

TO : CO, 345th Bomb Gp.

A. 180-L 501st Bomb Sq 9-B-25D

B. Logui #2

C. 1102K 10,000 ft.

D. Thirty six x 500 lb Demo Bombs on target area, eighteen x 500 lb aerial burst fuses Demo bombs between west end of runway and target area.

E. Slight, medium and heavy inaccurate bursting behind A/C at our altitude. Medium A/A seen to come from vicinity of the east side of runway.

F. Nil.

G. Nil.

H. Nil.

I. Photos target area

J. Nil.

K. 1. Alto-stratos 5500-6000 ft. Scattered cirrus 20,000 ft.
2. Broken stratos rain 10,000-11,000 ft.
3. Stratos 7,500 ft.

L. Due to rough terrain approx. 50% of bombs burst on contact.

M. 120 .50 caliber, 100 .30 caliber test fired.

54 x 500 lb Demo aerial burst fuse.

FAIN.

TOS...30---..., EAK. VA.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/40.

501
185-C

5 JUL 43

FROM: 501ST BOMB SQ.

TO : 345TH GROUP HQ.

A. 185-C 501st Bomb Sq. 9 B25-D

B. Kila Village

C. 1200K-1400K 3000 ft.

D. 6 x 1000 lb. inst. demo dropped three hundred to four hundred fifty ft. south Army Hdq., Kila Village, DIRECT HIT ON ONE SHACK. 3 x 1000 lb inst. demo hit vicinity Macks Junction. 18 x 1000 lb inst.demo not dropped, returned to base.

E. Intensity medium, caliber medium, accuracy fair, altitude level and below, location trailing behind.

F., C., H., Nil.

I. Photos taken target area.

J. 1320K-1325K 8-10 Radial Engine A/C believed "Zeke" performing acrobatics below our bombers. Made no attempt at interception. Nil shipping Samoa Harbor. 1410K fire observed on ground 0085-14750.

K. Overcast 3500-14000 ft. At target scattered cumulus from 300-2500 ft.

L. 3 A/C bombed target. 6 A/C unable to make bomb run due weather. SUGGEST ALTERNATE TARGETS BE ASSIGNED.

M. 9 x 1000 lb inst. demo.

FAIN.

187-H
7 JULY 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 8, 1943.

SUBJECT: Narrative Report of Mission FFO #187-H, Performed by 501st Bombardment Squadron (M) AAF, on July 7, 1943.

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

1. Nine (9) A/C were ordered to bomb Kitchen Creek. Pilots assigned to the mission were Captains Manders and Marston, Lt. Larsen, Krantz, Knoll, McGowan, Cather, Barth, and Clark.

2. All A/C reached the target and bombed the assigned objective. The run was made at 0945K and at altitude of 4800 ft.

3. 27 x 1000 lb aerial burst bombs were dropped in the area. Columns of smoke were seen rising over the target near the mouth of Kitchen Creek and farther up the creek bed. The smoke was orange-yellow with black top and rose in heavy rolls.

4. A/A was light medium caliber and generally inaccurate bursting at from 5000-5500 ft. The A/A appeared to be coming from the junction of Kitchen Creek and Buigap Creek. No damage was effected upon our A/C.

For the Squadron Commander:

BENJAMIN E. [illegible],
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/90.

501
190-B
10 Jly 43

OPERATIONAL PRIORITY

FROM: 501st Bomb Sq.

TO : 345th Bomb Gp. S-2

A. 190-B 501st Bomb Sq. 1 B25-D

B. Weather Recco. Wau-Mubo area.

C. 0820/K/10 to 0850/K 8/9000 ft.

D. Weather Recco. as directed.

E., F., G., H., I., J. Nil.

K. 0800/K Yule Island wind 30 deg. 10 knots 2/10 lower scattered 2/3000 ft. high broken 8/10 base 15,000 ft. visibility unlimited; 0920/K high cloud breaking up 6/10 no low clouds visibility unlimited. Over Pass 0820/K high overcast 18,000 ft. base 7/10-10/10. Few scattered cumulus 2500 ft to 8,000 ft. visibility unlimited. 0850/K same. Mubo-Salamaua area 0840/K 60 deg. 8 knots overcast 7/10-10/10 base 18,000 ft. breaking to scattered over Bismarck Sea. 7/10 thin layer alto-stratus 8/9000 ft. 3/10 cumulus 3/8000 ft. visibility 20 miles.

L. Nil.

M. 120 x .50 caliber test fired.

FAIN.

Sent
10 10 15/K
8 V C

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

501
190-C
10 Jly 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 10, 1943.

SUBJECT: Narrative Report of Mission APO #190-C, Performed by 501st Bombardment Squadron (M), 345th Bombardment Group (M) APO #929.

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

1. Nine (9) A/C were ordered to bomb Logui #2 and the trail along the southeastern bank of the Francisco River. Pilots assigned to the mission were: Captains Manners, Marston, Neuenschwander, Lt. Bailey, Barth, Cather, Kranz, Larsen, Vogt.

2. All airplanes reached the target area and eight released their bombs on the assigned objective from 6/8000 ft. altitude at 1007K-1011K. Lt. Barth was unable to make a satisfactory bombing run on the assigned target and was forced to swing over and strike at the old wreck off the Salamaua Peninsula. His bombs failed to hit the wreck by fifty feet but did strike the shore line and start a fire at that point. 4 x 500 lb. M43 hit the dump, Logui #2 starting fires of black smoke. 3 x 500 lb. M43 hit in the river, 2 x 500 lb. M43 hit off shore from Logui #2. 9 x 500 lb. M43 hit hit along the trail southeast of the river. It is believed these bombs struck a dump area located at 744994. (Ref. Salamaua-Komiatium 1/25000). 342 x 20 lb. AMM 41 Frag. clusters were dropped in the target area. Results were not observed.

3. While no sustained AA was reported from enemy positions, it was of medium intensity, medium caliber, inaccurate at 5/10000 ft. and seemed to be coming from positions 748987, 743012, MacDonald's Junction, and the wrecked ship. (Ref. Salamaua-Komiatium 1/25000).

4. No enemy fighter opposition was encountered.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

GLEV RIU NR 2 Operational Priority
10125Ø/K CPS PRIORITY

FROM: 501st Bomb Sq.

TO : 345th Group S-2

A. 190-C 501st Bomb Sq. 9 A/C

B. Logui #2 & SE bank Francisco River.

C. 1007/K/10 - 1011K 6/8000 ft.

D. 4 x 500 lb M43 dropped on dump Logui #2. ~~3xxx500xlbxM43~~ starting fires and black smoke at 744996. 3 x 500 lb M43 hit in river. 2 x 500 lb M43 hit off shore. 9 x 500 lb M43 hit along trail SE side of river. 342 x 20 lb ANM 41 Frag. clusters dropped target area. Results not observed. 20 x 20 lb ANM 41 dropped in river. 72 x 20 lb ANM 41 dropped 50-150 ft east of wrecked ship to shore. Black smoke seen rising from behind wrecked ship on shore.

E. Intensity; moderate caliber; medium inaccurate 5/10000ft. Location: 748987; McDonald's Junction; wrecked ship; 743012; all ref. Komiatium and Salamaua 1/25000.

F., G., H., Nil.

I. Photos taken target area.

J. Three small houses on shore, 2 barges tied to shore at point 747938; seen through glasses; all ref. Komiatium and Salamaua 1/25000.

K. Clear, small amount of scattered cumulus at 2/3000 ft overcast about 12,000 ft.

L. Nil.

M. 18 x 500 lb M43 aerial bursts.
414 x 20 lb ANM 41 Frag. clusters
18 x 20 lb ANM 41 Frag. clusters returned to base.
230 x .50 c TF
120 x .30 c TF

FAIN

Sent 10 1325/K HKR

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/NA NARA, Date 10/24/40.

501
193-D
13 JULY 4

501ST BOMBARDMENT SQ ADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 14, 1943.

SUBJECT: Narrative Report of Mission FPO 193-D, Performed by 501st Bombardment Squadron (M) AAF on July 13, 1943.

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

1. Nine (9) A/C were ordered to bomb Salamaua Isthmus. Pilots assigned to the mission were Captains Manders, Marston, Neuenschwander, Lt. Bailey, Cather, Kilroy, Kranz, Larsen, Vogt. Captain Fridge, Operations Officer, flew in A/C 089 as co-pilot.

2. All A/C reached the target and made bombing runs on the assigned objective. The runs were made at 1012K-1035K with flights coming in at 3000, 4000, 3000 ft. altitude respectively.

3. Eight (8) 1000 lb M44 1/10 second delayed bombs hit the center of the Isthmus approximately two hundred fifty (250) yards northeast of MacDonald's Junction. These bombs were seen to destroy a red tin roof building. Ten (10) bombs hit in the water off shore at distance of 50-150 ft. Nine (9) bombs were released over the target area with results not observed.

4. A/A was of medium intensity consisting of machine gun and light and medium caliber. It was generally inaccurate and covered a range from 2500-7000 ft. The A/A was seen to come from the vicinity of Mac's Junction, north end of the runway, from O'Deas, and from a point 747994. (Ref. Salamaua-Komiatum map 1/25000).

5. No damage was effected upon our A/C. All A/C and crews returned to base.

For the Squadron Commander:

BENJAMIN B. [illegible]EN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/DH NARA, Date 10/24/95.

193-D

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 16, 1943.

SUBJECT: Report of Damage at Salamaua Through July 13, 1943.

TO : Intelligence Officer, Headquarters 345th Bomb Group, APO #929.

1. Enclosed please find overlay showing bomb damage at Kela Village, Salamaua Isthmus and at airdrome. Damage shown includes that done by strike mission of July 13, 1943, together with previous missions.

For the Squadron Intelligence Officer:

CARL A. STRAUSS,
1st Lt, Air Corps,
Photo Interpretation Officer.

1 Incl:
Incl. 1-Overlay.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/94.

1151 - 1152

operational ; merit

TO: CO, 345th Bomb Gp.
FROM: 501st Bomb Sq.

Attached hereto is Photo #1315

A. 193-D , 501st Bomb Sq. , 9 B-25-D

B. Salamaua Isthmus.

C. 1020/13/K to 1035, 3/4000'

D. 8 x 1000 lb. M44 type, 1/10th second delayed bombs dropped 746014, destroyed red roofed bldg.
10 x 1000 lb. M44 type, 1/10 second delayed bombs hit water 50 to 150 ft. off shore.
9 x 1000 lb. M44 type, 1/10 second delayed bombs released over target, results not observed.

E. Medium intensity, MMG, L and M cal., inaccurate from 2500 to 7000 ft. altitude, seemed to come from vicinity Maes Junction, North end runway, xxx vicinity O'Deas, xxx and 747994.

F, G, H, Nil.

I. Photos taken target area, Lae, Guadagasal.

J. 1025K - bomb bursts and fire seen at Lae, to right of strip, heavy brown smoke xx towards East end. Intense Ack-Ack over Lae, 8-10,000 ft.
1-B-25 crashed into Bayern Bay 1035K; no life raft seen by crew members.
1100K - At 2500 ft. B-25 seen off Cape Ward Hunt appeared to be going down as if trying to make land. Last seen ½ mile off shore heading toward shore.

K. Up - overcast 15,000 ft. At target - clouds in layers; one layer at 10,000 ft., ½ coverage at 5000 ft over sea, built up againmt mountain. Alto stratus above 15000 ft., broken overcast.
Home, overcast 18, 000 ft.

L. ~~Nil~~. MAP REF. SALAMAUA, KOMIATUM 1/25000

M. 65 x .50 cal., 30 x .30 cal. , test fired.

27 x 1000 lb. M44, 1/10 second delayed bombs.

Fain

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/pm NARA, Date 10/24/90.

501
255-0
13 SEPT 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

14 September 1943.

SUBJECT: Narrative Report of Mission FFO 255-O. Performed by the 501st Bomb Squadron (M) on September 13, 1943.

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

1. Twelve (12) A/P of this squadron were ordered to bomb and strafe the village of Tari, Labu Island, and the south bank of the Markham River lying between these two points. During the afternoon of September 13th, Lt. Gentry, A-2, V Bomber Command, briefed the crews on the target for the mission. The squadron took off at 1434/K. Pilots assigned to the mission were Captain Marston and Neuenschwander, Lt. Bailey, Cather, Clark, Kilroy, Knoll, Kortemeyer, Larsen, Moore, Nusbaum and Vogt.

2. The squadron began its bombing and strafing run at Labu Island at 1545/K coming in from the west and passing down the south bank of the Markham River toward its mouth. Captain Marston, flying A/P 099, began his strafing run at 1550/K coming in at 75-100 ft. altitude. Labu Island and the trail along the south bank of the Francisco River as far as Tari were strafed. 6 x 300 lb. 4/5 sec. delay bombs were dropped near the river bank at Tari, 4 falling just west of the village proper and 2 among the shacks at Tari. Three fires were observed at Tari. A strafing pass was then made on Tari beginning approximately halfway between Tari and the mouth of the river continuing down to the mouth of the river. Captain Marston then turned right and made a strafing pass at Labu Village. Captain Marston reported four (4) bursts of ack-ack and machine gun fire as coming from the north shore at the mouth of the Markham River. He described this ack-ack as light to medium and inaccurate. Nil shipping or ground activity was observed in the Tari-Lae area. On the route back at approximately 1658/K, flying at 4000 ft., Captain Marston reported a B-17 down in the water approximately 100 yds. off shore at Lari. (G-2098, Ref. 4 mile strat series Yule). A total of 6 x 300 lb. bombs were dropped and 2200 x .50 caliber rounds were expended in strafing.

3. Captain Neuenschwander, flying A/P 093, began his strafing run at 1549/K at minimum altitude. He strafed directly through the center of Labu Island from west to east and covered the track from Labu to Tari. 6 bombs were dropped at Tari with unobserved results, and the village was seen to be entirely in flames. Captain Neuenschwander reported light machine gun fire just west of Tari. He reported seeing small pits on Labu Island apparently filled with water, with no sign of life visible. He reported light to medium ack-ack inaccurate, as

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By RLB/pm NARA, Date 12/24/40.

coming from the vicinity at the mouth of the Markham River. 1600 x .50 caliber rounds were expended in strafing.

4. Lt. Bailey, flying A/P 080, began his strafing run at 1550/K flying at minimum altitude. The entire north shore line of Labu Island was strafed, and the south bank of the Markham from Labu to Tari was also strafed. 6 bombs were dropped at Tari, 2 of which fell in the village while the remaining 4 fell east of the village on over towards the river. Lt. Bailey reported 3 bursts of ack-ack fire from Lae. Smoke and fire were visible in the Tari area, as result of bombing. 2000 x 50 caliber rounds were expended in strafing.

5. Lt. Cather, flying A/P 064, began his strafing run at 1550/K strafing across the center of Labu Island, and along the track from Labu to Tari. 6 bombs were dropped at Tari, 4 of which fell directly into the village where a house was seen to blow up. 2 bombs fell just east of the village with unobserved results. Lt. Cather reported 4 or 5 bursts of medium ack-ack apparently coming from the Lae area. He reported nil shipping at Lae and along the lower Markham River. 800 x .50 caliber rounds were expended in strafing.

6. Lt. Clark, flying A/P 594, began his strafing run at 1546/K at approximately 200 ft. altitude. Labu Island, and the track from Labu to Tari were strafed, as well as the south bank of the Markham near its mouth. General smoke and fires were reported in the area. 6 bombs were released over Tari. 2000 x .50 caliber rounds were expended in strafing.

7. Lt. Kilroy, flying A/P 071, began his strafing run at 1550/K flying altitude of 100 ft. He made a strafing pass across the center of Labu Island, and then down the south bank of the river along the edge of the clearing. 6 bombs were released at Tari, 3 of which fell in the village and 3 fell just outside. Lt. Kilroy reported machine gun fire at Tari, apparently coming from a location somewhere due south of the village. The exact position was not observed. He described the fire as mild and inaccurate. Lt. Kilroy reported seeing a small boat beached at Lae. Observations from other crews lead to the belief that this was a wrecked barge. Lt. Kilroy expended 1000 x .50 caliber and 150 x .30 caliber rounds of ammunition in strafing.

8. Lt. Knoll, flying A/P 069, began his strafing run at 1547/K at approximately 50 ft. altitude. The northeast corner of Labu Island was strafed and the track from Labu to Tari. 6 bombs were dropped at Tari, 3 of which fell in the village and 3 just east of the village. Fires were observed as having been started in both villages at Tari.

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By RLB/pm NARA, Date 10/24/00.

One bomb apparently hit an ammunition dump, as a sudden black smoke appeared after bombing. The smoke rose to a height of approximately 100 ft. Lt. Knoll reported 2 or 3 bursts of ack-ack coming apparently from the north bank at the mouth of the Markham and described it as medium and inaccurate. Lt. Knoll further reported seeing fires apparently from burning grass at the south end of the Malahang strip. He reported no enemy activity visible along the Markham River. 2000 x .50 caliber and 150 x .30 caliber rounds were expended in strafing.

9. Lt. Kortemeyer, flying A/P 078, began his strafing run at 1545/K at 100 ft. altitude. The northeast corner of Labu Island and the area just south of the track from Labu to Tari were strafed. Lt. Kortemeyer reported that he definitely silenced a machine gun position just west of Tari Village. Ack-ack described as consisting of "great puffs of dark smoke" was reported coming from the mouth of the Markham. Lt. Kortemeyer described it as inaccurate with bursts covering an altitude of from 600-1000 ft. He further reported seeing flashes, apparently artillery fire, from the Malahang Plantation area. 6 bombs were dropped in Tari Village, with unobserved results due to the general smoke and fire in the area. 1500 x .50 caliber and 400 x .30 caliber rounds were expended in strafing.

10. Lt. Larsen, flying A/P 070, made his attack at minimum altitude strafing the edge of the dense growth between Labu and Tari. One bomb was dropped approximately halfway between Labu and Tari with unobserved results. Five bombs were released over Tari with unobserved results. The Tari area was reported as being "in flames". 500 x .50 caliber rounds were expended in strafing.

11. Lt. Moore, flying A/P 094, began his strafing run at 1552/K at an altitude of 50-75 feet. The south half of Labu Island and the track from Labu to Tari were thoroughly strafed. 6 bombs were dropped at Tari with excellent results reported. Lt. Moore stated that fires were burning along almost the entire track from Labu to Tari and at Tari Village. Inaccurate, medium intensity ack-ack was reported near Lae vicinity. 1000 x .50 caliber rounds were expended in strafing.

12. Lt. Nusbaum, flying A/P 060, began his strafing run at 1530/K at minimum altitude. The southeast part of Labu Island and the track from Labu to Tari were thoroughly strafed, as well as the south bank of the Markham near its mouth. 6 bombs were dropped at Tari, 2 of which fell west of the village, 2 fell directly in the center, and 2 just east. Many fires were observed in the area most of which were of white smoke. Light ack-ack, quite inaccurate, was reported from near the mouth of the Markham river. Lt. Nusbaum later strafed Labu Village #1 with unobserved results. 1800 x .50 caliber and 150 x .30 caliber rounds were expended in strafing.

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By RLB/RM NARA, Date 10/24/90.

Narrative Mission Report FFO 255-0 (continued)

13. Lt. Vogt, flying A/P 089, began his strafing run at 1547/K, strafing the south shore of Labu Island and the track from Labu to Tarii 3 bombs were dropped in the small clearing just west of the Tari Village, and 3 bombs were dropped directly in Tari Village, with unobserved results. Lt. Vogt reported seeing one person running for cover at Tari. He reported a steel barge turned upside down and beached at Lae. 5 or 6 medium, or possibly heavy, ack-ack bursts were reported as coming from the position between the airdrome and the mouth of the river at Lae. At approximately 1700/K while approaching Moresby area, Lt. Vogt's gunner, observed a P-47 either crashed or just about to crash land in the swamp southeast of Yule Island at a point approximately G-7374. (Ref. 4 mile strat series Port Moresby). 2500 x .50 caliber and 200 x .30 caliber rounds were expended in strafing.

14. None of our A/P reported any enemy interception, and all A/P returned to base without damage.

15. 150 K-21 and 63 K-20 photos were taken of the bombing and strafing. Photo interpretation of damage assessment is not included with this report, but will be forwarded later.

16. Malfunctions of guns is shown on inclosure herewith.

17. It is the opinion of the officer submitting this report that no citations or awards to individuals were justified for this mission.

For the Squadron Commander:

EVERT W. K. ANDRAU,
Captain, Air Corps,
Intelligence Officer.

1 Incl:
Incl. 1 - Malfunctions of guns.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NWD 245005
By RLB/pm NARA, Date 10/24/96.

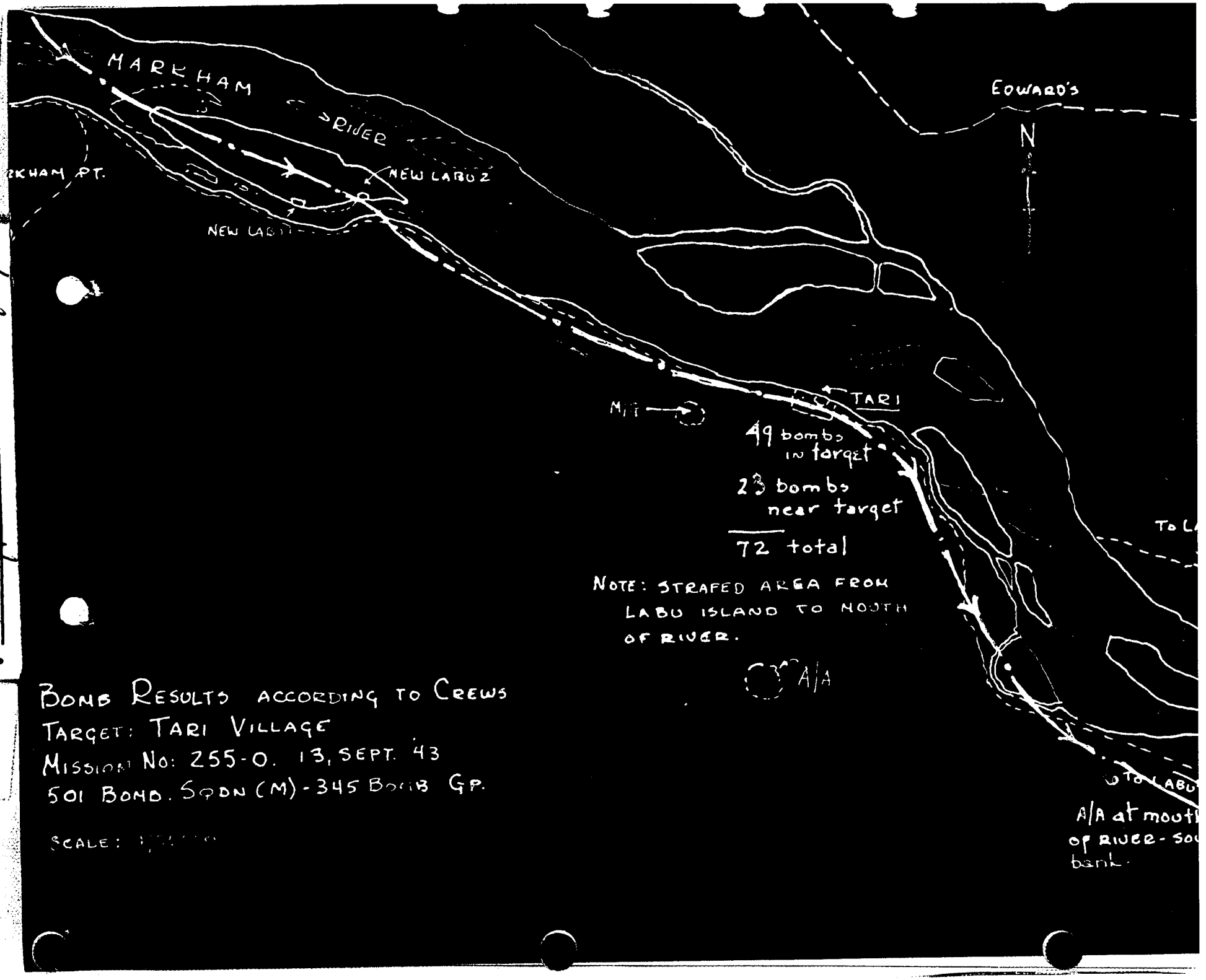
GUNNERY PERFORMANCE

FFO 255-0 501st Bomb Squadron 12 B-25-D-1 13 Sept. 1943

A/P NO.	NOSE GUNS				FIXED WAIST GUNS			
	Left		Right		Left		Right	
	U	L	U	L	U	L	U	L
060	X			X		X	X	X
094					X		X	
089							X	
078					X	X	X	X

X - GUNS FAILED TO PERFORM PROPERLY.

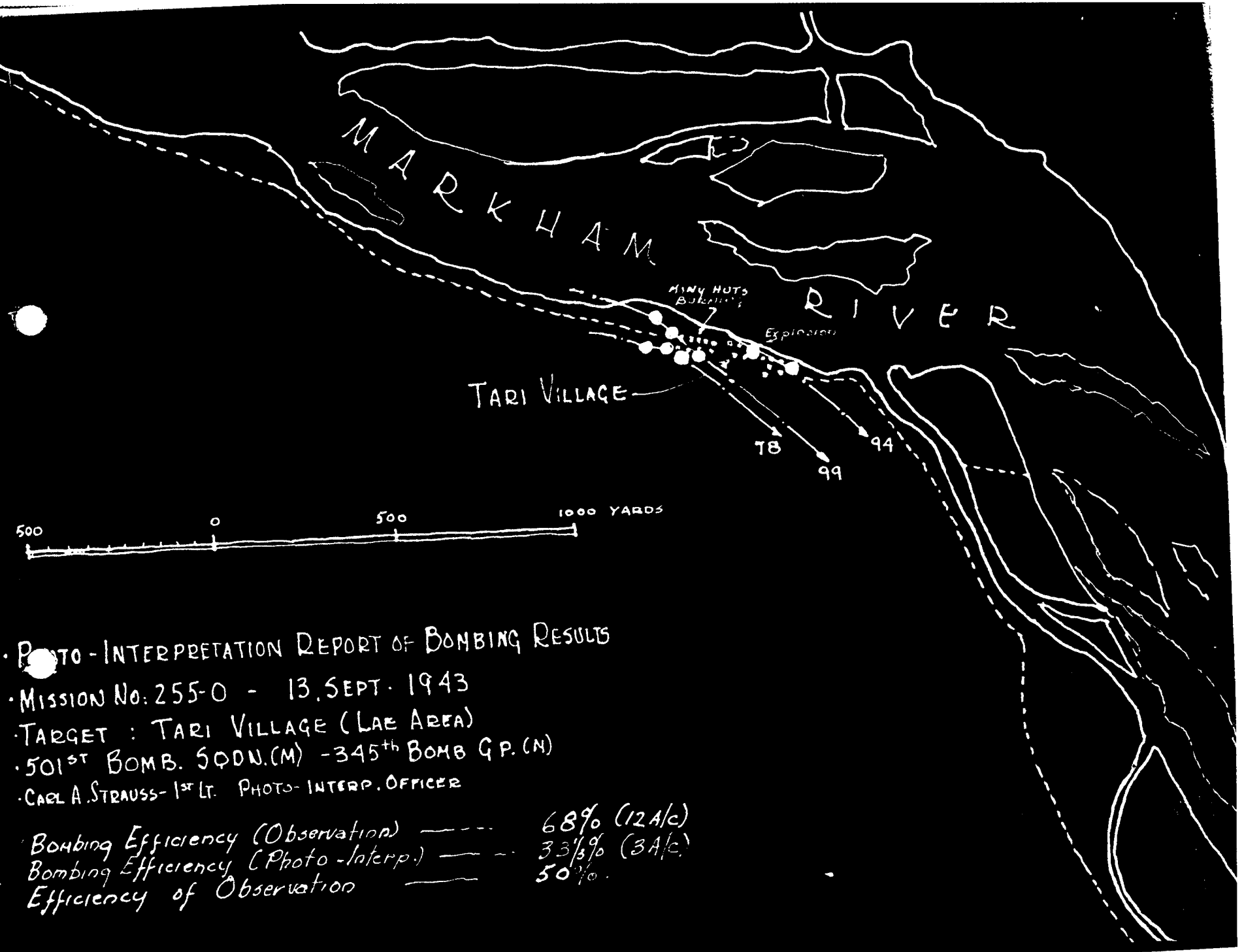
DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 763005
By RLB/pm NARA, Date 10/24/96.



BOMB RESULTS ACCORDING TO CREWS
TARGET: TARI VILLAGE
MISSION No: 255-O. 13, SEPT. 43
501 BOMB. SQDN (M) - 345 BOMB GP.

SCALE:

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NWD 74500S
By RLB NARA, Date 10/24/94



- PHOTO-INTERPRETATION REPORT OF BOMBING RESULTS
- MISSION NO: 255-0 - 13. SEPT. 1943
- TARGET : TARI VILLAGE (LAE AREA)
- 501ST BOMB. SQDN. (M) - 345th BOMB GP. (N)
- CARL A. STRAUSS - 1st LT. PHOTO-INTERP. OFFICER

Bombing Efficiency (Observation) ---- 68% (12 A/c)
Bombing Efficiency (Photo-Interp.) —— 33⅓% (3 A/c)
Efficiency of Observation —— 50%.

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By RLB/pm NARA, Date 10/24/90.

TOO :

TO : 345th Gp. S-2

FROM : 501st Bomb Sq. S-2

A. FFO 255-0 12 B-25-D-1 501st Bomb Sq.

B. Tari

C. 1545-1600/K/13 Minimum

D. 49 x 300 lb. 4/5 sec delay frag. bombs dropped in Tari Village.
23 x 300 lb. 4/5 sec delay frag. bombs dropped near Tari Village.
Several direct hits observed. Village left in flames. Hit on possible ammunition dump caused large explosion with black smoke rising to 100 ft. at Tari.
15,400 x .50 caliber, and 1050 x .30 caliber rounds expended in strafing Labu Island and south bank of Markham River from Labu to Tari.
Strafing pass made at tip of Labu Village.

E. Light, medium, fair in altitude, inaccurate from near mouth of river at Lae

F., G.,H. Nil.

I. 150 K-21, 63 K-20 photos taken of bombing and strafing.

J. 1550/K white smoke possibly from grass fire at south end of Malahang strip
1558/K 250 ft. altitude flash of fire, possibly artillery, seen coming from Malahang Plantation.
1603/K 5 or 6 flashes seen coming from Lae Airdrome, probably pom-pom gun. One person seen running for cover at Tari during bombing. One steel barge apparently turned upside down on beach at Lae.
1658/K from 4000 ft. B-17 seen in water, approximately 100 yards off shore at Lari at point G-2098-. (Ref. 4 mile Strat Yule)
1700/K P-47 seen apparently crash landing at G-7374. (Ref. 4 mile strat series Port Moresby.).

K. Route Up: Broken alto cumulus 9/12000 ft.
At target: Smoke and light haze. Overcast 10,000 ft.
Route Home: Broken cumulus 6/10000 ft., limited visibility 1½ miles.

L. Nil.

M. 72 x 300 lb. 4/5 second delay frag. bombs.
15,400 x .50 caliber
1,050 x .30 caliber

ANDRAU

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/90.

501
197-D
17 JULY 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 17, 1943

SUBJECT: Narrative Report of Mission FFO-197-D, Performed by 501st Bombardment Squadron (M) AAF on July 17, 1943.

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

1. Six (6) A/C were ordered to bomb the area lying between the West bank of the Francisco River and the runway of Salamaua Airfield.
Pilots assigned to the mission were Lt. Colonel True, Captains Wanders and Neuenschwander, Lts. Krans, Bailey and Vogt.

2. All A/C reached the target and made bombing runs on the assigned objectives. The runs were made at 0929 K - 0935 K with flights coming in at 6300 and 7300 ft. respectively.

3. Thirty-six (36) 500 lb. M-43 Inst. demo. bombs were released over the target. 34 bombs hit in target area, 2 bombs missed area and hit on the N.W. side of the runway. Fires were observed to start in the central and Northeast portion of the target area. (See accompanying sketch for spotting of bomb hits and fires).

4. A/A fire was of light intensity, medium calibre, and inaccurate.
The altitude ranged from approximately 7600 to 8700 ft. The A/A fire was observed from the vicinity of Mac Donalds Junction; on the East shore 200 yards North of Mac Donald's Junction; and from the Junction South along the beach; also from position 746992.

5. No damage was affected upon our A/C. All A/C and crews returned to Base.

For the Squadron Commander:

BENJAMIN E. GREEN
1st Lt, A.C.,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/40.

197-D

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

19 July 1943.

SUBJECT: Tabulation of Bombing Results of Mission 197-D, 17 July 1943.

TO : Intelligence Officer, Hq. 345th Bomb Gp., APO #929.

1. Enclosed sketch showing bomb hits on and near target area on Mission 197-D, 17 July 1943. Tabulation of results based on the following photos:

1-32	197-D (A) Jac, 17 July 1943	0935K-8000' 7"Fl.
1-5	197-D (B) Jac, 17 July 1943	0935K-6300' 6 3/8Fl.
1-5	197-D (C) Jac, 17 July 1943	0935K-7600' 6 3/8Fl.

For the Squadron Intelligence Officer:

CARL A. STRAUSS,
1st Lt, Air Corps,
Photo Interpretation Officer.

1 Incl:
Incl. 1-Sketch in duplicate.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

FROM: 501st Bomb Sq.

TO : CO, 345th Group

~~TOO~~ 1450

A. FFO 197-D 501st Bomb Sq. 6 B-25-D

B. Salamaua--Airdrome to River.

C. 0929-0935/K/17 6300-7300 ft.

D. 34 x 500 lb. M43 Inst. demo. dropped on target area.
2 x 500 lb. M43 Inst. demo. missed target area hitting along center northwest side of runway. Fires started in target area.

E. A/A light medium inaccurate. From MacDonald's Junction, on east shore 200 yards north of MacDonald's Junction and from along beach between MacDonald's Junction and river, and from position 746992.

F., G., H. Nil.

I. Photos taken target area.

J. 0936/K from 7300 ft.large column smoke seen rising from peninsula rose to height 3/500 ft. visible as far as Wau Valley. 3 oil slicks 75/100 yards long seen approximately 100 yards off north shore center of Isthmus. Oil slicks also seen around wreck. 0938/K 7300 ft. 200 ft. column greyish smoke seen to rise from position 745993, believed to be result of bombing.

K. Route up: overcast 6000 ft. low broken at 2500 ft. 5/10 cover. Frontal activity over Papua Gulf. At target scattered showers, light scattered cumulus overcast 11/12000 ft.

L. A/C made strafing run Lapui point in passing. All map ref. Salamaua-Komiatum Arty series 1/25000.

M. 36 x 500 lb. M43 Inst. demo.
365 x .50 caliber
205 x .30 caliber

FA IN

501
200-B
20 JULY 4

501ST BOMBARDMENT SQUADROB (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929

July 21, 1943

SUBJECT: Narrative Report of Mission FFO 200-B, performed by 501st Bombardment Squadron (M), on July 20, 1943.

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

1. Nine A/C were ordered to bomb Madang Airdrome. Pilots assigned to the mission were Captains Fain and Neuenschwander, Lt. Barth, Bailey, Clark, Kilroy, Knoll, McGowan, and Moore.

2. Lt. Barth was unable to reach the target due to mechanical difficulty with lower turret and was forced to turn back near Yule Island at 1020/K. Five A/C were unable to find the assigned target and made a bombing run on Alexishafen air strip instead. 30 x 500 lb. inst. demo. bombs were dropped across the center of the strip. A large fire was seen to have been started northwest of the center of the runway. Several other fires were observed in the airdrome area. Lt. Knoll's gunner fired two bursts from the lower turret at a white roof building southeast of the center of the airdrome strip. Traces were seen to enter the building, and it is believed damage was inflicted. Captain Neuenschwander's flight was also unable to locate the assigned target and dropped in train at Native Village the entire load of 18 x 500 lb. inst. demo. bombs near the mouth of the Gori River.

3. Very light ack-ack was reported from the Alexishafen Area. A total of two bursts was seen coming from the southwest end of the runway near the river.

4. No casualties were inflicted by the enemy upon any of our aircraft or personnel.

5. Photographic interpretation of bombing results not included with this report but will be found on attached sheet.

For the Squadron Commander:

Benjamin E. Green.
1st Lt., Air Corps,
Asst. Intelligence Officer

501st BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929

July 21, 1943

SUBJECT: Report on Photographs taken on Mission FFO 200-B, performed by 501st Bombardment Squadron (M), on July 20, 1943.

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

NOTE : All photos are of Alexishafen A/D.

1. Photo strip 1-4-V-200 (J) Madang 20 July 43 1235:7800 7" FL. 500/345 1-4.

Photo No. 1 shows large area of dark grey smoke in dispersal area northwest of strip. Also possible A/A position in and near trees at south of east end of strip.

Photo No. 2 shows three hits in train, one in center of strip at west end, one at edge of strip, and one on taxi strip.

Photos No. 3 & 4 show portion of new strip Southeast of old strip.

2. Photos: 1-3. 0-200 B(G) Madange 20 July 43 - 1230K-6500' 6 3/8 FL. 501/345.

Photo 1 shows three fires in dispersal area Northwest of strip, also hit in central portion of runway.

Photos 2 and 3 show the same hits.

3. Photo 1-0-200B (n) Madang 20 July 43- 1230 K 6500' 6 3/8 FL 501/345, shows same hits as shown on previous photos.

For the Squadron Commander:

CARL A. STRAUSS,
Lst Lt., Air Corps,
Photo Interpretation Officer

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/07.

501
200 B
20 July 4

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO # 929

July 21, 1943.

SUBJECT: Narrative Report of Mission FFO 200-B, Performed by 501st Bombardment Squadron (M), on July 20, 1943.

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

1. Nine A/C were ordered to bomb Madang Airdrome. Pilots assigned to the mission were Captains Fain and Neuenschwander, Lt. Barth, Bailey, Clark, Kilroy, Knoll, McGowan, and Moore.

2. Lt. Barth was unable to reach the target due to mechanical difficulty with lower turret and was forced to turn back near Yule Island at 1020/K. Five A/C were unable to find the assigned target and made a bombing run on Alexishafen air strip instead. 30 x 500 lb. inst. demo. bombs were dropped across the center of the strip. A large fire was seen to have been started northwest of the center of the runway. Several other fires were observed in the airdrome area. Lt. Knoll's gunner fired two bursts from the lower turret at a white roof building southest of the center of the airdrome strip. Traces were seen to enter the building, and it is believed damage was inflicted. Captain Neuenschwander's flight was also unable to locate the assigned target and dropped in train at Native Village the entire load of 18 x 500 lb. inst. demo. bombs near the mouth of the Gori River.

3. Very light ack-ack was reported from the Alexishafen area. A total of two bursts was seen coming from the southwest end of the runway near the river.

4. No casualties were inflicted by the enemy upon any of our aircraft or personnel.

5. Photographic interpretation of bombing results not included with this report but will be found on attached sheet.

For the Squadron Commander:

Benjamin E. Green,
1st Lt, Air Corps,
Asst. Intelligence Officer

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929

July 21, 1943.

SUBJECT: Report on Photographs taken on Mission FFO 200-B, Performed by 501st Bombardment Squadron (M), on July 20, 1943.

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

NOTE : All photos are of Alexishafen A/D.

1. Photo strip 1-4-V-200 (J) Madang 20 July 43 1235:7800' 7" FL. 500/345 1-4.

Photo No.1 shows lagge area of dark grey smoke in dispersal area northwest of strip. Also possible A/A position in and near trees MX south of east end of strip.

Photo No.2 shows three hits in train, one in center of strip at west end, one at edge of strip, and one on taxi strip.

Photos No. 3 & 4 show portion of new strip Southest of old strip.

2. Photos: 1-3. 0- 200 B (G) Madang 20 July 43 - 1230K - 6500' 6 3/8 FL. 501/345.

Photo 1 shows three fires in dispersal area Northwest of strip, also hit in central portion of runway.

Photos 2 and 3 show the same hits.

3. Photo 1-0-200B (H) Madang 20 July 43- 1230 K 6500' 6 3/8FL- 501/345, shows same hits as shown on previous photos.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt. Air Corps,
Photo Interpretation Officer.

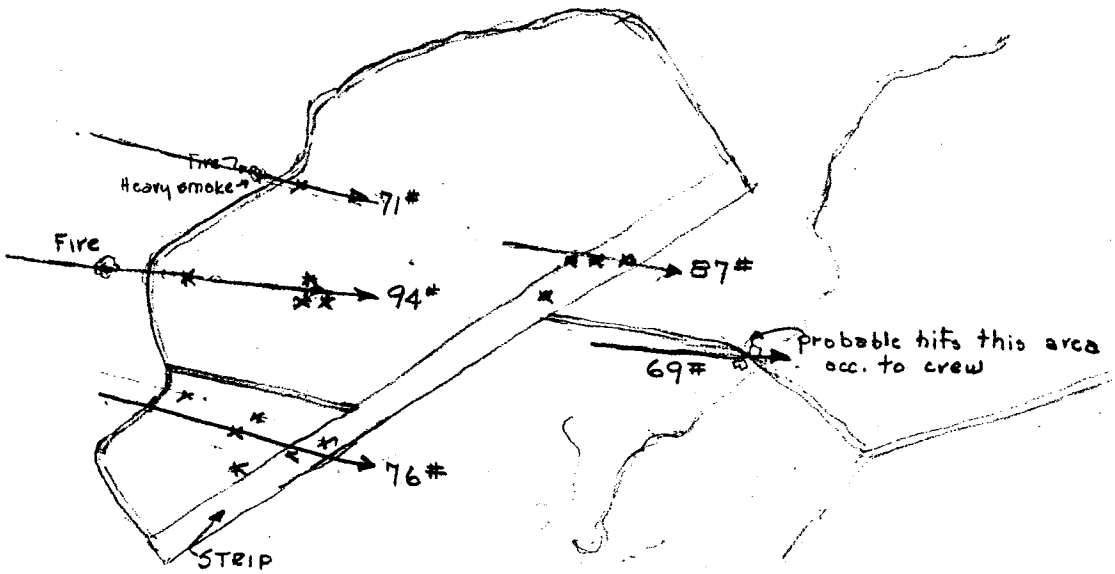
DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/95.

ALEXISHAFEN A/O.

MISSION No. 200B-20, JULY 43

0 305 610 915 Yds.

APPROX. NORTH



x = bomb hit.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

Operational Priority

FROM: 501st Bomb Sq.

TO : CO, 345th Bomb Gp.

TOO : 1515

A. FFO 200-B 9 B-25-D 501st Bomb Sq.

B. Madang Airdrome

C. 1228/K/20 - 1242/K 5800-6700 ft.

D. 1 A/C failed to reach target, turned back 10 miles South Yule Island 1020/K due mechanical troubles. 5 A/C failed to reach target, made bombing run on Alexishafen Air Strip. 30 x 500 lb. Inst. Demo. bombs dropped across center of strip. Large fire seen west of center of runway. Most of the bombs fell in upper northeast sector of airdrome area. 3 A/C failed to make bombing run on target. Salvoed bombs near mouth of Gori River.

E. Light Ack-ack Alexis Harbor medium, inaccurate, coming from south end of river.

F., G., H., Nil.

I. Photos taken of bombing runs.

J. 1230/K 6500 ft. five small barges OFF Sek Island. ~~in bay between Sek & Alexishafen.~~ Seen by only one crew. 1130/K 1 B-24 across 150 deg. position 146 deg. 20 min. 8 deg. 25 min. approximate. Altitude estimated 9000 ft.

K. West of Kerema overcast 11000 ft. occasional cumulus building to 18000 ft. At target 4/10 scattered cumulus 5/10000 ft. high cirus 3/10. South of target 6/10 scattered cumulus 5/18000 ft. Visibility good.

L. Nil.

M. 48 x 500 lb. Inst. Demo.
320 x .50 caliber
180 x .30 caliber

FA IN.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/95.

501
187-H
7 July

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 8, 1943.

SUBJECT: Narrative Report of Mission FTO #187-H, Performed by 501st Bombardment Squadron (M) AAF, on July 7, 1943.

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

1. Nine (9) A/C were ordered to bomb Kitchen Creek. Pilots assigned to the mission were Captains Manders and Marston, Lt. Larsen, Krans, Knoll, McCowan, Cather, Barth, and Clark.

2. All A/C reached the target and bombed the assigned objective. The run was made at 0945 and at altitude of 4800 ft.

3. 27 x 1000 lb aerial burst bombs were dropped in the area. Columns of smoke were seen rising over the target near the mouth of Kitchen Creek and farther up the creek bed. The smoke was orange-yellow with black top and rose in heavy rolls.

4. A/A was light medium caliber and generally inaccurate bursting at from 5000-5500 ft. The A/A appeared to be coming from the junction of Kitchen Creek and Huigap Creek. No damage was effected upon our A/C.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

501
21 July 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929

July 22, 1943.

SUBJECT: Narrative Report of Mission FFO 201, performed by 501st Bombardment Squadron (M), on July 21, 1943.

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

1. Nine A/C were ordered to bomb the road camp area of Mindijim River near Yaula. Pilots assigned to this mission were Captains Manders, Marston, Neuenschwander, Lt. Barth, Kilroy, Kranz, Larsen, Moora, Vogt. Captain Fridge flew in A/C 082 as co-pilot.

2. All aircraft made their run on target area as directed. A total of 72 x 300 lb. inst. demo. bombs were dropped. Close examination of the combat crews in interrogation, revealed their general opinion that the target was actually on the Ioworo River north and west of the area assigned formbombing. Five A/C, after releasing bombs, turned to the right and made strafing runs on what they believed to be the true target area.

3. No ack-ack fire was observed by crew members. No casualties were inflicted by the enemy or by any of our aircraft personnel.

4. Photographic interpretation of bombing results is not included in this report due to late receipt of developed prints. Photographic interepretation will follow later.

For the Squadron Commander

BENJAMIN E. GREEN,
1st Lt., Air Corps,
Asstg Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/40.

501
201
21 July

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929.

July 22, 1943.

SUBJECT: Narrative Report of Mission FFO 201, Performed by 501st Bombardment Squadron (M), on July 21, 1943.

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

1. Nine A/C were ordered to bomb the road camp area of Mindijim River near Yaula. Pilots assigned to this mission were Captains Manders, Marston, Neuenschwander, Lt. Barth, Milroy, Kranz, Larsen, Moore, Vogt. Captain Pringe flew in A/C 082 as co-pilot.

2. All aircraft made their run on target area as directed. A total of 72 x 300 lb. inst. demo. bombs were dropped. Close examination of the combat crews in interrogation, revealed their general opinion that the target was actually on the Noworo River north and west of the area assigned for bombing. Five A/C, after releasing bombs, turned to the right and made strafing runs on what they believed to be the true target area.

3. No ack-ack fire was observed by crew members. No casualties were inflicted by the enemy or by any of our aircraft personnel.

4. Photographic interpretation of bombing results is not included in this report due to late receipt of developed prints. Photographic interpretation will follow later.

For the Squadron Commander:

BENJAMIN E. [illegible],
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/95.

501ST BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP (M)
A.P.O #929

July 22, 1943

SUBJECT: Report On Photographs taken on Mission FFO 208-General, Performed by 501st Bombardment Squadron (M), On July 21, 1943.

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

1. Photos 2, 3, 4, 5 - O-201 - (1) Mindjim 21 July '43 -1140K - 4500' - 6 3/8 - 501/345 (78) 1-7.
Photos 2, 3, 4 - O-201 - (5) Mindjim 21 July '43 - 1130K - 2700' - 6 3/8 - 501/345 (82) 1-4.
Photos 2, 3 - O-201 - (3) Mindjim 21 July '43 - 1130K - 4100' 6 3/8 501/345 (99) 1-3.
Above photos show small village beyond first main bend near Mindjim River. Photos show bombing and destruction of at least one bldg.

2. Photos 6, 7 - O-201 (1) Mindjim R. 21 July '43 - 4500' - 6 3/8 501/345 (78) (1-7).
Photos 8 - O-201 (2) Mindjim R. 21 July '43 - 3000' - 6 3/8 - 501/345 (74) (1-8).
Above photos show partial destruction of bridge near mouth of Gori R.

3. Photo 1 - O-201 (1) Mindjim R. 21 July '43 - 4500' - 6 3/8 - 501/345 (78) (1-7).
Photos 1, 2 - O-201 Mindjim R. 21 July '43 - 1130K -3000' - 6 3/8 - 501/345 (93) (1-4).
Photos 1, 2, 3 - O-201 (2) Mindjim R. 21 July '43 - 1130K - 3000' - 6 3/8 501/345 (93) (1-8).
Photo strip 1 - 7 - V - 201 (4) Mindjim R. 21 July '43 - 1140K - 1500'- 7" Fl. - 501/345 (89) 1-8.
Above photos identified as bomb hits on village of Mabelebu at junction of Mindjim R. & Nademu R.(W06581 - 4 Mile Strat. Series Madang, 1st Edition).

4. Photo 1 - O-201 (3) Mindjim R. 21 July '43 - 1130K -4100' - 6 3/8 501/345 (99) (1-3).
Above photo identified as target area - shows smoke as result of bomb hits.

5. Photos 1-6 - V-201 (1) Mindjim R. 21 July '43 - 1140K - 2000' - 7" Fl. 501/345 (89) (1-6).
Photos 5, 6, 7 - O-201 (2) Mindjim R. 21 July '43 - 1130K -3000' 6 3/8 - 501/345 (74) (1-8).
Photos 3, 4 - O-201 (2) Mindjim R. 21 July '43 - 1130K - 3000' 6 3/8 - 501/345 (93) (1-4).
Above photos show bomb hits on unidentifiable portion of river.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/96.

For the Squadron Commander:

CARL A. STRAUSS
1st Lieut., Air Corps.
Photographic Interpretation Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/pm NARA, Date 10/24/90.

- Sent - AA - 1445/K/21

Rec'v Rec

TOO : 1445/K/21 OPERATIONAL PRIORITY

TO : CO, 345th Bomb Gp.

FROM: 501st Bomb Gp.

Sent by Cantor

A. FFO 201 9 B-25-D 501st Bomb Sq.

B. Road Camp Mindijim River

Return to S-2

C. 1138/K/21--1141/K 2/4000 ft.

D. 72 x 300 lb. Inst. Demo. dropped as directed. Believe actual target not repeat not hit. Road and bridges seen off to northwest of area bombed. Close examination of the combat crews revealed a general opinion that the target was on Ioworo River north of area bombed. Five A/C made strafing run on true target area.

E., F., G., H., Nil.

I. Photos taken of Mindijim River area.

J. 1148/K altitude 4500 ft. four very large fires seen on ridges in vicinity of Kainantu. Appeared to be grass or forest fire extending down valley to southwest. Visible 30-40 miles. Fire on top of hill close to beach WO 7193. (Ref. Mandang Strat Map.) Camp area at Kul. (Ref. Madang Strat Map WO9795. Interrogation revealed that road was clearly visible winding along tops of ridges west and northwest of Mindijim River. Many huts and buildings were seen in area bombed.

K. Route UP: Overcast ceiling Port Moresby area 1000 ft top 6000 ft. Ramu Valley clear. At target: Clear. Route Home: Scattered cumulus tops at 12000 ft.

L. Nil.

M. 72 x 300 lb. Inst. Demo.
885 x .50 caliber
570 x .30 caliber

FAIN.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/95.

501
202
22 JUL 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
A.P.O. 929

July 25, 1943

SUBJECT: Efficiency of Bombing of Mission FFO 202. Performed by the 501st Bombardment Squadron (M) AAF, on July 22, 1943.

TO : Commanding Officer 345th Bombardment Group (M) AAF, APO 929. (Through Intelligence Channels)

1. Percentage Efficiency of Bombing based on Visual Observation of Crews ——— 71.4%

2. Percentage Efficiency of Bombing Based on Photo Interpretation ——— 71.4%

3. Percentage Observation Efficiency ——— 100 %

4. Interpretation based on the following photographs:

O-202 (B) KOMIATUM (22 July 43 - 1030K) 6 3/8-3000'
(501st Sqdn. 345th Gp.) 1-5 A/C #089

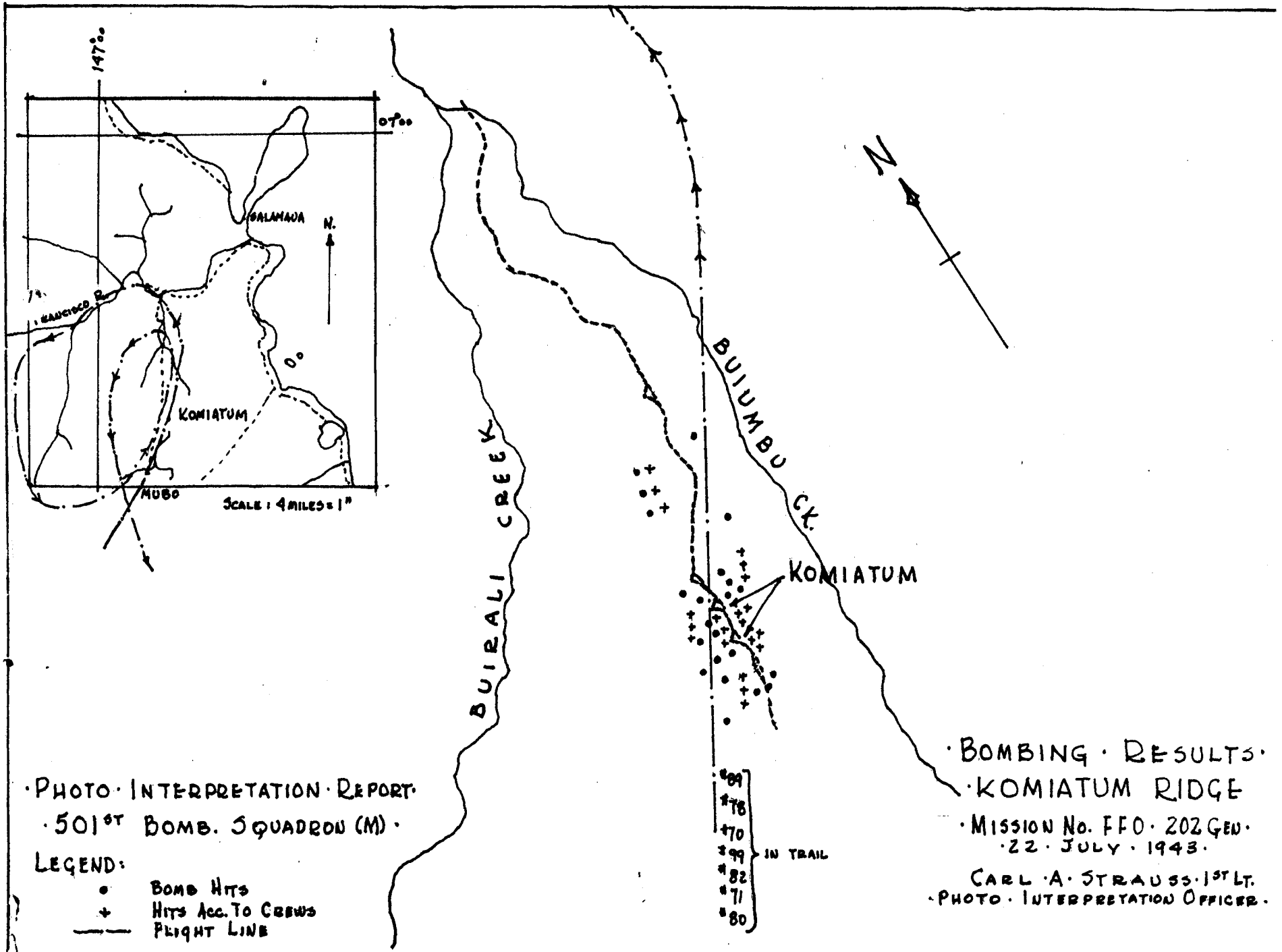
O-202 (C) KOMIATUM (22 July 43 - 1030K) 6 3/8 - 4000'
(501st Sqdn. 345th Gp.) 1-5 A/C #080

O-202 (D) KOMIATUM RIDGE (22 July 43 - 1030K) 6 3/8 - 3000'
(501st Sqdn. 345th Gp.) 1-3 A/C #082

CARL A. STRAUSS
1st Lt. A.C.
Photo Interpretation Officer

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NWD 245005
By RHB/NARA, Date 10/24/95.

INDIA INK PLEASE



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/RM NARA, Date 10/24/95.

GLE V RIU NR1
TOO... 221300K OPS PRIORITY

TO: CO 345TH BOMB GR.
FROM: 501ST BOMB SQ.

A. FFO 202 GENERAL 7 B-25-D 501ST BOMB SQ.
B. KOMIATUM RIDGE
C. 1023/K/22--1030/K
6000-7500 FT.
D. 9 X 1000 LB INST DEMO BOMBS DROPPED DEAD CENTER OF TARGET AREA
3 X 1000 LB INST DEMO BOMBS DROPED TO RIGHT OF TRAIL IN GRID SQUARE 14.14. (ASP 23)
XX 3 X 1000 LB INST DEMO BOMBS DTOPPED IN CLEARING ON CREST OF RIDGE BETWEEN BOMB LINE AND KOMIATUM.
3 X 1000 LB INST DEMO BOMBS DROPPED ON RIDGE 14.9-16.3 (ASP 23)
2 X 1000)? INST DEMO BOMBS DTOPPED IN GRID SQUARE 16.14 ASP 23?
1 X 1000 LB INST DEMO BOMBS DROPPED IN GRID SQUARE 17.14 ASP 23.
530 X .50 C, 195 X .30 C. ROUNDS EXPENDED STRAFING TRAIL AND TARGET AREA.
E. VERY LIGHT MACHINE GUN FIRE FROM GRID SQUARE 15.16 (ASP 23)
F. G. H. NIL.
I. 46 K20, 40 K21 PHOTOS TAKEN OF TARGET AREA.
J. 1027/K/22, XX 6000 FT BOMBS SEEN BURSTING ON MACDONALDS JUNCT-89, AND INCENTER OF ISTHMUS. NIL SHIPPING SALAMUA. 3 B-25'S SEEN FLYING OVER SALAMUA AREA AT THE TIME. NO ACK ACK VISIBLE. ONE BOMB SEEN DTOPPED BY UNKNOWN SQUADRON SEEN TO FALL SHORT OF TEAGET LINE. BELIEVED FELL IN SAFE AREA.
K. ROUTE UP: OVER RANGE CUMULUS UP TO 11,000 FT ALONG COAST CLEAR OVER OCEAN NORTH OF BUNA CUMULUS ALTO STRATUS TO 18000 FT
AT TARGET: CUMULUS SCATTER 5/9000 FT VISIBILITY 12 MILES.
ROUTE HOME: SAME AS ABOVE.
L. NIL.
M. 21 X 1000 LB INST DEMO
530 X .50 C.
195 X .30 C.

FAIN

TOS...221320/K EVG VA
GLE R NR1 MBZ VA

501
202
22 July 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929

July 22, 1943

SUBJECT: Narrative Report of Mission FFO 202 General, Performed by 501st Bombardment Squadron (M), on July 22, 1943.

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

1. Seven A/C were ordered to bomb Komiatum Ridge the morning of July 22, 1943. The pilots assigned to the mission were Capt. Manders and Marston, Lt. Bailey, Barth, Kilroy, Kranz, and Larsen. Capt. Fridge, Operations Officer, flew as co-pilot with Capt. Manders. Capt. Mullis, Australian Liaison Officer, flew in the same ship as observer.

2. All A/C reached the target and each dropped three one thousand pound inst. demo. bombs on or very close to the assigned target area. All bombs fell well within the bomb safety line.

3. Very light machine gun fire was reported by only one crew, and it was seen to come from Grid Square 15-16. (ASP 23)

4. No damage was inflicted upon any of our aircraft or personnel by enemy action.

5. Photographic interpretation of bombing results is not included in this report. Photographic interpretation will follow later.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt., Air Corps,
Asst. Intelligence Officer.

File

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
A.P.O. 929

July 25, 1943

SUBJECT: Efficiency of Bombing of Mission FFO 202. Performed by the 501st Bombardment Squadron (M) AAF, on July 22, 1943.

TO : Commanding Officer 345th Bombardment Group (M) AAF, APO 929. (Through Intelligence Channels)

1. Percentage Efficiency of Bombing based on Visual Observation of Crews ——— 71.4%

2. Percentage Efficiency of Bombing Based on Photo Interpretation ——— 71.4%

3. Percentage Observation Efficiency ——— 100 %

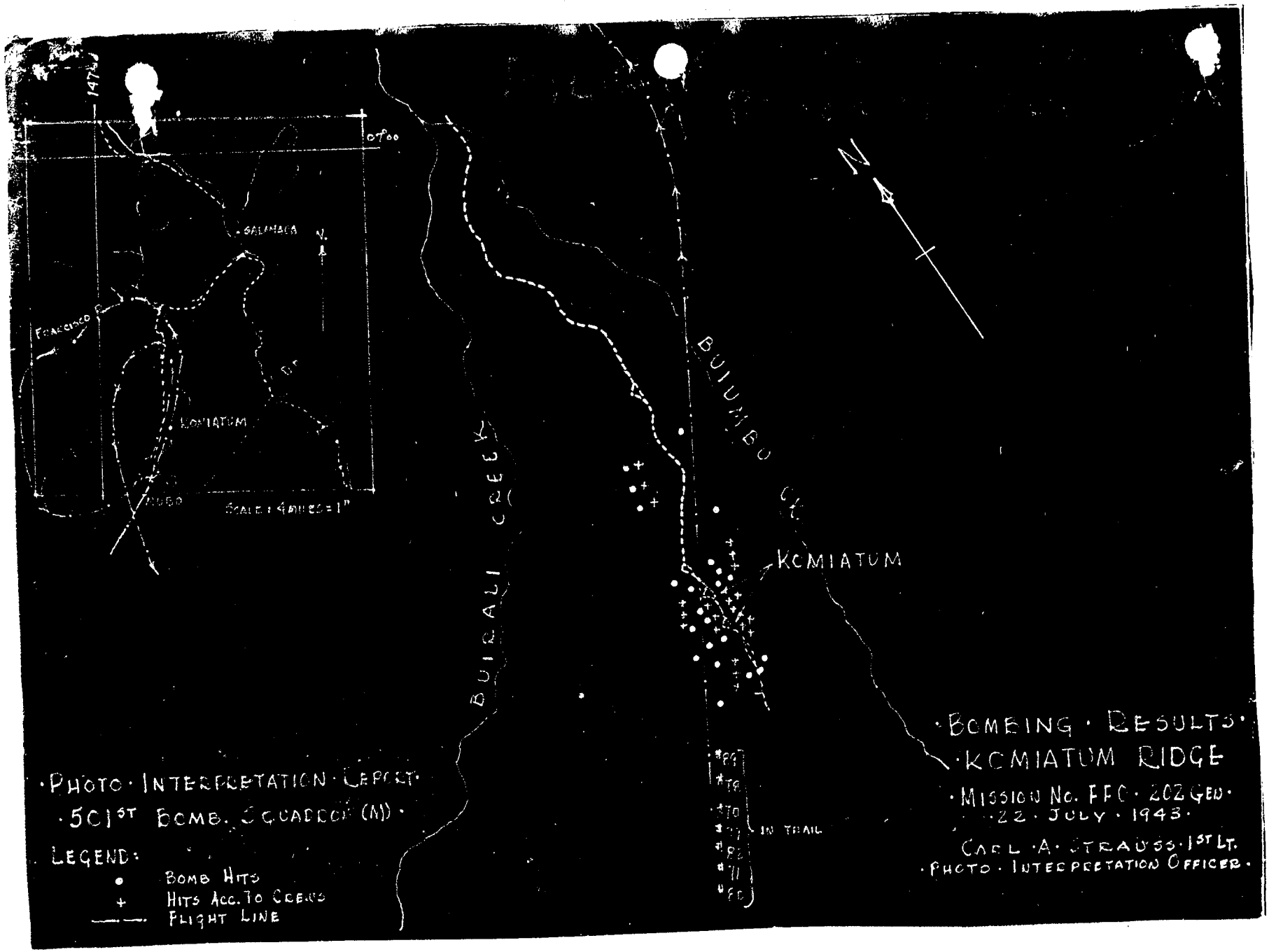
4. Interpretation based on the following photographs:

O-202 (B) KOMIATUM (22 July 43 - 1030K) 6 3/8-3000'
(501st Sqdn. 345th Gp.) 1-5 A/C #089

O-202 (C) KOMIATUM (22 July 43 - 1030K) 6 3/8 - 4000'
(501st Sqdn. 345th Gp.) 1-5 A/C #080

O-202 (D) KOMIATUM RIDGE (22 July 43 - 1030K) 6 3/8 - 3000'
(501st Sqdn. 345th Gp.) 1-3 A/C #082

CARL A. STRAUSS
1st Lt. A.C.
Photo Interpretation Offi


·BOMBING · RESULTS·
·KOMIATUM RIDGE
·MISSION No. FFC · 202 GEN·
·22 · JULY · 1943·
CARL ·A· STRAUSS· 1ST LT.
·PHOTO · INTERPRETATION OFFICER·
·PHOTO· INTERPRETATION· REPORT·
·501ST BOMB. SQUADRON (M)·
LEGEND:
BOMB HITS
HITS ACC. TO CREWS
FLIGHT LINE
KOMIATUM
BUIUMBO
BUIALI CREEK
SALAMAUA
IN TRAIL
SCALE: 4 MILES = 1"

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/40.

501
207
29 July 4

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
OFFICE OF THE INTELLIGENCE OFFICER
APO 929.

July 28, 1943.

SUBJECT: Narrative Report of Mission FFO 207. Performed by the 501st Bombardment Squadron (M), on July 27, 1943.

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

1. On the morning of July 27, 1943, this squadron was ordered to bomb number two target area in Kila Village as part of a coordinated attack, four squadrons of heavy bombardment and four squadrons of medium bombardment aircraft. Nine (9) B-25-D were used for the mission. All of our aircraft took off at Schwimmer Drome in four minutes from 0741/K/27-0745/K.

2. The squadron flew in formation as part of the 345th Bomb Group. The approach to the target was made from the Northwest with the first flight coming in at 0850/K, and the last flight clearing the target area at 0855/K. The bombing run was carried out in three ship elements in trail with each aircraft making individual bombing runs.

3. Captain Neuenschwander in A/C 093, started in on the bombing run at 0851/K heading approximately 125 deg. His run went wide of the assigned target area. 6 x 500 lb. inst. demo. bombs were dropped in the Sago swamp area Southwest of Target No. 4. Bombs were released from an altitude of 5300 ft.

4. Lt. Bailey in A/C 080 began his bombing run at 0851/K heading approximately 140 deg. 6 x 500 lb. inst. demo. bombs were dropped in train from over the target area. 5 x 500 lb. inst. demo. bombs dropped over target were not observed. Bombs were released from an altitude of 5300 ft. 1 x 500 lb. inst. demo. bomb failed to release during bombing run and was later salvoed in the bay east of Logui #2.

5. Captain Marston started his bombing run at 0851/K on a course of 120deg. dropping 6 x 500 lb. inst. demo. bombs in train. The six bombs fell directly across the target area, and were believed to have destroyed several buildings. Upon completion of bombing run, Captain Marston peeled to the right and down, losing altitude and changing direction to avoid possible anti-aircraft fire. Bombs were released from an altitude of 5800 ft.

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By RLB/pm NARA, Date 10/24/40.

6. Lt. Moore in A/C 060 began his bombing run at 0 51/Z heading approximately 110 deg. The bombardier was unable to release bombs over the target on this run, so delayed release while aircraft continued on course and later released bombs which were seen to fall among buildings in target area No. 4. Bombs were released from an altitude of 5300 ft.

7. Lt. Cather in A/C 06[illegible] began his bombing run at 0850/Z flying a heading of 110 deg. 6 x 500 lb. inst. demo. bombs were released in train directly over target area, and were believed to have fallen just short of the center of the Northwest side of the target area. It was impossible to estimate the exact results due to smoke and dust in target at the time the bombs fell. Bombs were released from an altitude of 5500 ft.

8. Lt. Kilroy in A/C 071 began his bombing run at 0851/Z flying a heading of approximately 130 deg. He was unable to make bombing run directly over target, but instead released 6 x 500 lb. inst. demo. bombs which were seen to fall directly into the hospital and wireless station. Bombs were released from an altitude of 5800 ft.

9. Lt. [illegible]eman in A/C 087 began his bombing run at 0853/Z at a heading of 160 deg. 6 x 500 lb. inst. demo. bombs were released in train and all fell in target area. Bombs were seen to burst beginning in the Jap Army Headquarters building. Bombs were released from 6300 ft. altitude.

10. Captain Fridge in A/C 069 began his bombing run at 0852/Z from an altitude of 6300 feet at a heading of 120 deg. 5 x 500 lb. inst. demo. bombs fell short, from close to the west boundary? line of the target area and 1 x 500 lb. inst demo. bomb fell over in the target area. These bombs should have hit the 37 mm. Mobile Gun position indicated by native reports to be in this area. Upon completion of bombing run Captain Fridge began S'ing right and left and losing altitude at the rate of 1500 ft. per minute to avoid ack-ack fire.

11. Lt. Barth in A/C 082 began his bombing run at 0853/Z at an altitude of 6300 ft. 6 x 500 lb. inst. demo. bombs were released over target area, and were seen to hit along road in Southeast corner of target area. The bombs were dropped in train at intervals of 50 ft.

12. The crews are of the opinion that this mission was a complete success as far bombing results.

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By RLB/RM NARA, Date 10/24/90.

Narrative Report FFO 207 (continued).

13. No damage was inflicted upon our aircraft by enemy action and all airplanes returned to their base.

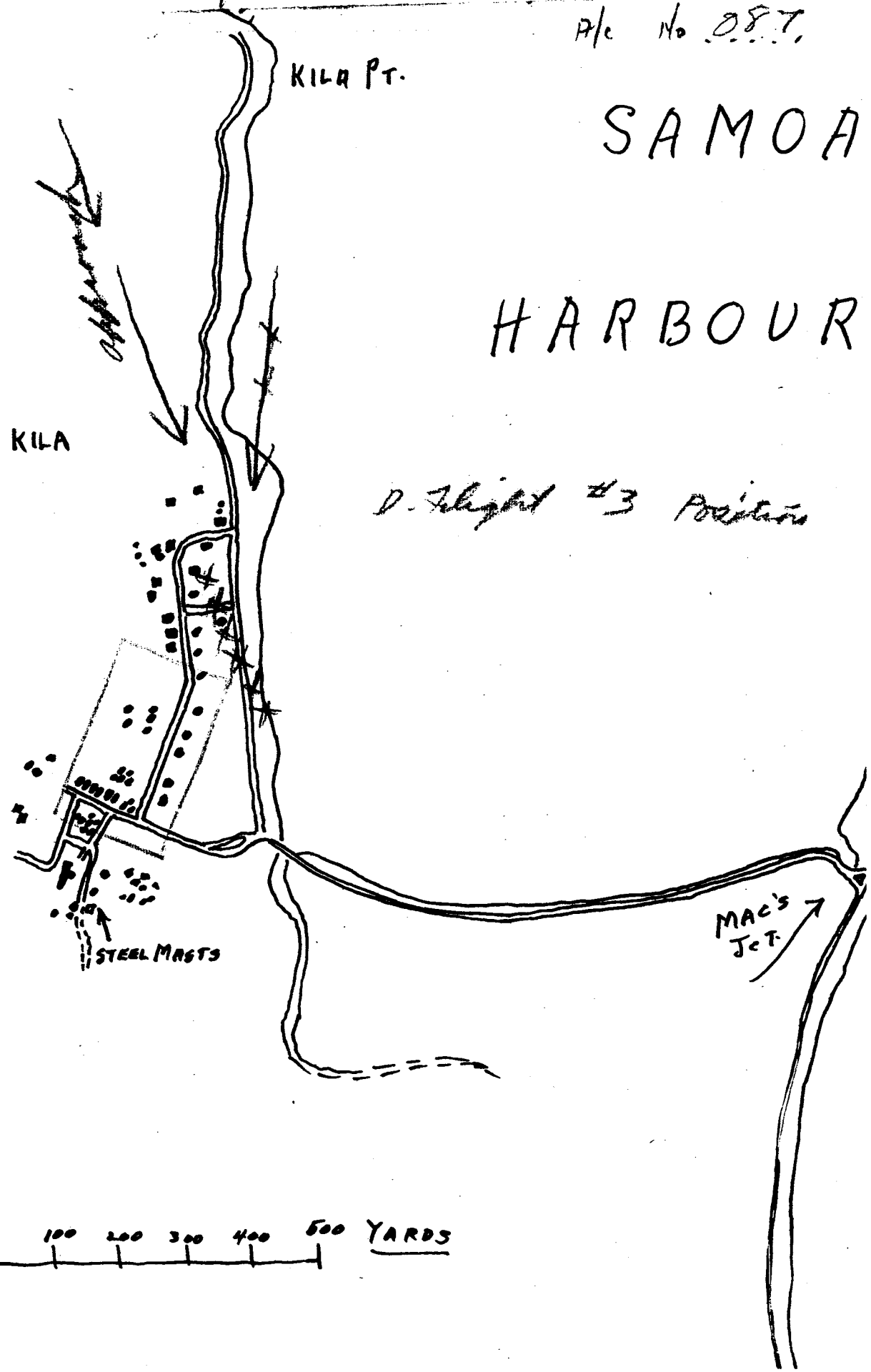
14. Photo interpretation of bombing results is not included in this report. Photo interpretation will follow later.

15. It is the opinion of the officer submitting this report that no citations or awards are due to the participants in this mission.

For the Squadron Commander:

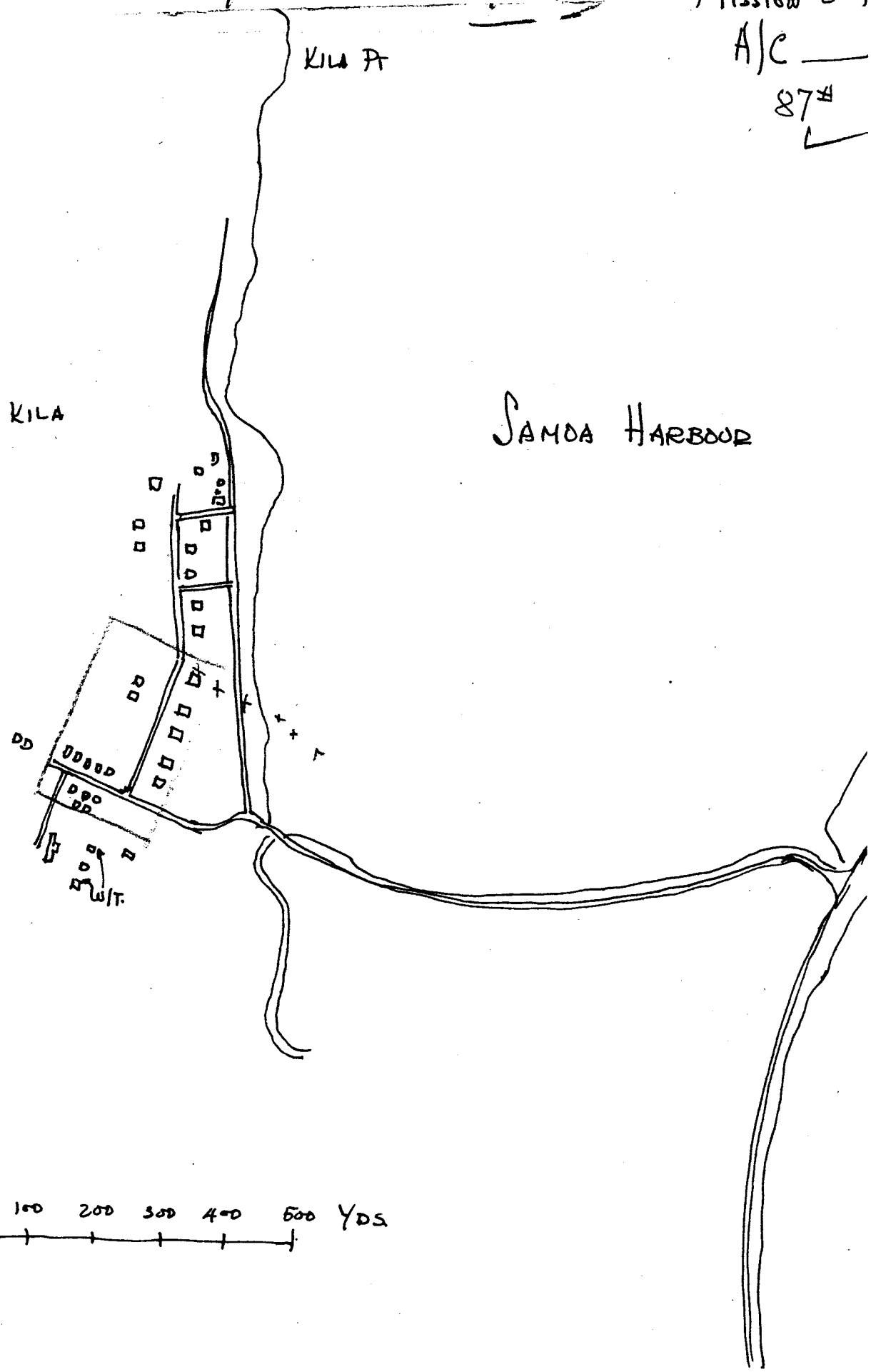
BENJAMIN E. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8. NND 745005
By RLB/RM NARA, Date 10/24/90. ON No. 207
A/c No 087.



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/DM NARA, Date 10/24/40.

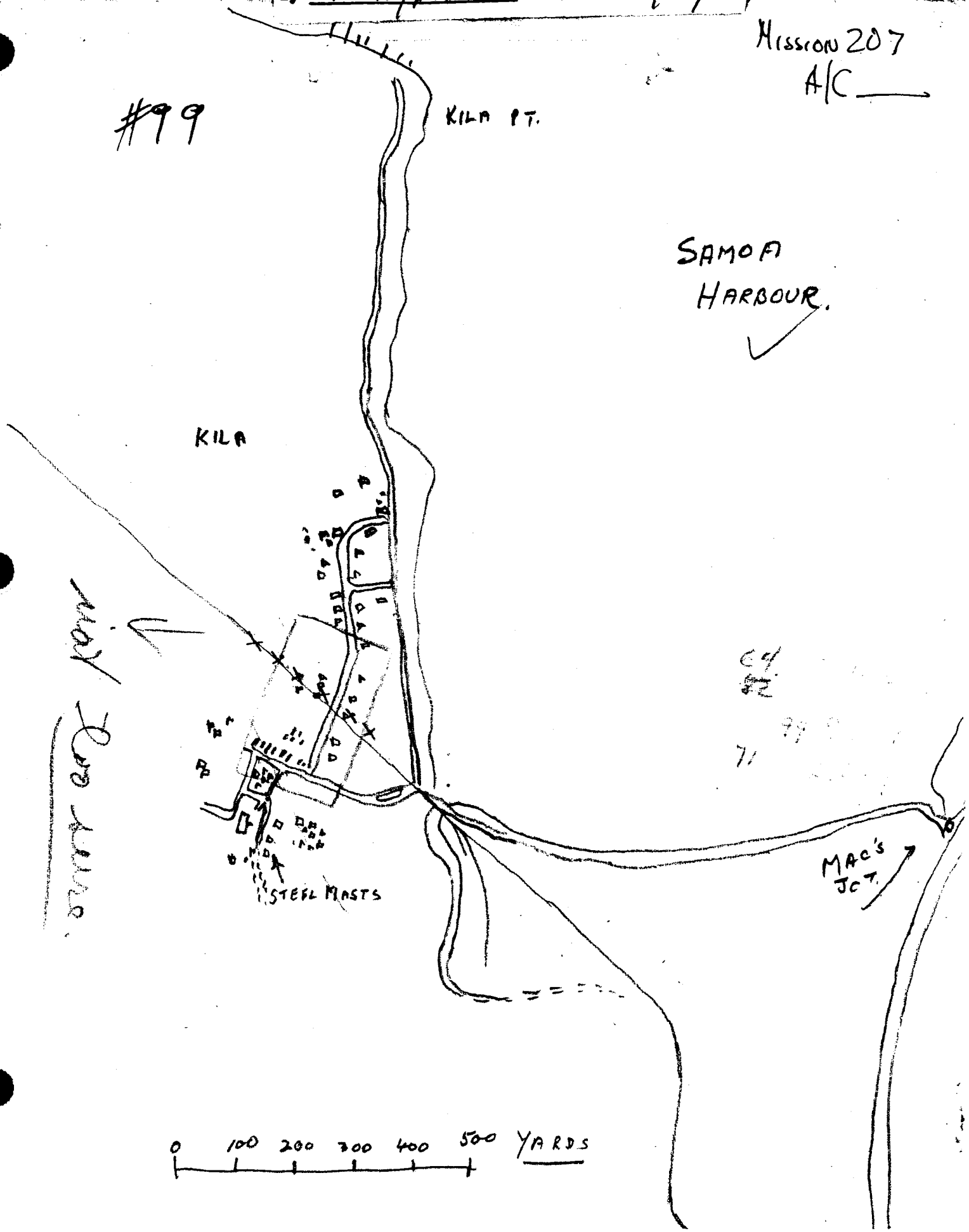
Mission 207
A/C ___
87#



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By RLB/DM NARA, Date 10/24/40.

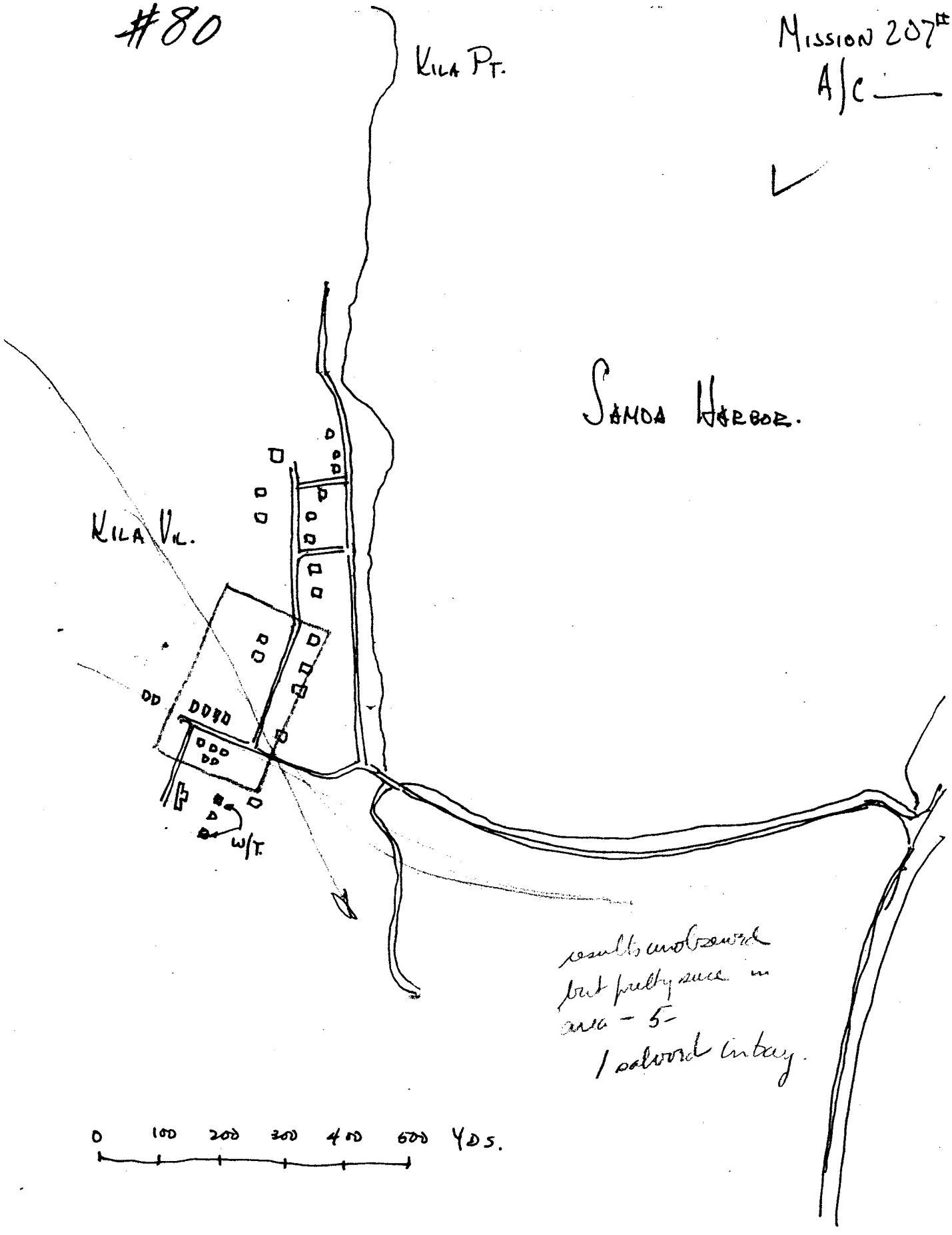
Mission 207
A/C

#99



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/RM NARA, Date 10/24/90.

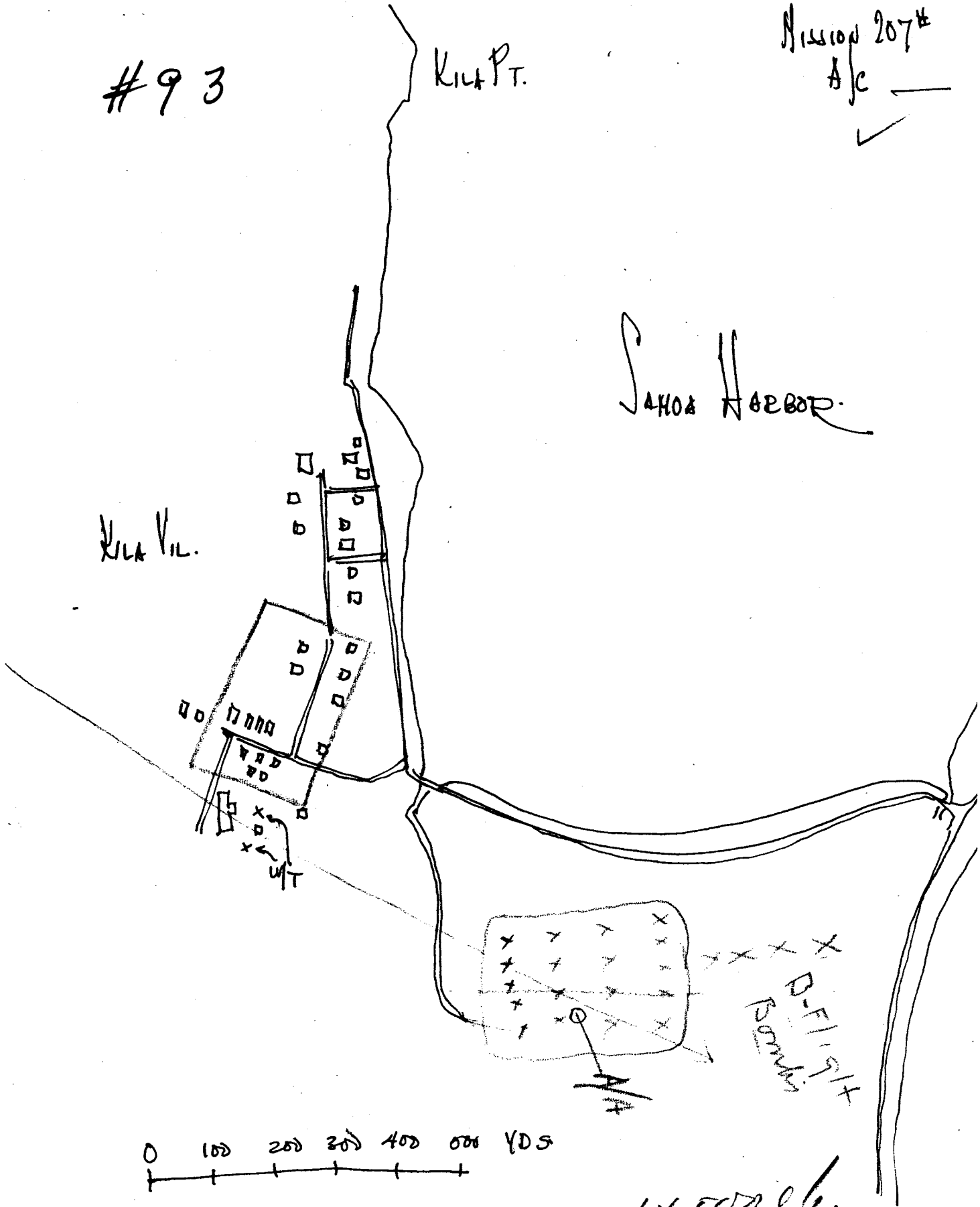
#80



results unobserved
but pretty sure in
area - 5-
1 oakwood intact.

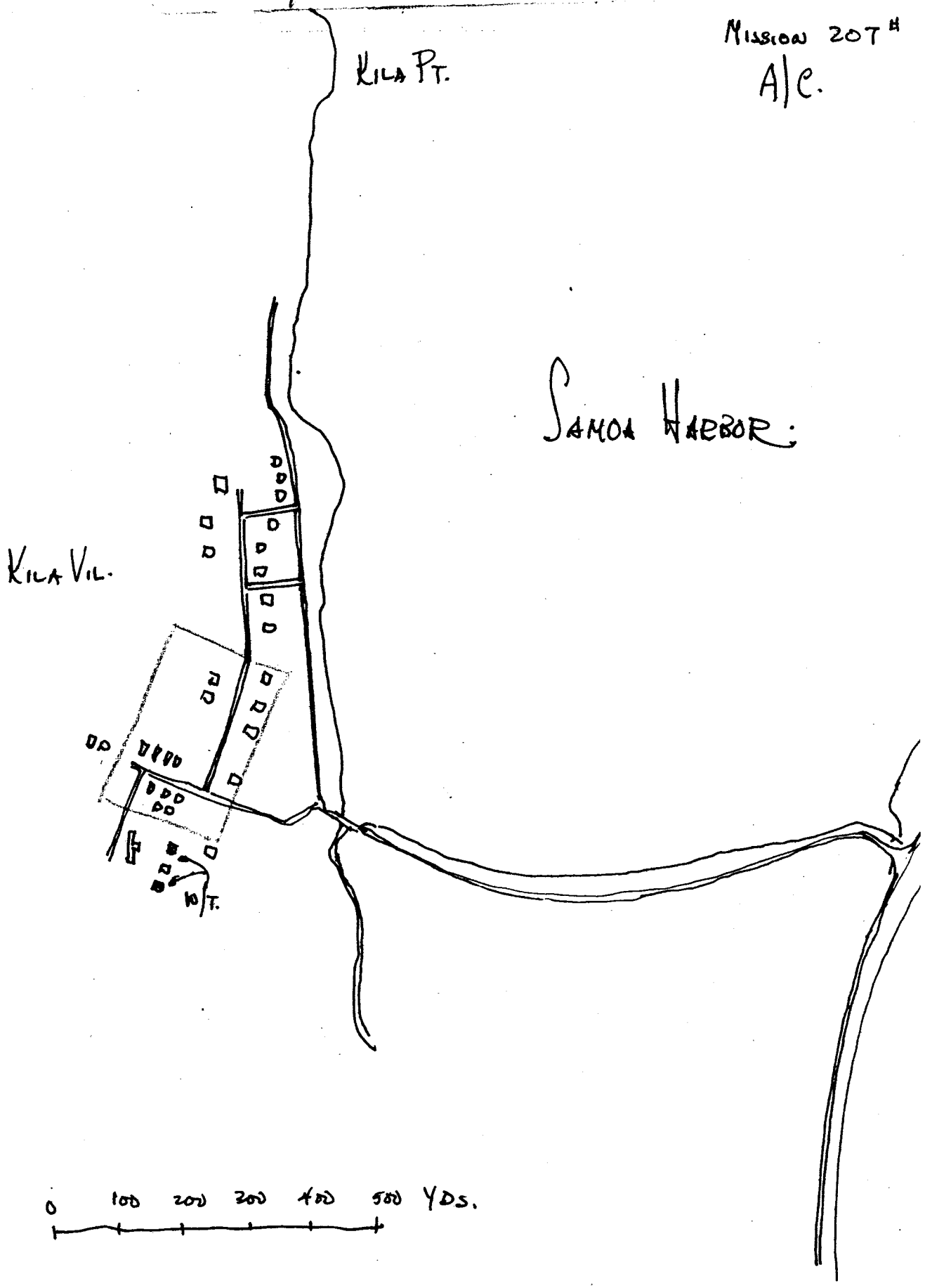
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By RLB/DM NARA, Date 10/24/40.

#93



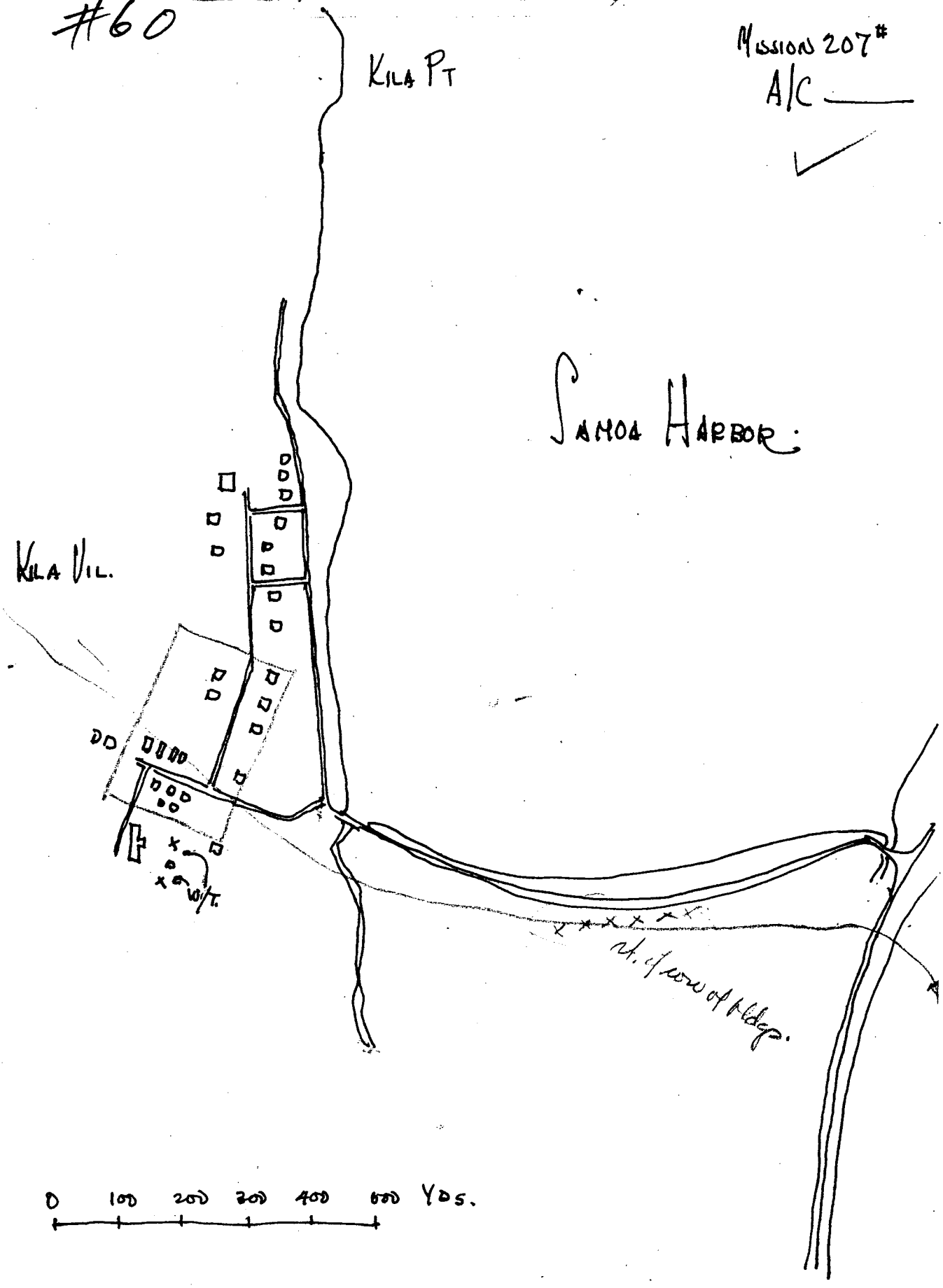
6x500 lb.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/RM NARA, Date 10/24/95.



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 12/24/40.

#60

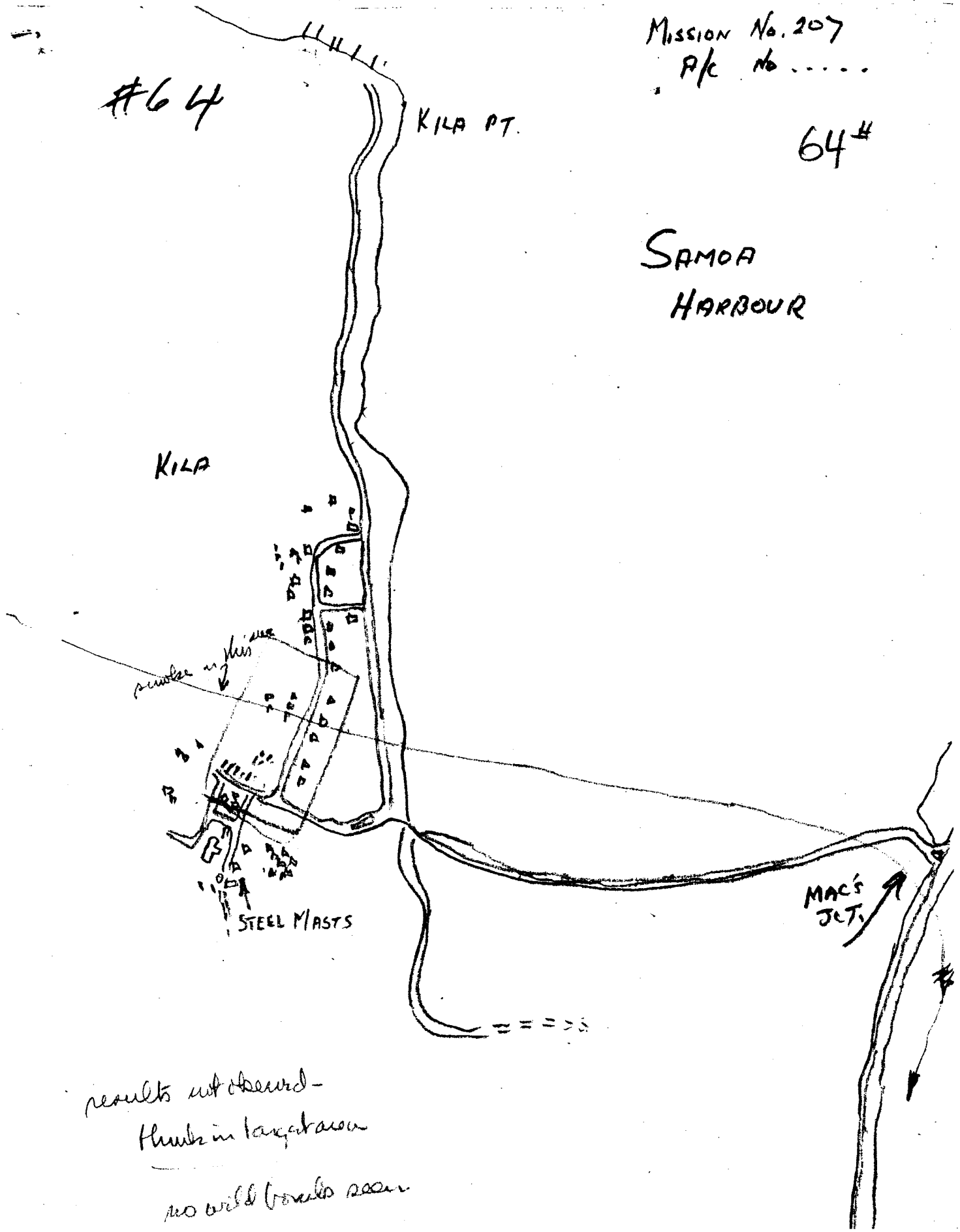


DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/40.

Mission No. 207
A/c No. . . . .

#64

64#



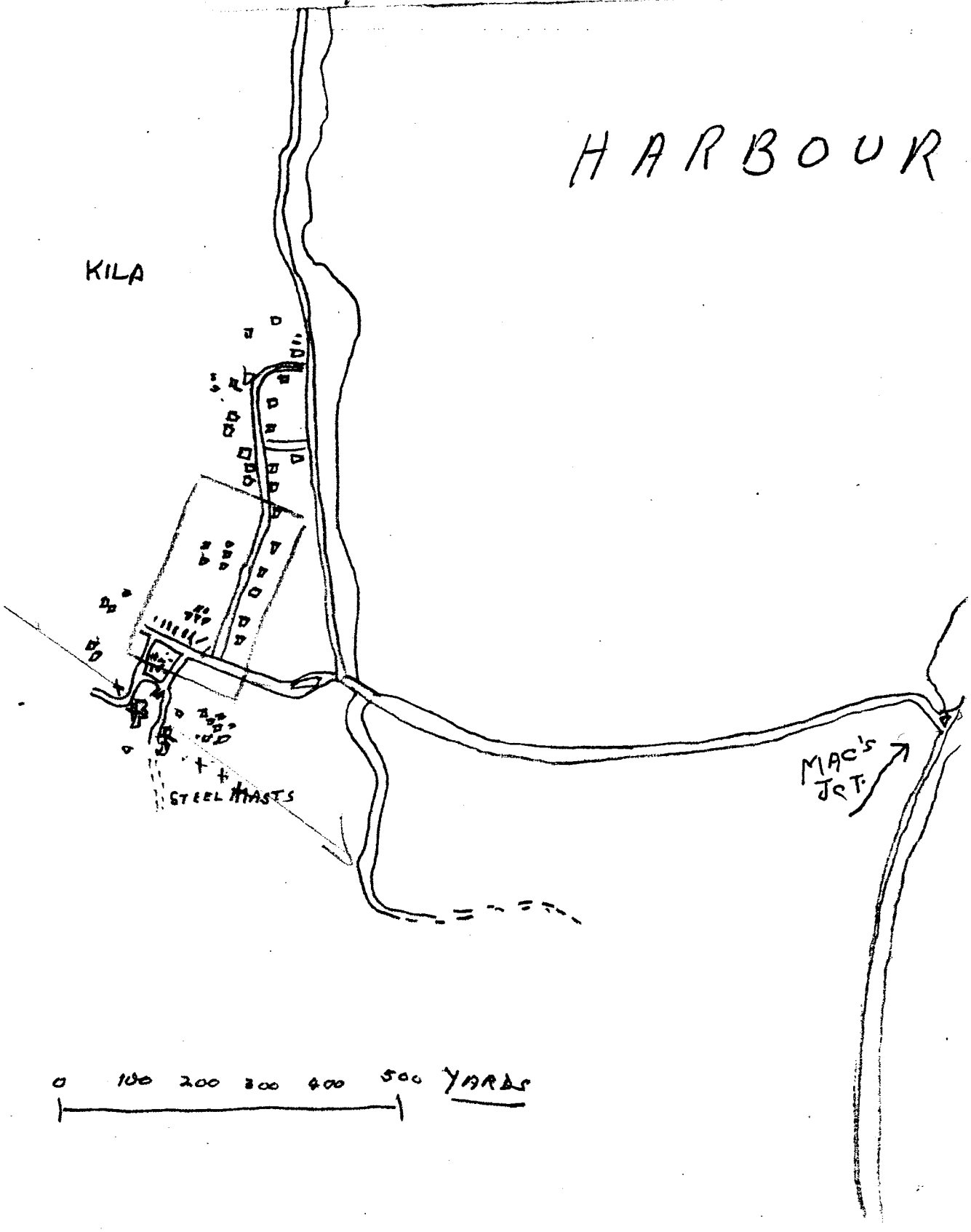
results not heard -
thumb in target area

no wild bombs seen

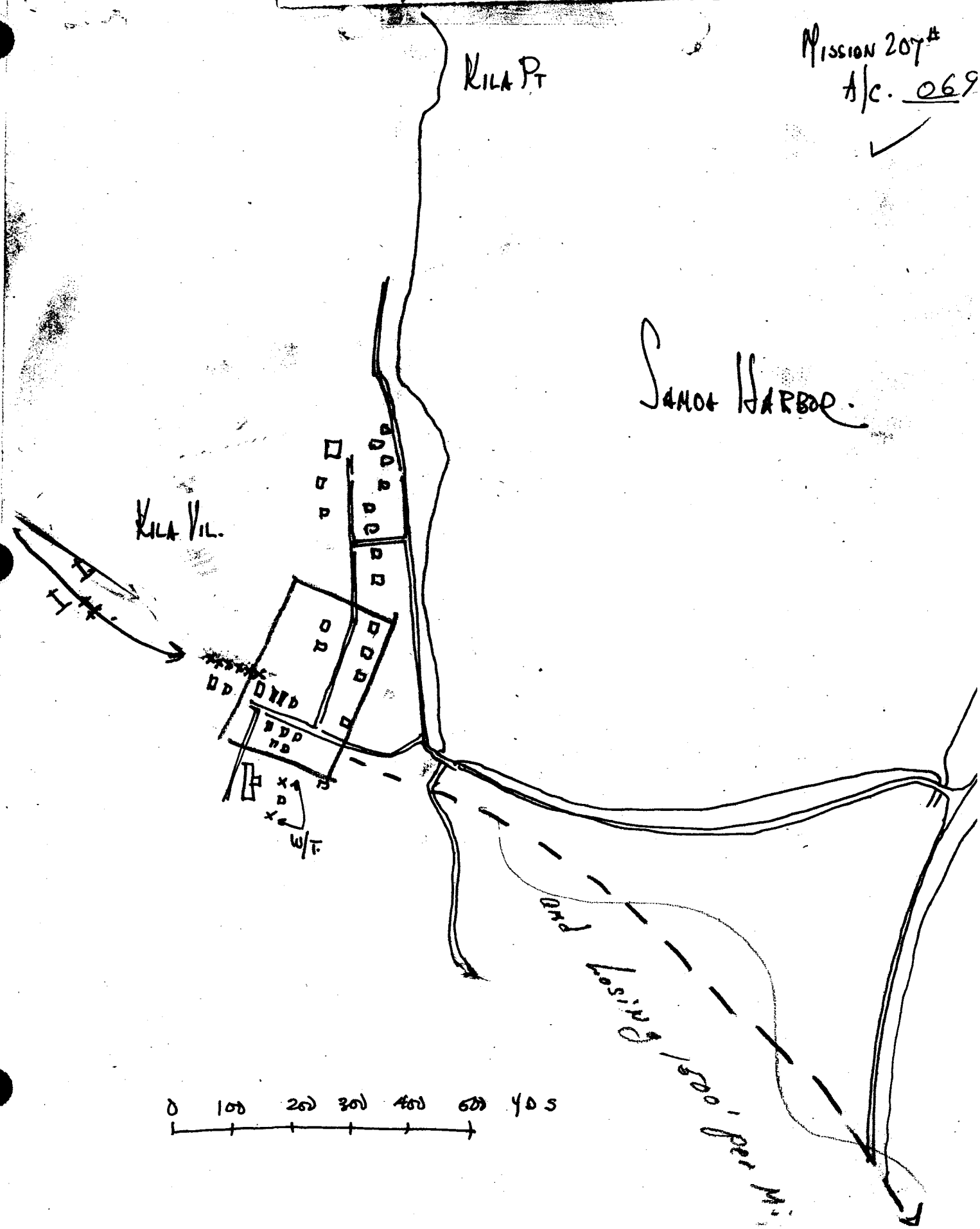
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DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005

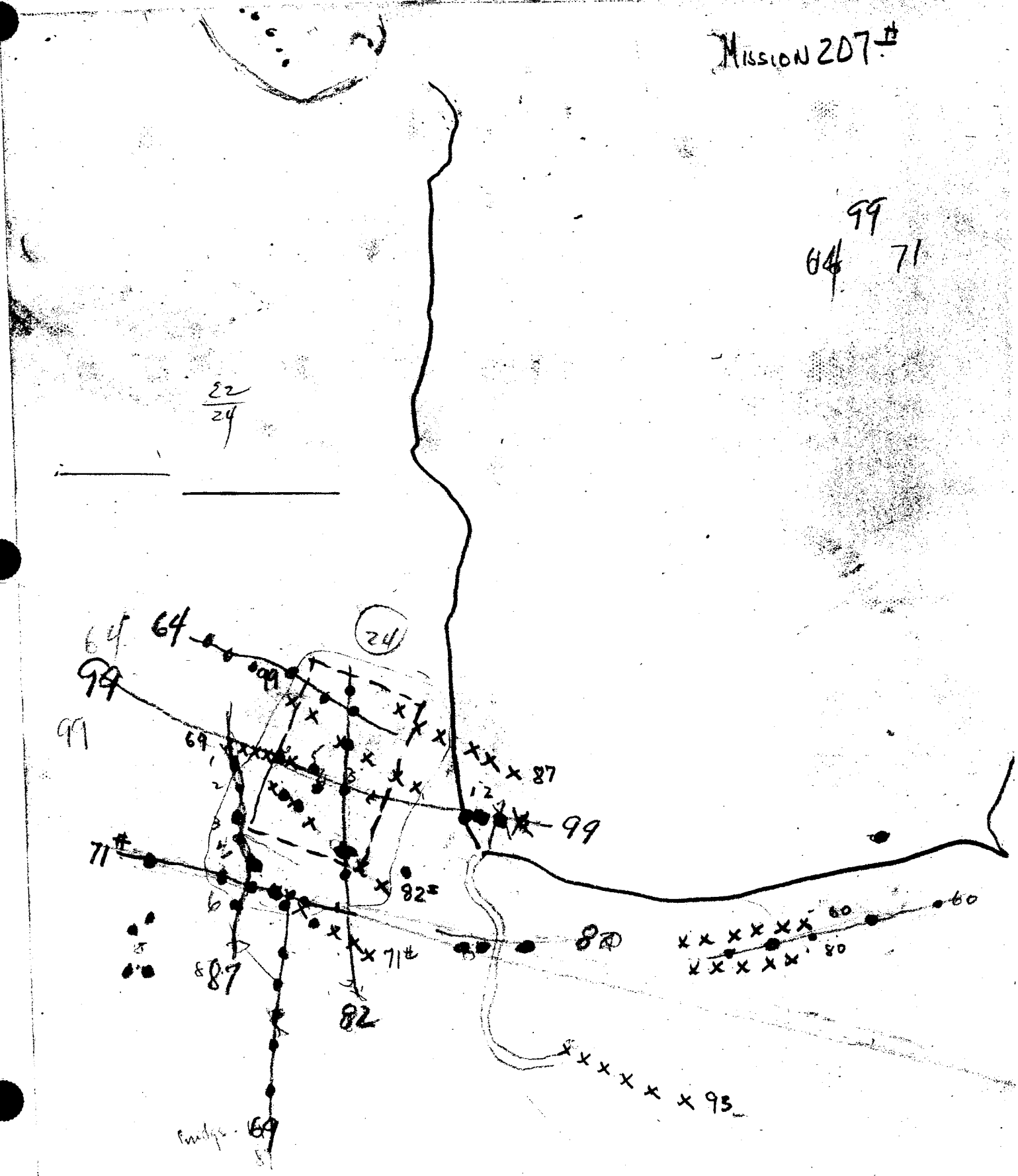
By RLB/DM NARA, Date 10/24/40.



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By PLB/pm NARA, Date 10/24/95.

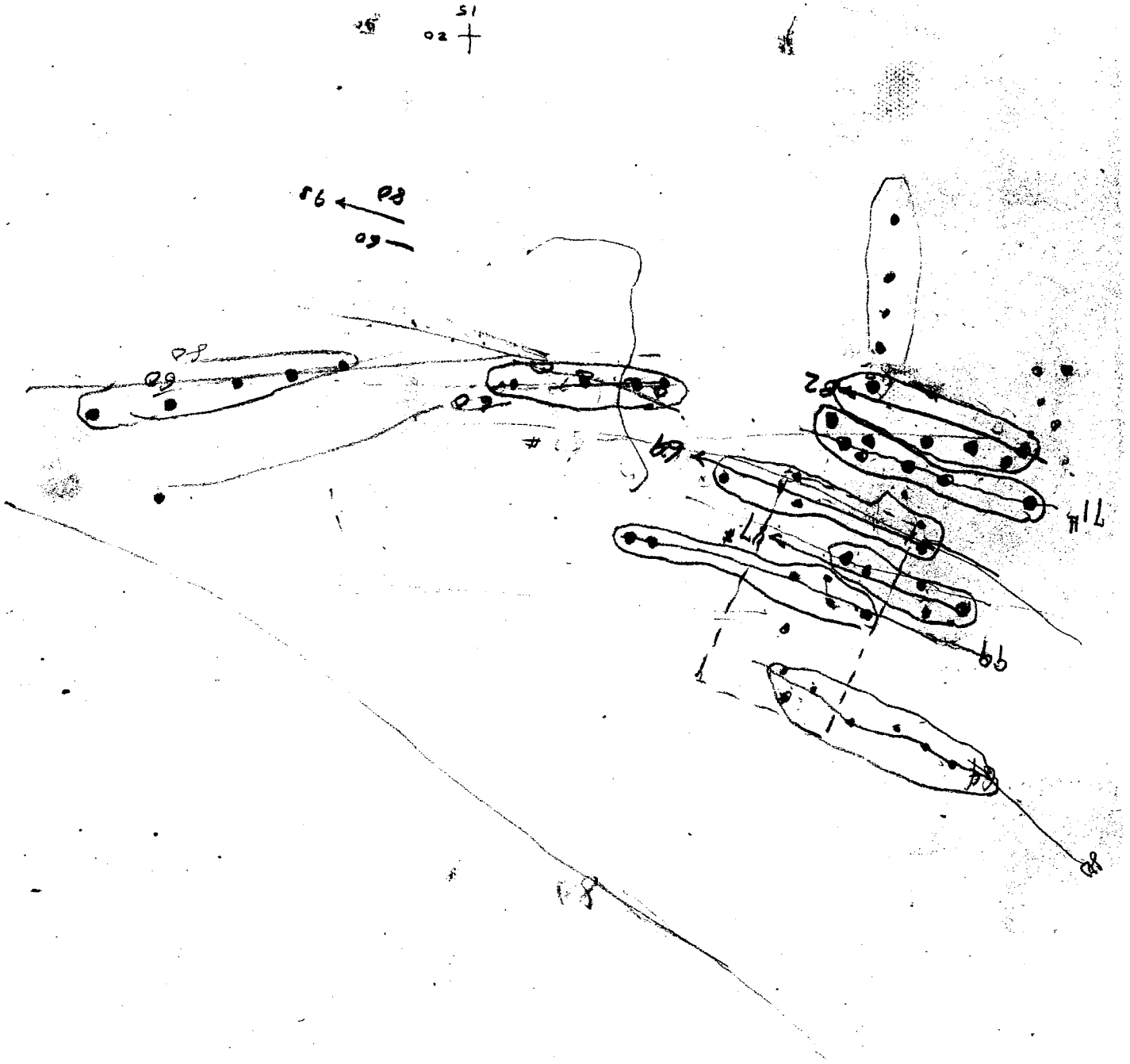


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By RLB/pm NARA, Date 10/24/95.



Based on 48 Bombs

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/00.



501
207
27 JULY

501 - 27th July

TOOP 1115/K/27 Operational Priority.

TO : 345th Group S-2

FROM: 501st Bomb Sq. S-2

A. FFO 207 9 B-25-D 501st Bomb Sq.

B. Target #2 Kila Village

C. 0851/K/27-0855/K 5300-6300 ft.

D. 24 x 500 lb. Inst. Demo. dropped in target #2. 11 x 500 lb. Inst. Demo. dropped in target #4. 6 x 500 lb. Inst. Demo. dropped in Sago Swamp southwest of target #4. 3 x 500 lb. Inst. Demo. dropped in water. 1 x 500 lb. Inst. Demo. dropped in water east of MacDonald's Junction. 6 x 500 lb. Inst. Demo. dropped--results unobserved. 3 x 500 lb. Inst. Demo. dropped 100 yards southeast of wireless tower.

E. Ack-ack light, medium, inaccurate 4/11000 ft.

F. H. H., Nil.

I. 70 K21, 38-40 K20 photos target area.

J. Target area well covered, left in pall of smoke, several fires started. 0854/K altitude 5000 ft. observed 3-5 single engine radial aircraft flying course 130 deg. 200 ft. altitude between Salamaua air strip and peninsula. Bridge at river mouth seem to directly hit and vanish, 737 014. (Ref. 1:25,000 Art. Series Salamaua. Fires west of target 400 yards from shore--seen by two crews. Buildings at southwest corner of target seen to be directly hit.and disappear. Hospital and wireless station was seen directly hit by string of bombs from one aircraft.

K. Route up: overcast 11,000 ft. scattered cumulus 5/6000 ft.
At Target: clear, few scattered clouds about 3,000 ft. ceiling unlimited.
Route Home: Same as route up.

L. Practically all crews were unamious that entire target area was well covered by direct hits.

M. 54 x 500 lb. Inst Demo. Type M43
160 x .50 c TF
100 x .30 c TF

FAIN.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/40.

501
233-F
23 AUG 43

NR 1 VARIU
0830/K OPERATIONAL PRIORITY
34TH GP S-2
501ST BOMB SQ S-2
TO 233-F 501ST BOMB [illegible] S-2-H-1
[illegible] AREA
[illegible]
MISSION INCOMPLETE DUE WEATHER TURNED BACK OVER MARKHAM RIVER OF KAIAPIT AT 0837/K. (07890 REF 4MI STRAT MAP)
F., H., NIL
50 PHOTOS TAKEN BETWEEN TSILI TSILI AND POINT WHERE TURNED BACK
NIL
OVER RANGE: BROKEN, HIGH OVERCAST, STRATO-CUMULUS 12,000 FT.;
SCATTERED BROKEN CUMULUS 500 FT. ABOVE TERRAIN.
TARGET : OVERCAST 12,000 FT. BROKEN TO OVERCAST, STRATUS 6,000 FT
SCATTERED TO BROKEN STRATUS 1,500 FT., HEAVY SHOWERS.
L. NIL
M. NIL

ANDRAU

TOS..... Q 1045/ K MWS VA
GLE R NR 1 MJS VA

501
234-F
23 AUG. 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

August 24, 1943.

SUBJECT: Narrative Report of Mission FFO 234-F. Performed by the 501st Bomb Squadron (M), on August 23, 1943.

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

1. Four (4) A/P of this squadron were ordered to strafe and bomb with incendiaries the Jap occupied area around Marawasa. Pilots assigned to this mission were Lt. Nusbaum, A/P 064, Lt. Kilroy, A/P 078, Lt. Larsen, A/P 173, with Capt. Manders leading the flight in A/P 087.

2. The flight took off at 0640/K to 0642/K proceeding to Marilinan where they were scheduled to make rendevous with 8 P-47's as escort. The fighter escort was late in arriving and rendevous was not completed until 0900/K at which time the airplanes proceeded down the Watut River Valley to the Markham River then northwest up the Markham River Valley to the target. The airplanes flew abreast over the target dropping their incendiaries. Each airplane then made an average of eight strafing runs covering an area encompassed by the following points: L-7606; L-7709; L-6112; L-5909. At 0935/K after a fifteen minute "rat race" over the target, the flight flew southeast passing over Marawasa, and Wankum, proceeding down the Yati River to the Markham River then down the Markham River to the Watut River Valley and back to the rendevous point and returning to base at 1042/K.

3. Captain Manders reported two or three very small fires started in the grass as a result of incendiaries. He reported several native huts were strafed in the area around reference point L-7308. (Map ref. 4 mile strat). They all reported, however, a large ground fire, possibly burning grass on a slight ridge at point L-7204. This airplane strafed a large tin roof building located at point L-6703. Tracers were seen to enter the building. 12 clusters of incendiaries were dropped and 1300 x .50 caliber ammunition was expended in strafing runs.

4. Lt. Nusbaum dropped incendiaries and strafed throughout the area. He reported observing small fires with nil enemy ground activity visible. 12 clusters of incendiaries were dropped and 1500 x .50 caliber and 1000 x .30 caliber ammunition was expended in strafing runs.

5. Lt. Kilroy strafed a white frame house, of European type construction, at point L-6308. He reported two fires started in grass patches. Blackish smoke seen coming from under palm trees as result of strafing. 12 clusters of incendiaries were dropped and 2000 x .50 caliber ammunition in strafing runs.

6. Lt. Larsen reported several fires in grass with one or two possibly in flames. No ground activity visible. All 12 clusters of incendiaries were dropped and 1000 x .50 caliber ammunition was expended in strafing.

7. It was the consensus of opinion of Captain Manders and the three remaining pilots that attempting to start grass fires in this area with incendiary bombs is not practicable as the grass is too wet to burn and the incendiaries burn off the grass in a very small area only. Practically all targets strafed were well concealed, being under trees and other dense foliage, making it very difficult for crews to estimate accurate results of strafing.

8. Weather on this mission was generally good. On the route out scattered strato cumulus clouds were encountered with tops up to six thousand feet. Over the target ceiling and visibility were unlimited, with scattered cumulus clouds up to two thousand feet. On the route home scattered to overcast clouds were encountered with tops at eight thousand feet. Heavy cumulus clouds were building up constantly during the period from 0730/K to 1000/K.

9. Circular areas with a 50-100 yard diameter covered with vines were noticed. It seems possible that these areas may be camouflaged dumps.

10. Fifty-two (52) photos were taken on this mission, covering bombing and strafing runs, also Yati-Markham River Junction, and Markham-Leron River Junction.

11. It is the opinion of the officer submitting this report that no citation or awards to individuals were justified in this mission.

For the Squadron Commander:

EVERT W. K. ANDRAU,
Captain, Air Corps,
Intelligence Officer.

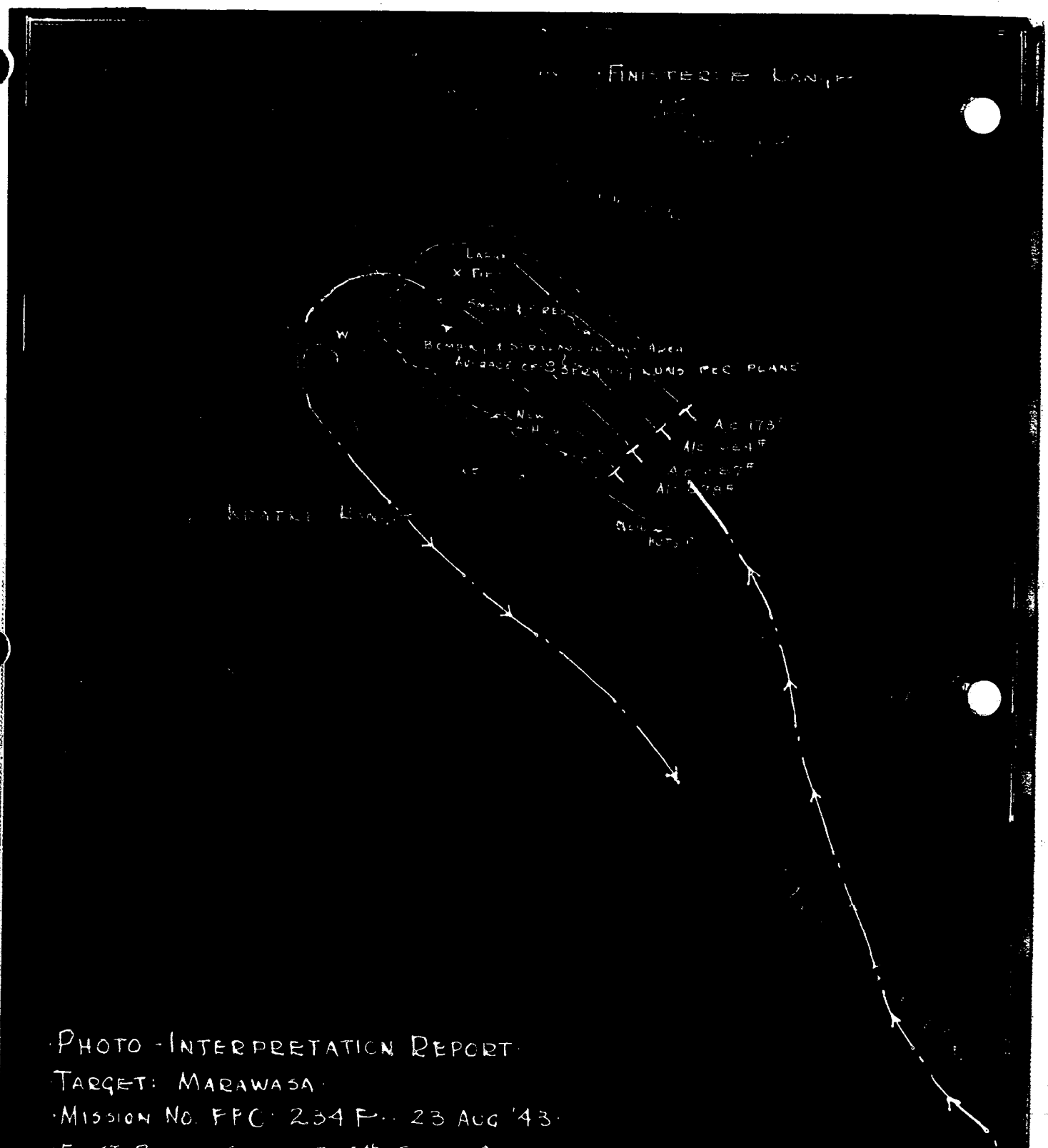


PHOTO-INTERPRETATION REPORT
TARGET: MARAWASA
MISSION NO. FPC 234 F - 23 AUG '43
501ST BOMB. SQDN: 345th BOMB GROUP
CARL A STRAUSS, 1ST LT. PHOTO INTERP. OFFICER

SCALE: 4 MILES = 1 INCH.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By PLB/pm NARA, Date 10/24/40.

501
234 F
23 AUG 43

FROM: 345TH BOMB GP
TO: 501ST BOMB SQ

INFO: 234-F 4 B-25-D-1 501ST BOMB SQ

1. MARAUA AREA.
2. 1230/K/23 - 0930/K - 2 MINIMUM TO 500 FT.
3. 61 CLUSTER BOMBS CONTAINING 40 INCENDIARIES EACH DROPPED
ON AREA EAST AND NORTH OF MARAUA VILLAGE POINTS L-750 TO
L-810. (REF. 4 MILE STRAT MAP). NATIVE HUTS AND BUILDINGS
STRAFED WITH 6300 X .50 CALIBER AND 1000 X .30 CALIBER
FROM THE SAME AREA. WHITE TURKISH STORE HOUSE AT L-805
SEEN TO ENTER THIS BUILDING. STRAFING RESULTS
NOT VISIBLE.
4. NIL.
5. PHOTOS TAKEN OF BOMBING AND STRAFING. ALSO OF YALU-MARKHAM
RIVER JUNCTION, AND YAKU MARKHAM - LERON RIVER JUNCTION.
6. MARAUA--ONE TIN ROOF BUILDING IN THE CENTER OF THE VILLAGE.
SERIES OF VILLAGES OR POSSIBLY CAMPS FROM YANKUM TO JUNCTIONS
OF YALU AND MARKHAM RIVERS. MANY OF THESE ARE APPARENTLY NEW BUILT
LARGE ØØ GROUND FIRE SEEN BURNING ON RIDGE AT POINT L-720 (SEE
4 MILE STRAT MAP).
7. ROUTE UP: SCATTERED STRATUS CUMULUS TOPS AT 6,000 FT.
AT TARGET: CAVU SCATTERED CUMULUS 2,000 FT.
ROUTE HOME: SCATTERED TO OVERCAST TOPS AT 8,000 FT. CUMULUS
BUILDING UP 0730/K - 1000/K.
8. RESULTS OBTAINED ATTEMPTING TO BURN GRASS WITH INCENDIARIES
DOES NOT SEEM TO BE JUSTIFIED. GRASS BURNED BY INCENDIARIES
CAUSES VERY SMALL FIRES IN THIS WET GRASS.
9. 6300 X .50 CALIBER
1000 X .30 CALIBER
61 CLUSTER BOMBS CONTAINING 40 INCENDIARIES EACH.

ANDRAU.

DOS .. 1230/K/23 .. EAK
GLE R/NR 1 RJM VA

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 12/24/96.

[redacted]

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

August 24, 1943.

SUBJECT: Narrative Report of Mission FFO 234-F. Performed by the 501st Bomb Squadron (M), on August 23, 1943.

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2. The flight took off at 0640/K to 0642/K proceeding to Marilinan where they were scheduled to make rendevous with 8 P-47's as escort. The fighter escort was late in arriving and rendevous was not completed until 0900/K at which time the airplanes proceeded down the Watut River Valley to the Markham River then northwest up the Markham River Valley to the target. The airplanes flew abreast over the target dropping their incendiaries. Each airplane then made an average of eight strafing runs covering an area encompassed by the following points: L-7606; L-7709; L-6112; L-5909. At 0935/K after a fifteen minute "rat race" over the target, the flight flew southeast passing over Marawasa, and Wankum, proceeding down the Yati River to the Markham River then down the Markham River to the Watut River Valley and back to the rendevous point and returning to base at 1042/K.

3. Captain Manders reported two or three very small fires started in the grass as a result of incendiaries. He reported several native huts were strafed in the area around reference point L-7308. (Map ref. 4 mile strat). They all reported, however, a large ground fire, possibly burning grass on a slight ridge at point L-7204. This airplane strafed a large tin roof building located at point L-6703. Tracers were seen to enter the bu lding. 12 clusters of incendiaries were dropped and 1800 x .50 caliber ammunition was expended in strafing runs.

4. Lt. Nusbaum dropped incendiaries and strafed throughout the area. He reported observing small fires with nil enemy ground activity visible. 12 clusters of incendiaries were dropped and 1500 x .50 caliber and 1000 x .30 caliber ammunition was expended in strafing runs.

5. Lt. Kilroy strafed a white frame house, of European type construction, at point L-6308. He reported two fires started in grass patches. Blackish smoke seen coming from under palm trees as result of strafing. 12 clusters of incendiaries were dropped and 2000 x .50 caliber ammunition in strafing runs.

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By RLB/pm NARA, Date 10/24/90.

Narrative Mission Report VPO 234-F (continued)

6. Lt. Larsen reported several fires in grass with one or two possibly in flames. No ground activity visible. All 12 clusters of incendiaries were dropped and 1000 x .50 caliber ammunition was expended in strafing.

7. It was the consensus of opinion of Captain Manders and the three remaining pilots that attempting to start grass fires in this area with incendiary bombs is not practicable as the grass is too wet to burn and the incendiaries burn off the grass in a very small area only. Practically all targets strafed were well concealed, being under trees and other dense foliage, making it very difficult for crews to estimate accurate results of strafing.

8. Weather on this mission was generally good. On the route out scattered strato cumulus clouds were encountered with tops up to six thousand feet. Over the target ceiling and visibility were unlimited, with scattered cumulus clouds up to two thousand feet. On the route home scattered to overcast clouds were encountered with tops at eight thousand feet. Heavy cumulus clouds were building up constantly during the period from 0730/K to 1000/K.

9. Circular areas with a 50-100 yard diameter covered with vines were noticed. It seems possible that these areas may be camouflaged dumps.

10. Fifty-two (52) photos were taken on this mission, covering bombing and strafing runs, also Yati-Markham River Junction, and Markham-Laron River Junction.

11. It is the opinion of the officer submitting this report that no citation or awards to individuals were justified in this mission.

For the Squadron Commander:

VERT W. [illegible]. ANDRAU,
Captain, Air Corps,
Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/90.

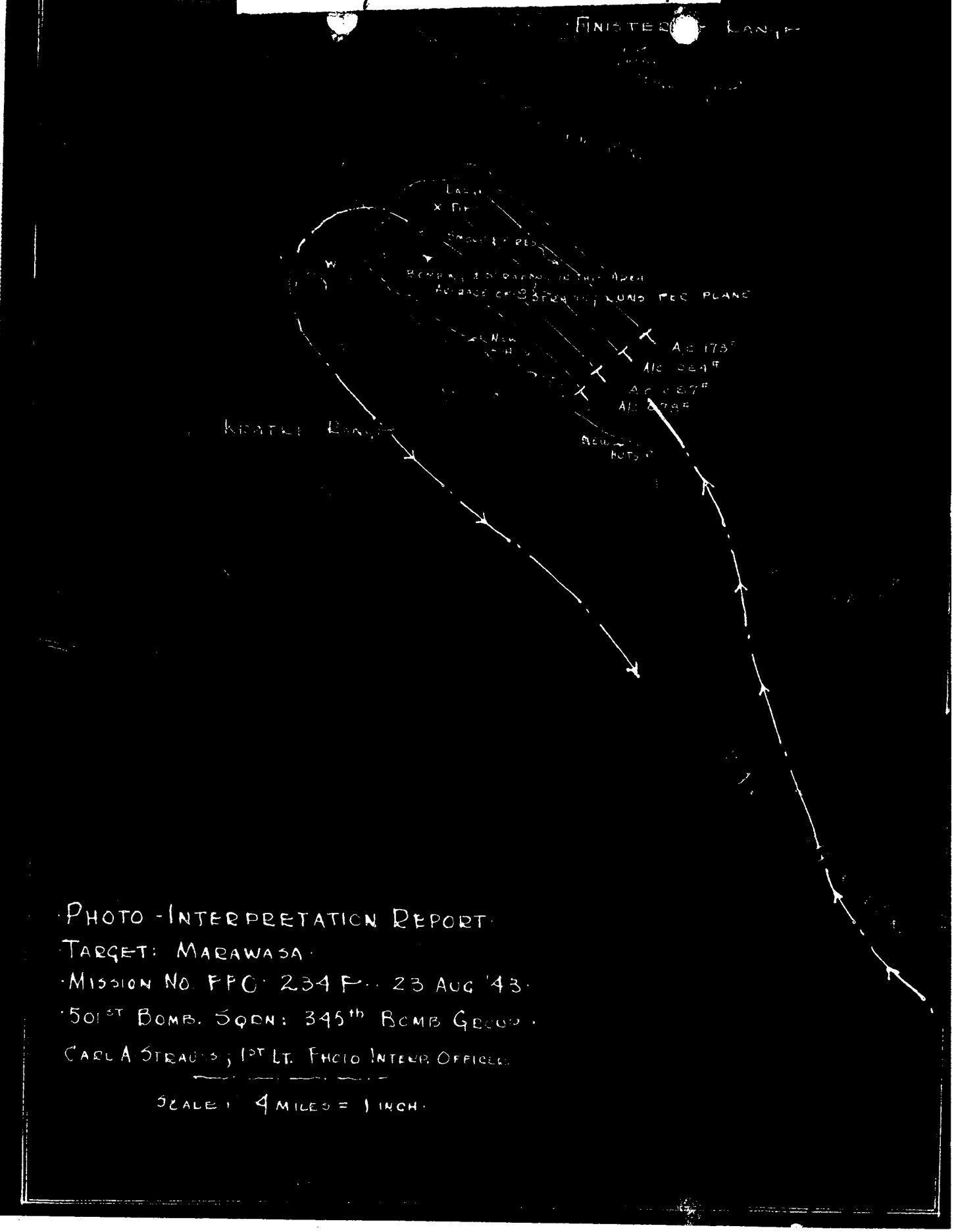


PHOTO-INTERPRETATION REPORT
TARGET: MARAWASA
MISSION NO. FPC 234 F. 23 AUG '43
501ST BOMB. SQDN: 345th BOMB GROUP
CARL A STRAUSS, 1ST LT. PHOTO INTERP. OFFICER

SCALE: 4 MILES = 1 INCH

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 12/24/97.

501
240-H
29 Aug 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

August 30, 1943.

SUBJECT: Narrative Report of Mission FFO 240-H. Performed by the 501st Bomb Squadron (M), on August 29, 1943.

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

1. Twelve (12) A/P of this squadron were ordered to strafe the runway of Strip No. 1 at Alexishafen and to bomb barges at Admosin Island, during the morning of August 29, 1943. Assigned to this mission were Captain Neuenschwander and Marston, Lt. Knoll, Krans, McGowan, Clark, Vogt, Barth, Larsen, Cather, Kilroy, and Moore. The crews were briefed at 1900/K on August 28th and were given a final briefing before take-off on the morning of the 29th.

2. The flight took off at 0848/K - 0853/K/29 and proceeded to the thirty mile strip where they joined with the 498th Bomb Squadron, proceeding to Mariliman, where rendevous was made with the 38th Group and the fighter escort from Dobodura at nine thousand feet. The formation then proceeded to the target with the 38th Group leading.

3. The squadron reached Alexishafen area at 1115/K, coming in from behind mountains west of the runway. Some difficulty was encountered in making the actual approach to the strafing run, due to the fact that there were too many airplanes attempting to fly too tight to permit a turn as short as was necessary. However, the approach was completed and strafing runs were made as ordered.

4. Six (6) A/P made their run down the right side of the strip, while the remaining six (6), made runs down the left side of the strip. All fired strafing bursts during these runs, covering this area thoroughly.

5. Captain Neuenschwander, flying A/P 060, reported 8 x 300 lb. 4/5 second delay demo. bombs dropped in train across Admosin Island. He reported seeing two trucks on the left (north side of the runway) and two small barges anchored at the west side of Sek Island. 550 x .50 caliber and 225 x .30 caliber rounds of ammunition were expended in strafing.

6. Captain Marston, flying A/P 099, reported all of his bombs dropped on Admosin Island, and reported seeing intense heavy black smoke arisingrfrom the island. This was believed to be results of general

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By RLB/pm NARA, Date 10/24/00.

bombing in this area. 8 x 300 lb. 4/5 second delay demo. bombs were dropped and 2000 x .50 caliber rounds of ammunition were expended in strafing.

7. Lt. Knoll, flying A/P 069, began his strafing at 1124/K. He dropped 2 x 300 lb. 4/5 second delay demo. bombs on the dump area at the west end of the runway, strafed down the north side of the runway, and dropped 6 x 300 lb. 4/5 second delay demo. bombs on at barge area at Admosin Island. In his strafing run, Lt. Knoll strafed near the dump and adjacent to the runway, strafed along the runway riddling three trucks on the north side near OPS building, and strafed Admosin Island. He reported the dump at the west end of the runway left smoking, being apparently hit. 1600 x .50 caliber and 300 x .30 caliber rounds of ammunition were expended in strafing.

8. Lt. Krams, flying A/P 089, reported his bombing results as unobserved. He estimated three of the bombs fell in the water with the remaining five landing on Admosin Island. 2000 x .50 caliber rounds of ammunition were expended in strafing along the runway.

9. Lt. McGowan, flying A/P 087, made his strafing run along the edge of the runway strip and dropped 8 x 300 lb. 4/5 second delay demo. bombs on Admosin Island. He reported several fires started with one large fire seen to be still burning fifteen minutes after attack. One fire appeared to have been oil burning. He also reported seeing black smoke arising from near the center of the runway along the strip. 1300 x .50 caliber and 300 x .30 caliber rounds of ammunition were expended in strafing.

10. Lt. Clark, flying A/P 076, strafed along the west side of the runway and dropped 8 x 300 lb. 4/5 second delay demo. bombs across the north side of Admosin Island. Two direct hits on barges were seen. Lt. Clark reported seeing a P-38, definitely identified as such, down on the runway about half way along the west side of the operations building. The right wing had been taken off and the remainder of the airplane was partially camouflaged. 2000 x .50 caliber rounds of ammunition were expended in strafing.

11. Lt. Vogt, flying A/P 074, made a strafing run along the north side of the runway and dropped 8 x 300 lb. 4/5 second delay demo. bombs over the northwest portion of Admosin Island. Lt. Vogt reported seeing a large barge, or commercial fishing type boat with small superstructure amidship, anchored near shore at Admosin Island. He was unable to bomb this boat, but did fire strafing bursts at it with unobserved results. Lt. Vogt reported seeing five sand bag gun emplacements on the small peninsula west of the north half of Admosin Island. These gun emplacements were manned by 5-6 men crews and appeared to be medium or heavy

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By RLB/pm NARA, Date 10/24/00.

guns. 2000 x .50 caliber rounds of ammunition were expended in strafing.

12. Lt. Barth, flying A/P 082, strafed along the south side of runway #1 dropped 7 x 300 lb. 4/5 second delay demo. bombs across the southern part of Admosin Island. One bomb was dropped short of the Island and was seen to hit in the water. Lt. Barth reported seeing two barges in the water near the shore between Admosin Island and the mainland, and believes he scored a hit on one of them. Lt. Barth also reported seeing a steam roller near the runway, as he made his strafing run. 1400 x .50 caliber and 100 x .30 caliber rounds of ammunition were expended in strafing.

13. Lt. Larsen, flying A/P 070, strafed along the runway and dropped 7 x 300 lb. 4/5 second delay demo. bombs on the island and one in the water near the west bank of the island. He reported seeing no activity around the west side of Admosin or on the island itself, and he did not see any barges at all until he had passed over the island where many barges were seen along the east shore. 600 x .50 caliber rounds of ammunition were expended in strafing along the runway and during one pass over the island.

14. Lt. Cather, flying A/P 064, made a strafing run along strip #1 and dropped 8 x 300 lb 4/5 second delay demo. bombs as he made his pass over Admosin Island. Results were not too accurately observed, but he estimated four or possibly five of these bombs overshot and fell in the water along the east side of the island. 700 x .50 caliber and 200 x .30 caliber rounds of ammunition were expended in strafing.

15. Lt. Kilroy, flying A/P 080, made a strafing run along the north side of strip #1 and dropped 8 x 300 lb 4/5 second delay demo. bombs on Admosin Island with unobserved results. Lt. Kilroy reported a large fire, black smoke, seen coming from the south side of the runway and a fire with white smoke on the northeast runway. 300 x .50 caliber rounds of ammunition were expended in strafing.

16. Lt. Moore, flying A/P 518, made a strafing run along the south side of the runway and dropped 4 x 300 lb 4/5 second delay demo. bombs on Admosin Island. 2 x 300 lb 4/5 second delay demo. bombs were later dropped on Kaliko village on the route home and 2 x 300 lb 4/5 second delay demo. bombs failed to release, and were returned to base. 1500 x 150 caliber rounds of ammunition were expended in strafing. Lt. Moore reported seeing two barges along the west side of Admosin and also reported a large barge of fishing vessel off the east side of Admosin Is.

17. On the route back, after completing the bombing and strafing run on Alexishafen, the squadron made strafing runs on Bogadjim, Rubaria, Kaliko villages. Several native buildings were destroyed and were left burning in this area. Crews reported heavy rifle fire coming from Bogad-

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By RLB/RH NARA, Date 10/24/90.

jim, suggesting presence of enemy troops there. Captain Marston's crew reported seeing approximately fifty tents in a Coconut grove at Balema.

18. Anti-aircraft fire at Alexishafen was reported as light, medium caliber, with very poor accuracy. One heavy sand bag flak-ack installation of five guns with 5-6 men crews each was reported on the north side of the bay, midway along the small peninsula that lies due west of the north half of Admosin Island. Three of our pilots had one or more .50 caliber slugs and/or holes caused by slugs in their airplanes upon return to base. No serious damage was done to any of these A/P.

19. Weather conditions on this mission were cumulus 6/10 from 3/12000 ft on the route up. Over the target it was clear up to 2500 ft. On the route back there were cumulus clouds 7/10 with tops at 12000 ft.

20. 89 K-20 and 60 K-21 photos were taken on this mission covering the bombing and strafing at Alexishafen, strafing in the Bogadjim area and the lower Markham Valley looking toward Lae.

21. Roto interpretation of bombing results is not included in this report. Photo interpretation will follow later.

22. It is the opinion of the officer submitting this report that no citations or awards to individuals were justified for this mission.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/90.

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

30 August 1943.

SUBJECT: Annex To Narrative Report Of Mission FFO 240-H. Performed by the 501st Bomb Squadron (M), on August 29, 1943.

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

1. The failure of guns on airplanes participating in this mission are listed as follows:

a. A/P 099—Lower left nose gun, and lower right nose gun.

b. A/P 089—Lower right nose gun.

c. A/P 082—Lower left waist gun.

d. A/P 070—Upper left nose gun, lower left fixed waist gun.

e. A/P 064—Lower left nose gun, lower left, upper right, and lower right fixed waist guns.

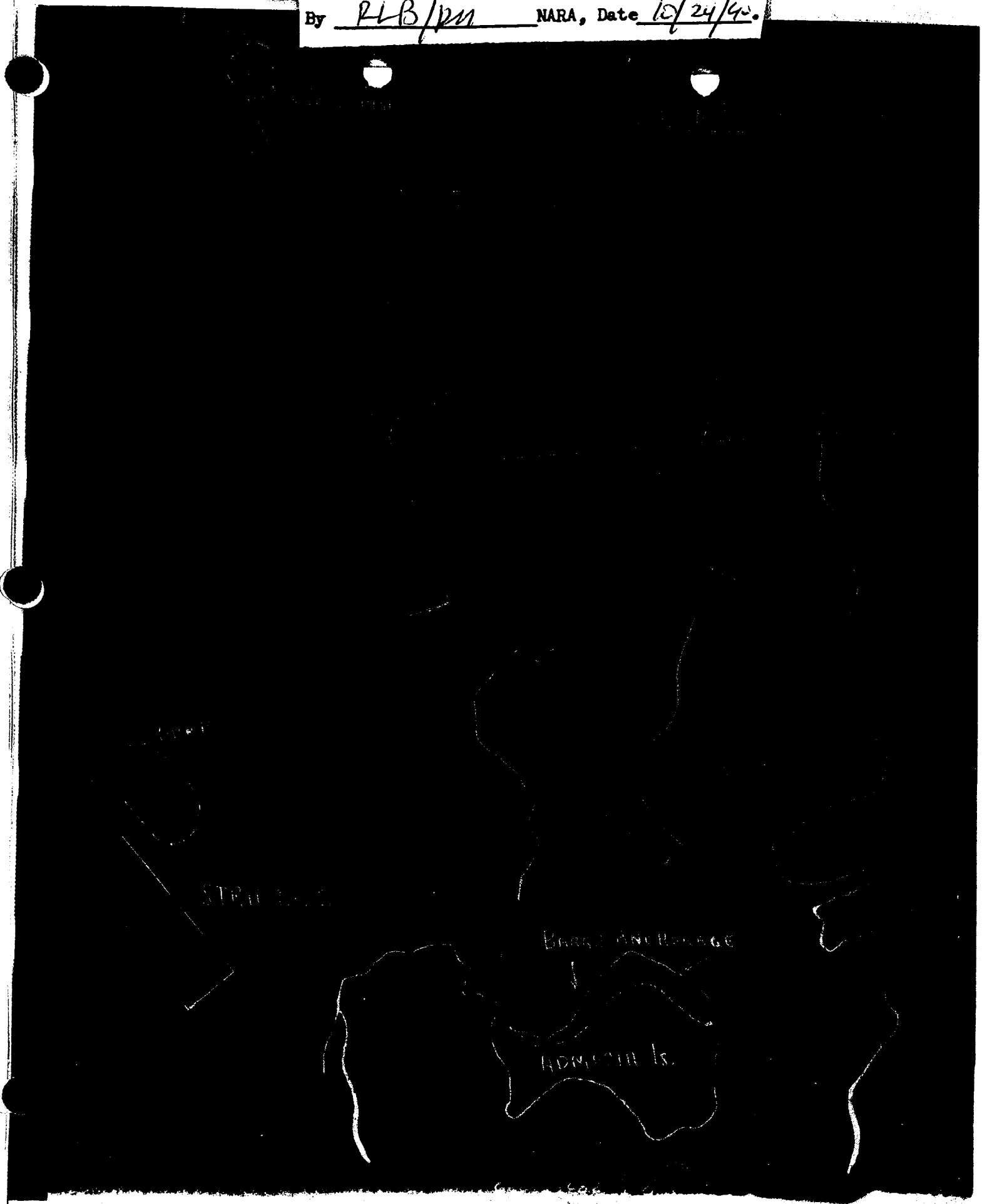
f. A/P 080—Lower left nose gun.

g. A/P 518—Upper left nose gun, upper right, lower right fixed waist guns.

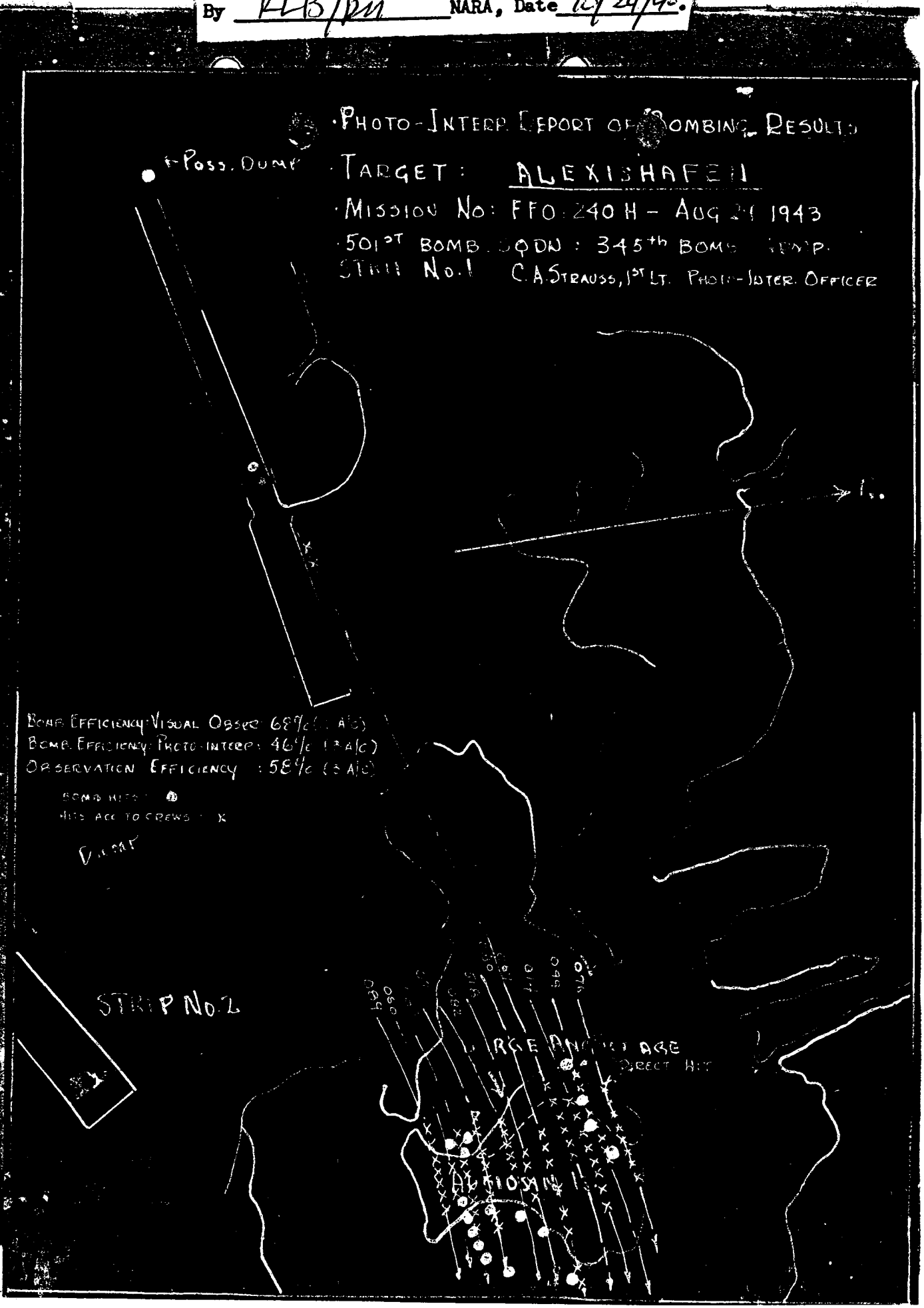
For the Squadron Commander:

BENJAMIN H. GREEN,
1st Lt., Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/RM NARA, Date 12/24/96.



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/90.



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 12/24/97.

GLE V RIU NR 1
291438 OPS PRI

501
240-H
29 AUG 42

TOO : 1446

TO: 345TH GROUP S-2
FM: 501ST BOMB SQ S-2

A. 240-H 12 B-25-D-1 501ST BOMB SQ.
B. ALEXISHAFEN STRIP NO. 1 AND DUMP
ALSO BARGES AT ADMOSIN ISLAND
C. 1115/K/29 - 1125/K MINIUMUM
D. UNOBSERVED EXCEPT FOR DIRECT BOMB HITS ON TWO BARGES AND ON DUMP AT STRIP NO. 1
E. LIGHT / MEDIUM / POOR, ALTITUDE 1/300 ALONG STRIP NO. 1
IN ADDITION A HEAVY ACK-ACK POSITION OF 5 GUNS WITH 6 MEN CREWS EACH ON NORTH SIDE OF BAY BETWEEN STRIP NO. 1 AND ADMOSIN ISLAND.
(MAP REF. 4 MILE STRAT J-7338).
F. NIL.
G. MACHINE GUN CURTAINS ON NORTH AND SOUTH SIDE OF STRIP.
H. NIL.
I. 89 K-20, 60 K-20 OF TARGET, BOGADJIM, AND MARKHAM VALLEY.
J. 15 BARGES ON EAST SIDE OF ADMOSIN ISLAND.
15 BARGES ALONG SHORE ACROSS FROM NORTH SHORE OF ADMOSIN IS.
1 BARGE, POSSIBLY, MORE, HALF WAY BETWEEN WEST POINT OF ADMOSIN IS. AND MOUTH OF CREEK MEANDERING ALONG SOUTH SIDE OF STRIP NO, 1.
STEAMROLLER AND 3 TRUCKS ON STRIP NO. 1
FIRE AT DUMP ON WEST END OF STRIP NO. 1
1 OIL FIRE AT MISSION BUILDINGS IN ALEXISHAFEN.
SEVERAL FIRES IN KALIKO VILLAGE DUE TO STRAFING.
K. CUMULUS 6/10 FROM 3/12,000 FT.
CLEAR UP TO 2500 FT.
L. IN ADDITION TO ASSIGNED TARGET,
[illegible] AIRPLANES
MADE STRAFING RUNS ON BOGADJIM, RUBARIA, AND KALIKO.
M. 22050 X .50 CALIBER
1155 X .30 CALIBER
94 X 300 LB. 4/5 SEC. DELAY DEMO
2 RETURNED TO BASE.

ANDRAU.

TOS...291505/K .. RIU .. EAK VA
R NR 1 GLE RJM VA

PLS GIVE ME A REPEAT OF L GA
L. IN ADDITION TO ASSIGNED TARGET, AIRPLANES MADE STRAFING RUNS ON BOGADJIM, RUBARIA, AND KALIKO.

OK TURN BACK PAGE AND BELL ME AND I WILL ACK

501
243-H
1 SEPT 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

2 September 1943.

SUBJECT: Narrative Report of Mission FFO 243-H. Performed by the 501st Bomb Squadron (M), on September 1, 1943.

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

1. Eight (8) airplanes of this squadron were ordered to conduct a strike against enemy installations, supplies and strong points in the Alexishafen-Mission Point area, during the morning of September first. Pilots assigned to the Mission were Captain Marston, Lt. Cather, Knell, Krans, Moore, McGowan, Larsen, Vogt. Briefing for the mission was held at 0545/K/1.

2. The fight took off at 0734-0738/K and proceeded to Marilinan with fighter escort at 8000 ft. The 38th Group then lead the combined flight to the target.

3. Lt. Moore, flying A/P 173, was unable to complete the flight due to mechanical difficulty. He turned back at 0757/K near Iule Is. He was unable to close the lower turret door.

4. The squadron reached Alexishafen area at 0945/K and the airplanes began individual bombing and strafing runs on the target. Captain Marston, flying A/P 099, began his strafing run at 0950/K strafing down the right side of the runway, heading toward the sea. 2 x 300 lb. 4/5 second delay demo. bombs were released at point 732375. 2 bombs were released over the center of the peninsula at point 738378. 2 bombs were released on Megas Island (741380). 2 bombs were dropped on Half Caste (756382). (Map ref. Madang East 8-500 scale, 1 inch to a mile). The west side of the runway, the buildings on the peninsula n rtheast of the runway, the beach and shacks at Half Caste we e strafed, as well as the island shore lines at Militat Harbor south of Friedrich Karl Harbor. 3500 x .50 caliber rounds were expended in strafing.

5. Lt. Cather, flying A/P 064, began his strafing run at 1000/K strafing down the southeast side of runway #2 and passing over Mission Point where 8 bombs were released. This area was also well covered with strafing and 2500 x .50 caliber and 300 x .30 caliber rounds were expended.

6. Lt. Knoll, flying A/P 069, began his strafing run at 0952/K, flying at 40 ft. altitude. 2 bombs were released along the southeast side of the air strip, one falling at point 720365 and another at 732369. The remaining 6 bombs were dropped among buildings and Mission Point in a line from point 730372 to point 736375. One direct hit on a building was observed, double fire started. He also strafed the coast line near Militat Point. Lt. Knoll reported a large fire visible at a northeast end of the runway. This appeared to be a burning airplane. He also reported large fires burning in Mission village. 2500 x .50 caliber and 300 x .30 caliber rounds were expended in strafing.

7. Lt. Arana, flying A/P 089, began his strafing run at 0945/K at minimum altitude. 8 bombs were released along the roadway at Mission Point between point 731376 and the end of the peninsula at point 739379 with unobserved results. 2 bombs were dropped at Half Caste. The strip adjacent to the runway and the Mission area was well covered with strafing. 3600 x .50 caliber rounds being expended here and in strafing the islands and shore line around Militat proper.

8. Lt. Larsen, flying A/P 071, made a minimum altitude run along the southeast edge of the runway, strafing this area. His flight path continued down the roadway through Mission village, where 8 bombs were released with unobserved results. This area was also wellstrafed. Swinging back to the right, short of Sek Island, Lt. Larsen then strafed the shore line and small islands from Kananam point to Amron Mission area. 1950 x .50 caliber rounds were expended in strafing.

9. Lt. McGowan, flying A/P 087, began his strafing run at 0955/K, flying at 100 ft. altitude. The airdrome area and the Mission village area was well covered with strafing. 8 x 300 lb. bombs were released over Mission Point. 3 oil fires and many other fires were observed to have been started over Mission area. 3000 x .50 and 1000 x .30 caliber rounds were expended in strafing.

10. Lt. Vogt, flying A/P 060, began his attack at 0955/K flying an average of 75 ft. altitude. 2 bombs were dropped at the northeast end of the runway, 2 bombs were dropped in Amron Village, at approximate position 733373. The remaining 4 bombs were toggled while making run over Amron Village. (703335). It is believed that one of these bombs may have struck one of the Mission buildings. Strafing bursts were fired into Mission Point, into the shore line at Sek Island at approximately 756376, into Malamal Village (742343). Also coast lines at 736340, 725341, 720340. Amron was thoroughly strafed. 2000 x .50 caliber and 1200 x .30 caliber rounds were expended in making these runs. Lt. Vogt reported nil barges visible in Alexishafen-Sek area, and he stated that he failed to see any ack-ack fire coming from the ground. He stated his belief that unquestionably this area was occupied by a large number of troops and general personnel, as there were many signs of usuage throughout the area. However, no personnel were actually seen on the ground, indicating that they have established a good system cover for their personnel during an air attack.

Narrative Mission Report 770 2d3-M (continued).

Anti-aircraft fire encountered over the target consisted of heavy machine gun fire and light anti-aircraft gun fire. The only observed positions from which fire was coming was from the position at the southwest end of the runway. Fire was generally inaccurate being off from 100-200 feet. The general intensity of ack-ack was unquestionably weak.

77 photos of bombing and strafing were taken with K-20 cameras and 60 photos were taken with K-21 cameras.

The weather encountered on this mission was generally good. On the route up there were scattered cumulus clouds 4/10 from 2/6000 ft., were encountered south of the range. Over the range itself 6/10 scattered cumulus clouds 5/9000 ft. In the Ramu Valley cumulus 4/10 to 10/10 from 4/9000 ft. Over Alexishafen scattered cumulus clouds 4/10 from 3/8000 ft. Visibility very good. On the route home weather was generally the same as it was on the route to target.

As requested, a report herewith showing malfunctioning of guns as determined by interrogation of combat crews, immediately upon returning from the mission. This report shows all guns from which any difficulty or malfunctioning whatsoever was encountered, regardless of the apparent cause of the malfunction.

Photo interpretation of bombing results is not included in this report. Photo interpretation will follow later.

It is the opinion of the officer submitting this report that no citations or awards to individuals were justified for this mission.

For the Squadron Commander:

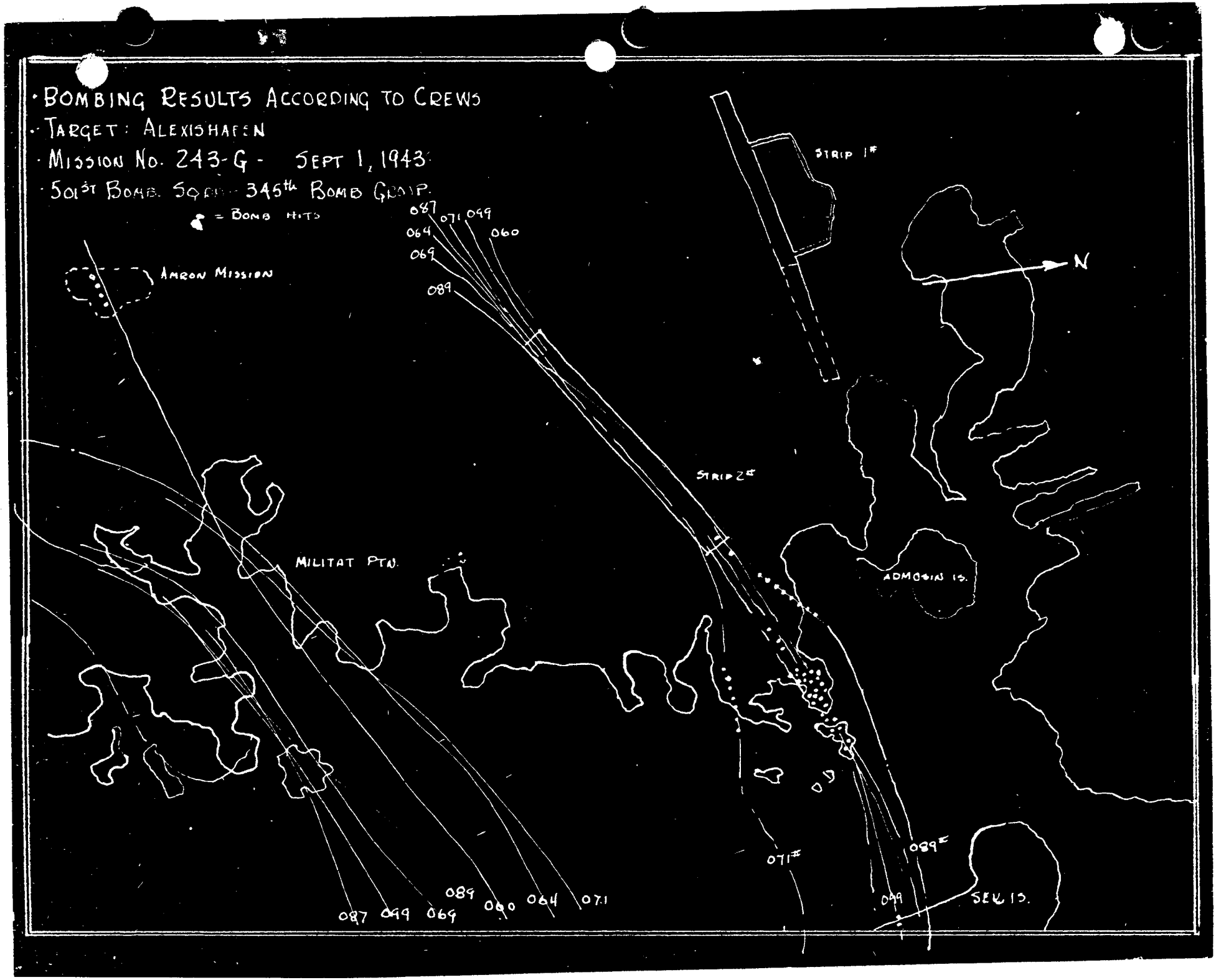
BENJAMIN E. GREEN
1st Lieut., Air Corps,
Ass't Intelligence Officer.

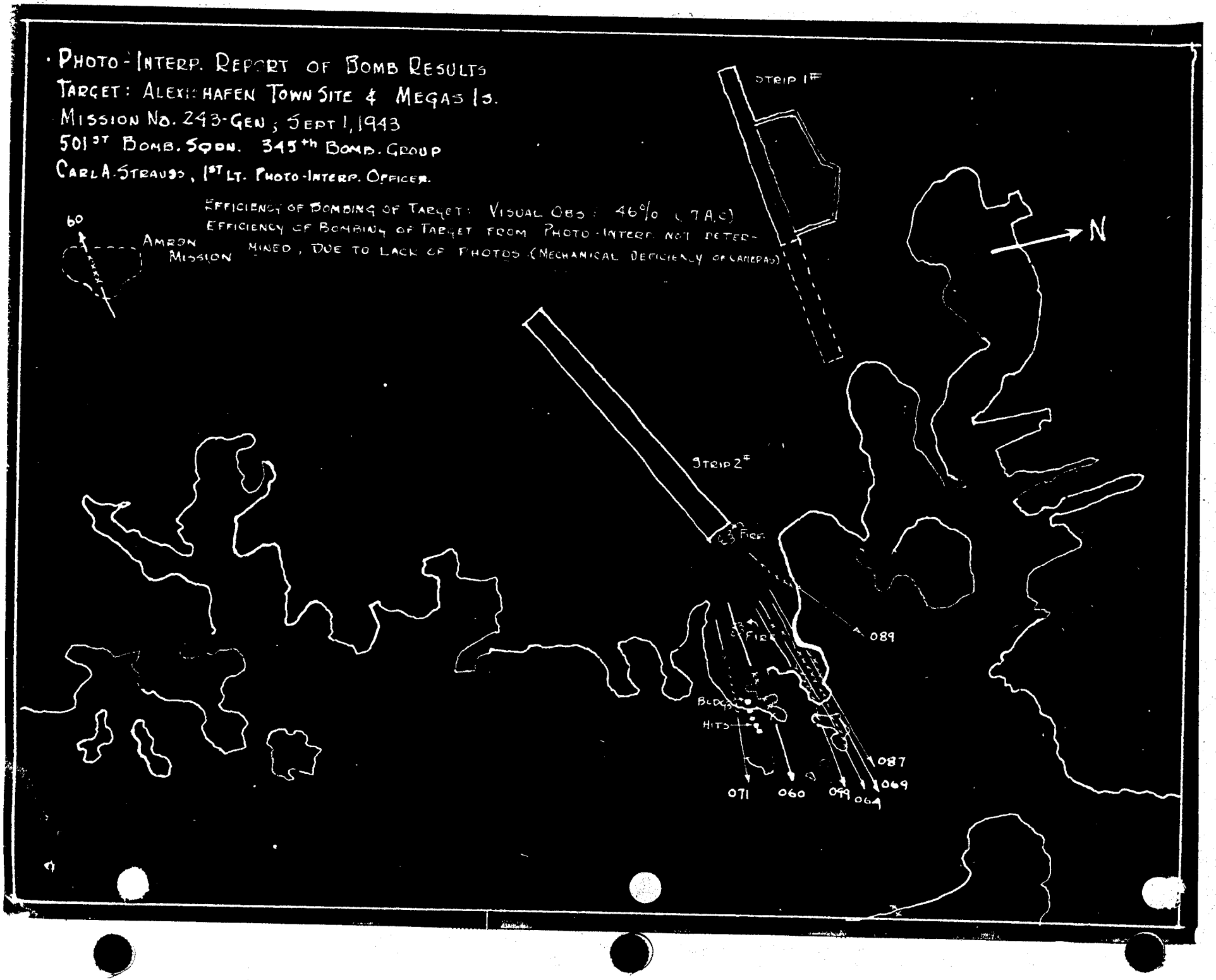
REPORT ON MALFUNCTIONS OF GUNS FTO 243-H 1/9/43 501st Bomb Sq.

Plane No.	NOSE GUNS				FIXED WAIST GUNS				FLEX WAIST GUNS		TURRET		
	Upper Left	Lower Left	Upper Right	Lower Right	Upper Left	Lower Left	Upper Right	Lower Right	Left	Right	Left	Right	
099		X	X	X									
064	X					X	X					—	
087		X		X		X							
089		X		X	X								
069		X				X							
071		X			X	X							
060	X	X	X		X	X	X	X					

LEGEND:

X = Malfunction of gun. At interrogation, crew members reported these guns as not fireing perfectly. This includes all guns failing, for any reason or cause whatsoever.


BOMBING RESULTS ACCORDING TO CREWS
TARGET: ALEXISHAFEN
MISSION NO. 243-G - SEPT 1, 1943
501ST BOMB. SQDN. - 345th BOMB GROUP.
= BOMB HITS
AMRON MISSION
087
071
099
064
060
069
089
STRIP 1st
N
STRIP 2nd
MILITAT PTN.
ADMOSIN IS.
071st
089th
099
SEK IS.
087 099 069 089 060 064 071


PHOTO-INTERP. REPORT OF BOMB RESULTS
TARGET: ALEXISHAFEN TOWN SITE & MEGAS 13.
MISSION NO. 243-GEN; SEPT 1, 1943
501ST BOMB. SQDN. 345th BOMB. GROUP
CARL A. STRAUSS, 1ST LT. PHOTO-INTERP. OFFICER.
EFFICIENCY OF BOMBING OF TARGET: VISUAL OBS: 46% (7A.C)
EFFICIENCY OF BOMBING OF TARGET FROM PHOTO-INTERP. NOT DETERMINED, DUE TO LACK OF PHOTOS (MECHANICAL DEFICIENCY OF CAMERAS)
60
AMRON
MISSION
STRIP 1ST
STRIP 2ND
FIRE
FIRE
089
BLDGS
HITS
087
069
071
060
099
064
N

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/90.

501
247-G
5 SEPT 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

6 September 1943.

SUBJECT: Narrative Report of Mission FFO 247-G. Performed by the 501st Bomb Squadron (M) on September 5, 1943.

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

1. This squadron was ordered to maintain air alert for ground support of troops operating in Nadzab area, during the day of September 5th, keeping four (4) airplanes in the air over the area continuously. Three flights of four (4) airplanes per flight were assigned to this mission, the first being led by Capt. Neuenschwander, second by Capt. Marsten, and the third by Lt. Knell. Lt. Col. True flew with Lt. Knell as observer, and Major Fridge flew with Capt. Neuenschwander as observer. One officer from the Army Paratroopers was also in each flight as observer.

2. As the airplanes were ordered to operate as a flight and not as individual planes, this report will give bombing and strafing results, and observations by flights instead of by individual airplanes, except for bombing results.

3. The first flight was over the target from 1025/K to 1225/K, flying at altitude of 300-1200 ft.

A/P 173, Capt. Neuenschwander, flight leader, dropped bombs on the road at Mumum Plantation. Two remaining bombs were dropped due southwest of Yalu at the point where the road enters upon open country. A/P 074, Lt. Vogt, bombed the motor pool of Yalu dropping all bombs in a due west-east trail. A/P 080, Lt. Bailey, dropped bombs along the road in the neighborhood of Jensen's some two miles west northwest of Heath's. 4 bombs were dropped very closely on the east edge of the little circular clearing approximately halfway between Yalu and Heath's. A/P, 060, Lt. Nusbaum, dropped bombs on the road as did A/P 080, except that concentrated bombing with four clusters was done halfway between Edward's and Heath's. Little strafing was done since no ground support was requested. The road from Mumum through Yalu to Edward's was strafed by the four airplanes of Capt. Neuenschwander's flight. All observations were made from an altitude of approximately 1000 ft. Paratroopers were seen to occupy three areas, the largest contingent in the area one mile due west of Shep's camp. This contingent had an estimated strength of 4/9 of the total. The second largest, with a strength of approximately 3/9 of the total force, landed in open country along the forest edge shaped in a semi-circle and lying north of the road west of Gabsonkek. The third group of parachutists, with a strength

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By RLB/pm NARA, Date 12/24/96.

of 2/9 of the total, were seen to drop in a SW-NE direction approximately 3/4 mile northeast of the Chinese Trade Store. A few of the parachutes were seen in the dense tree growth beyond the clearing. Blue parachutes (supply) were seen 1 1/2 miles northeast from the Chinese Trade Store right along the north side of the road.

The above observations were made upon arrival in the area.

1030/K a grass fire was observed adjoining the Nakakapor runway on the west. This grass fire had covered an area approximately 1/4 mile square area, with wind blowing due east. A motor car was observed on the road 1/4 mile southeast of Old Yalu. When one echelon had got into position for strafing, the car had taken cover under the trees.

1035/K the B-24's were seen to pass over Heath's unloading their bombs.

1115/K - 1300/K Australian Engineers were seen crossing the Markham River at a point south-southwest from the Nadzab strip.

1140/K Captain Neuenschwander's flight of 4 A/P, flying over Heath's observed the absence of anti-aircraft fire. The motor pool at Yalu was closely watched and vehicles were not seen at any time.

1150/K a twenty (20) man patrol was seen moving in a due westerly direction from the westerly native hidecut, due northwest of Gabsonkek. Another patrol was noticed in the narrow bottleneck of open country approximately 7/8 mile due north of banana gardens near Gabsonkek.

1220/K an organized patrol of fifteen men was observed walking along the edge of the forest due east of Mac's camp, 1/4 mile away. These men were walking in a southerly direction wearing white helmets. Two organized patrols were observed along the road in the open country northeast of the Chinese Trade Store. Approximately seven parachutes were noticed on the ground stretching out from south-southwest to north-northeast, the last parachute landing right at Mari Weekend Hamlet.

4. The second flight was over the target from 1205/K - 1250/K and from 1300/K - 1345/K flying an average altitude of 1000 ft. 24 clusters were dropped by two A/P over Ngasawapum—one airplane claiming direct hits on the target. 24 clusters dropped on the Munum Plantation. One run causing direct hits. Results unobserved. The following observations were made:

1215/K a large fire with smoke reaching to approximately 1500 feet height was observed 1¼ miles due east of Nakakapor landing strip. Additional firestwere observed in the distance at the following places: one,

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By RLB/RM NARA, Date 10/24/96.

5 miles due west of Yalu motor pool; 2 fires close to each other approximately 10 miles due west of Yalu motor pool.

1230/K noticed 15-20 men walking in tall grass in a southeast direction towards Madsab runway from the edge of the woods due north of Boys House. Panels were observed on the edge of the woods one-half mile northwest of the Chinese Trade Store. The panels consisted of 2 V's with double O over it indicating medical supplies wanted.

1315/K a small motor boat was seen in the river due south of Lorraine's Trade Store coming in a westerly direction. At the same time Captain Marston's flight reported pontoons lined up preparatory to the completion of a bridge across the Markham River, at the site previously mentioned. Troops seen dispersed along the outer edges of the Munum Coconut Plantation. Captain Marston's flight was notified by radio of the approach of Zeros. The flight returned to Marilinan at 1250/K and returned to the area again at 1300/K. Just prior to the information received by theflight that Zeros were in the vicinity, P-40's were seen heading home. One B-17 at 15,000 ft. was seen at various times during the second flight.

5. The third flight was over the target from 1410/K to 1620/K, flying from minimum to 15000 ft. altitude.

Map Ref. to the Lower Markham Valley Mosaic March 2[illegible]/43. 1 A/P bombed the native Yalu hideouts due north of Yalu motor pool. 12 bombs were dropped. 1 A/P bombed native village due south of the Old Yalus Village on the other side of the road. This village is not shown on the Mosaic. Two of the twelve bombs dropped were salvoed. The third A/P bombed the same village south of Yalu with two bombs. The same A/P dropped two bombs on a native village across the river about one-half mile east of Yalu motor pool, andthis same A/P then proceeded to drop four bombs in Ngafir village. The fourth A/P dropped bombs over the Old Yalu motor pool. Three A/P strafed while bombing. The following observations were made:

1420/K The flight passed two times over Heath's without any opposition whatsoever. Numerous bomb pits were seen. No activity on road anywhere was observed. However, a large grass fire was seen in the Munum Plantation. A circular panel was observed being put up by troops in the native hideout 1/2 mile due north of Gabsonkek.

1520/K transports were seen dropping supplies on Madsab strip.

1525 - 1625/K troops digging in around east side of Madsab A/D.

1530/K 30 troops sighted marching NE on trail running along Ngafir Creek 2¼ miles NE of Gabsonkek and 30 troops at road junction near Ngafir Creek 1¼ miles east of Gabsonkek.

1620/K nine barges were seen proceeding down river and making a

landing at Madgab Police Station. Troops were seen throughout area bounded by Mgafir, Mgazampum, Lorraine's, to river due south of Lorraine's. Troops at Cabanatuan were moving into hideouts. Troops on Madgab runway, also numerous supply parachutes. 50 men with white helmets were seen walking along the road, one mile northeast of the Chinese Trade Store. A large area due west of the Marshaper field was found burned.

6. Photos were taken as follows:

First flight - 22 K-20, 20 K-21 photos of target and para-troop landing.

Second flight - 9 K-20, 12 K-21 photos of target.

Third flight - 58 K-20 photos taken of target.

7. Weather conditions encountered during the mission were as follows:

First flight - Route Up: Over mountains 2/10 coverage at 10,000 ft.
At Target: CAVU.

Second flight - Route Up: 4/10 coverage at 8000 ft. over mountains.
At target: CAVU.

Third flight - Route Up: Over mountains tops 15/16,000 ft.
At Target: CAVU.

8. Malfunctions of guns while strafing was slight, and will be forwarded.

9. Photographic interpretation of damage assessment is shown on enclosed photocharts.

10. It is the opinion of the officer submitting this report that there were no actions of individuals or crews on this mission deserving of citation or special awards.

For the Squadron Commander:

EVERT W. K. AMERAU,
Captain, Air Corps,
Intelligence Officer.

1 Incl:
Incl 1 - Photochart.

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By RLB/RM NARA, Date 10/24/95.

[illegible] SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 929.

7 September 1943.

SUBJECT: Malfunctions of Guns.

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

1. Enclosed herewith is report on malfunctions of guns on Mission # C 247-C.

For the Squadron Commander:

[illegible],
Captain, Air Corps,
Intelligence Officer.

1 Incl:
Incl. 1 - Report Malfunctions of Guns.

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By RLB/NARA, Date 10/24/94.

501ST BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP (M)
APO 929

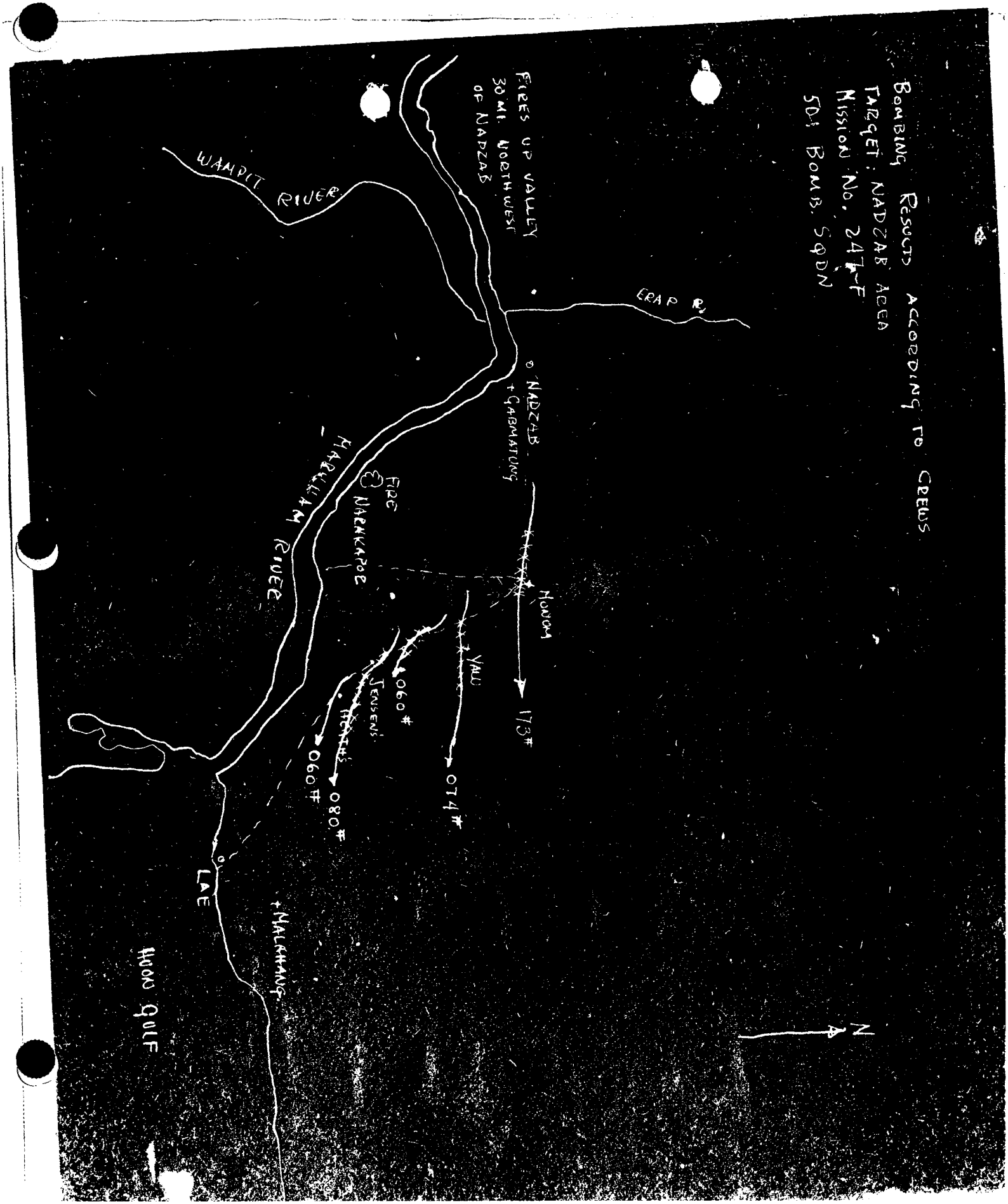
SEPTEMBER 6, 1943

GUNNERY PERFORMANCE:
FFO 247-G, 501ST BOMB SQ., 4 B-25D-1'S
SEPTEMBER 5, 1943

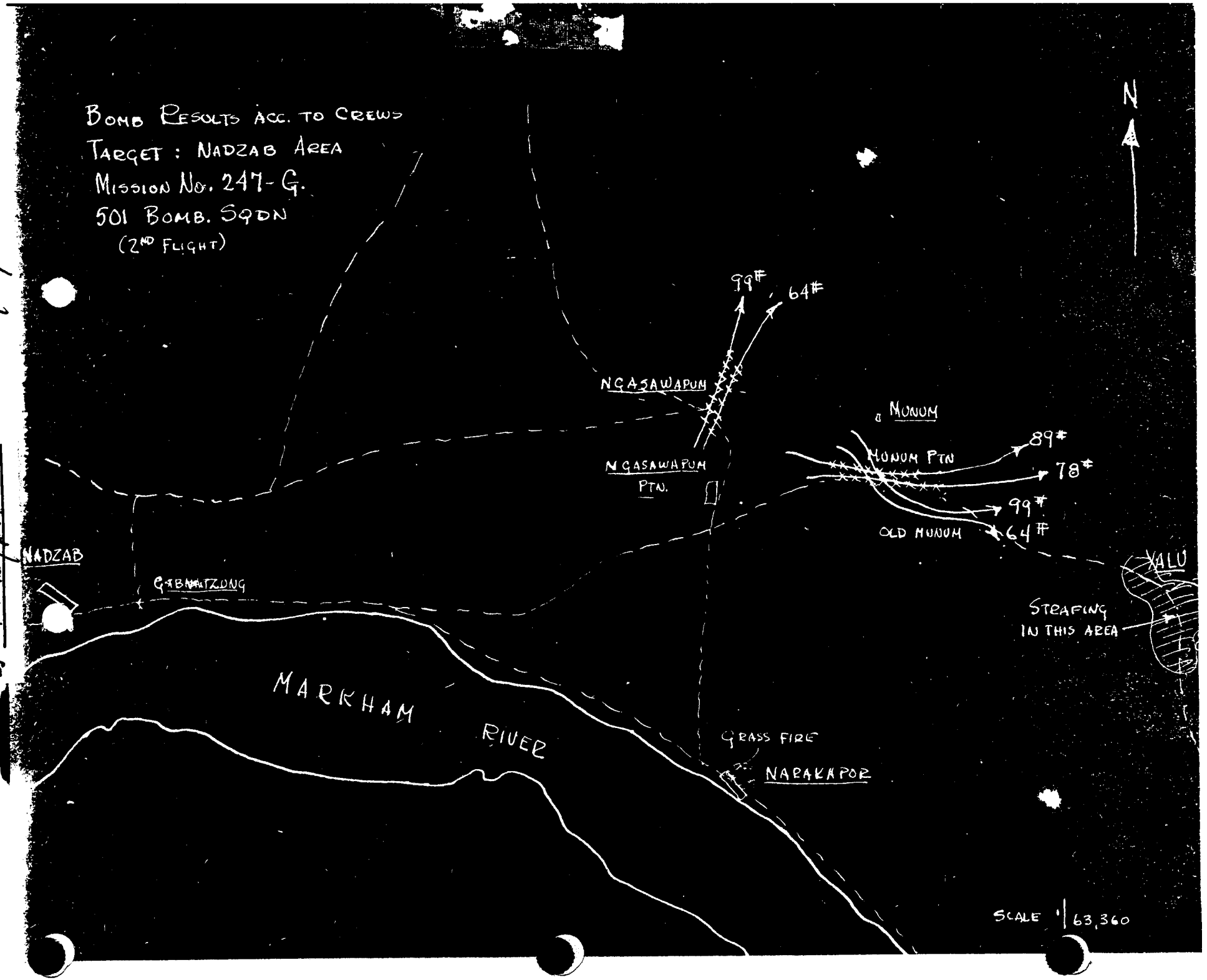
A/C NO.	NOSE GUNS				FIXED WAIST GUNS			
	LEFT		RIGHT		LEFT		RIGHT	
	U	L	U	L	U	L	U	L
080		X						
079						X		
099	X							
064	X							

X - GUNS FAILED TO PERFORM PROPERLY.

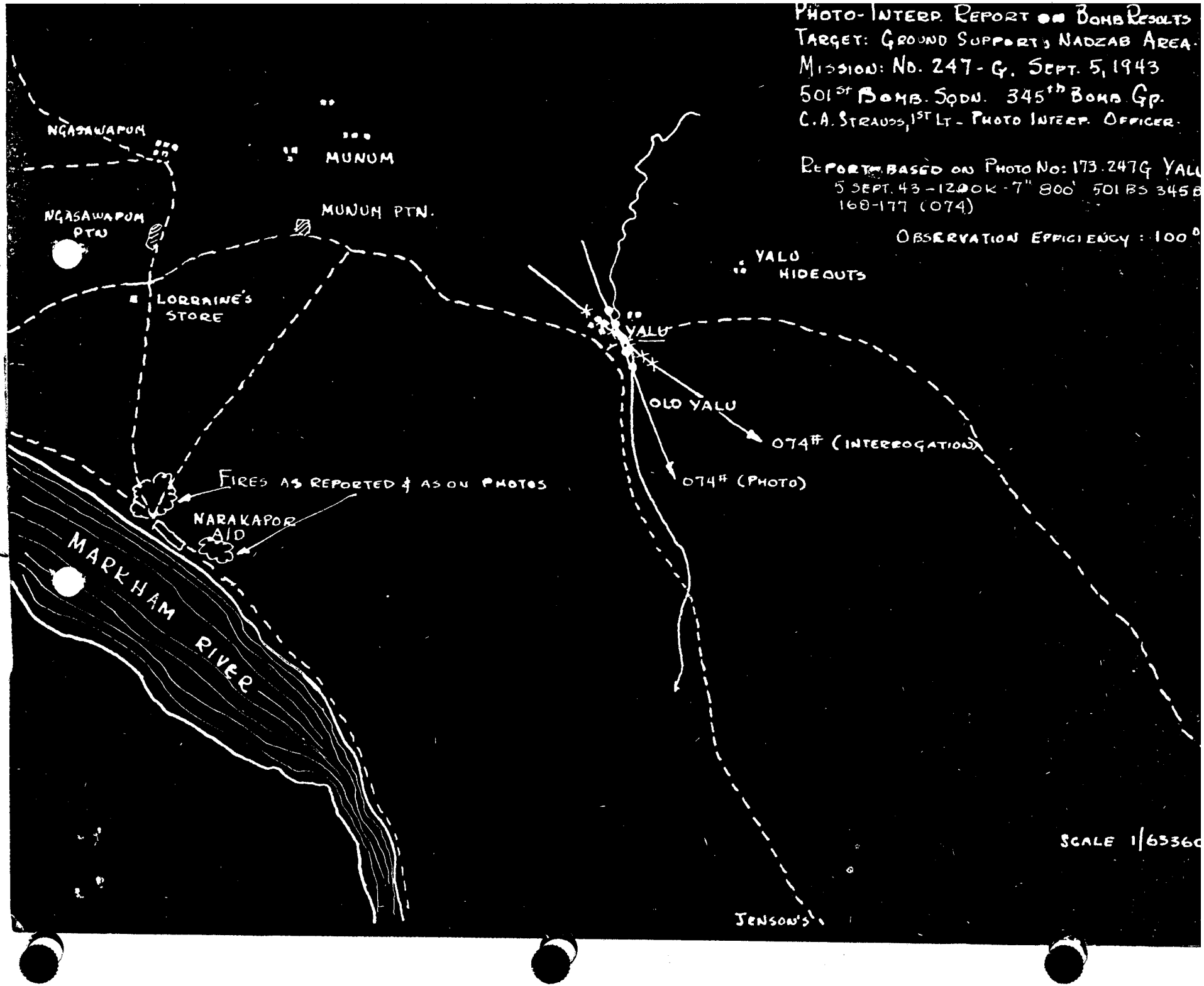
DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/NARA, Date 10/24/95.



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, and D 745005
By RLB/NARA, Date 10/24/94.



DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.4, NWD 74500
By RLB/NARA, Date 10/24/96



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/90.

File

501
248-H
SEPT

5O1ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

7 September 1943.

SUBJECT: Narrative Report of Mission #70 248-H, Performed by the 501st Bomb Squadron (M) on September 6, 1943.

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

1. Twelve (12) A/P of this squadron were ordered to bomb and strafe Malabang during the morning of September 6th. Pilots assigned to this mission were Captains Neunaechsander, Marston, Lt. Bailey, Cather, Clark, Kraus, Knell, Kortmeyer, McGowan, Moore, Nusbaum, and Vogt. Captain Neunaechsander led the squadron formation, which took off at 0020/K/6 - 0027/K.

2. The squadron arrived at Malabang and began their attack at 1033/K flying at minimum altitude. The approach and bombing run were made from the northwest end of the strip beginning in the coconut plantation and running through to the beach southeast of the runway.

3. Captain Neunaechsander, flying A/P 070, began his run at 1033/K and dropped 5 x 500 lb. 1/5 second delay bombs in trail in the west center portion of the coconut plantation area. Photos were taken of the bombing. 1600 x .50 caliber rounds were expended in strafing.

4. Captain Marston, flying A/P 099, made his run down the eastern half of the plantation and dropped 5 bombs in trail directly south of the end of the runway. 800 x .50 caliber rounds were expended in strafing the area.

5. Lt. Knell, flying A/P 069, flew down the eastern edge of the plantation dropping 5 bombs just north of the east side of the runway, and thoroughly strafed the area expending 1600 x .50 caliber and 100 x .30 caliber rounds in strafing.

6. Lt. Vogt, flying A/P 074, flew down the center of the plantation area. 5 bombs were released in the coconuts directly west of the A/D runway. Lt. Vogt expended 500 x .50 caliber rounds in strafing.

7. Lt. Nusbaum, flying A/P 060, flew down the west side of the coconut plantation area and dropped 5 bombs in trail in the southwest corner of the plantation. 1800 x .50 caliber rounds were expended in strafing on the run.

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By RLB/RM NARA, Date 10/24/90.

Narrative Mission Report FFO 248-M (continued)

8. Lt. Krans, flying A/P 089, flew down the extreme western edge of the plantation and dropped 2 bombs in the southwest corner of the plantation and 3 bombs in the shrub growth directly south of the southwest side of the plantation. 1000x .50 caliber rounds were expended in strafing.

9. Lt. Bailey, flying A/P 080, flew down the center of the coconut plantation and released 5 bombs at the southern end of the plantation, directly west of the runway. 1200 x .50 caliber rounds were expended in strafing.

10. Lt. Gather, flying A/P 064, flew down the center of the coconut plantation strafing thoroughly the upper half, then released 5 bombs, 3 of which fell in the plantation and 2 fell just south of the plantation in the shrub growth. 1500 x .50 caliber and 200 x .30 caliber rounds were expended in strafing.

11. Lt. McGowan, flying A/P 087, flew directly down the center of the Malahang plantation and released 5 bombs, 4 of which fell in the coconut and 1 fell just over into the shrub area, directly west of the runway. 1000 x .50 caliber rounds were expended.

12. Lt. Clark, flying A/P 076, flew down the east side of the plantation dropping 5 bombs, 4 of which fell directly north of the runway and 1 fell on the northern end of the runway strip. 1500 x .50 caliber and 100 x .30 caliber rounds were expended in strafing.

13. Lt. Kortemeyer, flying A/P 078, flew just east of the center of the plantation, and dropped 5 bombs, 2 of which fell just west of the southwest corner of the runway, and the remaining 3 fell along the west side of the clearing south of the runway. 2000 x .50 caliber and 150 x .30 caliber rounds were expended.

14. Lt. Moore, flying A/P 094, making his run down the eastern side of the plantation and runway strip, was unable to release bombs while over Malahang. He thoroughly strafed the entire runway and the area south of the runway all the way to the shore expending 800 x .50 caliber rounds. Lt. Moore later was able to release his bombs, doing so while passing over Heath's on the route back. 5 bombs were dropped on the road running northwest from Heath's and fell in train with the first bomb falling just outside of Heath's. These bombs were released at 1045/K.

15. Airplanes were loaded with 5 x 500 lb. demolition bomb, M43, with M113 delay fuse with a 4/5 second setting. One airplane in each flight had one of its bombs set with a six hour delay fuse instead of a 4/5 second setting. As pilots could not know whether their airplane was carrying a six hour delay fuse bomb, all pilots were instructed under no circumstances were they to return to Port Moresby with any bombs in their bomb bay, and were ordered to make certain, if possible,

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By RLB/pm NARA, Date 12/24/96.

that all bombs were released over enemy territory. In the event any bombs were not released over enemy territory, they were then to fly well out to sea in the Gulf of Papua before salveing.

16. The following observations were reported by crews during the interrogation:

1020/K	fires at Sukurum greyish white smoke 2500 ft. high, small fires 3 miles NE of Sukurum.
1030/K	grass fire burning on Madzab strip and in the area west of Madzab strip, and along Erap River. Yellow panels at Gabsenkek, V over solid circle, 2 dashes in between.
1035/K	small fires at Jacobsen's.
1038/K	truck on east side half way down Malahang runway.
1040/K	at 3000 ft. from position 2 miles off shore, 2 possible DD near shore, somewhere between Lae and Malahang.
1045/K	heavy pall of smoke 2000 ft. high from target.
1055/K	2 C-47's just landed on Madzab strip. 6 C-47's approaching for landing on same.

17. In addition crews reported that they were definitely unable to sight any barges atall along the coast or inlets while passing over Labu on the flight out from their target.

18. At 0900/K a twin-engine bomber, possibly B-25, but not identified as such, was seen crashed in a swamp area directly west of the 30 mile strip out near the Area River at approximately point G-4988. (Ref. 4 mile strat series ARCA 1st edition.) This sighting was phoned to Group Intelligence immediately upon being learned at the interrogation.

19. At 1138/K/6, 200 ft. east of the southern-most corner of the Malahang Plantation, A/P 076, piloted by Lt. Clark, received a near hit from anti-aircraft. A piece of shrapnel 2¼ inches long was recovered from the fuselage near the escape hatch. The thickness of this piece of shrapnel and its shape lead to a first impression of being a 37 mm. slug. Further careful study of the shrapnel leads to a rather definite estimate that this is a 75 mm. slug. The blast came from the east. This would indicate that a 75 mm. gun is now installed in this area, which fact was not known to Intelligence at the time of briefing. For this reason, it is requested that low oblique and vertical photographs be taken of this area at once in order to determine the exact location of this new 75 mm. gun.

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By RLB/RM NARA, Date 10/24/95.

Narrative Mission Report FPO 28B-H (continued)

20. Anti-aircraft fire encountered on this mission was reported by pilots as being light in intensity. The greatest majority of crews reported seeing no ack-ack or ground fires at all. Ack-ack that was seen was definitely machine gun fire and was extremely accurate, and crews reported seeing tracers passing very close to airplanes, between trailing edge of wing and horizontal tail surface. The exhaust of shrapnel referred to in the paragraph above was the one indication of heavier fire.

21. Weather conditions encountered on the mission were as follows:

Route Up: cumulus 5/10 tops 12,000 ft.
At Target: clear few scattered clouds.
Route Back: cumulus 5/10 tops 16,000 ft. Cumulus building up.

22. 110 K-21 exposures were made and 77 K-20's. These photographs were taken of Malahang, Nadzab, Heath, and waterfront against Lae. Photos were also taken of yellow panels on the ground at Gabsonkek. Photo interpretation of damage assessment is shown on the inclosed report.

23. Malfunctions of guns is shown on inclosure herewith.

24. It is the opinion of the officer submitting this report that no citations or awards to individuals were justified for this mission.

For the Squadron Commander:

EVERT H. A. AMBRAU,
Captain, Air Corps,
Intelligence Officer.

2 Incl:
Incl. 1-Malfunctions of guns.
2-Photo Interpretation.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NWD 245005
By RAB NARA, Date 10/24/96.

501ST BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP (M)
APO 929

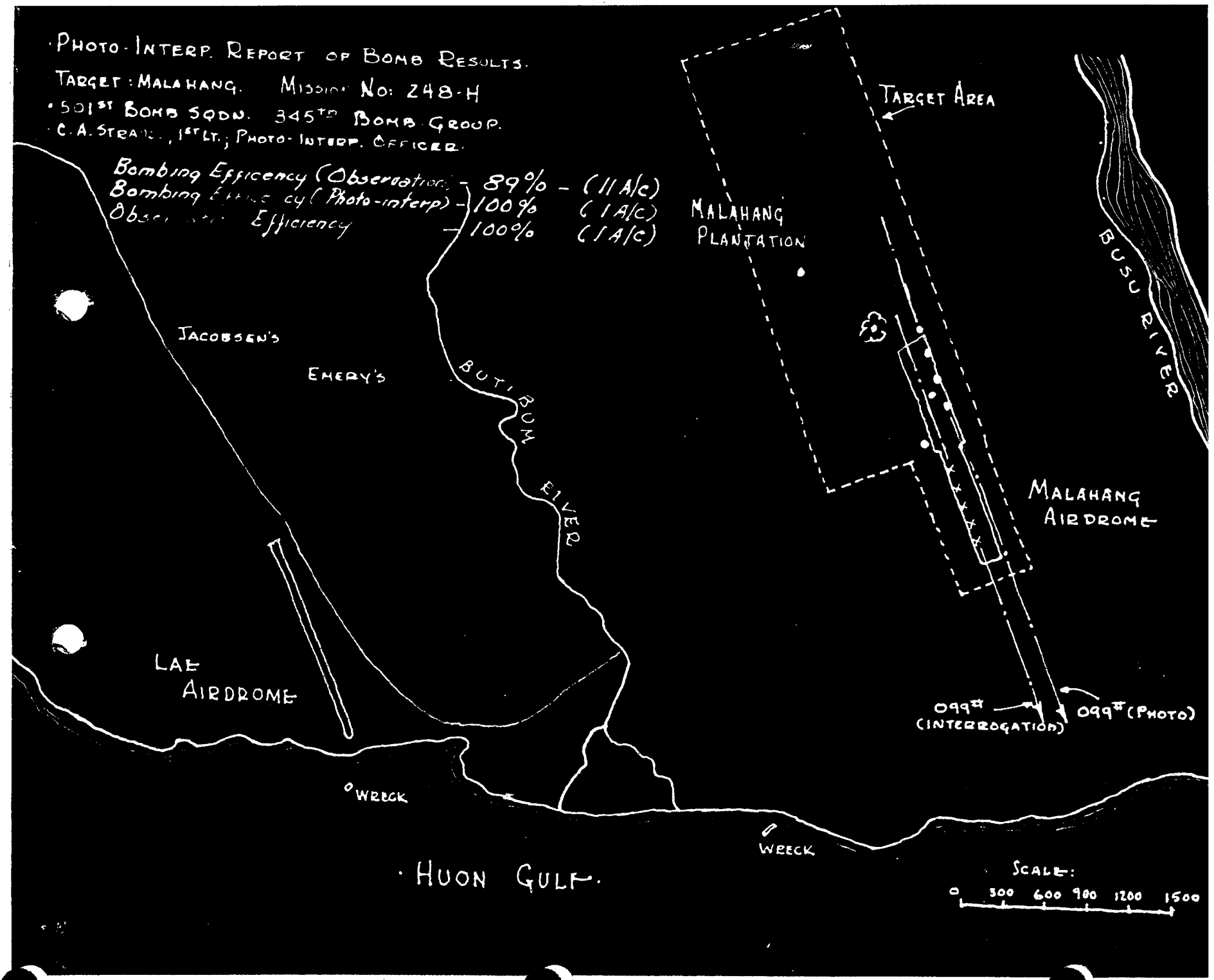
SEPTEMBER 7, 1943

GUNNERY PERFORMANCE:
FFO 2LT H, 501ST BOMB SQ., 10 B-25D-1 IS
SEPTEMBER 6, 1943

A/P NO.	NOSE GUNS				FIXED		WAIST GUNS	
	LEFT		RIGHT		LEFT		RIGHT	
	U	L	U	L	U	L	U	L
094						X		
089					X		X	
060						X	X	
074					X	X		X

X - GUNS FAILED TO PERFORM PROPERLY.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.4, NND 745005
By RAB/pm NARA, Date 10/24/94.



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/94.

GLE V RIU NR 1

TO: 345TH GP S-2
FROM: 501ST SQ. S-2

A. FFO 248-H 12 B-25-D-1 501ST BOMB SQ.

B. MALAHANG

C. 1033/K /6 - 1038/K 50 FT.

D. 55 X 500 LB. DEMO. DROPPED AT MALAHANG , OF WHICH 49 X 500 LB. DEMO. HIT TARGET . IN ADDITION 5 X 500 LB. BOMBS ~~ØRØPPEØ/~~ IN TRAIL DROPPED ON ROAD FROM HEATH'S UP TO JENSEN'S
15,500 X .50 CALIBER
550 X .30 CALIBER ROUNDS EXPENDED STA/// STRAFING MALAHANG TARGET. RESULTS UNOBSERVED, EXCEPT FOR PALL OF SMOKE 2000 FT.

E. LIGHT - LIGHT - ~~AGU~~ ACCURATE FROM SOUTH END OF STRIP AND ON COAST DUE SOUTH OF MALAHN/// MALAHANG STRIP.

F. NIL

G. NIL

H. A/P 76, ONE WHOLE NER/// NEAR FRONT HATCH, SMALL SIZE. BULLET NOT RECOVERED.

I. 10/// 110 K-21, 77 K-20 PHOTOS TAKEN OF MALAHANG, NADZAB, A/// HEATH'S, AND SHIPPING AT LAE. ALEO PHOTOS TAKEN OF YELLOW PANELS AT ~~GABZØNKEK~~ GABSONKEK.

J. 1020/ K FIRES AT SUKURUM GREYISH WHITE /// SMOKE 2500 FT. HIGH, SMALL FIRES 3 MILES NE OF SUKURUM.
1030/K GRASS FIRE BURNING ON NADZAB STRIP AND IN THE AREA WEST OF NADZAB STRIP, AND ALONG ERAP RIVER.
YELLOW ~~PA~~/ PANELS AT GABSONKEK, B/// V OVER SOLID CIRCLE, 2 DASHES IN BETWEEN.
Z 1035/K SMALL FIRES AT JACOBSON'S.
1038/K TRUCK ON EAST SIDE HALF WAY DOWN J/// MALAHANG RUNWAY.
O ~~1040/K~~/ 1040/K AT 3000 FT. FROM POSITION 2 MILES OFF SHORE. 2 POSSIBLE DD NEAR SHORE, SOMEWHERE BETWEEN LAE AND MALAHANG.
1045/K HEAVY PALL OF SMOKE, 2000 FT. HIGH FROM TARGET.
1055/K 2 C-47 JUST LANDED ON NADZAB STRIP. 6 C-47 APPROACHING FOR ~~LAN~~/ ~~TAND~~/ LANDING ON SAME.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/40.

MLK EGF GPF RIU V GLE NR 1

0040/06/K OPS PRIORITY SECRET

TO 498 499 500 501 BOMB SQDNS

FROM HAADQUARTERS 345TH BOMB GROUP (M)

BG 0440

FRAG. F. O. & MISSION NO. 248-H

MAPS SHECIAL MAPS

1-A-1 AT CAPE ORFORD AT 0943/K ONE SUBMARINE ZIG-A/// ZIG-ZAGGING ON COURSE TO THE NORTH.

1-A-2 AT 0746/K OVER LAE, 5 ENEMY A/P'S ON COURSE TO SOUTH, AT 0800/K OVER LAE, 10 ENEMY A/P'S PATROLLING ON COURSE TO NORTH

1-B-1 NO CHANGE

1-B-2 2 SQUADRONS B-16'S AND 2 SQUADRONS B-24'S (43RD BG) & 4 SQUADRONS B-25D-1'S (345 TH BG) STRIKING TART/// TARGETS IN THE LAE AREA. USUAL RCCOS PHOTO RECCOS & SJY'S

1-C ~~ØBTAIN~~ OBTAIN GROUP WEATHER OFFICER.

2 BOB// BOMB & STRAFE COCOANUTS-- & MALAHANG AIRDROME. 12 A/P'S 498TH LEADING 500TH SECONJ, 499TH THIRD, 501ST FOURTH

3 0600/K ALERT- T. O. ON ORDERS FROM GROUP OPNS.

GROUP ASSEMBLY ENROUTE TO (38) MILE WITH LEAD SQN. AT 1500 FT. PROCEED TO MT YULE AND RENDEZVOUS AT 11000 FT. WITH B-17'S, B24'S AND FIGHTER COVER, 345 B. G. TO FORM LEFT WING OF FORMATION JUST AFTER PASSING MARILMAN.

VIA WAU VALLEY TO YULE ISLAND AND PORT MORESBY AT LOW ALTITUDE. TARGET APPROACH; APPROACH FROM INITIAL F// POINT WITH 498TH AND 500TH SQDNS.// SQDNS. FLYING PARALLEL FOR SIMULTANEOUS ATTACK. 499TH AMD 501UT SQNS. WILL FOLLOW IN TRAIL- AKTER THE LEAD SQNS. LEAVE INITIAL POINT THE 499TH SQN. WILL CIRCLE ONCE, AND THE 501ST SQN. WILL CIRCLE TWICE BEFORE PROCEEDING TO TARGET-- LEAD SQNS. WILL NOT ATTACK TARGET BEFORE HEAVIES HAVE COMPLETED THEIR MISSION

X1 MAX. LOAD 500 LB. 4/5 SEC. DELAY-- INCLUDE ONE SIX HOUR DELAY FUSE PER FLIGHT.

X2 P// RAPORT TO GROUP S-2

4 NIL

5 HEAVIES WILL CALL PITCH FORK(25/// (B-25'S) WHEN THEIR MISSION IS COMPLETE OVER COMMON FIGHTER FREQ- THE WORD" RASPUTIN" MEANS THE HEAVIES HAVE COMPLETED MISSION-- A/C RESTRICE// RASTRICTED WITHIN LIMITS OF CALE WARD HUNT AND CAPE NELSON.

CALL O// WORDS:
498TH PITCHFORK 1
499TH PITCHFORK 2
500TH PITCHFORK 3
501ST PITCHFORK 4

B-24'S- BULLGROG 1&2
B-18'S DAGGER
P-47'S TOP COVER TABLE
O// P-47'S COVERING STRAFERS- PARRY
P-47'S COVERING HAAVIES ZIG-ZAG

CORRECTIONS SHOULD READ 30 RPT 30 NOT 38
IN NR 3 FORTH LINE LAST WORD SHOULD READ WING OF RPT WING OF NOT WINGMOF
IN NR 3 LINE EIGHT THE NINTH GROUP SHOALD READ TRAIL RPT TRAIL NOT TRAQL
IN NR 5 SE// THIRD P-47'S IS COVERING RPT COVERING NOT CMVERING

TOS...GLE...060110/K KCG VA
SIU NR 1 R EVG VA

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NARA, Date 12/24/96
By RLB/DM

K. ROUTE UP: CUMULUS 5/10 TOPS 12,000 FT.
AT TARGET: CLEAR FEW SCATTERED CLOUDS.
ROUTE BACK: CUMULUS 5/10 TOPS 16,000 FT. CUMULUS BUILDING UP.

L. ALL CREWS REPORTING ON EXCELLENT ~~FIGHTER~~ FIGHTER COVER GIVEN, COVER WAS CLOSE AND WELL EXECUTED.

M. 14,500 X .50 CALIBER
550 X .30 CALIBER
57 X 500 LB. DEMO. 4/5 SEC.
3 X 500 LB. DEMO. 6 HOUR.

ANDRAU.

59

TOS.... 061420 HRK VA
GLE R NR 1 MJS VA

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NARA, Date 12/24/96.
By RLB/pm

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NARA, Date 10/24/96.
By RHB/pm

TOO : 2145 OPERATIONAL PRIORITY

TO : 345th Gp S-2

FROM : 501st Bomb Sq. S-2

A. FFO 247-G 4 B-25-D-1 501st Bomb Sq.

B. Ground Support Nadzab

C. 1410/K/5 - 1620/K 1/1500 ft. and minimum

D. Map Ref. to the Lower Markham Valley Mosiac March 25/43. 1 A/P bombed the native Yalu hideouts due north of the Yalu motor pool. 12 bombs were dropped. 1 A/P bombed native village due south of the Old Yalu Village on the other side of the road. This village is not shown on the Mosiac. Two of the 12 bombs dropped were salvoed. The third A/P bombed the same village sout of Old Yalu with two bombs. The same A/P dropped two bombs on a native village across the river about one-half mile east of Yalu motor pool, and this same A/P then proceeded to drop four bombs in Ngafir village. The fourth A/P dropped bombs over the Old Yalu motor pool. Three A/P strafed while bombing.

E., F., G., H. Nil.

I. 58 K-20 photos taken of target.

J. At 1520/K transports were dropping supplies on strip.
At 1620/K ~~six~~ nine barges were seen proceeding down river and making a landing at Nadzab Police Station. Troops were seen throughout bounded by Ngafir, Ngasawapum, Lorraine's to river due south of Lorraine's and troops moving into Gabsonkek hideouts ASP 130-K6. Troops on Nabzab runway, also numerous supply parachutes. 50 men were seen walking along on the road, one mile northeast of the Chinese Trade Store. A large area due west of the Narakapor fie was found burned. The flight passed two times over Heath's with any opposition whatsoever. Numerous bomb pits were seen. No ac tivity on road anywhere was observed. However, a large grass fi was seen at 1520/K in the Munum Plantation. A circular panel wa observed being put up by troops in the native hideout ½ mile due north of Gabsonkek. The pontoon bridge previously mentioned being star by the Australian Engineers was finished at 1620/K. No activity was observed on the island previously strafed this morning by the 498th Squadron due south of Heath's. When flight turned sout over Cox Road Camp some 2½ miles east of Heath's, three bursts of ack-ack were observed coming from the direction of Lae.
At 1600/K troops were seen moving into Lorraine's Store.
At 1525/K-1625/K troops digging in around east side of Nadzab A/I
At 1530/K 30 troops sighted marching NE on trail running along Ngafir Creek 2¼ miles NE of Gabsonkek and 30 troops at road junctio near Ngafir Creek 1¼ miles East of Gabsonkek.

K. Route Up: over mountains tops 15/18000 ft.
At Target: CAVU

L. Nil.

M. 1200 x .50 caliber
48 x 20 lb. frag. clusters of six.

501
255-0
13 Sept 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

14 September 1943.

SUBJECT: Narrative Report of Mission FPO 255-O. Performed by the 501st Bomb Squadron (M) on September 13, 1943.

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

1. Twelve (12) A/P of this squadron were ordered to bomb and strafe the village of Tari, Labu Island, and the south bank of the Markham River lying between these two points. During the afternoon of September 13th, Lt. Gentry, A-2, V Bomber Command, briefed the crews on the target for the mission. The squadron took off at 1434/K. Pilots assigned to the mission were Captain Marston and Neuenschwander, Lt. Bailey, Cather, Clark, Kilroy, Knoll, Kortemeyer, Larsen, Moore, Nusbaum and Vogt.

2. The squadron began its bombing and strafing run at Labu Island at 1545/K coming in from the west and passing down the south bank of the Markham River toward its mouth. Captain Marston, flying A/P 099, began his strafing run at 1550/K coming in at 75-100 ft. altitude. Labu Island and the trail along the south bank of the Francisco River as far as Tari were strafed. 6 x 300 lb. 4/5 sec. delay bombs were dropped near the river bank at Tari, 4 falling just west of the village proper and 2 among the shacks at Tari. Three fires were observed at Tari. A strafing pass was then made on Tari beginning approximately halfway between Tari and the mouth of the river continuing down to the mouth of the river. Captain Marston then turned right and made a strafing pass at Labu Village. Captain Marston reported four (4) bursts of ack-ack and machine gun fire as coming from the north shore at the mouth of the Markham River. He described this ack-ack as light to medium and inaccurate. Nil shipping or ground activity was observed in the Tari-Lae area. On the route back at approximately 1658/K, flying at 4000 ft., Captain Marston reported a B-17 down in the water approximately 100 yds. off shore at Lari. (G-2098, Ref. 4 mile strat series Yule). A total of 6 x 300 lb. bombs were dropped and 2200 x .50 caliber rounds were expended in strafing.

3. Captain Neuenschwander, flying A/P 093, began his strafing run at 1549/K at minimum altitude. He strafed directly through the center of Labu Island from west to east and covered the track from Labu to Tari. 6 bombs were dropped at Tari with unobserved results, and the village was seen to be entirely in flames. Captain Neuenschwander reported light machine gun fire just west of Tari. He reported seeing small pits on Labu Island apparently filled with water, with no sign of life visible. He reported light to medium ack-ack inaccurate, as

coming from the vicinity at the mouth of the Markham River. 1600 x .50 caliber rounds were expended in strafing.

4. Lt. Bailey, flying A/P 080, began his strafing run at 1550/K flying at minimum altitude. The entire north shore line of Labu Island was strafed, and the south bank of the Markham from Labu to Tari was also strafed. 6 bombs were dropped at Tari, 2 of which fell in the village while the remaining 4 fell east of the village on over towards the river. Lt. Bailey reported 3 bursts of ack-ack fire from Lae. Smoke and fire were visible in the Tari area, as result of bombing. 2000 x 50 caliber rounds were expended in strafing.

5. Lt. Cather, flying A/P 064, began his strafing run at 1550/K strafing across the center of Labu Island, and along the track from Labu to Tari. 6 bombs were dropped at Tari, 4 of which fell directly into the village where a house was seen to blow up. 2 bombs fell just east of the village with unobserved results. Lt. Cather reported 4 or 5 bursts of medium ack-ack apparently coming from the Lae area. He reported nil shipping at Lae and along the lower Markham River. 800 x .50 caliber rounds were expended in strafing.

6. Lt. Clark, flying A/P 594, began his strafing run at 1546/K at approximately 200 ft. altitude. Labu Island, and the track from Labu to Tari were strafed, as well as the south bank of the Markham near its mouth. General smoke and fires were reported in the area. 6 bombs were released over Tari. 2000 x .50 caliber rounds were expended in strafing.

7. Lt. Kilroy, flying A/P 071, began his strafing run at 1550/K flying altitude of 100 ft. He made a strafing pass across the center of Labu Island, and then down the south bank of the river along the edge of the clearing. 6 bombs were released at Tari, 3 of which fell in the village and 3 fell just outside. Lt. Kilroy reported machine gun fire at Tari, apparently coming from a location somewhere due south of the village. The exact position was not observed. He described the fire as mild and inaccurate. Lt. Kilroy reported seeing a small boat beached at Lae. Observations from other crews lead to the belief that this was a wrecked barge. Lt. Kilroy expended 1000 x .50 caliber and 150 x .30 caliber rounds of ammunition in strafing.

8. Lt. Knoll, flying A/P 069, began his strafing run at 1547/K at approximately 50 ft. altitude. The northeast corner of Labu Island was strafed and the track from Labu to Tari. 6 bombs were dropped at Tari, 3 of which fell in the village and 3 just east of the village. Fires were observed as having been started in both villages at Tari.

One bomb apparently hit an ammunition dump, as a sudden black smoke appeared after bombing. The smoke rose to a height of approximately 100 ft. Lt. Knoll reported 2 or 3 bursts of ack-ack coming apparently from the north bank at the mouth of the Markham and described it as medium and inaccurate. Lt. Knoll further reported seeing fires apparently from burning grass at the south end of the Malahang strip. He reported no enemy activity visible along the Markham River. 2000 x .50 caliber and 150 x .30 caliber rounds were expended in strafing.

9. Lt. Kortemeyer, flying A/P 078, began his strafing run at 1545/K at 100 ft. altitude. The northeast corner of Labu Island and the area just south of the track from Labu to Tari were strafed. Lt. Kortemeyer reported that he definitely silenced a machine gun position just west of Tari Village. Ack-ack described as consisting of "great puffs of dark smoke" was reported coming from the mouth of the Markham. Lt. Kortemeyer described it as inaccurate with bursts covering an altitude of from 600-1000 ft. He further reported seeing flashes, apparently artillery fire, from the Malahang Plantation area. 6 bombs were dropped in Tari Village, with unobserved results due to the general smoke and fire in the area. 1500 x .50 caliber and 400 x .30 caliber rounds were expended in strafing.

10. Lt. Larsen, flying A/P 070, made his attack at minimum altitude strafing the edge of the dense growth between Labu and Tari. One bomb was dropped approximately halfway between Labu and Tari with unobserved results. Five bombs were released over Tari with unobserved results. The Tari area was reported as being "in flames". 500 x .50 caliber rounds were expended in strafing.

11. Lt. Moore, flying A/P 094, began his strafing run at 1552/K at an altitude of 50-75 feet. The south half of Labu Island and the track from Labu to Tari were throughly strafed. 6 bombs were dropped at Tari with excellent results reported. Lt. Moore stated that fires were burning along almost the entire track from Labu to Tari and at Tari Village. Inaccurate, medium intensity ack-ack was reported near Lae vicinity. 1000 x .50 caliber rounds were expended in strafing.

12. Lt. Nusbaum, flying A/P 060, began his strafing run at 1530/K at minimum altitude. The southeast part of Labu Island and the track from Labu to Tari were thoroughly strafed, as well as the south bank of the Markham near its mouth. 6 bombs were dropped at Tari, 2 of which fell west of the village, 2 fell directly in the center, and 2 just east. Many fires were observed in the area most of which were of white smoke. Light ack-ack, quite inaccurate, was reported from near the mouth of the Markham river. Lt. Nusbaum later strafed Labu Village #1 with unobserved results. 1800 x .50 caliber and 150 x .30 caliber rounds were expended in strafing.

13. Lt. Vogt, flying A/P 089, began his strafing run at 1547/K, strafing the south shore of Labu Island and the track from Labu to Tarii 3 bombs were dropped in the small clearing just west of the Tari Village, and 3 bombs were dropped directly in Tari Village, with unobserved results. Lt. Vogt reported seeing one person running for cover at Tari. He reported a steel barge turned upside down and beached at Lae. 5 or 6 medium, or possibly heavy, ack-ack bursts were reported as coming from the position between the airdrome and the mouth of the river at Lae. At approximately 1700/K while approaching Moresby area, Lt. Vogt's gunner, observed a P-47 either crashed or just about to crash land in the swamp southeast of Yule Island at a point approximately G-7374. (Ref. 4 mile strat series Port Moresby). 2500 x .50 caliber and 200 x .30 caliber rounds were expended in strafing.

14. None of our A/P reported any enemy interception, and all A/P returned to base without damage.

15. 150 K-21 and 63 K-20 photos were taken of the bombing and strafing. Photo interpretation of damage assessement is not included with this report, but will be forwarded later.

16. Malfunctions of guns is shown on inclosure hereto.

17. It is the opinion of the officer submitting this report that no citations or awards to individuals were justified for this mission.

For the Squadron Commander:

EVERT W. K. AMBAU,
Captain, Air Corps,
Intelligence Officer.

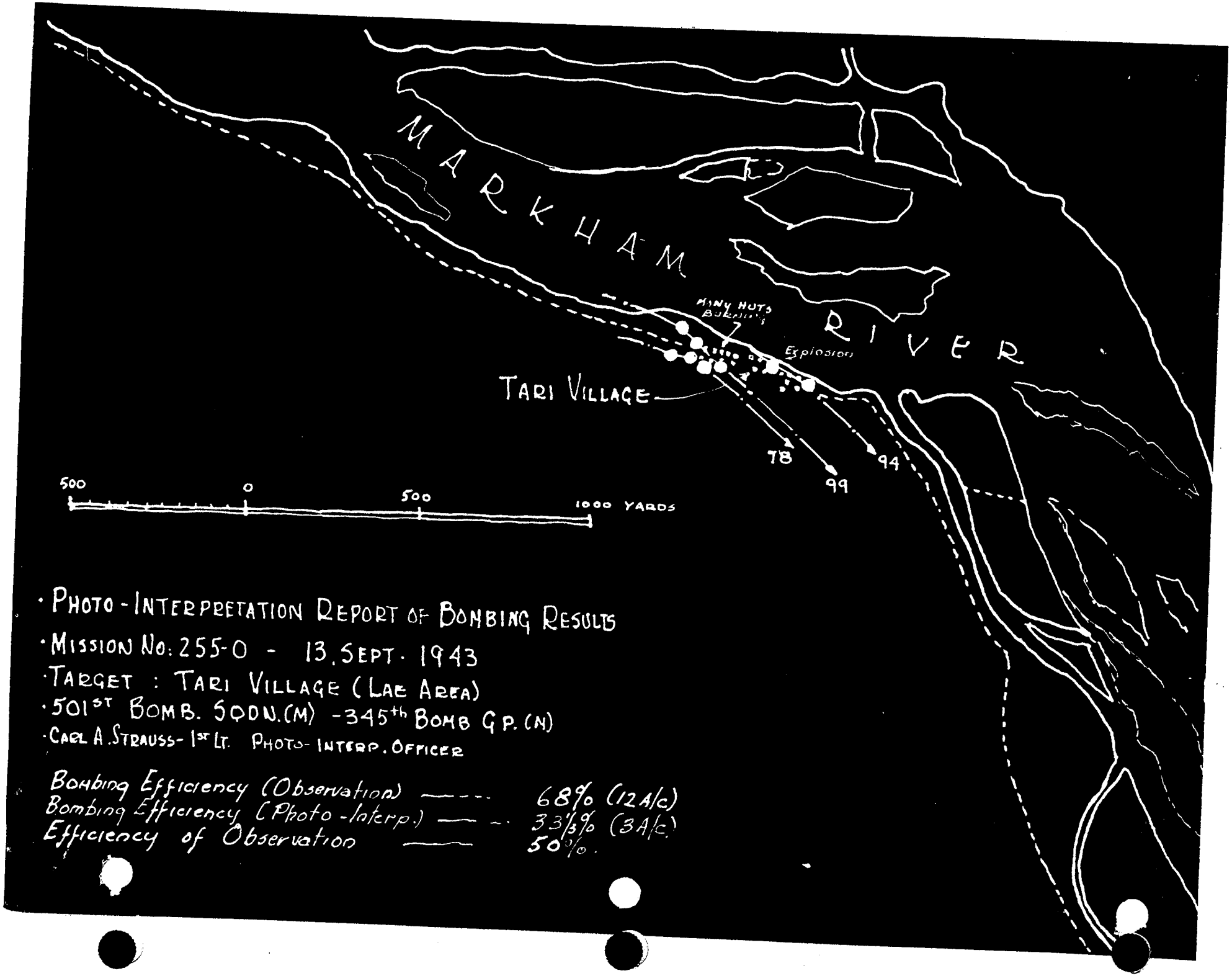
1 Incl:
Incl. 1 - Malfunctions of guns.

GUNNERY PERFORMANCE

FFO 255-0 | 501st Bomb Squadron | 12 B-25-D-1 | 13 Sept. 1943

A/P NO.	NOSE GUNS				FIXED WAIST GUNS			
	Left		Right		Left		Right	
	U	L	U	L	U	L	U	L
060	X			X		X	X	X
094					X		X	
089							X	
078					X	X	X	X

X - GUNS FAILED TO PERFORM PROPERLY.



- PHOTO-INTERPRETATION REPORT OF BOMBING RESULTS
- MISSION NO: 255-O - 13. SEPT. 1943
- TARGET : TARI VILLAGE (LAE AREA)
- 501ST BOMB. SQDN. (M) - 345th BOMB GP. (N)
- CARL A. STRAUSS - 1st LT. PHOTO-INTERP. OFFICER

Bombing Efficiency (Observation) ---- 68% (12 A/c)
Bombing Efficiency (Photo-Interp.) —·— 33⅓% (3 A/c)
Efficiency of Observation —— 50%.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/90.

501
262-K
20 Sept 4

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

21 September 1943.

SUBJECT: Narrative Report of Mission FFO 262-K. Performed by the 501st Bomb Squadron (M) on September 20, 1943.

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

1. Twelve (12) A/P of this squadron were ordered to bomb and strafe bridges and personnel in the Bogadjim Road during the morning of September 20, 1943. Pilots assigned to the mission were Captains Neuenschwander and Marston, Lt. Bailey, Barth, Clark, Kilroy, Knoll, Mortemeyer, McGowan, Moore, Nusbaum, and Vogt. The squadron took off at 0725/K/20 and arrived over the target at 0930/K. The approach to the target was made from north to south proceeding in an upstream direction. Bombing and strafing runs were made by individual airplane elements. Due to the steepness of the vallies and rugged terrain, strafing results were not considered very satisfactory .

2. Captain Neuenschwander, flying A/P 093, led the squadron formation. He made three (3) bombing and strafing passes with generally unobserved results. A total of 7 x 300 lb. 4/5 sec. delay bombs were dropped and 2500 x .50 caliber, 50 x .30 caliber rounds were expended in strafing. Capt. Neuenschwander reported that this area was not suited for attack by strafer airplanes. However, it was his opinion that the mission as a whole produced generally good results in bombing and strafing of Targets #2 and #3.

3. Captain Marston, flying A/P 099, made five (5) passes at targets, bombing and strafing on the first three, and strafing on the remaining two. His results were generally unobserved. As to observations, Capt. Marston reported seeing a direct hit being made on the roadway at Target #1. He also reported moving trucks near Target #1, which he shot with unobserved results. Capt. Marston reported seeing a C-47 transport, which appeared to have crash landed on the southwest side of a landing strip in the Markham Valley--believed to be Kiapit. In his bombing and strafing runs, a total of 7 bombs were dropped and 3100 x .50 caliber, 300 x .30 caliber rounds were expended.

4. Lt. Bailey, flying A/P 070, made two (2) bombing and strafing runs with generally unobserved results. A total of 7 bombs and 2000 x .50 caliber rounds were expended.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

5. Lt. Barth, flying A/P 082, was unable to reach the target due to failure of the carburetor. He turned back at 0746/K while approximately over the 30 mile airdrome. His entire bomb load, 7 x 300 lb. 4/5 sec. delay bombs, were salvoed safe in a swamp near the 30 mile airdrome. Lt. Barth landed at his home base at 0802/K.

6. Lt. Clark, flying A/P 076, made three (3) passes, dropping his bombs along the road near Target #2, and bombing and strafing the barrack buildings in the area. Lt. Clark reported light machine gun fire from the ground with no effective results. He also reported seeing 20 or 30 trucks dispersed approximately one mile north of Target #4. A total of 1500 x .50 caliber and 100 x .30 caliber rounds were expended in strafing. Seven (7) bombs were dropped in all.

7. Lt. Kilroy, flying A/P 071, reported that his bombs hit in the river in Target #2. He strafed the camp area and Target #4, and believes he obtained good results. At 0906/K a C-47 was observed near Kiapit with an apparently damaged right landing gear. In his strafing Lt. Kilroy expended 2000 x .50 caliber and 100 x .30 caliber rounds of ammunition. At 0945/K Lt. Kilroy reported a large fire was visible near the mouth of the Geri River. A total of seven bombs were dropped.

8. Lt. Knoll, flying A/P 089, released seven bombs and expended 800 x .50 caliber, 200 x .30 caliber rounds in strafing the road. Lt. Knoll reported he was unable to get in properly to the assigned targets because of the steepness of the canyon and valley.

9. Lt. Kortemeyer, flying A/P 078, expended 1600 x .50 caliber and 200 x .30 caliber, and dropped 7 bombs in three passes. Results of his own bombing and strafing runs were not observed, but Lt. Kortemeyer did observe that bridge #1 had been hit by another airplane bombing.

10. Lt. McGowan, flying A/P 087, made four (4) bombing and strafing passes with generally unobserved results. He was of the opinion that three bombs hit in the village at the end of the road in Target #3 and that 4 bombs hit on or near the largest bridge in Target #2. A total of 2000 x .50 caliber rounds were expended in strafing. Lt. McGowan reported seeing four heavily loaded trucks near what looked like a motor pool or dispersal area in Target #2. He also reported seeing the C-47, previously referred to, in the Markham Valley.

11. Lt. Moore, flying A/P 094, made five (5) passes at the assigned targets dropping seven bombs and expended 2000 x .50 caliber, 250 x .30 caliber rounds in strafing. Bombing results were generally unobservable. Lt. Moore had a .30 caliber gun fixed in the tail of his airplane. He reported that results obtained by strafing with this tail gun appeared to be very excellent, as it enabled his gunner to fire into the ground targets as the nose of the airplane was pulled up for a climb

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/pm NARA, Date 10/24/90.

GUNNERY [illegible]

FO 262-[illegible] 501st Bomb Squadron 12 B-25-[illegible]-1 20 Sept, 1943.

A/P No.	Nose Guns				Mixed Waist Guns			
	Left		Right		Left		Right	
	U	L	U	L	U	L	U	L
087				X				X
070				X				X
094	X	X		X	X			X

X - GUNS FAILED TO [illegible] PROPERLY.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NND 745005
By RLB/pm NARA, Date 10/24/95.

away from the strafing target.

12. Lt. Nusbaum, flying A/F 516, made three (3) complete passes at the target, dropping two bombs on the houses along the road. He got #2 and dropped five bombs at the first bridge in force #2, results unobservable. Various strafing passes were made [illegible] with 7700 x .50 caliber rounds being expended.

13. Lt. Vogt, flying A/F 076, dropped seven bombs in force #2 and strafed the visible shacks and buildings with unobserved results. He reported the canyons were too narrow to get down into a [illegible] ing position. Lt. Vogt reported seeing heavy AA fire in the vicinity of the Bindjin and Ouet Rivers, and with black smoke rising in that area, and also from near Kalibi. 1500 x .50 caliber and 450 x .30 caliber rounds were expended.

14. None of our A/F reported any enemy interceptions, and all A/F returned to base without damage.

15. A total of 43 K-20 and 175 K-21 pictures were taken of the bombing and strafing in the Bogadjim area. 39 ft. of 5-6 [illegible] were taken of the strike by T/Sgt. Davis in A/F 087. Photo interpretation of damage assessment is included with this report.

16. Malfunctions of guns is shown on inclosure herewith.

17. It is the opinion of the officer submitting this report that Targets #2 and #3 were situated in very steep valley unsuitable for low strafing attacks. It is suggested that 1000 lb. aerial bursts are used instead of 300 lb. demo. bombs. This procedure recommended by leader of Flight B. Mission otherwise carried out according to plan. These parts of Bogadjim road passing over ridges were thoroughly strafed.

18. It is the opinion of the officer submitting this report that no citations or awards to individuals were justified for this mission.

For the Squadron Commander:

EVERT W. K. ANDRAU,
Captain, Air Corps,
Intelligence Officer.

2 Incl:
Incl. 1 - Malfunctions of guns.
Incl. 2 - Photo Interpretation.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

GLE V RIU NR 1

TOO: 1350/K OPS PRIORITY

TOM : 345 GP S-2
FR : 501 BOMB SQ S-2

A. FFO 262-K 12 B-25-D-1 501 BOMB SQ

B. BOGADJIM ROAD

C. 0930/K - ~~1005/K~~ 1005/K/20 50-1000 FT. EA/P BOMBED AT ~~3~~ 3000 FT.

D. UNOBSERVED, EXCEPT FOR ONE BOMB HIT ON NORTH SIDE OF LARGE BRIDGE IN TARGET NO. 2 DAMAGE TO BRIDGE OBSERVED. STRAFING RESULTS UNOBSERVED . 2 BOMB RUNS AND 2 STRAFING RUNS MADE. ONE A/P, 082, RETURNED TO BASE AT 0802/K DUE TO ENGINE TROUBLE.

E. F. G. H. NIL
I. 43 K-20, 175 K-21, 39 FT. OF S-6 PHOTOS OF TARGET.

J. FOUR (4) HEAVILY LOADED TRUCKS IN TARGET NO. 2 NEAR MACHINE SHOP OBSERVED AND STRAFED-- BELIEVED PARKED NEAR MOTOR POOL. ONE C-47 APPEARED CRASHZZ LANDED SOUTHWEST SIDE OF STRIP IN MARKHAM VALLEY-- BELIEVED TO BE KIAPIT. BLACK SMOKE BETWEEN MINDJIM AND GORI RIVERS. WARSHOUSES NEAR DUMPU. ONE TRUCK MOVING ON ROAD APPROXIMATELY 2 MILES SOUTH OF TARGET NO. 1. 20-30 TRUCKS OBSERVED DISPERSED ONE MILE NORTH OF TARGET NO. 4.

K. ROUTE UP: 0830/K OVER TANGE -- BROKEN CUMULUS 10/13000 FT.
0910/K VALLEY -- NO LOW CLOUDS, THIN ALTO CUMULUS 15000 FT.

AT TARGET : SCATTERED ~~CUMULUS~~ CUMULUS 2/8000 FT.

ROUTE HOME: SAME AS UP

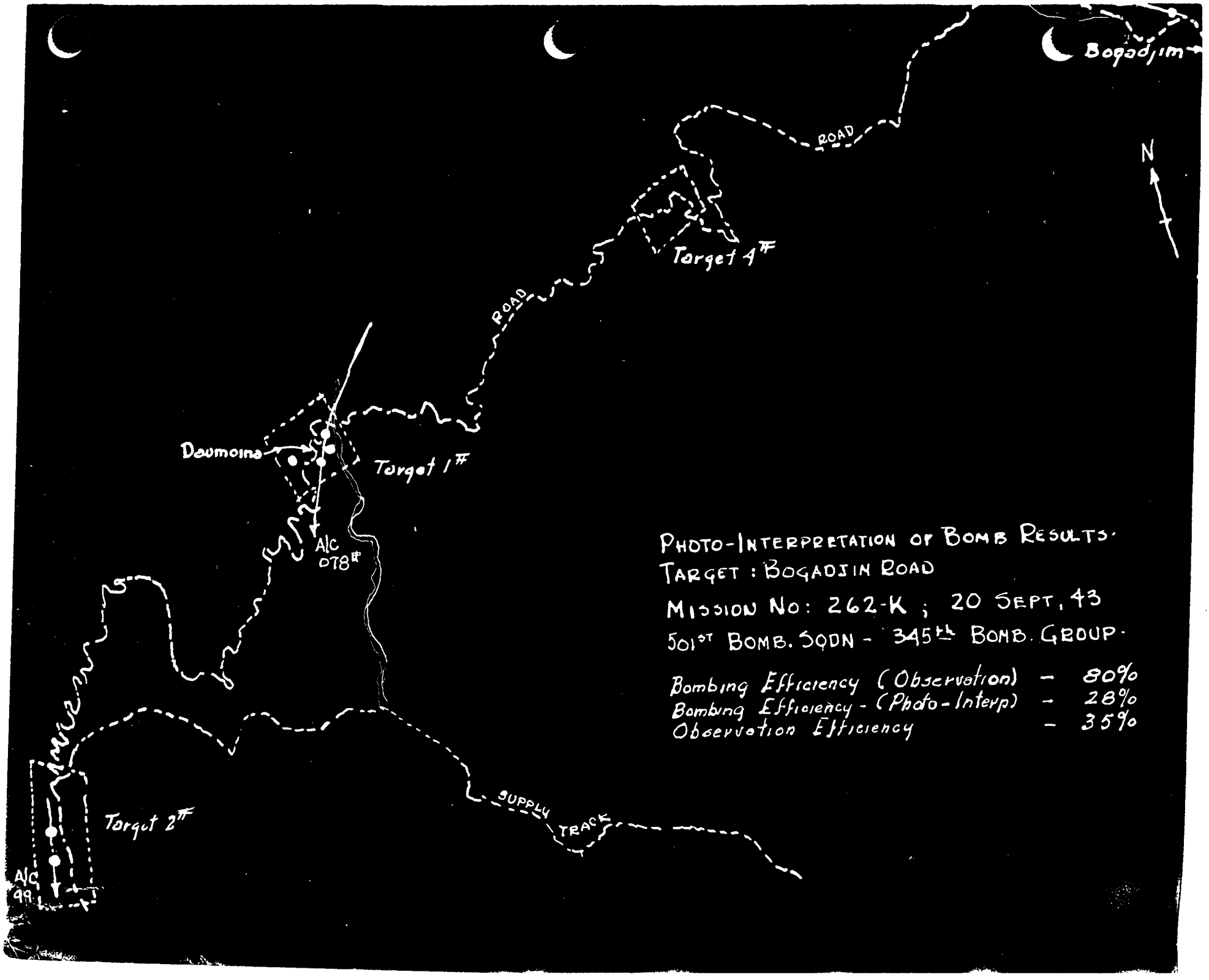
L. TARGETS NO. 2 AND NO. 3 WERE SITUATED IN VERY STEEP VALLEY UNSUITABLE FOR STRAFING ATTACKS. IT IS U/ SUGGESTED THAT 1000 LB. LD. AERIAL BURSTS ARE USED INSTEAD OF 300 LB. DEMO. BOMBS. THIS PROCEDURE RECOMMENDED BY LEADER OF FLIGHT B. MISSION OTHERWISE CARRIED OUT A/ ACCORDING TO PLAN. THOSE PARTS OF ~~BOGADJIM~~/// BOGADJIM ROAD PASSING OVER RIDGES WERE THOROUGHLY STRAFED.

M. 77 X 300 LB. 4/5 SEC DELAY DEMO. BOMBS DROPPED.
7 X 300 LB. 4/5 SEC. DELAY DEMO. BOMBS SALVOED.
22,200 X .50 CALIBER
1,650 X .30 CALIBER

ANDRAU.

CORRECTION: UNDER "C" SHOULD READ 3 A/P
UNDER "D" SHOULD BE SOUTH SIDE OF LARGE BRIDGE

TOS.... RIU 1310/K HKR VA
GLE R NR 1 RAY VA


Bogadjim
ROAD
N
Target 4#
ROAD
Daumoina
Target 1#
A/c
078#
Target 2#
A/c
99
SUPPLY TRACK
PHOTO-INTERPRETATION OF BOMB RESULTS.
TARGET : BOGADJIN ROAD
MISSION NO: 262-K ; 20 SEPT, 43
501ST BOMB. SQDN - 345th BOMB. GROUP.
Bombing Efficiency (Observation) - 80%
Bombing Efficiency - (Photo-Interp) - 28%
Observation Efficiency - 35%

501
269-J
file 600.01 29SEP43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

28 September 1943.

Narrative Mission Report FFO 269-J, Performed by 501st Bomb Sq.
27 September 1943.

1. Twelve (12) B-25-D-1 of the 501st Bomb Squadron were ordered to bomb and strafe the Dagua Airdrome together with adjacent dumps, during the morning of September 27, 1943. Pilots assigned to the mission were: Captains Neuenschwander and Marston, Lt. Bailey, Clark, Kilroy, Knoll, Kortemeyer, Kramm, Larsen, Moore, Nusbaum and Vogt. The squadron took off from 0748/K to 0754/K/27 and proceeded by way of Thirty Mile Strip to Bena Bena when rendevous was made between squadron, 345th Group, 38th Group and 3rd Attack Group, at 0930/K at 8000 ft. altitude. The squadron reached the target by direct route at 1055/K and the last plane left at 1058/K. Rendevous with the P-40 fighters was excellent. The P-40 fighters, consisting of two squadrons, provided arc cover. The P-38 fighters, consisting of four squadrons, were to provide close cover. Close cover was given up to the target but from that time on, the P-38's seemed to concentrate more on the Boram-Wewak target than the Dagua target. No fighter cover was provided on the return flight.

2. The target was approached by flying parallel to the edge of high hills bordering Hawain River swamps on the south, then over the upper reaches of the Hawain River turning to the right in the hills heading in east northeast for Dagua Airdrome. (See fig. #1). The target was attacked at minimum altitude and theapproach was made from west southwest to east northeast passing over the airdrome and the dumps on the west end of the strip. The squadron flew in three flights of four with about one mile interval between flights. Only one bombing and strafing run was made on the parked airplanes on runway and in revetments at 150 ft. altitude. Some bursts were made at enemy fighters over the target. The squadron turned to the left to sea and circled the Kairiru Island heading back to land. The squadron rallied at Kravel Bay and then flew to Marienberg and Angoram on the Sepik River. The last flight passed over Marienberg. Some large buildings with tin roofs were sighted and strafed.

3. The distance from base to target was 575 miles, and the various A/P landed as per following time table:

Name of Pilot	No. of A/P	Time T.O.	Time Landed	Target Reached
Capt. Neuenschwander	093	0748.15	1347	yes
Lt. Vogt	074	0748.45		yes
Lt. Bailey	080	0749.20	1343	"
Lt. Nusbaum	060	0750	1342	"
Lt. Knell	069	0750.30	1526	"
Lt. Arans	089	0751.15	1527	"
Lt. Clark	173	0751.50	1340	"
Lt. Moore	094	0752.30	1341	"
Capt. Marston	099	0753.15	1344	"
Lt. Kilroy	071	0753.45	1345	"
Lt. Larsen	070	0754.10	1346	"
Lt. Kortemeyer	078	0754.40	1346	"

NOTE: A/P 074, Lt. Vogt, developed carburator trouble in the left engine on the way back and landed at Tsili-Tsili. The crew of this A/P has not returned yet and has not been interrogated.

4. All photo information are listed below and in addition attention is called to fig #2, Damage Assessment Plat.

				PHOTOGRAPHS	
No. A/P	Time Photo Taken	Locality	Type of Photo	No. made	Prints Rec'd
078	1057/K	Dagua A/D	Oblique	15(209-224)	9
094	1055/K	"	"	9(255-274)	8
089	1055/K	"	"	22(275-299)	8
070	1058/K	"	Continuous strip	———	1

NOTE: 2 unprinted negatives from K-20 cameras in A/P 078 and A/P 080 show fires along west coast of Kairiru and Muschu Islands.

FAILURES

No. A/P	Type	Remarks
069	K-21	Fuse blown out.
071	"	Nose camera failure undetermined as yet.
099	"	Film cut into shreds---improper loading.
060	"	Film did not run through, failure undetermined as yet.

5. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE

No. A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
093	12 x 3	Para 3 x 23 lb.		12 x 3	Nil	
080	"	Frag	"	"	"	
060	"	Clus-	"	"	"	
069	"	ters.	"	"	"	
089	"	Three	"	"	"	
173	"	bombs	"	"	"	
094	"	per	"	8 x 3	4 x 3	Salvoed safe.
099	"	cluster.	"	12 x 3	Nil	
071	"		"	"	"	
070	"		"	"	"	
078	"		"			
Total	396		8108 lb.	360	12	

STRAFING TABLE

No. A/P	.50 Caliber Rds. Car.	.50 Caliber Rds. Ex.	Gun Failures	Rds. Car	.30 Caliber Rds. Ex.	.30 Caliber Gun Failures
093	4800	2000	Nil	2000	Nil	Nil
080	"	1600	"	"	"	"
060	"	1300	"	"	400	"
069	"	2240	"	"	Nil	"
089	"	3000	"	"	250	"
173	"	2500	"	"	500	"
094	"	1000	"	"	300	"
099	"	1200	LRS, LRN	"	Nil	"
071	"	1500	Nil	"	"	"
070	"	2000	LRS	"	680	"
078	"	1650	Nil			
Total	52800	19990	3 Guns	22000	2050	Nil

NOTE: LRS (lower right side) LRN (lower right nose).

6. The Ground Opposition in general was light and ineffective. More pertinent data have been incorporated in the following table:

GROUND OPPOSITION

No. A/P	Heavy A/A	Medium A/A	Light A/A (Machine Guns)
093	Nil	Nil	Nil
074			
080	"	Light & Fair, W. of strip	"
060	"	Light & Inaccurate—Center of strip	Light & Inaccurate—Cross fire north of strip
069	"	12-15 Bursts: Fair West of strip.	Nil
089	"	Nil	Light & Inaccurate—West, North, and Center of strip
173	"	Intense & Fair—North of strip	Intense & Fair—North of strip
094	"	Fairly heavy & Inaccurate—West of strip	Fairly heavy & Inaccurate—West of strip
099	"	Light screen & Inaccurate—½ mi. West of strip	Nil
071	"	15 Bursts: Inaccurate Center of strip	Nil
070	"	Light & Inaccurate—East, North & South of strip	Nil
078	"	Moderate & Fair—West of strip	Light & Fair—North of strip

7. Captain Neuenschwander, flying A/P 093, began his attack at 1055/K. His bombs were dropped in one trail straddling the runway. Several bombs were dropped in the South revetment area. Fires were started at the Southwest end of the runway, bombs blowing up amidst airplanes. Definite hits were observed on two S.S.F. and one bomber (Betty). Two fires were sighted at Boram with high columns of smoke, one white, one black. One fire reported at Wewak. Two ships unidentifiable on account of smoke were seen off Hairiru Is.

8. Lt. Vogt, flying A/P 074, reached target. (See fig #1.) On the route back carburator trouble in the left engine developed and landing was made at Tsili-Tsili. Plane and crew have not yet returned. Any additional information, if furnished later, will immediately be forwarded.

9. Lt. Nusbaum, flying A/P 060, on Capt. Neuenschwander's left wing, encountered same ground opposition as shown in the table furnished. Bombs were dropped between the runway and the beach from an altitude of 120 ft. The following observations were made:

1058/K Two serviceable bombers on north side of runway, one serviceable bomber at east end and one serviceable bomber on south side of runway, one floatplane and one Zero. (For more details see paragraph #11).

Fires were observed when at 1000 ft. altitude over the ocean at But, Dagua, Wewak, Boram and on both islands. (Kairiru and Muschu.) Seven damaged airplanes were observed on the drome, one truck on south end of strip.

10. Lt. Bailey, flying A/P 080, attacked at 1056/K, from altitude of 200 feet. One direct bomb hit was observed on a twin engine bomber, (Betty) by the gunner. Two SBF in distance towards But, circling over sea at 2000 ft. altitude, identified as Zeros. 15 A/P were counted between runway and beach and at least 12 A/P on west side of the runway. Most of these planes are unservicable.

11. Lt. Knoll, flying A/P 069, attacked at 1054/K, from altitude of 100 feet. Lt. Knoll's flight attacked in a more easterly direction and dropped his bombs on the dumps at the east end of the runway. A RUFE passed from the right in front of the airplane, flying on an estimated course of 330 deg. Time of observation 1055/K. Pilot gave RUFE burst of about 30 rounds per gun, when at a distance of 600 ft. Tracers were definitely seen entering the RUFE. At 1056/K, a HAP appeared on tail at 800-1000 yards approaching from seven o'clock. HAP was 300 yards away, and top turret gunner had given him twelve bursts with tracers seen entering the fuselage. HAP chandelled up toward land in a direction of approximately 200 deg. Additional information is herewith recorded chronologically:

1050/K Huge explosion on Muschu Island with flames up to 1000 ft. large billowing clouds of black smoke. (R) W-2721.

1055/K One ship burning in Victoria Bay, Kairiru Island. Identification impossible due to heavy black smoke. (R) W-1933.

1100/K But, Dagua, Wewak and Boram all showed black smoke columns, indicating hits on fuel dumps.

1125/K Large (150) herd of horses on north bank of Sepik River 15 miles inland. (W) C-1163.

12. Lt. Kramm, flying A/P 089, attacked the target at 1055/K, from 150 ft. altitude. Light A/A was encountered as shown in table above. At 1058/K, one floatplane was seen at an altitude of 250 ft. over the east end of the runway. This is the same plane observed and described by Lt. Knoll. (See above).

1100/K Lage freighter seen burning with dark smoke in West bay on Muschu Island west coast. (R) W-2714. One ship enveloped in smoke was seen hit by bombers. It was located 10 miles due NW of Baibein Island. (R) W-1724.

13. Lt. Clark, flying A/P 173, attacked the target at 1056/K, from an altitude of 150 feet. At 1100/K, Lt. Clark observed a RUFE coming in from one o'clock flying at 200 ft. altitude. RUFE apparently did not see the B-25 flight until at a distance of 150 yards, at which time same made a bank to the right heading to sea. This is the same RUFE observed by Lt. Knall. Lt. Clark saw Lt. Knall's tracers entering the RUFE and then gave same a long bursts from his forward guns. Tracers were seen entering the RUFE, which glided down toward the water. Actual crash or landing in water was not observed and this RUFE should therefore be credited as a probable. Shortly afterwards a ZEKE was seen making a pass from seven o'clock at an altitude of 200 ft. However, this A/P was shot down by Lt. Clark's left wing man. (See paragraph #14). At 1100/K, approximately 20 wrecked A/P were seen on both sides of runway, mostly fighters. One Zero was seen over Muschu Island at an altitude of 4000 ft. Zero seemed to do aerobatics. At 1101/K, three ships were seen burning in West bay of Muschu Island. (R) W-2624. All three were sinking accompanied by heavy explosions. Numerous small ships off the most easterly point of Muschu Island were seen being attacked by bombers. (See fig. #1). Two large fires were observed at Wewak.

14. Lt. Moore, flying A/P 094, attacked the target at 1055/K, from an altitude of 130 ft. Bombs were seen dropping among parked airplanes. Strafing was done on center of runway. One servicable twe engine bomber was seen in center of runway, in addition approximately 25 fighters were seen on and around the runway. Most of them damaged beyond repair. One floatplane was observed in distance. This plane seemed to be a two seater fighter. A ZEKE was seen making a pass from seven o'clock heading for Lt. Clark's airplane. Lt. Moore brought up the nose of his ship and fired at a distance of 50 yards, effected a direct hit with his light forward firing guns. One of the wheels dropped out, and the ZEKE was seen falling when at an altitude of 100 ft. Pieces were seen falling out when burst hit the ZEKE. When falling, the ZEKE was smoking. This plane is listed as a "probable" because it was not actually observed crashing on land or in the sea.

15. Captain Marston, flying A/P 099, attacked the target at 1100/K, from an altitude of 150 ft. Bombs were dropped among parked airplanes on runway and one servicable bomber was seen being near hit.

1055/K Hugh explosion on west side of Muschu Island.
1100/K 300 ft. altitude--one ship burning fiercely seen in a sinking condition in Victoria Bay, Kairiru Island. The ship could not be identified due to smoke, but is estimated to be a 6000 to 7000 tonner.
1110/K Observed large building with tin roof at Marienburg and strafed same.

16. Lt. Kilroy, flying A/P 071, attacked the target at 1057/K from an altitude of 100 ft. Bombs were dropped straddling across runway near center. ZEROS were seen coming to target at 500 ft. altitude and attacking flights ahead.

1057/K from altitude of 100 ft., one tanker burning in Victoria Bay. A small boat was seen alongside the tanker. Lt. Kilroy's A/P was flying at 230 mph. on a course of 35 deg. Five barges were observed off the north shore of Kairiru Island. Angorum mission on Sepik River was strafed.

17. Lt. Larsen, flying A/P 070, attacked the target at 1058/K, from an altitude of approximately 150 ft. Bombs were seen falling on west half of runway. Three SBF were seen over target and seemed to be making passes at Lt. Knoll. 15 to 20 A/P were observed on strip of which three seemed servicable. At 1050/K, two ships were seen on fire on west coast of Maschu Island. It was noticed that the strafing done on the approach and over the target silenced one A/A position on south side of runway.

18. Lt. Kortemeyer, flying A/P 078, attacked the target at 1100/K, from an altitude of 200 ft. Bombs were seen exploding among parked A/P in revetments on north side of runway.

19. Weather conditions encountered on the mission were as follows:

Route Up: Light broken overcast over range at 14,000 ft. Alto stratus.
At Target: Stratus cumulus, base 2000 ft., 7/10 cover.
Route Back: Cumulus building up to 14,000 ft. over mountains.

20. The mission was considered a success, especially since this was the first time that enemy fighters were encountered. No difficulties were encountered except the long range which necessitated careful flying with lean mixtures and slow speed on the route back. Two planes, Lt. Knoll and Lt. Krans, had to land in Tsili-Tsili for refueling. Their interrogations have been incorporated.

21. To illustrate the bomb run of each A/P, figure #3 has been attached. Strafing was done during the entire bombing run.

22. It is the opinion of the Officer submitting this report that no citations or awards to individuals were justified for this mission.

For the Squadron Commander:

EVERT W. K. ANDRAU,
Captain, Air Corps,
Intelligence Officer.

Incl.
Figure #1—Map showing observations and line of flight.
#2—Bomb assessment plat.
#3—Plat. showing bomb runs by A/P.

Fig. 1

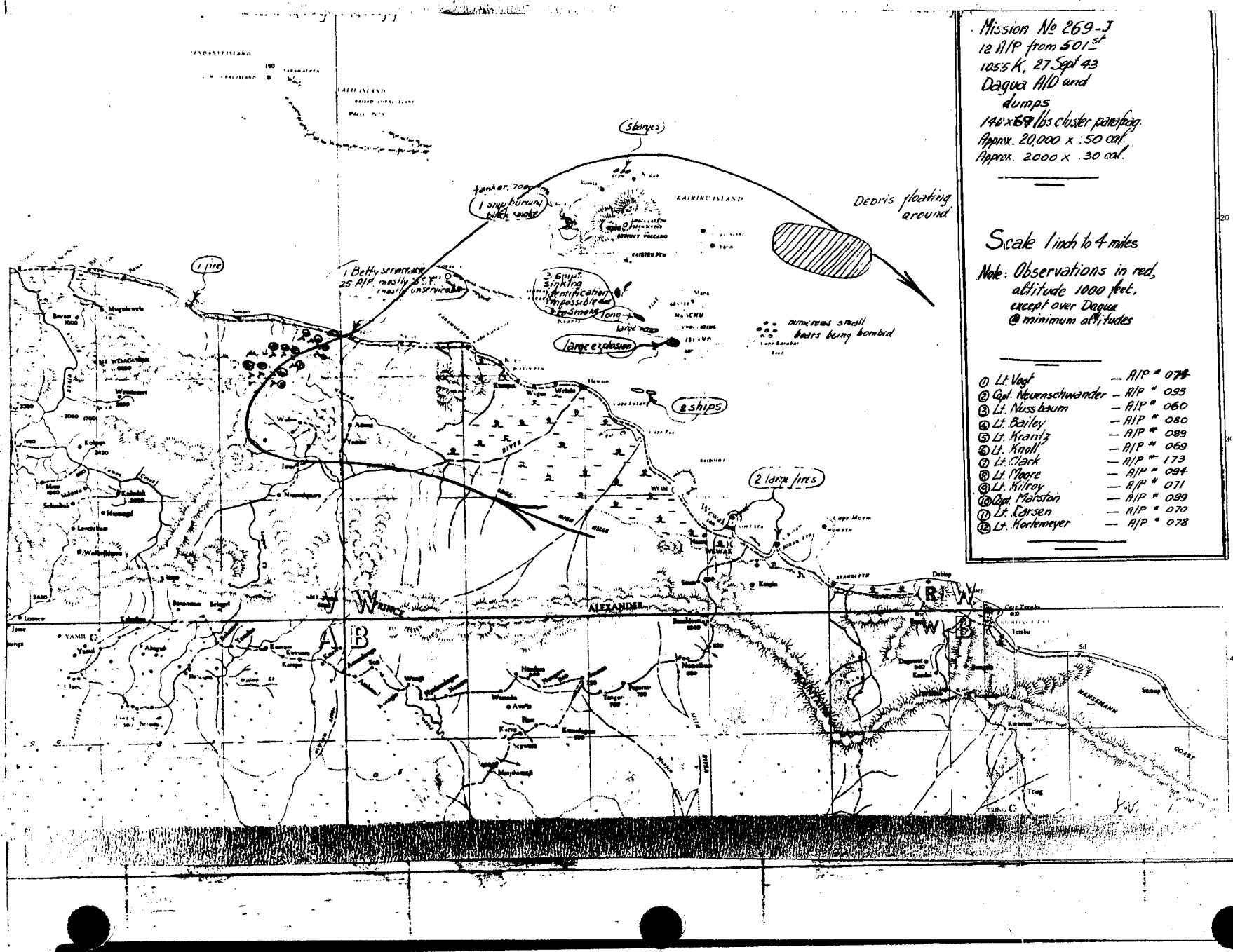
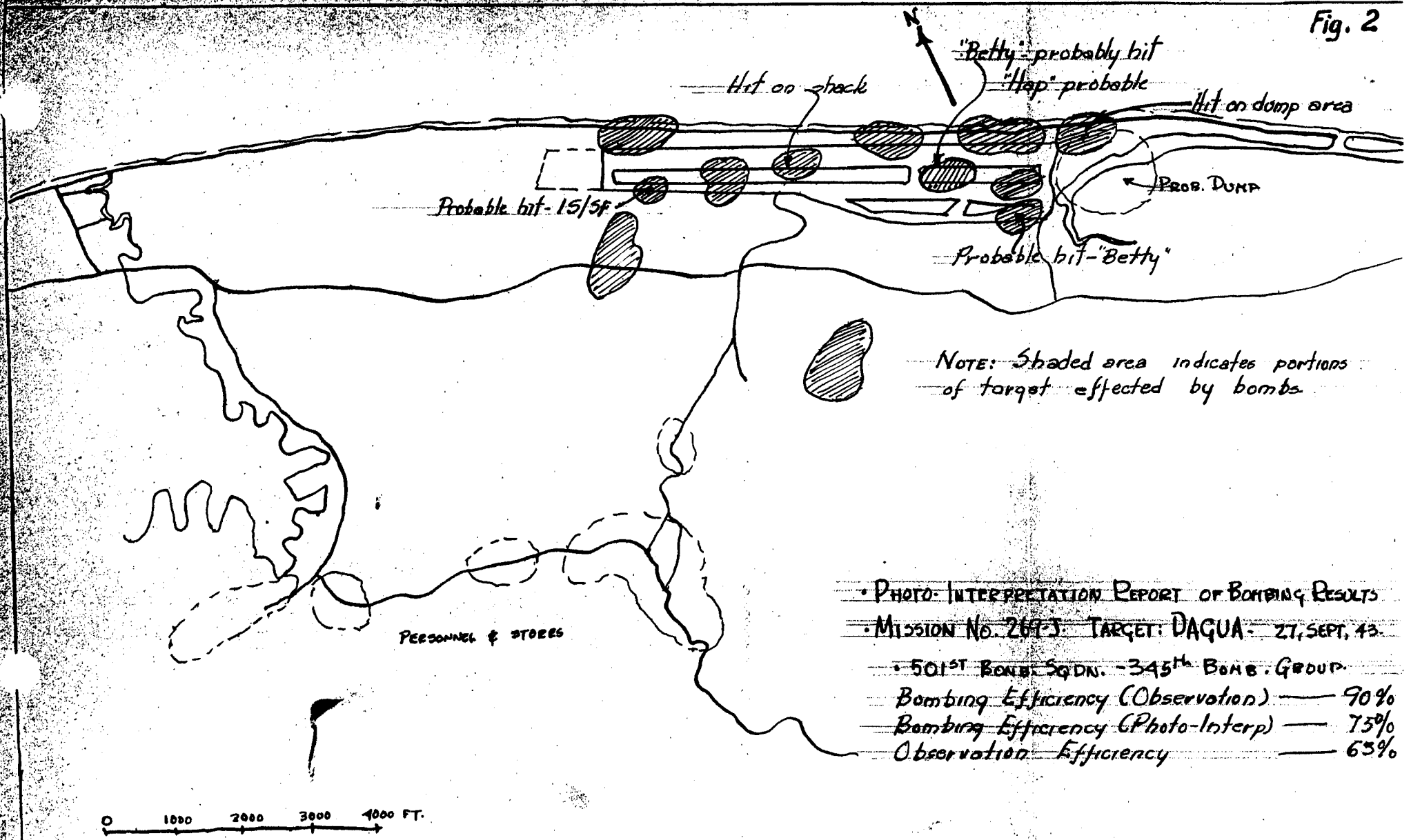

Mission No 269-J
12 A/P from 501st
1055 K. 27 Sept 43
Dagua A/D and
dumps
140 x 69 lbs cluster parafrag.
Approx. 20,000 x .50 cal.
Approx. 2000 x .30 cal.
Scale 1 inch to 4 miles
Note: Observations in red, altitude 1000 feet, except over Dagua @ minimum altitudes
① Lt Vogt — A/P # 074
② Capt. Neuenschwander — A/P # 093
③ Lt. Nussbaum — A/P # 060
④ Lt. Bailey — A/P # 080
⑤ Lt. Krantz — A/P # 089
⑥ Lt. Knoll — A/P # 069
⑦ Lt. Clark — A/P # 173
⑧ Lt. Moore — A/P # 094
⑨ Lt. Kilroy — A/P # 071
⑩ Capt. Marston — A/P # 099
⑪ Lt. Karsen — A/P # 070
⑫ Lt. Korkemeyer — A/P # 078
5 ships
Debris floating around
1 ship burning
1 fire
1 Betty serviceable
25 A/P mostly S.E.
3 ships sinking
large explosion
numerous small boats being bombed
2 ships
2 large fires
KAIRIRU ISLAND
WEWAK
ALEXANDER
MANSEMANN
COAST

Fig. 2



NOTE: Shaded area indicates portions of target effected by bombs

- PHOTO-INTERPRETATION REPORT OF BOMBING RESULTS
- MISSION NO. 269-J. TARGET: DAGUA - 27, SEPT, 43.
- 501ST BOMB. SQDN. - 345TH BOMB. GROUP.

Bombing Efficiency (Observation) — 90%
Bombing Efficiency (Photo-Interp) — 75%
Observation Efficiency — 63%

CARL A. STRAUSS - 1ST LT.
PHOTO-INTERPRETATION OFFICER

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/NARA, Date 10/24/94.

501
269-J
27 SEPT 4

TOO: 1940/K/29 OPERATIONAL PRIORITY
TO: 345th GP S-2
FROM: 501ST BOMB SQ S-2

A. FFO 269-J 1 - B-25-D-1 501ST BOMB SQ.

B. DAGUA

C. 1057/K/27 200 FT.

D. THIS IS A FINAL MISSION REPORT ON A/P 074. THIS A/P DEVELOPED ENGINE TROUBLE WHILE RETURNING FROM STRIKE ON DAGUA 27 SEPT AND WAS FORCED TO LAND AT TSILI TSILI FOR REPAIRS. INTERROGATION OF CREW REVEALS NO REPEAT NO ADDITIONAL SIGHTINGS FROM //// THOSE GIVEN IN PREVIOUS MISSION REPORT. THIS A/P DROPPED 12 x 3 x 23LB PARA FRAGS IN REVETMENTS ALONG SOUTH SIDE OF EAST END OF DAGUA STRIP. DAMAGE ASSESMENT OF THESE BOMBS WAS INCLUDED IN PREVIOUS MISSION REPORT. 1800 x .50 CAL AND 600 x .30 CAL ROUNDS EXPENDED IN STRAFFING EAST END OF DAGUA STRIP. BOMBS AND ROUNDS EXPENDED STRAFFING WERE NOT REPEAT NOT INCLUDED IN TOTALS OF PREVIOUS MISSION REPORT. STATEMENT OF PILOT AS TO NATURE OF ENGINE FAILURE FOLLOWS QUOTE ON RETURNING FROM MISSION AS WE WERE ABOUT FIFTY MILES UP VALLEY FROM TSILI TSILI AT ALTITUDE OF TEN THOUSAND FEET THE LEFT ENGINE BEGAN TO COUGH AND BACKFIRE. IMPOSSIBLE TO GET MORE THAN ABOUT EIGHTEEN INCHES OF MERCURY. DECIDED NOT TO CROSS MOUNTAIN RANGE. CONTINUED ON TO TSILI TSILI AND LANDED OK AT ABOUT 1315/K/27 UNQUOTE. AIR PLANE HAS NOW RETURNED TO BASE AT SCHWIMMER DROME.

ANDRAU

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/95.

501 284-AA 12 OCT 4

284 AA 16 501d

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

15 October 1943.

Narrative Mission Report FFO 284-AA, performed by 501st Bomb Sq., 12 October 1943.

1. Thirteen (13) B-25-D-1 of the 501st Bomb Squadron were ordered to move to #12 strip in Dobodura with quarters at the 55th Troop Carrier Squadron. The squadron took off on 11 October 1943, from the Schwimmer Drome from 0822/L to 0837/L. Two (2) A/P returned due to magneto trouble and these two airplanes were not able to take off until the next morning. Notwithstanding all efforts, the two airplanes arrived too late to join the mission. The squadron, therefore, consisting of eleven (11) A/P was reinforced by one A/P of the 500th Squadron, Lt. Hecox, flying A/P 572. The squadron took off from #12 strip from 0720/L to 0725:5/L under Major Fain, the Commanding Officer. The target for the day was Vunakanau Airdrome which was struck by the entire 345th Bomb Group under Lt. Col. True, with the 501st Squadron flying in number two position. Rendevous was made at Oro Bay from where the Group flew in a north northeast direction to the mouth of the Warangoi River on the east coast of the Gazelle Peninsula. The squadron reached the target at 1037/L and left at 1038/L. The fighter cover was provided by three squadrons of P-38's, and rendevous with the fighters was made at Oro Bay and proved to be excellent.

2. Upon reaching the mouth of the Warangoi River, the target was approached by following the Warangoi River, then flying past Mt. Varsan and from there, up to Vanakanau. (see fig. #1). The target was attacked at minimum altitude, and the target approach was made from a south southeast-north northwest direction. The squadron passed over the runway and the adjoining revetment areas. The actual attack was made by flying abreast. Bombing and straffing was done in one run. After passing the target, the squadron turned to the left flying back to the east coast of the peninsula, as shown in fig. #1. The Rally Point was Kiriwina Island and from there in direct route back to Dobodura. The distance flown from base to target was 450 miles, and the distance from target back to base was 538 miles. A/P landed as per following time-table.

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By RLB/pm NARA, Date 10/24/95.

Narrative Mission Report FFO 284-AA (continued)

TIME TABLE #1

Time of Fighter Rendevous completed 0825/L

Name of Pilot	No. A/P	Time T.O.	Time Landed	Target Time On	Target Time Off
Major Fain	087	0720	1310	1037	1038
Lt. Cather	064	0721:5	1312:5	"	"
Lt. Nusbaum	060	0725:5	1321	"	"
Lt. Clark	173	0722	1313:5	"	"
Lt. Moore	094	0721	1311:5	"	"
Capt. Manders	089	0723	1316	"	"
Lt. Larsen	070	0724	1317:5	"	"
Lt. Kortemeyer	078	0723:5	1316:5	"	"
Lt. Vogt	074	0725	1320	"	"
Lt. Bailey	080	0724:5	1319	"	"
Lt. Marticorena	093	0720:5	1311	"	"
Lt. Hecox	572	0722:5	1315	"	"

All photo information is listed below and in addition attention is called to fig. #3, entitled Damage Assessment Plan.

PHOTOGRAPHS

No. A/P	Time Photo Taken	Locality	Type of Photo	No. Made	Prints Rec'd
064	1037-1038/L	Vunakanau	K-20	6	2
094	" "	"	K-21	30	4
089	" "	"	K-21	30	4
070	" "	"	K-20	10	0
078	" "	"	K-21	30	7
074	" "	"	K-20	2	0

FAILURES

No. A/P	Type	Remarks
080	K-21	Malfunction of camera.
093	K-21	Failed to turn switch on.
060	K-21	" " " " "
087	K-21	" " " " "
173	K-20	None taken.

3. Bombing and straffing information has been incorporated in tables for ready reference as follows:

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By RLB/pm NARA, Date 12/24/97.

Narrative Mission Report FFO 284-AA (continued)

BOMBING TABLE #2

No. A/P	No. Clusters	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
087	24	M-40	1656	24		
064	"	"	lb.	"		
060	"	"	"	"		
173	"	"	"	"		
094	"	"	"	"		
089	"	"	"	"		
✓070	"	"	"	0	24	-due to malfunction of racks.
078	"	"	"	24		
074	"	"	"	"		
080	"	"	"	"		
093	"	"	"	2	22	" "
572	"	"	"	24		

NOTE: Each plane carried 24 clusters of 3 x 23 lb, M-40 parafrag bombs.

STRAFFING TABLE #3

	.50 CALIBER			.30 CALIBER		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Fail.
087	4800	3500	nil	2000	800	nil
064	"	2000	"	"	400	"
060	"	1200	ULN	"	200	"
173	"	2500	nil	"	300	"
094	"	2500	"	"	500	"
089	"	3500	URN/LLN	"	200	"
070	"	2000	nil	"	500	"
078	"	1000	ULN	"	800	"
074	"	3000	nil	"	100	"
080	"	3000	"	"	100	"
093	"	2500	LRS/URS	"	50	"
572	"	2000	LLN	"	1250	"

NOTE: ULN (Upper left nose)
URN (Upper right nose)
LLN (Lower left nose)
LRS (Lower right side)
URS (Upper right side)

4. The Ground Opposition in general was light and ineffective. More pertinent data have been incorporated in the following table:

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By RLB/pm NARA, Date 10/24/95.

Narrative Mission Report FFO 284-AA (continued)

GROUNDOPPOSITION #4

No.A/P	Intensity	Caliber	Accuracy (Yes-No)	Altitude & Bursts	Location
087	Light	20 mm.	No.		See Fig. #2
064	Nil				
060	Medium	Med.	No.	800'	N. end of strip 500 yds. out.
173	Light	Lt. & Med.	No.	300'	Varzin Plantation.
094	Nil				
089	Light	M/G	No		Tobera A/D
070	Heavy	Light	No	200'	
078	Light	Light	No		N. of strip.
074	Light	M/G	No		S.E. end of strip.
080	Light	M/G	No	450'	N. end of Tobera stri
093	Light	Light	No		N. end of strip.
572	Nil				

5. Air opposition was nil.

6. Since the 498th Squadron passed the target one minute ahead and dropped their bombs in the same revetment areas, it is impossible to make complete claims. This practice has, therefore, been abandoned unless an actual hit was observed.

7. Major Fain, flying A/P 087, led the squadron which was flying twelve (12) A/P abreast. The positions of the individual airplanes and their pilots has been shown on fig. #1. Average distance between A/P was 100 ft. Major Fain adjusted his squadron slightly upon the immediate approach in order to make a better run over the heavily occupied revetment area. Major Fain began his attack at 1037/L. All his bombs were dropped in three trails, one over the bomb revetment area at the southeast end of the strip, one trail of bombs was dropped over the southeast half of the runway, and the third trail of bombs was dropped directly in the northern revetment area, which was occupied by the fighters. All bombs when hitting appeared to be well spaced and were seen exploding among parked A/P. Major Fain and his crew straffed while bombing and in addition straffed a large red house on top of a ridge bordering the A/D on the southeast. As the flight was approaching this ridge at minimum altitude, it had this red house immediately in front of them and about six (6) A/P were able to give it a burst. Undoubtedly the building was severely damaged and any personnel occupying it, liquidated. After having passed the target and having made a turn to the left, personnel areas such as the one along the road south of Diddman's Corner (see fig. #2), were thoroughly straffed. Light machine gun fire and ack-ack was observed from the surroundings of the large red building mentioned above and from the area due south of,

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By RLB/pm NARA, Date 12/24/96.

Narrative Mission Report FFO 284-AA (continued)

Diddman's Corner where a secondary road meets the main Diddman's Corner road. Before reaching the target, Major Fain and his crew observed at 1035/L a lugger moving south along the shore south of Warangoi River. At 1037/L a large black column of smoke was observed to the right at Rapopo Airdrome. The target was reached at 1037/L. Approximately forty (40) bombers and twenty (20) fighters were observed in the dispersal areas. When leaving the target, Major Fain and his crew observed five (5) large fires with black smoke rising up to 800 ft. and in addition 6 small fires with white smoke rising up to 200 ft. When directly over the runway, Major Fain looking ahead saw a Japanese transport airplane, which he did not have time to identify as to model. This A/P was flying in a northernly direction as shown on fig. #2. Its position was half way between Diddman's Corner and the Kunai Plantation. The following narrative reports by A/P will be given in formation sequence from left to right.

8. Lt. Larsen, flying A/P 070, flew on the left wing of the squadron formation. When over the target, the bombs could not be dropped due to malfunction of the racks. Only straffing, therefore, was done. Lt. Larsen thoroughly straffed the bombers on the south side of the area strip and the Garden Plot, shown on fig. #1 and #2. Considerable straffing was also done on the western extremity of the dispersal area where personnel was present. Lt. Larsen dropped his bombs in the jungle on the route back.

9. Capt. Manders, flying A/P 089, covered the south side of the runway. Bombing and straffing was done in the southeast dispersal area and on the Garden Plot. Capt. Manders and his crew reported large fires started by his bombs, two of which were seen to drop on the wings of a two-engine bomber later identified as a BETTY. Two more bombs were seen hitting under the wings of another two-engine bomber identified as a probable BETTY. Bombs were dropped among other airplanes from a height of approximately 150 ft. Capt. Manders in addition straffed a fuel dump approximately 1000 ft. southeast of the Garden Plot. Several clusters were dropped on the Garden Plot. The control tower adjoining the Garden Plot on the northwest was throughly straffed. From this point on, the road running parallel to the runway on the southwest side was bombed and straffed by this airplane. This straffing included two trucks and one black sedan which were definitely hit when in front of the airdrome building just to the side of the control tower. At this time and locality, a Jap transport and one SSF were seen trying to land on the airdrome and also one SSF (see fig. #2). The SSF appeared fright in front of Capt. Manders' airplane with wheels down. Before reaching the target, Capt. Manders and his crew reported seeing a lugger type vessel about twenty-five miles southwest of the mouth of the Warangoi River. A small vessel was seen heading for shore near the mouth of the Warangoi River. The gunner reported seeing a NATE taking off and this NATE was later observed over the Vunakanau Airdrome.

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By RLB/RM NARA, Date 12/24/97.

Narrative Mission Report FFO 284-AA (continued)

10. Lt. Kortemeyer, flying A/P 078, flew exactly along the south border of the runway. Bombs were first dropped in trail on the bomber revetment area up to a point slightly beyond the control tower. Apart from straffing the large red roof building, the entire bomber runway and revetment area was straffed. A camp area near the northwest end of the strip was seen and thoroughly straffed. Before reaching the airdrome itself, the area surrounding the red roof house on the ridge was straffed. Numerous dugouts with covers were observed and about twenty men were seen. When approaching the target, 20 fighters were observed at Tobera airdrome, lined up wing tip to wing tip. These SSF were black colored. In the distance large fires with heavy smoke were seen at Rapopo airdrome. Smoke was seen also at the Lakunai A/D. When crossing the coast at the mouth of the Warangoi River, a small motor launch with radio antenna on mast, was seen. Over the strip itself one probable HELEN was seen coming in off the left. Its position at the time of observation, 1037/L, was 1000 ft. due south of the control tower. Another bomber reported as a HELEN but believed to be a BETTY was seen on the ground at the north end of the runway. Slight A/A fire was encountered, see Ground Table Opposition.

11. Lt. Moore, flying A/P 094, bombed and straffed the southwest side of the runway and started dropping his bombs in trail over the bomber revetment area. Then over the runway up to a point on the runway a 1000 ft. on the northwest end. His bombs were seen dropping on a ZEKE taxiing for a take off and same was definitely destroyed. His observations tallied with the observations made by Lt. Kortemeyer. In addition Lt. Moore identified the SSF on Tobera Airdrome as follows: 25-30 ZEKES and HAPS lined up wing tip to wing tip upon the southwest end of the runway. One man was seen walking along the runway. This observation was made when flying at a 1400 ft. altitude. Tobera A/D was to the right of the flight not more than 2 miles away.

12. Lt. Marticorena, flying A/P 093, dropped his bombs on the southeast bomber revetment and over the southeast end of the runway. The entire revetment area and runway flown over was thoroughly straffed. Ligh ack-ack was observed on the northwest end of the strip.

13. Lt. Hecox, flying A/P 572, attacked from an altitude of 100 ft. Mission house with red roof on approach to target was straffed. Bombing and straffing of the target was accomplished on the southeastern dispersal area and along the eastern side of the runway. The following observations were made by this crew (see fig.#2 for exact location). Ammunition dump at southeastern end of the runway on fire. One BETTY hit by parafrag. One SSF burning, one SSF with one wheel gone, and one SSF with engine knocked off completely. One transport heading in a northeastern direction at an altitude of approximately 1000 ft.

14. Lt. Cather, flying A/P 064, attacked from an altitude of 100 ft. All bombs were dropped at southeastern end of the strip on the dispersal area and the SE end of the strip. The northern revet-

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Narrative Mission Report FFO 284-AA (continued)

Three or four twin engine A/P, later identified as BETTY'S, in the dispersal area due SW of the Garden Plot, see fig. #2. One SSF burning in the northeastern dispersal area, see item 5, fig. #2. A particularly heavy burst was made on the fighter dispersal lane where same crosses the road leading from drome to Kunai Plantation. Lt. Cather's gunner and radioman reported seeing an enemy SSF crash into the sea off the mouth of the Merai River. The pilot was seen to bail out and the parachute was noticed only partly opened when the pilot hit the water. This sighting has not been reported earlier, notwithstanding its importance, on account of contradictory statements made which led the writer to seriously doubt the veracity of theobservation. However, the observation was later found to be correct.

15. Lt. Clark, flying A/P 173, noticed M/G fire from Varzin Plantation, prior to reaching the target. He straffed a Garden Plot upon approaching the target and released his bombs in the southwest dispersal area. This area as well as the entire west side of target was thoroughly straffed. The following observations were made (for exact locations see fig. #2): One BETTY east of Garden Plot, crew of which was hit by straffing while cranking left engine. (Item 8, fig. #2). A column of smoke approximately 1000 ft. high at the south corner runway. A ZEKE observed turning out from runway into dispersal area. A BETTY bomber coming in from a northwesterly direction with wheels down. A BETTY burning at the center east side of the runway. The transport A/P previously mentioned heading a northeasterly direction was also observed by this crew. Personnel was observed in the Kunai Plantation. One motor launch, patrol type "C", observed 100 ft. from shore heading for same near mouth of Warangoi,River.

16. Lt. Nusbaum, flying A/P 060, encountered ground opposition. Eight (8) double clusters were dropped in the dispersal area from an altitude of 100 ft. and four (4) double clusters were strung along the eastern side of the strip. Before reaching the target 20-30 fighters were seen lined up wing tip to wing tip on the Tobera Airdrome. On the target at least 20 bombers were seen in the dispersal area. Ten of these were straffed and bombed. One parafrag was seen dropping directly on a BETTY. Passes were made at two probable transports which were airborne but results were not observed. One probable BETTY was seen at the south end of strip with one engine running and bombs bursting around it. Two A/P positions were seen firing from knoll approximately 500 yards to NE of strip. Many fires observed on southern end of strip near dispersal area. Heavy black smoke was seen. A large fire was observed at Rapopo airdrome. At the mouth of the Warangoi River, a patrol boat was seen zigzagging to shore.

17. Lt. Bailey, flying A/P 080, attacked the target from an altitude of 150 ft. dropping his bombs in the southeastern dispersal area. Straffing was done along the eastern side of the strip including the northeastern dispersal area. Same ground opposition was noticed to the NE of the strip (item 13, fig. #2). Approximately 25 fighters

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Narrative Mission Report FFO 284-AA (continued)

were seen on the Tobera A/D. A motor launch was seen near the mouth of the Warangoi River heading for shore with personnel jumping out and swimming ashore. In the southeastern dispersal area each revetment observed was seen occupied by a twin engined bomber. One A/P probably a SSF was seen attempting to take off from the strip, then side slipping off the strip due to a possible frag hit and straffing done by Lt. Vogt. It was seen exploding. (Item 7, fig. #2). The two transports previously mentioned were also observed by Lt. Bailey.

18. Lt. Vogt, flying A/P 074, attacked the target from a minimum altitude dropping all his bombs in the SE revetment are and straffing at the same time. Straffing was also done along the east side of the strip. At least 20 twin engine bombers were seen parked in the southeastern dispersal area as well as heavy motor trucks. One enemy fighter was seen taxiing on strip in a NW direction and bursts were seen entering it. Personnel movement was observed in Kunai Plantation. Heavy black smoke was observed on Rapopo airdrome.

19. Weather conditions on the mission were as follows:

Route up: clear, low scattered cumulus.

At Target: Clear.

Route Home: clear, scattered rain showers.

20. Photo Interpretation Report:

An interpretation of the photographs taken by this squadron at Vunakanau, 12 October 1943, reveals the following information:

Airplanes:

20/25 BETTYS (3/4 probably destroyed)
1 DINAH
1 TONY
5 SSF (one on strip)

Dumps:

Large dispersed gasoline storage and loading platforms, NE of runway. (Photo #66 from A/P 094).

Bomb storage dump east of center of runway. (Photo #71 from A/P 094).

Airplane engines in and around revetments at southwestern dispersal area, also gasoline drums. (Photo #33 from A/P 078).

Bomb storage, gasoline drums, 2 possible underground storages. (Photo #22 from A/P 078).

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Narrative Mission Report FFO 284-AA (continued)

Defenses:

Gun emplacement stand stores observed west of target in Photo #12 from A/P 078.

Other Activity:

Direct hit on building SW of runway. (Photo #26-A/P 078).

Garden Plot (Photo #18-A/P 078) shows definite possibility of underground storage.

Buildings under construction, walls below ground, roof only above ground. (Photo #69-A/P 094).

Entrance to possible underground stores. (Photo #71-A/P 094).

Personnel in ditches at side of road. (Photo #71-A/P 094 and Photo #33-A/P 078).

Fair oblique shot of RDF station and possible headquarters. (Photo #6-A/P 064).

Repair area observed in Photo #33-A/P 078.

Good oblique of Mission to SW of target area. (Photo #7-A/P 078).

Good oblique of control tower. (Photo #51-A/P 089).

Several trucks and motor vechicles.

21. It will be noted that there is a discrepancy in time over target between this report and the final mission report. After conferring with the 498th Squadron, it was determined that they had hit the target at approximately 1036/L while the 501st Squadron hit the target at approximately 1037/L.

22. The mission was considered a success. The practice of flying abreast over the target was found to be very effective. It calls for a rigid adherence of each pilot to stay on his course and not to be tempted by changing same in order to improve his own effective M/G and bombing.

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Narrative Mission Report FFO 284-AA (continued)

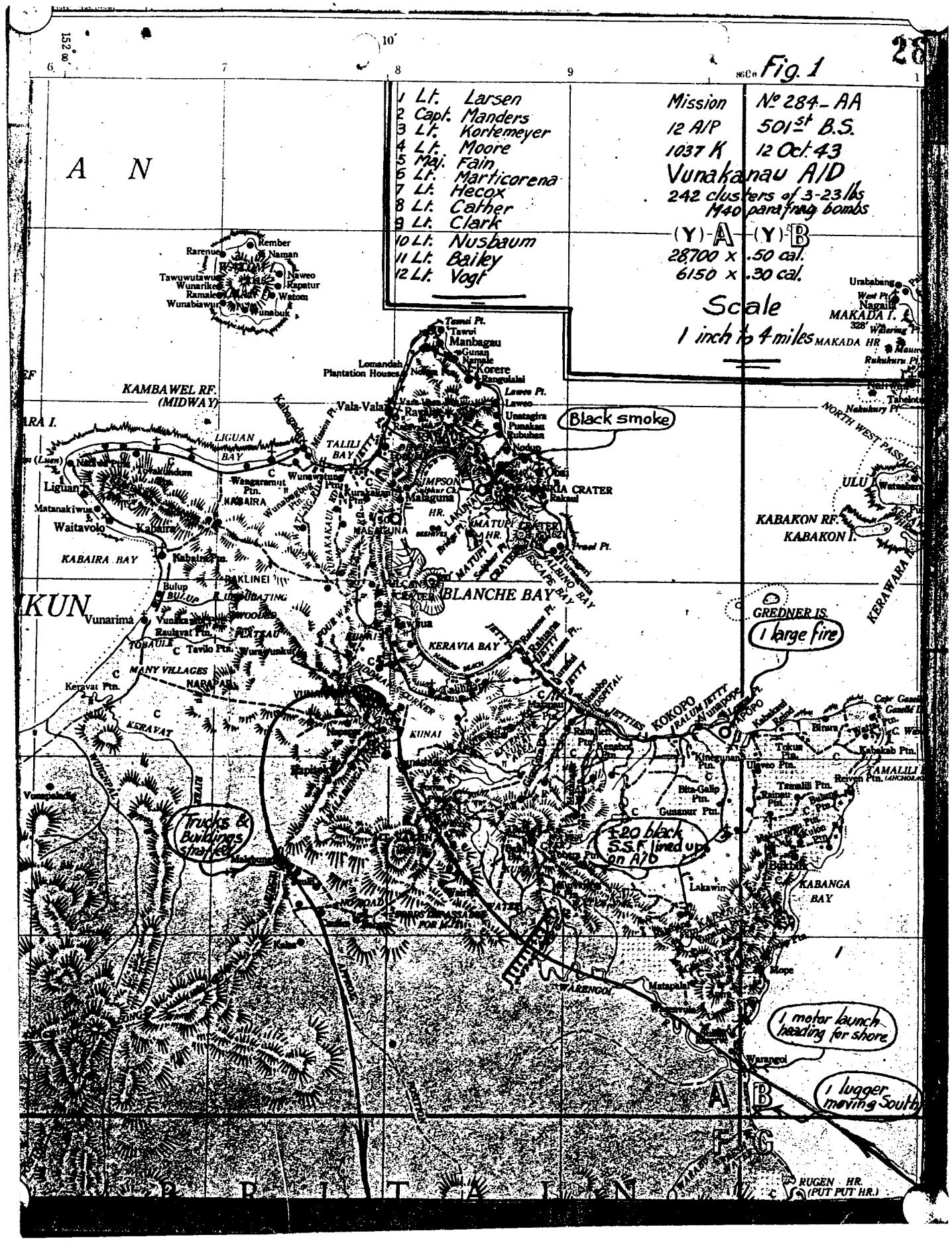
23. In conjunction with the mission, citations for recommendation for Legion of Merit awards are being made for the following members of the ground personnel at the request of the Commanding Officer. They are: M/Sgt. John (NMI) Passodelis, ASN 13040562, Line Chief; M/Sgt. John W. Norton, ASN 36398814, Armament Chief; T/Sgt. Martin H. Taylor, ASN 36199139, Ordnance Chief; T/Sgt. Wilbur P. Crutchfield, ASN 14046720, Engine Flight Chief; T/Sgt. Neil (NMI) Robertson, ASN 32257603, Sergeant Major.

For the Squadron Commander:

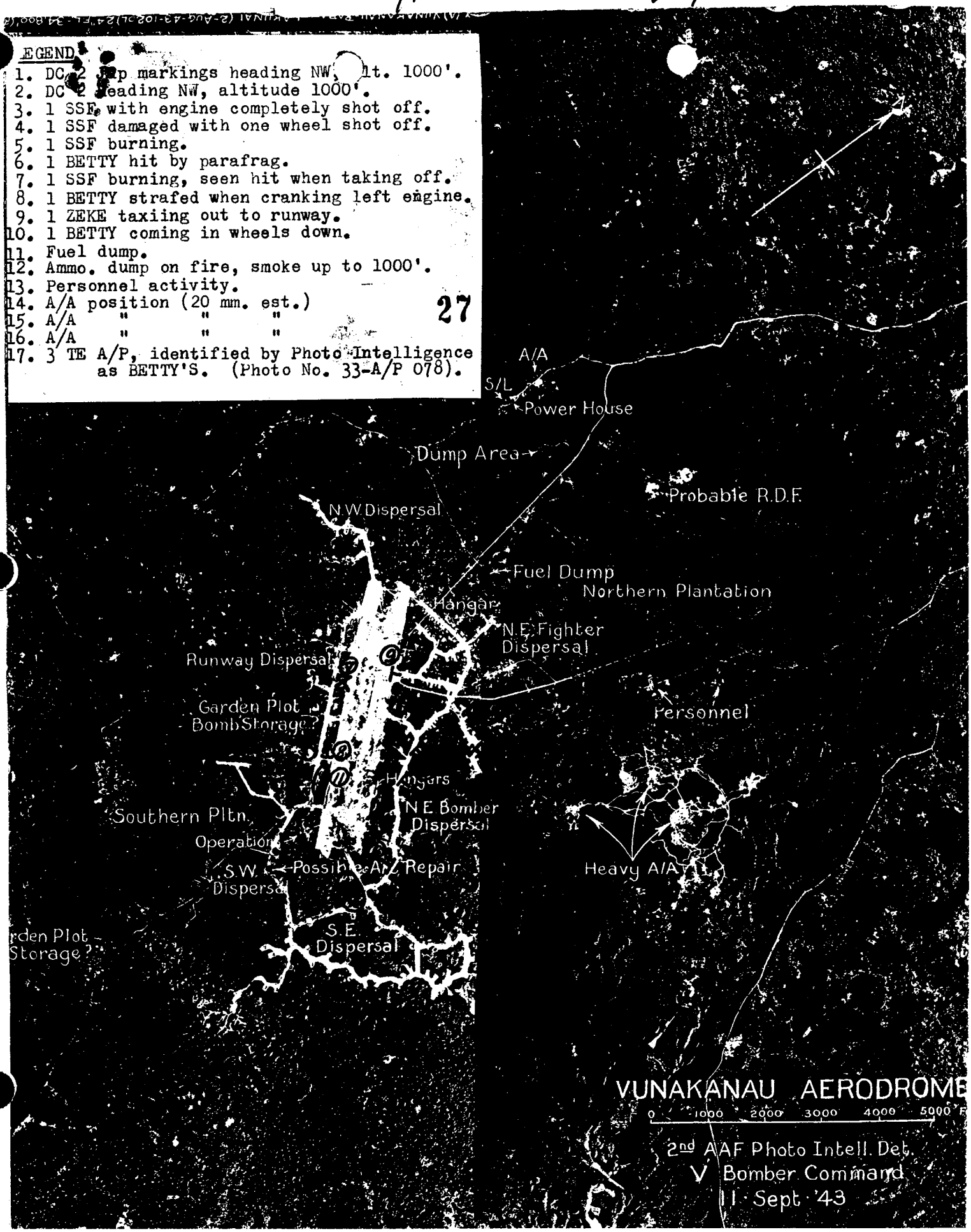
EVERT W. K. ANDRAU,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Map showing observations and line of flight.
2 - Photo showing sightings on A/D.
3.- Plat showing bombing assessment.

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Fig 3

PHOTO INTERP REPORT OF BOMBING RESULTS

Mission No. 284 AAA — VUNAKANAU — 12 OCT 1943

501st Bomb Squadron (M) — 345th Bomb Group (M) — B

Bombing Efficiency (Visual Obs) 3 — 100%

Bombing Efficiency (Photo Interpretation) No Ph

Efficiency of Visual Observation — 45%

A.V.I.B.

25,000 x 50 ch

6,000 x

Scale N

1 inch

(Black smoke)

KUNAI PT.

R.D.F.

old a/c

fuel dumps

2 S.S.F. (probable)

heavy smoke

Note: Shaded portions indicate areas where para frags hit

col of smoke

2 "Bettys" (probable)

fire

Engines & stores

(probable) "Betty" on fire

large col of smoke

heavy smoke

VUNAKANAU A/D.

hit on bldg

0 1000 2000 3000 4000

SCALE IN FEET

GARDEN PT.

CAPT. [illegible]

Photo Interpretation Officer

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Fig. 3

PHOTO-INTERP. REPORT OF BOMBING RESULTS

MISSION No. 284 AAA – VUNAKANAU – 12 OCT. 1945

501ST BOMB SQUADRON (M) – 345TH BOMB GROUP (M)

Bombing Efficiency (Visual Obs.) ... 100%

Bombing Efficiency (Photo-Interp.) ... 70.8%

Efficiency of Visual Observation ... 85%



C.A. Strauss 1st Lt. A.C.
Photo-Interpretation Officers

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RABAUL SHEET

Name of Place	Feature	Grid Ref	Name of Pl
Maitairuitap	Vill	(Y)A 3123	Rabaul
Maitunanga	Island	(Y)B 1246	Rabata
Makada	Island	(Y)B 1046	Ragaga
Makurapau	Ptn	(Y)B 0216	Ragaga
Mala	Dist	(Y)B 4234	Rainau
Mala	Creek	(Y)B 4032	Rakaul
Malabunga	Vill	(Y)A 7414	Raklinei
Malagam	Creek	(Y)G 4592	Rakurakura
Malaguna	Mission	(Y)A 8034	Ralabang
Malaguna	Drome	(Y)A 8033	Raluana
Malapau	Ptn	(Y)A 8923	Raluana
Malumsum	Ptn	(Y)G 6774	Ramale
Mamaar	Bay	(Y)A 2037	Ramandu
Mamapit	River	(Y)A 4333	Ramasaka
Manbagau	Mission	(Y)A 8343	Ramoulan
Mandres	Dist	(Y)A 5617	Ramoulin
Mandres	Mission	(Y)A 5024	Randing
Mandres	River	(Y)A 4722	Randulit
Mangrove	Creek	(Y)B 1537	Rangandol
Manwan	Pt	(Y)B 1243	Rangarere
Maragsaik	Vill	(Y)A 0937	Rangarere
Maramara	Vill	(Y)B 1433	Rangos
Marandin	Creek	(Y)B 6957	Rangulalai
Marawop	Vill	(Y)A 2805	Raohowirue
Marren	Vill	(Y)B 1444	Rapatur
Marumba	Vill	(Y)F 6652	Rapitok
Massanakonapuka	Island	(Y)A 4236	Rapopo
Massava	Bay	(Y)A 4334	Rarakaraka
Matadais	Vill	(Y)G 6269	Rarenue
Matanakiwus	Vill	(Y)A 6334	Rataval
Matanakunei	Bay	(Y)F 2862	Raturusuru
Matanatar	Ptn	(Y)A 9118	Raulavat
Matanga	River	(Y)A 3625	Ravalien
Matapalal	Vill	(Y)A 9707	Ravalue
Matauatawal	Pt	(Y)A 1216	Rawararei
Matgos	Vill	(Y)G 6671	Rawarendo
Matiu	Pt	(Y)A 1513	Rawuawuatt
Matodel	Creek	(Y)G 6171	Reimers
Maton	Creek	(Y)B 4031	Reind
Matop	Ptn	(Y)B 3155	Reiven
Mattaserawao	River	(Y)A 1226	Rembarr
Matupi	Island	(Y)A 8532	Rember
Matupi	Hbr	(Y)A 8633	Ris
Matur	Creek	(Y)B 3809	Rubuhan
Mavlo	River	(Y)F 5354	Rugen
Merai	River	(Y)F 9873	Rukhassan
Merai	Vill	(Y)G 0273	Rurumb
Metakuru	Vill	(Y)B 1334	Saddle
Metlik	Ptn	(Y)G 6772	Sambei
Mioko	Vill	(Y)B 1434	Saregi
Mioko	Island	(Y)B 1434	Seyar
Mioko	Hbr	(Y)B 1435	Semalu
Mission	Pt	(Y)A 7537	Senang
Molot	Vill	(Y)B 1444	Senang
Mongo	River	(Y)G 0182	Simpson
Mooloolоom	Dist	(Y)B 4424	Sinevit
Mope	Vill	(Y)B 0108	Sogelon
Mubob	Creek	(Y)G 6171	Sperber
Mulua	Pt	(Y)F 2674	Stockholm
Mululum	Ptn	(Y)B 4221	St. George
Murum	Creek	(Y)B 3808	St. Paul
Nagaila	Mission	(Y)B 0946	Suara
	Pt	(Y)B 0940	

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Makurapau	Ptn	(Y)B 0216
Mala	Dist	(Y)B 4234
Mala	Creek	(Y)B 4032
[illegible]abunga	Vill	(Y)A 7414
[illegible]gum	Creek	(Y)G 4592
[illegible]guna	Mission	(Y)A 8034
[illegible]aguna	Drome	(Y)A 8033
[illegible]apau	Ptn	(Y)A 8923
[illegible]umsum	Ptn	(Y)G 6774
Mamaar	Bay	(Y)A 2037
Mamapit	River	(Y)A 4333
Manbagau	Mission	(Y)A 8342
Mandres	Dist	(Y)A 5617
Mandres	Mission	(Y)A 5024
Mandres	River	(Y)A 4722
Mangrove	Creek	(Y)B 1537
Manwan	Pt	(Y)B 1243
Maragsaik	Vill	(Y)A 0937
Maramara	Vill	(Y)B 1433
Marandin	Creek	(Y)B 6957
Marawop	Vill	(Y)A 2805
Marren	Vill	(Y)B 1444
Marumba	Vill	(Y)F 6652
Massanakonapuka	Island	(Y)A 4236
Massava	Bay	(Y)A 4334
Matadais	Vill	(Y)G 6269
Matanakiwus	Vill	(Y)A 6334
Matanakunei	Bay	(Y)F 2862
Matanatar	Ptn	(Y)A 9118
Matanga	River	(Y)A 3625
Matapalal	Vill	(Y)A 9707
Matauatawal	Pt	(Y)A 1216
Matgos	Vill	(Y)G 6671
Matiu	Pt	(Y)A 1513
Matodel	Creek	(Y)G 6171
Maton	Creek	(Y)B 4031
Matop	Ptn	(Y)B 3155
Mattaserawao	River	(Y)A 1226
Matupi	Island	(Y)A 8532
Matupi	Hbr	(Y)A 8633
Matur	Creek	(Y)B 3809
Maylo	River	(Y)F 5354
Merai	River	(Y)F 9873
Merai	Vill	(Y)G 0273
Metakuru	Vill	(Y)B 1334
Metlik	Ptn	(Y)G 6772
Mioko	Vill	(Y)B 1434
Mioko	Island	(Y)B 1434
Mioko	Hbr	(Y)B 1435
Mission	Pt	(Y)A 7537
Molot	Vill	(Y)B 1444
Mongo	River	(Y)G 0182
Moolooloom	Dist	(Y)B 4424
Mope	Vill	(Y)B 0108
Mubob	Creek	(Y)G 6171
Mulua	Pt	(Y)F 2674
Mululum	Ptn	(Y)B 4221
Murum	Creek	(Y)B 3808

Name of
Rabaul
Rabata
Ragaga
Ragaga
Rainau
Rakaul
Raklinei
Rakuraku
Ralabang
Raluana
Raluana
Ramale
Ramandu
Ramasaka
Ramoulan
Ramoulin
Randing
Randulit
Rangando
Rangarer
Rangarer
Rangos
Rangulal
Rapbowir
Rapatur
Rapitok
Rappo
Rarakara
Rarenue
Rataval
Raturusu
Raulavat
Ravalien
Ravalue
Rawarare
Rawarend
Rawuawua
Reimers
Reind
Reiven
Rembarr
Rember
Ris
Rubuhan
Rugen
Rukhassa
Rurumb
Saddle
Sambei
Saregi
Sayar
Semalu
Senang
Senang
Simpson
Sinevit
Sogeicn
Sperber
Stockhol
St. Geor
St. Pau

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501ST BOMBARDMENT SQUADRON (M)
345TH BOMBARDMENT GROUP (M)
APO 503

12 October 43

A. 284-AA

B. Vunakanau A/D

C. 1032L-1040L

D. Mission carried out according to plan. Bombs dropt in bomber revetments and ammunition dump on S.E. end of strip. Some bombs dropt along runway along N. side revetments and several bombs were dropt on fighter revetments area. Strafing was done thru out bomb run and on ack-ack positions S.E. and N.W. of strip. Several bombers damaged and set on fire. Several SSF seen hit in revetment area. All airplanes over target. Five large fires, black smoke, 500 to 800 feet high, six small fires, white smoke 100 to 200 feet high.

E. Slight light inaccurate, altitude approx. 300', light M/G from N.W. corner Tobera Strip.
Heavy, inaccurate M/G fire from Varzin plantation.

F. G. H. Nil.

I. 22 K-20's: 120 K-21's one roll K-17.

J. 40 bombers in S. E. revetment area - only wing tips visible. 20 fighters in northern dispersal area. 20 to 30 fighters Zekes and Haps parked on S.W. end of Tobera A/D wingtip to wingtip. Personnel seen walking around. Observed from 1400' altitude.
Heavy black smoke 1000' high on Rapopo A/D. Personnel activity observed in Kunai Mission and hospital area. Radar observed on west end Tobera Strip. Large red roof house on ridge approx 2 mi due Se E. of Vuna-Kanau A/D strafed. Personnel activity observed. Trucks and bldgs at Malabunga thoroughly strafed. Black smoke observed rising from Lakunai A/D.
In addition to the above, airplane sightings observed 1 SSF in center of fighter revetment area with engine completely shot off. Close by 1 SSF with wheels shot off and 1 SSF on N. side of strip burning. 1 Betty on E. corner of runway damaged by parafrags. 2 bombers near garden plot on S. side of strip seen hit by parafrag bombs. 1 Zeke seen hit while taking off, sliding over to S. side of runway, then exploding. 1 Betty seen burning in center of revetment area along side of strip. 1 Betty seen coming in from N.E. over middle of A/D, same had wheels down. 1 transport 1000' altitude Jap markings D-C-2, heading N.W. over Kunai Plantation. 1 transport heading N.W. direction altitude 1000', 1½ mile N.W. of Kunai Plantation.

1 PT boat observed 100' from shore heading for same near mouth of Warangoi River.

1 Lugger moving south along shore S of Warangoi River.

2 Trucks and 1 black sedan strafed on strip at Vunakanau.

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K. Route up: Clear low scattered cumulus at target: clear. Route home: clear, scattered rain showers.

L. Of original 13 A/P leaving Moresby, 2 returned due magneto trouble, remaining 11 A/P reinforced by 1 A/P of 500th Sqdn. Narrative mission report to be prepared upon return to Moresby. For location of sightings and damage assessment see attached plat.

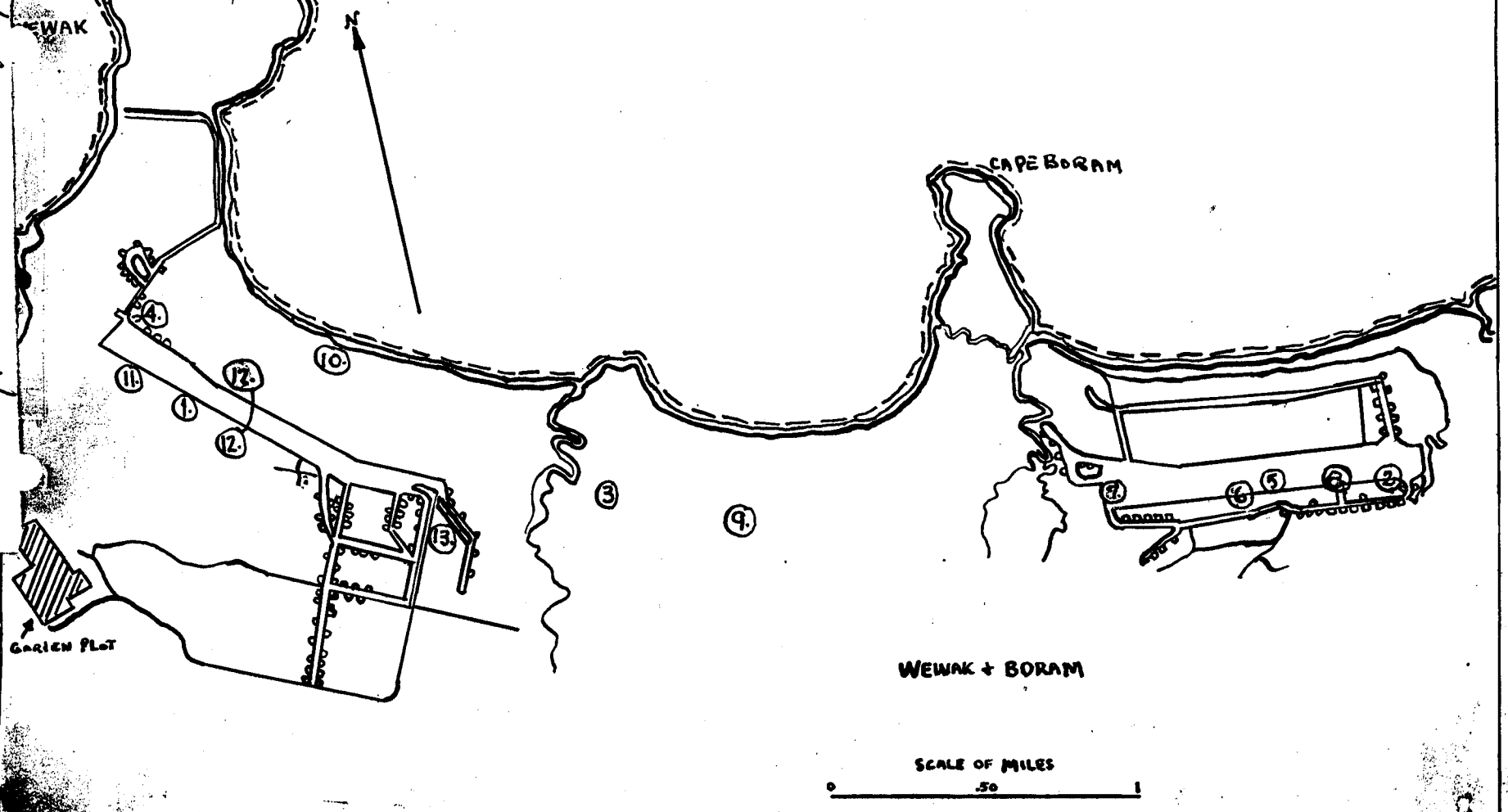
M. 28700 X .50 Cal.
242 clusters of 3-231b.
46 clusters of 3-231b.
6150 X .30 Cal.
M40 parafrag bombs dropt
M40 parafrag bombs salvoed due to malfunction fo racks.

EVERT W.K. ANDRAU
Captain, A.C.
Intelligence Officer.

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· SIGHTINGS LEGEND ·

1. M/B hit by bomb from A/P 069°
2. 3 DINAYS hit by bomb from A/P 095°
3. Spread col. blk. smoke here
4. 2 BETTYS A/P 082° dropt bombs on them
5. Twin-engine bomber
6. 2-3 Camouflaged A/C
7. Twin-engined bomber
8. 2 Trucks
9. Small fire here, after bombing attack
10. 2 fires, light smoke
11. S.S.F.
12. Many camouflaged A/P's - appeared U/S
13. 6-8 BETTYS
14. MIKE crashed here: 1102 ft



WEWAK + BORAM

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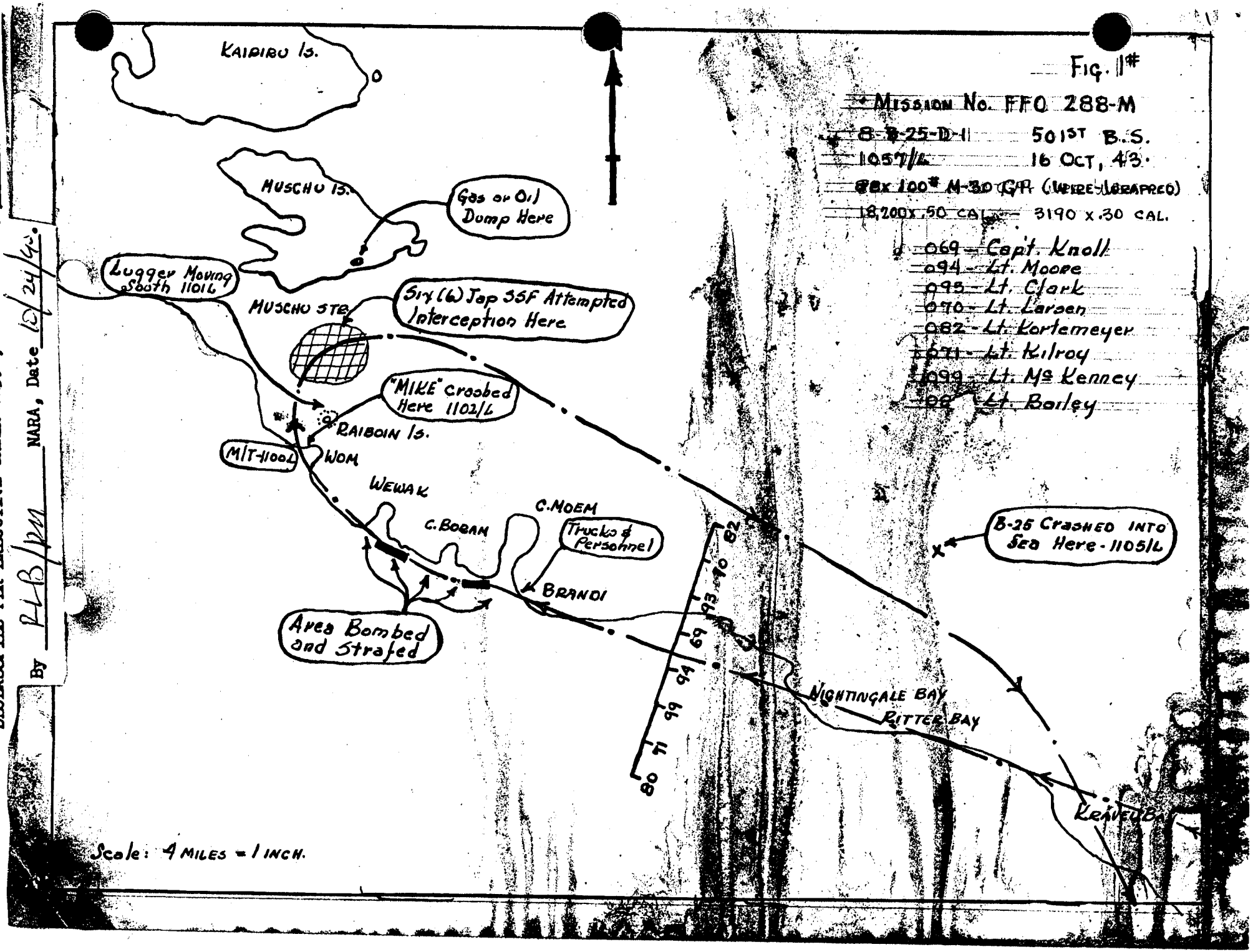


Fig. 1#

Mission No. FFO 288-M

8 B-25-D-1 501ST B.S.

1057/L 16 OCT, 43.

8 ex 100# M-30 GP (WERE-LOBAPPED)

18,200 x .50 CAL. - 3190 x .30 CAL.

069 - Capt. Knoll
094 - Lt. Moore
095 - Lt. Clark
090 - Lt. Larsen
082 - Lt. Kortemeyer
071 - Lt. Kilroy
099 - Lt. Mc Kenney
088 - Lt. Bailey

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K. Route Up: Valley covered, overcast in places at 4000', range clear.

At Target: CAVU

Route Home: Ranges covered, base at 3000'.

General Remarks: Front along Huon Peninsula over Bismarck Sea.

L. Fighters were a few minutes late at rendevous, and provided excellent cover for the mission. Crews report one squadron broke radio silence almost continuously from rendevous point to target. This report is based upon 6 A/P, one A/P returned to base at 0905/L due to engine trouble, 2 A/P landed at Tsili Tsili after completing attack due to gasoline shortage. 8th Photo Sq. has just reported that very excellent pictures were made with S-6 strip camera.

M. 72 x 125 lb. M-30 demo. bombs.
14500 x .50 caliber
2290 x .30 caliber.

ANDRAU.

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TOO : OPERATIONAL PRIORITY

TO : 345th S-2

FROM : 501st Sq. S-2

A. ~~FFO 288-M~~ ~~F-B/25-D-1~~ 501st Sq.

B. Boram & Wewak

C. 1055-1100/1/16 100 ft.

D. 35 x 125 lb. M-30 demo. bombs dropped on runway and dispersal areas on Boram. 3 bombs seen hitting close to three parked twin engine bombers at east end of strip. Further results of bombing on Boram not observed due to dust and smoke.
2 x 125 lb. M-30 demo. bombs dropped in area half way between Boram and Wewak strips. 2 fires, one very large with black smoke up to 3500', seen directly south of Mission Pt.
35 x 125 lb. M-30 demo. bombs dropped in dispersal area and along th runway at Wewak, One bomb seen to hit M/B on right side ~~runway~~ Sloop. One bomb seen to hit between 2 BETTYS parke half way down the ~~runway~~ Wewak strip. One A/P also strafed one at west end BETTYS and tracers seen entering A/P.
of the x .50 caliber and 2290 x .30 caliber rounds expended straffing Boram & Wewak airdromes and the wooded area between them. Straffing results generally unobserved. A/P strafed converted sloop or lugge estimated 25 tons, aff shore. Sloop in Muschu Straits heading for Raibion Island. Light smoke seen coming from lugger as result of straffing. Other damage unobserved. 6-8 M/B estimated on Boram and 15-20 enemy A/P estimated on Wewak.

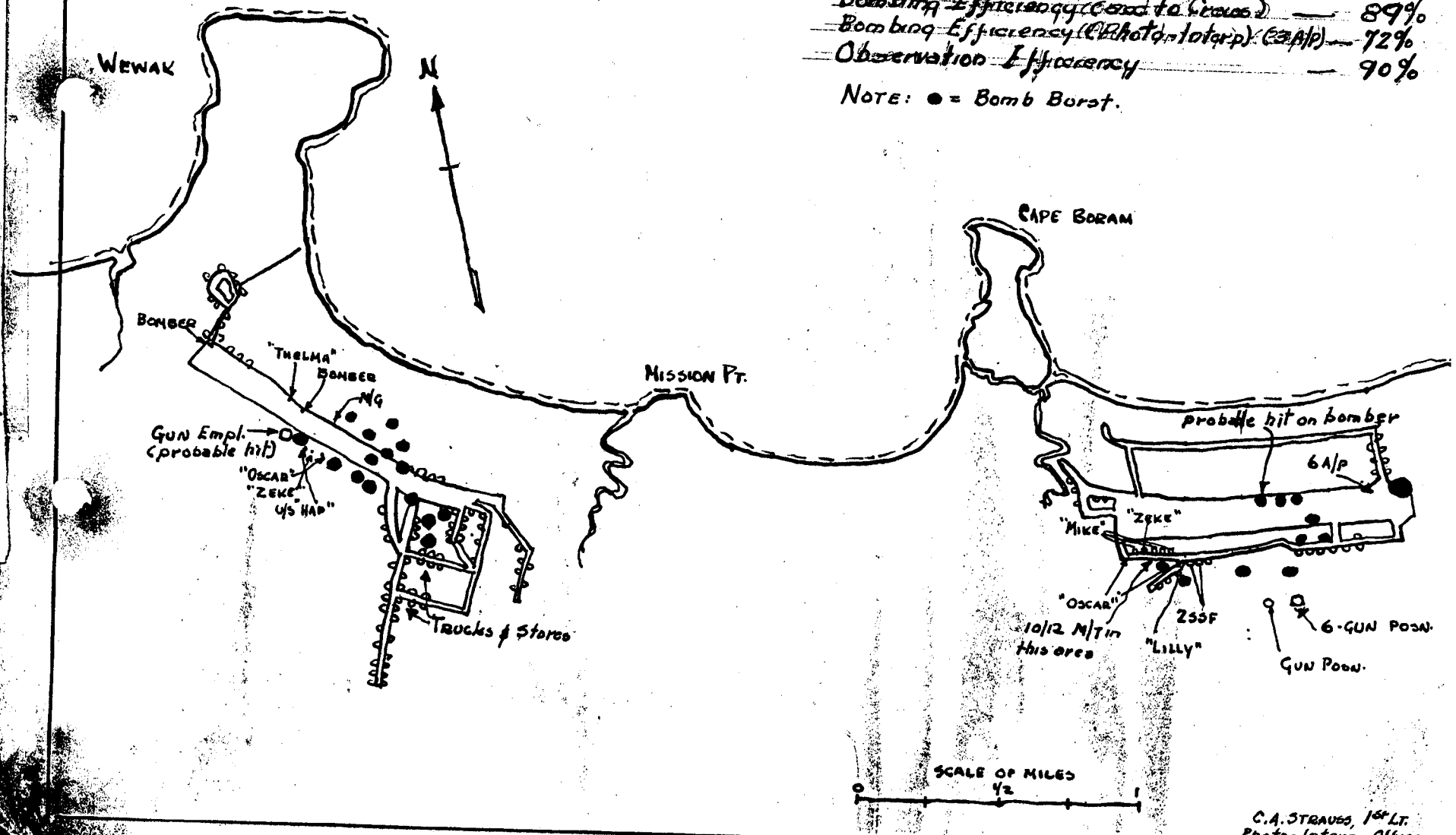
E. M/G fire heavy accurate from east end Boram runway and from hill sou of center of Boram runway. Light ack-ack, medium intensity, inaccur over Boram northeast end of Wewak strip, from Cape Wewak, Cape Boram and Cape Moem.

F. & G. 6 enemy fighters, possibly one MIKE, 2 TONYS, 3 ZEKES, attempted in- terception of squadron while making turn between Wom and Muschu Is. Our protective fire and intervention by P-38's drove them away befor they were able to make an effective pass. None of our crews reporte having been fired upon by ~~enemy~~ these enemy fighters. It is believ ~~P-38's~~ shot down one enemy fighter as crews reported seeing what was apparently a ~~wing~~ [illegible]

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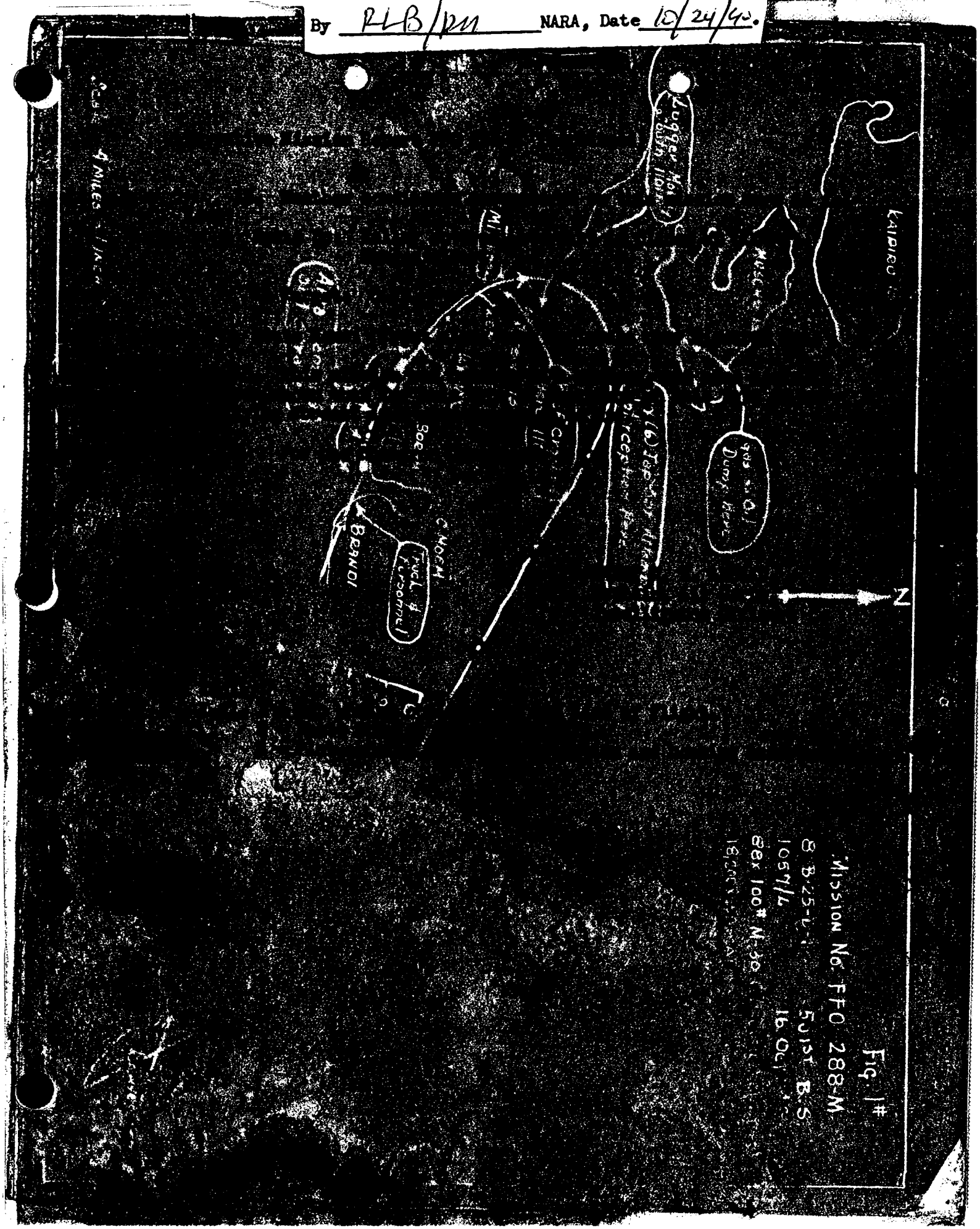
Fig. 3F

PHOTO-INTERPRETATION REPORT OF BOMB RESULTS.
MISSION NO. 288 M. BORAM & WEWAK - 16 Oct. 43
501st BOMB SQUADRON - 345th BOMB GP.
Bombing Efficiency (Confirmed to Crews) — 89%
Bombing Efficiency (Photo-Interp) (3 A/P) — 72%
Observation Efficiency — 90%
NOTE: ● = Bomb Burst.



C.A. STRAUSS, 1st LT.
Photo-Interp. Officer.

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Z
BERNOL
Fuel & Personnel
Bombs & O.D. Dump Area
Fighter Area
Fighter Area
Fighter

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11. Lt. Kilroy, flying A/P 071, dropped five bombs in the dispersal area immediately south of Boram strip, two bombs directly midway between Boram and Wewak strips, and five bombs in the dispersal area south of Wewak strip with unobserved results. He estimated 15-20 A/P under various types of camouflage on the Wewak airdrome, and the dispersal area southeast of the runway and along the north side of the runway. He reported interception as follows: "Two fighters, believed to be ZEKES, came at us. One came up from our tail at six o'clock broke away to the right. The other cut across in front of us swung back in at us from about three o'clock. Neither A/P fired at us but broke away when P-38's moved in to attack them. Our gunner fired at one of the A/P and says his tracers seemed to be going into its tail". Lt. Kilroy's A/P was hit by a piece of shrapnel on the right side of the fuselage near the star insignia. Piece of shrapnel entered the A/P and embedded itself in a parachute. No casualties.

12. Lt. McKenny, flying A/P 099, dropped six bombs south of the Boram strip and six bombs in the dispersal area southeast of the Wewak strip. One bomb hit near a truck south of the east end of the Boram strip. Lt. McKenny estimated about six SEF and 6-8 BETTYS were in the dispersal area southeast of the east end of the Wewak strip. Four of his bombs fell in this immediate area. The areas bombed were also strafed as well as huts near Brandi Plantation point W-3904. Lt. McKenny reported interception as follows: "Two A/P made a pass at us but did not press them home. Our turret gunner shot at both of them and saw a second of the two going into a glide toward the ground." Lt. McKenny's crew reported seeing a MIKE fall to the ground near the shore of the west coast of Wewak point and exploded at approximately 1102/L.

13. Lt. Bailey, flying A/P 080, dropped six bombs in the dispersal area south of the Boram strip and six bombs in the dispersal area southeast of Wewak with unobserved results. The areas bombed were also strafed. Lt. Bailey reported interception as follows: "Two MIKES attempted to intercept us. One made a pass over our tail from right to left and came in from about 4 o'clock and went over top of us. The other tried to come in on our tail. We fired at him. He turned off 600 yards away. Results of our firing were not observed." Lt. Bailey reported eight BETTYS, apparently serviceable, along the northeast edge of Boram strip.

14. Capt. McCann took off in A/P 087 but was not able to complete the mission, as he developed engine trouble while over Yule Island and was forced to turn back at approximately 0830/L.

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Narrative Mission Report PFO 283-M (continued)

8. Lt. Clark, flying A/P 092, made his run along the south side of the Boram strip and dropped four bombs in this area. Three bombers, believed to be BINAHS, were parked here and his bombs bursts among these A/P. Lt. Clark was unable to release the remaining eight bombs due to rack failure and later salved them at sea on his return from the target. While making his turn after the bombing run, Lt. Clark believes he was fired at from Emmons Island. This was not positive. Lt. Clark reported personnel and equipment in the plantation east of Boram. Three trucks were parked near a bamboo building at point W-990h. These were strafed with .30 caliber ammunition. Lt. Clark's account of interception was as follows: At 1105/L two NICKS, one ZEKE attempted to intercepted. They did not press home the attack. We went down to fly low over the water for evasive action." Lt. Clark reported seeing two OSCARS, one NICK in a dog fight with two P-38's over Wewak.

9. Lt. Larsen, flying A/P 070, made his run diagonally across the Boram strip from the southeast corner to the northwest corner dropping six bombs from the center of the south side to the northwest corner of the strip. Six bombs were dropped on the Wewak strip in a similar direction and location. Both strips were well strafed. One twin engine bomber was seen midway down the Boram strip on the west side. Lt. Larsen's bombs fell on or near it. Two trucks were near the southeast end of the Boram runway. Two or three camouflaged A/P were reported midway down the Boram strip on the west side. One twin engine bomber on the northwest end of the Wewak runway. Two fires, one very large with black smoke were seen between the two strips approximately south of Mission Pt. Two fires of light smoke were reported near the coast east of the Wewak runway. Lt. Larsen reported two passes were made at his A/P by five dep fighters, possibly one NICK and four ZEKES. The attempted interception was abandoned when the P-38's closed in on the dep A/P. T/Sgt. Larsen, Lt. Larsen's gunner, fired several bursts at one A/P, apparently hitting it as it was seen to be smoking and dropping peeling off down and out.

10. Lt. Kortemeyer, flying A/P 082, made his run at the center of the Boram-Wewak strips dropping six bombs on each strip. One bomb hit between two BETTYS parked at the west end of the Wewak strip. The entire area of Boram-Wewak was strafed during the run. Tracers were seen to enter one of the BETTYS parked at the west end of Wewak strip. Lt. Kortemeyer reported interception as follows: "4-6 A/P attempted to intercept our flight. The upper turret gunner fired two short bursts at them. They did not fire at us, but abandoned the attempted interception.".

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The targets were both left in smoke. One bomb was seen to score a direct hit on a medium bomber parked on the right side of the Wemak strip about midway down. Capt. Knoll and his crew strafed while bombing. Capt. Knoll reported one B-25 crash landed in the ocean at 3 deg. 35' S, 143 deg. 55' E. The B-25 was described as having red cowling with a white band around the fuselage apparently being from the 500th Squadron. Capt. Knoll circled the crashed A/P several times, reported that it sank in approximately 15 minutes. The crew escaped. Four men were seen in a life raft. Two men were seen swimming toward a raft nearby. Capt. Knoll dropped an extra raft and radioed its position. He stated that the probability of the men being captured seemed very likely, as they were only about three miles off shore. After dropping the raft at approximately 1115/L, he left the area due to gas consumption. The men seemed to be ok. As this crashed A/P was later reported by all crews, it will not be repeated in sightings given by other crews. Capt. Knoll's account of the interception was as follows: "At 1057/L two passes by MIKE from 10 and 11 o'clock, bursts of fire by turret gunner. Pass was not pressed home. One pass by MIKE directly overhead. Pass was not pressed. 1058/L one MIKE made a pass from 2 o'clock above diving down, turret gunner gave several bursts, MIKE did not press attack, location northeast of Wemak Pt., our heading was to sea at 300°. 1059/L another MIKE passed to our right from sea to land at long range. Did not make a pass. Turret gunner fired several bursts at long range. The MIKE then went to join a dog fight over Wemak. We attempted to form our formation as rapidly as possible." Capt. Knoll further reported seeing apparently gasoline and oil dumps on the south beach of Manokwa Island at a point approximately W-3121. (Ref. Strat Map Wemak).

7. Lt. Moore, flying A/P 094, made his run along the south edge of the Boven strip, placing six bombs near the east end of the south side of Boven strip with unobserved results. The remaining six bombs were placed in trail from the center of the Wemak strip to a point just west of the west end of the strip. The entire area bombed was also strafed. Lt. Moore strafed a small boat believed to be a converted sloop or lugger also estimated 25 tons off shore in Manokwa Straits. The boat was heading for Waigeo Island. Light smoke was seen coming from the lugger as result from strafing. Exact damage to the boat was unobserved. While Lt. Moore reports bombing results generally unobserved, he did report a tall column of smoke approximately 1000ft. visible at Wemak when leaving the area. This smoke was later described as spiraling up and of black color. Lt. Moore's account of the interception was as follows: "At 1102/L while north of Wemak Point, we were intercepted. A ZEKE came in at 11 o'clock, one TONY at three o'clock, and another TONY at five o'clock. They started in on their pass, and we fired at them. They peeled out to the left and did not finish their pass. Our tracers were seen going all around them. Few of our bursts probably hit them, but we could not be sure".

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4. Ground Opposition in general was heavy and inaffective. Particularly the M/G fire coming from position at east end of Boram strip and from the hills south of the center of Boram strip were heavy. More pertinent data is incorporated in the following table:

GROUND OPPOSITION #4

No.A/P	Intensity	Caliber	Accuracy (Yes-No)	Altitude & Bursts	Location
069	M	L-M-H	No	200'-500';5/6000'	E end of Boram strip M " " " " S of Boram, on hills.
093	M	L-M	No	50'-200'	S side of Wewak strip.
094	M-H	L-M-H	No	150'-200'; 2000'	Unobserved H fired from tip of Cape Wom, Cape Boram, Wewak Pt; L-M from S and E of Boram strip.
087					
082	M	M	No	100'-150'	Hills S of Boram strip
070	M	L	Yes	100'	Wewak Pt. and E side of Wewak strip.
071	M	L	Yes	100'	E of Boram; S of Boram, S of Wewak strip.
080	M	M	No	200'	SE of Wewak strip.
099	M	M	Yes	100'-500'	Hills S of Boram; E end of Boram strip.

5. Air opposition by enemy fighter A/P was encountered, six enemy fighters, possibly one MIKE, two TONYS, three ZEKES attempting interception of squadron while the squadron was making its turn between Cape Wom and Muschu Island. Several of our turret gunners and waist gunners opened fire on Jap fighters, at which time the Japs broke away to their left, apparently abandoning the attack without having opened fire on our A/P, as the P-38's were closing in on them from above. As our A/P were leaving the area, one crew reported seeing a possible MIKE hitting the earth near the west shore of Wewak Point and exploded. This was at approximately 1102/L.

6. Captain Knoll, flying A/P 069, led the squadron which was flying eight (8) A/P abreast. The positions of the individual A/P and their pilots have been shown on fig. #1. Capt. Knoll began his attack at 1057/L flying at an altitude of 100 ft. He passed just south of the Boram runway dropping six bombs nicely spaced in this area. The remaining six bombs were dropped over the Wewak airdrome.

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PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	No. Made	Prints Rec'd
069	1057-1100/L	Borna-Wenek	K-20	20	No prints
093	" "	" "	K-21-oblique	30	4
094	" "	" "	" "	30	18
082	" "	" "	K-20	12	No prints
070	" "	" "	"	20	No prints
071	" "	" "	5-6 Vertical	47'	Strip #1 & #3
080	" "	" "	K-21	30	No prints
099	" "	" "	K-21-oblique	30	4

3. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
069	12	wire wrapped	100 lb.	12		
093	12	"	"	4	8	
094	12	"	"	12		
087						Engine trouble returned to base.
082	12	"	"	12		
070	12	"	"	12		
071	12	"	"	12		
080	12	"	"	12		
099	12	"	"	12		

NOTE: Each plane carried 12 x 100 lb. M-30 GP wire wrapped bombs.

STRAFFING TABLE #3

	.50 CALIBER			.30 CALIBER		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Fail.
069	4300	2500	nil	2000	400	nil
093	"	2000	nil	"	200	"
094	"	3000	"	"	350	"
087						
082	"	1600	"	"	600	"
070	"	3000	"	"	100	nil
071	"	2000	WLN/WES	"	40	"
080	"	2200	nil	"	800	"
099	"	[illegible]	[illegible]	"	[illegible]	"

501
290-AA
18 OCT 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

20 October 1943.

Narrative Mission Report FFO 290-AA, performed by the 501st Bomb Sq., 18 October 1943.

1. Ten (10) B-25-D-1 of the 501st Bomb Squadron left on 17 October 1943 for Dobodura with orders for nine (9) B-25-D-1 to be in readiness for a mission the next day. The squadron took off at approximately 0850/L and landed in Dobodura at approximately 1015/L. Considerable delay in landing at Dobodura was caused by an enemy air raid on the field with several enemy fighters in the air. Although our bombers were not intercepted, the raid did cause the squadron to circle around before landing. Briefing was done that day on Rapopo airdrome as the target. Pilots assigned to the mission were: Captains Marston and McGowan, Lt. Bailey, Gather, Kilroy, Kortemeyer, Krans, T. K. Lewis, and Raybaun. Take off was to be at 8 o'clock. Lt. Raybaun found one of his batteries shortened out and Captain Knall with A/P 069 took Lt. Raybaun's place. The squadron took off from 1009/L-1011:6/L/18 and proceeded to Oro Bay for rendevous at 8000 ft. with the other squadrons of the 345th Group. The Group, it was understood, was to be led by Lt. Col. O. K. Sommonk, but at take off, Lt.Col. O. K. [illegible] of the A/P of the [illegible]th, led the flight. The 38th Group was to strike in conjunction with the 345th Group, and they in turn, formed over the Oomo wreck as rendevous point. The 345th Group led out with the 498th in the lead, then the 501st, then the 499th, then the 500th in number four position. The Group was to have two squadrons of P-38 fighter cover, and rendevous with the fighters was made at Oro Bay. (The strategy applied in this mission was for eight (8) squadrons of heavies and two (2) squadrons of straffers to attack the landing grounds of Vunakanau, Lakunai, and Tobera airdromes thereby forcing fighters to land in Rapopo.) The 345th Group was to strike at this airdrome approximately one hour later in order to attack as many A/P on the ground as possible. Weather on the way up was bad and the Group flew in at low altitudes being hampered by rain squalls. Before reaching the target, the fighters returned to base due to weather. It is the understanding from interrogation of the combat crews that fighters called in notifying their decision to return to base. The 345th Group, however, proceeded without fighter escort flying along the coast of Gasselle Peninsula and turning in for approach to the target near Labanga Bay. This was the initial point where the 38th Group was to break away, the 500th Sq. to pull up on the left wing of the 498th leading the Group, whereas the 501st Sq. and 499th Sq. were to follow at thirty second intervals. The target was reached at 1255/L. The plan was for the 500th Sq. to attack shipping off the coast of Vunapope, the 498th Sq. to bomb and strafe the east revetment of the Rapopo A/D, the 501st Sq. to bomb and strafe the west revetment area and for the 499th to pass over the

runway bombing and strafing A/P presumably lined up on the strip. The target approach was found to be somewhat defective, due to the sharp turn flights had to take on account of turning in at Kabanga Bay, too close to the Rapopo Airdrome. As a result, the 501st Sq. had difficulty in making a proper bombing and strafing run while still in their turn. Some A/P had to refrain from strafing during part of their bombing run. The run taken, as shown on fig. #3 illustrates how some of the A/P were forced to make their bombing and strafing run over part of the eastern revetment area and the runway itself. For the general approach to the target see fig. #1.

2. Only one bombing and strafing run was made over the target at 100-150 ft. altitude and definite bomb hits were made on three (3) HELENS and one (1) TONY, in addition one definite near miss on one (1) SALLY, and probable hits were scored on two (2) BETTYS. 20 bombers and 20 fighters were observed although only 15 bombers and 15 fighters seemed to have been parked in the eastern revetment area. After having passed over the target, the squadron made a right turn out to sea observing the attacks made on shipping by the 500th Sq. On the approach and over the target, light medium and heavy ack-ack was encountered north and south end of the runway as well as from heavy ack-ack positions at Preat Pt., and from six (6) destroyers and one light cruiser steaming out of Simpson Harbor. When returning to base by flying past Gradner Island, where A/A fire was also encountered, the squadron turned around Gasalle Pt. Some enemy interception was encountered over the target. When still in their turn just past Gradner Island, the squadron was attacked by a large force of enemy fighters estimated at approximately sixty (60) A/P. Of this enemy force, it seems that approximately thirty (30) A/P stayed at altitudes of around 9000 ft. while the remainder made diving attacks on the squadron. Some flew at 100-150 ft. altitude. It is the opinion that the enemy was expecting our fighter cover to be present above and for this reason did not apply their full force on the attack. A running battle took place for approximately fifteen (15) minutes with some A/P being attacked for twenty (20) minutes. Enemy tactics in general consisted of the following: Diving attacks from 6 o'clock to divert attention of the gunners to others diving in from 3 and 9 o'clock. Our evasive action consisted of flying in a tight formation at minimum altitude. However, our A/P were careful not to fly too low, in order to deny the enemy to adjust his aim by observing the bullet splashes in the water. An average of twenty (20) passes on each A/P were made even though the squadron flew at an average speed of 280 mph. It was noticed that the other squadrons were also attacked,but the main attack seemed to have taken place on the 501st Sq. The weather was cloudy which at times favored the enemy. No A/P were lost, no personnel wounded and the entire squadron returned to base by flying past Kiriwina Island to Dobodura. The squadron was expected to proceed to Port Moresby. Due to

exceedingly bad weather over the range, with clouds building up to 17,000 ft., the 501st Squadron, however, decided to land on the #7 strip in Debeduru.

3. The distance from base to target was 460 miles, and the distance from target back to base was 450 miles. Nine (9) A/P landed as per following time table:

TIME TABLE #1

Time of Fighter Rendevous Completed Approximately 1030/L.

			Target		
Name of Pilot	No. A/P	Time T.O.	Time On	Time Off	Time Landed
Capt. Marston	074	1009	1255	1256	1520
Lt. Lewis	518	1009:3	1255	1256	1521
Lt. Gather	064	1009:6	1255	1256	1522
Capt. McGowan	087	1010	1255:5	1256:5	1523
Lt. Kramm	089	1010:3	1255:5	1256:5	1523
Lt. Kilroy	071	1011	1256	1257	1524
Capt. Knoll	069	1011:3	1256	1257	1525
Lt. Bailey	080	1011:6	1256	1257	1526
Lt. Kortemeyer	078	1010:6	1255:5	1256:5	1530

All photo information is listed below and in addition attention is called to fig. #3, entitled Damage Assessment Plat.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	No. Made	Prints Rec'd
518	1255-1257	Rapopo	K-21	30	4
087	" "	"	"	30	1
078	" "	"	"	15	2
071	" "	"	S-6	50 ft.	50 ft.

Failures

No.A/P	Type	Remarks
080	K-21	Blew fuse.
064	K-20	Failed to operate camera because of interception.
089	K-21	Blew fuse.
074		No camera installed
069		" " "

4. Bomb and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
518	12	Para Frag	23 lb.	8	4	Malfunction of racks
074	12	"	"	12		
064	12	"	"	12		
089	12	M-113 W/W 8/11 sec.	100 "	12		
087	12	"	"	12		
078	12	"	"	12		
069	12	"	"	8	4	Malfunction of racks
071	12	"	"	12		
080	12	"	"	12		

STRAFFING TABLE #3

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Fail.
518	4800	4000	Nil	2000	1200	Nil
074	"	2375	ULW-LLW	"	1200	"
064	"	3200	Nil	"	600	"
089	"	2850	LRW	"	950	"
087	"	2400	Nil	"	875	"
078	"	1350	"	"	1500	"
069	"	2900	URW	"	1200	"
071	"	3450	LRW	"	1700	"
080	"	3800	ULW-LRW	"	1900	"

NOTE: ULW (Upper left waist) URW (Upper right waist)
LLW (Lower left waist) LRW (Lower right waist)
LRW (Lower right nose)

5. Ground opposition in general was light and ineffective and more pertinent data is incorporated in the following table. Opposition from warships was of medium accuracy and intensity and ineffective.

GROUND OPPOSITION #4

No.A/P	Intensity	Caliber	Accuracy (Yes-No)	Altitude & Bursts	Location
518	M	L	No	200 ft.	West of center of strip.
074	L-M	L-M	No	400 ft.	Not observed
064	L	L-M	No	300-500 ft.	" "
089	L	M	No	100 ft.	" "
087	M	L-M	No	100-800 ft.	" "
078	M	L-M-H	No	200-500 ft.	Ships in Simpson Harbor
069	M	M	Yes	100-300 ft.	Medium from S and N ends of strip; some M from S end of strip. L-M-H from DD in harbor.
071	L	M-H	No	200-300 ft.	Heavy from Praed Pt, M from Ramahlo House and from N end of strip.
080	H	L-M	Yes	See below	3500 ft. west of N end of strip.

NOTE: A/P 080 reports medium A/A from DD'S was fired so as to hit water under B-25's and thus explode. Pilot states effect was very good and had B-25's been flying lower over water, they would most likely have been hit by frags from these shells.

6. Air opposition was extremely heavy due to the lack of fighter cover, and it is considered extremely fortunate that all A/P returned. A table showing details of attacks of individual A/P is given Table No. 5, entitled Air Opposition.

7. As a result of enemy opposition, certain amount of damage was sustained by our A/P. This has been incorporated in Table No. #6, entitled Casualties & Damage to A/P.

CASUALTIES & DAMAGE TO A/P #6

No.A/P	Casualties	Damage to A/P
518	Nil	Nil
074	Nil	Nil
064	Nil	Radio mast shot in half.
089	"	8" hole in top of radio compartment, 3" hole in right side with 8 small holes in side as result of spent shell frags; gas line severed; electrical line to turret was hit, causing temporary short circuit.
087	"	Small M/G hole in left aileron; plug knocked out from leading edge of right wing, result of spent ack-ack.
078	"	2 M/G holes in bomb bay door, 1 M/G hole in right engine nacelle.
069	"	Nil
071	"	"
080	"	8 small holes in vertical stabilizer.

8. Captain Marston, flying A/P 074, led the squadron in their bombing run at 1255/L. The approach to the target was a little too close, and in adjusting this for the bombing run, Captain Marston had to make his bombing run down the center of the runway. He dropped twelve (12) clusters in train down the length of the runway. The airdrome was thoroughly strafed. Captain Marston reported his bombing results as unobserved. After leaving the target, a light naval vessel, possibly a Corvette, was seen being bombed. When smoke cleared, it was deep in the water at the stern. At 1413/L, at a position 7 deg. 12' S 151 deg. 15' E, Captain Marston reported seeing two yellow boxes floating in the water approximately 500 ft. apart. Just what they were, he was unable to determine. See also insert X page 7.

9. Lt. Lewis, flying A/P 518, made his bombing run down the east side of the runway. He released 8 clusters over this revetment area, and as his racks were not functioning properly, he was unable to release the remaining 4 clusters until out over the sea. The revetment area was well strafed. Bombing and strafing results were not observed.

10. Lt. Cather, flying A/P 064, made his bombing and strafing run

along the west edge of the runway dropping 12 clusters in this area and thoroughly straffing same. Lt. Cather reported seeing a patrol boat hit by bombs and being straffed by the 500th Squadron. He also reported four flying boats, believed to be EMILYS, in the water off Gilingil Pt. on the west coast of New Ireland. Lt. Cather also reported seeing a TONY being heavily straffed at the southern end of the Rapopo runway.

11. Lt. Krans, flying A/P 089, made his run along the west side of the runway through the revetment area dropping 12 100 lb. W/W bombs and straffing the area. Bombing results were unobserved. Lt. Krans reported seeing one trawler or small boat blown up in the harbor and various other small craft, several of which were smoking. He reported three bombers visible in the west revetment area and two SSF claimed visible along the east side of the runway, about the middle.

12. Capt. McGowan, flying A/P 087, also made his run over the west revetment area dropping 12 bombs in the area. He distributed evenly through the entire length of the area observing direct hits on two HELENS. The revetment area was also straffed. Capt. McGowan reported a merchant vessel unidentified, believed to be a freighter type at position 4 deg. 40' S, 152 deg. 35' E, course due south at approximately 1240/L.

12. Lt. Kortemeyer, flying A/P 078, made his run along the west taxi strip at Rapopo dropping 12 bombs all of which fell in the dispersal area. He reported a near miss on a twin engine bomber, possibly a SALLY or a BETTY, under camouflaged netting. He also heavily straffed a HELEN near the south end of the runway. Lt. Kortemeyer reported many bombers and SSF scattered around Rapopo airdrome also slight activity of warships in the harbor underway. These warships opened fire with considerable accuracy on our A/P, as they were passing out over the bay. Lt. Kortemeyer reported seeing a large explosion apparently coming from a position in the water approximately one mile north of Rapopo strip.

13. Capt. Knoll, flying A/P 069, dropped 8 100 lb. W/W bombs in the west dispersal area. 4 bombs were salvoed after interception, due to malfunction of bomb racks. Capt. Knoll straffed the airdrome area with 2400 .50 caliber and 400 .30 caliber. He reported the target was left in smoke. Many small fires and four large fires with smoke from 500-800 ft. high. At 1150/L, 5 small harbor craft were reported off Sperber Pt. At 1155/L, Captain Knoll estimated 15 twin engine bombers and approximately 15 SSF were in the west dispersal area at Rapopo airdrome. At 1157/L, Capt. Knoll reported six warships described as 5 DD and one CL apparently heading to see from Rabaul Harbor. These craft fired medium and heavy ack-ack at our A/P. At 1157/L, a small vessel (gunboat or harbor craft) was seen two miles south of Gredner Island. Capt. Knoll observed three direct bomb hits and three

near misses from B-25's of another squadron of 345th Gp. The boat set afire and listing badly and was undoubtedly sunk. Capt. Knoll reported interception by 30-40 ZEKES and HAPS at approximately 1158/L.

14. Lt. Kilroy, flying A/P 071, made his run just west of the west taxi strip at Napopo, dropping 12 W/W bombs in this area and straffing same. Bombing results were reported unobserved. Lt. Kilroy reported seeing two DD lined up in the water north to south lying between Praed Pt. and Maluan Pt.

15. Lt. Bailey, flying A/P 060, made his run along the west side of the western taxi strip dropping 12 bombs in the area and straffing thoroughly. He reported seeing two trucks parked along the road near the beach at the north end of the strip and heavily straffed them.

16. Weather conditions encountered in this mission were as follows:

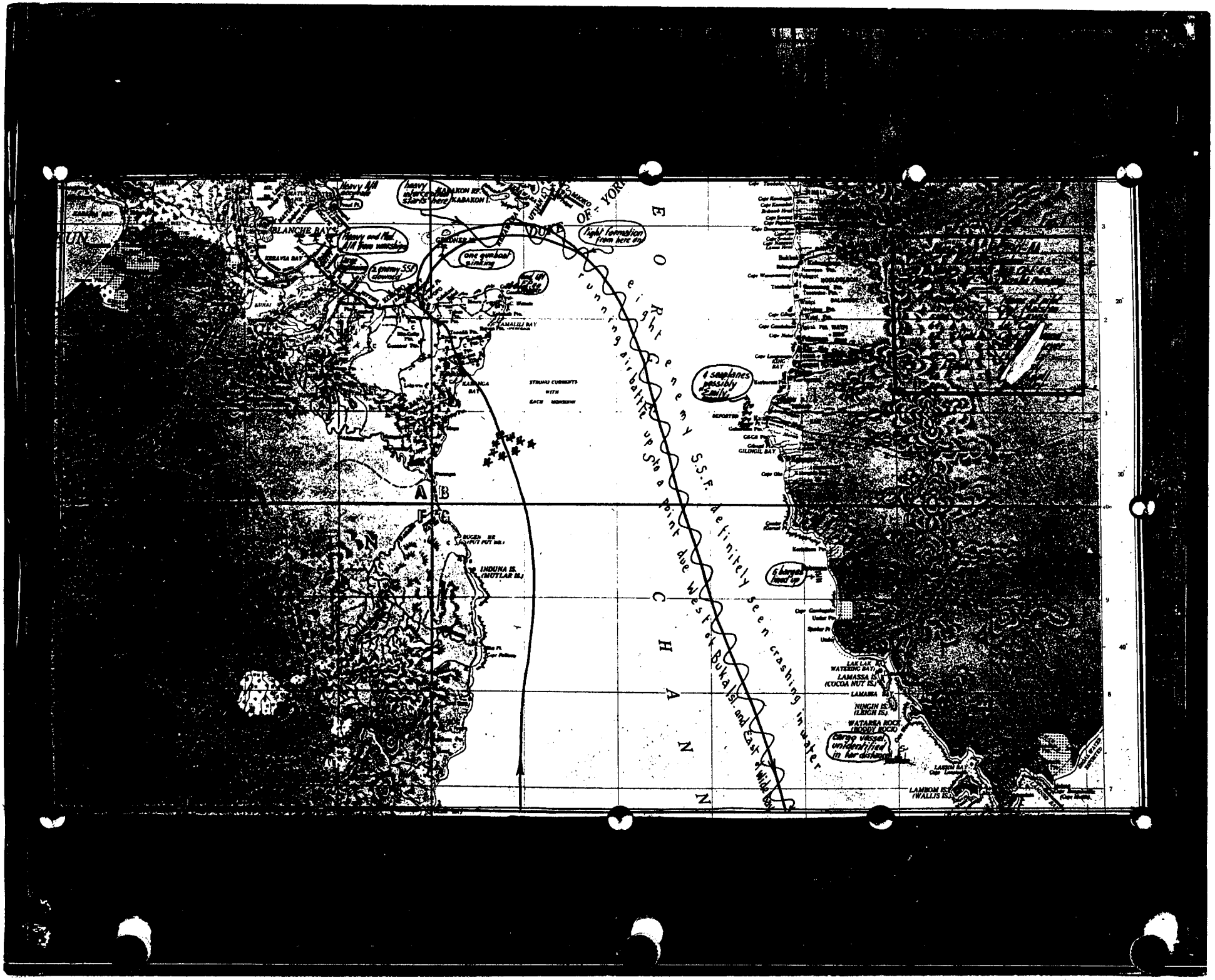
Route Up: Low ceiling varying rainfalls, scattered cumulus clouds at 2000'.
At Target: Broken clouds at 3000', hazy.
Route Home: Same as up, slightly clearer.

17. Recommendations for Air Medal Award are being made for turret gunners participating in this mission.

For the Squadron Commander:

EVERT W. F. AMRAU,
Captain, Air Corps,
Intelligence Officer.

NOTE: Fig. #1 and #2 will be forwarded within 48 hrs. or as soon as photo copies are received.


BLANCHE BAY
Heavy and flat AA fire from warships
Heavy AA concentration starts here
RABAKON
one gunboat sinking
a convoy SSF steamers
4 seaplanes possibly 2 sally
Right formation from here on
running air battle up this point due West to Bukalis. and East of Wide Bay
definitely seen crashing in water
Cargo vessel unidentified in her distress
STRONG CURRENTS WITH EACH MONSOON
INDUNA IS. (NUTLAR IS.)
LAMASSA IS. (COCOA NUT IS.)
LAMBOM IS. (WALLIS IS.)
OF YORK
E O
C H A N N
N.

Pilot	Capt	Lyle E. Anacker
Co-Pilot	2nd Lt.	David E. Koenig
Operator	2nd Lt.	Jerome H. Migliacci
Gunner	S/Sgt.	Robert Stevenson
Radio	S/Sgt.	Millard Sule
Eng.	S/Sgt.	George M Hardy

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/NARA NARA, Date 10/24/94.

501
288-H
16 OCT 43

501ST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 929.

17 October 1943.

Narrative Mission Report FTO 288-H, performed by 501st Bomb Sq., 16 October 1943.

1. Nine (9) B-25-D-1 of the 501st Bomb Squadron were ordered to attack Boram and Wewak airdromes during the morning of 16 October 1943. The squadron took off at 0809-0813/L from Schwimmer Drome. One A/P returned at 0903/L due to engine trouble, and was not able to rejoin the formation and take part in this attack. The squadron, therefore, consisted of eight (8) A/P over the target. Our squadron assembled with the 345th Group at Thirty Mile at this point, proceeding then direct to Mt. Yonke where rendevous with three squadrons of P-38 fighters was made at 8000 ft. Fighters provided excellent cover for the mission. From Mt. Yonke the formation proceeded down the Ramu Valley and Annemberg, thence on a course approximately 315 deg. to Sepik River, thence to Hitter Bay, thence west to Boram and Wewak. The squadron reached the target at 1057/L and left at 1100/L.

magneto trouble (6 Cyl)

2. Upon reaching the target, the run was made in a east west direction, passing over Boram-Wewak strips, continuing on northwest passing Wewak Pt., then turned right out to sea from Cape Wom and Kaibion Island, swinging around back to the east, coming back to land at Kravel Bay, thence up the Ramu Valley to Mariliman to Port Moresby. The bombing and strafing run was made by flying abreast making only one pass over the target. The distance flown from base to target was 515 miles, and the distance from target back to base was 560 miles. The A/P took off and landed as following time-table.

TIME TABLE #1

Name of Pilot	No. A/P	Time T.O.	Time Landed	Target Time On	Target Time Off
Capt. Knoll	069	0809	1335	1057	1100
Lt. Clark	093	0810	1515	"	"
Lt. Moore	094	0809	1336	"	"
Capt. McGowan	087	0810	0903	Mil	Mil
Lt. Kortaneyer	082	0811	1350	1057	1100
Lt. Larsen	070	0811	1338	"	"
Lt. Kilroy	071	0812	1340	"	"
Lt. Bailey	080	0812	1338	"	"
Lt. Mahaney	099	0813	1515	"	"

NOTE: A/P 087 returned to base due to engine trouble: mission not completed.

File

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

22 October 1943.

SUBJECT: Amendment to Narrative Mission Report FFO 290-AA.

TO : Hq. 345th Bomb Grp., APO 929.
(ATTENTION: Intelligence Officer).

1. In accordance with request from Group Photo Intelligence Officer, the following amendment to Narrative Mission Report FFO 290-AA, 501st Bomb Sq., 18 October 1943, is submitted herewith:

a. On page No. 3 of this report, in the table headed PHOTOGRAPHS, the sixth (6th) column from the left headed at present "No. Made" should be changed to be headed "Exposures Made."

2. Enclosed herewith are prints of Fig. #1 and #2 for Narrative Mission Report FFO 290-AA. Request these be incorporated in copy of report which was forwarded to you on 20 October 1943.

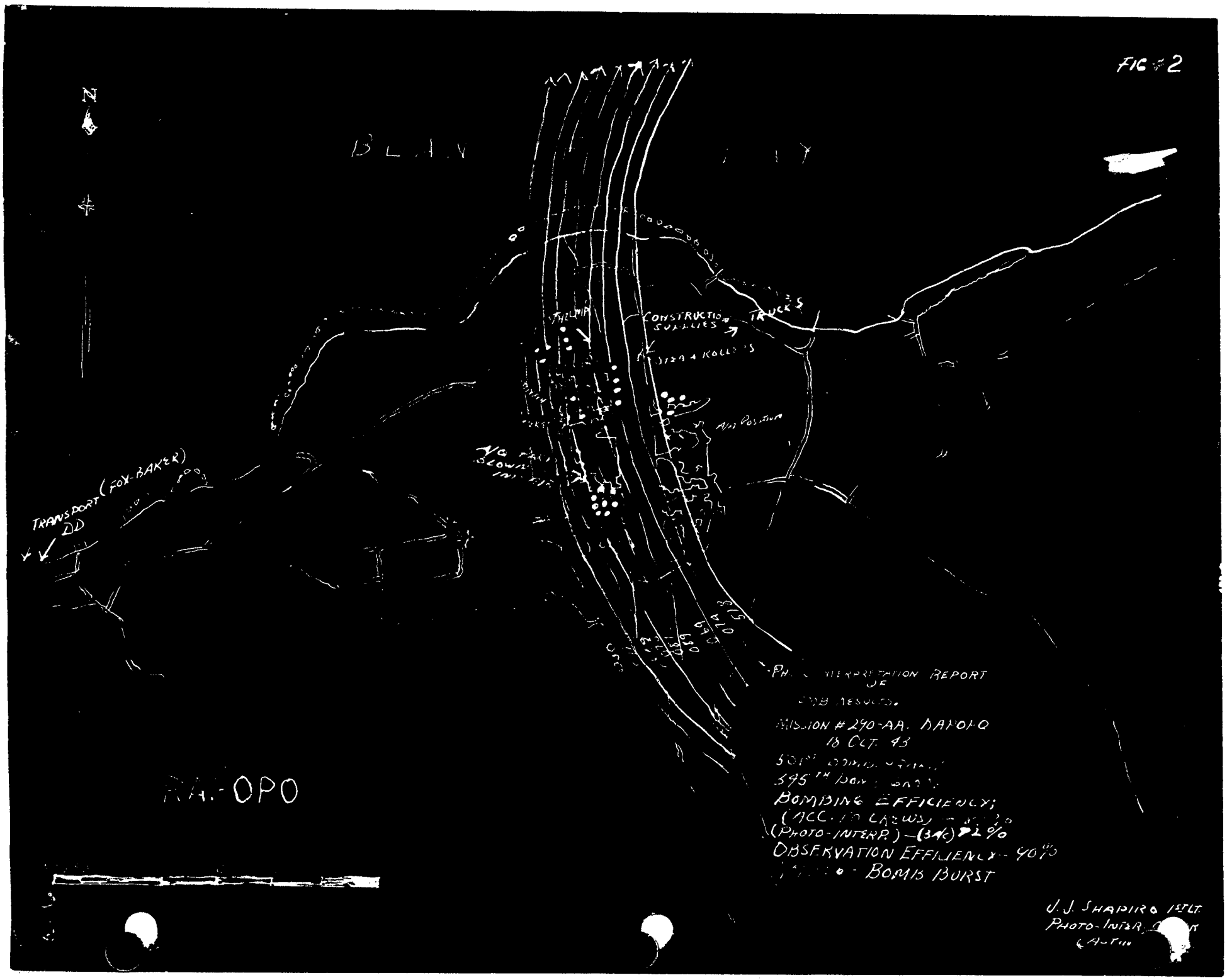
For the Squadron Commander:

EVERT W. K. ANDRAU,
Captain, Air Corps,
Intelligence Officer.

2 Incl.
Incl. 1 - Fig. #1
Incl. 2 - Fig. #2

Fig. 3


RAPOPO
SEPT. 12, 1943
SCALE
1000 500 0 1000 2000 3000
FEET
N
Jetties
Jetties
Stores and personnel
Rapopo
Personnel
Personnel
KUNIGUNAN PLN'T.
Dump areas
M/B revetments
RONDAHL'S House
KABAKAUL
Dump areas
Fuel dump
Camp area
M/T shelters
CLAVEO PLANTATION
TO OITA PT.
Lesson point
74
64
518
2nd AAF Photo Intel. Det.
V Bomber Command


FIG # 2
N
TRANSPORT (FOX-BAKER)
DD
CONSTRUCTION SUPPLIES
TRUCKS
AAA POSITION
RA-OPO
PHOTO INTERPRETATION REPORT
MISSION #290-AA. RAPOPO
18 OCT. 43
595TH BOMB SQDN.
BOMBING EFFICIENCY;
(ACC. TO CAMERA) — 80%
(PHOTO-INTERP.) — (3%) 21%
OBSERVATION EFFICIENCY — 90%
BOMB BURST
J. J. SHAPIRO 1ST LT.
PHOTO-INTER.

501
296-AA
24 OCT 43

501 BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

26 October 1943.

Narrative Mission Report FFO 296-AA, performed by the 501st Bomb Sq., 24 October 1943.

1. Eleven (11) B-25-D-1 of the 501st Bomb Sq. were ordered to proceed to Dobodura and be in readiness for a mission on the 24 October 1943. The squadron was given orders by the FATF to conduct a strike on Vunakanau during the morning of 24 October 1943. Pilots assigned to the mission were: Major Fain, Capt. Knoll, Lt. Barth, Clark, Kilroy, Larsen, Moore, Murphy and Nusbaum. The squadron took off at 0813-0816.3/L/24. Shortly after take off, Major Fain, flying A/P 064, developed magneto trouble in the left engine causing him to be forced to return to base, which he did landing at 0840/L. Captain McGowan, flying A/P 087, took off at 0855/L attempting to join the formation as a substitute for Major Fain. He was unable to reach the formation and returned to base at 1055/L, after spending seventy minutes in his search for the squadron. Rendevous with the fighter escort was made at Oro Bay, thence proceeded to the Buna wreck for rendevous with the Third Attack Group. The combined formation then proceeded to the initial point, approximately 20 miles south of Cape St. George, thence swinging northwest to the mouth of the Warangoi River, proceeding up the Warangoi River to the target. The Third Attack Group pulled away to the right, making a pass at Tobera and Rapopo, while the 345th Group proceeded on to their target, Vunakanau Airdrome. The bombing run on Vunakanau was made 1115/L, with the 501st Bomb Sq. leading the 345th Group into the target. The 501st Bomb Sq. flew across the target 8 A/P abreast. The squadron run over the target, as shown on Fig. #1, was executed excellently with all A/P being well spaced and covering the area thoroughly.

2. Only one bombing and straffing run was made over the target at 100 ft. altitude. Seven (7) BETTYS, one (1) MIKE, and one (1) unidentified M/B were definitely destroyed in the dispersal area, as a result of our bombing and straffing. After leaving the target, the squadron turned to the left and swung back for their return to base, which was made by way of Kiriwina Island, at which point the fighter escort was left and our A/P then returned direct to base at Dobodura landing at 1410-1414/L.

3. The distance flown from base to target was 485 miles, and the distance flown from target back to base was 495 miles. Our A/P landed as per following time table:

TIME TABLE #1

Time of Fighter Rendevous completed approximately 0845/L.

Name of Pilot	No. A/P	Time T.O.	Target Time On	Target Time Off	Time Landed
Major Fain	064	0813	see below		0840
Lt. Murphy	078	0813.5	1115	1125	1412
Lt. Larsen	070	0814	"	"	1412.6
Lt. Barth	082	0814.5	"	"	1414.3
Capt. Knoll	069	0815	"	"	1410
Lt. Moore	094	0815.3	"	"	1410.6
Lt. Clark	076	0815.7	"	"	1411.3
Lt. Kilroy	071	0816	"	"	1413.3
Lt. Nusbaum	060	0816.3	"	"	1414
Capt. McGowan	087	0855	see below		1055

NOTE: Major Fain, flying A/P 064, was unable to complete mission. Returned to base at 0840/L due to magneto trouble in left engine.

Capt. McGowan, flying A/P 087, took off at 0855/L in attempt to join formation as substitute for Major Fain. Unable to make contact with squadron and returned to base at 1055/L.

All photo information is listed below and in addition attention is called to Fig. #2, entitled Photo Interpretation.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	Ex.Made	Prints Recld
078	1115-1125	Vunakanau	K-21	30	4
070	" "		no camera		
082			no camera		
069			K-21	Did not turn switch on.	
094	1115-1125	Vunakanau	K-21	30	0
076	" "	"	K-20	50	0
			K-21	30	26
071			no camera		
060	1113	Tobera	K-21	15	0
	1116	Vunakanau	"	15	4

4. Bomb and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type Weight	No. Dropped on Target	Salvoed	Remarks
064	12	6 W/W 6 Demo. 100lb.			Returned all to base
070	12	6 W/W 6 Demo. 100 lb.	4 Demo. 5 W/W	1 W/W 2 Demo.	rack failure
078	12	6 W/W 6 Demo. 100 lb.	12		
082	12	6 W/W 6 Demo. 100 lb.	12		
069	12	Demo 100 lb.	12		
094	12	6 W/W 6 Demo. "	12		
076	12	6 W/W 6 Demo. "	12		
071	12	6 W/W 6 Demo. "	4 W/W 3 Demo.	2 W/W 2 Demo.	1 Demo. Returned to base.
060	12	6 W/W 6 Demo. "	2 W/W, 2 Demo.--Tobera 4 W/W, 4 Demo.--Vunakanau		
087	12	6 W/W 6 Demo. "	Returned all to base.		

STRAFFING TABLE #3

	.50 Caliber			.30 Caliber		
No.	A/P Rds.	Car'd Rds.	Ex. Gun Fail.	Rds.	Car'd Rds.	Ex. Gun Fail.
064	4800	nil	nil	2000	nil	nil
078	"	1200	LLS/URS	"	1000	"
070	"	2000	URS/ULS/LRN	"	600	"
082	"	2000	URN/LRN	"	1000	"
069	"	2500	ULN/LLN LRS/LLS LRN/LLN	"	1000	"
094	"	1500	LLS	"	400	"
076	"	1000	LRN/LRS	"	300	"
071	"	3000	LLS	"	1200	"
060	"	1875	URS/LRS/ULS	"	600	"
087	"	nil	nil	"	nil	"

NOTE: ULN (Upper left nose) ULS (Upper left side)
LLS (Lower left side) LRN (Lower right nose)
URS (Upper right side) URN (Upper right nose)
LLN (Lower left nose) LRS (Lower right side)

5. Ground opposition in general was of light to medium intensity, of light, medium and some heavy caliber. The enemy ack-ack fire was generally inaccurate, with their bursts coming at 300-400 ft. Positions of ack-ack fire as reported by crews is shown on Fig. #1. Detailed information on ack-ack as reported by crews in Table #4.

GROUND OPPOSITION #4

No.	A/P	Intensity	Caliber	Accuracy	Altitude & Bursts
078		M-H	L-M-H	no	200-500 ft.
070		L	L	no	60-100 ft.
082		M	M-L	fair	100-500 ft.
069		H	L-M-H	no	300 ft.
094		L	M-H	no	200 ft.
076		M	L-M	fair	100 ft.
071		M	.40 mm--H	no	200-500 ft.
060		L	M	no	400 ft.

6. Air opposition was practically nil. However, some twenty (20) odd ZEKES, and six (6) PETES were seen in the air in the Wunakanau area by our crews, and a few of them made very weak attempts at passes at our A/P from 5, 6, and 7 o'clock, none of which were pressed home.

Our evasive action taken consisted of tight formation flying. In attempting interception one of our A/P possibly shot down one (1) ZEKE, as he was last seen by our crews to be smoking as a result of bursts of fire by one of our turret gunners.

7. Captain Knoll, flying A/P 069, lead the squadron in their bombing run starting in at 1115/L. The approach to the target was from southeast to northwest. Captain Knoll made his run so as to place his flight along a path covering the dispersal area immediately west of the strip. Capt. Knoll dropped 12 bombs in the dispersal area. Actual damage done was unobserved. Capt. Knoll reported many ack-ack positions were in the Vunakanau area, mainly on the hills to the right of the nor th end of the runway. These were estimated as light, medium and heavy caliber.

8. Lt. Moore, flying A/P 094, flew on Capt. Knoll's right wing and made his bombing run directly along the west side of the runway. 12 bombs were dropped in the area and reports from observations made by other A/P showed four (4) BETTYS to have been definitely destroyed as a result of Lt. Moore's bombing. Lt. Moore reported 10-15 BETTY bombers seen in the Vunakanau dispersal base apparently very new and all in apparently excellent condition. He also reported seeing six (6) SSF, type unidentified, taking off from Tobera strip in a northwest direction, as our squadron passed by. He further reported seeing yellow smoke coming from containers on the ground at Tobera and described it as apparently looking like a gas bomb of some type. Other observations from Lt. Moore were a medium size cargo vessel on fire in Rabaul Harbor, one large M/V on fire in Rabaul, also one ZEKE was seen crashing off Kokopo airdrome.

9. Lt. Clark, flying A/P 076, flew on Captain Knoll's wing (left) and made his run down the west side of the runway dropping 12 bombs in the area. Lt. Clark reported probable hits on 3 bombers, but as no other crews were able to supply observation reports on these bombers, they were not listed as probables. At 1108/L, Lt. Clark reported seeing the 38th Group bombing the Livuan Plantation. Smoke was seen rising to 1500 ft. Lt. Clark estimated some 20 ZEKES were in the area overVunakanau and 5 or 6 PETES in the area over the mouth of the Warangoi River. He estimated 15 M/B on the ground in dispersal areas at Vunakanau.

10. Lt. Murphy, flying A/P 078, made his bomb run down the west side of the Vunakanau runway, flying off the left wing of A/P 076. 12 bombs were dropped in the area and the target was also straffed. Results of damage done was unobserved. Lt. Murphy reported seeing a ZEKE going down in flames over Simpson Harbor just off RAPOPO, also a large column of black smoke seen rising on the southeast coast of New Britain, just north of the mouth of the Warangoi River.

11. Lt. Larsen, flying A/P 070, made his run down the west side of the runway, and was in the extreme left position of the squadron formation. 9 bombs were dropped in the dispersal areas, and the remaining 3 bombs were later salvoed, due to rack failure. Bombing and straffing results were unobserved.

12. Lt. Kilroy, flying A/P 071, led the second flight of the squadron, making his run down the east side of the runway. 7 bombs were dropped on Vunakanau. Lt. Kilroy had rack failure and was forced to salvo 4 of his remaining 5 bombs. The bomb in station #12 was returned to base at Dobodura. Three BETTYS in dispersal areas at the southeast end of the runway were definitely destroyed as a result of bombing and straffing. At 1108/L, Lt. Kilroy reported a large flame and smoke seen at Mope Pt. Lt. Kilroy also reported at Bitagalip (south of Rapopo) steel girders, apparently a radio station tower. Lt. Kilroy's crew reported seeing a ZEKE shot down by a P-38--position 9 miles south-southwest of Vunakanau.

13. Lt. Nusbaum, flying A/P 060, dropped 4 bombs on Tobera airdrome enroute to Vunakanau. Results were not observed. The remaining 8 bombs were dropped on Vunakanau. Lt. Nusbaum made his run along the east side of the runway and flew in the extreme right hand position of the squadron formation. Results of Lt. Nusbaum's bombing were not observed. At approximately 1112/L, some 15 ZEKES were seen in the area and 2 of them trailed Lt. Nusbaum's A/P attempting to make passes. His turret gunner got one good burst of fire at one of the ZEKES, and he was last seen smoking and was reported as probably destroyed. This A/P carried propaganda leaflets which were dropped over Vunakanau.

14. Lt. Barth, flying A/P 082, made his run directly along the east edge of the runway strip dropping 12 bombs in the dispersal areas and straffing same. Results of bombing and straffing were unobserved. Lt. Barth estimated 15-20 new BETTYS seen in the southwest revetment areas. His

crew verified three direct hits made by bombs of A/F 071 or A/P 060. Lt. Barth reported seeing a ZEKE going down in flames north of Vunakanau.

15. Weather encountered on this mission was generally as follows:

Route up: Cumulus base 1500 ft. 5-7/10 coverage, 1000/L.

At Target: CAVU 1115-1125/L.

Route Home: Cumulus base 1500 ft. 3-5/10 coverage, high stratus at 10,000 ft. visibility 15-20 miles. 1300/L.

16. This mission was considered very successful from an operational standpoint. The attack was carried out exactly as ordered, and all of our A/P returned to base with no damage or casualties to either personnel or A/P.

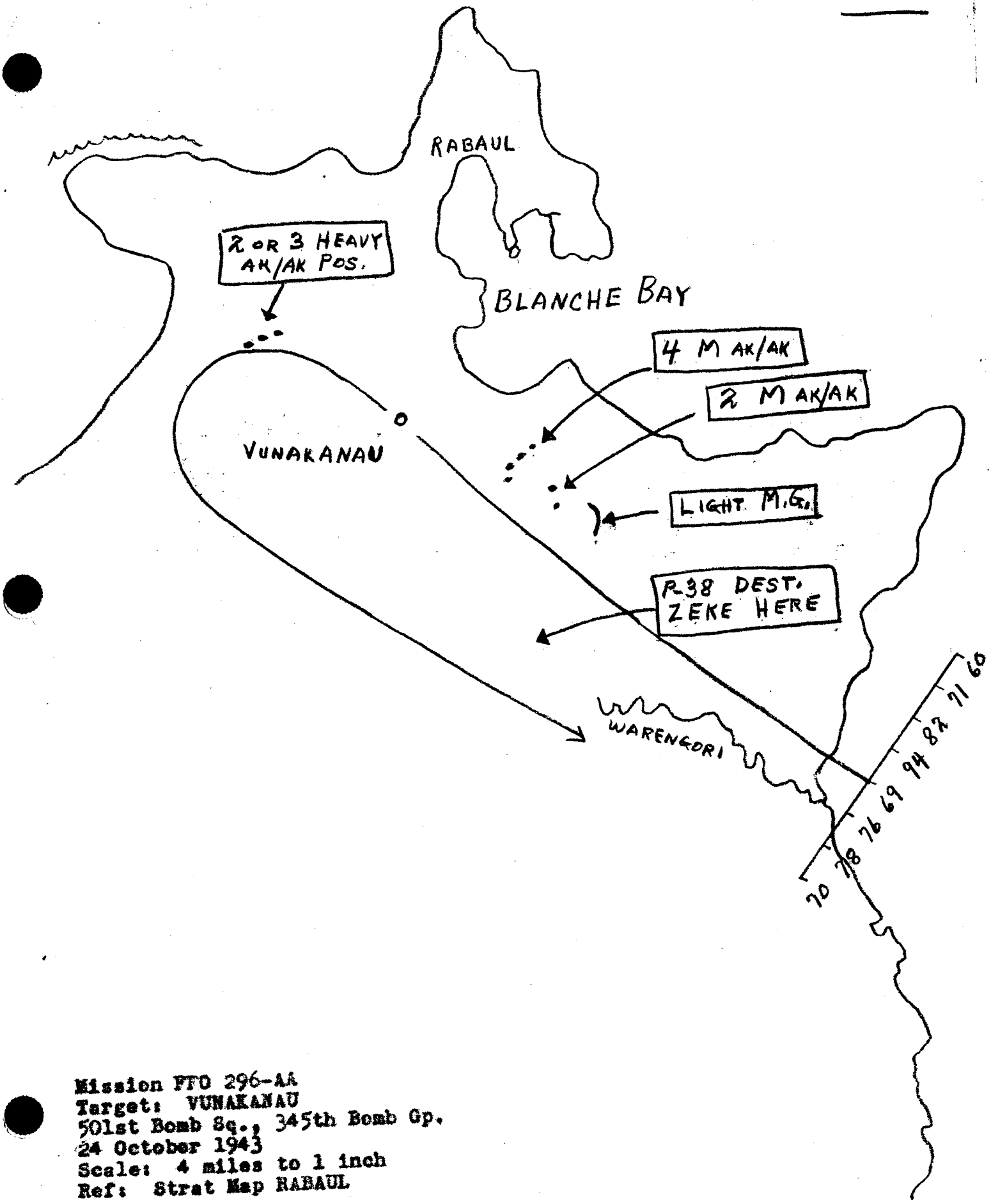
17. In the opinion of the Officer submitting this report, no events or actions taking place on this mission warranted citation or awards to crew members.

For the Squadron Commander:

BENJAMIN B. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

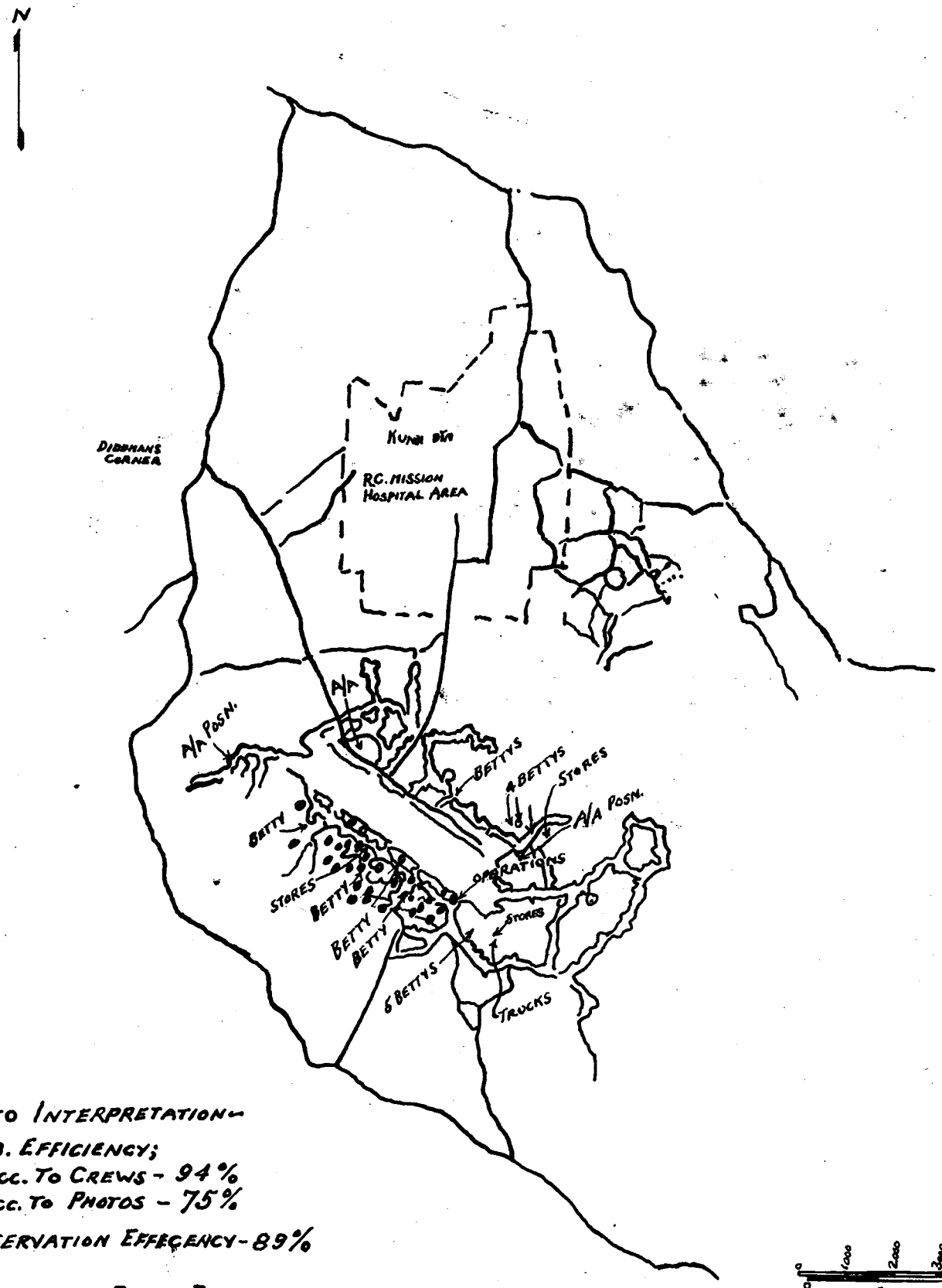
2 Incl:
Incl. 1 - Diagram showing route formation--sightings.
2 - Photo Interpretation.

FIG. 1



Mission FTO 296-AA
Target: VUNAKANAU
501st Bomb Sq., 345th Bomb Gp.
24 October 1943
Scale: 4 miles to 1 inch
Ref: Strat Map RABAUL

FFQ-296-AA
501ST Bomb Sq.
345TH Bomb Group
VUNAKANAU AIRDROME
24 Oct. 1943



- PHOTO INTERPRETATION -

① BOMB. EFFICIENCY;
  a) ACC. TO CREWS - 94%
  b) ACC. TO PHOTOS - 75%

② OBSERVATION EFFECENCY - 89%

* NOTE ● = BOMB BURST

JOHN J. SHAPIO
1ST LT. P.I. OFFICE

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/DJM NARA, Date 10/24/96.

501
290-AA
26 Oct 43

501st BOMBARDMENT SQUADRON (M) AAF
345th BOMBARDMENT GROUP (M) AAF
APO 929.

28 October 1943.

Narrative Mission Report FFO 290-AA, performed by the 501st Bomb Sq. 26 October 1943.

1. Nine (9) A/P of this squadron were ordered to take part in a coordinated attack upon the enemy base of Rabaul during the morning of 26 October 1943. The attack was to have been made primarily against shipping in Rabaul Harbor and against anti-aircraft gun positions in the area.

2. Pilots assigned to this mission, and their A/P numbers were: Captain Manders A/P 089, Captain McGowan A/P 087, Captain Knoll A/P 069, Lt. Larsen A/P 070, Lt. T. K. Lewis A/P 093, Lt. M. A. Murphy A/P 078, Lt. Moore A/P 094, Lt. Kilroy A/P 071, Lt. Rushaum A/P 060, Lt. Barth A/P 082and Lt. Barth A/P 082. Lt. Lewis and Lt. Clark were scheduled as spare A/P. Captain Knoll was unable to take off with the squadron due to improper fusing of the bombs in his A/P. His place in the squadron formation was taken by Lt. T. K. Lewis A/P 093.

3. The squadron took off at 0835/L/26 and proceeded to Oro Bay, where rendevous was made with the 345th Group at 0855/L. Theentire formation then proceeded on course toward Kiriwina for rendevous with the fighter escort. At 1025/L the formation had not yet been able to get into Kiriwina because of bad weather in that area. Upon receipt of radio instructions from the FATF Ground Station (087) the formation abandoned the mission while at position approximately 08308-151308 and returned to base at Dobodura, landing at 1145/L.

4. There were nil sightings reported by crews, and all bombs and ammunition were returned to base.

5. Weather encountered on this mission was as follows: Route out--scattered to broken cumulus at 2500 ft. Over Kiriwina area--heavy overcast and rain. Route back--was the same at out.

6. In the opinion of the Officer submitting this report, no events or actions taking place on this mission warranted citation or awards to crew members.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/DH NARA, Date 10/24/94.

501st BOMBARDMENT SQUADRON (M) AAF
345th BOMBARDMENT GROUP (M) AAF
APO 929.

28 October 1943.

Narrative Mission Report FFO 290-AA, performed by the 501st Bomb Sq. 26 October 1943.

1. Nine (9) A/P of this squadron were ordered to take part in a coordinated attack upon the enemy base of Rabaul during the morning of 26 October 1943. The attack was to have been made primarily against shipping in Rabaul Harbor and against anti-aircraft gun positions in the area.

2. Pilots assigned to this mission, and their A/P numbers were: Captain Manders A/P 089, Captain McGowan A/P 087, Captain Knoll A/P 069, Lt. Larsen A/P 070, Lt. T. K. Lewis A/P 093, Lt. M. A. Murphy A/P 078, Lt. Moore A/P 094, Lt. Kilroy A/P 071, Lt. Rusbasm A/P 060, Lt. Barth A/P 082and Lt. Barth A/P 082. Lt. Lewis and Lt. Clark were scheduled as spare A/P. Captain Knoll was unable to take off with the squadron due to improper fusing of the bombs in his A/P. His place in the squadron formation was taken by Lt. T. K. Lewis A/P 093.

3. The squadron took off at 0835/L/26 and proceeded to Cre Bay, where rendevous was made with the 345th Group at 0855/L. Thentire formation then proceeded on course toward Kiriwina for rendevous with the fighter escort. At 1025/L the formation had not yet been able to get into Kiriwina because of bad weather in that area. Upon receipt of radio instructions from the FATF Ground Station (087) the formation abandoned the mission while at position approximately 08306-151306 and returned to base at Dobodura, landing at 1145/L.

4. There were nil sightings reported by crews, and all bombs and ammunition were returned to base.

5. Weather encountered on this mission was as follows: Route out--scattered to broken cumulus at 2500 ft. Over Kiriwina area--heavy overcast and rain. Route back--was the same at out.

6. In the opinion of the Officer submitting this report, no events or actions taking place on this mission warranted citation or awards to crew members.

For the Squadron Commander:

BENJAMIN E. OREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

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By RLB/pm NARA, Date 10/24/95.

TO : FATF and 345th Group S-2

FROM : 501st Bomb Sq. S-2

FINAL MISSION REPORT

A. FPO 298-AA 26 Oct. 1943 501st Bomb Sq. 9-B-25-D-1

B. Rabaul Township

C. Mission incomplete due weather.

D. Turned back at 1025/L on order C87. Position 0830 S - 15130 E.

E., F., G., H., I., Nil

J. At 0930/L Scattered to broken cumulus at 9500 ft.

1000/L Kiriwina area overcast and rain.

1100/L Same as out.

K., L. Nil.

GREEN

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By RLB/NARA, Date 10/24/95.

MLK 5 GBF 5 EGF 4 RIU 4 V GLE
222315/L OPS PRIORITY SECRET

TO: COBOMRONS 498TH 499TH 500TH AND 501ST
FR: COBOMGR 345

BG 0938

FRAG. F. O. & MISSION NO. VOCO-VBC
MAPS AS REQUIRED

1-A-1 0650/22/L , ~~300/FF//~~ 3 DD OFF CAPE GLOUCESTER, COURSE NORTH SPEED 15 KNOTS - 1 POSSIBLE F/U 0300S 15035E AT 2240/21/L

1-A-2 ENEMY A/P 120 MILES NORTH OF ~~GOODENGOOG//~~ GOODENOUGH ISLAND AT 1055/22/L - 4 ENEMY ~~AO//~~ A/P 50 MILES NORTHEAST CAPE NELSON AT 1145/22/L

1-B-1 NO CHANGE

1-B-2 USUAL RECCOS , PHOTO RECCOS , AND SJY'S - 6 SQNS. B-24'S ATTACKING ~~B//~~ RABAUL MORNING OF 23 OCTOBER

1-C OBTAIN GROUP OPERATIONS

2 MOVERENT OF ~~L//~~ FLIGHT AND AIR ECHELONS

3 AIR ECHELON: ~~EL//~~ ALERT 0800
FLIGHT ECHELON: T. O. AT 1200
DIRECT TO DOBODURA IN SQ FORMATION 498& 499 - LAND STRIP NO. 15 - 500 & 501 LAND STRIP NO. 12
NIL
NIL

X: ~~12//~~
X1 12X100 LB. BOMBS - 8 - 11 SEC. DELAY FUSES.
X2 NIL

4 ALL SQNS. RATIONS AND QUARTERS WITH 375 T. C. G.

5 A/P RSTRICTED WITHIN LIMITS OF CAPE WARD HUNT AND CAPE NELSON EXCEPT IN EMERGENCY- A/P WILL NOT ENTER AREA WITHIN RADIUS OF 8000 YDS (5 MILES) FROM LINE ~~EXL//~~ EXTENDING BETWEEN MOROBE HARBOR 0746S 14735E AND MOUTH OF WARIA RIVER 0749S 14741E

TOS,.. GLE ... 222330/L MJS VA
MLK R NR 5 WDS VA
EGF R NR 4 MORVA
GPFR NR 5AA VA
RIU R NR 4 HKR VA

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By RLB/RM NARA, Date 10/24/95.

501
305DD
2NOV 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

4 November 1943.

Narrative Mission Report FFO 305-DD, performed by the 501st Bomb Sq.
2 November 1943.

1. Ten (10) B-25-D-1 of the 501st Bomb Sq. were ordered to proceed to Dobodura for a mission on 31 October 1943. The squadron took off from Saiwinmer Drome at 0915/L/30 and landed at Dobodura on Strip #4 at 1025/L/30. The squadron was quartered with the 33rd Bomb Sq. The squadron was ordered by the FATF to participate in a coordinated strike on Rabaul during the morning of 31 October 1943. Pilots assigned to the mission were: Capt. Manders, McGowan, Knell Lt. Barth, Clark, Kertemeyer, T. K. Lewis, Moore and M. Murphy. The squadron briefing was held at 1910/L/30. Take off was scheduled for 0715/L/31. The mission was postponed for this day due to bad weather conditions. The squadron was scheduled again to take off for the same mission at 0715/L/1, but the mission was postponed again due to bad weather. On the morning of 2 November 1943, take off was delayed until 0730/L at which time the A/P of the 345th Group took off, but were recalled to base due to bad weather after being in the air approximately thirty minutes. Upon returning to base, the crews were ordered to stand by for a later take off that same morning. At 1045/L/2 the formation finally took to the air for the strike mission. Rendevous was made over Ora Bay, thence to Cape Sudest, picking up the remainder of the attack force, thence through St. George's Channel to Kabakon Island. At this point the squadron proceeded in a sweeping turn to the northwest coming in for landfall just north of the town of Kodup, crossing the mountain ridge between The Mother and the North Daughter, sweeping down on the Township of Rabaul and going down the east side of Simpson Harbor over Sulphur Creek, Lakunai airdrome and Matupi Island. Our assigned target was an area one mile wide, one-half mile north and one-half mile south of Sulphur Creek. In this area, we were to drop our frag bombs. The Township area, Lakunai airdrome, and Matupi Island were all to be thoroughly straffed. Our objective was to neutralize ground fire in this area so that the A/P of the 3rd Bomb Group and the 38th Bomb Group could successfully attack shipping in Simpson Harbor. The 499th Squadron followed immediately behind the 501st Bomb Sq., covering the identical area with a blanket of phosphorous smoke.

2. Only one run was made over the target at an average of 100 ft. altitude. Rabaul Township, Lakunai airdrome, and Matupi were thoroughly straffed. Our frag bombs were dropped in the Sulphur Creek area as scheduled, with excellent bombing results. One four engine F/P was straffed off shore at the south of Sulphur Creek. Some of our

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By RLB/RM NARA, Date 10/24/40.

Narrative Mission Report FFO 305-DE (continued)

parafrag bombs were dropped on Lakunai just as Zeros were taking off. Results of these frags were unobserved at Lakunai. One twin engine bomber was destroyed on the ground at Lakunai. After leaving Matupi, a small harbor boat was straffed very heavily by most of the A/P in our squadron and was definitely sunk. After crossing Simpson Harbor, a pass was made over Rapopo strip where one BETTY bomber was destroyed by straffing. Three (3) new twin engine fighters on Rapopo strip were also straffed with unobserved results. After leaving Rapopo, the squadron passed over into St. George's Channel and then proceeded to Kiriwina and on to Dobodura landing at 1630-1638/L/2.

3. The distance flown from base to target was 500 miles, and the distance flown from target back to base was 503 miles. Our A/P landed as per following time table:

TIME TABLE #1

Time of Fighter Rendevous completed at approximately 1130/L/2.

			Target		
Name of Pilot	No.A/P	Time T.O.	Time On	Time Off	Time Landed
Capt. Manders	089	1045	1345	1346	1630
T.K. Lewis	093	1045.6	"	"	1631
Barth	070	1045.2	"	"	1632
Capt. Knoll	069	1046	"	"	1634
M. Murphy	594	1046.3	"	"	1635
Moore	094	1046.6	"	"	
Capt. McGowan	087	1047	"	"	1637
Kortemeyer	080	1047.3	"	"	1637.6
Clark	076	1047.6	"	"	1638

NOTE: A/P 094 was shot down over target.

All photo information is listed below and in addition attention is called to Fig. #3, entitled Photo Interpretation.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	Ex.Made	Prints Rec'd.
089	1345-1346	Rabaul	K-21	30	12
093	1346-1348	Rapopo	K-21	30	3
070	1345-1346	Rabaul	K-21	30	13
069			K-21	Failed to turn switch on.	
594			K-17	Did not operate camera.	
094			K-21	Failed to return to base.	
087	" "	"	K-21	30	24
080	" "	"	K-21	30	14
076			K-21	Failed to turn switch on.	

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4. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	Salvoed	Remarks
089	54	para-	23 lbs.	54		
093	"	frag	"	48	6	Failed to release
070	"	"	"	54		
069	"	"	"	"		
594	"	"	"	"		
094	"	"	"	"		
087	"	"	"	"		
080	"	"	"	"		
076	"	"	"	"		

STRAFFING TABLE #3

	.50 Caliber			.30 Caliber		
No.A/P	Rds.Car'd	Rds.Ex.	Gun Fail.	Rds.Car'd	Rds.Ex.	Gun Failures
089	4800	2100	nil	2000	300	nil
093	"	2000	nil	"	900	nil
070	"	2050	nil	"	1200	nil
069	"	2500	nil	"	800	nil
594	"	1620	nil	"	600	RFW/LFW
094	"	2500		"	500	
087	"	2500	UFW	"	1400	nil
080	"	2900	nil	"	600	nil
076	"	2000	nil	"	400	nil

NOTE: UFW (Upper right waist) RFW(Right flexible waist)
LFW (Left flexible waist)

5. Ground opposition was extremely effective. Fire of light, medium, and heavy caliber, including naval guns was encountered. Intensity was heavy. Fire was very accurate, first ranging from our level up to 200 ft. A balloon barrage was sighted at Nope Point. Ack-ack fire was reported coming from the crest of the ridge between The Mother and the North Daughter, from the area between Lakunai strip and Sulphur Creek, from positions along the south shore of Watupi Island, and from countless unobserved positions along the entire line of our flight over the target. Accurate ack-ack fire was also reported from almost all naval ships in the Rabaul area.

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By RLB/RM NARA, Date 10/24/96.

Narrative Mission Report FFO 305-DD (continued)

6. Air opposition was also very effective. The squadron was intercepted by a large flight of ZEKES and HAMPS, estimated as being from 50-60 A/P in all. Interception began while over Rabaul Township at 1345/L and continued almost uninterruptedly until 1415/L. During this time our altitude was minimum. The enemy pressed their attack home very closely and displayed exceptional aggressiveness. Overhead passes, coming in from 6-9 and from 6-3 o'clock, was the general routine. Some A/P pressed attacks as closely as 40-50 ft. before breaking off. Our evasive action followed consisted of tight formation flying, changes in course, direction and altitude. We lost no A/P as a result of the enemy's interception. However, some of our A/P received slight damage, and none of our personnel were injured. Our gunners shot down eight (8) ZEKES definitely destroyed and three (3) ZEKES probably destroyed. The enlisted men named below are to be given credit for the destruction of enemy A/P in this strike on Rabaul.

NO.A/P	TURRET GUNNER	NO. DEFINITE	NO. PROBABLE	TYPE
070	S/Sgt. Ray E. Jarvis	1		ZEKE
076	S/Sgt. William H. Payne	2	1	"
093	S/Sgt. William J. Flynn	2		"
089	S/Sgt. Joseph L. Seale	1	1	"
069	Radio-Gunner, T/Sgt. James J. Johnson	1		"
080	Turret-Gunner, Leo U. Volpi		1	"
080	Engineer-Henry E. Cohron	1		"
	Total	8	3	ZEKES

7. When passing over the ridge between The Mother and the North Daughter, A/P 094 was hit in the right engine by a burst of ack-ack. Lt. Moore, the pilot, managed to keep his A/P in formation and continued on through the bombing and strafing run. When out over Simpson Harbor, his right nacelle caught fire. The fire in the right nacelle was behind the fire wall, Lux System was tried. Oxygen tank was apparently hit as heat was sufficient to twist landing gear hanging from nacelle. Lt. Moore called to the Squadron Leader that he was having trouble. The Squadron Leader then gave leadership of the squadron to Lt. Moore and our A/P fell in position around his A/P. The formation continued on across the harbor heading toward land about Napopo. At this time Lt. Moore kept his A/P under control and pulled out of the squadron formation. His A/P veered off to the left losing altitude. When last seen by our crew members, he wasapparently attempting to bring his A/P into shore 3-5 miles east of Napopo for a crash landing on or near the beach. A P-38 pilot later reported having seen this A/P actually make a crash landing in the water near shore. He stated that in his opinion the crew were able to reach shore safely. The time A/P 094 was last seen was reported as 1348/L/2. During this entire time, the squadron was being intercepted by enemy pursuit.

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Narrative Mission Report FFC 305-DD (continued)

8. Capt. Manders, flying A/P 089, made his bombing and strafing run approximately down the center of the target, dropping twelve (12) clusters of parafrag bombs in the Sulphur Creek area, strafing Rapopo, Sulphur Creek, Lakunai, Matupi Island, and a small harbor craft off shore south of Matupi. Bombing results were generally unobserved. Capt. Manders reported receiving ack-ack fire from two (2) DD in St. George's Channel on the route in to the target. The Rapopo airdrome was strafed on the route out. Sightings are incorporated in Fig. #1.

9. Lt. T. K. Lewis, flying A/P 093, made his run, as shown on Fig. #1, dropping 48 x 23 lb. parafrag bombs in Sulphur Creek area. The remaining six (6) parafrag bombs were salvoed. Bombing results were unobserved. An ack-ack gun located on the shore some one-half mile east of the Causeway to Matupi Island was silenced by strafing. Lt. Lewis strafed an 18-20 ft. harbor boat south of Matupi Island. Sightings are incorporated in Fig. #1.

10. Lt. Barth, flying A/P 070, made his run just left of the center of the assigned target. All of his bombs were dropped in the Sulphur Creek area with good results reported. The Rabaul, Lakunai, and Matupi areas were thoroughly strafed. Sightings are incorporated in Fig. #1.

11. Capt. Knoll, flying A/P 069, led his flight down the right side of the target. Capt. Knoll's A/P flew approximately over the shore line during most of the run. This was necessary because of the narrowness of the assigned target. All of his bombs were dropped in the Sulphur Creek area, and in strafing, one (1) four engine F/P anchored off the mouth of Sulphur Creek was well strafed. At 1330/L Capt. Knoll sighted two (2) DD in St. George's Channel, approximately 25 miles south of Rabaul and heading toward Rabaul. Ack-ack fire was received from these DD, but no damage was done as the squadron was able to swing away from them in passing. Later, after having passed over the target, Capt. Knoll's A/P was hit by ack-ack and about half of the right rudder was shot away. Numerous bullet holes were shot in the A/P. There were no injuries to any of the crew members. Sightings are incorporated in Fig. #1.

12. Lt. M. Murphy, flying A/P 594, was forced to make his run over the water in Simpson Harbor throughout most of his run. However, he was able to squeeze in and dropped all of his bombs into the target around the mouth of Sulphur Creek. The assigned areas were thoroughly strafed. Sightings are incorporated in Fig. #1.

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By RLB/DH NARA, Date 10/24/95.

Narrative Mission Report FFO 305-DD (continued)

13. Capt. McGowan, flying A/P 087, led his flight down the left hand side of the assigned target. Capt. McGowan dropped nine bombs in the Sulphur Creek area and later dropped three bombs over the upper end of Lakunai strip. These three bombs fell among several ZEKES that were taking off the strip at that time. Results were unobserved. The assigned areas were thoroughly straffed. This crew reported a large spontaneous fire with black smoke up to 500 ft., in the general area of approximately three miles inland from the mouth of the Sulphur Creek. This crew reported a balloon barrage sighting over Nape Pt. This A/P received considerable damage from ack-ack fire. Half of the right rudder was shot away when leaving the target. There was a six inch hole in the right engine nacelle. Emergency flap cable and radio man's compartment was severed. There was a hole in the left aileron. This A/P crashed landed at Bobodura and was completely wrecked. None of the crew aboard were injured in this landing. Sightings are incorporated in Fig. #1.

14. Lt. Kortemeyer, flying A/P 080, flew down the left side of the assigned target dropping all of his bombs in the assigned area. Rabaul, Sulphur Creek, Lakunai and Matupi as well as Vunakanau airdrome were heavily straffed. Lt. Kortemeyer reported seeing three new twin engine fighters on Vunakanau airdrome. Sightings are incorporated in Fig. #1.

15. Lt. CLARK, flying A/P 076, made his run down the extreme left side of the assigned target. Due to ridges over which Lt. CLARK was forced to fly, he was unable to maintain a good position in formation during his bombing and straffing run. However, all of his bombs were dropped in the designated area. A small launch south of Matupi was also straffed. Lt. CLARK reported seeing a P-38 on fire and going down over Bulbuk on the route out from the target. This was at approximately 1352/L. Sightings are incorporated in Fig. #1.

16. Weather encountered on this mission was as follows:
Route up: scattered to broken cumulus 2/4,000 ft. at 1045/L. scattered showers, cumulus building up to 20,000 ft. at 1330/L.
At target: scattered cumulus 2000 ft. at 1345/L.
Route home: cumulus broken and scattered closing in, light showers 1400-1530/L.

17. This mission was considered very successful from an operational standpoint. The attack was carried out exactly as ordered.

For the Squadron Comander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

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By RLB/RM NARA, Date 10/24/94.

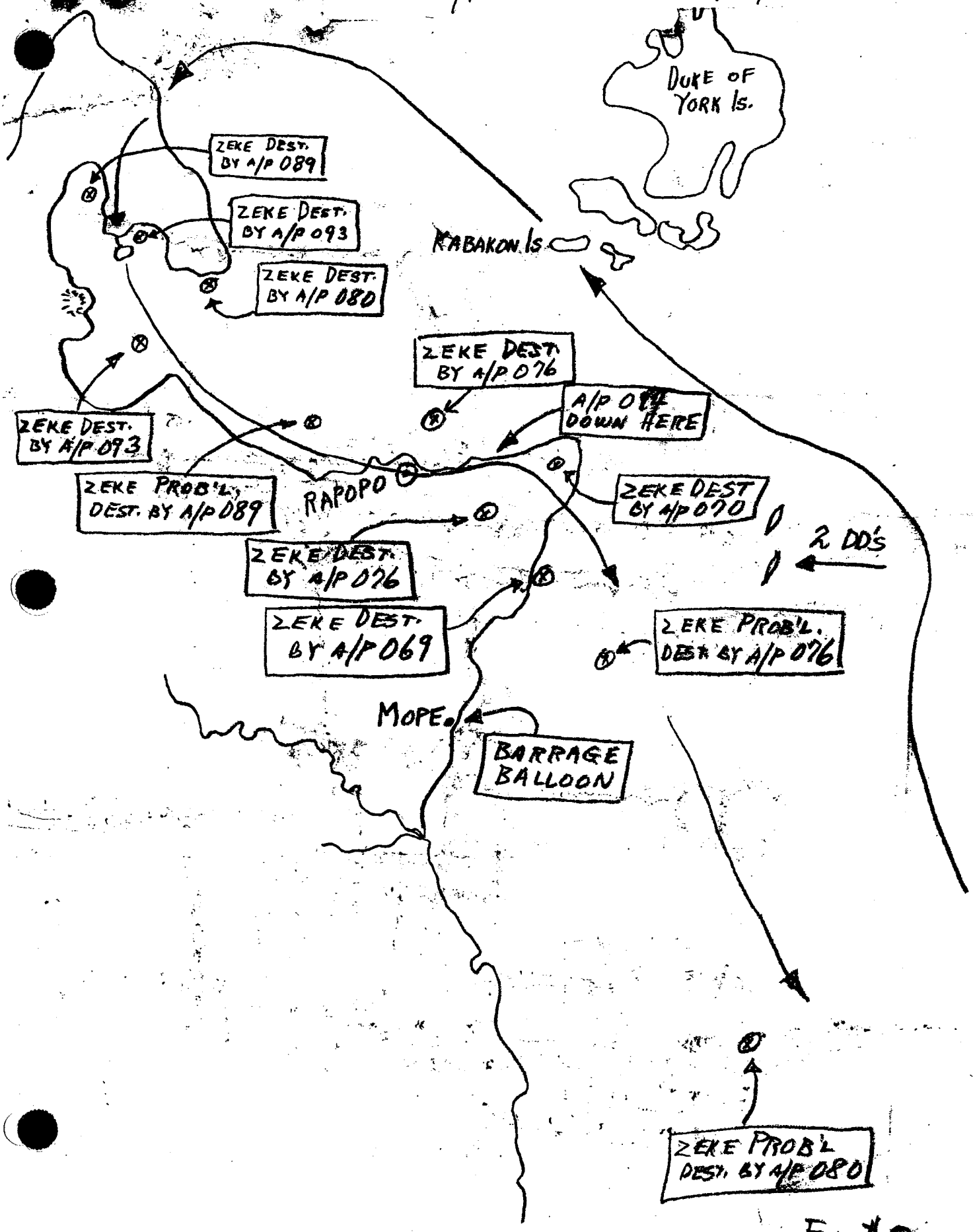
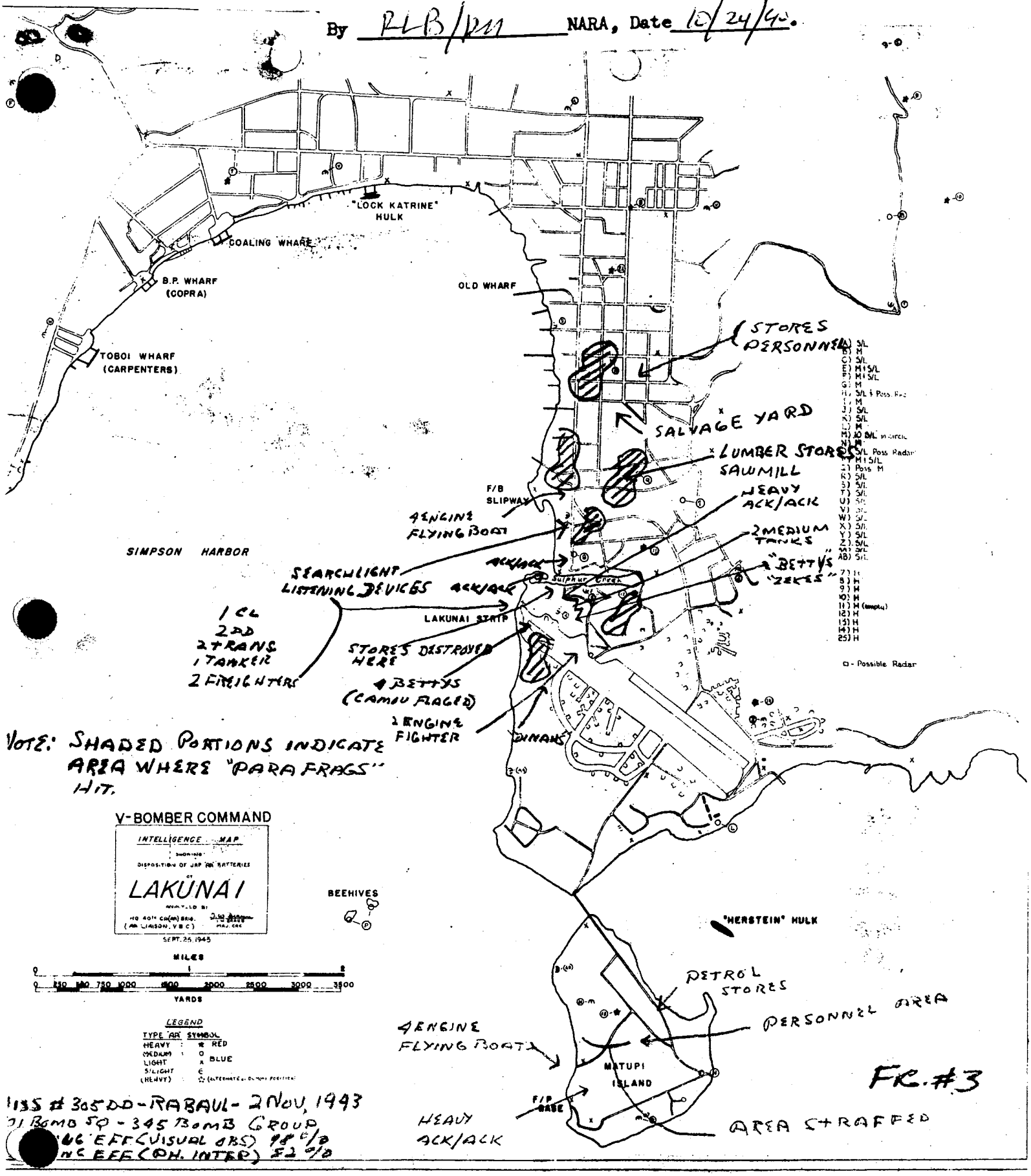


Fig #2

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VOTE: SHADED PORTIONS INDICATE AREA WHERE "PARA FRAGS" HIT.

1135 # 305 DD - RABAUL - 2 NOV, 1943
91 BOMB SQ - 345 BOMB GROUP
VISUAL EFF (VISUAL OBS) 98 %
RADAR EFF (RAD. INTER) 52 %

FIG. #3

Reproduced by 8th Photo Sqd

501
305-G
2 NOV 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

17 November 1943.

SUBJECT: Information on Rabaul Strike Mission FFO 305-G, 2 Nov. 1943.

TO : Commanding General, V Bomber Command, AP 929. (Thru Channels).

1. The following are the list of members of each crew which participated in the strike on Rabaul 2 November 1943, Mission FFO 305-G.

A/P 094

Pilot	1st Lt.	Moore, O. H.
Co-pilot	2nd Lt.	Heath, J. C.
Engineer	S/Sgt.	Micera, M. H.
Radio Opr.	T/Sgt.	Barron, J. M.
Gunner	S/Sgt.	Harris, W. C.

When passing over the ridge between The Mother and the North Daughter, A/P 094 was hit in the right engine by a burst of ack-ack. Lt. Moore, the pilot, managed to keep his A/P in formation and continued on through the bombing and straffing run. When out over Simpson Harbor, his right nacelle caught fire. The fire in the right nacelle was behind the fire wall, Lux System was tried. Oxygen tank was apparently hit as heat was sufficient to twist landing gear hanging from nacelle. Lt. Moore called to the Squadron Leader that he was having trouble. The Squadron Leader then gave leadership of the squadron to Lt. Moore and our A/P fell in position around his A/P. The formation continued on across the harbor heading toward land about Rapopo. At this time Lt. Moore kept his A/P under control and pulled out of the squadron formation. His A/P veered off to the left losing altitude. When last seen by our crew members, he was apparently attempting to bring his A/P into shore 3-5 miles east of Rapopo for a crash landing on or near the beach. A P-38 pilot later reported having seen this A/P actually make a crash landing in the water near shore. He stated that in his opinion the crew were able to reach shore safely. The time A/P 094 was last seen was reported as 1348/L/2. During this entire time, the squadron was being intercepted by enemy pursuit.

A/P 089

(Sq. Leader)	Pilot	Captain	Manders, John M.
	Co-pilot	2nd Lt.	Coons, Noland S.
	Navigator	1st Lt.	Craig, George (MMI)
	Engineer	S/Sgt.	Ismekus, James F.
	Radio Opr.	T/Sgt.	Lee, Matthias J.
	Gunner	S/Sgt.	Seale, Joseph L.

No remarks.

A/P 093

Pilot	1st Lt.	Lewis, Thomas K.
Co-pilot	2nd Lt.	Akers, William M.
Engineer	S/Sgt.	Bedell, Frank O.
Radio Opr.	T/Sgt.	St. John, Richard D.
Gunner	S/Sgt.	Flynn, William J.

No remarks.

A/P 070

Pilot	1st Lt.	Barth, Richard A.
Co-pilot	2nd Lt.	Hirdlinger, Eugene
Engineer	S/Sgt.	Calloway, Robert D.
Radio Opr.	T/Sgt.	Miller, William A.
Gunner	S/Sgt.	Jarvis, Roy E.

No remarks.

A/P 069

Pilot	Captain	Knoll, Henry
Co-pilot	1st Lt.	Coffman, Charles E.
Navigator	1st Lt.	Van Derzee, Dewitt C.
Engineer	S/Sgt.	Brecken, Wayne C.
Radio Opr.	T/Sgt.	Johnson, James
Gunner	S/Sgt.	Gallagher, John P.

F14 - LDR 3

After having passed over the target, Capt. Knoll's A/P was hit by ack-ack and about half of the right rudder was shot away. Numerous bullet holes were shot in the A/P. There were no injuries to any of the crew members.

A/P 594

Pilot	1st Lt.	Murphy, Michael A. Jr.
Co-pilot	2nd Lt.	Kirail, John M.
Engineer	S/Sgt.	Martinez, Jose E.
Radio Opr.	S/Sgt.	Bartlett, Hobert R.
Gunner	S/Sgt.	Scott, Robert C.

No remarks.

Information on Rabaul Strike Mission FFO 305-O (continued)

A/P 087

Pilot	Captain	McGowan, Wilfred J. - F&LDV
Co-pilot	2nd Lt.	Loyd, Robert H.
Navigator	2nd Lt.	Toth, Stephen P.
Engineer	S/Sgt.	Chambers, Alpha E.
Radio Opr.	T/Sgt.	Hardis, Charles E.
Gunner	S/Sgt.	Haubert, Jack W.

This A/P received considerable damage from ack-ack fire. Half of the right rudder was shot away when leaving the target. There was a six inch hole in the right engine nacelle. Emergency flap cable and radio man's compartment was severed. There was a hole in the left aileron. This A/P crashed landed at Dobodura and was completely wrecked. None of the crew aboard were injured in this landing.

A/P 080

Pilot	1st Lt.	Cortemeyer, Henry A.
Co-pilot	2nd Lt.	Smith, RaymondT.
Engineer	S/Sgt.	Cohron, Henry E.
Radio Opr.	T/Sgt.	Dean, Guy I.
Gunner	S/Sgt.	Volpi, Leo U.

No remarks.

A/P 076

Pilot	1st Lt.	Clark, James E.
Co-pilot	2nd Lt.	Miles, Donald L.
Engineer	S/Sgt.	Halverson, Wallace D.
Radio Opr.	T/Sgt.	Wouster, Henry J.
Gunner	S/Sgt.	Payne, William H.

No remarks.

2. Our squadron was one of the two squadrons opening the attack on Rabaul, and thus were away from the area before the real attack on shipping began. Consequently, there were very few sightings of damage to enemy naval vessels that could be reported by our crews. They were as follows: two transports smoking densely off shore from Sulphur Creek; one light cruiser also smoking densely south of the two transports; one twenty foot harbor boat was straffed and sunk by our A/P off the south-east shore of Matupi Island.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

Narrative Mission Report FFO 305-DD (continued)

parafrag bombs were dropped on Lakunai just as Zeros were taking off. Results of these frags were unobserved at Lakunai. One twin engine bomber was destroyed on the ground at Lakunai. After leaving Matupi, a small harbor boat was straffed very heavily by most of the A/P in our squadron and was definitely sunk. After crossing Simpson Harbor, a pass was made over Rapopo strip where one BETTY bomber was destroyed by straffing. Three (3) new twin engine fighters on Rapopo strip were also straffed with unobserved results. After leaving Rapopo, the squadron passed over into St. George's Channel and then proceeded to Kiriwina and on to Dobodura landing at 1630-1638/L/2.

3. The distance flown from base to target was 500 miles, and the distance flown from target back to base was 503 miles. Our A/P landed as per following time table:

TIME TABLE #1

Time of Fighter Rendevous completed at approximately 1130/L/2.

			Target		
Name of Pilot	No.A/P	Time T.O.	Time On	Time Off	Time Landed
Capt. Manners	089	1045	1345	1346	1630
T.E. Lewis	093	1045.6	"	"	1631
Barth	070	1045.2	"	"	1632
Capt. Knoll	069	1046	"	"	1634
M. Murphy	594	1046.3	"	"	1635
Moore	094	1046.6	"	"	
Capt. McGowan	087	1047	"	"	1637
Kortemeyer	080	1047.3	"	"	1637.6
Clark	076	1047.6	"	"	1638

NOTE: A/P 094 was shot down over target.

All photo information is listed below and in addition attention is called to Fig. #3, entitled Photo Interpretation.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	Ex.Made	Prints Rec'd.
089	1345-1346	Rabaul	K-21	30	12
093	1346-1348	Rapopo	K-21	30	3
070	1345-1346	Rabaul	K-21	30	13
069			K-21	Failed to turn switch on.	
594			K-17	Did not operate camera.	
094			K-21	Failed to return to base.	
087	" "	"	K-21	30	24
080	" "	"	K-21	30	14
076			K-21	Failed to turn swith on.	

Narrative Mission Report 305-BD (continued)

4. Bombing and straffing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	Salvoed	Remarks
089	54	para-	23 lbs.	54		
093	"	frag	"	48	6	Failed to release
070	"	"	"	54		
069	"	"	"	"		
594	"	"	"	"		
094	"	"	"	"		
087	"	"	"	"		
080	"	"	"	"		
076	"	"	"	"		

STRAFFING TABLE #3

	.50 Caliber			.30 Caliber		
No.A/P	Rds.Car'd	Rds.Ex.	Gun Fail.	Rds.Car'd	Rds.Ex.	Gun Failures
089	4800	2100	nil	2000	300	nil
093	"	2000	nil	"	900	nil
070	"	2050	nil	"	1200	nil
069	"	2500	nil	"	800	nil
594	"	1620	nil	"	600	RFW/LFW
094	"	2500		"	500	
087	"	2500	URW	"	1400	nil
080	"	2900	nil	"	600	nil
076	"	2000	nil	"	400	nil

NOTE: URW (Upper right waist) RFW (Right flexible waist)
LFW (Left flexible waist)

5. Ground opposition was extremely effective. Fire of light, medium, and heavy caliber, including naval guns was encountered. Intensity was heavy. Fire was very accurate, first ranging from our level up to 200 ft. A balloon barrage was sighted at Hope Point. Ack-ack fire was reported coming from the crest of the ridge between The Mother and the North Daughter, from the area between Lakunai strip and Sulphur Creek, from positions along the south shore of Matupi Island, and from countless unobserved positions along the entire line of our flight over the target. Accurate ack-ack fire was also reported from almost all naval ships in the Rabaul area.

Narrative Mission Report FFO 305-DD (continued)

6. Air opposition was also very effective. The squadron was intercepted by a large flight of ZEKES and HAMPS, estimated as being from 50-60 A/P in all. Interception began while over Rabaul Township at 1345/L and continued almost uninterruptedly until 1415/L. During this time our altitude was minimum. The enemy pressed their attack home very closely and displayed exceptional aggressiveness. Overhead passes, coming in from 6-9 and from 6-3 o'clock, was the general routine. Some A/P pressed attacks as closely as 40-50 ft. before breaking off. Our evasive action followed consisted of tight formation flying, changes in course, direction and altitude. We lost no A/P as a result of the enemy's interception. However, some of our A/P received slight damage, and none of our personnel were injured. Our gunners shot down eight (8) ZEKES definitely destroyed and three (3) ZEKES probably destroyed. The enlisted men named below are to be given credit for the destruction of enemy A/P in this strike on Rabaul.

NO.A/P	TURRET GUNNER	NO. DEFINITE	NO. PROBABLE	TYPE
070	S/Sgt. Roy E. Jarvis	1		ZEKE
076	S/Sgt. William H. Payne	2	1	"
093	S/Sgt. William J. Flynn	2		"
089	S/Sgt. Joseph L. Seale	1	1	"
069	Radio-Gunner, T/Sgt. James J. Johnson	1		"
080	Turret-Gunner, Leo U. Volpi		1	"
080	Engineer-Henry E. Cohron	1		"
	Total	8	3	ZEKES

7. When passing over the ridge between The Mother and the North Daughter, A/P 094 was hit in the right engine by a burst of ack-ack. Lt. Moore, the pilot, managed to keep his A/P in formation and continued on through the bombing and strafing run. When out over Simpson Harbor, his right nacelle caught fire. The fire in the right nacelle was behind the fire wall, Lux System was tried. Oxygen tank was apparently hit as heat was sufficient to twist landing gear hanging from nacelle. Lt. Moore called to the Squadron Leader that he was having trouble. The Squadron Leader then gave leadership of the squadron to Lt. Moore and our A/P fell in position around his A/P. The formation continued on across the harbor heading toward land about Rapopo. At this time Lt. Moore kept his A/P under control and pulled out of the squadron formation. His A/P veered off to the left losing altitude. When last seen by our crew members, he wasapparently attempting to bring his A/P into shore 3-5 miles east of Rapopo for a crash landing on or near the beach. A P-38 pilot later reported having seen this A/P actually make a crash landing in the water near shore. He stated that in his opinion the crew were able to reach shore safely. The time A/P 094 was last seen was reported as 1348/L/2. During this entire time, the squadron was being intercepted by enemy pursuit.

Narrative Mission Report FFO 305-DD (continued)

8. Capt. Manders, flying A/P 089, made his bombing and strafing run approximately down the center of the target, dropping twelve (12) clusters of parafrag bombs in the Sulphur Creek area, strafing Rapopo, Sulphur Creek, Lakunai, Matupi Island, and a small harbor craft off shore south of Matupi. Bombing results were generally unobserved. Capt. Manders reported receiving ack-ack fire from two (2) DD in St. George's Channel on the route in to the target. The Rapopo airdrome was strafed on the route out. Sightings are incorporated in Fig. #1.

9. Lt. T. K. Lewis, flying A/P 093, made his run, as shown on Fig. #1, dropping 48 x 23 lb. parafrag bombs in Sulphur Creek area. The remaining six (6) parafrag bombs were salvoed. Bombing results were unobserved. An ack-ack gun located on the shore some one-half mile east of the Causeway to Matupi Island was silenced by strafing. Lt. Lewis strafed an 18-20 ft. harbor boat south of Matupi Island. Sightings are incorporated in Fig. #1.

10. Lt. Barth, flying A/P 070, made his run just left of the center of the assigned target. All of his bombs were dropped in the Sulphur Creek area with good results reported. The Rabaul, Lakunai, and Matupi areas were thoroughly strafed. Sightings are incorporated in Fig. #1.

11. Capt. Knoll, flying A/P 069, led his flight down the right side of the target. Capt. Knoll's A/P flew approximately over the shore line during most of the run. This was necessary because of the narrowness of the assigned target. All of his bombs were dropped in the Sulphur Creek area, and in strafing, one (1) four engine F/P anchored off the mouth of Sulphur Creek was well strafed. At 1330/L Capt. Knoll sighted two (2) DD in St. George's Channel, approximately 25 miles south of Rabaul and heading toward Rabaul. Ack-ack fire was received from these DD, but no damage was done as the squadron was able to swing away from them in passing. Later, after having passed over the target, Capt. Knoll's A/P was hit by ack-ack and about half of the right rudder was shot away. Numerous bullet holes were shot in the A/P. There were no injuries to any of the crew members. Sightings are incorporated in Fig. #1.

12. Lt. M. Murphy, flying A/P 594, was forced to make his run over the water in Simpson Harbor throughout most of his run. However, he was able to squeeze in and dropped all of his bombs into the target around the mouth of Sulphur Creek. The assigned areas were thoroughly strafed. Sightings are incorporated in Fig. #1.

Narrative Mission Report FFO 305-DD (continued)

13. Capt. McGowan, flying A/P 087, led his flight down the left hand side of the assigned target. Capt. McGowan dropped nine bombs in the Sulphur Creek area and later dropped three bombs over the upper end of Lakunai strip. These three bombs fell among several ZEKES that were taking off the strip at that time. Results were unobserved. The assigned areas were thoroughly straffed. This crew reported a large spontaneous fire with black smoke up to 500 ft., in the general area of approximately three miles inland from the mouth of the Sulphur Creek. This crew reported a balloon barrage sighting over Nupe Pt. This A/P received considerable damage from ack-ack fire. Half of the right rudder was shot away when leaving the target. There was a six inch hole in the right engine nacelle. Emergency flap cable and radio man's compartment was severed. There was a hole in the left aileron. This A/P crashed landed at Deboduru and was completely wrecked. None of the crew aboard were injured in this landing. Sightings are incorporated in Fig. #1.

14. Lt. Kortemeyer, flying A/P 080, flew down the left side of the assigned target dropping all of his bombs in the assigned area. Rabaul, Sulphur Creek, Lakunai and Natupi as well as Rapopo airdrome were heavily straffed. Lt. Kortemeyer reported seeing three new twin engine fighters on Rapopo airdrome. Sightings are incorporated in Fig. #1.

15. Lt. Barth, flying A/P 076, made his run down the extreme left side of the assigned target. Due to ridges over which Lt. Barth was forced to fly, he was unable to maintain a good position in formation during his bombing and straffing run. However, all of his bombs were dropped in the designated area. A small launch south of Natupi was also straffed. Lt. Barth reported seeing a P-38 on fire and going down over Bukbuk on the route out from the target. This was at approximately 1352/L. Sightings are incorporated in Fig. #1.

16. Weather encountered on this mission was as follows:
Route up: scattered to broken cumulus 2/4000 ft. at 1045/L. scattered showers, cumulus building up to 20,000 ft. at 1330/L.
At target: scattered cumulus 2000 ft. at 1345/L.
Route home: cumulus broken and scattered closing in, light showers 1400-1530/L.

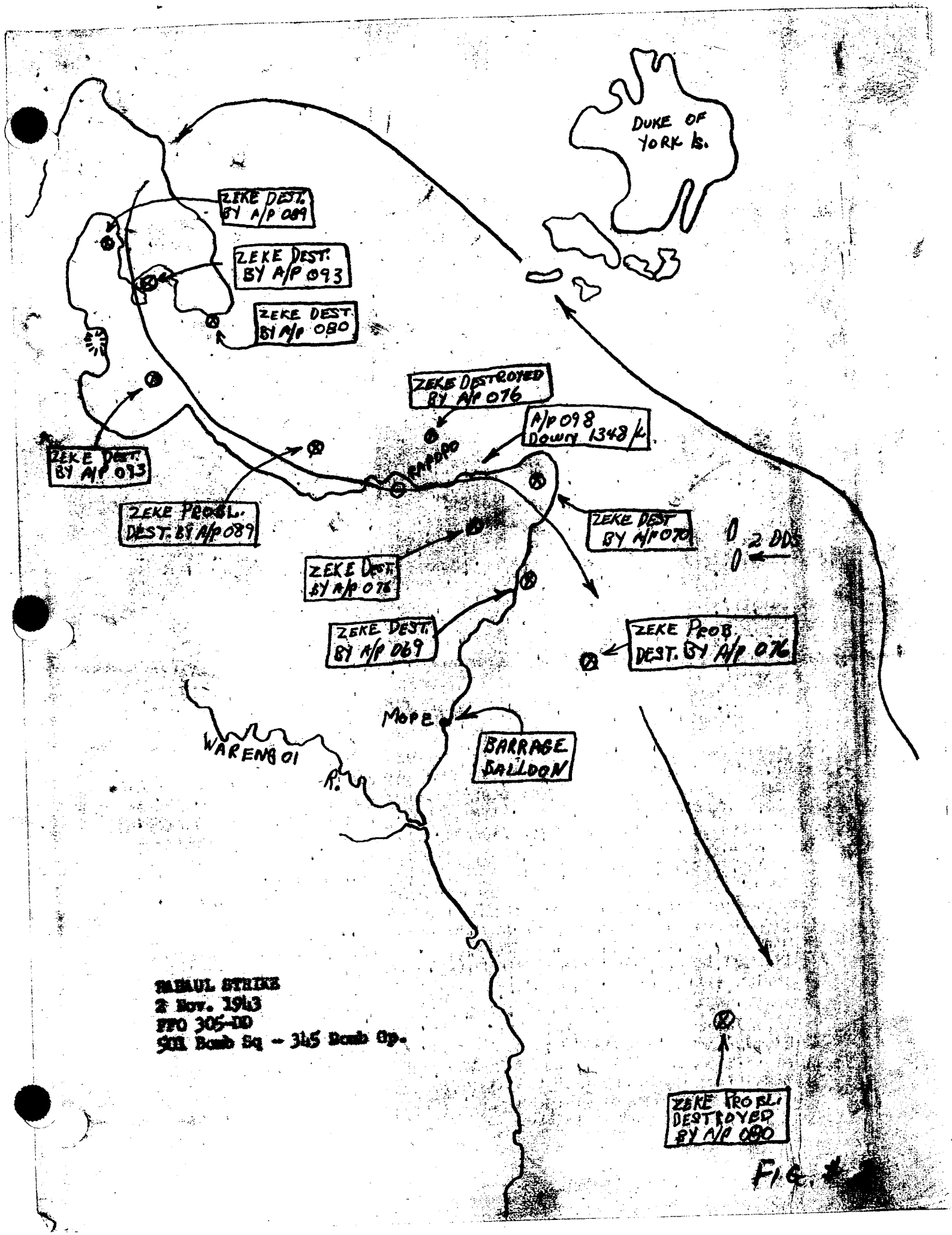
17. This mission was considered very successful from an operational standpoint. The attack was carried out exactly as ordered.

For the Squadron Commander:

BENJAMIN H. GREEN,
1st Lt, Air Corps,
Asst. Intelligence Officer.

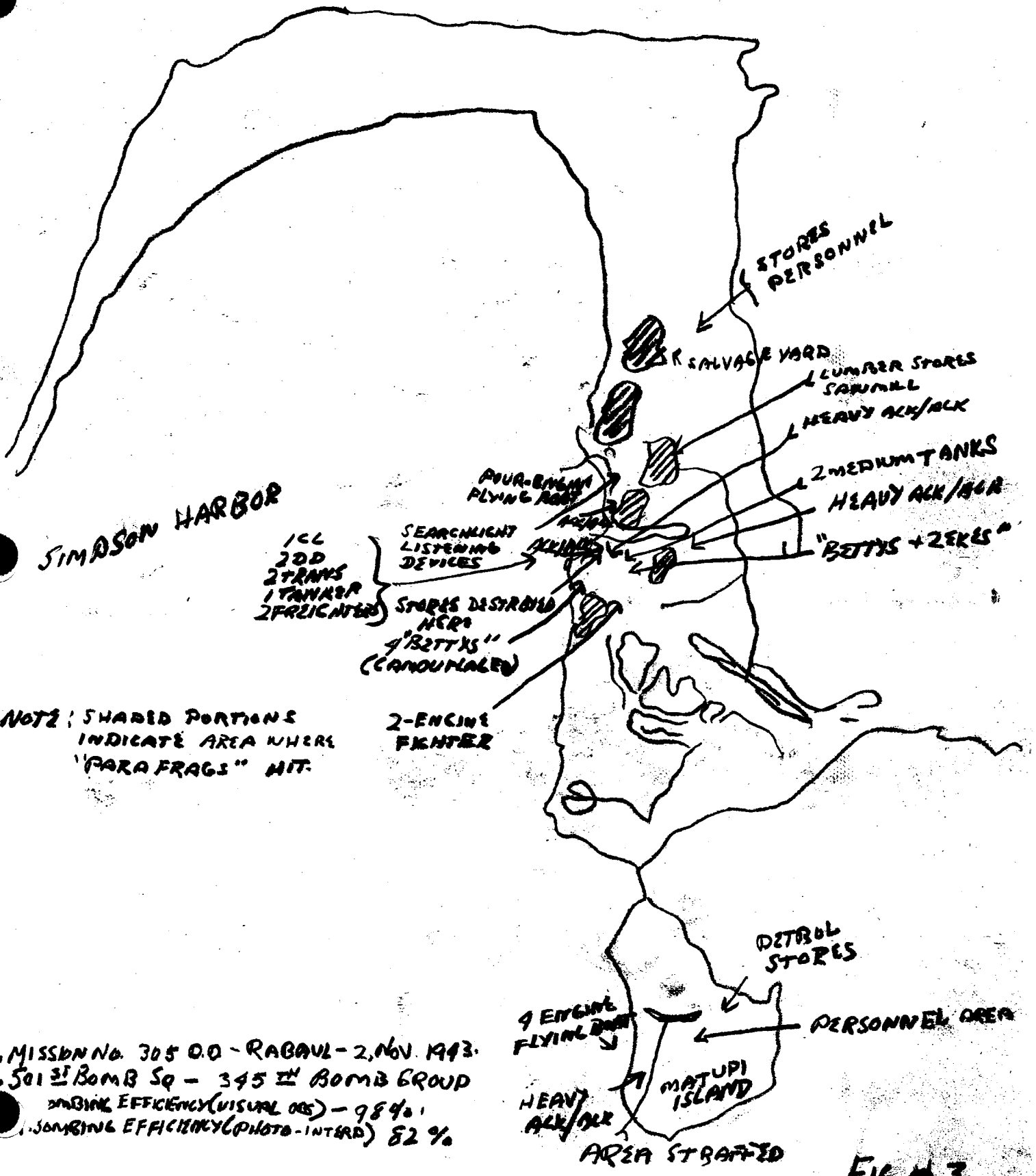
3 Incl:

Incl. 1 - Diagram showing route formation, bombing and sightings.
2 - Approach and interception.
3 - Photo Interpretation.



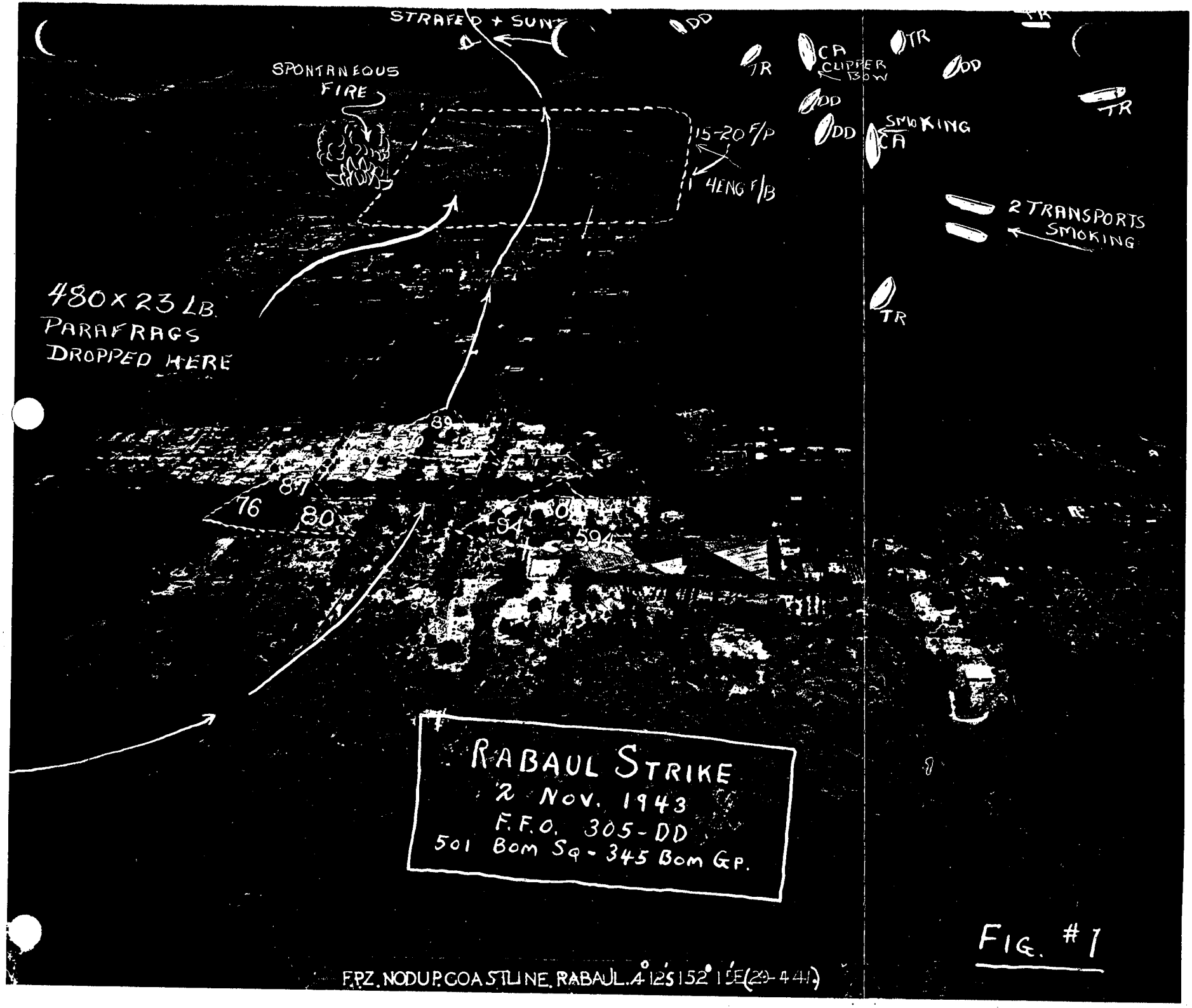
RABAUL STRIKE
2 Nov. 1943
FPO 305-DD
5th Bomb Sq - 345 Bomb Gp.

Fig. #



. MISSION No. 305 0.0 - RABAUL - 2, NOV. 1943.
. 501 ST BOMB SQ - 345 TH BOMB GROUP
. BOMBING EFFICIENCY (VISUAL OBS) - 98%.
. BOMBING EFFICIENCY (PHOTO-INTERP) 82 %

FIG # 3


STRAFED + SUNK
SPONTANEOUS FIRE
DD
TR
CA CLIPPER 130W
TR
DD
DD
DD
SMOKING
CA
TR
15-20 F/P
4 ENG F/B
2 TRANSPORTS SMOKING
480 x 23 LB. PARAFRAGS DROPPED HERE
TR
89
87
76
80
94
594
RABAUL STRIKE
2 NOV. 1943
F.F.O. 305-DD
501 Bom Sq - 345 Bom Gp.
FIG. #1
F.P.Z. NODUP. COASTLINE. RABAUL. 4°12'S 152°15'E (29-441)

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/pm NARA, Date 10/24/90.

14 NOV 43

HEADQUARTERS 345TH BOMBARDMENT GROUP (M)
Office of the Operations Officer
APO 929

13 November 1943

Strike Order)

To : All Concerned.

On the morning 14 November 1943 the 345th Bomb Group will in conjuction with the 38th Bomb Group, conduct a strike against the Wewak Area with the intent to destroy grounded airplanes on Wewak and Boram Airdromes, and to destroy shipping and barges in the harbor.

1. 345th Bomb Group:

a. Target: Wewak and Boram strips, grounded airplanes, gun positions, and supplies.
b. Alert: 0630/1/14
c. Take Off: On orders from this Headquarters.
d. Rendezvous: 345th form enroute to 30 mile, join 38th Bomb Group at 30 mile at 5,000 feet, 345th leading. Rendezvous at Mt. Yonkie at 8,000 feet with fighters one hour and thirty minutes after take-off of first bomber.
e. Fighter Cover: [illegible] squadrons of P-47's.
f. Route Out: Port Moresby, 30 mile, Mt. Yonkie, Target.
g. Route Back: Target, Madang, Port Moresby.
h. Bomb Load: 498th and 499th, maximum load of para-frags. 500th and 501st, maximum load of 100# ~~AN~~ 8 to 11 sec. delay.
i. Call Signs: to be given later.
j. Secondary Target: None.
k. Sequence of Attack: 499th, 498th, 501st, and 500th.
l. Target Approach: As per diagram.
m. Withdrawal: Right turn over water.

Bert S. Rosenbaum
BERT S. ROSENBAUM,
Major, Air Corps,
Operations Officer.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RH NARA, Date 10/24/90.

501
316-J
14 NOV 43

5O1ST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 929.

14 November 1943.

Narrative Mission Report #70 316-1, performed by the 501st Bomb Sq.
13 November 1943.

1. Nine (9) B-25-D-1 of the 501st Bomb Sq. were ordered to take part in a strike upon the enemy base at Madang. The targets assigned were airplanes on the ground, gun positions, and supply and ammunition dumps.

2. Pilots assigned to this mission were: "B" Flight: Captain McGowan (with Major Funk as co-pilot), 1A. Symons, 1A. Verbancyer; "C" Flight: 1A. Calder, 1A. McKamy, 1A. Barth; "D" Flight: 1A. Kilroy, 1A. Vogt and 1A. Bailey.

3. At 0038-0041/5/1/43, the formation took off from Schwimmer Drome. Rendezvous with the other three squadrons of the 345th Group was made at thirty Miles thence to Tule Island where rendezvous was made with the 38th Group and two squadrons of P-47's, the fighter escort, at 0850/L. From Tule Island the formation proceeded to the target by way of Marcus and the Ramu Valley. After leaving the target, the formation went along the coast of the Huon Peninsula to Lae, thence to Schwimmer Drome landing at 1245-1257/L/43.

4. Upon approaching the target, it was necessary for the squadron to make a wide "S" turn in order to get proper interval between itself and the 499th Squadron, which, due to their climbing over the overcast caused confusion on the run. It was also found necessary, due to "crowding" at the target, to fly a course slightly to the east of our assigned run over the target. However, it was felt that the entire area was well covered with bomb hits and thoroughly strafed, direct hits having been observed on two buildings in Madang Township, on buildings on Bulbus Island, a probable hit on a barge in the bay off Madang Township, and a H/G position in the Township strafed-bombed and destroyed.

5. The distance flown from base to target was 340 miles, and the distance flown from target to base was 400 miles. Our A/P landed according to the following time table:

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/94.

TIME TABLE #1

Time of Fighter Rendezvous completed at approximately 0850/L/13.

Name of Pilot	No.A/P	Time T.O.	Time On Target	Time Off Target	Time Landed
McGowan	060	0838	1035	1038	1245
Kortenmyer	078	0839	"	"	1247
Symons	518	0837:5	"	"	1249
Gaither	064	0840	"	"	1250
McKenny	099	0840:5	"	"	1251
North	076	0841	"	"	1252
Kilroy	071	0841:5	"	"	1254
York	074	0842	"	"	1255
Bailey	070	0842:5	"	"	1257

6. Due to the fact that the prints have not been received at the time of writing this report, all camera information and photo interpretation will be incorporated in a seperate report and diagrams.

7. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	Salvoed	Remarks
060	12	8-11 sec. delay	100 lb.	12		nil
078	12	"	100 lb.	10		2&3 below
518	12	"	100 lb.	12		nil
064	6	"	300 lb.	5		2&3 below
099	6	"	300 lb.	6		nil
076	6	"	300 lb.	5		2&3 below
071	12	"	100 lb.	12		nil
074	12	"	100 lb.	12		nil
070	12	"	100 lb.	12		nil

NOTE: The remaining bombs hit in the water near target and are considered as misses.

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By RLB/RM NARA, Date 10/24/97.

Narrative Mission Report FFO 316-J (continued)

STRAFING TABLE #2

.50 Caliber				.30 Caliber		
Ac.A/P	Rds.Exp'd	Rds.Hit.	Gun Pos'ns	Rds.Exp'd	Rds.Hit.	Gun Pos'ns
060	4000	860	LLM/LRM/LRM	3000	nil	nil
078	"	800	URM	"	1800	"
328	"	750	LLM	"	800	"
064	"	1065	ULM/LLM/URM	"	nil	"
099	"	1575	URM/ULM/URM	"	900	"
076	"	875	nil	"	1000	"
071	"	2400	nil	"	2000	"
074	"	1000	LLM/LRM/URM	"	nil	"
070	"	2400	nil	"	300	"

NOTE: LLM (Lower left waist) URM (Upper right waist)
LRM (Lower right waist) ULM (Upper left waist)
LLF (Lower left waist) URN (Upper right nose)
LLN (Lower left nose) LRN (Lower right nose)

8. Ground opposition was not effective. Fire from medium A/A guns and machine guns encountered was light in intensity and generally inaccurate. Some came from north of the strip; also from the west end of the strip; 3 or 4 guns on the bay on the west coast of Bolinn Island, and at Bodo Point. It was noted, however, that the altitude of the bursts, between 100 and 150 ft., was good.

9. There was no interception by enemy aircraft.

10. "B" Flight led by Captain McGowan in A/P 060, with Lt. Symons in A/P 518 on his right wing, and Lt. Kertenmyer in A/P 78 in number 3 position made its run as shown on Fig. #1. A total of 36 x 100 lb. bombs were dropped south of the dispersal area and on Bolinn Island. Strafing was accomplished over the same area and at Pama Tibun Island. Two metal-roofed buildings on Nui Island were hit by bombs. Sightings are shown on Fig. #1.

11. "C" Flight, the right hand element, was led by Lt. Cather in A/P 064, Lt. McKenny in A/P 099 flew #2 in this flight, and Lt. Barth in A/P 076 was #3. The flight made its run as shown on Fig. #1, dropping a total of 18 x 300 lb. bombs near the Nagol River; on Madang Township, and north of the town; and at Bodo Point. A gun position was hit and believed destroyed at Bodo Point; a barge off shore and a building hit at Madang Township; and stores south of the Township were also hit by both bombing and strafing. Sightings are incorporated in Fig. #1 attached.

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By RLB/RM NARA, Date 10/24/95.

Narrative Mission Report FFO 316-J (continued)

12. The Flight, flying the left hand element, was led by Lt. Kilroy in A/P Off. Lt. Vogt in A/P Off Slow #2 position, and Lt. Bailey in A/P Off Slow #3 on the left. This Flight flew a course over the strip and over Sior Island, as shown on Fig. #1. A total of 36 x 100 lb. bombs were dropped principally on the dump at the westernmost southwest of the strip and in the dispersal area south of the strip. Huts on Sior Island were bombed and strafed as well as on the northern tip of Bolian Island. A fire was believed started just south of the center of the runway. Sightings are incorporated in Fig. #1.

13. Weather encountered on this mission was as follows:

Route up: Broken cumulus, tops 10,000 ft. 7/10 coverage.
At target: Lower broken clouds, tops 3/4,000 ft., visibility generally poor.
Route home: Scattered cumulus, 3/10 coverage, overcast, alto stratus 13,000 ft., 9/10 coverage.

14. The mission was considered successful from both an operational and from the standpoint of results. Although some difficulty was encountered on approach to the bombing run, the excellent judgment displayed by the squadron leader, Capt. McGowan, brought about splendid bombing and strafing results.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

3 Incls.
Incl. 1 - Line of Flight over Target and Sightings.
2 - Line of Approach to Target.
3 - A/P position diagram.

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By RLB/pm NARA, Date 10/24/40.

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501
318-G
15 NOV 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

16 November 1943.

Narrative Mission Report FTO 318-G, performed by the 501st Bomb Sq.
15 November 1943.

1. Nine (9) B-25-G-1 of the 501st Bomb Squadron were ordered to take part in a strike upon the enemy bases of Boram and Wewak. The targets assigned were grounded airplanes on the strip and in the dispersal areas, gun positions, and supply and ammunition dumps.

2. The pilots assigned to this mission were: "C" Flight: Lt. Cather (Squadron leader for this mission) flying in A/P 064, Lt. Lewis, flying in A/P 093 and Lt. Barth, flying in A/P 082; "D" Flight: Lt. Kilroy, flying in A/P 071, Lt. Vogt, flying in A/P 074, and Lt. McKenny, flying in A/P 594; "B" Flight: Capt. McGowan, flying in A/P 078, Lt. Symons, flying in A/P 518, and Lt. Larsen, flying in A/P 070. The spare A/P, which flew out with the formation for thirty (30)minutes, was piloted by Lt. Bailey in A/P 080.

3. The squadron took off at 0830-0836.5/L/15 and proceeded to Thirty Mile where rendezvous was to have been made with the remaining three squadrons of the 345th Group. However, the A/P had already left Thirty Mile when our squadron arrived there, and it was not until our squadron reached Mt. Yonkie at 0953/L that rendezvous was made with the Group and the 38th Group. At 0955/L, while circling the rendezvous point, waiting for the fighters to arrive, interception by enemy aircraft occurred. The enemy made several passes and withdrew. Our A/P went on course of approximately 330 deg. up the Ramu Valley toward the target. At 1010/L, the formation was again intercepted by enemy aircraft, while making a 180 deg. turn, on order of the Group Commander, and proceeded to their home bases. Our squadron, with the exception of one A/P which landed at Jackson Drome, landed at Schwimmer Drome at 1130-1215/L/15.

4. A detailed description of the enemy interception follows: reference to the attached sketch will clarify the exact position of the two attacks upon our squadron. The squadron at an altitude of approximately 7000 ft. was just coming into the group formation, which was circling beyond Mt. Yonkie, when at 0955/L eight (8) ZEKES dove straight down out of the overcast from about 15,000 ft. They came in as single airplanes from one and two o'clock and pressed their attacks fairly closely. The ZEKES were silver, difficult to see, and did loops, rolls and acrobatics as they made their passes. They then pulled off as our formation remained in tact. The second attack occurred at 1010/L, approximately 10-12 miles N.W. of Dumpu. The formation was already in an

Narrative Mission Report FFG 318-G (Continued)

180 deg. turn, when the ZEKES came in from our level and below pressing their attacks very closely at five and seven o'clock. Our fighter cover remained above the overcast, and was particularly unsuccessful in protecting the bombers. The group dropped down to a lower altitude, and tightening its formation, proceeded home.

5. Lt. Kilroy's A/P, No. 071, was attacked by a ZEKE which came in from five o'clock down, passed under the airplane, rolled, executed a 180 deg.turn, and made a second pass from seven o'clock. S/Sgt. Forman, the gunner, was unable to bring his upper turret guns to bear on the ZEKE during these two passes. The ZEKE made a third pass from one o'clock, passed under the airplane, and as it broke away S/Sgt. Forman hit it at a range of 200 yards with sixty (60) rounds from his upper turret. The ZEKE burst into flames and crashed. Lt. Kilroy's airplane was hit and the hydraulic system was put out of commission by gunfire. Lt. Kilroy was forced to lower his landing gear manually and landed at Jackson Drome at 1215/L.

6. Lt. Vogt's A/P, No. 74, while in a turn suffered a simultaneous attack by three ZEKES. One made a diving pass from three o'clock, one attacked from five o'clock down, and the third from seven o'clock down. The ZEKE coming in from three o'clock passed the A/P and pulled up at six o'clock. S/Sgt. Dale, the gunner, hit it with a burst from his upper turret at a range of a 100 yards, after firing 200 rounds. This ZEKE went into a spin, trailing smoke, and crashed into a mountain. Lt. Vogt's A/P suffered 89 hits in the right wing, right engine nacelle, right stabilizer, and left rudder.

7. Several passes were made at Capt. McGowan's A/P 078. In the attack N.W. of Dumpu, the ZEKES came from below and at five and seven o'clock. One A/P made the attack from eleven o'clock, from underneath, and pressed the attack to 25 yards. S/Sgt. Nardis put about 100 rounds into the ZEKE, which dropped behind and was seen dropping below a cloud at a very high speed. This enemy A/P is considered a probable.

8. Passes were made at Lt. McKenny's A/P 594, and also at Lt. Syman's A/P 518.

9. Ammunition expended has been incorporated in table form for ready reference.

Narrative Mission Report FFO 318-G (continued)

AMMUNITION EXPENDED

	.50 Caliber			.30 Caliber		
No.A/P	Rds.Car'd	Rds.Ex.	Gun Fail.	Rds.Car'd	Rds.Ex.	Gun Failures
064	4800	nil	nil	2000	nil	nil
093	"	"	"	"	"	"
082	"	"	"	"	"	"
071	"	480	"	"	50	"
074	"	140	"	"	30	"
594	"	500	"	"	50	"
078	"	30	"	"	150	"
518	"	nil	"	"	nil	"
070	"	"	"	"	"	"

10. The tactics used by the P-47's in providing fighter protection do not seem to be well suited for escorting low-altitude strafer bombers, due to the fact that the essential protective means of strafers is their ability to get down low quickly and fly at absolute minimum altitude. This is very necessary for these A/P, as they have not lower turret. It is suggested that the P-47's remain closer to our formation while escorting them, and if necessary, leave a spotter flight at high altitude for top cover.

11. Weather encountered on this mission was as follows:
Route up: Broken 2/6000 ft.
Yenkie area: scattered 3/5000 ft. with overcast above 10/15000'.
Route home: cumulus building up to 10,000 ft. Scattered cumulus 4/5000 ft.

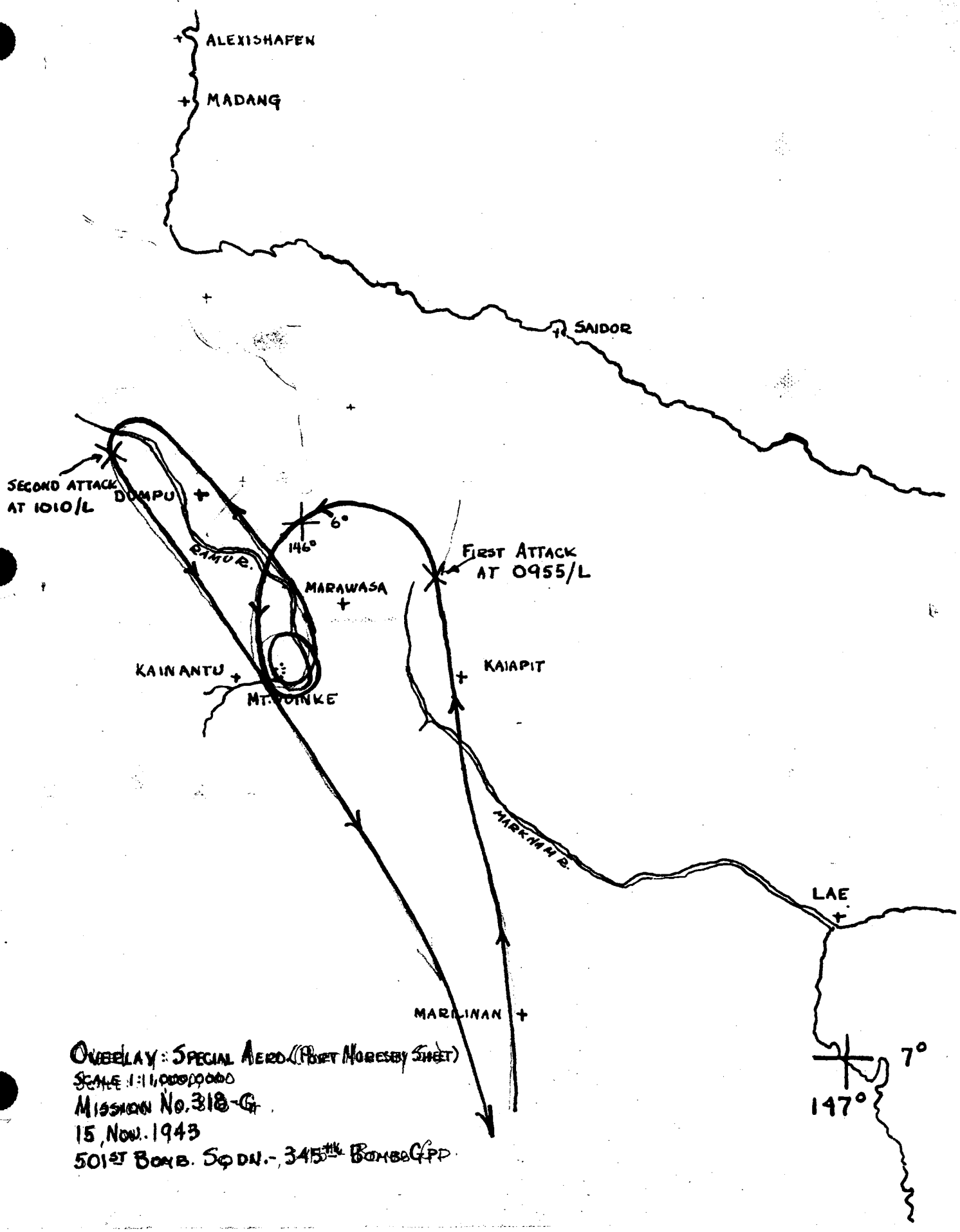
12. The enlisted men named below are to be given credit for the destruction of enemy A/P in this strike.

No.A/P.	Turret Gunner	No. Definite	No.Probable	Type
071	S/Sgt. Joe Forman	1		Zeke
074	S/Sgt. Stanley L. Dale	1		"
078	Radio-Gunner T/Sgt. Charles E. Murdis		1	"

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

1 Incl:
Incl 1 - Overlay of Route. 3



OVERLAY: SPECIAL AERO (PORT MORESBY SHEET)
SCALE 1:1,000,000
MISSION NO. 318-G
15, NOV. 1943
501ST BOMB. SQDN., 345TH BOMB GPP

501
316-J
13 NOV 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

14 November 1943.

Narrative Mission Report FFO 316-J, performed by the 501st Bomb Sq.
13 November 1943.

1. Nine (9) B-25-D-1 of the 501st Bomb Sq. were ordered to take part in a strike upon the enemy base at Madang. The targets assigned were airplanes on the ground, gun positions, and supply and ammunition dumps.

2. Pilots assigned to this mission were: "B" Flight: Captain McGowan (with Major Fain as co-pilot), Lt. Symens, Lt. Kortemeyer; "C" Flight: Lt. Cather, Lt. McKenny, Lt. Barth; "D" Flight: Lt. Kilroy, Lt. Vogt and Lt. Bailey.

3. At 0838-0842:5/L/13, the formation took off from Schwimmer Drome. Rendezvous with the other three squadrons of the 345th Group was made at Thirty Mile; thence to Yule Island where rendezvous was made with the 38th Group and two squadrons of P-47's, the fighter cover, at 0850/L. From Yule Island the formation proceeded to the target by way of Marawasa and the Ramu Valley. After leaving the target, the formation went along the coast of the Huon Peninsula to Lae, thence to Schwimmer Drome landing at 1245-1257/L/13.

4. Upon approaching the target, it was necessary for the squadron to make a wide "S" turn in order to get proper interval between itself and the 499th Squadron, which, due to their climbing over the overcast caused confusion on the run. It was also found necessary, due to "crowding" at the target, to fly a course slightly to the east of our assigned run over the target. However, it was felt that the entire area was well covered with bomb hits and thoroughly straffed, direct hits having been observed on two buildings in Madang Township, on buildings on Beliau Island, a probable hit on a barge in the bay off Madang Township, and a M/G position in the Township straffed-bombed and destroyed.

5. The distance flown from base to target was 340 miles, and the distance flown from target to base was 400 miles. Our A/P landed according to the following time table:

Narrative Mission Report FFO 316-J (continued)

TIME TABLE #1

Time of Fighter Rendezvous completed at approximately 0850/1/13.

Target

Name of Pilot	No.A/P	Time T.O.	Time On	Time Off	Time Landed
McGowan	060	0838	1035	1038	1245
Fortenmyer	078	0839	"	"	1247
Symons	518	0839:5	"	"	1249
Cather	064	0840	"	"	1250
McKenny	099	0840:5	"	"	1251
Barth	076	0841	"	"	1252
Kilroy	071	0841:5	"	"	1254
Vogt	074	0842	"	"	1255
Bailey	070	0842:5	"	"	1257

6. Due to the fact that the prints have not been received at the time of writing this report, all camera information and photo interpretation will be incorporated in a separate report and diagram.

7. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	Salvoed	Remarks
060	12	8-11 sec. delay	100 lb.	12		nil
078	12	"	100 lb.	10		see below
518	12	"	100 lb.	12		nil
064	6	"	300 lb.	5		see below
099	6	"	300 lb.	6		nil
076	6	"	300 lb.	5		see below
071	12	"	100 lb.	12		nil
074	12	"	100 lb.	12		nil
070	12	"	100 lb.	12		nil

NOTE: The remaining bombs hit in the water near target and are considered as misses.

Narrative Mission Report FFO 316-J (continued)

STRAFFING TABLE #2

	.50 Caliber			.30 Caliber		
No.A/P	Rds.Car'd	Rds.Ex.	Gun Fail.	Rds.Car'd	Rds.Ex.	Gun Failures
060	4000	860	LLW/URW/LRW	2000	nil	nil
078	"	2800	ULW	"	1200	"
518	"	750	LLW	"	800	"
064	"	1085	ULW/LLW/URW	"	nil	"
099	"	1575	URW/ULW/URW	"	500	"
076	"	675	nil	"	1000	"
071	"	2400	nil	"	2000	"
074	"	1500	LLW/LRW/ULW	"	nil	"
070	"	2450	nil	"	100	"

NOTE: LLW (Lower left waist) URW (Upper right waist)
LRW (Lower right waist) ULW (Upper left waist)
LLW (Lower left waist) URN (Upper right nose)
LLN (Lower left nose) LRN (Lower right nose)

8. Ground opposition was not effective. Fire from medium A/A guns and machine guns encountered was light in intensity and generally inaccurate. Some came from north of the strip; also from the west end of the strip; 3 or 4 guns on the bay on the west coast of Beliau Island, and at Bode Point. It was noted, however, that the altitude of the bursts, between 100 and 150 ft., was good.

9. There was no interception by enemy aircraft.

10. "B" Flight led by Captain McGowan in A/P 060, with Lt. Symons in A/P 518 on his right wing, and Lt. Kortemeyer in A/P 78 in number 3 position made its run as shown on Fig. #1. A total of 36 x 100 lb. bombs were dropped south of the dispersal area and on Beliau Island. Straffing was accomplished over the same area and at Panu Tibun Island. Two metal-roofed buildings on Nui Island were hit by bombs. Sightings are shown on Fig. #1.

11. "C" Flight, the right hand element, was led by Lt. Cather in A/P 064, Lt. McKenny in A/P 099 flew #2 in this flight, and Lt. Barth in A/P 076 was #3. The flight made its run as shown on Fig. #1, dropping a total of 18 x 300 lb. bombs near the Wagel River; on Madang Township, and north of the town; and at Bode Point. A gun position was hit and believed destroyed at Bode Point; a barge off shore and a building hit at Madang Township; and stores south of the Township were also hit by both bombing and straffing. Sightings are incorporated in Fig. #1 attached.

Narrative Mission Report FFO 316-J (continued)

12. "D" Flight,f lying the left hand element, was led by Lt. Kilroy in A/P 071. Lt. Vogt in A/P 074 flew #2 position, and Lt. Bailey in A/P 070 flew #3 on the left. This flight flew a course over the strip and over Siar Island, as shown on Fig. #1. A total of 36 x 100 lb. bombs were dropped principally on the dump at the crossroads southwest of the strip and in the dispersal area south of the strip. Huts on Siar Island were bombed and straffed, as well as on the northern tip of Beliau Island. A fire was believed started just south of the center of the runway. Sightings are incorporated in Fig. #1.

13. Weather encountered on this mission was as follows:

Route up: Broken cumulus, tops 10,000 ft. 7/10 coverage.
At target: Lower broken clouds, tops 3/4000 ft., visibility generally poor.
Route home: Scattered cumulus, 3/10 coverage, overcast, alto stratus 13,000 ft., 9/10 coverage.

14. The mission was considered successful from both an operational and from the standpoint of results. Although some difficulty was encountered on approach to the bombing run, the excellent judgment displayed by the squadron leader, Capt. McGowan, brought about splendid bombing and straffing results.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

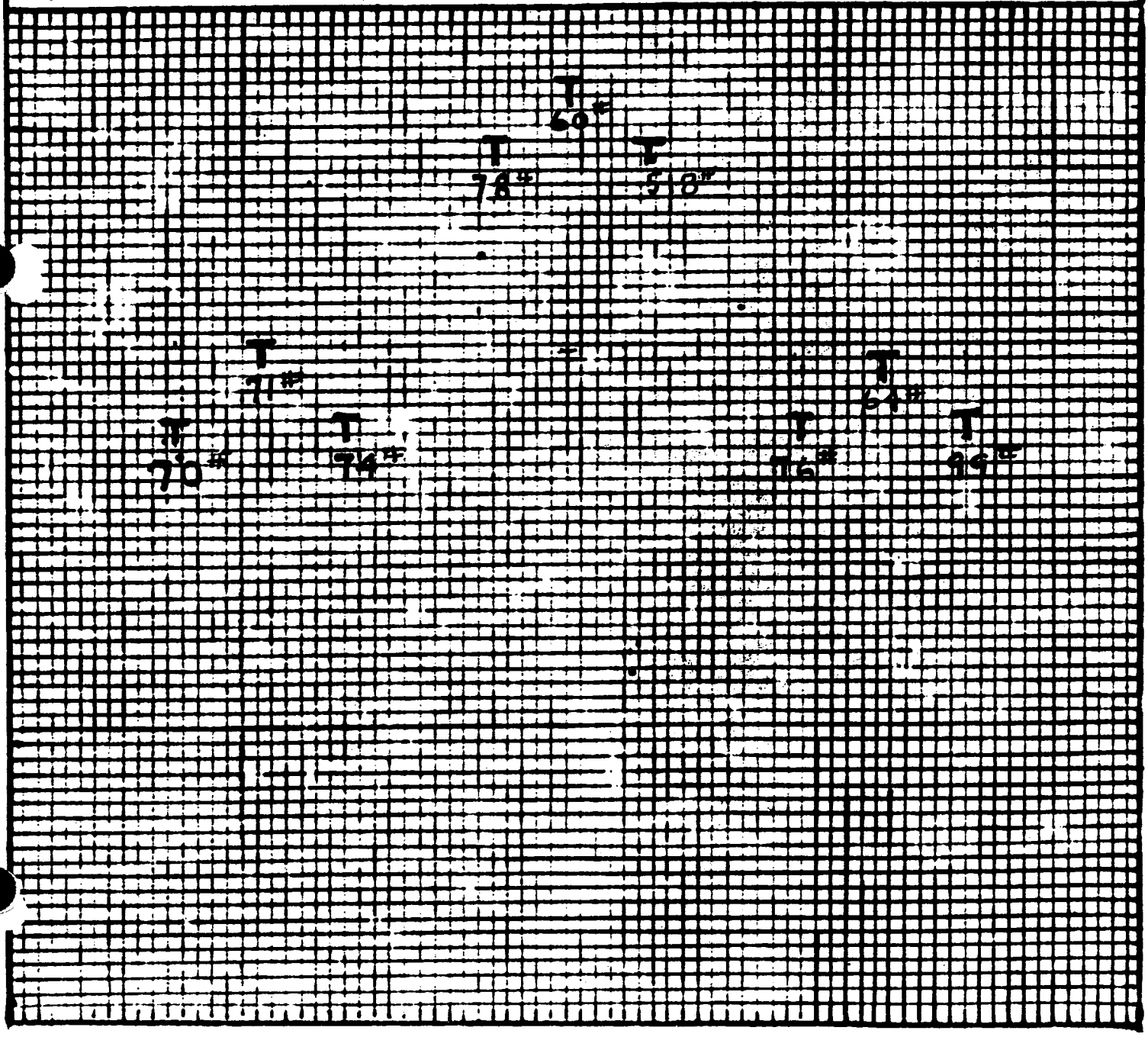
3 Incls.
Incl. 1 - Line of Flight over Target and Sightings.
2 - Line of Approach to Target.
3 - A/P position diagram.

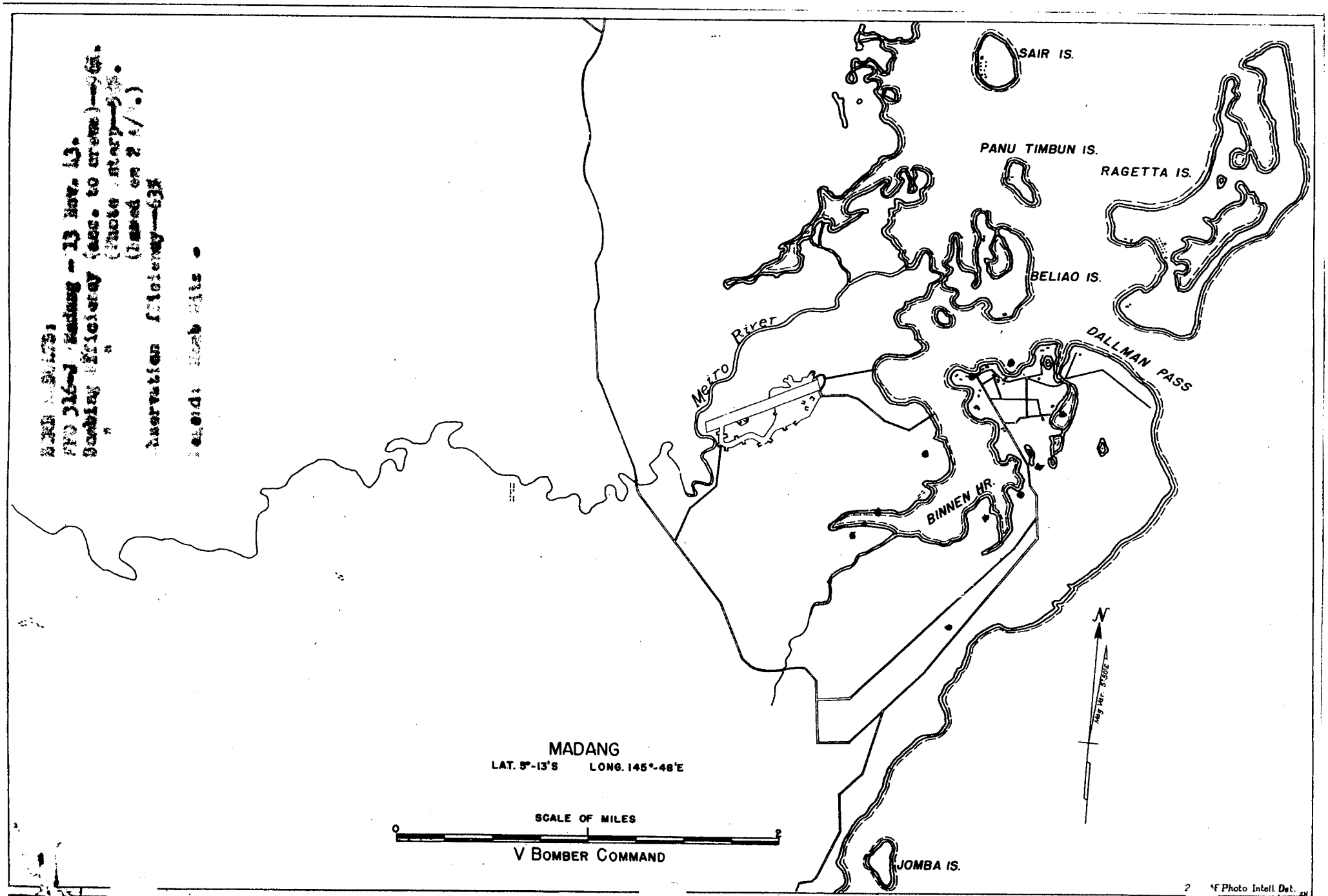
Fig. 13.

POSITION OF AIRPLANES OVER TARGET.

E.F.O. 31C-J	Squadron 501st	Scale
Date 13 Nov. 1943.	Group 345th	1 Square--20 yards

"B" Flight			"G" Flight			"D" Flight		
No.	A/P	Pilot	No	A/P	Pilot	No	A/P	Pilot
1	60	CAPT. McGOWAN	1	61	LT. GATHER	1	71	LT. MILACY
2	71	LT. BLENS	2	99	LT. McHENNY	2	74	LT. VOGT
3	[illegible]	LT. MONTEMEYER	3	76	LT. BARTH	3	70	LT. BAILEY




SAIR IS.
PANU TIMBUN IS.
RAGETTA IS.
BELIAO IS.
Metto River
DALLMAN PASS
BINNEN HR.
JOMBA IS.
N
MADANG
LAT. 5°-13'S LONG. 145°-48'E
SCALE OF MILES
V BOMBER COMMAND

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

15 November 1943.

Annex to Narrative Mission Report FEC 316-J, performed by the 501st Bomb Sq, 13 November 1943.

1. All camera and photo information is listed below, and attention is called to the attached Fig. #1. Photo coverage was not very complete, as to bomb hits. Pictures showing actual bomb hits were received from only two (2) A/P.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type Photo	Sx. Mads	Prints Rec'd.
060		Madang	K-21	Blown out fuse.	
078	no camera				
518	1035/L	"	K-21	30	9
064	"	"	K-21	Forgot to turn switch	
076	"	"	K-21	30	18
099	"	"	K-21	30	1
071	"	"	S-5	75'—cable broke	
070	"	"	K-21	30	0
074	no camera				

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

1 Incl:
Incl 1 - Fig. #1--Showing Bomb Results.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NND 745005
By RLB/RM NARA, Date 10/24/95.

501
318-G
15 NOV 42

TOO: OPERATIONAL PRIORITY

TO : 345TH BOMB GP S-2

FROM; 501ST BOMB SQ. S-2

A. FFO 318-G 9 B-25-D-1 501ST BOMB SQ.

B. BORAM-WEWAK

C. TARGET NOT REACHED

D. TWO (2) ZEKES DEFINITELY DESTROYED, ONE (1) ZEKE PROBABLY SHOT DOWN IN INTERCEPTION. OUR A/P LOSSES NIL.

E. INTERCEPTED TWICE BY 7-8 ZEKES. TIME--0955/L/15 AND 1010/L. FIRST ATTACK FIVE MILES EAST OF MARAWASA. SECOND--10-12 MILES NORTHWEST OF DUMPU. ALTITUDE 7-8000 FT.

F. ON FIRST ATTACK, ZEKES DOVE DOWN FROM OVERCAST ABOVE MAKING STRAIGHT DIVING ATTACK AT SQUADRON. PRESSED ATTACK CLOSE--LOOPS, ROLLS, ACROBATICS. OUR EVASIVE ACTION AT THIS POINT, TIGHT FORMATION FLYING AND SPEED. ON SECOND ATTACK ZEKES CAME FROM BELOW FROM 5 AND 7 O'CLOCK PRESSING ATTACKS TO WITHIN 25-50 YARDS. OUR EVASIVE ACTION, TIGHT FORMATION FLYING AND SPEED. FLIGHT THAT WAS HIT DOVE TO LOW ALTITUDE AND PROCEEDED HOME.

G., H. NIL.

I. GUSAP BOMBED BY ENEMY. ONE (1) A/P, PROBABLY C-47, SEEN BURNING IN REVETMENT. ONE SMALL FIRE IN AREA. NADZAB BOMBED BY ENEMY. TWO OR MORE FIRES BURNING. EXACT LOCATION UNKNOWN. SMOKE WHITE.
1007/L-14 OR15 UNIDENTIFIED FIGHTERS ESCORTING 15 BOMBERS, BELIEVED TO BE SALLYS, SEEN HEADING NORTHWEST NEAR BOGADJIM, AT 15/20000 FT.
1030/L--C-47 OBSERVED STANDING UP ON NOSE ON MUDDY STRIP BELIEVED TO BE SANGAN.

J. ROUTE UP--BROKEN 2/6000 FT.
YONKIE AREA--SCATTERED 3/5000 FT. WITH OVERCAST ABOVE 10/15000 FT.
ROUTE HOME--CUMULUS BUILDING UP TO 10,000 FT. SCATTERED CUMULUS 4/5000 FT.

K. NIL

L. 96 X 100 LB. 8-11 SEC DELAY DEMO. BOMBS RETURNED TO BASE
12 X 100 LB. 8-11 " " " " SALVOED.

1070 x .50 caliber
280 x .30 caliber

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 12/24/96.



DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/90.

501
318-G
15 NOV 43

50lst BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

16 November 1943.

Narrative Mission Report #70 318-G, performed by the 50lst Bomb Sq. 15 November 1943.

1. Nine (9) B-25-G-1 of the 50lst Bomb Squadron were ordered to take part in a strike upon the enemy bases of Boram and Namsin. The targets assigned were grounded airplanes on the strip and in the dispersal areas, gun positions, and supply and ammunition dumps.

2. The pilots assigned to this mission were: "C" Flight: Lt. Gaither (Squadron leader for this mission) flying in A/P 080, Lt. Lewis, flying in A/P 093 and Lt. Barth, flying in A/P 088; "D" Flight: Lt. Kilroy, flying in A/P 072, Lt. Vogt, flying in A/P 074, and Lt. McKenny, flying in A/P 596; "B" Flight: Capt. McGowan, flying in A/P 078, Lt. Bynum, flying in A/P 518, and Lt. Larsen, flying in A/P 070. The spare A/P, which flew out with the formation for thirty (30)minutes, was piloted by Lt. Bailey in A/P 080.

3. The squadron took off at 0830-0836.5/L/15 and proceeded to Thirty Mile where rendezvous was to have been made with the remaining three squadrons of the 345th Group. However, the A/P had already left Thirty Mile when our squadron arrived there, and it was not until our squadron reached Mt. Yonkie at 0953/L that rendezvous was made with the Group and the 38th Group. At 0955/L, while circling the rendezvous point, waiting for two fighters to arrive, interception by enemy aircraft occurred. Two enemy made several passes and withdrew. Our A/P went on course of approximately 330 deg. up the Naam Valley toward the targets. At 1010/L, the formation was again intercepted by enemy aircraft, while making a 180 deg. turn, on order of the Group Commander, and proceeded to their home bases. Our squadron, with the exception of one A/P which landed at Jackson Drome, landed at Schwimmer Drome at 1130-1215/L/15.

4. A detailed description of the enemy interception follows: reference to the attached sketch will clarify the exact position of the two attacks upon our squadron. The squadron at an altitude of approximately 7000 ft. was just coming into the group formation, which was circling beyond Mt. Yonkie, when at 0955/L eight (8) ZEKES dove straight down out of the overcast from about 15,000 ft. They came in as single airplanes from one and two o'clock and pressed their attacks fairly closely. The ZEKES were silver, difficult to see, and did loops, rolls and acrobatics as they made their passes. They then pulled off as our formation remained in tact. The second attack occurred at 1010/L, approximately 10-12 miles N.W. of Dumpu. The formation was already in an

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By RLB/pm NARA, Date 10/24/90.

180 deg. turn, when the ZEKE came in from our level and below pressing their attacks very closely at five and seven o'clock. Our fighter cover remained above the overcast, and was particularly unsuccessful in protecting the bombers. The group dropped down to a lower altitude, and tightening its formation, proceeded home.

5. Lt. Kilroy's A/P, No. 078, was attacked by a ZEKE which came in from five o'clock down, passed under the airplane, rolled, executed a 180 deg.turn, and made a second pass from seven o'clock. S/Sgt. Forman, the gunner, was unable to bring his upper turret gun to bear on the ZEKE during these two passes. The ZEKE made a third pass from one o'clock, passed under the airplane, and as it broke away S/Sgt. Forman hit it at a range of 200 yards with sixty (60) rounds from his upper turret. The ZEKE burst into flames and crashed. Lt. Kilroy's airplane was hit and the hydraulic system was put out of commission by gunfire. Lt. Kilroy was forced to lower his landing gear manually and landed at Jackson Drome at 1215/L.

6. Lt. Vogt's A/P, No. 74, while in a turn suffered a simultaneous attack by three ZEKE. One made a diving pass from three o'clock, one attacked from five o'clock down, and the third from seven o'clock down. The ZEKE coming in from three o'clock passed the A/P and pulled up at six o'clock. S/Sgt. Dale, the gunner, hit it with a burst from his upper turret at a range of a 100 yards, after firing 200 rounds. This ZEKE went into a spin, trailing smoke, and crashed into a mountain. Lt. Vogt's A/P suffered 20 hits in the right wing, right engine nacelle, right stabilizer, and left rudder.

7. Several passes were made at Capt. Hofman's A/P 078. In the attack N.W. of Dumpu, the ZEKES came from below and at five and seven o'clock. One A/P made the attack from eleven o'clock, from underneath, and pressed the attack to 25 yards. S/Sgt. Martin put about 100 rounds into the ZEKE, which dropped behind and was seen dropping below a cloud at a very high speed. This enemy A/P is considered a probable.

8. Passes were made at Lt. McEvoy's A/P 534, and also at Lt. Hyman's A/P 518.

9. Ammunition expended has been incorporated in table form for ready reference.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/40.

Narrative Mission Report FTO 318-G (continued)

AMMUNITION EXPENDED

A/F	.50 Caliber Rds.Carr'd	Rds.Fir.	Gun Fail.	.30 Caliber Rds.Carr'd	Rds.Fir.	Gun Failures
04	4000	nil	nil	2000	nil	nil
02	"	"	"	"	"	"
03	"	"	"	"	"	"
07	"	400	"	"	50	"
06	"	150	"	"	30	"
05	"	500	"	"	50	"
08	"	30	"	"	150	"
01	"	nil	"	"	nil	"
09	"	"	"	"	"	"

10. The tactics used by the P-47's in providing fighter protection do not seem to be well suited for escorting low-altitude strafer bombers, due to the fact that the essential protective means of strafers is their ability to get down low quickly and fly at absolute minimum altitude. This is very necessary for these A/P, as they have not lower turret. It is suggested that the P-47's remain closer to our formation while escorting them, and if necessary, leave a spotter flight at high altitude for top cover.

11. Weather encountered on this mission was as follows:
Rendezvous: Broken 2/6000 ft.
Target area: scattered 3/5000 ft. with overcast above 10/15000'.
Route home: cumulus building up to 10,000 ft. Scattered cumulus 4/5000 ft.

12. The enlisted men named below are to be given credit for the destruction of enemy A/P in this strike.

A/C No.	Turret Gunner	No. Definite	No. Probable	Type
071	S/Sgt. Joe Furman	1		Zeke
074	S/Sgt. Stanley L. Dale	1		"
075	Radio-Gunner T/Sgt. Charles [illegible] Hardie		1	"

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

2 Incls:
Incl 1 - Overlay of Route.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/90.

501
330-J
27 NOV 43

TOO : OPERATIONAL PRIORITY

TO : 345th Group S-2

FROM : 501st Bomb Sq. S-2

A. FFO 330-J B-25-D-1 501st Bomb Sq.

B. Boram Airdrome, [redacted]

C. 1130-1133/27/L 75-150 ft.

D. Results of bombing generally unobserved. Bombing excellent. Target well covered by bombs and thoroughly strafed. Four (4) serviceable SSF strafed northwest dispersal area. One (1) twin engine bomber bombed and strafed at west end of [redacted] strip--probably destroyed. One (1) large fire(black smoke)started in buildings west end Boram strip. Three (3) barges in Boram Harbor bombed and strafed--one probably destroyed. One (1) Fox-Tare Charlie (381071) strafed). (Ref. Special Map, Vicinity of Wewak 1/25000). Two (2) Japs seen manning M/G on superstructure of this vessel.

E., F. Nil.

G. Medium and light, intensity light, inaccurate 75-150 ft. Ack-ack from south of strip, from Cape Boram, Cape Moem, and from vicinity of Brandi Plantation.

H. 150 K-21, 21 K-17 photos taken of bombing and strafing over target and harbor.

I. 1131/27/L 3 or 4, probably serviceable, SSF on center of strip.
One (1) Fox-Tare Baker off Cape Boram (359068).
Five (5) barges off shore Cape Moem (388075).
1140/27/L Motor launch at Marienburg Mission.
300-500 ft. canal 8-12 ft. wide running from swamp lands into Sepik River. (Square WB 95) (REF. 4 inch to mile Strat Map Bo[illegible]).

J. Enroute: Scattered cumulus 3/4000 ft. 4/10 coverage at 1000/27/L.

At target: High scattered cirrus 5/10, low cumulus at 1130/27/L.

Route Home: Cumulus building up to 10,000 ft. over ranges 8/10 coverage at 1300/27/L.

K. One (1) A/P returned to base due to failure of LEFT engine. Turned back at 1030/27/L over Dumpu. Landed at 1200/27/L. 36 x 23 lb. parafrag bombs salvoed at approximately 7 deg. 10 minutes south, 146 deg. 10 minutes east.

L. 198 x 23 lb. parafrag bombs dropped on target.
30 x 23 lb. " " " on barges in harbor.
60 x 23 lb. " " salvoed due to rack failure.
2060 x .30 caliber
1120 x .50 caliber.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.B, NND 745005
By RLB/RM NARA, Date 12/24/97

501
330-J
27 NOV 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

28 November 1943.

Narrative Mission Report FFO 330-J, performed by the 501st Bomb Sq.
27 November 1943.

1. Nine (9) B-25-D-1 of the 501st Bomb Squadron were ordered to participate in a strike upon the enemy base at Boram. The targets assigned were airplanes on the strip and in the dispersal areas North and South of the strip; anti-aircraft gun positions, supply and personnel areas.

2. Pilots assigned to this mission were: "A" Flight, Major Fain (with Major Rosenbaum as co-pilot) Lt. Clark and Lt. Bailey; "C" Flight, Captain Cather, Lt. Symons and Lt. Lewis; and "D" Flight, Captain Kilroy, Lt. Rosbaum and Lt. Vogt. Captain Knoll acted as spare. Lt. Bailey, in A/P 060, was forced to turn back at 0930/L/27 Northwest of Bulldog, due to failure of the fuel pump on his spare gasoline tank. He landed at Schwimmer Drome at 1005/L/27. His place was taken by Captain Knoll. At 1030/L/27 Captain Cather, in A/P 064, was forced to return due to loss of power in his left engine. He turned at Dumpu, and landed at Schwimmer Drome at 1200/L/27.

3. At 0830-0834/L/27, the formation took off from Schwimmer Drome. Rendezvous with the other three squadrons of the 345th Group was made enroute to 30 Mile, and rendezvous with the 38th Group was made at 30 Mile at 0855/L/27. The formation proceeded then over Bulldog, and made rendezvous with the P-38 fighter escort at Waruf at 1010/L/27; from Waruf up the Ramu Valley to the target at Boram. The route home was approximately the same as the route up; and the squadron landed at Schwimmer Drome at 1350-1352/L/27.

4. Due to the nature of the bombs, "parafrags", results were generally unobserved, although, according to the crews' estimates, the bombing was excellent, and the area was thoroughly strafed. One large fire was seen to start among buildings at the west end of the runway; these buildings were also strafed. Four (4) serviceable SSF in the Northwestern dispersal area were strafed and bombs were seen to drop in the near vicinity of the A/F. One (1) twin-engine bomber at the west end of the strip was strafed and bombs were seen to burst in it, and it is considered very probably destroyed. In the harbor North of the strip, three (3) barges were attacked by both bombing and strafing and one is described as probably hit and destroyed. A Fox-Tare Charlie was thoroughly strafed and two Japs were seen trying to man a machine gun on its superstructure.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/95.

CONFIDENTIAL

Narrative Mission Report FFO 330-J (continued)

5. The distance flown from base to target was 470 miles, and the distance from target to base was 490 miles. Our A/P landed as per the following time table:

Target

Name of Pilot	No. A/P	Time T.O.	Time On	Time Off	Time Landed
Major Fain	070	0830	1130	1133	1350
Lt. Clark	076	0831	"	"	1350
Capt. Knell	069	0834	"	"	1352
Capt. Gather	064	0831	"	"	1200
Lt. Symons	518	0832	"	"	1351
Lt. Lewis	093	0832	"	"	1351
Capt. Kilroy	594	0833	"	"	1351
Lt. Nusbaum	060	0833	"	"	1352
Lt. Vogt	089	0834	"	"	1352

6. All photo information is listed below and in addition attention is called to Fig. #1, entitled Photo Interpretation, Bomb Assessment and Sightings.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	Ex. Made	Prints Rec'd.
070	1130-1133	Berem A/D	K-21	30	2
076	" "	" "	K-21	30	6
069	" "	" "	K-21	30	0
064	" "	" "	K-21	30	0
518			K-21	Fuse blew out	
093	" "	" "	K-21	30	1
594	" "	" "	K-17	21	0
060			K-21	Failed to turn switch on	
089	" "	" "	K-21	30	0

7. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
070	36	Para frag	23 lb.	36		
076	"	"	"	3	33	
069	"	"	"	30	6	
064	"	"	"	Did not reach target	36	
518	"	"	"	36		
093	"	"	"	36		

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/96.

BOMBING TABLE #2 (continued)

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
594	36	Para frag	23 lb.	36		
060	"	"	"	15	21	Rack Failure
089	"	"	"	36		

STRAFING TABLE #3

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Failures
070	4800	1125	LLW	2000	300	nil
076	"	1375	URW/LLW/	"	250	"
069	"	1500	nil	"	300	"
064	"	nil	nil	"	nil	"
518	"	1040	LLW/LRW	"	50	"
093	"	2020	LLW/URW/LRW	"	350	"
594	"	2300	URW/LRW	"	600	"
060	"	1065	LLW/URW/LRW	"	200	"
089	"	940	LRW/URW/URW	"	100	"

NOTE: LLW (Lower left waist) URW (Upper right nose)
LLW (Lower left nose) LRW (Lower right waist)
URW (Upper right waist) LRW (Lower right nose)
ULW (Upper left waist)

8. Ground opposition was not effective. Anti-aircraft fire was reported as light and medium, light in intensity, but accurate as to altitude which varied from 75 to 100 ft. Ack-ack fire was seen to come from the six gun position South of Beram Strip; from the already pin-pointed positions on Cape Beram and Cape Moem, and from the vicinity of Brandi Plantation. There was also machine gun fire from the superstructure of the Fox-Tare Charlie west of Cape Moem.

9. There was no interception by enemy aircraft.

10. The squadron went over the target abreast in a shallow V of V's formation. Exact positions are as shown on Fig. #1 and Fig. #3. The squadron was led by Major Fain in A/P 070. Bombs were dropped across the runway and in the dispersal area north of the runway. Three barges in the harbor were strafed by this A/P, and one was believed destroyed. Completing "A" Flight was Lt. Clark in A/P 076 in the right wing, and Capt. Knoll in A/P 069 in No. 3 position. Lt. Clark released one cluster on the target, and Capt. Knoll released ten clusters on the 3 barges in the harbor. The entire area was strafed by all A/P while making their

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By RLB/pm NARA, Date 12/24/96.

Narrative Mission Report FFO 330-J (continued)

runs.

11. "C" Flight, on the right wing, was originally led by Captain Gather, but he returned to base due to engine trouble, so that this flight consisted of only two A/P. Lt. Symms, in A/P 518, and Lt. Lewis in A/P 093. All bombs were dropped on the target, and anti-aircraft positions were strafed as well. Lt. Symms strafed a twin-engine bomber North of the strip, and it was believed to be probably destroyed.

12. "D" Flight, on the left wing, was led by Captain Kilroy in A/P 594. His bombs were dropped on the buildings at the west end of the strip, and a column of black smoke was seen to come from this area. Lt. Musbaum, in A/P 060, flew on the right and Lt. Vogt, in A/P 093, flew in No. 3 position. Results of their bombing were unobserved.

13. Sightings have been shown on Fig. #1 and #3, which are attached.

14. Weather for this mission was as follows:

Enroute: Scattered cumulus 3/4000 ft. 4/10 coverage at 1000/27/L.
At target: High scattered cirrus 5/10, low cumulus at 1130/27/L.
Route home: Cumulus building up to 10,000 ft. over ranges 8/10 coverage at 1300/27/L.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl.
Incl. 1 - Photo Interpretation, Bomb Assessment and Sightings.
2 - Approach to Target and Sightings.
3 - Flight Plan.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NND 745005
By RLB/pm NARA, Date 10/24/00.

DECLASSFIED PER EXECUTIVE ORDER 12356, SECTION 3.8, NND 745005
By RLB/RM NARA, Date 10/24/96.

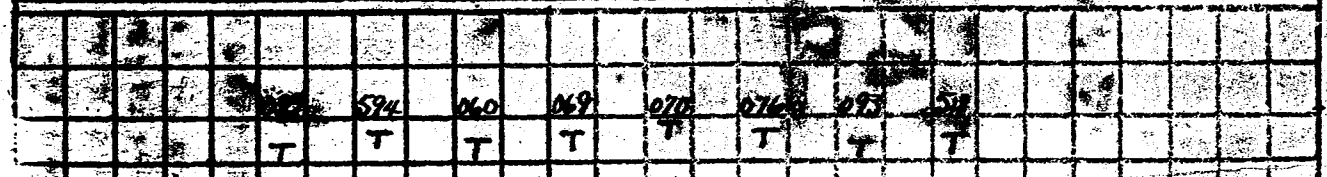
#3

F.T.O. 330 J
DATE 27 Nov.1943

SQUADRON 501st Bomb Sq.
GROUP 345th Bomb Gp.

SCALE
1 Square--50ft.

FLIGHT "A"			FLIGHT "C"			FLIGHT "D"		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	070	Maj. Fain	2	518	Lt. Symens	1	594	Capt. Ailroy
2	076	Lt. Clark	3	093	St. Lewis	2	060	Lt. Nusbaum
3	069	Capt.Knoll				3	089	Lt. Vogt.



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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

28 November 1943.

Narrative Mission Report FPO 330-J, performed by the 501st Bomb Sq.
27 November 1943.

1. Nine (9) B-25-D-1 of the 501st Bomb Squadron were ordered to participate in a strike upon the enemy base at Boram. The targets assigned were airplanes on the strip and in the dispersal areas North and South of the strip; anti-aircraft gun positions, supply and personnel areas.

2. Pilots assigned to this mission were: "A" Flight, Major Fain (with Major Rosenbaum as co-pilot) Lt. Clark and Lt. Bailey; "C" Flight, Captain Cather, Lt. Symens and Lt. Lewis; and "D" Flight, Captain Kilroy, Lt. Nusbaum and Lt. Vogt. Captain Knoll acted as spare. Lt. Bailey, in A/P 080, was forced to turn back at 0930/L/27 Northwest of Bulldog, due to failure of the fuel pump on his spare gasoline tank. He landed at Schwimmer Drome at 1005/L/27. His place was taken by Captain Knoll. At 1030/L/27 Captain Cather, in A/P 064, was forced to return due to loss of power in his left engine. He turned at Dumpu, and landed at Schwimmer Drome at 1200/L/27.

3. At 0830-0834/L/27, the formation took off from Schwimmer Drome. Rendezvous with the other three squadrons of the 345th Group was made enroute to 30 Mile, and rendezvous with the 38th Group was made at 30 Mile at 0855/L/27. The formation proceeded then over Bulldog, and made rendezvous with the P-38 fighter escort at Waruf at 1010/L/27; from Waruf up the Ramu Valley to the target at Boram. The route home was approximately the same as the route up; and the squadron landed at Schwimmer Drome at 1350-1352/L/27.

4. Due to the nature of the bombs, "parafrags", results were generally unobserved, although, according to the crews' estimates, the bombing was excellent, and the area was thoroughly strafed. One large fire was seen to start among buildings at the west end of the runway; these buildings were also strafed. Four (4) serviceable SSF in the Northwestern dispersal area were strafed and bombs were seen to drop in the near vicinity of the A/P. One (1) twin-engine bomber at the west end of the strip was strafed and bombs were seen to burst in it, and it is considered very probably destroyed. In the harbor North of the strip, three (3) barges were attacked by both bombing and strafing and one is described as probably hit and destroyed. A Fox-Tare Charlie was thoroughly strafed and two Japs were seen trying to man a machine gun on its superstructure.

Narrative Mission Report PRO 330-J (continued)

5. The distance flown from base to target was 470 miles, and the distance from target to base was 490 miles. Our A/P landed as per the following time table:

Target

Name of Pilot	No. A/P	Time T.O.	Time On	Time Off	Time Landed
Major Fain	070	0830	1130	1133	1350
Lt. Clark	076	0831	"	"	1350
Capt. Knoll	069	0834	"	"	1352
Capt. Gather	064	0831	"	"	1200
Lt. Symens	518	0832	"	"	1351
Lt. Lewis	093	0832	"	"	1351
Capt. Kilroy	594	0833	"	"	1351
Lt. Nusbaum	060	0833	"	"	1352
Lt. Vogt	089	0834	"	"	1352

6. All photo information is listed below and in addition attention is called to Fig. #1, entitled Photo Interpretation, Bomb Assessment and Sightings.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	Ex. Made	Prints Rec'd.
070	1130-1133	Boram A/D	K-21	30	2
076	" "	" "	K-21	30	6
069	" "	" "	K-21	30	0
064	" "	" "	K-21	30	0
518			K-21	Fuse blew out	
093	" "	" "	K-21	30	1
594	" "	" "	K-17	21	0
060			K-21	Failed to turn switch on	
089	" "	" "	K-21	30	0

7. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
070	36	Para frag	23 lb.	36		
076	"	"	"	3	33	
069	"	"	"	30	6	
064	"	"	"	Did not reach target	36	
518	"	"	"	36		
093	"	"	"	36		

Narrative Mission Report FFO 330-J (continued)

BOMBING TABLE #2 (continued)

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
594	36	Para frag	23 lb.	36		
060	"	"	"	15	21	Rack Failure
089	"	"	"	36		

STRAFING TABLE #3

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Failures
070	4800	1125	LLW	2000	300	nil
076	"	1375	URW/LLW/	"	250	"
069	"	1500	nil	"	300	"
064	"	nil	nil	"	nil	"
518	"	1040	LLW/LRW	"	50	"
093	"	2020	LLW/URW/LRW	"	350	"
594	"	2300	URW/LRW	"	600	"
060	"	1065	LLW/URW/LRW	"	200	"
089	"	940	LRW/ULW/URW	"	100	"

NOTE: LLW (Lower left waist) URW (Upper right nose)
LLW (Lower left nose) LRW (Lower right waist)
URW (Upper right waist) LRW (Lower right nose)
ULW (Upper left waist)

8. Ground opposition was not effective. Anti-aircraft fire was reported as light and medium, light in intensity, but accurate as to altitude which varied from 75 to 100 ft. Ack-ack fire was seen to come from the six gun position South of Boram Strip; from the already pin-pointed positions on Cape Boram and Cape Moem, and from the vicinity of Brandi Plantation. There was also machine gun fire from the superstructure of the Fox-Tare Charlie west of Cape Moem.

9. There was no interception by enemy aircraft.

10. The squadron went over the target abreast in a shallow V of V's formation. Exact positions are as shown on Fig. #1 and Fig. #3. The squadron was led by Major Fain in A/P 070. Bombs were dropped across the runway and in the dispersal area north of the runway. Three barges in the harbor were strafed by this A/P, and one was believed destroyed. Completing "A" Flight was Lt. Clark in A/P 076 on the right wing, and Capt. Knoll in A/P 069 in No. 3 position. Lt. Clark released one cluster on the target, and Capt. Knoll released ten clusters on the 3 barges in the harbor. The entire area was strafed by all A/P while making their

Narrative Mission Report FFO 330-J (continued)

runs.

11. "C" Flight, on the right wing, was originally led by Captain Cather, but he returned to base due to engine trouble, so that this flight consisted of only two A/P. Lt. Symens, in A/P 518, and Lt. Lewis in A/P 093. All bombs were dropped on the target, and anti-aircraft positions were strafed as well. Lt. Symens strafed a twin-engine bomber North of the strip, and it was believed to be probably destroyed.

12. "D" Flight, on the left wing, was led by Captain Milroy in A/P 594. His bombs were dropped on the buildings at the west end of the strip, and a column of black smoke was seen to come from this area. Lt. Husbaum, in A/P 060, flew on the right and Lt. Vogt, in A/P 0[illegible]9, flew in No. 3 position. Results of their bombing were unobserved.

13. Sightings have been shown on Fig. #1 and #3, which are attached.

14. Weather for this mission was as follows:

Enroute: Scattered cumulus 3/4000 ft. 4/10 coverage at 1000/27/L.
At target: High scattered cirrus 5/10, low cumulus at 1130/27/L.
Route home: Cumulus building up to 10,000 ft. over ranges 8/10 coverage at 1300/27/L.

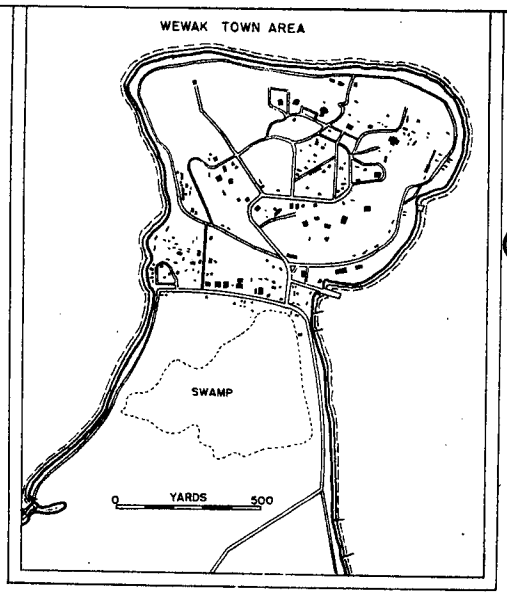
For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl.
Incl. 1 - Photo Interpretation, Bomb Assessment and Sightings.
2 - Approach to Target and Sightings.
3 - Flight Plan.

#1

NOTE ⊃ WHERE PARAFRAGS FELL



-PHOTO INTERPRETATION AND SIGHTINGS-

① BOMB. EFFICIENCY
  a) ACC. TO CREWS - 75%
  B) ACC. TO PHOTOS - 72%

② OBSERVATION EFFICIENCY - 85%

WEWAK

MISSION PT.

CAPE BORAM

FOX TARE BAKER

3 BARGES

STORES

BOMBS AND STORES

CAMOUFLAGED A/P

DESTROYED ZEKE

TRUCKS

Garden Plot

089 074 060 069 070 076 093 518

WEWAK & BORAM

SCALE OF MILES
0 .50 1

V BOMBER COMMAND

MISSION # 330 J
501 BOMB SQ
345 BOMB GR.
BORAM AIRDROME
27 NOV, 1943

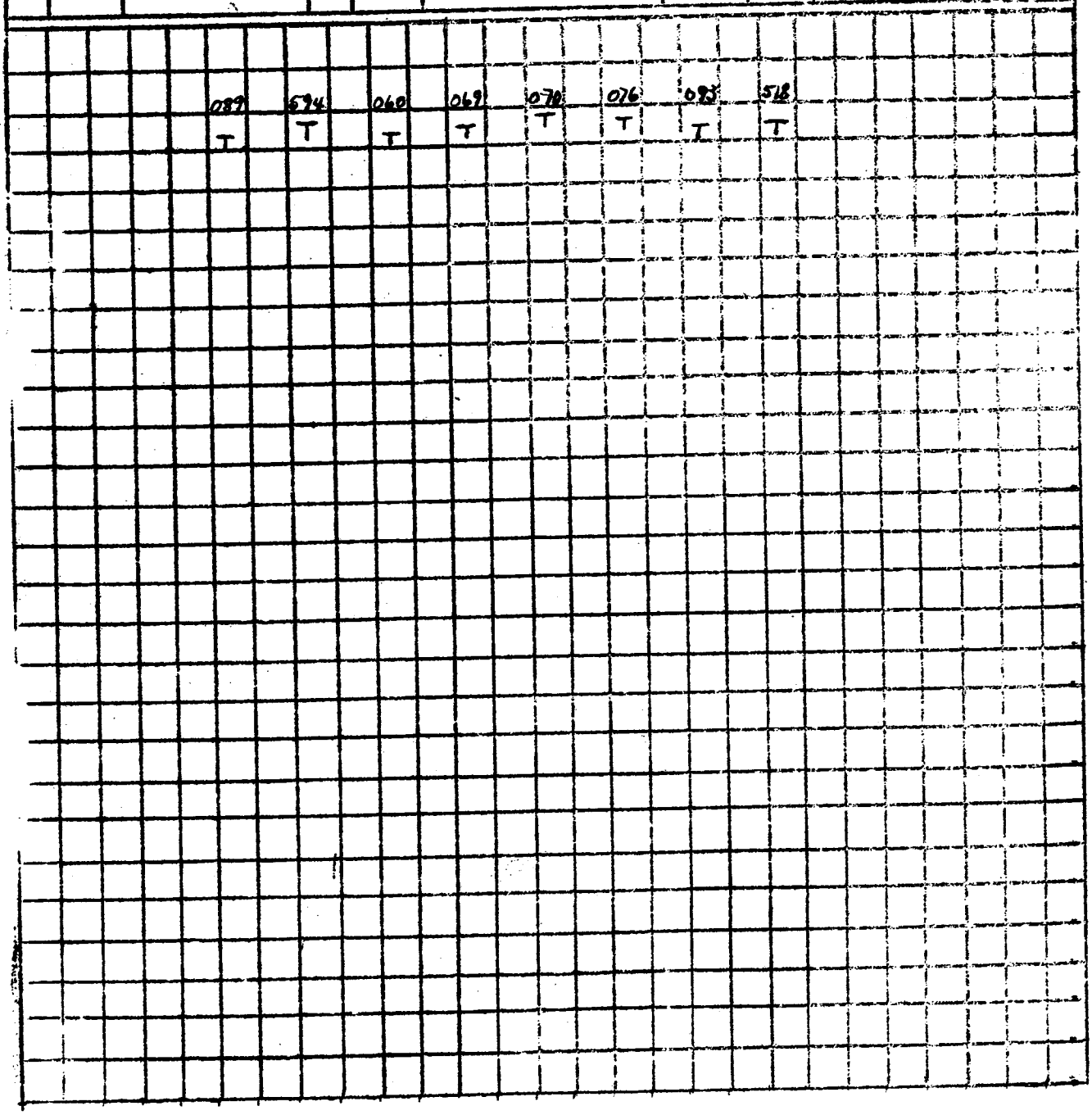
2nd AAF Photo Intell Det. Z.H.

Repro by 8th Photo Sqdn.

#3

F.F.O. 330 J	SQUADRON 501st Bomb Sq	SCALE
DATE 27 Nov. 1943	GROUP 345th Bomb Gp	1 square --50ft.

FLIGHT "A"			FLIGHT "C"			FLIGHT "D"		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	070	Maj. Fain	2	518	Lt. Symens	1	594	Capt. Kilroy
2	076	Lt. Clark	3	093	Lt. Lewis	2	060	Lt. Nusbaum
3	069	Capt. Knoll				3	089	Lt. Vogt.



501
335-General
2 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

3 December 1943.

Narrative Mission Report FFO 335-General, Performed by the 501st Bomb Sq., 2 December 1943.

1. Nine (9) B-25-D-1 of this squadron were ordered to participate in a strike upon the enemy supply dumps and personnel in the Borgen Bay area southeast of Cape Gloucester in New Britain. In addition to the bombing and strafing of these areas, it was especially desired that the best possible photo coverage be made of this target.

2. Pilots assigned to this mission were: "C" Flight: Lt. Col. C. U. True, (C.O. 345th Group) Lt. Barth and Lt. Vogt; "D" Flight: Major Fain, (C.O. this organization) Lt. McKenney and Lt. Nusbaum; "A" Flight: Captain Knell, Lt. Symens and Lt. Clark.

3. At 0830-0834/L/2, the squadron took off from Schwimmer Drome. Rendezvous with the other three squadrons of the 345th Group was made enroute to 30 Mile, and rendezvous with the 38th Group was made at 30 Mile at 0855-0905/L/2. The formation proceeded then to Cape Ward Hunt arriving at 0930/L and circled this area until 1020/L where rendezvous with the P-38 fighter escort was made at 8000 ft. The formation, at a heading of approximately 15 deg., proceeded north over the ocean to the initial point approximately 30 miles south of New Britain, at which point the 38th Group and the 345th Group separated, and our Group proceeded over the Itni River, up the valley between Mt. Talawe and Mt. Schrader. The exact route may be found on the map attached, Fig. #2. The route home was approximately the same as the route up, and the squadron landed at Schwimmer Drome at 1301-1308/L/2.

4. The squadron was over the target at 1125-1130/L/2, and dropped its bombs in the assigned area. The bombing was considered excellent and the area was well strafed, but results of any damage done were generally unobserved due to the heavy undergrowth and the swampy nature of the terrain. Several barges were strafed and bombed in the area, but, here again, results were unobserved. There was no activity observed and the majority of the crews stressed the opinion that the area looked unoccupied. Numerous photos, obliques, were taken. Since this was one of the primary purposes of this mission, the coverage should be excellent.

5. Distance flown from base to target was 285 miles, and the distance from target to base was the same. Our A/P landed as per the following time-table:

Narrative Mission Report FPO 335-General (continued)

TIME TABLE #1

Name of Pilot	No.A/P	Time T.O.	Target Time On	Target Time Off	Time Landed
Lt. Col. True	070	0830	1125	1130	1301
Lt. Barth	082	0831	"	"	1302
Lt. Vogt	074	0831	"	"	1303
Major Fain	594	0832	"	"	1307
Lt. McKenney	099	0832	"	"	1307
Lt. Nusbaum	060	0833	"	"	1308
Capt. Knoll	069	0833	"	"	1304
Lt. Symens	518	0834	"	"	1305
Lt. Clark	076	0834	"	"	1306

6. All photo information is listed below and in addition attention is called to Fig. #1, entitled Photo Interpretation and Bomb Assessment.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	Ex. Made	Prints Rec'd.
070	1125-1130	Borgen Bay	K-21	30	1
082	" "	" "	K-21	30	2
074	" "	" "	K-21	10	1
594	" "	" "	K-17	150	0
099	" "	" "	K-21	30	5
060	" "	" "	K-21/K-20	30-K-21	7 K-21
				20-K-20	0
069	" "	" "	" "	30-K-21	3 K-21
				21-K-20	0
518	" "	" "	" S-6	30-K-21	5 K-21
				72'S-6	0
076	" "	" "	K-21	30	5

7. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
070	8	8/11	300 lb.	8		
082	8	"	"	6		2 returned to base
074	8	"	"	0	8	
594	8	"	"	8		

Narrative Mission Report FTO 335-General (continued)

BOMBING TABLE #2 (continued)

No.A/P	No.Bombs	Type	Weight	No.Dropped on Target	No.Salvoed	Remarks
099	8	8/11	300 lb.	8		
060	8	"	"	2	6	
069	8	"	"	4	4	
518	8	"	"	8		
076	8	"	"	8		

STRAFING TABLE #3

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds.Ex.	Gun Fail.	Rds.Car'd	Rds. Ex.	Gun Fail.
070	4800	650	nil	2000	100	nil
082	"	500	"	"	0	"
074	"	850	"	"	0	"
594	"	300	"	"	400	"
099	"	600	"	"	200	"
060	"	350	"	"	200	"
069	"	1500	"	"	0	"
518	"	1100	"	"	0	"
076	"	1000	"	"	100	"

8. No anti-aircraft or ground fire was encountered.

9. There was no interception by enemy A/P.

10. The squadron went over the target in elements of three A/P,in train, each element in a shallow V formation. An interval of approximately 1000 ft. was maintained between each flight. Exact positions are as shown on Fig. #3. This squadron, which was the leader of the Group Formation, was headed by Lt. Col. True in A/P 070. Bombs were dropped well in the target, which was also strafed. On the right wing Lt. Barth flew in A/P 082, dropping six bombs in the area, and returning two to base, due to lack of visual targets. Lt. Vogt, in A/P 074, flew in No. 3 position of this lead element and, due to rack malfunction, was forced to salvo his bombs off the south coast of New Britain between Cape Bushing and Cape Peddler.

11. "D" Flight followed in train at an interval of approximately 1000 ft. This flight was led by Major Fain in A/P 594, dropping six bombs in the target and two on barges on the shore. Lt. McKenney in A/P 099 flew on the right wing, dropping his bombs in the area with unobserved results. Lt. Rusbaum, in A/P 060, flying on the left, dropped two bombs on the target, and was forced to salvo six due to rack failure.

Narrative Mission Report FFO 335-General (continued)

12. "A" Flight led by Captain Knell, in A/P 069, dropped four bombs on the target, while four were salvoed due to malfunction of racks. A/P 518, on the right wing, was piloted by Lt. Symens who dropped all his bombs on the target. Lt. Clark, in A/P 076, flew in No. 3 position and dropped his bombs well within the target. The entire area was strafed by all A/P, but, here again, no results were observed.

13. Sightings have been incorperated on Fig. #1 and #2, which are attached.

14. Weather for this mission was as follows:

Enroute—0915-0930/L/2—over ranges and north coast: middle scattered clouds, bases 12000 ft.
0930-1115/L/2—over sea: overcast 8/10000 ft.

At target: 1125-1130/L/2—overcast 8/10000 ft. scattered low clouds 3/4000 ft. North coast scattered cumulus 3/6000 ft. Visibility 8-10 miles.

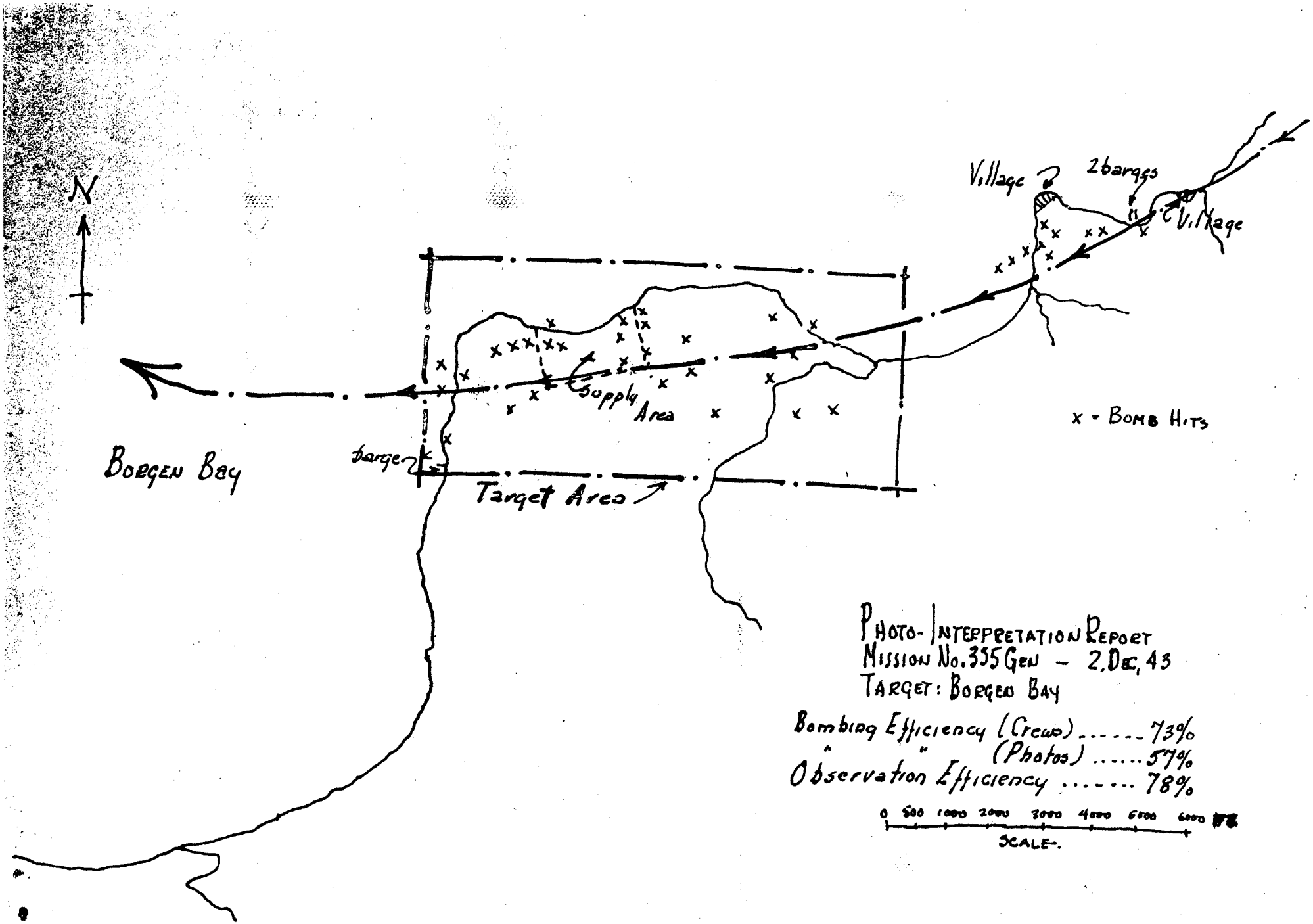
Route home: 1220-1240/L/2—thin stratos broken 13000 ft. over ranges: broken cumulus with tops up to 15000 ft.

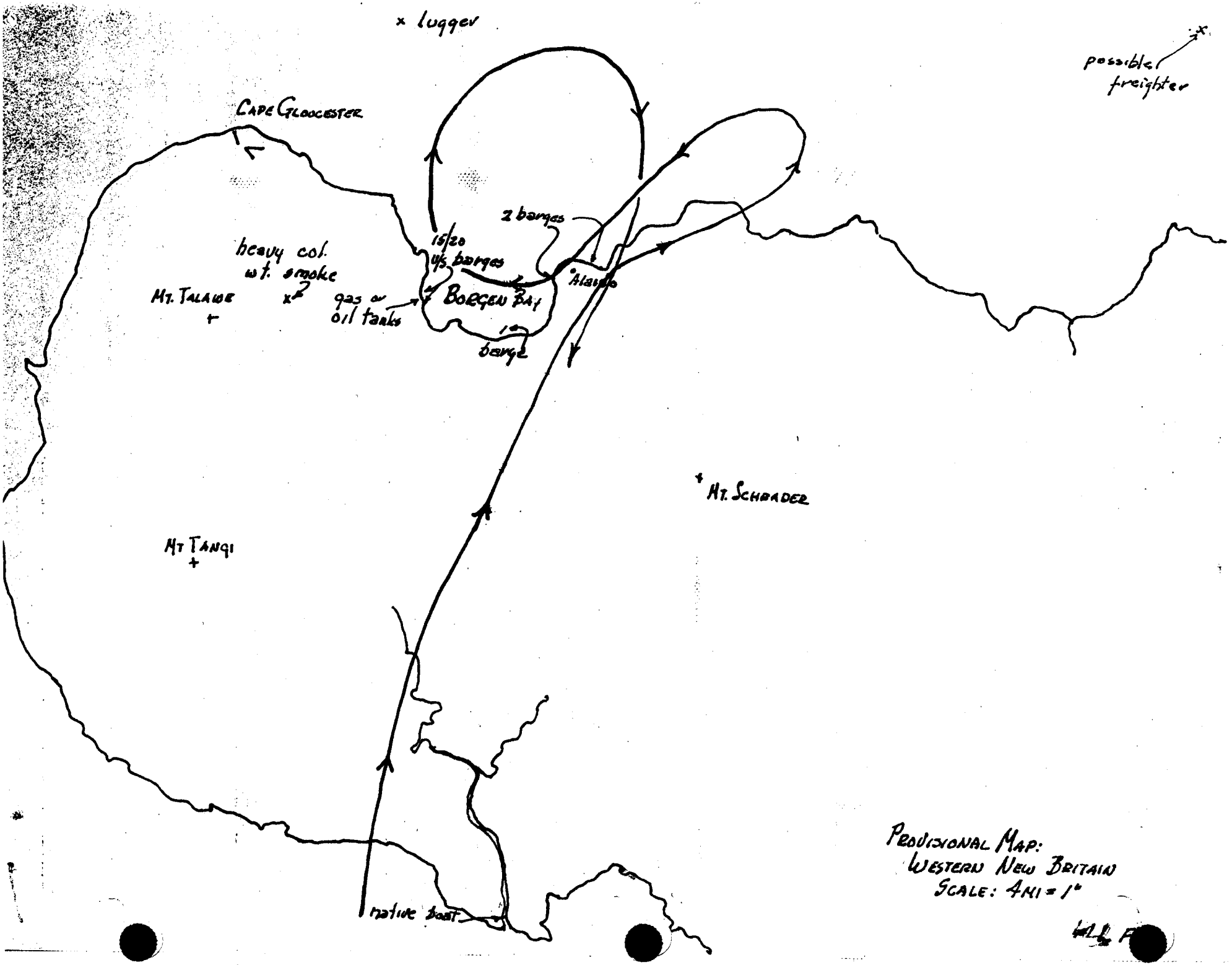
15. It is evident from the reports of the crews that little or no activity was observed in the area, and that no results of any damage by bombing or strafing was visibly accomplished. However, since one of the primary purposes of this mission was to obtain low oblique photographs of the area, it would ap ear that the mission was successful in that respect, since the photo coverage was excellent.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl.
Incl. 1 - Photo Interpretation and Bomb Assessment.
2 - Approach to Target and Sightings.
3 - Flight Plan.


N
Village
2 barges
Village
Supply Area
x = Bomb Hits
Borgen Bay
Barge
Target Area
Photo-Interpretation Report
Mission No. 355 Gen – 2 Dec, 43
Target: Borgen Bay
Bombing Efficiency (Crew) 73%
" (Photos) 57%
Observation Efficiency 78%
0 500 1000 2000 3000 4000 5000 6000 Ft
Scale.


x lugger
possible freighter
CAPE GLOUCESTER
2 barges
15/20 lgs barges
heavy col. wt. smoke
MT. TALAWE
gas or oil tanks
BOLGEN BAY
Alaska
barge
MT. SCHRADER
MT TANGI
native boat
PROVISIONAL MAP:
WESTERN NEW BRITAIN
SCALE: 4MI = 1"

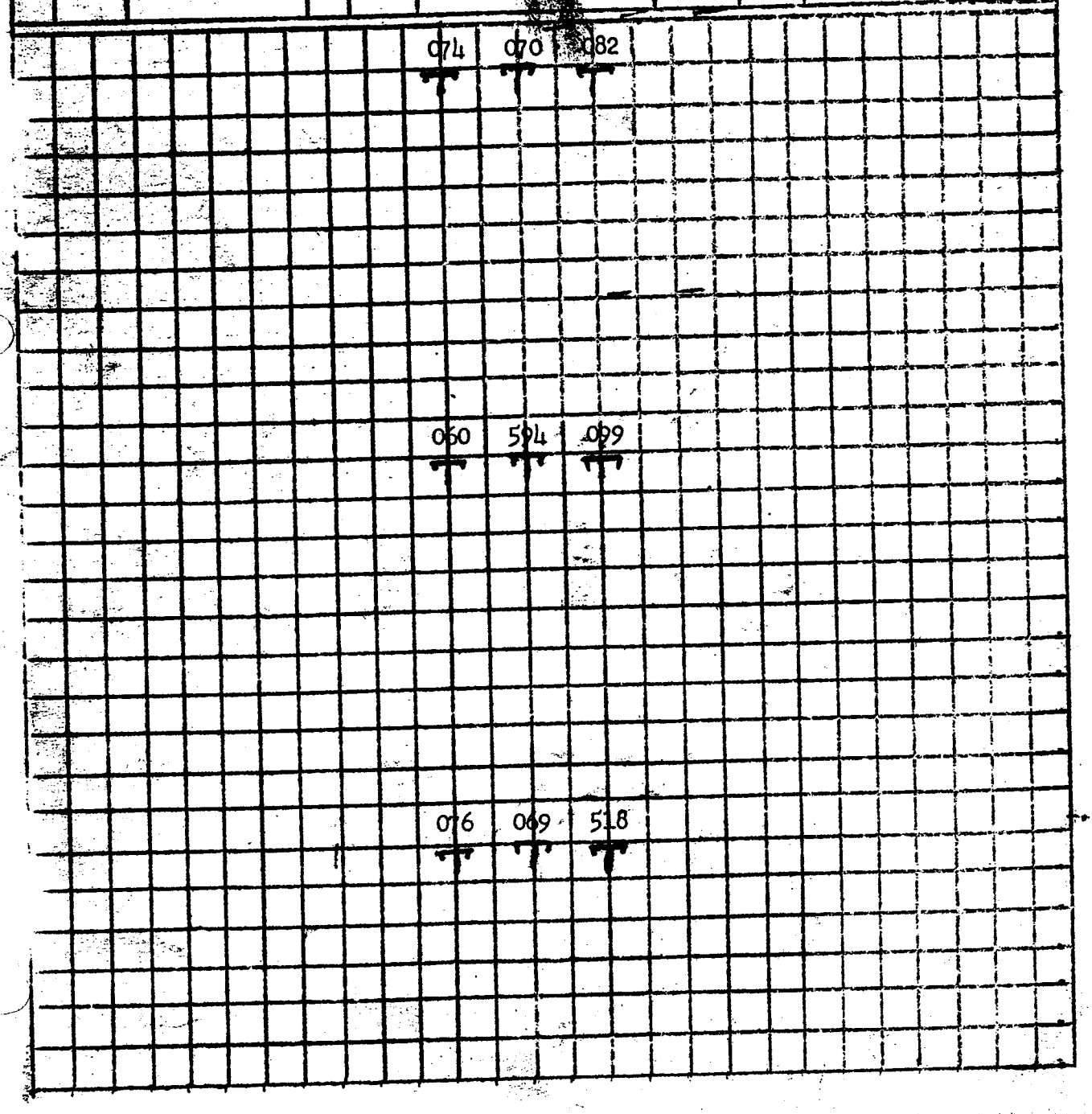
NOTE: All A/P took photos.

A.F.C. 335-General
DATE 2 Dec. 1943

SQUADRON 501st Bomb Sq.
GROUP 345th Bomb Gp.

SCALE
Vertical Lines--10 ft.
Horizontal Lines--1000'

FLIGHT "C"			FLIGHT "D"			FLIGHT "A"		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	070	Lt. Col. True	1.	594	Major Fain	1.	069	Capt. Knoll
2.	082	Lt. Barth	2.	099	Lt. McKenney	2.	518	Lt. Symens
3.	074	Lt. Vogt.	3.	060	Lt. Nusbaum	3.	076	Lt. Clark



501
339 K
4 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

5 December 1943.

Narrative Mission Report FFO 337-K, performed by the 501st Bomb Sq., 4 December 1943.

1. Six (6) B-25-D-1 of this squadron were ordered to participate in a strike upon enemy positions on the west coast of Rein Bay in New Britain. The more specific targets were the Jap Navy Headquarters at Iboki Plantation, a bridge over the Banu River, and barges along this coastline as far as Cape Raoult. Also, in addition to bombing and strafing these targets, the best possible low oblique photo coverage was desired.

2. Pilots assigned to this mission were as follows: "D" Flight: Capt. Neuenschwander, leader of the squadron, Lt. Nusbaum, and Lt. Vogt; and "B" Flight: Capt. McGowan, Lt. Kortemeyer, and Lt. Kranz.

3. The squadron took off from Schwimmer Drome at 0835-0837/L/4, making rendesvous enroute to 30 Mile Drome with the other three squadrons of the 345th Group. At 30 Mile, rendesvous was made with one squadron of the 38th Group at 5000 ft. The formation then proceeded, arriving at the Gona wreck at 0940/L/4 where rendesvous was to have been made with two squadrons of P-47's. The rendesvous point was circled for thirty minutes, and not observing the fighter cover, the formation proceeded to the target. It was necessary, in order to avoid the weather, to fly to a point 0700 deg. South, 147 deg. 35 minutes East and from there to hit the south coast of New Britain at a point near Arawe, then up the valley of the Pulie and Aria Rivers to Rein Bay. The exact route may be seen by referring to Fig. #1 and #2. The route home was from a point east of Arawe to Lasanga Island; thence to Kerema and the squadron landed at Schwimmer Drome at 1320-1322/L/4.

4. The squadron was over the target from 1115-1130/L/4 and dropped its bombs on various targets along the coastline. 10 bombs were dropped on buildings at the Iboki Plantation, which was assumed to be Japanese Naval Headquarters. 12 bombs were released at the mouth of the Banu River, although the bridge could not be definitely seen. 11 bombs were dropped in the vicinity of the A/A position at Cape Boguslauski, 3 bombs dropped near Taveliai village, all with unobserved results. 5 bombs were dropped on a small island ½ mile north of Cape Raoult, and at this point native huts were thought to be destroyed. Strafing along the coastline was accomplished from Iboki Plantation to Cape Raoult, the ack-ack positions at both Cape Raoult and Cape Boguslauski were heavily strafed, and the latter silenced. The squadron made a wide turn and upon return-

Narrative Mission Report FFO 337-K (continued)

ing strafed Makati village, along the coast, and 2 barges at the mouth of the Aria River with unobserved results. In all approximately 12 barges were seen, most of them unserviceable. The only evidence of activity was a barge or raft in the Banu River with five men on it, and well used tracks and an unfinished building in the Ibeki Plantation. Photographs were taken along the coastline from the Ibeki Plantation to Cape Racult.

5. The distance flown from base to target was 335 miles, and the distance from target to base was 393 miles. Our A/P landed as per the following time-table:

TIME TABLE #1

Name of Pilot	No. A/P	Time T.O.	Target Time On	Target Time Off	Time Landed
Captain Neuenschwander	093	0835	1115	1130	1320
Lt. Nusbaum	099	0836	"	"	1320
Lt. Vogt	074	0835	"	"	1321
Capt. McGowan	070	0836	"	"	1321
Lt. Kortemeyer	078	0837	"	"	1322
Lt. Krans	080	0837	"	"	1322

6. All photo information is listed below and in addition attention is called to Fig. #1, entitled Photo Interpretation and Bomb Assessment.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Photo	Ex.Made	Prints Rec'd.
093	1115-1130	Coast-	K-21	30	0
099	" "	line fr.	K-20	37	1
		Rein Bay	K-21	30	4
074	" "	to Cape	K020	40	4
		Racult	K-21	30	4
070	" "		K-21	30	3
078	" "		S-6	50'	0
080	" "		K-21	30	0

7. Bombing and strafing information has been incorporated in tables for ready reference as follows:

Narrative Mission Report VPO 337-K (continued)

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	No.Delayed	Remarks
Q93	8	A/11	300 lb.	8		
Q97	8	"	"	8		
Q75	8	"	"	8		
Q70	8	"	"	8		
Q78	8	"	"	1		7 returned to base-- due to high rack release failure
Q89	8	"	"	8		
Total	48			41	7	

STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Carr'd	Rds.Exp.	Gun Mals.	Rds.Carr'd	Rds. Exp.	Gun Mals.
Q93	4800	2700	nil	8000	1000	nil.
Q97	"	1400	"	"	800	"
Q75	"	2100	"	"	800	"
Q70	"	2000	"	"	800	"
Q78	"	2250	"	"	400	"
Q89	"	2600	"	"	800	"
Total	28800	13100		48000	4600	

8. Anti-aircraft fire encountered was light and medium in caliber and light in intensity. It was fairly accurate, however, some exploding close to our A/P. The altitude varied from 100 to 500 ft. In addition to coming from previously pin-pointed positions at Cape Ramadi and Cape Bogualumbi, light ack-ack was encountered from the vicinity of Mbatti village and from Kumbum Island in the Arawe Islands.

9. There was no interception by enemy airplanes.

10. The squadron went over the target in two elements of three A/P, each element in a shallow V formation. An interval of thirty seconds or 10000 ft. was maintained between flights. Exact positions are shown on Fig. #3, attached. The squadron was led by Capt. Squadron Commander, in A/P Q93, bombs being dropped on the Ilaki Plantation and at the small island ½ mile North of Cape Ramadi. The ack-ack position at Cape Bogualumbi, which was in a well-defined cleared area, was heavily strafed and silenced. Lt. Rasbeam, in A/P Q89, flying on the right wing, released his bombs at Cape Merenyer in the plantation area and at Cape Bogualumbi in the vicinity of the ack-ack positions, and strafed two barges at the mouth of the Ayia River with results unobserved. Lt. Vogt,

Narrative Mission Report FPO 137-G (continued)

in A/P 074, flew in No. 3 position, dropping his bombs on the Ramu River mouth and in the vicinity of Tavalilai village. Strafing was accomplished along the coastline.

11. "B" Flight, following in train, was led by Capt. Robinson in A/P 070, his bombs being released at the Ibeki Plantation, the mouth of the Ramu River and at Tavalilai village. Previously unreported targets near Mabuti village were strafed. Lt. Kartemeyer, in A/P 076, flew in No. #3 position, dropped one bomb at the Ibeki Plantation, and returned to base with the remainder due to malfunction of racks. Lt. Krems, in A/P 080, flew on the left wing, dropped bombs on the Ibeki Plantation and at the mouth of the Ramu River. This flight thoroughly strafed villages and ack-ack positions in the area.

12. Sightings have been interpreted on Fig. #1 and #2 attached.

13. Weather for this mission was as follows:

Enroute: 0830-1100/L/L—Strato cumulus at 1500-2000 ft. Showers in the area.

At target: 1115-1130/L/L—Clear, visibility good—some cumulus at 3500 ft.

Route home: 1140/L/L—Over sea—same as route up.
Over ranges—strato layers 5/12000 ft.
Cumulus tops 15/20000 ft.

14. Although no definite results of damage are evident from the report of the crews, the mission is considered a success since one of the primary purposes was the securing of good low oblique photographs of the area.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl.
Incl. 1 - Photo Interpretation and Bomb Assessment.
2 - Approach to Target and Sightings.
3 - Flight Plan.

CONFIDENTIAL

Fig. 1 #



- PHOTO INTERPRETATION REPORT.
- MISSION NO. 337-K - 4 Dec, 1943
- TARGET : LEIN BAY
- 501ST BOMB SQDN - 345th BOMB GP.

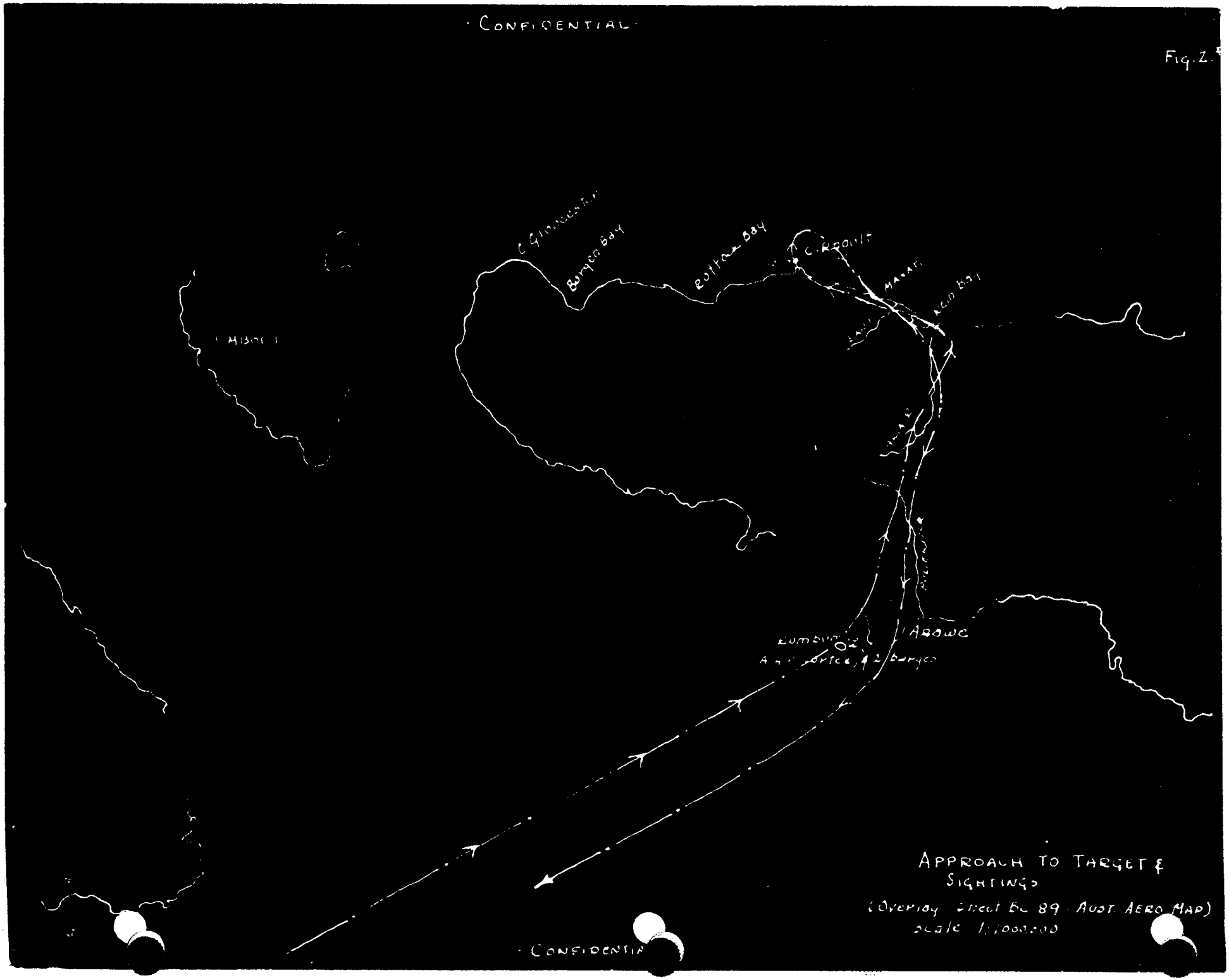
Bombing Efficiency (Crews)	85 %
Bombing Efficiency (Photos)	51 % (2 A/C)
Observation Efficiency	60 %

Scale: 1" = 4 MILES
Ref: T. N. BRITAIN - PROV. MAP

CONFIDENTIAL

CONFIDENTIAL

Fig. 2



APPROACH TO TARGET & SIGHTINGS

(Overlay sheet Sc 89 Aust. Aero Map)

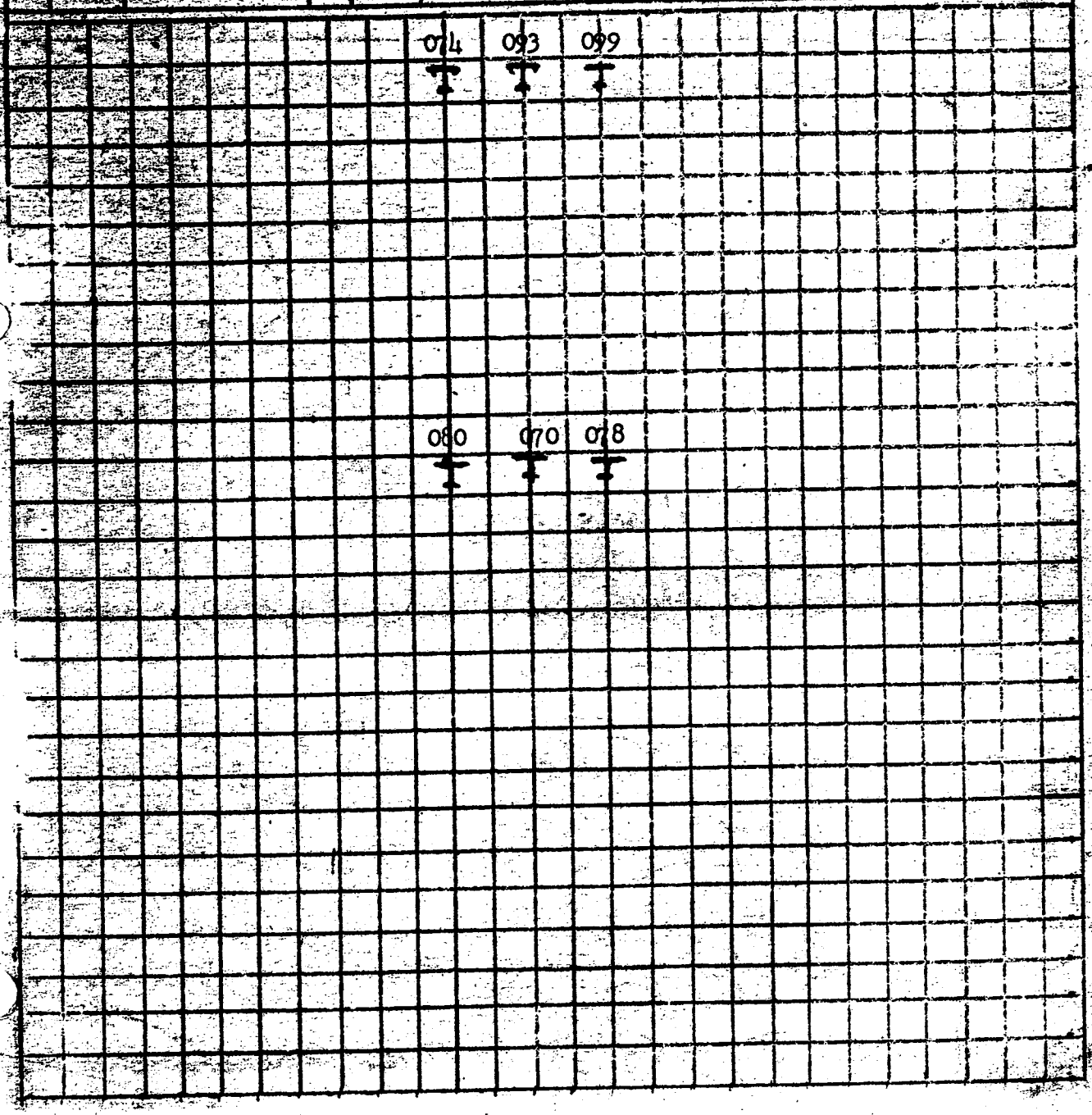
scale 1:1,000,000

CONFIDENTIAL

Fig. #3

MISSION: 337-K	SQUADRON 501st Bomb Sq.	SCALE
DATE: 4 Dec. 1943	GROUP 345th Bomb Gp.	~~Vertical Lines~~—10 ft.
		~~Horizontal Lines~~—1000

FLIGHT "D"			FLIGHT "B"			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	093	Capt. Neuenschwander	1.	070	Capt. McGowan			
2.	099	Lt. Nusbaum	2.	078	Lt. Kortemeyer			
3.	074	Lt. Vog.	3.	080	Lt. Kranz			



501
339-L
6 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

7 December 1943.

Narrative Mission Report FFO 339-L, performed by the 501st Bomb Sq., 6 December 1943.

1. Six (6) A/P of this squadron were ordered to attack the Bergen Bay area during the morning of 6 December 1943. Specific target area was the shoreline and trails around MATAMO PT. Secondary target assigned was KUMBUN jetty and barge area in Arawe Islands.

2. Pilots assigned to this mission were: "A" Flight: Capt. Manders (Squadron Leader), Lt. Krans and Lt. Kortemeyer; and "B" Flight: Capt. Marston, Lt. Vogt and Capt. Gather.

3. The squadron took off from Schwimmer Drome at 0825-0827/L/6, proceeding to 30 Mile, where rendezvous with the 345th Group and the 38th Bomb Group was completed at approximately 0920/L/6. The formation then proceeded to Gona Wreck for rendezvous with the fighter escort, which was to have been two squadrons of P-47's. However, the P-47's were not visually contacted at Gona Wreck, and the formation proceeded on to the target. About ten minutes on course from Gona, sixteen (16) P-47's were seen flying towards Dobodura, evidently returning to base. The bomber formation continued on with the bombing attack without visable fighter escort.

4. The 501st Squadron was unable to get into Bergen Bay for an attack on the primary target, due to poor weather conditions in the area, and after making two attempts (as shown on Fig. #1), turned back and made an attack on the secondary target. The squadron was over this target from 1130-1145/L/6 and dropped its bombs on various targets in the Arawe Island group. Nine (9) bombs were dropped on Kumbun Island, seventeen (17) bombs were dropped on Markle Island, two (2) bombs were dropped on Arawe Island, and three (3) bombs were dropped on an unnamed island at point 2822. (Ref. Arawe Provisional Map 1 inch to 1 inch. These and other small islands in the area were thoroughly strafed. Yungpun, map reference Western N. B., 4 miles to 1 inch, 30 miles N.W. of Arawe A/D, was also strafed. Results of bombing and strafing were unobserved. The exact course of the bombing and strafing run, as shown in detail on Fig. #2. There were no sightings of enemy ground activity reported by crew. One member of one crew reported as what might possibly have been two (2) barges at Sipul, (x)M 9853. (Map reference Western N.B., Provisional Map 4 miles to 1 inch), 35 miles N.W. of Arawe A/D. This was not verified by other crew members.

Narrative Mission Report FPO 339-L (continued)

5. The distance flown from base to target was 350 miles, and the distance from target to base was 250 miles. Our A/P landed as per the following time-table:

TIME TABLE #1

Name of Pilot	No.A/P	Time T.O.	Target Time On	Target Time Off	Time Landed
Capt. Manders	069	0825	1130	1145	1304
Lt. Krans	070	0826	"	"	1304
Lt. Kortemeyer	078	0825	"	"	1304
Capt. Marston	064	0826	"	"	1305
Lt. Vogt	074	0827	"	"	1306
Capt. Cather	082	0827	"	"	1306

6. All photo information is listed below and in addition attention is called to Fig. #2, entitled Photo Interpretation and Bomb Assessment.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera	Ex. Made	Prints Rec'd.
069	1130-1145	Arawe	K-21	15	0
070	" "	"	K-20	15	1
			K-21	15	2
078	" "	"	K-20	15	0
			56' S-8	56 ft.	0
064	" "	"	K-21	10	0
074	" "	"	K-21	10	5
082			0		
Total				80 56 ft.	8

7. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
69	2	8/11	300 lb.	2		
	2	6 hr.	"	2		
	2	12 hr.	"	2		
070	6	8/11	"	2		4 returned to base

Narrative Mission Report FFO 339-L (continued)

BOMBING TABLE #2 (cont'd).

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
078	2	S/11	300 lb.	2		
	2	6 hr.	"	2		
	2	12 hr.	"	1	1	salvoed at sea
064	2	S/11	"	2		
	2	6 hr.	"	2		
	2	12 hr.	"	2		
074	2	S/11	"	2		
	2	6 hr.	"	2		
	2	12 hr.	"	2		
082	6	S/11	"	6		
Total	36	16 x 300 lb. S/11 sec. delay 10 x 300 lb. 6 hr. delay 10 x 300 lb. 12 hr. delay		31	5	

8. No ack-ack fire of any kind was reported by crew members, nor were there any interception by enemy A/P.

9. The squadron went over the target in two elements of three A/P, in a shallow V formation. An interval of 9/10000 ft. was maintained between flights. Exact positions are shown on Fig. #3 attached. "A" Flight, led by Captain Manners in A/P 069, squadron leader, came in at a heading of approximately 120 degrees dropping his bombs on Markle Island. This island was strafed as were the houses on Cape Markus. Lt. Krans, in A/P 070, flying in No. 2 position, dropped his bombs on Markle Island and Kumbun Island as well as strafing throughout the island group. Lt. Hertemeyer, in A/P 078, flew on the left wing of this flight dropping 2 bombs on Markle Island, one at Kumbun Island, and 2 bombs were dropped at Arawe. One bomb was salvoed at sea. Possible barges, referred to in paragraph #4, were reported by Lt. Loyd, co-pilot of this A/P.

10. "B" Flight, led by Captain Marston in A/P 064, dropped his bombs on Markle Island and strafed throughout the run. On the way to the alternate target, Captain Marston made a strafing pass at Yungpun. Flying on the right wing, Lt. Vogt in A/P 074, released one bomb on Kumbun Island and one bomb on the island to the northwest. The four remaining bombs were returned to base. Captain Cather, in A/P 082, flying in No. 3 position, released his six bombs on Kumbun Island in the vicinity of the mission. All the A/P of this flight strafed thoroughly throughout the entire island group.

Narrative Mission Report 770 339-L (continued)

11. Weather for this mission was as follows:

Enroute: 0830-1120/L/6--Over ranges--scattered cumulus 4/10, alto stratus 2/10.
1120-1130/L/6--Over Cape Gloucester--cumulo-nimbus, strato cumulus starting at 500 ft. over Borgen Bay.

At target: 1130-1140/L/6--CAVU over Arawe Island.

Route home: 1140-1305/L/6--Alto stratus 8/10 coverage towering cumulus to 20,000 ft., 6/10 coverage over ranges.

12. No definite results of damage done could be estimated from report of crews, due to the fact that approximately 2/3 of the total number of bombs dropped were six and 12 hour delay fuse bombs. This mission is considered a success since the stated purposes of the mission were to enable pilots to become familiar with the are and also to harass the enemy's night activities with long delayed bombs, both of which were accomplished.

For the Squadron Commander:

BENJAMIN R. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

3 Incl.
Incl. 1 - Approach & Sightings.
2 - Photo Interpretation and Bomb Assessment.
3 - Flight Plan.

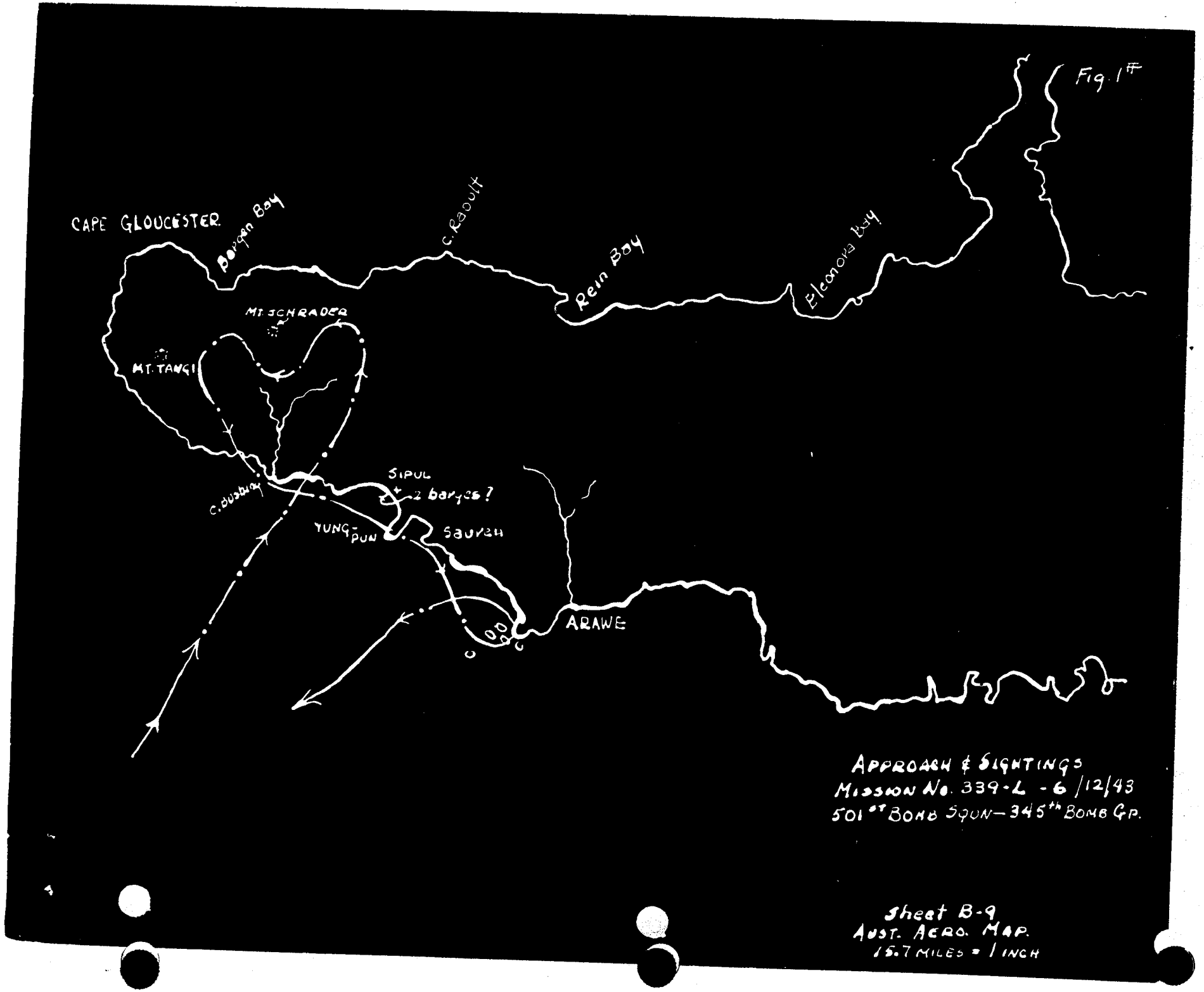

Fig. 1F
CAPE GLOUCESTER
Borgen Bay
C. Raoult
Rein Bay
Eleonora Bay
MT. SCHRADER
MT. TANGI
SIPUL
2 barges?
C. Dusbury
YUNG-PUN
SAUREH
ARAWE
APPROACH & SIGHTINGS
MISSION No. 339-L - 6/12/43
501ST BOMB SQUN — 345th BOMB GP.
Sheet B-9
AUST. AERO. MAP.
15.7 MILES = 1 INCH

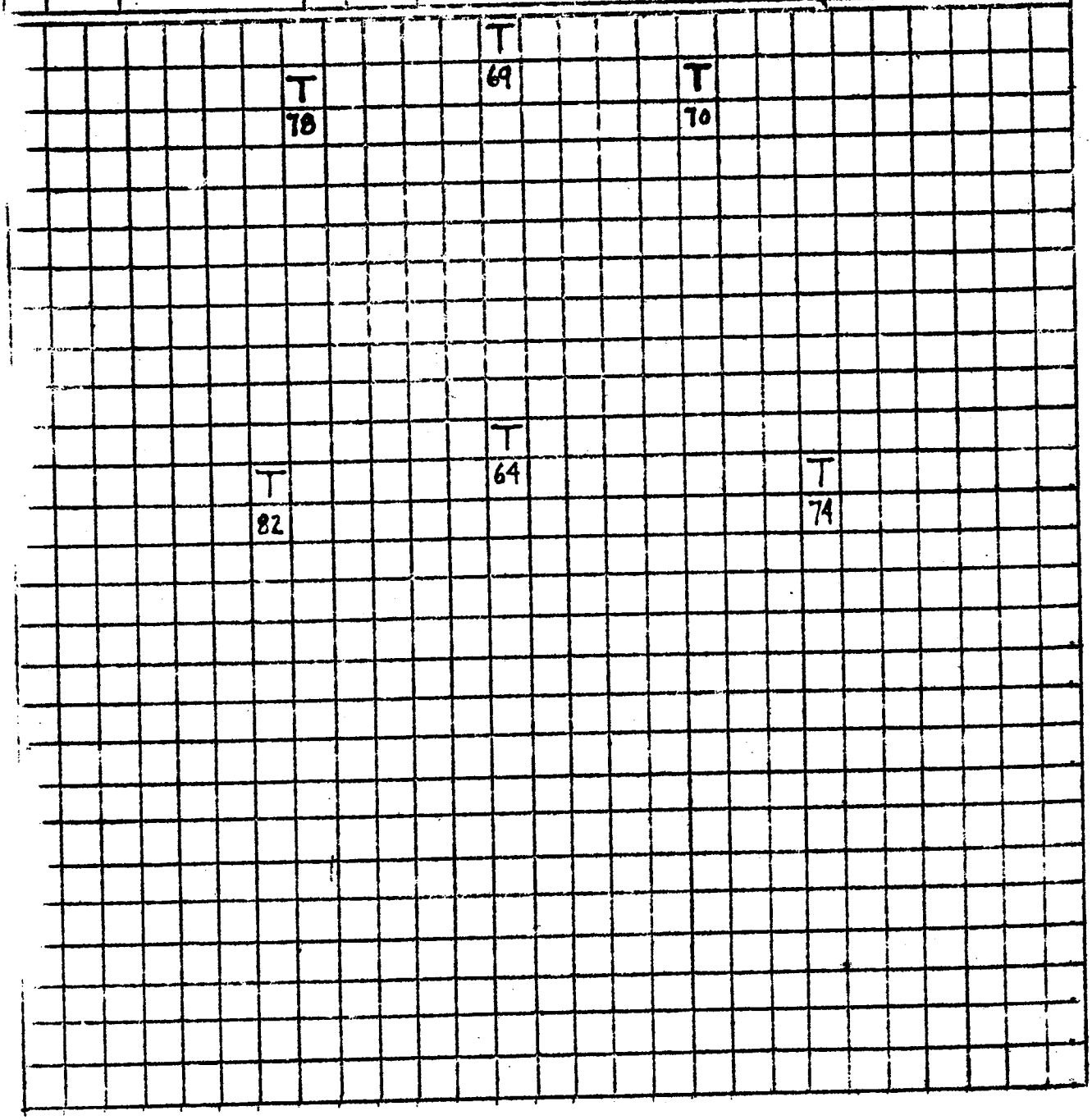
Fig. 3.

F.O. 339-L
TE 6 Dec. 1943

SQUADRON 501st Bomb Sq.
GROUP 345th Bomb Gp.

SCALE
Hor. 1sq. = 20'
Vert. 1sq = 1000'

FLIGHT "A"			FLIGHT "B"			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	069	Capt. Manders	1.	064	Capt. Marston			
2.	070	Lt. Franz	2.	074	Lt. Vogt			
3.	078	Lt. Kortemeyer	3.	082	Capt. Cather			



501
340 K
7 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

8 December 1943.

Narrative Mission Report FFO 340-K, performed by the 501st Bomb Sq.
7 December 1943.

1. Six (6) A/P of this squadron were ordered to attack the Kokepo-Bergen Bay area during the morning of 7 December 1943. Pilots assigned to this mission were : "A" Flight: Capt. Knell, squadron leader, Lt. McKenney and Lt. Clark; and "B" Flight: Capt. Cather, Lt. Nusbaum and Lt. Vogt.

2. The squadron took off from Schnitzer Drome at 0800-0802/L/7, proceeding to 30 Mile where rendezvous with the 345th Bomb Group and the 38th Bomb Group were completed at approximately 0830/L/7. The formation then proceeded to the Cona Wreck where rendezvous was made with the fighter escort at 0910/L/7. Crews reported rendezvous of group and fighters were both very good.

3. The 501st Squadron made its approach to the target on a heading of approximately 220 degrees striking land at Kokepo village and proceeding southwest through the assigned target, passing along the south shore of Bergen Bay and then swinging out to sea to the right. The exact approach in detail is shown on Fig. #1. The bombing of the assigned target was excellent. A total of 31 bombs being dropped in the specified area. Results of bombing were unobserved. Three bombs were dropped on Natamo village (on the south shore of Bergen Bay), and black smoke was seen rising from this area as a result of bombing. After leaving the target, and the route back, Captain Cather dropped two bombs on Gilnit village at point (x)M 7864. (Reference Western N.B. Provisional Map 4 miles to 1 inch). This village is approximately 50 miles northwest of Arawe A/D. Results were unobserved. The Kokepo-Bergen Bay areas were thoroughly strafed by five of our six A/P, with unobserved results.

4. The distance flown from base to target was 300 miles, and the distance from target to base was 300 miles. Our A/P landed as per the following time-table:

TIME TABLE #1

Name of Pilot	No.A/P	Time T.O.	Target Time On	Target Time Off	Time Landed
Capt. Knell	069	0801	1035	1040	1223
Lt. McKenney	099	0801	"	"	1224

Narrative Mission Report FTO 340-K (cont'd)

TIME TABLE #1 (cont'd)

Name of Pilot	No.A/P	Time T.O.	Time On	Time Off	Time Landed
Lt. Clark	080	0802	1035	1040	1224
Capt. Cather	064	0802	"	"	1225
Lt. Vogt	074	0800	"	"	1226

5. All photo information is listed below and in addition attention is called to Fig. #2, entitled Photo Interpretation and Bomb Assessment.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera	Ex.Made	Prints Req'd.
069	1035-1040	Kokopo	K-21	30	0
099	" "	"	K-21	30	0
080	" "	"	K-21	30	1
064			K-21	Failed to turn switch on	
060	" "	"	K-20	28	0
			K-21	30	0
074	" "	"	K-21	30	1
Total				178	2

6. Bombing and strafing information has been incorporated in tables for ready reference as follows:

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No.Dropped on Target	No.Salvoed	Remarks
069	4	S/11	300 lb.	4		
	1	6 hr.	"	1		
	1	12 hr.	"	1		
099	4	S/11	"	4		
	1	6 hr.	"	1		
	1	12 hr.	"	1		
080	4	S/11	"	4		
	1	6 hr.	"	1		
	1	12 hr.	"	1		

Narrative Mission Report FTO 340-K (cont'd).

BOMBING TABLE #2 (cont'd)

No.A/P	No.Bombs	Type	Weight	No.Dropped on Target	No.Salvoed	Remarks
064	6	S/11	300 lb.	6		
060	4	S/11	"	4		
	1	6 hr.	"	1		
	1	12 hr.	"	1		
074	4	S/11	"	4		
	1	6 hr.	"	1		
	1	12 hr.	"	1		
Total	36	26 x 300 lb. S/11 sec. 5 x 300 lb. 6 hr. delay 5 x 300 lb. 12 hr.delay		36		

STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
No.A/P.	Rds.Car'd	Rds.Ex.	Gun Fail.	Rds.Car'd	Rds.Ex.	Gun Fail.
069	4800	2200	nil	2000	0	nil.
099	"	1350	ULN/LLN/LRN	"	350	"
080	"	800	ULN/URN	"	0	"
064	"	800	nil	"	800	"
060	"	950	LLN/URN URN/LRN	"	400	"
074	"	0	Mains Fuse in relay box broke--cause for guns not firing.			
Total	28800	6100		12000	1550	

NOTE: ULN (Upper left nose) LLN (Lower left nose)
LRN (Lower right nose) ULN (Upper left waist)
URN (Upper right waist) URN (Upper right nose)
LRW (Lower right waist)

7. There was no interception by enemy A/P on this mission. Crew members reported no ack-ack fire from ground installations. One crew reported what they thought was M/G fire coming from wrecked barges along the shore of Bergen Bay. Careful interrogation leads to the belief that this was not M/G fire from the barges themselves, but was the visible effect produced by our own incendiary bullets striking and ricocheting off of the armor plating of the barges.

Narrative Mission Report 770 3L0-K (cont'd)

8. The squadron went over the target in two elements of three A/P in a shallow V formation. An interval of 5/6000 ft. was maintained between flights. Exact positions is shown on Fig. #3 attached. The first flight led by Capt. Knoll, in A/P 069, made its run directly through the center of the assigned target, and the three A/P of the flight each dropped their entire load of six bombs each in the target.

9. Captain Gather, in A/P 064, led the second flight on their target run along a course passing directly over Kokopo-village, heading southwest and swinging around the west shore of Borgen Bay passing out over Silimati Pt. Capt. Gather dropped four bombs in the assigned area and later dropped the two remaining bombs on Gilnit village. Lt. Neuhaus, flying on Captain Gather's right, dropped three bombs in the target and three directly on Matana village starting a fire of black smoke in this area. Lt. Vogt, in A/P 074, on Captain Gather's left wing, dropped all of his bombs in the assigned target with unobserved results.

10. Sightings reported from this mission were as follows:

1025/L/7—Benin village (x)H 2866, reference Western N.B. Provisional Map 4 miles to 1 inch, and a clear area approximately 6-8 miles north northeast of Benin village were seen to have 3-5 apparently new buildings or tents in each of them, indicating that these spots are possible camp sites.

1026/L/7—A three masted sail boat, apparently wrecked, was seen on the beach near the village of Mamarumunga.

1040/L/7—A large column of heavy black smoke was seen rising from a point approximately 2 or 3 miles southeast of Gloucester A/D. Crews estimated the smoke was rising to a height of from 1000-1500 ft.

1045/L/7—When passing back from the target on their route home, one crew member reported seeing, what he was sure to be, some 8-10 barges apparently well hidden at the south of a small creek on Borgen Bay at point 78,860, reference Borgen Bay Provisional Map 1 inch to 1 mile. These barges were not verified by any other members of this crew or by other crews participating on the mission. However, as they might be verified by some other squadron, they are reported herewith.

11. This mission was considered a success. Rendezvous, approach and bombing run were made as scheduled. 100% of the entire bombing load carried was dropped on targets on enemy territory, ofwhich 86% were on the prescribed target and the remaining 14% on targets of opportunity.

12. Weather for this mission was as follows:

Enroute: 0800-1030/L/7—scattered cumulus and cumulo-nimbus 4/10, showers. Alto stratus 6/10.

Narrative Mission Report #70 Jul-4 (cont'd).

At target: 1035-1040/1,7--Light ground fog cumulus with bases at 1000 ft., light showers. Alto stratus 8/10.

Route home: 1040-1220/1,7--Strato cumulus 8/10, towering cumulus and cumulo-nimbus. Alto stratus 8/10.

For the Squadron Commander:

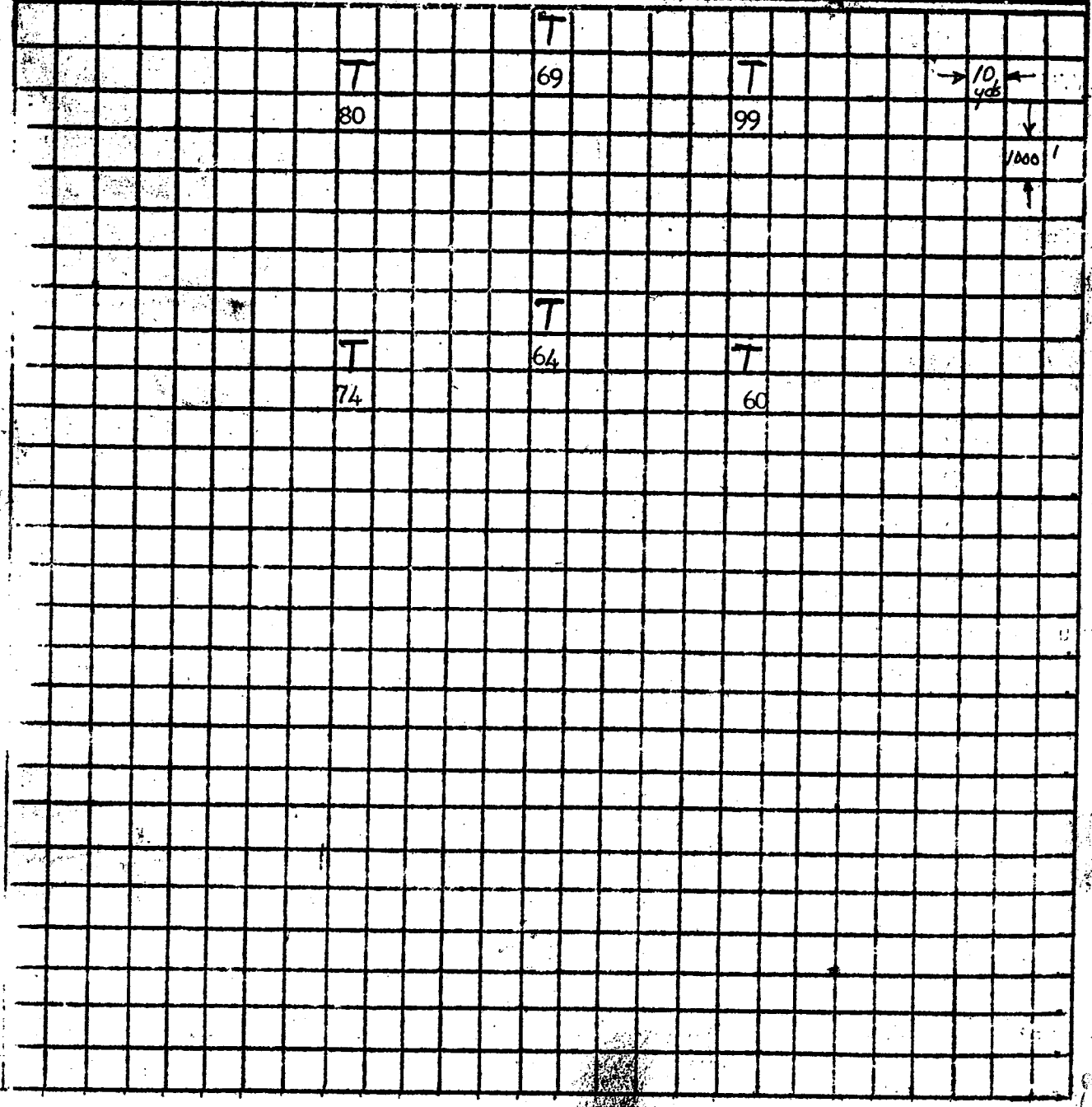
BENJAMIN R. GREENE,
1st Lt, Air Corps,
Intelligence Officer.

3 Incl:
Incl 1 - Approach & sightings.
2 - Photo Interpretation and Bomb Assessment.
3 - Flight Plan.

Fig. #3

F.F.O. 340th	SQUADRON 488 Bomb Sqn	SCALE
DATE 7 Dec. 43	GROUP 345 Bomb Gp.	Horizontal 10 Yards Vertical 1,000 Feet

"A" FLIGHT			"B" FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	069	Opt. Small	1	064	Opt. Gaither			
2	072	Lt. McKinney	2	060	Lt. Beckham			
3	088	Lt. Clark	3	074	Lt. Vogt			



501
342 K
9 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

10 December 1943.

Narrative Mission Report #10 342-K, performed by the 501st Bomb Sq., 9 December 1943.

1. Six (6) B-25's of this squadron were ordered to attack the Rein Bay area during the morning of 9 December 1943. The pilots assigned to this mission were: 1st Flight: Captain Manders (Squadron leader), Lt. Symens and Lt. McKenney; 2nd Flight: Captain McGowan, Lt. Mortensayer and Lt. Krans. Specified target assigned this squadron was the area from Hakati-Cape Raoult. The squadron took off from Schwimmer Drome at 0342-0345/L/9, proceeding to 30 Mile where rendesvous with the 345th Bomb Group and the 38th Bomb Group were completed at approximately 0925/L/9. Rendesvous with the fighter cover was made over the Gona Creek at 1000/L/9. The complete formation was on course to the target by 1015/L/9. The 38th Bomb Group led the formation and the 501st Squadron led the 345th Bomb Group with the 498th, 499 th, and 500th squadrons following in this order. Our crews reported rendesvous with the 38th Group and with the fighters were very good. Fighter escort was provided by two squadrons of P-47's and their cover was reported as very satisfactory.

2. Approach to New Britain was made in this order: On reaching a point about 15 miles south of Cape Bushing, the formation turned to the right, proceeding down toward Arawe and making landfall north of the Arawe Islands. The formation then proceeded across the Island of New Britain, swinging northwest across Rein bay. The 501st Bomb Squadron made its approach to the target on a heading of approximately 280 degrees beginning its bombing and strafing run at the mouth of the Bamu River at 1110/L/9 and proceeding on up the coastline to Cape Raoult, where a 90 degree turn was made out to sea. The exact approach is shown in detail in Fig. #1. Bombing of the assigned target was excellent. Results of our bombing were unobserved. This general area was thoroughly strafed with unobserved results. The route back across New Britain was the same as the route in, thence direct to Dobodura to Moresby.

3. The distance flown from base to target was 370 miles, and the distance from target to base was 355 miles. Our squadron landed at its home base at 1319-1323/L/9.

Narrative Mission Report FFO 342-K, 9 Dec. 1943, 501st Bomb Sq., cont'd.

4. Detailed information as to time of take-off and landing, photos, bombing and strafing, gun failures are incorporated in tables enclosed herewith.

5. There was no interception by enemy A/P on this mission. There was no ack-ack fire reported.

6. The squadron went over the target in two flights of three A/P each, in a shallow V formation. An interval of 9000-10000 ft. was maintained between flights. The exact position is shown in Fig. #3 attached. The first flight, led by Captain Manders in A/P 070, made its run in a weaving course directly along the coastline from the Banu River to Cape Raoult. Native villages, huts, possible barge hideouts and dump areas were strafed throughout the run. Each A/P dropped all of its bombs in this area. Lt. McKenney's crew reported evidence of heavy track activity going inland from the beach at two points four to five miles southeast of Cape Raoult, 331922 and 350911. (Ref. Rein Bay Provisional Map 1 inch to 1 mile).

7. The second flight, led by Captain McGowan in A/P 080, made its run along a course the same as the first flight, going just a little more inland from the coast as they approached Cape Raoult, continuing approximately one mile beyond Cape Raoult before turning out to sea. Captain McGowan's crew reported seeing a barge hideout on the west shore of a small bay approximately one mile southeast of Cape Raoult. This hideout was described as follows: "The whole area was well covered by a camouflaged net and overhanging trees. 3-4 barges were faintly visible under the camouflage and perhaps 8-9 more might easily have been under the overhanging trees. We could not see these. At the left hand end of the hideout, there were two empty barge stalls clearly visible." Lt. Kortemeyer, in A/P 078, dropped one bomb in a village at the mouth of the Iloli River. His remaining six bombs were dropped in the assigned target. With the exception of this one bomb, this flight's entire load of bombs were dropped in the assigned area, and the same was well strafed. Results of bombing and strafing were unobserved.

8. Additional sightings reported in this mission were as follows:

Life boat, half submerged. No visable occupants, position 6 deg. 35 minutes South, 148 deg. 37 minutes East.

Bridge over mouth of Banu River is definitely in tact and serviceable.

10-11 life boats scattered along coast between Makati village and Biliku Island. Not verified.

Numerous new looking grass huts on various islands off coast between Banu River mouth and Cape Raoult.

Narrative Mission Report FPO 342-K, 9 Dec. 1943, 501st Bomb Sq., cont'd.

9. Weather for this mission was as follows:

Enroute: 1015-1100/L/9--Over Sea: Scattered cumulus, light showers, hazy.
Over Ranges: 7/10 cumulus, tops 10,000 ft.
At target: 1110-1125/L/9--Cumulus 4,000 ft., hazy.
Route home: 1200-1300/L/9--Same as up, cumulus over ranges 20,000 ft.

10. This mission was considered a success. Rendezvous, approach and bombing run were made as scheduled. 100% of the entire bomb load carried was dropped on targets in enemy territory, and 98% were dropped in the assigned area.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

5 Incl:
Incl 1 - Approach & Sightings.
2 - Photo Interpretation and Bomb Assessment.
3 - Flight Plan.
4 - Time-Table & Photograph Table.
5 - Bombing & Strafing Tables.

Narrative Mission Report FFO 342-K, 9 Dec. 1943, 501st Bomb Sq.

TIME TABLE #1

Name of Pilot	No.A/P	Time T.O.	Target Time On	Target Time Off	Time Landed
Capt. Manders	070	0840	1110	1125	1319
Lt. Symens	518	0842	"	"	1320
Lt. McKenney	099	0843	"	"	1321
Capt. McGowan	080	0843	"	"	1321
Lt. Krans	082	0845	"	"	1323
Lt. Kortemeyer	078	0844	"	"	1322

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera	Exposure	Prints Rec'd.
070	1110-1125	Rein Bay Area	K-21	10	
518	" "		K-21	30	2
099	" "		K-21	30	5
080	" "		K-21	Did not turn switch on	
078	" "		S-6	56 ft.	
082	" "		K-20	30	
Total				56 ft. 100	7

Narrative Mission Report 778 [illegible], 9 Nov. 1945, [illegible] Sq.

BOMBING TABLE #2

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
070	4	S/11	300 lb.	4		
	1	6 hr.	"	1		
	2	12 hr.	"	2		
518	4	S/11	"	4		
	2	6 hr.	"	2		
	1	12 hr.	"	1		
078	4	S/11	"	4		
	2	6 hr.	"	2		
	1	12 hr.	"	1		
099	4	S/11	"	4		
	2	6 hr.	"	2		
	1	12 hr.	"	1		
082	4	S/11	"	4		
	1	6 hr.	"	1		
	2	12 hr.	"	2		
080	4	S/11	"	4		
	1	6 hr.	"	1		
	2	12 hr.	"	2		
Total	42	24 x 300 lb. S/11 sec. 9 x 300 lb. 6 hr. delay 9 x 300 lb. 12 hr. delay		42		

STRAFING TABLE #2

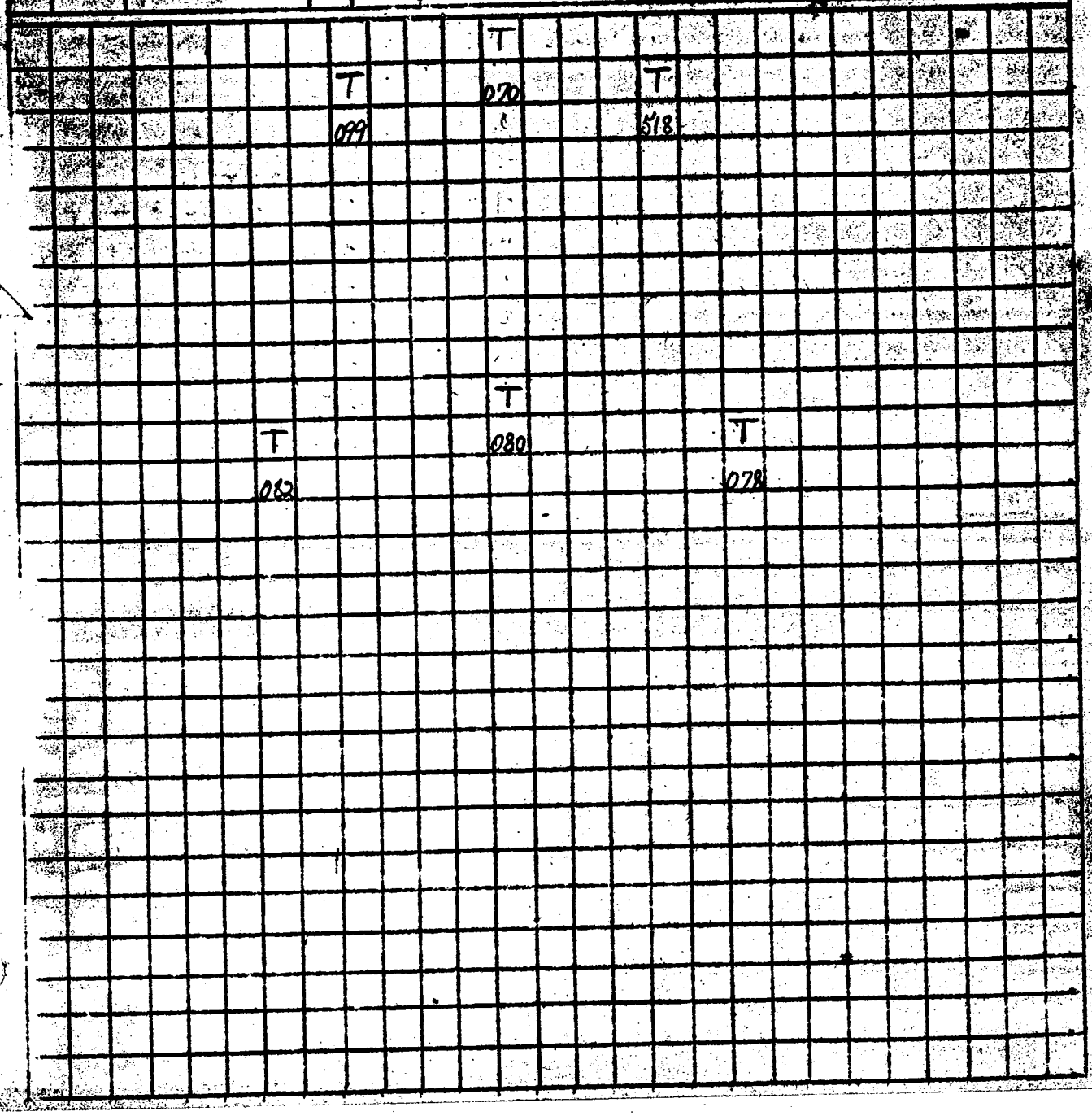
	.50 Caliber			.30 Caliber		
No.A/P	Rds. Carried	Rds. Ex.	Gun Fail.	Rds. Carried	Rds. Ex.	Gun Fail.
070	4800	1350	ULN	2000	600	nil
518	"	1325	LLN/URN	"	100	"
078	"	1800	URN	"	500	"
099	"	800	ULN/URN/LLN	"	1200	"
082	"	2020	ULN/LLN LRN/ULN	"	nil	"
080	"	1250	ULN/LLN	"	1200	"
Total	28800	8575		12000	3500	

Note: ULN (Upper left nose) LLN (Lower left nose) URN (Upper right waist)
URN (Upper right nose) LLN (Lower left waist) LRN (Lower right nose)
ULN (Upper left waist)

Fig. #3

F.F.O. 342-K DATE 9 Dec. 1943	SQUADRON 501st Bomb Sq. GROUP 345th Bomb Gp.	SCALE Horizontal: 25 ft. Vertical: 1000 ft.

1st FLIGHT			2nd FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	070	Capt. Manders	1.	080	Capt. McGowan			
2.	518	Lt. Symens	2.	078	Lt. Kortemeyer			
3.	099	Lt. McKenney	3.	082	Lt. Kranz			



501
346-
13 DEC

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

14 December 1943.

Narrative Mission Report FFO 346-F, performed by the 501st Bomb Sq., 13 December 1943.

1. Six (6) B-25's of this squadron were ordered to participate in a strike on the Ring Ring Plantation in the Gasmata area on the morning of 13 December 1943. The assigned targets in the area were gun installations on Birmen and Kiwak Islands as well as bridges, supply and personnel areas in the Ring Ring Plantation proper. The pilots assigned to this mission were as follows: 1st Flight: Captain Mannschewander, squadron leader, Lt. Basham and Lt. Bailey; 2nd Flight: Captain McGowan, Lt. Symms and Lt. Barth. The squadron took off from Schwinmer Drome at 1050-1052/L, making rendezvous with the other three squadrons of the 345th Group enroute to 30 Mile. At 30 Mile visual contact was made and lost with the 38th Group, and therefore, the Group proceeded to the Cape Wreck, when at 1210/L, rendezvous was made with the 38th Group. The complete formation, led by the 38th Group, then went on course to the target, the 501st Squadron preceded by the 498th, 499th and 500th squadrons of the 345th Group. Fighter cover, which was picked up at the target, was reported as very satisfactory.

2. Upon approaching New Britain, the 38th Group was to precede our Group into the target. Due to their approach tactics, there was a delay and confusion which caused the squadrons of our Group to misjudge their approach to the target. It was necessary for our squadron to delay a half hour (by making wide S-turns) before coming in on the target; and, also, due to the confusion, the approach was made too far to the west of the target, coming in over Agur and Gasmata Islands. Reference to Figure #1 and #2 will show the exact approach. The bombing and strafing run was, therefore, started at Agur Island, proceeding North of Gasmata A/D, then over the Ring Ring Plantation. Withdrawal was made to the right over the Lindenhafen Plantation and Curin Island. A majority of the bombs were dropped within the assigned area, and the bombing was considered excellent. Results of both the bombing and strafing were generally unobserved; although, a small fire with black smoke rising 100 ft. high was seen at Agur Island, and another fire with gray smoke of the same height was seen rising from the Plantation area itself. There was little activity seen, although one A/C position was seen manned on the Plantation, and some slit trenches were observed one mile North of Gasmata A/D. The route back was from the target to Dobodura, through the Southern Pass, to Moresby, where our squadron landed at Schwinmer Drome at 1533-1535/L.

3. The distance flown from base to target was 450 miles, and the distance from target to base was 400 miles.

4. Detailed information as to time of take-off and landing, photos, bombing and strafing, gun failures are incorporated in tables enclosed herewith.

5. There was no interception by enemy A/P on this mission.

6. Anti-aircraft fire encountered was of very light intensity, in all about six to eight bursts were seen. They were of light and medium caliber, the altitude varying from 100-500 ft., and generally inaccurate. A/P 093 was slightly damaged, either by A/A or .50 caliber fire, receiving a hole, approximately 3 inches in diameter in the right wing.

7. The squadron went over the target in two flights of three A/P each, in a shallow V-formation. An interval of approximately 3000 ft. was maintained between flights. The exact position of the A/P is shown on Figure #3, attached. The first flight, led by Captain Neuenschwander in A/P 093, made their run beginning at Agur Island, where three bombs were dropped, continued North of Gasmata Strip, where another bomb was dropped, then East to the Ring Ring Plantation where the remaining two bombs were released. One bomb was salvoed at sea. Lt. Rusbasan, in A/P 060, flying No. 2 position and Lt. Bailey, in A/P 080, flying No. 3 position, followed the same general flight line over the target. Lt. Rusbaum's bombs were dropped near the Gasmata strip and in the plantation area. Lt. Bailey released one bomb in the target, and was forced to salvo the remainder at sea.

8. The second flight was led by Captain McGowan in A/P 064. His bombing and strafing run was made slightly South of the first flight's run--reference to Fig. #2 will show the exact route taken by these three A/P. All bombs were dropped in the Ring Ring Plantation, the 23 ft. bridge was bombed with unobserved results. The target was thoroughly strafed as was the Lindenhafen Plantation upon withdrawal. Lt. Symons, in A/P 518, flying on the right wing, released his bombs well within the target, and strafed along the entire run with unobserved results. Lt. Barth, in A/P 082, flew No. 3 position, releasing five of his bombs in the target, two on Gurim Island, which was thoroughly strafed also. Both of these latter two A/P observed a M/G position on the Plantation area, manned by 3 Japs. The exact position at 1144153. (Ref. Gasmata Provisional Map, 1/63360).

9. Additional sightings reported on this mission were as follows:

1330/L--Slit trenches one mile north of Gasmata strip--position 123151. (Ref. Gasmata Provisional Map, 1/63360).

3 or 4 barges, red, believed to be type "A" Naval landing craft beached on north shore of Amerer Island and Kiwak Island.

1331/L—2/8 position near mouth of Ring Ring River, position 1414E3. (Ref. Gasmata Provisional Map, 1/63360).

1332/L—80-90 ft. coastal boat just north of Walangue Island.

1333/L—2 barges in Linden Harbor.

1335/L—Possible barge or landing craft one mile east of Mbrongo Island.

10. Weather for this mission was as follows:

Enroute 1258/13/L—scattered cumulus, high scattered cirrus.

At target: 1328-1335/L—same with scattered showers.

Route home: 1435/L—same as up.

11. Propaganda leaflets were dropped on the target.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

5 Incl:
Incl. 1 - Approach & Sightings.
2 - Photo Interpretation & Bomb Assessment.
3 - Flight Plan.
4 - Time Table & Photograph Table.
5 - Bombing & Strafing Tables.

Narrative Mission Report VFO 346-F, 13 Dec. 1943, 501st Bomb Sq.

TIME TABLE #1

Target

Name Of Pilot	No.A/P	Time T.O.	Time On	Time Off	Time Landed
Captain					
Executive Commander	093	1050	1328	1335	1533
Lt. Bailey	080	1050	"	"	1533
Lt. Buchanan	060	1051	"	"	1534
Capt. McGowan	064	1051	"	"	1534
Lt. Symons	518	1052	"	"	1535
Lt. Barth	082	1052	"	"	1535

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera	Ex.Made	Prints Rec'd.
093	1128-1135	Ring Ring Plantation	K-21	30	
080	" "	"	K-21	30	1
060	" "	"	K-21	Did not turn switch on.	
064			K-21	" " " " "	
518	" "	"	S-6	56 ft.	
			K-21	30	1
082				No camera.	
Total				56 ft. 90	2

Narrative Mission Report PFO 346-F, 13 Dec. 1943, 92nd Bomb Gp.

BOMBING TABLE #1

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
093	7	8/11	300 lb.	6	1	
080	7	"	"	1	6	
060	7	"	"	7		
064	7	"	"	7		
518	7	"	"	7		
082	7	"	"	7		
Total	42	8/11	300 lb.	35	7	

STRAFING TABLE #4

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Fail.
093	4800	950	nil	2000	600	nil
080	"	3150	ULN	"	500	"
060	"	2130	nil	"	800	"
064	"	1380	ULN/LLN/URN ULN/URN	"	500	"
518	"	1925	nil	"	500	"
082	"	1800	ULN	"	200	"
Total	28800	11335		12000	3100	

NOTE: ULN (Upper left waist) ULN (Upper left nose)
LLN (Lower left nose) URN (Upper right nose)
URN (Upper right waist)

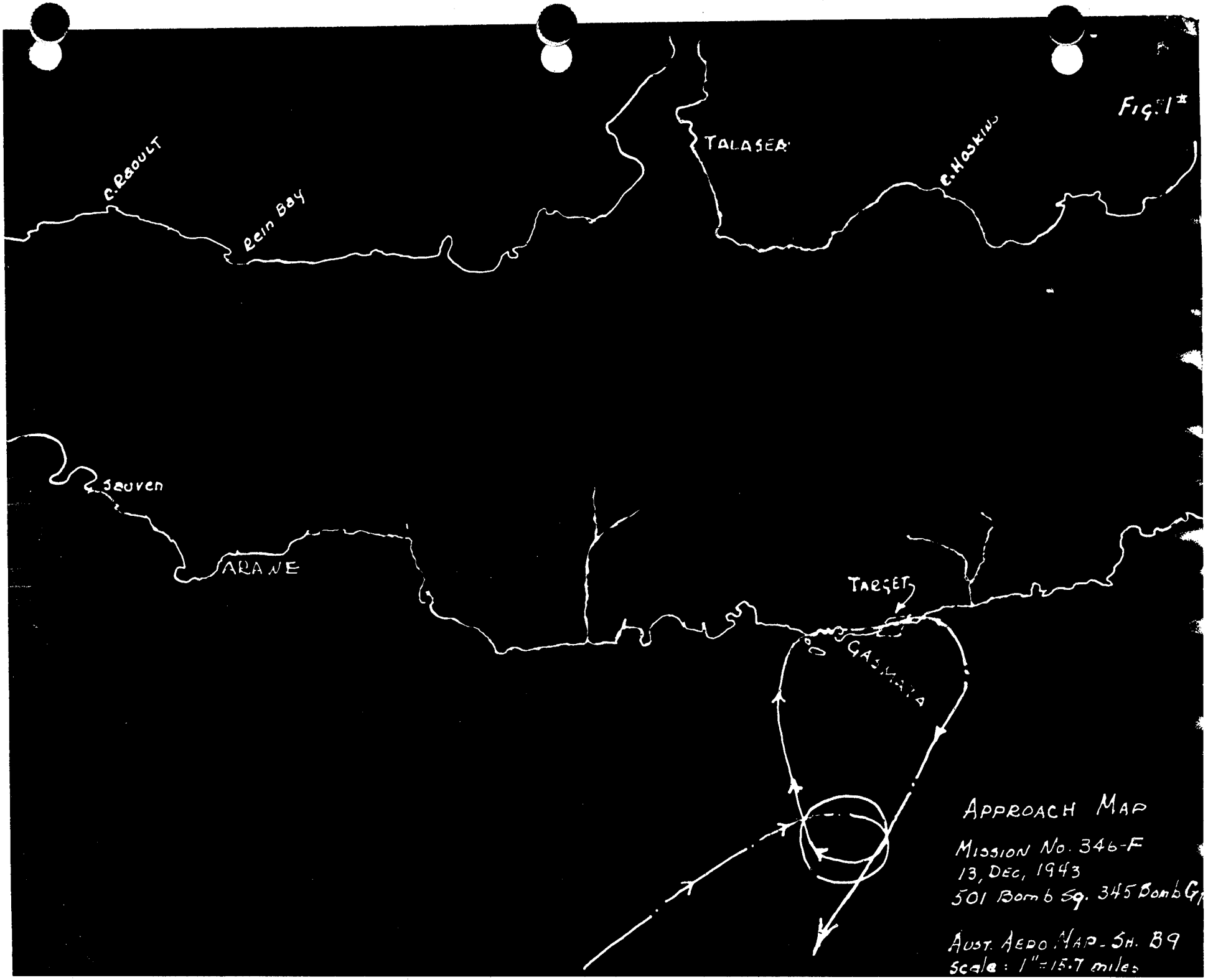

Fig. 1*
C. Rabault
Rein Bay
TALASEA
C. Haskins
Sauven
ARANE
TARGET
CASTANEA
APPROACH MAP
MISSION No. 346-F
13, DEC, 1943
501 Bomb Sq. 345 Bomb G
AUST. AERO. MAP - SH. B9
Scale: 1" = 15.7 miles

Fig. #3

.F.O. 346-F ATE 13 Dec. 1943	SQUADRON 501st Bomb Sq. GROUP 345th Bomb Gp.	SCALE Hor. 1 sq. = 25' Vert. 1 sq. = 1000'

1st FLIGHT			2nd FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	093	Capt. Neuenschwander	1.	064	Capt. McGowan			
2.	080	Lt. Bailey	2.	518	Lt. Symens			
3.	060	Lt. Nusbaum	3.	082	Lt. Barth			

T
80

T
93

T
60

T
64

T
82

T
518

1000'

25'

T did not take photos

T took photos

501
347-I
14 DEC 43

5O1st BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

15 December 1943.

Narrative Mission Report #70 347-I, performed by the 501st Bomb Sq., 14 December 1943.

1. Nine (9) B-25's of this squadron were ordered to participate in a coordinated strike with the 3rd Bomb Group and the 38th Bomb Gp. on the Arawe area in New Britain on the morning of 14 December 1943. The exact targets assigned were the supply stores, personnel and installations in the Amalut Plantation on the mainland. Pilots assigned to this mission were: 1st Flight: Captain Masters, the squadron leader, Lt. Symons and Lt. McKenney; 2nd Flight: Captain Kilroy, Lt. Bailey and Lt. Vogt; 3rd Flight: Captain Knoll, Lt. Murphy and Capt. McGowan. The squadron took off from Schwimmer Drome at 0739-0742/1, made rendezvous at 30 Mile with the remaining three squadrons of the 345th Group, and then, due to weather, contact was lost. The squadron then proceeded by way of Reed Point and the Southern Pass to the Cape Merkt area. This area was circled four times, then the squadron proceeded on course to the target, joining with the 345th Group and the 38th Group enroute. The complete formation was led by the 38th Group, and our group was in the following order: 499th, 500th, 501st, and the 498th squadrons.

2. Approach to the target was made over Arawe Island, landfall being made over the jetty area on the mainland. The squadron's bombing and strafing run was centered on the Amalut Plantation, all the bombs being dropped in the area on the first pass, the majority at the western end of the target. Withdrawal was then made to the left, a circle was made, and the target once again approached over Arawe Island. On the second pass, the target was strafed thoroughly, withdrawal again to the left. The bombing and strafing were considered excellent, the red-roofed house and two other buildings in the jetty area were destroyed, and one other building was seen smoking. A fire with grey smoke rising 50 feet was observed coming from a village at point 362220. There was little activity observed in the area, although a M/G platform was seen on Arawe Island at point 318197, and a camouflaged gun position was observed at point 361221. (Above references, Arawe Provisional Map 1 inch to 1 mile). After withdrawal on the second pass, rendezvous was made with the 345th Group, and the formation proceeded directly from the target to Moresby. The squadron landed at Schwimmer Drome at 1144-1147/14/1.

3. The distance flown from base to target was 410 miles, and from target to base was 270 miles.

Narrative Mission Report FFO 347-I, 14 Dec. 1943, 501st Bomb Sq., cont'd.

4. Detailed information as to time of take-off and landing, photos, bombing and strafing, gun failures are incorporated in tables enclosed herewith.

5. There was no interception by enemy A/P on this mission.

6. There was no definite ack-ack fire encountered. Two crews reported seeing what were described as blue and orange flashes coming from Arawe Island, and also from the area at point 3585. (Ref. Arawe Prov. Map 1 mile to 1 inch).

7. Captain Manders, in A/P 066, leading the squadron, took his flight into the target on a course running directly down the center of Amalut Plantation. Lt. Symons, in A/P 528, flew about 75 ft. on his right and Lt. McKenney, in A/P 099, flew the same interval on his left. The entire bomb load of this flight was dropped in the assigned target, and were well spaced throughout the run. The strafing run was the same as the bombing run.

8. Captain Kilroy, in A/P 064, led the second flight over the target, making his run parallel to and about half way between the wreck and the south shore of the peninsular. Lt. Bailey, in A/P 080, flew along the shore line and Lt. Vogt, in A/P 074, flew 75 ft. to the left of Capt. Kilroy. The entire bomb load of this flight was dropped in the assigned target. Strafing run was the same as the bombing run.

9. Captain Knell, in A/P 069, led the third flight starting their run at the jetty south of Fireman Beach and continuing along to the left of the trail through the plantation. Lt. Murphy, in A/P 594, and Capt. McGowan, in A/P 082, flew to this right and left respectively. All bombs fell in the target and were well spaced. Strafing pass was the same as the bombing run. The interval between flights was approximately 30 seconds.

10. Additional sightings reported on this mission were:

1030/14/L--At position 14850-E-0650-S, 4 large boxes floating high in water. Size estimated 8 x 10 ft.

11. Weather for this mission was as follows:

Enroute 0800/14/L--Alto stratus 7/12000 ft. Some cumulus clouds.

At target: 0958-1008/14/L--Broken cumulus 1000 ft.

Narrative Mission Report #78 3d-S, 14 Dec. 1943, 50th Bomb Sq.

ITEM TABLE #1

Intro

Name of Pilot	No.A/C	Time T.O.	Time On	Time Off	Time Landed
Capt. Masters	078	0739	0958	1008	1144
Lt. Symons	518	0739	"	"	1144
Lt. McKenney	059	0740	"	"	1145
Capt. Kilroy	084	0740	"	"	1145
Lt. Bailey	080	0740	"	"	1145
Lt. Vogt	074	0740	"	"	1146
Capt. Knoll	069	0741	"	"	1147
Lt. Murphy	594	0741	"	"	1147
Capt. Hoffman	082	0742	"	"	1147

PHOTOGRAPHY

No.A/C	Time Photo Taken	Location	Type of Camera	No. Made	Prints Req'd.
078			None		
518	0958-1008	Arnhem	K-22	30	6
		Area	S-5	150 ft.	0
059	"	"	None		
084	" "	"	K-22	30	
080	" "	"	K-22	30	1
074	" "	"	K-22	25	2
069	" "	"	K-22	30	3
594	" "	"	K-17	75	0
082			None		
Total				145 K-22	12
				75 K-17	
				150 ft. S-5	

Narrative Mission Report #70 1bf-1, 14 Dec. 1943, 50lst Bomb Sq.

BOMBING TABLE #1

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
078	?	8/11	300 lb.	?		
518	?	"	"	?		
099	?	"	"	?		
064	?	"	"	?		
080	?	"	"	?		
074	?	"	"	?		
069	?	"	"	?		
594	?	"	"	?		
082	?	"	"	?		
Total	63	8/11	300 lb.	63		

STRAFING TABLE #1

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fails	Rds. Car'd	Rds. Ex.	Gun Fails
078	4800	1750	nil	2000	500	nil
518	"	2060	URN/ULN/LRN	"	700	"
099	"	1800	URN/ULN	"	1500	"
064	"	1200	URN/ULN/LLN	"	0	"
080	"	2200	URN	"	300	"
074	"	1200	nil	"	0	"
069	"	1800	LLN/URN	"	200	"
594	"	2015	ULN/URN/ LRN/LRN	"	500	"
082	"	1200	nil	"	500	"
Total	28800	15225		12000	4250	

NOTE: URN (Upper right nose) ULN (Upper left waist)
LRN (Lower right waist) LLN (Lower left waist)
URW (Upper right waist) LLN (Lower left nose)
ULN (Upper left nose) LRN (Lower right nose)

Narrative Mission Report FTO 347-I, 14 Dec. 1943, 501st Bomb Sq., cont'd.

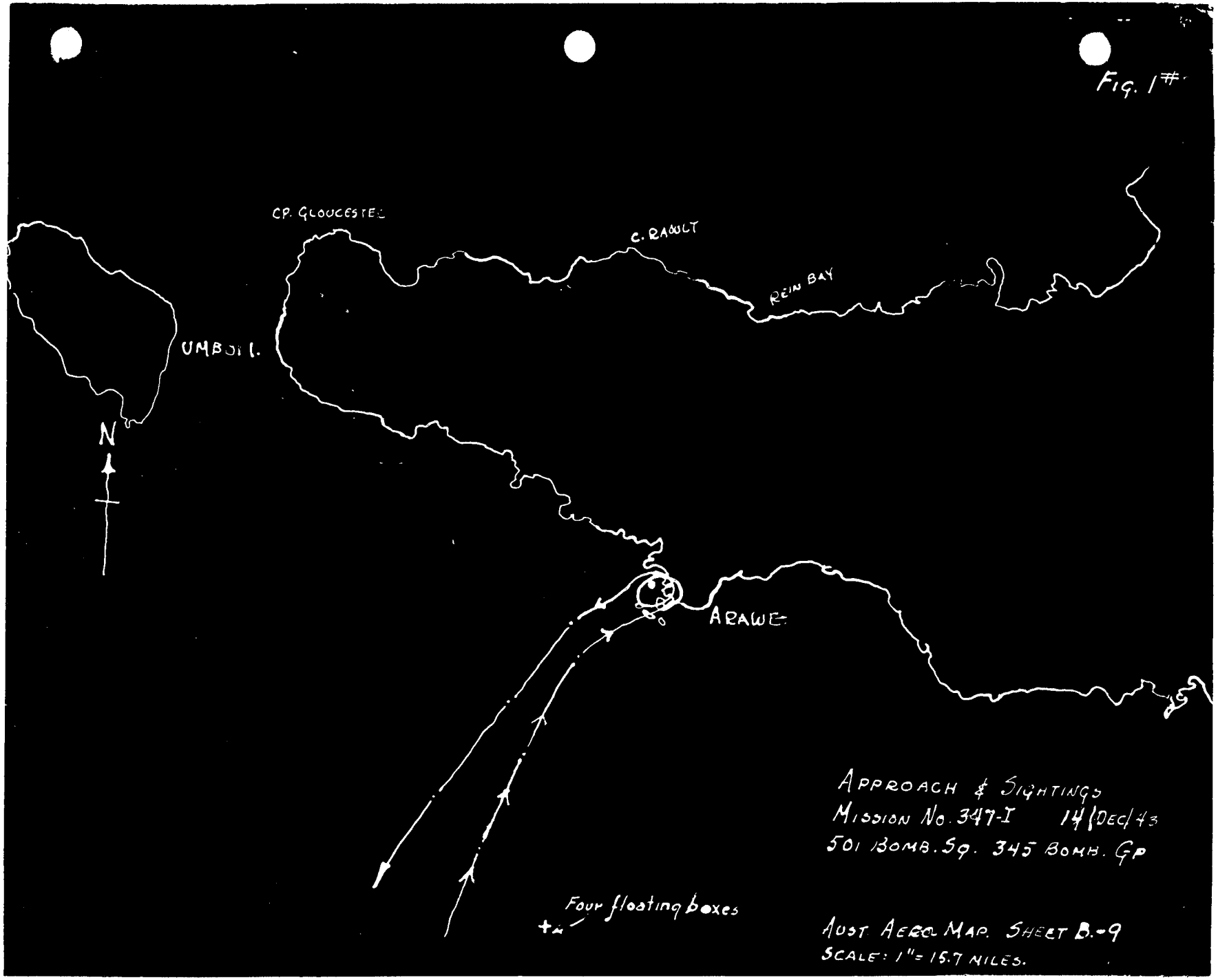
Route home: 1030/14/L—Rain squalls, base of cumulus 200 ft. Some cumulo-nimbus. Cumulus building up fast over water. Alto stratus 13000 ft. over ranges.

12. This mission was 100% successful. The entire bomb load was dropped in the assigned target, which was also thoroughly strafed. Seven bundles of propaganda leaflets were dropped over the area as directed.

For the Squadron Commander:

BENJAMIN S. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

5 Incl:
Incl. 1 - Approach & Sightings.
2 - Photo Interpretation & Bomb Assessment.
3 - Flight Plan.
4 - Time Table & Photograph Table.
5 - Bombing & Strafing Tables.


Fig. 1
CP. GLOUCESTER
C. RAWLT
REIN BAY
UMBOI I.
N
ARAWE
Four floating boxes
APPROACH & SIGHTINGS
MISSION NO. 347-I 14 DEC 43
501 BOMB. SQ. 345 BOMB. GP
AUST AERO MAP. SHEET B.-9
SCALE: 1" = 15.7 MILES.

.F.O. ~~347-I~~	SQUADRON 561st Bomb Sq.	SCALE Hor. 25ft.
ATE	GROUP 345th Bomb Gp.	Ver. 1000 ft.

1st FLIGHT			2nd FLIGHT			3rd FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1	07[illegible]	Capt.Mandell	1	064	Capt.Kilroy	1	06[illegible]	Capt. Knell
2	51[illegible]	Lt.Larsen	2	080	Lt. Bailey	2	594	Lt. Murphy
3	09[illegible]	Lt.McKenney	3	074	Lt. Vogt.	3	08[illegible]	Capt.McGowan

T T T

T T T

T T T

T TOOK PHOTOS

T DID NOT TAKE PHOTOS

501
FATF
15 Dec 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

16 December 1943.

Narrative Mission Report FFO FATF, performed by the 501st Bomb Sq., 15 December 1943.

1 1. Seven (7) B-25's of this squadron were ordered to report to the FATF at Dobodura for a ground support mission during the morning of 15 December 1943. The pilots assigned to the mission were: 1st Flight: Major Fain, squadron leader, Lt. Nusbaum and Lt. Kortemeyer; 2nd Flight: Captain Kilroy, Lt. Barth, Lt. Vogt and Capt. Marston. The formation took off for Dobodura at 1603-1627/L on the afternoon of 14 December 1943.

2. The specific target assigned our squadron by the FATF was first, to circle the Arawe area for two hours subject to ground support call from our landing forces. The secondary target assigned was to bomb and strafe the trail from Didmop Village to Mielelek Village. Our A/P took off from Dobodura at 0615/15/L, and arrived over the Arawe area at 0725/15/L. Upon instructions from the landing forces, the formation flew over the jetty area at Cape Merkus and reported progress of landing parties to the ground force command. At 0830/15/L, upon being released by the ground force command, the squadron proceeded to attack its secondary target of Didmop Village. The approach to the target was made as shown in Fig. #1. One dry run was made over the target and then a strafing run, and a third for bombing were made. Forty-one (41) bombs out of a total load of forty-eight (48) bombs carried were dropped in the specified target, destroying the village. Exact bombing is shown on Fig. #2. At 0852/15/L, having completed its bombing and strafing attack, the squadron withdrew from the area and returned to base. On the route back, our A/P stopped at Dobodura and picked up their remaining ground personnel and in several cases to take on additional gasoline, and then proceeded on direct to Schwimmer Drome at Moresby where the first flight landed at 1107/L, and the 2nd flight landed at 1157/L.

3. The distance flown from Dobodura to the target was 200 miles, and the distance flown from the target back to base at Moresby was 317 miles.

4. Detailed information as to time of take-off and landing, photos, bombing and strafing, gun failures are incorporated in tables enclosed herewith.

Narrative Mission Report FFO FATF, 15 Dec. 1943, 501st Bomb Sq., cont'd.

5. There was no interception by enemy A/P attempted on our squadron during this mission. There were, however, enemy fighters and dive bombers in the area, and S/Sgt. Forman, Gunner, a member of Lt. Vogt's crew in A/P 074, fired a burst at a Val and evidently damaged the Val, as black smoke was seen coming from the enemy A/P after the burst. The position of the Val was approximately two miles Southeast of Arawe strip at 0905/L. Both A/P were flying at minimum altitude.

6. There was no ack-ack fire encountered by our squadron.

7. A comprehensive summary of sightings reported by crews is as follows:

a. Major Fain, squadron leader, reported that our fighter cover of P-38's were in the area circling from 0720-0745/L. None of our crews reported seeing friendly fighters over the area after this hour.

b. At 0735/L, 30-40 landing craft were seen progressing through Pilelo Passage into Arawe Harbor, escorted by a sub chaser.
At 0810/L, our amphibious barges had reached shore and were beginning their actual landings near the jetty at the west end of Amalut Plantation.

c. At 0800/L, a flight of eight (8) inline SSF, U/I, believed to be enemy A/P, were seen passing over Arawe in two flights of four each at 15000 ft.

d. At 0855-0900/L, Vals were seen diving bombing our landing positions near the jetty north of Cape Merkus.

e. 0900-0915/L, approximately 30-40 Vals were seen making diving bombing and skip bombing attacks on our naval vessels in the area. One DD being attacked, was laying approximately two miles off shore southeast of Amalut Plantation, and a group consisting of five (5) DD, two (2) Corvettes were approximately twelve miles Southwest of Arawe Island. Crews reported seeing one near miss scored on the single DD off Amalut Plantation. Results of attacks on the other ships were unobserved. Our crews reported that there were no friendly fighters seen in the area during the time of these dive bombing attacks.

8. The assigned alternate target for bombing and strafing was the trail from Didmop to Mielelek village. In briefing by the FATF, it was stated that if our A/P had difficulty finding this trail, they were to concentrate their attack on Didmop Village and any clearings in that immediate vicinity. Our A/P were not able to distinguish the trail and,

therefore, made their entire attack on Didmop area. Our A/P bombed and strafed in trail of single elements, as shown on Fig. #3.

9. Weather for this mission was as follows:

Enroute: 0630/L--Rain squalls and frontal action 40 miles northeast of Cape Ward Hunt.

At target: 0725-0852/L--Low scattered cumulus 1500 ft. Visibility 6-8 miles.

Route home: 0930/L--Same as up.
1035/L--Pass over Ranges--open at 11000 ft.

10. This mission was 100% successful, the squadron carrying out its assigned ground support and attack mission as scheduled. Bombing results on the assigned target were excellent, a total of 41 out of 48 bombs carried being dropped on the target.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

5 Incl:
Incl. 1 - Approach & Sightings.
2 - Photo Interpretation & Bomb Assessment.
3 - Flight Plan.
4 - Time Table & Photograph Table.
5 - Bombing & Strafing Tables.

Narrative Mission Report FFO FATF, 15 Dec. 1943, 501st Bomb Sq.

TIME TABLE #1

Name of Pilot	No.A/P	Time T.O.	Target Time On	Target Time Off	Time Landed
Major Fain	594	0615	0725	0852	1107
Lt. Nusbaum	060	0615	0725	0852	1107
Lt. Kortemeyer	064	0615	"	"	1138
Capt. Kilroy	070	0617	"	"	1157
Lt. Barth	082	0617	"	"	1157
Lt. Vogt	074	0617	"	"	1107
Capt. Marston	069	0617	"	"	1157

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera Ex.Made		Prints Rec'd.
594	0725-0852	Ground	no camera		
060		Support	" "		
064	" "	&	K-21	15	
070	" "	Didmop	K-21	18	2
082	" "	Village	K-21	18	
074	" "		K-21	17	
069	" "		K-21	30	9
Total			K-21	98	11

Narrative Mission Report FFO FATF, 15 Dec. 1943, 501st Bomb Sq.

BOMBING TABLE #3

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	No. Salvoed	Remarks
594	7	8/11	300 lb.	7		
060	7	"	"	7		
064	7	"	"	7		
070	7	"	"	3		4 returned to base
082	7	"	"	3		4 salvoed at sea.
074	7	"	"	7		
069	7	"	"	7		
Total	49	8/11	300 lb.	41	8	

STRAFING TABLE #4

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds.Car'd	Rds. Ex.	Gun Fail.
594	4800	800	nil	2000	0	nil
060	"	395	"	"	0	"
064	"	650	ULW	"	0	"
070	"	435	URN	"	600	"
082	"	935	URN	"	200	"
074	"	460	nil	"	20	"
069	"	2450	"	"	0	"
Total	33600	6125		14000	820	

NOTE: ULW (Upper left waist) URN (Upper right nose)

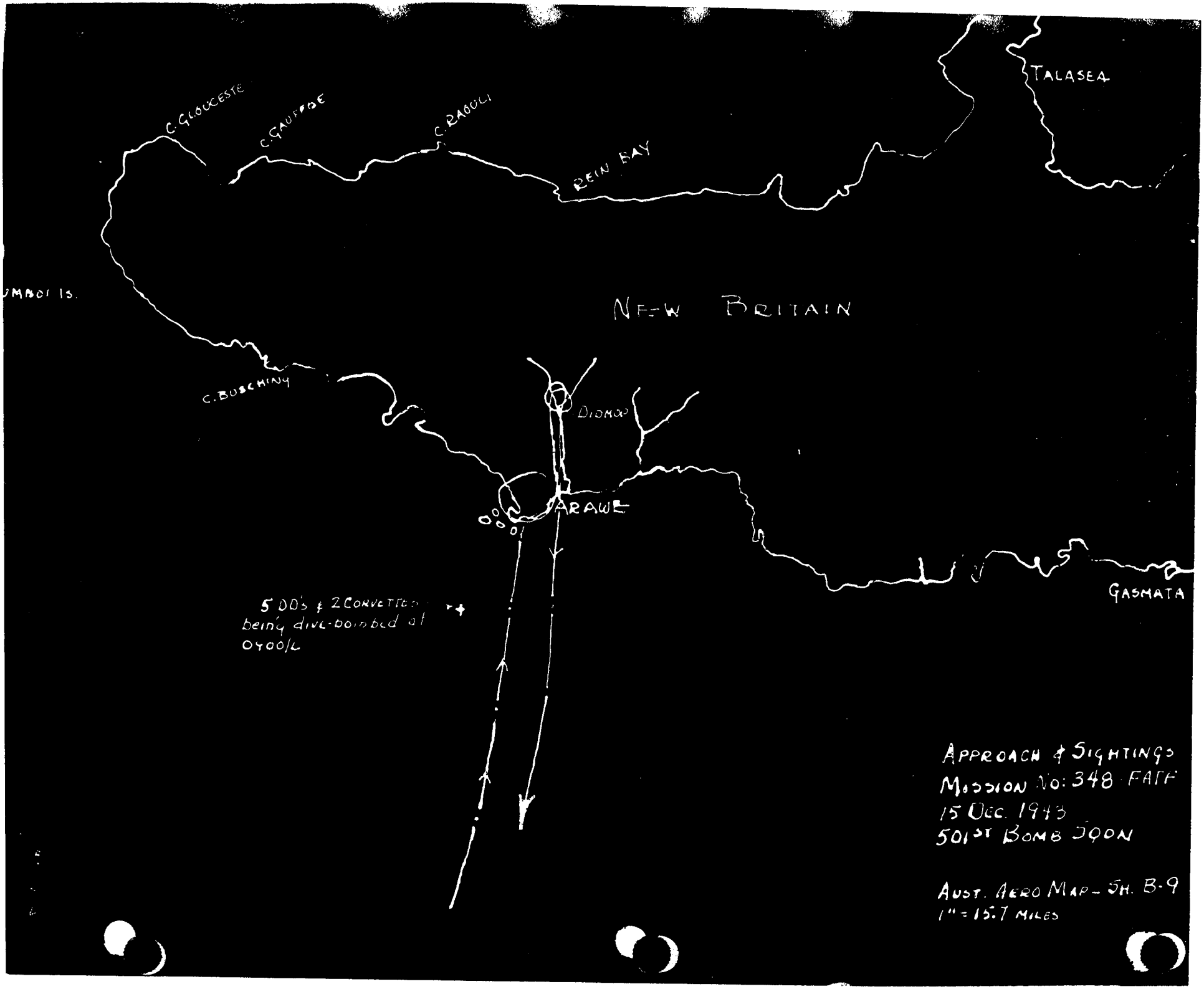
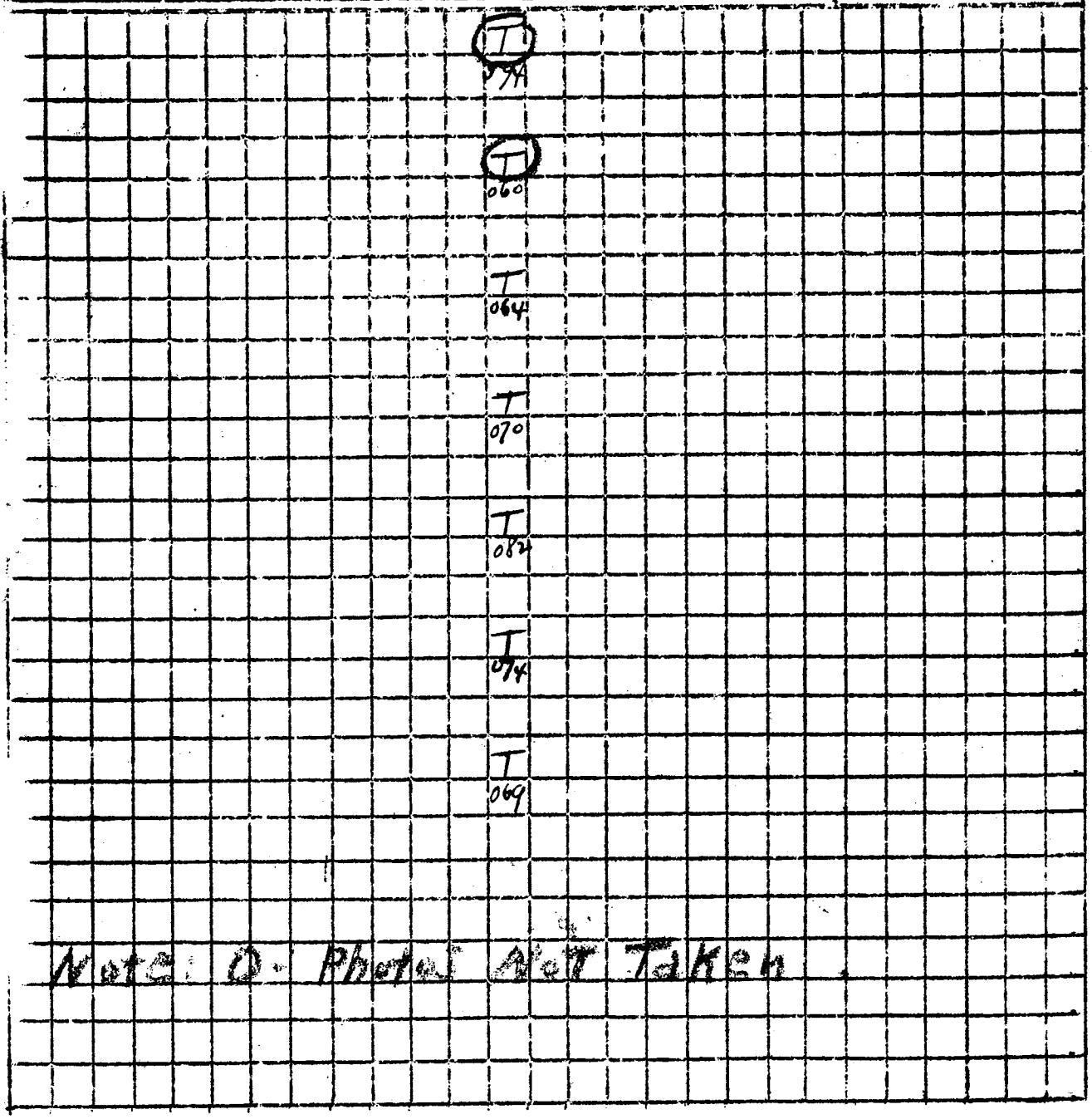

C. GLOUCESTE
C. GAUFFOE
C. RAOULI
REIN BAY
TALASEA
NEW BRITAIN
C. BUSCHING
DIOMAP
RABAUL
GASMATA
5 DD's & 2 CORVETTES being dive-bombed at 0400/L
APPROACH & SIGHTINGS
MISSION NO: 348 FATF
15 DEC. 1943
501ST BOMB SQDN
AUST. AERO MAP - SH. B-9
1" = 15.7 MILES

Fig. #3

.F.O. FATF	SQUADRON 501st Sq.	SCALE
ATE 15 Dec. 1943	GROUP 345th Gp.	Vertical: 3000 ft.

1st FLIGHT			2nd FLIGHT			FLIGHT		
NO	A/P	PILOT	NO	A/P	PILOT	NO	A/P	PILOT
1.	594	Major Fain	1.	070	Capt. Kilroy			
2.	060	Lt. Nusbaum	2.	082	Lt. Bartn			
3.	064	Lt. Kortemeyer	3.	074	Lt. Vogt			
			4.	069	Capt. Marston			



Note: O. Photos Not Taken

501
351-I
18 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

19 December 1943.

SUBJECT: Narrative Report on Mission FFO 351-I, Performed 18 December 1943, Objective at Borgen Bay, New Britain, 05°32'—148°32' E.

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

1. GENERAL.

a. The objective assigned was the Borgen Bay area and in particular two possible gun positions and a bridge at Katano Point. 38 x 300 lb. 8/11 sec. delay demo. bombs were dropped on the assigned, and 4 x 300 lb. 8/11 sec. delay demo. bombs were dropped on or near Silimati Pt.

b. A very satisfactory rendezvous was made with the remaining three squadrons of the 345th Group at 30 Mile at 0725/L. The formation proceeded then to Cape Ward Hunt circled approximately 20 minutes, picked up the P-40 fighter cover, and then proceeded to the target.

c. Attack:

(1) The 501st Squadron was second over the target at 0945-0948/L. The target was hit by two separate flights of three (3) A/P each in train on a heading of approximately 289°. The bombing was excellent and the entire area was thoroughly strafed. No results of the bombing were observed.

(2) The 500th Squadron led the attack. Our squadron was second followed by the 498th, 499th in that order. Each squadron proceeded from its assigned target making rendezvous after the attack in a wide circle at sea, and returning on approximately the same course as that taken to the target.

d. Interception:

(1) There was no interception by enemy A/P, nor was there any ack-ack fire received by any of our A/P.

2. The 500th Squadron was assigned to lead the Group, and Captain Knoll was assigned to lead our squadron which was in #2 position. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Captain Knoll	A/P No. 069	Captain Kilroy	A/P No. 093
Lt. Symons	A/P No. 518	Lt. McKenney	A/P No. 076
Lt. Kraus	A/P No. 089	Lt. Barth	A/P No. 082.

3. Details of the Mission:

a. Six (6) A/P of this squadron took off from Schwimmer Drome at 0715/L, made rendezvous with the remaining squadrons of the 345th Group at 30 Mile at approximately 0730/L, then proceeded to Cape Ward Hunt, circled for approximately 20 minutes, picked up the P-40 fighter cover at 0845/L, and proceeded enroute to the target. Landfall on the coastline of New Britain was made at Cape Bach. The formation then proceeded up the Itni River Valley turned northeast west of Mt. Schrader, made a turn and came in over the target at 0945/L. The strafing run began approximately 1000 yards before the target was reached and was carried out along the entire shoreline from Matamo Pt. to beyond Silimati Pt. 38 x 300 lb. 8/11 sec. delay demo. bombs were dropped on the target, and 4 x 300 lb. 8/11 sec. delay bombs were dropped in the vicinity of Silimati Pt. Due to the nature of the terrain as well as the fusing of the bombs, no results were observed of the bombing. Withdrawal was made in a wide circle to the right and the formation proceeded to return on approximately the same route as that followed to the target. The squadron landed at Schwimmer Drome at 1119/L.

b. Captain Knoll, leading the first flight across the target flying three (3) A/P abreast, dropped his bombs in the target and strafed the prescribed areas at minimum altitude. Lt. Symons, on Capt. Knoll's right wing in #2 position, dropped his seven bombs within the target. Lt. Kraus in #3 position of this flight released five bombs on the target and 2 bombs in the vicinity of Silimati Pt. These latter two (2) A/P strafed the area along the entire run and dropped Japanese propaganda pamphlets in the area. Capt. Kilroy, leader of the 2nd flight, fellwed the first flight in train on the same course at an interval of approximately 25 seconds. His bombs were dropped well within the target, and the strafing was accomplished along the entire run. Lt. McKennay, on Capt. Kilroy's right wing, dropped five bombs on the target and 2 bombs were dropped

at Silimati Pt. Lt. Barth, in #3 position, released his bombs on the target. Both these A/P strafed the area at minimum altitude.

d. Fighter escort by a squadron of P-40's was considered very satisfactory.

4. Armament, Ordnance and Photographic Tables are enclosed herewith.

5. Sightings:

a. 0945/L--Large fire, black smoke, rising 1000 ft. seen near #2 Strip at Cape Gloucester. Results of bombing of Cape Gloucester by heavies appeared to be very effective.

b. 0948/L--Possible small coastal lugger was seen at (x)G 7403. (Ref. Western New Britain Prov. Map 4 miles to 1 inch).

6. Photo Interpretation:

a. Photographs received from this mission show numerous bomb hits in the assigned target. These have been plotted on the attached Fig. #2. In addition, the photos reveal a large number of bomb craters in the cleared area at approximately 748869, and Photo No. 105, 351-I, Bergen Bay, 18 Dec. 1943, 0945/L 7" 100', 501 B.S.-345 B.G. reveals that the wooden bridge over the creek at point 744872 is still intact, and the track along the shore is in good condition. (Ref. Silimati Pt., Scale 1/20,000.)

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

4 Incl:
Incl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagrams.
3 - Bombing & Strafing Tables.
4 - Photo Table.

Narrative Report on Mission FFO 351-I, 18 Dec. 1943, 501st Sq.

BOMBING TABLE #1

No. A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
069	7	8/11	300 lb.	7	
518	7	"	"	5 (2)	Silimati
089	7	"	"	5 (2)	"
093	7	"	"	7	
076	7	"	"	7	
082	7	"	"	7	
Total	42	8/11	300 lb.	38 4	

STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
No. A/F	Rds.Car'd	Rds. Ex.	Gun Fail.	Rds.Car'd	Rds. Ex.	Gun Fail.
069	4800	1780	LLN/LRN/LLW	2000	200	nil
518	"	1285	nil	"	200	"
089	"	800	ULN/LRN	"	0	"
093	"	2150	LLN/LRN/ULN	"	300	"
076	"	650	LRN	"	0	"
082	"	775	ULN/LLN/LRN	"	0	"
Total	28800	7440		12,000	700	

NOTE: LLN (Lower left nose) LRN (Lower right nose)
LLW (Lower left waist) ULN (Upper left nose)
LRW (Lower right waist)

Narrative Report on Mission FPO 351-I, 18 Dec. 1943, 501st Sq.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera	Ex. Made	Prints Req'd.
069	0945-0948	Bergen Bay	K-21	30	6
518			K-21	Fuse blown.	
039	" "		K-21	30	2
093			K-21	Did not turn switch on.	
076	" "		K-21	30	
082	" "		K-21	30	4
Total				120	12

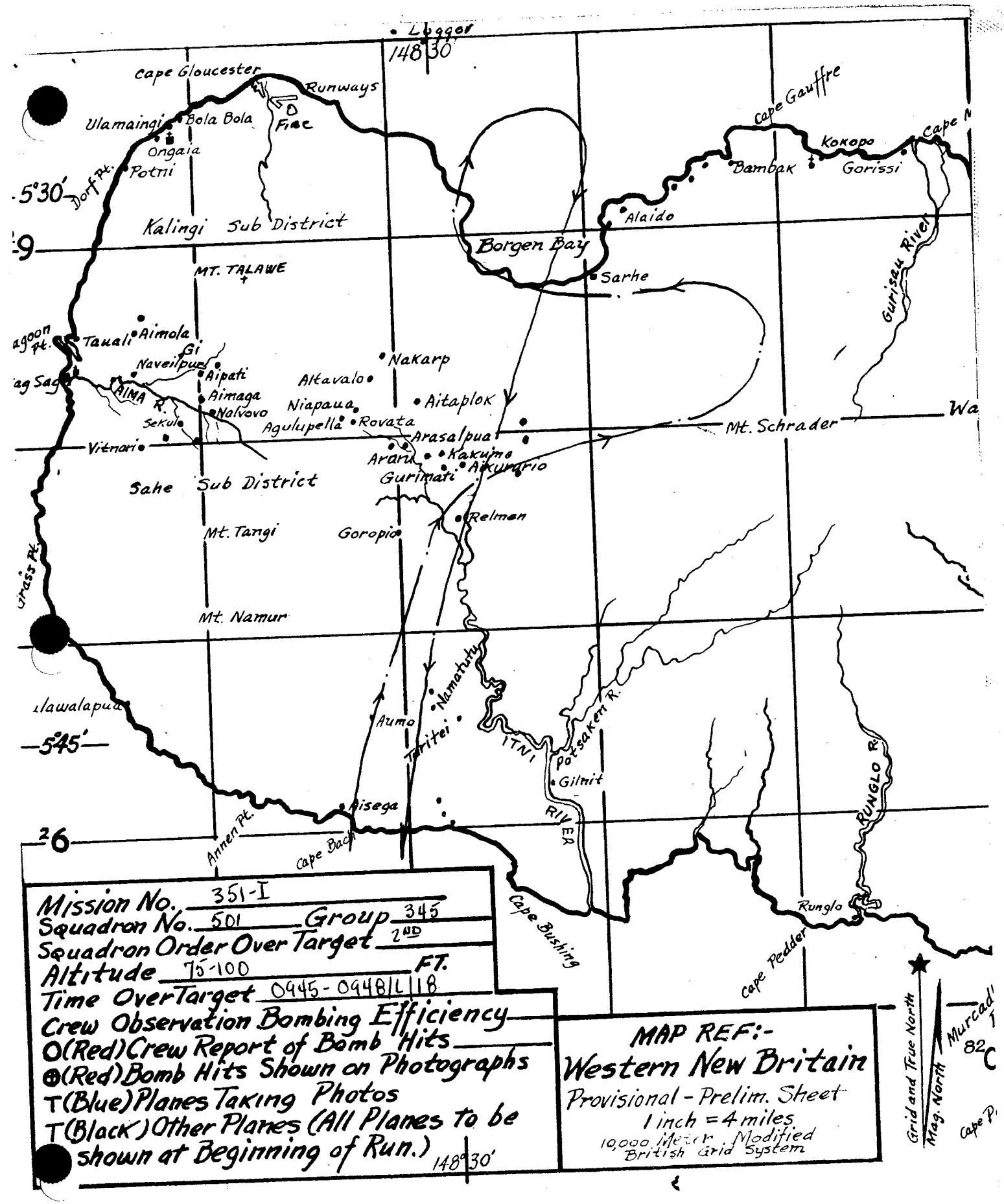
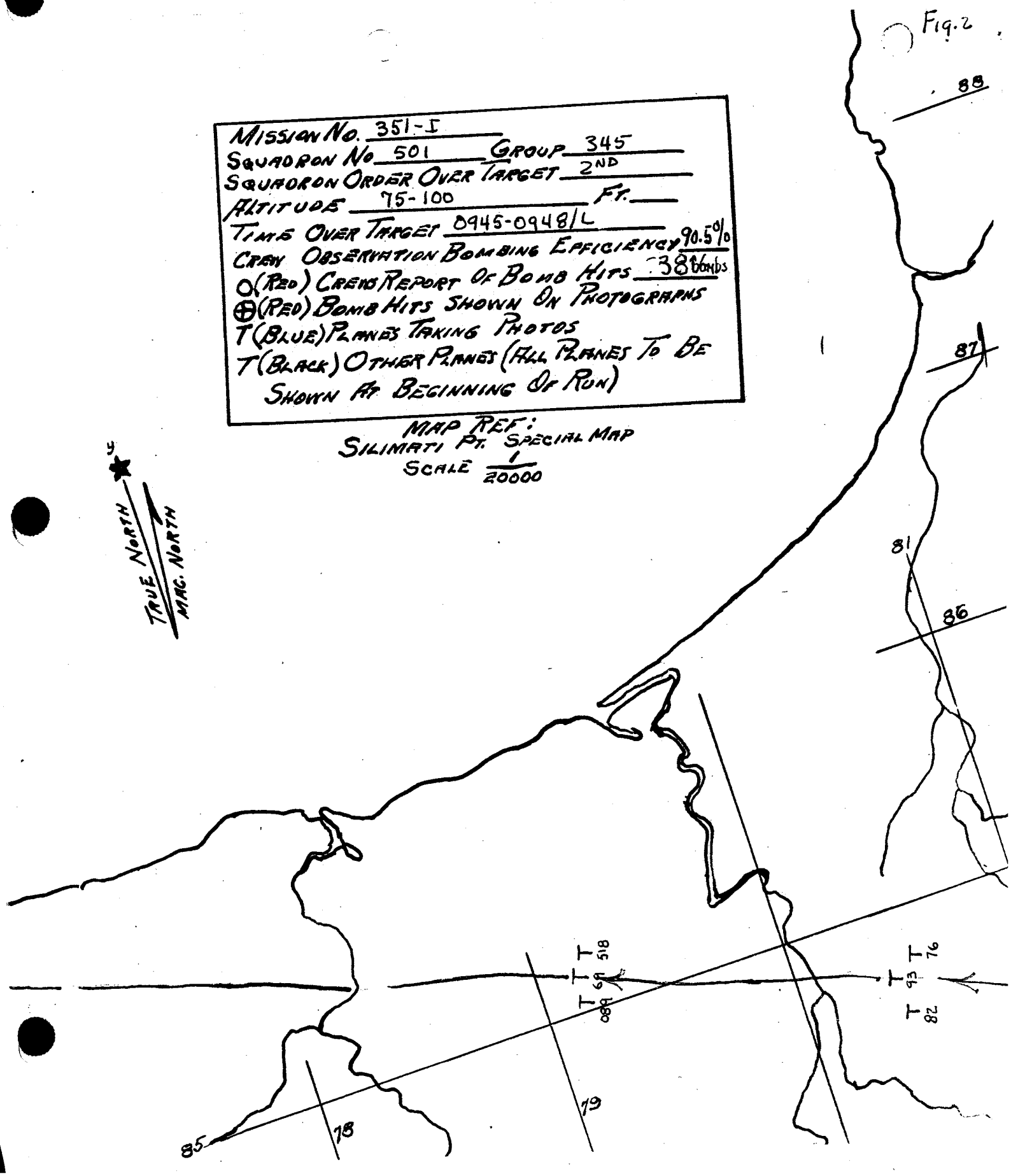

Lbggor
148°30'
Cape Gloucester
Runways
Fiac
Ulamaingi
Bola Bola
Ongaia
Potni
Dorf Pt.
5°30'
Kalingi Sub District
9
MT. TALAWE
Cape Gauffre
Kokopo
Bambak
Gorissi
Alaido
Borgen Bay
Sarhe
Gurisau River
Tauali
Aimola
Gi
Naveilpus
Aipati
Aimaga
Nalvovo
Sekule
AIMA R.
Altavalo
Nakarp
Niapaua
Aitaplok
Agulupelle
Rovata
Arasalpua
Mt. Schrader
Vitnari
Arara
Kakuma
Aikundrio
Gurimati
Sahe Sub District
Relman
Goropio
Mt. Tangi
Mt. Namur
Aumo
Namatuty
Tsritei
ITNI
Potsakem R.
Gilmit
RIVER
RUNGLO R.
Risega
Cape Bach
Cape Bushing
Runglo
Cape Pedder
148°30'
Mission No. 351-I
Squadron No. 501 Group 345
Squadron Order Over Target 2ND
Altitude 75-100 FT.
Time Over Target 0945-0948 L 18
Crew Observation Bombing Efficiency
O (Red) Crew Report of Bomb Hits
⊛ (Red) Bomb Hits Shown on Photographs
T (Blue) Planes Taking Photos
T (Black) Other Planes (All Planes to be shown at Beginning of Run.)
MAP REF:-
Western New Britain
Provisional - Prelim. Sheet
1 inch = 4 miles
10,000 Meter Modified British Grid System
Grid and True North
Mag. North

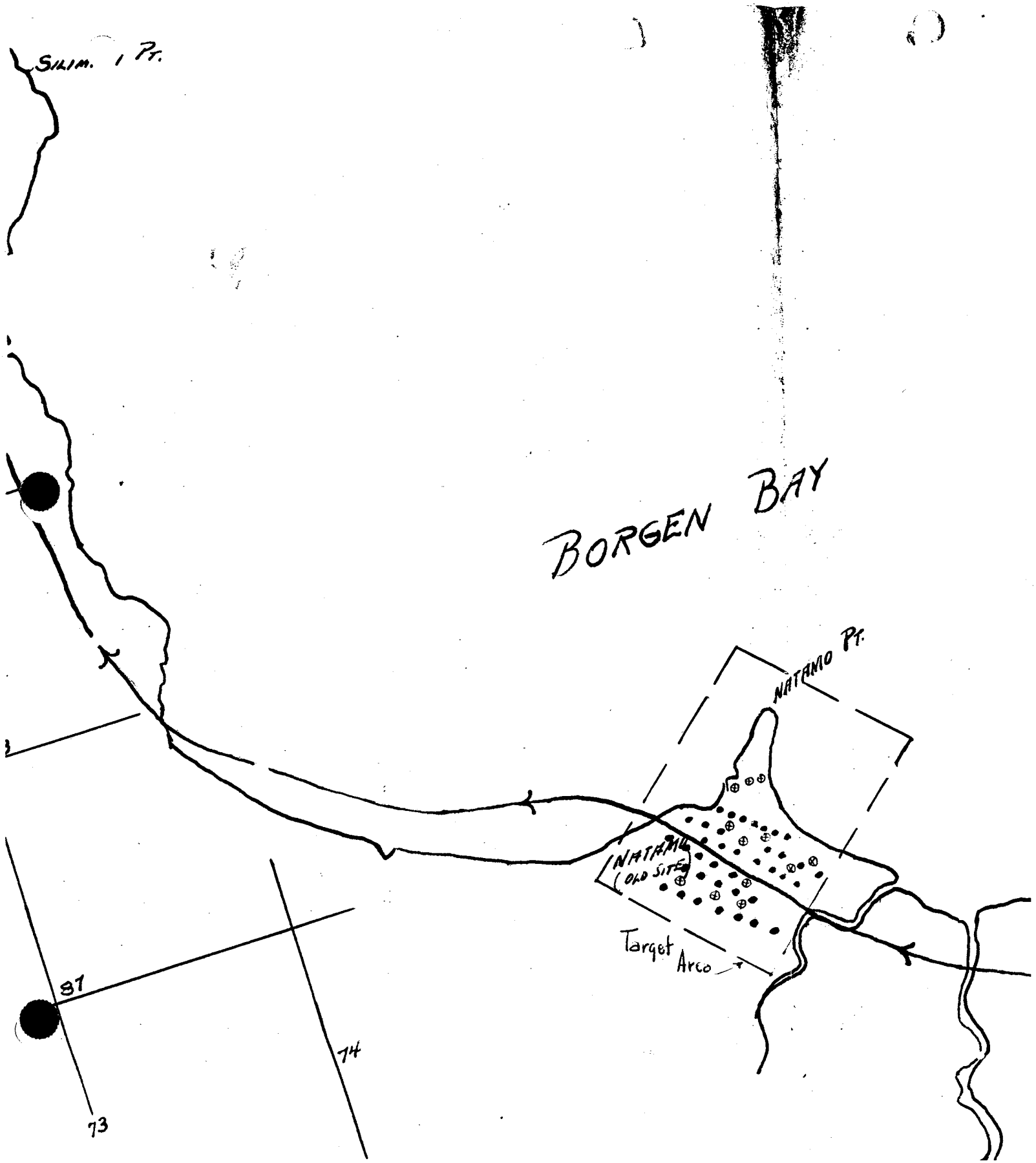
Fig. 2

MISSION NO. 351-I
SQUADRON NO 501 GROUP 345
SQUADRON ORDER OVER TARGET 2ND
ALTITUDE 75-100 FT.
TIME OVER TARGET 0945-0948/L
CREW OBSERVATION BOMBING EFFICIENCY 90.5%
O (RED) CREWS REPORT OF BOMB HITS 38 66 BOMBS
⊕ (RED) BOMB HITS SHOWN ON PHOTOGRAPHS
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN)

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

TRUE NORTH
MAG. NORTH




SILIM. I Pt.
BORGEN BAY
NATAMO Pt.
NATAMO
(OLD SITE)
Target Area
87
74
73

501
352-I
19 DEC 43

5OIST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

20 December 1943.

SUBJECT: Narrative Report on Mission FFO 352-I, Performed 19 December 1943, Objective at Cape Gloucester Area, New Britain, 5° 27' S, 148° 25' E.

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

1. GENERAL.

a. The objective assigned was Cape Gloucester area to be bombed with 48 x 300 lb. 8/11 sec. delay demo. bombs, and the entire area from Dorf Pt. to Cape Gloucester to be strafed at minimum altitude.

b. The 345th Group to rendezvous at 30 Mile at 5,000 ft. or below the overcast.

c. Attack:

(1) The 501st Squadron was third over the target at 0935/L flying in two flights of three A/P each abreast on a heading of 220°. The approach to the target was made up the coast of Umboi Island to a point just north of Ritter Island, then swinging toward the target on a heading of approximately 300° with the first flight making landfall near Point Village, and the second flight making landfall at Dorf Pt. Bombing was accomplished. The first flight strafed the coastline from Point Village to Cape Gloucester, while the second flight made a parallel strafing run from Dorf Pt. to ½ mile southeast of Cape Gloucester. Direct results of bombing and strafing were not observed. There were 3 or 4 w/s enemy A/P on the Gloucester strip at the time of our attack.

(2) Our attack was coordinated with the remaining squadrons of the 345th Group, each of which made a similar bombing and strafing run.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

Narrative Report on Mission FFO 352-I,(cont'd)

2. The 499th Squadron was assigned to lead the Group,and Major Fain led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P No. 084	Captain Kilroy	A/P No. 093
Lt. Symons	A/P No. 518	Lt. Murphy	A/P No. 594
Lt. Larsen	A/P No. 070	Lt. Krams	A/P No. 069.

3. Details of the Mission:

a. Our squadron took off from Schwimmer Drome at 0726-0729/L, made rendezvous with the 345th Group at 0745/L, made their bombing and strafing attack at 0935-0937/L at minimum altitude, and returned to base at 1112-1115/L.

b. Route flown was Moresby to 30 Mile, to Cape Ward Hunt, then north to Umboi Island, passing up the east shore of Umboi Island, then making a 80° turn north of Ritter Island, crossing Dampier Strait, and passing over the target on a heading of approximately 80°. After passing over the target, the squadron made a wide turn to the left swinging out around the coral reefs north of Gloucester, and then proceeded back down Dampier Strait, returning to Moresby by Cape Ward Hunt and the North Pass.

c. Major Fain, in A/P 084, led the first flight in a sweep over the villages along the shoreline from Potsi Village to Cape Gloucester. Major Fain spaced his A/P so that his left hand wingman, who was Lt. Larsen in A/P 070, would pass just along the shore. Major Fain dropped 2 bombs in Potsi Village and 3 at Ulamaingi (Target #13), and dropped his remaining 2 bombs in target #10 starting a gray smoke fire there. Major Fain strafed during the entire run. This flight dropped all of their bombs on their run of which 16 bombs fell in specified targets, and the remaining 5 bombs were near misses. Lt. Symons, in A/P 518, was unable to strafe at all on his run as no gun would fire because the switch burned out. Captain Kilroy, led the second flight along a run approximately 2500 ft. in from the shore passing through targets 13-A, 11-B, and 11-C. This flight dropped 16 bombs of which 14 bombs hit in designated targets, and the other 2 bombs were near misses. The entire area was strafed. Captain Kilroy was unable to release all his bombs and had to return 4 to base, cause being malfunction of A-2 release. Lt. Murphy, in A/P 594, was unable to release all of his bombs and was forced to return one to base after dropping six bombs. Malfunction of A-2 release was the cause for returning the one bomb.

Narrative Report on Mission 352-I, cont'd.

d. The fighter escort was top cover, provided by one squadron of P-47's. This cover was reported as satisfactory.

e. There was no damage sustained by any of our A/P as result of enemy action.

f. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 0935/L--A yellow block of concrete 20 ft. square and 10-12 ft. high was seen near the R.G. Mission Sight one mile Southwest of Potsi Village at position 593947. (Ref. Dorf Pt. Special Map, 1/20,000).

b. 0950/L--A column of grey smoke estimated hight of 6,000 ft. was seen over area of Blucher Pt. at 0611-S--14738-E.

7. The photographs received from this mission do not reveal a great deal of information from a standpoint of either intelligence or bomb assessment. Two bombs are seen bursting at Target #13 near ONGAIA Village, and one bomb near Target 11-B. A NELL, w/s, is seen next to Strip #1 at Gloucester A/D in Photo No. 196-352-I, Gloucester 19 Dec. 1943, 7"-100-501 B.S.-345 B.G.; also in this same photo at the right in the creek bed just East of the strip is seen a possible dump with gas or oil drums.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

4 Incl:
Incl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagrams.
3 - Bombing & Strafing Tables.
4 - Photo Table.

Narrative Report on Mission PRU 3SR-I,1B Dec.1943 Sqdn 34.

PHOTOGRAPHY

No.A/C	Time Photo Taken	Locality	Type of Camera	No.Made	Prints Req'd
084	0926-0927	Cape Gloucester	No Camera		
518	" "	Area	K-24	30	2
070	" "	"	K-24	30	2
065	" "	"	K-24	Fuse Blown	
504	" "	"	K-17	75	1
069	" "	"	K-24	30	2
Total				165	9

Narrative Report on Mission #70 352-2, 19 Dec. 1943, 501 st Sq.

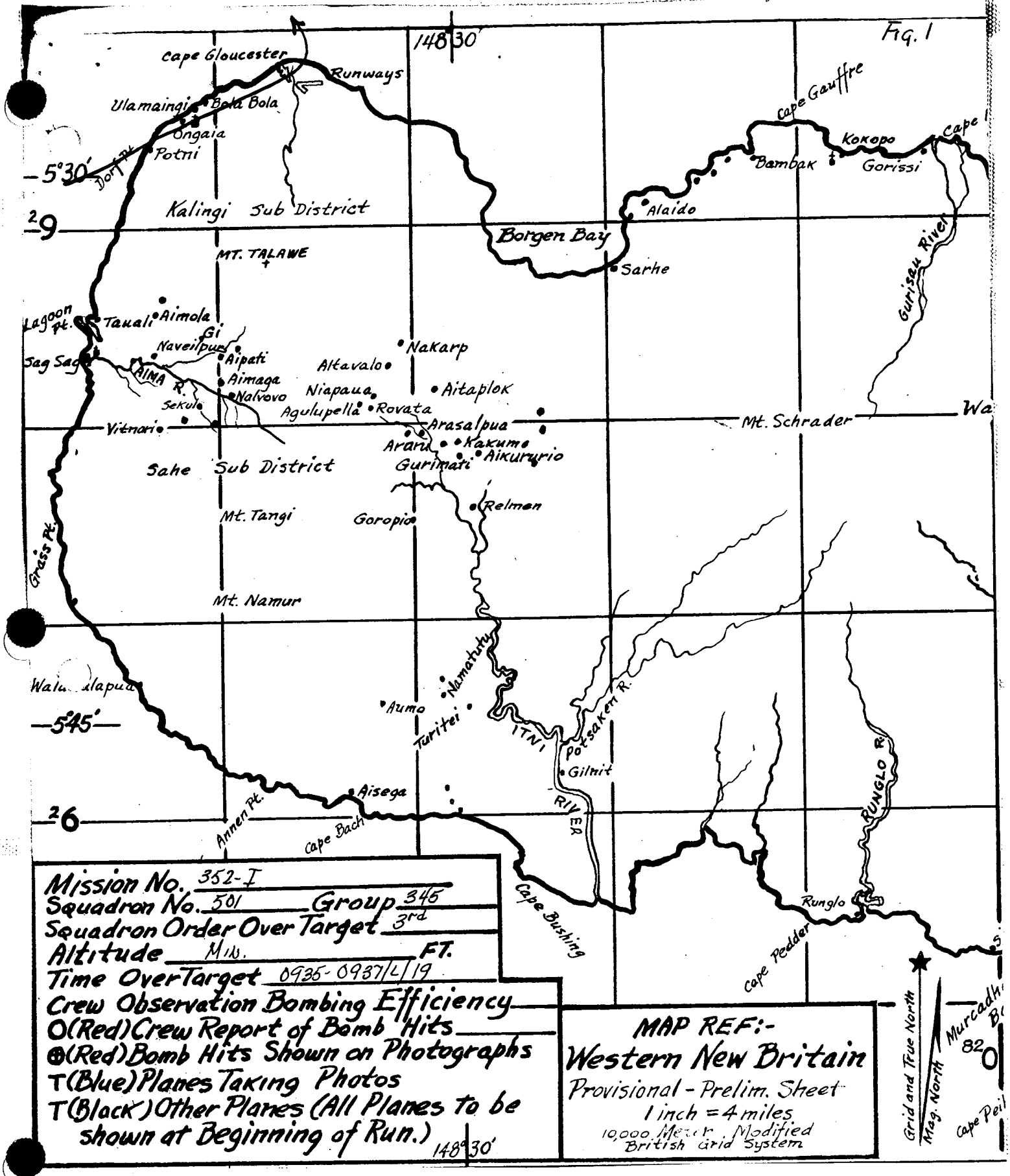
BOMBING TABLE # 1

No. A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
684	7	8/11	300 lb.	7	
518	7	"	"	7	
670	7	"	"	7	
093	7	"	"	3	4 returned to base
594	7	"	"	6	1 " " "
069	7	"	"	7	
Total	42	8/11	300 lb.	37	5

STRAFING TABLE # 2

	.50 Caliber			.30 Caliber		
No. A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Fail.
684	4800	1200	nil	2000	300	nil
518	"	0	Switch burned out LLN	"	200	"
670	"	1750	LLN/ULN/LLN	"	0	"
093	"	2700	ULN/URN	"	300	"
594	"	1600	URN	"	0	"
069	"	1600		"	200	
Total	28800	8850		12,000	1000	

NOTE: LLN (Lower left waist) LLN (Lower left nose)
ULN (Upper left waist) LLN (Lower left waist)
URN (Upper right waist)



Mission No. 352-I
Squadron No. 501 Group 345
Squadron Order Over Target 3rd
Altitude M/D. FT.
Time Over Target 0935-0937/L/19
Crew Observation Bombing Efficiency
O(Red) Crew Report of Bomb Hits
⊛(Red) Bomb Hits Shown on Photographs
T(Blue) Planes Taking Photos
T(Black) Other Planes (All Planes to be shown at Beginning of Run.)

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

501
353-D
20 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

21 December 1943.

SUBJECT: Narrative Report on Mission 353-D, Performed 20 December 1943, Objective at Cape Gloucester Area, New Britain from Matanu Pt. to Silimati Pt., 5° 30'-S--148° 29-E.

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

1. GENERAL.

a. The objective assigned was the west coast of Borgen Bay from Matanu Pt. to Silimati Pt. to be bombed with 48 x 300 lb. 4/5 sec. delay demo. bombs, and this area to be strafed at minimum altitude on two passes. Photographs of Target Hill at Silimati Pt. were especially requested.

b. The 345th Group to rendesvous at 30 Mile at 5,000 ft. or below overcast.

c. Attack:

(1) The 501st Squadron was the first over the target at 1203-1213/L, flying in two flights of three A/P each in a shallow V formation on a heading of approximately 345°. The approach to the target was made from Cape Ward Hunt to the mouth of the Itni River, and due North up the river valley, then swinging across the target at a heading of approximately 340°. After passing Silimati Pt., a right turn was made, a wide circle over sea, and a second run was made on the target at approximately 1213/L on a heading of 170°. This second pass was made with the two flights abreast each in a shallow V formation. Direct results of bombing and strafing were not observed, due to the fact the target was partially obscured by rain.

(2) Our attack was coordinated with the remaining squadrons of the 345th Group each of which made similar bombing and strafing runs in the following order, 501st, [illegible], 499th and 500th.

Narrative Report on Mission FFO 353-B cont'd.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

2. The 501st Squadron was assigned to lead the Group, and Captain Neuenschwander led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Captain Neuenschwander	A/P No. 093	Captain Knoll	A/P No. 089
Lt. McKenney	A/P No. 099	Lt. Kortemeyer	A/P No. 070
Lt. Vogt	A/P No. 074	Lt. Clark	A/P No. 076

3. Details of the Mission:

a. Our squadron took off from Schwimmer Drome at 1000-1002/L, made rendezvous with the 345th Group at 1020/L, made their bombing and strafing attack at 1203-1213/L at 100-200 ft. altitude, and returned to base at 1347-1349/L.

b. Route flown was Moresby to 30 Mile, to Cape Ward Hunt, then North of New Britain, one circle being made off the mouth of the Itni River, then landfall was made at the mouth of the Itni River, and the formation proceeded North along the valley up to the target. Upon approach, it was seen that the target was very nearly obscured by a heavy rainstorm, and it was necessary to swing over towards Natamo Pt., then swing left and hit the target near Silimati Pt. After passing over Silimati Pt., a withdrawal was made to the right and a wide circle was made over the sea, and the target was again approached for a second pass at a heading of approximately 170°. The entire target was strafed and the formation then proceeded down the valley over Cape Bach to Cape Ward Hunt and returned to Moresby over the North Pass.

c. Captain Neuenschwander, in A/P 093, led his flight across the Natamo Pt. then swung left dropping his bombs at Silimati Pt., 3 bombs hit in the target, one a near miss, and 3 bombs returned to base due to malfunction of the bomb racks. His right wingman, Lt. McKenney in A/P 099, followed the same course dropping 3 bombs on the northern end of Silimati Pt. and dropped 4 bombs just beyond the target along the shoreline. In No. #3 position of this flight, Lt. Vogt in A/P 074, dropped five bombs on the target and two in from shore just beyond the assigned area. This flight then turned

to the right, made a wide circle over the sea, and returned to start its second strafing run over Silimati Pt. as near to the coastline as possible. This second pass was made at a heading of approximately 170°, and the entire area was strafed as thoroughly as weather conditions would permit. Captain Knell, in A/P 089, led his flight at an interval of thirty seconds behind the first flight, followed the same course as Captain Neuenschwander. He dropped all seven of his bombs in the northern portion in the assigned area. Lt. Kertemeyer, in A/P 070, on the right wing, made his first pass on course dropping all seven of his bombs well within the assigned target. In A/P 076, Lt. Clark flew in No. #3 position of the second flight and released six of his bombs within the prescribed target and one falling just beyond. This flight upon turning to the right and making a wide circle over sea, came up into a formation so that the squadron on making its second pass was in two elements abreast each element consisting of three A/P in a shallow V formation.

d. All possible efforts were made to secure the requested photographs of Target Hill. The second flight was to secure them on the first pass, while the first flight was to turn its cameras on the second pass while going over Target Hill. However, due to the heavy rainfall over the target, the coverage will not in all probability be as thorough as requested.

e. There was no fighter cover in the area.

f. There was no damage sustained by any of our A/P as result of enemy action.

g. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 1110/L—Very large explosion in the water, 30 miles due North of Cape Ward Hunt at position 7° 30'-S—148° 15'-E. Debris hurled into the air approximately 400 ft.

Narrative Report on Mission FFO 353-D cont'd.

b. 1153/L—Two tree trunks laid at the mouth of the Itni River in a V formation pointing North.

c. 1213/L—Serviceable bridge west coast of Matane Pt., at point 759870. (Ref. Silimati Pt. Special Map, 1/20,000). Serviceable bridge at point 765859—seems to have been repaired and widened. (Ref. same as above).

d. 1215/L—M/T bridge, 60 ft. long appears to be new, at point (x)M 7276. (Ref. Western New Britain, Provisional Map 4 miles to 1 inch).

e. 1232/L—Two very large packing cases in the water 10 miles South of Cape Bushing.

7. The photographs received of this mission, 5 in number, does not reveal any bomb bursts. However, Photo No. 162—353-D—Borgan Bay—20 Dec. 1943—1202/L—6 3/8"—100'—501 B.S., does show the bridge over the creek at Matane Pt. to be serviceable and in good condition.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

4 Incl:
Incl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagrams.
3 - Bombing & Strafing Tables.
4 - Photo Table.

Narrative Report on Mission FTO 353-B, 20 Dec. 1943, 501st Sq.

BOMBING TABLE #1

No.A/P	No. Bombs	Type	Weight	No.Dropped on Target	Remarks
093	7	4/5	300 lb.	3	1 dropped--near miss 3 returned to base
099	7	"	"	3	4 dropped--near miss
074	7	"	"	5	2 " " "
089	7	"	"	7	
070	7	"	"	6	1 " " "
076	7	"	"	7	
Total	42	4/5	300 lb.	31	11

STRAFING TABLE #2

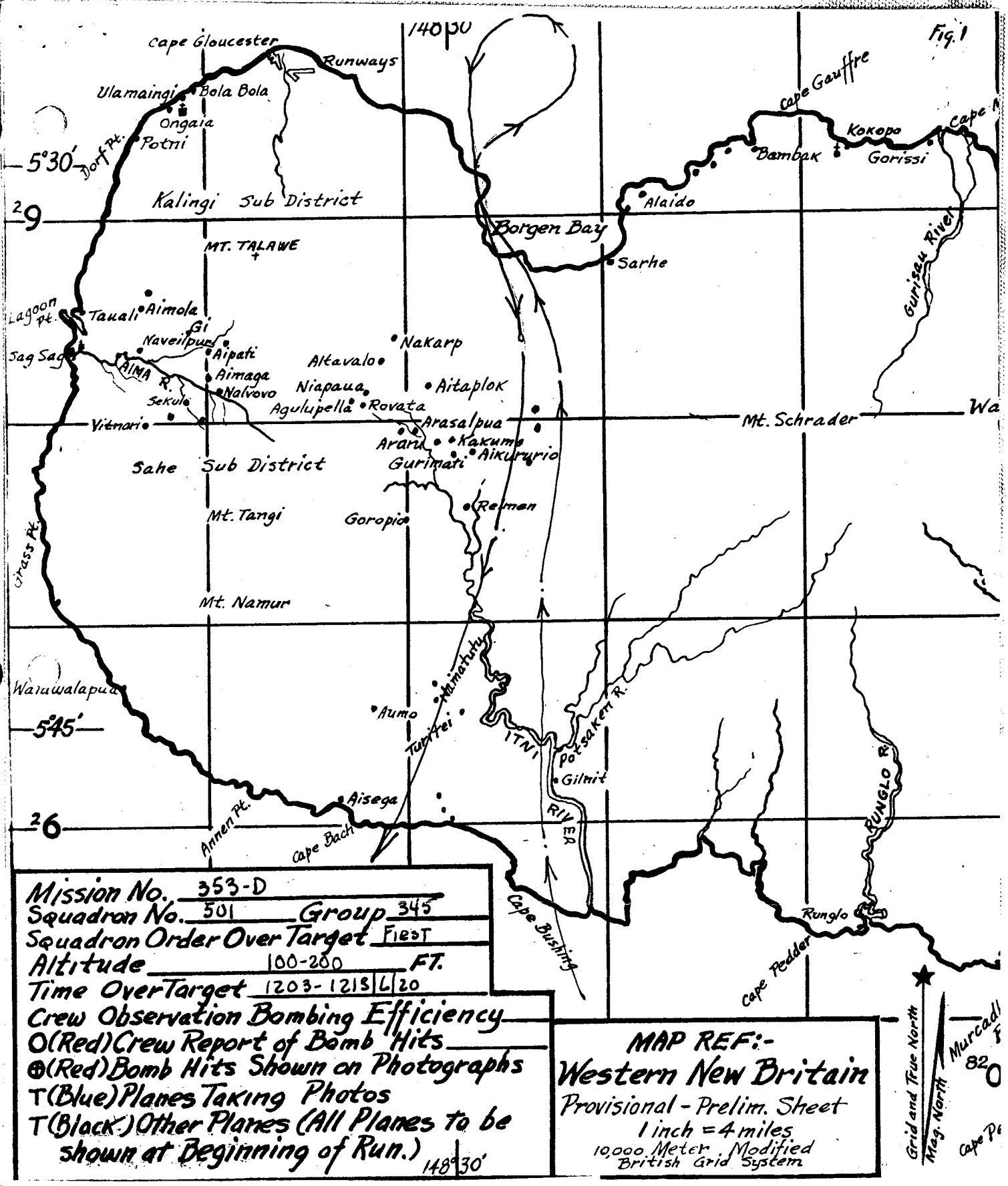
	.50 Caliber			.30 Caliber		
No. A/P	Rds.Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds. Ex.	Gun Fail.
093	4800	600	URN/LRN ULN/LRN	2000	50	nil
099	"	450	URN/LLN ULN/URN/LRN	"	800	"
074	"	850	nil	"	1000	"
089	"	2305	LRN/LLN	"	400	"
070	"	1250	ULN/URN/LRN	"	0	"
076	"	1600	LRN/ULR/LLN LLN/ULN -	"	300	
Total	28800	7075		12000	2550	

NOTE: LLN (Lower left nose) ULN (Upper left nose)
LLN (Lower left waist) URN (Upper right nose)
LRN (Lower right waist) ULN (Upper left waist)
LRN (Lower right nose) URN (Upper right waist)

Mission Report PTO 353-0, 20 Dec. 1943, 50Lst Sq.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera	No. Made	Prints Req'd.
093	1203-1213	Nitsma Pt. to Silimati Pt.	K-20	20	
099	" "		K-21	30	2
074	" "		K-21	30	1
			K-20	45	1
089	" "		K-21	Failed to turn switch on	
070	" "		K-21	30	
076	" "		K-21	30	
			K-24	Failed to turn switch on	
Total				185	4



Mission No. 353-D
Squadron No. 501 Group 345
Squadron Order Over Target First
Altitude 100-200 FT.
Time Over Target 1203-1213 L 20
Crew Observation Bombing Efficiency
O (Red) Crew Report of Bomb Hits
⊕ (Red) Bomb Hits Shown on Photographs
T (Blue) Planes Taking Photos
T (Black) Other Planes (All Planes to be shown at Beginning of Run.)

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

501
354-F
21 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

22 December 1943.

SUBJECT: Narrative Report on Mission 354-F, Performed 21 December 1943, Objective Target Hill (Silimati Pt), New Britain 5° 30'-S--148° 29-E.

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

1. GENERAL.

a. The objective assigned was Target Hill at Silimati Pt. to be bombed with 24 x 500 lb. 8/11 sec. delay demo. bombs and the surrounding area to be strafed.

b. The 345th Group was to assemble enroute to 30 Mile, then proceed to Cape Ward Hunt and rendesvous with the fighter escort at 8,000 ft. or below the overcast one hour and fifteen minutes after take-off of the first bomber.

c. Attack:

(1) The 501st Squadron was the last squadron over the target at 0945-1005/L flying in two flights of three A/P each in a shallow V formation on a heading of approximately 180°. The approach to the target was made from Cape Bushing, flying North across New Britain, passing over the East edge of Borgen Bay to a point 4-5 miles North of the target, then making a 180° turn to the left coming in on the run to the target. Three passes were made, each being preceded by a circle to the left. After passing over Target Hill, a left turn was made around the shore of Borgen Bay, swinging in a wide circle out to sea, coming back for a second pass. A third pass was made in the same manner. Bombing results were excellent. The Target Hill and the coastline around the Southern and Western shore of Borgen Bay were strafed. Brown mud was seen arising approximately 300 ft. in the area from the crest of Target Hill after our bombing. However, Lt. Bailey, in A/P 080, flying as the next to the last A/P in our squadron formation, reported that on his last pass over the target, he got a clear view of the gun, and it was still intact.

Narrative Report on Mission 354-F, cont'd.

(2) Our attack was coordinated with the other three squadrons of the 345th Group each of which made similar bombing and strafing runs in the following order: 498th, 499th, 500th and 501st.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

2. The 498th Squadron was assigned to lead the Group, and Major Fain led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P No. 084	Captain Kilroy	A/P No. 071
Lt. Kranz	A/P No. 089	Lt. Bailey	A/P No. 080
Lt. Symens	A/P No. 518	Lt. Clark	A/P No. 076

3. Details of the Mission:

a. Our squadron took off from Schwimmer Drome at 0734-0736/L, completed rendezvous with the 345th Group at 30 Mile at 0755/L, flew to Cape Ward Hunt completing rendezvous with the fighters at 0835/L, made their bombing and strafing attack at 0945-1005/L at 200-700 ft. altitude, and returned to base at 1122-1130/L.

b. Route flown was Moresby to 30 Mile, to Cape Ward Hunt, then North to Cape Bushing, then North to target, passing along the East side of Borgen Bay out to sea where a 180° turn to the left was made for the approach to the target. After making three passes at the target, withdrawal was made straight South from Target Hill passing out to sea West of Cape Bushing, thence to Cape Ward Hunt, and then to base.

c. Major Fain, in A/P 084, led his flight across Target Hill making three passes at the target. Lt. Kranz, in A/P 089, in No. 2 position, and Lt. Symens, in A/P 518, in No. 3 position, dropped their entire load of four bombs each on their first pass, all bombs hitting Target Hill. Major Fain was unable to release his bombs over the target, as his co-pilot failed to open the bombay doors before going into the selective position. His four bombs were returned to base. Target Hill and the shoreline were well strafed on all three passes. Captain Kilroy, led the second flight over the target, and the run was the same as that of the first flight.

An interval between flights was approximately forty seconds. Lt. Bailey, in A/P 080, in No. 2 position and Lt. Clark, in A/P 076, in No. 3 position dropped their entire load of four bombs each on their first pass, all bombs hitting Target Hill. Captain Kilroy was unable to drop any of his bombs on the target due to failure of the bomb-bay door mechanism. The entire flight strafed Target Hill and the coastline along Borgen Bay. On the second pass over the target, Lt. Clark pulled out of formation and made a vicious strafing attack at a barge off shore between Silimati and Natamo Pt. His tracers were seen to hit the barge, and it was believed to have been sunk by his gun fire. This flight strafed Target Hill and the coastline of Borgen Bay on their first and second pass over, but did not strafe on the third pass, but instead headed directly for the squadron and group assembly formation.

d. Fighter escort was provided by one squadron of P-47's and their cover was good.

e. There was no damage sustained by any of our A/P as result of enemy action.

f. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 0946/L—When flying over the target, crews reported that the serviceable bridge at point 765859 is still intact. (Ref. Special Map Silimati Pt. 1/20,000).

b. 1005/L—Lt. Bailey, flying in the next to the last A/P in our squadron formation, got a clear view of the gun position at point 730903 on the last run over the target. He reports that the gun was still intact and appeared to be 3-4 inch caliber gun. There were four personnel shelters 3-4 ft. high covered with earth located directly beyond the gun. (Ref. same as above).

Narrative Report on Mission 354-F, cont'd.

7. Of the photographs received from this mission, two are taken by the nose camera of A/P 518 and show the Northern side of Target Hill, which is fairly well obscured by smoke. The photographs from A/P 076, a tail camera, show Target Hill from the Southeast. In Photos No. 116, and 117—354-F Target Hill, 21 Dec. 1943, 0945-K 7" 100' (501 B.S.—B.G. 345) there is what appears to be a retaining wall built into the Eastern slope. It is a right angle and with the slope as the third side, it could be a possible gun platform. These photos reveal also evidence of a recent landslide on the Eastern slope, due to the bombing. Photo 118 and 119 of this same series show the Hill practically obscured by smoke, and show one bomb burst on the Northeastern slope of the Hill. Photos 128 and 129, also from A/P 076, show approximately thirty (30) barges on the Western shore of Bergen Bay. Although many are unserviceable, 5 or 6 of these barges are high in the water and seem to have partial loads in them. This would corroborate the report received from the crew of the weather recco. of the morning of 20 Dec. 1943, Mission No. FFO 353-C.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

4 Incl:
Incl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagrams.
3 - Bombing & Strafing Tables.
4 - Photo Table.

Narrative Report on Mission FFO-F, 21 Dec. 1943,501st Sq.

BOMBING TABLE # 1

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
084	4	8/11	500 lb.	0	4 Rtd. to Base
089	4	"	"	4	
518	4	"	"	4	
071	4	"	"	0	4 Rtd. to Base
080	4	"	"	4	
076	4	"	"	4	
Total	24	8/11	500 lb.	16	8

STRAFING TABLE # 2

	.50 Caliber			.30 Caliber	
No. A/P	Rds.Car'd	Rds. Ex.	Gun Fail.	Rds.Car'd	Rds. Ex. Gun Fail.
084	4800	1000	ULW/LLW	2000	1800
089	"	1250		"	200
518	"	3350		"	1000
071	"	2250		"	
080	"	1800	URN/ULW LLW	"	100
076	"	1800	ULN/LLW URW/LRW	"	100
Total	28800	11550		12000	3200

NOTE: LLN (Lower left nowe)
LLW (Lower left waist)
LRW (Lower right waist)
LRN (Lower right Nose)

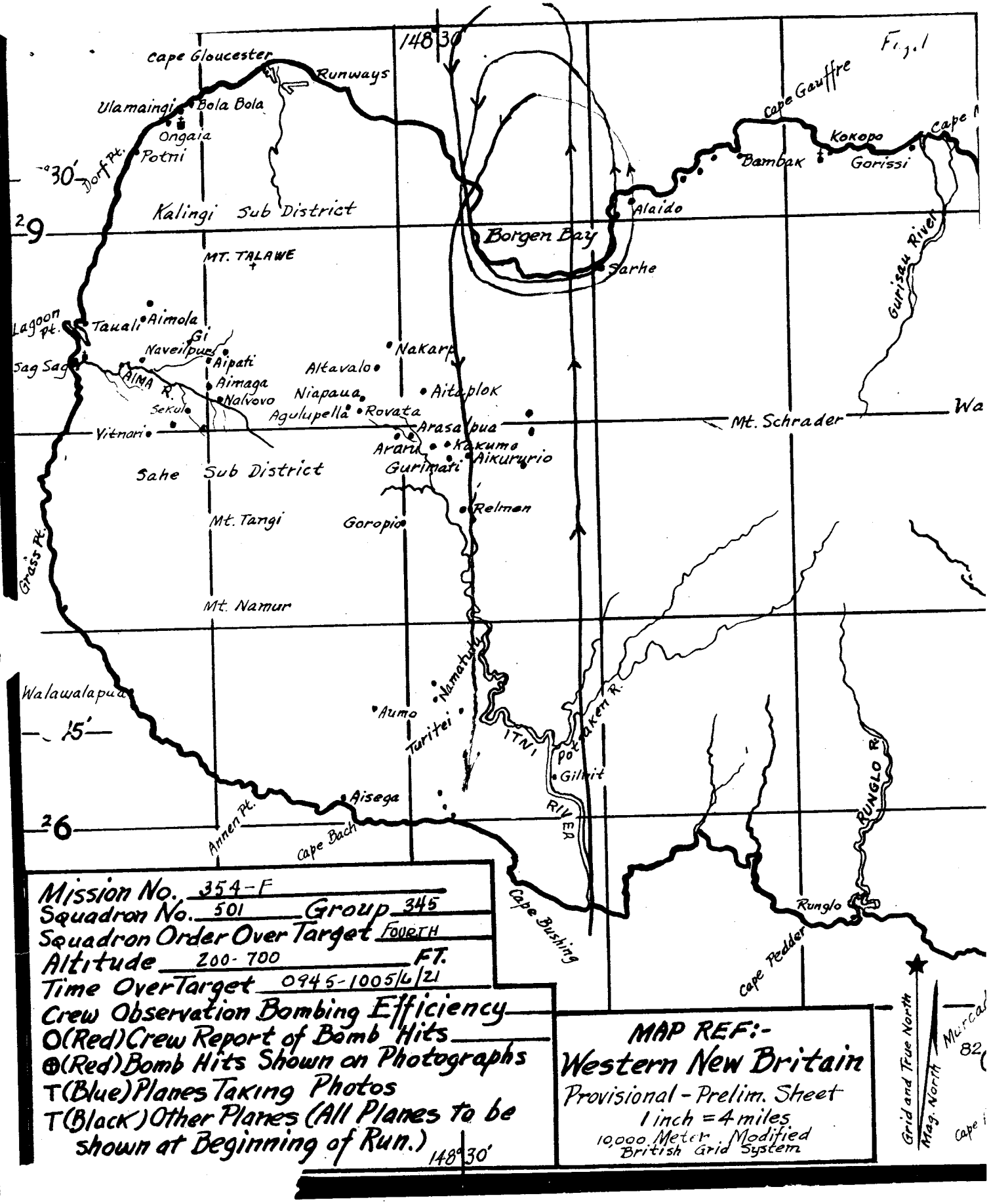
ULN (Upper left nowe)
URN (Upper right nowe)
ULW (Upper left waist)
URW (Upper right waist)

Mission Report PTO 354-F, 21 Dec. 1943, 501st Bomb Sq.

PHOTOGRAPHED

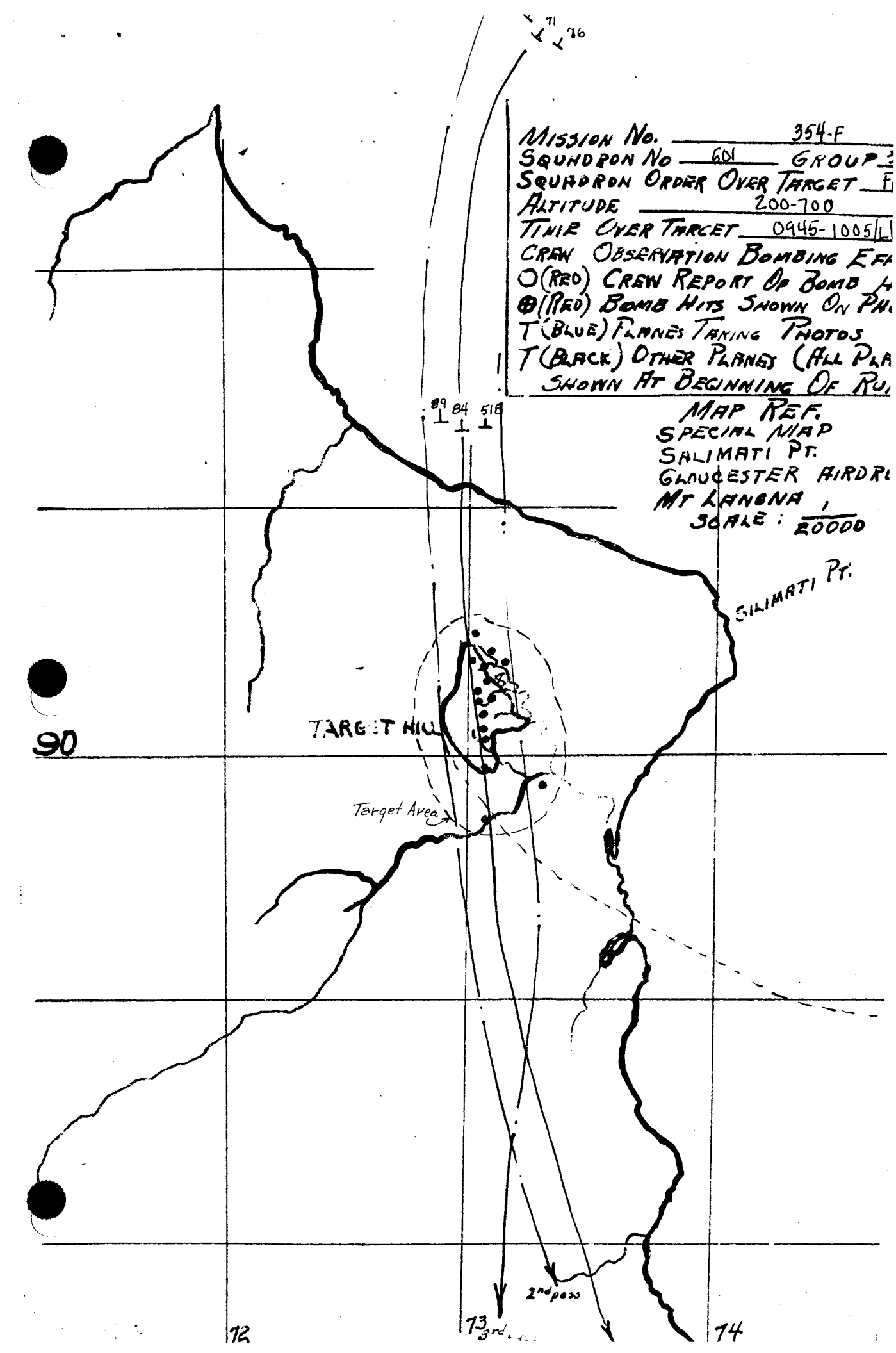
No. A/P	Time Photo Taken	Locality	Type of Camera	Ex. Made	Prints Req'd.
084			No camera		
089		Target	K-21	Failed to turn switch on	
518	0945-1005	Hill	K-21	30	2
071			No camera		
080			" "		
076	" "		K-21	30	8
Total				60	10

Fig. 1



Mission No. 354-F
Squadron No. 501 Group 345
Squadron Order Over Target FOURTH
Altitude 200-700 FT.
Time Over Target 0945-1005/6/21
Crew Observation Bombing Efficiency
O(Red) Crew Report of Bomb Hits
⊕(Red) Bomb Hits Shown on Photographs
T(Blue) Planes Taking Photos
T(Black) Other Planes (All Planes to be shown at Beginning of Run.)

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



MISSION NO. 354-F
SQUADRON NO 601 GROUP
SQUADRON ORDER OVER TARGET F
ALTITUDE 200-700
TIME OVER TARGET 0945-1005 L
CREW OBSERVATION BOMBING EF
O (RED) CREW REPORT OF BOMB
⊕ (RED) BOMB HITS SHOWN ON PH
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLA
SHOWN AT BEGINNING OF RU

MAP REF.
SPECIAL MAP
SALIMATI PT.
GLOUCESTER AIRDR
MT LANGNA ,
SCALE : 20000

501
355-G
22DEC43

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO # 929

22 December, 1943

SUBJECT: Supplementary Narrative Report on Mission 355-G, performed 22 December, 1943. Objective at Boram Airdrome, New Guinea, 3 degrees 55'S-135 degrees 40'E.

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

1. This supplementary narrative report on Mission 355-G, deals with the report received from the pilot and crew of A/P 071 which was forced to crash land 19 miles northeast of Dumpu at 1100/L/22, when returning from the target at Boram A/D. The pilot and crew returned to Moresby at 1500/L/27.

2. Captain Kilroy, in A/P 071, was leader of the third flight, with Lt. Bailey in A/P 060 on his right wing, and Lt. Vogt in A/P 074 in No. 3 position. This flight, flying on the left of our nine plane abreast formation, was over the target at 0945-0951/L/22. Captain Kilroy released three of his bombs on the Wewak Mission, with unobserved results. Midway between the Mission and the Boram Strip, a ZEKE approached his plane from about 10 o'clock, from slightly above his altitude. S/Sgt. Dale, the turret gunner, fired at a range of 300 yards, and kept the approaching plane under fire till it was within 100 yards. S/Sgt. Dale's tracers were seen to enter the engine cowling, and at this point the ZEKE did a wingover under the tail of our plane and was seen to crash into a small hill just east of the Mission. Captain Kilroy's remaining four bombs were released at the Northwest end of Boram Strip, on the dispersal area. One BETTY bomber was seen to suffer a direct hit by a bomb burst, and heavy black smoke was observed. The entire area of the run was thoroughly strafed with 2000 rounds of .50 calibre. This A/P was hit by A/A fire while over the target., the left engine being shot out.

3. The following is direct quotation from Captain Kilroy:

"Our left engine was shot out over the target and went completely out twenty (20) minutes later. I was unable to feather the left engine, due to the fact that the oil storage had been shot out. We flew for fifteen (15) minutes with the maximum amount of power on the right engine in order to keep airborne, but soon this right engine became very rough and began to lose power, vibrating the entire plane violently.

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Supplementary Narrative Report on Mission 358-G (cont'd.)

Due to this loss of power, I saw that it would be impossible to remain airborne, when the right engine was just about out and at 1100/L/22 I crash landed the plane in a kunai clearing. (The plane crashed at point: (W) 04174-4 mile Strat Map. Madang Sheet.) All personnel on board escaped without injury or bruises. We destroyed the IFF equipment and burned the radio code, but did not destroy the daily fighter grid. Lt. Vogt in A/P 6746 circled the area, dropped us rations, and, we found out later, flew to Gusap, picked up an L-5 there and returned to our plane to show the rescue party our exact location. Although we heard the plane, we did not come out into the open as we were not sure whether it was a friendly A/P.

"We left the crashed plane at 1110/L, picked up a South course and headed for the Ramu River, avoiding all tracks, huts, and areas in which the Japs were presumed to be. We reached the river at 1530/L, remained hidden until 1830/L. Since we were unable to cross the river at this point, we continued under cover of the approaching darkness up the North bank of the river for approximately two (2) miles. When darkness made it impossible to progress further, we made camp on an island in the river, away from the shore.

"On the morning of the 23rd we once again started South up the river, until reaching a wide area where there were many islands. Here we stayed, knowing that we were comparatively safe from Jap patrols and could be more easily spotted by rescue parties and aircraft. P-40's found us first, then Captain Neuenschwander of our Squadron, and then a plane from the 498th Squadron circled with Lt. Flanagan, Lt. Vogt's co-pilot, as guide. Then we were spotted by a Boomerang, which dropped instructions for us to remain at the same position as the Aussie patrols would be sent our exact location and would pick us up.

"We stayed on the island all day, spent the night there, and at 1400/L/24 the Boomerang returned, informing us that the patrols were unable to reach us, and if possible we should ford the river to the South bank and make our way along the South bank to Waimariba, where friendly natives were located and where the Australian patrol would attempt to meet us. We forded the river, and proceeded along the South bank. An Australian Tiger-Moth dropped us emergency supplies and we continued up the river, using native tracks when we could find them. We missed Waimariba, and kept walking until 1930/L, at which time we made camp.

"At 0750/L/25 we again started South, until about 1030/L, at which time, an SATF rescue plane - an L-5 - spotted us, and dropped us blankets, mosquito nets, water, K-rations and cigarettes.

Supplementary Narrative Report on Mission 555-Q (cont'd)

F/O Marston and Lt. Lipscomb were in this plane. We continued South until 1630/L, where a second SAFF rescue plane, with F/O Marston and Lt. Martiocrena, dropped more blankets and nets, as well as 10 lbs. of turkey, fruitcake, oranges, cans of peaches and orange juice, cigarettes, bread and butter. We had the most unexpected and enjoyable Christmas dinner of our lives. Lt. Martiocrena then dropped us a map showing our present location and giving us a course to the nearest Australian camp on the North side of the Ramu.

"On the morning of the 26th, we picked up a course of 85 degrees, which brought us to the river at 1130/L. We fired our guns, which directed the Australian patrols to locate us, and pick us up at 1200/L. The patrol helped us to ford the river and we continued on with them to their camp five (5) miles North of Dumpu, from where we were evacuated via C-47 to Madsab, reporting in there to SAFF. All personnel was in good physical condition, suffering only from fatigue. We remained there overnight, and returned to Moresby at 1500/L/27.

"Without the help of the SAFF Rescue Squadron and the assistance given by the Australian aircraft, our hardships and time spent in the jungle would have been increased immeasurably. All the credit in the world, as well as assistance and additional supplies in both personnel and aircraft, should be given to these two services. L-5's and Cubs are particularly suitable for this type of work, and the use of a helicopter would have saved us at least three days of jungle travel and exposure."

3. Captain Kilroy reports that he last saw Lt. Bailey in A/P 080/ at about 1058/L/28. Lt. Bailey appeared to be having trouble with his left engine. He was flying at an altitude of 4000 ft., at an approximate heading of 180 degrees, and approximately 140 mph.

For The Squadron Commander:

CARL A STRAUSS
1st. Lt., Air Corps,
Ass't. Intelligence Officer.

CONFIDENTIAL

5OIST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO #929

23 December 1943.

SUBJECT: Narrative Report on Mission 355-G, Performed 22 December 1943, Objective at Boram Airdrome, New Guinea, 3 degrees 35' S - 143 degrees 40' E.

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

1. GENERAL.

a. The objective assigned was the dispersal areas, installations and gun positions at Boram Airdrome, to be bombed with 48 X 300 lb. 8/11 sec. delay demo. bombs, and the areas thoroughly strafed.

b. The 345th Group was to assemble enroute to 30 Mile, make one circle there; then proceed to Gusap and rendezvous with the fighter escort of 4 squadrons of P-38's, at 8000 ft. or below the overcast, one hour and forty five (45) minutes after the takeoff of the first bomber.

c. Attack

(1) The 501st Squadron was the last over the target at 0945-0951/4, flying nine (9) ships abreast on a heading of approximately 90 deg. The approach to the target was made from Gusap, up the Ramu River Valley, at a heading of apprex. 295 deg., over Annaberg, then crossing the Sepik River near Timbunke. At a point apprex. 2½ miles west of Wewak a turn was made, and the approach to the target was made at a heading of apprex. 90 deg. The formation over the target was nine (9) ships abreast. The bombing was excellent, 13 X 300 lb. 8/11 sec. delay demo. bombs were dropped near the A/A position midway between Wewak and Boram Strips, and the remaining 33 X 300 lb. 8/11 sec. delay bombs were dropped South of the Boram Strip, at the east end of the strip, and in the northeast dispersal area. The area from Wewak Mission to the East end of Boram Strip was thoroughly strafed. The A/A position 3000 ft. South of the center of Boram Strip was heavily bombed, and one crew reported what they thought was a direct hit on this position. The A/A position near the Wewak Hospital was bombed and thoroughly strafed also. There were no enemy A/C destroyed definitely on the ground.

Narrative Report on Mission 355-G cont'd.

(2) Our attack was coordinated with the remaining three squadrons of the 345th Group. The 500th, followed by the 498th struck at Wemak Airdrome, while our squadron followed the 499th over the Boram area. Each two squadrons, therefore, went across the targets eighteen (18) ships abreast. However, the left wing flight of both the 500th and the 498th swung out towards Wemak Point in order to bomb and strafe both the A/A positions there as well as shipping in the harbor.

4. Interceptions:

Our squadron was intercepted by 20 to 30 Zekes and Hamps at the beginning of our bombing run, which was over the Wemak Mission area. These enemy A/P dove in from an altitude of 4-6000 ft. from the sun, to the left of our squadron. They came in in groups of four, making a split "S" during pass. There was a single pass made at our formation, from approx. 8 o'clock. The attacks were very aggressive, being pressed closely to within 50 ft. of our A/P. Our evasive action was speed and maintaining our low altitude, as well as dipping of the left wing, in order to give the turret gunners opportunity to fire at the oncoming Zekes. Two Zekes were shot down by our squadron, one by the gunner of A/P 078, and one by the gunner of A/P 089. Several of our planes were hit by 7.7 mm shells from enemy airplanes, and it must be presumed that this, or A/A, is the cause of A/P 071 crash landing 12 miles Northwest of Hamm, and of A/P 080, which is missing.

In addition to the two A/P shot down by our squadron, our crews report sighting two (2) Zekes shot down by the P-38's in the bay Northwest of Cape Boram; 2 Zekes shot down by P-38's one mile Southeast of Wemak Mission; and one Zeke shot down by a P-38, going down in flames Southeast of Cape Moem near Brandt Plantation.

2. The 500th squadron was assigned to lead the group and Captain Kennemschneider led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Captain Kennemschneider	A/P 093	Captain Knell	A/P 069
Lieut. Krumm	A/P 089	Lieut. Kortemeyer	A/P 594
Lieut. Clark	A/P 076	Lieut. Larsen	A/P 070

THIRD FLIGHT	
Captain Kilroy	A/P 071
Lieut. Bailey	A/P 080
Lieut. Vogt	A/P 074

Narrative Report on Mission 355-G cont'd.

3. Details of the Mission:

(a. Our squadron took off from Schwimmer Drome at 0653-0657/L/22, made rendezvous with the 3h5th Group at 0715/L, made rendezvous with the fighters OVER Gusap at 0847/L, made the bombing and strafing run at 0945-0951/L and returned to base at 1206-1550/L.

b. Route flown was Moresby to 30 mile, to Gusap, then up the Ramu Valley at a heading of approx. 295 deg., over Annanberg, across the Sepik River near Timbunke. At a point approx. 2h miles west of Wewak a turn was made, and the approach to the target was made at a heading of 90 deg. the formation continued on this heading out to sea for a short distance then turned in over land at Ritter Bay, proceeded South over Gusap to Moresby.

c.i. Capt. Neuenschwander, in A/P 093, led the squadron in on the target, passing directly over the Wewak Mission area where all his bombs were released near the A/A position and the mission itself. This area was heavily strafed as was the entire run across the Boram dispersal area and strip. It was the beginning of the run when the enemy planes intercepted, and Capt. Neuenschwander increased the speed, and changed the altitude in order to evade them. Lt. Krams, on the right wing of the first flight, in A/P 089, released one bomb on the Mission, South of Wewak, and the remaining six in the dispersal area Sout of Boram Strip, which were seen to hit in buildings in that area. At the start of the bombing run, a Zeke attacked this A/P, coming in from 2 o'clock. The gunner, S/Sgt. Riggs, first fired two short bursts at him, and then, as he approached, one long burst. The Zeke continued on course a short distance, passed under the plane, was seen to flip over on its back, and crash into a coconut plantation. Lt. Clark, in A/P 076, flew in No. 3 position in this first flight, and released two bombs on a large building in the Wewak Mission area; two bombs on an A/A position midway between the two dromes; and three bombs in the Southeastern dispersal area at Boram. The A/A position in the vicinity of the hospital and mission building at Wewak was heavily strafed.

ii. Capt. Knoll, in A/P 069, was leader of the 2nd Flight on the right wing, flying abreast the first flight on the same heading over the target. Capt. Knoll's bombs were released in train on the area just South of Boram Strip, and they were seen dropping in the vicinity of the heavy A/A positions there, which was also heavily strafed. He describes the interception

Narrative Report on Mission 355-G cont'd.

as follows: "There were 20-30 enemy A/Fs in combat with the P-38's overhead. 4 or 5 Zekes attacked our squadron. One silver Hamp, with blue-white bottom, made a bold pass from 9 o'clock at 200 ft. and knifed through our formation, then turned and went away at 6 o'clock at tree-top level." Lt. Kortemeyer, in A/P 594, flew in No. 2 position in the second flight, dropping one bomb near the A/A position midway between Wewak and Boram, and the remaining six bombs 3000 ft. South of Boram Strip, on the second ridge. His bombs were seen (by Capt. Knoll's crew) to hit directly on the heavy 6 gun A/A position in this area. The area from Wewak Mission to Boram Strip was heavily strafed, especially South of Boram. In A/P 070, Lt. Larsen flew in No. 3 position in this flight. He released three of his bombs on the mission area and the remaining four South of Boram Strip, straffing A/A positions vigorously, along the run.

iii. Capt. Kilroy in A/P 071, was Leader of the 3rd Flight, which consisted of Lt. Bailey, in A/P 080, Lt. Vogt. in A/P 074. They flew on Capt. Neuenschwander's left over the target. Lt. Vogt, the only plane that has returned in this flight, dropped four (4) bombs on the Northeastern dispersal area, and straffed heavily throughout the run. This plane when about 1000 yds. beyond the Wewak Mission was attacked by a Zeke which made a pass at approx. 10 o'clock. The Zeke dove down to an altitude of 100-150 ft, was fired on by the waist-gunner, S/Sgt. Fiorello and then at a range of 150 yds. the turret gunner, S/Sgt. Forman, fired a long burst of 75 rounds into the approaching plane. At 75 yds. he fired another burst of 60 rounds and his tracers were seen to enter the engine and left wing. The enemy plane dove beneath our plane and was seen to crash into the trees. The report of this flight is based on Lt. Vogt's observations and statements. Capt. Kilroy's plane was seen to be attacked by a Zeke while on the bombing run, but he and the flight continued on course with the squadron for at least twenty minutes overland before dropping back. Capt. Kilroy was forced to crash land his plane in a clearing 12 miles Northwest of Dumpu at 1125/L, due to a leak in the gas line. Lt. Vogt circled the area, saw the crew climb out of the plane, then proceeded to Gusap, where he landed. At Gusap he reported to the Third Air Task Force, and with the Intelligence Officer returned by plane showing the exact location of the crashed plane. Lt. Bailey, at 1040/L radioed in that his oil line had been hit, that he might have to bail out, that he might have to call again. He was not heard from again, and was last seen by Lt. Vogt flying at 1500 ft., at 1105/L, approx. 14 miles East of Annanburg.

Narrative Report on Mission 355-G cont'd.

d. The A/A encountered over the target area was particularly heavy on this mission, and was seen to come from all the previously pin-pointed positions. It was of a barrage type, very heavy at Wewak Mission, and especially so at Boram, where there seemed to be M/G positions lined up along the strip. In addition our crews noted a new type of A/A, which was described as: "like Roman candles or rockets; had long tail or trailing column of white smoke, and made a red burst upon exploding at apprex. 200 ft. altitude."

e. The fighter escort consisted of four (4) squadrons of P-38's - two of which were top cover, and two for close cover. They provided excellent cover, and engaged the attacking enemy planes at all altitudes over the target area. It was due to their presence and aggressive tactics that the enemy planes made but one pass at our planes.

f. The following damage wasmsustained to our A/P:
A/P 594 One (1) .30 cal. hole in right engine nacelle.
One (1) .50 cal. rip of 12" in fuselage below cockpit.
A/P 070 One (1) .30 cal. hole in top leading edge, right wing near fuselage.
A/P 074 One (1) .30 slug in oil line of right engine nacelle.

g. None of our personnel sustained injury.

4. S/Sgt. Joe Forman will be recommended for the award of Oak Leaf Cluster to the Air Medal, for the destruction of an enemy airplane on this mission. This is his second enemy plane, the first having been shot down over Dumpu on 15 Nov. 1943.

5. Armament, Ordnance, Photographic and Ground Opposition Tables are enclosed herewith.

6. Sightings:

0945-0951/L - 3-4 V/T bombers in dispersal areas Southeast of Boram Strip.
One (1) Fox-Tare Baker in harbor between Mission Pt. and Wewak Pt. Direct hit and 3 or 4 50 ft. miss seen scored.
One (1) Fox-Tare Charlie, 1000 ft. off shore East of center of Wewak Peninsula, apparently in damaged condition.
Two (2) Zekes seen shot down by P-38's in bay Northeast of Cape Boram.

Narrative Report on Mission 355-G cont'd.

Two (2) Zekes seen shot down by P-38's one mile Southeast of Wewak Pt.
Many tents and buildings, probable stores, in plantation Southwest end of Boram Strip.
5-6 small boats, possible barges, arounf Southeast of Wewak Pt.
12-15 Betty bombers well camouflaged in dispersal area Northeast end of Boram A/D. Stores along taxiway North of Boram A/D. Dump area 2000 ft. Southwest of West end of Boram runway.

0952/L - One (1) Zeke seen shot down in flames by P-38 Southeast of Cape Moem near Brandi Plantation.

7. Photo Interpretation:

In all 23 prints were received from this mission; 9 from A/P 069, and 13 from A/P 074. The photos from the latter reveal the Wewak Drome and Mission area covered with a heavy pall of smoke, a result of the bombing in that area. Photo 209 shows pegafrags exploding on the West end of the runway, and in the revetment area to the left is a SSF and one SSF is seen under the trees at the right. Photo 218 shows a definite explosion, probably an ammunition dump, South of the central part of the Boram Strip. From A/P 069, the area South of Boram Strip is seen well covered with bomb hits. Photo 162 and 163 show possibly several A/P on the strip. There are three A/P and they are possibly serviceable; photo is too obscure to make positive identification. Photo 167 shows very heavy smoke from the area North of the center of Boram runway. Photos 185 and 186 reveal 4 barges in Boram Harbor. Photos 218 also shows numerous bomb hits in area South of central part of Boram Strip. Photo 220, from A/P 074, shows several camouflaged 4 engined bombers in the dispersal area, Northeast of Boram Strip.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

4 INCL:
Incl: 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagram.
3 - Bombing & Strafing Tables.
4 - Photo Table and Ground Opposition Table.

Narrative Report on Mission FFO 355-G, 22 Dec. 1943, 501st Sq.

BOMBING TABLE # 1

No.A/P	No.Bombs	Type	Weight	No. Dropped on Target	Remarks
093	7	S/11	300lb.	7	
089	7	"	"	7	
076	7	"	"	7	
069	7	"	"	7	
594	7	"	"	7	
070	7	"	"	7	
074	7	"	"	4	3 salvoed at sea.
Total	49	S/11	300 lb.	46	3

STRAFING TABLE # 2

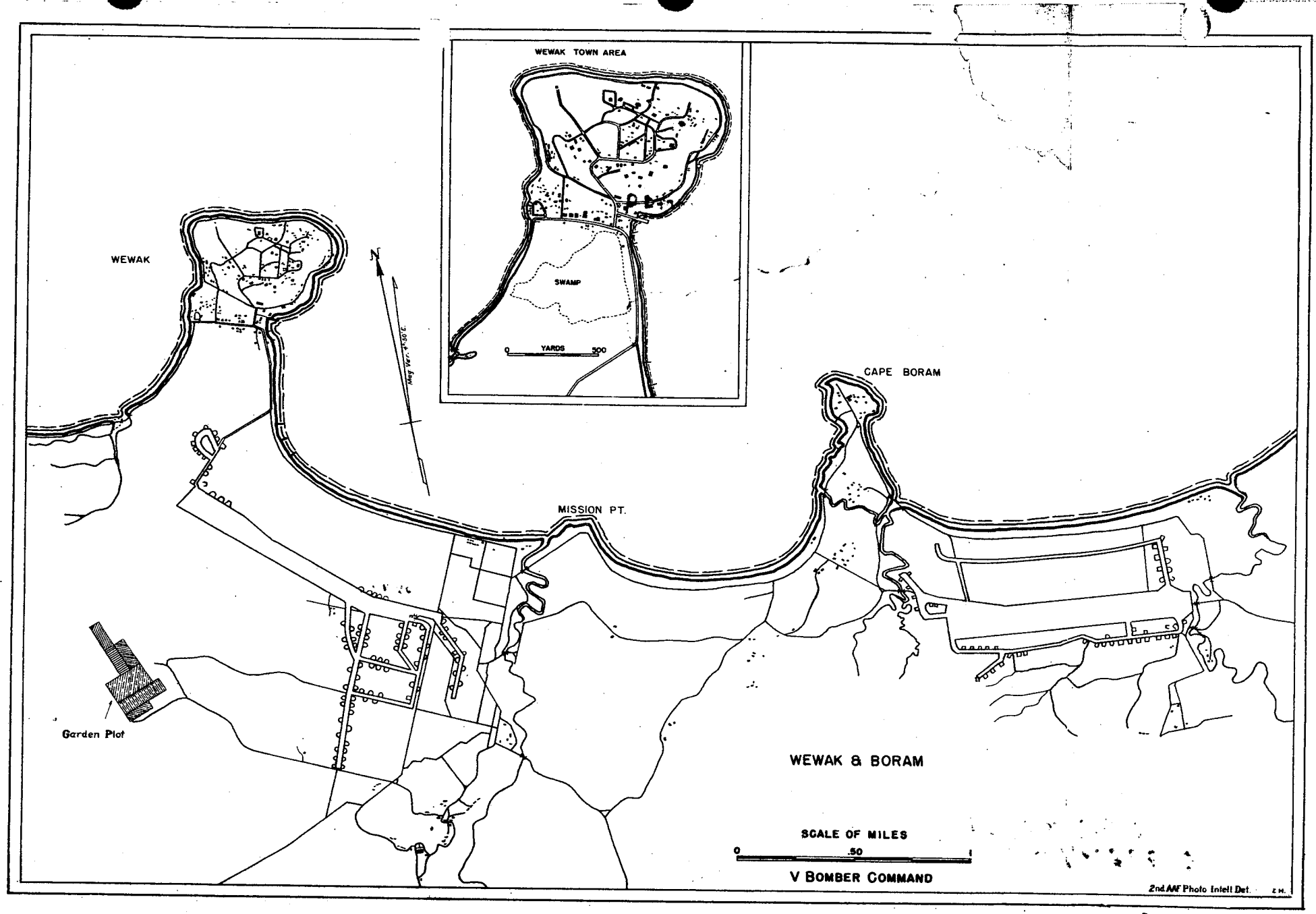
	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds. Car'd	Rds.Ex.	Gun Fail
093	4800	1400	ULM LRW	2000	300	
089	"	1450	URM	"	200	
076	"	1100	LRM	"	400	
069	"	1600	LLM	"	200	
594	"	1100	ULM LLW	"	400	
070	"	1600	URW	"	200	
074	"	1400	Nil	"	1200	
Total		9700			2900	

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type of Camera	Ex.Made	Prints Red'd.
093	0945-0951/L	Boram	K-21	Nil	Cable broke
089	"	"	K-21	DID NOT TURN	ON SW'H.
076	"	"	K-21		"
069	"	"	K-21	30	9
594	"	"	K-17	75	0
070	"	"	K-21	DID NOT TURN	ON SW'H.
074	"	"	K-21	30	13
Total			60:K-21 75:K-17		22

GROUND OPPOSITION

No.A/P	Intensity	Caliber	Accuracy(Yes-No)	Altitude & Burst	Location
093	M	L,M,H,	Yes	Our Level	See #1.
089	H	M & H	Curtain	50'-Up	
076	H	L,M,H,	Fair	100-200	
069	H	L,M,H,	Fair	100-500	
594	H	L & H	No	100-500	
070	H	L & M	Curtain	100-500	
074	L-H-M	L & H	No	500	



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501
357-LL
24DEC4

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

24 December 1943.

SUBJECT: Narrative Report on Mission 357-LL, Performed 24 December 1943, Objective Target 20-B through Target 17-B (Borgen Bay, New Britain 5° 30'-S---148° 29-E.

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

1. GENERAL.

a. The objective assigned was the coastal area from Target 20-B through Target 17-B upon the Northwest shore of Borgen Bay to be bombed with 28 x 500 lb. 8/11 sec. delay demo. bombs, and the same to be thoroughly strafed from minimum altitude.

b. The 345th Group was to assemble at Sakar Island, completing assembly at 0706/L, then proceeding to the target to make an attack, time to occur from 0728-0743/L.

c. Attack:

(1) The 501st Squadron was the last squadron over the target at 0721-0735/L flying in three flights, the first two flights consisting of three A/P, and the third flight consisting of one A/P. The attack was made on a heading of approximately 130°. The approach to the target was made from Sakar Island passing to the North of Cape Gloucester making a wide right turn intoBorgen Bay, and then swinging left on to the assigned target. Two passes were made, bombing and strafing on the first and strafing the second. After making the first pass, the squadron made a 180° turn to the left coming back for the second pass. Bombing results were excellent. 25 bombs were dropped in the assigned target. 3 bombs were returned to base due to failure of the main fuse in the bomb mechanism of A/P 060. Direct results of bombing and strafing were unobserved.

(2) Our attack was coordinated with the remaining squadrons of the 345th Group. The 500th Squadron made a similar approach run except that their attack was delivered entirely against Target Hill. The 499th, 498th attacks were similar to ours. The squadron attacked in the following order: 500th, 499th, 498th and 501st.

Narrative Report on Mission 357-LL, cont'd.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

2. The 500th Squadron was assigned to lead the Group, and Major Fain led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Fain	A/P 093	Capt. Knell	A/P 069	Lt. Nusbaum	A/P 060
Lt. Kortemeyer	A/P 070	Lt. Clark	A/P 076	(Only 1 A/P in	
Lt. Vogt	A/P 082	Lt. McKenney	A/P 099	this flight)	

3. Details of the Mission:

a. Our squadron took off from Dobodura at 0540-0550/L, proceeding to a point 20 miles Southeast of Umboi Island where the squadron formation was completed by making one circle to the left at 0646/L. The squadron then proceeded to Sakar Island for rendesvous with the Group. Upon approaching Sakar Island, the Group was seen making a large circle to the left, and our squadron passed across Sakar Island to the Northwest at which point they fell into the Group formation. This was completed and the Group was on course to the target at 0706/L. Our squadron made their bombing and strafing attack at 0721-0735/L at 50-100 ft., and returned to base at Dobodura at 0850-0855/L.

b. The route flown was Dobodura to Sakar Island to target. After making two passes over the target, a wide circle to the left over Borgen Bay was made to rejoin the Group, which then proceeded South across New Britain to Cape Bach and direct to Dobodura.

c. Major Fain, in A/P 093, led his flight across the center of the target making landfall at point 698940 and passing out over the water below Silimati Pt. at 741904. 4 bombs were dropped in the target on this first run, and the area was thoroughly strafed on the first and second passes. Lt. Kortemeyer in A/P 070, in #2 position and Lt. Vogt, in A/P 082, in #3 position. Their runs were made parallel with that of Major Fain's, and their entire load of bombs were dropped on the first run, all hitting in the target and strafing was done on the first and second passes.

Capt. Knall led the second flight over the target making landfall at point 699941 and passing out over the Bay below Silimati Pt. at point 738901. Lt. Clark, in A/P 076, flew in #2 position, and Lt. McKenney, in A/P 099, flew in #3 position. All their bombs were dropped on their first run, and all hitting in the assigned area. This flight strafed the target on their first and second passes. Lt. Rusbeam, in A/P 060, flew one A/P similating a third flight within the squadron. Lt. Rusbeam made landfall for his run at point 688940 and completed his run South of Silimati Pt. at 739903. Lt. Rusbeam was able to drop only one bomb in the target, as after this first bomb was released, the main fuse connecting the ammunition connection of his A/P failed. As a result, he was able to expend only 240 rounds in strafing. (Ref. to the above coordinates were taken from Special Map Gloucester A/D, 1/20,000). Major Fain, leading our squadron over the target, maintained an interval of one minute behind the 498th squadron, because of the fact there was only one flight of the 498th ahead of him, and he wanted to similate accurate timing conditions which would exist had the flights of the 498th been present. All of our remaining A/P flew in 20 second intervals.

d. Fighter escort was provided by P-47's and their cover was good.

e. There was no damage sustained by any of our A/P as result of enemy action.

f. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 0720/L—One transport was seen on the East end of #2 strip at Cape Gloucester A/D. It is believed to be a DC-3, and there is a possibility that it may be serviceable.

b. 0725/L—3 or 4 barges, believed to be serviceable, were among the large group of wrecked barges along the shore South of Silimati Pt. Nil enemy ground activity was observed in the area.

Narrative Report on Mission 357-LL, cont'd.

7. Prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

4 Encl.
Encl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagram.
3 - Bombing & Strafing Tables.
4 - Photo Table.

NARRATIVE REPORT ON MISSION FFO 357-LL, 24 DEC. 1943, 501ST SQ.

BOMBING TABLE #1

NO.A/P	NO. BOMBS	TYPE	WEIGHT	NO. DROPPED ON TARGET	REMARKS
099	4	8/11	300 LB	4	
070	4	"	"	4	
076	4	"	"	4	
060	4	"	"	1	3 RETURNED TO BASE
093	4	"	"	4	
069	4	"	"	4	
082	4	"	"	4	
TOTAL	28	8/11	300 LB	25	3

STRAFING TABLE #2

	.50 CALIBER			.30 CALIBER		
NO.A/P	RDS. CAR'D	RDS. EX.	GUN FAIL.	RDS.CAR'D	RDS.EX.	GUN FAIL.
099	4800	1900	NIL	2000	600	NIL
070	"	1430	URW	"	800	"
076	"	1525	ULN/URW ULW/LLW	"	300	"
060	"	240	ELEC.FAIL.	"	300	"
093	"	2250	ULN/LLN URW/ULW	"	400	"
069	"	3100	NIL	"	300	"
082	"	1585	URW/LLW	"	500	"
TOTAL	33600	12030		14000	3200	

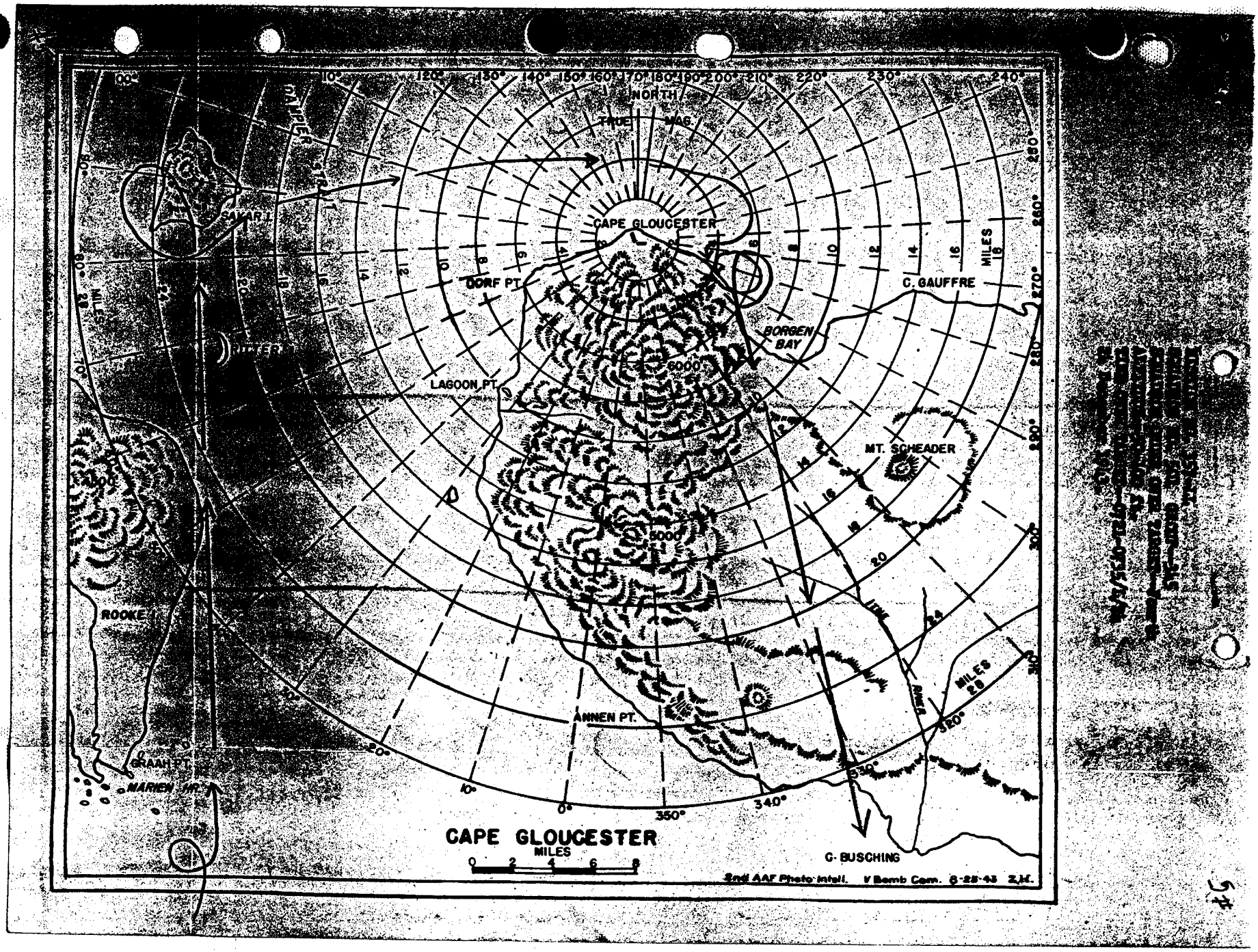
NOTE: URW (UPPER RIGHT WAIST) ULN (UPPER LEFT NOSE)
ULW (UPPER LEFT WAIST) LLW (LOWER LEFT WAIST)
LLN (LOWER LEFT NOSE)

MISSION REPORT FFO 357-LL, 21 DEC. 1943, 501ST BOMB SQ.

PHOTOGRAPHS

NO. A/P	TIME PHOTO TAKEN	LOCALITY	TYPE CAMERA	EX. MADE	PRINTS REC'D.
099	0721-0755/L	SILIMATI	K-21	30	
070			K-21	DID NOT TURN SWITCH ON.	
076	" "	"	K-21	30	
060			K-21	DID NOT TURN SWITCH ON.	
093	" "	"	K-21	30	
089	" "	"	K-21	30	
082			NO CAMERA		
TOTAL				120	

NOTE: PRINTS NOT RECEIVED AT TIME OF SUBMITTING THIS REPORT.


NORTH
TRUE
MAG.
CAPE GLOUCESTER
DORF PT.
C. GAUFFRE
BORGEN BAY
LAGOON PT.
MT. SCHEADER
6000'
5000'
ROOKE I.
ANNEN PT.
GRAAH PT.
MARIEN HR.
G. BUSCHING
MILES
CAPE GLOUCESTER
MILES
0 2 4 6 8
2nd AAF Photo Intell. V Bomb Com. 8-25-43 Z.H.

358-JJ
25 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

26 December 1943.

SUBJECT: Narrative Report on Mission 358-JJ, Performed 25 December 1943, Objective Target 17-B Silimati Pt. (Borgen Bay), New Britain 5° 30'-S—148° 29-E.

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

1. GENERAL.

a. The objective assigned was Target 17-B at Silimati Pt. to be bombed with 42 x 300 lb. 4/5 sec. delay demo. bombs and to be strafed from minimum altitude.

b. The 345th Group was to assemble over the Cona Wreck at 8,000 ft. and proceed direct to the target striking at 1430/L, and clearing the target by 1445/L.

c. Attack:

(1) The 501st Squadron was the first squadron over the target at 1430-1440/L, flying in two flights of three A/P each. The attack was made on a heading of approximately 180°. The approach to the target was made across the tip of New Britain, making landfall near Ammen Pt. and proceeding through the valley to Borgen Bay, passing out to sea beyond the target and then making a 180° turn to the left coming back in for the attack. Two passes were made, bombing and strafing on the first, and strafing on the second. After making the first pass, the squadron made a 180° degree circle to the left coming back for the second pass over the same course as the first pass. Bombing results were excellent. 35 bombs were dropped in the assigned target. The remaining seven bombs were not dropped due to rack failure, and were returned to base. Direct results of bombing and strafing were unobserved.

(2) Our attack was coordinated with the remaining squadrons of the 345th Group. The 498th squadron made a similar approach run and attacked Target 19-A, the 499th attacked Target 20-B, and the 500th attacked Target 21. The squadrons attacked in the following order: 501st, 498th, 499th and 500th

Narrative Report on Mission 358-JJ, cont'd.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

2. The 501st Squadron was assigned to lead the Group, and Captain Neuenschwander led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 093	Captain Cather	A/P 064
Lt. Kortemeyer	A/P 070	Lt. McKenney	A/P 099
Lt. Krans	A/P 089	Lt. Murphy	A/P 518

3. Details of the Mission:

a. Our squadron took off from Dobodura from 1250-1300/L, proceeding to the Goma Wreck where rendezvous with the Group was completed at 1321/L, then proceeding direct to the South coast of New Britain near Annen Pt. At this point, as the weather in the Dampier Strait was bad, Captain Neuenschwander changed the planned approach and proceeded direct to Borgen Bay through the valley, as shown in Fig. #1 attached. Our squadron made their bombing and strafing attack at 1430/L, and then left the target for return to base at 1440/L, landing at Dobodura from 1555-1600/L.

b. The route flown was from Dobodura to the Goma Wreck, to Annen Pt., to Borgen Bay, then circling to the left to the target. After making two passes over the target, a wide circle to the left was made over Borgen Bay to rejoin the Group, and then proceeded South across New Britain direct to Dobodura.

c. Captain Neuenschwander, in A/P 093, led his flight across the center of the target, as shown on Fig. #2. Captain Neuenschwander was unable to release any bombs on his run, due to failure of rack mechanism. He thoroughly strafed the area both on his first and second passes. Lt. Kortemeyer, in A/P 070, flew in #2 position, and Lt. Krans, in A/P 089, flew in #3 position making parallel runs as Captain Neuenschwander, and dropped their entire load of 7 bombs each in the assigned area and strafed same on both passes. Captain Cather, in A/P 064, led

Narrative Report on Mission 358-JJ, cont'd.

the second flight over the target in a run exactly similar to that used by the first flight. Lt. McKenney, in A/P 099, flew in #2 position, and Lt. Murphy, in A/P 518, flew in #3 position making parallel runs as their flight leader. All three A/P of this flight dropped their entire bomb load in the target and strafed it thoroughly on two passes.

d. Fighter area cover was provided by P-47's and their cover in the target was good.

e. There was no damage sustained by any of our A/P as results of enemy action.

f. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

1:31/L—Foot bridges at point 736898 and 784861 are still intact. Fires, brown and black smoke, estimated 50 ft. in height were seen in the area at point 710920 and 685935.
One wall constructed gun emplacement pit at point 739905. Crew reported no guns were visible in this emplacement. (All references—Special Maps—Clou-ceater A/D, Mt. Langla, Silimati Pt. 1/20,000).

7. Prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

Narrative Report on Mission 158-JJ, cont'd.

4 Incls:
Incl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagram.
3 - Bombing & Strafing Tables.
4 - Photo Table.

Narrative Report on Mission FFO 358-JJ, 25 Dec. 1943, 501st Sq.

BOMBING TABLE #1

No. A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
093	7	4/5 sec.	300lb		7 returned to base
070	7			7	
089	7			7	
064	7			7	
099	7			7	
518	7			7	
Total	42			35	7

STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
No.A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds.Car'd	Rds.Ex.	Gun Fail.
093	4800	700	URW/LRW/LLW	2000	0	nil
070	"	440	nil	"	200	"
089	"	940	URW	"	0	"
064	"	1050	ULW/ULW	"	100	"
099	"	580	nil	"	200	"
518	"	1820	LRW/LLW	"	0	"
Total	28800	5530		12000	500	

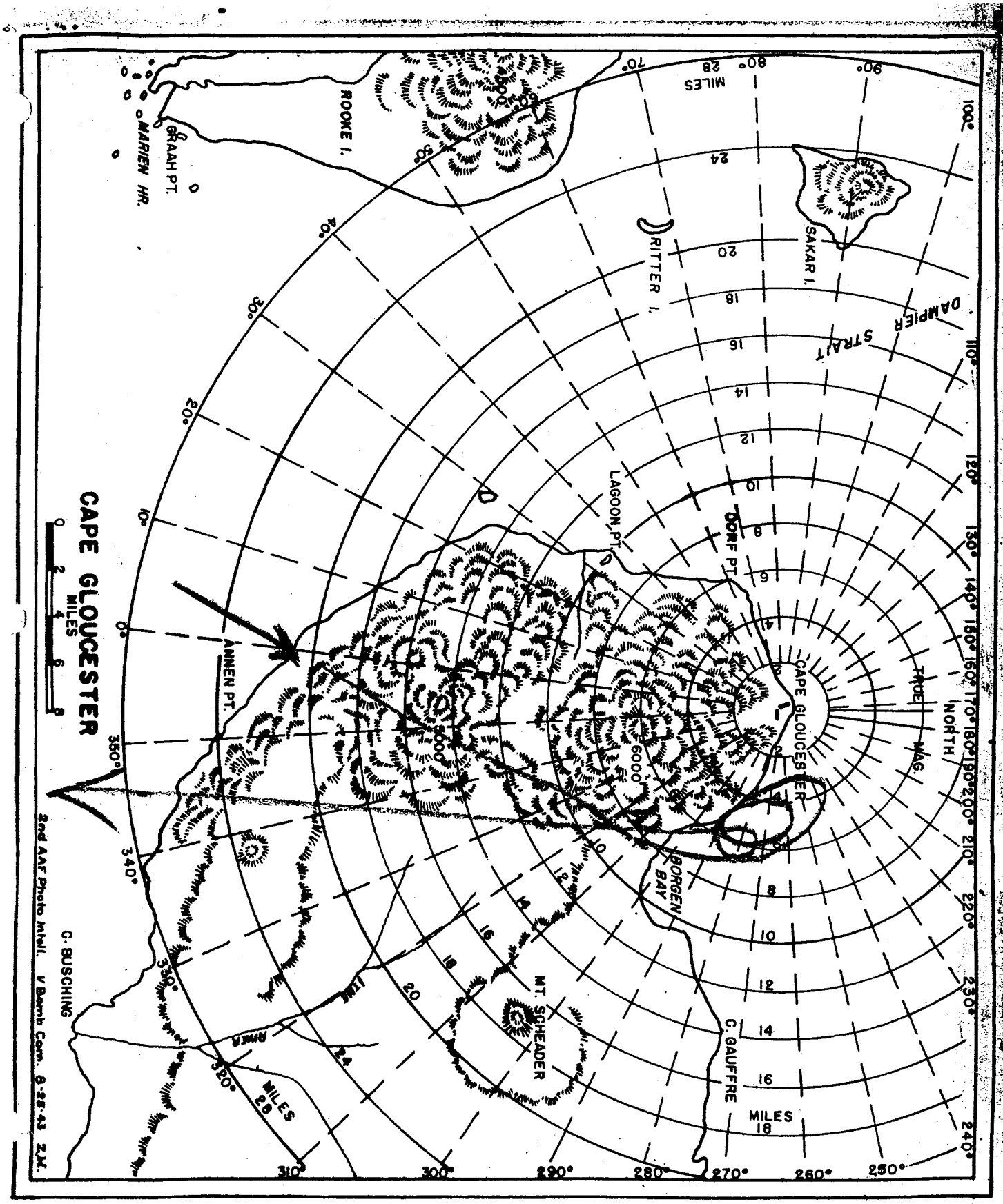
NOTE: URW (Upper right waist) LRW (Lower right waist)
LLW (Lower left waist) URN (Upper right nose)
ULN (Upper left nose) ULW (Upper left waist)
LRN (Lower right nose) LLN (Lower left nose)

Mission Report FO 358-JJ, 25 Dec. 1943, 501st Bomb Sq.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type Camera	No.Made	Prints Rec'd
093	1430-1440/L	Silimati	K-21		Did not turn switch on.
070		Pt.	K-21		Motor jammed
089		17-B	K-21		Fuse blown
064	" "		K-21	30	
099	" "		K-21	30	
518	" "		K-21	30	
Total				90	

NOTE: Prints not received at time of submitting this report.



MISSION NO. 358-JJ
SQUADRON NO. 501 GROUP--345
SQUADRON ORDER OVER TARGET--First
ALTITUDE--100-150 ft.
TIME OVER TARGET--1130-1140/L.
25 December 1943.

501
359-EE
26 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

27 December 1943.

SUBJECT: Narrative Report on Mission 359-EE, Performed 26 December 1943, Objective Silimati Pt. Area (Borgen Bay), New Britain. 5° 30'-S--148° 29-E.

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

1. GENERAL.

a. The objective assigned was the coastal area from Target 20-B to Target 17-B on the shore Northwest of Silimati Pt. to be bombed with 220 x 100 lb. 4/5 sec. delay demo. bombs. This mission was in support of the Allied landing in this area during the morning of 26 December 1943.

b. The 345th Group was to assemble at Sakar Island, then proceed to the target. The time of attack to be from 0728-0743/L.

c. Attack:

(1) The 501st Squadron was the last squadron over the target at 0728-0743/L, flying in three flights. The first two flights consisted of three A/P each, and the third consisted of four A/P. The attack was made on a heading of approximately 130°. The approach to the target was over Sakar Island passing to sea North of Cape Gloucester making a wide turn into Borgen Bay, then swinging left on to the assigned target. Two passes were made, bombing and strafing on the first and strafing on the second pass. After making the first pass, the squadron made a 180° turn to the left coming back for their second pass in approximately the same course as the first pass was made. Bombing results were excellent. A total of 175 bombs hit in the assigned target and an additional 29 bombs scored near misses in adjoining areas—all falling on land. 16 bombs were salvoed safe in the target due to malfunction of the bombing racks in two A/P. Direct results of bombing and strafing were unobserved.

(2) Our attack was coordinated with the remaining squad-

Narrative Report on Mission 359-ME, cont'd.

rons of the 345th Group. The 500th Squadron made a similar approach to the target, but their attack was delivered against Target Hill which was covered with white phosphorous smoke bombs for the purpose of screening the landing party coming in to the beach. The 499th, 498th attacks were similar to ours. The squadron attacked in the following order: 500th, 499th, 498th and 501st.

d. Interception:

(1) There was no interception by enemy A/F.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

2. The 500th Squadron was assigned to lead the Group with Lt. Col. True flying as Group Commander. Major Fain led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Fain	A/P 518	Captain Knell	A/P 069	Capt. Cather	A/P 064
Lt. Kertemeyer	A/P 070	Lt. Clark	A/P 076	Lt. Mosbaum	A/P 060
Lt. Krans	A/P 089	Lt. Murphy	A/P 594	Lt. Vogt	A/P 082
				Lt. McKenney	A/P 099

3. Details of the Mission:

a. Our squadron took off from Dobodura from 0545-0550/L, proceeding direct to a point approximately 20 miles Southeast of Umboi Island where the squadron formation was completed by making one circle to the left. The squadron then proceeded to Sakar Island and rendezvoused with the Group. The Group rendezvous was completed in two circles to the left over Sakar Island, and the Group took off on course for the target at 0715/L. Our squadron made their bombing and strafing attack at 0728/L at minimum altitude, and left the target at 0743/L, returning to base at Dobodura at 0910/L.

b. The route flown was Dobodura to Dingen Island, to Sakar Island to the target. After making two passes over the target, a wide circle to the left over Borgen Bay was made to rejoin the Group, which then proceeded South across New Britain to Cape Bach and direct to Dobodura.

c. Major Fain, in A/P 518, led his flight directly down the center of the target, and dropped his entire load of 22 bombs in the assigned area. The entire area was strafed on both passes. Lt. Kertemeyer, in A/P 070, flew in #2 position, and Lt. Krans, in A/P 089, flew in #3 position. Their flights were parallel to that of Major Fain's. These A/P each dropped 22 bombs in the assigned area and strafed same on both passes. Captain Knoll led the second flight down the center of the assigned target. Captain Knoll was unable to drop all of his bombs because of failure of the bomb rack mechanism. He released 16 bombs all of which fell in the target on the first pass. On his second pass, he was forced to salve the remaining six bombs in the target. Lt. Clark, in A/P 076, and Lt. Murphy, in A/P 518, flying in #2 and #3 position respectively, made their runs parallel to that of Captain Knoll's. Each of these A/P dropped their entire load of 22 bombs each in the assigned target and strafed same on both first and second passes. Captain Cather, in A/P 064, made his approach to the target a little too far to the right, causing him to make landfall at the East end of #2 runway at Gloucester strip. Captain Cather then proceeded down the coast from Gloucester to the assigned target strafing all the way. His bombing run in the Yellow Beach area was short, his bombs falling in train from point 700931-712921. Lt. Husbann flying in #2 position made a similar run to that of Captain Cather's bombing and strafing from point 693932 and running as far as point 699929. Six bombs fell in this area. The remaining 16 bombs fell in the assigned target. Lt. Vogt, in A/P 082, flew in #3 position, made a similar strafing run to that of Captain Cather's. He released all of his 22 bombs in the assigned area. Lt. McKenney, in A/P 099, made his run down the right hand side of the assigned area, and he was unable to release all of his bombs due to failure of his bomb rack mechanism. 12 bombs were dropped in the assigned target, and 10 bombs were later salvoed in the target on his second pass. (All map references: Special Maps, Mt. Langla, Gloucester A/D, and Silimati Pt. 1/20,000).

d. Fighter area cover was provided by P-47's and their cover in the target was good.

e. There was no damage sustained by any of our A/P as result of enemy action.

Narrative Report on Mission 359-BK, cont'd.

f. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 0700/L—Four (4) w/i type ships approximately 10-15 miles Northwest of Sakar Island were heading on course towards Gloucester.

b. 0745/L—First landing barges reach shore at point 720913.

c. 0746/L—Six (6) small landing craft were sighted 150 yards off shore coming in for landing at point 739907. (All Map references: Special Maps, Mt. Langla, Gloucester A/D, and Silimati Pt. 1/20,000). Nil enemy activity of any kind observed in Gloucester-Borgen Bay area.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

4 Incl:
Incl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagram.
3 - Bombing & Strafing Tables.
4 - Photo Table.

Mission Report FFO 359-BE, 26 Dec. 1943, 501st BombSq.

BOMBING TABLE #1

No.A/P	No. Bombs	Type	Weight	No.Dropped on Target	Remarks
518	22	4/5	100 lb.	22	
070	22	"	"	22	
089	22	"	"	22	
069	22	"	"	16	6 salvoed in target
076	22	"	"	22	
594	22	"	"	22	
064	22	"	"	22	
060	22	"	"	22	
082	22	"	"	22	
099	22	"	"	12	10 " " "
Total	220	4/5	100 lb.	204	16

STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
No. A/P	Rds. Car'd	Rds. Ex.	Gun Fail.	Rds.Car'd	Rds. Ex.	Gun Fail.
518	4800	1325	URN	2000	0	nil
070	"	1830	URN	"	300	"
089	"	700	URN	"	0	"
069	"	3300	URN/LRN	"	0	"
076	"	2700	URN/ULN	"	300	"
594	"	2750	nil	"	300	"
064	"	3165	URN	"	0	"
060	"	2700	LLN	"	300	"
082	"	2470	LLN	"	0	"
099	"	1375	LRN/URN	"	1500	"
Total	48,000	22315		20,000	2700	

NOTE: URN (Upper right nose) URW (Upper right waist)
LRW (Lower right waist) ULW (Upper left waist)
LLN (Lower left nose) LRN (Lower right nose)

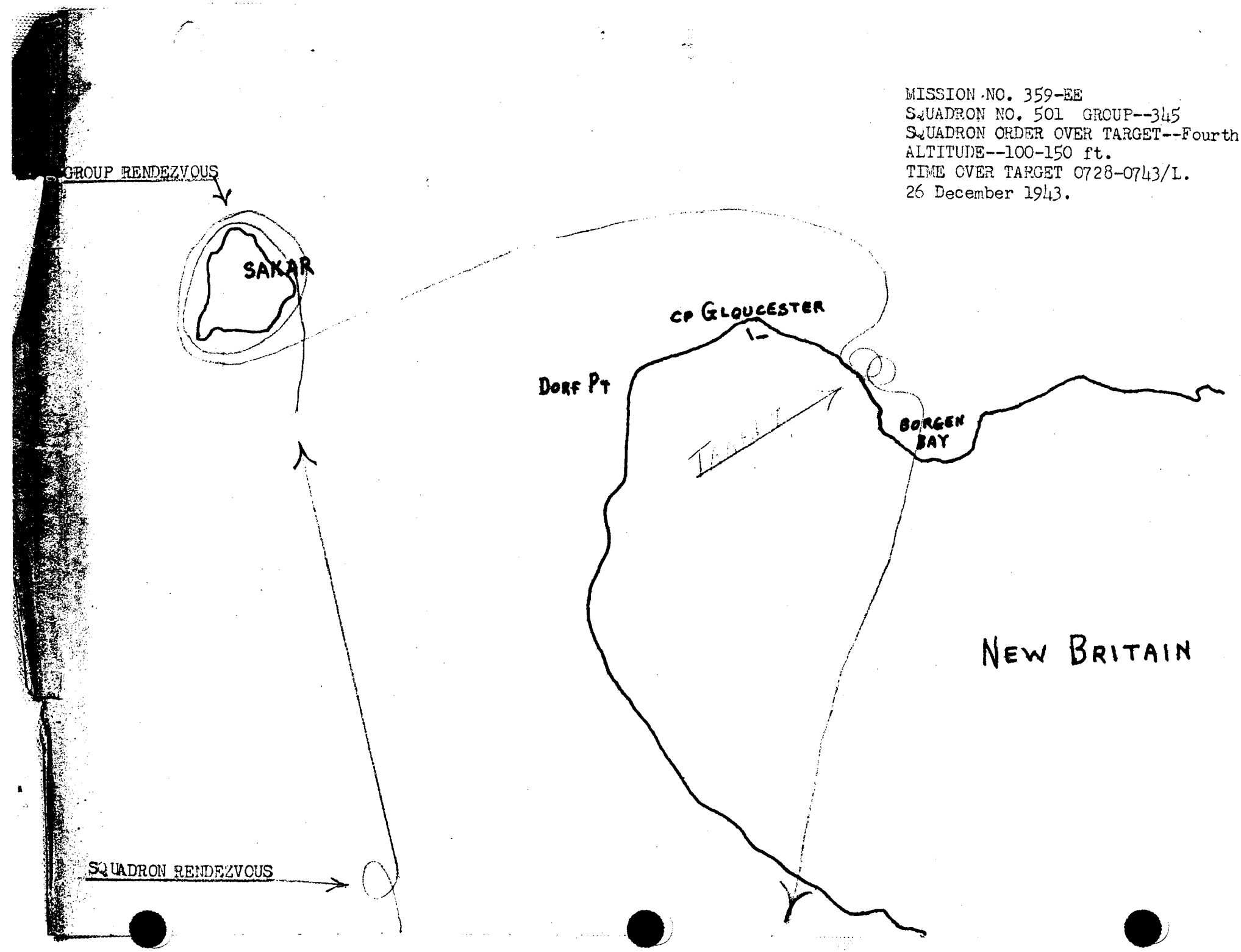
Mission Report FFO 359-HE, 26 Dec. 1943, 501st Bomb Sq.

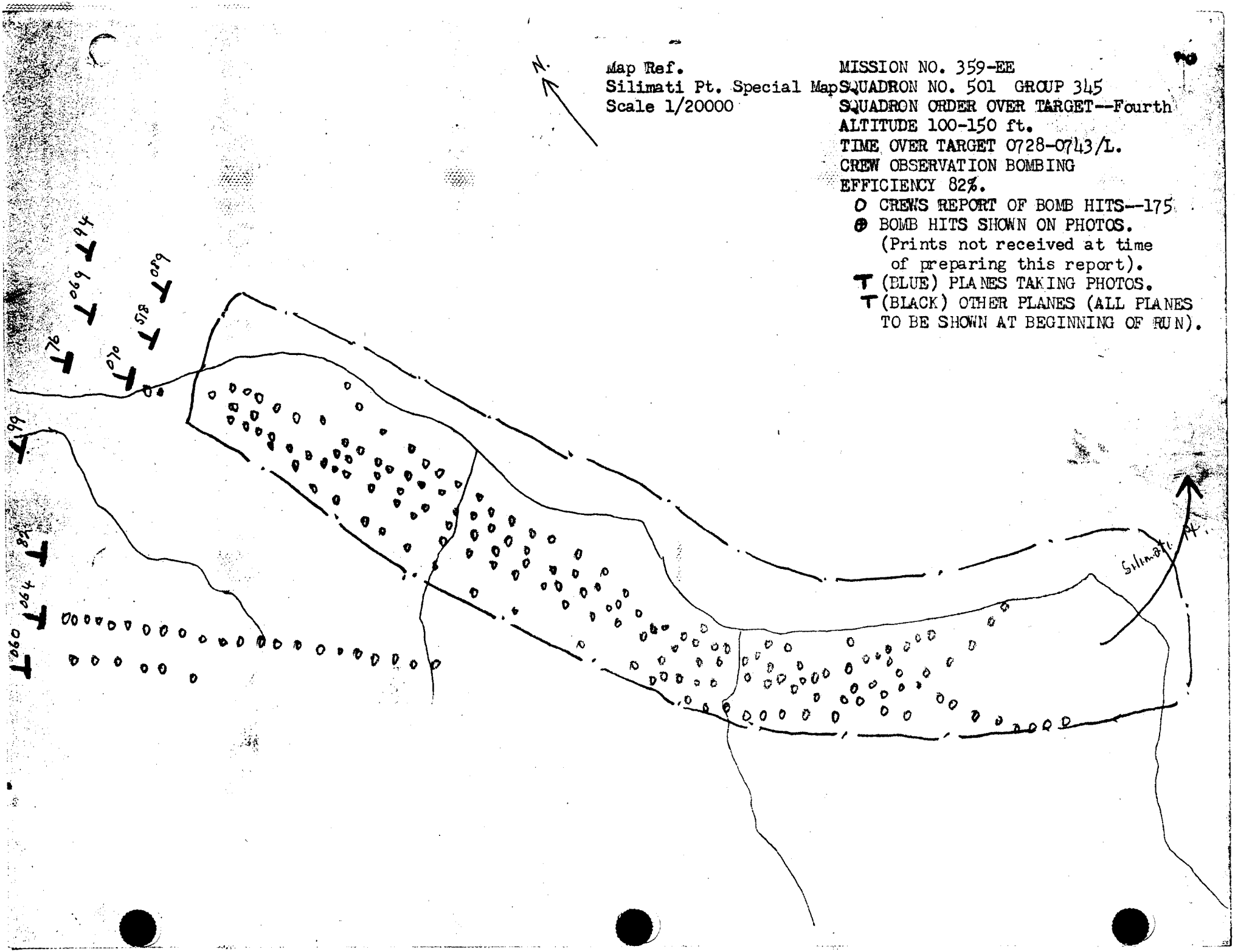
PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type Camera	Ex. Made	Prints Rec'd
518	0728-0743	Bilimati Pt.	K-21	Did not turn switch on.	
070	" "	"	K-21	" " " " "	
089	" "	"	K-21	Camera malfunction	
069	" "	"	K-21	30	
076	" "	"	K-21	30	
594	" "	"	K-17	75	
064	" "	"	K-20	20	
			K-21	30	
060	" "	"	K-21	30	
082	" "	"	K-20	45	
099	" "	"	K-21	30	
Total				290	

NOTE: Prints not received at time of submitting this report.

MISSION NO. 359-EE
SQUADRON NO. 501 GROUP--345
SQUADRON ORDER OVER TARGET--Fourth
ALTITUDE--100-150 ft.
TIME OVER TARGET 0728-0743/L.
26 December 1943.




N.
Map Ref.
Silimati Pt. Special Map
Scale 1/20000
MISSION NO. 359-EE
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Fourth
ALTITUDE 100-150 ft.
TIME OVER TARGET 0728-0743/L.
CREW OBSERVATION BOMBING
EFFICIENCY 82%.
O CREWS REPORT OF BOMB HITS--175
⊕ BOMB HITS SHOWN ON PHOTOS.
(Prints not received at time of preparing this report).
T (BLUE) PLANES TAKING PHOTOS.
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN).
Silimati Pt.

501
359-KK
26 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

27 December 1943.

SUBJECT: Narrative Report on Mission 359-KK, Performed 26 December 1943, Objective Natamo Pt. (Borgen Bay), New Britain 5° 32'-S--148° 30-E.

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

1. GENERAL.

a. The objective assigned was Target 25x to 28x, at Natamo Pt. (Borgen Bay) to be bombed by six A/P, each carrying 4 x 500 lb. 4/5 sec. delay demo. bombs. Same area to be strafed at minimum altitude. This mission was in support of Allied landing in Gloucester-Borgen Bay area during the day of 26 December 1943.

b. The 345th Group was to assemble enroute to Cape Wreck, and then proceed to the target.

c. Attack:

(1) The 501st Squadron was the last squadron over the target at 1445/L, flying in two flights of three A/P each abreast. The attack was made on a heading of approximately 155°. The approach to the target was from Finschhafen up the Dampier Strait, around Cape Gloucester, then into Borgen Bay and to the target. After leaving Cape Gloucester, and before coming into Borgen Bay, the Group made its run directly over our landing forces at Yellow Beach northwest of Silimati Pt. Our landing party units opened fire with ack-ack on our A/P as they passed over, shooting down two B-25's of the 500th Squadron and damaging A/P 070 of our squadron. After passing Silimati Pt., the squadron made its bombing and strafing run at the assigned target at Natamo Pt, dropping all of its bombs in the assigned target and strafing same on the one pass. After leaving the target, the squadron swung right into the valley, reassembled, and proceeded south across New Britain, returning to base. Direct results of damage inflicted by our bombing and strafing were not visible to our crews.

Narrative Report on Mission 359-KK, cont'd.

(2) Our attack was coordinated with the remaining squadrons of the 345th Group, each of which made a similar approach and bombing run over the target. The squadron attacked in the following order: 498th, 499th, 500th and 501st.

d. Interception:

(1) There was no actual interception by enemy fighter A/P against our squadron. At the time of our attack, VALS were in the area and were attacking our ground forces at Yellow Beach. Our gunners got in several bursts on the VALS in their flight over the target, probably destroying one, as he was hit by our forward firing guns and turret guns, but was not seen to definitely crash or disintigrate. This VAL was claimed as probably destroyed.

(2) Our crews reported seeing two (2) B-25's of the 500th Squadron shot down on their approach to the target. One, flown by Lt. Col. True, was seen to go down in Borgen Bay, making a good crash landing about 400 yards off shore at point 804887. (Map ref. Special Maps, Mt. Langla, Gloucester A/D, and Silimati Pt. 1/20,000). The other B-25 was seen to be destroyed in the air and crashed in the Bay about ½ mile southeast of Silimati Pt. Our crews also saw one (1) DD, approximately 3 miles northeast of Silimati Pt., blown up by a direct hit by a dive bomber. This DD was leading a column of five DD out to sea at the time it was hit.

2. The 498th Squadron was assigned to lead the Group, and Captain Neuenschwander led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Captain Neuenschwander	A/P 093	Captain Cather	A/P 064
Lt. Kortemeyer	A/P 070	Lt. McKenney	A/P 099
Lt. Krantz	A/P 089	Lt. Vogt	A/P 082

3. Details of the Mission:

a. Our squadron took off from Nadzab from 1305-1309/L, proceeding to the general area of Salamaua, then to Finschhafen, then up the Dampier Strait to a point about 10 miles Northeast of Sakar Island, at which time they made a 120° turn to the right coming in for landfall at Silimati Pt.,

Narrative Report on Mission 359-KK, cont'd.

then proceeding direct to the target, making their attack at 1145/L at 75-100 ft. altitude. After leaving the target, the squadron escorted A/P 070, which had been hit badly by ack-ack fire, where this A/P made a crash landing, and the rest of the squadron returned to Dobodura, leaving Lt. Vogt, flying A/P 082, at Lae to take care of the crew members of the crashed A/P.

b. The route flown was Dobodura to Salamaua, to Finschhafen, to a point 10 miles northeast of Sakar Island, to Silimati Pt., to target. After making one pass over the target, the Group proceeded south across New Britain to Annen Pt., and then direct to Dobodura.

c. Captain Neuenschwander, in A/P 093, led the squadron in their attack across the target which was made in six A/P flying abreast. Captain Neuenschwander's flight hit the west half of the target. Lt. Krans, in A/P 089, flew in #3 position. These two A/P dropped all of their bombs in the prescribed area, which was also strafed. There were no visible results of damage done by bombing and strafing. Lt. Kortemeyer, in A/P 070, flying in #2 position of this flight, was badly hit by machine gun and ack-ack fire while passing over Yellow Beach. S/Sgt. Coburn, aerial engineer, was killed. The pilot, co-pilot, radio operator, and gunner were wounded. A/P 070 began to fall behind the squadron, but continued on in the same general run as was made by the rest of the squadron. The report of their run as given by the co-pilot, Lt. James R. Jones, is as follows:

"When coming into Yellow Beach, we saw gun fire coming at us from the barges and from the woods behind the barges. This was machine gun fire, and it was very intense. There was also 20 mm. fire coming at us. We were flying at 600 ft. altitude when a 20 mm. shell hit in the nose of our plane right below my feet. At this time we were directly over Silimati Pt. Our plane started to get out of control. A few seconds later, a bomb burst in the ground in front of us throwing mud up in the air which splattered all over our windshield completely blocking our visibility. We immediately salvoed all of our bombs. The right engine quit, and by the time we got the prop feathered, we were just about over our assigned target. We were losing altitude and were down to about 400 ft. when we started to fly south across the peninsula from Borgen Bay. Lt. Kortemeyer got the plane under control, and we slowly started to climb. Lt. Vogt, flying plane 082, saw we were in trouble, and even though there were enemy fighters in

Narrative Report on Mission 359-KK, cont'd.

the immediate area--[illegible]ES were directly ahead of us in our path of flight--circled back and gave us immediate cover. It was a good thing he did because we learned later our gunners injured, and could not have fought off an attack by themselves. At this time I noticed that Lt. Kortemeyer had been hit in the elbow and was bleeding visibly. He kept right on flying the plane and was doing a marvelous job of it. About this time we were told that two men in the back of our plane had been injured badly and needed first aid, which we sent back to them. When we reached the south coast of New Britain, the squadron had turned back for us and formed around us. On the way across the water over to Finschhafen, we jettisoned all of our equipment, fired our guns dry of all our ammunition, to reduce weight. We were climbing slowly and had gotten up to 5/600 ft. altitude at this time. When we reached Finschhafen, we were at 1000 ft. altitude. Lt. Kortemeyer decided now to land at Finschhafen because it had a metal strip, and he was afraid the plane might catch fire in crash landing on the metal strip. Our plane was still climbing slowly, and we headed on to Lae for our landing. When we got to Lae, there were transports taking off the strip, and we had to make two circles while the rest of our squadron's planes buzzed the field to warn them that we had to make a crash landing. On our second circle around the strip, we tried to lower our wheels, but the hydraulic system was out, and our right wheel and nose wheel went down part way, and our left wheel wouldn't go down at all. At this time we started losing altitude and were down to 500 ft. We had to make our approach from sea to land which was down wind, and we came in at about 150 miles per hour. We couldn't get any flaps at all. The transports on the field just barely got out of the way in time for us to come in. We hit on the left side of the runway, slid along the ground for about 200 yards, and then the plane spun violently to the right. Fortunately for us the plane did not catch fire. I, the pilot, radioman, and cameraman all got out immediately. The crash truck was right there, and we had to chop out the tail to get the other two men out of the rear of our plane. It was after everybody was out of the plane that I first learned that Lt. Kortemeyer had been hit in the back by shrapnel, when our plane was under ack-ack fire. He was given emergency treatment out there on the runway for the wounds in his back. I can truthfully say that all of us in that plane owe our lives to Lt.

Kortemeyer for the skillful way in which he kept control of himself and his plane during this terrible ordeal he had gone through."

Captain Cather led the second flight over the target hitting at the base of Matamo Peninsula. All four bombs were dropped in the assigned target. Lt. McKenney, in A/P 099, flew in #2 position, made a parallel run to the right of Captain Cather. All his bombs fell in the target. Lt. Vogt, in A/P 082, flew in #3 position, had a very difficult target to hit, as his flight path carried him across the peninsula proper which was very narrow. However, he managed to drop all four of his bombs on land across the peninsula. On the route back, Lt. Vogt landed at Lae to take care of the wounded members of A/P 070. Lt. Vogt later returned to Dobodura landing at 1745/L.

d. Fighter cover was provided by one squadron of P-39's, and their cover in the target area was good.

e. A/P 070 received heavy ack-ack fire when over Yellow Beach, and was forced to crash land at Lae, resulting in complete loss of this A/P.

f. The following casualties and injuries were sustained by our personnel on this strike.

S/Sgt.	Henry E. Cohron	18008100	Aerial Eng.	Killed
1st Lt.	Henry A. Kortemeyer	0-730928	Pilot	Wounded
2nd Lt.	James E. Jones	0-794421	Co-pilot	"
T/Sgt.	Guy I. Dean	36198194	Radio-Gunner	"
S/Sgt.	Leo U. Volpi	32389550	Armorer-Gunner	"

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were individual actions on this mission which may justify awards or citations. Recommendation for these awards will be submitted as soon as more complete information is available.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 1440-1445/L--At the time of our attack, 4-5 VALS were attacking our shipping and beach positions.

1 DD was seen blown up by direct hit by dive bomber, approximately 3 miles NE of Silimati Pt.

1 landing barge seen destroyed by dive bombers

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Narrative Report on Mission 359-KK, cont'd.

on Yellow Beach.

2 VALS seen shot down by U. S. ground fire from Yellow Beach.

2 B-25's seen shot down and landing in SE section of Borgen Bay.

7. Photo interpretation based upon prints received confirm bombing results as reported by crews.

For the Squadron Commander:

BENJAMIN E. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

4 Incl:
Incl. 1 - Route and Sightings.
2 - Photo Interpretation & Bomb Assessment Diagram.
3 - Bombing & Strafing Tables.
4 - Photo Table.

Mission Report FMO 359-KK, 27 Dec. 1943, 501st Bomb Sq.

BOMBING TABLE #1

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
093	4	4/5	500 lb.	4	
070	4	"	"		4 salvoed
089	4	"	"	4	
064	4	"	"	4	
099	4	"	"	4	
082	4	"	"	4	
Total	24	4/5	500 lb.	20	4

STRAFING TABLE #2

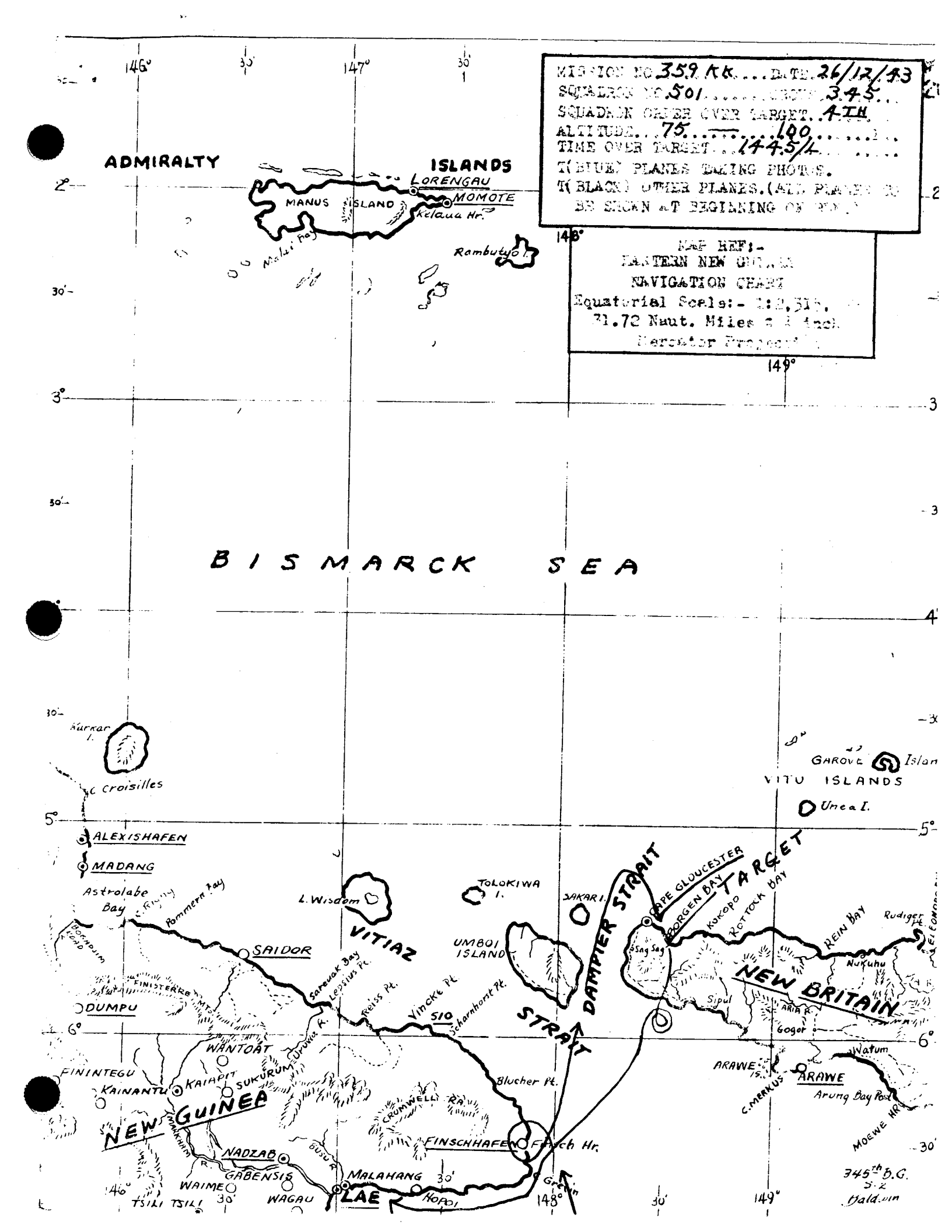
	.50 Caliber			.30 Caliber		
No. A/P	Rds.Car'd	Rds. Ex.	Gun Fail.	Rds.Car'd	Rds. Ex.	Gun Fail.
093	4800	650	nil	2000	0	nil
070	4800	Hit by ack-ack fire		"		
089	"	555	ULW	"	0	"
064	"	3090	URN/LRN/LLN	"	0	"
099	"	350	LLW	"	0	"
082	"	1000	nil	"	0	"
Total	28800	5645		12000	0	

NOTE: ULW (Upper left waist) URN (Upper right nose)
LRN (Lower right nose) LLN (Lower left nose)
LLW (Lower left waist)

Mission Report FAO 359-KK, 26 Dec. 1943, 501st Bomb Sq.

PHOTOGRAPHS

No.A/P	Time Photo Taken	Locality	Type Camera	Ex. Made	Prints Req'd.
093	1145/L	Natamo	K-21	Camera Malfunction	
070		Pt.	K-21	Salvoed	
089	"	"	K-21	30	1
064	"	"	K-21	30	0
099	"	"	K-21	Did not turn switch on.	
082	"	"	K-20	25	0
Total				85	1


MISSION NO 359 Kk ... DATE 26/12/43
SQUADRON NO 501 ... GROUP 345
SQUADRON ORDER OVER TARGET 4TH
ALTITUDE 75 ... 100
TIME OVER TARGET 1445/L
T(BLUE) PLANES TAKING PHOTOS.
T(BLACK) OTHER PLANES. (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN)
MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2,534,
31.72 Naut. Miles = 1 inch.
Mercator Projection
ADMIRALTY ISLANDS
LORENGAU
MOMOTE
MANUS ISLAND
Kelaua Hr.
Mali Bay
Rambutyo I.
BISMARCK SEA
Kurkar I.
C Croisilles
ALEXISHAFEN
MADANG
Astrolabe Bay
Rai Coast
Pommern Bay
L. Wisdom
TOLOKIWA I.
SAKAR I.
VITIAZ
UMBOI ISLAND
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
TARGET
KOKOPO
ROTTOCK BAY
REIN BAY
Rudiger Pt.
Nukuhu
NEW BRITAIN
Sipul
ARIA R.
Gogor
Watum
ARAWE IS.
ARAWE
Arung Bay Post
C. MERKUS
MOEWE HR.
SAIDOR
Sarawak Bay
Lepsius Pt.
Reiss Pt.
Vincke Pt.
Scharnhorst Pt.
SIO
STRAIT
DUMPU
FINISTERRE MTS
WANTOAT
Urawa R.
FININTEGU
KAINANTU
KAIAPIT
SUKURUM
NEW GUINEA
Blucher Pt.
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
NADZAB
MARKHAM R.
BUSU R.
GABENSIS
MALAHANG
LAE
WAIME
WAGAU
TSILI TSILI
HOPOI
Gulf of Huon
345th B.G.
S.L. Baldwin

501
362-GG
29 DEC 43

[redacted] BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 929.

29 December 1943.

SUBJECT: Narrative Report on Mission 362-GG, Performed 29 December 1943, Objective Area Surrounding #1 Strip Cape Gloucester A/D, New Britain. S° 38'-0—148° 26'-E.

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

1. GENERAL.

a. The objective assigned was the area surrounding #1 Strip Cape Gloucester A/D at points 668968-639640-657964, to be bombed with 24 x 500 lb. M/5 second delay demo. bombs, and the same area to be strafed from minimum altitude. (Map ref. Special Map Gloucester A/D 1/10,000).

b. The 345th Group was to assemble over the Cape Wrunk at 2,000 ft. altitude, then proceed direct to the target. The time of attack to be from 0910-0930/L.

2. Attack:

(1) The [redacted]st Squadron was the third squadron over the target at 0916-0923/L flying in two flights of three A/P each abreast on a heading of approximately 210°. The approach to the target was made through the Dampier Strait swinging north up Cape Gloucester and a wide circle to the right, then coming in on the run to the target. Two passes were made, bombs being dropped on the first pass. After passing over the target, a circle was made to the right swinging out to sea, then coming back for the second pass in a run similar to the first. 23 out of a total of 24 bombs carried were dropped accurately in the prescribed target. The remaining one bomb fell short hitting in the water off shore at the beginning of the bombing run. There were nil visible results from our bombing and strafing.

(2) Our attack was coordinated with the other three squadrons of the 345th Group, each of which made similar bombing and strafing runs in the following order: 499th, 500th, 501st, and 498th.

Narrative Report on Mission 362-GO, cont'd.

c. Interception:

(1) There was no interception by enemy A/F.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

2. The 499th Squadron was assigned to lead the Group, and Major Fain led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P No. 518	Captain Knoll	A/P No. 082
Lt. Nusbaum	A/P No. 060	Lt. Murphy	A/P No. 594
Lt. Vogt	A/P No. 074	Lt. Clark	A/P No. 076

3. Details of the Missions:

a. Our squadron took off from Dobodura at 0745/L, completing rendezvous with the 345th Group at 0756/L, then proceeded to the target making their bombing and strafing attack from 0916-0927/L at 100-500 ft. altitude, and returned to base at 1037/L.

b. The route flown was Dobodura to the Gasa Wreck, to the vicinity of Finschhafen, through the Dampier Strait to a point north of Cape Gloucester, then circling to the right coming in for the attack. After making two passes at the target, withdrawal was made to the right into Dampier Strait, then swinging left down the Strait and proceeded direct to Dobodura.

c. Major Fain, in A/P 518, led his flight across the target making two passes, bombing and strafing on the first and strafing on the second. Lt. Nusbaum, in A/P 060, flew in #2 position, and Lt. Vogt, in A/P 074, flew in #3 position made parallel runs. This flight dropped all of their bombs, except one, in the assigned target. This one bomb fell short hitting in the water near shore at the beginning of the bombing run at point 661963. (Map ref. Special Map Gloucester A/D 1/20,000). Captain Knoll led the second flight across the target in a run just to the right of that made by the first flight. Two passes were made bombing and strafing on the first and strafing on the second. Lt. Murphy, in A/P 594, flew in #2 position, and Lt. Clark, in A/P 076, flew in #3 position making parallel runs. This flight dropped their entire load of 12 bombs in the

assigned area. There were no visible results of bombing and strafing.

d. Fighter escort was provided by two squadrons of P-47's and was area cover. This was reported as being good.

e. There was no damage sustained by any of our A/P as result of enemy action.

f. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 0916-0923/1--Slit trenches, personnel pits and other evidences of defense activity in area around point 6[illegible].

3 pill boxes at point 65964.

One probably heavy anti-tank gun at point 63694.
(All map ref. Special Map Gloucester A/D, 1/20,000).

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN B. GREEN,
1st Lt, Air Corps,
Intelligence Officer.

4 Incl:
Incl. 1 - Route and Sightings.
2 - Bomb Assessment Diagram & Photo Interpretation
3 - Bombing & Strafing Tables.
4 - Photo Table.

Narrative Mission Report FTO 368-GG, 29 Dec. 1943, 501st Bomb Sq.

BOMBING TABLE #1

No.A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
518	4	M/S	500 lb.	4	
060	4	"	"	4	
074	4	"	"	4	
069	4	"	"	4	
594	4	"	"	4	
076	4	"	"	4	
Total	24	M/S	500 lb.	24	

STRAFING TABLE #2

	.50 Caliber				.30 Caliber		
No. A/P	Rds. Car'd	Rds. Fir.	Gun Fails	Rds.Car'd	Rds.Fir.	Gun Fails	
518	4800	3000	ULN/LRN	8000	0	nil	
060	"	1950	LRN/LLN	"	600	"	
074	"	945	URN/LRN/LLN	"	0	"	
069	"	3200	nil	"	0	"	
594	"	2075	nil	"	0	"	
076	"	1675	LRN/	"	300	"	
Total	28,800	12845		12000	900		

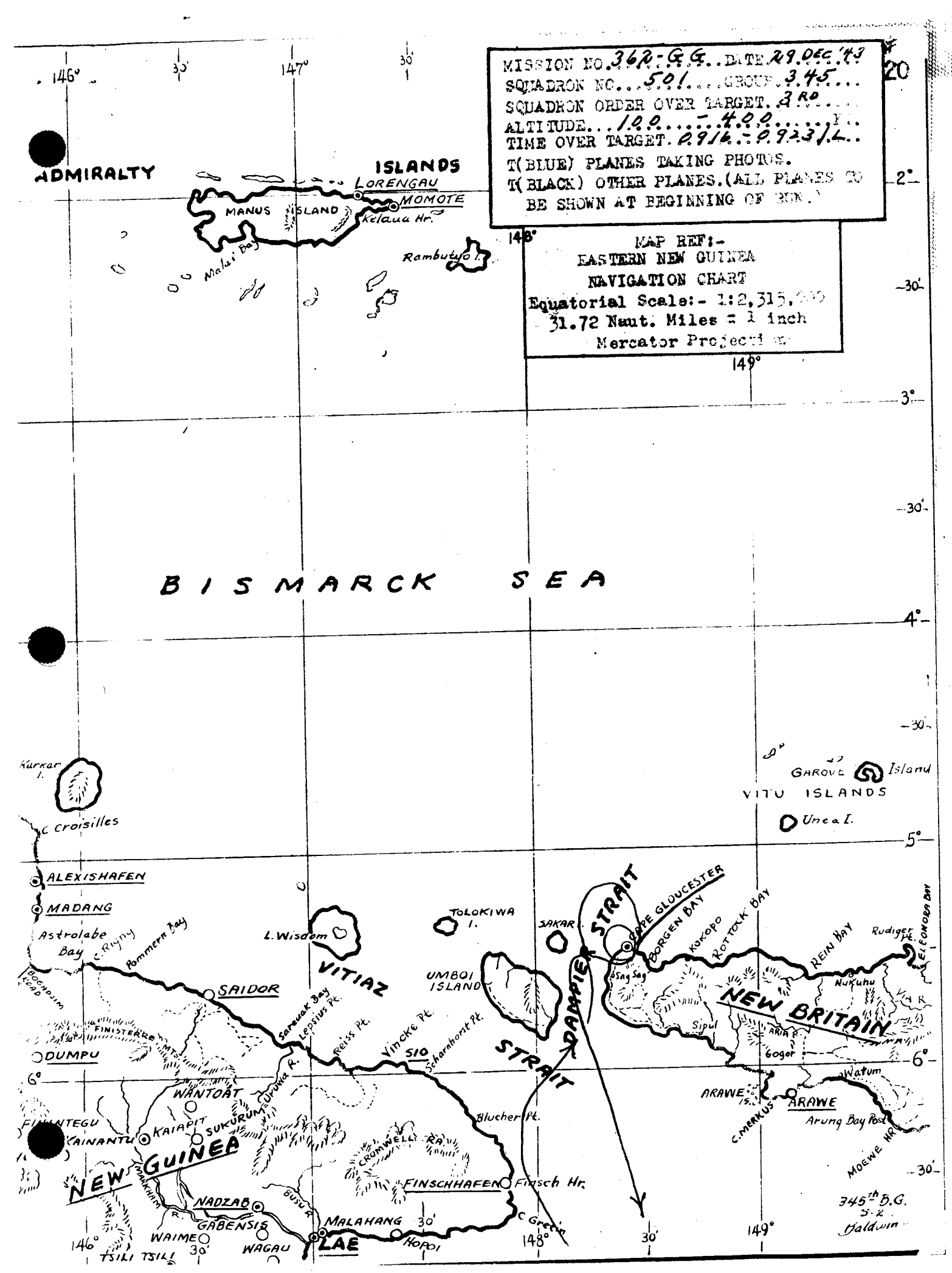
NOTE: ULN (Upper left nose) LLN (Lower right waist)
LRN (Lower right nose) LLN (Lower left waist)
URN (Upper right nose) LRN (Lower right waist)

Mission Report FFO 362-GO, 29 Dec. 1943, 501st Bomb Sq.

PHOTOGRAPHS

No. A/P	Time Photo Taken	Locality	Type Camera	Ex. Made	Prints Rec'd.
518	0916-0923/L	Cape	K-21	30	
060		Glou-	K-21	Did not turn switch on.	
074	" "	cester	K-20	25	
069	" "		K-21	30	
594	" "		K-17	105	
076	" "		K-21	30	
Total				220	

NOTE: Prints were not received at the time of submitting this report.


MISSION NO. 362-G.G. DATE 29.DEC.'43
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET. 3RD
ALTITUDE. 10.0 - 4.0.0 FT.
TIME OVER TARGET. 0914 - 0923 L.
T(BLUE) PLANES TAKING PHOTOS.
T(BLACK) OTHER PLANES.(ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)
MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2,315,000
31.72 Naut. Miles = 1 inch
Mercator Projection
ADMIRALTY ISLANDS
LORENGAU
MOMOTE
MANUS ISLAND
Kelana Hr.
Malai Bay
Rambutyo I.
BISMARCK SEA
Kurkar I.
C Croisilles
ALEXISHAFEN
MADANG
Astrolabe Bay
C. Rigny
Pommern Bay
L. Wisdom
TOLOKIWA I.
VITIAZ
UMBOI ISLAND
SAIDOR
Sarawak Bay
Lepsius Pt.
Reiss Pt.
Vincke Pt.
Scharnhorst Pt.
STRAIT
DUMPU
FINISTERRE MTS
WANTOAT
KAIAPIT
SUKURUM
KAINANTU
NEW GUINEA
MAKHAM R.
NADZAB
GABENSIS
WAIME
WAGAU
TSILI TSILI
LAE
BUSU R.
MALAHANG
HOPOI
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
C Gretin
Blucher Pt.
SAKAR I.
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOCK BAY
REIN BAY
Rudiget Pt.
ELEMORA BAY
NEW BRITAIN
Nukuhu
Sipul
ARIA R.
Goger
Watum
ARAWE IS.
ARAWE
Arung Bay Post
C. MERKUS
MOEWE HR.
GAROVE Island
VITU ISLANDS
Unea I.
345th B.G.
S.R. Baldwin
146°
147°
148°
149°
2°
3°
4°
5°
6°
30'

501
364 DD
31 DEC 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 929.

1 January 1944.

SUBJECT: Narrative Report on Mission 364-DD, Performed 31 December 1943, Objective Erimahafen Plantation, New Guinea. 5° 08'-S 145° 42'-E.

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

1. GENERAL.

a. The objective assigned was the supply and dump areas in the Erimahafen Plantation to be bombed and strafed with 24 x 500 lb. 8/11 sec. delay demo. bombs. The same to be strafed from minimum altitude.

b. The 345th Group was to assemble over the Gona Wreck at 2,000 ft. altitude, then proceed direct to the target. The time of attack to be at 0955/L.

c. Attack:

(1) The 501st Squadron was the first squadron over the target at 0943-0945/L, flying in two flights of three A/P each abreast on a heading of approximately 35 Deg. The approach to the target was made up the Markham Valley from Lae, passing over Dumpu and swinging east across the range on to the target. One pass was made, the area being bombed and strafed on this run. After passing over the target, a right turn was made carrying the squadron out to sea. The return to base was over water all the way coming along the north coast of New Guinea through the Vitias Strait, then direct to Dobodura. 23 out of a total of 24 bombs were dropped accurately in the prescribed target. The remaining one bomb was returned to base, as the pilot saw he was not able to release it in time to hit in the target. There were nil visible results of their bombing and strafing.

(2) Our attack was coordinated with the other three squadrons of the 345th Group, each of which made a similar bombing and strafing run in the following order: 501st, 498th, 499th and 500th.

Narrative Report on Mission 364-OD, cont'd.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied unit on this strike.

2. The 501st Squadron was assigned to lead the Group, with Major Fain flying as Group Leader. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 518	Captain Cather	A/P 084
Lt. Nusbaum	A/P 060	Lt. McKenney	A/P 099
Lt. Larsen	A/P 093	Lt. Krans	A/P 089

3. Details of the Mission:

a. Our squadron took off from Dobodura at 0800-0803/L, completing rendesvous with the 345th Group at 0813/L, then proceeded to the target making their bombing and strafing run at 0943-0945/L at 100-200 ft., and returned to base at 1130/L.

b. The route flown was Dobodura to the Gona Wreck, to Lae, up the Markham Valley to a point approximately 25 miles beyond Dumpu, then across the range into the target. After making the pass at the target, withdrawal was made to the right passing out to sea, turning over water through the Vitias Strait, and direct to Dobodura.

c. Major Fain, in A/P 518, led his flight over the right half of the target. Lt. Nusbaum, in A/P 060, flew in #2 position, and Lt. Larsen, in A/P 093, flew in #3 position. This flight dropped all of their bombs except one in the assigned target. The pilot of A/P 060, seeing that he would not be able to release his four bombs so as to hit a suitable target, returned the bomb to base. All three A/P made a parallel run. This flight also strafed the target thoroughly. Captain Cather, in A/P 084, led the second flight over the left half of the target. Lt. McKenney, in A/P 099, flew in #2 position, and Lt. Krans, in A/P 089, flew in #3 position. The three A/P made a parallel run and dropped their entire load of four bombs each in the prescribed area, which was also throughly strafed. There were no visible results of their bombing and strafing.

Narrative Report on Mission 364-DD, cont'd.

d. Fighter protection was provided by two squadrons of P-38's and was area cover. This was reported as being good.

e. There was no damage sustained by any of our A/P as result of enemy action.

f. There were no injuries or casualties sustained by any of our personnel on this strike.

4. On the basis of information received up to the time of writing this report, it is the opinion of this Officer that there were no individual actions on this mission justifying awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings:

a. 0943-0945/L—Considerable stores and buildings in Erima-hafen Pltn.

50-60 ft. bridge across the main coastal track north of Erima Harbor at point 674036.

A small bridge in good condition over Palpa River northwest of Erima Village at position approximately 670029.

A very large black smoke fire just north of Erima Village.

3 heavy ack-ack guns with covers on in known position north of Erima Village at point 669029.

Considerable fires in Madang area as result of bombing by other units.

1 barge east of Jetty at point 678034 and 4-5 barges ¼ mile up coast from Jetty at point 680037. Reported by one crew only. (All map ref: Bogadjim sheet, 1 inch to 1 mile).

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. ORKEN,
Captain, Air Corps,
Intelligence Officer.

Narrative Report on Mission 364-F, cont'd.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bomb Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Mission Report APO 364-OD, 31 Dec. 1943, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
518	4	8/11	500 lb.	4	
060	4	8/11	500 lb.	3	1 returned to base
093	4	8/11	500 lb.	4	
084	4	8/11	500 lb.	4	
099	4	8/11	500 lb.	4	
089	4	8/11	500 lb.	4	
Total	24	8/11	500 lb.	23	1

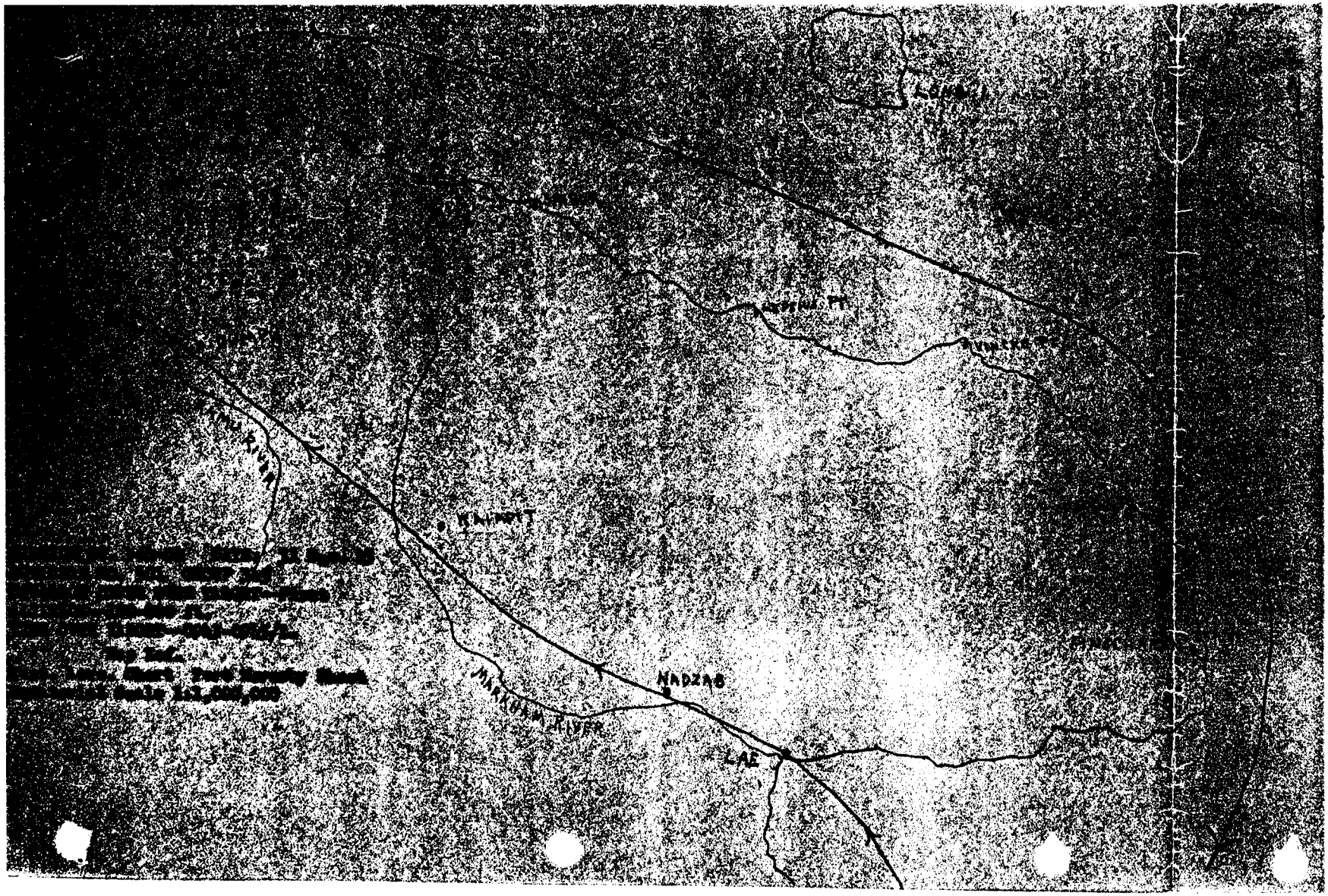
STRAFING TABLE #2

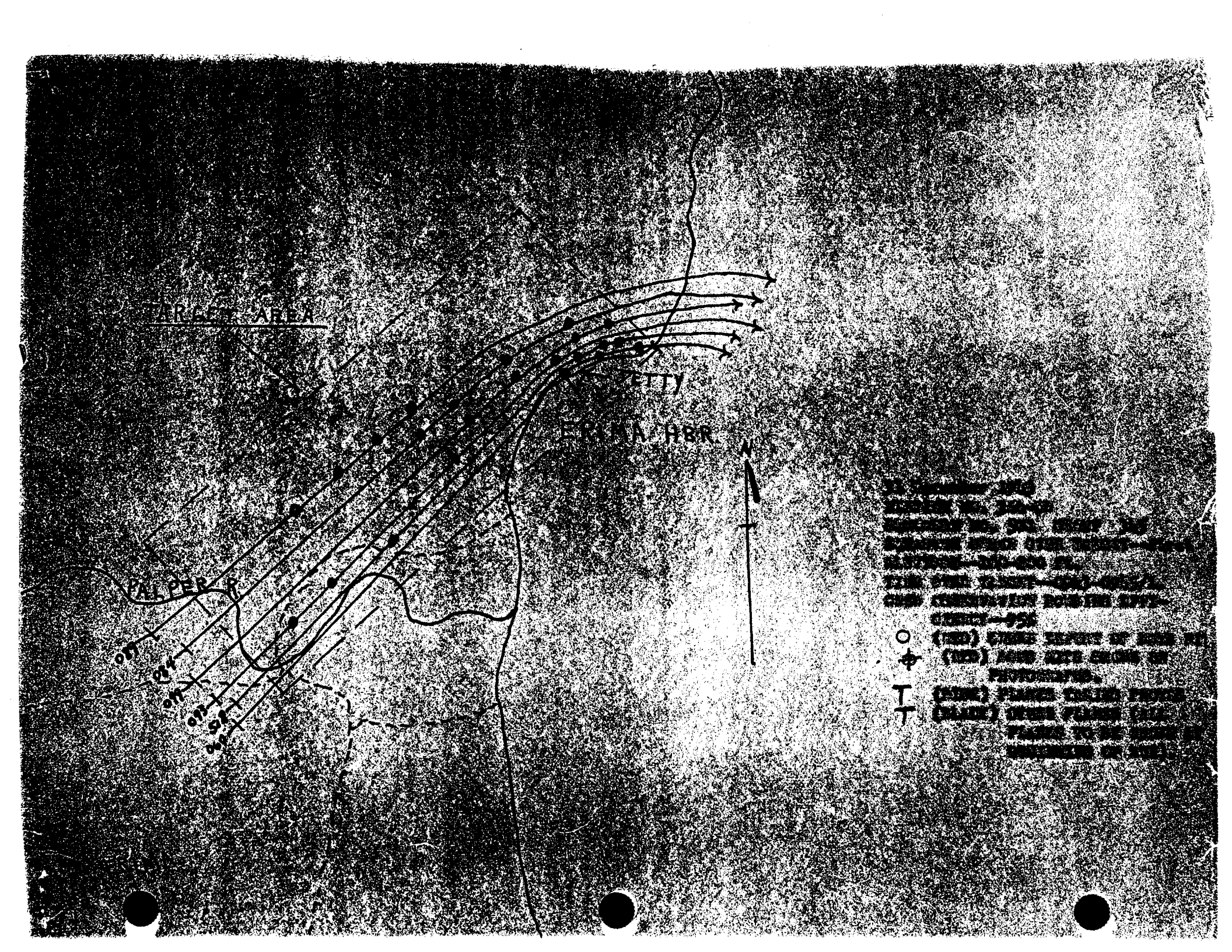
	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
518	4800	2700	ULN/LLN	2000	700	nil
060	"	2050	ULN/LLN/	"	400	"
093	"	1275	LLN/ULN	"	100	"
084	"	600	nil	"	400	"
099	"	1425	ULN/LLN/ULN/LLN	"	400	"
089	"	1080	ULN/LLN	"	500	"
Total	28800	9130		12000	2500	

PHOTOGRAPHS #3

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd.
518	0943-0945/1	Brima-	K-21	Did not turn switch on.	
060	" "	hafen	K-21	30	
093		Pltn.	K-21	Jammed motor.	
084			None		
099			K-21	Blew fuse.	
089			K-21	Bung Cable.	
Total				30	

NOTE: Prints were not received at the time of submitting this report.


MARKHAM RIVER
MADZAB
LAE


TARGET AREA
CITY
ERIE HBR
N
PALMER P
0ft
2ft
0ft
0ft
2ft
0ft