CONFIDENTIAL

501
1-51
Jan 44

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

2 January 1944.

SUBJECT: Narrative Report on Mission 1-S-1, Performed 1 Jan. 1944, Objective Saider, New Guinea. 5 Deg. 40 Min.-S 146 Deg. 30 Min.-E.

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

1. GENERAL.

a. The objective assigned was the supply and personnel areas in the Saider area to be bombed with 24 x 500 lb. 4/5 sec. delay demo. bombs. The same to be strafed from minimum altitude on two passes.

b. The 345th Group was to assemble over the Gona Creek at 2,000 ft. and rendezvous with two squadrons of A-20's at the same altitude. The time over the target was to be 1530/L.

c. Attack:

(1) The target was not reached. The 501st Squadron followed the other squadrons, circled, and coming in on a heading of approximately 130 Deg., two flights of three A/P each bombed and strafed in the vicinity of Old Tagomi. The approach to this target was made from the Gona Creek, to Cape Ward Hunt, around the Buon Peninsula, thence up the coast to the target. Two passes were made, the majority of bombs dropped on the first run, and strafing accomplished on both runs. After the second run, a 360 Deg. circle was made to assemble the Group. The return was then made over water 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 on the area hit. The one bomb hit in the water close to shore. Three small fires were observed to have been started in the area, as the result of the bombing. The results of strafing were not observed.

(2) Our attack was coordinated with the other squadrons of the 345th Group, and the order was to have been 498th, 499th, 500th and 501st. The Group became

separated and one squadron hit the correct target.

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 the 501st Squadron was led by Captain Neuenschwander. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 518	Captain Knell	A/P 069
Lt. Nusbaum	A/P 060	Lt. Clark	A/P 076
Lt. Kranz	A/P 089	Lt. Murphy	A/P 594

3. Details of the Mission:

a. Our squadron took off from Dobodura at 1344-1347/L, completing rendezvous with the 345th Group and the fighters at 1400/L, then proceeding to the area bombed, made their first pass at 1527/L, and their second pass at 1535/L at 100 ft. altitude, and returned to base at 1705/L.

b. The route flown was Dobodura to the Cape Ward Hunt, around the Huon Peninsula, to the area bombed. After making the passes at this area, withdrawal was made by a 360 Deg. circle, then returning along the north coast of New Guinea and through the Vitiaz Strait to Dobodura. Captain Neuenschwander, in A/P 518, led his flight over the area on a heading of approximately 115 Deg. dropping one bomb on the first pass and three bombs on the second run. Lt. Nusbaum, in A/P 060, flew in #2 position released his bombs on the first run well within the area. Lt. Kranz, in A/P 089, flew in #3 position dropped his four bombs on the second run, one of these landing in the water near shore. This flight flew in a shallow V formation and strafed the area thoroughly on both passes. Captain Knell, in A/P 069, was leader of the second flight and came in on the area at a heading of 130 Deg. He released his bombs in the area on the first run. All bombs hit in the wooded area along the coast. Lt. Murphy, in A/P 594, flew in #2 position, and Lt. Clark, in A/P 076, flew in #3 position in the flight. Their bombs were all released on the first pass

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and the area was thoroughly strafed on both passes. The crews reported three small fires in the central portion of the area. One was of blue white smoke increasing in size and rising to a height of approximately 200 ft. No other results were visible.

d. Fighter protection was provided by two squadrons of P-38's. 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. 1527-1540/K— Possible concrete gun emplacement at point 720633.

3-4 small tents or possible concrete pill boxes between Yaut River and pt. 728665.

Path running south from point 751649 well used. (All ref: Provisional Map Singorai 1 mile to 1 inch).

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A SVRAUN
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bomb Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

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Narrative Mission Report PFO 1-E-1, 2 Jan. 1944, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
518	4	4 S	500 lb.	4	
060	4	"	"	4	
089	4	"	"	4	
069	4	"	"	4	
076	4	"	"	4	
594	4	"	"	4	
Total	24	4/5	500 lb.	24	

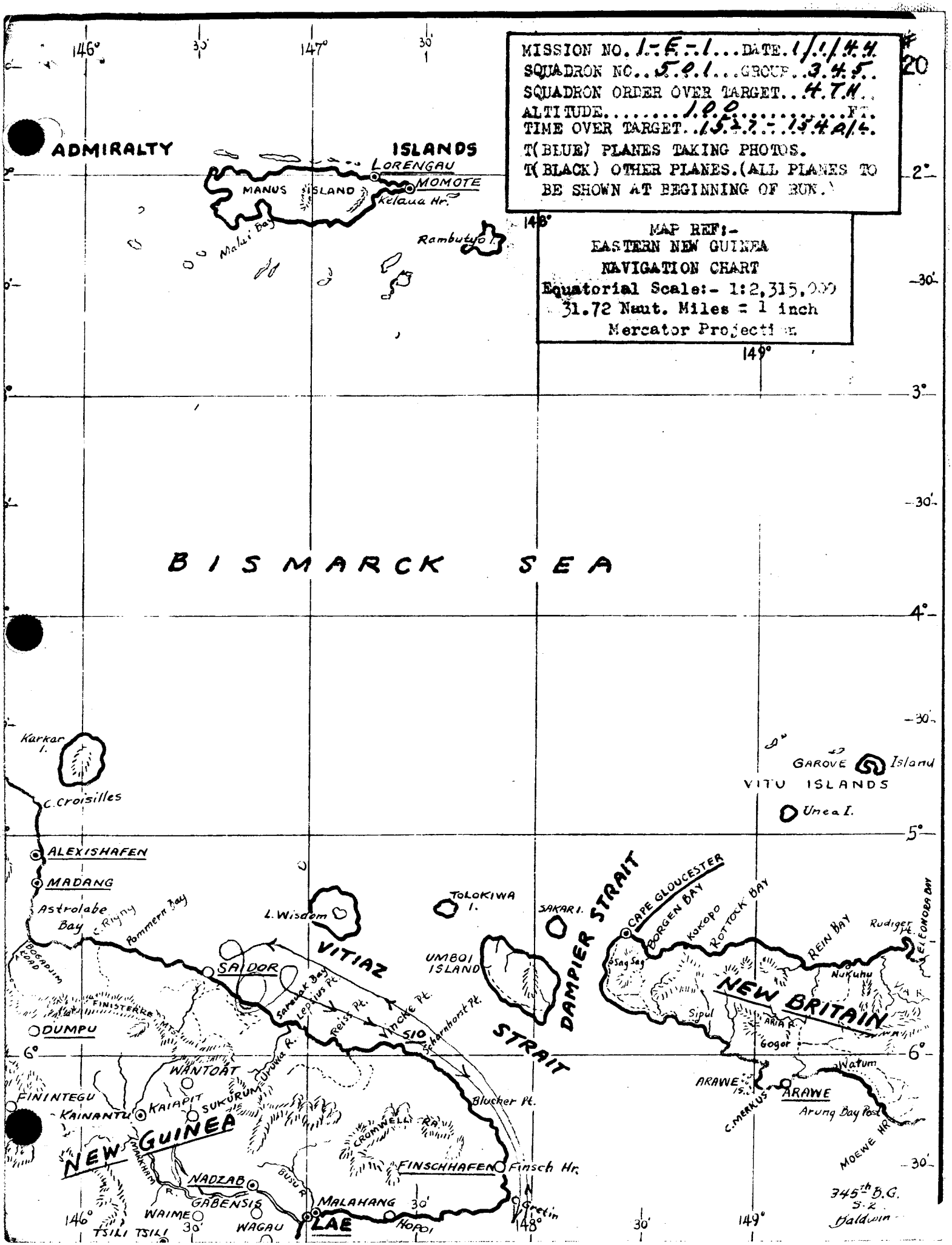
STRAFING TABLE #2

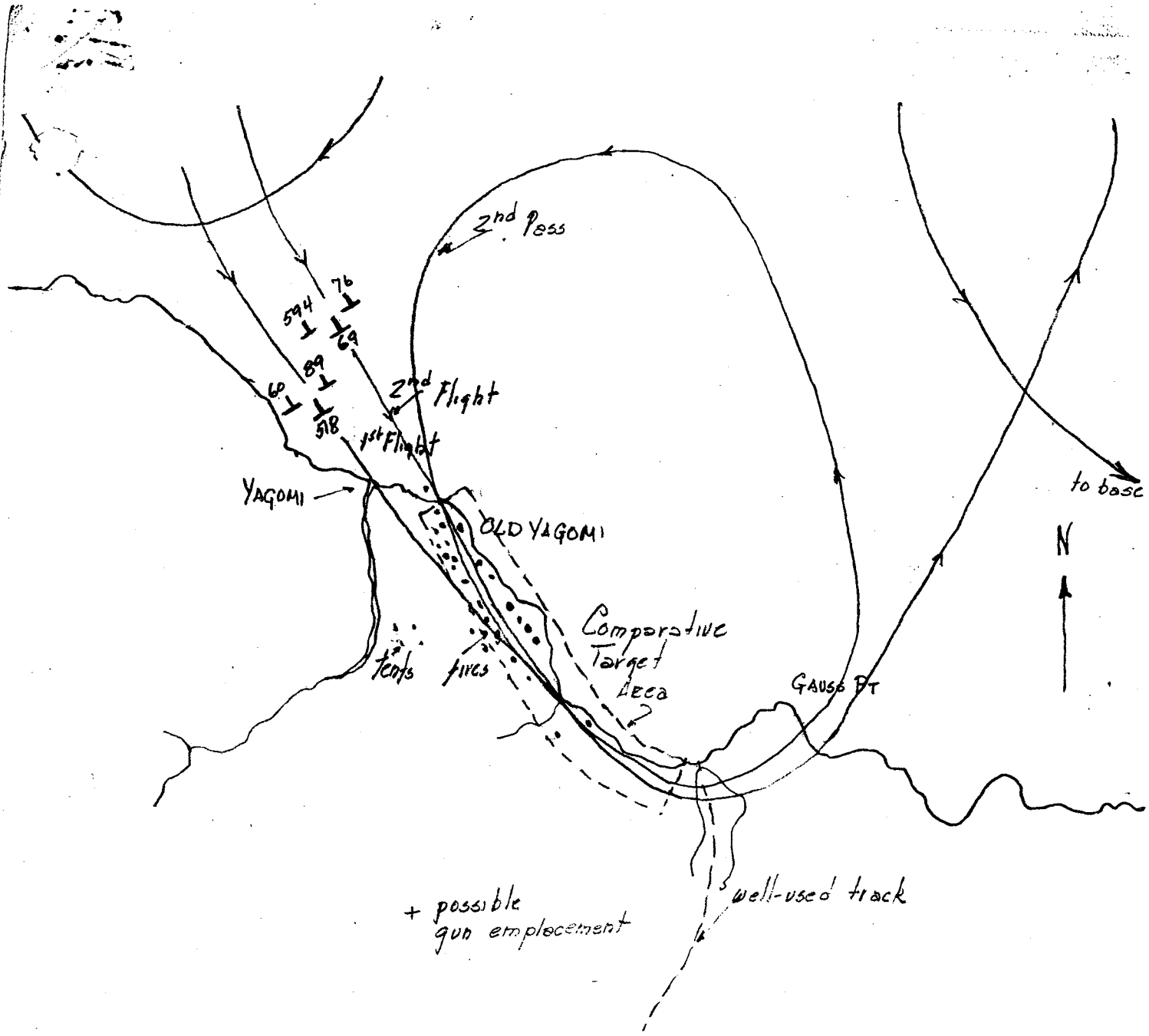
	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Failure
518	4800	2600	LAW	2000	nil	nil
060	"	2320	LAN/CLR/	"	700	"
089	"	1290	URN	"	nil	"
069	"	3075	URN	"	"	"
076	"	1710	LLR/LAN/CLR	"	500	"
594	"	3350	nil	"	700	"
Total	28800	14345		12000	1900	

PHOTOGRAPHS #3

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd
518	1527-1540/L	Old Yo-	K-21	30	
060	" "	gami	K-21	30	
089			K-21	Motor Malfunction	
069	" "		K-21	30	
076	" "		K-21	30	
594	" "		K-17	105	
Total				225	

NOTE: Prints were not received at the time of submitting this report.


MISSION NO. 1-E-1 ... DATE. 1/1/44
SQUADRON NO. 501 ... GROUP. 345
SQUADRON ORDER OVER TARGET. H.T.N.
ALTITUDE. 100 FT.
TIME OVER TARGET. 1521 - 1544 A/C.
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
Kelaua Hr.
Malai Bay
Rambutyo I.
BISMARCK SEA
Karkar I.
C. Croisilles
ALEXISHAFEN
MADANG
Astrolabe Bay
C. Rigny
Pommern Bay
L. Wisdom
VITIAZ
TOLOKIWA I.
SAKAR I.
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOCK BAY
REIN BAY
Rudiger Pt.
LEONORA BAY
GAROVE Island
VITU ISLANDS
Umea I.
SAIDOR
UMBOI ISLAND
Sag Sag
Nukuhu
NEW BRITAIN
Sipul
ARIA R.
Goger
Watum
ARAWE IS.
ARAWE
Arung Bay Post
C. MERKUS
MOEWE HR.
DUMPU
FINISTERRE MTS.
Samadek Bay
Lepsius Pt.
Reiss Pt.
Incke Pt.
Scharnhorst Pt.
SIO
STRAIT
Blucker Pt.
WANTOAT
FININTEGU
KAINANTU
KAIAPIT
SUKURUM
NEW GUINEA
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
NADZAB
GABENSIS
MALAHANG
LAE
WAIME
WAGAU
TSILI TSILI
HOPOI
Gretin
345th B.G.
S-2
Baldwin
146°
147°
148°
149°
2°
3°
4°
5°
6°
30'



1 January 1944.
MISSION NO. 1-E-1
SQUADRON NO. 501 GROUP 345
SQUADRON O[illegible]DER OVER TARGET—Fourth
ALTITUDE—100 ft.
TIME OVER TARGET—1527-1540/L
GUN OBSERVATION BOMBING EFFICIENCY—95%.
O (RED) CRATERS RESULT OF BOMB HITS
⊕ (RED) DEAD HITS SHOWN ON PHOTOGRAPHS
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN).

501
5-D-1
5 Jan 44

CONFIDENTIAL

FLIGHT ECHELON
501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 503.

6 January 1944.

SUBJECT: Narrative Report on Mission 5-D-1, Performed 5 January 1944, Objective Sio, New Guinea.

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

1. GENERAL.

a. The objective assigned was bivouac areas, barges and supply dumps in the Sio area from Vincke Pt. to Peschel Pt. These targets to be bombed with 42 x 250 lb. 4/5 sec. delay demo. bombs and same to be strafed from minimum altitude on two passes.

b. The 499th and 501st Squadrons of the 345th Group were to assemble over the Gona Wreck at 2,000 Ft., and proceed from there direct to the target where three squadrons of -38's would act as area cover. The time over the target was to be from 1200-1220/L.

c. Attack:

(1) The 501st Squadron was the second squadron over the target at 1205-1217/L, flying in two flights of three A/C each in a shallow V formation on a heading of approximately 225 deg. The approach to the target was made from the Gona Wreck across the sea, past Finschhafen, then up the northeastern coast of New Guinea to the target. Two passes were made, strafing accomplished on the first pass, and both bombing and strafing on the second pass. After this second pass, the squadron reconnoitered the Sio area and proceeded from there down the coast of New Guinea past Finschhafen and then direct to Dobodura. The bombing was excellent, 42 x 250 lb. 4/5 sec. delay demo. bombs were grouped in the various targets in the assigned area. One barge was probably damaged by a near miss. There were nil visible results of the bombing and strafing, although the 499th Squadron reported that our targets were well covered.

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Narrative Report on Mi sion 5-D-1, cont'd.

(2) Our attack was coordinated with the 499th Squadron which made a similar run over the target, and then strafed the inland escape route from Kiari to the Dallman River. The 499th Squadron was first over the target.

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 499th Squadron was the leader of the mi sion, and Major Fain led the 501st Squadron. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 518	Captain McGowan	A/P 084
Lt. Murphy	A/P 594	Lt. Brigham	A/P 060
Captain Cather	A/ 074	Lt. Larsen	A/P 089

3. Details of the Mission:

a. Our squadron took off from Dobodura at 1045-1047/L, completed rendezvous with the 499th Squadron at 1100/L, proceeded to the target making bombing and strafing runs from 1205-1217/L at 100-150 ft. altitude, and returned to base at 1335/L.

b. The route flown was Dobodura to the Gona Wreck, across the sea east Finschhafen, then through the Vitias Strait, to the target. After making two passes at the target, withdrawal was made over Sio and returning down the northeast coast of New Guinea, again past Finschhafen, and direct to Dobodura.

c. Major Fain, in A/P 518, led his flight first on a strafing pass at the target, made a 360 deg. turn out to sea, and returned for the second run on which the bombs were released. Five of these bombs hit in the assigned area which was a barge unloading station at Kiari, and two of his bombs dropped near the camp area 1500 yards east. One of these bombs was reported as hitting very near a barge on shore and probably damaged/1 kll bombs dropped were 250 lb. 4/5 sec. delay demo. bombs. Strafing on the second pass was continued out to Peschel Pt., then a 360 deg. turn to the right was made and the area at Sio proper was reconnoitered on the return to base.

Lt. Murphy, in A/P 594, flew in #2 position in this first flight, and Capt. Cather, in A/P 074, flew #3 position. Both of these A/P made similar bombing and strafing runs. Lt. Murphy released five bombs on the prescribed target and two bombs in the immediate vicinity thereof, while Captain Cather released all of his bombs on the target. The entire area from Vinske Pt. to Peschel Pt. was thoroughly strafed on both of these runs. Captain McGowan, in A/P 084, led the second flight, made first his strafing run and then returned for the bombing run releasing his bombs in the vicinity of the assigned camp area, which was 1500 yards west of Kiari. Lt. Brigham, in A/P 060, flew in #2 position in the second flight, and Lt. Larsen, in A/P 089, flew #3 position. Their load of seven bombs each were dropped in the vicinity of this same target, and this entire area was thoroughly strafed. There were no visible results of the bombing and strafing, although the 499th Squadron reported that the area had been well covered by bomb hits from our squadron.

d. A few bursts of .50 caliber M/G fire was reported at point 368405. (Ref. Malasanga & Sio--1 inch to 1 mile.) This position was strafed on the second pass.

e. Fighter protection was provided by three squadrons of P-38's, which were in the area as area cover. This cover was reported as being good.

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. In addition to the bombing and strafing of the target, observations of ground positions and enemy activity was one of the prime objectives of this mission. The following sightings were made indicating that this part of the mission was well carried out.

Narrative Report on Mission 5-D-1, cont'd.

Sightings:

a. 1205-1217/L—Trail to beach and beach at point 387420. Showed heavy activity. (All map ref: Malasanga & Sio—1 inch to 1 mile).

2 gun pits, 10 ft. in diameter at point 350406.

4 possible gun positions in clearing at point 323408. These were holes in the ground covered with flap thatched roof.

24 fuel drums at point 452438.

Camouflaged position, possible gun emplacement, near Sio Mission at point 495425.

Mound, flat on top, possible gun position at point 519428.

Foot bridge in good condition at point 397408.

Grass area on peninsula south of Teliata Pt., west shore of Sio Lagoon, well beaten, apparently being used for dump area.

2 huts, half underground, 3 ft. above ground, little larger than pup tents, numerous trails coming towards them at point 519435.

1 barge off shore apparently serviceable, 2 miles west of Wasu Harbor at point 400420.

3 barges at Weiss Pt., serviceability not determined.

2 barges at Sio Island at point 505465.

1 barge at point 520445.

b. 1222/L Buildings in Sio area have been burned out.

c. 1223/L Three u/i radial ESF seen approaching Sio.

Narrative Report on Mission 5-B-1, cont'd.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Mission Report TFO 5-D-1, 5 Jan. 1944, 501st Bomb Sq.

BOMBING TABLE #1

No. A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
518	7	4/5	250 lb.	7	
594	7	"	"	7	
074	7	"	"	7	
084	7	"	"	7	
060	7	"	"	7	
089	7	"	"	7	
Total	42	4/5	250 lb.	42	

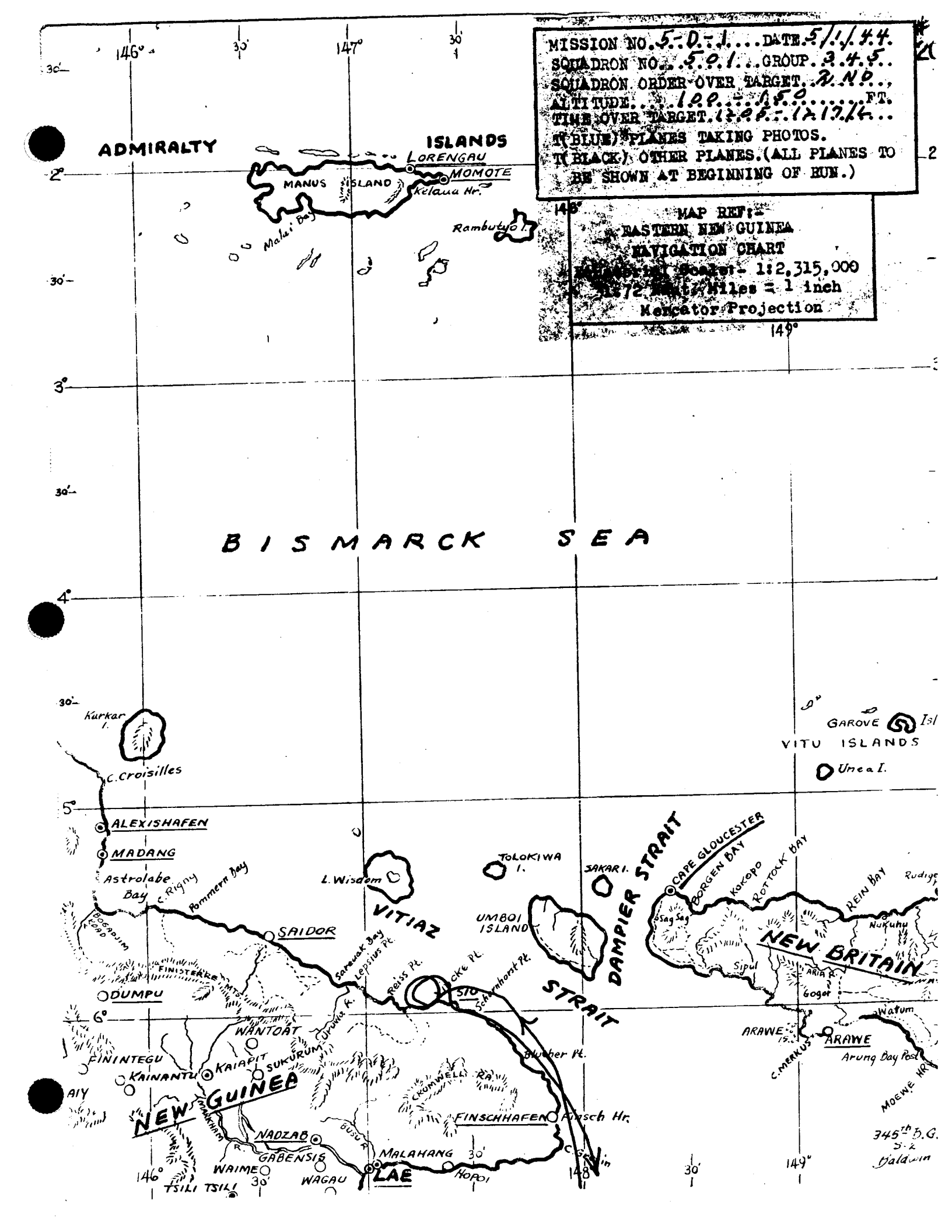
STRAFING TABLE #2

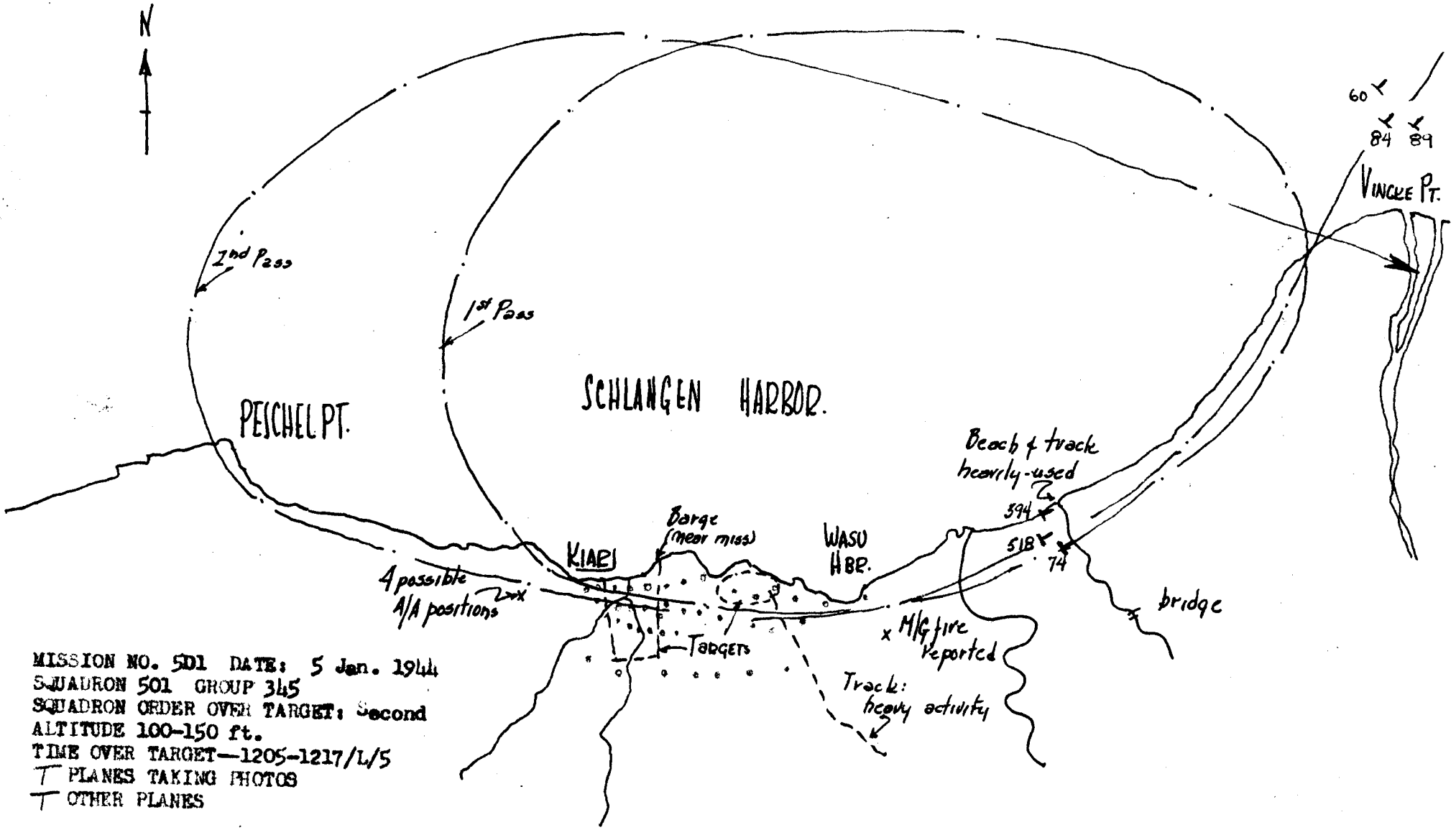
	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
518	4800	2600	ULN/LRN	2000	0	nil
594	"	3350	ULN	"	600	"
074	"	950	nil	"	100	"
084	"	2700	ULN	"	1200	"
060	"	2450	ULN/LLN/URN	"	400	"
089	"	2450	ULN	"	0	"
Total	28800	14500		12000	2300	

PHOTOGRAPHS #3

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd
518	1205-1217/L	Sio &	K-21	30	
594	" "	Vicinity	K-17	105	
074			No Camera		
084			" "		
060	" "		K-21	30	
089	" "		K-21	30	
Total				195	

NOTE: Prints were not received at the time of submitting this report.


MISSION NO. 5-D-1 DATE 5/1/44.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET 2 NO.,
ALTITUDE 100 150 FT.
TIME OVER TARGET 12.05-12.12/4
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
Scale:- 1:2,315,000
1.72 Nat. 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
VITIAZ
TOLOKIWA I.
SAKAR I.
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOCK BAY
REIN BAY
Rudige
GAROVE Isl
VITU ISLANDS
Unea I.
SAIDOR
Saruwak Bay
Lepsius Pt.
Reiss Pt.
Schinkel Pt.
Schanhorst Pt.
UMBOI ISLAND
STRAIT
NEW BRITAIN
Sag Sag
Nukuhu
Sipul
ARIA R.
Goget
Watum
ARAWE
C. MERKUS
Arung Bay Post
MOEWE HR
DUMPU
FINISTERRE MTS
BOGADJIM ROAD
WANTOAT
FININTEGU
KAINANTU
KAIAPIT
SUKURUM
Upuwa R.
Blucher Pt.
CROMWELL RA.
NEW GUINEA
FINSCHHAFEN
Arasch Hr.
NADZAB
MARKHAM R.
GUSUR R.
GABENSIS
MALAHANG
WAIME
WAGAU
LAE
HOPOI
TSILI TSILI
345th B.G.
Baldwin



MISSION NO. 501 DATE: 5 Jan. 1944
SQUADRON 501 GROUP 345
SQUADRON ORDER OVER TARGET: Second
ALTITUDE 100-150 ft.
TIME OVER TARGET—1205-1217/L/5
T PLANES TAKING PHOTOS
T OTHER PLANES

Map Ref: MALASAMGA, 1"—1 Mile.

501
8-8-1
8 Jan 44

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FLIGHT SCHELON
501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 503.

9 January 1944.

SUBJECT: Narrative Report on Mission 8-8-1, Performed 8 January 1944, Objective Uligan Harbor, New Guinea.

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

1. GENERAL.

a. The objectives assigned were supply dumps and barges in Uligan Harbor area. These barges to be bombed with 24 x 500 lb. 4/5 sec. delay demo. bombs and to be strafed simultaneously from minimum altitude on one pass.

b. The 498th, 499th, 500th and 501st Squadrons of the 345th Group were to assemble over Cape Ward Hunt at 2,000 ft. and proceed from there past Finschhafen to Saidor, where rendezvous was to be made with the fighter cover, two squadrons of P-38's. Time over the target was to be at 1620/L.

c. Attack:

(1) The 501st squadron was the second squadron over the target from 1608-1609/L, flying in two flights of 3 A/P each flying abreast in a shallow V formation on a heading of approximately 105 degrees. The approach to the target was made from Cape Ward Hunt, across the sea past Finschhafen, through the Vitias Strait past Karkar Island, and then on to the target. One pass was made during which the target was bombed and strafed simultaneously. After this pass, the squadron flew out to sea and assembled with the rest of the group at a point 2 miles southwest of Karkar Island, and proceeded from there down the coast of New Guinea past Finschhafen and direct to Dobodura. Bombing was excellent. 22 x 500 lb. 4/5 sec. delay demo. bombs were dropped in dump and supply areas south and east shores of Uligan Harbor. Area was thoroughly covered with bomb hits and thoroughly strafed. 2 x 500 lb. 4/5 sec. delay demo. bombs were returned to base. Results of bombing and strafing were not visible.

Narrative Report on Mission 8-3-1 cont'd.

(2) Our attack was coordinated with the 498th, 499th, and 500th squadrons, who were assigned other objectives in the immediate area.

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 the leader of the mission, and Captain Knoll led the 501st Squadron. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Captain Knoll	A/P 069	Captain Cather	A/P 064
Lt. Monoghan	A/P 060	Lt. Murphy	A/P 518
Lt. Larsen	A/P 074	Lt. Barth	A/P 082

3. Details of the Mission:

a. Our squadron took off from Dobodura from 1406-1409/L, completed rendezvous with the other three squadrons of the 345th Group at 1532/L, proceeded to the target making a bombing and strafing run from 1608-1609/L, at 100-200 ft., and returned to base at 1805/L.

b. The route flown was Dobodura to Cape Ward Hunt, across the sea passed Finschhafen, through the Vitiaz Strait passed Karkar Island, and then on to the target. After making one pass at the target, withdrawal was made out over the sea to Karkar Island, thence down the northeastern coast of New Guinea, again passed Finschhafen, and direct to Dobodura.

c. Captain Knoll, flying in A/P 069, led the squadron on the bombing and strafing run over the target on a heading of approximately 105 degrees. Two of his bombs were dropped in the vicinity of the supply dump at the south end of the arbor. One bomb dropped in the barge hideout on the east shore, and one bomb dropped on the shore near this same area. Strafing was accomplished all along this run fromthe harbor itself to the coastline. All bombs dropped were of 500 lb. 4/5 sec. delay demo. bombs. Lt. Monoghan, flying in A/P 060, flying in #2 position, released two fombs in the supply area and returned two bombs to base, due to rack failure. In A/P 074, Lt. Larsen,

Narrative Report on Mission 8-B-1, cont'd.

flying in #3 position of this first flight, dropped one bomb on the shore near the barge hideouts and his remaining three bombs were dropped at intervals between the harbor and the coastline, the last one dropping in the vicinity at point 349022. (Map ref. Uvo East, 1 inch to 1 mile). Strafing was accomplished all along this run. Captain Cather, in A/P 064, led the second flight almost abreast of the first flight, and his flight covered the area slightly south of the southern most tip of the harbor. Captain Cather's bombs were released on supply dumps in this area. Lt. Murphy, in A/P 518, in #2 position of this flight and Lt. Barth, in A/P 082, in #3 position, made parallel runs and released their bombs in the same approximate area. The area was well covered with bomb hits and thoroughly strafed on the one pass. Results of the bombing and strafing were not visible.

d. There was some anti-aircraft fire encountered. It was of light intensity, medium caliber, level with our flight as to altitude, but generally inaccurate. These bursts were seen coming from the vicinity of Uligan Mission at point 315032. (Ref. Uvo East and Malala East 1 inch to 1 mile).

e. Fighter protection was provided by two squadrons of P-38's. This cover was reported as good.

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. The following sightings were observed:

a. 1608-1609/L— -10 camouflaged barges along the center of the east shore of Uligan Harbor.

2 luggers in the harbor at point approximately 312032. (Ref. Uvo East and Malala East 1 inch to 1 mile).

Narrative Report on Mission 8-B-1, cont'd.

Coastal road well travelled.
Bridges across the rivers at Hadzfeldt Harbor.
100 ft. bridge over Timper River--16 miles southeast of Uligan Harbor.
5-10 new looking huts made of brown board material around southeast corner of Uligan Harbor, at point 309020. (Ref. same as above).

b. 1620/L--Large flash, either gunfire or explosions, seen in Kildeng Pltn. on Karkar Island. (Ref. WJ 8382 Karkar Strat Map 4 miles to 1 inch).

7. Photoprints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Mission Report PFO 8-B-1, 9 Jan. 1944, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
069	4	4/5	500 lb.	4	
060	4	"	"	2	2 returned to base
074	4	"	"	4	
064	4	"	"	4	
518	4	"	"	4	
082	4	"	"	4	
Total	24	4/5	500 lb.	22	2

STRAFING TABLE #2

	.50 caliber			.30 caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
069	4800	0	blown fuse	2000	0	0
060	"	800	LRN/LLN/LIN	"	200	0
074	"	600	nil	"	0	0
064	"	1650	LRN	"	0	0
518	"	2050	LRN	"	0	0
082	"	1885	LLN	"	0	0
Total	28800	6985		12000	200	

PHOTOGRAPHS #3

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd
069	1608-1609/	Bligan Harbor	K-21	30	
060			"	Did not turn switch on	
074	" "		"	30	
064			No camera		
518	" "		K-21	15	
082			No camera		

25

NOTE: Prints were not received at the time of submitting this report.

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART

Equatorial Scale:- 1:2,225,000
33.72 Naut. Miles = 1 Inch
Mercator Projection

MISSION NO. [illegible] DATE [illegible] 19

SQUADRON NO. 501 GROUP 345

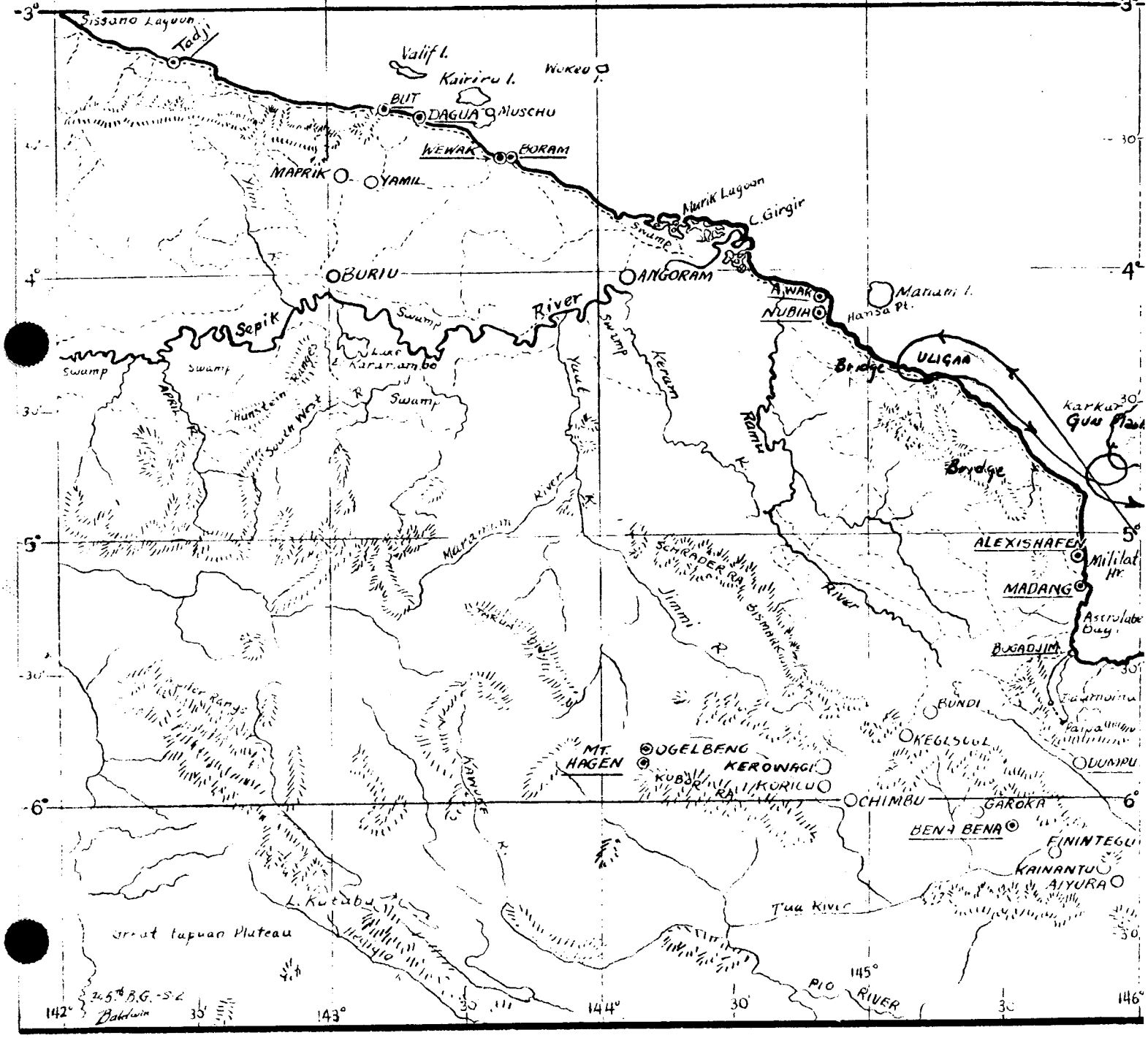
SQUADRON ORDER OVER TARGET Second

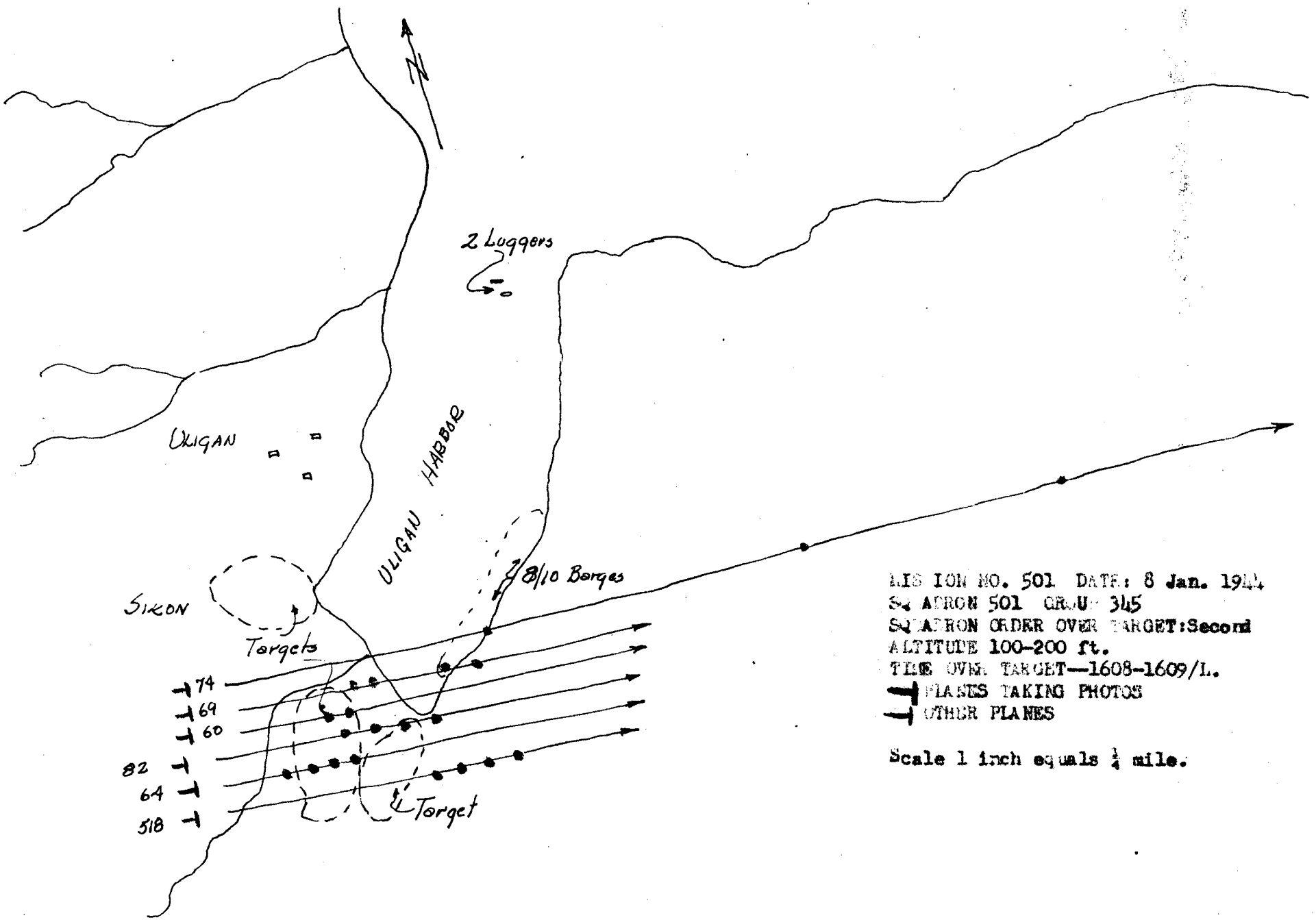
ALTITUDE 100-200' FT.

TIME OVER TARGET 1608-1609 L/B

T (BLUE) PLANES TAKING PHOTOS

T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)





MISSION NO. 501 DATE: 8 Jan. 1944
SQUADRON 501 GROUP 345
SQUADRON ORDER OVER TARGET: Second
ALTITUDE 100-200 ft.
TIME OVER TARGET—1608-1609/L.
PLANES TAKING PHOTOS
OTHER PLANES

Scale 1 inch equals ¼ mile.

CONFIDENTIAL

501
9-H-1
9 Jan 44

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

10 January 1944.

SUBJECT: Narrative Report on Mission 9-H-1, Performed 9 January 1944, Objective Cali Village area, New Guinea.

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

1. GENERAL.

a. The objective assigned was reported Japanese troop concentrations and possible barges in the vicinity of Cali. This area was to be bombed with 42 x 300 lb. 8/11 sec. delay demo. bombs and to be strafed simultaneously on two passes after having first made a dry run at minimum altitude.

b. The 500th and 501st squadrons of the 345th Group were to assemble on course to Cape Ward Hunt, then proceed past Finschhafen along the northeastern coast of New Guinea to Cali. Fighter cover was to be in the Saidor area available on call if required. Time over the target was to be at 1330/L.

c. Attack:

(1) The 501st squadron was the first squadron over the target from 1328-1338/L, flying two flights of three A/P, each in a shallow V formation on a heading of approximately 292 degrees. The approach to the target was made from Cape Ward Hunt over sea, past Finschhafen, up the northeast coast, then on to the target. One dry run was made on the target, and then two additional runs were made. Bombing and strafing were accomplished on both of these runs. After the third pass, the squadron withdrew to the right and returned to Dobodura taking approximately the same route as covered on the way to the target. 35 x 300 lb. 8/11 sec. delay demo. bombs were dropped in Cali Village in the immediate vicinity. The area was well covered with bomb hits and thoroughly strafed on both passes. 7 x 300 lb. 8/11 sec. delay demo. bombs were returned to base due to rack failure. Results of bombing and strafing were not visible due to jungle character of the terrain bombed.

Narrative Report on Mission 9-M-1, cont'd.

(2) Our attack was coordinated with the 500th squadron, which was assigned the same target.

d. Interceptions:

(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 the leader of the mission, of which Captain Neuenschwander was the squadron leader. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Captain Neuenschwander	A/P 093	Captain McGowan	A/P 084
Lt. Harper	A/P 099	Lt. Col. Fridge	A/P 078
Lt. Clark	A/P 594	Lt. Krans	A/P 089

3. Details of the Mission:

a. Our squadron took off from Dobodura from 1200-1203/L, completed rendesvous enroute to Cape Ward Hunt, proceeded to the target making three successful passes from 1328-1338/L at 100 ft. altitude, and returned to base at 1507/L.

b. The route flown was Dobodura to Cape Ward Hunt, across the sea past Finschhafen, and then to the target. After making one dry run, two bombing and strafing runs on the target were made, withdrawal being made to the right, thence down the northeastern coast of NewGuinea, again past Finschhafen, and direct to Dobodura.

c. Captain Neuenschwander, flying in A/P 093, led the squadron first on a dry run and then on two bombing and strafing passes over the target on a heading of approximately 292 degrees. Gali Village area and beyond was thoroughly strafed, but no bombs were dropped by this A/P, due to rack failure. Lt. Harper, flying in A/P 099, flew in #2 position of the first flight and released all of his bombs on the second pass and strafed on the third run. Three bombs dropped on the southeastern side of the village, and the remaining four bombs dropped a short distance northwest of the village. Lt. Clark, flying in A/P 594, flew in #3 position in this flight. His bombs were dropped southwest of the village in the assigned area.

Narrative Report on Mission 9-M-1, cont'd.

Captain McGowan, flying in A/P 084, led the second flight at an interval of approximately 30 seconds making a similar run to that of the first flight. On the second pass, his bombs were released on the target, while this area was strafed both on this run and on the third pass. Lt. Col. Fridge, Deputy Commander of the 345th Group, flying in A/P 078, was in #2 position in this flight. Four of his bombs were dropped in the Gali Village area, and three bombs were released approximately two miles beyond the village in the vicinity of some barges on the shore. Lt. Krans, flying in A/P 089, released one bomb on the target on his second run, and the remaining six bombs on the third run. All the A/P in this flight strafed heavily throughout the second and third pass, the first having been a dry run in order to more carefully choose the possible targets. The area was well covered by bomb hits, and due to the nature of the terrain which was very densely wooded, it was impossible to make an accounting of visible results.

d. Heavy rifle fire was received while in the target area. This fire was reported as coming from the following positions: from a ridge at point 810625, from point 835616, and vicinity of four huts at point 833598. (Ref. Singorkai Provisional Map 1 inch to 1 mile.)

e. Fighter protection was on call in the Saidor area, but it was not found necessary to call on them.

f. One bullet hole was received in the fuselage of A/P 594.

g. Injuries were sustained by two of our personnel on this strike. Lt. J. J. Shapiro received a bullet wound as a result of enemy rifle fire, and S/Sgt. L. F. Ogle also a wound in action.

4. The two above mentioned officer and enlisted man will be recommended for the award of the Purple Heart for wounds received in action.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. The following observations were made:

Narrative Report on Mission 9-H-1, cont'd.

1328-1338/L—Coastal track well used.
Bridge at point 808640 intact.
2 serviceable barges at point 808643.
3 small camouflaged barges concealed under trees at point 056489.
Evidence of enemy activity in the area.
Smoke, apparently artillery shell fire, seen southeast of Saider in southeast of Sio.

1355/L—Scattered green tree branches, fresh looking, 6' x 3', seen floating on the water in the vicinity at 148 deg. East 6 deg. 15 min. South.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings
2 - Bombing Assessment Diagram & Photo Interpretation.
3- Bombing, Strafing & Photo Tables.

Mission Report FFO 9-H-1, 9 Jan. 1944, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
093	7	8/11	300 lb.		
099	7	"	"		7 Returned to base
594	7	"	"	7	
084	7	"	"	7	
078	7	"	"	7	
089	7	"	"	7	
Total	42	8/11	300 lb.	35	7

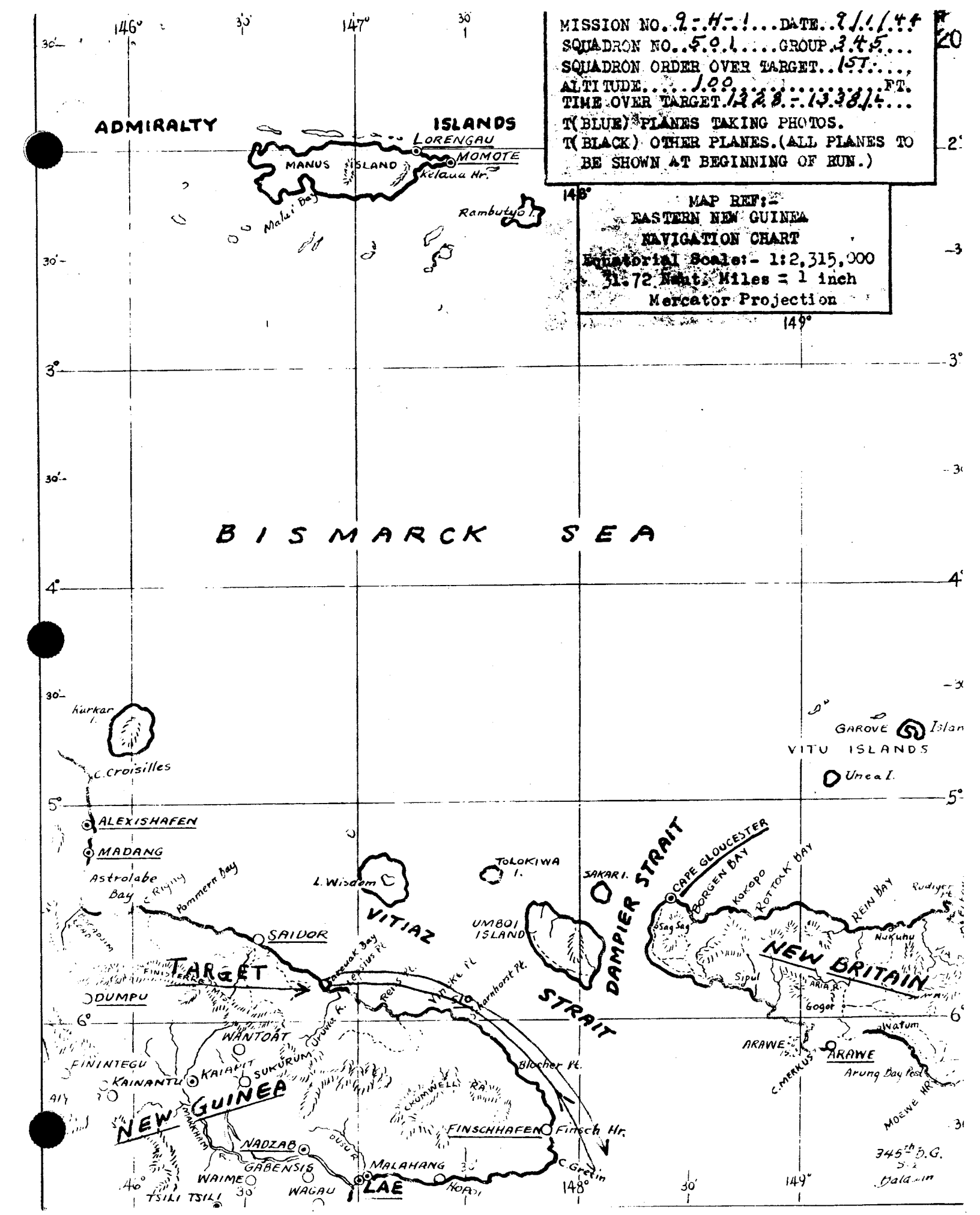
STRAFING TABLE #2

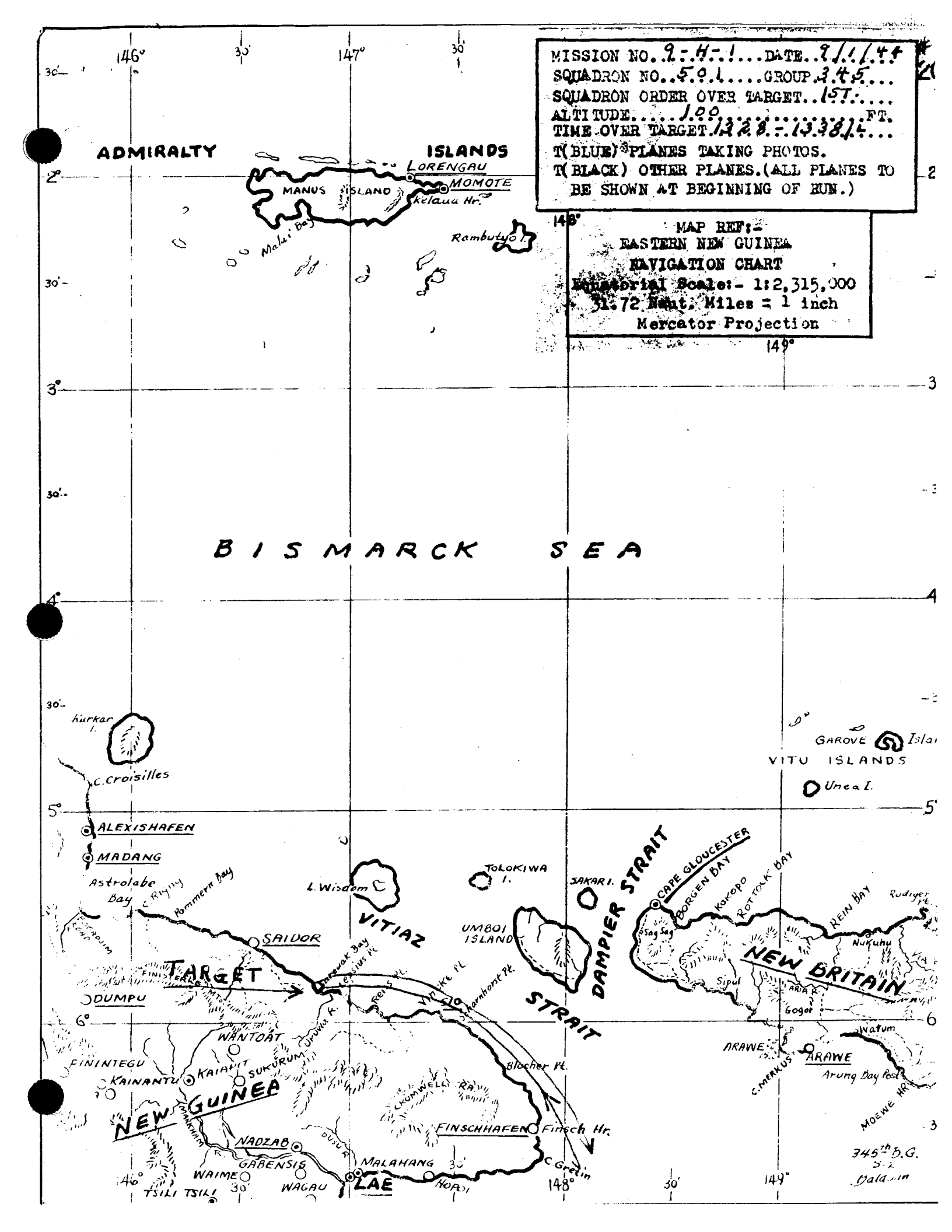
A/P	.50 Caliber Carried	.50 Caliber Expend.	.50 Caliber Gun Fail.	.30 Caliber Carried	.30 Caliber Expend.	.30 Caliber Gun Fail.
093	4800	1725	URN/LRN	2000	0	nil
099	"	2750	ULN	"	0	nil
594	"	2275	ULN	"	1000	nil
084	"	1550	ULN/LLN	"	0	nil
078	"	2625	LRN	"	50	nil
089	"	1840	URN	"	400	nil
Total	28800	12765		12000	1450	

PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd
093	1328-1338/L	Cali	K-21	none	
099	" "	Village	K-21	30	
594	" "		K-17	20	
084			No camera		
078			" "		
089			K-21	none	
Total				50	

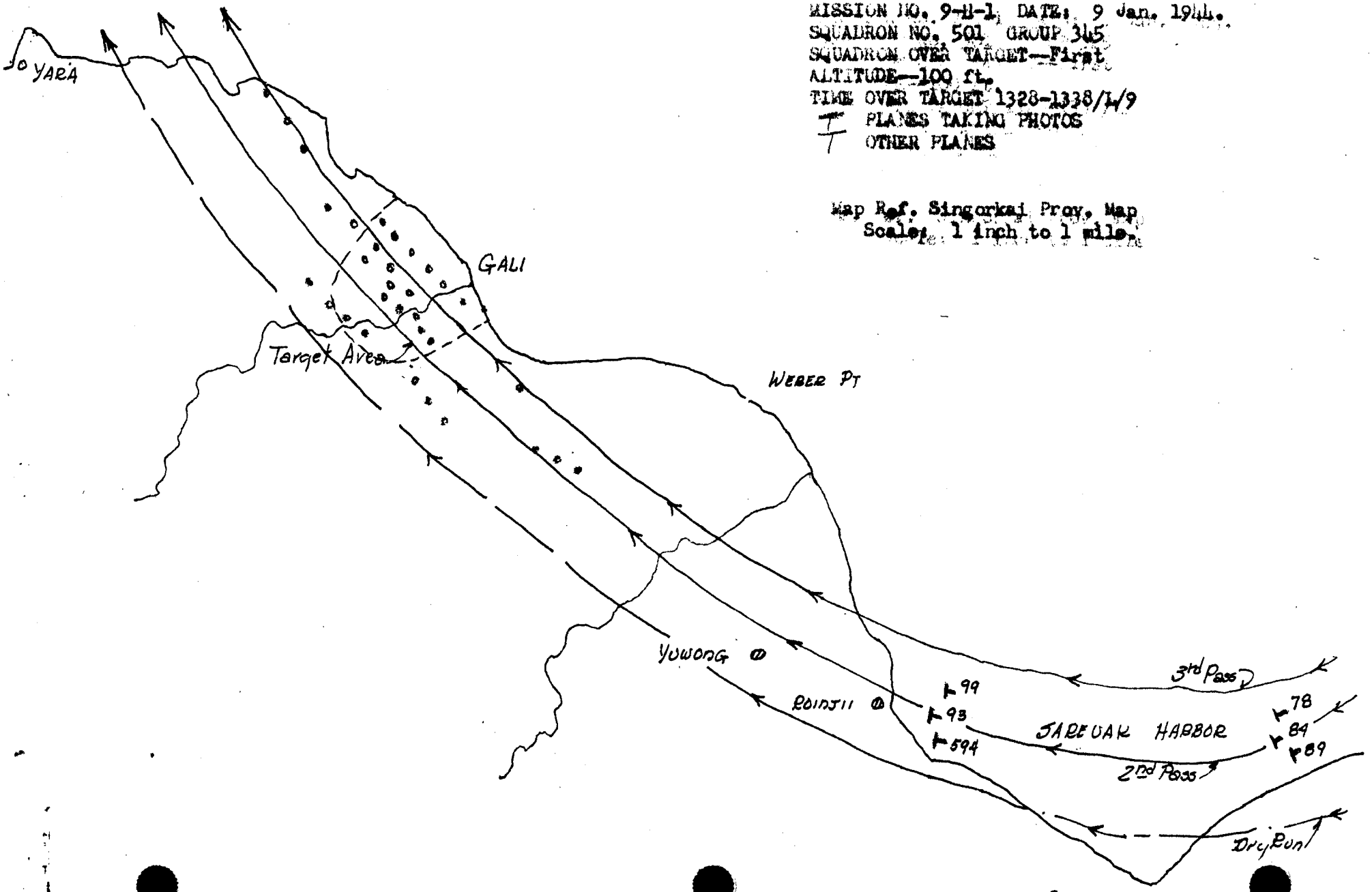
NOTE: Prints were not received at the time of submitting this report.


MISSION NO. 9-H-1 DATE. 9/1/44
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET. 1ST
ALTITUDE. 100 FT.
TIME OVER TARGET 1328 - 1338
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 Nmt. Miles = 1 inch
Mercator Projection
ADMIRALTY ISLANDS
LORENGAU
MOMOTE
MANUS ISLAND
Kelaua Hr.
Malai Bay
Rambutyo I.
BISMARCK SEA
Kurkar I.
C. Croisilles
ALEXISHAFEN
MADANG
Astrolabe Bay
C. Rigny
Pommern Bay
L. Wisdom
TOLOKIWA I.
VITIAZ
SAKAR I.
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOCK BAY
REIN BAY
Rudiger Pt.
Nukuhu
NEW BRITAIN
Sag Sag
Sipul
ARIA R.
Gogol
Iwatum
ARAWE
C. MERKUS
Arung Bay Post
MOEWE HR.
GAROVE Island
VITU ISLANDS
Unea I.
SAIDOR
TARGET
DUMPU
Jaquar Bay
Cape Pt.
Reis Pt.
Hornhont Pt.
UMBOI ISLAND
STRAIT
Blocher Pt.
WANTOAT
FINISTERRE MTS.
FININTEGU
KAINANTU
KAIAPIT
SUKURUM
NEW GUINEA
MARKHAM R.
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
C. Gretin
NADZAB
DUSU R.
MALAHANG
GABENSIS
WAIME
WAGAU
LAE
HOPOI
TSILI TSILI
345th B.G.
Salamaua
146°
147°
148°
149°
2°
3°
4°
5°
6°


MISSION NO. 9-H-1 ... DATE. 9/1/44
SQUADRON NO. 5.0.1 ... GROUP 345 ...
SQUADRON ORDER OVER TARGET. 1ST. ...
ALTITUDE. 100 ... FT.
TIME OVER TARGET 1328-1338 ...
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 Nmt. Miles = 1 inch
Mercator Projection
ADMIRALTY ISLANDS
LORENGAU
MOMOTE
MANUS ISLAND
Kelaua Hr.
Malai Bay
Rambutyo I.
BISMARCK SEA
Kurkar I.
C. croisilles
ALEXISHAFEN
MADANG
Astrolabe Bay
Rigny
Pommern Bay
L. Wisdom
VITIAZ
TOLOKIWA I.
UMBOI ISLAND
SAKAR I.
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOK BAY
REIN BAY
Rudiger Pt.
Sag Sag
Nukuhu
NEW BRITAIN
Sipul
ARIA R.
Goger
Watum
ARAWE
ARAWE IS.
C. MERKUS
Arung Bay Post
MOEWE HR.
GAROVE
VITU ISLANDS
Unea I.
SAIDOR
TARGET
DUMPU
Finisterre Mts
Erskuak Bay
Vitiaz Pl.
Hornhorst Pl.
Blocher Pl.
STRAIT
WANTOAT
FININTEGU
KAINANTU
KAIAPIT
SUKURUM
Upowa R.
NEW GUINEA
Markham R.
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
NADZAB
Busu R.
GABENSIS
MALAHANG
C. Gretin
WAIME
WAGAU
LAE
HOPOI
TSILI TSILI
345th B.G.
Salamaua
146°
147°
148°
149°
30'
2°
3°
4°
5°
6°

MISSION NO. 9-4-1 DATE: 9 Jan. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON OVER TARGET—First
ALTITUDE—100 ft.
TIME OVER TARGET 1328-1338/1/9
T PLANES TAKING PHOTOS
T OTHER PLANES

Map Ref. Singarkai Prov. Map
Scale: 1 inch to 1 mile.



CONFIDENTIAL

501
12-B-1
12 Jan 44

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

13 January 1944.

SUBJECT: Narrative Report on Mission 12-B-1, Performed 12 January 1944, Objective Alexishafen, New Guinea.

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

1. GENERAL.

a. The objective assigned was Alexishafen in particular the barges on the south coast of Hoetram Bay, Admonin Island, Megas Island, Alexishafen Township, and Sek Island. This was to be bombed with 63 x 250 lb. 4/5 sec. delay demo. bombs and to be strafed simultaneously on one pass at minimum altitude.

b. The four squadrons of the 345th Group were to rendesvous at the Gona Wreck at 2,000 ft., then to rendesvous with the fighters, one squadron of P-47's, at Madsab. Top cover would be provided by P-47's over the target. Time over the target was to be at 1031-1040/L.

c. Attack:

(1) The 501st squadron was the third squadron over the target from 1038-1048/L, flying in trail of three flights of three A/P, each in a shallow V formation on a heading of approximately 110 deg. Approach to the target was made from the Gona Wreck, across the sea to Madsab, from Madsab up the Kasu Valley, then turning to the right, and approached the target over the hills northwest of Alexishafen. After making their run, withdrawal was made to the northeast, where a circle was made to assemble the group, which then proceeded down the northeast coast of New Guinea, through the Vitias Strait, past Finschhafen, and direct to Dobodura. The bombing was excellent with 76% of the bombs dropping in the targets, in all 63 x 250 lb. 4/5 sec. delay bombs were dropped and one was salvoed. Buildings in Alexishafen Township were bombed and strafed,,a shack was hit on Megas Island, a village on Sek Island at point 757383 was bombed and strafed, as were huts along the south coast of Hoetram Bay. (Map ref. Madang East Provisional Map 1 inch to 1 mile). The entire target was well cov-

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ered by bomb hits and thoroughly strafed, and all crews reported the area covered with smoke on their departure.

(2) Our attack was coordinated with the other three squadrons of the 345th Group, who came in over the target in the following order: 498th, 499th, 501st, and 500th.

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 the leader of the mission, while Major Fain, the squadron commander, was the leader of our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Fain	A/P 594	Captain Cather	A/P 064	Capt. McGowan	A/P 064
Lt. Harper	A/P 099	Lt. Clark	A/P 074	Lt. Symons	A/P 518
Lt. Lewis	A/P 093	Lt. Barth	A/P 082	Lt. Arens	A/P 089

3. Details of the Mission:

a. The squadron took off from Dobodura from 0830-0835/L, completed rendezvous over the Oona Wreck at 0937/L, and departed from there on course at 0845/L, then proceeded to Nadzab where they made rendezvous with one squadron of P-47's, then making a pass at the target from 1038-1048/L at minimum altitude and returned to base at 1235/L.

b. The route flown was Dobodura to the Oona Wreck, across the Huon Gulf to Nadzab, then down the Ramu Valley making a right turn, and approaching the target over the hills to the northwest of Alexishafen. One bombing and strafing run was made over the target and withdrawal was made to the northeast. However, Bagabag Island was not circled as originally planned due to weather conditions. A circle was made over the sea, and the group returned down the northeastern coast of New Guinea, through the Vitias Strait, past Finschhafen, and direct to Dobodura.

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Narrative Report on Mission 12-B-1, cont'd.

c. Major Main, flying in A/P 594, led the squadron, dropping three bombs near the inlet at Bostram Bay, two at Megas Island, one on a village at Sek Island, which was heavily strafed, and also one bombe dropped just off shore on the eastern coast of Sek Island. Lt. Harper, flying in #2 position, in A/P 099, released four bombs in the southern coast of Bostram Bay, two on Admosin Island, and one bomb was dropped on Megas Island, where a direct hit was observed on a shack. Strafing was accomplished throughout the run. Lt. Lewis, in A/P 093, flew in #3 position of this flight and followed a parallel course. He released two bombs in the Bostram Bay area, one in the inlet at Bostram Bay, two at Admosin Island, two on Megas Island, and one on Sek Island. Captain Gather, in A/P 064, led the second element at an interval of thirty seconds behind the first. He released two of his bombs near the south shore of Bostram Bay, two on Admosin Island, one in the water near Alexishafen, and two bombs were dropped on the township itself. Lt. Clark, in A/P 074, flew in #2 position of this flight. He released two bombs on the south shore of Bostram Bay, two on the south shore of Admosin Island, one in Alexishafen township, and two just west of Ulimal Island in the water. In #3 position, Lt. Barth, in A/P 082, released three bombs near the new dock at point 741393, one of these landing in the water. Three bombs were released at Sek Island near the village, one hitting near the village and two bombs hitting just off shore. The third flight was led by Captain McGowan in A/P 084. He released two bombs near Bostram Bay on the south shore, one southeast of Admosin Island and four bombs dropped on Alexishafen township. He strafed all along the run and also on the southern most tip of Sek Island. Lt. Symons, flying in #2 position, in A/P 518, released two bombs on the eastern coast of the inlet at Bostram Bay, and five bombs on the township area. Lt. Krans, in A/P 089, released one bomb near a barge in the inlet at Bostram Bay, one at Megas Island, and five bombs at Sek Island, three of which landed in the water just east of the island. Strafing was accomplished by all nine A/P throughout the run. In all 12,260 .50 caliber and 2300 .30 caliber were expended. The entire target was well covered by bomb hits, and all crews reported that the area was covered with smoke.

Narrative Report on Mission 12-S-1, cont'd.

d. Light machine gun fire was encountered from the following points: 733390, 731383, and from point 742381. (Map ref. Medang East Provisional Map 1 inch to 1 mile).

e. Fighter protection was provided by one squadron of F-47's as close cover, and one squadron of F-47's as area cover. This was reported as very good.

f. There was no damage sustained by any of our A/C 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. The following sightings were observed:

1030-1046/I — Large column of white smoke, 2,000 ft., high, in the vicinity of 698399. (Mil map ref. Medang East Provisional Map 1 mile to 1 inch).
Fire with black smoke rising 300 ft. at point 710400.
Barge seen at point 720398.
2 well camouflaged barges seen at point 723395.
New dock at point 741393.
One large fire, black smoke, rising 150 ft. high at point 718390.
20 ft. native boat on shore of Adsosin Is. at point 730390.
1 small cabin boat, 30 ft. long, at point 743381.
Column of black smoke, 1,000 ft. high, at point 710389.
2 barges seen on west shore of Sek Island at point 758377.

Narrative Report on Mission 12-B-1, cont'd.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRASS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Mission Report No 12-B-1, 12 Jan. 1944, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
594	7	4/5	250 lb.	7	
099	7	"	"	7	
093	7	"	"	7	
064	7	"	"	7	
074	7	"	"	7	
082	7	"	"	6	1 salvoed
084	7	"	"	7	
518	7	"	"	7	
089	7	"	"	7	
Total	63	4/5	250 lb.	62	1

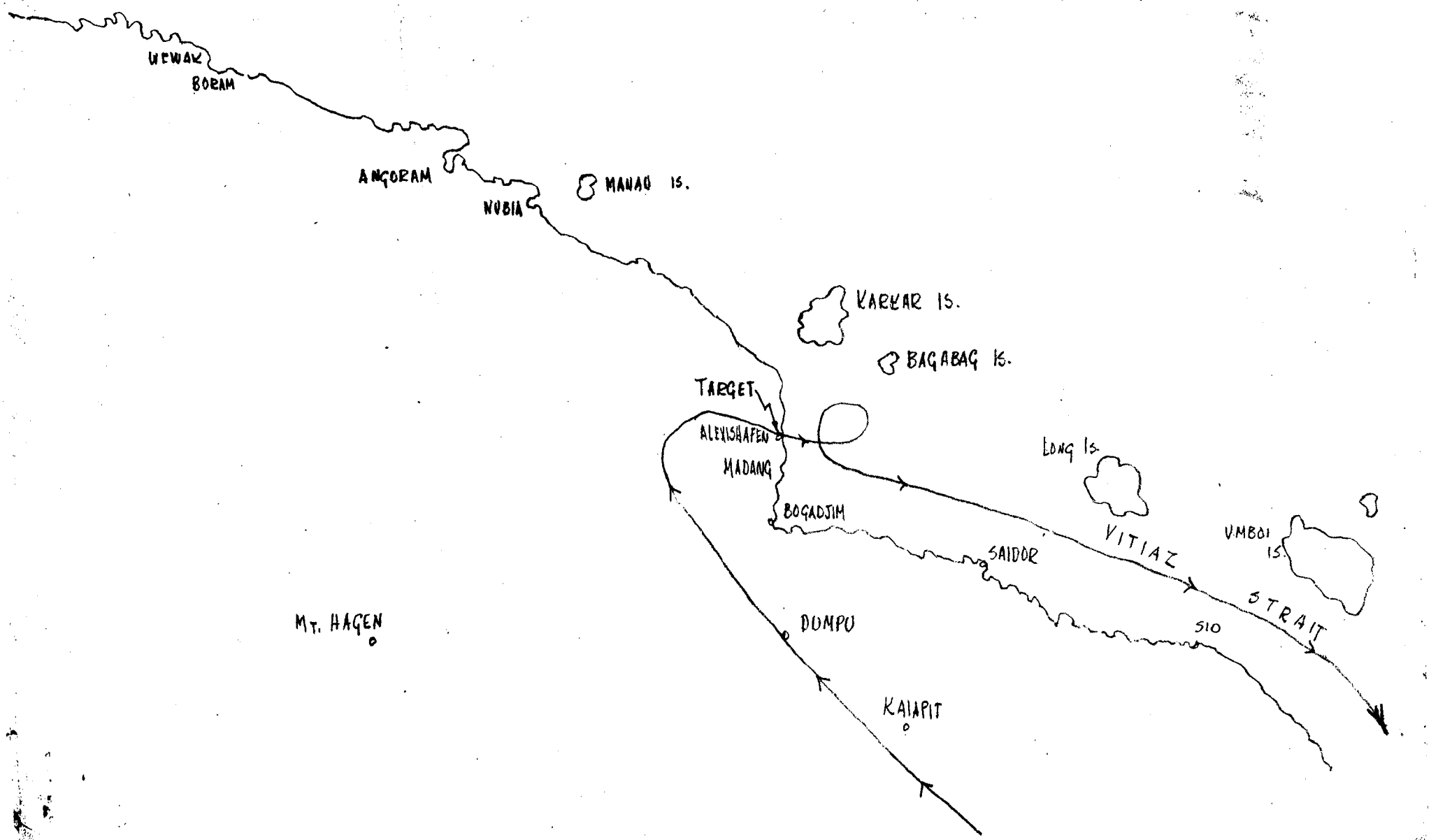
STRAFING TABLE #2

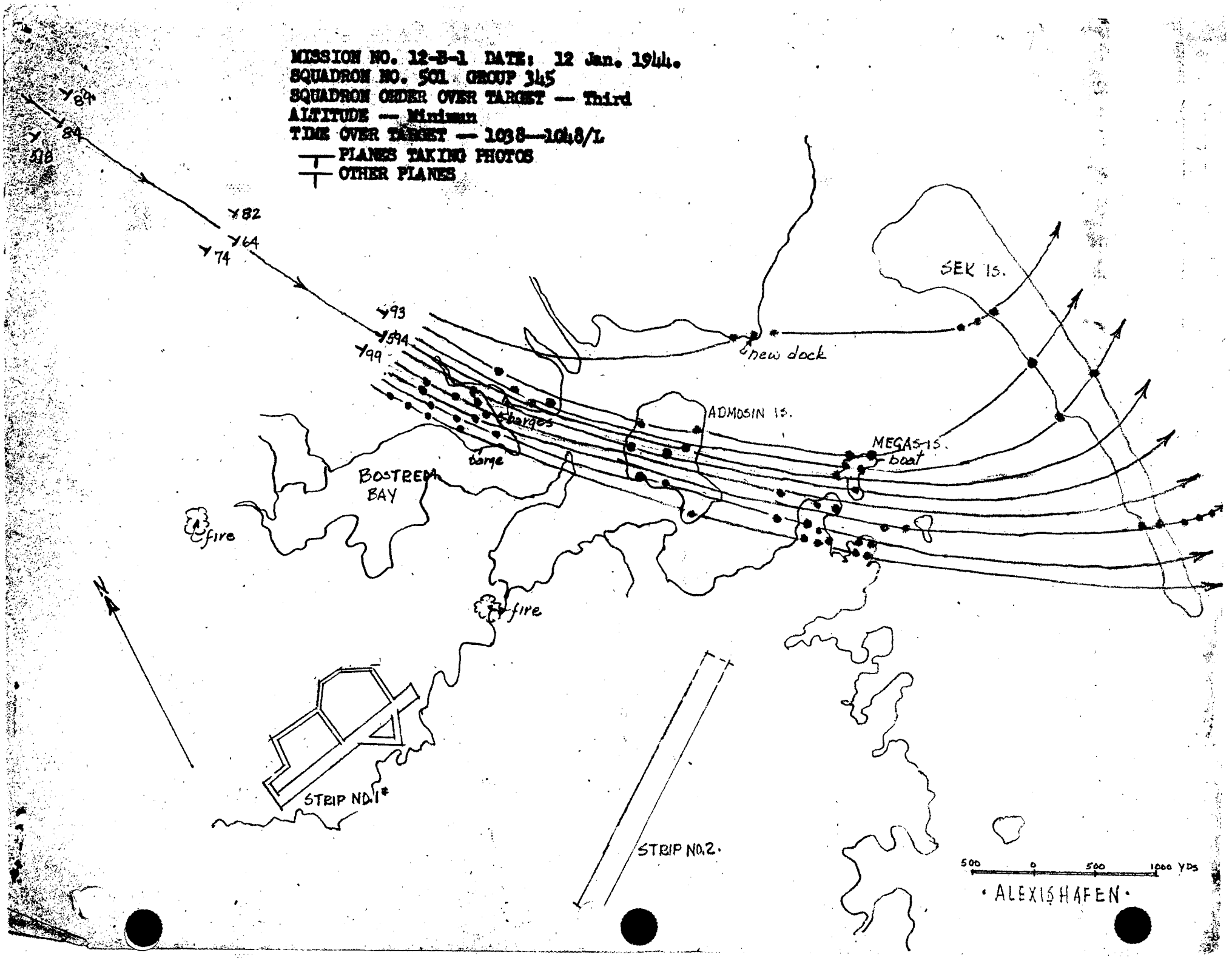
	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
594	4800	1650	LLW/LLW	2000	0	nil
099	"	1650	ULW	"	200	"
093	"	1500	LLW	"	200	"
064	"	1875	ULW/ULW/ULW	"	200	"
074	"	760	LRW/URW/ULW	"	400	"
082	"	1775	LLW	"	700	"
084	"	900	ULW/LLW/LLW	"	0	"
518	"	1250	LLW/LLW	"	400	"
089	"	900	nil	"	200	"
Total	43,200	12200		18,000	2300	

CAMERAMEN

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd
594	1030-1040/L	Alexishafen	K-17	25	
099	" "		K-21	30	
093			K-21	Did not turn switch on	
064			None		
074			K-21	" " " " "	
082			None		
084			None		
518	" "		K-21	25	
089	" "		K-21	30	
Total				110	

MISSION NO. 12-B-1 DATE: 12 Jan 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Third
ALTITUDE—Minimum
TIME OVER TARGET—1033-1043/L




MISSION NO. 12-B-1 DATE: 12 Jan. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET — Third
ALTITUDE — Minimum
TIME OVER TARGET — 1038—1048/L
PLANES TAKING PHOTOS
OTHER PLANES
Y84
Y84
Y18
Y82
Y64
Y74
Y93
Y94
Y99
SEK IS.
new dock
ADMOSIN IS.
MEGAS IS.
boat
barges
barge
BOSTREM BAY
fire
fire
STRIP NO.1
STRIP NO.2.
500 0 500 1000 YDS
ALEXISHAFEN

CONFIDENTIAL

501
13-B-1
13 Jan 44

501ST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 503.

14 January 1944.

SUBJECT: Narrative Report on Mission 13-B-1, Performed 13 January 1944, Objective Barge Sweep from Cape Gourdon to Cape Croisilles.

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

1. GENERAL.

a. The objective assigned was to conduct a barge hunt from Cape Gourdon to Cape Croisilles. The target was to be hit by nine (9) B-25-D-1, each carrying 22 x 100 lb. 4/5 sec. delay demo. bombs and strafing enroute from minimum altitude.

b. This attack was to be made by the 501st squadron only, which was to form over Strip #4 at 2,000 ft., then proceed to Ousap for rendesvous with the fighters at 4,000 ft., at 1420/L. Time over the target was to be from 1500-1530/L.

c. Attack:

(1) The 501st squadron was over the target from 1510-1530/L flying in formation of three flights in trail. Approach to the target was made from Madzab, up past Atemble and Annenberg, then cutting across to the right for the run into the target beginning at Cape Gourdon and working down the coast to Cape Croisilles. After completing the run to Cape Croisilles, the squadron swung left to sea passing out to Bagabag Island. Here, the squadron made a complete circle to the left around the island while two A/P took low oblique photographs of the coastline of the island with K-17 cameras. After circling Bagabag Island, the squadron had reformed, and then proceeding down the northeast coast of New Guinea, through the Vitiaz Strait, past Finschhafen, and direct to Dobodura. Bombing was good with 49% of the bomb load carried being dropped in the target. In all, 91 bomb hits were scored with three near misses. Due to some form of mechanical failure of the bomb rack mechanism, the exact cause of which had not been determined at the time of submitting this report, it was necessary to salvo 63

bombs armed in the target and returned a total of 41 bombs to base. Direct hits were scored on a large coastal lugger on the south coast of Uligan Harbor. Four direct bomb hits were scored on a bridge ½ mile east of Uligan Harbor. (321030, ref. Uvo East 1 mile to 1 inch). Direct hits were observed on 3-4 flat bottom 15 ft. boats at the mouth of Gilagil River. (5627783, ref. Karkar West 1 mile to 1 inch). One bomb was dropped directly on huts at Sarang #2 village on Sarang Island. (623736, ref. Matuka West 1 mile to 1 inch). Three direct bomb hits were scored on buildings in Walog village. (639711, ref. Matuka West 1 mile to 1 inch). The remaining bombs were dropped along the track in the coastal villages from Cape Gourdon to Cape Creisilles, as shown in detail on Fig. #2. Buildings in Kurum Pltn. on Karkar Island were also strafed.

(2) This attack was conducted by the 501st squadron only, and no other units of the 345th Group participated.

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. Captain Manders, squadron Operations Officer, led the squadron on this mission, and Lt. Col. Fridge, Group Deputy Commander, flew with the squadron as a flight leader. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Manders	A/P 060	Capt. McGowan	A/P 074	Lt. Col. Fridge	A/P 064
Lt. Murphy	A/P 594	Lt. Harper	A/P 099	Lt. Krans	A/P 089
Lt. Symens	A/P 518	Lt. Lewis	A/P 093	Lt. Larsen	A/P 078

3. Details of the Mission:

a. The squadron took off from Dobodura from 1250-1253/L, then proceeded to Nadzab where rendezvous with the fighters was made at 1425/L. The squadron was four minutes late for rendezvous with the fighters. After making rendezvous with the fighters, the formation

proceeded on course at 1430/L, arriving at Cape Gourdon at 1510/L, making a minimum altitude attack down the coast to Cape Croisilles, which was completed at 1530/L and returned to base landing at 1750-1755/L.

b. The route flown was Dobodura to Nadsab, up the Markham-Ramu Valley, past Atemble and Annenberg, then across the hills to the northeast, coming into the target at Cape Gourdon. The squadron then flew out to Bagabag Island making a circle for the purpose of taking low altitude oblique photographs. One bombing and strafing run was made throughout the target, with each flight attacking more or less independently and overlapping one another in flight. After completing a circle, the squadron then proceeded down the northeast coast of NewGuinea, through the Vitias Strait, past Finschhafen, and direct to Dobodura.

c. Captain Manders, flying in A/P 060, led the squadron. His bomb rack mechanism failed to operate, and he was unable to drop any bombs, and had to return them all to base. Lt. Murphy, in A/P 594, flew in #2 position of the first flight. Lt. Murphy bombed and strafed the east shore of Kremprins Harbor, dropping two bombs on the track at the mouth of the Umbar River. (410952, ref. Karkar west 1 mile to 1 inch), dropped four bombs along the track southeast of the Timper River (492849-503837, ref. Karkar West 1 mile to 1 inch). Rack difficulties caused him to return 16 bombs to base. Lt. Symons, in A/P 518, flying in #3 position, was able to drop all of his bombs, 4 bombs of which fell along the track between Sibini Village in Franklin Bay, 4 bombs were dropped on the east side of Uligan Harbor from point 313028 to 333019, (ref. Uve East 1 mile to 1 inch), 4 bombs dropped along the track in the village of Waleg at the mouth of the Wagem River (639711, ref. Matuka West 1 mile to 1 inch), 10 bombs dropped along the track from Mugil Harbor to Cape Croisilles. Two of these bombs fell short dropping in the water in Mugil Harbor.

Captain McGowan, in A/P 074, led the second flight, dropping two bombs armed in the village on the north shore of Franklin Bay, and two bombs dropped in Malala Village (242180, ref. Malala East 1 mile to 1 inch). All of the remaining bombs were salvoed at sea between Karkar and Bagabag Islands. Captain McGowan strafed the buildings on Kurum Pltn. on Karkar Island. He reported light ack-ack

Narrative Report on Mission 13-B-1, cont'd.

fire coming from behind these buildings. Lt. Harper, in A/P 099, flew in #2 position, dropped 6 bombs in the target and was forced to salvo the remaining 16 bombs at sea south of Karkar Island. His 6 bombs fell along the track on the south shore of Franklin Bay at points 229099-231097. (Ref. Malala East 1 mile to 1 inch). Lt. Lewis, in A/P 093, flew in #3 position, dropped 18 bombs in the target, salvoed three bombs, and returned one to base. Two bombs fell in Sabini Village at point 222120 (Ref. Malala East 1 inch to 1 mile), 4 bombs fell in the track in the village on the north shore of Franklin Bay at point 227102 (ref. Malala East 1 mile to 1 inch), 2 bombs on the southwest shore of Kronprins Harbor at point 245075 (Ref. Malala East 1 mile to 1 inch), and 2 bombs in Sapara Village at point 269068 (ref. Malala East 1 mile to 1 inch). Four bombs were dropped among beached barges on the east shore of Uligan Harbor at point 310025 (ref. Uvo East 1 mile to 1 inch). Four bombs were dropped along the track east of Uligan Harbor, and two bombs were dropped at point 355014, and two bombs dropped at point 367999 (ref. Uvo East 1 mile to 1 inch).

Lt. Col. Fridge, in A/P 064, led the third flight. He dropped 4 bombs on a bridge at Kronprins Harbor (321030 ref. Uvo East 1 mile to 1 inch). He salvoed 18 remaining bombs at the mouth of Gilagil River. He strafed targets of opportunity between Kronprins to Sarang Harbors. Lt. Krans, in A/P 089, flying in #2 position, dropped 2 bombs on the track on the southeast corner at Atur Pltn. at point 216128 (ref. Malala East 1 mile to 1 inch), 8 bombs on the northwest shore of Uligan Harbor, 4 bombs on a bridge east of Uligan Harbor (321031 Uvo East 1 mile to 1 inch), 4 bombs along the track at the mouth of the Kumil River (369996 Uvo East 1 mile to 1 inch), 4 bombs in the track at the mouth of the Mangen River (427932 Karkar West 1 mile to 1 inch). Lt. Larsen, in A/P 078, flew in #3 position. He dropped 12 bombs, salvoed 8, and returned 2 bombs to base. Two bombs were dropped along the track southeast of Sibini Village (222117 ref. Malala East 1 mile to 1 inch), two bombs on the northwest shore of Kronprins Harbor, one of which fell in the water, (248079 ref. Malala East 1 mile to 1 inch), 8 bombs were dropped along the east shore of Uligan Harbor from point 308020-315033 (Uvo East 1 mile to 1 inch), and 8 bombs salvoed on the track south east of Kumilaka Village (383988 Uvo East 1 mile to 1 inch).

Narrative Report on Mission 13-B-1, cont'd.

d. Medium ack-ack, moderate, accurate was received from known position on Uligasi Mission area. Possible medium ack-ack from the south shore of Uligan Harbor at point 313022. (Ref. Uvo East 1 mile to 1 inch). M/G fire at point 399958. (Ref. Karkar West 1 mile to 1 inch). M/G fire from a barge on the east shore of Bunabun Harbor. Light ack-ack from the south tip of Karkar Island.

e. Fighter cover was provided by one squadron of P-38's which was close cover. This was reported as very good.

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. The following sightings were observed:

1510-1530/L--Prepared positions dug in around villages along the coast from Cape Gourdon to Uligan Harbor.
10x12 barges south coast of Uligan Harbor.
Bridge at the mouth of Kumil River destroyed.
Bridge at the mouth of Mangen River also destroyed.
Piles of lumber seen at various bridges.
Considerable signs of activity in clearings and houses southeast and west coast of Bagabag Island.
Fire with white smoke at Mangen Point at point 444938. (Ref. Karkar West 1 mile to 1 inch).
Personnel believed to be Japs seen running from buildings on Sarang Island.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Mission Report FFO 13-B-1, 13 Jan. 1944, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
060	22	4/5	100 lb.		22 returned to base
594	22	"	"	6	16 " " "
518	22	"	"	22	
074	22	"	"	4	18 salvoed
099	22	"	"	6	16 "
093	22	"	"	18	3 salvoed--1 ret. bas
064	22	"	"	4	18 salvoed
089	22	"	"	22	
078	22	"	"	12	8 salvoed--2 ret. bas
Total	198	4/5	100 lb.	94	104

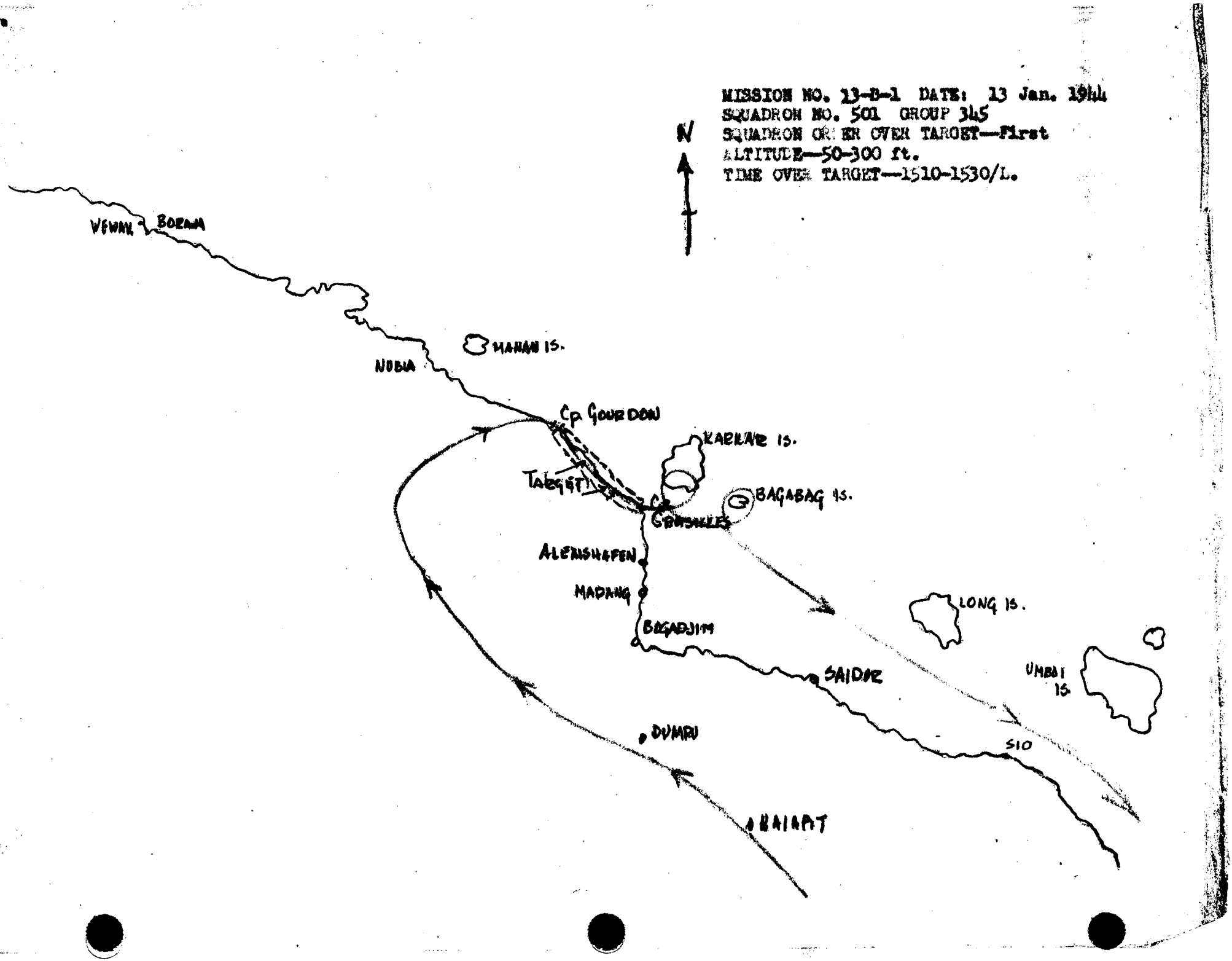
STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
060	4800	2380	LRN	2000	None	nil
594	"	2200	nil	"	"	"
518	"	2175	"	"	800	"
074	"	1900	ULN	"	None	"
099	"	2300	LRN/LLN	"	None	"
093	"	2300	URN	"	"	"
064	"	3000	nil	"	400	"
089	"	2500	ULN	"	None	"
078	"	1725	ULN/LLN	"	600	"
Total	43,200	20480		18,000	1,000	

PHOTOGRAPHS #3

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd
060	1510-1530/L	Cape Gour-	K-21	Did not turn switch on	
594	" "	don to	K-17	15	
518	" "	Cape Croi-	K-21	30	
		silles &	K-21	10	
074	" "	Bagabag Is-	K-21	25	
099	" "	land.	K-21	30	
093			K-21	Did not turn switch on	
064	" "		K-21	30	
089	" "		K-17	35	
078	" "		K-17	55	
Total				230	

MISSION NO. 13-D-1 DATE: 13 Jan. 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—First
ALTITUDE—50-300 ft.
TIME OVER TARGET—1510-1530/L.



501
14-B-1
14 Jan 44

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

15 January 1944.

SUBJECT: Narrative Report on Mission 14-B-1, Performed 14 January 1944, Objective Friedrich Karl Harbor.

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

1. GENERAL.

a. The objective assigned were barges, luggers, supply dumps, and buildings in the vicinity of Friedrich Karl Harbor. These were to be bombed with 49 x 300 lb. 4/5 sec. delay demo. bombs and to be strafed simultaneously on one pass at minimum altitude.

b. The four squadrons of the 345th Group were to form over Strip #4 at 2,000 ft., then to rendezvous with the fighters, one squadron of P-47's, off Saidor at 2,000 ft. Top cover was to be provided by a squadron of P-38's, which would be in the area. Time over the target was to be 1416-1425/L.

c. Attack:

(1) The 501st squadron was the third squadron over the target from 1410-1415/L, flying in trail of two flights, the first with three A/P in a shallow V formation, the second of four A/P in a diamond formation. The run over the target was made at a heading of 145 deg. Approach to the target was made from Dobodura, across the sea past Finschhafen, then along the northeastern coast of New Guinea, past Saidor; the coastline was crossed midway between Bogadjim and Madang, a wide turn to the right was made as the formation swung past Madang; and then turned onto the target. After making their bombing and strafing run, the planes returned to Dobodura along the same route as taken up. The bombing was excellent, in that 95% of the bombs dropped on the target; that is, 48 x 300 lb. 4/5 sec. delay demo. bombs were released; one was returned to base. Direct hits were scored on two huts at 733281, as well as on buildings in Amron Village at 702335, and on a

Narrative Report on Mission 14-B-1, cont'd.

tin-roofed house and a small building at 721326. (Map ref. Madang East 1 mile to 1 inch). The entire target was well covered with bomb hits, and the area from Amsen Village to Krangit Island was thoroughly strafed.

(2) Our attack was coordinated with the other three squadrons of the 345th Group, which came over the target in the following order: 499th and 500th from southwest to northeast, and then the 501st and 498th from northwest to southeast.

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 499th squadron led the Group, while Capt. Neuenschwander was the leader of the squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 074	Captain Cather	A/P 064
Lt. Larsen	A/P 078	Lt. Lewis	A/P 089
Lt. Clark	A/P 099	Lt. Barth	A/P 082
		Capt. McGowan	A/P 060

3. Details of the Mission:

a. The squadron took off from Dobodura from 1250-1253/L, formed with the Group over Strip #4, and proceeded across the sea to Saidor, made rendesvous with the fighters then at 1420/L, which was twenty-five minutes late, due to the fact that sufficient time had not been allowed between take-off and rendesvous. From Saidor, the Group proceeded direct to the target, made their bombing and strafing run from 1440-1445/L at minimum altitude, and returned to Dobodura, landing at 1630/L.

b. The route flown was from Dobodura across the Huon Gulf, past Finschhafen, along the northeastern coast of New Guinea, past Saidor, thence across the coastline midway between Bogadjim and Madang. A wide turn to the right was made, and the target was approached from the northwest. The one bombing and strafing run was made at a heading of 145 deg., and withdrawal was made in this same course. The Group reformed and returned on the same route as that taken to the target.

Narrative Report on Mission 14-B-1, cont'd.

c. Captain Neuenschwander, in A/P 074, led the squadron over the target, dropping two bombs just northwest of Friedrich Karl Harbor, three in the plantation area to the south of the harbor, and two on Krangit Island, opposite Madang. Lt. Larsen, flying in A/P 078, released four of his bombs near buildings at the western end of the harbor, and the remaining three in the Magada plantation. Lt. Clark, pilot of A/P 099, dropped two bombs in the vicinity of tin-roofed buildings to the east of Amron Mission, two bombs on the northwest shore of Friedrich Karl Harbor, and three on the plantation south of the harbor. All planes of this flight strafed throughout their run, continuing their strafing out to Krangit Island.

The second flight followed in trail at an interval of 20-30 seconds, and was led by Captain Cather, in A/P 064. He dropped two of his bombs on buildings in the Amron Mission and secred direct hits thereon. The remaining five bombs were released in the Magada Plantation. Lt. Lewis, flying #2 position, in A/P 089, in this flight, dropped three of his bombs in the plantation area at the southwest corner of Friedrich Karl Harbor, one on Siar Island, two on Krangit Island, and returned one to base. Lt. Barth, in A/P 082, flew in #3 position, dropping one bomb and scoring a direct hit with it on a tin-roofed house north of the harbor. Two of his bombs were dropped on the north shore of the harbor, two on Magada Plantation, and two on Pasowai Island. Capt. McGowan, in A/P 060, flying #4 position, released one bomb on the western shore of Friedrich Karl Harbor, two on the plantation to the south, and the remaining three on buildings at the southeastern part of Siar Plantation, scoring direct hits on two buildings there. The second flight as well as the first strafed thoroughly the area from Amron Mission to Krangit Island. In all, 10,500 .50 caliber and 2,000 .30 caliber were expended in strafing these targets.

d. One heavy burst of ack-ack, inaccurate, seen in the area, apparently coming from the position north of west end of Friedrich Karl Harbor at point 722323. (Ref. Madang East 1 mile to 1 inch).

e. Fighter protection was provided by one squadron of P-47's as close cover, and one squadron of P-38's as top cover.

Narrative Report on Mission 14-B-1, cont'd.

The escort was described as particularly good and very close.

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. The following sightings were observed:

1440-1445/L—Supply dump, probably ammunition at point 715311.
(All map ref. Madang East 1 mile to 1 inch).
A pill box at point 725271.
Lugger at inlet at point 720309.
Barge at point 725306.
Lugger at point 722316.
Bridge over Hagada River is out at point 708303.
Three large explosions, heavy black smoke, apparently ammunition dump, blown up by bombs of 498th squadron at point 723302.
Heavy black smoke started by bombs of 500th squadron at point 729315.
Bridge over Wagol River is out at point 720222.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Report on Mission 14-8-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
074	7	4/5	300 lb.	7	
078	7	"	"	7	
099	7	"	"	7	
064	7	"	"	7	
089	7	"	"	6	1 returned to base
082	7	"	"	7	
060	7	"	"	7	
Total	49	4/5	300 lb.	48	1

STRAFING TABLE #2

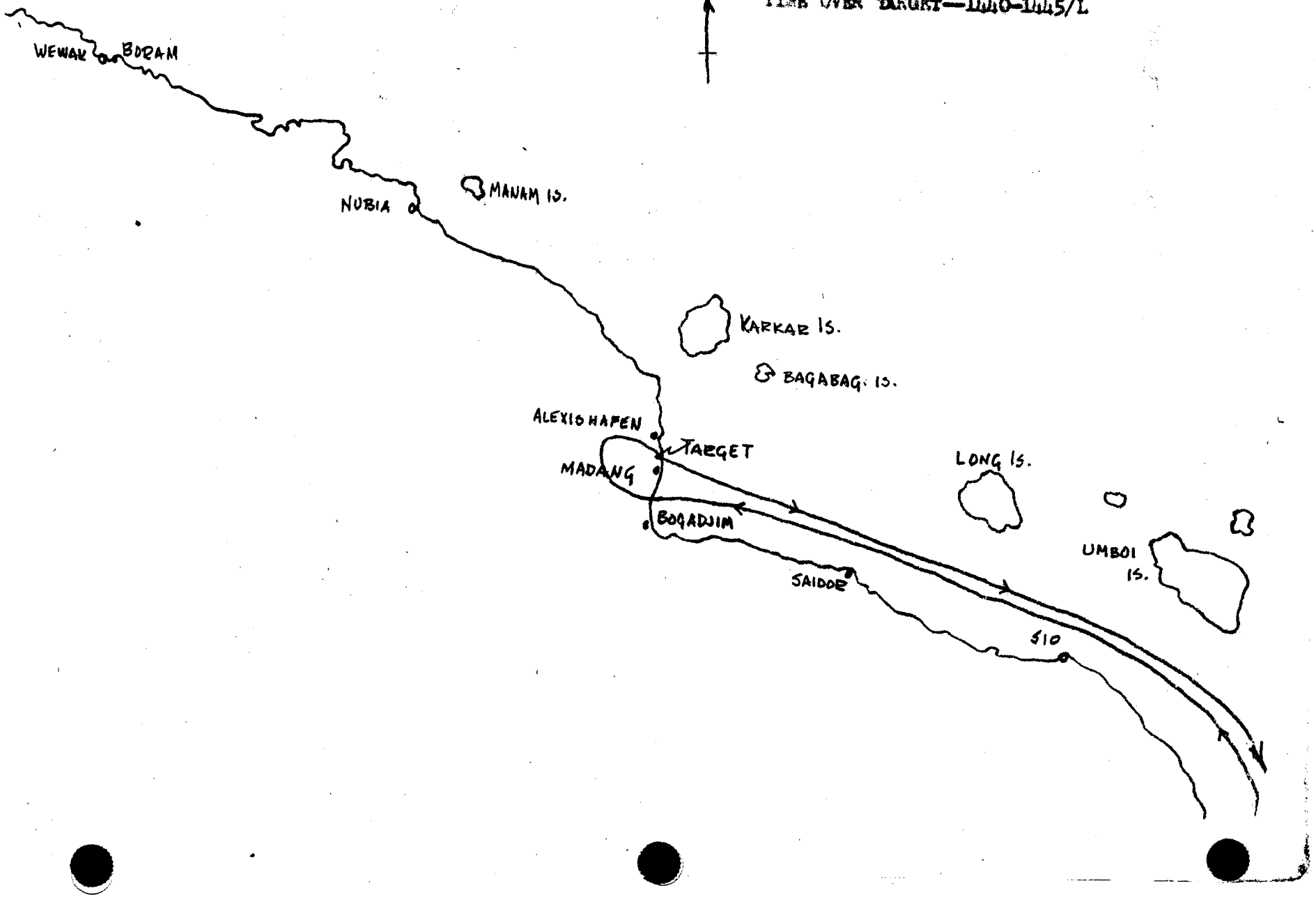
	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
074	4800	800	URW/ULW/ULW	2000	0	Nil
078	"	1275	URW-	"	200	"
099	"	850	URW/LRW/ULW	"	300	"
064	"	1900	LRW/LRW/LLW	"	800	"
089	"	1710	LLW/ULW	"	0	"
082	"	2095	LRW/LLW/LLW	"	0	"
060	"	1870	nil	"	700	"
Total	33,600	10500		14,000	2000	

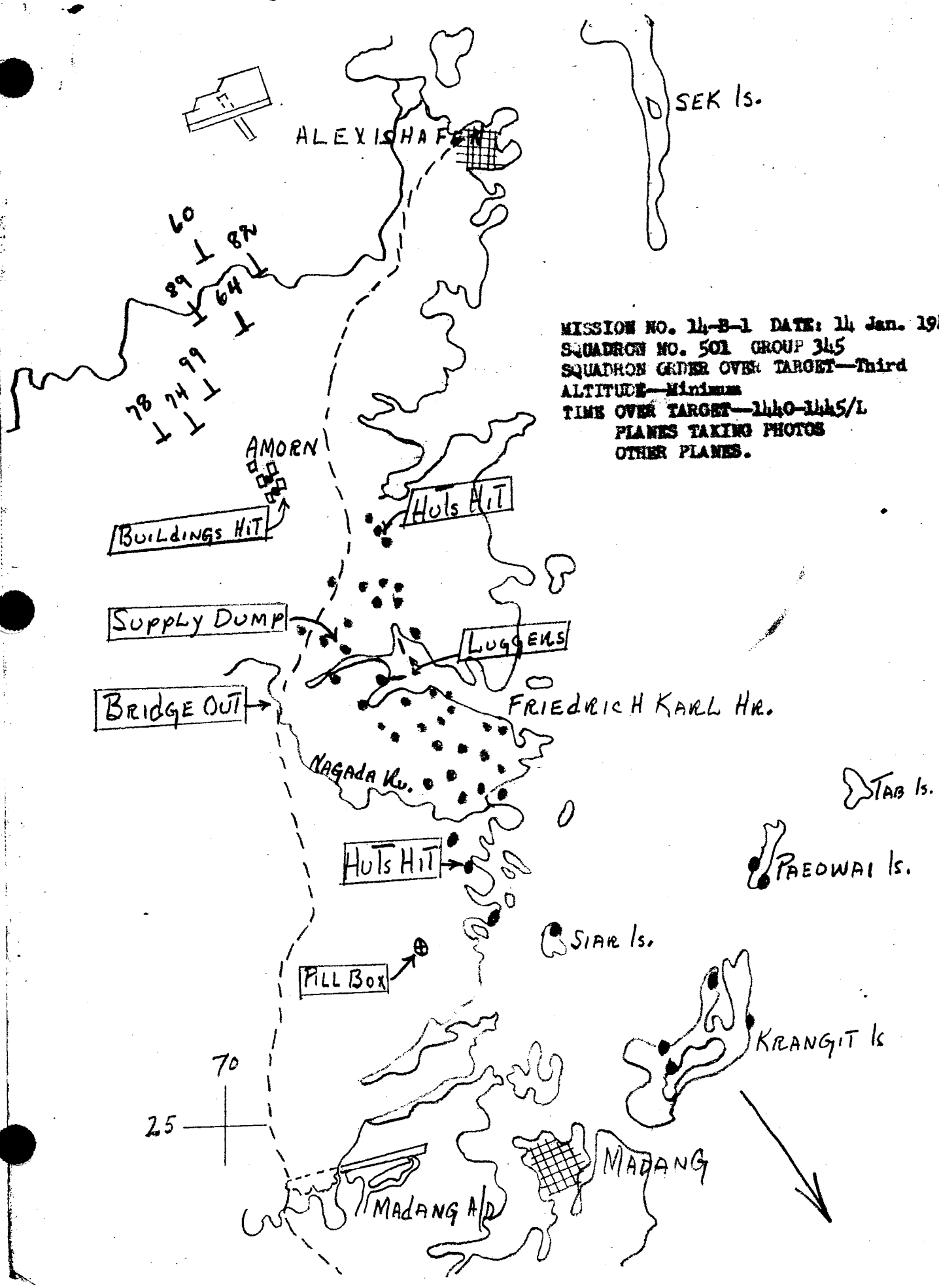
PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd.
074	1440-1445/L	Friedrich	K-21	Did not turn switch on.	
078		Karl	no camera		
099		Harbor	K-21	Did not turn switch on.	
064	" "		K-21	30	
089			no camera		
082			no camera		
060	" "		K-21	30	
Total				60	

NOTE: Prints were not received at the time of submitting this report.

MISSION NO. 14-B-1 DATE: 14 Jan. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Third
ALTITUDE—Minimum
TIME OVER TARGET—1140-1145/L





MISSION NO. 14-B-1 DATE: 14 Jan. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Third
ALTITUDE—Minimum
TIME OVER TARGET—1140-1145/L
PLANES TAKING PHOTOS
OTHER PLANES.

CONFIDENTIAL

501
16-B-1
16 Jan 44

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

16 January 1944.

SUBJECT: Narrative Report on Mission 16-B-1, Performed 16 January 1944, Objective Arawe, New Britain.

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

1. GENERAL.

a. The objective assigned was bombing in close support of our troops at ARAWE. The area immediately east of MLR to be attacked at minimum altitude by 10 B-25-D-1 A/P, each carrying 7 x 250 lb. 1/5 sec. delay demo. bombs and making two passes at the target.

b. The 500th and 501st squadrons were to form over strip #1 at Dobodura, then proceed direct to the target where rendezvous would be completed with two squadrons of P-38's as fighter cover. Time over the target to be 0900-0920/L.

c. Attack:

(1) The two squadrons took off as ordered, with the 500th leading. Approach to the target was at too great a speed, resulting in our squadron having to make two 360 deg. circles while waiting approximately fifteen minutes before opening the attack, which was made at 0903-0911/L. The actual attack was carried out as ordered. Our squadron's bombing was excellent, with nine out of ten A/P dropping their entire bomb load directly in the assigned area. The one remaining A/P dropped its bombs short, all seven falling into the bay just south of the target. Two passes were made. The area was accurately strafed on both passes, with a total of 15,070 x .50 caliber and 2300 x .30 caliber rounds. Visable results of bombing and strafing were obscured by dust, smoke and flying debris over the target. There were no enemy A/P destroyed.

(2) Our attack was coordinated with the 500th squadron, which led the formation, making similar bombing and strafing runs.

Narrative Report on Mission 16-B-1, 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 led the Group, and Major Fain, Squadron Commander, led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Fain	A/P 099	Capt. McGowan	A/P 084	Capt. Gather	A/P 064
Lt. Harper	A/P 074	Lt. Symons	A/P 518	Lt. Lewis	A/P 093
Lt. Murphy	A/P 594	Lt. Larsen	A/P 078	Lt. Barth	A/P 082
				Lt. Krans	A/P 089

3. Details of the Mission:

a. The squadron took off from Debedura from 0743-0747/L, formed with the Group over Strip #4, then proceeded direct to ARAWE. The squadron was fifteen minutes early on their ETA, and had to circle twice before going in for their attack at 0903/L at minimum altitude. After making two passes, the group returned direct to base, landing at 1045-1050/L.

b. The route flown was direct from Debedura to ARAWE. The first bombing and strafing run was made on a 20 deg. heading and the second on a 135 deg. heading. The group returned direct to base.

c. Major Fain, in A/P 099, led the squadron, making his first run on a 20 deg. heading, starting in at the approximate center of the southern edge of the target. All of his bombs were released on the first pass and fell short, landing in the water off shore south of the target. The target was strafed on both passes. Lt. Harper, in A/P 074, flew in #2 position, and Lt. Murphy flew A/P 594 in #3 position. All of their bombs hit directly in the target, which was strafed on both passes. Major Fain reported a possible gun position consisting of a sand bagged pit near the center of the target. (374230 Ref. ARAWE 1 mile to 1 inch).

Capt. McGowan, in A/P 084, led the second flight, which was in echelon to the right on the lead flight. Lt. Symons, in A/P 518, and Lt. Larsen, in A/P 078, flew #2 and #3 positions. All made parallel runs and dropped their entire

bomb load directly into the target. Capt. McGowan reported a twin engine bomber, believed to be an A-20, down in the water just north of AVUNDAI Island. (333240 Ref. ARAWE 1 mile to 1 inch). No other sightings were reported by this flight.

Capt. Cather, in A/P 064, led the third flight over the target, hitting the east half of the target on their first pass, and the center of the target on their second pass. Lt. Lewis, in A/P 093, Lt. Barth, in A/P 082, flew in #2 and #3 positions. Lt. Krans flew #4 position in A/P 069. This flight dropped its entire load of twenty-eight (28) bombs directly into the target and strafed same accurately on both passes. Lt. Barth sighted the same possible gun position reported by Major Fain, stating that on his second pass, when coming back over it, it seemed to have been completely destroyed.

d. There was nil ack-ack, M/G or rifle fire encountered.

e. Fighter protection was area cover over the target and was good.

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. There were no additional sightings beyond those reported in Par. 3-c above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Report on Mission 16-B-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
099	7	4/5	250 lb.	7	
074	7	"	"	7	
594	7	"	"	7	
084	7	"	"	7	
518	7	"	"	7	
078	7	"	"	7	
064	7	"	"	7	
093	7	"	"	7	
082	7	"	"	7	
089	7	"	"	7	
Total	70	4/5	250 lb.	70	

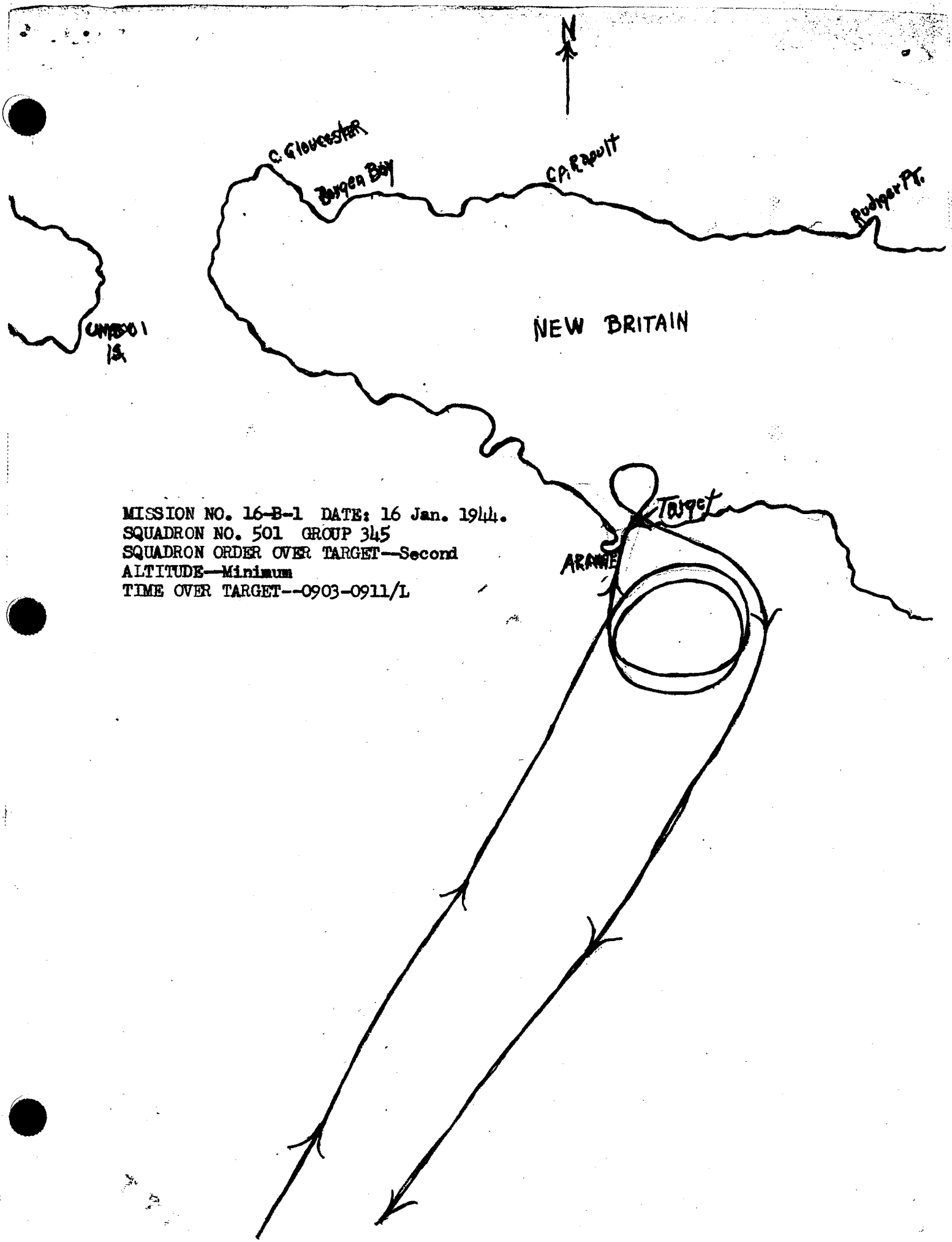
STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
099	4800	2300	LLR/URN/ULN	2000	600	nil
074	"	1725	LRR/ULN/LRR	"	none	"
594	"	1575	ULR	"	200	"
084	"	1500	ULR	"	400	"
518	"	2000	none	"	400	"
078	"	1850	LLR	"	none	"
064	"	720	none	"	300	"
093	"	600	none	"	none	"
082	"	2300	LRR/LLR	"	400	"
089	"	500	none	"	none	"
Total	48,000	15070		20,000	2300	

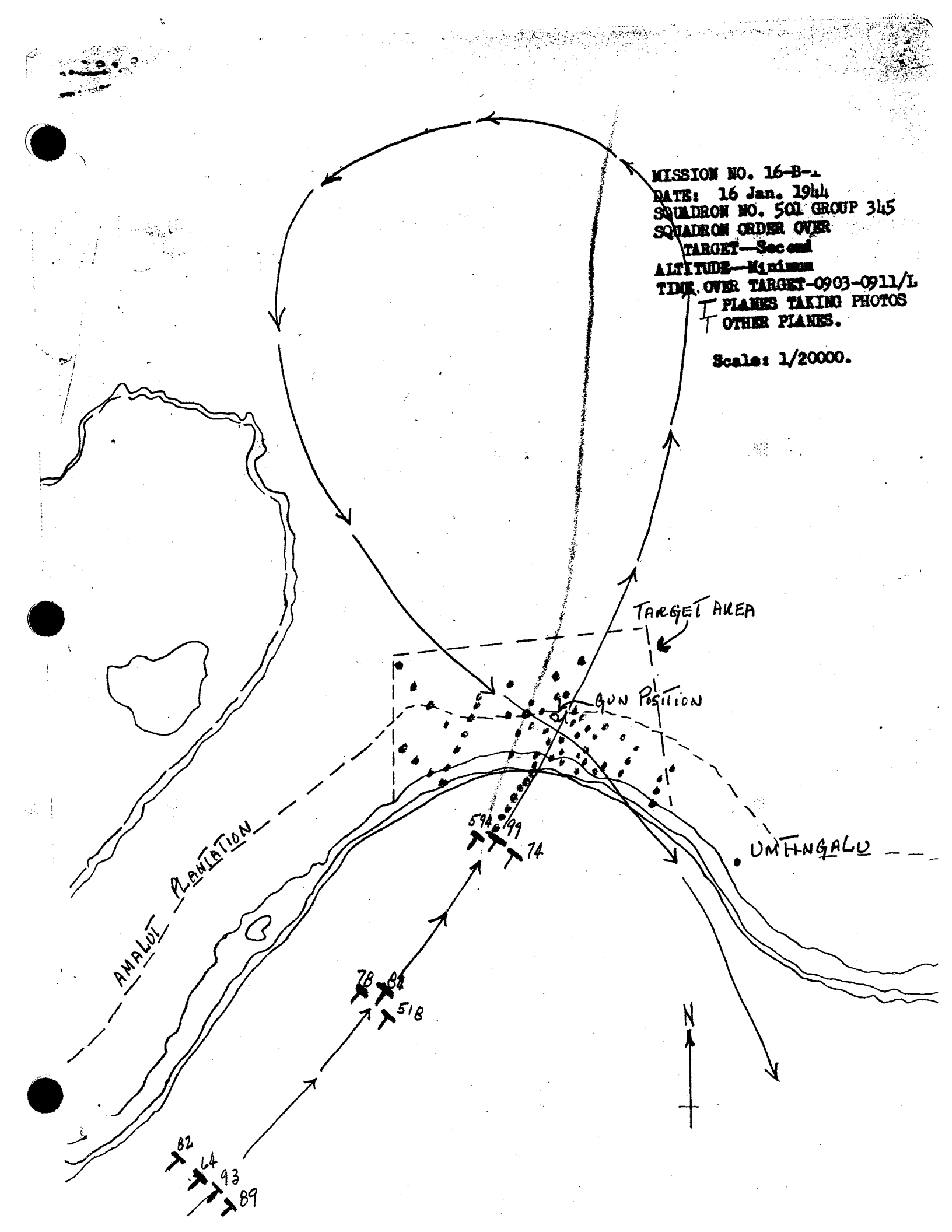
PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd.
099			K-21	Did not turn switch on.	
074	0903-0911	ARAWE	K-21	" " " " "	
594	" "		K-17	210	
084	" "		K-20	25	
518	" "		K-21	25	
078	" "		K-20	25	
064	" "		K-21	30	
093	" "		K-21—25	K-20—34	
082	" "		K-20	1	
089	" "		K-20	30	
Total				395	

NOTE: Prints were not received at the time of submitting this report.



MISSION NO. 16-B-1 DATE: 16 Jan. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Second
ALTITUDE--Minimum
TIME OVER TARGET--0903-0911/L


MISSION NO. 16-B-1
DATE: 16 Jan. 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER
TARGET—Second
ALTITUDE—Minimum
TIME OVER TARGET-0903-0911/L
PLANES TAKING PHOTOS
OTHER PLANES.
Scale: 1/20000.
TARGET AREA
GUN POSITION
AMALUI PLANTATION
UMTHNGALU
594
199
74
78
84
518
82
64
93
89
N

501
17-F-1
HJE-4/

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

18 January 1944.

SUBJECT: Narrative Report on Mission 17-F-1, Performed 17 January 1944, Objective Gali Village, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike in the Gali area on the northeastern coast of New Guinea, with intent to destroy supplies and possible personnel in the area, as well as a submarine which had been reported unloading in this area.

b. The 501st squadron was to form over Strip #4, then make rendezvous with the fighters, one squadron of P-47's off Finschhafen, and then proceed direct to the target. Time over the target was to be 1600/L.

c. Attack:

(1) The squadron took off from Strip #4 as ordered, but one A/P returned due to engine trouble. The approach to the target was made past Finschhafen where the fighter rendezvous was accomplished from 1520-1530/L. The target was reached, and the first attack began at 1601/L, and was carried out as ordered. The squadron's bombing was excellent with eight of the nine A/P dropping their bomb load in the required area. Bombs of the one remaining A/P failed to release. Two passes were made over the target, and the area was thoroughly and accurately strafed with 10,600 x .50 caliber and 1,100 x .30 caliber. One direct hit was observed on a shack at point 808640. (Map ref. Singorkai 1 mile to 1 inch). There were no enemy A/P destroyed.

(2) Our squadron was the only BOMBER squadron on the mission. RENDEZVOUS AND COVER REPORTED ~~SATISFACTORY~~ GOOD.

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.

NO ENEMY ACTIVITY OBSERVED AND NO OTHER DAMAGE OBSERVED.
NO ENEMY A/A, M/G, NOR RIFLE FIRE RECEIVED.
WITH FIGHTERS

Narrative Report on Mission 17-F-1, cont'd.

2. Lt. Col. True, Commanding Officer of the Group, led our squadron on this mission. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Col. True	A/P 089	Capt. Cather	A/P 064	Capt. Manders	A/P 594
Lt. Vogt	A/P 074	Lt. Lewis	A/P 093	Lt. Harper	A/P 099
Capt. McGowan	A/P 084	Lt. Clark	A/P 076	Lt. Symens	A/P 518

3. Details of the Mission:

a. The squadron took off from Dobodura from 1430-1432/L, formed over Strip #4, then proceeded past Finschhafen where rendezvous was made with the fighters, and direct to the target. Two passes were made at the target, the first at 1601/L, the second at 1604/L, then the squadron returned direct to Dobodura landing at 1726-1729/L.

b. The route flown was from Dobodura, off the coast of Finschhafen, along the northeastern coast of New Guinea, to Gali. The first bombing and strafing run was made on a heading of approximately 290 deg. The second pass was made on a heading of approximately 325 deg.

c. Lt. Col. True, in A/P 089, led the squadron making his first run on a heading of approximately 292 deg. On this first run, he strafed only and then made a 360 deg. turn to the right and returned releasing his bombs as well as strafing on the second pass. His bombs were dropped in the area from Gali Village northwest. Lt. Vogt flew in #2 position, in A/P 074, and Capt. McGowan, in A/P 084, flew in #3 position. Bombing and strafing were accomplished on both passes, and all bombs dropped within the assigned area.

At an interval of thirty seconds, Captain Cather, in A/P 064, led the second flight into the target, his run being slightly to the south of the first flight. His five bombs were released on the first pass, and he thoroughly strafed on this pass as well as on the second. Lt. Lewis, in A/P 093, flew tight on Capt. Cather's right wing and dropped three of his bombs on the first pass and two bombs on the second. This crew observed a direct hit on a shack at point 808640. (Ref. Singorkai 1 mile to 1 inch). In #3 position, Lt. Clark, in A/P 076, bombed and strafed on two passes releasing two bombs on the first run and three bombs on the second.

Narrative Report on Mission 17-F-1, cont'd.

Flying at an interval of thirty seconds and slightly south of the second flight, Capt. Manders, in A/P 594, released two bombs in the vicinity of Gali Village on the first run and three bombs slightly west of Gali Village on the second run. Lt. Harper, in A/P 099, flew #2 position, and Lt. Symons, in A/P 518, flew in #3 position in this flight. Lt. Harper bombed and strafed on two passes while Lt. Symons was unable to release his bombs and strafed only. The bombing was excellent, all forty bombs being dropped in the vicinity of Gali Village and along the coastal track. There were no signs of activity observed in the area.

d. There was nil ack-ack, M/G or rifle fire encountered.

e. Fighter protection, which was provided by one squadron of P-47's, was reported as good.

f. A hole in the turret of A/P 074 was received. The exact cause could not be determined. It is the belief of the Officer submitting this report that this might have been caused by a fragment from a bomb burst dropped by another A/P.

g. S/Sgt. Joe (NMI) Forman was injured in action with this.

4. Papers are being submitted for award of the Purple Heart for S/Sgt. Forman.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. One barge at point 8096b2 was reported by the crew of A/P 518. (Ref. Singorkai 1 mile to 1 inch).

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Report on Mission 17-F-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target: Hits	Misses	Remarks
089	5	4/5	500 lb.	5		
074	5	"	"	5		
084	5	"	"	5		
064	5	"	"	5		
093	5	"	"	5		
076	5	"	"	5		
594	5	"	"	5		
099	5	"	"	5		
518	5	"	"			5 returned to base
Total	45	4/5	500 lb.	40		5

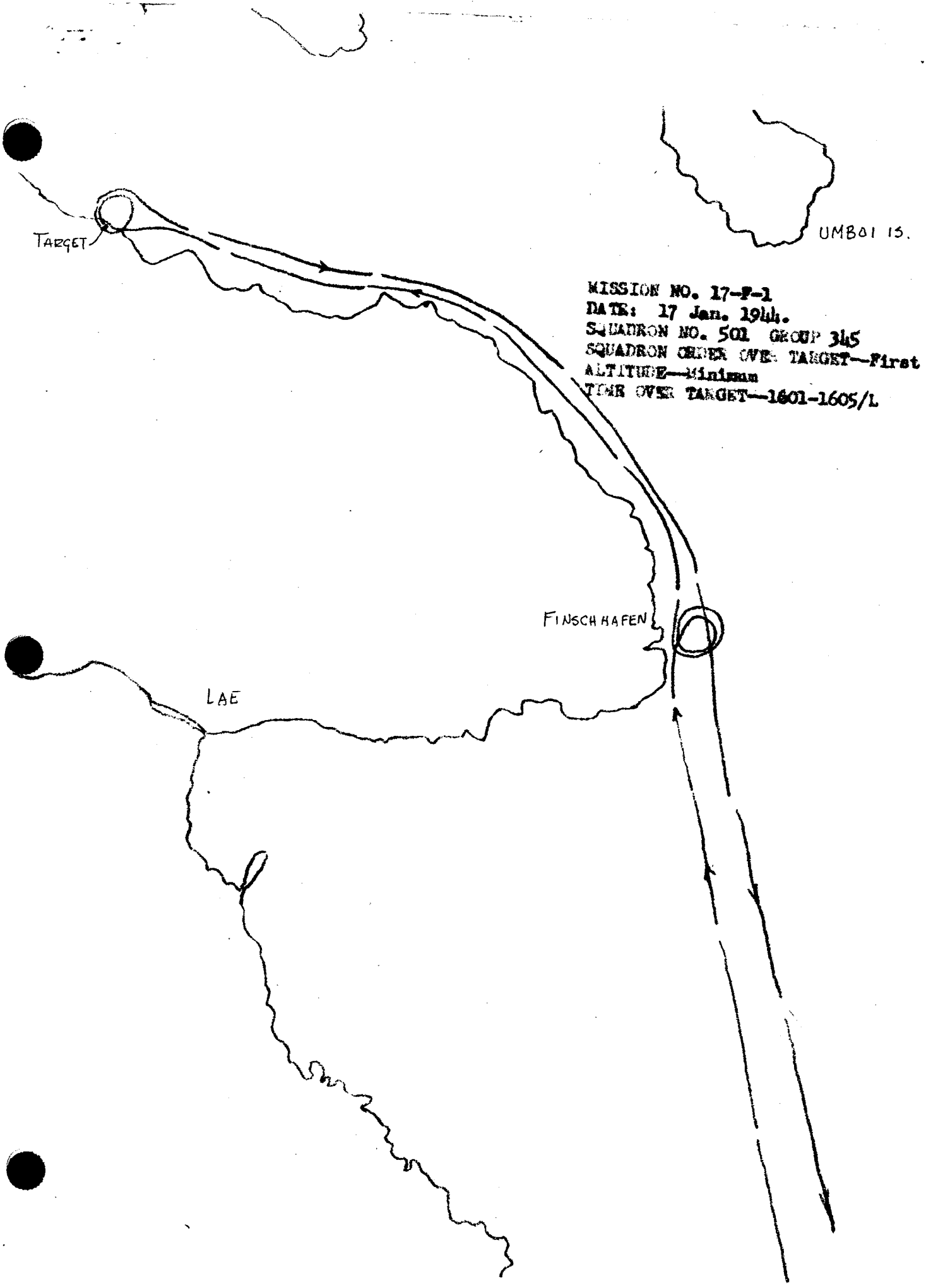
STRAFING TABLE #2

A/P	.50 Caliber: Carried	Expend.	Gun Fail	.30 Caliber: Carried	Expend.	Gun Fail.
089	4800	550	nil	2000	0	nil
074	"	1400	ULW/LLW	"	0	"
084	"	600	nil	"	200	"
064	"	1950	nil	"	400	"
093	"	1800	nil	"	0	"
076	"	1400	LRW/URW/ULW/LLW	"	200	"
594	"	900	ULW	"	0	"
099	"	1000	URW	"	300	"
518	"	1000	LRW/ULW	"	0	"
Total	43,200	10,600		18,000	1,100	

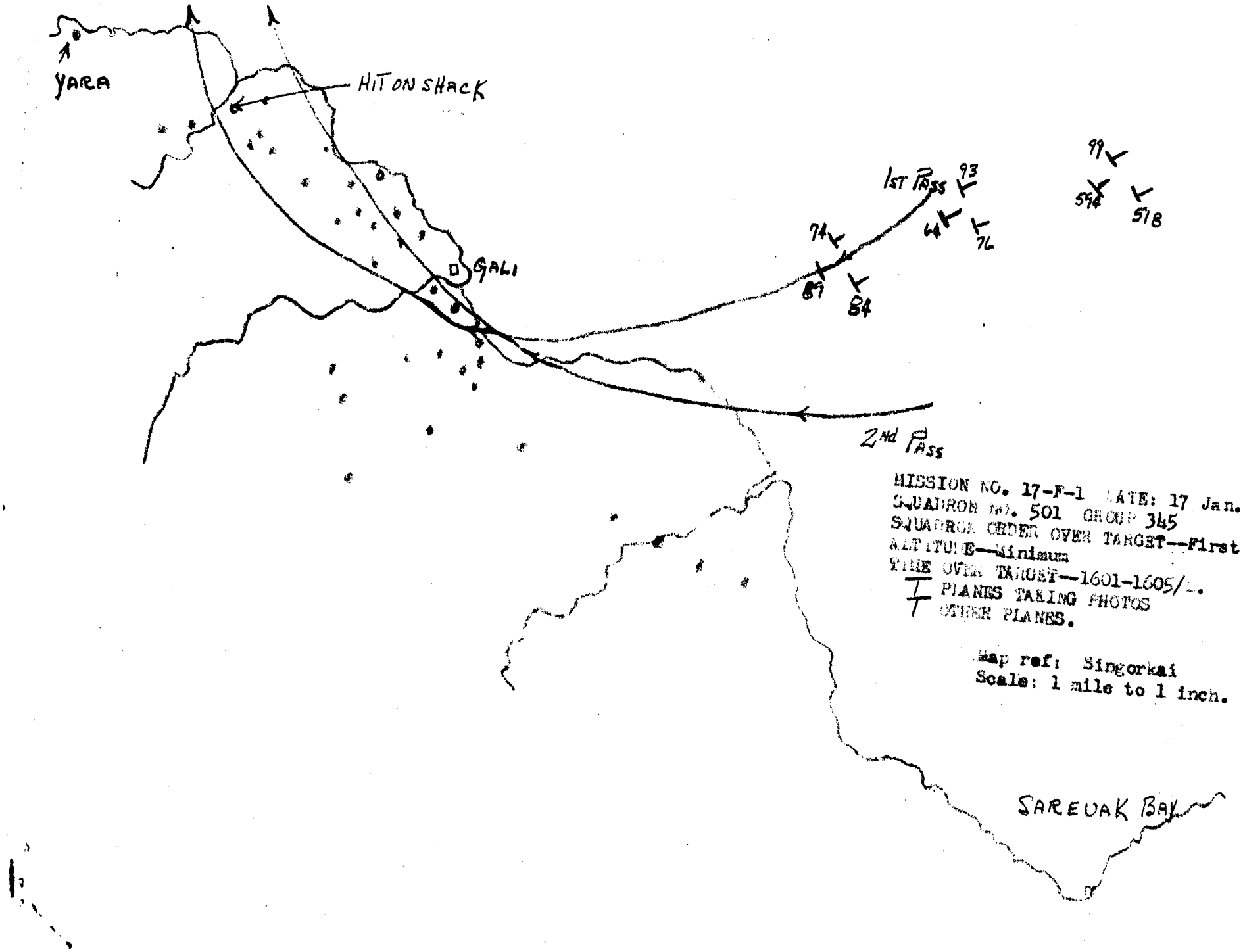
PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd
089	1601-1605 L	Gail	K-20	20	
074	" "		K-21	30	
084	" "		K-20	10	
064			K-21	Did not turn switch on.	
093	" "		K-21	30	
076	" "		K-21	30	
594	" "		K-17	40	
099			K-21	Did not turn switch on.	
518			K-21	" " " " "	
Total				160	

NOTE: Prints were not received at the time of submitting this report.



MISSION NO. 17-F-1
DATE: 17 Jan. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—First
ALTITUDE—Minimum
TIME OVER TARGET—1601-1605/L



MISSION NO. 17-F-1 DATE: 17 Jan.1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--First
ALTITUDE--Minimum
TIME OVER TARGET--1601-1605/L.
PLANES TAKING PHOTOS
OTHER PLANES.

Map ref: Singorkai
Scale: 1 mile to 1 inch.

501
box 964 20A
20E

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

21 January 1944.

SUBJECT: Narrative Report on Mission 20-A-1, Performed 20 January 1944, Objective Hansa Bay, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike against Hansa Bay with the intent to destroy barges, supplies, personnel, and installations in the area. This target was to be attacked on one pass at minimum altitude by nine (9) B-25-D-1, all A/P but one carrying 8 x 300 lb. 4/5 sec. delay demo. bombs. The remaining A/P carried 7 x 300 lb. 4/5 sec. delay demo. bombs.

b. The four squadrons of the 345th Group were to form en-route to Cape Ward Hunt, rendezvous with fighters, two squadrons of P-47's and one squadron of P-40's of the RAAF at Nadzab, then proceed to the target. Time over the target was to be 1035/L.

c. Attack:

(1) The squadron took off as ordered with the 500th squadron leading followed by the 501st, 498th and 499th squadrons. The Group rendezvous was completed enroute to Cape Ward Hunt, from there the formation flew across the Huon Gulf to Nadzab where they circled three times and made rendezvous with the fighters from 0900-0925/L, and then proceeded to the target up the Markham-Ramu Valley, and the attack was carried out as ordered on a heading of approximately 10 degrees. Time over the target was from 1020-1023/L. The squadron's as well as the Group bombing was excellent. The entire Hansa Bay area, being in the pilots' own words, "heavily plastered". The area on departure was covered with fires, heavy smoke and explosions. Of the 71 x 300 lb. 4/5 sec. delay demo. bombs dropped, 61 were considered hits and 10 were misses, which, however, hit in the water near barges there. The squadron is credited with the

Narrative Report on Mission 20-4-1, cont'd.

following:
1 barge destroyed at point 672429. (All ref. Hubia East 1 mile to 1 inch).
Direct hits on 2 barges and supply dump off Hubia village (663418).
1 shack destroyed south end Hubia A/D.
1 near miss on barge, probably destroyed. (662413).
6-8 barges destroyed. (675425).
Large explosion started. (650400).
Trucks and equipment strafed around east end of Kwar strip.
Entire area strafed with 12,275 x .50 cal. and 2400 x .30 cal. The anti-aircraft positions at the Hubia strip were strafed. There were no enemy A/P destroyed.

(2) The 500th squadron led the formation, and our squadron made a similar run. The 498th and 499th took a slightly different heading over the target.

4. 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 led, and Major Fain, Commanding Officer of the 501st Squadron, led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Fain	A/P 518	Captain Cather	A/P 064	Capt. McGowan	A/P 064
Lt. Harper	A/P 076	Lt. Lewis	A/P 594	Lt. Larsen	A/P 078
Lt. Barth	A/P 060	Lt. Krane	A/P 069	Lt. McKenney	A/P 099

3. Details of the Mission:

a. The squadron took off from 0736-0745/L, made rendezvous with the fighters at Madsab from 0900-0925/L, attacked the target from 1020-1023/L, and returned to base landing at 1242-1247/L.

b. The route flown was from Dobodura to Cape Ward Hunt, across the Huon Gulf to Madsab, up the Markham Valley, down the Ramu past Ateamble and Annenberg, and then on to the target on a heading of approximately 10 degrees. One bombing and strafing run was made. Withdrawal was made to the right, and the Group proceeded down the coast of New Guinea, made rendezvous at Bagabag Island with one squadron of P-40's of the RAAF, which had strafed the coastline, then proceeded across the

Narrative Report on Mission 20-A-1, cont'd.

Huon Peninsula to Madaab, down the Markham Valley, and returned to Dobodura.

c. Major Fain, in A/P 518, led the squadron in on their attack on a heading of approximately 10 degrees. He strafed first in the Nubia Pltn. area, dropped one bomb on the shore near the jetty in that vicinity, three bombs on barges opposite Eku village scoring one near miss, and probably destroyed the barge. The remaining four bombs were released in the Awar Pltn. area near Awar Pt. The barges as well as the area was well strafed. His crew observed a fire with black smoke rising approximately 400 ft. in the Nubia Pltn. area. Also they sighted four barges in the main jetty area, 4 barges about 300 ft. off shore, and 2 barges off Awar Point. A large explosion and blast of flame and smoke was observed near Condor strip at point 660460. (Ref. Nubia East 1 mile to 1 inch). In #3 position, Lt. Harper, in A/P 076, released one bomb south of Nubia A/D destroying a shack. One bomb was dropped slightly north of this one, and 2 bombs were released on barges in the area opposite Eku village, 300 ft. off shore. One barge there was destroyed by a direct hit. The four remaining bombs were dropped in the supply and personnel area at Awar Pt. This crew observed 8-9 barges off shore near the Nubia Pltn. at point 675380. Also a large supply dump on the west shore of the Awar River at point 660433 was sighted. (All map ref. Nubia East 1 mile to 1 inch). Lt. Harper described the attack in the following words: "The bombing was very good and the area was really plastered with bomb hits, and showed signs of destruction throughout." In #3 position of this first flight, Lt. Barth, flew in A/P 060. He dropped six of his bombs in train from the Nubia Pltn. to Nubia village. Those dropped in Nubia village hit two barges and a large supply dump was seen to have been hit with debris flying in all directions. His remaining two bombs were released in the Awar Pltn. area. He strafed houses in the Nubia Pltn. all along his run and buildings in Awar Pltn. He observed 4-5 barges near the mouth of the Bakula River at point 707362, as well as very heavy explosions near Condor strip. His crew noted much activity in the area and saw several piles of supplies in and around Eku and Nubia villages.

Captain Cather, in A/P 064, was the leader of the second flight, which flew abreast on the right wing of the first flight. Six of his bombs were released just south of Awar Pltn. buildings on barges in that area, and 4-6 of these barges were hit and destroyed. The remaining two bombs were released at Awar Pt. in personnel areas there. Sightings by this crew were: 8-10 barges along shore northeast of Awar River mouth and possible fires in the jetty area of Awar Pltn.

Narrative Report on Mission 20-A-1, cont'd.

In A/P 594, Lt. Lewis flew in #2 position. His bombs were released four on barges south of Awar Pltn. and four on Awar Pt. Wrecked enemy airplanes were seen near Nubia Strip, and one possible serviceable airplane was seen in this area. 5-7 barges were seen near the Sakula river mouth. In #3 position, Lt. Arans, in A/P 069, dropped five of his bombs on barges off shore opposite the Nubia R.C. Mission. Two bombs were dropped on the buildings at Awar Pltn. Two barges suffered direct hits in the first area. 10-12 barges were seen in the area where his bombs were dropped, as well as 5-6 more barges were seen in the jetty area south of Awar Pltn. This crew also reported large explosions near Condor strip. This entire flight strafed heavily throughout its run.

Captain McGowan was leader of the third flight, flying in A/P 084, and flew abreast on Major Fain's left wing. He released his bombs one south of the Nubia strip, and the remainder in train in Sisimanango and Nubia villages and the Awar Pltn. area. Captain McGowan's crew observed buildings in good condition and heavily used tracks and roads northwest of Awar Pltn. in the vicinity at point 670443. In A/P 099, Lt. McKenney, in #2 position of this flight, dropped his bombs near shore three in Nubia Pltn., one in Sisimanango village, and the remaining four bombs near the Nubia Mission and north in the Awar Pltn. area. He observed several buildings in good condition in the Nubia Pltn. at point 680366. In #3 position, Lt. Larsen, in A/P 078, released his bombs at intervals from north of the Nubia strip to slightly west of the Awar village and in the Awar Strip area. This crew noted 6-8 trucks of equipment on the east side of Awar strip camouflaged under the trees. Heavy explosions and smoke were noted in the target area. Lt. Larsen also commented on the very good bombing of the Group as a whole with only a few bombs hitting in the open water. This flight also strafed during its entire run.

d. Heavy ack-ack fire was encountered from position northwest of Awar Pt. (673438). Medium and heavy ack-ack of intense and fairly accurate as to altitude was encountered from Nubia Pltn. and from positions at Sisimanango village. Light and medium ack-ack was encountered from the vicinity of point 648379.

Narrative Report on Mission 20-A-1, cont'd.

e. Fighter protection, which was provided by two squadrons of P-47's and one squadron of P-40's of the RAAF, was described as very good with the close cover within sight.

f. There were 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. Additional sightings other than those reported in paragraph 3c are as follows:

1035/L—Possible barges were seen on the west shore of Uligan Harbor.
A bridge in good condition was noted above Erima Pltn.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram & Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Report on Mission 20-A-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target		Remarks
				Hits	Misses	
518	8	4/5	300 lb.	6	2	
076	8	"	"	7	1	
060	8	"	"	8		
064	8	"	"	8		
594	8	"	"	4	4	
069	7	"	"	4	3	
084	8	"	"	8		
078	8	"	"	8		
099	8	"	"	8		
Total	71	4/5	300 lb.	61	10	

STRAFING TABLE #2

A/P	.50 Caliber			.30 Caliber		
	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
518	4800	1850	ULN	2000	0	nil
076	"	1700	nil	"	0	nil
060	"	1950	ULN	"	1200	nil
064	"	800	ULN/LLN/ULN/LLN	"	0	nil
594	"	1600	nil	"	0	nil
069	"	Ammo Malfunction		"	800	nil
084	"	1650	nil	"	400	nil
078	"	1425	nil	"	0	nil
099	"	1300	ULN/LLN/ULN	"	0	nil
Total	43,200	12275		18,000	2400	

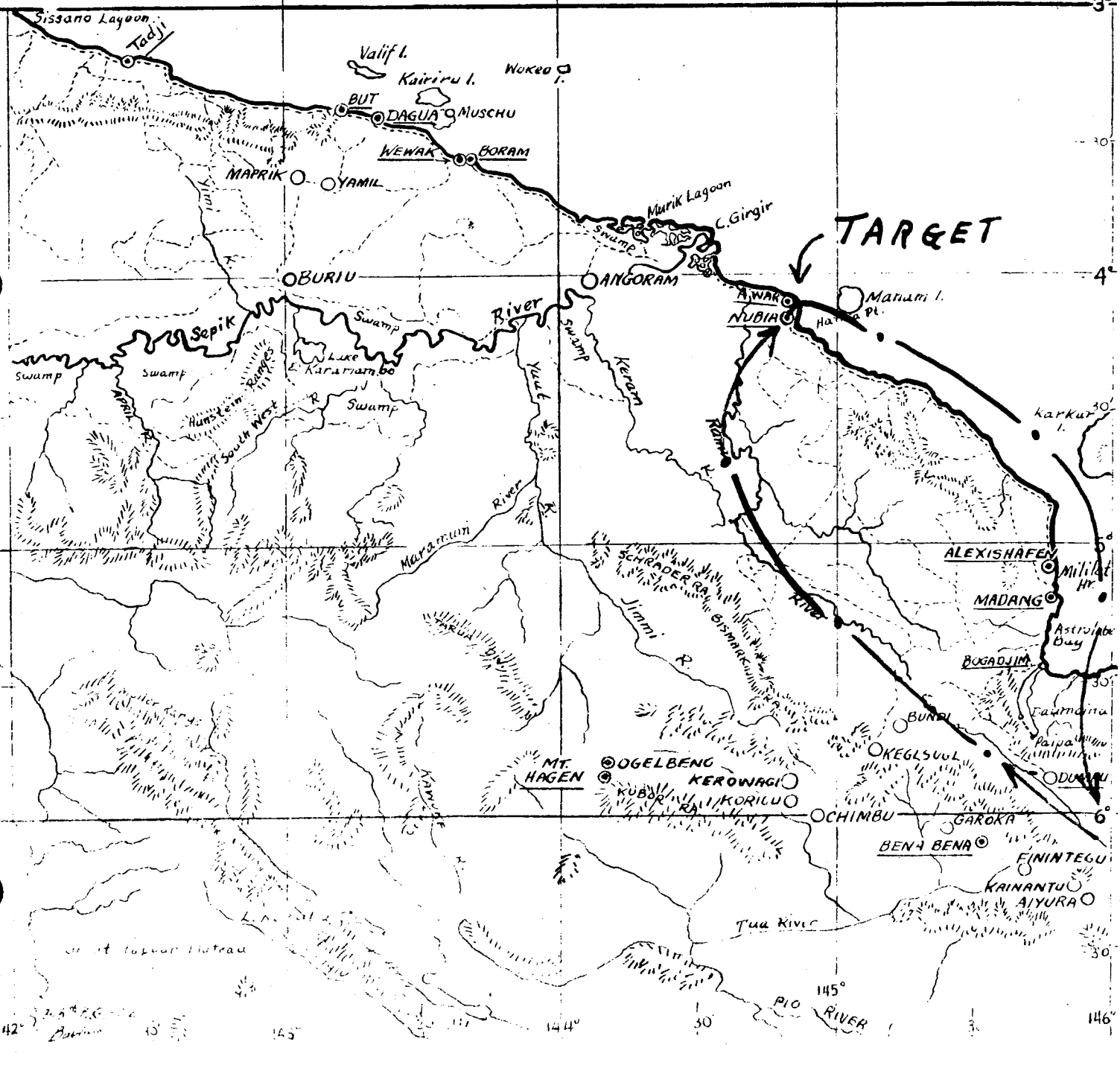
PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposure	Prints Rec'd
518		Hansa Bay	K-21	Did not turn switch on	
076	1020-1023/L		K-21	30	
060	" "	Ulligan	K-21	10	
064	" "	Harbor	K-21	30	
594	" "		K-17	15	
069	" "		K-20	11	
084	" "		K-20	40	
078	" "		K-20	8	
099	" "		K-21	30	
Total				174	

NOTE: Prints were not received at the time of submitting this report.

MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:3,315,000
31.72 Naut. Miles = 1 Inch
Mercator Projection

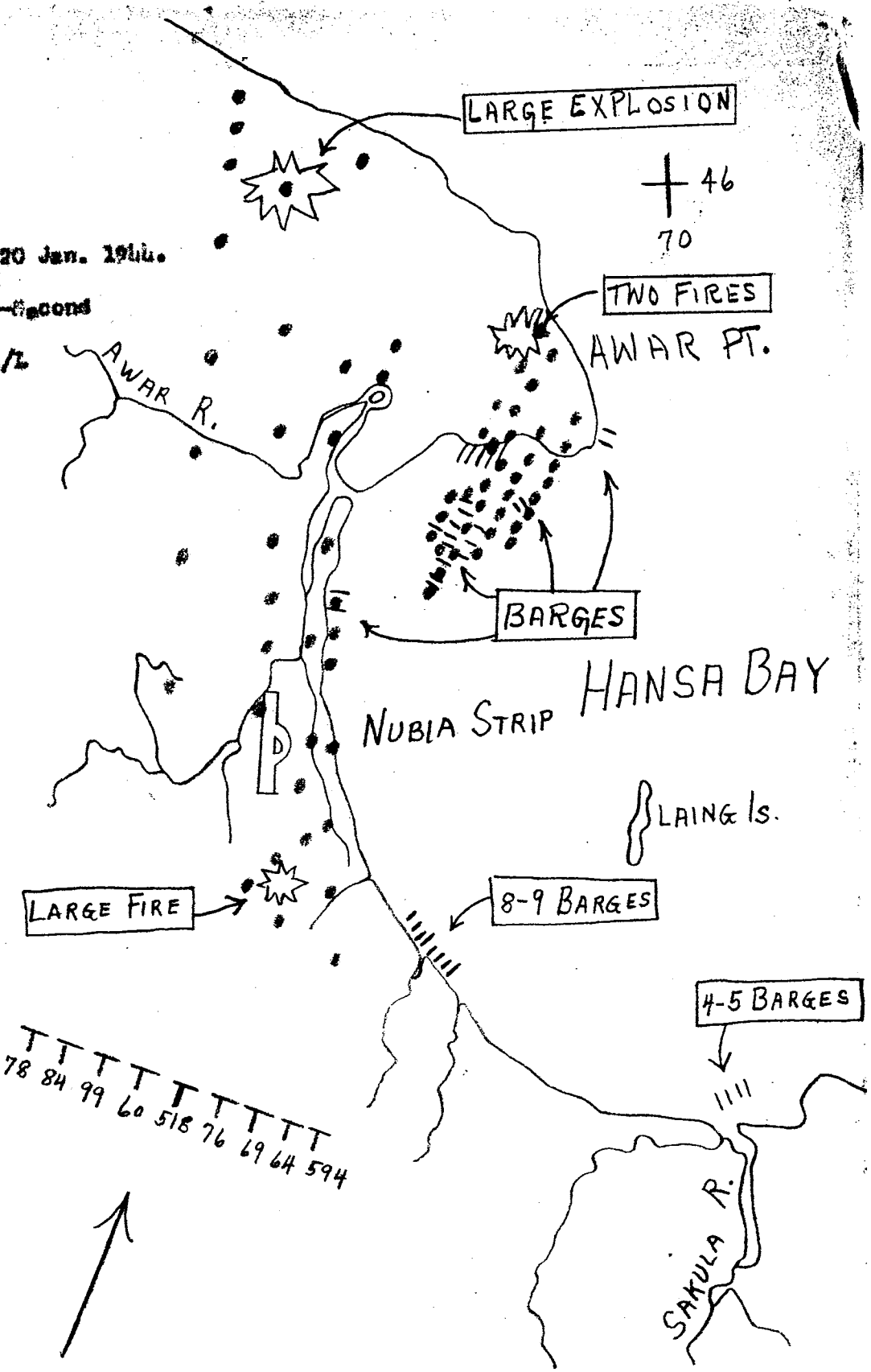
MISSION NO. 20-A-1 DATE 20 JAN 44 19
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET 2 ND
ALTITUDE MINIMUM FT.
TIME OVER TARGET 1020 - 1023 1/2
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SEEN AT BEGINNING OF RUN.)



MISSION NO. 20-A-1 DATE: 20 Jan. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—5 second
ALTITUDE—Minimum
TIME OVER TARGET—1020-1021/L

T PLANES TAKING PHOTOS
T OTHER PLANES
— BARGES

Map ref: Nubia East
Scale: 1 mile to 1 inch.
Note: Location and No. of barges is as evaluated by I.O.



60
35

501
21-L-1
21 Jan 4

CONFIDENTIAL

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

22 January 1944.

SUBJECT: Narrative Report on Mission 21-L-1, Performed 21 January 1944, Objective Iboki Pltn. to Cape Boguslauski, New Britain.

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

1. GENERAL.

a. The objective assigned was an attack on barges, supplies, and A/A installations from Iboki Pltn. to Cape Boguslauski in the Rein Bay area by ten B-25-D-1 at minimum altitude, each A/P carrying 5 x 500 lb. 4/5 sec. delay demo. bombs.

b. Our squadron was to form over Strip No. 4 at Dobodura, make rendezvous with fighters and proceed direct to the target, making their attack at 1445/L. While enroute to the target, the squadron was sent a radio order by FATF to attack two enemy medium vessels five miles east of Cape Gauffre.

c. Attack:

(1) The attack was carried out as ordered, with one exception. Due to delay in deciphering, the order to attack the enemy shipping near Cape Gauffre was not received by the squadron leader until after all the bombs had already been expended on the primary target. Time over the target was 1447-1501/L. Bombing was excellent, with 36 bombs being dropped in the target, which was also very heavily strafed on two passes. There were no barges, supply dumps nor ack-ack positions sighted, and there were no visable results of damage inflicted upon the enemy by this attack. There were no enemy A/P destroyed.

(2) Our squadron was the only bomber squadron on this mission. Rendezvous with fighters and the cover provided by them was reported very good.

CONFIDENTIAL

Narrative Report on Mission 21-L-1, 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 units on this strike.

2. Captain Manders, Operations Officer, led the formation. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Manders	A/P 518	Captain Cather	A/P 064	Capt. McGowan	A/P 084
Lt. Mayes	A/P 093	Lt. Harper	A/P 076	Lt. Barth	A/P 060
Lt. Larsen	A/P 078	Lt. McKenney	A/P 099	Lt. Krans	A/P 069
				Capt. Neuenschwander	A/P 594

3. Details of the Mission:

a. The squadron took off from 1327-1330/L, made rendezvous with fighters over Dobodura and attacked the target from 1447-1501/L, and returned to base landing at 1620-1625/L.

b. The route flown to the target was direct, coming in on to the target on a 285 deg. heading. Two runs were made over the target, making a right hand circle to sea after each pass. The target was bombed and strafed on each pass. After completing the second pass, the squadron returned direct to base.

c. Capt. Manders, in A/P 518, led the squadron over the target. He made his run at minimum altitude, coming in at Iboki Pt. and following the coast on up to Cape Boguslauski. Lt. Mayes, in A/P 093, and Lt. Larsen, in A/P 078, flew in #2 and #3 positions respectively and made similar runs. Lt. Mayes was unable to release his bombs as his bomb-bay door safety switch would not operate. All of his bombs were returned to base. Lt. Larsen was forced to salvo his last two bombs on the target because of A-2 release failure. Capt. Manders dropped all of his bombs. This flight scored seven hits and 1 miss. Capt. Manders reported the tracks to the west of Ketenge appeared to be well used. There were no other sightings by this flights.

Capt. Cather led the second flight, making a similar at-

tack to that made by the first flight. This flight dropped all of its bombs, making 14 hits and 1 miss. The area was heavily strafed. No sightings were reported.

Capt. McGowan led the third flight and made a similar run. Airplanes 084, 069, and 594 dropped all of their bombs for 13hits and 2 misses. Lt. Barth in A/P 060, dropped 2 bombs in the target and was forced to return 3 bombs to base due to failure of A-2 release. Sightings reported by this flight were: five carefully camouflaged barges 2 mile up Ilali River (542813, Hein Bay 1 mile to 1 inch) and four possible canoes in the inlet west of METEGE PT. (432834). One member of Lt. Barth's crew reported seeing "some sort of construction that looked like racks in the tree top at Iboki Pt". (COMMENT: This was probably the previously reported A/C platform known to be in that area).

d. No ack-ack fire was encountered on this mission.

e. Fighter cover was provided by one squadron of P-38's, and was reported as being very good.

f. There was no damage sustained by any of our A/C 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. There were no sightings other than those given above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Report on Mission 21-L-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target		Remarks
				Hits	Misses	
518	5	L/5	500 lb.	4	1	
093	5	"	"			5 returned to base
078	5	"	"	3		2 salvoed
064	5	"	"	5		
076	5	"	"	4	1	
099	5	"	"	5		
084	5	"	"	4	1	
060	5	"	"	2		3 returned to base
069	5	"	"	5		
594	5	"	"	4	1	
Total	50	L/5	500 lb.	36	4	10

STRAFING TABLE #2

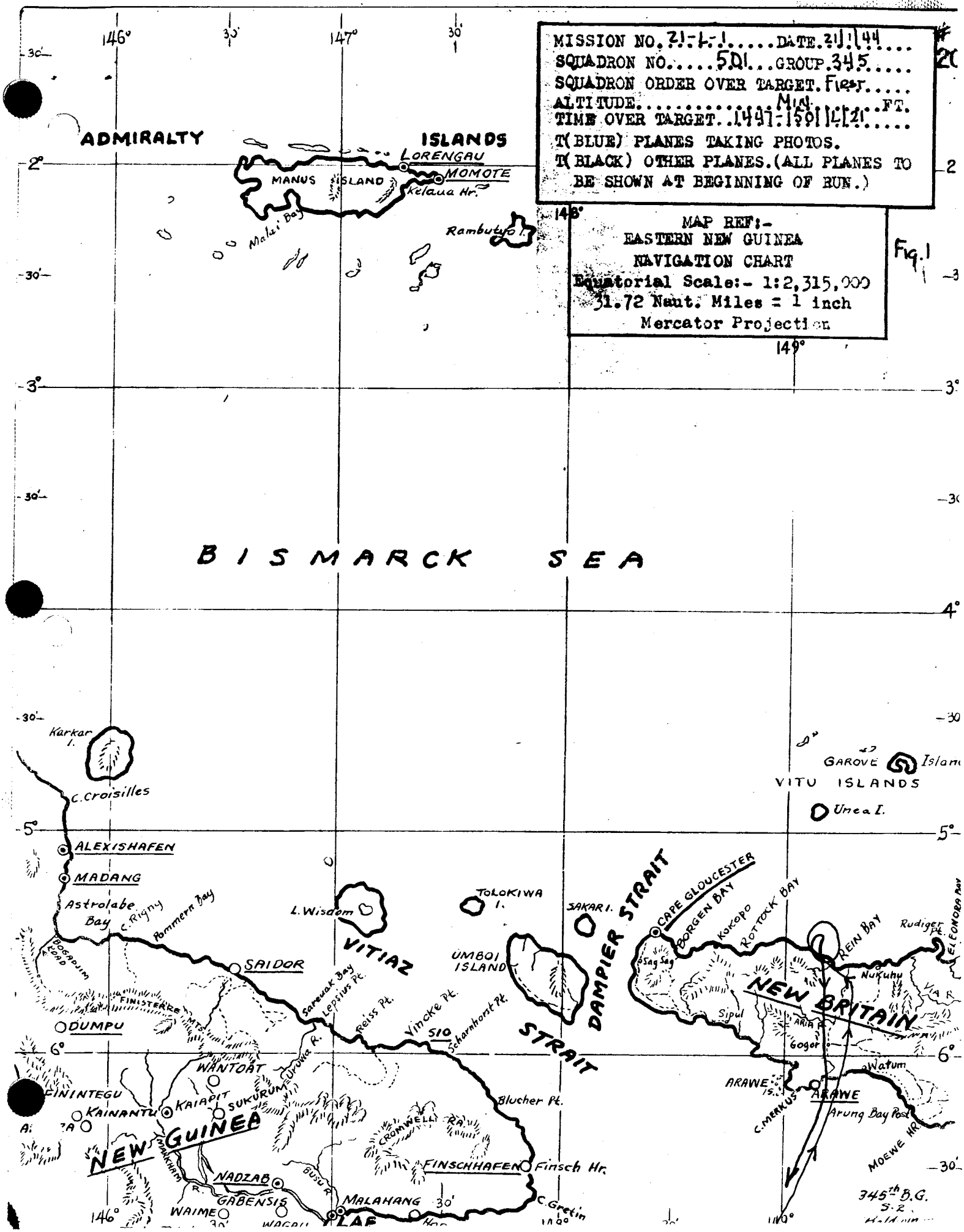
A/P	.50 Caliber			.30 Caliber		
	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
518	4800	1350	[illegible]	2000	none	nil
093	"	2750	LLR/LWR	"	200	nil
078	"	2100	nil	"	none	"
064	"	1000	ULR	"	200	"
076	"	2600	[illegible]	"	700	"
099	"	1950	[illegible]	"	100	"
084	"	2350	[illegible]	"	none	"
060	"	1845	[illegible]	"	1500	"
069	"	1925	[illegible]	"	none	"
594	"	2650	[illegible]	"	none	"
Total	48,000	19320		20,000	2000	

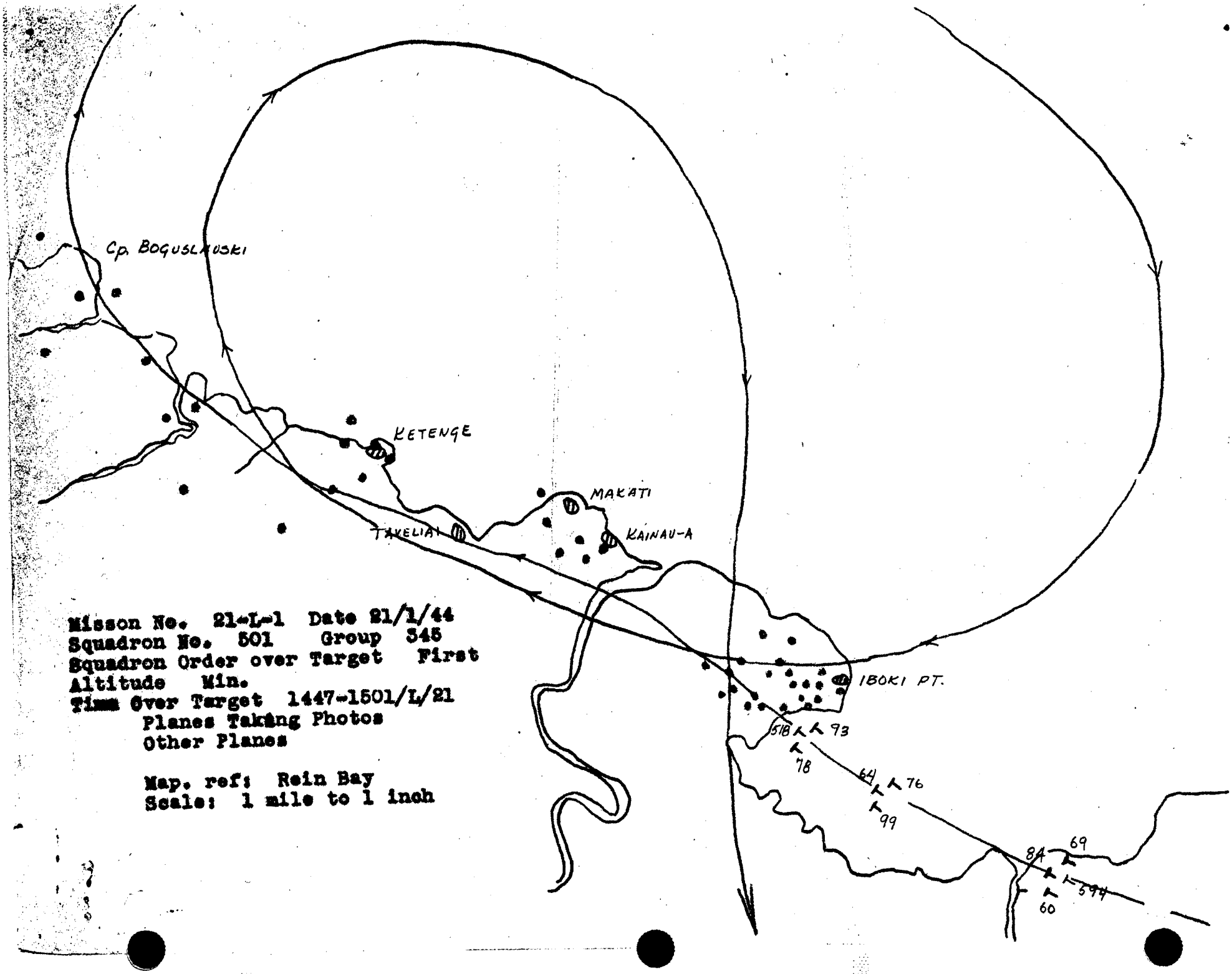
NOTE: U: upper; R: right; N: nose; W: waist; L: left; L: lower

PHOTO ANGS

A/P	Time Photo Taken	Locality	Camera	Exposure	Prints Rec'd
518	1447-1501/L	Iboki Pltn.	K-21	30	
093		to	K-21	30	
078		Cape Togus-	K-20	50	
064		lauski	K-21	30	
076			K-21	30	
099			K-21	25	
084			K-20	46	
060			K-21	30	
069			K-20	30	
594			No camera		
Total				301	

NOTE: Prints were not received at the time of submitting this report.


MISSION NO. 21-L-1 DATE. 21.1.44
SQUADRON NO. 501 GROUP. 345
SQUADRON ORDER OVER TARGET. First
ALTITUDE. Min. FT.
TIME OVER TARGET. 1447-1501 L 21
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
Fig.1
ADMIRALTY ISLANDS
LORENGAU
MOMOTE
MANUS ISLAND
Kelaua Hr.
Malai Bay
Rambutyo I.
BISMARCK SEA
Karkar I.
C. Croisilles
ALEXISHAFEN
MADANG
Astrolabe Bay
C. Rigny
Pommern Bay
L. Wisdom
VITIAZ
TOLOKIWA I.
SAKAR I.
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOCK BAY
REIN BAY
Rudiger Pt.
GARove Island
VITU ISLANDS
Unea I.
SAIDOR
Sarewak Bay
Lepsius Pt.
Reiss Pt.
Vincke Pt.
Scharnhorst Pt.
UMBOI ISLAND
STRAIT
Sag Sag
Nukuhu
NEW BRITAIN
Sipul
ARIA R.
Gogor
Watum
ARAWE IS.
ARAWE
Arung Bay Post
C. MERKUS
MOENE HR.
DUMPU
FINISTERRE MTS.
WANTOAT
FININTEGU
KAINANTU
KAIAPIT
SUKURUM
NEW GUINEA
MARKHAM R.
CROMWELL RA.
Blucher Pt.
FINSCHHAFEN
Finsch Hr.
NADZAB
GABENSIS
WAIME
MALAHANG
LAE
C. Gretin
345th B.G.
S-2



Misson No. 21-L-1 Date 21/1/44
Squadron No. 501 Group 345
Squadron Order over Target First
Altitude Min.
Time Over Target 1447-1501/L/21
Planes Taking Photos
Other Planes

Map. ref: Rein Bay
Scale: 1 mile to 1 inch

501
22-L-1
22 Jan 44

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

23 January 1944.

SUBJECT: Narrative Report on Mission 22-L-1, Performed 22 January 1944, Objective Shipping and Supplies in Seeadler Harbor in the Admiralty Islands.

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

1. GENERAL.

a. The objective assigned was a strike against shipping and supplies in SEEADLER Harbor in the Admiralty Islands, to be attacked at minimum altitude.

b. The squadron was to form over Cuna Wreck at 2,000 ft. where one flight from the 499th squadron was to join us and fly in No. 4 position with our squadron formation. Rendesvous with fighter escort was to be made at Finschhafen and then proceed direct to the target.

c. Attack:

(1) The squadron carried out the mission as ordered. The approach to the target was made from across Manus Island, swinging east over Lorengau and out into Seeadler Harbor, where an attack was made on an armed barge escort or patrol ship. Several very near misses and one direct hit were scored with 1000 lb. bombs, and this vessel was destroyed. Three barges off shore from the west side of Salami Pltn. were heavily strafed and badly damaged with one definitely destroyed. Supply dumps on Los Negros Island and in the Lorengau-Lombrum Bay areas were bombed and heavily strafed. Many small fires were started in Salami Pltn. and a red-roofed house at Bear Pt. was destroyed. The 499th flight scored a direct hit on a FOX TARE DOG in PAPITALAI Harbor, leaving it in a sinking condition. Malapin Island in the Fedars Group was strafed on withdrawal from the target. Enemy personnel were seen on the barge escort ship and on the FOX TARE DOG. They were attempting to escape from these vessels, but it is doubtful that very many of them could possibly have escaped destruction by our bombing and strafing or by drowning. Light and inaccurate M/G and possibly

Narrative Report on Mission 22-L-1, cont'd.

20 mm. naval gun fire was received from the barge escort vessel in Secadler Harbor. One JAKE was seen airborne near the northwest tip of Los Negros Island. This A/P was fired upon by our A/Ps with their forward firing .50 caliber guns, but it escaped without damage. There were no enemy A/P destroyed.

(2) Our squadron, with the flight from the 499th squadron, was the only bomber squadron participating in this mission. Rendezvous with the fighters was delayed about twenty-five minutes, the squadron circling from 0825-0850/L while waiting for the fighters to get airborne. Fighter cover was reported as very good.

d. Interceptions:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied units on this strike.

2. Major Fain, Squadron Commanding Officer, led the formation. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 594	Captain McGowan	A/P 084
Lt. Larsen	A/P 078	Lt. McKenney	A/P 099
Lt. Vogt	A/P 074	Lt. Krans	A/P 069

THIRD FLIGHT		FOURTH FLIGHT (499th Sq).	
Captain Cather	A/P 064	Lt. Reinbold	A/P 014
Lt. Lewis	A/P 093	Lt. Kelley	A/P 340
		Lt. Wilson	A/P 254

3. Details of the Mission:

a. The squadron took off from Bobodura from 0730-0735/L, formed over the Buna Wreck, then proceeded to Finschhafen where rendezvous was made with the fighters, then direct to the target, which was attacked from 1039-1050/L. Several passes were made at the target. The squadron returned direct to Bobodura, landing at 1330-1335/L.

Narrative Report on Mission 22-L-1, cont'd.

b. The route flown was from Debedura to Finschhafen, through the VITIAZ Strait passing to the west of TOLOWIRA Island, then direct to Manus Island, making landfall at Sanders Point, proceeding inland to near the center of the island, then turning east, coming into the target on a heading of approximately 80 degrees. The withdrawal was made direct to base.

c. Narrative accounts by squadron and flight leaders follows:

Major Fain's Statement

"We came in across the island, went over the hills, and were southwest of Lorengau airfield. Here we made a turn to the right going over the tip of the airfield and straight ahead of us we saw this armed escort or patrol ship in the bay about 2-3 miles off Bear Pt.—approximately northeast. We went right across the bay, dropped our bombs at this ship, and then crossed to Los Negros Island strafing the island. We made a left turn going back at which time Lt. Vogt dropped two bombs at the ship and it was damaged. We came on out and circled around Bear Pt. up near Rara Island right off the coast of Los Negros strafing all the time. I saw Capt. McGowan's A/P coming off the patrol ship and it was blown to pieces just as we were turning on to it. Then we came on right down the harbor strafing the FOX TARE DOG that had been attacked by the 499th Flight, made a circle out to the southern tip of the island, going back around Lorengau airfield, and back through the harbor again strafing some more. Near the southern part of the island, I strafed 3 or 4 barges and destroyed one of them. Further south we saw four or five large barges which we also strafed. We then proceeded on to the rendesvous point."

Captain McGowan's Statement

"We were in the second flight of the formation. We came over the trees at about 400-500 ft., and we could not see the ships that were supposed to be bombed. We saw one lugger in the harbor, and we turned into that and Major Fain's flight took it. I went across the harbor strafed, and my two wingmen each dropped a bomb in Salami Pltn. I noticed one of the bombs drop and caused an explosion with red fire and black smoke. We circled outside of Major Fain's flight making a 270 deg. turn, came down across the harbor and bombed the lugger. My first bomb hit at the waterline of the boat on the near side.

The second bomb went over the top 50-75 ft. We flew on down the harbor through the inlet, and we noticed a medium size freighter which was 90 degrees on our right and was listing in toward the beach. There were men jumping off and climbing off the sides of the boat. We flew across the Momote A/D and strafed the area, but could not see any airplanes or personnel on the field, although the strip is in very good condition, except for a little grass. The revetments are in very good condition and the surface appeared to be dry. We came out to the rendezvous point and headed home".

Captain Cather's Statement

"We were in #3 position, third flight of the formation, went into a shallow V about the middle of the island on a heading of 50 degrees and the lead flight dropped their bombs on the first run. They missed the patrol boat. We made a 270 deg. turn to the left, made our bombing run on a heading of 120 deg. One bomb was short and one over. The one that went over was about 15 ft. over the boat. We continued our strafing on three light barges along the southeastern shore of Papitalia Harbor. Japs were observed running from the barges as the barges made to shore. We made a turn to the left came back across the big bay observing the patrol boat was still afloat. Meanwhile bombs being dropped by Capt. McGowan's flight prevented us from going back to the boat. Coming over to the shore of the island, we made a strafing run down the shore observing stores and supplies and one wrecked boat near Papitalai Pltn. We crossed over the island to Momote A/D and then strafed. We then proceeded to the rendezvous point".

c.

d. Slight and inaccurate M/G and possible 20 mm. fire was received from the armed escort vessel in Seeadler Harbor.

e. Fighter protection, which was provided by one squadron of P-38's, was reported as good.

f. A/P 069 was damaged on this mission, receiving a hole approximately four inches in diameter in the left side of the turret dome.

g. S/Sgt. Thomas D. Riggs was wounded in action on this mission while flying as turret gunner in A/P 069.

4. Necessary papers are being submitted for award of the Purple Heart for S/Sgt. Riggs.

Narrative Report on Mission 22-L-1, cont'd.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Additional sightings were as follows:

4 barges in inlet at point (s)Q 5473. (All map ref. Manus and Adjacent Islands, Provisional Map 4 mile to 1 inch).
Piles of stacked crates and stores in Salami Pltn. (s)Q 5372 and (s)Q 5375.
Two fires near jetty at Lorengau.
Several trucks in plantation west of Momote strip.

7. Interpretation of photo prints received confirms sightings and bombing results as reported by crews.

8. Comments on the Mission:

The following comments and suggestions were submitted by the squadron leader and flight leaders:

a. All crews participating in a combined strike like this one should be briefed and interrogated together.

b. The Momote airdrome is in excellent condition and ready for immediate use.

c. There seems to be an estimated 5,000 to 10,000 enemy troops in the Lorengau-Los Negros area.

d. This area is heavily loaded with supplies and offers an excellent target for aerial attack.

e. A suggested attack would be:

(1) One squadron with 500 lb. bombs against shipping.
(2) One squadron with 300 lb. bombs for barges and shipping.
(3) Two squadrons with 100 lb. bombs for personnel and supply dumps.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Report on Mission 22-L-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target		Remarks
				Hits	Misses	
594	2	4/5	1000 lb		2	
078	2	"	"	1	1	
074	2	"	"		2	
084	2	"	"	1	1	
099	2	"	"	2		
069	2	"	"	2		
064	2	"	"		2	
093	2	"	"		1	1 Salvoed
Total	16	4/5	1000 lb	6	9	1

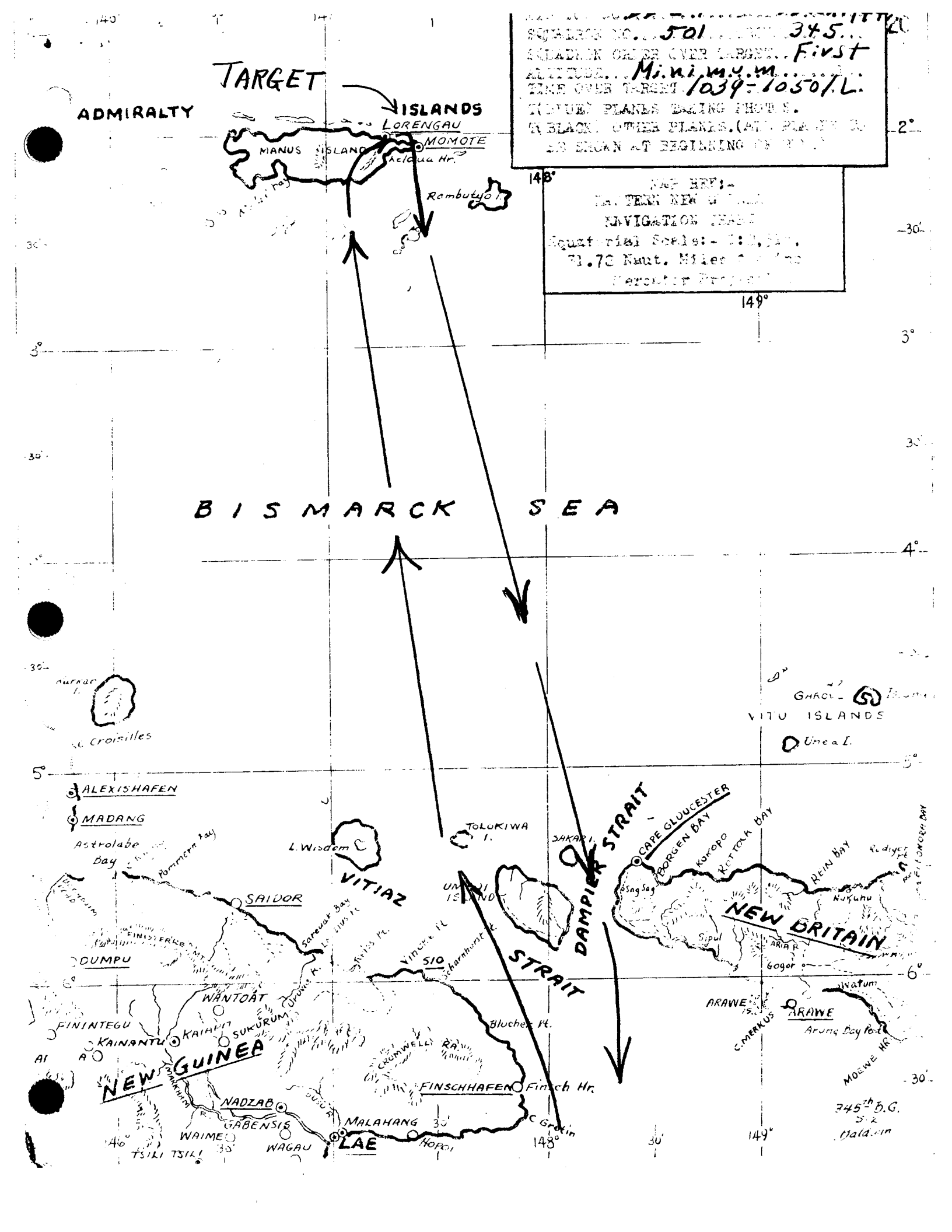
STRAFING TABLE #2

A/F	.50 Caliber			.30 Caliber		
	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
594	4800	3000	nil	2000	400	nil
078	"	2250	nil	"	400	"
074	"	2000	LLW/LRW	"	200	"
084	"	2075	LLW	"	200	"
099	"	2150	LRW/LLW	"	100	"
069	"	1400	URW	"	none	"
064	"	2850	nil	"	none	"
093	"	1325	ULW/LLW	"	none	"
Total	38400	17050		16000	1300	"

Note: L: Lower; L: Left; N:Nose; W: Waist; U: Upper; R: Right

PHOTOGRAPHS

No. A/P	Time Photo Taken	Locality	Type Camera	Ex. Made	Prints Rec'd
594	1039-1050	Lorengau	K-17	30	
078	" "	"	K-20	10	5
074	" "	"	K-17	60	
084	" "	"	K-21	Did not turn switch on	7
099	" "	"	K-20	21	
069	" "	"	K-21	30	
064	" "	"	K-20	50	2
093	" "	"	K-21	30	6
Total			K-21	27	2
				258	22


TARGET
ADMIRALTY ISLANDS
LORENGAU
MOMOTE
MANUS ISLAND
Rambutyo I.
BISMARCK SEA
SQUADRON NO. 501 345
SQUADRON ORDER OVER TARGET First
ALTITUDE Minimum
TIME OVER TARGET 1039-1050 I.L.
MAP REF:-
NAVIGATION TRACK
Equatorial Scale:- 1:1,584,000
21.72 Naut. Miles
Aurora I.
St Croisilles
VITU ISLANDS
Umea I.
ALEXISHAFEN
MADANG
Astrolabe Bay
L. Wisdom
VITIAZ
TOLUKIWA I.
SAKAR I.
DAMPIER STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
REIN BAY
NEW BRITAIN
SAIDOR
DUMPU
UMBOI ISLAND
SIO
STRAIT
Sipul
Gogor
WANTOAT
FININTEGU
KAINANTU
SUKURUM
NEW GUINEA
ARAWE
C. MERKUS
Aruna Bay
Bluche Pt.
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
NADZAB
GABENSIS
MALAHANG
LAE
WAIME
WAGAU
HOPOI
C Gretin
MOEWE HR
345th B.G.

CONFIDENTIAL

501
24-01
24 Jan 44

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

25 January 1944.

SUBJECT: Narrative Report on Mission 24-D-1, Performed 24 January 1944, Objective Shipping, Barges, Installations and Targets of Opportunity in the Lorengau area in the Admiralty Islands.

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

1. GENERAL.

a. The objective assigned was a strike against shipping, barges, supplies, installations and targets of opportunity in SEEADLER Harbor in the Admiralty Islands to be strafed at minimum altitude and bombed by ten (10) A/C each loaded with 2 x 1000 lb. 4/5 sec. delay demo. bombs.

b. The squadron was to form over Strip #7 at Nobodura with the remaining three squadrons of the 345th Group, from there to make rendezvous with the fighters at Finschhafen, and then proceed direct to the target.

c. Attack:

(1) The squadron carried out the mission as ordered. The approach to the target was made from the southeast over Momote A/D and along the southwestern coast of SEEADLER Harbor. A turn to the right was made and the pass continued along the northern side of the harbor, along the islands, past Salami Pltn., past Momote A/D again, and rendezvous was made out to sea. The bombing and strafing of the targets was excellent and very heavy damage was inflicted on the enemy as a result of this attack. The following is a list of results of this strike:
9 [illegible] and MA.PC on Momote A/D heavily strafed and left unserviceable.
Gas truck on Momote A/D destroyed by strafing.
30-40 Japs strafed in the same area.
[illegible]ed roofed house destroyed by direct hit. Village burning with large fire at 5375. (Aerial Map Ref. Manus and Adjacent Islands, Provisional Map. All coordinates are in (5 Mi. Grid Square, 4 mi. to 1 inch).

CONFIDENTIAL

Sugar Charlie strafed and set on fire at 5275.
Sugar Charlie destroyed by direct hit at 4975.
Direct hit on house starting fire at 4976.
Near miss on Sugar Charlie 4475.
Barge destroyed by direct hit at 4377.
Direct hit on Sugar Charlie 395770.
Tug boat and 3 barges at jetty destroyed 3877.
Red roofed house destroyed at 3977.
Ack-ack position strafed and silenced 3976.
Direct hit on village in jetty resulted in large fire at Lorengau.
Near miss on camouflaged Sugar Charlie at 3579.
Direct hit in the center of a village resulting in fire at 2582.
2 launches and hits on Mityilu Island strafed at 3286.
Native boats with supplies strafed and destroyed at 3783.
Two 40 ft. cabin boats strafed 4584.
8 trucks and several grass houses strafed 5379.
3 barges destroyed at 5375.
Estimate very heavy damage from strike.
800-900 ton w/i Motor Vessel strafed 4975.
Moderate damage to three and serious damage to one of our A/P from ground fire.
The strafing was particularly heavy on this mission since 24,520 x .50 caliber and 5,600 x .30 caliber were expended. Ack-ack was light and in intensity but accurate coming from the Lorengau township at point 3976. This position was silenced by strafing. Other ground fire was reported from the following positions:
Single 20 mm. at 3578.
M/G fire from southeast corner Momote A/D at 5672.
Ack-ack fire from Munster Pltn. at 3977. Caliber undetermined.
There were nine (9) enemy A/P on Momote A/D rendered u/s by strafing. The P-38 pilots, who strafed after our run, reported that four (4) enemy A/P were seen burning up on the east side of the runway, and three (3) were burning on the west side of the strip.

(2) This strike was coordinated with the other three squadrons of the 345th Group, and which flew in the following order: 501st, 498th, 499th and 500th. Rendesvous with the fighters was made enroute at Finschhafen. The fighter cover was reported as very good.

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Narrative Report on Mission 24-B-1, 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, of which Captain Manders was the leader. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Manders	A/P 437	Capt. Gaither	A/P 064	Capt. McGowan	A/P 084
Lt. Hayes	A/P 594	Lt. Lewis	A/P 093	Lt. Larsen	A/P 078
Lt. Symens	A/P 518	Lt. Barth	A/P 060	Lt. Vogt	A/P 074
				Lt. Krans	A/P 089

3. Details of the Mission:

a. The squadron took off from Dobodura from 0940-0945/L, formed with the group over Strip #7, then proceeded to Finschhafen where rendesvous was made on course with the fighters at 1038/L, then direct to the target, which was attacked from 1233-1245/L. The squadron returned by way of Finschhafen direct to Dobodura, landing at 1515-1520/L.

b. The route flown was Dobodura to Finschhafen, through the Vitiaz Strait, then direct to Los Negros Island making landfall southeast of Momote A/D. The run was made first at a heading of approximately 285 deg., then a 180 deg. turn was made, and the pass continued along Pityilu Island, Hauwei Island, along the Salami Pltn., then over the Momote A/D and out to sea where the group was reformed, and the route home was similar to the route up to the target.

c. (1) Capt. Manders, leader of the Group as well as the squadron, flying in A/P 437, came in over Momote A/D at a heading of approximately 285 deg. He strafed 30/40 Japs in the airdrome area; released one bomb in the revetment area on the west side of the strip, then proceeding across Los Negros Island, strafing at buildings as he went. The medium A/A position near Munster Pltn. at point 3976, which was firing and damaged Capt. Mander's plane, was silenced by particularly heavy strafing. His second "1000 pounder" was dropped at point 3977 and destroyed a large red-roofed house there with a direct

Narrative Report on Mission 24-D-1, cont'd.

hit. A turn to the right was made, past the south-eastern tip of Pityilu Island, then along the north-eastern shore of the harbor, strafing along the route, and then over the Momote Strip, where on the south end 6/9 [illegible] and MAVIS were heavily strafed as they were trying to refuel. Gasoline trucks which were servicing them, were also strafed. On his pass, Capt. Manders and his crew observed a lugger in the inlet at pt. 4376, a burning barge and debris at pt. 5279, and numerous stores piled in the plantation area at pt. 5476.

Lt. Hayes, flying in A/P 594 on Capt. Manier's right wing, released one of his bombs in the dispersal area to the southeast of Momote strip, and the other at Lombrum Point in a village there. He continued on the same route as the lead plane, strafing along the entire route especially at the A/A near Munster Pltn., which fired on this plane and damaged it. This crew observed possible prepared defense positions in the revetment area southeast of Momote A/D, as well as a camouflaged ship in the inlet between Manus and Los Negros Islands at pt. 4675.

In No. 3 position, in A/P 518, Lt. Symens scored a direct hit on a lugger southeast of BUTJO LUO Island and another direct hit on the village and jetty area at Lorengau Township. A house on Pityilu Island was strafed heavily. Observed by this crew also was a 5/900 ton freighter in the inlet between Manus and Los Negros Islands at pt. 4675; as well as a small power boat southeast of Bare Island/ and a large fire on the southeast corner of the Momote strip.

(2) At a 30 second interval, Capt. Gather, in A/P 064, led the second flight onto the target, releasing his first bomb at a native village near Papitalai Harbor, leaving the village burning. A red-roofed house to the northwest of this was set afire by strafing. His second bomb fell just off shore at Lombrum Pt. A village was strafed in the plantation area. Small barges at the jetty at Lorengau were strafed and fires started there. Two nativeboats with personnel were strafed in the harbor, as the run continued down the northeastern coast of the harbor. Capt. Gather's

Narrative Report on Mission 24-D-1, cont'd.

crew observed a camouflaged boat "larger than a Sugar Charlie" at the inlet in Papitalai Harbor; the Sugar Charlie wrecked previously being unloaded by barge with personnel aboard; a camouflaged boat in the inlet on shore southeast of BUTJO LUO Island. Another camouflaged boat was observed in an inlet 1½ miles northwest of Lorengau.

Lt. Lewis, in A/P 093, flying on Capt. Gather's right wing, strafed along the southwestern shore of the harbor, at Lorengau village, and released his first "1000-pounder" at a camouflaged boat, probably a Sugar Charlie, 1½ miles northwest of Lorengau, at point 3579, scoring a "near miss". Pityilu Island was heavily strafed; two native boats with personnel aboard were strafed in the middle of the harbor; and his second bomb was dropped and scored a "near miss" on a Sugar Charlie in the inlet on shore at point 4475. A/A fire was observed by this crew as coming from the Township area. Other observations were a fire at Lombrum Pltn. and a fire north of Kelana Harbor.

Lt. Barth, in #3 position of this flight, in A/P 060, had trouble with his A-4 bomb release mechanism and was forced to salvo his bombs, which fell safe in the village east of Lombrum Pltn. However, he strafed throughout the entire run, especially two 25 ft. white launches on the shore at Pityilu Island, and a barge in Lombrum Harbor. This crew observed a fire rising 1,000 ft. at Lombrum Pt., a fire with white smoke southeast of the Lorengau strip, and an A/A position in this same area.

(3) The third flight led by Captain McGowan, who flying in A/P 084, released his first bomb in the village on Papitalai Harbor starting a large fire there. He continued his strafing run and dropped his second "1000-pounder" on a Sugar Charlie at point 3977, destroying it with a direct hit. The Township and strip at Lorengau were strafed, as were two 40 ft. cabin boats on the southeastern shore of Mdrilo Island; and all along the length of Los Negros Island. The crew observed 3 barges off the village on the west shore of Papitalai Harbor, and a Sugar Charlie in an inlet at point 4475.

Narrative Report on Mission 24-0-1, cont'd.

Lt. Larsen, in A/P 078, flew in #2 position and released his first bomb on the village on the west shore of Papitalai Harbor, increasing the fire already started there. His second bomb was dropped in the jetty area just off shore of Lorengau Township, falling in the midst of 3 barges and a tugboat there destroying them as well as the jetty itself. Lt. Larsen continued his run strafing the southwest shore as he went, turned and strafed the northeast coast of the harbor on his return. They observed a 20-25 ft. motor launch off Bear Pt. and floating barge wreckage burning at point 5179, as well as two barges on drydock at point 5377.

Lt. Vogt, flying A/P 074, in #3 position on Capt. McGowan's left wing, destroyed a Sugar Charlie by a direct hit in Lombrum Harbor at pt. 4976. His second bomb hit squarely in Lorengau Township starting a large fire there. On his return run, 8 trucks and several grass houses in Salami Pltn. were heavily strafed. A fire and one ZKE were observed at the north end of Momote Strip, and an island "camouflaged to look like a boat" with a mast, interpreted as a possible radio tower was seen at point 5376.

Lt. Kranz, in A/P 089, flew in #4 position on the third flight. He strafed and set fire to a Sugar Charlie on the east shore of Lombrum Harbor, roped his first bomb in the Lombrum Pltn; strafed a camouflaged ship in the inlet between Manus and Los Negros Island; and released his second bomb in a village 9 miles northwest of Lorengau scoring a direct hit there. Mauwai Island was heavily strafed on the return, and as he approached Momote strip, he saw 6 ZKE on the eastern side of the runway and 3 on the western side. Lt. Kranz went in with "guns blazing" shooting up first those on the east, then a gasoline truck in the center of the strip, and then the three on the west side. In his own words they were definitely "rendered unserviceable". However, P-38 pilots coming over later observed 4 planes completely burned out and 3 on fire. Two buildings at the north end of Momote strip were seen to be on fire as this plane passed over there.

In all 24,520 x .50 caliber and 5,600 x .30 caliber rounds were expended in one of the heaviest strafing runs this squadron has made. That, coupled with

Narrative Report on Mission 24-D-1, cont'd.

the excellent results of the bombing, made this mission highly successful and great damage to the enemy was inflicted.

d. Ack-ack received was reported at the following positions:

(1) Single 20 mm. 3578.
(2) M/G fire from southeast corner Momote A/D 5672.
(3) Ack-ack fire from Hamster Pitn. 3977. Caliber undetermined.

e. Fighter protection, provided by two squadrons of P-38's, was reported as very good; although the fighters did come down to strafe before our planes had completed their runs.

f. The following damage was sustained by ourplanes on this mission:

A/P 437: Leading edge outboard left wing .50 caliber slug came out upper surface in making 3 inch hole.
.50 caliber outboard of left nacelle hit landing trunnion block, cut hydraulic brake line. Went through nacelle into fuselage behind pilot, came through other side of fuselage.
3 slugs in radio compartment damaging radio set.
1 slug hit right rear nacelle, went through rim of wheel.
1 slug through upper tip of left vertical stabilizer.

A/P 394: .30 caliber through left forward end of fuselage below bombardier's compartment cut hydraulic line and punctured main stiffener.

A/P 093: .50 caliber through left side of navigator's compartment, through gun mount and punctured main lower longeron. Damaged gun mount.

A/P 060: Frags through right side of fuselage hit Navigator's compartment and punctured two hydraulic lines.

g. Lt. Toth, Navigator in A/P 437, and S/Sgt. Anderson, Radio Operator, in A/P 437, were wounded in action on this mission.

h. Necessary papers are being submitted for award of Purple Heart to Lt. Toth and S/Sgt. Anderson.

Narrative Report on Mission 24-0-1, cont'd.

Capt. Manders, Lt. Hayes, Lt. Symons are to be recommended for the Distinguished Flying Cross, and Lt. Arans for the Air Medal for the destruction of enemy airplanes. Capt. McGowan and crew, Lt. Vogt and crew are to be recommended for the Air Medal for the destruction of enemy armed vessels.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Additional sightings were as follows:

One crew member reports three possible M/V seen at an estimated 15 miles off shore northeast of Seandler Harbor. Not confirmed. He reports they seemed to be stationary as smoke from stacks was going straight up.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing & Photo Tables.

Narrative Report on Mission 24-D-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. Dropped on Target		Remarks
				Hits	Misses	
437	2	4/5	1000 lb.	2		
594	2	"	"	2		
518	2	"	"	2		
064	2	"	"	1	1	
093	2	"	"		2	
060	2	"	"			2 salvoed
084	2	"	"	2		
078	2	"	"	2		
074	2	"	"	2		
089	2	"	"	2		
Total	20	4/5	1000 lb.	15	3	2

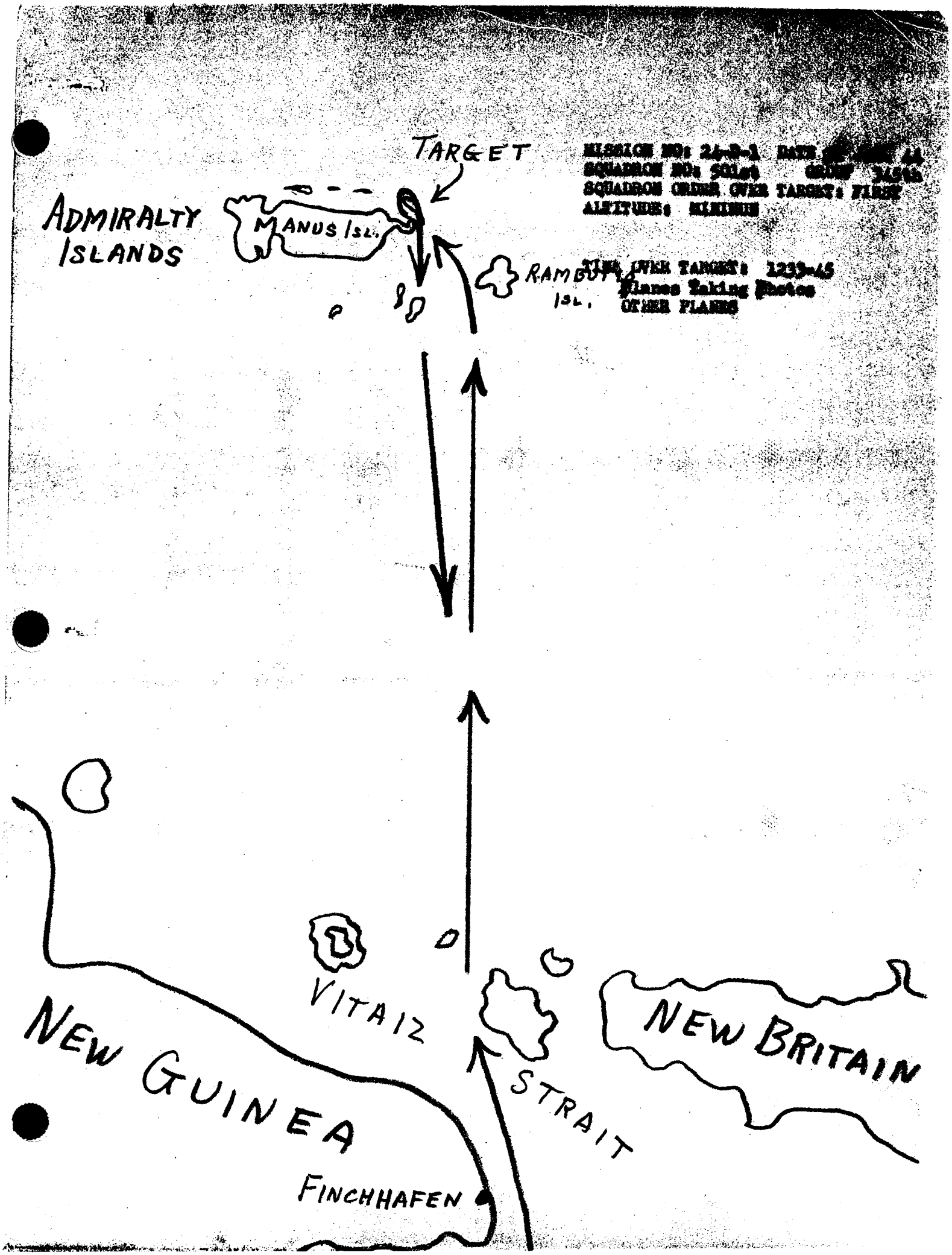
STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
437	4800	1980	URN/LLN/LRW	2000	400	nil
594	"	2050	URW	"	500	"
518	"	2645	none	"	0	"
064	"	2250	ULW/ULN	"	700	"
093	"	3200	LLN	"	200	"
060	"	2850	ULN/LLN	"	1500	"
084	"	2300	ULN/LRW	"	200	"
078	"	3665	LRN	"	0	"
074	"	1400	LRN/URN/ULN/LLN	"	2000	"
089	"	2250	LLN/URW	"	100	"
Total	48,000	24,520		20,000	5600	

PHOTOGRAPHS

A/P	Time Photo Taken	Locality	TypeCamera	Exposures	Prints Rec'd
437	1233-1245/L	Lorengau	K-20	20	
594	" "		K-20	50	
518	" "		K-21	30	
064	" "		K-21	30	
093	" "		K-21	30	
060	" "		K-21	30	
084	" "		K-20	50	
078	" "		K-20	40	
074	" "		K-21	30	
089	" "		No camera		
Total				310	

NOTE: Prints were not received at the time of submitting this report.


TARGET
MISSION NO: 24-B-1
SQUADRON NO: 501st
SQUADRON ORDER OVER TARGET: FLIGHT
ALTITUDE: MINIMUM
TIME OVER TARGET: 1233-45
Planes Taking Photos
OTHER PLANES
ADMIRALTY ISLANDS
MANUS ISL.
RAMBUTYO ISL.
VITAIZ
NEW GUINEA
NEW BRITAIN
STRAIT
FINCHHAFEN

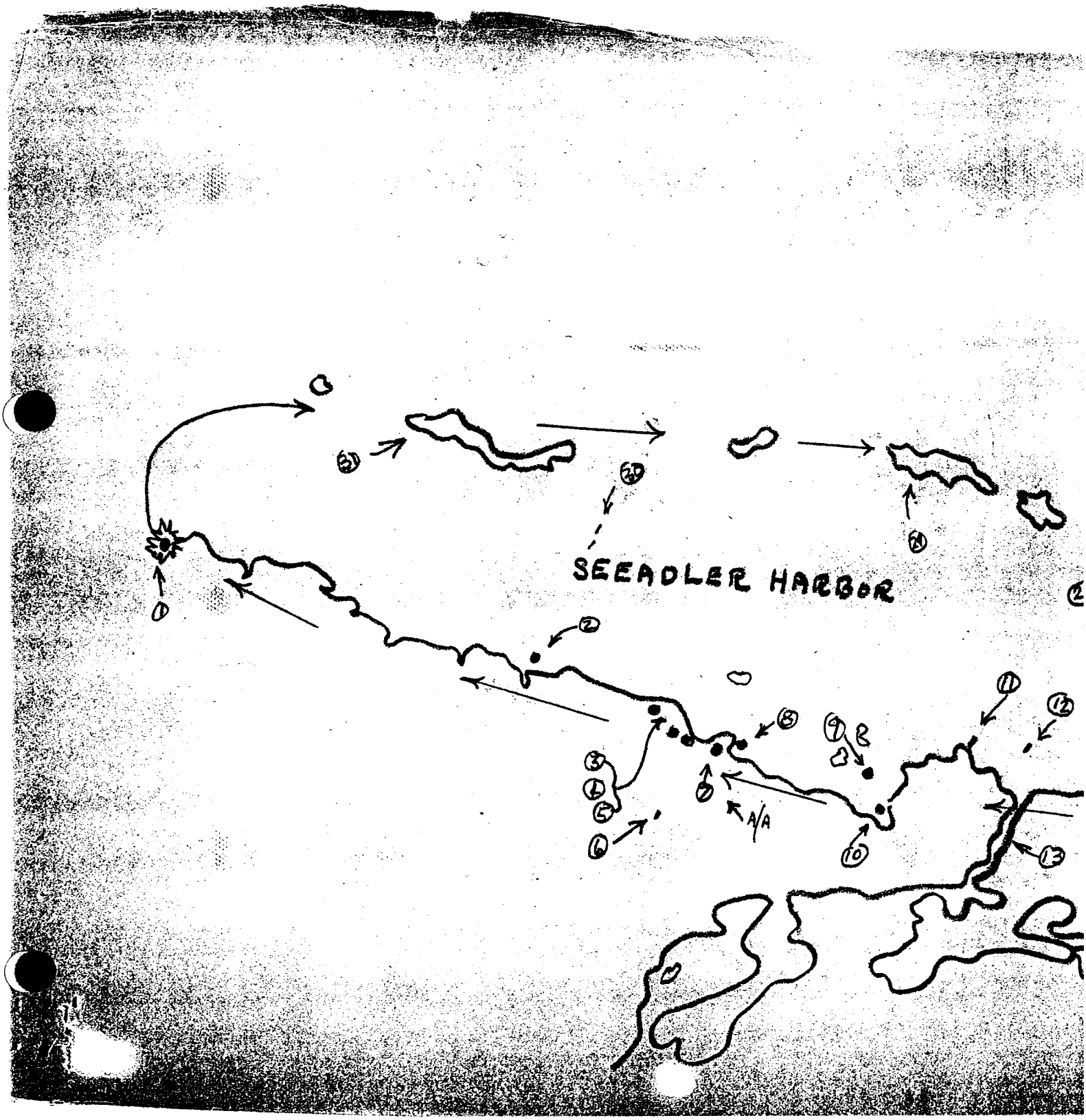
LEGEND TO BE USED IN CONJUNCTION WITH FIGURE #2 24 Jan. 1944

1. Direct Hit on Village--Fire
2. Sugar Charlie--Near Miss
3. Village and Jetty Hit.
4. Large Fire Started
5. 3 Barges and 1 Tug Destroyed
6. A/A Position Destroyed
7. Red Roofed House Destroyed
8. Sugar Charlie Destroyed
9. Luggar Destroyed
10. Near Miss Sugar Charlie
11. Wrecked M/V Being Unloaded, Many Personnel Seen
12. 20-25ft. Motor Launch
13. 800-900 U/I M/V Strafed
14. Large Fires
15. Sugar Charlie Destroyed
16. Sugar Charlie Strafed and Set Afire
17. 3 Barges Sighted
18. Red Roofed House and Huts Set Afire
19. M/G Fire Reported Here
20. 30-40 Japs Heavily Strafed, All Believed Casualties
21. 9 Fighters and Gas Truck Heavily Strafed--Many Set Afire
22. M/V, Larger than Sugar Charlie Camouflaged
23. 1 Zeke and Large Fire in Area
24. Stores and Boxes.
25. 2 Barges on Dry Dock
26. Small Island Camouflaged to look like a boat, Mast or Radio Tower in Center.
27. 8 Trucks and Several Grass Bldgs. strafed.
28. Floating Debris from Wrecked Barge
29. Two (2) 40ft. Cabin Boats Strafed.
30. Two (2) Native Boats Destroyed
31. Two (2) Launches and Bldg. Destroyed.

MISSION NO. 24-P-1 DATE 22 Jan. 44
SQUADRON NO: 501st GROUP: 345th
SQUADRON ORDER OVER TARGET: FIRST
ALTITUDE: MINIMUM
TIME OVER TARGET: 1233-45

T PLANES TAKING PHOTOS.
T OTHER PLANES.




SEEADLER HARBOR
A/A

501
25-61
25 Jan 44

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

26 January 1944.

SUBJECT: Narrative Report on Mission 25-0-1, Performed 25 January 1944. The task assigned this squadron was to bomb and strafe shipping, supplies and any other suitable targets in Sea Eagle harbor in the Admiralty Islands.

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

1. GENERAL.

a. Objective assigned was bombing and strafing of shipping and supplies and any suitable targets in the Admiralty Islands.

b. The squadron was to form and join the group formation over Dobodura. Rendezvous with fighter escort was to be made at Finschhafen, and then proceed direct to target.

c. Attack

(1) The assigned mission was carried out as ordered. The target was approached on a 315° heading crossing Los Negros Island north of Momote strip. That part of the Island was bombed and strafed as the squadron attacked in flights of three in trail. Their was no shipping in Sea Eagle harbor so the squadron continued across the harbor strafing Mirlo, Hauwie and Pityilu Islands. A 190° turn was made the squadron swept down the North Coast of Manus Island bombing and strafing targets of opportunity. The target area was left South of Momote strip, where the squadron reformed and circled to join group formation over Los Islands about 25 miles south of the target. Bombs fell among prepared positions and storage areas to the north and South of Momote strip where explosions with black smoke seemed to indicate hits on dumps. Houses on Manus Island were strafed. Direct hits were scored on buildings 1½ miles west of Lorengau where black smoke was again seen to follow. Lorengau village and jetty were hit, causing the destruction of several small buildings. A large house received a direct hit and blew up on the coast of Manus Island just South of Butje Lue Is. Barges situated approximately 5 miles Southeast of Dover Island were strafed and destroyed. Accurate 20 mm fire was received from several positions between Momote strip and east beach.

Narrative Report on Mission 25-0-1, cont'd.

Two of our A/P received damage from this fire resulting in one of them crash landing at Finschhafen on return, to base. Light inaccurate ack-ack was also received from a position on a hill 3/4 mile Se ofthenet of Laruagan strip, while machine gun fire was noticed from the town area and from positions Southeast of Nadzab strip.

(2) Our squadron participated in this mission in conjunction with the 498,499,500 squadrons of 345th group and also 3 squadrons of 38th group. The mission was led by the 500th squadron. The rendezvous with the fighter escort was on time and the cover provided throughout the mission was excellent.

4. Interception:

(1) There was no interception by enemy A/P.

(2) One A/P of the 500th squadron was observed to be hit by A/A, explode in mid air and crash into the water in the eastern corner of Kapitalai Harbor.

(3) One A/P of the 38th group was seen to crash land in the water about 5/6 miles west of Los Igland. The occupants were seen to escape to reach their life rafts. Our squadron circled the area dropping a life raft, emergency supplies, first aid kits and radio. (Comment: It was considered by our crews that the rescue of these personnel could be easily effected by prompt action by the Catalina rescue Service).

2. Major Fain, Squadron Commander Officer, led the formation. The squadron composition was as follows.

FIRST FLIGHT	SECOND FLIGHT	THIRD FLIGHT
Major Fain A/P 69	Capt. Cather A/P 76	Capt. Mc Gowan A/P 84
Lt. Vogt A/P 74	Lt. Barth A/P 88	Lt. Larsen A/P 348
Lt. Harper A/P 420	Lt. Mc Kenny A/P 315	Lt. Symons A/P 518

3. Details of the Mission:

a. The squadron took off from Dobodura strip No. 4 at 8:54 formed over the strip where group formation led by 500th squadron was formed and joined by 3 squadrons of 38th group. The entire formation then proceeded to Finschhafen where rendezvous was made with fighter escort; there and [illegible] direct to target, where one pass was made from [illegible] 1200.

Narrative Report on Mission 25-0-1, cont'd.

The squadron returned to Finschhafen where A/P refueled before arriving at base at 1715 to 1725.

b. The route flown was from Dobodura to Finschhafen through Vitiaz Strait then direct to target area, making landfall at Nomote position crossing Sun Engle harbor, making 190° turn at Pityliu Island, then following coast of Manus Island in an easterly direction, finally withdrawing over the Southeast point.

c. Major Main led the first flight in A/P 69 with Lt. Harper in No. 2 in A/P 420 and Lt. Vogt in No. 3 in A/P 074. The flight attacked in shallow V formation, first strafing Momote strip area, then flying across Sun Engle harbor strafing Mauwai and Pityliu Island. The strafing run was continued down the North coast of Manus Island. Major Main[illegible] received damage from antiaircraft fire over Momote strip, which rendered the plane temporarily unserviceable. Major Main dropped 2 bombs among sharks 1½ miles west of Lorengau scoring hits, his second bomb fell near Lorengau village. The remaining 2 bombs were dropped in a cove 2 miles east of Lorengau scoring direct hits on a large house which blew up.

Lt. Harper strafed Mauwai and Pityliu Islands and then the north coast of Manus Island, dropping his bombs among storage and dispersal areas south of Momote strip.

Lt. Vogt in No. 3 position strafed the Mauwai and Pityliu Islands and then continued down the coast of Manus Island. He dropped 2 bombs among buildings in the Lorengau area scoring hits. The remaining three were dropped in the Papatalai peninsula area.

Capt. Cather led the second flight in A/P No. 76 with Lt. Mc Kenny in No. 2 position in A/P No. 315 and Lt. Barth in No. 3 position in A/P No. 89. Capt. Cather led his flight along the Northwest coast of Los Negros Island strafing targets of opportunity, including Mauwai and Pityliu Islands Capt. Cather dropped one bomb on a

Narrative Report on Mission 25-C-1, cont'd.

group of houses 5½ miles west of Lorengau scoring direct hit destroying a large house. As he could not fing any suitable targets during the rest of his run, he returned his bombs and dropped 4 bombs on a village on Pedart Island.

Lt. Mc Finny made the same strafing run as Capt. Cather dropping 2 bombs on the same houses 5½ miles west of Lorengau scoring hits. His remaining three were dropped on Lorengau town area.

Lt. Barth in No. 3 position made the same strafing run as the other planes in his flight. He dropped one bomb on storage positions about 3 miles west of Lorengau. Another bomb was dropped near the jetty at Lorengau. At Southeast Point he turned West following the coast and dropped remaining three bombs on Lenlu village - results not being observed.

Capt. Mc Gowan led the third flight in A/P No. 84, with Lt. Symons in A/P 518 in No. 2 position and Lt. Larsen in A/P 162 in No. 3. Capt. Mc Gowan strafed the area North of Momote strip and dropped 4 of his bombs in this locality. Large explosions followed by black smoke were seen. He continued across Seo Eagle Harbor heavily strafing Ehumei and Pityliu Islands. On his return run he dropped his last bomb at Lorengau town scoring a hit on some buildings.

Lt. Symons strafed the south coast of Hyane harbor dropping 8 bombs among stores. His plane was suddenly violently lifted at the tail, and Lt. Symons thinking he was hit salvoed his remaining bombs in Pitalar harbor. The violent effect on his A/P was apparently caused by the burst of a bomb under him. He was flying at 1000'. He continued the same strafing run as Capt. Mc Gowan.

Lt. Larsen in No. 3 position strafed the area North of Momote strip and dropped 2 bombs near the coast which fell on an area showing much activity. He continued his strafing run and on the return dropped a bomb on Lorengau township - results unobserved. His last 2 bombs were dropped on gun positions South of Momote strip.

Narrative Report on Mission 25-C-2. cont'd.

d. Ack ack fire was observed from North and South ends of Momote strip. Also from Lorengau town area and from positions 2 miles Northeast of Lorengau.

e. Fighter cover was provided by 3 squadrons of P-38's and was considered very good.

f. Damage from ack ack fire was received by Maj. Fains A/P No. 69, which was rendered temporarily unserviceable. Lt. Larsens plane No. 168 was hit and forced to crash land at Finschhafen.

g. The following personnel were injured as per medical report: 1st Lt.Larsen,R.D., 2nd Lt.Hanley, W.K., S/Sgt. Mulhollen,O.L., T/Sgt. Neilsen, P.E., S/Sgt. Baron, I.N. 1st Lt. Sasse, J. A.

(4) Citations for personnel are being solicitted on the basis of information received.

(5) Armament, Ordnance and Photographic Tables are inclosed herewith.

(6) Sightings Major Fain No. 1 Flight.

a. 4-6 gun positions east of Momote strip. On Mbirile Island strip facilities with 3 barges pulled up on shore were seen on Southwest coast. A camouflauged gun position which could be a naval gun was sighted on west end of Island. Radio antenna and several huts were situated about 2 miles due west of Lorengau. 2 barges were along the shore just east of Lorengau. A new jetty was seen in Papilai harbor due west from Momote strip and on west shore.

b. Sightings Capt. Gather No. 2 Flight.

Possible defense positions Southeast tip of Hyane harbor. Machine gun positions South end of Momote. 500th A/P crashed in Papliti Harbor. Concrete gun position on Mbirile Island. Activity along shore west of Lorengau 2 barges burning 1½ miles West of Lorengau several barges Northeast coast Papilai harbor.

Narrative Report on Mission 25-G-2, cont'd.

c. Sightings Capt. Mc Cowan No. 3 Flight.

8-9 small barges near Rajitai village . Possible gun position Pityiai Island. 2 masts with insulators on Grid Square 5376.

(7) Photo prints were not received at the time of submitting this report.

For the Commanding Officer:

BENJAMIN E. GREEN,
Capt. Air Corps.
Intelligence Officer.

NARRATIVE REPORT ON MISSION FFO 25-G-1, 25 January 1944, 501st Sqdn.

BOMBING TABLE #1

No. A/P	No. Bombs	Type	Weight	No. Dropped on Target	Remarks
069	5	4/5	500 lbs.	5	
076	"	"	"	"	
089	"	"	"	"	
518	"	"	"	"	
420	"	"	"	3	3 Salvoed
162	"	"	"	5	
084	"	"	"	"	
074	"	"	"	"	
315	"	"	"	"	
Total	45	4/5	500 Lb.	42	3

STRAFING TABLE #2

No. A/P	.50 Calibre Rds. Car'd	Rds. Ex.	Gun Fail.	.30 Calibre Rds. Car'd.	Rds. Ex.	Gun Fail
069	4800	2000	URN/ULN	2000	200	NIL
076	"	1550	ULN/ULN	"	1900	"
089	"	2550	NIL	"	600	"
518	"	1980	LRN/ULN/LLN	"	None	"
420	"	1200	Nil	"	350	"
162	"	1800	NIL	"	0	"
084	"	2525	ULN/LLN	"	0	"
074	"	1960	ULN/URN	"	1000	"
315	"	1200	NIL	"	4050	"
TOTAL	43200	16765		1800	8100	

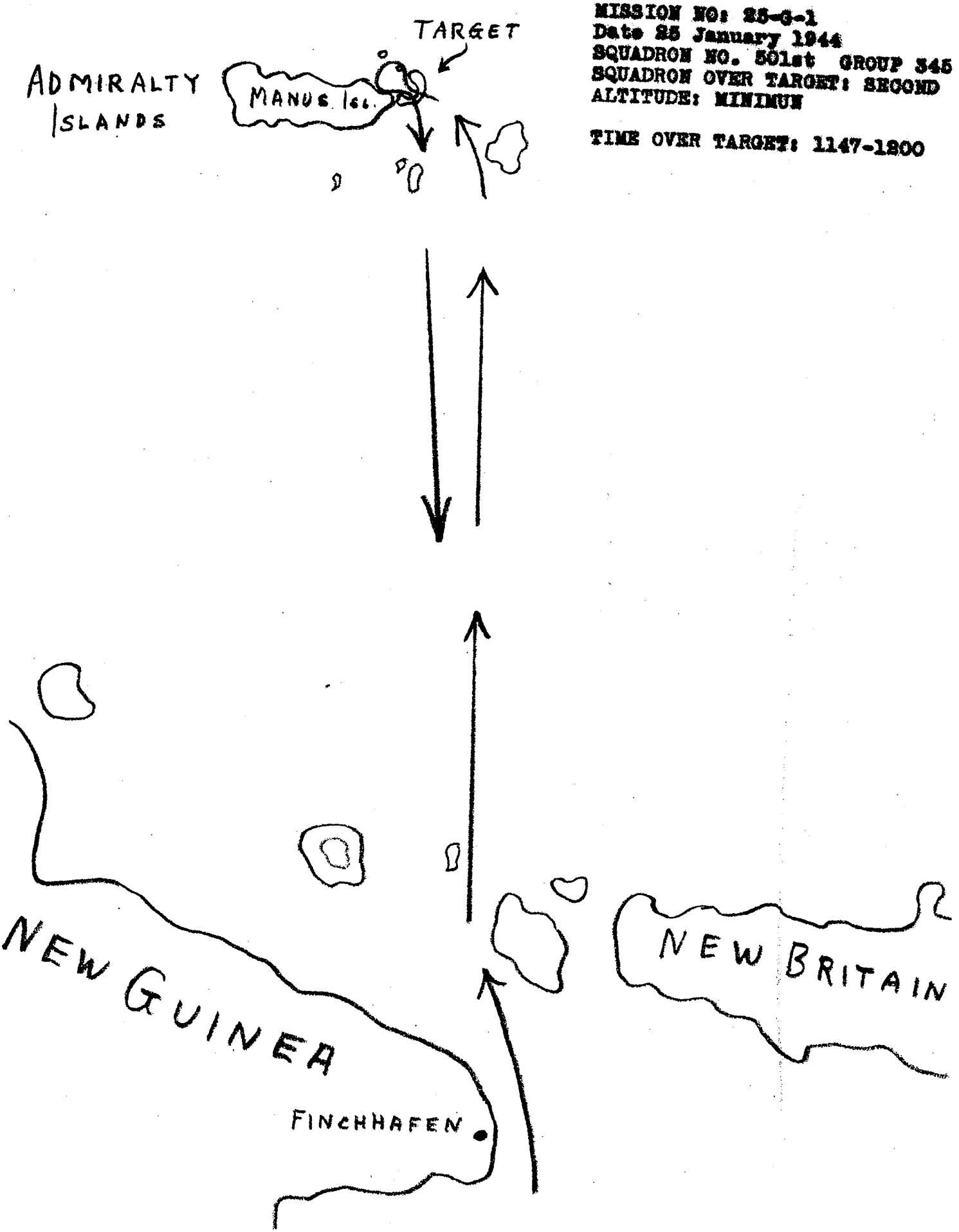
PHOTOGRAPHS

No. A/P	Time Photo Taken	Locality	Type Camera	Ex. Made	Prints Rec'd
069	1147-1200	Lorengau	K-24	30	
076	"	"	"	10	
089	"	"	"	30	
518	"	"	"	30	
420	"	"	K-20	50	
162	"	"	"	30	
084	"	"	"	25	
074	"	"	"	Did Not Turn Switch	
315	"	"	K-21	None	

Note: Prints Not Received At Time Of Submitting This Report.

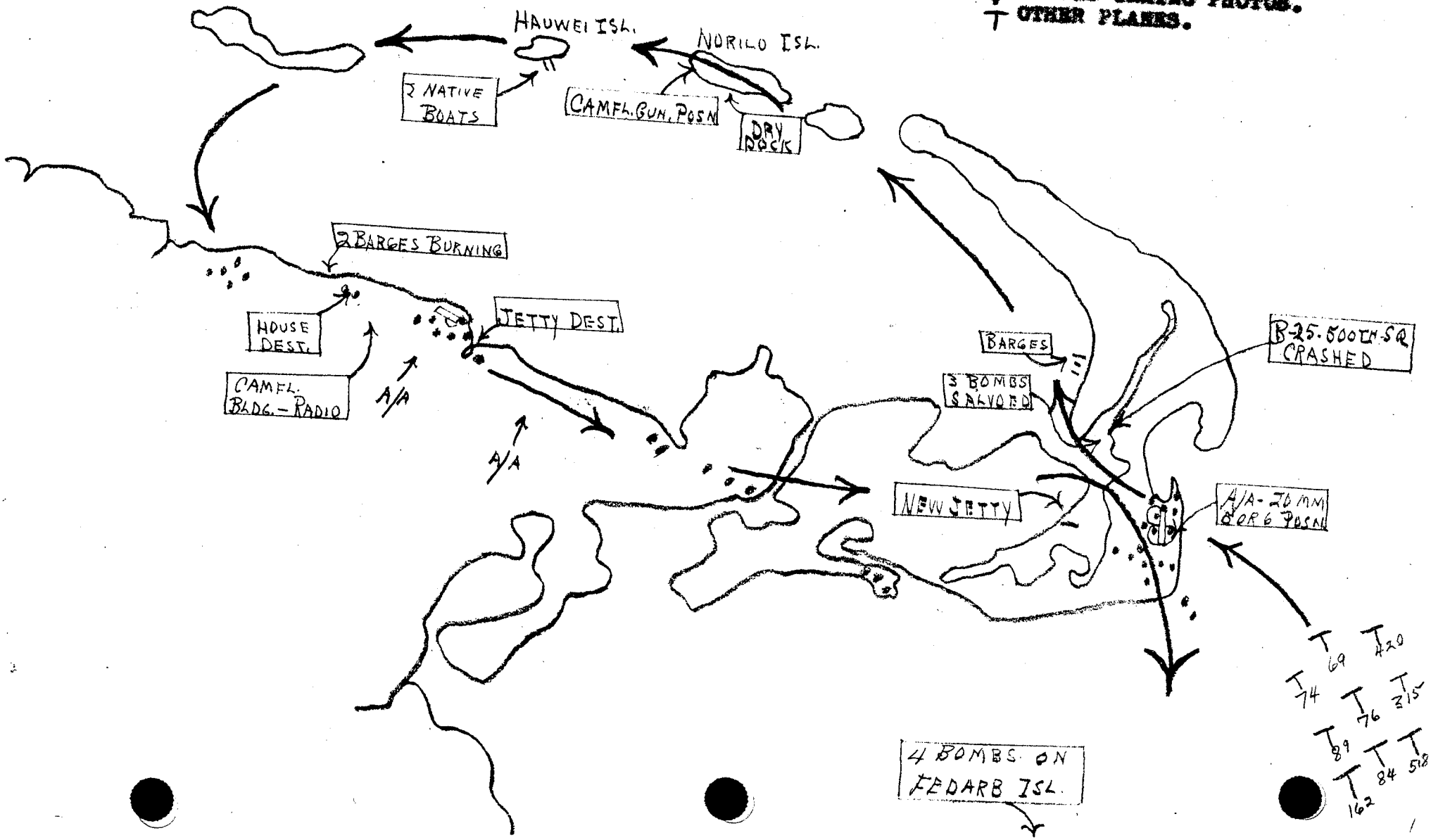
MISSION NO: 25-G-1
Date 25 January 1944
SQUADRON NO. 501st GROUP 345
SQUADRON OVER TARGET: SECOND
ALTITUDE: MINIMUM

TIME OVER TARGET: 1147-1200



MISSION NO: 25-0-2 DATE: 25 Jan. 1944
SQUADRON NO. 501st GROUP NO. 345th
SQUADRON OVER TARGET: SECOND
ALTITUDE: MINIMUM
TIME OVER TARGET: 1147-1200

T PLANES TAKING PHOTOS.
T OTHER PLANES.



501
28-G-1
28 Jan 44

CONFIDENTIAL

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

29 January 1944.

SUBJECT: Narrative Report on Mission FFO 28-G-1, performed 22 January 1944. Objective: Barges and targets of Opportunity from Bogia Harbor to Cape Croisilles.

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

1. GENERAL.

a. The objective assigned was a barge search and targets of opportunity from Bogia Harbor to Cape Croisilles on the Northeastern coast of New Guinea to be strafed at minimum altitude, and bombed by seven (7) airplanes each loaded with 5 x 500 lb. 4/5 sec. delay demo bombs.

b. The squadron was to form over strip #7 at Nadzab with the 499th Squadron of the 345th group, and from there to make rendezvous with the fighters at Finschhafen, and then proceed to the target.

c. Attack.

(1) The squadron carried out the mission as ordered. Approach to the target was made from a point slightly North of Bogia Harbor. Then from there the run was made in a southeasterly direction along thecoast from Bogia to Cape Croisilles. Targets were straffed along the route and bombs were dropped as shown on the accompaning diagram. Although no barges were sighted, the following damage was inflicted on the enemy.

Bombing excellent. Bridge destroyed by a direct hit Southwest shore at Dalua Bay at point 999189 Re: (Malala West) 1 inch to mile. House destroyed by direct hit, Southeast of Banara plantation at point 021176. Building destroyed by direct hit at 1/2 mile Southwest of Tobanum at point 181143. (Malala East). Building hit at point 080145, Dagdis. (Malala West). Bridge destroyed by direct hit one mile west of Tobanum at point 16516(Malala East). Bomb dropped among plantation buildings in Kurum plantation, results not observed.

CONFIDENTIAL

One near miss on large shed near Dagio Plantation. Two buildings in Bogia Plantation destroyed by direct hit at point 804277 and at point 823278. Re: (Bogia Harbor 1/20000). Strafed along coast from Bogia to Cape Croisilles. There were no enemy A/P destroyed. One of our planes was hit by enemy A/A fire over Bogia Harbor, inflicting moderate damage to the plane, and wounding one crew member and injuring the co-pilot. The co-pilot of another plane was slightly injured due to a bomb explosion or A/A fire.

(2) This strike was coordinated with the 499th squadron, which led the formation. Rendezvous with the fighters two squadrons of P-47's, was made on course at Finschhafen. The fighter cover was reported as very good.

d. Interception.

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other allied units on this strike.

2. The 499th Squadron was assigned to lead the formation, and Captain Manders was leader of our squadron. Flights were as follows.

FIRST FLIGHT		SECOND FLIGHT	
Capt. Manders	A/P 082	Capt. Cather	A/P 078
Lt. Symens	A/P 518	Lt. Mc Kenny	A/P 594
Lt. Harper	A/P 069	Lt. Vogt	A/P 074
		Capt. Mc Gowan	A/P 084

3. Details of Mission

a. The squadron took off from Dobodura at 0730-0735 formed over strip # 7 with the 499th squadron , and proceeded to Finschhafen where rendezvous was made with the fighters at 0830-0840/L. From there, the formation proceeded to the target, which was attacked from 1000 to 1037/L, from there the return was made direct to Dobodura, and the squadron landed at 1200 to 1225/L.

b. The route shown was from Dobodura to Finschhafen through the Vitiaz Straight, Northeast across

the sea, to the right of Karkar Island to a point just north of Bogia. Here a 360 degree turn was made and the attack was made starting at Bogia Harbor and continuing along the coast to Cape Croisilles. The squadron then circled at Karkar Island to reform, and proceeded down the coast, past Saidor, past Finschhafen, and then returned to Dobodura.

e. Captain Manders, in A/P 082 was leader of the squadron and of the first flight. He released one bomb near Bogia village, one bomb in the Dagie Plantation, one at Dagamur village probably destroying a buildingthere, and two bombs at possible stores at Cape Croisilles. This crew reported light M/G fire from the vicinity of the Banara Plantation at point (W) C9515 (Bogia Stat Map, 4 mile to 1 inch). They observed also considerable activity at Bunabun where telephone and power lines were seen, as well as well constructed bridges. They reported that several bridges North of Uligan Harbor which had been previously destroyed, had not been repaired. Also that the A/A position at Mugil Harbor appeared to be unoccupied and abandoned.

Lt. Symons in A/P 518 flying No. 2 in the first flight, released two bombs in the Bogia Plantation area, one near a bridge near Tebanum, and the remaining two bombs near a bridge just South of Bunabun.

Lt. Harper in A/P 069 flew in No. 3 position in Capt. Manders flight. One bomb was released in Bogia Plantation, one at Gaua and one at Barrara Plantation, the remaining two were dropped near the shore at Bunabun Harbor. Straffing was accomplished at stored and possible personnel areas all along the route.

Captain Cather lead the second flight in A/P 064. His first two bombs were released in the Bogia area, one scoring a direct hit on a storage shed

at point 823278. Two bombs were aimed at a bridge just south of Bunabun, but missed and one bomb hit in the village at Sarang. They reported seeing a tmuck along the road just north of Uligan Harbor.

Lt. Mc Kenny in A/P 594 flew on Captain Cathers right wing and dropped his bombs, one on Bogia Plantation, one secred a direct hit on a building at Dalua Bay, one near Cape Tombennaur and one at Kronprins Harbor. At Bunabun Harbor this plane was struck by a fragment of an exploding bomb, and the pilot was injured by flying glass.

In No. 3 position Lt. Vogt in A/P 074 came into the target between Podbielski Harbor and Ulamba village. From somewhere in the area, a very accurate burst of medium A/A hit the plane causing some damage and wounding the Co-pilot and the gunner. Lt. Vogt turned out to sea, salvoed his bombs, and followed the formation down the coast.

Captain Mc Gowan in A/P 084 flew No. 4 position of this second flight. His first bomb secred a direct hit on a bridge at Bunara Plantation, his next was a direct hit on a bridge across the river between Kaiteri and Tobanum. The third was a near miss of the Missionat Megiar, the fourth a near m ss on a bridge over the Dylup River, and the last near a large building in the Kurum Plantation on Kaikar Island. A barge was observed in Bogia Harbor, off the northern tip of Talia Point, and a fire with white smoke was seen rising 1½ miles Southeast of Neptaire Point. The second flight as well as the first strafed along the coast line at all possible targets. In all 13,550 .50 caliber and 2000 .30 caliber were expended in strafing.

d. Ack-ack received was reported from the following positions:

(1) Ack-ack medium intense, accurate, received by one plane from position between Podbielski Point. and Ulamba village.

(2) Light Machine gun fire from Banara Plantation reported by one crew only, and from slopes of hills southeast of Kranprins Harbor.

e. Fighter protection, provided by two squadrons of P-47's was reported as very good.

f. The following damage was received by our planes on this mission.

(1) 1 fragment of shrapnel went thru the floor of the Navigators compartment of A/P 074, damaging the bulkhead. 1 fragment of shrapnel thru the left engine, cut Hose clamp and damaged oil intake hose. 2 fragments went through the bomb bay doors. 2 fragments went through rear section of the fuselage. 1 fragment went through the left inboard, wing flap. Several holes in empennage. 2 fragments went through the right rear main fuel tank.

(2) 1 fragment of shrapnel of A/P 594 hit the outboard panel of the left wing. Pilot's windshield glass shattered. Hole in left hand vertical stabilizer.

g. Lt. Flanagan, Lt. Mc Kenny, and S/Sgt. Fiorello were wounded in action on this mission.

4. Necessary papers are being submitted for award of Purple Heart for Lt. Flanagan, Lt. Mc Kenny and S/Sgt. Fiorello.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. There were no additional sightings other than those mentioned above.

7. Photo prints were not received at the time of submitting this report.

For the Commanding Officer:

CARL A. STRAUSS,
1st Lt. Air Corps
Asst. Intelligence
Officer.

Narrative Report on Mission FFO 28-G-1, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No.Bombs	Type	Weight	No.Dropped on Target Hits	Misses	Remarks
082	5	4/5	500 lb.	5		
069	5	"	"	3	2	
518	5	"	"	5		
076	5	"	"	5		
594	5	"	"	5		
074	5	"	"			5 Salvoed
084	5	"	"	5		
Total	35	4/5	3500	28	2	5

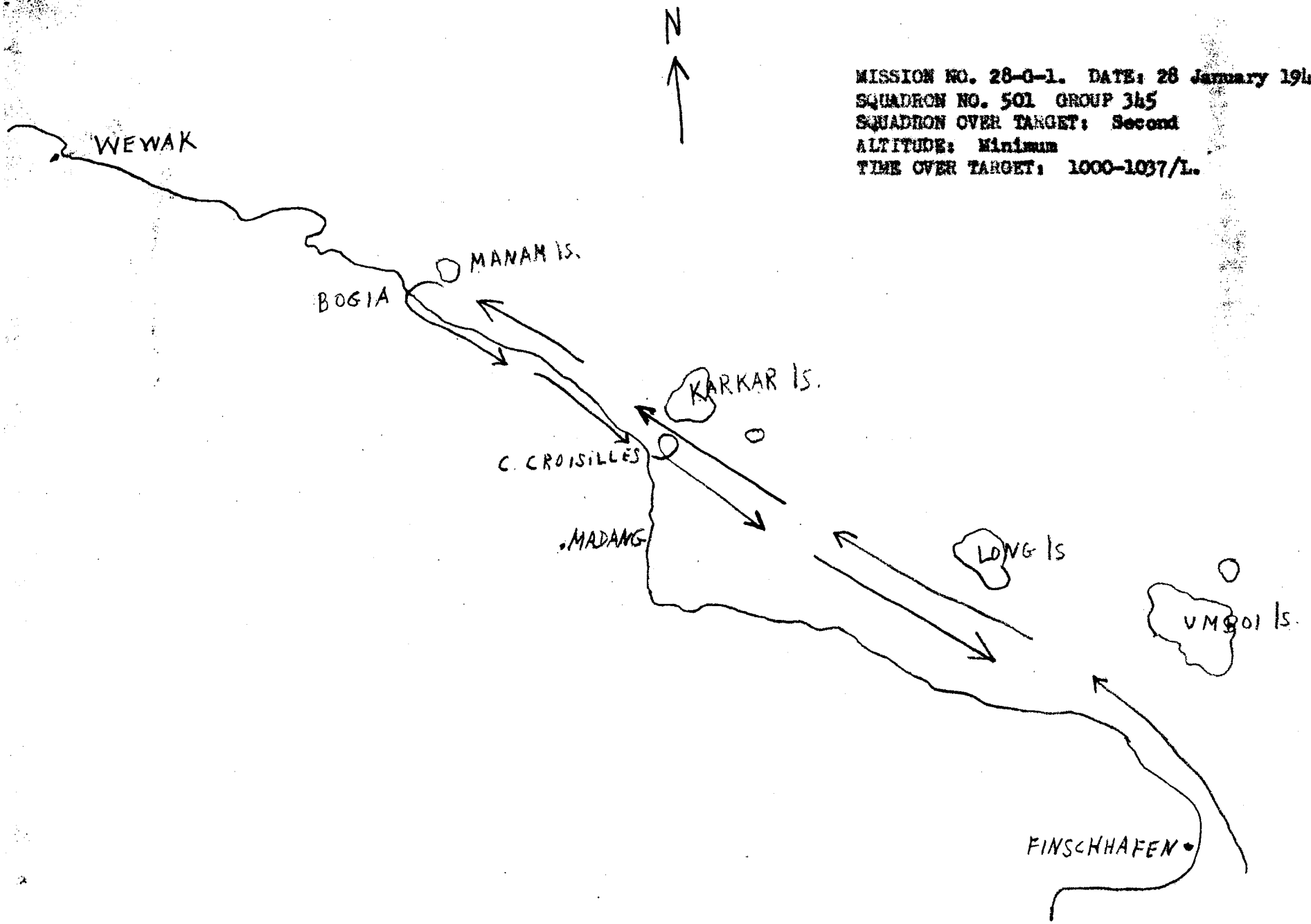
STRAFING TABLE #2

	.50 caliber			.30 caliber		
A/P	Carried	Expend	Gun Fail	Carried	Expend	Gun Fail
082	4800	1850	LRN	2000	600	Nil
069	"	2850	LLN	"		"
518	"	2450	ULN/LLN	"		"
076	"	1950	ULN/LLN/URW/LLW	"	500	"
594	"	1600	ULN/URW	"	400	"
074	"	400	None	"	100	"
084	"	2450	None	"	400	"
Total	33600	13550		14000	2000	

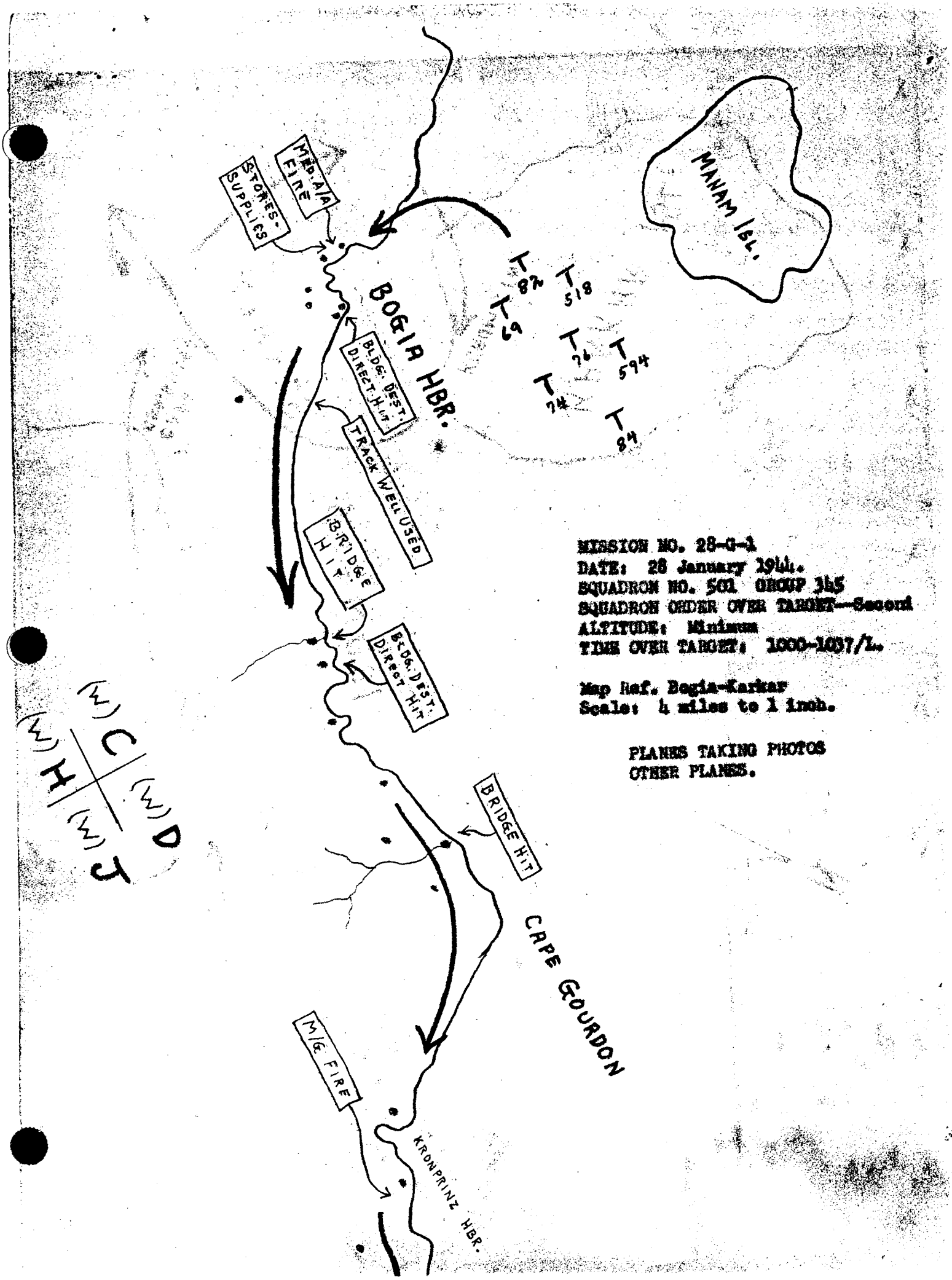
PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposure	Prints Rec'd
082	1000 - 1037	Bogtáa Hbr.	k-21	30	
069	" "	&	k-21	30	
518	" "	Cape Crois-	k-21	30	
076	" "	illes.	k-21	30	
594	" "		k-20	20	
074	" "		k-21	Did Not Turn Switch On.	
084	" "		k-20	50	
Total				190	

NOTE: Prints were not received at the time of submitting this Report.



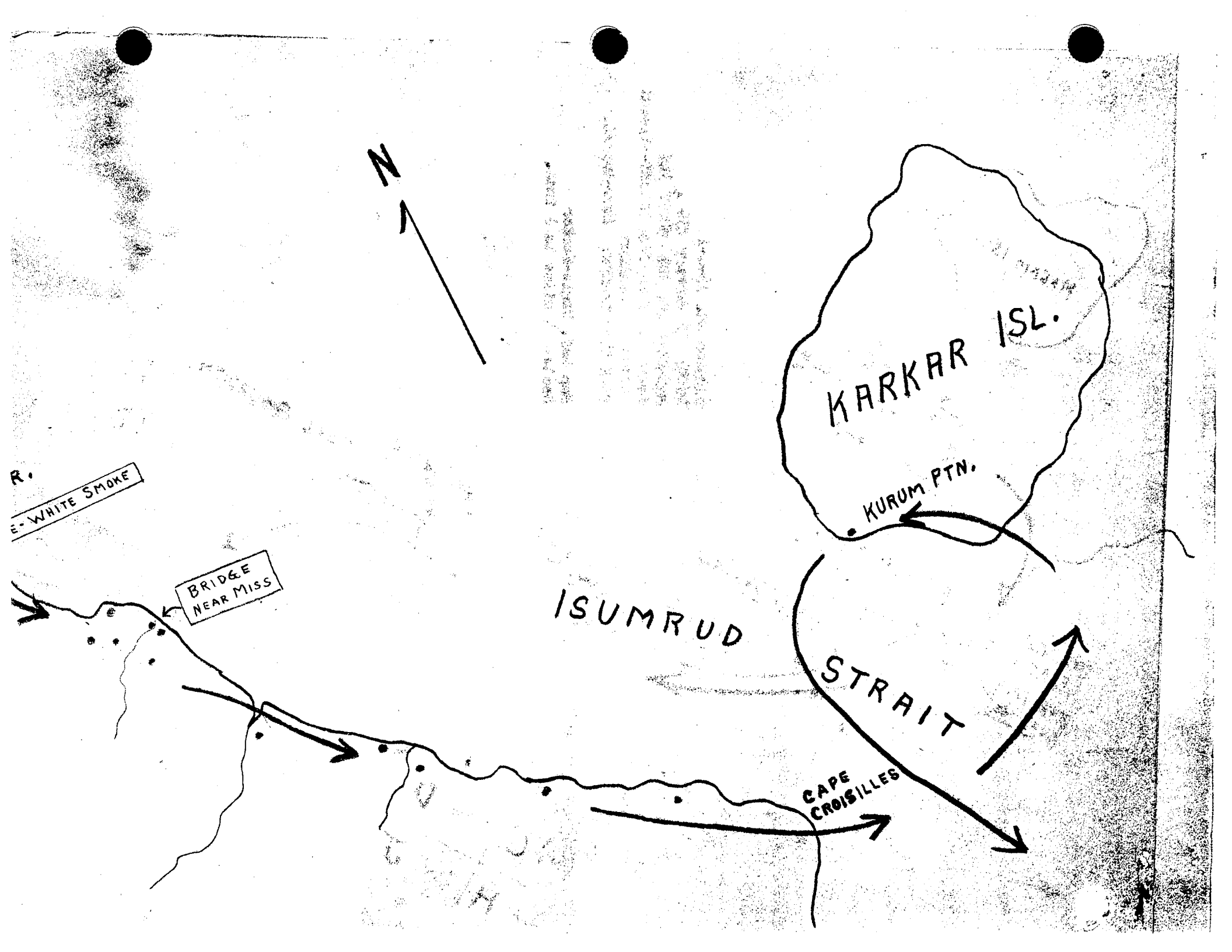
MISSION NO. 28-G-1. DATE: 28 January 19kh.
SQUADRON NO. 501 GROUP 3h5
SQUADRON OVER TARGET: Second
ALTITUDE: Minimum
TIME OVER TARGET: 1000-1037/L.



MISSION NO. 28-G-1
DATE: 28 January 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Second
ALTITUDE: Minimum
TIME OVER TARGET: 1000-1037/L.

Map Ref. Bogia-Karkar
Scale: 4 miles to 1 inch.

PLANES TAKING PHOTOS
OTHER PLANES.


N
KARKAR ISL.
KURUM PTN.
R.
E- WHITE SMOKE
BRIDGE
NEAR MISS
ISUMRUD
STRAIT
CAPE
CROISILLES

[redacted]

501
30-N-1
30 Jan 44

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

31 January 1944.

SUBJECT: Narrative Report on Mission 30-N-1, performed 30 January 1944. Objective: Shipping in Hansa Bay, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike against enemy merchant shipping in the Hansa Bay area, in which four unidentified merchant vessels were sighted during the early morning of 30 January 1944.

b. The 501st squadron was to form over Strip #4, making rendezvous with the fighters at this point, and then proceeding to Lae and up the valley to the target. Three (3) A/P of the 500th squadron were to fly with our squadron as #4 flight of the squadron formation.

2. Attack:

(1) The squadron carried out the mission as ordered. The approach to the target was made through the Markham-Ramu Valley, then across the ranges, coming out to sea north and west of Uligan Harbor, passing north through the Isumrud Strait. On reaching Hansa Bay, Captain Manders, the squadron leader, saw two large ships and one small ship in Hansa Bay. Their position was such that they had to be attacked from land to sea. Therefore, the squadron continued on north past Hansa Bay, made a 180 degree turn to the left at the north of the Borei River, coming back into a position for this attack from the vicinity of Rubia. The run on the ships was made on a 30 degree heading, starting at 0957/L. Bombing was excellent. The two large ships, identified as large Sugar Bakers, of at least 2,500 tons and carrying three large goalposts each, were heavily bombed and destroyed. The small vessel, identified as a lugger or small Sugar Charlie type, was left burning. One pass was made, seven (7) A/P attacking the ships while five (5) attacked A/A positions to the north of Hansa Bay which were putting up a terrific bar-

[redacted]

DECLASSIFIED
DOD Dir. 5200.9, Sept. 27, 1958
NCWN by ____ date 6-12-69

Narrative Report on Mission 30-M-1, cont'd.

rage of extremely accurate fire. There were no enemy A/P destroyed by our squadron. One of our A/P was shot down, with the unquestioned loss of its entire crew. A/P 594, with Captain John M. Manders, Pilot, 2nd Lt. Thomas P. Clark, Co-pilot, 2nd Lt. Stephen P. Toth, Navigator, S/Sgt. Henry C. Nensink, Engineer, S/Sgt. Fred J. Tenesa, Radio Operator, S/Sgt. James L. Brown, Gunner, was hit by A/A fire just as the run on the target was begun. However, this A/P continued on, leading the squadron in for the attack, strafing heavily and bombing one of the large vessels before going down in Hansa Bay. This feat not only accounted for the destruction of this one vessel, but held down A/A fire from the ships enough to make possible a successful attack by the other airplanes of the squadron on the other vessels, sinking one and setting one afire.

(2) Our squadron was the only bomber squadron on the mission. Rendezvous with fighters and cover provided was reported good.

d) Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units on this strike.

2. Capt. Manders, Squadron Operations Officer, led the squadron on this mission. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Manders	A/P 594	Capt. Cather	A/P 076	Capt. McGowan	A/P 084
Capt. Knoll	A/P 069	Lt. Lewis	A/P 093	Lt. Harper	A/P 078
Lt. Symens	A/P 518	Lt. Husbaum	A/P 060	Lt. Barth	A/P 082

3. Details of the Mission:

a. The squadron took off at Dobodura at 0730/L, formed over Strip #4 with the flight from the 500th squadron, and with the fighter escort, and then proceeded to the target by way of Lae, up the valley to the target. One pass was made, starting at 0957/L. The squadron returned to Lae by the water route through the Vitiaz Strait, landing from 1210-1445/L. Capt. McGowan made an emergency landing at Finschhafen, as his plane developed engine trouble in the right engine shortly after leaving the target. Capt. Knoll landed with him to bring the crew back

Narrative Mission Report FTO 30-4-1, cont'd.

to Dobodura.

b. The route flown was Dobodura, Lae, up the Markham-Ramu Valley, out to sea near Uligan Harbor, up the Isumrud Strait past Hansa Bay, turning to the left at the mouth of the Boroi River, then across the target on a 30 degree heading.

c. Capt. Manders, in A/P 594, led the squadron making his attack on a heading of approximately 30 degrees. Just as he started his run, he was hit by a burst of A/A fire. He continued his run, trailing smoke from his right engine. Just as the A/P reached the edge of the bay, it was seen to climb up to about 200 ft. altitude, level off, and then dive down directly into the largest of the three ships. A terrific explosion occurred just after his A/P hit the ship. It is the belief of the other crews participating on the strike that Capt. Manders deliberately dove his plane into this ship to destroy it, either by dropping his bombs on it at extremely close range, or else by crashing his A/P into it. In any event, Capt. Manders did definitely destroy the vessel at the cost of himself and his crew. Sketch of this ship is enclosed herewith as Fig. #3.

Capt. Knell, in A/P 069, was flying No. 2 position on Capt. Mander's right wing. He made his run on the same ship attacked by Capt. Manders, dropping his five bombs and scoring three direct hits, one near miss against the hull at the waterline. One bomb overshot for a miss. After leaving the ship, Capt. Knell made a slight turn to the left, strafing the A/A positions on Awar Point. He reported a series of at least eight (8) dual-purpose naval guns strung along the coast northwest from Condor Pt. for a distance of about 3½ miles. These guns fired as the squadron was making their initial approach past Hansa Bay, and were again firing when the airplanes left the target. On return, Capt. Knell landed at Finschhafen to pick up the crew of A/P 084 which had made an emergency landing there.

Lt. Symens, in A/P 518, in #3 position, saw the first two A/P in his flight going after the ship on the right, so he turned toward the other ship ahead and to the left. He dropped five bombs, scoring two direct hits into the bow of the ship, three bombs fell over, scoring near misses. After passing over the ship, he made a slight "s" to the left for evasive action to avoid A/A fire, passing out to sea between Awar and Condor Points.

Capt. Cather, in A/P 076, led the second flight, making his run on the smaller of the two large ships. He attacked the ship lying ahead and slightly to the left as he approached. Four (4) bombs were dropped, two of which scored direct hits and two went over for near misses. After passing the ship, Capt. Cather turned into the A/A positions on Awar Point, heavily strafing them. His last bomb was dropped in Begia Plantation on the route back.

Lt. Lewis, in A/P 093, flew No. 2 position, attacking the near ship. He dropped one bomb for a near miss. He was unable to release his remaining four bombs, due to rack failure, and later salvoed them at sea. He strafed the ship and the A/A positions on Awar Point.

Lt. Husbeck, in A/P 060, flew No. 3 position, attacking the same ship as Capt. Cather. He dropped five bombs in trail across the forward part of the ship, getting one hit, two near misses and two misses.

Capt. McGowan, in A/P 064, led his flight, consisting of himself and Lt. Harper, in A/P 078, in a sweep across the A/A positions north of Manna Bay. Capt. McGowan dropped his first bomb just off the end of the runway at Awar strip, and evidently hit an ammunition dump, as a very heavy black smoke was seen rising immediately after the bomb went off. His second bomb was dropped at an A/A position near the beach, but he was unable to see its results. The three remaining bombs were jettisoned at sea on the way back, as his right engine developed trouble shortly after leaving the target, forcing him to make an emergency landing at Finschhafen. His landing was made in good order, but when taxiing from the strip, one of the cylinders fell completely off the right engine. The crew returned to Dobodura with Capt. Knoll in A/P 069.

Lt. Harper, in #2 position, made the same run as Capt. McGowan. He was unable to release any bombs over the target. In avoiding intense ack-ack, many very close bursts of ack-ack caused the ship to lurch and toss violently resulting in the safety latches on bomb carrying hooks being bent. Later, when he attempted to salvo his bombs at sea, only three bombs fell, two being hung up. Lt. Harper turned his ship over to his co-pilot and then crawled into the bomb-bay where he broke the arming wires so the bombs would fall safe. He then proceeded to get the two bombs out of his ship.

Lt. Barth, in A/P 082, was unable to reach the target. His left engine developed trouble when near Dumpu, and he turned back at 0910/L

Narrative Mission Report FFO 30-8-1, cont'd.

Details of the mission performed by the 500th squadron as the fourth flight is as follows:

"D" Flight, Capt. Howard leading with Lt. Gibb right wing and Lt. James left, flew in number four position of the formation. We followed the approach of the flights ahead as we flew northward off Hamma Bay and then circled Condor Point for a run west to east over the harbor. We saw that there were only two ships in the anchorage, vessels approximately 1500 tons, and a lugger. The first two flights bombed well; we could see debris and smoke from their hits on the ships. Intense A/A fire was coming from positions all along the western shore of the harbor, and we saw one plane of the first flight fall victim to their accuracy, crashing near Bobia Mission. We were strafing these A/A positions as we came in. Then following the flight directly ahead, we veered northward going somewhat along the shore, inland by one-half mile to a mile, and broke out over the coast near Condor Point. We bombed the north end of the Condor Strip and the A/A positions there. We believed we scored one direct hit on an A/A position. This, and/or the strafing silenced these positions, although some fire did come from there when we got out over the water."

"D" FLIGHT

A/P 079 Capt. Howard
A/P 051 Lt. Gibb
A/P 531 Lt. James.

BOMBING TABLE

A/P	NO. BOMBS	WEIGHT	TYPE	DELAY	ON TARGET	IN WATER	SALVOED
079	4	500 lb.	Demo	4/5 sec.	2	2	
051	4	"	"	"	2		2
531	4	"	"	"	2	2	
TOTAL	12	500 lb.	Demo	4/5 sec.	6	4	2

STRAFING TABLE

A/P	.50 Caliber ROUNDS CARR'D	EXPENDED	MALFUNCTIONS	.30 Caliber ROUNDS CARR'D	EXPENDED
079	4,000	1,700	UBN & LRR	4,000	1,000
051	4,000	1,275		4,000	———
531	4,000	1,300	UBS	4,000	1,200
TOTAL	12,000	4,275		12,000	2,200

GROUND OPPOSITION

All A/P's reported A/A as intense, light to heavy, inaccurate to accurate at A/P level.

A/P 079 took 30 K-21 shots of bombing while over target from 0953/L to 1002/L.
A/P 531 took 8 K-20 shots of bombing while over target from 0950/L to 1002/L.

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

d. Medium and heavy caliber A/A fire was encountered. This was intense and very accurate as to range and altitude. It came from positions along west shore of Hansa Bay, from Awar Point, from the shore northwest of Condor Pt., and from the ships being attacked in the bay.

e. Fighter protection, which was provided by one squadron of P-38's, was reported as very good.

f. Our damaged sustained was as follows:

(1) A/P 594—and crew shot down and lost.
(2) A/P 084—crash landed at Finschhafen, crew safe. Right engine out—cylinder fell off.
(3) A/P 518—Shell exploded in right wing causing wing flap to fall off on landing. Cable to right wing aileron severed.

g. There were individual actions on this mission that deserve awards and citations. Necessary recommendations will be submitted.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. Additional sightings were:

Jetties between Awar River and Awar Pt. heavily loaded with supplies.
3 barges seen at jetty on west shore of Hansa Bay.
One possible M/V in additional to two ships attacked reported near west shore of Laing Island.
Radio tower at Kuwaki Village, mast in center of village, 8 miles south and west of Eitel Friedrich Harbor.

7. Photo interpretation based upon prints confirms in general the reports submitted by crews. From these photos, it would appear that the smaller of the two M/V's attacked is probably a Sugar Charlie. No pictures were received showing clearly the larger M/V attacked by Capt. Manders. Inclosed as Fig. #3 is a sketch showing features as reported by crews.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

4 Incls:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Sketch
4 - Bombing, Strafing and Photo Tables.

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Narrative Report on Mission #70 30-8-1, 500st Bomb Sq.

BOMBING TABLE #1.

A/P	No. Bombs	Type	Weight	No. Dropped on Target			Remarks
				Miss	Near Misses	Misses	
076	5	M/5	500 lb.		4	1	
078	5	"	"				5 Salvoed
093	5	"	"		1		4 Salvoed
518	5	"	"	3		2	
060	5	"	"	1	2	2	
084	5	"	"	1	1		3 Salvoed
069	5	"	"	4		1	
594	5	"	"				5 Expended
082	5	"	"				5 Returned to base
Total	45	M/5	500 lb.	9	8	6	22

STRAFING TABLE #2

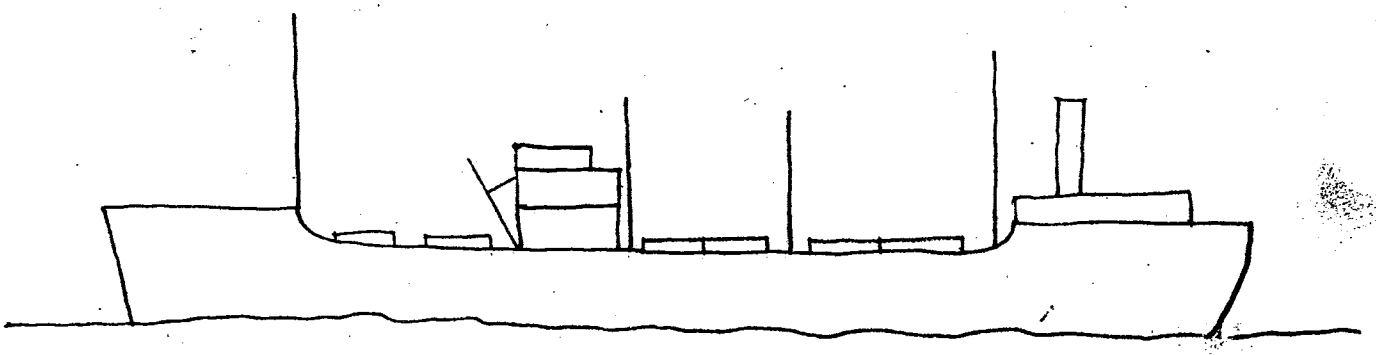
A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
076	4800	1300	LLN	2000	400	nil
078	"	1000	nil	"		"
093	"	1000	nil	"	200	"
518	"	1275	ULN/LLN/ULN	"	800	"
060	"	1825	LRN/ULN/LRN/ULN	"	800	"
084	"	400	nil	"	100	"
069	"	1000	nil	"	600	"
594	"	4800	nil	"	2000	"
082	"		nil	"		"
Total	43,800	13,400		18,000	4,300	

L: left; R: right; W: waist; N: nose; L: lower; U: upper.

PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd.
076		Manus Bay	K-21		Did not turn Switch on
078	0957/L	"	K-20	27	
093	"	"	K-21	30	3
518			K-21		Did not turn switch on
060			K-21		Did not turn switch on
084			K-20		Camera Malfunction
069	"	"	K-21	30	4
594			K-20		Lost in action.
082			K-21		Returned to base.
Total				87	7

Fig. #3



M/V SUNK BY A/P 594

IDENTIFICATION FEATURES:
(as reported by crews)

1. Well-deck hull.
2. Stack aft.
3. Bridge forward
4. Two masts.
5. Two goalposts.
6. Six hatches—four aft, two forward.
7. Estimated length: 450 to 500 ft.
8. Estimated tonnage: 5,000 to 6,000 tons.
9. Bow: raked.
10. Stern: cruiser - spoon.

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

MISSION NO. 30-H-1 DATE 30 JAN 44 #19
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET FIRST
ALTITUDE MIN FT.
TIME OVER TARGET 0957 L/30
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)

Sissano Lagoon
Tadji
Ijuif I.
Kairiru I.
Hoskeu
BUT
DAGUA
MUSCHU
WEWAK
BORAM
MAPRIK
YAMIL
Nuria Lagoon
Cape Ginyir
OBURIU
ANGORAM
Sepik River
Swamp
Lake Karamambe
Yuat
Keram
NUMIA
Rabaul Tower
Ramu R.
Maramon River
Schrader Ra.
Bismarck Ra.
Jimmi R.
ALEXISHAFEN
MADANG
BOGADJIM
Miller Range
MT. HAGEN
OGELBENG
KEROWAGI
KUBOR RA.
KORIEUO
CHIMBU
KEGLSUGL
BUNDI
GAROKA
BENA BENA
FININTEGU
KAINANTU
AIYURA
Kaindi
L. Kutubu
Great Papuan Plateau
Tua River
Purari River
Pio River
Hegigio R.

142° 30' 143° 30' 144° 30' 145° 30' 146°
2° 3° 4° 5° 6°

345th B.G.-S-2
Baldwin

501
34-C-1
3Feb44

5O1ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 5O3.

4 February 1944.

SUBJECT: Narrative Report on Mission 34-C-1, Performed 3 February 1944, Objective Dagua Airdrome, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike against the enemy airbase of Dagua. The particular objective being to destroy enemy A/P on the ground and any installations possible. The target was to be bombed and strafed at minimum altitude, each A/P being loaded with 66 x 23 lb. parafrag bombs.

b. The squadron was to form over Strip #7 at Nadzab with the remaining three squadrons of the 345th Group, and from there, to make rendezvous with the fighters at Gusap, then proceed inland to the target.

c. Attack:

(1) The squadron carried out the mission as ordered, and the mission was particularly successful. The approach to the target was made around the brow of hills to the southeast of the strip, and the run was made along the strip at a heading of approximately 285 degrees, withdrawal being to the right. The lead flight of the squadron covered the center of the runway, while the wing flights took the right and left dispersal areas respectively, and in this manner, the entire strip and revetment areas were well covered by both bombing and strafing. Since this squadron was the last over the target, the heavy smoke and fires as a result of the first three squadrons' bombing made accurate assessment of the damage very difficult. However, it was estimated that there were approximately 40 fighters and 12-15 bombers caught on the strip in the revetment areas, and the majority of these was believed to have been destroyed by the group attack. One crew reported a direct hit with a parafrag on a BETTY bomber. In addition to the damage to A/P, a large fire was started in the east end of the strip in a gasoline dump at that location. A gas truck was

set afire and another large fire was started at the west end of the strip. Parafrags were also seen to drop in the vicinity of ack-ack positions on the east end of the strip. There were no losses of A/P on this strike.

(2) The strike was coordinated with the remaining three squadrons of the 345th Group as well as the 38th Bomb Group, the latter striking at Dut A/D simultaneously with our attack. The 498th squadron led the formation, and the 499th, 500th and 501st followed in that order. Rendezvous with the fighters, two squadrons of P-38's and two squadrons of P-40's, was made at Gusap. The fighter cover over the target was particularly excellent.

c. 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 led the Group, and Major Marston, 345th Group Headquarters, led our squadron on this mission. Flights were as follows:

	FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
1.	Major Marston	A/P 099	Capt. Knoll	A/P 069	Lt. Vogt	A/P 089
2.	Lt. Harper	A/P 078	Lt. Lewis	A/P 093	Capt. McGowan	A/P 592
3.	Lt. Barth	A/P 082	Lt. Nusbaum	A/P 076	Lt. Monaghan	A/P 051
					Lt. Symons	A/P 064

3. Details of the Mission:

a. The squadron took off from Dobodura from 0900-0905/L, formed over Strip #7 with the remaining three squadrons of the 345th Group, then proceeded across to make rendezvous with the fighters at Gusap, then inland up the valley to the target. One pass was made at the target from 1208-1210/L, and withdrawal was made down the northeastern coast of New Guinea, six A/P landed at Dobodura at 1445/L and the remaining three A/P stopped for gas at Finschhafen and returned to Dobodura at approximately 1600/L. Lt. Symons, in A/P 064, returned back enroute to the target approximately 50 miles northwest of Faita, due to failure of fuel transfer equipment.

b. The route flown was Dobodura, over the Huon Gulf to Gusap, then up the Markham-Ramu Valley, between the coast and Ammenberg, then turned to the right hitting the coastline just south of Dagua. One pass on the target and withdrawal was made to the right around Kairiru Island, and thence along the northeast coast of New Guinea, past Finschhafen, and returned to Dobodura.

c. (1) Major Marston in A/P 099, led the squadron onto the target at a heading of approximately 285 degrees. He made an excellent approach over the brow of the hills onto this difficult target, which was obscured by dense smoke and fires. Straffing heavily the ack-ack positions on the eastern end of the strip as he approached, his course was over the left center of the strip, and he released six of his clusters near the center of the drome, four near the western end, and the remaining 2 clusters were salvoed at sea. Heavy straffing was accomplished throughout the entire run. The crew observed 12-15 bombers in the southeastern revetment areas, and some 25 fighters lined up wing tip to wing tip on the right, but due to the smoke, an exact assessment of their serviceability could not be made. Oil drums and a gasoline truck were seen among the trees between the strip and the beach. When the flight withdrew, the entire target was seen to be ablaze.

Lt. Harper, in A/P 078, flying on Major Marston's right wing, covered the dispersal area between the strip and the sea, and dropped his "frags" along this area, dropping the first at the eastern end and continuing along the route. He flew through heavy smoke, but observed two large fires in the southeastern dispersal area, and numerous small fires. Five or six fighters were seen in the center of the strip; a BETTY bomber was seen burning there, and towards the western end three TONYS were observed.

Lt. Barth, in A/P 082, flying in #3 position of the first flight, dropped only two clusters of "frags" due to rack failure, but one of these was seen to hit a BETTY bomber on the left hand side of the strip and set it afire. His remaining bombs were salvoed at sea. In addition to this, the crew observed ten silver ZEKES in the center of the strip,

one BETTY burning, and 3-4 TE bombers on fire there. A fire was observed on the Sedkin Plta. area, as well as two barges off shore there, and just beyond the target approximately five coastal guns were observed firing out to sea. These guns were situated midway between Dagua and But. Light A/A was seen to come from near the jetty at the eastern end of the strip.

(2) Capt. Knoll, in A/P 069, led the second flight over the right side of the strip, over the dispersal area between the strip and the sea strafing heavily on the way, and releasing his "frags" at intervals along the strip. Twenty to twenty-five planes were seen under the trees to the right side of the strip, of which at least 80% were believed to be fighters. As they withdrew, the target was "a mass of black smoke". They observed a large fire rising to 800' at the southeast end of Wewak strip, and three harbor craft were seen off of Cape Karawop, 5 miles east of Dagua. Two u/i fighters were observed to have hit the water about ten miles north of the target.

Lt. Lewis, in A/P 093, flying in #2 position, toggled his bombs beginning at Dagua village and extended along the target, dropped 48 bombs in all, returning the remaining 18 to base. These bombs dropped just east of the strip started heavy fires in a fuel dump in that area. They strafed along the run, and observed two bombers burning, as well as LILY bombers and ZEKES along the runway.

In number 3 position, Lt. Nusbaum, in A/P 076, released his bombs at intervals from the eastern to the western end of the runway. They strafed the four-gun heavy A/A position on their approach, and it was seen to be unoccupied, and the guns had been laid down. They also set fire to a gasoline truck, and their bombs were seen to drop among the planes [illegible] were seen in each revetment among the trees on the Northern side of the strip. A TE bomber was seen burning on the strip, and on each side of it were four fighters which had also been hit farther along the strip. Three fighters were seen wrecked. A/A, light, was seen to come from the western end of the strip, and followed them out to sea, but it was inaccurate.

(3) Lt. Vogt, in A/P 089, led the #3 flight of the squad-

ren formation and this flight covered the left side of the target, the dispersal areas and supplies in that area. All his bombs were dropped along the left side of the strip, and fires in the gasoline dumps at the south-east corner of the strip were observed, as well as three BETTY bombers seen in revetment areas there. The remaining revetments on the left hand side were seen to be occupied, mostly by fires. A cleared area with M/Gs was observed toward the western end of the strip, and more M/Gs were seen at the eastern approach.

Capt. McGowan, in A/P 592, was in #2 position and spread his bombs down the southern dispersal areas, where at least five single-engine planes were seen burning and considerable damage was done. A single-engine A/P was seen to crash in the sea 10 miles north of the strip.

In No. 3 position, Lt. Monaghan, in A/P 051, flew farthest south and released his bombs at intervals starting on the village due south of the east end of the strip. They observed at least three oil fires with black smoke in the southern dispersal areas. A small barge was observed off shore opposite the east end of the strip.

All planes strafed heavily throughout the run, and it was the consensus of all the crews that considerable damage had been inflicted on the enemy. The target was left ablaze with billowing oil fires and smoke, and the mission was described by all as being particularly well planned and well executed, and the approach to the target was deemed excellent.

d. Ack-ack--caliber, heavy, medium and light, intensity moderate and inaccurate, altitude fair. Possible dual-purpose coastal guns firing out to sea from position midway between Dagua and But. Other ack-ack from known positions.

e. Fighter protection was provided by two squadrons of P-40's and two squadrons of P-38's. These were seen to have encountered enemy planes over the target, and the cover provided was excellent.

f. There was no damage sustained by any of our planes.

g. There were individual actions on this mission that deserve awards and citations. Necessary recommendations will be submitted.

Narrative Report on Mission 34-C-1, cont'd.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. There were no additional sightings other than those reported in paragraph 3 c.

7. Photoprints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl.
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing and Photo Tables.

Narrative Report on Mission FFO 84-C-1, 501st Bomb Sq.

BOMBING TABLE # 1.

A/P	No. Bombs	Type	Weight	No. Dropped on Target Hits	Near Misses	Misses	Remarks
099	66	Parafrags	23 lb.	60			6 Salvoed
078	66	"	"	66			
082	66	"	"	6			60 Salvoed
089	66	"	"	66			
093	66	"	"	48			18 Returned
076	66	"	"	66			
089	66	"	"	66			
592	66	"	"	66			
051	66	"	"	66			
064	66						66 Returned. Did not reach Target.
Total	660	Parafrags	23 lb.	510			150

STRAFING TABLE # 2

A/P	.50 Caliber Carried	Expended	Gun Fail	.30 Caliber Carried	Expended	Gun Fail
099	4800	1950	LRN-ULN-LLN-URW	2000	600	Nil
078	"	2550	LRW	"		"
082	"	2200		"	500	"
089	"	2050	URN-ULN-LLN	"	200	"
093	"	1950		"	500	"
076	"	1440	LLN-URN	"		"
089	"	1800	URW-LRW	"	400	"
592	"	1500		"	300	"
051	"	2900		"		"
064	"	Did not reach target.		"		
Total	48000	17340		20000	2500	

L: left:R:right:W:waist:N:nose:L:lower:U:Upper.

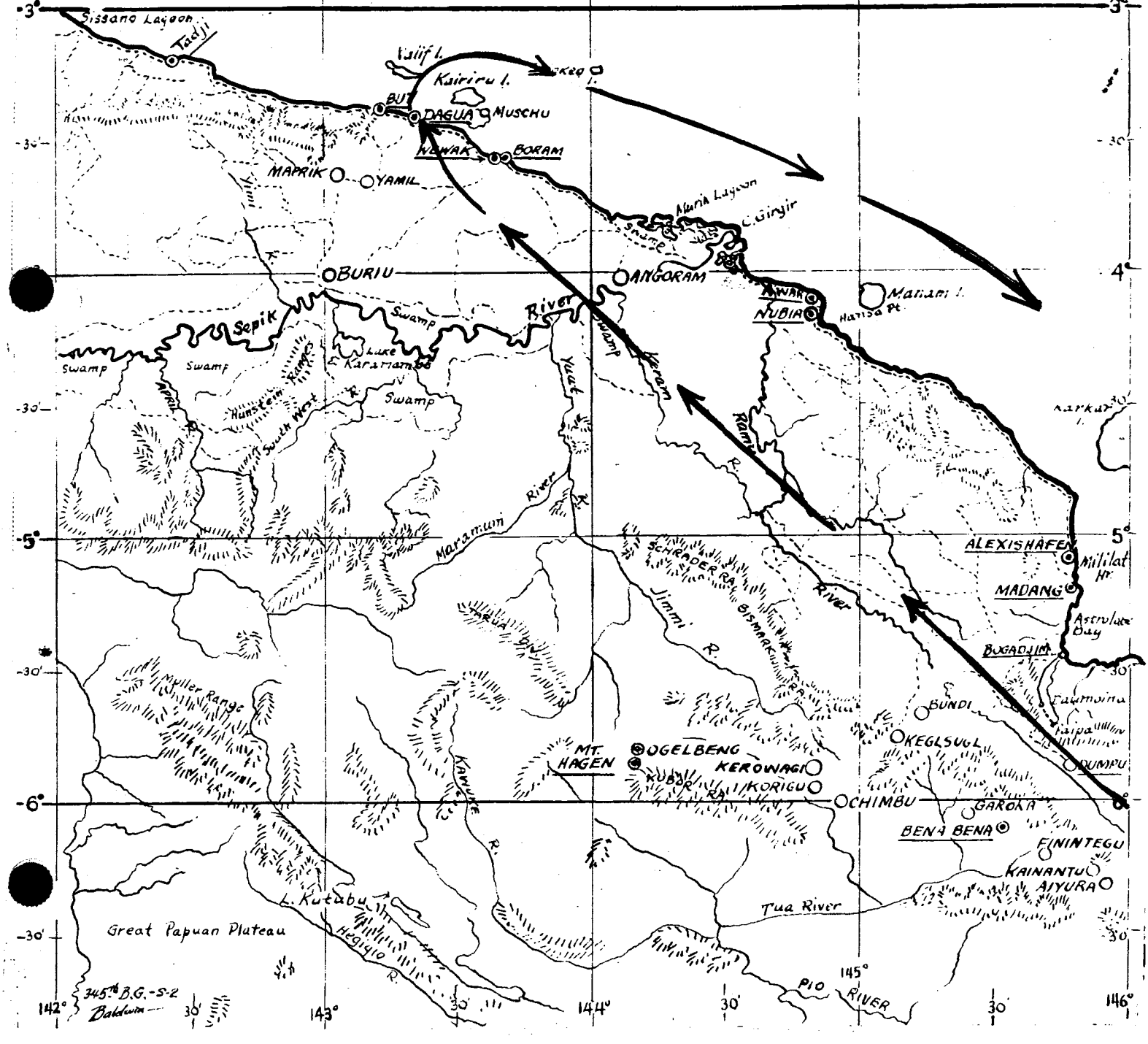
PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposures	Prints Rec'd.
099	1202/1204/L	Dagua A/D	K-21	30	
078	"	"	K-20	10	
082	"	"	K-21	30	
089	"	"	K-21	30	
093	"	"	K-21		Blown fuse.
076	"	"	K-21		Blown fuse.
089	"	"	K-21	30	
592	"	"	K20	15	
051	"	"	K-20	15	
064	Did not reach target.				
Total				160	

Note: Prints not received At time of submitting this report

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

MISSION NO. 34-C-1 DATE 3 Feb 44 19
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET 4TH
ALTITUDE MINIMUM FT.
TIME OVER TARGET 1202-1204 L
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)



345th B.G.-S-2
Baldwin

Dayton/Miami

501
35-C-1
4 Feb 44

CONFIDENTIAL

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

5 February 1944.

SUBJECT: Narrative Report on Mission 35-C-1, Performed 4 February 1944, Objective Alexishafen, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike on supply and dump areas at Alexishafen.

b. The 501st Squadron was to form with the 345th Group over Strip # 7 at 1500 feet and be on course at 0845/L, then make rendezvous with fighters four (4) miles southwest of Madsab at 2,000 feet at 1940/L. Then proceed direct to the target. Time over the target was to be 1030/L to 1045/L.

c. Attack:

(1) The mission was carried out as ordered. Group rendezvous was made from 0834 to 0850/L. Rendezvous with fighters was made from 0852 to 1000/L. The approach to the target was made from over the hills west of Alexishafen, coming in on a heading of approximately 90 degrees, for the attack at 1035/L. The squadrons bombing was excellent. 29 x 500 lb demo bombs were dropped in the revetments and dump area north of No. 2 strip, and 14 x 500 lb demos were dropped in the area south of No. 1 strip. Both areas were heavily strafed with a total of 12,200 rounds of .50 caliber shells and 2,000 rounds of .30 caliber. The north tip of Sek Island was also strafed. Crews reported no signs of enemy activity in the area. No fire was received from A/A positions, with the exception of slight inaccurate M/G fire from the west shore of the north tip of Sek Island. Two t/i DSF A/P's were seen in the revetment area southwest of No. 2 strip. The bombs dropped by A/P 089 were seen to fall directly among these A/P's and it is very likely that they were either destroyed or rendered unserviceable.

(2) Four squadrons of the 345th Group participated on this strike, and our squadron flew in No. 3 positions in the

Group. Rendezvous with group and fighters was good. Fighter cover was reported as good.

d. Interception.

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other allied units on this strike.

2. The 499th squadron led the group, and Captain Knoll led our squadron. Flights were as follows:

	FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
1.	Capt. Knoll	A/P 069	Capt. Mc Gowan	A/P 089	Lt. Vogt	A/P 074
2.	Lt. Monaghan	A/P 093	Lt. Harper	A/P 078	Capt. Cather	A/P 064
3.	Lt. Clark	A/P 076	Lt. Susbaum	A/P 437	Lt. Symens	A/P 082

3. Details of the Mission:

a. The squadron took off from Dobodura from 0830 to 0835, formed over Strip # 7, then proceeded past Lae to a point four (4) miles southwest of Madzab, where rendezvous was made with fighters, then proceeded direct to the target. One pass only was made, coming in over the hills west of Alexishafen for the bombing run at 1035/L. The squadron left the target at 1036/L, returning to base by way of the Vitiaz Strait, landing at Dobodura at 1245 to 1247/L.

b. The route flown was from Dobodura to Lae to Madzab, then up the valley and then over the hills onto the target on a heading of approximately 45 degrees.

c. Capt. Knoll, in A/P 069 led the squadron over the target. Lt. Monaghan in A/P 093 and Lt. Clark in A/P 076 flew in No. 2 and No. 3 positions. This flight covered the northwest part of the dispersal area at Strip No. 2, dropping their entire load of 15 bombs in this area and thoroughly strafing same. Capt. Knoll's crew reported seeing 8 or 9 tin drums at the southwest end of the strip and three wrecked SSF's near the center of the strip on the west side. Lt. Monaghan's crew also reported the two wrecked SSF's and in addition reported a net-covered camouflaged 2 E bomber, apparently a Sally, and in serviceable condition, in the same location. Lt. Clark reported 30 - 35 gas or oil drums under the palm trees north of the dispersal area.

Capt. Mc Gowan led the second flight over the target at No. 2 strip. His flight covered the area from the left side of the runway to the center of the dispersal area. Lt. Harper in A/P 078 flew No. 2 position, and Lt. Susbaum flew No. 3 positions in A/P 437. This flight dropped 14 bombs in this area and strafed same. Lt. Harper was unable to release his fifth bomb

due to A-2 release failure. This flight reported seeing two SSF's near the southwest end of the strip. Bombs dropped by Capt. Mc Gowan were seen to fall directly among these A/P's and should have destroyed them or left them unserviceable.

Lt. Vogt, flying A/P 074, led the third flight, with Capt. Cather flying A/P 066 in No. 2 position, and Lt. Symons in No. 3 position in A/P 082. This flight attacked the supply dump and dispersal area southwest of No. 1 strip, dropping 14 bombs directly into this target and thoroughly strafed same. This flight reported no visable signs of activity in this area.

d. The only ack-ack fire received was light and inaccurate M/G fire from the west shore of the north tip of Sek Island.

e. Fighter protection, which was provided by three (3) squadrons of P-38's, was reported as good.

f. There was no damage sustained by any of our planes.

g. There were no injuries to any of our personnel.

4. In the opinion of the officer submitting this report, there were no individual actions warranting awards or citations.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. There were no sightings other than those given above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing and Photo Tables.

Narrative Report on Mission 35-C-1, 501st Bomb Sq.

BOMBING TABLE #1.

A/P	No. Bombs	Type	Weight	No. Dropped on Target			Remarks
				Hits	Near Misses	Misses	
078	5	S/11	500 lb.	4			1 Returned
069	5	"	"	5			
099	5	"	"				5 Returned
076	5	"	"	5			
089	5	"	"	5			
064	5	"	"	5			
093	5	"	"	5			
082	5	"	"	4		1	
437	5	"	"	5			
074	5	"	"	5			
Total	50		500 lb.	43		1	6

STRAFING TABLE #2.

A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
078	4800	2100	ULW	2000		
069	"	1100	URN/LRN	"	800	Nil
099	"	Returned from mission.				
076	"	1300	LRW/ULW/LLW	"		
089	"	1500		"	600	Nil
064	"	1600		"	800	Nil
093	"	1000	URW	"	200	Nil
082	"	Guns fired very few rounds, relay box, did not work. Electric trouble.				
437	"	1200		"	100	Nil
074	"	2400		"	400	
Total	48,000	12,000		20,000	2,900	

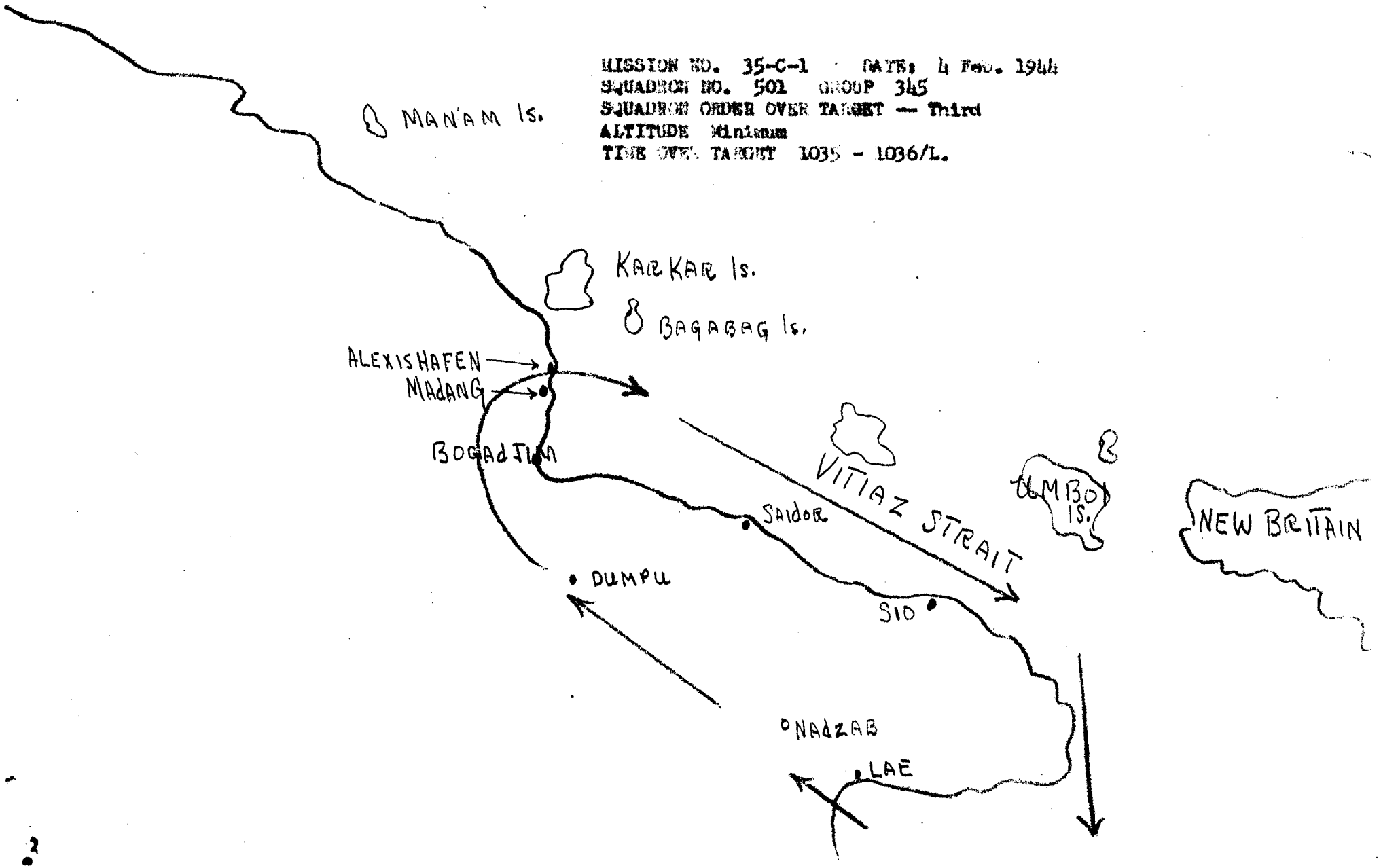
L: Lower U: Upper W: Waist N: Nose L: Left R: Right

PHOTOGRAPHS

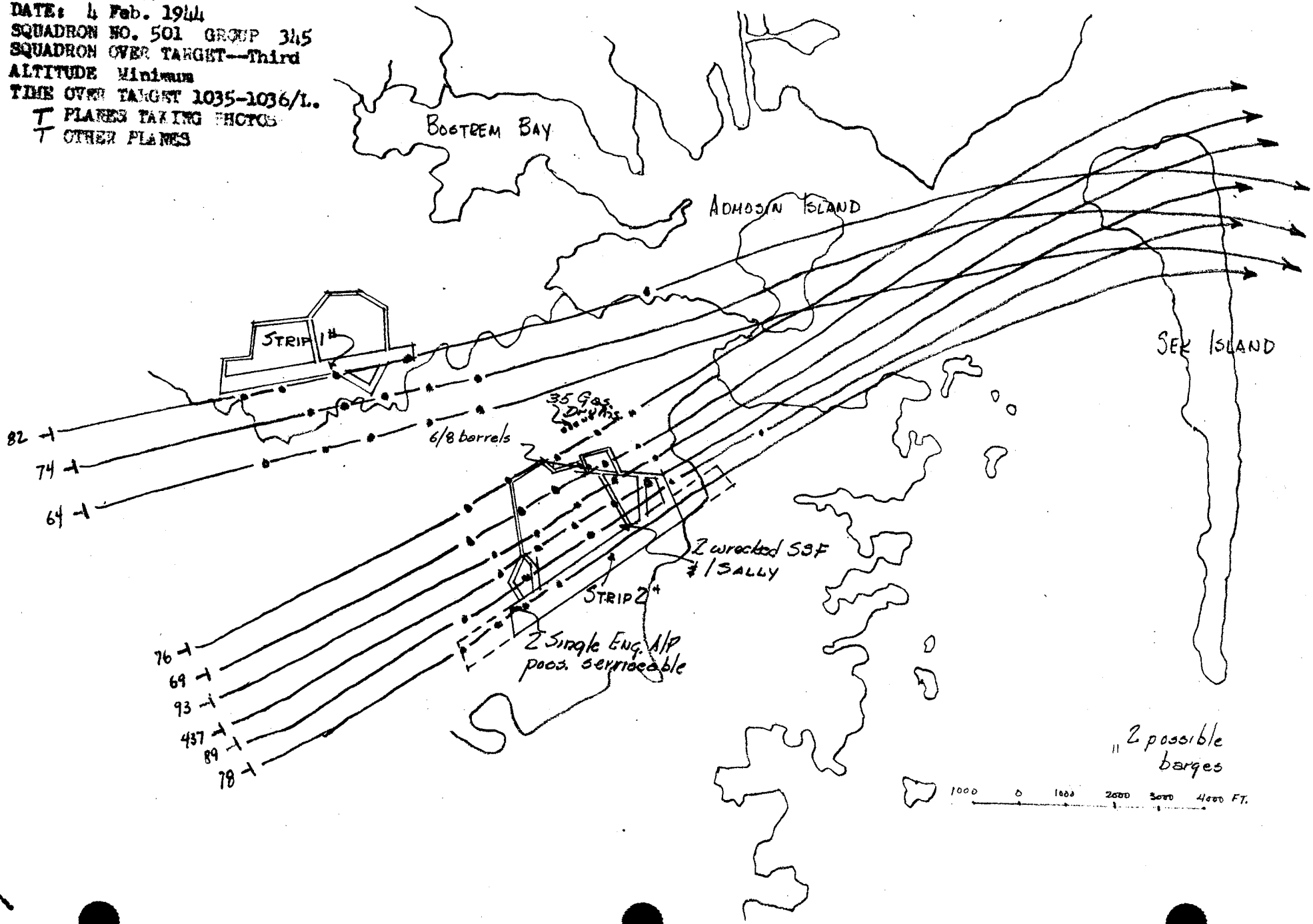
A/F	Time Photo Taken	Locality	Camera	Exposure	Prints Rec'd
069	1035 to 1036/L	Alexishafen	K-21	30	
076	"		K-21	30	
093	"		K-21	15	
064	"		K-21	30	
089	"		K-21	20	
078	"		K-20	20	
437	"		K-20	45	
074	"		K-21	Did not turn switch on	
099	"		K-21		
082	"		K-21	30	
Total				220	

NOTE: Prints not received at the time of submitting this report.

MISSION NO. 35-C-1 DATE: 4 Feb. 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET — Third
ALTITUDE Minimum
TIME OVER TARGET 1035 - 1036/L.



MISSION NO. 35-C-1
DATE: 4 Feb. 1944
SQUADRON NO. 501 GROUP 345
SQUADRON OVER TARGET--Third
ALTITUDE Minimum
TIME OVER TARGET 1035-1036/L.
T PLANES TAKING PHOTOS
T OTHER PLANES



501st
36-C-1
5 Feb 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 508.

6 February 1944.

SUBJECT: Narrative Report on Mission 36-C-1, Performed on 5 February 1944. Objective Hansa Bay, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike against supplies, installations, and shipping in Hansa Bay.

b. The 501st Squadron was to form with the 345th Group over Strip #7 at Dobodura at 1500 ft. and be on course at 0755/L, then make rendezvous with the fighters three (3) miles northwest of Gusap at 3,000 ft. at 0910/L. Then proceed direct to the target. Time over the target was to be at approximately 1000/L.

c. Attack:

(1) The mission was carried out as ordered. Group rendezvous was made from 0742-0750/L. Rendezvous with the fighters was made from 0908-0915/L. The approach to the target was made from the northwest at a heading of approximately 150°, for the attack at 1005-1007/L. The squadron's bombing was excellent. 42 x 500 lb. demo. bombs were dropped in the target from the bivouac area on the shore through the Awar Plantation. Three bombs were dropped in the water, one of these scoring a direct hit on a 20-25 ft. sloop and destroying it. A near-miss on a serviceable twin engine bomber, probably a HELEN, was scored and this plane which was on Condor Strip was also heavily strafed and set afire. Fuel dumps in Awar Plantation at point 606443 were hit and several large fires with black smoke were seen rising to 500 ft. from that area. (Map ref. Rabia East 1:1 mile). A direct hit was scored on the heavy A/A position at Awar point. Another fire with black smoke was started at Awar Point, at point 609436.

(Map reference MUNA East, 1 inch - 1 mile). The entire area along the run was thoroughly strafed with 11,300 rounds of .50 caliber and 3,150 of .30 caliber. The anti-aircraft fire was moderate and did no damage to the planes of this squadron.

(2) The strike was coordinated with the remaining three squadrons of the 345th group, as well as the 3rd Attack group, which struck simultaneously at Nassa Bay from the Awar River south, silencing A/A positions in Rubia village and plantation area, and bombing any shipping in the southern portion of the bay. In the 345th group, the 501st squadron lead the group followed by the 498th, 499th and 500th squadrons respectively. Formations of the group and rendezvous with the fighters, two squadrons of P-40's of the RAAF, was good, and the cover was reported as particularly excellent and close.

4. Interception.

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other allied units on this strike.

2. The 501st squadron led the group and Lt. Col. True, Group Commander, was leader of this mission. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
1. Lt.Col. True	A/P 315	Capt. McGowan	A/P 089	Capt. Cather	A/P 064
2. Capt. Knoll	A/P 437	Lt. Nusbaum	A/P 078	Lt. Lewis	A/P 093
3. Lt. Clark	A/P 076	Lt. Vogt	A/P 074	Lt. Barth	A/P 082
				Lt. McKenney	A/P 099

3. Details of the Mission:

a. The squadron took off from Dobodura from 0740 to 0743, formed over Strip #7, then proceeded past Lae to a point three (3) miles northwest of Gusap, where rendezvous was made with the fighters, then proceeded up the Markham - Ramu Valley to the target. Only one pass was made at the target at 1005 to 1007/L, and withdrawal was made down the coast, over Bogadjim, Madang, and return landing at Dobodura at 1222 to 1225/L.

b. The route flown was from Dobodura to Lae, to Gusap, then up the Markham and Ramu Valley past Atemble, to the target which was approached from the northwest at a heading of approximately 150°. Withdrawal was made out

to sea, then down the northeastern coast of New Guinea, over the Begadjim Road area, down the Markham Valley and return to Dobodura.

c) Lt. Col. True, in A/P 315, led the squadron and group formation. As he approached from the northwest, he directed his attack at the heavy A/A position on Awar Point. His first two bombs fell just short of the position and the third bomb scored a direct hit on the position. His remaining two bombs hit on shore just beyond the gun position, but were seen to skip into the water.

Capt. Knell, in A/P 437, flew in #2 position, and dropped his bombs at intervals from Awar Plantation to the coast. He strafed heavily the target from the bivouac area to Awar Pt. This crew observed a M/G position at the north end of Condor strip, as well as a large explosion from the vicinity of Awar Village.

In #3 position, Lt. Clark, in A/P 076, scored a near miss with his first bomb on a twin-engine bomber, probably a HELEN, on Condor strip. His next three bombs were dropped between the strip and the Point, and his fifth bomb scored a direct hit on a 20-25 ft. sloop, the bomb skipping into the stern and destroying the boat. Fires were seen in the vicinity of Condor Pt. by this crew, as well as 2 or 3 small barges at the jetty area, south of Awar Plantation.

Capt. McGowan, led the second flight, in A/P 089, and released his bombs at intervals from south of Condor strip to the jetty area south of Awar Plantation. He strafed along the entire route. Capt. McGowan and his crew observed 8 to 10 huts 300 ft. northwest of Condor strip, 12-15 barges at the jetties north of Awar village, and a "launch" off Awar Pt., which is the craft that was hit by Lt. Clark.

In #2 position, Lt. Nusbaum, in A/P 078, dropped all five of his bombs in Awar Plantation, and strafed that area also. The crew observed a fuel dump about 150 ft. southeast of the Condor strip as well as fuel fires at Condor Point. A Sugar Charlie was seen in the harbor south of Awar Plantation, and A/A fire was coming from this strip, which was apparently previously wrecked. Approximately seven barges were seen

Narrative Report on Mission 36-C-1, cont'd.

in the northern part of the harbor.

Lt. Vogt, in A/P 074, flying in #3 position, released his bombs also in the target, but due to the wooded terrain, could not assess the damage done. His crew did observe camouflaged stores under the trees about 400 feet south of Condor strip.

The third flight was led by Captain Cather, in A/P 064, who released his bombs at intervals in the Awar Plantation, the last one starting a fire with heavy black smoke rising to 500 ft. on the northern part of Awar Pt.

Lt. Lewis, in A/P 093, flew on Capt. Cather's right wing and strafed a twin-engine bomber and set it afire. This plane was on the Condor strip. His bombs were released in the plantation itself. They observed another unserviceable bomber on this strip also.

In #3 position, Lt. Barth, in A/P 082, toggled his bombs at intervals in the Awar Plantation, seeing considerable debris fly as the result of the bomb bursts. A gasoline dump east of the strip was seen to be hit and set on fire, and a large explosion was observed in the Awar village area, as well as a barge seen to be hit by a bomb from the 500th squadron at point 680423.

Lt. McKenney, in A/P 099, flew #4 in this flight and came down the coast, strafing the entire run. His bombs failed to release due to rack malfunction and were salvoed at sea. This crew observed a possible gun position on shore 3½ miles northwest of Condor Pt. This position, at pt. 640483, consisted of a log building covered on three sides, and a flat roof and was facing out to sea.

d. Ack-ack fire was of heavy, medium and light caliber, moderate intensity, inaccurate, with the altitude fairly good. The A/A was seen to come from the following positions:

Simanango village, at point 662413. (All ref. Rubia E. 1:1 mi).
Rubia Pltn. point 670383, heavy ack-ack
North of Awar village, 681439. Medium ack-ack
Awar point, 690433. Heavy ack-ack.
Awar Pltn.—2 medium positions. 678443.

e. Fighter protection provided by 2 squadrons of P-40's of the RAAF was reported as excellent.

Narrative Report on Mission 36-C-1, cont'd.

f. There was no damage sustained by any of our planes.

g. There were no injuries to any of our personnel.

h. In the opinion of the officer submitting this report, there were no individual actions warranting awards or citations.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. There were no sightings other than those given above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing and Photo Tables.

Narrative Report on Mission 36-C-1, 501st Sq.

BOMBING TABLE #1.

A/P	No. Bombs	Type	Weight	No. Dropped on Target		Remarks
				Hits	Misses	
315	5	8/11	500 lb	3	2	
076	5	"	"	5		
437	5	"	"	5		
078	5	"	"	5		
089	5	"	"	5		
074	5	"	"	5		
099	5	"	"			5 Salvoed
064	5	"	"	5		
093	5	"	"	5		
082	5	"	"	5		
Total	50			43	2	5

STRAFING TABLE #2.

A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
315	4800			2000		
076	"	1150	URN/ULN	"	500	Nil
437	"	950	URN/ULN	"	200	Nil
078	"	600		"	200	Nil
089	"	1300	URN	"	800	Nil
074	"	1425	URN	"	400	Nil
099	"	1325	URN	"	350	Nil
064	"	1650	ULN/LLN	"	200	Nil
093	"	1300		"	100	Nil
082	"	1600		"	400	Nil
Total	48000	11300		20000	3150	

L: Lower U: Upper W: Waist N: Nose L: Left R: Right

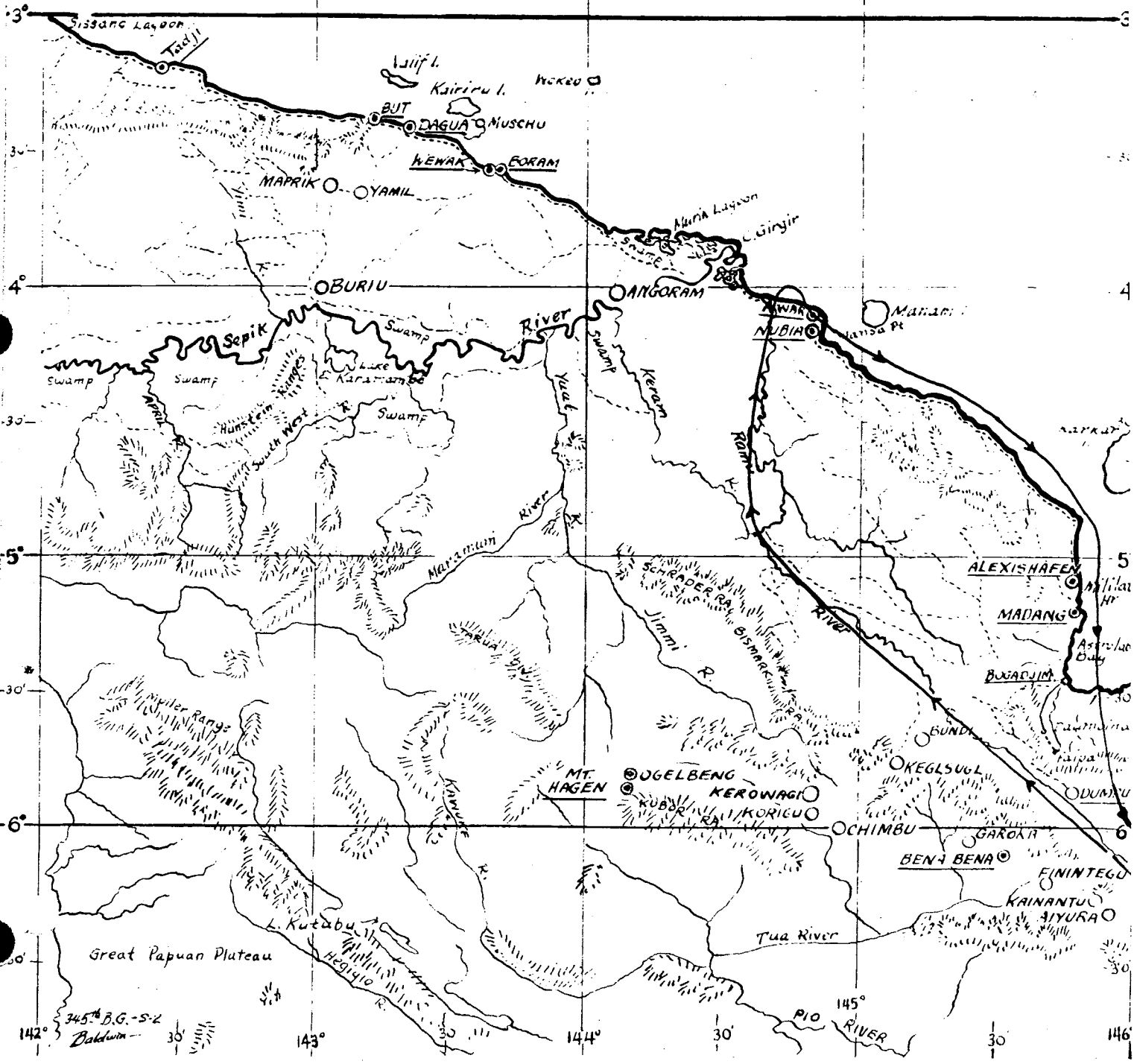
PHOTOGRAPHS

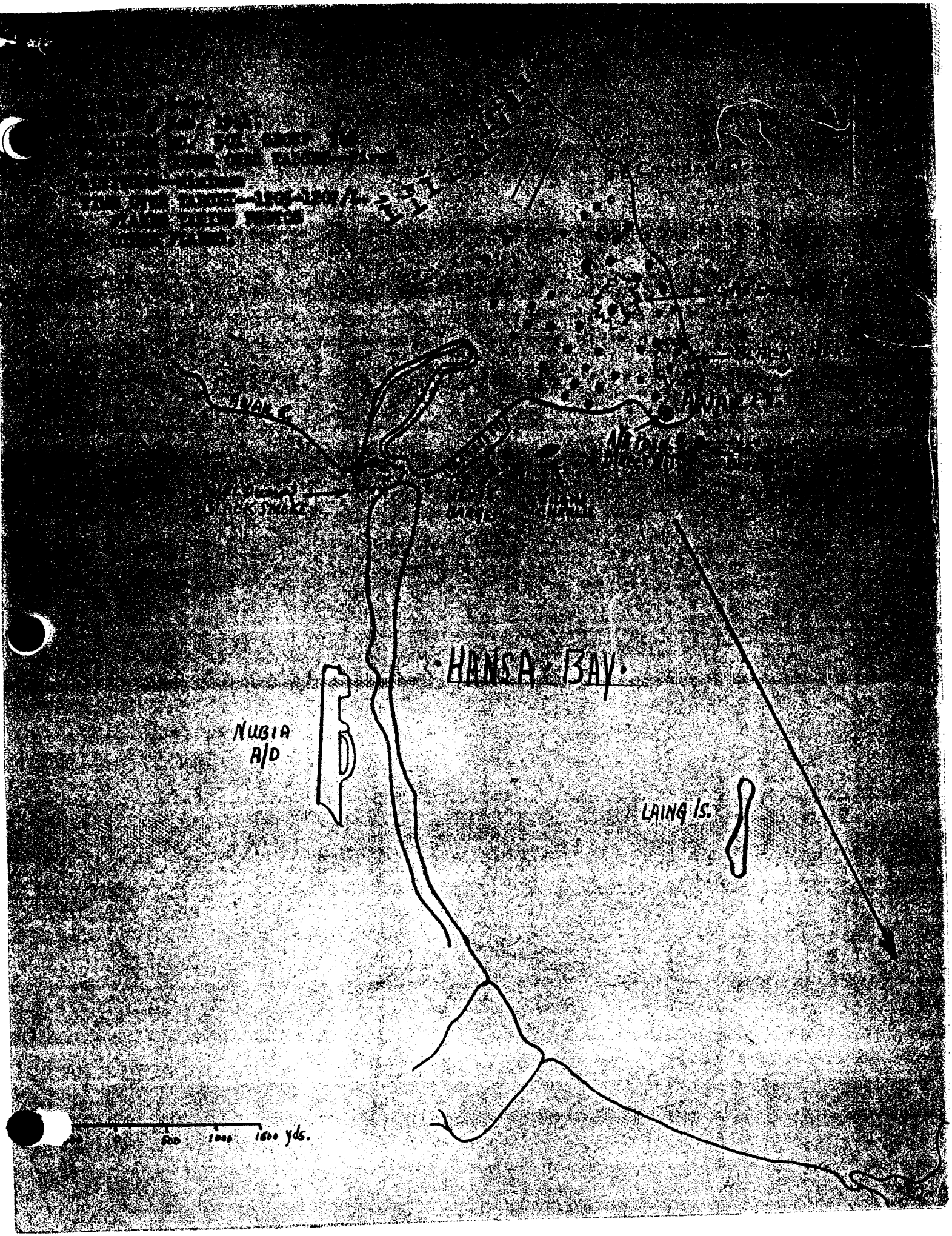
A/P	Time Photo Taken	Locality	Camera	Exposure	Prints Rec'd
315		Hanna Bay	K-21	No Camera	
076	1005 to 1007/L.		K-20	30	
437	" "		K-20	10	
078	" "		K-21	20	
089	" "		K-21	30	
074	" "		K-21	Did not turn switch on.	
099	" "		K-21	30	
064	" "		K-21	30	
093	" "		K-21	30	
082	" "		K-21	30	
Total				210	

NOTE: Prints were not received at the time of submitting this report.

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

MISSION NO. 36-C-1 DATE 5/2/44 #19
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET FIRST
ALTITUDE MIN. FT.
TIME OVER TARGET 1205-1207/L/5
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)




HANSA BAY
NUBIA
A/D
LAING Is.
1000
1600 yds.

501
37-C-1
6 Feb 44

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

7 February 1944.

SUBJECT: Narrative Report on Mission 37-C-1, Performed on 6 February 1944. Objective Bogia Harbor to Cape Croisilles, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike covering the coastline from Bogia Harbor to Cape Croisilles, with intent to destroy any barges, supply dumps, or enemy personnel in this area.

b. The 501st Squadron was to form with the 500th Squadron over Dobodura, then proceed to Finschhafen for rendesvous with fighters at 4,000 ft., then proceed to the target by way of the Vitias and Isumrud Straits. Time over the target was to be 1515/L.

c. Attack:

(1) The squadron took off from Strip #4, joined with the 500th Squadron, and carried out the mission as ordered, with the exception of rendesvous with fighters, which was made at 2,000 ft. instead of 4,000 ft, due to weather conditions at Finschhafen. Rendesvous was completed at 1340/L, and the formation then proceeded to the target. The 501st Squadron's bombing was excellent, with 34 x 500 lb. 8/11 sec. delay demo. bombs being dropped in the target. The coastline and trails from Bogia to Cape Croisilles were thoroughly strafed. Only one barge was sighted. Numerous villages along the coastal track were bombed and strafed. One large building at TAVITAI Mission was destroyed. A bridge in SARANG Plantation was destroyed by direct bomb hit. A native building on the shore of BIAU Bay was set afire by strafing, two huts were destroyed at Cape TOMBERAM, and one hut was destroyed at KURUMAT Village. Crews reported very little evidence of enemy activity in the area, stating that bridges along the main coastal track previously destroyed were still not repaired and the entire track seemed to be in a run-down condition.

Narrative Report on Mission 37-C-1, cont'd.

Our planes received no A/A or M/G fire. There were no enemy airplanes sighted and none destroyed. Crews reported seeing medium caliber A/A fire from a new position 2½ miles southeast of Uligan Harbor. This position seemed to consist of 5-6 guns, which were observed firing at the airplanes of the 500th squadron, and at the P-38 escort.

(2) Our squadron and the 500th Squadron were the only bomber squadrons on the mission. Rendezvous with fighters and cover provided were reported as good.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied units on this strike.

2. The 500th Squadron led the formation, and Capt. Cather led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Cather	A/P 064	Capt. McGowan	A/P 084	Lt. Symms	A/P 076
Lt. Monaghan	A/P 074	Lt. Lewis	A/P 093	Lt. McKenney	A/P 099
Lt. Tunne	A/P 089				

3. Details of the Mission:

a. The squadron took off at 1235/L, completed rendezvous with fighters at 1340/L, and carried out their attack from 1514-1535/L, then returned to base, landing 1727-1730/L.

b. The route flown was Dobodura to Finschhafen, through the Vitiaz Strait and Isumrud Strait to Bogia Harbor. One pass was made, on a 125 degree heading.

c. (1) Capt. Cather, in A/P 064, led the squadron and Lt. Monaghan, in A/P 074, and Lt. Tunne, in A/P 089, flew with him in No. 2 and No. 3 positions in the first flight. Capt. Cather dropped one bomb each among buildings in Bogia Plantation, TOLANNI, and KURUMAT. He dropped two bombs at Cape TORBENNAM, destroying two native-type buildings there. He strafed the entire area. He reported seeing a new footbridge, about five planks wide, near TUKAIN Village. (535-803 KAHYAR West 1:1 mile), and several newly-built huts at TUKAIN Village itself. Lt. Monaghan dropped his

Narrative Report on Mission 37-C-1, cont'd.

bombs in DALMA, DOGAMUR, SAPARA, SIBIMI, and one in an unnamed village at Franklin Bay. There, and the entire coastal track, were heavily strafed. His crew reported no sightings of importance. Lt. Tunno dropped his bombs in DAGOI, SNARONE, MANDRIKI, SUARA, and DOGAMUR. These, and the entire track were strafed. Lt. Tunno sighted one barge near DALMA, but was unable to make a run on it.

(2) Capt. McGowan, in A/P 084, led the second flight, with Lt. Lewis, in A/P 093, in No. 2 position. Capt. McGowan bombed MANGAL, BILAU, TONGEMAN, and BURIP Villages, and destroyed a bridge in Sarang Plantation with a direct hit. His crew gave an excellent description of the A/A fire from the new position southeast of Uligan Harbor. There were no other important sightings reported. Lt. Lewis bombed DOGAMUR, BOLOLAO, SAPARA and MEDIBUR villages, and destroyed a large mission-type building at TAVITAI Village with a direct hit. The entire area was well strafed. He reported seeing two barges in Hansa Bay, and what might have been supplies in a plantation at Franklin Bay.

(3) Lt. Symons led the third flight, in A/P 076, and Lt. McKenney flew with him in A/P 099 in No. 2 position. Lt. Symons bombed the village on the north shore of Franklin Bay, MALALA, MORO and MEDIBUR Villages, and the coastal track ½ mile north of ULIMASI Mission. Lt. McKenney dropped three bombs in DAGOI Plantation and two in DOGAMUR Plantation. He strafed the entire coastal area. His crew reported seeing a five foot square orange life raft, floating off Finschhafen at position 11759-E—0705-S at 1625/L. No personnel were visible on or near the raft. Lt. McKenney also stated that the mission building at BILAU appeared to be used for storage of supplies.

d. There was no ack-ack or M/G fire encountered by our planes. They observed 8-9 bursts of heavy A/A fire from west of Bumbum Harbor being fired at the 500th Squadron, and medium fire from a new position 2½ miles southeast of Uligan Harbor at approximate position 3h9008 (UVO East 1:1 mile). This position seemed to have at least 5-6 guns. Our crews reported 15-20 bursts in the air at opposite from this position, being fired at the 500th Squadron, and on one other occasion saw eleven bursts in the air being fired at the P-38's. Our planes received nil fire from either of these positions.

Narrative Report on Mission 37-C-1, cont'd.

e. Fighter protection, provided by one squadron of P-38's and one squadron of P-47's, was reported as good.

f. There was nil damage sustained by our planes.

g. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. Additional Sightings:

Supplies near TOMOROT Village (225102, MALALA East 1:1 mile).

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incls.
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing and Photo Tables.

Narrative Report on Mission 37-C-1, 501st Bomb Sq.

BOMBING TABLE #1.

A/P	No. Bombs	Type	Weight	No. Dropped on Target		Remarks
				Hits	Misses	
076	5	8/11	500 lb.	5		
089	5	"	"	5		
084	5	"	"	5		
064	5	"	"	5		
099	5	"	"	4	1	
093	5	"	"	5		
074	5	"	"	5		
Total	35			34	1	

STRAFING TABLE #2.

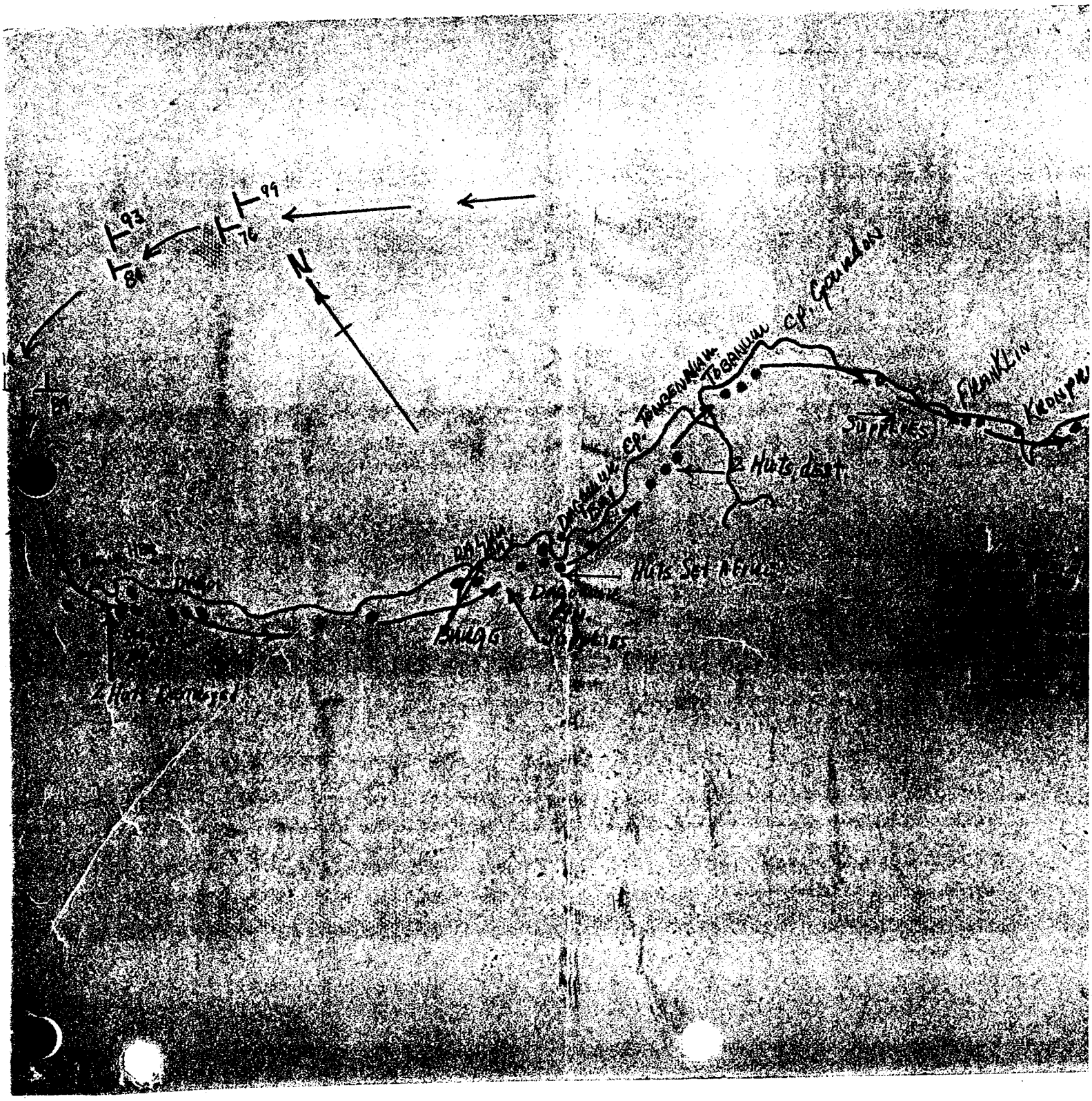
A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
076	4800	3050	UEN/ULN	2000	2000	Nil
089	"	2075	UEN	"	300	Nil
084	"	2750	Nil	"	200	Nil
064	"	2500	ULN/LLN	"	400	Nil
099	"	2050	UEN	"	400	Nil
093	"	1800	UEN/LLN	"	500	Nil
074	"	1200	ULN	"	400	Nil
Total	33,600	15,425		14,000	4,200	

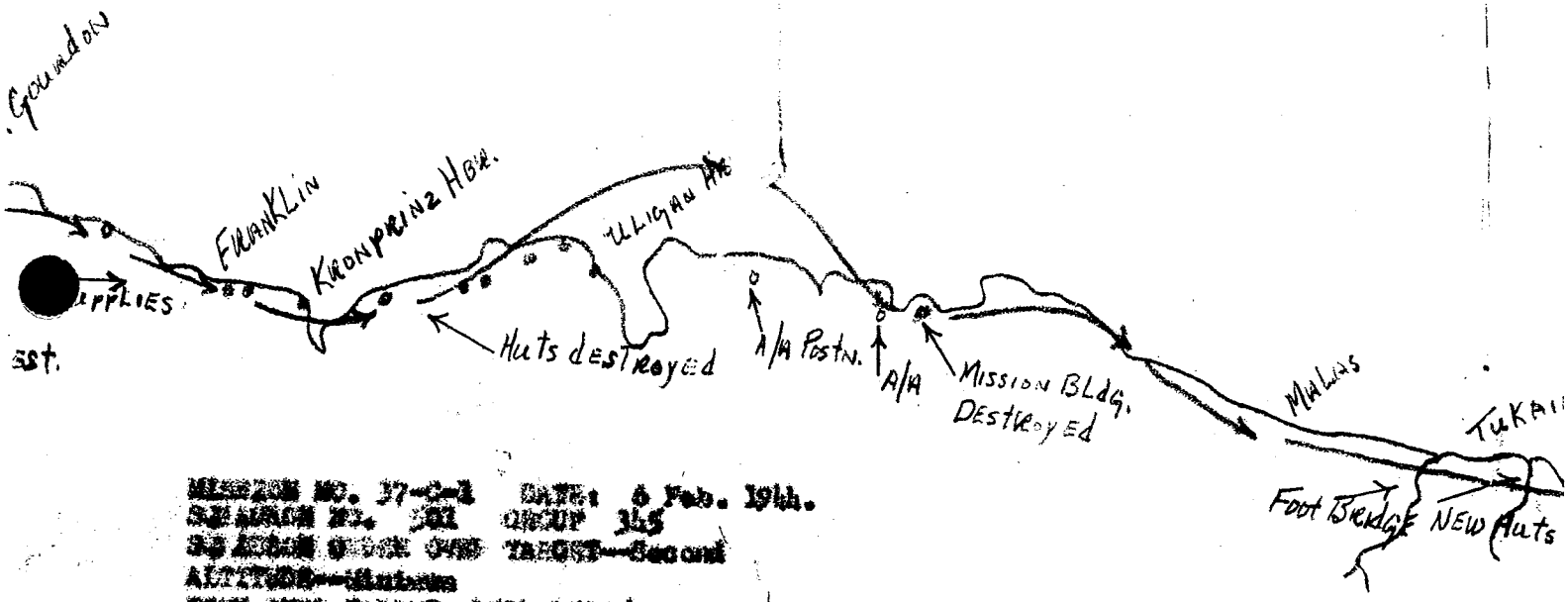
L: Lower U: Upper W: Waist N: Nose L: Left R: Right

PHOTOGRAPHS

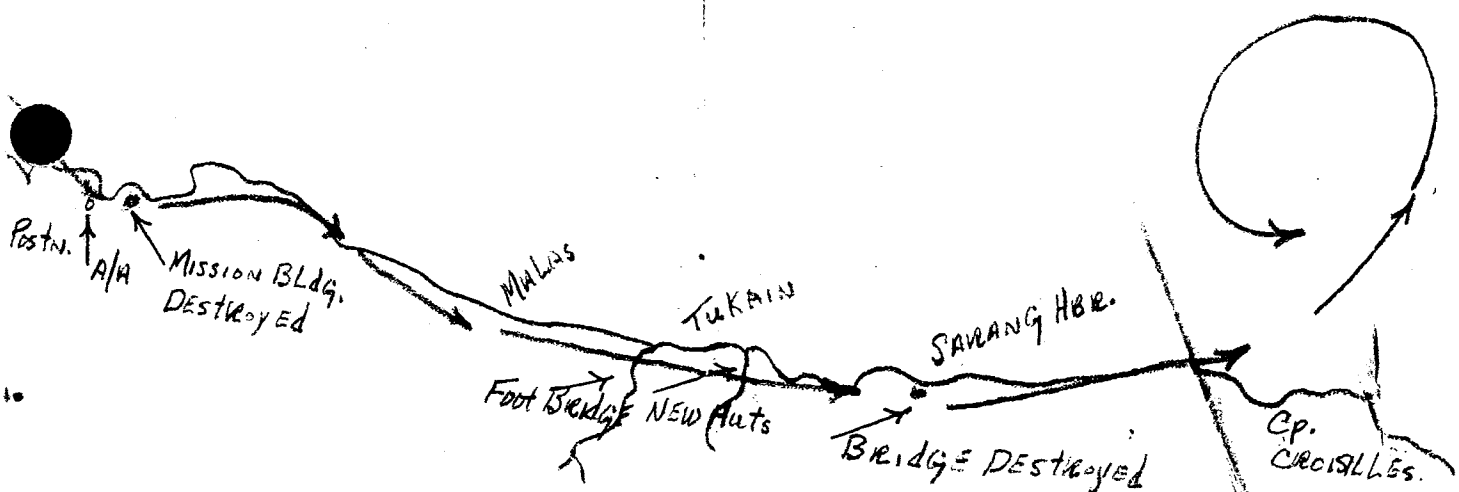
A/P	Time Photo Taken	Locality	Camera	Exposure	Prints Rec'd
076	1514 to 1535/L.	Bogia Hbr.	K-21	30	
089	" "	to	K-21	30	
084	" "	Cape	K-20	25	
064	" "	Croiselles.	K-21	30	
099	" "		K-21	30	
093	" "		K-21	30	
074	" "	Camera take up spool was not turning film over.			
Total				175	

NOTE: Prints were not received at the time of submitting this report.


99
76
93
84
N
Tbgenwah
Tbgandu
Cp. Gandon
Franklin
Kedn
Jupiters
2 Huts East
Cp.
Huts Set Here
Huts
Dahlia
Dahlia
Dahlia



MISSION NO. 37-C-4 DATE: 6 Feb. 1944.
SQUADRON NO. 321 GROUP 345
TIME OVER TARGET 1516-1535/4
ALTITUDE--Minimum
T PLANES TAKING PHOTOS
PHOTO PLANES.


Post N.
A/A
Mission Bldg.
Destroyed
Malas
Tukain
Foot Bridge
New Huts
Bridge Destroyed
Sarang Hbr.
Cp.
Croisilles.

501
39-A-1
8 Feb 44

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

8 February 1944.

SUBJECT: Narrative Report on Mission 39-A-1. Performed on 8 Febuary 1944. Objective: Madang, New Guinea.

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

1. GENERAL.

a. The objective assigned was a strike against the MADANG AREA with intent to destroy supplies, installations and barges in this area.

b. The 501st Squadron was to form over Strip #7 at 1500 ft. at Dobodura with the remaining three squadrons of the 345th Group, then proceed by way of Lae to rendezvous five miles northwest of GUSAP at 5,000 ft. with the 3rd Attack Group and the fighters. The time over the target was to be 1055/L.

c. Attack:

(1) The mission was carried out as ordered. The squadron took off from Strip #4 at Dobodura from 0900-0903/L, formed with the Group over Strip #7 at 1500 ft., and proceeded to five miles northwest of GUSAP where rendezvous was made on course between 1025-1030/L with both the 3rd Attack Group and the fighters. From there the formation proceeded to the target, our squadron making its approach at a heading of approximately 45 degrees. Three passes in all were made, bombing and strafing on the first and third runs, and strafing only on the second pass, which was over the targets north of the strip at a heading of approximately 275 degrees. The bombing was excellent with the assigned targets heavily strafed and bombed. Piled-up stores were hit by a bomb in target 16-D, while three bombs in among 12-15 stacks of canvas-covered stores which were seen 100 to 150 ft. apart along the road in Modilan Plantation. There were shacks hit by two bombs in target 21-D, and one (1) hit in a village on TOMBA ISLAND ½ mile east of target 60-D. A bomb hitting just north of target 27-D

caused an explosion, possibly an ammunition dump. In addition to these definite hits, the following number of bombs were dropped on the assigned targets without visible results due to the type of attack: Three (3) bombs in 21-D; five (5) bombs in 60-D; two (2) bombs in 24-D; two (2) bombs in 25-D; five (5) bombs in 16-D; three (3) bombs in 26-D. Two bombs skipped into the water, one in DALISAN PASSAGE, and one north of KRANKIT ISLAND. Crews report, with the exception of the stores in MCDILON PLANTATION and two camouflaged buildings in MATUPI PLANTATION, there were no other signs of activity in the area. Our planes received no A/A or M/G fire. There were no enemy planes sighted and none destroyed. 30 x 500 lb. 4/5 sec. delay demo. bombs were dropped, and 14,750 x .50 caliber and 5,600 x .30 caliber ammunition expended on these targets.

(2) The strike was coordinated with the remaining three squadrons of the 345th Group, as well as the 3rd Attack Group which struck simultaneously at Alexishafen. In the 345th Group, the 500th Squadron led the Group followed by the 501st Squadron, the two squadrons attacking primarily the designated targets south of MADANG A/D. The 498th and 499th Squadrons, in that order, bombed targets north of the strip. Formation of the Group, and rendesvous with the 3rd Attack Group and the fighters, two squadrons of P-47's, was excellent, as was the cover by the fighters.

d. Interceptions:

(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 led the Group, and Captain Knoll led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
1. Capt. Knoll	A/P 084	1. Lt. Kranz	A/P 089
2. Lt. Murphy	A/P 099	2. Lt. Miles	A/P 076
3. Lt. Monaghan	A/P 437	3. Lt. Tunze	A/P 074

Narrative Report on Mission 39-A-1, cont'd.

3. Details of the Mission:

a. The squadron took off from Dobodura from 0900-0903/L, formed over Strip #7, then proceeded past Lae to a point five (5) miles northwest of GUSAP, where rendezvous was made on course with the 3rd Attack Group and the fighters at 1025-1030/L, then proceeded to the target. Three passes were made at the targets from 1045-1054/L, withdrawal was made to the right, and the squadron landed at Dobodura at 1248-1251/L.

b. The route flown was from Dobodura, over the HUON GULF, to Lae, to five (5) miles northwest of GUSAP, then turned north, and approached the target at a heading of 45 degrees for the 1st and 3rd run; the second was made at a 270 degree heading. Withdrawal was made to the right, along the northern coast of the HUON PENINSULA, past Finschhafen and return to base.

c. Capt. Knoll, in A/P 084, led the squadron on its low-level bombing and strafing attack. On the first pass he released two of his bombs on target 60-D, then strafed from there through KRANKIT ISLAND, turned to the right, returned and strafed the island and targets north of the strip, then a turn to the left, and returned over the path of his first pass, releasing three bombs and scoring hits on canvas-covered supplies stored along the road in MOLIDLON PLANTATION. He strafed along this road also, and again over KRANKIT ISLAND, then withdrew to the right.

In A/P 099, Lt. Murphy, flying #2 in this flight, released three (3) bombs on target 60-D on his first run, and one (1) bomb at target 24-D and one (1) at target 26-D on the third pass. He strafed on all three passes, and this crew observed two large barrack type buildings, which were camouflaged with netting and cloth. These buildings were located in the MATUPI PLANTATION, just north of SIAR HARBOR.

Lt. Monaghan, in A/P 137, flying #3 in the first flight, released three (3) bombs in target 21-D with no visible results, and on the third pass dropped one (1) bomb in target 26-D, and one (1) bomb skipped into the water in DALLMAN PASSAGE. The crew observed a fire at ALEXISHAFEN as a result of the attack of the 3rd Attack Group.

Lt. Kranz, in A/P 089, led the second flight and released two (2) of his bombs on target 21-D, scored hits on shacks in that area. On his third pass, one (1) bomb hit in target 24-D, one (1) at target 26-D hitting a shack there, and one in target 16-D. The crew observed a 20-30 foot lugger

Narrative Report on Mission 39-A-1, cont'd.

at the northern end of DALIMAN PASSAGE.

In #2 position, Lt. Miles, in A/P 076, released four (4) bombs in target 16-D, and one in the water on the inlet at KRANKIT ISLAND. Strafing was accomplished along the three runs over the targets.

In A/P 074, Lt. Tunse, in #3 position, toggled his first bomb at JOMBA ISLAND, hitting in the village there, his second bomb hit in target 25-D. He strafed KRANKIT Island, turned, strafing SIAR ISLAND and the targets north of the strip, then on the third pass he dropped (1) bomb in target 25-D, one (1) just north of target 27-D which caused an explosion, and one (1) bomb in target 16-D. A bridge near BILIAU was noted to be in good order.

All crews, however, agreed that the target area appeared to be "Gloucesterized" and desolate, with no signs of activity evident, except for the few stores seen and a few buildings.

d. There was no A/A fire or ground fire encountered.

e. Fighter protection, area cover, was provided by two squadrons of P-47's, and was reported as excellent.

f. There was nil damage sustained by our planes.

g. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. There were no sightings other than those given above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

3 Incl:
Incl. 1 -Route and Sightings.
2 -Bombing Assessment Diagram and Photo Interpretation.
3 -Bombing, Strafing and Photo Tables.

Narrative Report on Mission 39-A-1, 501st Bomb Sq.

BOMBING TABLE #1.

A/P	No. Bombs	Type	Weight	No. Dropped on Target		Remarks
				Hits	Misses	
084	5	4/5	500 lb.	5		
099	5	"	"	5		
437	5	"	"	4	1	
089	5	"	"	5		
076	5	"	"	4	1	
074	5	"	"	5		
Total	30	4/5	500 lb.	28	2	

STRAFING TABLE # 2.

	.50 Caliber			.30 Caliber		
A/P	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
084	4800	2900	URN/URW	2000	2000	Nil
099	"	2950	URW	"	800	Nil
437	"	2200	Nil	"	1000	Nil
089	"	1900	LRW	"	600	Nil
076	"	3300	URW/ULW	"	1200	Nil
074	"	1500	ULW/LLW	"		
Total	28,800	14,750		12,000	5,600	

L: Lower U: Upper N: Nose W: Waist R: Right L: Left

PHOTOGRAPHS

A/P	Time Photo Taken	Locality	Camera	Exposure	Prints Rec'd
084	1045 to 1054/L.	Madang	K-20	10	
099	" "		K-21	30	
437	" "		K-20	20	
089	" "		K-21	30	
076	" "		K-21	30	
074	" "		K-21	Did not turn switch on.	
Total				120	

NOTE: Prints were not received at the time of submitting this report.

501
44-C-1
13Feb44

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

14 February 1944.

SUBJECT: Narrative Report on Mission FFO 44-C-1. Performed 13 February, 1944. Objective: Momote Area, Admirality Islands.

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

1. GENERAL.

a. The objective assigned was a strike against the Momote Area with intent to destroy supplies, installations, and shipping.

b. The 501st Squadron was to form over Strip # 7 at 1500 feet at Dobodura with the other three squadrons of the 345th Group, and with three squadrons of the 38th Bomb Group. Rendezvous with the fighters was to be over Tolokiwa Island at 2000 feet. The time over the target was to be 0945 to 1000/L.

c. The mission was successful and was carried out as ordered. The squadron took off from Strip # 4 at Dobodura from 0715 to 0722/L, formed with the 345th Group over Strip # 7 at 1500 feet; and followed the 38th Group to the target. The Group arrived at the rendezvous point - Tolokiwa Island at approximately 0855 to 0900/L, but did not see the fighters there, and proceeded to the target. As they approached the target, the squadron made a feint at Momote A/D, then turned to the left, and made their bombing run at a heading of approximately 315°. The planes, with the exception of A/P 093 which bombed on a second pass made one pass on the target, turned to the right over Seeadler Harbor, made a circle and returned over Manus Island. Only ten (10) planes of our squadron reached the target, as two were forced to return to base due to engine trouble. The bombing of the target, designated 9D, was excellent with fourty-four (44) of the bombs hitting in the central and northern part of the assigned area. The six (6) remaining bombs were misses, hitting just off shore in the water. One fire with black smoke rising 500 feet was started west of Papitalai Mission; but other results were not visible. In all there were 50 x 500 lb. inst. nose fuse, 4/5 sec. delay tail fuse dropped. No ammunition was expended.

(2) The strike was coordinated with the remaining three (3) squadrons of the 345th Group, as well as three (3) squadrons of the 38th group, who struck the Momote A/D just before our attack. In the 345th Group, the 498th squadron lead the attack, followed by the 499th, 500th and 501st in that order. Formation of the group was a little slow due to congestion at Strip # 4 at take off, and consequently the arrival at the rendesvous Tolokiwa Island, was behind schedule. The fighters were not at the rendesvous and the group proceeded to the target without cover.

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 lead the Group, and Captain Knoll lead our squadron, with Lt. Col. Fridge, Deputy Group Commander, flying in A/P 093 as Co-Pilot. Flights were as follows.

	FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
1.	Capt. Knoll	A/P 595	Lt. Barth	A/P 082	Lt. Krans	A/P 604
2.	Lt. Miles	A/P 089	Lt. Loyd	A/P 084	Lt. Tunse	A/P 074
3.	Lt. Murphy	A/P 069	Lt. Symons	A/P 064	Lt. Mc Kenney	A/P 099
					Lt. Clark	A/P 093

3. Details of the Mission.

a. The squadron took off from Dobodura at 0715 to 0722/L, formed over Strip # 7, reached Tolokiwa Island at 0855 to 0900/L, then proceeded to the target. The target was hit from 0955-1003/L, a 360° turn made over Seeadler Harbor, and returned to base on the same route. The squadron landing at Dobodura at 1238 to 1243/L.

b. The route flown was Dobodura to Tolokiwa Island, to the target and return by the same route.

c. Capt. Knoll led the squadron into the target. He made his approach on a 315 degree heading, coming in at 7800 feet for the bombing run. The squadron was in close formation of flights of V's in trail at ten second intervals. The wing men in the first three flights released their bombs on these flight leader's A/P. Bombing was excellent, with fourty-four bombs falling directly into the assigned target and one bomb falling over for a near miss in the water.

Narrative Report on Mission FFO 44-C-1, cont'd.

Lt. Clark in A/P 093 was the only pilot in the fourth flight to reach the target, as Lt. Monaghan and Lt. Coffman were forced to turn back earlier due to engine troubles. Lt. Clarke was unable to release his bombs on his first run so continued out over Seeadler Harbor where he made a 360° turn to the left, coming back on a second bombing run at 6500 feet. He had no bomb sight in his plane and had to drop by guess. All five bombs fell short, hitting in the water north of the target.

d. There was no A/A or ground fire encountered.

e. Rendezvous with the fighters which was to have been an one squadron of P-38's, was not made.

f. There was nil damage sustained by our planes.

g. There were no injuries to our personnel.

4. There were no actions on the part of induviduals that seem to warrant citations.

5. Armament, Ordnance and Photographic Tables are inclosed herewith.

6. Sightings which were confirmed by all crews, were as follows:

Small fire seen East of Momote Strip at Pt. 549737. Gun flashes, possible A/A seen firing on 38th Gp. planes from known A/A positions at pt. 545732 and at Jamandilai Pt. Momote A/D well hit by bombs from 38th Group. Strip appeared unserviceable, numerous bomb hits on runway. (All references Special Map Perlaka Scale 1:20,000).

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing and Photo Tables.

BOMBING TABLE #1

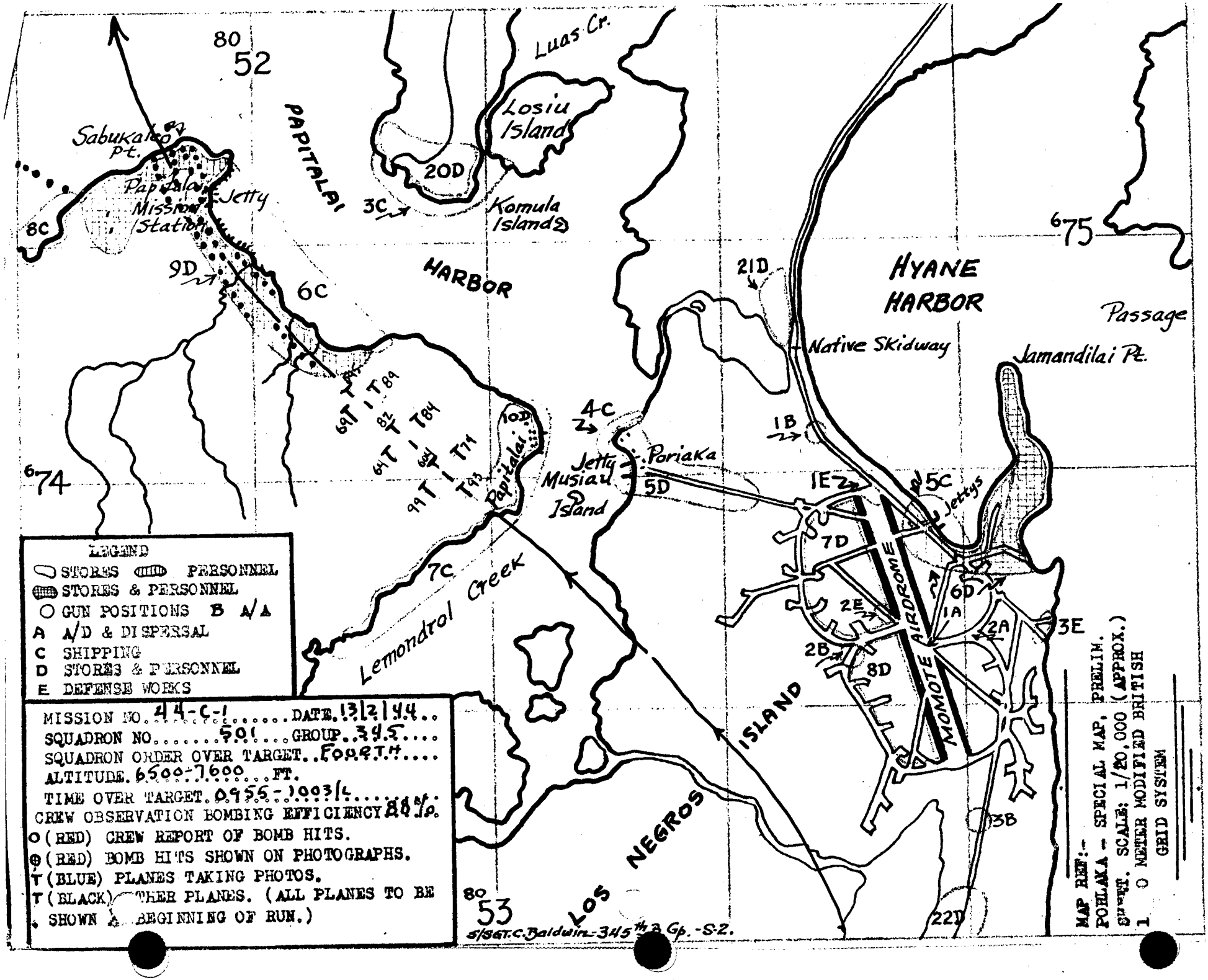
A/P	No. of Bombs	Type	Weight	No. of Bombs Dropped on Target. HITS-Misses	Bombs Returned.	Remarks
093	5	Inst. Nose Fuse, 4/5 sec. delay Tail Fuse.	500 lb.	5		
089	5	"	"	4	1	
595	5	"	"	5		
069	5	"	"	5		
060	5	"	Plane did not reach target		5	
082	5	"	500 lb.	5		
084	5	"	"	5		
064	5	"	"	5		
604	5	"	"	5		
074	5	"	"	5		
099	5	"	"	5		
437	5	"	Plane did not reach target		5	
TOTAL	60			44	6	10

STRAFING TABLE #2

No rounds of .30 or .50 Calibre Ammunition were expended

PHOTOGRAPHS #3

604	K-21	30 shots
595	K-21	30 shots were taken before reaching target
082	K-21	30 shots
089	K-17	15 shots
	K-20	12 shots
TOTAL		117


80
52
Luas Cr.
Losiu Island
PAPITALAI
Sabukaloo Pt.
Papitalai Mission Station
Jetty
20D
3C
Komula Island
8C
9D
6C
HARBOR
675
21D
HYANE HARBOR
Passage
Native Skidway
Jamandilai Pt.
64T - T89
82
64T - T84
69
99T - T71
T93
10D
Papitalai
4C
1B
Jetty
Musiau Island
Poriaka
5D
674
1E
5C
Jettys
7D
6D
1A
2E
2A
3E
2B
8D
MOMOTE AIRDROME
7C
Lemondrol Creek
LOS NEGROS ISLAND
13B
80
53
22D
S/SGT. C. Baldwin - 345th B Gp. - S-2.
LEGEND
STORES
PERSONNEL
STORES & PERSONNEL
GUN POSITIONS B A/A
A A/D & DISPERSAL
C SHIPPING
D STORES & PERSONNEL
E DEFENSE WORKS
MISSION NO. 44-C-1 DATE. 13/2/44
SQUADRON NO. 501 GROUP. 345
SQUADRON ORDER OVER TARGET. FOURTH
ALTITUDE. 6500-7600 FT.
TIME OVER TARGET. 0955-1003½
CREW OBSERVATION BOMBING EFFICIENCY 80%
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:- POHLAKA - SPECIAL MAP, PRELIM.
SCALE: 1/20,000 (APPROX.)
1 0 METER MODIFIED BRITISH GRID SYSTEM

501
45-21
14Fe644

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

15 February 1944.

SUBJECT: Narrative Report on Mission FFO 45-0-21 Performed 14 February 1944. Objective: Momote Area, Admiralty Islands.

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

1. GENERAL.

a. The objective assigned was a strike against supplies, stores, aircraft and all enemy installations in Momote Airfield Area.

b. The 501st squadron was to form over Strip # 7 at 1500 feet at Dobodura with three other squadrons of the 345th Group and three squadrons of the 38th Group. Rendezvous with fighter escort was to be over Tolokina Island at 2000 feet. The time over the target was to be 1030/L to 1045/L.

c. The mission was successfully carried out as ordered. The squadron took off Strip # 4 at 0750 to 0755, formed with the remainder of the 345th Group over Strip # 7 at 1500 feet and took off on course followed by the 38th Group. The formation arrived at Tolokina Island and effected rendezvous with the fighter escort at 0925. The squadron made landfall at Los Negros Island in the vicinity of Momote Strip.

(2) The squadron passed over the target at a heading of 315°, crossed Papitalai Harbor, circled to the right over the North end of Los Negros Island, crossed Hyane Harbor, then turned left and made their bombing run on a heading of 135°. As one A/P had returned to base with mechanical trouble, eleven A/P's of this squadron were over the target. The bombing was excellent with fourty-nine bombs (49) scoring direct hits in the target area. One bomb only missed the target and four were salvoed (due to rack trouble) and one returned to base. A large fire was started in the Southeast revetment area, another fire started in the center of the strip and several small fires started in Northwest revetment area. Fifty-five (55) bombs were dropped altogether 500 lb. demo. nose fuse 4/5 sec. delay. No ammunition was expended.

(3) Three other squadrons of 345th Group participated in the strike with three squadrons of the 38th Bomb Group. The 38th Bomb Group were assigned a different target in the area.

Narrative Report on Mission FFO 45-C-1, cont'd.

The 345th Group was led by the 499th squadron with 500th, 501st and 498th squadrons following in that order.

d. Interception.

(1) There was no interception by enemy A/P.

(2) No loss of any of our A/P was observed by our crews.

2. The Group was led by 499th squadron and Major Fain the Squadron Commander led the 501st squadron.

FIRST FLIGHT			SECOND FLIGHT	
1. Maj. Fain	A/P	595	1. Lt. Barth	A/P 082
2. Lt. Symons	A/P	089	2. Lt. Mc Kenney	A/P 099
3. Lt. Tunse	A/P	074	3. Lt. Mirdlinger	A/P 078

THIRD FLIGHT			FOURTH FLIGHT	
1. Lt. Evans	A/P	604	1. Lt. Clark	A/P 076
2. Lt. Monaghan	A/P	093	2. Lt. Miles	A/P 069
3. Lt. Murphy	A/P	084	3. Lt. Lloyd	A/P 060

3. Details of the Mission.

a. The squadron took off from Strip # 4 at 0750/L to 0758 /L, formed over Strip # 7 reached Tolokiva Island at 0925 and then proceeded to the target. The target was hit from 1032/L to 1042/L, the group formation was regained and returned to Base, landing at Dobodura at 1305/L to 1310/L.

b. The route flown was from base to Tolokiva Island and then returned by the same route.

c. Major Fain led the squadron into the target. He made his approach on a heading of 135° at an altitude of 7500 feet. The squadron formation over the target was flights of three in V formation, the wing man and following flight bombing on the flight leader. Bombing was excellent with fourty-nine bombs (49) falling directly on the assigned target and one bomb falling in the water.

Lt. Barth leading the second flight returned to base with mechanical trouble and Lt. Mc Kenney assumed leadership of this flight.

d. There was no A/A encountered.

e. Rendesvous with the fighter escort was excellent.

f. There was nil damage received by our planes.

Narrative Report on Mission FPO 45-C-1, cont'd.

g. There were no injuries to our personnel.

4. There were actions on the part of an individual which justify a citation. The necessary papers will be submitted.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings confirmed by all crews were as follows:

Approximately 20 red buildings in good condition seen near coast in Salami Plantation. Near Pt. 52875. Small lugger seen at Pt. 537759. 7/8 buildings near shore at Pt. 552740 and 3/4 buildings near 1000 yards from that point. Above map reference (Forlana 1/20000). 2 small boats, houses and well kept Plantation on Northeast side of Rambutyo Island at 0220 S. 14745 E. House radio tower and power lines on Saumi Island. 0246 S - 14745 E. 5 barges on Southeast shore of Lau Island at 0225 S - 14727 E.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing and Photo Tables.

BOMBING TABLE #1

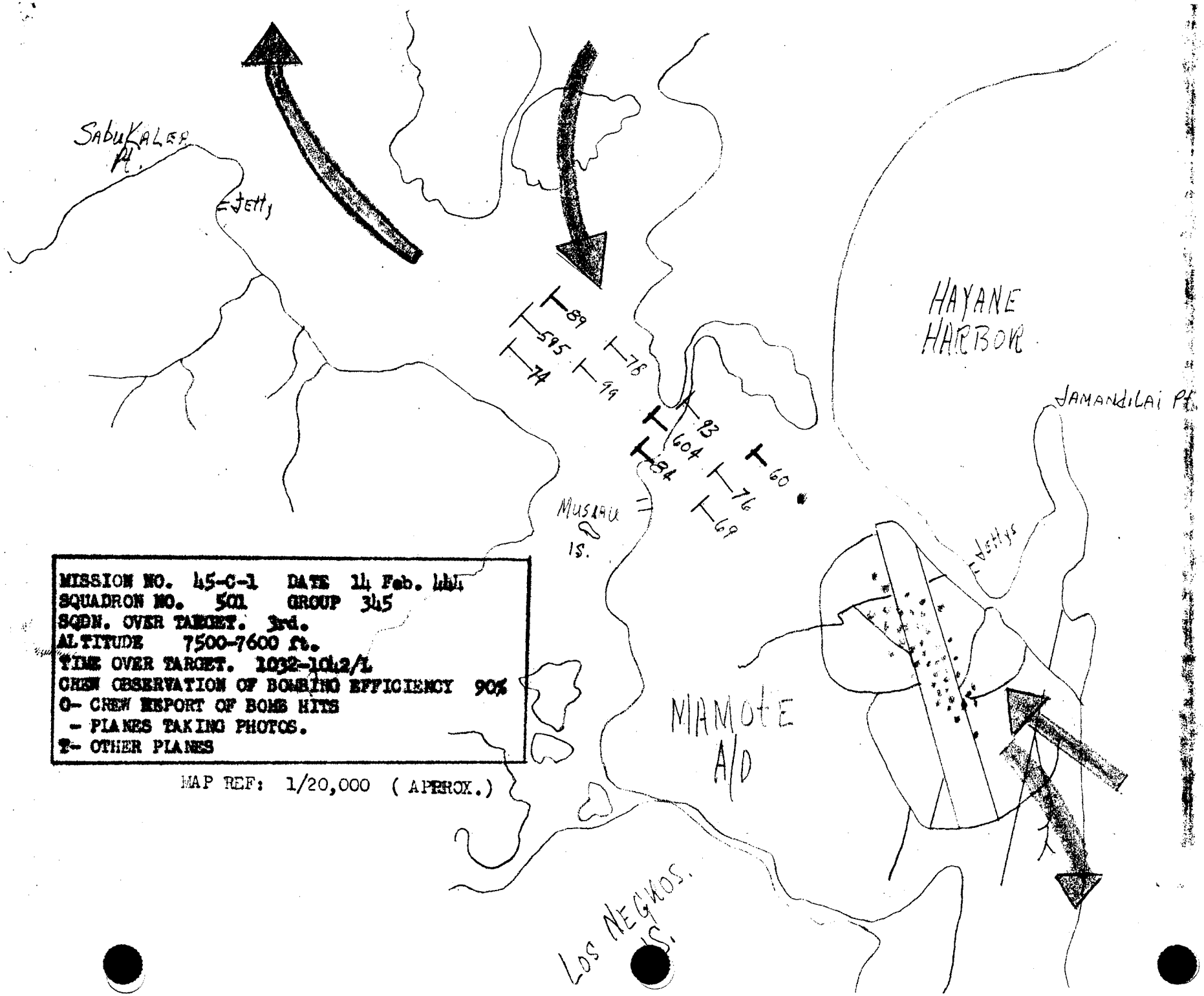
A/P	NO. OF BOMBS	TYPE	WEIGHT	NO. OF BOMBS DROPPED ON TARGET	BOMBS RTD.	SALVOED	REMARKS
595	5	Inst. nose fuse & .025 sec. tail fuse.	500lb.	5			
089	"	"	"	5			
074	"	"	"	5			
082	"	"	"		5		
099	"	"	"	5			
078	"	"	"	5			
604	"	"	"	5			
093	"	"	"	5			
084	"	"	"	5			
076	"	"	"	5			
069	"	"	"	4	1		
060	"	"	"	1		4	
TOTAL	60		6000	50	6	4	

STRAFING TABLE #2

NO ROUNDS OF .30 OR .50 CALIBRE AMMUNITION WERE EXPENDED

PHOTOGRAPHS #3

A/P	TYPE CAMERA	NO. SHOTS TAKEN
604	K-21	30
089	K-21	30
060	K-17	30
076	K-21	10
TOTAL		100



MISSION NO. 45-C-1 DATE 14 Feb. 44
SQUADRON NO. 5Cl GROUP 345
SQDN. OVER TARGET. 3rd.
ALTITUDE 7500-7600 ft.
TIME OVER TARGET. 1032-1042/L
CREW OBSERVATION OF BOMBING EFFICIENCY 90%
O- CREW REPORT OF BOMB HITS
- PLANES TAKING PHOTOS.
T- OTHER PLANES

MAP REF: 1/20,000 (APPROX.)

501
46-C-1
15Feb44

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

16 February 1944.

SUBJECT: Narrative Report on Mission FTO 46-C-1. Performed 15 February 1944. Objective: Kavieng Township.

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

1. GENERAL.

a. The objective assigned was a strike against stores, personnel, ack-ack positions, and shipping in the Kavieng Township area.

b. The 501st squadron was to form over Strip # 7 at 1500 feet at Dobodura with the three other squadrons of the 345th group, and three squadrons of the 38th group were to lead. Rendezvous with the fighter escort was to be over Sand Island at 2000 feet. The time over target was to be 1100/L.

c. The mission was highly successful and was carried out as ordered. The squadron took off from Strip # 4 at Dobodura at 0756 to 0800/L, formed with the 345th Group over strip # 7 at 1500 feet, and followed the 38th group to the target. The formation made one circle at Sand Island, making rendezvous there with the fighters at 1955 to 1005/L, and then proceeded to the target. A wide "S" turn was made to left around the eastern end of Dyaul Island, and then landfall was made on New Ireland at a point five (5) miles west of Kaut Bay on the south shore. Approach was made across Balgai Bay, then around Cape Siwusat, along the coast to the target itself. The bombing and strafing run was made at a heading of approximately 35° and the bombing was excellent. Of the fourty-five (45) bombs dropped on the target, fourty-two (42) were hits. One large building in Chinatown was blown up by a direct hit, as were several other buildings in that area. Direct hits on an oil dump in this same area resulted in a large explosion, with a great ball of flame and column of black smoke rising into the air. A Sugar Charlie near the main wharf was hit by a bomb in the stern and was seen to be sinking. There was also one "Near Miss" on an already burning unidentified M/V, 5000 feet, south of the Main Wharf. The bomb was seen to hit on the deck of this ship, skid off the deck, and explode near the bow. Three float planes, either Rufes or Petes, were definitely destroyed at the Float Plane Base, and two (2) F/P were strafed and left burning,

Narrative Report on Mission FFO 46-C-1, cont'd.

while two (2) were seen smoking. A lugger near the Main Wharf was destroyed by a direct bomb hit. The entire area was thoroughly strafed with 16,700 .50 caliber and 3,100 .30 caliber and the target was left covered with heavy smoke up to 2,000 feet, which was visible for thirty miles. One of our A/P, # 74, was hit by .50 caliber over the target. The plane was hit in the bomb bay, which necessitated salvoing the bombs, and also in the right engine, which forced the plane to land at Finschhafen, where it was turned over to a Service Squadron there.

(2) The strike was coordinated with the other three squadrons of the 345th group, as well as the three squadrons of the 38th group, which led our group onto the target. The 500th squadron led the group; and the 501st, 498th and 499th followed in that order. The target had previously been hit by the 3rd Attack Group and seven (7) squadrons of B-24's. Rendezvous with the fighters, two squadrons of P-38's, was made over Sand Island. The fighter cover was reported as very good.

d. Interception.

(1) There was no interception by enemy A/P.

(2) All crews reported seeing two B-25's hit in the sea off Kavieng. One was reported at position 02308-150455, and the other at position 022[illegible]-150455.

2. The 500th squadron led the group, and Major Fain led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
1. Major Fain	A/P 069	1. Lt. Barth	A/P 082
2. Lt. Jones	A/P 437	2. Lt. Mc Kenney	A/P 099
3. Lt. Tunse	A/P 074	3. Lt. Birdlinger	A/P 078

THIRD FLIGHT		FOURTH FLIGHT	
1. Lt. Krans	A/P 089	1. Lt. Clark	A/P 076
2. Lt. Hayes	A/P 335	2. Lt. Coffman	A/P 060
3. Lt. Murphy	A/P 774	3. Lt. Miles	A/P 004

3. Details of the Mission:

a. The squadron took off from Dobodura from 0755/L to 0800/L, formed over Strip # 7, then following the 38th group, proceeded to Sand Island where rendezvous

Narrative Report on Mission FFC 46-C-1, cont'd.

was made with the fighters at 2000 feet from 0955/L to 1003/L. The formation then proceeded to the target, where the pass was made from 1123/L to 1125/L. The squadron withdrew to the left, and proceeded by way of Sand Island to Debedura. Nine A/P landed at Strip # 4 at 1410 to 1425/L; and two planes landed at Finschhafen, of which one A/P # 074 was left there. A/P # 437 returned to Debedura at 1530/L.

b. The route flown was from Debedura, to the west of Umboi Island, over Lae Island, to the south of Dyual Island, then over the target at a heading of approximately 35°. Withdrawal was made to the left, a wide turn was made, returning south of New Hanover, then over Sand Island, thru the Vitiaz Strait, to Debedura.

c. Major Fain, in A/P 069, led our squadron onto the target with five ships of the 1st and 2nd flights. As he approached the target he started strafing in the Bagail Plantation, then released his first two bombs at the Float Plane Base where eight (8) planes were observed. He strafed these planes heavily and two of them were seen to be burning, while two were seen smoking. Major Fain's next two bombs were dropped on a lugger about 900 feet south of the Main Wharf, and destroyed it with a direct hit. The run continued across the township area with particularly heavy strafing of stores along the shore. The last bomb was salvoed off Cape Kuan. Major Fain's crew observed a sunken ship off Cape Siwasat, as well as a burning vessel in the harbor. Stores in piles covered with tarpaulins were seen all along the beach, and a large fire was seen in Chinatown as well as numerous fires north of this area. The whole area, according to this crew, was covered with fire and smoke. Which rose to 2000 feet and was visible for at least thirty miles.

Lt. Jones, in A/P # 437 flew in No. 2 position of this flight. His bombs were salvoed at sea, but he strafed throughout the target area along the main road parallel to the beach. The crew observed 4/5 unserviceable SBP probably Zekes - which looked at though they were in a salvage depot. This was located about 2000 feet north of the Main Wharf. A large fuel fire was seen in the Chinatown area.

Lt. Turner, in A/P # 074, in No. 3 position flew just over the beach. A .50 caliber shell hit the bomb release mechanism in the bombbay, and he was unable to release four of his bombs. The fifth was dropped just off shore opposite the gov't wharf. His right engine was also hit by gunfire; which finally forced him to land his plane at Finschhafen. On the target, the area was thoroughly strafed, and the pilot saw three of the F/P

destroyed and three unserviceable at the Float Plane Base.

(2) The second flight, led by Lt. Barth in A/P # 082, flew abreast the 1st flight and covered the right side of the target. His first two bombs were seen to hit about 2500 feet north of the Main Wharf; the third bomb hit in a fuel storage dump on the south side of Chinatown, which was seen to explode. The remaining two bombs hit in Chinatown proper. Strafing heavily as he went, Lt. Barth and his crew observed a gun boat in an inlet just south of Government Jetty, as well as numerous fires throughout the area.

Lt. Hirdlinger in A/P # 078, flew in No. 2 Position of this flight, and released two of his bombs south of Chinatown, and three bombs in Chinatown itself. A light gun position with four (4) pits was seen southeast of Chinatown. A truck was seen on the road leading to the A/D. A fuel dump was seen to explode and at least six large fires were observed in the area.

(3) Lt. Evans, in A/P # 089, was leader of the third flight. His first two bombs were dropped at the float planes, his third and fourth at the Main Wharf and his last bomb was aimed at the Government Jetty which was loaded with supplies.

In No. 2 position, Lt. Hayes in A/P # 335, released his first bomb in the town area 1200 feet east of the Main Wharf, where a large oil fire was started. His remaining four bombs were dropped in Chinatown where a large explosion with heavy black smoke was seen to start. Many buildings in the township were seen to be burning heavily.

In No. 3 position Lt. Murphy in A/P # 774, flew off shore along the beach. His first bomb hit in the deck of an already burning M/V, 5000 feet south of Main Wharf. This bomb skipped off the deck and exploded very near the bow of the vessel, undoubtedly inflicting additional damage to the boat. One bomb was dropped at the Float Plane Base and hit in the midst of three planes moored there. These three planes were definitely destroyed since the wreckage was observed by other crews. The third bomb dropped by Lt. Murphy scored a direct hit on the stern of a Sugar Charlie anchored off the Main Wharf from which gun fire had come. The ship was seen to be sinking as this plane left the target. The last two bombs were dropped in the area west of Chinatown. This crew observed numerous stored along the beach; a large fuel fire in Chinatown, and the Saunders Jetty loaded with supplies. Also a Motor Torpedo Boat, one mile south of Musalik Island, which was firing.

(4) Lt. Clark, in A/P 076 was leader of the fourth flight.

which flew abreast the third flight. His first bomb was dropped southeast of the Main Wharf, the second in the township area, the third south of Chinatown and the last two in Chinatown itself. He strafed heavily along the entire run, and observed numerous fires throughout the area.

Lt. Coffman, in A/P # 060, aimed his first two bombs at the Float Plane Base, the third hit in the township area, and the last two were aimed at Sanders Jetty, which was covered with supplies. The crew observed the two ships burning in the harbor, the explosion with much fire from the Chinatown area, as well as stacks of supplies southwest of Chinatown.

In A/P # 064, Lt. Miles flew in No. 3 position of this fourth flight. His five bombs were dropped in the center of the target area; destroying several buildings there. All crews reported " The most complete destruction they had ever seen". The entire area was a mass of wreckage, flame and heavy smoke.

d. Anti-aircraft fire was described as light caliber and intensity, and inaccurate. It came from the shipping in the harbor and from known positions northeast of the Main Wharf.

e. Fighter protection, which was provided by two squadrons of P-38's, was reported as very good.

f. A/P # 074 was hit in the bomb bay and the right engine by .50 caliber gun fire. Though this engine was not shot out completely it was in such bad condition that the pilot, Lt. Tomm, was forced to land at Finschhafen, where the plane was turned over to the Service Squadron there.

g. There were no injuries to any of our personnel.

h. There were individual actions on this mission which justify awards. The necessary papers will be submitted.

5. Armament, Ordnance, and Photographic Tables are enclosed herewith.

6. There were no additional sightings other than those previously mentioned.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt. Air Corps,
Asst. Intelligence Officer.

Narrative Report on Mission 46-9-1, 501st Bomb Sqdn.

BOMBING TABLE NO. 1

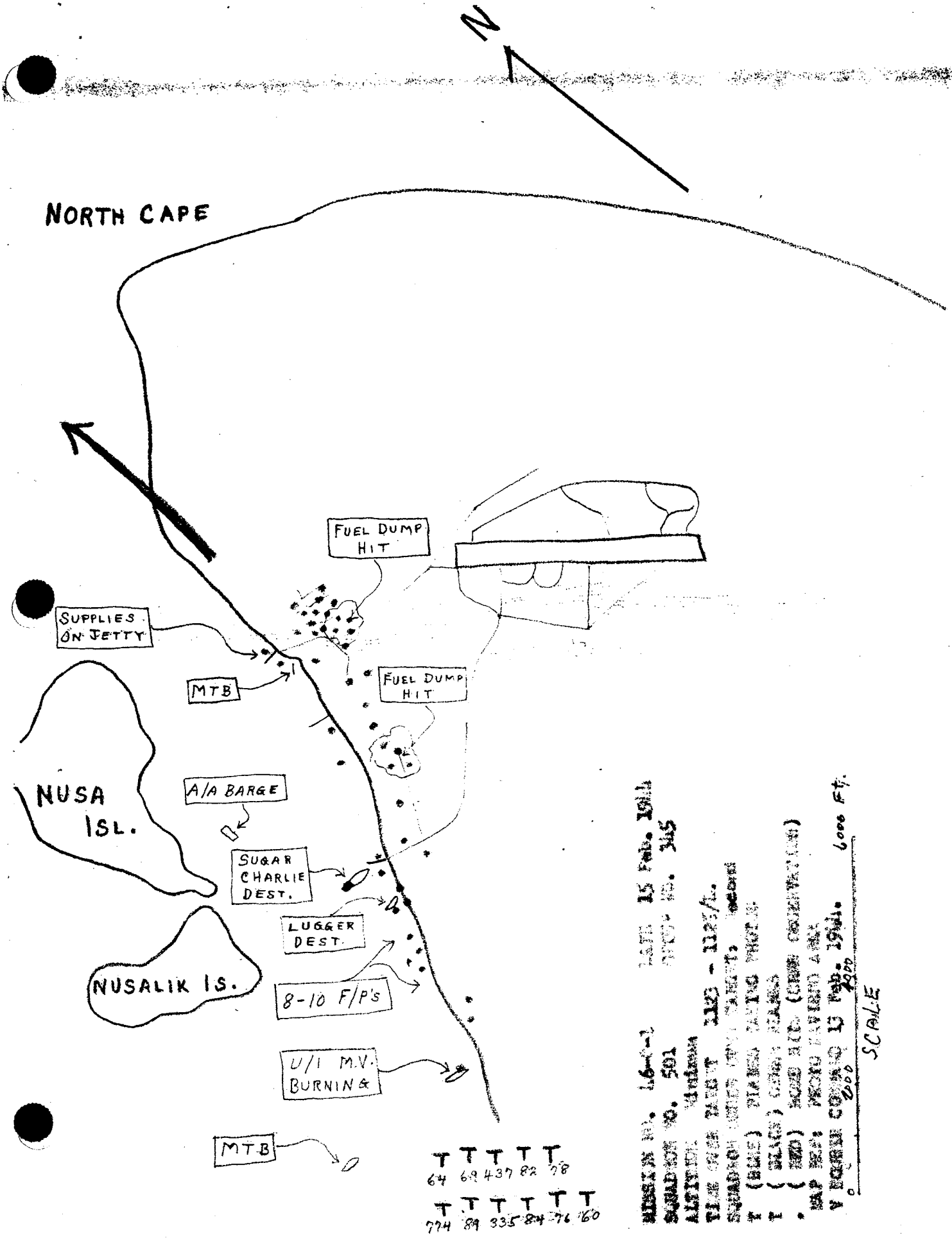
A/P	No. Bombs	Type	Weight	No. of Bombs Dropped on Target Hits	Misses	Salvoed
069	5	8 to 11 sec. delay	500 lbs.	4		1
457	"	"	"			5
074	"	"	"		1	4
082	"	"	"	5		
099	"	"	"	(5 Returned to Base)		
078	"	"	"	5		
089	"	"	"	4	1	
335	"	"	"	5		
774	"	"	"	5		
076	"	"	"	5		
060	"	"	"	5		
084	"	"	"	4	1	
TOTAL	60		6000 lbs.	5 42	3	[redacted]

STRAFING TABLE NO. 2

A/P	.50 Calibre Carried	Expend.	Gun Fail	.30 Calibre Carried	Expend.	Gun Fail
076	4800	2300	Cable Broke URW	2000	1000	Nil
060	"	1600		"	200	"
089	"	1000	Not Charged ULM	"	300	"
078	"	1950		"	0	"
084	"	1000	Faulty Charging LRW Firing Pin LRW	"	200	"
082	"	400		"	900	"
074	"	2000		"	200	"
060	"	1000		"	0	"
457	"	1550		"	0	"
335	"	1300		"	300	"
774	"	2600		"	0	"
099	"		(Rtd. to Base)	"		
TOTAL	57600	16700		24000	3100	

PHOTO TABLE NO. 3

A/P	Type Camera	No. of Photos.
089	K-21	30
060	K-21	30
076	K-20	No shots taken.
082	K-21	30
084	K-20	15
TOTAL		105


N
NORTH CAPE
FUEL DUMP HIT
SUPPLIES ON JETTY
MTB
FUEL DUMP HIT
NUSA ISL.
A/A BARGE
SUGAR CHARLIE DEST.
LUGGER DEST.
NUSALIK IS.
8-10 F/P's
U/I M.V. BURNING
MTB
T T T T T
64 69 437 82 78
T T T T T T
774 89 335 84 76 160
MISSION NO. 16-2 DATE 15 Feb. 1944
SQUADRON NO. 501 PHOTO NO. 345
ALTITUDE 9,000 ft.
TIME OVER TARGET 1125 - 1127 hrs.
SQUADRON LEADER [illegible]
T (BLUE) FLAKE GUNS DESTROYED
T (GREEN) OTHER GUNS
T (RED) GOOD HITS (OTHER CONTACTS)
MAP REF: PHOTO RAIDED AREA
X MARKS CORRECT LOCATION
0 1000 2000 SCALE 6000 Ft.

CONFIDENTIAL

501
49-C-1
16 Feb 44

Copy sent direct by Sqdn

SIXTY BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 503

17 February 1944.

SUBJECT: Narrative Report on Mission #70 47-C-1. Performed 16 February 1944. Objective: Carove Island.

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

1. GENERAL.

a. The objective assigned was a strike on a convoy believed bound for Kavieng. Alternate target was Carove Island. As the convoy was not sighted, the alternate target was attacked.

b. The squadron was to form with the 345th Group and three squadrons of the 38th Group over Dobodura at 1500 feet, then proceed to the target.

c. Attack:

(1) The squadron took off as ordered. When about 30 miles southwest of Kavieng, a radio message from FAIR was received, instructing the formation to sweep around New Hanover Island searching for the convoy. This was done, and the convoy was not sighted. The squadron then proceeded to the alternate target, Carove Island. A minimum altitude attack was made from Cape Niall to the southwest, passing out to sea just west of Cape Lass. Several buildings in Niall Village and Lagove Village were destroyed with numerous bomb hits and by strafing. Slight and inaccurate M/G fire was received from a position west of Cape Niall, with no damage to our A/P. There were no enemy A/P destroyed in the air or on the ground.

(2) The 498th, 499th and 500th squadron of the 345th Group, and three squadrons of the 38th Group participated with our squadron in this attack. The 38th Group attacked and sank an unidentified M/V of an estimated 5,000 - 10,000 tons and two smaller ships, along the north coast of New Hanover between Cape Entrance and Cape Matanalai. A/P's of the 500th squadron were seen attacking a barge off shore near Cape Lass on Carove Island. Rendezvous with fighters and cover provided was reported as very excellent.

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Narrative Report on Mission 5TO 47-G-1, cont'd.

d. Interception.

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any allied units. They did report one U/I plane seen to crash near Cape Matanalem.

2. Captain Neuenschwander led our squadron as well as the 345th Group. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
1. Capt. Neuenschwander	A/P 076	1. Lt. Barth	A/P 082
2. Lt. Monaghan	A/P 335	2. Lt. Nirdlinger	A/P 078
3. Lt. Hayes	A/P 437	3. Lt. Mc Kenney	A/P 099

THIRD FLIGHT		FOURTH FLIGHT	
1. Lt. Krenz	A/P 089	1. Lt. Vogt	A/P 069
2. Lt. Coffman	A/P 060	2. Lt. Jones	A/P 064
3. Lt. Murphy	A/P 774	3. Lt. Miles	A/P 084

3. Details of the Mission.

a. The squadron took off from Dobodura from 0800 - 0805/L, searched the waters around New Hanover and northern New Ireland, then proceeded to Garove Island, making one pass on a heading of 240° from 1230 - 1232, then returned to base, landing from 1407 - 1510/L.

b. The route flown was Dobodura to Marage Island, then to the southeast tip of New Hanover Island, then around New Hanover past Cape Matanalani and Cape Entrance, down the west shore of New Hanover and New Ireland to Simberi Island, then made a wide circle to the left, then south between New Ireland and New Hanover, then direct to Garove Island. One pass was made on Garove on a heading of 240°. The squadron then returned to base, crossing New Britain from Rottock Bay to Marjerie Bay, then direct to base.

c. Captain Neuenschwander led the attack, flying in A/P 076. The entire squadron made the same attack, hitting the target in two flights of 6 A/P abreast. The squadron's bombs were concentrated in and around Mboll and Lagore Villages and some were scattered in the area between those two points. Several small buildings in Mboll and Lagore were destroyed. There were no other observed results of our attack. Sightings of attacks by 38th Group and 500th squadron against enemy shipping were reported by all crews, and are incorporated in this report in paragraph 6.

Narrative Report on Mission FFO 47-C-1, cont'd.

d. Slight and inaccurate M/G fire was received from south shore of Peter Harbor (x) H 8884 ref. Vitu Island 4 miles to 1 in.

e. Fighter cover provided by two squadrons of P-38's was reported as very good.

f. There was no damage to our A/P.

g. None of our personnel were injured.

4. In the opinion of the officer submitting this report there were no actions by individuals that would warrant awards or citations.

5. Armament, Ordnance and Photographic Tables are enclosed herewith.

6. Sightings confirmed by all crews were as follows:

2 Sugar Bakers and 1 Sugar Charlie grounded between Cape Entrance and Cape Matanalea.
2 Small M/V grounded near Cape Entrance.
10 - 12 ICI off N. Cape at Kavieng.
1 Fox Tare Baker sunk between Kamalikina and New Hanover Mainland.
Naval gun seen firing from north Cape at Kavieng.
3/4 barges in Expedition Harbor, Southwest coast New Hanover.
Many fires burning in Kavieng.
Several buildings with tin roofs in Lemo Plantation, Carove Is.
1 probable Sugar Charlie seen sunk by 38th Group on north coast of New Hanover.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain Air Corps,
Intelligence Officer.

3 Incl:
Incl. 1- Route and Sightings
2- Bombing Assessment Diagram and Photo Interpretation.
3- Bombing and Photo Tables.

Narrative Report on Mission FFO 47-6-1

BOMBING TABLE #1

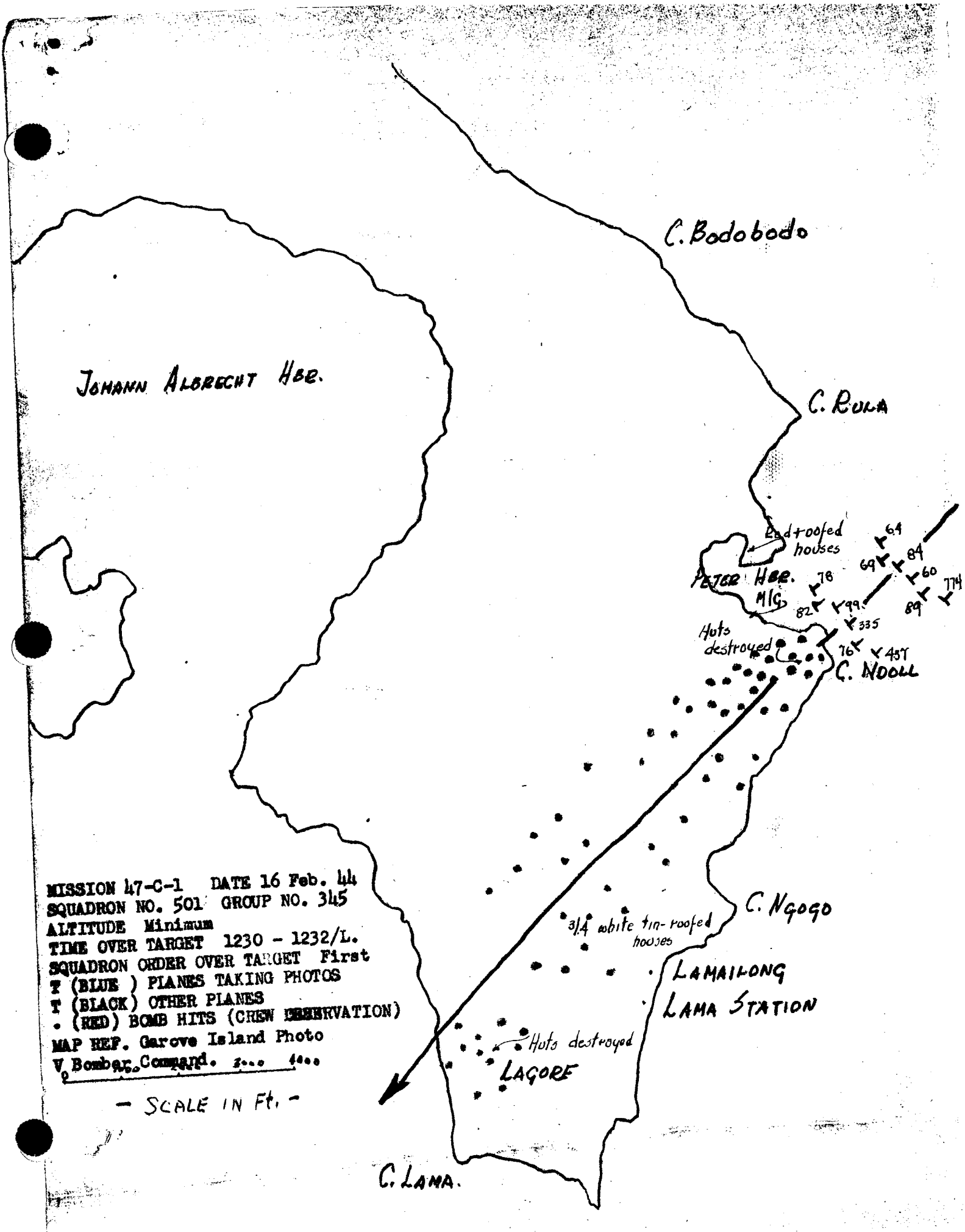
A/P	No. Bombs	Type	Weight	No. Bombs Dropped on Target: Hits	Misses	Salvoed
076	5	4 to 5 sec. delay	500 lbs.	5		
335	5	"	"	"		
437	"	"	"	"		
082	"	"	"	"		
076	"	"	"	"		
099	"	"	"	"		
099	"	"	"	"		
060	"	"	"	"		
774	"	"	"	"		
099	"	"	"	"		
064	"	"	"	"		
064	"	"	"	"		
TOTAL	60		30,000 lbs.	60		

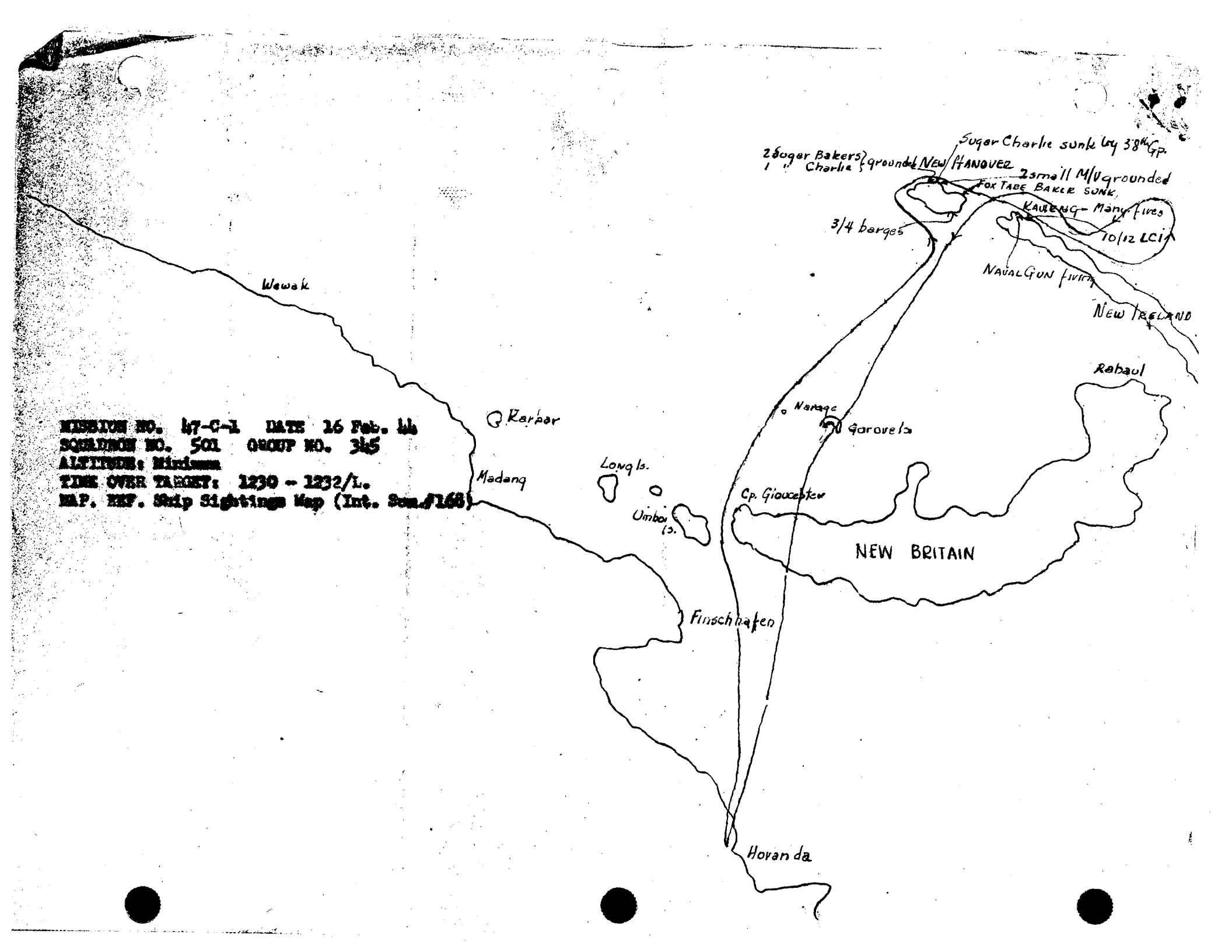
STRAFING TABLE #2

A/P	.50 Caliber Carried	Expend.	Gun Fail	.30 Caliber Carried	Expend.	Gun Fail
060	4800	1950		2000	0	Nil
076	"	2150	Short Round	"	1200	"
099	"	565	Projectile Pulled Out URW	"	75	"
099	"	875	Weak Fire Pin LRW	"	0	"
076	"	775	Short Round	"	0	"
064	"	920	Link Broke LRW	"	300	"
064	"	1400		"	0	"
774	"	400		"	0	"
335	"	1395	LRW	"	300	"
437	"	700	ULW	"	200	"
082	"	1575	LLW/URW/LLW/	"	600	"
099	"	500		"	0	"
TOTAL	57600	13105		24000	2875	

PHOTO TABLE #3

A/P	Type Camera	No. of Photos Taken
437	K-20	15
076	K-21	30
082	"	30
099	"	30
TOTAL		105


C. Bodobodo
Johann Albrecht Hbr.
C. Rula
Red-roofed houses
Peter Hbr.
MIG
64
69
84
60
89
774
78
82
99
335
Huts destroyed
76
457
C. Ndoll
C. Ngogo
3/4 white tin-roofed houses
Lamailong
Lama Station
Huts destroyed
Lagore
C. Lama.
MISSION 47-C-1 DATE 16 Feb. 44
SQUADRON NO. 501 GROUP NO. 345
ALTITUDE Minimum
TIME OVER TARGET 1230 - 1232/L.
SQUADRON ORDER OVER TARGET First
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES
• (RED) BOMB HITS (CREW OBSERVATION)
MAP REF. Garove Island Photo
V Bomber Command.
- SCALE IN Ft. -


MISSION NO. 47-C-1 DATE 16 Feb. 44
SQUADRON NO. 501 GROUP NO. 345
ALTITUDE: Minimum
TIME OVER TARGET: 1230 - 1232/L.
MAP. REF. Ship Sightings Map (Int. Sum./168)
2 Sugar Bakers } grounded
1 " Charlie }
Sugar Charlie sunk by 3.8" Gp.
NEW HANOVER
2 small M/V grounded
FOX TARE BAKER SUNK
KAVIENG - Many fires
10/12 LCI
3/4 barges
NAVAL GUN firing
NEW IRELAND
Rabaul
Wewak
Q. Karkar
Madang
Long Is.
Umboi (I.)
Nanago
Garove Is
Cp. Gloucester
NEW BRITAIN
Finschhafen
Hovanda

501
48-P-1
17 Feb 44

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

18 February 1944.

SUBJECT: Narrative Report on Mission FFO 48-P-1, Performed 17 February 1944. Objective: Shipping.

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

1. GENERAL.

a. The objective assigned was a strike against a convoy, consisting of three (3) M/V and one (1) D.D, sighted North of New Hanover.

b. Four planes of this squadron were to proceed to Sand Island where rendezvous was to be made with the other squadrons of the group with the 3rd Attack Group and with the fighters, and then proceed north and west of New Hanover to the target.

c. Attack.

(1) The squadron took off as ordered and formed with the other three squadrons of the 345th group. Sand Island contact was not made with either the fighter or with the 3rd Attack group. Our group proceeded then to the target area to search for the convoy, and since the weather was bad, numerous turns were made to avoid the rain. One ship was sighted, slightly west of Cape Entrance. Two of our planes bombed the vessel a probable Fox Tare Uncle, scoring one damagine hit and two misses. The third plane strafed the vessel, but could not get in close enough to release his bombs. Returning for a second pass, the vessel was seen to be sunk, so that our planes proceeded to the west coast of New Hanover, where the remaining three bombs were dropped on villages in Boangung Harbor, which area was straffed also. One of our planes, A/P # 064, was delayed at take-off due to engine trouble, and although it proceeded to Sand Island, was unable to make contact with squadron, and returned to base.

(2) The 498th, 499th, 500th squadrons each with four A/P participated in this attack. The 498th led the group. No contact was made with the fighters, since they radioed that they were turning back.

d. Interception.

(1) There was no interception by enemy A/P.

Narrative Report on Mission FFO 48-P-1, cont'd.

(2) Our crews reported no observation of losses by any allied units.

2. The 498th squadron led the group, and Lt. Barth was leader of our flight. The Flight was:

FIRST FLIGHT.

1. Lt. Barth A/P 089
2. Lt. Murphy A/P 078
3. Lt. Mayes A/P 437
4. Lt. Mc Kenney A/P 064

3. Details of the Mission.

a. The squadron took off from Dobodura at 1115/L, proceeded to Sand Island, where they circled from 1255/L to 1305/L then proceeded to north coast of New Hanover, searched the area there made one pass at approximately 90° on the vessel at 1418 to 1422/L returned on a second pass, then proceeded to the west coast of New Hanover, releasing bombs on villages along the shore of Baongung Harbor, then proceeded southeast, across New Britain, to Dobodura, landing at 1715/L.

b. The route flown was Dobodura to Sand Island to the north coast of New Hanover, then circled in the area north and west of the island searching for the convoy. The squadron made a pass at the vessel, then searched down the coast, made a second pass on the vessel, then down the west coast of New Hanover; then southwest over the sea, across New Britain and return to Dobodura.

c. Lt. Barth, in A/P # 089, leading our flight came in on a heading of approximately 90° at the vessel, released one bomb which hit just short, and in exploding blew off a part of the stern. He made a second pass, but seeing the ship sunk, his next bomb was dropped in a village along the shore of Baongung Harbor.

Lt. Murphy, in A/P # 078 released two bombs at the vessel, but they missed. He straffed the boat heavily also straffing along the shore of New Hanover.

Lt. Mayes in A/P # 437, straffed the vessel but was unable to get close enough to bomb it, so that his two bombs were dropped on villages along the shore of Baongung Harbor.

All crews reported seeing, on their return, four landing barges heading to shore between Cape Raoult and Rein Bay. The barges appeared to be empty.

Narrative Report on Mission FFO 48-P-1, cont'd.

d. Light and inaccurate M/G fire was recieved from the vessel and from positions in Baongung Harbor.

e. There was no fighter cover.

f. There was no damage to our A/P.

g. There were no injuries to any of our personnel.

4. There were no individual actions on this mission which justify awards.

5. Armament, Ordnance, and Photographic Tables are enclosed herewith.

6. There were no sightings in addition to those already mentioned.

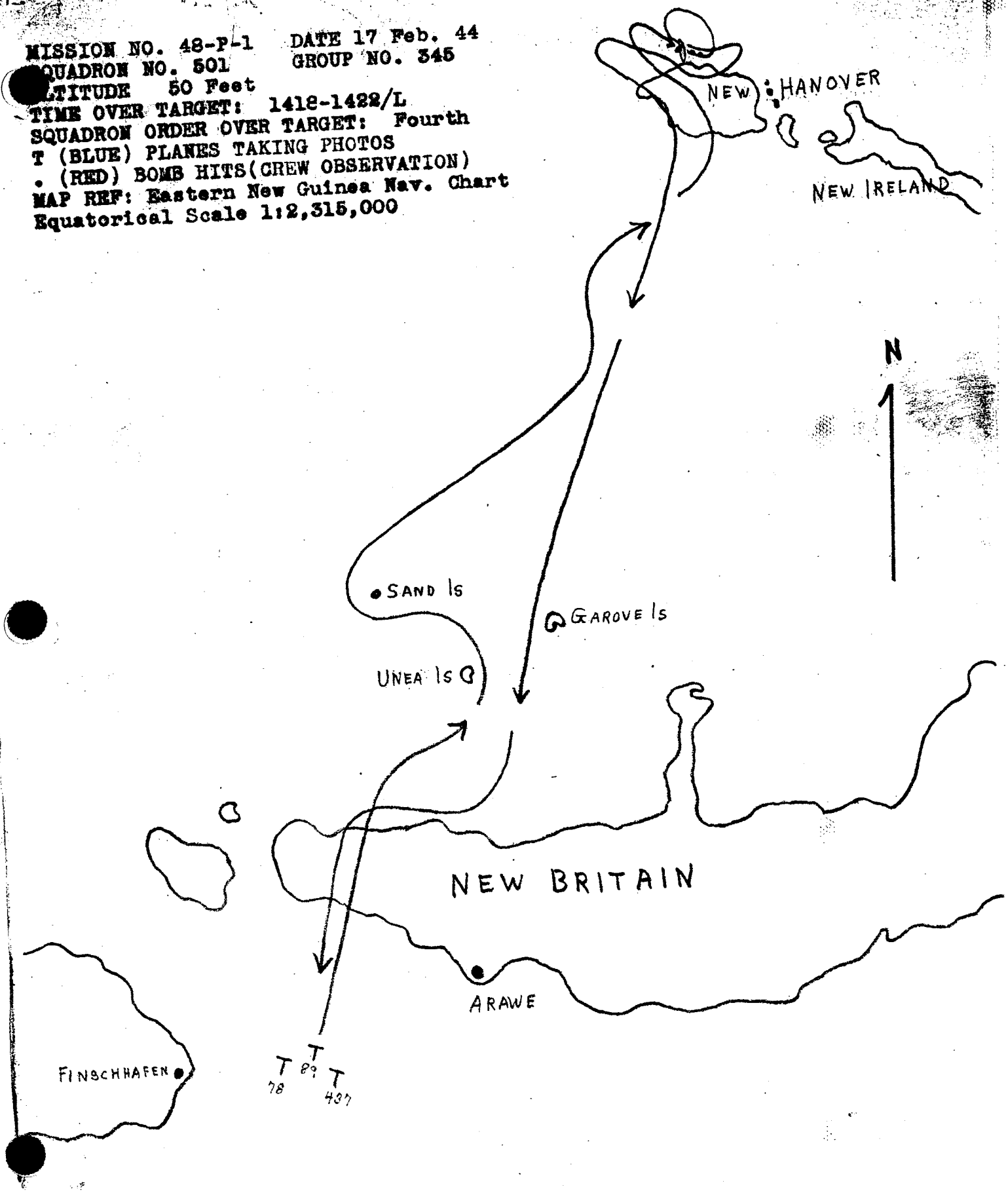
7. Photo prints were not recieved at the time of submitting this report.

For the Squadron Commander:

CARL A STRAUSS,
1st Lt. Air Corps,
Asst. Intelligence Officer

2 Incl:
Incl. 1 - Route, Sightings, and Bombing Assessment.
2 - Bombing, Strafing and Photo Tables.

MISSION NO. 48-P-1 DATE 17 Feb. 44
SQUADRON NO. 501 GROUP NO. 345
ALTITUDE 50 Feet
TIME OVER TARGET: 1418-1422/L
SQUADRON ORDER OVER TARGET: Fourth
T (BLUE) PLANES TAKING PHOTOS
• (RED) BOMB HITS(CREW OBSERVATION)
MAP REF: Eastern New Guinea Nav. Chart
Equatorical Scale 1:2,315,000



CONFIDENTIAL

501
50-M-1
19 Feb 44

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

20 February 1944.

SUBJECT: Narrative Report on Mission FFO 50-M-1, Performed 19 February 1944. Objectives: Shipping.

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

1. GENERAL.

a. The objective assigned was a strike against a convoy off the northwest coast of NEW IRELAND, near KAUT BAY.

b. Six planes of this squadron were to proceed to SAND ISLAND, make rendezvous with fighters and then proceed northeast to the target.

c. Attack:

(1) The squadron carried out the mission as ordered. Neither visual nor radio contact was made with fighters at rendezvous point, but contact was made later when over the target, and cover given was reported as very excellent. Our planes sank a Jap Patrol Craft near CAPE LUPOS. (0311S-15135E), sank one Patrol Craft near ANGRIFFS ISLAND (0254S-15110E), and attacked a convoy consisting of two Patrol Crafts, one Sugar Baker and one Fox Tare Dog. This convoy was located in a slight semi-circle across the north of KAUT BAY. Our planes scored a 50ft. near miss on the Sugar Baker, one hit on the Fox Tare Dog, one hit on the smaller of the two Patrol Craft in the convoy (leaving it in what appeared to be a sinking condition) as well as heavily strafing all four ships. Our crews reported seeing a Sugar Charlie (near NEMAS-ALONG) and the Sugar Baker at KAUT BAY apparently sunk by bombing of 500th squadron planes. Two of our planes became separated from the squadron formation during the attack, but later joined with them and proceeded to base. We suffered no losses of planes or personnel.

(2) Six A/P of the 500th squadron participated in the mission, flying with our squadron as 3rd and 4th flights.

d. Interception.

(1) There was no interception by enemy A/P.

CONFIDENTIAL

Narrative Report on Mission FFO 50-N-1, cont'd.

(2) Our crews reported no observation of losses by any allied units.

2. Lt. Vogt led the squadron formation and our flights were:

FIRST FLIGHT		SECOND FLIGHT	
1. Lt. Vogt	A/P 064	1. Lt. Clark	A/P 076
2. Lt. Tunse	A/P 774	2. Lt. Murphy P.M	A/P 437
3. Lt. Mc Kenney	A/P 099	3. Lt. Miles	A/P 084

3. Details of the Mission.

a. Time and Location of:

Alert: Strip # 4 Dobodura 0900/L.
Take Off: Strip # 4 Dobodura 1245/L.
Group Rendesvous: Strip # 4 SAND ISLAND 1435/L.
Attack: CAPE LUPOS - KAUT BAY 1540 - 1630/L.
Landing: Base.

b. Route: DOBODURA - DAMPIER STRAIT - SAND ISLAND - CAPE LUPOS - Target.
Approach: Our planes made their approach to the shore of NEW IRELAND in a north-northeasterly heading.
Maneuver: We attacked the ships in flights of threes, in trail.

c. Our first attack was made on a P/C near CAPE LUPOS. All six A/P made bombing and strafing runs, dropping a total of 18 bombs. This vessel was sunk by Lt. Vogt, on his second pass at it. After sinking this vessel, the squadron proceeded on up the coast to the northwest. During the attack on the first ship (CAPE LUPOS), Lt. Miles got separated from the rest of our squadron. As he was flying north with the 500th squadron planes, a Sugar Charlie was sighted very near shore at NEMASALANGA. Lt. Miles made a run on this ship, but was unable to get into position to bomb accurately, so did not release his bombs. By the time he could complete a circle and come back for a second pass, this ship had been completely destroyed by bombs of four A/P of the 500th which were following Lt. Miles. While the 500th planes were circling to regroup, Lt. Miles continued on up the coast to rejoin our squadron. When approaching ANGRIFFS ISLAND he spotted a small P/C Boat, estimated 75 to 80 feet lengkh, very close to the southeast shore of ANGRIFFS ISLAND. Lt. Miles attacked this ship, strafing and bombing it with two bombs. The first bomb hit short and skipped directly into the side of the ship, and the second bomb hit the ship at the waterline, resulting

in the complete destruction of this vessel. By the time Lt. Miles rejoined our squadron formation they had reached KAUT BAY and were starting to attack the four ships there. As the two P/C's were putting out intensive A/A fire, it was necessary to attack them first. 4 bombs were dropped on each. Six were misses, one a near miss(on the larger P/C) and one a hit on the smaller P/C.

Lt. Vogt straffed the two P/C Boats and dropped his last bomb on the Sugar Baker. The bomb fell short, exploding about 50 feet from the ship. Lt. Miles dropped one bomb on the Fox Tare Dog, the bomb hitting the deck near the stern, causing damage. This ship was later heavily straffed by the P-38's, and our crews reported that when last seen it was smoking.

d. Intense M/G and 20 mm fire, inaccurate to accurate, was recieved from the shipping attacked. The fire was first projected so as to hit the water under our planes. Then the shots were gradually raised to our level. One of our ships was finally hit by one 20 mm shell, causing minor damage.

e. Fighter cover was provided by one squadron of P-38's and was reported as very excellent.

f. One of our A/P was slightly damaged by A/A fire. A/P # 076 received a 4 inch hole in the left flap from A/A fire.

g. There were no injuries to any of our personnal.

4. There were individual actions on this mission to warrant citations for awards. Necessary papers will be submitted.

5. Armament, Ordinance, and Photographic Tables are enclosed herewith.

6. There were no sightings in addition to those already mentioned.

7. Interpretation of photo prints reveived confirm results as reported by crews.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps.
Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings.
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing, Strafing and Photo Tables.

Narrative Report on Mission FFO 50-M-1 (cont'd.)

BOMBING TABLE #1

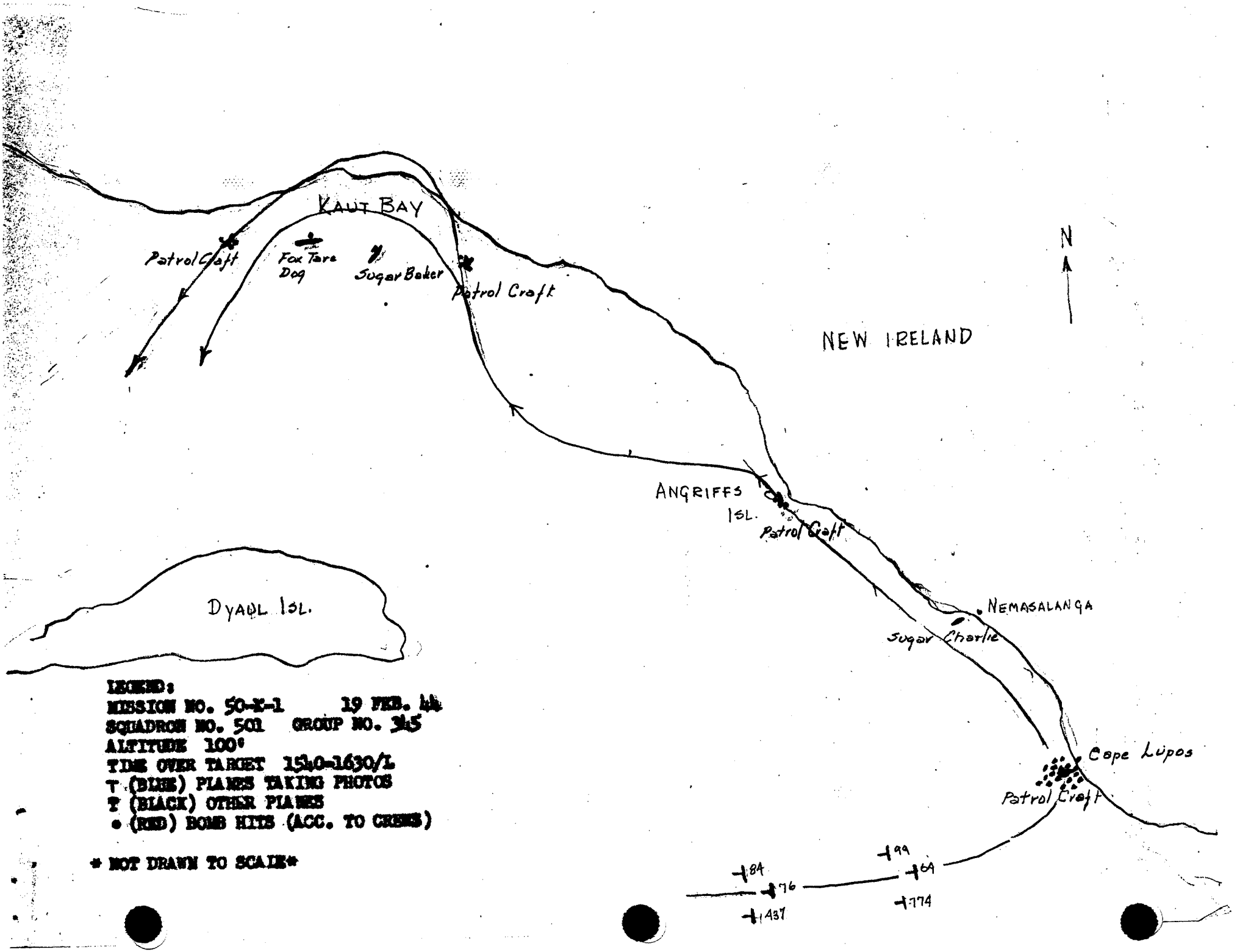
A/P	No. Bombs	Type	Weight	No. Bombs Dropped on Target HITS	MISSES	Salvoed	Remarks
437	5	4 to 5 sec. delay	500 lbs.	1	4		
099	"	"	"		5		
774	"	"	"	1	4		
064	"	"	"	3	2		
076	"	"	"	2	3		
084	"	"	"	1	4		
			15,000	8	22		
TOTAL	30						

STRAFING TABLE #2

A/P	.50 Calibre Carried	Expend.	Gun Fail	.30 Calibre Carried	Expend.	Gun Fail
084	4800	1800	UNK/	2000	300	Nil.
099	"	450		"	0	"
437	"	400		"	200	"
774	"	2200		"	800	"
076	"	2000		"	1000	"
064	"	350		"	0	"
	28800	7200		12000	2300	

PHOTO TABLE #3

A/P	TYPE	NO. OF PHOTOS TAKEN
064	K-21	30
099	"	10
076	"	30
084	K-20	30
TOTAL		100


KAUT BAY
Patrol Craft
Fox Tare Dog
Sugar Baker
Patrol Craft
NEW IRELAND
N
ANGRIFFS ISL.
Patrol Craft
DYAUL ISL.
NEMASALANGA
Sugar Charlie
Cape Lupos
Patrol Craft
LEGEND:
MISSION NO. 50-K-1 19 FEB. 44
SQUADRON NO. 501 GROUP NO. 345
ALTITUDE 100'
TIME OVER TARGET 1540-1630/L
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES
• (RED) BOMB HITS (ACC. TO CREWS)
* NOT DRAWN TO SCALE*
+84
+76
+1437
+99
+69
+774

501
52-P-1
21 Feb 44

2

500ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 503

22 February 1944.

SUBJECT: Narrative Report on Mission PTO 52-P-1, Performed 21 February 1944. Objective: Shipping.

TO : COMMANDING GENERAL, Fifth Air Force.

1. GENERAL.

a. The objective originally assigned was a strike against two (2) light cruisers off the Northwestern coast of NEW HANOVER. However, after take-off, the objective was changed to a convoy reported in the same area.

b. Eight planes of this squadron were to form with the 500th squadron over Strip # 4, then proceed to SAND ISLAND, make rendezvous with the fighters and with the planes of the 38th group there, and then proceed northeast to the target.

c. Attack.

(1) The squadron carried out the mission as ordered. Rendezvous with the fighters and with the 38th group was not made, however, and our squadron with the 500th squadron proceeded to the target, unescorted. The convoy was sighted at 1500/L, heading north, at position 02108 - 14955E. The convoy consisting of one Patrol Craft, one Sub-Chaser, one Fox Tare Dog, one Fox Tare Charlie, and one largest Sub-Chaser, (possibly a destroyer) was attacked from 1515/L to 1535/L. Two of our planes scored direct hits on the Fox Tare Dog, leaving it burning fiercely, listing, and with the personnel jumping overboard. As our planes left the area, a large explosion with heavy yellow smoke was seen to come from this vessel. Another of our planes scored a hit on the bow of the Fox Tare Charlie which had already suffered direct hits amidship, inflicted by the 500th squadron. This vessel, also, was listing and burning fiercely. One bomb hit on the deck of the largest Sub-Chaser, bounced off carrying with it a portion of the superstructure, and then exploded within fourty (40) feet of the bow of this vessel. There were several near misses on the smaller Sub Chaser, and our last plane over the target reported this vessel smoking with deck swash, as he left. The remaining Patrol Craft

was heavily strafed and left burning. All the vessels were thoroughly strafed on numerous passes, and in the opinion of this officer, all the ships, with exception of the largest Sub-Chaser were damaged to such an extent that they may be considered destroyed. Three of our planes were damaged due to A/A fire and M/G fire from the vessels. No personnel were injured.

(2) Eight planes of the 500th squadron participated in this mission, and they led the attack.

d. Interception.

(1) There was no interception by enemy A/F.

(2) Our crews reported no observation of losses by any allied units.

2. The 500th squadron led the attack, and Lt. Kranz led our squadron. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
1. Lt. Kranz	A/P 069	1. Lt. Barth	A/P 064
2. Lt. Kirsil	A/P 099	2. Lt. Mayes	A/P 335
3. Lt. Kertemayer	A/P 078	3. Coffman	A/P 774
4. Lt. Monaghan	A/P 437	4. Lt. Miles	A/P 084

3. Details of the Mission.

a. Time and Location of:
Alert: Strip # 4, Debodura 0900/L.
Take Off: Strip # 4, Debodura 1153 - 1156/L.
Group Rendezvous: Strip # 4. SAND ISLAND - 1347/L.
Attack: At 02108-14955E - 1515 - 1535/L.
Landing: Strip # 4, Debodura - 1800 - 1804/L

b. Route: Debodura - DAMPIER STRAIT -SAND ISLAND - NEW HANOVER - Target.
Approach: Our planes approached NEW HANOVER on a heading of approximately 30 degrees, circled NEW HANOVER, and attacked the convoy at a heading of approximately 10 degrees.
Maneuver: We attacked the convoy in flights of two planes in trail.

c. Lt. Kranz, in A/P 069, led the attack, making his first run on the Fox Tare Dog, at a heading of approximately 10 degrees. He scored a direct hit on the bow and a near miss on this vessel, damaging it severely and setting it on fire. Strafing runs were then made on the Patrol Craft, the largest one was left burning, and one of the smaller craft was seen to have stopped. On the way to the target, off the eastern coast of NEW HANOVER, a pipe line supported on pontoons was seen running from the west side

of ANELAUA ISLAND into deep water, at position (S) 9617 KAVIENG STRAIT. Map 4 miles to an inch.

Lt. Kirmil in A/P 099, scored a direct hit on the Fox Tare Dog, and also a near miss. This vessel was hit amidship, and as the planes left the target a large explosion with heavy yellow smoke was seen coming from the ship. All the other ships in the convoy were strafed by this plane on numerous passes.

Lt. Kortemeyer in A/P 078, scored a near miss with one of his "thousand pounders", the bomb exploding fourty feet over the stern of the Patrol Craft on the left of the convoy. His other bomb was a miss on this same vessel. He strafed heavily the Sub-Chaser (possible DD) which was seen to be smoking. On the way to the target, this crew observed several large European type houses on ANELAUA ISLAND, also a large warehouse on the northern part of this island.

Lt. Monaghan, in A/P 437, on his first pass, scored a near miss on the Fox Tare Charlie, and on his second pass released his other bomb on the Sub-Chaser to the south of the convoy, but missed. This same vessel was strafed on a third pass. The crew reported a raft consisting of three oil drums and planks at 03283-14955E.

Lt. Barth in A/P 064, led the second flight. On his first run, he strafed and bombed the Sub-Chaser to the south of the convoy. A large fire resulted from this strafing, and the bombs scored one near miss, and one miss, the other two escort vessels were also strafed.

Lt. Hayes, in A/P 335, released his first bomb at the larger Sub-Chaser (possible a DD) and the bomb hit on the deck, bounded, and carried away part of the super structure, then exploded a short distance away. The other bomb, also dropped on this vessel, was a near miss. Lt. Hayes reported the Sub-Chaser at the south of the convoy was definitely sinking with decks awash, as he left the target.

Lt. Coffman, in A/P 774, scored a near miss and one miss on the Sub-Chaser to the south of the convoy; and strafed the Fox Tare Charlie, as well as the smaller Patrol Craft.

Lt. Miles, in A/P 064, attacked the Fox Tare Charlie, scored one hit on the bow and a near miss also. He strafed the Sub-Chaser, as well as the other ships in the convoy.

4. Ack-Ack of medium and light calibre and of medium intensity was fairly accurate. The medium coming from the escort vessels, and the light from the merchant vessels.

Narrative Report on Mission FFO 52-9-1, cont'd.

e. There was no fighter cover.

f. Three of our planes were damaged by A/A and M/G fire and were taken to the Service Squadron. The damage Was:
A/P 069: Major sheet metal work
Left main tank to be changed
Front and center main spars damaged.
Right wing damaged, with probable wing change.
A/P 774: Main front spar severely damaged.
Left main tank to be changed.
Rear tank probably to be changed.
A/P 437: Right wing change.
Shell damaged bulk heads, both main spars and stringers.
A/P's 099 and 084 both received minor damage.

g. There were no injuries to any of our personnel

4. There were no individual actions on this mission which justify awards.

5. Armament, Ordnance, and Photographic Tables are enclosed herewith.

6. There were no sightings in addition to those already mentioned.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt. Air Corps,
Asst. Intelligence Officer

3 Incl:
Incl. 1 -Route and Sightings
2 -Bombing Assessment Diggram and Photo Interpretation.
3 -Bombing and Photo Tables.

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BOMBING TABLE #1

A/P	NO. BOMBS	TYPE	WEIGHT	NO. BOMBS DROPPED ON TARGET: HITS	MISSES NEAR MISSES	SALVOED	REMARKS
069	2	4 to 5 sec. delay	1000 lb.	2			
099	"	"	"	1		1	
078	"	"	"		1	1	
437	"	"	"		1	1	
064	"	"	"		1	1	
335	"	"	"	1		1	
774	"	"	"		1	1	
084	"	"	"	1		1	
TOTAL	16		16,000	5	4	11	

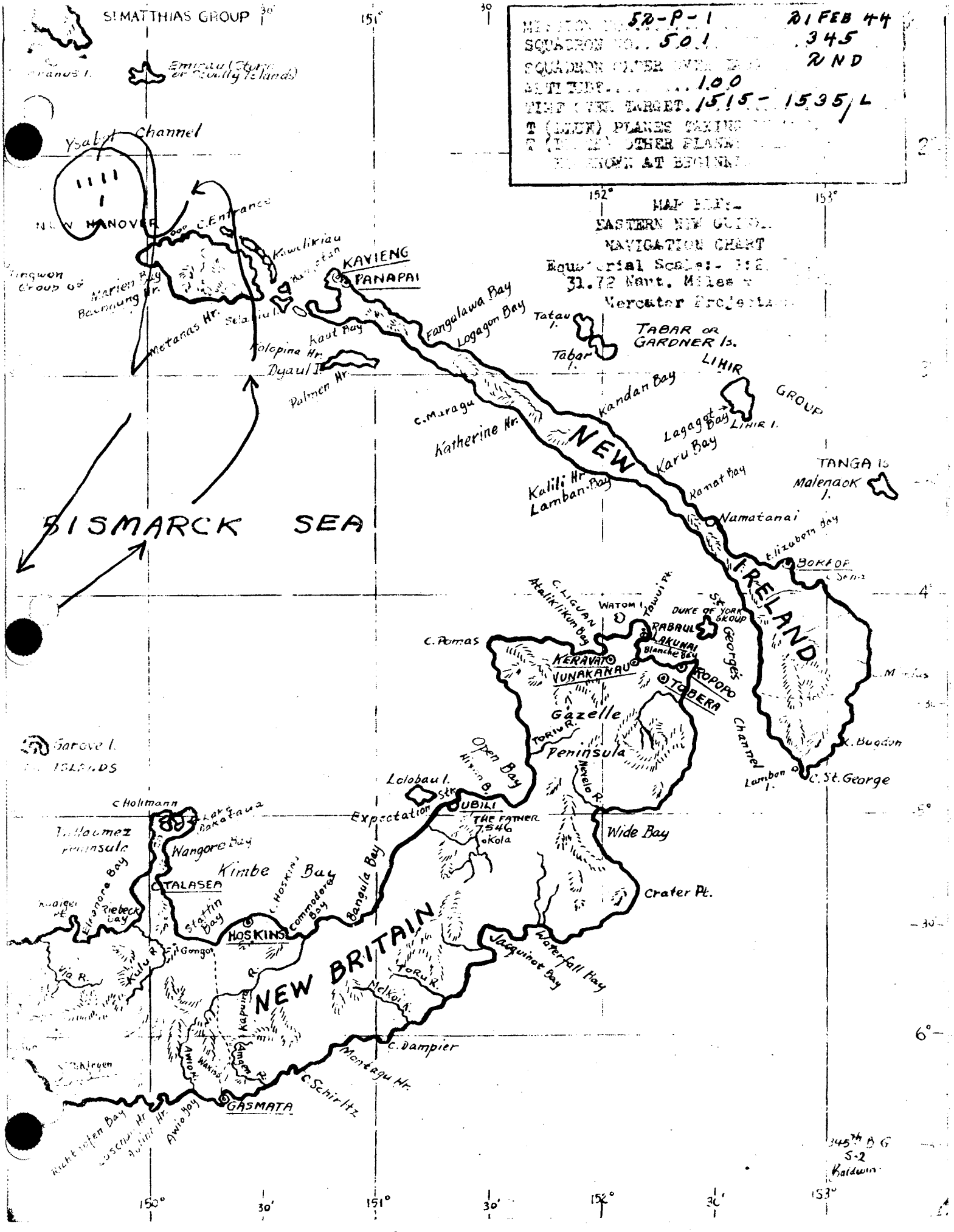
STRAFING TABLE #2

A/P	.50 Calibre CARRIED	EXPEND.	GUN FAIL	.30 Calibre CARRIED	EXPEND.	GUN FAIL
437	4800	875	URN	2000	0	Nil.
335	"	1800		"	0	"
099	"	1475	ULN	"	0	"
064	"	3300	LRN	"	0	"
084	"	2415	LRN	"	600	"
078	"	2400		"	500	"
069	"	2375		"	600	"
774	"	3150		"	0	"
TOTAL	38400	17790		16000	1700	

PHOTO TABLE #3

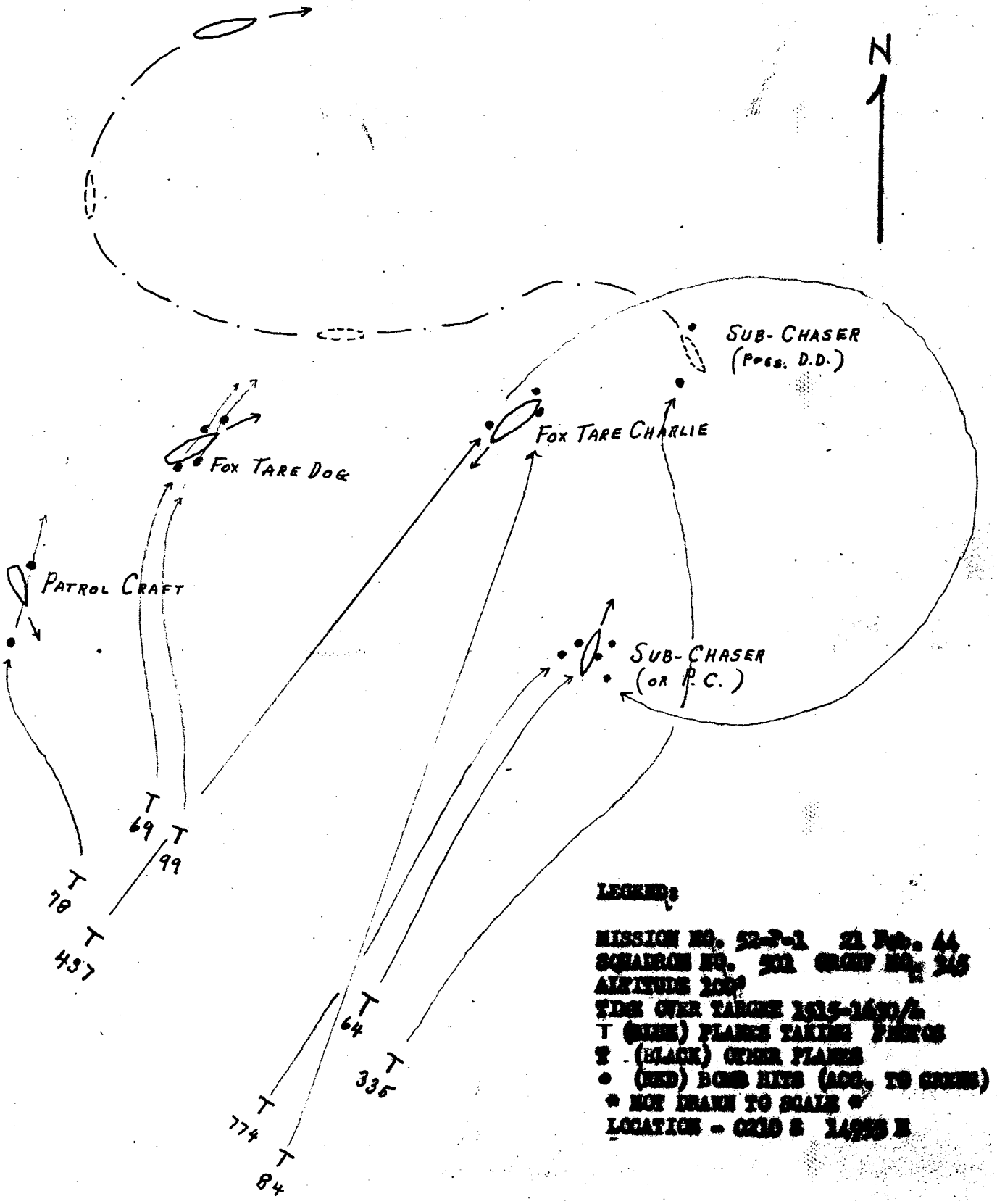
A/P	TYPE CAMERA	NO. OF PHOTOS TAKEN
069	K-21	0
099	"	30
078	"	0
064	"	0
084	K-20	30
TOTAL		60

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52-P-1
SQUADRON NO. 501
21 FEB 44
345
2 ND
1.00
1515 - 1535/L
MAP REF:-
EASTERN NEW GUINEA
NAVIGATION CHART
Equatorial Scale:- 1:2
31.72 Naut. Miles
Mercator Projection

345th B G
S-2
Baldwin



LEGEND:

MISSION NO. 52-P-1 21 Feb. 44
SQUADRON NO. [illegible] GROUP NO. [illegible]
ALTITUDE 200'
TIME OVER TARGET 1215-1230/A.
T (RED) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES
• (RED) BOMB HITS (ACC. TO CREWS)
* NOT DRAWN TO SCALE *
LOCATION - GRID E 14[illegible] N

501
53-K-1
22Feb44

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

22 February 1944.

SUBJECT: Narrative Report on Mission FPO 53-K-1, Performed 22 February 1944. Objective: Primary Target, MOMOTE, ADMIRALITY ISLANDS. Alternate Target (which was hit): IBOKI PLANTATION, REIN BAY, NEW BRITAIN.

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

1. GENERAL.

a. The Primary Target was a strike against MOMOTE AIRDROME area, ADMIRALITY ISLANDS. The Alternate Target which was attacked was the IBOKI PLANTATION, at REIN BAY, NEW BRITAIN.

b. Nine A/P of this squadron were to proceed to SAKAR ISLAND, rendezvous with fighter escort and then proceed to target. One A/P never took off due to mechanical trouble.

c. ATTACK.

(1) The mission was not carried out as ordered owing to a solid front being encountered enroute to target. This caused the primary target to be abondoned and the secondary target IBOKI PLANTATION in REIN BAY, NEW BRITAIN was attacked. Rendezvous with fighters was not effected. The secondary target was well bombed, 30 out of 40 bombs dropped, hitting the target. 5 bombs missed and fell into the sea and the remaining 5 bombs were salvoed.

(2) The 498th, 499th and 500th squadrons of the 345th Group participated in this mission and one squadron of the 38th bomb group.

d. Interception.

(1) There was no interception by enemy A/P.
(2) Our crews reported no observations of losses by any allied units.

2. Major Fain, Squadron Commander was to lead the the squadron but owing to a leak in the fuel tank was not able to take off. Lt. Barth led the sqdn. formation and our flights were:

FIRST FLIGHT	SECOND FLIGHT	THIRD FLIGHT
1. Lt. Barth A/P 604	Lt. Kortemeyer A/P 078	Lt. Murphy A/P 060
2. Lt. Birdlinger A/P 089	Lt. Brigham A/P 082	Lt. Jones A/P 335
3. Lt. Wichman A/P 099	Lt. Larsen A/P 074	

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Narrative Report on Mission FFO 53-K-1, cont'd.

3. Details of the Mission.

a. Time and Location:
Alert: Strip # 4, DOBODURA, 0800/L.
Take Off: Strip # 4, DOBODURA, 0830/L.
Group Rendezvous: Strip # 4.
Fighter Rendezvous: SAKAR ISLAND 0950/L.
Left Rendezvous: 1000/L.
Attack: IBOKI PLANTATION, REIN BAY, 1133/L.
Altitude: 8000'.
Landing: Base

b. Route: DOBODURA - VITIAZ STRAIT - SAKAR ISLAND - Target.
Approach: Our A/P made their approach to the secondary target on a Southeasterly heading.
Attack: All A/P in squadron made there bombing run on the lead ship which was only A/P with a bomb sight.

c. One bombing run was made after Lt. Barth had circled North of the target to allow group formation to form bombing pattern. The 499th squadron was leading followed by the 500th, then our squadron, then 498th and finally the squadron from the 38th Group. 30 x 500 lb. bombs scored direct hits on the target. The bomb bursts were observed by the crews and at least one fire was started. The target area appeared to be well plastered by previous raids. 5 x 500 lb. bombs were salvoed on account of rack trouble and 5 bombs fell in the sea off shore from the target.

d. There was no enemy Ack-ack fire received or seen by our crews.

e. Fighter escort was reported as satisfactory.

f. There was no damage sustained by our A/P.

g. There were no injuries to any of our personnel.

4. There were no individual actions on this mission to warrant citations.

5. Armament, Ordnance, and Photo Tables are enclosed herewith.

6. Sightings: 4 apparently new native type buildings at mouth of ARIA RIVER (x) N5883 western NEW BRITAIN, 1½ miles. 10/12 LCI off CAPE HOOULT.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt. Air Corps
Asst. Intelligence Officer.

3 Incl:
Incl. 1 - Route and Sightings
2 - Bombing Assessment Diagram and Photo Interpretation.
3 - Bombing and Photo Tables.

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BOMBING TABLE #1

A/P No.	BOMBS TYPE	WEIGHT	NO. OF BOMBS DROPPED ON TARGET HITS	MISSES	SALVOED	REMARKS
595	(5) 4 to 5 sec. delay demos.	500 lbs.	(A/P Did Not Take Off)			
082	"	"				
654	"	"			5	
978	"	"	5			
089	"	"	5			
974	"	"	5			
660	"	"		5		
099	"	"	5			
335	"	"	5			
	40					
TOTAL		20,000	30	5	5	

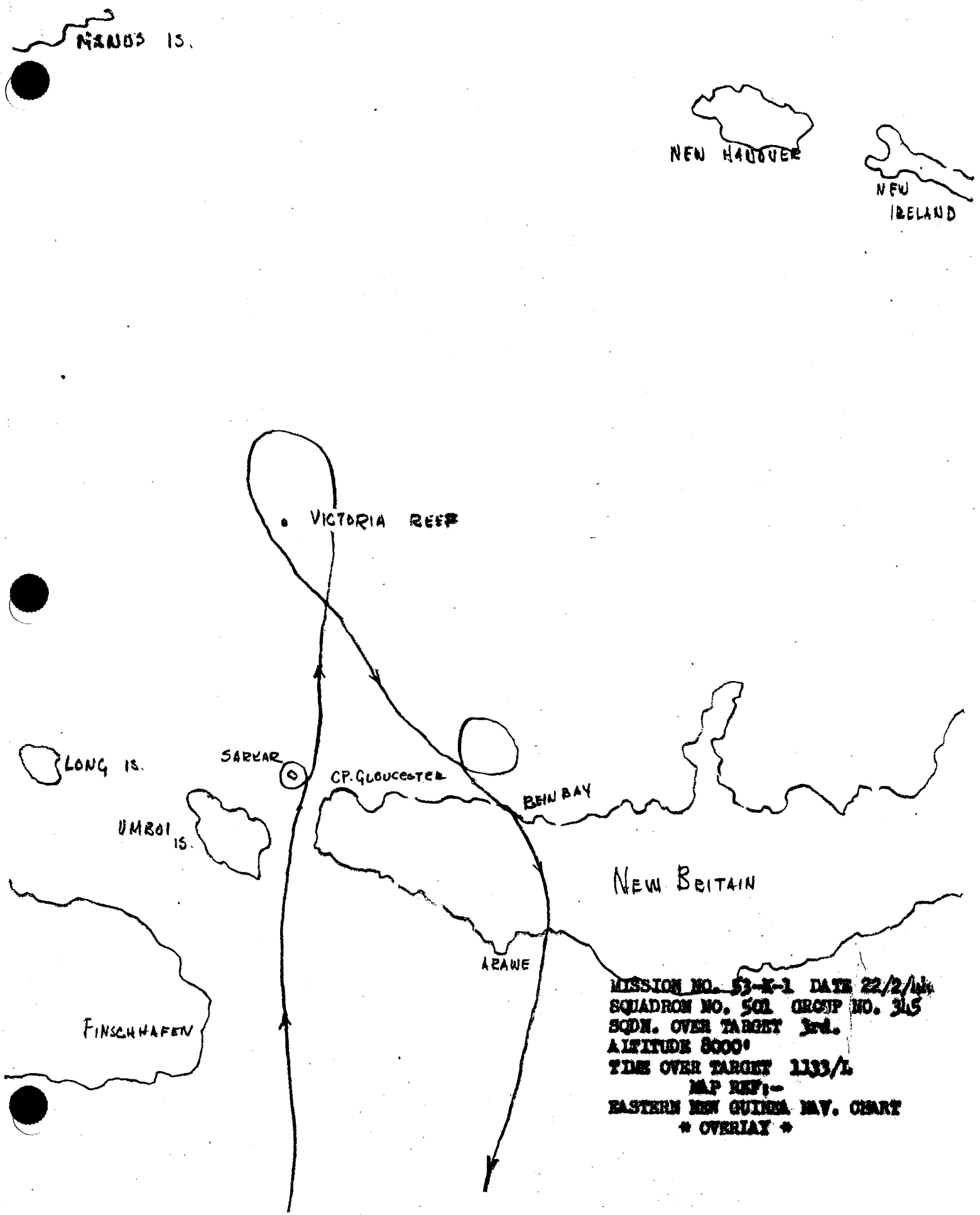
STRAFING TABLE #2

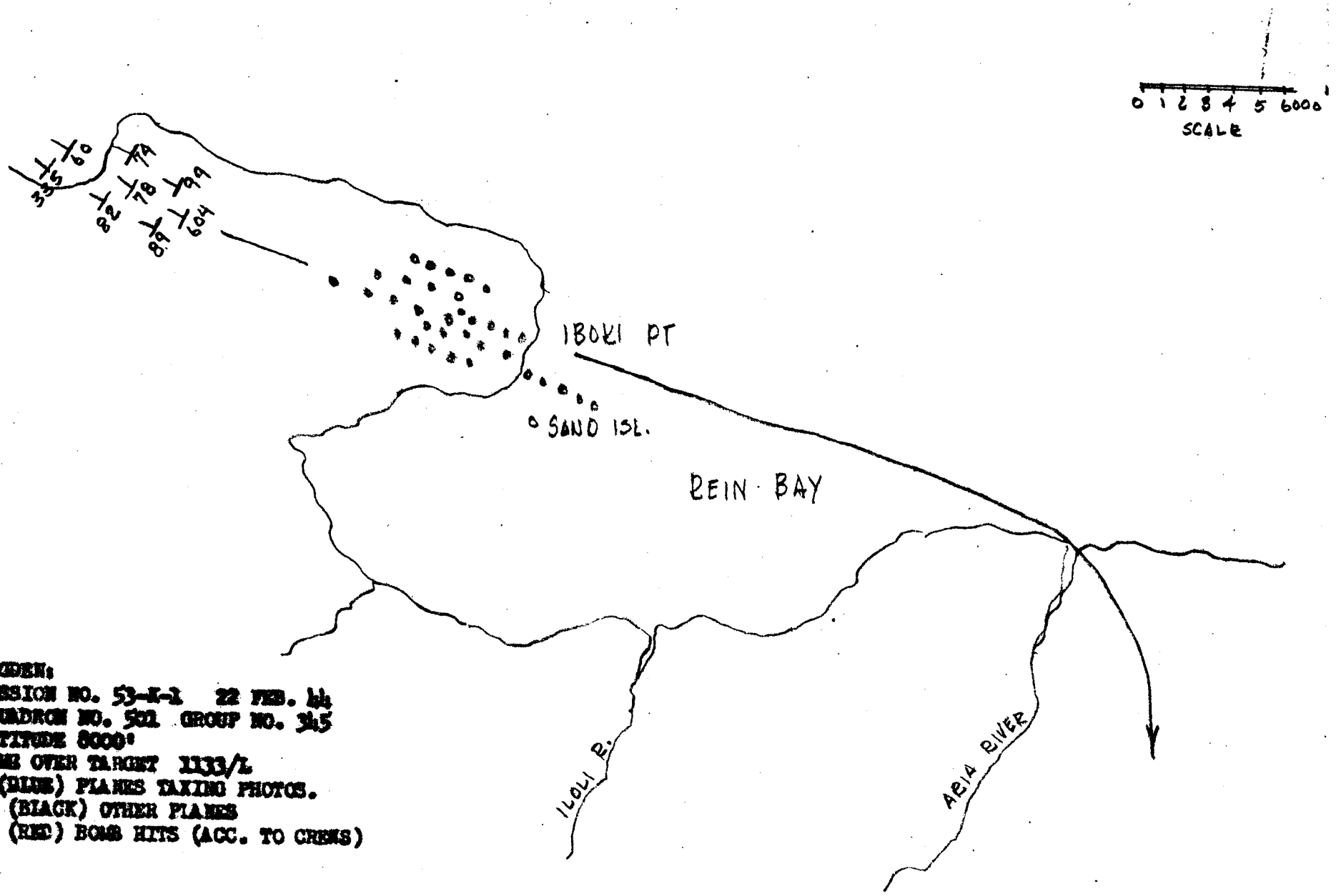
NO ROUNDS OF .30 CALIBER OR .50 CALIBER AMMUNITION HAVE EXPENDED

PHOTO TABLE #3

A/P	TYPE CAMERA	NO. OF PHOTOS TAKEN
335	K-20	8
089	K-21	30
082	K-21	25
978	K-21	30
TOTAL		93

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MANUS IS.
NEW HANOVER
NEW IRELAND
VICTORIA REEF
LONG IS.
SARAR
CP. GLOUCESTER
BEIN BAY
UMBOI IS.
NEW BRITAIN
ARAWE
FINSCHHAFEN
MISSION NO. 53-K-1 DATE 22/2/44
SQUADRON NO. 5QR GROUP NO. 345
SQDN. OVER TARGET 3rd.
ALTITUDE 8000'
TIME OVER TARGET 1133/L
MAP REF:-
EASTERN NEW GUINEA NAV. CHART
* OVERLAY *


0 1 2 3 4 5 6000'
SCALE
IBOKI PT
SANO ISL.
REIN BAY
ILOLI R.
AEIA RIVER
LEGEND:
MISSION NO. 53-K-2 22 FEB. 44
SQUADRON NO. 502 GROUP NO. 345
ALTITUDE 8000'
TIME OVER TARGET 1133/L
T (BLUE) PLANES TAKING PHOTOS.
T (BLACK) OTHER PLANES
• (RED) BOMB HITS (ACC. TO CREWS)

501
56-B-2
25Feb44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

26 February 1944.

SUBJECT: Narrative Report on Mission FFO 56-B-2, performed 25 February 1944 by three flights of three airplanes each from the 498th, 499th and 501st squadrons. Objective: Boram Airdrome and Dispersal Areas.

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

1. GENERAL.

a. The objective assigned was a strike against Boram Airdrome and dispersal areas, our particular target being the ack-ack positions south of the central part of the strip.

b. Nine A/P of this squadron were to form with the 498th and 499th squadrons over Strip #4-B at 1,500 ft. and proceeded to Gusap where rendezvous with the fighters and the 38th Group was to be made at 8,000 ft.

c. Attack:

(1) The squadron carried out the mission as ordered, rendezvous with the fighters and with the 38th Group was made, and the formation proceeded to the target. At Hansa Bay, the 38th Group turned out to sea, but our group continued up overland and approached the target and made their run at a heading of approximately 15 degrees. The target was attacked at 1240/L from an altitude of 7,000 ft. The bombing was excellent and of the 45 bombs dropped in the southeast dispersal area, 37 were considered hits and 8 were near misses. The bombing of our third flight was particularly good, all bombs being observed to have hit in the large six-gun A/A position. A fire with yellow smoke rising to 200 ft. was started 300 yards southeast of the southeast end of Boram runway. The ack-ack was particularly heavy, but due to the intense evasive action taken, only one A/P in our squadron was hit, the pilot of this A/P, Lt. Murphy, was wounded. There were no enemy A/P destroyed.

(2) Nine A/P of the 498th squadron and nine A/P of the 499th squadron participated in this mission. The 498th squadron led, and the 499th squadron was in #3 position. The 38th Group was to lead us on to the

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target, but they approached the target from a different angle and our group came over the strip as their last airplane left.

d. Interception:

(1) There was no interception by enemy A/P, although one u/i fighter was seen circling low over the strip as our squadron approached the target, but this A/P was not seen later and did not intercept.

(2) Our crews reported no observation of losses by Allied units.

e. Time and Location of:

Take-off: From Strip #4-B at Nadzab, 1055-1059/L.
Rendezvous: Squadron rendezvous at Nadzab at 1104/L.
Group Rendezvous: At Nadzab at 1109/L.
Rendezvous with 38th Group and fighters at Gusap at 1130-1140/L.
Attack: Boram A/D 1240/L.
Landing: Strip #4-B at Nadzab 1415-1420/L.

f. Route: NADZAB-GUSAP-RAMU VA LEY-TARGET-BOGADJIM-RAMU VALLEY-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON IN THE ATTACK.

a. The 498th squadron was assigned to lead the group formation. This squadron flew in #2 position, and Lt. Vogt was assigned to lead the squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Vogt	A/P 604	Lt. Kertemeyer	A/P 078	Lt. Barth	A/P 595
Lt. Larsen	A/P 099	Lt. Mayes	A/P 335	Lt. Jones	A/P 074
Lt. Murphy	A/P 518	Lt. Coffman	A/P 082	Lt. Kirmil	A/P 089

3. Details of the Mission:

a. (1) Lt. Vogt, in A/P 604, led the attack making his run on a heading of approximately 15 degrees over the east central part of the runway. His flight with Lt. Larsen, in A/P 099, #2 position, and Lt. Murphy, in A/P 518 in #3 position, released their bombs in the target. Lt. Murphy's airplane was hit by shrapnel from an ack-ack burst, and Lt. Murphy was injured as a result of this. Lt. Willard, the co-pilot, flew the A/P back to base.

All the crew members in this flight observed heavy black smoke rising to 3,000 ft. from the Wewak Township area as a result of the "heavies'" bombing.

(2) Lt. Kortenaeyer, in #2 position of the squadron formation, flew abreast of Lt. Vogt's flight. This flight's bombs were released slightly to the south and east of the target, part of this flight's bombs starting a column of yellow smoke 200 ft. high in the area 300 yards southeast of the southeast end of the strip at point 372043. (Ref. Prov. Map Wewak West 1:1). Several crew members in Lt. Mayes' airplane observed a large native village about 2½ miles southeast of the strip. This village consisted of approximately 25 barrack-type buildings.

(3) Lt. Barth, in A/P 595, led the third flight which flew slightly to the rear of the first two flights. All of the bombs of this flight were seen to hit in the target and seem to be concentrated in the vicinity of the six-gun heavy position in that area.

b. The A/A was described as of heavy and medium caliber and of heavy intensity. The accuracy was good, and the altitude of the bursts was 6500-7500 ft. The ack-ack was seen to come from all the provisional pin-pointed positions and also from the east shore of CAPE WOEM at point 395063. (Ref. Wewak West 1:1).

c. Fighter cover given by two squadrons of P-40's, one close cover and one medium cover, and top cover given by P-47's, was reported as excellent.

d. One of our A/P was damaged by ack-ack. This A/P suffered a hit in the left windshield, in the nose, and in the leading edge of the vertical stablizer.

e. The following personnel of this squadron received injuries:

(1) Lt. Michael A. Murphy, Jr., O-734255, shrapnel wound moderately severe.

4. Necessary papers are being prepared for the award of the Purple Heart for Lt. Murphy.

5. APPENDICES.

a. Bombing table and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

Report on Mission FFO 56-B-2, cont'd.

6. There were no sightings in addition to those already mentioned.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 7

Report on Mission FTO 56-B-2, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bombs on Target		Remarks
				Hits	Misses	
604	5	4-5	500 lb.	5		
099	5	"	"	5		
518	5	"	"	5		
078	5	"	"	4	1	
335	5	"	"		5	
082	5	"	"	3	2	
595	5	"	"	5		
074	5	"	"	5		
089	5	"	"	5		
Total	45	4-5	500 lb.	37	8	

STRAFING TABLE #2

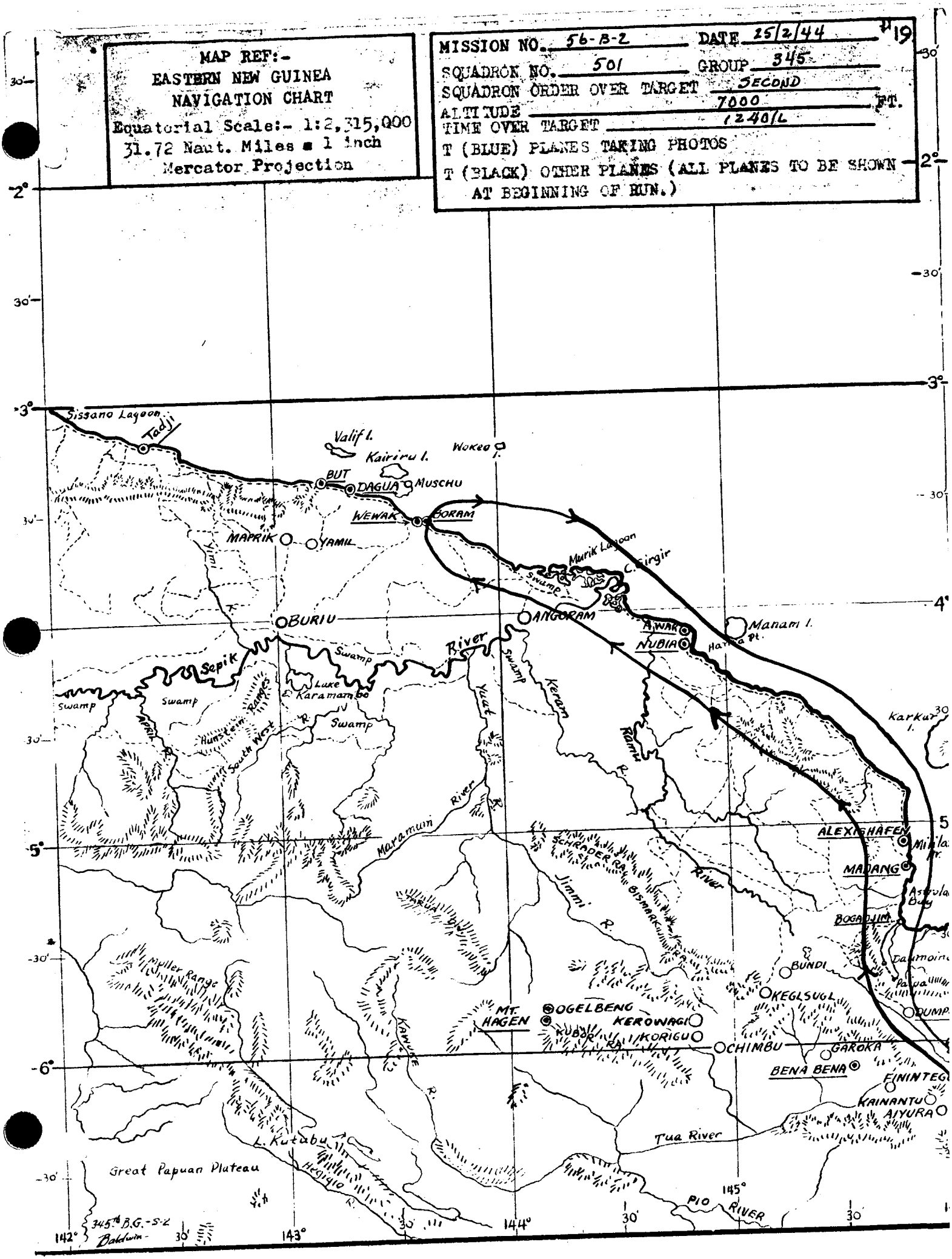
NOTE: No rounds of ammunition were expended.

PHOTO TABLE #3

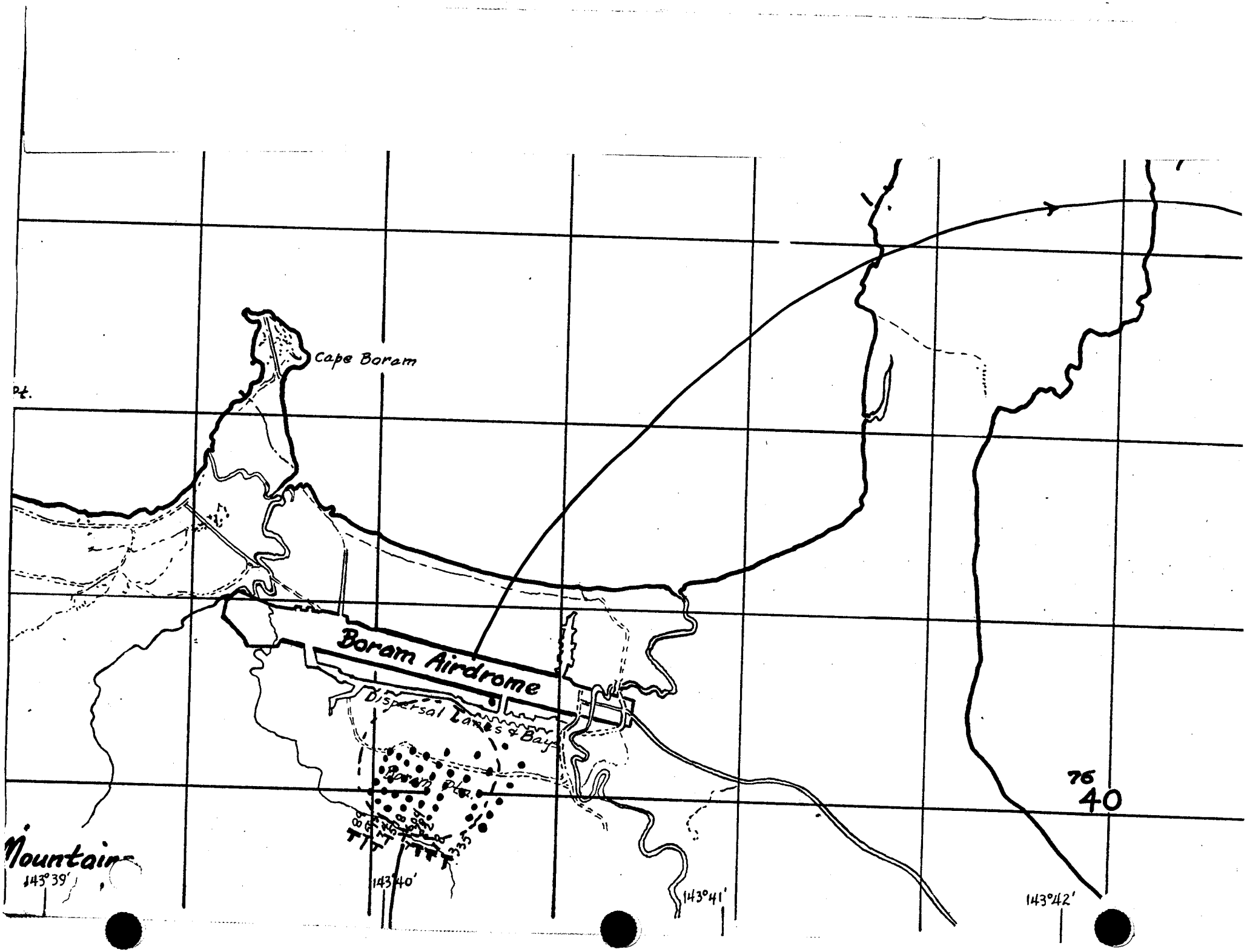
A/P	TYPE CAMERA	NO. OF EXPOSURES
082	K-21	30
078	K-21	30
335	K-20	20
089	K-20	50
Total		130

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

MISSION NO. 56-B-2 DATE 25/2/44 19
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET SECOND
ALTITUDE 7000 FT.
TIME OVER TARGET 1240/L
T (BLUE) PLANES TAKING PHOTOS
T (BLACK) OTHER PLANES (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)



345th B.G.-S-2
Baldwin


Cape Boram
Boram Airdrome
Dispersal Lanes & Bays
Boram Plt.
143°39'
143°40'
143°41'
143°42'
76
40

501
57-6-2
26Fe54

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

27 February 1944.

SUBJECT: Narrative Report on Mission FPO 57-G-S, performed 26 February 1944 by three flights of three airplanes each from the 501st Squadron. Objective assigned: LORENGAU; Target attacked: MADANG.

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

1. GENERAL.

a. The objective assigned was a strike against the LORENGAU area--targets 13, 14, 15, and 16. The target attacked was at MADANG--targets 59-S, 63-D, and 60-D.

b. Nine A/P of this squadron were to form over strip #4-S at MADANG, proceed up the valley, over the BOGADJIM Road area, and then to MANUS ISLANDS.

c. Attack:

(1) The squadron formed, proceeded up the valley and then across the sea, but were unable to get through a solid front which extended from 0500-S--14,500-S to 0300-S--14,500-S. The squadron turned back at 0935/L at approximately 04.00-S--14,600-S, and making landfall north of ALEXISHAFEN, strafed that area, the area between there and MADANG, and then bombed and strafed the supply and personnel areas at MADANG. Targets 59-S, 63-D, and 60-D were well covered with bomb hits, 24 bombs hit in 63-D, 6 bombs in 60-D, and 5 bombs in 59-S. A fire, which was probably a fuel dump, was started in Target 63-D with black smoke rising up to 300 ft. There were no other visible results. There were no enemy airplanes destroyed.

(2) Nine A/P of this squadron only participated in this mission. There was no fighter cover.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

Narrative Report on Mission FPO 57-C-2, cont'd.

e. Time and location of:

Take-off: From Strip #4-B at MADIAB, 0745-0748/L.
Rendezvous: None
Group Rendezvous: None. Turned back at 0935/L at point 04.00-E—14.700-E.
Attack: MADANG area 1005-1010/L.
Landing: Strip #4-B at MADIAB 1130-1133/L.

f. Route: MADIAB-MARU VALLEY-POSITION 04.00-E—14.700-E-ALEXIS-HAFEN-MADANG-MARU VALLEY-MADIAB.

2. AIRPLANES OF THE 501st SQUADRON IN THE ATTACK.

a. The 501st Squadron was the only squadron on this mission, and Capt. Squadronleader was the leader of our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Squadronleader	A/P 099	Lt. Kortemeyer	A/P 078	Lt. Monaghan	A/P 093
Lt. Harper	A/P 064	Lt. Coffman	A/P 060	Lt. James	A/P 082
Lt. Birdlinger	A/P 074	Lt. Mayes	A/P 076	Lt. Wichman	A/P 089

3. Details of the Mission:

a. Capt. Squadronleader, in A/P 099, seeing that it was impossible to get through the front, which extended from 0900-S—14.500-E to 0500-S—14.825-E, decided to bomb targets at MADANG. He led the squadron, therefore, over ALEXISHAFEN which was heavily strafed, strafed the area between there and MADANG, and bombed and strafed at MADANG itself. All five of his bombs hit in Target 63-D. Lt. Harper, in A/P 064, also released his five bombs in Target 63-D. Lt. Birdlinger, in A/P 074, released two of his bombs in Target 59-D, 2 bombs hit in the water south of this target, and one bomb was salvoed. A fire was started in Target 63-D as a result of this flight's bombing. It was described as a probable fuel fire, due to the black smoke rising 300 ft.

Lt. Kortemeyer, in A/P 078, released four of his bombs in Target 63-D, his remaining bomb hit in the water just off shore. In #2 position of this flight, Lt. Coffman, in A/P 060, dropped his five bombs also in Target 63-D, where a fire had already been started. This crew reported a fuel dump in Target 21-D at point 721225. (Ref. MADANG East 1:1). Lt. Mayes, in A/P 076, flew in #3 position in this flight scoring four hits in a village in Target 60-D and one miss just off shore.

Narrative Report on Mission FFO 57-C-2, cont'd.

Lt. Monaghan was leader of the third flight, in A/P 093, and three of his bombs hit in Target 59-B, while the remaining two hit in Target 63-D without visible results. In A/P 082, Lt. Jones, in #2 position of this third flight, put three bombs in Target 63-D and 2 in Target 60-D. Lt. Wishman, in A/P 089, returned his five bombs to base. All A/P strafed heavily during the attack, and all crews reported the ALMELSHAFEN Strip #1 appeared possibly serviceable, while the MADANG strip was definitely unserviceable.

f. The ack-ack was described as of heavy caliber but of light intensity and inaccurate. There were two bursts from MILILAT PLTN. and one burst from a position near the southeast end of the MADANG Strip.

g. There was no fighter cover.

d. There was no damage sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no sightings in addition to those already mentioned.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Inncls.

SHEET NO. 6

Narrative Report on Mission #FO 57-C-2, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bombs on Target: Hits	Misses	Remarks
089	5	T-2500	500 lb.	5		
064	5	M-101-A-1	"	3	2	1 salvoed
074	5	"	"	4	1	
078	5	"	"	5		
060	5	"	"	4	1	
076	5	"	"	5		
093	5	"	"	5		
082	5	"	"			5 Rets. to base.
089	5	"	"			
Total	45		500 lb.	35	4	6

STRAFING TABLE #2

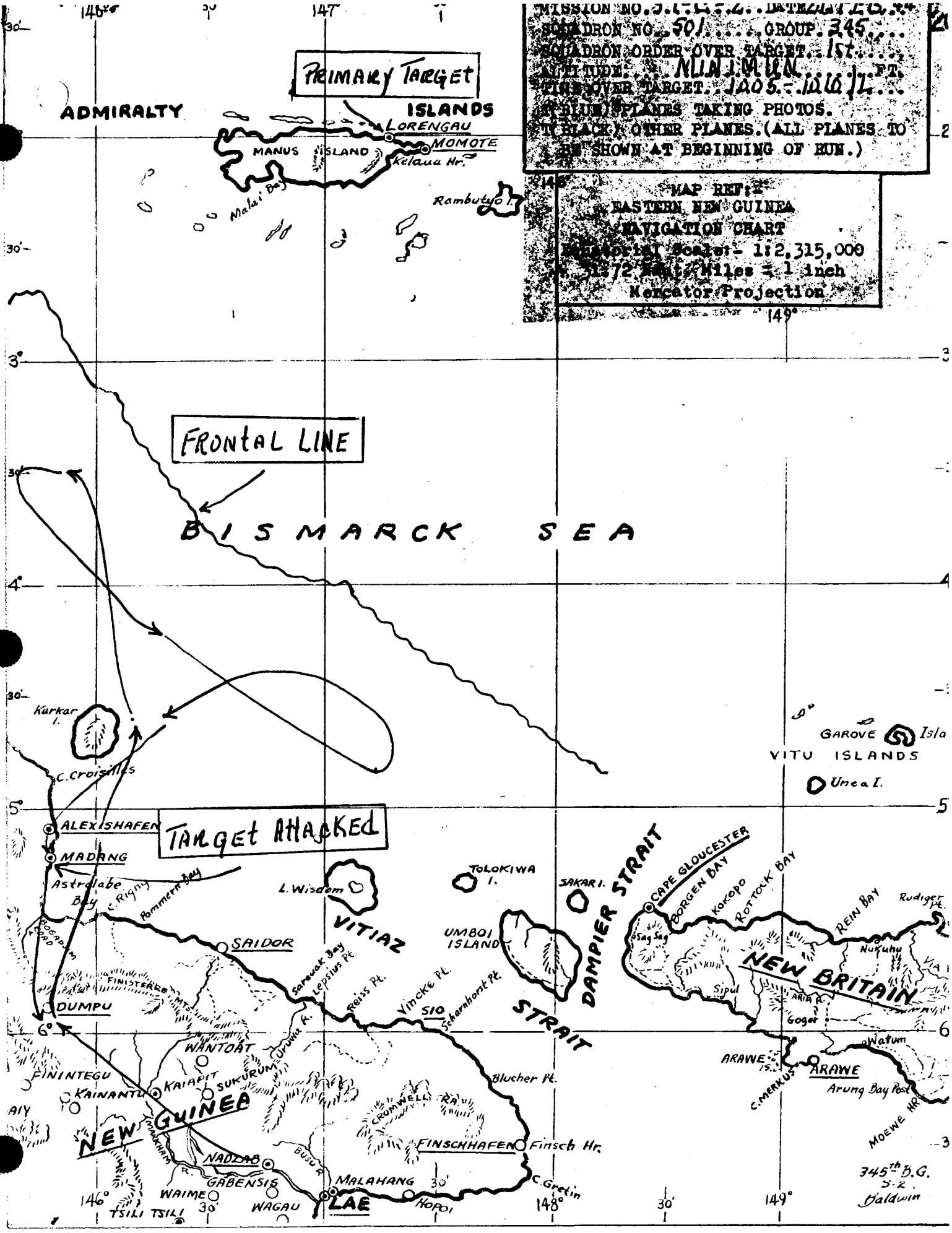
	.50 Caliber			.30 Caliber		
A/P	Carried	Expend.	Gun Fail.	Carried	Expend.	Gun Fail.
089	4800	875	LLM	2000	400	nil
064	"	2050	LRM/URM/ULM	"	0	"
074	"	1450	URM	"	0	"
078	"	1600	nil	"	0	"
060	"	2000	URM/LRM	"	0	"
076	"	1680	URM	"	0	"
093	"	800	nil	"	0	"
082	"	1000	nil	"	0	"
089	"	1850	nil	"	0	"
Total	43,200	13,245		18,000	400	

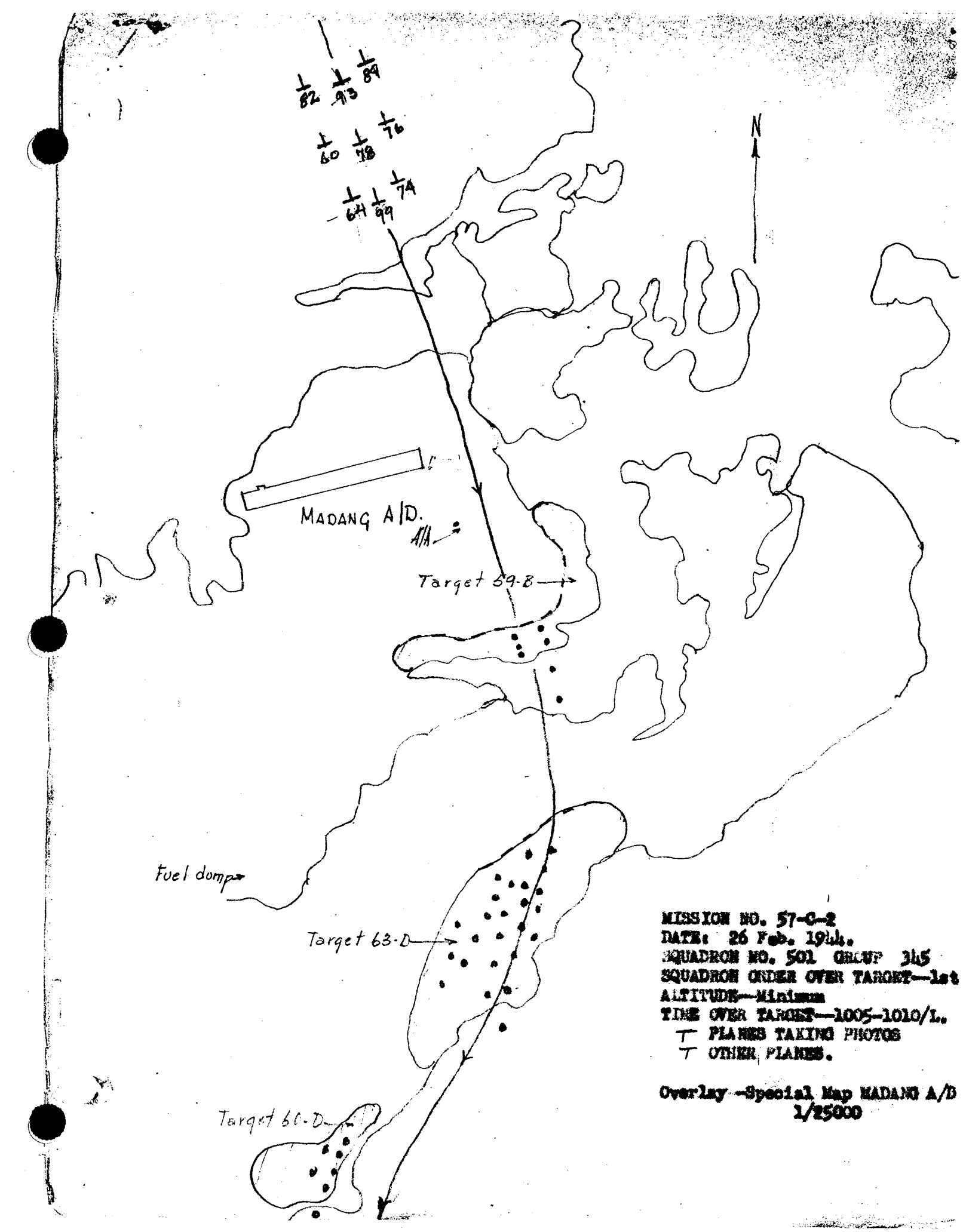
NOTE: L—Left; L—Lower; M—Waist; R—Right; U—Upper; N—Nose

PHOTO TABLE #3

A/P	Type Camera	No. of Exposures
093	K-21	15
064	K-21	Did not turn switch on.
076	K-21	" " " " "
078		

NOTE: Prints not received at the time of submitting this report.


MISSION NO. 5.1.45.2. DATE MAY 20.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET 1st
ALTITUDE 7,000 FT.
TIME OVER TARGET 1205-1210 L.
(BLUE) PLANES TAKING PHOTOS.
(BLACK) OTHER PLANES. (ALL PLANES TO BE SHOWN AT BEGINNING OF RUN.)
MAP REF:-
EASTERN NEW GUINEA
AIR NAVIGATION CHART
Approximate Scale:- 1:2,315,000
1 inch = 31.72 Nautical Miles
Mercator Projection
PRIMARY TARGET
ADMIRALTY ISLANDS
LORENGAU
MOMOTE
Kelana Hr.
MANUS ISLAND
Rambutyo I.
Malai Bay
FRONTAL LINE
BISMARCK SEA
Kurkar I.
C. Croisilles
ALEXISHAFEN
TARGET ATTACKED
MADANG
Astrolabe Bay
C. Rigny
Rommern Bay
L. Wisdom
TOLOKIWA I.
SAKAR I.
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOCK BAY
REIN BAY
Rudiger Pt.
Nukuhu
Sag Sag
DAMPIER STRAIT
VITIAZ
UMBOI ISLAND
SAIDOR
Sarawak Bay
Lepsius Pt.
Reiss Pt.
Vincke Pt.
Scharnhorst Pt.
STRAIT
NEW BRITAIN
Sipul
ARIA R.
Goget
Watum
ARAWE IS.
ARAWE
C. MERKUS
Arung Bay Post
MOEWE HR.
DUMPU
FINISTERRE MTS.
WANTOAT
FINTEGU
KAINANTU
KAIAPIT
SUKURUM
Blucher Pt.
NEW GUINEA
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
NADZAB
GABENSIS
MALAHANG
C. Gretin
WAIME
WAGAU
LAE
HOPOI
TSILI TSILI
GAROVE Isla
VITU ISLANDS
Umea I.
345th B.G.
S-2
Baldwin



MISSION NO. 57-C-2
DATE: 26 Feb. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—1st
ALTITUDE—Minimum
TIME OVER TARGET—1005-1010/L.
T PLANES TAKING PHOTOS
T OTHER PLANES.

Overlay -Special Map MADANG A/D
1/25000

501
59-E
28Feb44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

29 February 1944.

SUBJECT: Narrative Report on Mission FFO 59-E, performed 28 February 1944 by seven A/P each from the 501st, 499th, and 500th Squadrons of the 345th Group.

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

1. GENERAL.

a. The objective assigned was a strike against stores and personnel areas at targets 13-D, 14-D, 15-D, and 16-D in the LORENGAU AREA, which were to be strafed and bombed at minimum altitude with 5 x 500 lb. 8/11 sec. delay demo. bombs per airplane. The secondary objective was to obtain complete photo coverage with low oblique photographs of the LORENGAU AREA. There was no secondary target assigned.

b. Seven A/P of this squadron were to form with the 499th and 500th squadrons over MADANG and proceed up the valley, across the FINISTERRE RANGE, then to MANUS ISLAND. There was to be no rendezvous with other groups or with fighters.

c. Attack:

(1) The squadron carried out the mission as ordered, forming over Strip #1 at MADANG, then proceeding up the valley over the FINISTERRE RANGE, and then on a heading of 30 degrees approached the vicinity of MANUS ISLAND. The squadron turned to the left at approximately 0830-E--4750-S and came into the target across LOS NEGROS ISLAND. The target itself at LORENGAU was approached on a heading of 100 degrees and was attacked from 12,4-1250/L at minimum altitude on two passes. The bombing was excellent and the following targets were hit: 9 x 500 lb. bombs were dropped in target 14-D, 16 x 500 lb. bombs were dropped in target 15-D, 3 x 500 lb. bombs were dropped in target 16-D. The two remaining bombs were dropped just south of the LORENGAU STRIP. Although there were no visible results of the bombing, these targets were all heavily strafed on both passes, and 10,875 x .50 caliber rounds of ammunition were expended in the attack. (One A/P, due to delayed take-off, was unable to contact the squadron and returned its bombload to base.) The crews re-

ported no signs of enemy activity in the area and stated that the majority of the buildings in both LOS NEGROS ISLAND and the LORENGAU AREA had been previously destroyed. Light, slight and inaccurate M/G fire was reported, and one crew reported seeing three gun flashes from the heavy anti-sck position near LORENGAU, but no flashes were seen from this gun after our bombs were dropped. Photos of this area should be excellent, since a special effort was made to obtain complete coverage during the attack and also on approach and withdrawal.

(2) Seven A/P of the 499th Squadron, seven A/P of the 500th Squadron participated in this mission with the seven A/P from our own squadron. The 501st Squadron led the mission with the 499th and 500th squadrons following in that order. Two squadrons attacked targets at LORENGAU, while the remaining squadron attacked assigned targets on LOS NEGROS ISLAND.

d. Interceptions:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4-B at MADZAB at 1015-1017/L.
(One A/P took off at 1035/L.)
Rendesvous: Squadron rendesvous at MADZAB at 1020/L.
Group Rendesvous: at MADZAB at 1025-1030/L.
Attack: LORENGAU AREA from 1244-1250/L.
Landing: Strip #4-B at MADZAB from 1515-1518/L.

f. Route: MADZAB-GUSAP-FINISTERRE RANGE-TARGET-SOMAJIM ROAD AREA-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON IN THE ATTACK.

a. The 501st Squadron was assigned to lead the Group formation, and Major Fain, the Squadron Commander, was the leader of the squadron and the Group. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 082	Lt. Clark	A/P 335
Lt. Lewis	A/P 518	Lt. Jones	A/P 074
Lt. Coffman	A/P 064	Lt. Wichman	A/P 060
		Lt. Larsen	A/P 099

Narrative Report on Mission 59-S, cont'd.

3. Details of the Mission:

a. (1) Major Fain, in A/P 038, led the squadron into the target starting his attack at 1234/L. He strafed the west half of Target 14-D and dropped his bombs along the lower half of Target 15-D. He then passed out over SHRAPNEL HARBOR making a circle to the right and came back in for his second pass strafing the north tip of Targets 13-D, 14-D, and 15-D. He passed directly over the heavy ack-ack position near the town area on his strafing run, and although he looked very carefully for it, he reported he was unable to see any signs of it. Major Fain reported seeing two men on a submerged small boat about 10 miles southeast of KABUTTOL ISLAND. (0224-S—14715-S).

Lt. Lewis, in A/P 518, flew in #2 position dropping three bombs at the south end of Target 14-D. Two bombs fell in the target and one overshot striking the shore between Target 14-D and Target 15-D. He dropped his two remaining bombs in Target 15-D—one hitting near the jetty and the other 200 yards north of the jetty near the edge of the plantation. On his second pass, he strafed Target 14-D throughout its entire length. Lt. Lewis also reported seeing a submerged boat south of KOMBUTTOL ISLAND.

Lt. Coffman, in A/P 064, flew in #3 position, making a similar bombing and strafing run. He dropped one bomb in Target 14-D. He dropped his remaining four bombs in Target 15-D, with all of them hitting in the north end of the target and two overshot and hitting on the LOKENGAU runway. He strafed all targets on his first pass and strafed Targets 13-D, 14-D and 15-D on his second pass. Lt. Coffman reported two barges on the north shore of PAK ISLAND. (0205-S—14740-S).

(2) Lt. Clark, in A/P 335, led the second flight. He dropped two bombs in the south end on Target 14-D and one bomb in Target 15-D and strafed Targets 13-D, 14-D, 15-D, and 16-D. On his second pass, he dropped two bombs in the north end of Target 14-D and strafed same. Lt. Clark reported seeing four 30-40 ft. boats drawn up on shore, apparently in some sort of a drydock on the south shore of PITYILU ISLAND. (0156-S—14714-S).

Lt. Jones, in A/P 074, flew in #2 position. He strafed Target 14-D, 15-D, 16-D, and dropped two bombs in Target 15-D and three bombs in Target 16-D on his first pass. One of the two bombs dropped in Target 15-D fell 100 yards south of the jetty, and the other one hit on shore at the jetty. On the second pass, he strafed the entire length of Target 14-D.

Lt. Wichman, in A/P 060, flew in #3 position. He dropped two bombs in the south end of Target 15-D and two bombs in the plantation area in the north end of Target 15-D and strafed the south end of Target 14-D, all of Target 15-D, and the east end of Target 16-D on his first pass. On his second pass, he dropped one bomb near the old hospital at the south end of Target 14-D.

Lt. Larsen, in A/P 099, was delayed in take-off, due to the necessity of a substitute crew member at the last minute. After taking off, he proceeded on course attempting to join the squadron formation in time to attack the target. He was unable to catch up with our formation, and 45 miles south of the target, joined the 38th Group formation, and then later joined our Group formation and returned to base bringing back his bomb load.

b. Ack-ack was described as light, slight, and inaccurate M/G fire from the north end of Target 14-D. One crew reported three gun flashes from the heavy ack-ack position southwest of LECHBRUCK, but no flashes were seen from this position after our bombs had dropped.

c. There was no fighter cover assigned.

d. There was no damage sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

Narrative Report on Mission 59-S, cont'd.

6. There were no sightings in addition to those already mentioned.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN T. GREEN,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 8

Narrative Report on Mission FFO 59-45, 501st Bomb Sq.

BOMBING TABLE #2

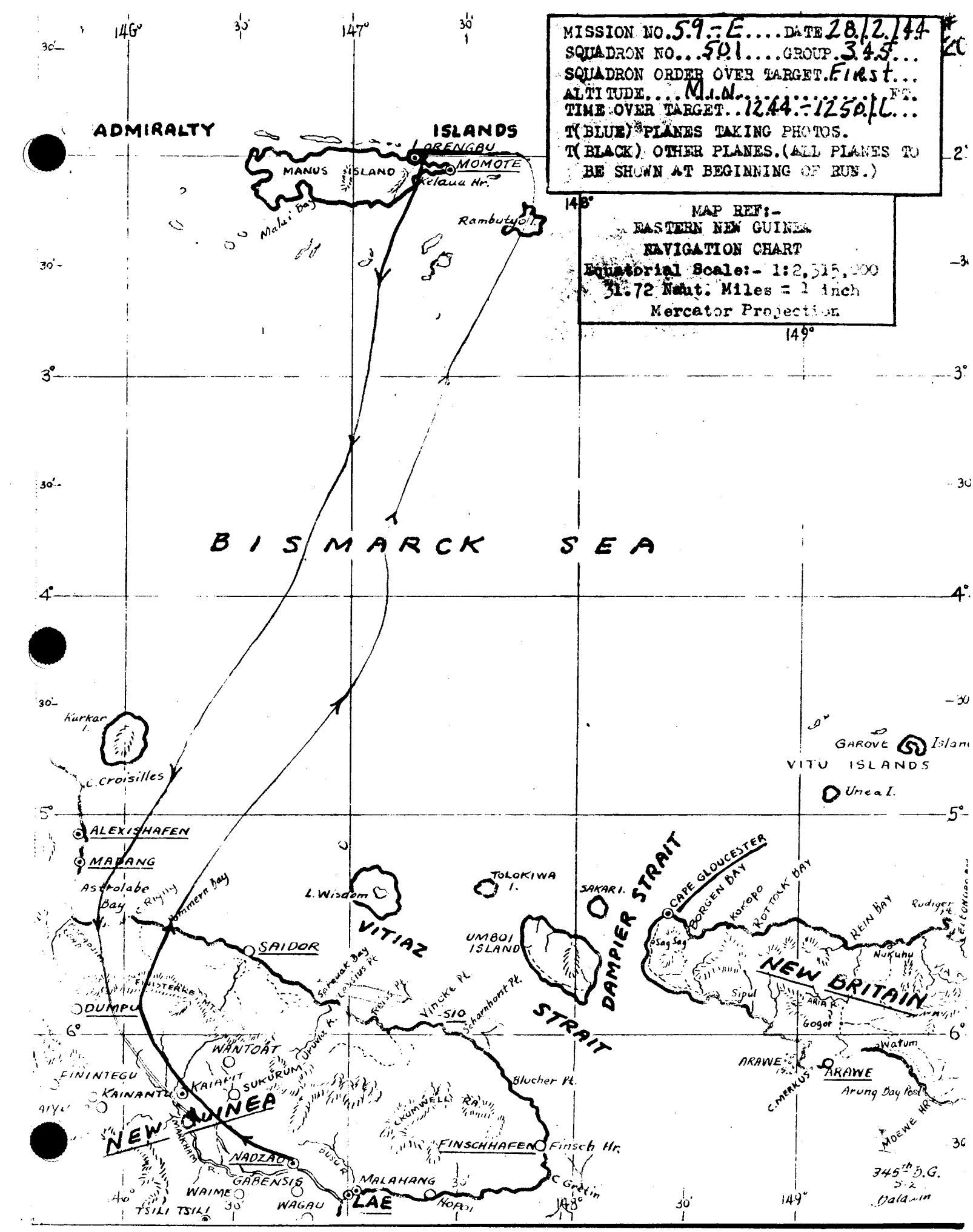
A/P	No. Bombs	Type	Weight	No. of Bombs on Target: Hits	Misses	Remarks
082	5	S/11	500 lb.	5		
518	5	"	"	4	1	
064	5	"	"	5		
335	5	"	"	4	1	
074	5	"	"	5		
060	5	"	"	5		
099	5	"	"			5 Aet. to base.
Total	35	S/11	500 lb.	28	2	5

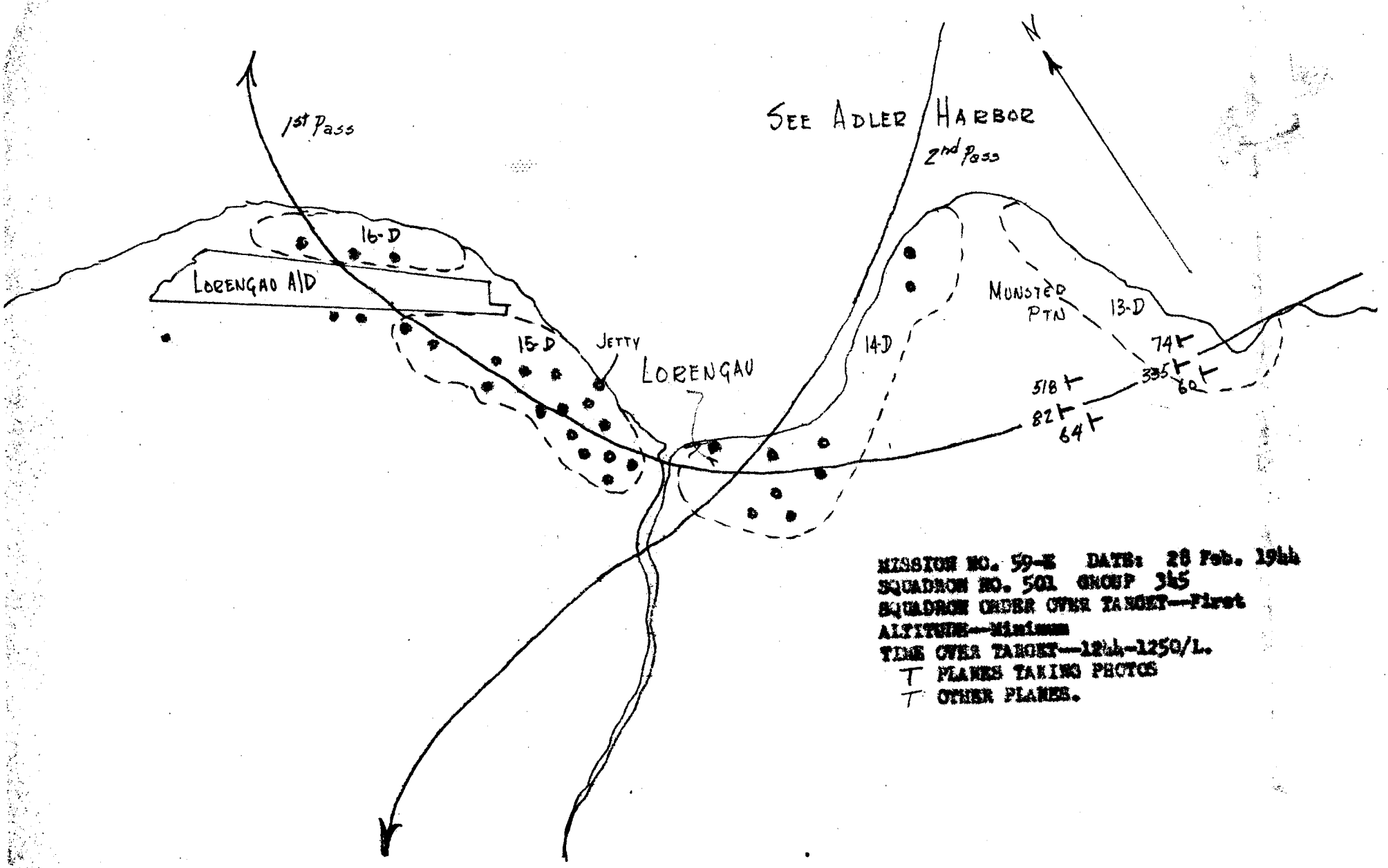
STRAFING TABLE #2

A/P	.50 Caliber: Carried	Expend.	Gun Fail.	.30 Caliber: Carried	Expend.	Gun Fail.
082	4800	2800	nil	2000	nil	
518	"	1300	"	"	"	
064	"	2000	"	"	"	
335	"	1150	"	"	"	
074	"	1425	"	"	"	
060	"	2200	"	"	"	
099	"	nil	"	"	"	
Total	33,600	10,875		14,000		

PHOTO TABLE #3

A/P	Type Camera	No. of Exposures
082	K-21	30
	K-20	15
518	K-21	30
	K-20	20
064	K-21	Did not turn switch on.
335	K-21	30
	K-20	35
074	K-21	30
060	K-21	Did not turn switch on.
099	K-21	Did not reach target.
Total		190


MISSION NO. 59-E ... DATE 28.2.44
SQUADRON NO. 501 ... GROUP 345 ...
SQUADRON ORDER OVER TARGET. First ...
ALTITUDE .... M.A.N. .... 12500 FT.
TIME OVER TARGET .. 1244-1250 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:- 1:2,515,000
31.72 Naut. Miles = 1 inch
Mercator Projection
ADMIRALTY ISLANDS
MANUS ISLAND
MOMOTE
Kelana Hr.
Malai Bay
Rambutyo I.
BISMARCK SEA
Kurkar I.
C. Croisilles
ALEXISHAFEN
MADANG
Astrolabe Bay
Rai Coast
Dommern Bay
L. Wisdom
TOLOKIWA I.
SAKAR I.
VITIAZ
UMBOI ISLAND
SAIDOR
DUMPU
FINISTERRE MTS.
Saidwak Bay
Lokasius Pt.
Preiss Pt.
Vincke Pl.
510
Scharnhorst Pt.
DAMPIER STRAIT
STRAIT
CAPE GLOUCESTER
BORGEN BAY
KOKOPO
ROTTOCK BAY
REIN BAY
Rudiger Pt.
Sag Sag
Nukuhu
NEW BRITAIN
Sipul
ARIA R.
Gogor
Watum
ARAWE IS.
ARAWE
Arung Bay Post
C. MERKUS
MOEWE HR.
345th B.G.
WANTOAT
URUWA R.
FININTEGU
KAINANTU
KAIAPIT
SUKURUM
NEW GUINEA
Blucher Pt.
CROMWELL RA.
FINSCHHAFEN
Finsch Hr.
NADZAB
MARKHAM R.
BUSU R.
GABENSIS
MALAHANG
C. Gretin
WAIME
WAGAU
LAE
HOPOI
TSILI TSILI
AIYE
VITU ISLANDS
GAROVE Island
Unea I.
Waldain
146°
147°
148°
149°
2°
3°
4°
5°
6°
30'



MISSION NO. 59-E DATE: 28 Feb. 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—First
ALTITUDE—Minimum
TIME OVER TARGET—1234-1250/L.
T PLANES TAKING PHOTOS
T OTHER PLANES.

501
60-6
29 Feb 44

500ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

1 March 1944.

SUBJECT: Narrative Report on Mission FFO 60-6, performed 29 February 1944 by six A/P each from the 498th, 499th, 500th and 501st Squadrons of the 345th Group.

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

1. GENERAL.

a. The objective assigned was area support of landing operations in the ADMIRALTY ISLANDS, to be provided by 6 B-25-D-1. The secondary target was LOU ISLAND.

b. Six A/P of this squadron were to take off from MADANG and proceed direct to the target reporting by radio to the control ship JUMBO upon arrival, then stand by in the area subject to call from them for attack on ground targets. There was to be no rendezvous with other groups or with fighters.

c. Attack:

(1) The squadron carried out the mission as ordered, formed over MADANG, then proceeding via LAE, FINSCHHAFEN, and the VITIAZ STRAIT to the ADMIRALTY ISLAND group. Our squadron was unable to get with sight of the landing operations, as the MOMOTE-LORENGAU area was completely closed in. Our A/P arrived in the area at 1115/L. At 1155/L, JUMBO ordered our squadron to attack the secondary target and return to base. This attack was carried out from 1158-1205/L, the squadron striking the south end of the island in the vicinity of MOIANGUN village and plantation area. Bombing was excellent. 26 x 500 lb. 8/11 sec. delay demo. bombs hit in the village and plantation area. Two bombs fell short falling in the bay east of MOIANGUN village. One bomb was salvoed at sea shortly after leaving the target. One bomb run was made, on a heading of approximately 245 degrees. There were no visible results of our attack. The same area was strafed with 1200 x .50 caliber rounds of ammunition. Our crews reported, that due to poor visibility, they were unable to see any elements of the landing force or any naval activity in the ADMIRALTY ISLAND area. Photos were taken of the bombing and strafing

Narrative Report on Mission 60-G, cont'd.

at MOIANDUN. There was no interception by enemy A/P, and there were no enemy A/P destroyed on the ground.

(2) The 498th, 499th, and 500th Squadrons of the 345th Group had similar missions assigned, each squadron carrying out its own mission separately in the following order: 499th, 498th, 500th and 501st Squadrons.

4. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

5. Time and location of:

Take-off: From Strip #4-B at HADZAB from 0900-0908/L.
Rendezvous: Squadron rendezvous en course.
Attack: LOS ENLAND from 1158-1205/L.
Landing: Strip #4-B HADZAB from 1400-1403/L.

6. Route: HADZAB-LAE-FINSCHHAFEN-VITIAZ STRAIT-TARGET-VITIAZ STRAIT-FINSCHHAFEN-LAE-HADZAB.

2. AIRPLANES OF THE 501ST SQUADRON IN THE ATTACK.

a. Major Fain, Squadron Commander, was the leader of the squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 032	Lt. Larsen	A/P 074
Lt. Hirdlinger	A/P 099	Lt. Harper	A/P 064
Lt. Hayes	A/P 518	Lt. Lewis	A/P 060

3. Details of the Mission:

a. (1) Major Fain, in A/P 032, led the squadron. After remaining in the ADMIRALTY ENLAND area from 1115-1155/L, he led the squadron in an attack on LOS ENLAND upon orders from JUMBO. One run was made on the target coming in on a heading of approximately 245 degrees. Lt. Hirdlinger, in A/P 099, flew in #2 position, and Lt. Hayes, in A/P 518, flew in #3 position were flying in a tight formation. The flight dropped their entire bomb load beginning at MOIANDUN village and

Narrative Report on Mission 60-6, cont'd.

running southwest across the tip of the island. Three of Major Fain's bombs fell short hitting in the water, and the other two bombs hit on land. All the remaining bombs of this flight hit on land.

(2) Lt. Lareda, in A/P 07h, led the second flight which included Lt. Harper, in A/P 06h, in #2 position and Lt. Lewis, in A/P 060, in #3 position. On their run, they struck a little north of KOIAMOUN. This flight dropped fourteen bombs in the plantation area. Lt. Harper was forced to salvo one bomb at sea after leaving the target. There were no visible results of bombing and strafing damage.

b. There was nil ack-ack.

c. There was no fighter cover assigned.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. APPENDIXES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no sightings.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GRIMM,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 6

Narrative Report on Mission #70 60-0, 501st Bomb Sq.

BOMBING TABLE #1

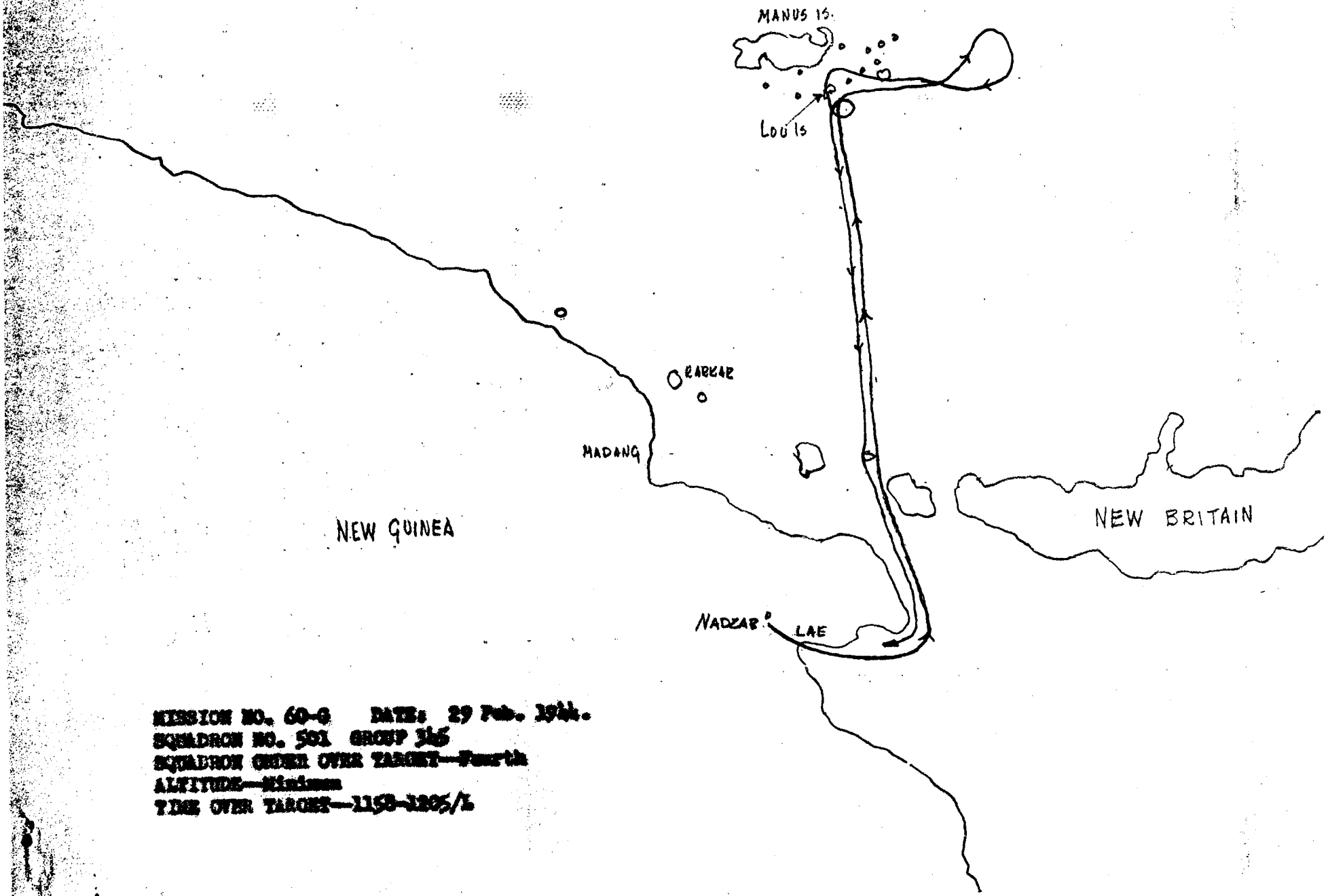
A/P	No. Bombs	Type	Weight	No. of Bombs on Target: Hits	Misses	Remarks
082	5	S/11	500 lb.	2	3	
099	5	"	"	5		
518	5	"	"	5		
074	5	"	"	5		
064	5	"	"	5		
060	5	"	"	4		1 Salvoed
Total	30	S/11	500 lb.	26	3	1

STRAFING TABLE #2

A/P	.50 Caliber: Carried	Expend.	Gun Fail.	.30 Caliber: Carried	Expend.	Gun Fail.
082	4800	400	nil	2000	nil	nil
099	"	600	"	"	"	"
518	"	200	"	"	"	"
074	"	0	"	"	"	"
064	"	0	"	"	"	"
060	"	0	"	"	"	"
Total	28,800	1,200		12,000		

PHOTO TABLE #3

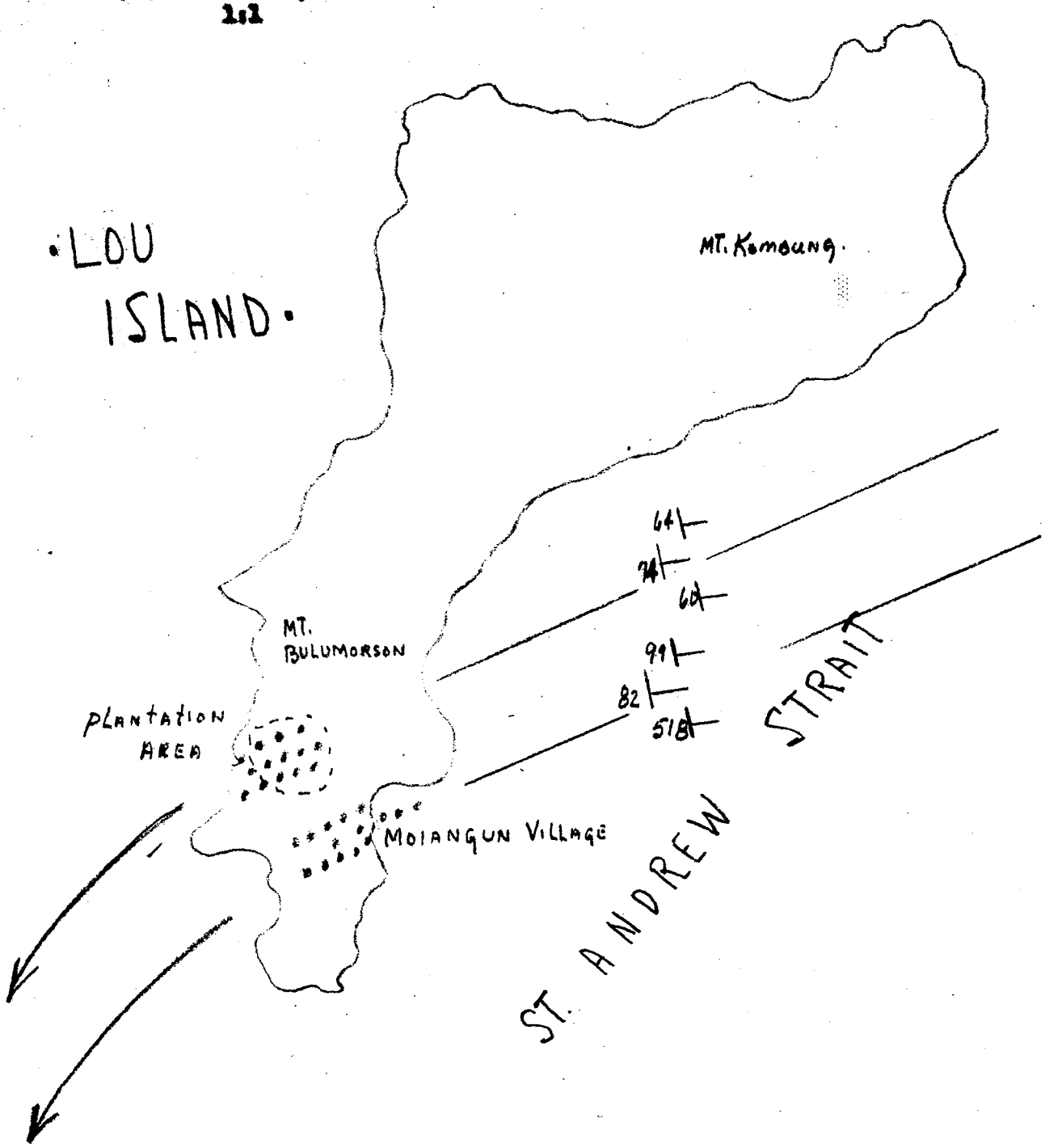
A/P	Type Camera	No. of Exposures
082	K-21	30
099	K-21	Did not turn switch on--Weather
518	K-21	" " " " " "
074	K-21	" " " " " "
064	K-21	" " " " " "
060	K-21	" " " " " "
Total		30



MISSION NO. 60-G DATE: 29 Feb. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Fourth
ALTITUDE—Minimum
TIME OVER TARGET—1150-1205/L

MISSION NO. 60-B DATE: 29 Feb. 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Fourth
ALTITUDE-Minimum
TIME OVER TARGET--1158-1205/L.
T PLANES TAKING PHOTOS
T OTHER PLANES.

Scale:
Provisional Map LOU-ADMIRALTY ISLANDS
1:1



501
61-E
Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

2 March 1944.

SUBJECT: Narrative Report on Mission PTO 61-E, performed 1 March 1944 by six A/P each from the 498th, 499th, 500th and 501st Squadrons of the 345th Group. Objective: (1) A/F on NUBIA Strip (2) Supplies and A/A installations in the NUBIA Village area.

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

1. GENERAL.

a. The objective assigned was a strike against the NUBIA and AWAR areas at HAMHA BAY. The primary target assigned was possible A/P on the NUBIA A/D, and the secondary target was supplies and A/A installations at targets 18-D and 9-E. These areas were to be bombed from medium altitude, (7,000 ft.) with 5 x 500 lb. inst. demo. bombs per plane.

b. Six A/P of this squadron were to take off from NADZAB, form with the other three squadrons of the group over the strip at 2,000 ft., and proceed to DUMPU to make rendezvous at 5,000 ft. with the fighters, one squadron of P-47's and one squadron of P-40's (RAAF). From DUMPU, the group was to proceed direct to the target, striking there just after seven squadrons of "heavies" had left the target.

c. Attack:

(1) The squadron carried out the mission as ordered, formed over NADZAB, then made rendezvous at DUMPU, and proceeded up the KAMU Valley to the HAMHA BAY area. Since no A/P were seen on the NUBIA Strip, the secondary target was chosen. The bombing run was made at a heading of approximately 10 degrees at 1155-1200/L. The bombing was excellent, 17 bombs hitting in targets 18-D and 9-E, the supply areas and A/A position in the vicinity of SIBTMAHAMO Village. A large fire, probably fuel, was started in this area as a result of our bombing, with flames up to 500 ft. and black smoke rising up to 1500 ft. 13 x 500 lb. bombs were dropped in target 25-D, which is just north of the AWAR River mouth. All these areas were reported as well covered with bomb hits, and the A/A fire on the squadron behind us was reported as considerably diminished. There were no other visible results, but photographs were taken and should confirm the excellent results reported.

Narrative Report on Mission 61-E, cont'd.

(2) The 500th, 499th, 501st and 498th squadrons of the 345th Group participated in the mission, and made their run on the target was in that order.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

e. Time and Location of:

Take-off: From Strip #4-B at HADZAB from 1033-1036/L.
Group Rendezvous: Over HADZAB at 2,000 ft.
Fighter Rendezvous: Over DUMPU at 5,000 ft. at 1112-1114/L.
Attack: SISIMANGOO-EKU Village areas at 1155-1200/L.
Landing: Strip #4-B at HADZAB from 1315-1320/L.

f. Route: HADZAB-DUMPU-RAHU VALLEY-TAHORT-RAHU VALLEY-DUMPU-HADZAB.

2. AIRPLANES OF THE 501ST SQUADRON IN THE ATTACK.

The 500th Squadron led the Group formation on this mission, and Lt. Barth was the leader of our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Barth	A/P 604	Lt. Coffman	A/P 764
Lt. Mayes	A/P 335	Lt. Wichman	A/P 518
Lt. Kirail	A/P 099	Lt. Hirdlinger	A/P 074

3. Details of the Mission:

a. (1) Lt. Barth, in A/P 604, led our squadron on to the target. Seeing no A/P on the MUBIA A/D, he decided to drop his bombs on the supply and personnel areas around SISIMANGOO and EKU Villages. His five bombs dropped on target 18-B and in target 9-B. Lt. Mayes, in A/P 335, flew in #2 position, and his bombs hit in target 18-B, his last bomb starting a large fuel fire there with flames up to 500 ft., and black smoke rising to 1500 ft. Lt. Kirail, in A/P 099, dropped his bombs in this same area. All crews agree that the target had been well hit and that the bombing was excellent.

Narrative Report on Mission 61-E, cont'd.

(2) In the second flight, Lt. Coffman, in A/P 764, was the leader, and released his bombs over the target, two hitting just south of the AWAR River in target 9-B, and the remaining three in target 25-B. Lt. Richman, in A/P 518, in #2 and Lt. Birdlinger, in A/P 074, in #3 position both dropped their bombs in target 25-B just north of the AWAR River. The bombs hit were observed, but no other visible results of the bombing could be ascertained. All crews reported large fires in the area as a result of the "heavies" bombing. These fires were in the vicinity of targets 14-B and 8-B.

b. The A/A fire was described as of both medium and heavy caliber, fairly intense, accurate to inaccurate, and the altitude varying from 5,000 to 7,500 ft. The main source of the A/A was at targets 9-B, 10-B, 5-B, and 7-B. The fire from 5-B seemed to be synchronized with fire from guns in 9-B, as the two positions alternated evenly in firing. Six or seven gun pits occupied by medium guns, which were located north of CONDON Strip along the coast, fired on the first flight, but not on the second flight, which flew well within their range.

c. Fighter cover, provided by one squadron of P-47's as top cover and one squadron of P-40's (RAAF) as close cover, was reported as excellent.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no additional sightings, all crews reporting no airplanes on the strip and no shipping in the harbor.

Narrative Report on Mission 61-E, cont'd.

7. Photo prints received do not show the results of this squadron's bombing. This is due to the fact that evasive action necessitated ranking the planes sharply to the left, and thus the cameras did not catch our bomb bursts.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 7

Narrative Report on Mission FFO 61-M, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	No. of Bomb Hits: Misses	Remarks
604	5	Inst.	500 lb.	5		
335	5	"	"	5		
099	5	"	"	5		
764	5	"	"	5		
518	5	"	"	5		
974	5	"	"	5		
Total	30	Inst.	500 lb.	30		

NOTE: No rounds of ammunition were expended.

PHOTO TABLE #2

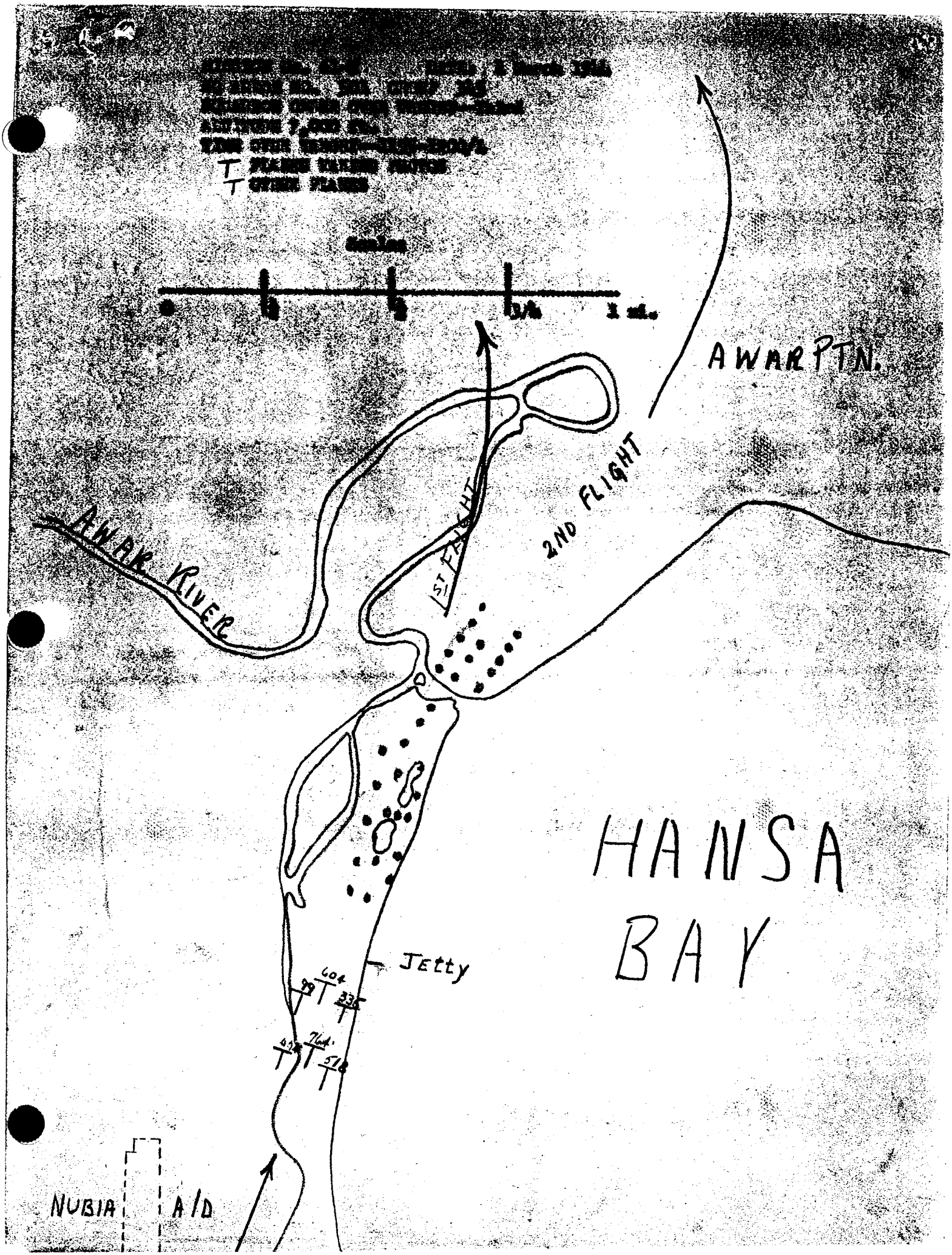
A/P	Type Camera	No. of Exposures	No. Prints
099	K-17	26	3
518	K-17	20	2
604	K-21	30	0
Total		76	5

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

MISSION NO. 61-E DATE 1 MAR 44 19
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET THIRD
ALTITUDE 7,000 FT
TIME OVER TARGET 1155 - 1200/A
T (BLUE) PLANES TAKING PHOTOS
P (BLACK) [illegible] PLANES (ALL PLANES TO BE [illegible]
AT BEGINNING OF RUN.)

TARGET

Sissano Lagoon
Tadji
Valif I.
Kairiru I.
Wukeo I.
BUT
DAGUA
Muschu
WEWAK
BORAM
MAPRIK
YAMIL
Murik Lagoon
C. Girgir
OBURIU
ANGORAM
WAKO
NUBIA
Hansa Pt.
Manam I.
Sepik
River
Swamp
Yuat
Keram
Ramu
R.
Hunstein Ranges
South West
April
Lake Kamaramba
Maramuni River
Schrader Ra.
Bismark Ra.
Jimmi R.
ALEXISHAFEN
MADANG
BOGADJIM
BUNDI
KEGLSUGL
MT. HAGEN
UGELBENG
KEROWAGI
KUBOR RA.
KORILU
CHIMBU
GAROKA
BENA BENA
FININT
KAINANTU
AIYURA
Tua River
Lake Kutubu
Mount Tuguan Plateau
PIO RIVER
142°
143°
144°
145°
2-6th B.G. H.Q.
Barrum


AWARPTN.
AWARA RIVER
1ST FLIGHT
2ND FLIGHT
HANSA BAY
Jetty
NUBIA A/D

501
S2-I
2 mi 44

5OIST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

MEM/ldd

3 March 1944.

SUBJECT: Narrative Report on Mission FPO 68-I, performed 2 March 1944 by six A/P each from the 498th, 499th, 500th, and 501st Squadrons of the 345th Group. Objective: Ground Support in the KOKOTE area in the ADMIRALTY ISLANDS.

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

1. GENERAL.

a. The objective assigned was ground support for our troops in the KOKOTE area in the ADMIRALTY ISLANDS. The primary target was to be assigned by the 12th AIR LIAISON PARTY when our planes reached the area. The secondary targets were Targets No. 1, 3, 4, 5, the first two squadrons taking No. 1 and 3, the second two taking Targets 4 and 5.

b. Six A/P of this squadron were to take off from MADZAB, form with the other three squadrons of the Group over the strip at 2,000 ft., and then proceed up the RAMU VALLEY, over BOGADJIM, and direct to the target. The fighter cover was to be in the area.

c. Attack:

(1) The squadron carried out the mission as ordered, formed over MADZAB with the other units of the 345th Group, proceeded up the RAMU VALLEY, passing to sea near BOGADJIM and proceeding direct to the target, arriving in the area at 1245/L. Capt. Maenschwander, Group Leader, was unable to establish direct radio contact with Y-THIRTY-EIGHT (ground forces control station). He did finally make contact through SADDLEPAN and they in turn relayed him to Y-THIRTY-EIGHT who ordered the Group to attack "both sides of river one thousand ft. southwest of strip on heading of SE to NW. This was done. Five of our A/P dropped 5 x 500 lb. inst. demo. bombs each on one pass at 5,000 to 6,000 ft. Crews reported all bombs falling in the assigned target, and photos received after the mission (only five prints) show five bomb hits in the assigned area. There were no visible results other than bursting bombs. Shortly after releasing our bombs, a voice on the radio was heard saying that bombs were falling among friendly troops and to cease attack and return to base. It is considered likely

that this was an attempt by the enemy to upset the attack with false radio orders, as intelligence reports received from RING LANDING FORCE after the attack report bombing excellent.

(2) The 500th, 498th, and 496th squadrons of the 345th Group participated in the mission, and made their run in that order.

d. Interceptions:

(1) Our squadron was not intercepted, but at 1230/L, when about 45 miles out from the target (Position [illegible]), seven to ten unidentified ME's, probably ME109 or ME210, were seen off to the right of our squadron. After we passed them by, they jumped the last squadron in our Group formation. We flew very tight formation and dove down to water level from 5,000 ft. Results of the attack on the struggling squadron were not visible to our crews.

(2) Our crews reported no observation of losses by other Allied units.

e. Time and Location of:

Take-Off: From Strip #4 at MADZAB from 1053-1103/L.
Group Rendezvous: Over MADZAB at 2,000 ft.
Fighter Rendezvous: None. Area cover only.
Attack: MOMOTE area at 1353-1356/L.
Landing: Strip #4-B at MADZAB 1615-1618/L.

2. AIRPLANES OF THE 501ST SQUADRON IN THE ATTACK.

a. The 501st Squadron led the Group, with Capt. Neuenschwander as Group Leader. Our flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 604	Lt. Monaghan	A/P 064
Lt. Harper	A/P 099	Lt. Jones	A/P 076
Lt. Lewis	A/P 082	Lt. Birdlinger	A/P 074

3. Details of the Mission:

a. (1) Capt. Neuenschwander led the squadron on to the attack, making his run at 5,000 ft. He reported excellent results of our squadron's bombing, with all

bombs falling south of the creek in the assigned area. (NOTE: Five photo prints received show only five bombs falling on the north side of the creek and well within the assigned target.") After releasing his bombs, Capt. Neuenschwander led the squadron in a 360 degree turn to the left. While in this turn, and about three miles west of the target, our crews saw what seemed to be bombs dropped by the last one or two squadrons in the Group falling among the runway and dispersal area of MOMOTE. (NOTE: This may have been due to distortion in vision at that distance, or could have been enemy mortar fire intended to lead MIKE GROUND FORCES to think they were being bombed by friendly aircraft. This Officer is inclined to favor the latter, as the Jap has been known to employ such tactics before). The only sightings reported were of MIKE naval units in the MOMOTE area, and were generally confirmed by all crews. They are listed in Par. 6 below.

b. There was nil A/A fire encountered.

c. Fighter cover was area cover provided by P-47's and was reported as good.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. 3-DD lying 2-3 miles off shore opposite MOMOTE Strip.
5-DD and 1-CL seen 2-3 miles off shore opposite north end of HYANE Harbor.
6-LST and 15 barges at jetties in HYANE Harbor.
Bombardment or smoke screen seen at Pt. 559649. (Ref. Special Map PORLAKA 1:20,000).

Narrative Report on Mission 62-I, cont'd.

7. As only five prints were received, and results shown thereon, have been fully covered earlier in this report, no separate photo interpretation is provided.

For the Squadron Commander:

BENJAMIN H. GREEN,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 7.

Narrative Report on Mission FFO 62-I, 501st Bomb Sq.

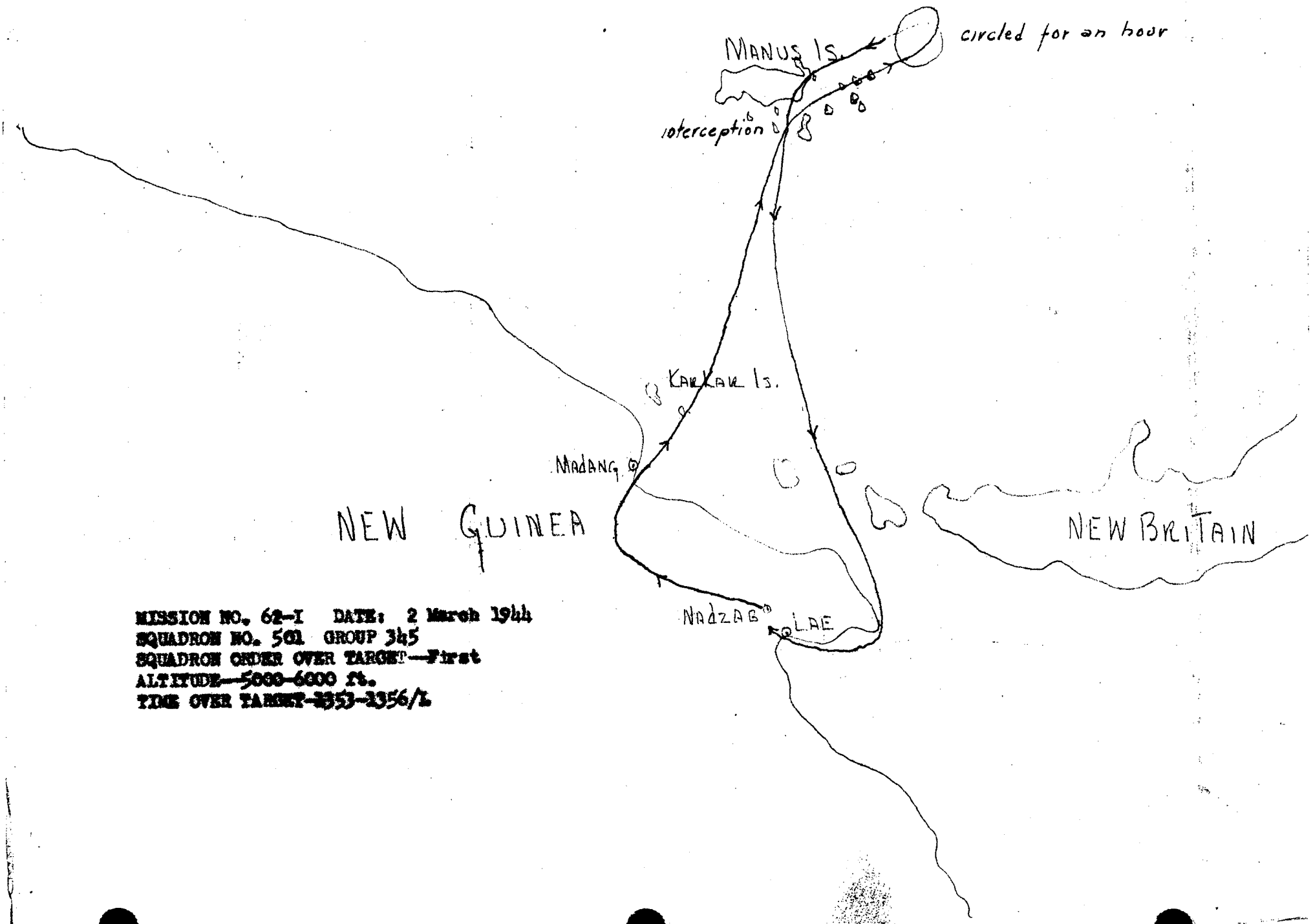
BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	No. of Bomb Hits: Misses	Remarks
604	5	Inst.	500 lb.	5		
099	5	"	"	5		
082	5	"	"	5		
064	5	"	"			5 Returned to base
076	5	"	"	5		
074	5	"	"	5		
Total	30	Inst.	500 lb.	25		5

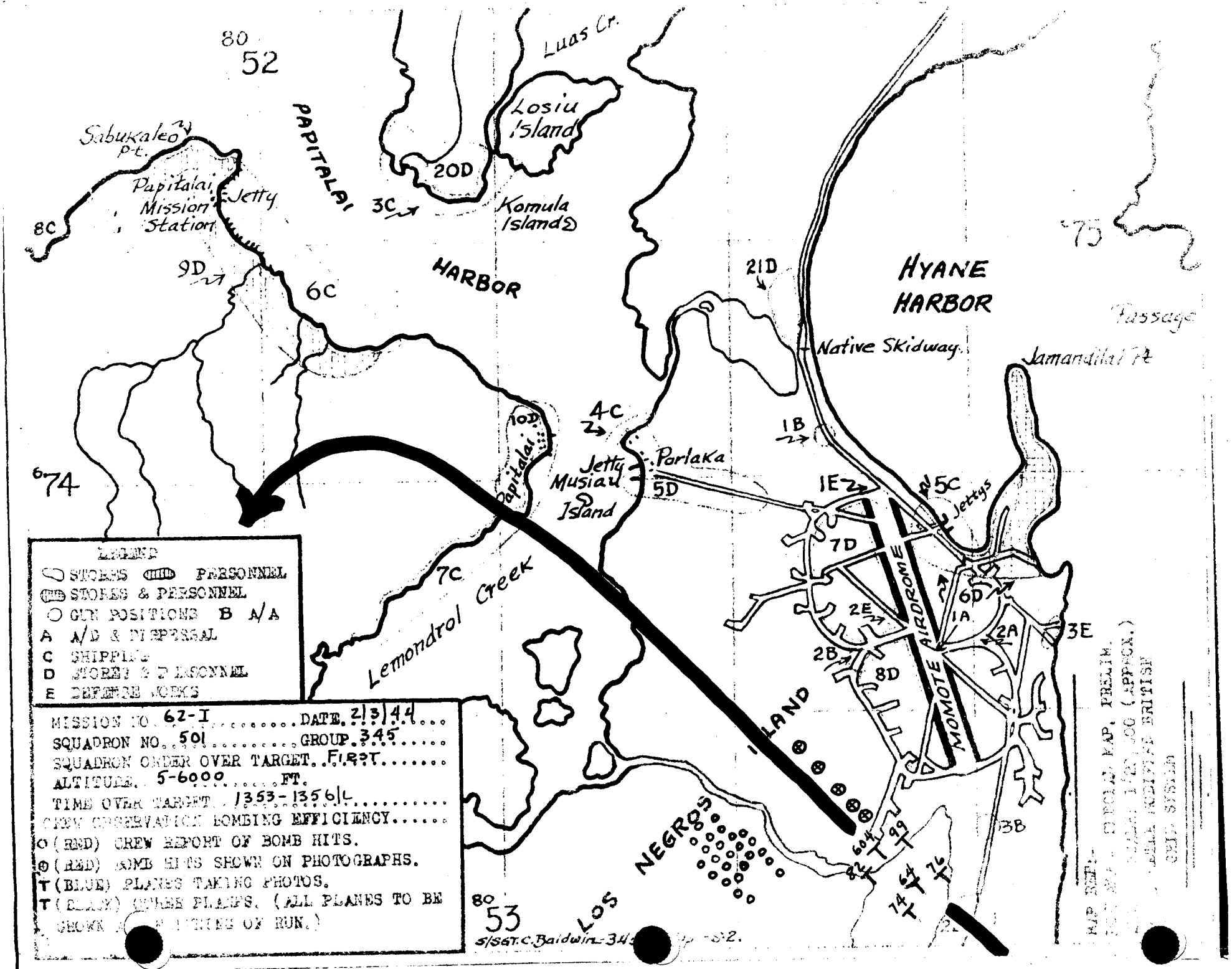
NOTE: No rounds of ammunition were expended.

PHOTO TABLE #2

A/P	Type Camera	No. of Exposures	No. Prints
099	K-17	5	5
082	K-17	3	
604	K-21	Did not turn switch on.	
Total		8	5



MISSION NO. 62-I DATE: 2 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—First
ALTITUDE—5000-6000 ft.
TIME OVER TARGET-0353-0356/L


80
52
Luas Cr.
Losiu Island
PAPITALAI
Sabukaleo Pt.
Papitalai Mission Station
Jetty
20D
3C
Komula Island
8C
9D
6C
HARBOR
21D
HYANE HARBOR
Passage
Native Skidway
Jamandilai Pt
4C
1B
10D
Papitalai
Jetty
Musiau Island
Porlaka
5D
1E
5C
Jettys
74
7D
7C
Lemondrol Creek
AIRDROME
6D
2E
1A
2A
3E
2B
8D
MOMOTE
LAND
NEGROS
3B
80
53
LOS
5/SGT. C. Baldwin
LEGEND
STORES
PERSONNEL
STORES & PERSONNEL
GUN POSITIONS B A/A
A A/D & DISPERSAL
C SHIPPING
D STORES & PERSONNEL
E DEFENCE WORKS
MISSION NO. 62-I ..... DATE. 2/3/44
SQUADRON NO. 501 ..... GROUP. 345
SQUADRON ORDER OVER TARGET. FIRST
ALTITUDE. 5-6000 FT.
TIME OVER TARGET. 1353-1356½
OPEN OBSERVATION BOMBING EFFICIENCY.....
(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 ON EACH RUN OF RUN.)
MAP REF.
CIRCULAR MAP. PRELIM.
(APPROX.)
BRITISH

501
64-6
4 Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

GAR/1jd

5 March 1944.

SUBJECT: Narrative Report on Mission FFO 64-6, performed 4 March 1944, by six A/P each from the 501st and the 500th Squadrons of the 345th Group. Objective: Ground Support in the MOMOTE area in the ADMIRALTY ISLANDS.

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

1. GENERAL.

a. The objective assigned was ground support for our troops in the MOMOTE Area in the ADMIRALTY ISLANDS. The particular targets were Numbers 10, 20, 19, and 13 as shown on the Air Alert Target Map, Sheets 1 and 2. These targets were to be bombed and strafed at minimum altitude, each plane being loaded with 5 x 500 lb. 8/11 sec. delay bombs. Contact was to be made with the 12th AIR LIASON PARTY and with the BLUE FORCES COMMAND CONTROL before making any attack. There was no secondary target.

b. Six A/P of this squadron were to take off from MADZAB, form with the six planes of the 500th Squadron, and then proceed by way of FINSCHHAFEN to the target. The fighter cover was to be in the area.

c. Attack:

(1) The squadron carried out the mission as ordered, forming over MADZAB with the 500th Squadron, then proceeding by way of FINSCHHAFEN and the VITIAZ STRAIT to the target area, arriving there at approximately 1240/L. Radio contact was made with both the 12th AIR LIASON PARTY and the BLUE FORCE COMMAND CONTROL, and the targets were confirmed. The first run on the target was made at 1245/L at a heading of approximately 10 degrees. Four passes in all were made on the targets, with bombing and strafing on the first two runs and strafing only on the last two passes. The bombing was excellent, and the targets were particularly well hit with ten (10) x 500 lb. bombs hitting in Target #13, destroying 4-5 shacks there, resulting in a fire with heavy gray smoke rising from 300-500 ft. Six (6) five hundred pounders dropped in Target #10, two (2) in Target #19, and

twelve (12) in Target #20. There were no other visible results of the bombing, but the bombs were seen to burst in the assigned area. Strafing throughout the four runs was particularly heavy with 9660 rounds of .50 caliber and 530 rounds of .30 caliber expended.

(2) The 500th Squadron participated with the 501st Squadron on this mission, and made their runs in that order.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

e. Time and Location of:

Take-off: From Strip #4-B at MADZAB from 1035-1045/L.
Group Rendezvous: Over MADZAB at 1020-1027/L.
Fighter Rendezvous: None. Area cover only.
Attack: Targets 10, 20, 19, and 13 in MOKOTE Area at 1245-1302/L.
Landing: Strip #4-B at MADZAB at 1505-1508/L.

f. Route: MADZAB-FINSCHHAFEN-WITIAZ STRAIT-TARGET-WITIAZ STRAIT-FINSCHHAFEN-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON IN THE ATTACK.

a. The 500th Squadron led the formation, with Lt. Vogt leading our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Vogt	A/P 074	Lt. Barth	A/P 064
Lt. Wichman	A/P 437	Lt. Larsen	A/P 335
Lt. Ceffman	A/P 089	Lt. Kirmil	A/P 099

3. Details of the Mission:

a. Lt. Vogt, in A/P 074, led the squadron on the attack at minimum altitude. Having received the necessary radio confirmation, Lt. Vogt came into the targets, which were around the north inlets of HYAME HARBOR extending down the east side to the Passage into HYAME HARBOR, at a heading of approximately ten degrees. He released one of his bombs in Target #10, two in Target #20, and the remaining two hit in Target #13, destroying 4-5 shacks

in the area and starting a fire there. Lt. Wichman, in A/P 437, flying in #2 position, released his first bomb in Target #10 and his remaining four on the right hand portion of Target #20. Lt. Gaffman, in A/P 089, in #3 position, released his first "500-pounder" in Target #10, his next two in Target #20, and the last two in Target #19. All planes of this flight strafed thoroughly throughout the runs over the targets. Several members of the crew of A/P 437 noticed five or seven small pieces of blue canvas or metal—about three ft. square—in the area just north of Target #13—at point 556773 (FORLAKA Map, 1:20,000). They were too small to be canvas covered piles of supplies. All crew members noted that work was progressing rapidly on the MOMOTE Strip—all holes having been filled in, and bulldozers and rollers at work there. Sixteen BLUE FORCE naval vessels of various classifications were seen off shore east of LOS NEGROS ISLAND.

Lt. Barth, in A/P 064, was leader of the Second Flight, which followed the first in on the target in trail. Once again the targets were well plastered with bomb hits and the area heavily strafed on all four passes. Lt. Larsen, in A/P 335, flew in #2 position, and Lt. Kirsil, in A/P 099, flew in #3 position. All the bombs of this flight dropped in the various assigned targets, and all the crew members seemed to be particularly satisfied with the excellence of their bombing, and with the thoroughness of the strafing accomplished.

b. There was nil A/P fire encountered.

c. Fighter cover was area cover and was reported as good.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that seem to warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

Narrative Report on Mission 64-G, cont'd.

6. There were no sightings in addition to those already mentioned.

7. Photo prints received confirm results reported by crews.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 7

Narrative Report on Mission PTO 64-G, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	Misses	Remarks
074	5	8-11	500 lb.	5		
437	5	sec.		5		
089	5			5		
064	5			5		
335	5			5		
099	5			5		
Total	30	8-11	500 lb.	30		

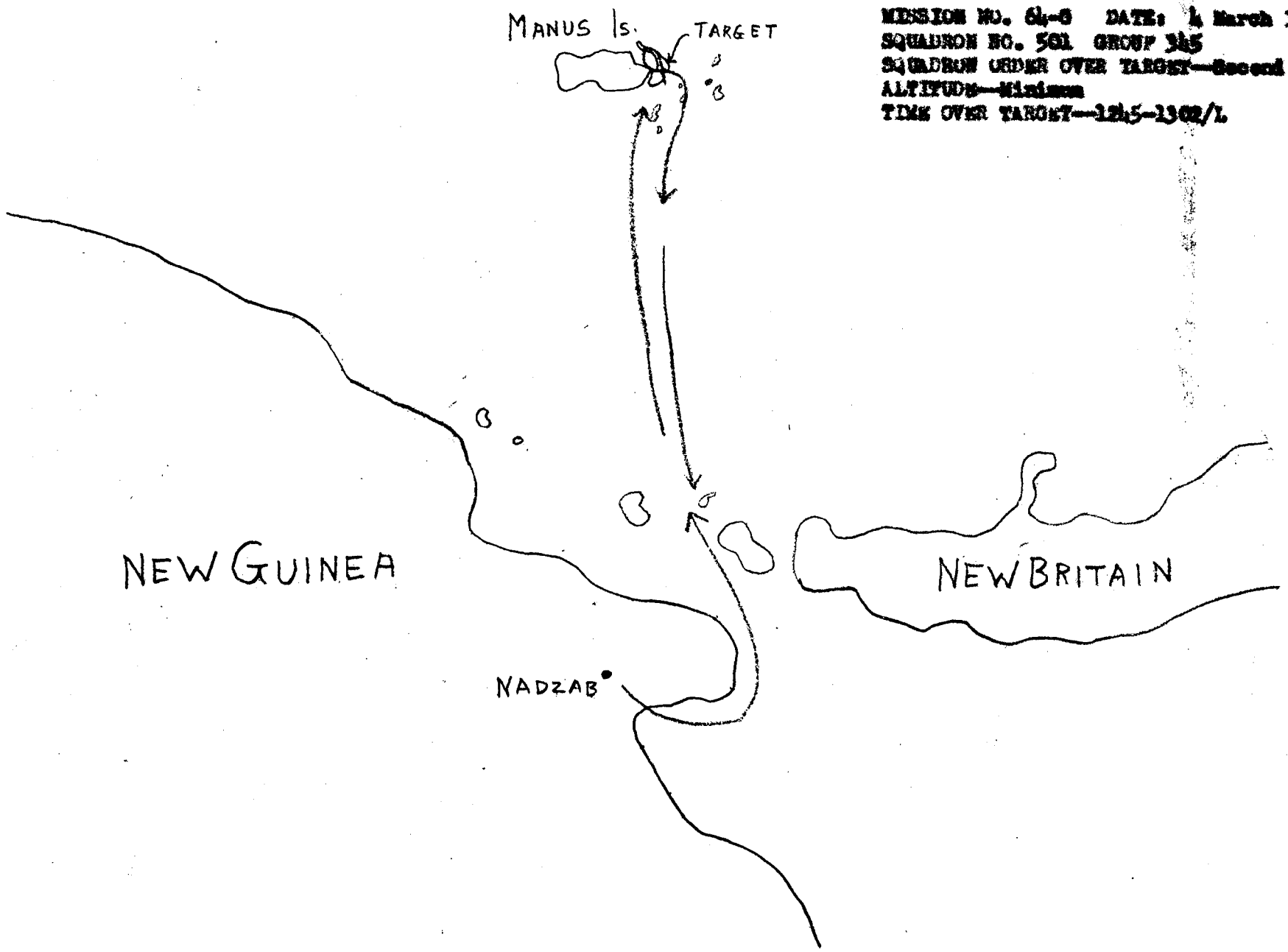
STRAFING TABLE #2

	.50 Caliber			.30 Caliber		
A/P	Carried	Expended	Gun Fail.	Carried	Expended	Gun Fail.
074	4800	1560	URM	2000	none	nil
437	"	900	LLM/URM/LLM	"	"	"
089	"	1600	URM/URM	"	"	"
064	"	3400	ULM	"	300	"
335	"	700	URM/LRM/ULM	"	"	"
099	"	1700	LLM/LRM/ULM	"	230	"
Total	28,800	9860		12,000	530	

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
074	K-21	30	
437	K-17	15	4
089	K-21	30	6
064	K-21	30	
335	K-21	30	
Total		135	10

MISSION NO. 64-6 DATE: 4 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Second
ALTITUDE—Minimum
TIME OVER TARGET—1245-1302/L



MISSION FFO 64-G
DATE: 4 March 1944
TARGET--Ground Support MOMOTE
Targets 10, 13, 19, 20
TIME OVER TARGET--1245-1302/L.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Second
ALTITUDE--MINIMUM
T PLANES TAKING PHOTOS
T OTHER PLANES.

Scale: PORLAKA Prov. Map 1:80,000.



501
65-I
5 Mar 44

CONFIDENTIAL

1

5OIST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BMO/134

6 March 1944.

SUBJECT: Narrative Report on Mission FFO 65-I, performed 5 March 1944, by six A/P each from the 501st, 498th and 500th Squadrons of the 345th Group. Objective: Ground Support in the MOMOTE area in the ADMIRALTY ISLANDS Target #14.

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

1. GENERAL.

a. The objective assigned was ground support for our troops in the MOMOTE area in the ADMIRALTY ISLANDS. The particular target was Target #14, as shown on the Air Alert Target Map sheets #1 and #2. This target was to be bombed and strafed at minimum altitude, each A/P being loaded with 5 x 500 lb. 8/11 sec. delay bombs. Contact was to be made with the 12th AIR LIASON PARTY and with the BLUE FORCES COMMAND CONTROL before making attack. There was no secondary target.

b. Six A/P of this squadron were to take off from MADANG, form with six A/P each from the 498th and 500th Squadrons, and then proceed by way of FINSCHHAFEN to the target. Fighter cover was to be in the area.

c. Attack:

(1) The squadron carried out the mission as ordered, formed over MADANG with the 345th Group, and then proceeded by way of FINSCHHAFEN and the VITIAZ STRAIT to the target area, arriving there at approximately 1100/L. Radio contact was poor due to static interference, but contact was made with both the 12th AIR LIASON PARTY and the BLUE FORCES COMMAND CONTROL and the targets were confirmed. Our first run on the target was made at 1112/L on a heading of approximately 65 degrees. Two passes in all were made on the target, with bombing and strafing on both runs. Bombing was excellent, and the target was particularly well hit with 22 hits and 8 near misses. A heavy explosion was started just northwest of the target at point 537786 (Ref. Prov. Map MOKERANG 1:20,000). No other results of bombing were visible. The area was strafed with 8575 x .50 caliber rounds.

CONFIDENTIAL

Narrative Report on Mission 65-I, cont'd.

(2) The 498th and 500th Squadrons participated, making their attack in the following order: 498th, 500th and 501st Squadron.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

e. Time and Location of:

Take-off: From Strip #4-B at MADIAB from 0847-0849/L.
Group Rendezvous: Over MADIAB from 0850-0900/L.
Fighter Rendezvous: None. Area cover only.
Attack: Target #14 in MOMOTE AREA from 1112-1130/L.
Landing: Strip #4-B at MADIAB from 1340-1345/L.

f. Route: MADIAB-FINSCHHAFEN-VITIAZ STRAIT-TARGET-VITIAZ STRAIT-FINSCHHAFEN-MADIAB.

2. AIRPLANES OF THE 501ST SQUADRON IN THE ATTACK.

a. The 498th Squadron led the formation, with Major Fain, Squadron Commander, leading our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 076	Lt. Monaghan	A/P 437
Lt. Mirdlinger	A/P 060	Lt. Jones	A/P 518
Lt. Mayes	A/P 074	Lt. Lewis	A/P 089

3. Details of the Mission:

a. (1) Major Fain, in A/P 076, led the squadron on the attack at minimum altitude. In approaching the target, the squadron directly ahead of his mis-calculated their approach, resulting in a delay which dissipated the interval established by Major Fain, forcing him to pass east and north of the target, then make a 360 degree turn to the east, come back below the target, and make a 360 degree turn to the right, then attack the target from southwest to northeast.

Narrative Report on Mission 65-I, cont'd.

This maneuver resulted in upsetting our bombing runs to some extent causing two bombs to be dropped 1,000 yds. north of the assigned target. The second run was made from south to north as originally planned resulting in an excellent bombing attack. Lt. Hirdlinger, in A/P 060, and Lt. Hayes, in A/P 074, flew #2 and #3 positions on Major Fain's wing.

(2) Lt. Monaghan, in A/P 437, led the second flight over the target in trail beyond Major Fain's flight at an interval of twenty-five (25) seconds. Lt. Jones, in A/P 518, and Lt. Lewis, in A/P 089, flew #2 and #3 positions respectively. Lt. Hayes dropped two bombs on his first pass, which fell north of the target. His three remaining bombs were dropped on his second pass. He reported that although he made a careful search for the naval gun believed to be in the area, he was unable to locate it. Lt. Jones dropped all of his bombs on the second pass, strafing on the first and second passes. Lt. Lewis dropped all of his bombs in the assigned area reporting no results other than the bursts of the bombs. This flight reported seeing 7 or 8 matiga canoes, half of which were along shore in LOMBRUM HARBOR, and the others along the eastern shore of SEADLER HARBOR, about one-half mile north of the target. They also reported that the trail in SALAMI PLTN. running east from Target #14 appears to have been recently used, and the general area appears to be occupied.

b. There was nil ack-ack fire encountered.

c. Fighter cover was area cover. Crews reported they were not able to see the fighters over the target, but stated they might have been above the overcast.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that would warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

Narrative Report on Mission 65-I, cont'd.

6. Additional Sightings:

a. Heavy activity of trucks, graders and vehicles in area occupied by our forces. Preparation of HOMOTE Strip continuing. Strip appears to be possibly serviceable.

b. Possible camouflaged M/G position in LOMBRUM PLTN. at point 490755. (Ref. PORLAIA 1:20,000).

7. Photo prints received confirm results reported by crews.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 7

Narrative Report on Mission FFO 65-K, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	Misses	REMARKS
076	5	S-11	500 lb.	5		
060	5	sec.		5		
074	5			3	2	
437	5			2	3	
518	5			5		
089	5			2	3	
Total	30	S-11	500 lb.	22	8	

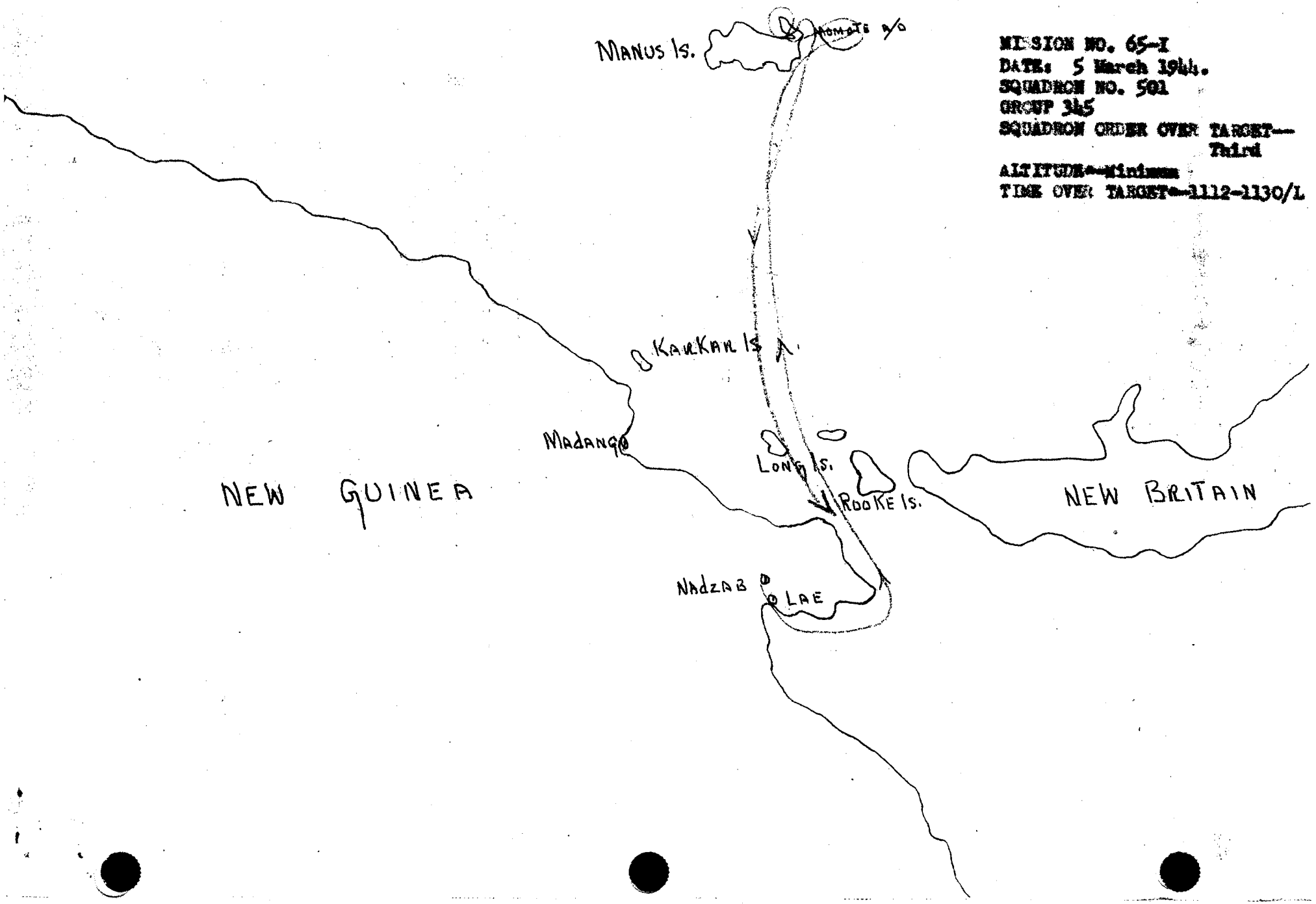
STRAFING TABLE #2

A/P	.50 Caliber: Carried	Expended	Gun Fail	.30 Caliber: Carried	Expended	Gun Fail.
076	4800	2850	URH	2000	none	nil
060	"	2250	LLH	"	"	"
074	"	1300	URH/ULH	"	"	"
437	"	350	ULH	"	"	"
518	727	1275	LRH/ULH/LLH	"	"	"
089	"	550	URH	"	"	"
Total	28,800	8575		12,000		

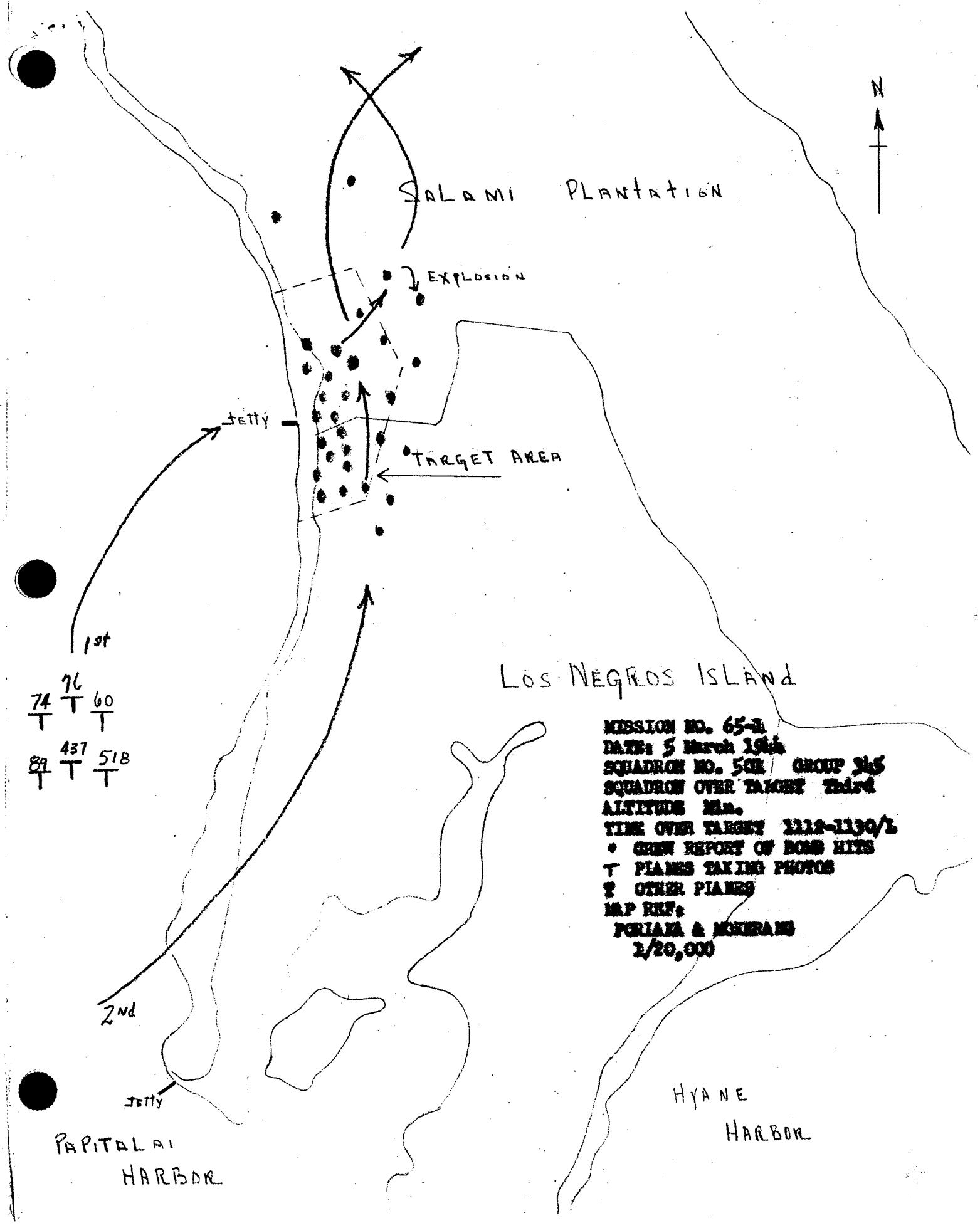
NOTE: U—Upper; R—Right; N—None; L—Left; W—Waist; L—Lower

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
060	K-21	Jammed Motor	
074	K-21	10	
076	K-21	30	
518	K-21	30	6
089	K-21	30	7
Total		100	13



MISSION NO. 65-I
DATE: 5 March 1944.
SQUADRON NO. 501
GROUP 345
SQUADRON ORDER OVER TARGET—
Third
ALTITUDE—Minimum
TIME OVER TARGET—1112-1130/L


N
SALAMI PLANTATION
EXPLOSION
Jetty
TARGET AREA
1st
74 T 76 T 60 T
89 T 437 T 518 T
LOS NEGROS ISLAND
MISSION NO. 65-A
DATE: 5 March 1944
SQUADRON NO. 5OR GROUP 345
SQUADRON OVER TARGET Third
ALTITUDE Min.
TIME OVER TARGET 1118-1130/L
• CREW REPORT OF BOMB HITS
T PLANES TAKING PHOTOS
? OTHER PLANES
MAP REF:
PORIAM & MOMERAMS
1/20,000
2nd
Jetty
PAPITALAI HARBOR
HYANE HARBOR

501
66-I
6 Mar 44

500ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

GAS/134

7 March 1944.

SUBJECT: Narrative Report on Mission 66-I, performed 6 March 1944, by six A/P each from the 500st, 498th and 499th Squadrons of the 345th Group. Objective: Ground Support in the MOMOTE area in the ADMIRALTY ISLANDS. Primary Target (assigned by 12th ALP) #11 and #1; Secondary Target: LORENGAU Strip.

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

1. GENERAL.

a. The objective assigned was ground support for our troops in the MOMOTE area in the ADMIRALTY ISLANDS. The targets, which were assigned by the 12th AIR LIASON PARTY upon our planes' arrival in the area, were Numbers 11 and 1, as shown on the Air Alert Target Map, Sheets #1 and #2. Target #11 was to be bombed and strafed, and Target #1 was to be strafed only at minimum altitude. Each A/P was loaded with 5 x 500 lb. 8/11 sec. delay bombs. The secondary target assigned was the LORENGAU strip.

b. Six A/P of this squadron were to take off from MADZAB, form with six A/P each of the 499th and 498th Squadrons, and then proceed by way of the RAMU VALLEY-BOGADJIM area to the target, where they were to circle until ordered on to the target.

c. Attack:

(1) The squadron carried out the mission as ordered, formed over MADZAB with the other two squadrons from the 345th Group, and then proceeded by way of the MARKHAM-RAMU VALLEY, over the BOGADJIM Road area, across the sea to the ADMIRALTY ISLANDS, arriving in the area at approximately 1150-1155/L. At 1200/L, the planes were ordered to strike Targets #11 and #1. The first run was made at a heading of approximately 335 degrees over Target #11, which was heavily strafed and bombed, twenty-nine of the thirty five-hundred-pounders hit in the target, and two fires started. One, at the most southeastern tip of the target, was probably fuel, since the resulting smoke was heavy and black, rising 300-500 ft. On the second pass, at a heading of 5 degrees, both Targets #11

Narrative Report on Mission 66-I, cont'd.

and #1 were strafed. In all, 9,000 rounds of .50 caliber and 400 rounds of .30 caliber were expended. There were no other visible results of the bombing, but a radio report from the ground forces at MOMOTE confirmed its excellence.

(2) The 499th and 498th Squadrons participated with our squadron on this strike, the attack being made in the following order: 499th, 501st, and 498th.

d. Interception:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

e. Time and Location of:

Take-off: From Strip #4-B at MADZAB from 0930-0933/L.
Group Rendezvous: Over MADZAB from 0935-0942/L.
Fighter Rendezvous: None. Area cover only.
Attack: Targets #11 and #1 in MOMOTE area from 1205-1230/L.
Landing: Strip #4-B at MADZAB from 1450-1455/L.

f. Route: MADZAB-DUMPU-BOGADJIM ROAD AREA-TARGET-NORTHEAST COAST OF NEW GUINEA ABOVE CAPE GOURDON-BOGADJIM ROAD AREA-DUMPU-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. The 499th Squadron led the formation, and Lt. Krans led our Squadron. The flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Krans	A/P 089	Lt. Larsen	A/P 078
Lt. Hayes	A/P 335	Lt. Wichman	A/P 518
Lt. Kirail	A/P 437	Lt. Hirdlinger	A/P 060

3. Details of the Mission:

a. (1) Lt. Krans, in A/P 089, led the squadron in on the target #11 at a heading of approximately 335 degrees. All five of his bombs were released here, and all hit within the target area. He then turned to the left, made a wide circle and coming in to attack again, raked both Target #1 and Target #11 with all

guns going "full blast." His two wingmen, Lt. Mayes, in A/P 335, in #2 position, and Lt. Kirsil, in A/P 437, in #3 position, followed this same pattern of attack. Nine of their bombs hit in the target, starting a fire in the southeastern tip of the target. Several members of Lt. Mayes' crew spotted a gun emplacement made of logs and sandbags, just south of the village and jetty in SALAMI PLTN. at point 532782. (MOKERANG Map 1/20,000).

(2) Lt. Larsen, in A/P 078, was leader of the second flight, and followed the first in trail at an interval of thirty seconds. This flight, also, dropped their fifteen bombs on Target #11 with excellent aim, although no results were visible. A small fire was started in Target #11 as a result of strafing. Lt. Wiehman, in A/P 518, flew #2, and Lt. Hirdlinger, in A/P 060, was in #3 position. All three planes strafed both targets heavily on both passes.

b. There was nil ack-ack fire encountered.

c. Fighter cover was area cover. Crews reported they were not able to see the fighters over the target, but stated they might have been above the overcast.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that would warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. Additional Sightings:

The crew of A/P 335 on the way to the target at 1000/L, saw an unidentified SSF in the air over ERIMA PLTN. Again on the return trip at 1130/L, a ZEKE was seen circling over ALEXISHAFEN.

Narrative Report on Mission 66-I, cont'd.

7. Photo prints received show numerous bomb hits in the target as well as the fire and black smoke in the southeastern tip of the #11 target.

For the Squadron Commander:

CARL A. STEARNS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 7

Narrative Report on Mission #70 66-2, 501st Bomb Sq.

BOMBING TABLE #2

A/P	No. Bombs	Type	Weight	No. of Bomb Hits		Remarks
				Hits	Misses	
089	5	8-11	500 lb.	5		
335	5	acc.		5		
437	5			5		1 Returned to base
078	5			5		
518	5			5		
060	5			5		
Total	30	8-11	500 lb.	29		1

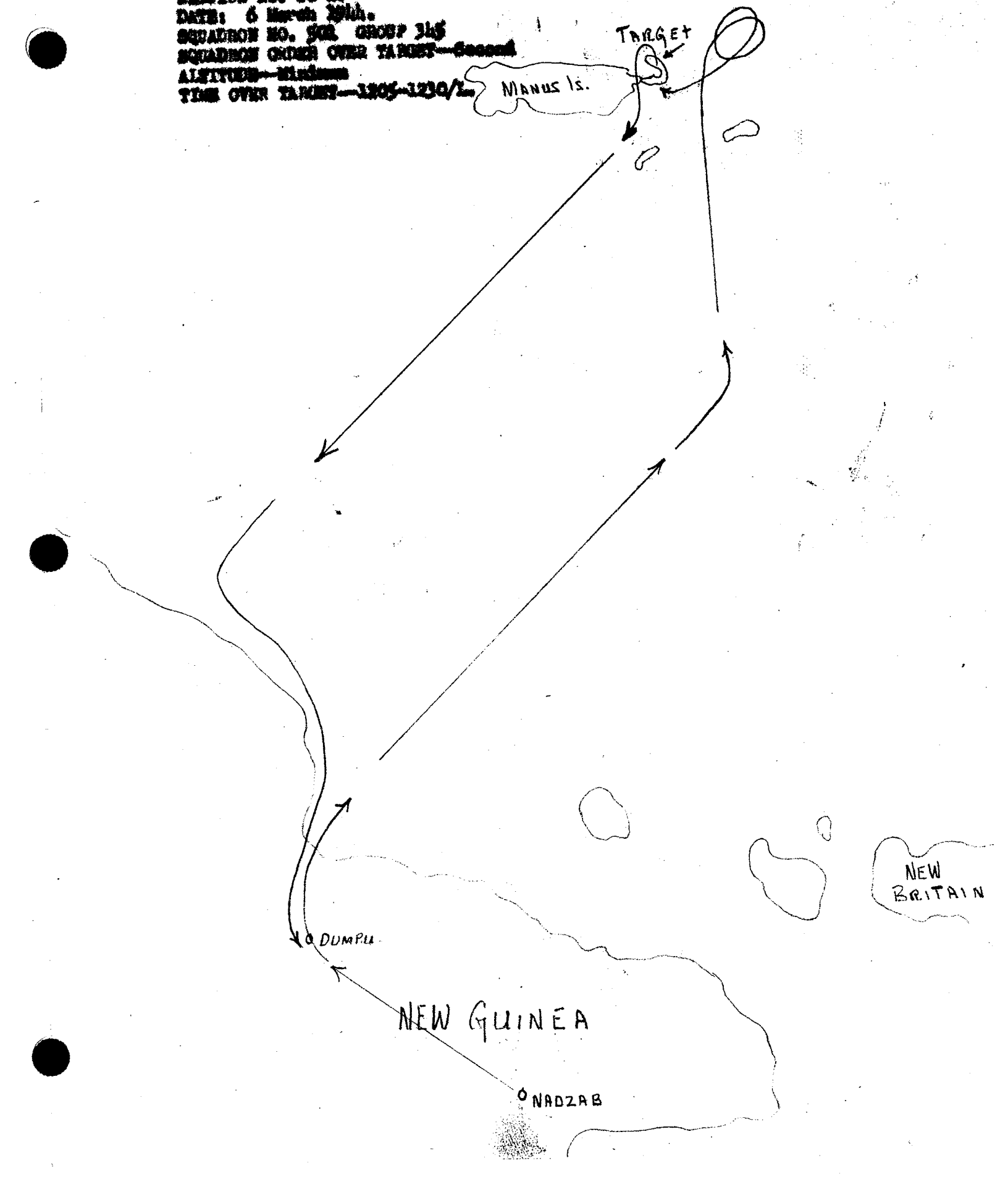
STRAFING TABLE #2

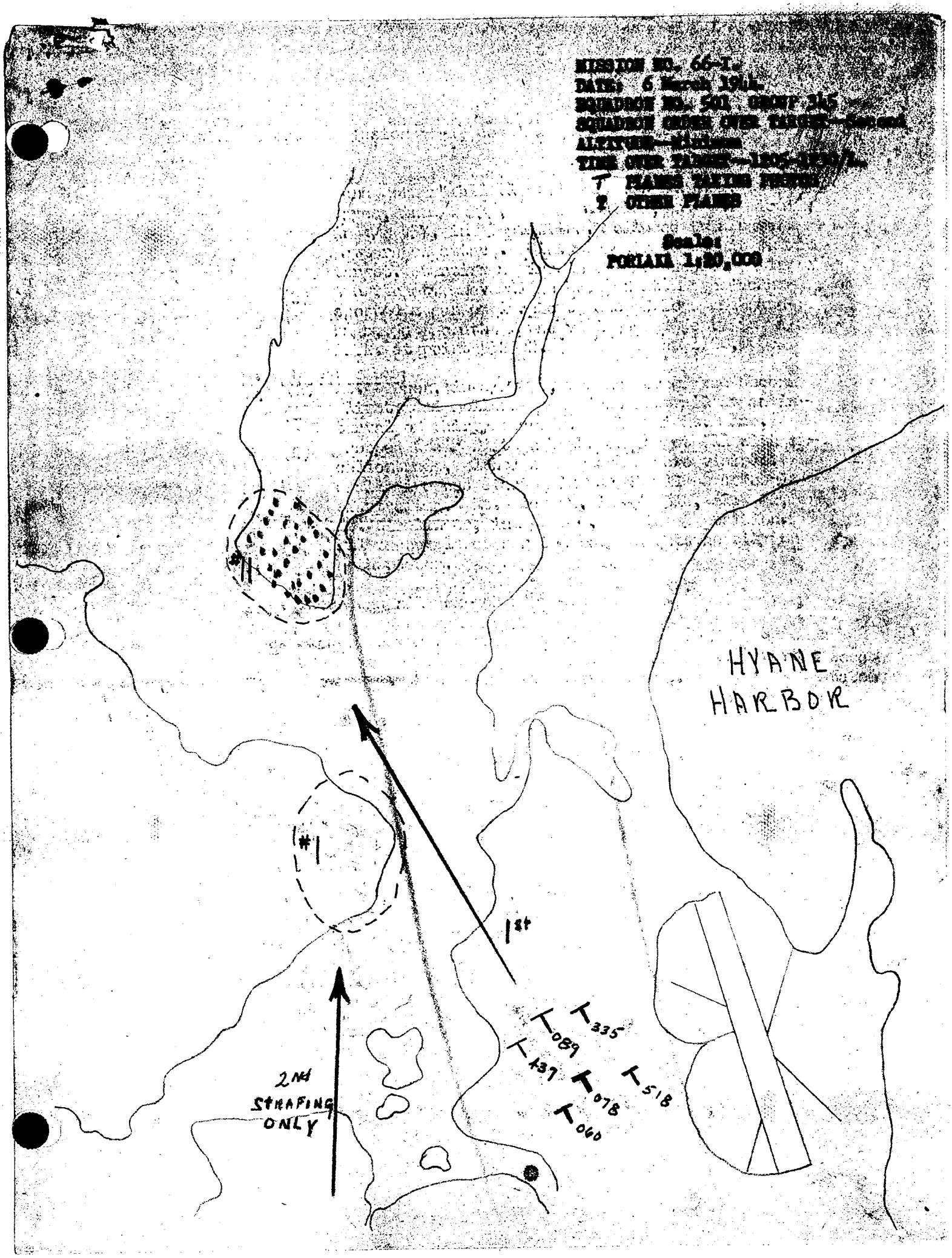
A/P	.50 Caliber			.30 Caliber		
	Carried	Expend.	Gun Fail.	Carried	Expended	Gun Fail.
089	4800	900	VHM/LAH/HLM/LLM/	2000	none	nil
335	"	1460	HLM	"	400	"
437	"	1660	HHM	"	none	"
078	"	1800	LHM	"	"	"
518	"	1000	VHM/LHM/HHM	"	"	"
060	"	2340	nil	"	"	"
Total	28,800	9000		12,000	400	

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
089	K-21	30	
518	K-21	6	1
060	K-21	8	4
335	K-21	30	6
	K-20	10	0
	K-17	8	3
Total		92	24

MISSION NO. 66-L.
DATE: 6 March 1944.
SQUADRON NO. 90B GROUP 345
SQUADRON ORDER OVER TARGET---General
ALTITUDE---Minimum
TIME OVER TARGET---1205-1230/L.




MISSION NO. 66-1.
DATE: 6 March 1944.
SQUADRON NO. 501 GROUP 345
ALTITUDE—5000feet
T PLANES TAKING PHOTOS
P OTHER PLANES
Scale:
PORLAKA 1:20,000
HYANE HARBOR
#1
1st
2ND STRAFING ONLY
T335
T089
T437
T078
T060
T518

501
69-I
9 Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

GAB/jjd

9 March 1944.

SUBJECT: Narrative Report on Mission 69-I, performed 9 March 1944 by six A/P each from the 498th and 501st Bomb Squadrons of the 345th Group. Objective: Ground Support at BEAR POINT, MANUS ISLAND. No Secondary target.

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

1. GENERAL.

a. The objective assigned was ground support for an Allied landing of troops at SALAMI PLANTATION. Our particular task was to silence shore batteries at BEAR POINT on MANUS ISLAND. This target was to be bombed and strafed at minimum altitude, each plane being loaded with 5 x 500 lb. 6/11 sec. delay bombs.

b. Six A/P of this squadron were to take off from MADANG; form with six A/P of the 498th Squadron, and then proceed by way of FINSCHHAFEN to the target.

c. ATTACK:

(1) The mission was carried out as ordered, with the exception of the formation of the two squadrons. The two squadrons went to the target and returned individually. Our squadron went by way of FINSCHHAFEN and the VITIAZ STRAIT, to the target. The first pass was made at 0945/L from north to south on a heading of approximately 180 deg. and the planes went over in "two-ship" flights, the first two flights making four passes, the last flight made five. Bombs were dropped on the first three passes, and the bombing of the target, which was a narrow peninsula, was considered excellent, with twenty-one (21) hits on the target, and only nine (9) "fish-killers". Strafing was particularly thorough, with 10,800 rounds of .50 caliber ammunition expended. The gun position on BEAR POINT was seen to be empty, and an explosion with black smoke was seen rising to 100 ft. in the center of the target, on the last pass of our planes.

(2) The 498th Squadron participated on this strike with our squadron. They, however, arrived at the target and had completed their run when we arrived there.

Narrative Report on Mission 69-I, cont'd.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 at HADZAB from 0738-0735/L.
Group Rendezvous: Not accomplished.
Fighter Rendezvous: None. Area over which was not seen.
Attack: BEAR POINT from 0945-1002/L.
Landing: Strip #4 at HADZAB from 1220-1225/L.

f. ROUTE: HADZAB-FINSCHHAFEN-VITIAZ STRAIT-TARGET-VITIAZ STRAIT-FINSCHHAFEN-HADZAB.

2. AIRPLANES OF THE 500ST SQUADRON ON THE ATTACK.

a. The 498th Squadron was to lead the two squadrons, but each squadron went individually, and Major Fain, the Squadron Commander, led our squadron. Over the target the planes were in two-ship formation as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Fain	A/P 089	Lt. Symens	A/P 074	Lt. Monaghan	A/P 437
Lt. Hirdlinger	A/P 064	Lt. Kirmil	A/P 069	Lt. Mayes	A/P 335

3. DETAILS OF THE MISSION:

a. (1) Major Fain, in A/P 089, led the squadron on to the target, which was the shore batteries at BEAR PT. Approaching from the south, a 180 deg. turn was made, and the first run on the target was made on a heading of 180 deg. The target was bombed and strafed, and a breakaway was made to the left, and then the target again attacked at the same heading. In all, four passes were made. Major Fain released two bombs on the first run, two on the second, and one on the third. On the fourth pass, he strafed only. Of the five bombs dropped, three scored hits on the target, and two were near misses--within 50 feet of the shore. On his wing, Lt. Hirdlinger, in A/P 064, followed the same pattern scoring hits (three) and two misses.

Narrative Report on Mission 69-I, cont'd.

(2) Lt. Symons, in A/P 074, with Lt. Kirmil, in A/P 069, as his wing came in second on the target, following Major Fain's flight at an approximate thirty second interval. Lt. Symons' covered the eastern tip of the target, scoring three hits and two misses. Lt. Kirmil bombed the center of the target with four "on the nose" and one "for the fish".

(3) Lt. Monaghan, in A/P 437, and Lt. Mayes, in A/P 335, formed the last flight, bombing and strafing on three passes, and strafing on two. Lt. Monaghan chalked up five hits on the target, while Lt. Mayes got four out of five. On their last pass, an explosion with black smoke up to 100 ft. was seen. Both these crews reported seeing 8 or 10 barges on the southwest shore of KELAUA HARBOR at point 365682 (HYANE HARBOR 1:1). They reported also seeing an empty gun position on BEAR PT. at point 451773 (LONIU PASSAGE 1/20,000).

b. There was nil ack-ack fire encountered.

c. Fighter cover was to be in the area, but was not seen by our crews, but could have been above the overcast.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that would warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.

b. Map of bombing run and bomb hits.

c. Map showing route to and from target.

6. There were no sightings in addition to those mentioned.

Narrative Report on Mission 69-I, cont'd.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 7

Narrative Report on Mission FTO 69-I, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	No. of Bomb Hits: Misses	Remarks
089	5	8-11	500 lb.	3	2	
064	5	see.		3	2	
074	5			3	2	
069	5			3	2	
437	5			5		
335	5			4	1	
Total	30	8-11	500 lb.	21	9	

STRAFING TABLE #2

.50 Caliber

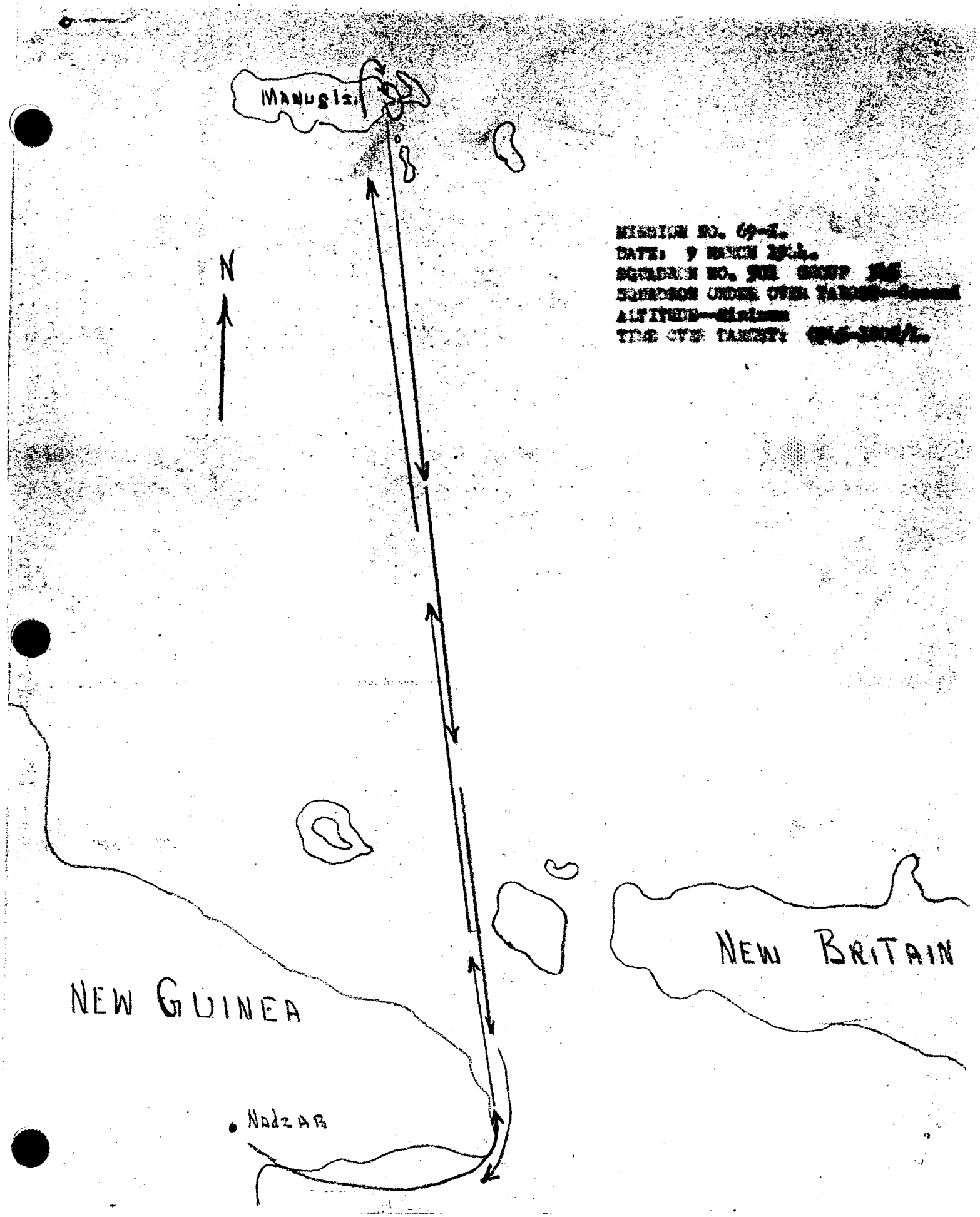
A/P	Carried	Expended	Gun Failures
089	4800	2400	ULM
064	"	2000	nil
074	"	1700	nil
069	"	1500	LLM
437	"	1300	ULM/LLM
335	"	1900	LLM
Total	28,800	10,800	

U: Upper; L: Left; M: Waist; L: Lower; R: Right; N: Nose.

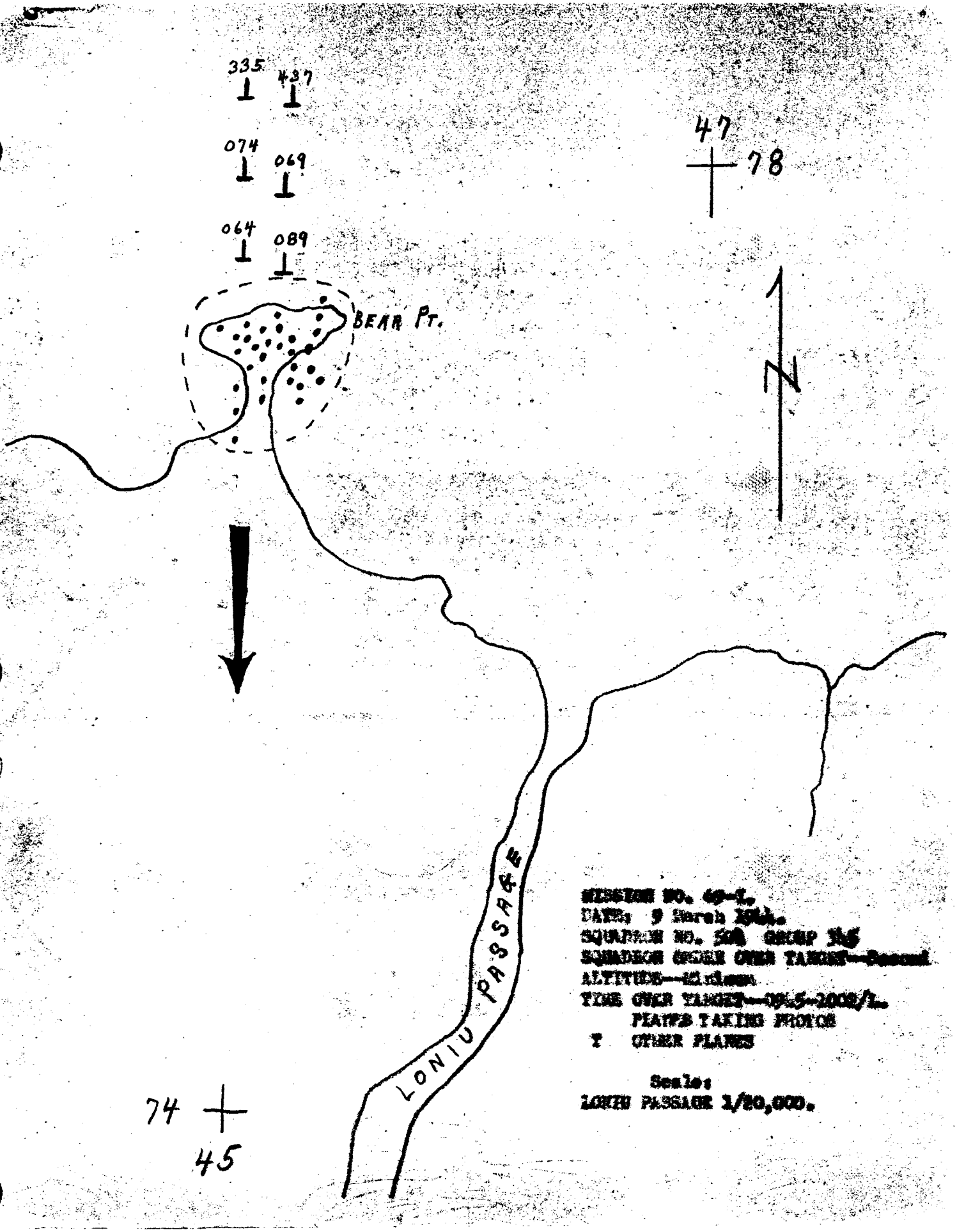
NOTE: No. 30 Caliber Ammo. was expended.

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received.
089	K-21	30	
064	K-21	30	
074	K-21	30	
069	K-21	30	
335	K-21	30	
	K-20	9	
Total		159	Nil



MISSION NO. 69-L.
DATE: 9 MARCH 19[illegible].
SQUADRON NO. [illegible] SHIP [illegible]
FORMATION OVER TARGET: [illegible]
ALTITUDE—[illegible]
TIME OVER TARGET: [illegible]



MISSION NO. 49-L.
DATE: 9 March 1944.
SQUADRON NO. 508 GROUP 345
SQUADRON ACTED OTHER TARGET—Second
ALTITUDE—[illegible]
TIME OVER TARGET—09.5-2008/L.
P PLANES TAKING PHOTOS
T OTHER PLANES

Scale:
LONIU PASSAGE 1/20,000.

501
71-J
11Mar44

501ST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 713 UNIT 1

BBO/1st

12 March 1944.

SUBJECT: Narrative Report on Mission FFO 71-J, performed 11 March 19th by six A/P from this squadron. Objective: LOKENGAU TOWNSHIP and AIRDROME, MANUS ISLAND. No Secondary Target.

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

1. GENERAL.

a. The objective assigned was the LOKENGAU TOWNSHIP and AIRDROME. This target was to be bombed and strafed at minimum altitude by six A/P, each airplane carrying 5 x 500 lb. S/11 sec. delay bombs.

b. Six A/P of this squadron were to take off from MADANG, form with six A/P of the 498th Squadron, then proceed by way of BOGADJIM to the target.

c. ATTACK:

(1) The mission was carried out as ordered. The two squadrons went to the target and returned over the same route going by way of BOGADJIM, HAWKAR ISLAND then direct to the target. The first pass was made at 1010/L on a 280 degree heading. Our planes went over in three-ship flights in trail, the first flight making three passes and the second making five passes. Bombs were dropped on the first three passes. Bombing of the target was excellent with the entire bomb load of 30 bombs dropped in the assigned area. One direct hit was scored on a bridge at the south of the LOKENGAU River completely destroying it. A small fuel dump at the northeast end of the runway was set on fire by strafing. One bomb was seen explode in an empty gun pit between the LOKENGAU jetty and the runway. The Township and the south dispersal area south of the runway were heavily strafed on all passes, 11,530 x .50 caliber and 700 x .30 caliber rounds being expended.

(2) The 498th Squadron participated on this strike with our squadron.

Narrative Report on Mission 71-J, 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 units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 at MADZAB from 0753-0756/L.
Group Rendezvous: Formed on course over MADZAB.
Fighter Rendezvous: None. Area cover which was not seen.
Attack: LORENGAU from 1010-1023/L.
Landing: Strip #4 at MADZAB from 1230-1240/L.

f. ROUTE: MADZAB-BOGADJIM-KARKAR ISLAND-TARGET-KARKAR ISLAND-BOGADJIM-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Our squadron led the group formation, with Lt. Barth acting as Group Leader. Our planes participating were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Barth	A/P 082	Lt. Kortemeyer	A/P 078
Lt. Murphy, P.M.	A/P 518	Lt. Schade	A/P 099
Lt. Lewis, T. K.	A/P 069	Lt. Tunze	A/P 074

3. DETAILS OF THE MISSION:

a. (1) Lt. Barth, in A/P 082, led the squadron on to the target, which was the Airdrome and the Township at LORENGAU. The first run on to the target was made on a heading of approximately 280 degrees, passing along the LORENGAU runway from east to west, bombing and strafing the runway, and the south dispersal area. Lt. P.M. Murphy, in A/P 518, and Lt. T. K. Lewis, in A/P 069, flew #2 and #3 respectively in this flight. All three (3) A/P made the same bombing and strafing runs. After completing the first pass, a circle to the right was made coming back in for the second pass over the east tip of the runway and the Township itself on a north south heading. The squadron then circled to the left coming back across the target covering the area between the runway and the Township on a heading of approxi-

mately 225 degrees. Lt. Barth dropped five bombs on his second pass and strafed on all three passes with no visible results other than bomb bursts. Lt. Murphy dropped allof his bombs in the assigned area. He reported seeing one of his bombs explode in an empty gun pit between the runway and the Township. He strafed on all passes. Lt. Lewis dropped all of his bombs in the assigned area, with one of the bombs scoring a direct hit on the bridge near the mouth of the LORENGAU River. He reported that the Township itself had been completely destroyed by previous bombings.

(2) Lt. Kertemeyer, in A/P 078, led the second flight over the target with Lt. Schade, in A/P 099, flying in #2 position and Lt. Tunse, in A/P 074, in #3 position. This flight made a total of five passes over the target dropping all of their bombs in the assigned area with no visible results and heavily strafing on every pass. Lt. Kertemeyer reported seeing a partially camouflaged fuel dump with 40-50 gasoline or oil drums in the bottom of a deep ravine in the vicinity of 373774. (Ref. LORENGAU DROME 1/20,000). He added that the position of the dump at the bottom of the ravine provided excellent natural protection for it. Lt. Schade dropped four of his bombs in the south dispersal area, and the remaining bomb in the Township area. Lt. Schade strafed a small fuel dump at the northeast end of the runway starting a fire. His crew reported sighting 8-20 barges along the southwest shore of KRAUA Harbor at point 373680. (REF. HYANE HARBOR 1:1). These barges were sighted by another crew in our squadron on a previous strike of 9 March 1944. Lt. Tunse dropped all of his bombs in the target and also strafed the small fuel dump at the northeast end of LORENGAU Strip. His crew reported seeing a large red roof house in LUGOS Mission in good condition at point 344788. (REF. LORENGAU DROME 1/20,000).

b. There was nil ack-ack fire encountered.

c. Fighter cover was to be in the area, but was not seen by our crews, but could have been above the overcast.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

Narrative Report on Mission 71-J, cont'd.

4. There were no actions on the part of individuals that would warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.

B. Map of bombing run and bomb hits.

c. Map showing route to and from target.

6. Photo prints received confirm results reported by crews.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 7.

Narrative Report on Mission FFO 71-J, 501st Bomb Sq.

BOMBING TABLE #1

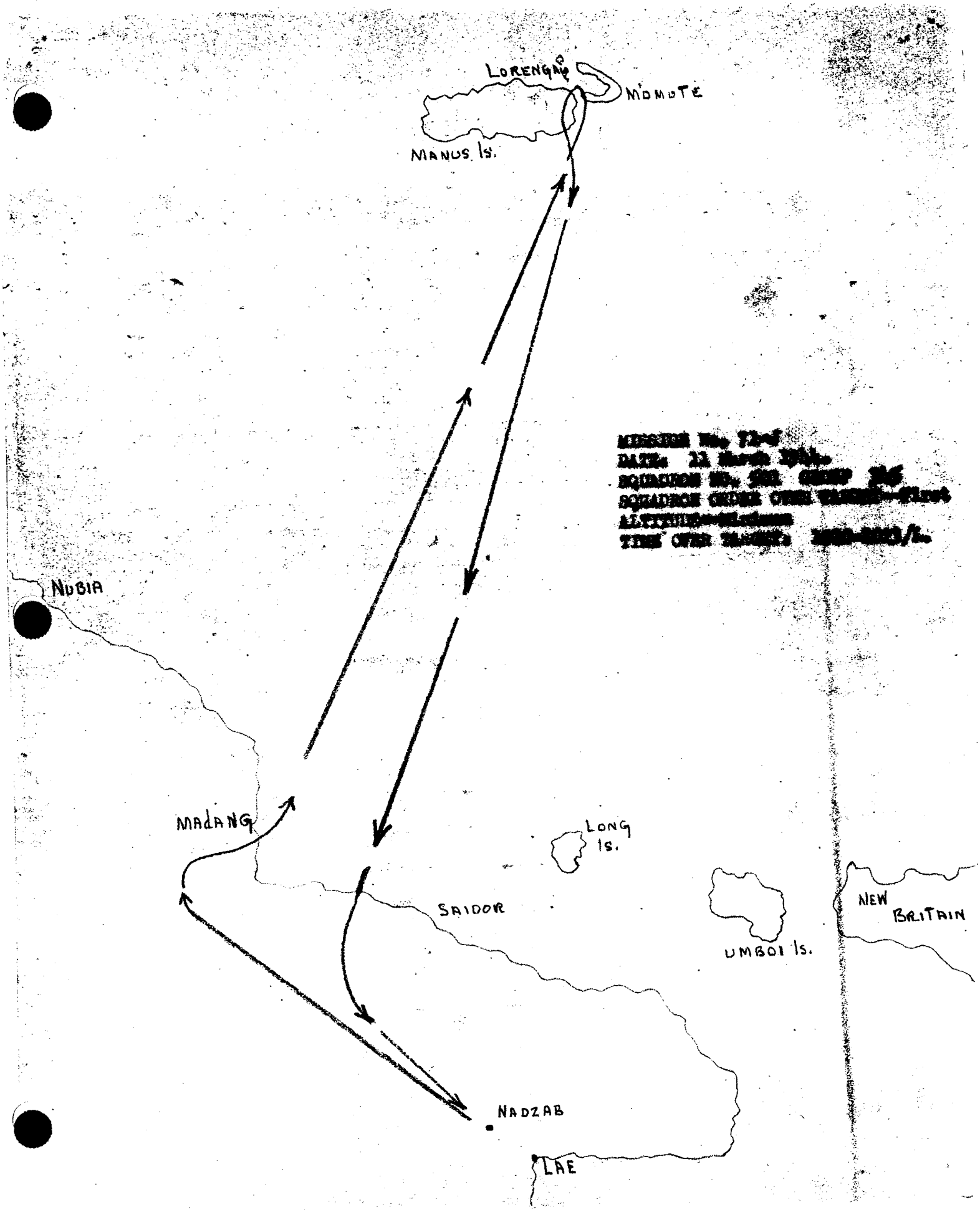
A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	Misses	Remarks
082	5	8-11 sec.	500 lb.	5		
518	5			5		
069	5			5		
078	5			5		
099	5			5		
074	5			5		
Total	30	8-11	500 lb.	30		

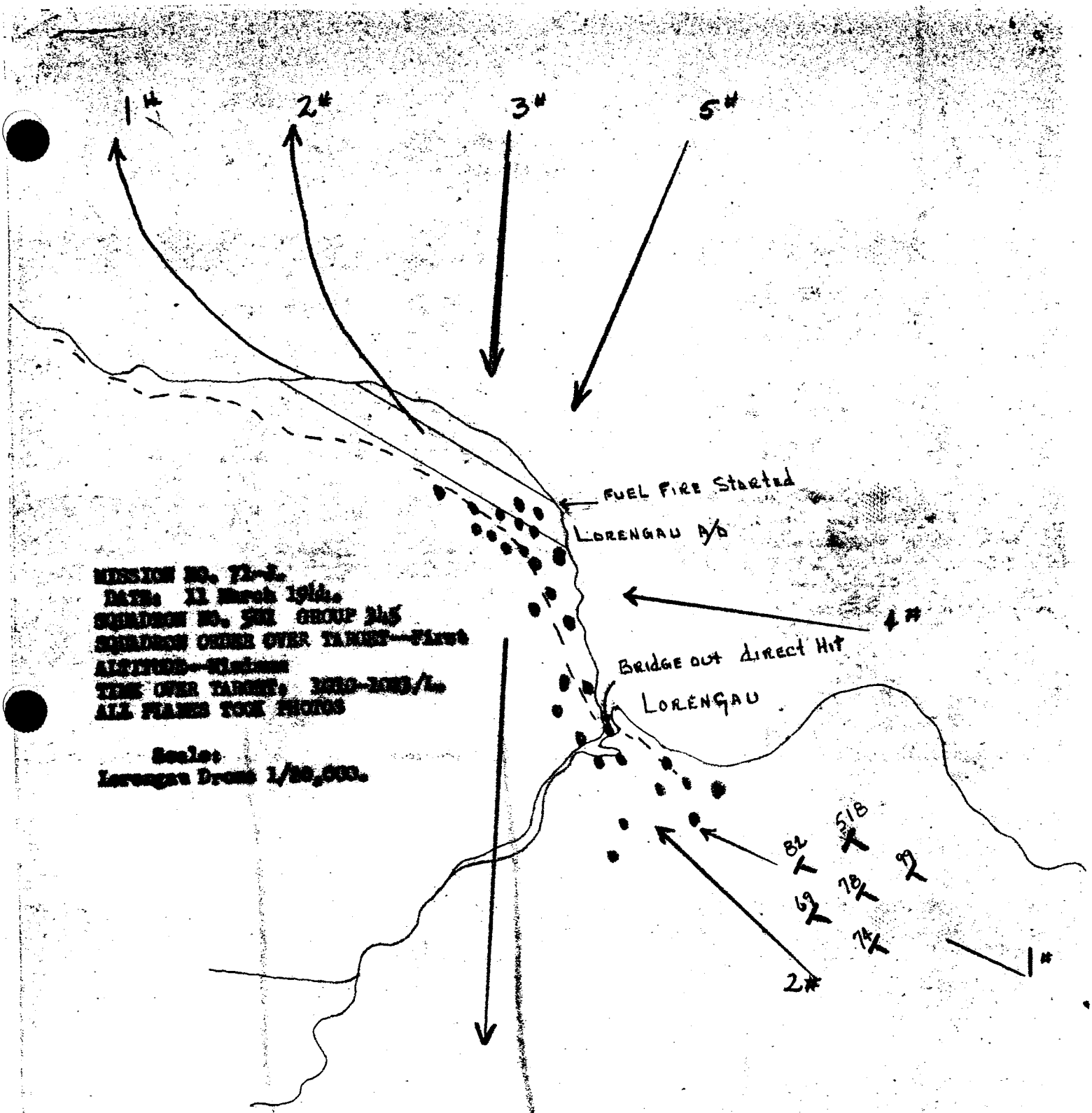
STRAFING TABLE #2

A/P	.50 Caliber: Carried	Expended	Gun Fail.	.30 Caliber: Carried	Expended	Gun Fail.
082	4800	1040	LLM	2000	400	nil
518	"	690	ULM/LLM/URM	"	nil	"
069	"	2600	LLM/URM	"	"	"
078	"	3600	nil	"	"	"
099	"	2000	URM/LRM	"	"	"
074	"	1600	URM	"	300	"
Total	28,800	11,530		12,000	700	

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
082	K-21	20	
518	K-21	20	
069	K-21	15	6
078	K-20	15	
099	K-17	30	4
074	K-21	30	4
Total		130	14


LORENGAU
MOMOTE
MANUS Is.
NUBIA
MADANG
LONG Is.
SAIDOR
UMBOI Is.
NEW BRITAIN
NADZAB
LAE



MISSION NO. 72-A.
DATE: 11 March 1944.
SQUADRON NO. 5BR GROUP 345
SQUADRON ORDER OVER TARGET—First
ALTITUDES—[illegible]
TIME OVER TARGET: 1010-1013/L.
ALL PLANES TOOK PHOTOS

Scale:
Lorengau Drome 1/20,000.

501
73-K
aRa
13 Mar 4

5OINT BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

CAS/1,34

24 March 1944.

SUBJECT: Narrative Report on Mission 73-K, performed 13 March 1944 by six A/P each from the 498th and 500th Squadrons. Objective: No. 1 Road from TINIO to LOKENGAU, MANUS ISLAND. Secondary Objective: Search of PT Survivors on MANUS ISLAND.

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

1. GENERAL.

a. The objective assigned was No. 1 Road from TINIO to LOKENGAU. This road was to be bombed and strafed at minimum altitude by six A/P, each loaded with 5 x 500 lb. G/P11 sec. delay bombs. The secondary objective was to be a search for survivors of a PT boat, who were reported to be on MANUS ISLAND, in the SEEKA BAY area.

b. Six A/P of this squadron were to take off from MOMOTE, form with six planes of the 498th Squadron, then proceed by way of FINSCHHAFEN to the target. After leaving the target, they were to return by way of MANUS ISLAND.

2. ATTACK:

(1) The mission was carried out as ordered. The two squadrons formed over the strip, went to the target by way of FINSCHHAFEN. The target was attacked from 1215-1245/L, the first pass being made at a heading of approximately 245 degrees. This first pass was made in three-ship elements, but due to the nature of the target, subsequent passes were made by single ship s in trail. In all, five runs were made with a turn to the left each time. Thirty five-hundred pounders were dropped on either side of the No. 1 road, and in LOKENGAU Drome and near LUOOS Mission. Due to the dense jungle growth, the road was difficult to find and damage was almost impossible. However, direct hits were scored on shacks in a village 500 yards north of TINIO Village at point 345717. (All Ref. LOKENGAU A/D 1/20,000). On shacks northeast of the road over the LIKI River at point 337707, more direct hits were scored. Two bombs hit on huts on top of a hill near TINIO Vil-

lage at point 345759. Numerous burning huts were seen throughout the area as a result of either the bombing or the strafing. No sign of the three barrack-type buildings could be found, however. The entire area was very thoroughly strafed with 9395 rounds of .50 caliber and 1500 rounds of .30 caliber. After leaving MAPUR ISLAND, the formation proceeded to MANAM ISLAND, off the coast of MANSA BAY, to make a search on that island for possible survivors of wrecked PT boats or crashed airplanes. A careful inspection was made along the coast of the island, and although numerous fires were seen in native villages, none of them seemed to be of a type indicating they were signal fires.

(2) The 498th Squadron participated in this strike with our squadron. Their target was the No. 3 road along the coast from LORENGAU to the south of the LORI River.

d. INTERCEPTIONS:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses by any other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 at HADZAB from 0940-0943/L.
Group Rendezvous: Formed on course over HADZAB.
Fighter Rendezvous: None. Area over which was not seen.
Attack: No. #1 Road from 1215-1245/L.
Landing: Strip #4 at HADZAB from 1530-1535/L.

f. ROUTE: HADZAB-FINSCHHAFEN-TARGET-MANAM ISLAND-BOGADJIM AREA-HADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. The 501st Squadron led the formation with Capt. Neuenschwander as leader. Our planes participating were as follows:

Narrative Report on Mission 73-K, cont'd.

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 089	Lt. Kortemeyer	A/P 078
Lt. Wichman	A/P 099	Lt. Moye	A/P 518
Lt. Tunze	A/P 074	Lt. Kirmil	A/P 069

3. DETAILS OF THE MISSION:

a. (1) Captain Neuenschwander, in A/P 089, led the squadron on the attack. He came in on a heading of approximately 245 degrees, but could only pick up the road intermittently. Seeing that the target was unsuitable for three-ship elements, he split the squadron into single ships attacking in trail. Five passes were made on the target, and Capt. Neuenschwander, unable to find a suitable target along the road, released his bombs, three on LO ENGAU Strip and two in the LUGOS Mission area, where several buildings were seen still to be in good condition. The entire area was heavily strafed, and damage should have resulted from the heavy expenditure of ammunition.

Following Capt. Neuenschwander, Lt. Wichman, in A/P 099, released two bombs on his second pass hitting shacks on the top of a hill near TINGO Village. Three bombs were dropped on the second pass. Lt. Tunze, in A/P 074, completed this flight, dropping two of his bombs along the road, and three in the vicinity of TINGO Village.

(2) Lt. Kortemeyer, in A/P 078, was leader of the second flight, and followed much the same course as the first flight. Bombs were dropped in the target area on the second and third passes, with heavy strafing accomplished on all runs. Lt. Moye, in A/P 518, was seen to score two direct hits on huts in the area, as did Lt. Kirmil, in A/P 069.

After leaving MANUS ISLAND, the formation proceeded to MANAM ISLAND off the coast of HANSA BAY, where a search was instituted for possible survivors of wrecked PT boats and crashed airplanes. There was much activity seen on the island, with many villages and a large plantation seen in good shape, as well as pigs and cattle in the area. The cleared areas surrounding the native villages seemed unusually large and well trodden, indicating heavy usage. Although numerous fires were seen, they were all in

native villages, and none of them looked to be signal fires. Barges were seen southwest shore of MANAM ISLAND near JASSA Village at point WC 8444. (Ref. HOLLANDIA STRAT MAP 4:1).

b. There was nil ack-ack fire encountered.

c. Fighter cover was to be in the area, but was not seen by our crews, but could have been above the overcast.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that would warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.

b. Map of bombing run and bomb hits.

c. Map showing route to and from target.

6. Additional sightings are as follows:

Column of dust seen rising from northeast end of ALEXIS-HAFEN Strip #1 apparently caused by running up of A/P motor. No A/P visible when crews passed by strip.

2 columns of dark gray smoke estimated 300 ft. height seen rising from BOGADJIM Plantation. Coastal road from north of ALEXISHAFEN appears well used, and some new bridges seen.

7. Photo prints received confirm results reported by crews.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 7

Narrative Report on Mission FFO 73-K, 501st Bomb Sq.

BOMBING TABLE #2

A/P	No. Bombs	Type	Weight	No. of Bomb Hits	
				Hits	Misses
089	5	8-11	500 lb.	3	2
099	5	sec.		5	
074	5			5	
078	5			5	
518	5			5	
069	5			3	2
Total	30	8-11	500 lb.	26	4

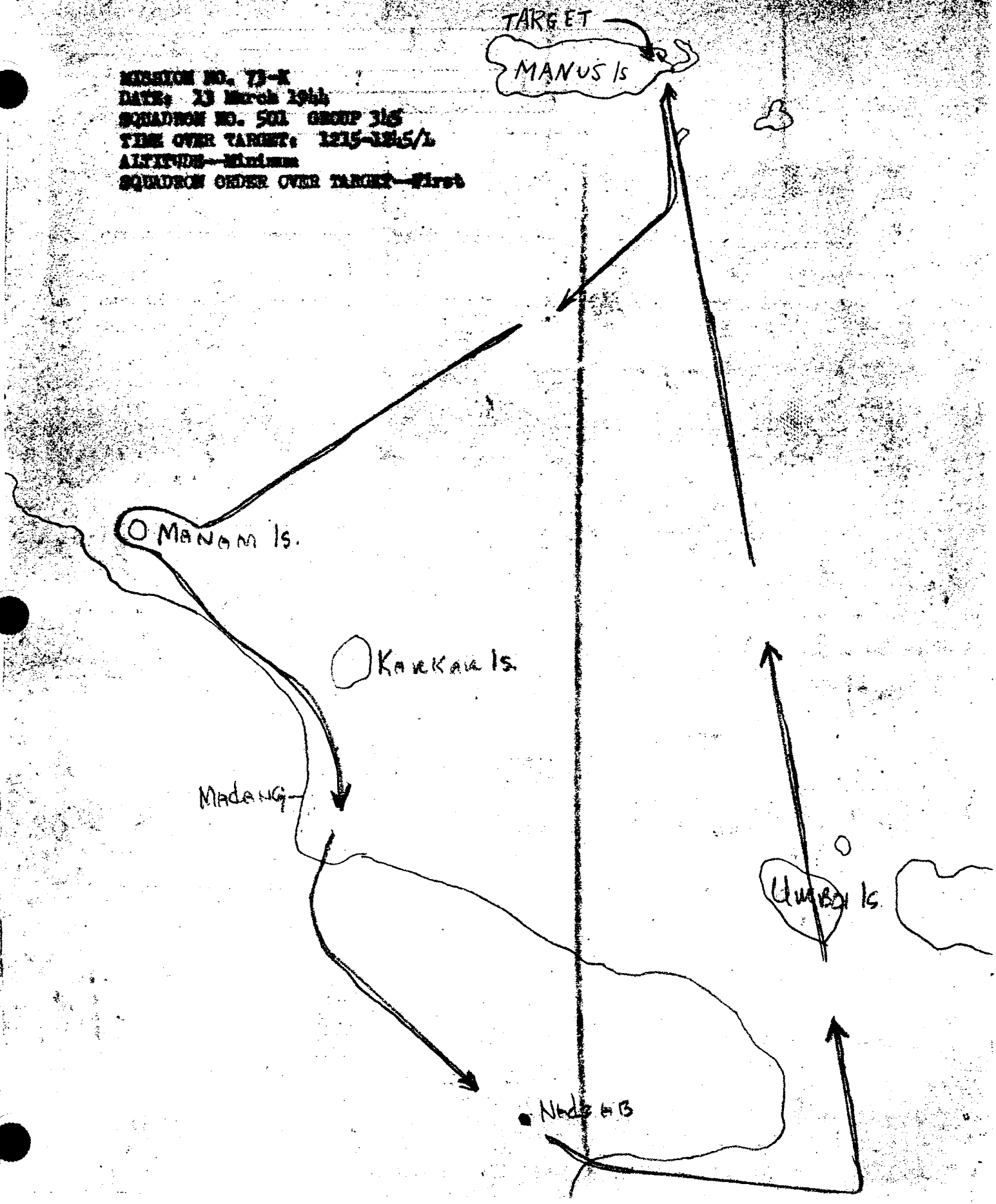
STRAFING TABLE #2

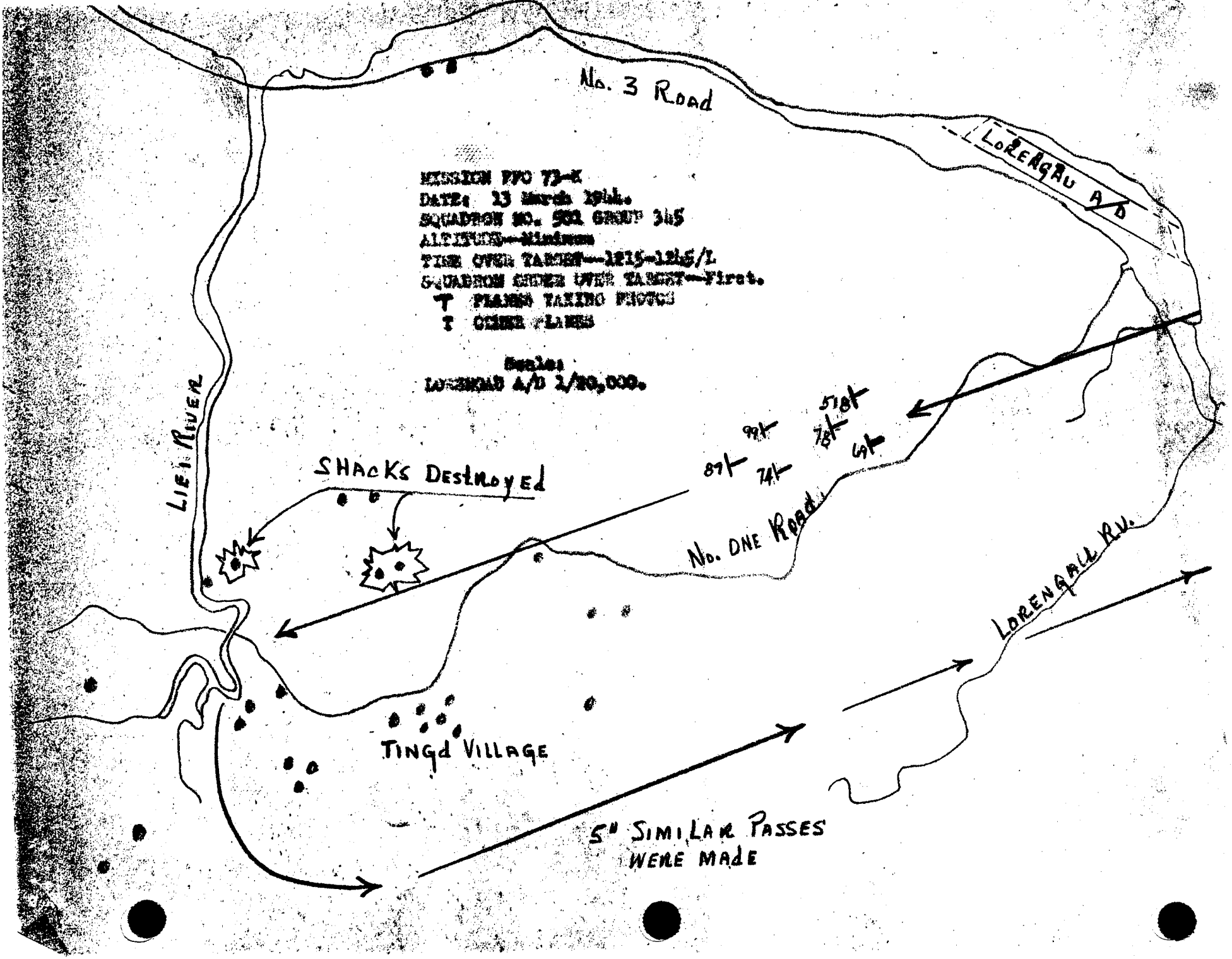
A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail.	Carried	Expended	Gun Fail.
089	4800	1665	LRH/LLH/ULH	2000	none	nil
099	"	2500	LRH/ULH	"	2500	"
074	"	500	nil	"	none	"
078	"	1630	LLH	"	"	"
518	"	1500	LRH/LRH	"	"	"
069	"	1600	LLH	"	"	"

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received.
089	K-21	30	3
518	K-21	30	4
069	K-21	20	
	K-17	15	4
074	K-21	Did not turn switch on.	
Total		95	11

MISSION NO. 73-K
DATE: 23 March 1944
SQUADRON NO. 501 GROUP 345
TIME OVER TARGET: 1215-1245/L
ALTITUDE--Minimum
SQUADRON ORDER OVER TARGET--First




No. 3 Road
LORENGAU A/D
MISSION PPO 73-K
DATE: 23 March 1944.
SQUADRON NO. 502 GROUP 345
ALTITUDE—Minimum
TIME OVER TARGET—1215-1245/L
SQUADRON LEADER OVER TARGET—First.
T PLANES TAKING PHOTOS
T OTHER PLANES
Scale:
LORENGAU A/D 1/20,000.
LIEI RIVER
SHACKS DESTROYED
99T
57BT
78T
87T
74T
64T
No. ONE Road
LORENGAU R.V.
TINGd VILLAGE
5" SIMILAR PASSES
WERE MADE

501
74-G
14 Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/ljd

15 March 1944.

SUBJECT: Narrative Report on Mission 74-G, performed 14 March 1944 by nine (9) A/P each from the 498th and 501st Squadrons. Objective: BRANDI PLANTATION near BORAM. Secondary Objective: Supplies and Installations at HANSA BAY.

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

1. GENERAL.

a. The objective assigned was personnel and stores in BRANDI PLANTATION and along the coastal trail to the east. Secondary Target: HANSA BAY. The area was to be strafed and bombed at minimum altitude by nine (9) A/P each loaded with 500 lb. 4-5 second delay bombs.

b. Nine (9) A/P of this squadron were to take off from NADZAB, form over NADZAB with nine (9) A/P of the 498th Sq., then proceed direct to the target, make one pass, and return over the same course.

c. ATTACK:

(1) The mission was carried out as ordered. The target was attacked from 1126-1130/L, on one pass, made on a heading of approximately 290 degrees. Bombing was excellent. 43 x 500 lb. 4-5 second delay bombs were dropped in the assigned target, which was well covered with hits along the trail and on both sides of the trail. Several small fires, including one oil fire, were started, and one large column of gray black smoke was started which rose to 1400-1500 ft. and was visible for 25 miles away from the target. The target area and the west shore of BOEM Pt. were viciously strafed with a total of 10,380 x .50 caliber and 1,300 x .30 caliber rounds.

(2) The 498th Squadron participated in this strike with our squadron, attacking the same target.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

Narrative Report on Mission 74-G, cont'd.

e. TIME AND LOCATION OF:

Take-off: Strip #4 NADZAB from 0933-0938/L.
Group Rendezvous: Formed in one circle over NADZAB.
Fighter Rendezvous: GUSAP from 1000/L-1004/L at 5,000 ft.
Attack: BRANDI PLANTATION from 1126-1130/L.
Landing: Strip #4 NADZAB from 1305-1310/L.

f. ROUTE: NADZAB-RAMU VALLEY-TARGET-RAMU VALLEY-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. The 498th Squadron led the Group formation and Major Fain, Squadron Commander, led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Fain	A/P 401	Lt. Barth	A/P 082	Lt. Larsen	A/P 084
Lt. Schade	A/P 518	Lt. Moye	A/P 099	Lt. Tunse	A/P 074
Lt. Mayes	A/P 335	Lt. Wichman	A/P 078	Lt. Murphy P.	A/P 089

3. DETAILS OF THE MISSION:

a. (1) Major Fain, in A/P 401, led the squadron, making his run over the target passing along the coastal trail. He started strafing when about two miles east of BRANDI PLANTATION, and dropped his entire load of four bombs just east of the BRANDI River. Commenting on the results of our squadron's attack, he stated: "The target was well covered with bombs. A mass of smoke was seen, and one large fire with grayish-black smoke was started. We could see this smoke twenty-five miles out of the target on our way back." Lt. Schade, in A/P 518, and Lt. Mayes, in A/P 335, flew in number two and three positions. Lt. Schade's five bombs fell along the north side of the trail in BRANDI PLANTATION, and Lt. Mayes dropped his first two bombs directly on the trail about 1½ miles east of BRANDI River, and the remaining three fell on the trail about ½ mile east of the BRANDI River. This flight reported seeing two bombs dropped by "heavies" fall through the overcast and hit within 500 yards of our formation approximately 6 miles SSW of CAPE TERABU. They also reported that the track leading south from BRANDI PLANTATION to HARIGENA appears to be well used, and that there

were indications of heavy activity in MURIK Villages, about 24 miles west of SEPIK River mouth.

(2) Lt. Barth, in A/P 082, led the second flight, with Lt. Moye and Lt. Wichman as wingmen. They made the same run as did Major Fain's flight, dropping bombs in the same area, and strafing the entire target as well as the east shore of CAPE MOEM Peninsula. This flight reported four or five small fires started around the trail crossing at the BRANDI River, as well as the two bombs dropped through the overcast by the "heavies" before coming into the target for our run.

(3) Lt. Larsen, in A/P 084, led the third flight, with Lt. Tunne and Lt. Murphy, P. M. as wingmen. They bombed the southwest side of the trail, covering the Plantation and ½ mile on each side. The assigned target was heavily strafed.

b. Medium and heavy caliber, light intensity, inaccurate ack-ack fire was encountered from known positions on CAPE MOEM, CAPE BORAM, and east of the BORAM runway. By making a steep turn to the right and out to sea, our A/P were able to effectively avoid this fire. Crews reported bursts were accurate as to altitude and would have been effective had they continued flying on course.

c. Fighter cover, provided by two squadrons of P-47's, was excellent.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that appear to warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.

b. Map of bombing run and bomb hits.

c. Map showing route to and from target.

Narrative Report on Mission 74-G, cont'd.

6. There were no sightings in addition to those previously listed in paragraph 3.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 8.

Narrative Report on Mission FFO 74-G, 501st Bomb Sq.

PHOTO TABLE #3

A/P	Type Camera	Exposures.
401	K-20	10
518	K-21	Did not operate camera.
082	K-21	20
099	K-21	30
078	K-21	30
089	K-21	30
Total		120

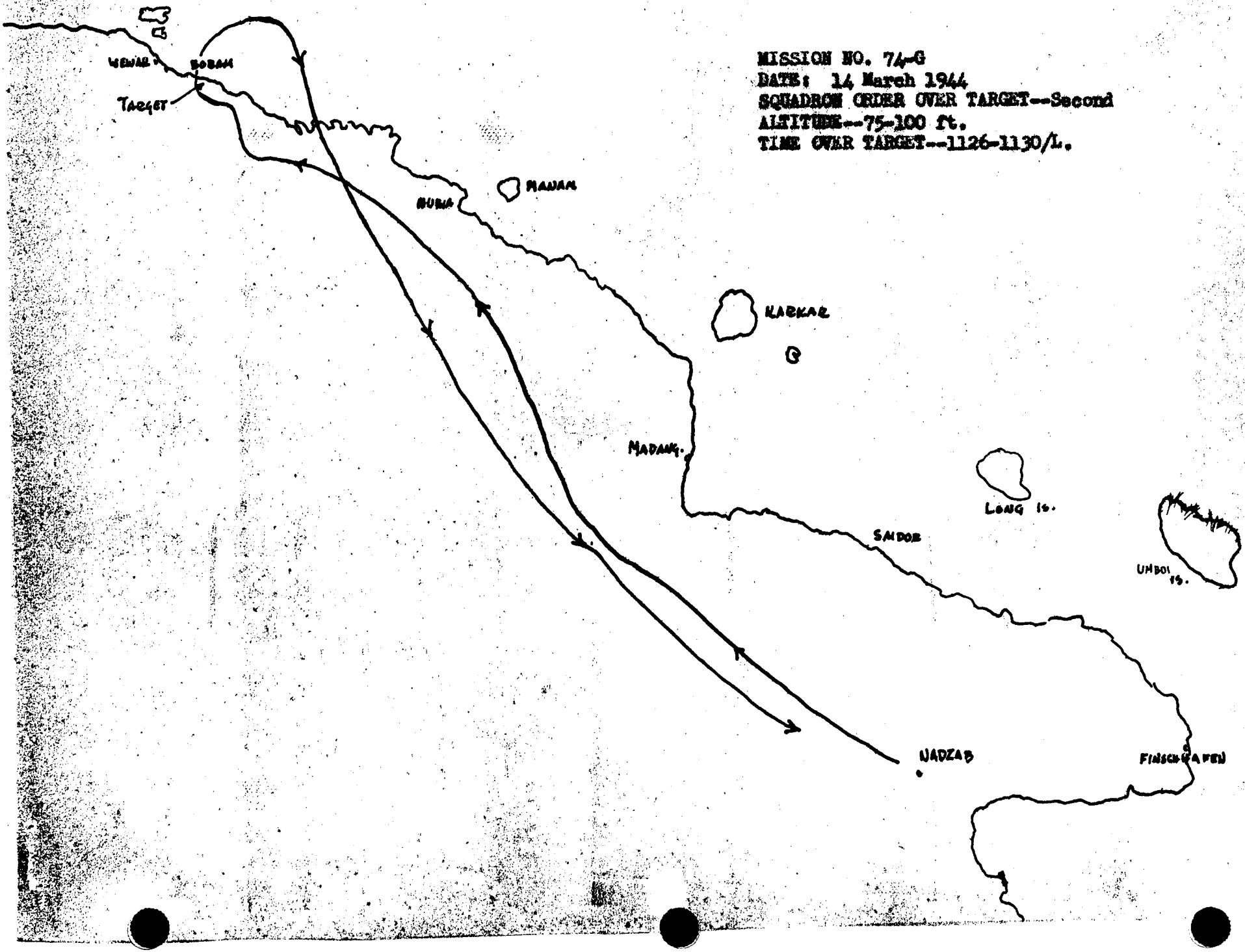
Narrative Report on Mission FFO 74-G, 501st Bomb Sq.

BOMBING TABLE #1.

A/P	No. Bombs	Type	Weight	No. of Bomb Hits	
				Hits	Misses
401	4	4/S	500 lb.	4	
518	5	"	"	5	
335	5	"	"	5	
082	5	"	"	5	
099	5	"	"	5	
078	5	"	"	5	
084	5	"	"	5	
074	5	"	"	5	
089	4	"	"	4	
Total	43			43	

STRAFING TABLE #2.

A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
401	4800	1500	LRN	2000	500	Nil
518	4800	960	ULN/LLN	2000	400	Nil
335	4800	500	Dented Primer	2000		Nil
082	4800	1500	LLN	2000		Nil
099	4800	1245	URN/LRN/LLN	2000		Nil
078	4800	1350	LLN	2000		Nil
084	4800	1225	Nil	2000	400	Nil
074	4800	1000	URN/LRN	2000		Nil
089	4800	1100	ULN/LLN	2000		Nil
Total	43,200	10,380		18,000	1,300	


MISSION NO. 74-G
DATE: 14 March 1944
SQUADRON ORDER OVER TARGET--Second
ALTITUDE--75-100 ft.
TIME OVER TARGET--1126-1130/L.
WEWAK
BOBAM
TARGET
BUNA
MAWAM
KARKAR
MADANG
LONG Is.
SAIDOR
UMBOI Is.
LAE
FINSCHHAFEN

NEWARK
CAMDEN
BRANDI
PLANTATION
FIRE
FIRE
335
518
82
18
99
84
89
74

501
75-K
15 Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEQ/ljd

16 March 1944.

SUBJECT: Narrative Report on Mission 75-K, performed 15 March 1944 by nine (9) A/P from the 501st Bomb Squadron. Objective: An Alert for Ground Support in the LORENGAU Area, ADMIRALTY ISLANDS. Secondary Target: Targets #3 or #12 as directed by "GANGWAY."

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

1. GENERAL.

a. The objective assigned was to be on air alert between 1000-1100/L in the LORENGAU area in support of the landing of troops on Yellow Beach #1 and #2, at the mouth of the LIEI River. The secondary target was to be either Targets #3 or #12 (as shown on the Air Alert Target Map No. 4) as directed by GANGWAY. The target was to be strafed and bombed at minimum altitude, each plane being loaded with 5 x 500 lb. 4-5 second delay bombs.

b. Nine (9) A/P of this squadron were to take off from NADZAB, and to proceed by way of the RAMU VALLEY to the target where they were to circle north of the target until called in by GANGWAY.

c. ATTACK:

(1) The mission was carried out as ordered. The squadron arrived in the LORENGAU area at 0957/L. They then circled north of HAUWEI ISLAND until 1100/L, where they were directed by GANGWAY to attack Target #3, which is at TINGO Village. One pass was made at the target and thirty-three bombs were dropped there. The remaining bombs were returned to base, due to the fact that a suitable target could not be located. The bombing was excellent, and several huts were seen to be hit in the village, and bullets from the strafing was seen to enter several huts. In all 4,230 rounds of .50 caliber were expended in the strafing.

(2) The 498th Squadron relieved our squadron, and were to remain on air alert from 1100-1200/L in the area.

Narrative Report on Mission FFO 75-4, cont'd.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: Strip #4 NADZAB from 0745-0749/L.
Group Rendezvous: None
Fighter Rendezvous: None
Air Alert from 0957-1100/L.
Attack: Target #3 from 1102-1120/L.
Landing: Strip #4 NADZAB from 1350-1355/L.

f. ROUTE: NADZAB-RAMU VALLEY-BAGABAG ISLAND-TARGET-BAGABAG ISLAND-FINSCHHAFEN-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. The squadron was led by Captain Neuenschwander, with flights as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Neuenschwander	A/P 078	Lt. Coffman	A/P 064	Lt. Symens	A/P 084
Lt. Wichman	A/P 082	Lt. Kirmil	A/P 069	Lt. Moye	A/P 093
Lt. Tunze	A/P 074	Lt. Mayes	A/P 335	Lt. Murphy, P.M.	A/P 060

3. DETAILS OF THE MISSION:

a. Capt. Neuenschwander, in A/P 078, led the squadron in their attack on Target #3 as ordered by GANGWAY. He made his attack from the southwest so that the strafing would be done in the direction of the LORENGAU strip as requested by GANGWAY. The squadron attacked the target in flights in trail, all flights making the same run. A total of 33 bombs were dropped covering the area thoroughly. Several bombs hit among a group of huts at TINGO Village. The target was bombed and strafed on one pass only. There were no visible results of bombing and strafing due to the nature of terrain and dense jungle growth. Lt. Symens, in A/P 078, did not droppany of his bombs, as he was not sure of the location of the target, and the squadron made one pass only. He returned all of his bombs to base. Lt. Moye, in A/P 093, dropped four of his bombs and salvoed one later,

as he had not found a suitable target for it. One bomb dropped by Lt. Murphy, in A/P 060, hit directly among the group of huts in Target #3. Crews reported that the landing on Yellow Beach was progressing satisfactorily, one LST seen drawn up on Yellow Beach #2 unloading. All A/P strafed the target heavily on one pass and expended 4,230 x .50 caliber rounds.

b. No ack-ack was definitely fired at our planes. On approaching the LOPENGAU area at 1000/L, two bursts of light or medium ack-ack were seen to come from a position south of the LOPENGAU strip near Target #16. The bursts exploded at approximately 1,000 ft. altitude. Our planes were nowhere near these bursts, and it is doubtful whether they were actually fired at us, as there was no ack-ack fire encountered later on when our planes were over the target.

c. Fighter cover was area cover and was reported as being present in the area at the time of our strike.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

4. There were no actions on the part of individuals that appear to warrant citations.

5. APPENDICES.

a. Bombing, Strafing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. ADDITIONAL SIGHTINGS.

a. Crews reported seeing a truck moving under the trees on BAGABAG Island while enroute to the target at 0845/L.

7. Interpretation of photo prints received confirms the fact that the squadron's bombing was compactly grouped and covered a small area. Other results are not discernible due to dense jungle growth.

For the Squadron Commander:

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

Incls.

SHEET NO. 6

Narrative Report on Mission FFO 75-K, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	Misses	Remarks
078	5	4-5	500 lb.	5		
082	5	sec.		2		3 returned to base
074	5			5		
064	5			5		
069	5			2		3 " " "
335	5			5		
084	5					5 " " "
093	5			4		1 salvoed " "
060	5			5		
Total	45	4-5	500 lb.	33		12

STRAFING TABLE #2

.50 Caliber

.30 Caliber not expended

A/P	Carried	Expended	Gun Failures
078	4800	400	nil
082	"	320	nil
074	"	400	nil
064	"	1150	ULW/LLW
069	"	400	nil
335	"	700	URW/ULW
084	"	140	nil
093	"	320	nil
060	"	400	nil
Total	43,200	4230	

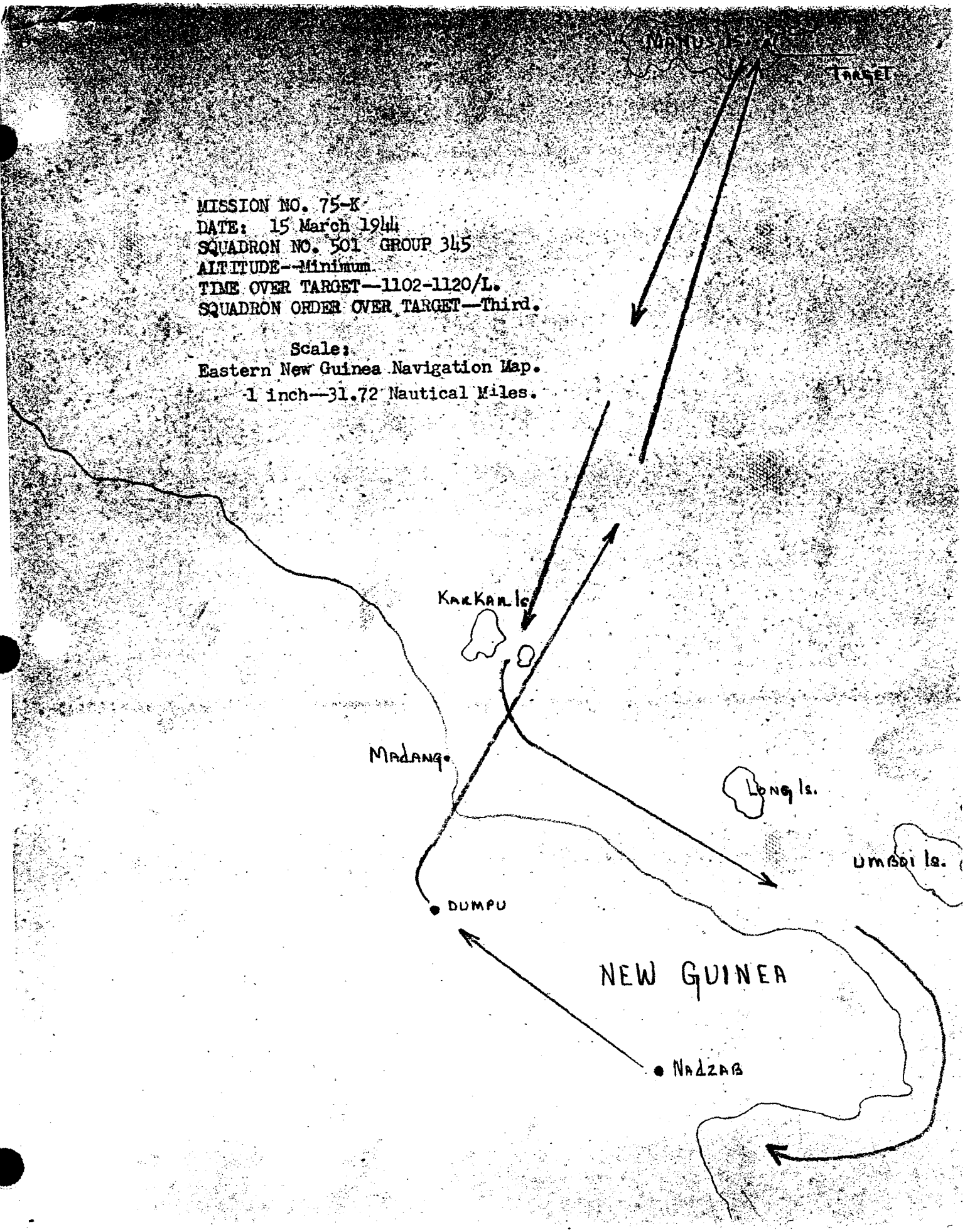
NOTE: U: Upper; L: left: W: Waist; R: Right.

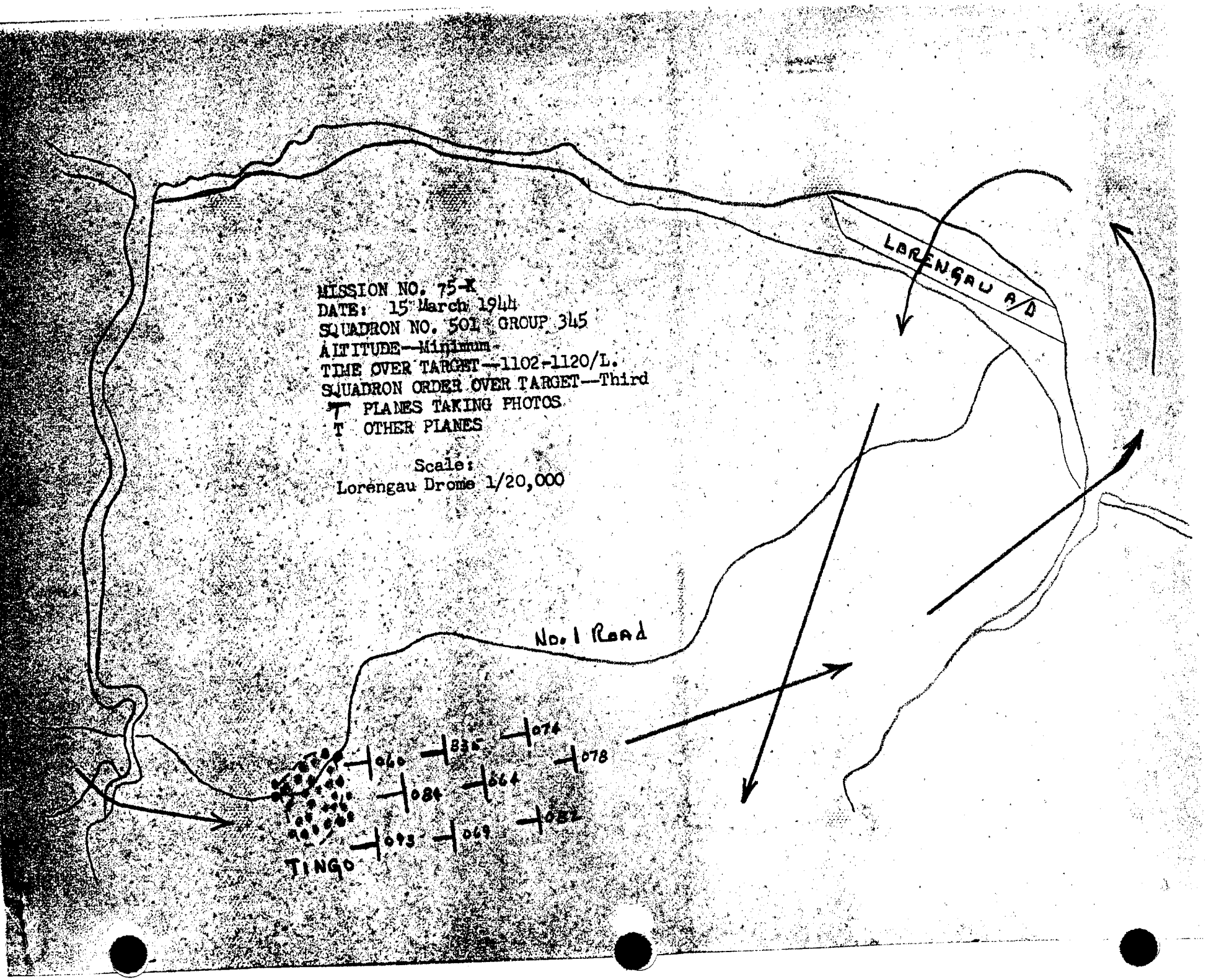
PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
078	K-21	15	2
082	K-21	30	
074	K-21	Did not operator camera.	
069	K-21	15	1
335	K-17	4	3.
093	K-21	Did not operator camera.	
Total		64	6

MISSION NO. 75-K
DATE: 15 March 1944
SQUADRON NO. 501 GROUP 345
ALTITUDE--Minimum.
TIME OVER TARGET—1102-1120/L.
SQUADRON ORDER OVER TARGET—Third.

Scale:
Eastern New Guinea Navigation Map.
1 inch—31.72 Nautical Miles.




MISSION NO. 75-K
DATE: 15 March 1944
SQUADRON NO. 501 GROUP 345
ALTITUDE--Minimum-
TIME OVER TARGET--1102-1120/L.
SQUADRON ORDER OVER TARGET--Third
PLANES TAKING PHOTOS
OTHER PLANES
Scale:
Lorengau Drome 1/20,000
LORENGAU A/D
No. 1 Road
TINGO
040
835
074
078
084
664
093
069
082

501
77-E
17 Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/ljd

17 March 1944.

SUBJECT: Narrative Report on Mission 77-E, performed 17 March 1944 by six (6) A/P from the 501st Bomb Squadron. Objective: Ack-ack positions in Target 43-B on CAPE MOEM in the WEWAK area, New Guinea. Secondary target: HANSA BAY. Tertiary target: Alexishafen.

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

1. GENERAL.

a. The objective assigned was ack-ack position s in Target 43-B on CAPE MOEM in the WEWAK area. The secondary target was stores and supplies in the AWAR area at HANSA BAY area. The tertiary target was AMRON MISSION near ALEXISHAFEN. The target was to be bombed at medium altitude with six (6) A/P, each carrying 10 x 250 lb. inst. demo. bombs.

b. Six (6) A/P of this squadron were to take off from NADZAB, form with the Group over NADZAB, proceed to GUSAP for rendezvous with fighters at 7,000 ft., and proceed direct up the MARKHAM-RAMU Valley to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron attacked from 1028-1030/L coming in from the east as though they were pretending to make a run over the BORAM strip, then making a slight turn to the right for their bombing run over our assigned target. One pass was made on a heading of approximately 345 degrees. Our bombing was excellent. 54 x 250 lb. inst. demo. bombs were dropped thoroughly covering target 43-B. Our bombs set off a heavy flash or explosion in the target, which was followed by a pall of black smoke, which was still visible over the target when our squadron left. It was impossible to determine the exact damage accomplished by our bombing, as two squadrons had already hit the target ahead of us. Our squadron leader stated that the results accomplished by the Group's strike were undoubtedly excellent.

(2) The 498th Squadron led the Group formation followed by the 499th and the 501st Squadrons, bombing 8,000 ft., 7,000 ft., 6,000 ft. respectively. The 500th squadron participated also, making a strike on the same target in conjunction with A-20's at minimum

Narrative Report on Mission 77-E, cont'd.

altitude.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: Strip #4 [illegible] from 0835-0837/L.
Group Rendezvous: Over [illegible] from 0838-0843/L.
Fighter Rendezvous: At [illegible] at 7,000 ft. from 0905-0910/L.
Attack: [illegible] from 1023-1030/L at 6,000 ft.
Landing: Strip #4 [illegible] from 1210-1214/L.

f. ROUTE: [illegible]-[illegible] - AMU VALLEY-TARGET-AMU VALLEY-[illegible]-[illegible].

2. ALL PLANES OF THE SQUADRON ON THE ATTACK.

a. Our squadron was led by Captain Neuenschwander with flights as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 604	Lt. T. [illegible] Lewis	A/P 595
Lt. Schade	A/P 093	Lt. [illegible] Murphy	A/P 060
Lt. Hayes	A/P 099	Lt. Firmil	A/P 069

3. DETAILS OF THE ATTACK:

a. Capt. Neuenschwander, in A/P 604, led the squadron in their attack on the target. He made his initial approach from the east as though he were coming in for a run on the [illegible] runway. Just as he reached what might have been a bomb release point for an attack on [illegible], he made a slight turn to the right bringing the squadron in position for an attack on our assigned target on [illegible]. The result of this approach was extremely excellent as it resulted in the two flights making a run such as to have every bomb dropped hit on land in the assigned area. Lt. Schade, in A/P 093, in 2 position and Lt. Hayes, in 3 position flew close formation and released their bombs on Capt. Neuenschwander's bombing. This flight reported observing the bombing by "heavies", which were hitting [illegible] A/D at approximately the same time as our attack. In their own words, "heavies laid a marvelous pattern of bombs right down the [illegible] Strip."

Narrative Report on Mission 77-E, cont'd.

They reported a fire started by the "heavies" in the BORAM PLANTATION south of the runway and a very heavy explosion, possibly a gas or fuel dump, set off near the northwest end of the BORAM runway causing black smoke to rise up to 1,000 ft. A third fire was started south of [illegible] ft. from which black smoke was seen rising to an estimated 3,000 ft. and was visible 30 miles out from the target.

b. The second flight, which was led by Lt. Lewis, in A/P 595, followed in Capt. Neuenschwander's path over the target at the same altitude, 6,000 ft. Lt. Murphy, in A/P 060, flew on the right wing, and Lt. Kirmil, in A/P 069, on the left wing. Both wingmen released their bombs on Lt. Lewis's plane, which carried the bombsight. All crews agreed that the bombing was excellent, and said that "the bombs of both flights fell in the direct vicinity of the A/A position, probably destroying it". The photographer, in the last plane over the target said he saw "not one bomb in the water, and was happy the Japs would have no fish for dinner". Several crew members in this flight reported a large flash or explosion, probably ammunition, was started on the target area, followed by heavy black smoke, and, as they pulled away from CAPE KOEN, all agreed that the area was covered with a thick pall of black smoke. The second flight confirmed the sightings of large fires in the BORAM and WEWAK areas.

c. Fighter cover was provided by one squadron of P-40's, and our crews reported that it was excellent, including an elaborate display of aerial gymnastics enroute home after the bombing attack.

d. No damage was sustained by our planes.

e. There were no injuries to our personnel.

f. Ack-ack was of medium, heavy caliber; medium intensity; inaccurate; altitude of bursts 6500-9000 ft.--all definitely above us, apparently being fired at "heavies" who were bombing BORAM strip at the same time. A/A was coming from the following positions: 27-B, 28-B, 30-B, 26-B, 16-B, 13-B. Fire was seen coming from 38-B before "heavies" started bombing. This position did not fire after "heavies" bombing. Possible .40 mm. position seen firing from north tip of CAPE KOEN at point 395082. (Ref. WEWAK West 1:1). Guns firing from target 27-B were seen to emit white flashes.

Narrative Report on Mission 77-A, cont'd.

4. There were actions on the part of individuals that would appear to warrant citations. Necessary papers will be submitted.

5. OBSERVATIONS.

a. Bombing and Photographic Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no sightings reported other than those stated above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

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

Encls.

Sheet No. 7

Narrative Report on Mission # 0 77-E, 501st Bomb Sq.

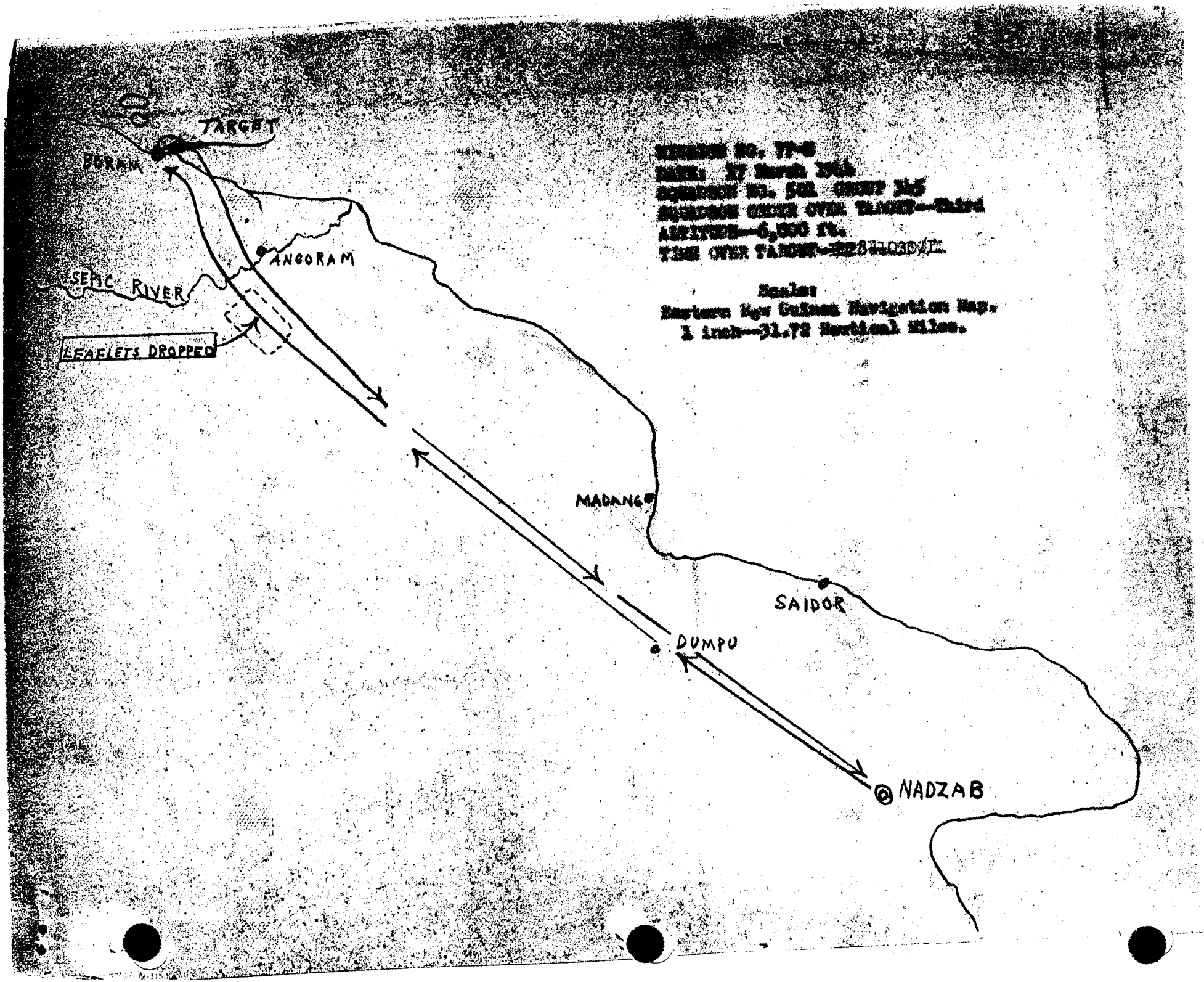
BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	Misses	Remarks
604	10	Inst.	250 lb.	10		
093	10			10		
099	10			4		6 Returned to base
595	10			10		
060	10			10		
069	10			10		
Total	60	Inst.	250 lb.	54		6

NOTE: No rounds of ammunition expended.

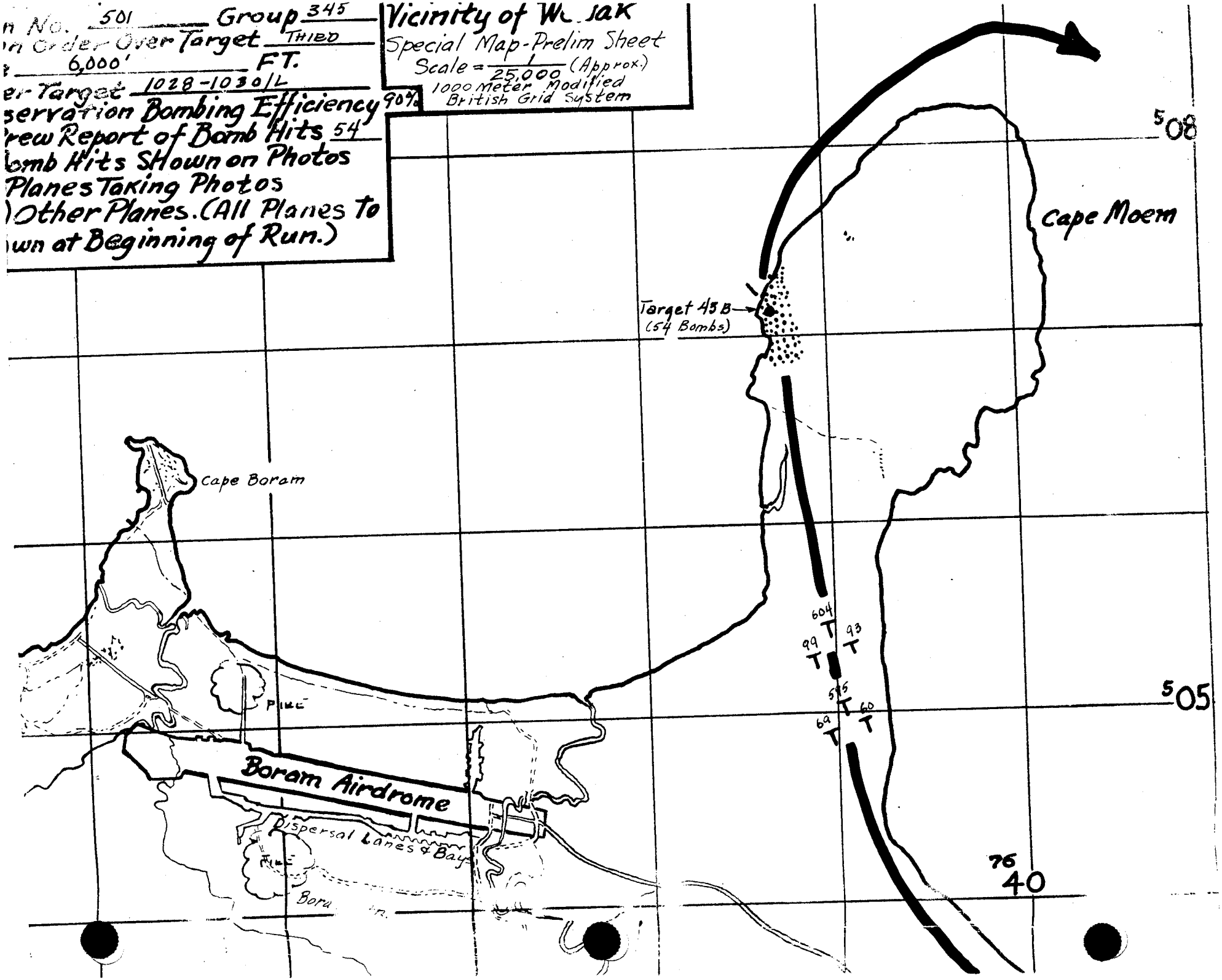
PHOTO TABLE #2

A/P	Type Camera	Exposures
604	K-21	8
069	K-17	8
060	K-17	15
Total		31


TARGET
BORAM
ANGORAM
SEPIC RIVER
LEAFLETS DROPPED
MADANG
SAIDOR
DUMPU
NADZAB
Scale:
Eastern New Guinea Navigation Map.
1 inch—31.72 Nautical miles.

n No. 501 Group 345
n Order Over Target THIED
6,000' FT.
er-Target 1028-1030/L
servation Bombing Efficiency 90%
rew Report of Bomb Hits 54
omb Hits Shown on Photos
Planes Taking Photos
) Other Planes. (All Planes To
wn at Beginning of Run.)

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



501
79-M
19 Mar 44

5OIST BOMBARDMENT SQUADRON (M) AAF
3LSTH BOMBARDMENT GROUP (M) AAF
APO 723 UNIT 1

BEG/lst

20 March 1944.

SUBJECT: Narrative Report on Mission 79-M, performed 19 March 1944 by seven (7) A/P from the 5OIst Bomb Squadron. Objective: Attack on Shipping Northwest of WEWAK.

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

1. GENERAL.

a. The objective assigned was a convoy of enemy ships reported to be northwest of WEWAK. Secondary target, although assigned, was not received by the squadron until take off of the airplanes. Convoy was to be strafed and bombed at minimum altitude with seven (7) A/P, each carrying 4 x 500 lb. 4-5 sec. delay demo. bombs.

b. Seven (7) A/P of this squadron were to take off from NADZAB, form with the other three squadrons of the Group, proceed to AMBENBERG for rendezvous at 7,000 ft. at 1530/L with three squadrons of P-38's and two squadrons of P-40's, and from there proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron located a P/C at approximate position 0210-S—14320-E at 1615/L. Before our planes could make an attack on this ship, it was utterly obliterated by the attacks of other planes ahead of us. About this time, the group proceeded in a northwest direction and sighted another P/C and a large freighter of an estimated 6/7,000 tons, believed to be a FOX-TARE UNCLE at approximate position 0200-S—14230-E. Once again our planes were unable to make a bombing attack because both ships were sunk by other planes before we could get to them. Our planes then proceeded to strafe Jap personnel in the water in this area. Our planes searched the area until approximately 1655/L, then turned back heading for base. As our squadron had its entire bombload, the squadron leader radioed in to Bomber Command for a secondary target which might be attacked. The answer to this request, assigning MADANG as the secondary target, was not received until our planes were well

pointed MADANG, and it was too late to carry out the attack. The squadron returned to base. A/P 076 had become separated from the squadron, and landed at SAIDOR for gas and proceeded to NADZAB where he landed at 2020/L. A/P 518 had also gotten separated from the squadron and stayed in the area where the convoy was sighted until he realized that the squadron had gone home without him. The pilot started back to base. He was unable to get into NADZAB, due to weather and approaching darkness, so landed at GUSAP at 1914/L, remaining overnight and proceeded to NADZAB the following morning landing at 0825/L/20.

(2) The 498th squadron led the Group formation followed by the 499, 500th and 501st Squadrons respectively.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported seeing an A-20 crash and explode when making a bombing run on the FOX-TARE UNCLE at approximately 1615/L, position 11315-E--0120-S.

e. TIME AND LOCATION OF:

Take-off: Strip #4 NADZAB from 1400-1404/L.
Group Rendesvous: Over ATEMBLE 1458-1500/L.
Fighter Rendesvous: at ARUMBEMO from 1530-1539/L at 7,000 ft.
Attack: Convoy 120 miles northwest of WEWAK, 1615-1655/L.
Landing: Strip #4 NADZAB from 1900-1910/L (5 A/P).
A/P 076 landed NADZAB 2020/L.
A/P 518 landed NADZAB 0825/L/20.

f. ROUTE: NADZAB-ATEMBLE-ARUMBEMO-TARGET-RAMU VALLEY-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Lt. Kortemeyer led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Kortemeyer	A/P 078	Lt. Larsen	A/P 084	Lt. Lewis, T.K.	A/P 093
Lt. Schade	A/P 089	Lt. Kimail	A/P 069		
Lt. Symens	A/P 518	Lt. Wichman	A/P 076		

Narrative Report on Mission 79-M, cont'd.

3. DETAILS OF THE MISSION:

a. Lt. Fortemeyer, in A/P 078, led the first flight with Lt. Schade, in A/P 089, and Lt. Symans, in A/P 518, flying #2 and #3 positions respectively. This flight returned all of their bombs, except two, as they had the unfortunate experience of seeing their target blown up by other planes before they could get near enough to them to bomb. The planes strafed the survivors in the area. Lt. Schade, when opening his bombay doors, had two bombs salvo. He returned the other two to base. This flight reported that while it was impossible to tell exactly who sunk the ship, they were certain that both F/C were sunk by bombs of B-25's and that the FOX-TANK UNCLE was finished off by a bomb dropped by an A-20. These crews reported seeing three large fires with black smoke up to 2,000 ft. in the NUBIA area at HANSA BAY. These were sighted at 1745/L.

Lt. Larsen, in A/P 074, led the second flight with Lt. Kirmil, in A/P 069, and Lt. Wichman, in A/P 076, flying #2 and #2 positions. This flight was also unable to bomb any shipping and returned their entire bombload to base. They also strafed Jap survivors in the water around the sunken ships. Their sightings were essentially the same as those reported by the first flight. However, Lt. Wichman did report that he saw an airplane, which he was unable to identify, bombing another ship some 25-30 miles north of the convoy our group was attacking. He also reported that fires started at WEWAK by our bombing there during the morning were still burning at 1730/L.

Lt. Lewis, in A/P 093, flew as a single ship flight in #3 position in the squadron. He also was unable to reach any targets in time to bomb them and had to be content with making a strafing attack at Japs in the water. His sightings agreed with those of ther crews.

b. Ack-ack received was negligible consisting of light and medium fire from the F/C and from the FOX-TANK UNCLE. It was reported by all crews as inaccurate.

c. Fighter cover was provided by three squadrons of P-38's, and two squadrons of P-40's. Cover was reported as satisfactory.

d. No damage was sustained by our A/P.

e. There were no injuries to our personnel.

Narrative Report on Mission 79-H, cont'd.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Strafing and Photo Tables.
b. Map showing route to and from target.

6. There were no additional sightings reported other than those stated above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN B. GREEN,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 6.

Narrative Report on Mission 79-M, 501st Bomb Sq.

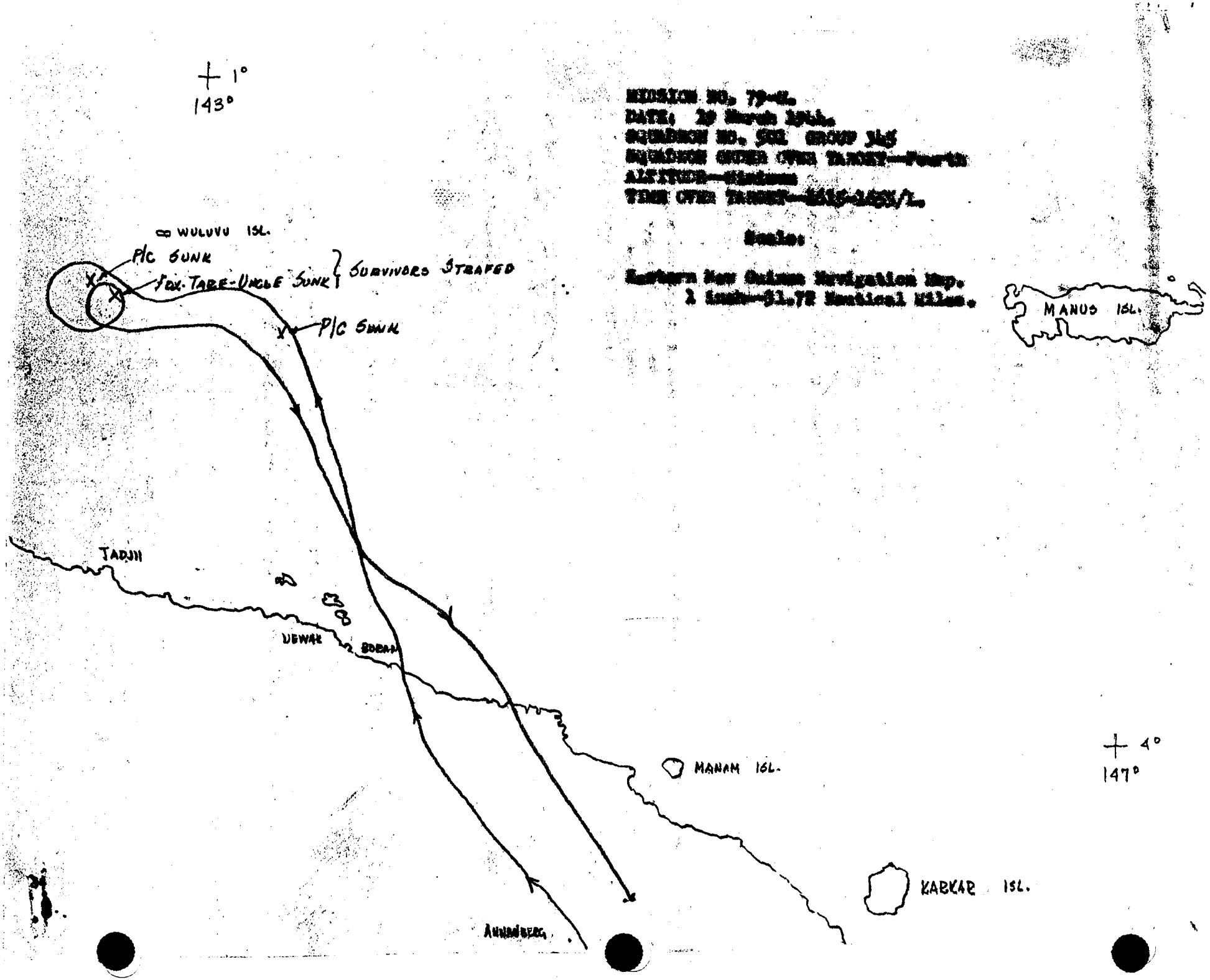
NOTE: All bombs returned to base, with the exception of two, which were salvoed due to rack malfunction.

STRAFING TABLE #1

A/P	Carried	Expended	Gun Fail.	Carried	Expended	Gun Fail.
069	4800	1650	nil	2000	none	nil
093	"	900	"	"	"	"
076	"	2600	"	"	1000	"
078	"	none	"	"	none	"
518	"	1600	"	"	"	"
084	"	1000	"	"	"	"
089	"	400	"	"	"	"
Total	33,600	8,150		14,000		

PHOTO TABLE #2

A/P	Type Camera	Exposures.
069	K-21	30
076	K-20	18
089	K-21	30
Total		78


+ 1°
143°
MISSION NO. 79-K.
DATE: 29 March 1944.
SQUADRON NO. 58K GROUP 345
SQUADRON OTHER OVER TARGET—Four
ALTITUDE—Medium
TIME OVER TARGET—0810-0855/L.
Scale:
Eastern New Guinea Navigation Map.
1 Inch—31.72 Nautical Miles.
WULUVU ISL.
P/C SUNK
FOX-TARE-UNCLE SUNK
SURVIVORS STRAFED
P/C SUNK
MANUS ISL.
TADJII
UEWAK
SORAM
MANAM ISL.
+ 4°
147°
KARKAR ISL.
ANNANBERG

501
79-E
19 Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

CAS/1jd

19 March 1944.

SUBJECT: Narrative Report on Mission 79-E, performed 19 March 1944 by six (6) A/P from the 501st Bomb Squadron. Objective: Personnel Area at CAPE MOEM. Secondary Target: Nil.

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

1. GENERAL.

a. The objective assigned was the heavy concentration of personnel on CAPE MOEM Peninsula in the WEWAK Area. This area was outlined as approximately 3,000 ft. square in the center of the peninsula. The east and west shore and the northern tip of the peninsula were targets also. The target was to be strafed and bombed at minimum altitude with six (6) A/P, each carrying 5 x 500 lb. 4-5 sec. delay demo. bombs.

b. Six (6) A/P of this squadron were to take off from NADZAB, form with two other squadrons of the Group over the LERON River, and proceed to ANNENBERG where rendesvous was to be made with one squadron of P-40's at 3,500 ft; and from there to proceed direct up the RAMU VALLEY to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron attacked from 1026-1029/L, coming in from the east just south of BRANDI PLANTATION and make a turn to the north and coming in on the target on a heading of approximately 15 degrees. One pass was made on the target and strafing was begun at a point directly east of the BORAM runway all through the CAPE MOEM Peninsula. In all, 7,340 x .50 caliber and 400 x .30 caliber rounds were expended. The bombing was excellent with 22 x 500 lb. 4-5 sec. delay demo. bombs hitting in the assigned personnel area. One bomb hit in 34-D at the end of CAPE MOEM, 3 bombs in target 36-D, which is on the western side of the Peninsula, and 2 bombs dropped in a supply area just to the left of the assigned target. Two bombs dropped just to the north of this target. These latter two bombs were seen to hit among supplies in the plantation area. One shack was hit in a village in the eastern side of the target, and an explosion with a

Narrative Report on Mission 79-E, cont'd.

large flame followed by heavy black smoke rising to 500 ft. was started in the northwest corner of this personnel area as well as several small fires throughout the area. The squadron leader described the results accomplished as excellent, since the whole area appeared well covered with bomb hits.

(2) The 501st Squadron led the Group formation followed by the 498th and 499th Squadrons respectively.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) One A/P of the 499th Squadron was seen to have been hit, and with engines aflame, was seen to be heading out to sea in a north northwesterly direction from CAPE MOEM.

e. TIME AND LOCATION OF:

Take-off: Strip #4 NADZAB from 0824-0826/L.
Group Rendezvous: Over LERON River from 0840-0848/L.
Fighter Rendezvous: At ANNENBERG from 0940-0948/L at 3,500 ft.
Attack: CAPE MOEM from 1026-1029/L at minimum altitude.
Landing: Strip #4 NADZAB from 1215-1219/L.

f. ROUTE: NADZAB-LERON RIVER-ANNENBERG-TARGET-RAMU VALLEY-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. The leader of our squadron, as well as the Group formation, was Lt. Barth. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Barth	A/P 082	Lt. Monaghan	A/P 437
Lt. Wichman	A/P 069	Lt. Murphy, P.M.	A/P 099
Lt. Moye	A/P 518	Lt. Turne	A/P 074

3. DETAILS OF THE MISSION:

a. Lt. Barth, in A/P 082, led the squadron in their attack on the target. He made one circle north of the SEPIK River before approaching the target and came in on the target just south of the BRANDI PLANTATION. He then made a turn to the north and hit the target at a heading of approximately 15 degrees, and starting his strafing run

at a point just opposite the east end of the BORAM Strip. Three of his bombs dropped in the target itself. Noticing 8-10 tarpaulin covered piles of supplies in the plantation just north of the target, he dropped his remaining two bombs in that spot. The remainder of the peninsula was raked with .50 caliber bullets and withdrawal was made to the south. Lt. Wichman, in A/P 069, in #2 position of this flight dropped four of his bombs in the southern portion of the target, two in a village at that point and two in a supply dump just south of the road. The remaining bomb was dropped at the tip of the peninsula in target 34-D. This crew reported seeing an explosion started with a sheet of flame then dying down and followed by a column of black smoke up to 500 ft. This was started in the northwestern portion of the assigned area. In #3 position, Lt. Moye, in A/P 518, came in along the shore dropped two bombs just to the left of the target among supplies and huts there, and three bombs in target 36-D, which is along the western shore of the Peninsula. This crew reported seeing CAPE BORAM covered with heavy smoke as well as a small fire just south of BORAM strip. A shack was seen on fire in the BRANDI PLANTATION area also. The photographer in A/P 518 took photographs at the end of CAPE MOEM Peninsula, but was unable to spot a reported ack-ack position at that location. All A/P in this flight strafed throughout their run.

Lt. Monaghan, in A/P 437, led the second flight over the east half of the target, spacing his flight nicely so that his outside wingman was able to drop his bombs along the edge of the target. Lt. Paul Murphy flew #2, in A/P 099, and Lt. Tunze flew #3, in A/P 074. This flight dropped all fifteen of their bombs in the assigned target. The entire right half of MOEM Peninsula was heavily strafed, including the possible gun position at the north tip of CAPE MOEM. The fourth bomb dropped by Lt. Monaghan was seen to explode about ten feet from a large building near the center of the target. Lt. Murphy's crew sighted a parked truck on the road east of the target. No personnel were seen. All crews of this flight verified the explosion sighted at CAPE MOEM when about one mile off the target, as well as reporting a small motor boat 100 yards off shore at CAPE MOEM, and a column of black smoke rising to 500 ft. from about the center of our assigned target. Three flashes of A/A were reported from gun position 43-B.

Narrative Report on Mission 79-E, cont'd.

b. Ack-ack was of heavy caliber, very light intensity, fairly accurate at our own altitude. In all, three bursts were seen to be fired at our A/P, and this seemed to be coming from position 43-B. One crew member, however, thought possibly the ack-ack was coming from the eastern shore of CAPE MOEN just opposite position 43-B.

c. Fighter cover was provided by one squadron of P-40's, and our crews reported that the cover was excellent.

d. No damage was sustained by our A/P.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing and Photographic and Strafing Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no additional sightings reported other than those stated above.

7. Photo prints received confirm results reported by crews.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 7

Narrative Report on Mission 79-E, 501st Bomb Sq.

BOMBING TABLE #1

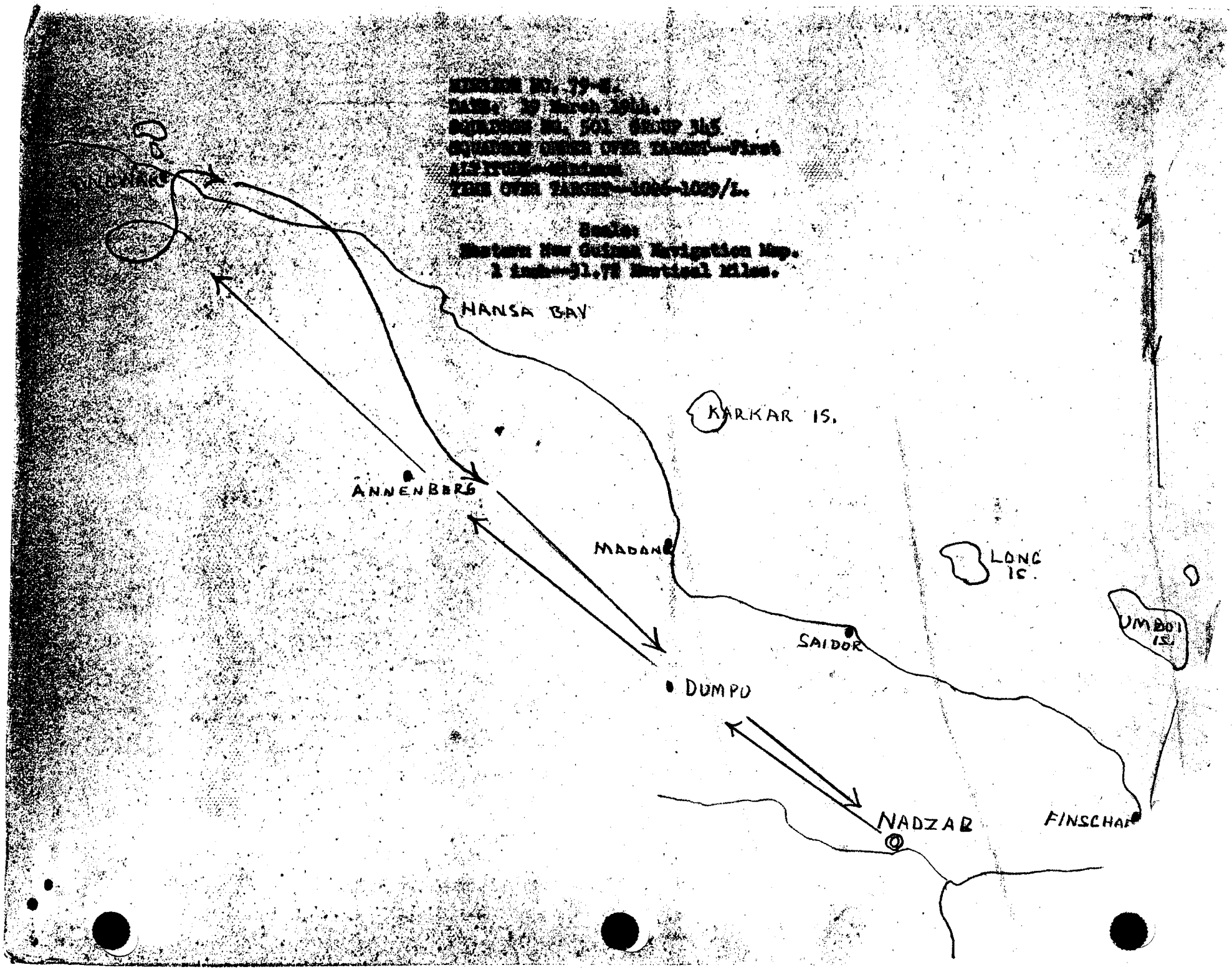
A/P	No. Bombs	Type	Weight	No. of Bomb Hits. Hits	Misses
082	5	4-5	500 lb.	5	
069	5			5	
518	5			5	
437	5			5	
099	5			5	
074	5			5	
Total	30	4-5	500 lb.	30	

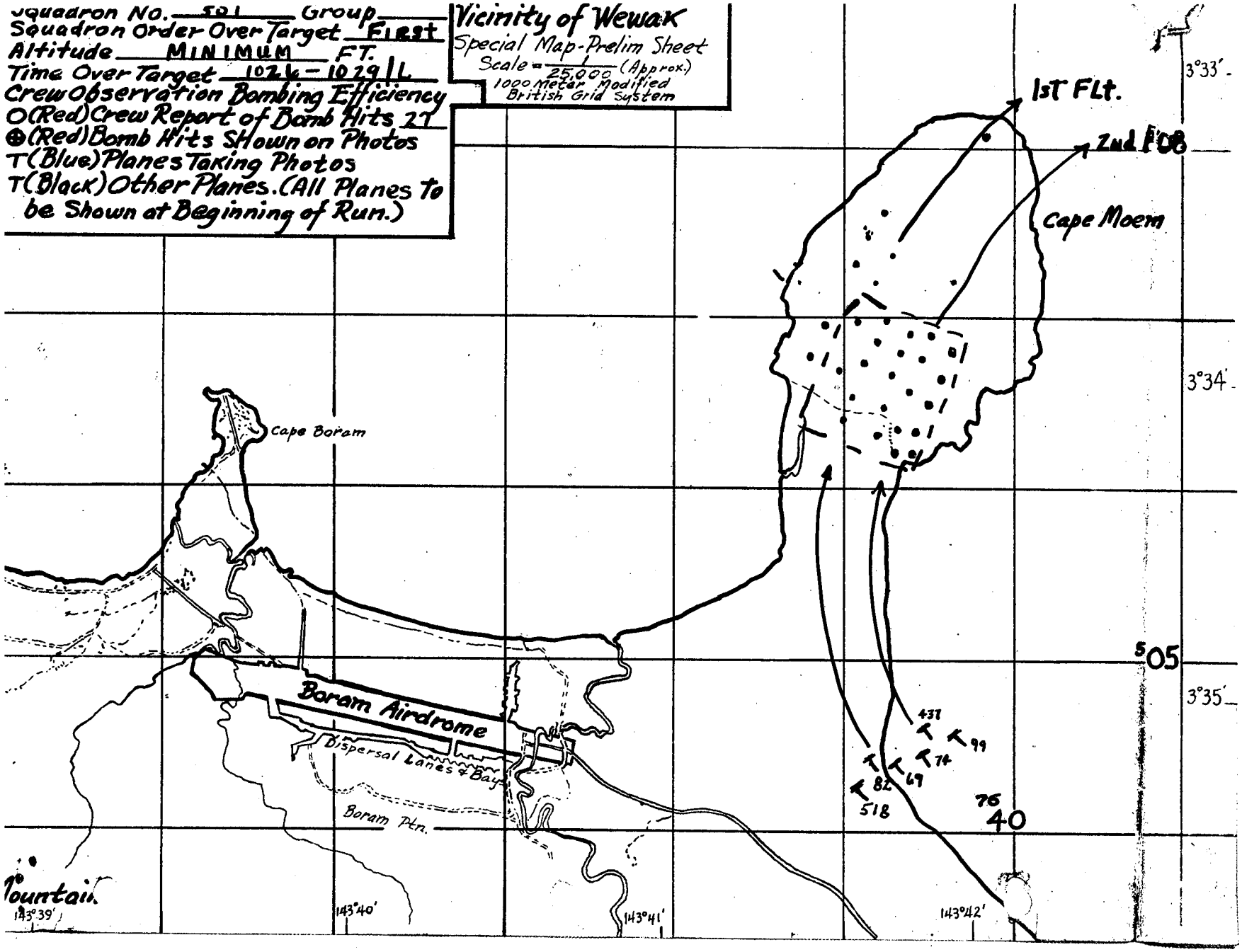
STRAFING TABLE #2

A/P	Carried	Expended	Gun Fail.	Carried	Expended	Gun Fail.
082	4800	1400	nil	2000	none	nil
069	"	1500	"	"	"	"
518	"	1290	"	"	"	"
437	"	1225	"	"	"	"
099	"	900	"	"	400	"
074	"	1025	"	"	none	"
Total	28,800	7,340		12,000	400	

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
082	K-21	30	10
099	K-21	30	2
518	K-17	10	4
Total		70	16


HANSA BAY
KARKAR IS.
ANNENBERG
MADANG
LONG IS.
SAIDOR
DUMPU
NADZAB


Squadron No. 501 Group
Squadron Order Over Target First
Altitude MINIMUM FT.
Time Over Target 1021/2 - 1029 1/2
Crew Observation Bombing Efficiency
O(Red) Crew Report of Bomb Hits 27
⊕(Red) Bomb Hits Shown on Photos
T(Blue) Planes Taking Photos
T(Black) Other Planes. (All Planes to be Shown at Beginning of Run.)
Vicinity of Wewak
Special Map-Prelim Sheet
Scale = 1/25,000 (Approx.)
1000 Meter Modified British Grid System
1st Flt.
2nd Flt.
Cape Moem
Cape Boram
Boram Airdrome
Dispersal Lanes & Bays
Boram Pt.
437
99
74
69
82
518
76
40
505
3°33'
3°34'
3°35'
143°39'
143°40'
143°41'
143°42'

501
aRM
82-C
22 Mar

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

GAS/1jd

23 March 1944.

SUBJECT: Narrative Report on Mission 82-C, performed 22 March 1944 by six (6) A/P of the 501st Bomb Squadron. Objective: Attack on Shipping Northwest of WEWAK. Secondary Target: Stores and Personnel area on WOM POINT. Tertiary Target: NUBIA PLTN. And HANSA BAY.

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

1. GENERAL.

a. The objective assigned was shipping in the northwest of WOM PT. in the islands just northwest of WEWAK. Secondary target assigned was stores and personnel areas on the west coast of WOM PT. Shipping was to be strafed and bombed at minimum altitude with six (6) A/P, each carrying 5 x 500 lb. 4-5 sec. delay demo. bombs.

b. Six (6) A/P of this squadron were to take off from HAD-ZAB, form with the other three squadrons of the Group, proceed to ANNENBERG and make rendesvous with the fighters at 0955/L at 3,000 ft, one squadron of P-38's and one squadron of P-47's. Our Group was also to rendesvous at this point with four squadrons of A-20's. From ANNENBERG the formation was to proceed to the target.

c. ATTACK:

(1) The mission was most successful and in the words of the Group Leader, "a good time was had by all." Not by the Nips, however, since our squadron definitely destroyed six (6) of their barges and probably destroyed four (4) more. Our squadron started its search coming in north of KAIRIRU ISLAND, then spotting barges and installations at VALIF ISLAND. A circle was made to permit the A-20's to attack, and then our squadron attacked. Bombing and strafing two barges in the inlet on the south shore and strafing shore positions. As the formation pulled from VALIF ISLAND, 2 or 3 large explosions were seen in the plantation area, as a result of the A-20's attack. Seven of our 500 pounders were dropped on barges and installations at this point. The formation then proceeded to CAPE KARAWOP where

a lugger was strafed and bombed with three bombs. It is considered probably destroyed. At this point a rat race took place in the bay on the west coast of MUSCHU ISLAND and at the seaplane base and village on the south coast of KAIRIRU ISLAND. On the latter island, 12 bombs were dropped and 3 barges were definitely destroyed and one probable as well as numerous hits on the huts and houses in KAIRIRU VILLAGE. On MUSCHU ISLAND 3 barges were spotted, 8 bombs were dropped and strafing was heavy. Score, 1 barge destroyed and 2 very probably destroyed. In all strafing on this day was particularly heavy. On leaving the islands, the formation then strafed the secondary target, stores and personnel at WOM PT. The strafing for this day was particularly heavy with 13,200 x .50 caliber and 800 x .30 caliber rounds expended. One of our A/P, 130089, was holed by a 20 mm. coming either from DACUA Strip or from M/G fire on KAIRIRU ISLAND. No personnel, however, was injured, and the damage to the plane itself was of a minor nature.

(2) Our squadron, 501st, led the Group formation followed by the 498th, 499th and 500th Squadrons respectively.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: Strip #4 NADZAB from 0910-0913/L.
Group Rendesvous: Enroute to ANNENBERG.
Wing Rendesvous: With 4 squadrons of A-20's and with the fighters at ANNENBERG at 1017-1031/L.
Attack: Shipping at VALIF, MUSCHU and KAIRIRU ISLAND from 1128-1210/L.
Landing: Strip #4 NADZAB from 1350-1355/L.

f. ROUTE: NADZAB-ANNENBERG-TARGET-ANNENBERG-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK:

a. Capt. Neuenschwander was Group leader of the formation as well as our Squadron leader. Flights were as follows:

Narrative Report on Mission 82-C, 501st Bomb Sq.

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 099	Lt. Kortemeyer	A/P 084
Lt. Boyd	A/P 089	Lt. Tunes	A/P 518
Lt. Mayes	A/P 069	Lt. Bedell	A/P 064

3. DETAILS OF THE MISSION:

a. Capt. Neuenschwander, in A/P 099, led the Group on the attack coming in north of KAINIKU ISLAND. He sighted barges at VALIP ISLAND in a small bay on the south shore. Circling this island while the A-20's were attacking, he then came in and strafed 2 barges that were sitting in the bay. Then he came past DAGUA strafed a lugger at CAPE KAMAWOP, and then spotted 3 barges in the bay on the west shore of MUSCHU ISLAND attacking there, releasing his five bombs at that point and strafing as he came in. The one barge was definitely sunk and 2 others were damaged by strafing. From MUSCHU ISLAND this flight strafed at KAINIKU and then strafed heavily the secondary target, which was stores and personnel at WOM PT. Capt. Neuenschwander was particularly pleased with the results of the mission and reported that it was a particularly successful strike. As this flight left VALIP ISLAND, they noted 2-3 large explosions, probably fuel or ammunition, in the plantation area on that island, as a result of the A-20's bombing and strafing. At WOM PT., two bridges in very good condition were noted along the well used road on the southern shore of this peninsula. Several fires and heavy smoke were noted as the result of the "heavies" bombing in the WOMAR area. Lt. Boye, in A/P 089, flew #2 on Capt. Neuenschwander's wing. Three of his bombs skipped over barges on VALIP ISLAND and hit in among buildings on the shore. His remaining two bombs were dropped on KAINIKU ISLAND in the village there again among houses and buildings in the village. Lt. Boye following Capt. Neuenschwander strafed WOM PT. also. He received a 20 mm. hole in his plane, probably from M/G fire on KAINIKU ISLAND. The damage, however, was of a minor nature, and no personnel was injured.

Lt. Mayes, in A/P 069, flew in #3 position of the first flight. He, too, strafed on VALIP ISLAND, but dropped his five bombs at the Seaplane Base on KAINIKU ISLAND. Three of his bombs hit on barges just off shore destroying 2 barges and damaging one there and two hits were scored on the building area of KAINIKU VILLAGE. Lt. Mayes then proceeded to WOM PT. where he strafed the assigned target there. Here his crew noted two bridges in very good condition, as well as much activity along the road.

Narrative Report on Mission 82-C, 501st Bomb Sq.

A cemetery was noted on MUSCHU ISLAND at point 260250, (Ref. Kairiru Island 1:1), and two serviceable barges were seen at CAPE BABABAR at point 351230, same map ref.

Lt. Kortemeyer, in A/P 084, led the second flight, with Lt. Tunse, in A/P 518, and Lt. Bedell, in A/P 064, flew in #2 and #3 positions on his wing. Lt. Kortemeyer dropped two bombs at the two barges off VALIF ISLAND, scoring one hit and a near miss. He dropped 3 bombs at the lugger off CAPE KARAWOP. One bomb was seen to hit the lugger, and other crews reported this vessel as probably destroyed. He also strafed barges at KAIRIRU ISLAND with unobserved results. Lt. Tunse strafed the lugger at CAPE KARAWOP and dropped 2 bombs among the barges at KAIRIRU ISLAND and 3 bombs at the barges off the west shore of MUSCHU ISLAND. He strafed barges at KAIRIRU and MUSCHU ISLANDS. Lt. Tunse reported three fires seen at WEWAK as result of attack by "heavies". Lt. Bedell dropped 2 bombs at the barges at VALIF ISLAND and strafed them. Both bombs were near misses. He later strafed the lugger at CAPE KARAWOP and stated that Lt. Kortemeyer had probably destroyed it. Lt. Bedell dropped his remaining 3 bombs among the barges at KAIRIRU and heavily strafed buildings at KAIRIRU VILLAGE, making four or five passes at them. He reported M/G fire from the village on his first pass, but not on any of the other passes. His crew also reported possible M/G fire from the top of MT. MALANGIS, but were unable to discern its exact location. Lt. Bedell later made four strafing passes at the barges off MUSCHU PLANTATION.

b. Ack-ack was sighted, rather than encountered. It was described as medium caliber, light intensity, and poor accuracy. In all, 10-12 bursts were seen coming from Dagua. One gun, possibly a coastal defense gun, was seen firing into the water on one of our squadrons. In addition to this, there was some light M/G fire from KAIRIRU VILLAGE and from a hill on the center of KAIRIRU ISLAND.

c. Fighter cover was reported as excellent, provided by one squadron of P-40's as close cover, and one squadron of P-47's as top cover.

d. Damage of a minor nature was sustained by A/P 089, which suffered a 20 mm. hole in the fuselage below the cockpit.

e. There were no injuries to our personnel.

Narrative Report on Mission 82-C, 501st Bomb Sq.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing and Photographic and Strafing Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no additional sightings reported other than those stated above.

7. Photographs received are interesting from the standpoint of pin-pointing location of barges and showing terrain of islands of the SCHOUTEN ISLANDS off WEWAK, since these are the first low obliques seen of this area. The photographs confirm the locations and damage as reported by our crews in the strike.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

Incls.

SHEET NO. 8

Narrative Report on Mission 82-C, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits		Remarks
				Hits	Misses	
099	5	4/5	500 lb.	5		
089	5	"	"	5		
069	5	"	"	5		
084	5	"	"	5		
518	5	"	"	5		
064	5	"	"	5		
Total	30	4/5	500 lb.	30		

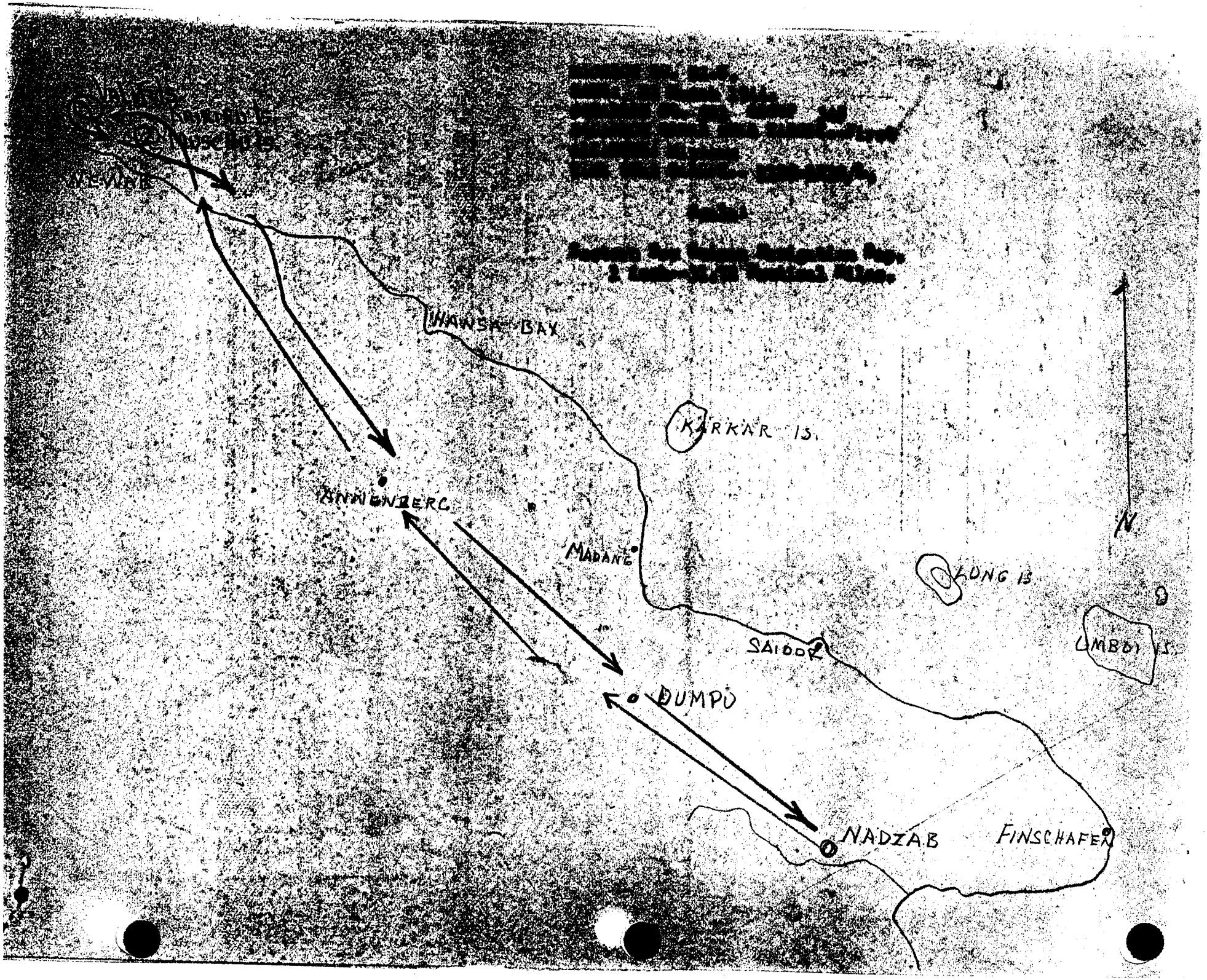
STRAFING TABLE #2

A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
099	4800	1550	URN/LRN/ULN LRN/LIN	2000	100	Nil
089	"	1700	LRN/LLN/UWN	"	200	Nil
069	"	3200	Nil	"	200	Nil
084	"	2250	UWN/LIN	"	300	Nil
518	"	1500	ULN/LWN/LIN	"	Nil	Nil
064	"	3000	Nil	"	Nil	Nil
Total	28800	13200		12000	800	

NOTE: U: Upper L: Lower L: Left W: Waist R: Right N: Nose

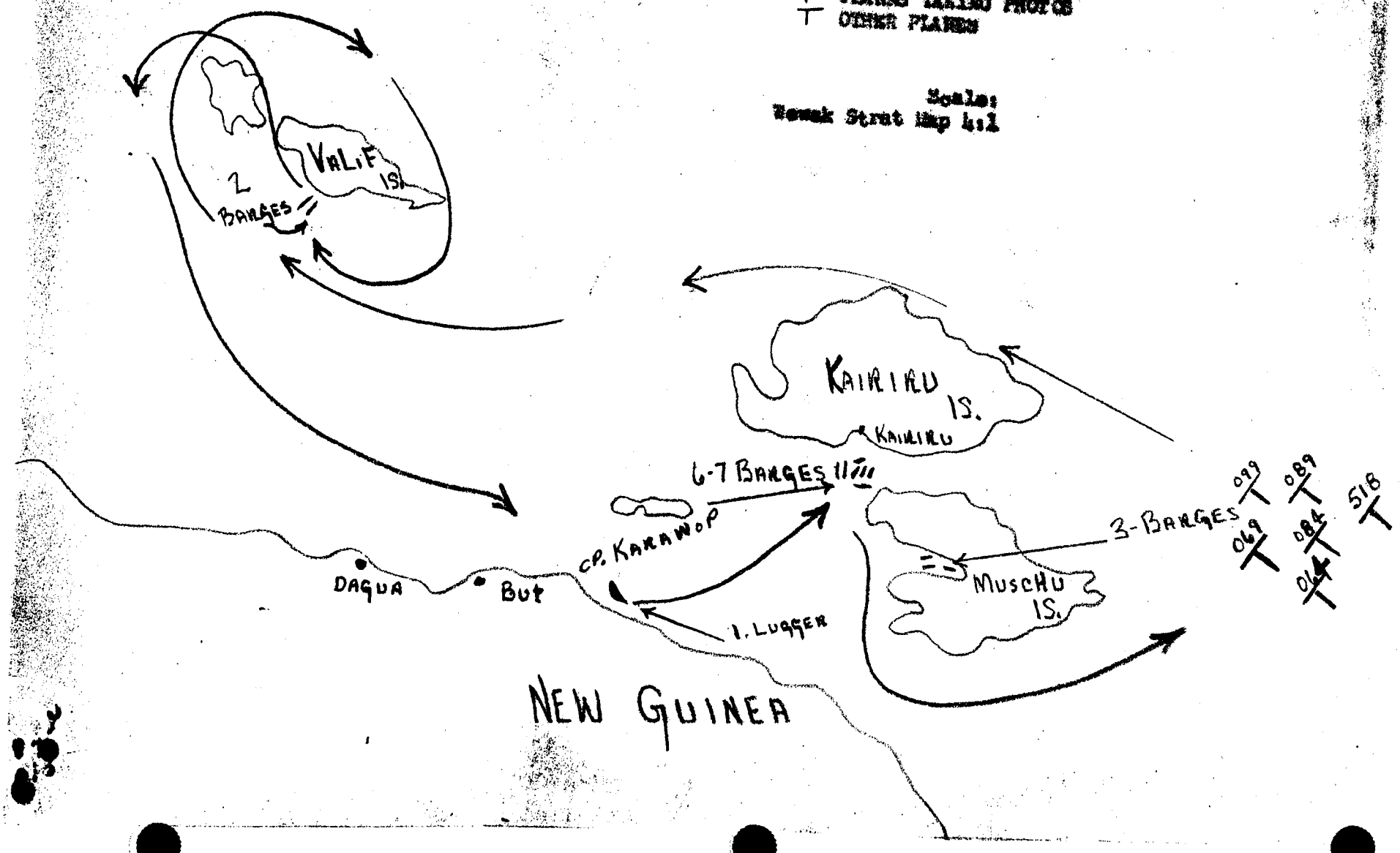
PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
099	K-21	30	
089	K-21	30	
518	K-17	18	
064	K-21	30	
Total		108	


HANSA BAY
KARKAR IS.
ANNGUERC
MADANG
N
KONG IS
SAIDOR
UMBOI IS.
DUMPU
NADZAB
FINSCHAFEN

MISSION NO. 82-C.
DATE: 22 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—First
ALTITUDE—Minimum
TIME OVER TARGET—1128-1210/L
T PLANES TAKING PHOTOS
T OTHER PLANES

Scale:
Vewak Strat Map 4:1



341
83-E
JCH. 23mc14

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/1jd

24 March 1944.

SUBJECT: Narrative Report on Mission 83-E, performed 23 March 1944 by six (6) A/P of the 501st Bomb Squadron. Objective: DAGUA. Alternate target: HANSA BAY. Teritary target: ALEXISHAFEN.

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

1. GENERAL.

a. The objective assigned was stores and personnel in targets 9-D and 10-D at DAGUA. Secondary target was stores and personnel south of MUBIA strip at HANSA BAY, with the tertiary target being stores and personnel around AMRON MISSION near ALEXISHAFEN. Targets were to be bombed at 8,000 ft. altitude by six (6) A/P carrying 500 lb. inst. demo. bombs.

b. The airplanes of this squadron were to take off from HADIAB, form with the other two squadrons of the Group enroute to GUSAP where they were to rendezvous at 3,000 ft. at 0900/L with two squadrons of P-40's and one squadron of P-47's. From GUSAP the formation was to proceed direct to the target.

c. ATTACK:

(1) The attack on the assigned targets was not carried out, due to very bad weather in the DAGUA area. When passing over DAGUA at 8,000 ft., our squadron was just barely able to make out the strip below through a hole in the overcast. Later, when in the vicinity of KAIRIRU ISLAND, several barges were sighted around the KAIRIRU Floatplane base. Major Fain then decided to take his squadron down and make an attack on these barges. This attack was carried out, coming in on a heading of approximately 80-90 degrees at 1148-1150/L. There were three barges and one small FOX-CANE DOG or barge escort boat--it was impossible to identify accurately due to poor visibility. Very close near misses were scored on two barges, 18 bombs fell among shacks, gardens, and out into the jungle south of KAIRIRU VILLAGE with unobserved results.

Narrative Report on Mission 83-K, cont'd.

(2) The 498th squadron led the Group formation followed by the 499th and 501st squadrons in order.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: Strip #4 MADZAB from 0927-0930/L.
Group Rendezvous: On course to GUSAP
Fighter Rendezvous: Two squadrons of P-40's and one squadron of P-47's at 1002/L.
Attack: Barges at KAIRIRU ISLAND from 1148-1150/L at 8,000 ft.
Landing: Strip #4 from 1325-1330/L at MADZAB.

f. ROUTE: MADZAB-GUSAP-DAGUA-BUT-DAGUA-KAIRIRU ISLAND (TARGET)-GEPIK RIVER-GUSAP-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK:

a. Major Fain led our squadron and flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 401	Lt. Symans	A/P 491
Lt. Hayes	A/P 076	Lt. Schade	A/P 437
Lt. Coffman	A/P 064	Lt. Kirsil	A/P 604

3. DETAILS OF THE MISSION:

a. (1) Major Fain, in A/P 401, was leader of our squadron on this strike. Three passes were made over the DAGUA target area, but the cloud coverage was too complete to permit any sort of accurate bombing there. Turning down the coast to hit the secondary target, HANSA BAY, Major Fain's Bombardier, Lt. Nemis, sighted 3-4 barges in the bay at KAIRIRU VILLAGE on KAIRIRU ISLAND. Major Fain deciding this would be a suitable target, made a run at a heading of approximately 90 degrees on this target. The first bomb was a near miss on a barge just off shore, the other three dropped in the water near the other barges and the small POX-TANK BOO in the area. This whole crew made several sightings of impor-

Narrative Report on Mission 83-S, cont'd.

tances: approximately 20-30 planes on DAGUA Strip on both sides of the runway and in the dispersal area on the eastern end of the strip; a gun position near the west tip of KARASAU ISLAND at point 113261 (Ref. But East 1:1); a large explosion at sea near KEUL ISLAND, 30 miles northeast of BORAM at 14407-E--0325-S; two luggers were seen at CAPE KARAWOP, as well as a third which was sunk the day before; Lt. Hayes, in A/P 076, flew in #2 position of Major Fain's flight. Two of his bombs hit off shore, one very probably destroying a barge there. The remaining four hit just on shore among buildings there. 8-10 barges along the east shore of WEWAK PT. were seen by this crew, as well as planes on DAGUA Strip. Lt. Coffman, in A/P 064, flying in #3 position dropped his six bombs on at this same target--one hitting just off shore and five on the coast into the village. This crew sighted 10-12 barges on the north shore of the bay on the east side of MUSCHU ISLAND, as well as three on the east end of the bay. Of the 10-12 barges, nine were of doubtful serviceability.

(2) Lt. Symens, in A/P 491, led the second flight over the target, with Lt. Schade, in A/P 437, and Lt. Kirmil, in A/P 604 in #2 and #3 positions. Visibility was very poor, and the flight was unable to make a bomb run on the barges in the floatplane base at KAIRIRU, but instead tried to bomb the buildings on shore to the southeast. Lt. Symens' four bombs fell in trail from about 250 yards inland from the shore and strung on out into the hills. Lt. Kirmil dropped his bombs at the same time, as he had no bombsight. Five of his bombs fell alongside those dropped by Lt. Symens, but the sixth bomb hung up, and had to be salvoed in the bay east of KAIRIRU ISLAND. Lt. Schade was unable to drop any of his bombs because of rack failure, and salvoed all six in the bay east of the island. This flight reported at least 20 airplanes on the DAGUA strip and in the dispersal areas; one lugger near CAPE KARAWOP and three or four barges near shore at MAMAI VILLAGE. They estimated 4 barges and one small FOX-TARE BOO or small P/C were in the floatplane base at AIRIRU VILLAGE.

b. Ack-ack was of medium and heavy caliber, of moderate intensity was encountered when over DAGUA. Accuracy was reported as very poor. Bursts were at 10,000 ft. It was impossible to see exact positions of guns on the ground.

c. Fighter cover was reported as very excellent, the fighters staying close on our squadron throughout the entire mission. Cover was provided by two squadrons of P-40's.

d. There was no damage sustained by any our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no additional sightings reported other than these stated above.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

Incls.

SHEET NO. 7

rrative Mission Report on 83-K, 501st Bomb Sq.

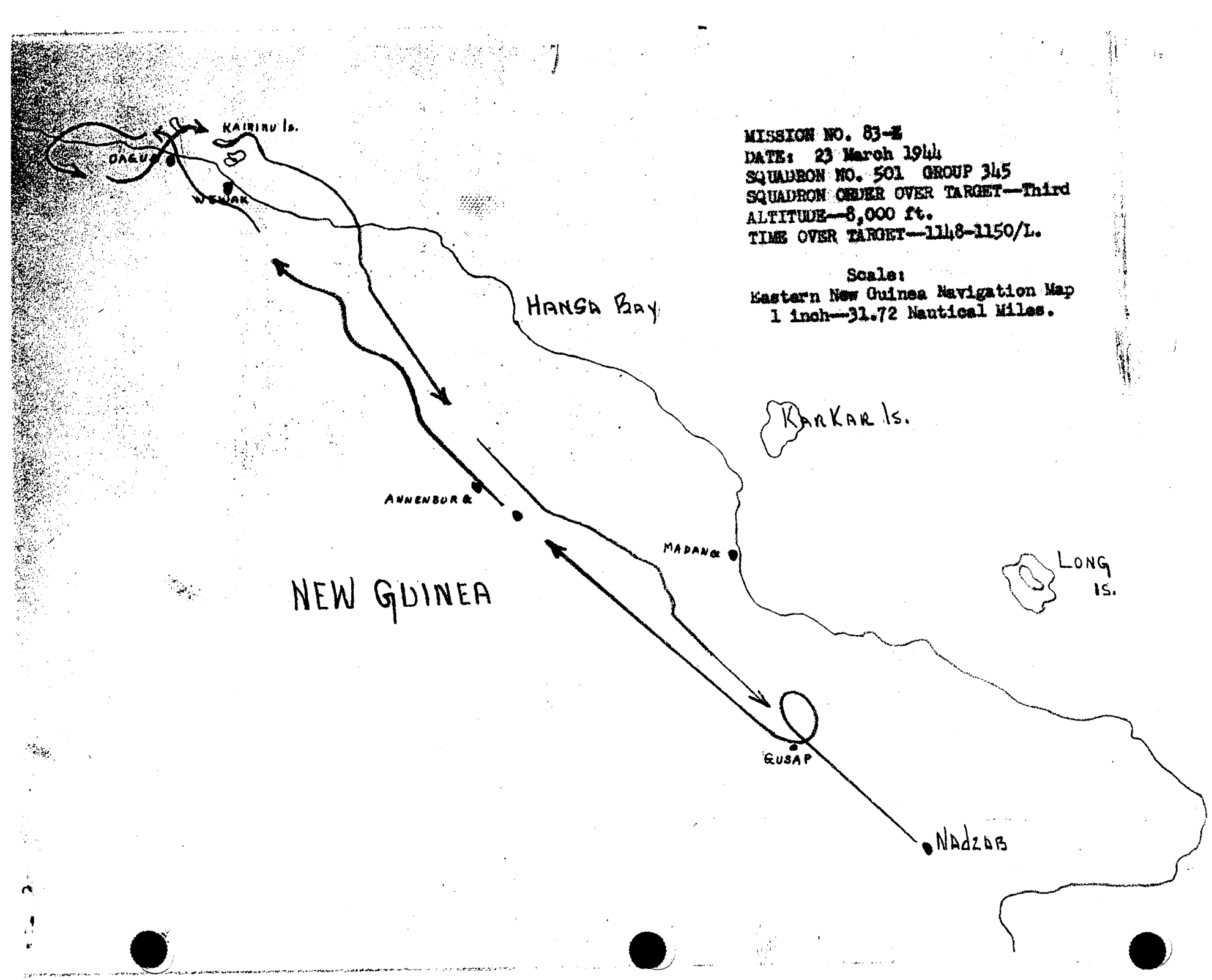
BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	No. of Bomb Hits: Misses	Remarks
401	4	Inst.	500 lb.	1	3	
076	6	"	"	5	1	
064	6	"	"		6	
491	4	"	"		4	
604	6	"	"			6 salvoed
457	6	"	"		5	1 salvoed
Total	32			6	19	7

NOTE: No ammunition expended.

PHOTO TABLE #2

A/P	Type Camera	Exposures
457	K-17	10
401	K-21	30
Total		40

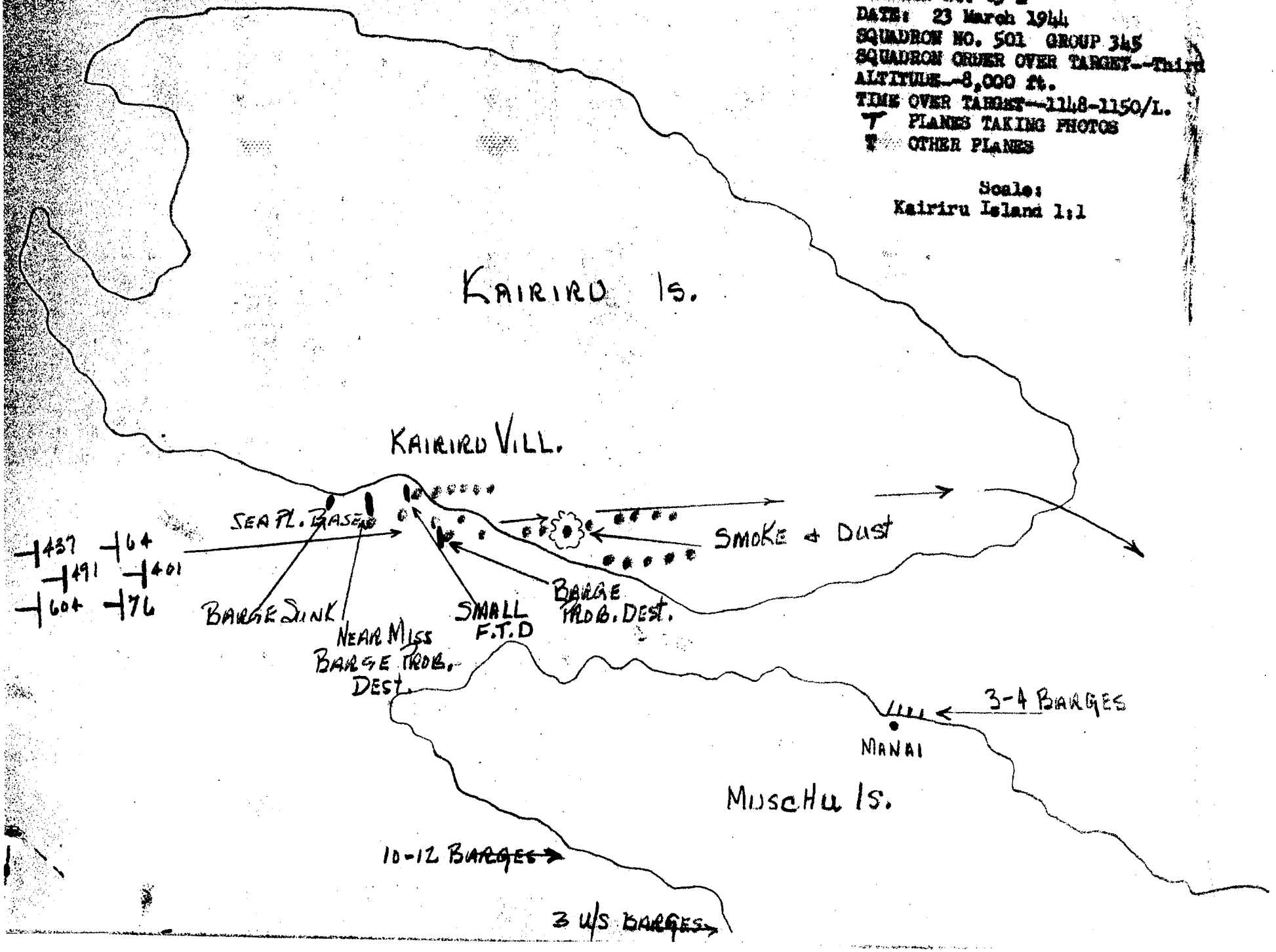


MISSION NO. 83-K
DATE: 23 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Third
ALTITUDE—8,000 ft.
TIME OVER TARGET—1148-1150/L.

Scale:
Eastern New Guinea Navigation Map
1 inch—31.72 Nautical Miles.

MISSION NO. 83-S
DATE: 23 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Third
ALTITUDE--8,000 ft.
TIME OVER TARGET--1148-1150/L.
T PLANES TAKING PHOTOS
T OTHER PLANES

Scale:
Kairiru Island 1:1



501
85-E
25 Mar 44

501ST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 713 UNIT 1

CAS/ljd

26 March 1944.

SUBJECT: Narrative Report on Mission 85-E, performed 25 March 1944 by six (6) A/P of the 501st Bomb Squadron. Objective: Personnel Area just South of Target 43-D, WEWAK. Secondary Target: HANSA BAY.

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

1. GENERAL.

a. The objective assigned was the personnel area south of Target 43-D. The secondary target was stores and personnel along the shore west of CONDOR PT. at HANSA BAY. The target was to be bombed from 7,000 ft. altitude by six (6) A/P carrying 500 lb. inst. demo. bombs.

b. Six (6) A/P of this squadron were to take off from NADZAB, form with one other squadron of the Group over the LAKEN River, and rendesvous at GUSAP at 5,000 ft. with the 38th Group and with the fighters, one squadron of P-47's. From GUSAP, the formation was to proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered, but due to 7/10 cloud coverage over the target itself, bombing was not up to the usual high standards of this squadron. In the first flight, 14 of the 18 bombs carried were dropped through a break in the clouds on to the target. The remaining 4 bombs were returned to base due to rack malfunction. The second flight did not drop any bombs in the target. The wingmen were bombing on the lead airplane, and the Intervalometer of the lead airplane was burned out so that the bombardier was unable to release his bombs at the proper time when making his run. He later salvoed his bombs, and the two wingmen dropped their bombs when they saw his falling. All bombs dropped by this flight fell in the bay east of CAPE MOEM. Due to the cloud cover, it was necessary to make a different run than that planned. Capt. Neuenschwander showed excellent judgement in approaching the target at a heading of approximately 145 degrees and in this manner found a break in the clouds to permit his bombardier to see the target. There were no

Narrative Report on Mission 85-E, cont'd.

other visible results of bombing other than bomb bursts.

(2) The 501st Squadron led the formation followed by the 498th Squadron.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: Strip #4 MADZAB from 0935-0939/L.
Group Rendezvous: Over LERON River.
Fighter and Wing Rendezvous: Rendezvous was not made with the 38th Group, but was made with the fighters, P-47's, over GUSAP at 10,000 ft. from 1009-1016/L.
Attack: Target at WEWAK from 1139-1143/L.

f. ROUTE: MADZAB-LERON RIVER-GUSAP-ANNANBERG-TANGIT-ATEMBLE-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK:

a. Capt. Neuenschwander led our squadron as well as the Group, and the flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 595	Lt. Kortemeyer	A/P 401
Lt. Moye	A/P 076	Lt. Gentry	A/P 060
Lt. Mayes	A/P 093	Lt. Tunze	A/P 074

3. DETAILS OF THE MISSION:

a. (1) Capt. Neuenschwander, in A/P 595, led the squadron on to the target. Seeing that the target was obscured by clouds on the original approach, he circled WOM PT. and came in on the target on a heading of 145 degrees. His bombardier released two of his bombs, which straddled the road in the center of the target. His four remaining bombs "hung up" due to rack malfunction. The wingmen in this flight, Lt. Moye, in A/P 076, and Lt. Mayes, in A/P 093, in #2 and #3 position respectively, dropped on the lead bombardier's release, and all of their bombs hit in the center portion of the target and also straddled

Narrative Report on Mission 85-K, cont'd.

the road. The navigator of the lead plane sighted a vessel headed northeast at 1L310-E—0300-S, which is northwest of WALIP ISLAND. Serviceable bridges were seen at two points in [illegible] Harbor at point 275107 and at point 309075. (Ref. [illegible] 1:1). One large barge was seen on the west side of [illegible] at point 304080. (Ref. [illegible] 1:1). Fires were seen on [illegible] PT, as a result of the "heavies" bombing. Fires with grey-white smoke up to 1000-1500 ft. were visible 30 miles out from the target. They resulted from the intensive bombing of the "heavies".

(2) Lt. Kortemeyer, in A/P 401, led the second flight with Lt. Gentry, in A/P 060, and Lt. Tunze, in A/P 074, in #2 and #3 positions respectively. Lt. Kortemeyer began his bombing at 1113/L at 6500 ft. Due to poor visibility and cloudiness, his bombardier overshot the target. When his bombardier was ready to release his bombs, he noticed that the Intervalometer was burned out. This delayed his bomb release so that he was unable to bomb on the target. He then salvoed his bombs which fell in the bay east of [illegible]. His crew also reported the three barges along the west shore of [illegible] Peninsula, and also sighted a camp fire at approximate position 1L420-E—0430-S—about 30 miles south southeast of [illegible]. Lt. Gentry dropped his bombs when he saw the bombs fall from Lt. Kortemeyer's plane. All of his bombs hit in the bay. His crew reported sighting 3-4 unidentifiable planes on [illegible] strip. Due to poor visibility, they were not able to determine serviceability. Lt. Gentry reported very poor radio discipline by an unidentified squadron enroute and return from the mission. Someone was continually calling to talk to "Wilson". Lt. Tunze also dropped his bombs when he saw Lt. Kortemeyer's bombs falling and his bombs likewise fell in the bay. His crew reported 12-15 barges in the inlet on the west shore of MOSCHU ISLAND, and some 70-100 shacks, many of new construction, along the northeast shore of [illegible] ISLAND close to the beach.

b. All crews unanimously reported seeing absolutely no bursts of ack-ack in the area or any gun flashes from the ground. This is the first time such a report has been received from the [illegible] area.

Narrative Report on Mission 85-E, cont'd.

c. Fighter cover was excellent. It was provided by one squadron of P-47's.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. There were no additional sightings reported other than those stated above.

7. Photo prints received show that the bombing of the target was exactly as reported by the crews. The photographs show the first flight's bombing to be excellent.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

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

Narrative Report on Mission 85-E, 501st Bomb Sq.

BOMBING TABLE #1

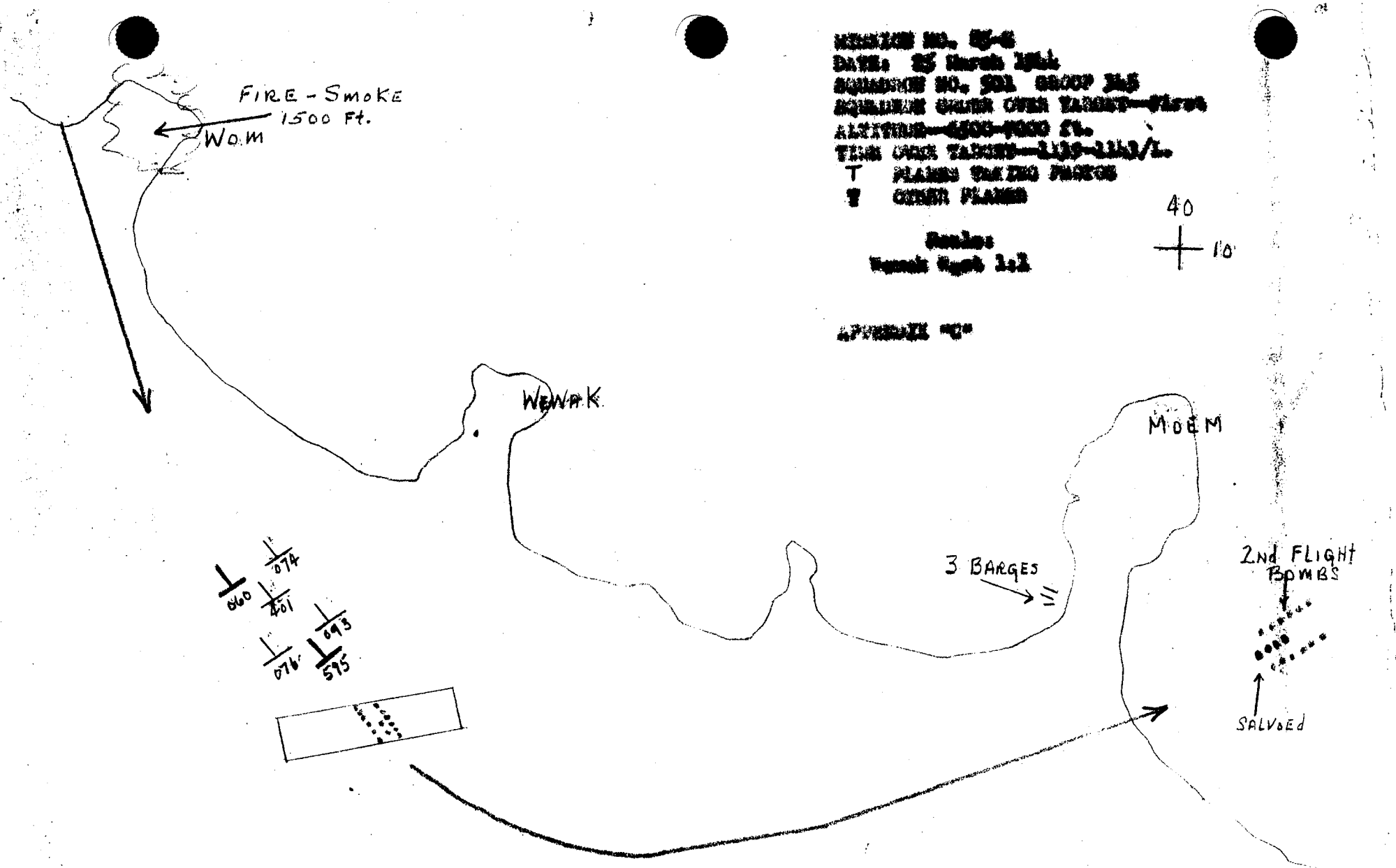
A/P	No. Bombs	Type	Weight	No. of Bomb Hits		Remarks
				Hits	Misses	
595	6	Inst.	500 lb.	2		4 returned to base
076	6			6		
093	6			6		
401	4					4 salvoed
060	6				6	
074	6				6	
Total	34	Inst.	500 lb.	14	12	8

NOTE: No ammunition expended.

PHOTO TABLE #2

A/P	Type Camera	Exposures	Prints Received
595	K-21	30	
060	K-17	2	2
Total		32	2

APPENDIX "A"



[redacted]

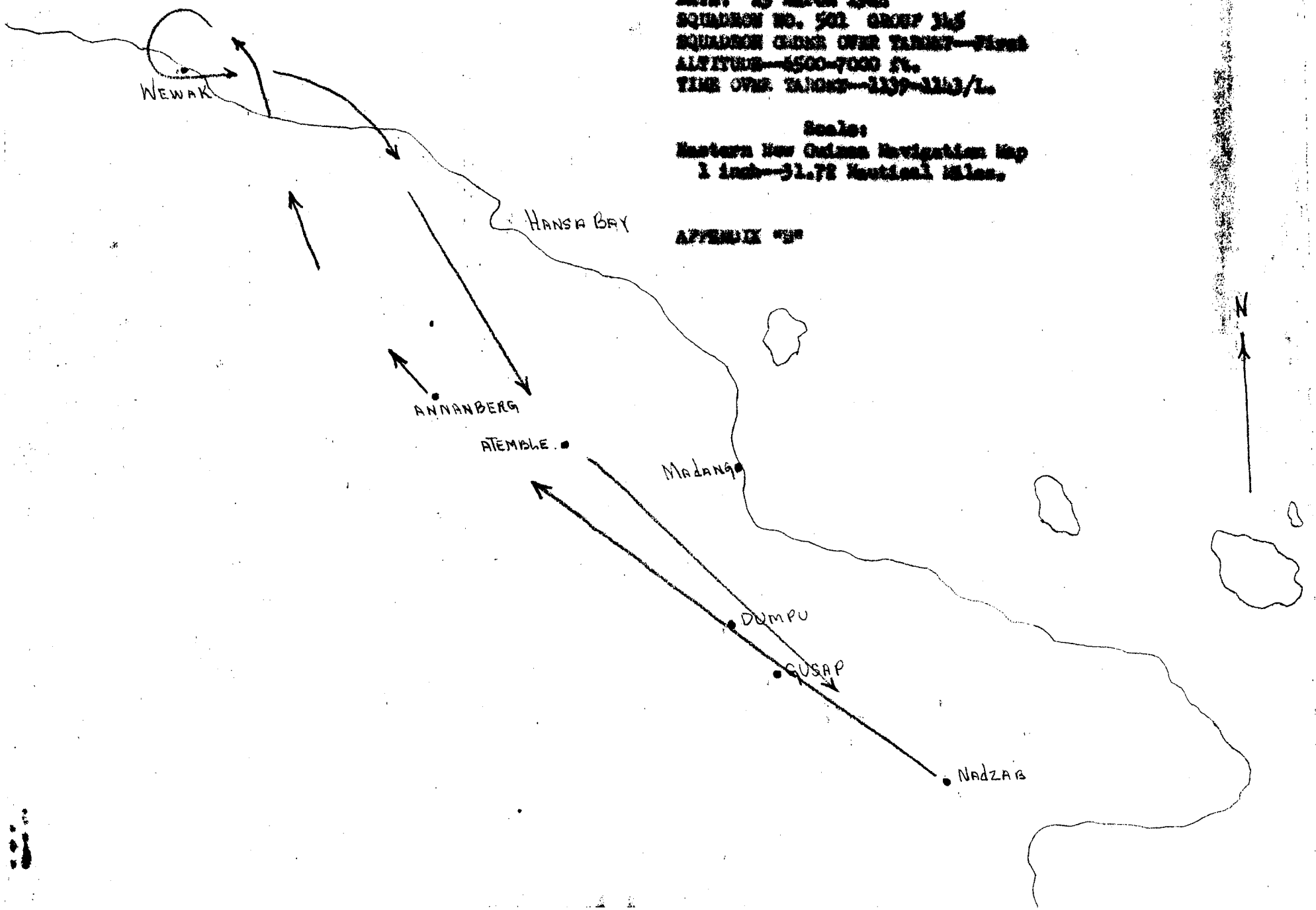
[redacted]

APPENDIX "C"

MISSION NO. 85-A.
DATE: 25 March 1944
SQUADRON NO. 502 GROUP 345
SQUADRON CAME OVER TARGET—Flank
ALTITUDE—6500-7000 ft.
TIME OVER TARGET—1139-1143/L.

Scale:
Eastern New Guinea Navigation Map
1 inch—31.72 Nautical Miles.

APPENDIX "B"



501
JCH 86-C
— 26 Mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/13d

27 March 1944.

SUBJECT: Narrative Report on Mission 86-C, performed 26 March 1944 by nine (9) A/P of the 501st Bomb Squadron. Objective: Personnel Areas at DAGUA. There was no secondary target.

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

1. GENERAL.

a. The objective assigned was the personnel area included in Targets 6-D, 7-D, 8-D, 9-D, and 10-D at DAGUA. There was no secondary target. The target assigned was to be bombed from 7500-8000 ft. altitude by nine (9) A/P carrying 500 lb. inst. demo. bombs.

b. Nine (9) A/P of this squadron were to take off from strip #4 at NADZAB, form with the other squadron of the Group over the LEROM River, then rendezvous at GUSAP at 6,000 ft. with the fighters. From GUSAP, the formation was to proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron was unable to make its bombing run from west to east as originally planned, due to cloud cover, but instead made an excellent run from east to west, passing directly along the length of the target and dropping 100 per cent of our bomb load into the assigned targets. 14 bombs hit in Target 6-D, 24 bombs hit in Target 7-D, and 14 bombs hit in Target 8-D. Four small fuel fires were started along the road in Target 7-D. Grey-black smoke up to 200 ft. was seen over the target after our bombing. There were no other visible results other than bomb bursts.

(2) Lt. Col. Fridge, Deputy Group Commander, led the Group formation as well as our squadron. The 498th, in #2 position, completed the Group formation.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

Narrative Report on Mission 86-C, cont'd.

e. TIME AND LOCATION OF:

Take-off: From Strip #1 MADZAB from 0750-0800/K.
Group Rendezvous: Over LERON River.
Fighter Rendezvous: GUSAP from 0837-0848/K at 6000 ft.
Attack: Target at DAGUA from 1010-1014/K at 7500-8000 ft.

f. ROUTE: MADZAB-LERON RIVER-GUSAP-TARGET-GUSAP-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK:

a. Lt. Col. Fridge led the Group formation as well as our squadron, and our flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Col. Fridge	A/P 491	Lt. Kortemeyer	A/P 595	Lt. Symons	A/P 405
Lt. Kirmil	A/P 437	Lt. Schade	A/P 099	Lt. Bedell	A/P 060
Lt. Tunne	A/P 076	Lt. Mayes	A/P 335	Lt. Coffman	A/P 064

3. DETAILS OF THE MISSION:

a. (1) Lt. Col. Fridge, the Deputy Group Commander, led our squadron on this strike in A/P 491. He approached the target from the southeast to make his run from west to east, but there were heavy clouds just south of the target, so that Lt. Col. Fridge turned to the east, and then turning again made an excellent approach from east to west at a heading of approximately 270 degrees. The bombardier released his four five-hundred-pounders so that they hit neatly in Target 6-D. Ten minutes out from the target, the crew noted that smoke was still rising from the area bombed as well as along the road in Target 7-D. Lt. Col. Fridge's wingman, Lt. Kirmil, in A/P 437, and Lt. Tunne, in A/P 076, released their bombs on the lead bombardier with the same excellent results. Lt. Kirmil spotting two of his quarter-tonners in Target 7-D and four in Target 8-D, while Lt. Tunne dropped all six of his bombs, so that they hit in Target 8-D.

(2) Lt. Kortemeyer, in A/P 595, led the second flight, making his run at 7,800 ft. and releasing his bombs to fall in Target 8-D. His wingmen, Lt. Schade, in A/P 099, and Lt. Mayes, in A/P 335, dropped their bombs on his release. The entire flight's bombs hit Target 8-D, except for 5 which trailed over into Target 7-D. There were no visible results other than

bursting bombs.

(3) Lt. Symens, in A/P 405, led the third flight, making his bombing run at 200 m.p.h. at 7,500 ft., releasing his bombs at Target 7-D. His wingmen, Lt. Bedell, in A/P 060, and Lt. Coffman, in A/P 064, dropped bombs on the flight leader's release. This flight dropped 16 bombs, all falling in Target 7-D. Other than bomb bursts, the only visible-results were several small fires, causing grey-black smoke up to 200 ft. to rise over the target after bombing.

b. Heavy caliber, light intensity, inaccurate ack-ack was observed being fired from Targets 52-B and 49-B. Bursts ranged from 7/10,000 ft. There were some 10-12 bursts from Target 49-B.

c. Fighter cover was excellent. It was provided by one squadron of P-47's.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. a. Lt. Col. Fridge reported that WEWAK appeared to be completely gutted, adding that the area looked like "the results of a tremendous forest fire".

b. Lt. Tunze's crew reported seeing 15-20 bursts of ack-ack being fired at "heavies" over BUT. This crew also reported 20-25 airplanes around the DAGUA strip stating that approximately one-half of them were twin-engine planes.

c. Lt. Kortemeyer's crew also reported the 20-25 planes at DAGUA and also sighted three unidentified airplanes at BUT.

Narrative Report on Mission 86-C, cont'd.

d. Lt. Schade's crew counted 12 or more airplanes at DAGUA.

e. Lt. Hayes' crew reported seeing what they were certain was a large merchant ship of 4/5000 tons some 200 yards off shore from DAGUA Village. This was seen when first approaching the target area, but was not visible when making their final bombing run. On the bombing run they noticed several oil slicks along the shore off the DAGUA airstrip. This crew estimated 20 airplanes around the DAGUA strip.

f. Lt. Symons' crew reported 10 or more airplanes at DAGUA adding that they were able to count definitely 10 silver twin-engine single tail airplanes parked off the south edge of the strip very close to the trees, and adding further that these airplanes seemed larger than bombers and were in their estimation transports.

g. Lt. Bedell's crew described these airplanes looked like DC-2. This crew also reported the large merchant ship off shore at DAGUA stating that it appeared to have high sides. They also failed to get a chance to see it when making their final bombing run.

h. Lt. Coffman's crew reported three oil slicks off shore—one in the position in which the other crews had reported a merchant ship, and two more along shore north of the DAGUA strip. They estimated there were 20 or more airplanes around the DAGUA Drome.

CONTENTS: It would appear the crews who reported the ship at DAGUA had actually seen the oil slick which had taken a shape resembling a vessel. This Officer was unable to confirm the actual presence of a merchant ship in the DAGUA area at the time of our attack. As to the airplanes on the DAGUA strip, it would appear that the twin-engine single tail planes reported as transports were very likely TWELMAS.

7. Photos confirm excellent results of our bombing. We did not receive any prints showing the harbor, so are unable to add anything on the possible ship sighting.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 86-C, 501st Bomb Sq.

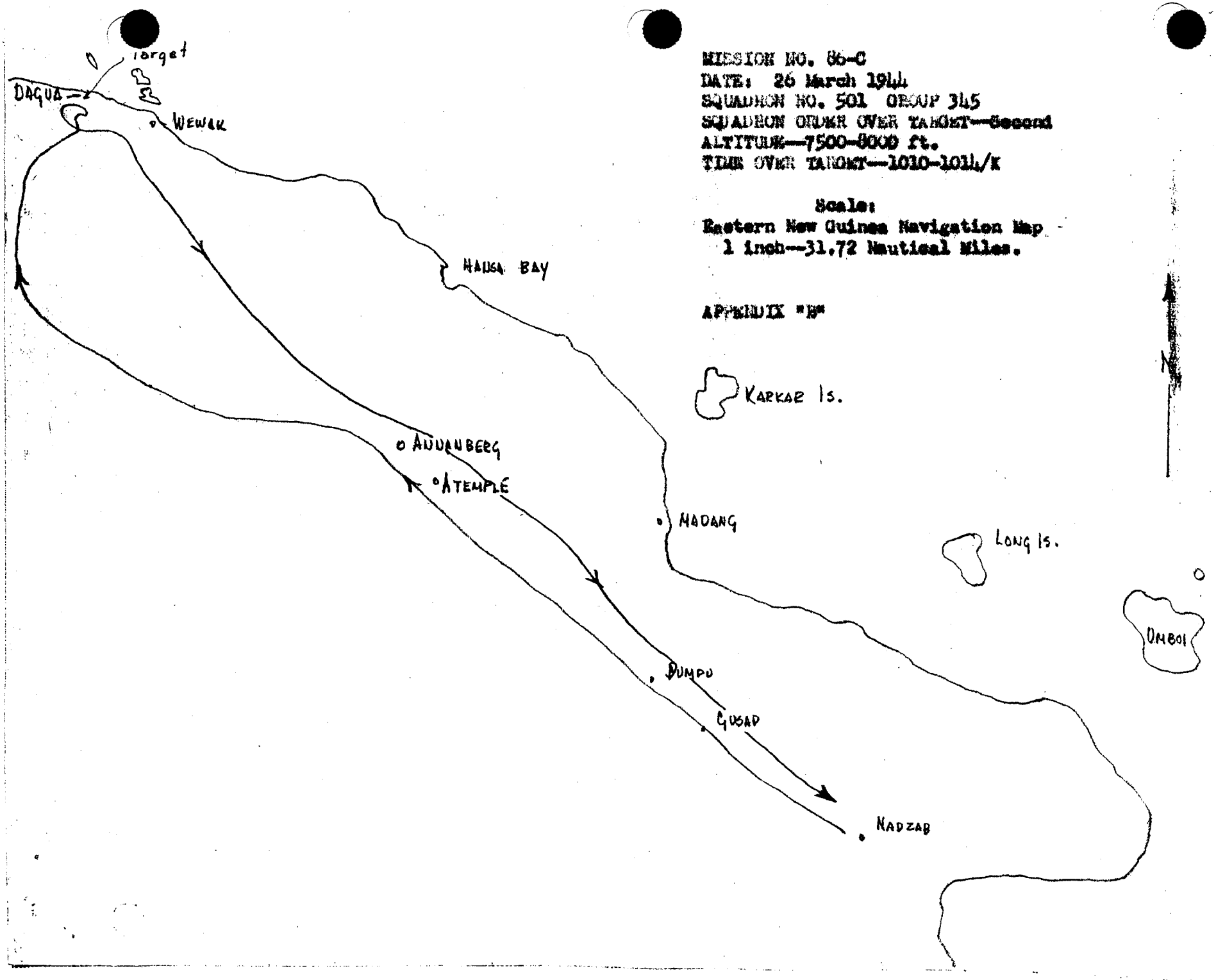
BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	No. of Bomb Hits: Misses	Remarks
491	4	Inst.	500 lb.	4		
437	6			6		
076	6			6		
595	6			6		
099	6			6		
335	6			6		
405	6			6		
060	6			6		
064	6			6		
Total	52			52		

NOTE: No ammunition expended.

PHOTO TABLE #2

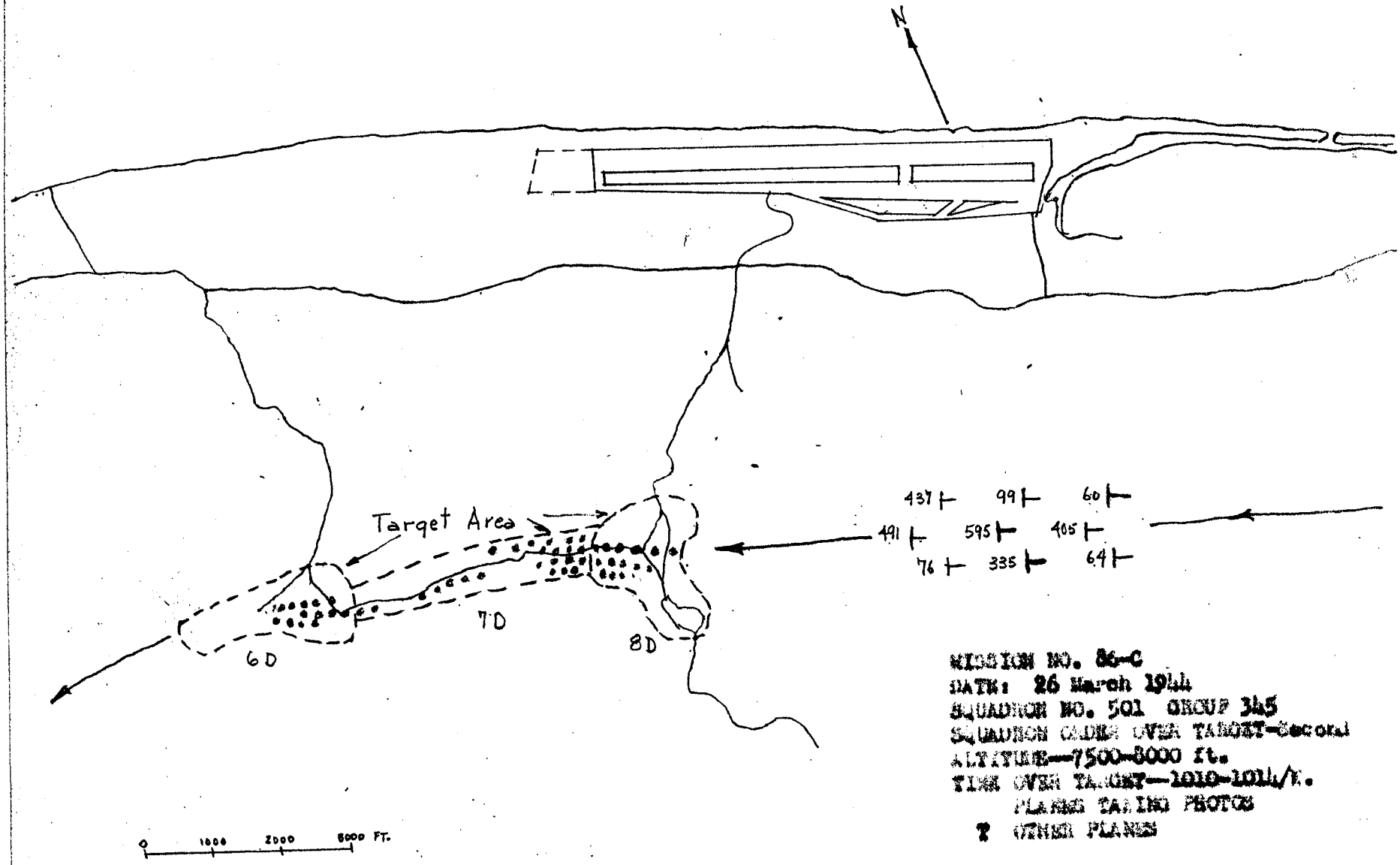
A/P	Type Camera	Exposures	Prints Received
060	K-17	10	4
335	K-17	6	0
595	K-21	20	2
Total		36	6



MISSION NO. 86-C
DATE: 26 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Second
ALTITUDE—7500-8000 ft.
TIME OVER TARGET—1010-1014/K

Scale:
Eastern New Guinea Navigation Map
1 inch—31.72 Nautical Miles.

APPENDIX "B"



MISSION NO. 86-C
DATE: 26 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON CAMERA OVER TARGET—Second
ALTITUDE—7500-8000 ft.
TIME OVER TARGET—1010-1014/Y.
PLANES TAKING PHOTOS
? OTHER PLANES

APPENDIX "C"

501
89-E
29 Mar

501ST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 713 UNIT 1

GAO/ljd

30 March 1944.

SUBJECT: Narrative Report on Mission 89-E, performed 29 March 1944 by six (6) A/P of the 501st Bomb Squadron. Objective: Personnel Areas at DAGUA. Secondary target: HANNA BAY. Tertiary target: ULIGAN HARBOR.

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

1. GENERAL.

a. The objective assigned was the personnel areas at DAGUA—Targets 6, 7, and 8-D. Secondary assigned target was 2-D at HANNA BAY—personnel areas along the shore west of CONDON POINT. The tertiary target was TOTO Village at ULIGAN HARBOR. The target was to be bombed at an altitude of 6,000 ft. by six (6) A/P, each carrying six (6) 500 lb. inst. demo. bombs.

b. Six (6) A/P of this squadron were to take off from Strip #4 at NADZAB, form with two other squadrons of the Group over the LEROM River, then rendezvous with the 38th Group and the fighters at ANNANBERG. From ANNANBERG, the wing formation was to proceed directly to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron could not make their bombing run as originally planned due to cloud coverage over the western end of the target. Lt. Col. Fridge, therefore, took the alternate approach which was from sea to land, and his flight's bombs, eighteen (18) five-hundred pounders, were dropped in Target 6-D. Major Fain, in the second flight, bombed on the second pass, being unable to see the target on the prescribed approach. His bombs and those of his flight, eighteen bombs in all, hit squarely in Target 8-D, just north of the road there. These bombs started an explosion and flame up to 100 feet, from which the black smoke was visible fifteen miles from DAGUA. There was considerable dust and smoke from the bomb bursts in the target, so that no other results could be observed. On leaving the target, Lt. Col. Fridge noting intense activity and buildings in the area

Narrative Report on Mission 89-F, cont'd.

twelve miles southwest of WEWAK, led the three planes of his flight down and strafed the village, possibly TANGORI (at point 192931, WEWAK West Map 1:1).

(2) Lt. Col. Fridge, Deputy Group Commander, led the Group formation as well as our squadron. The 498th and 499th squadrons followed in that order, and our Group followed the 38th Group to the target.

d. INTERCEPTION:

(1) A lone unidentified plane made what was apparently a pass at the second flight. Our planes were leaving the target headed toward WEWAK when this plane approached from that direction. Before he got into range, he peeled off to the left. This plane was described by one crew member as a single radial engine fighter, while a crew member of another plane described it as twin-engine with twin vertical stabiliser; thinking it might have been a B-25 of the 38th Group.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 NADZAB from 0930-0933/K.
Group Rendezvous: Over LERON River at 0949/K.
Wing Rendezvous: ANNANBERG from 1038-1050/K.
Attack: Target at DAGUA from 1145-1146/K at 5500-6000 ft.
Landing: At NADZAB from 1335-1340/K.

f. ROUTE: NADZAB, LERON RIVER, ANNANBERG, TARGET, GUSAP, NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK:

a. Lt. Col. Fridge, The Deputy Group Commander, led the squadron as well as the Group formation over the target, while Major Fain, The Squadron Commander, was leader of the second flight. Our flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Col. Fridge	A/P 491	Major Fain	A/P 595
Lt. Schade	A/P 437	Lt. Nirulinger	A/P 076
Lt. Mayes	A/P 335	Lt. Jones	A/P 084

Narrative Report on Mission 89-F, cont'd.

3. DETAILS OF THE MISSION:

a. (1) Lt. Col. Fridge, in A/P 491, led the first flight on their bombing run, with Lt. Sehade, in A/P 437, and Lt. Mayes, in A/P 335, flying #2 and #3 positions. Col. Fridge was unable to make the bombing run as originally planned, so used the first alternate approach, coming in to bomb at 6,200 ft. on a heading of approximately 250 degrees. His wingman bombed on his release, and the entire flight's bombs fell squarely into Target 6-D. The only visible results were dust and smoke rising from the target after the bombs burst. On the route home, this flight strafed a village about 12 miles southwest of KERAK, believed to be TANOOBI Village. One pass only was made.

(2) Major Fain, in A/P 595, the Squadron Commander, led the second flight onto the target. Due to the cloud coverage at the western end of the target, a circle was made out to sea, and the approach and bombing run was made at a heading of 120 degrees at an altitude of 5500 ft. Major Fain's bombardier releasing the bombs scored excellent hits on Target 8-D, just north of the road, starting an explosion and fire there, with flames rising to 100 ft. The resultant black smoke was visible fifteen miles away from the target. Major Fain's wingman, Lt. Hirdlinger, in A/P 076, on the right wing, and Lt. Jones, in A/P 084, in #3 position dropped their bombs on the release of the lead plane with the same excellent results—all twelve bombs in Target 8-D.

b. Six or seven bursts of heavy caliber A/A fire of light intensity and inaccurate were reported over the target. However, no flashes could be seen on the ground, so that the location of the position could not be determined.

c. Fighter cover was satisfactory and was provided by one squadron of P-47's.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Strafing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

Narrative Report on Mission 89-F, cont'd.

6. ADDITIONAL SIGHTINGS:

a. Lt. Col. Fridge reported that the villages 10-15 miles southwest of WEWAK appeared to be occupied by the Japs, adding that tracks appeared well used, clearings seemed larger than normal, and that the native buildings seemed too large. His crew also reported 4 medium bombers and 6 fighters on the BUT drome; numerous barges along the west shore of MUSCHU ISLAND; 4-5 barges at CAPE DJEREUN, and possibly a SUGAR CHARLIE in WEWAK HARBOR. Lt. Schade's crew reported substantially the same sightings, as did Lt. Hayes and his crew. Lt. Hayes further reported what seemed to be a SUGAR CHARLIE in the south bay on the west shore of MUSCHU ISLAND.

b. Major Fain's crew reported seeing two luggers, two barges and a jetty at DOGNETO BAY, northwest of BUT, and one barge one mile north of CAPE DJEREUN. They also reported extensive activity in the villages southwest of WEWAK. There were new shacks there, as well as newly thatched and patched huts, a trunk and serviceable bridge seen, roads appeared well used throughout the area. A single twin-engine single fin and rudder airplane was seen on the east end of BUT drome.

c. Lt. Nirdlinger's crew reported the shipping in DOGNETO BAY, as well as four serviceable airplanes on DAGUA drome. A possible SUGAR CHARLIE was observed on the east side of WEWAK Township.

d. Lt. Jones' crew reported the possible SUGAR CHARLIE at WEWAK.

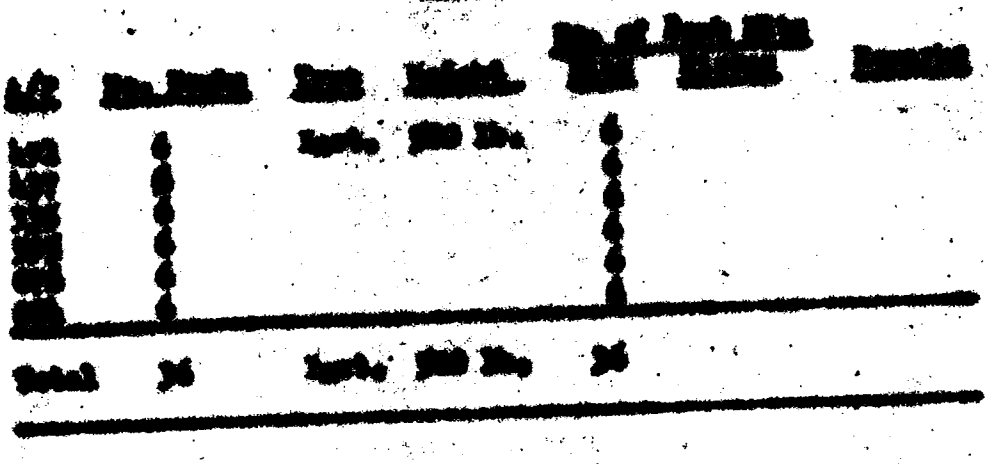
7. Photos confirm excellent results of our bombing.

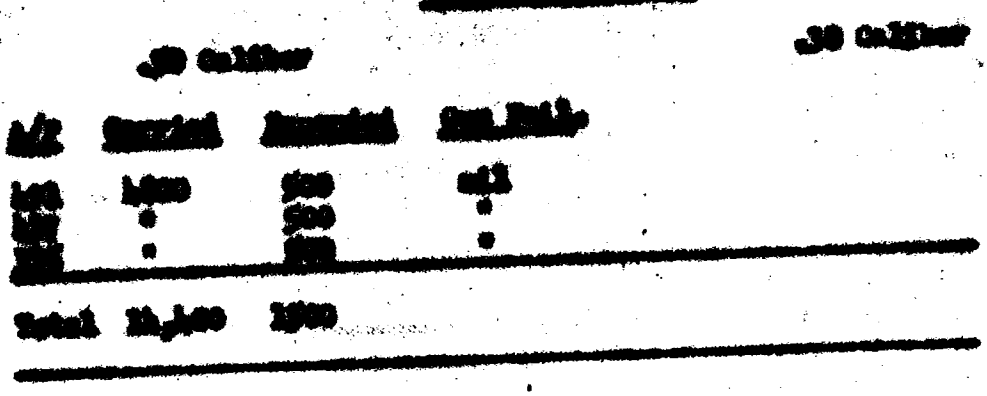
For the Squadron Commander:

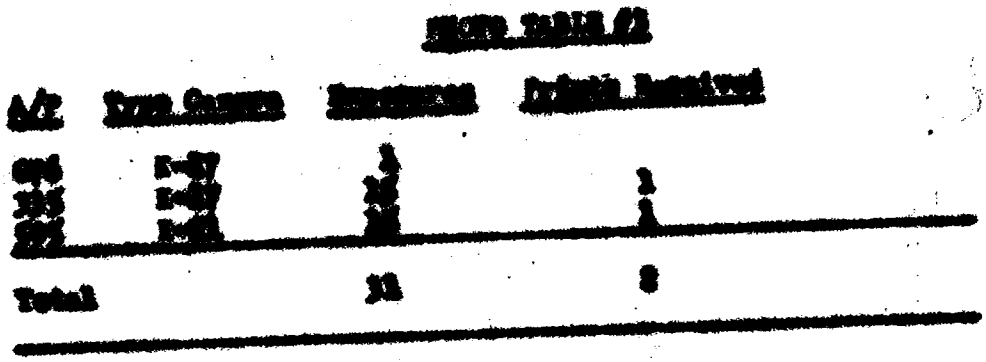
CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

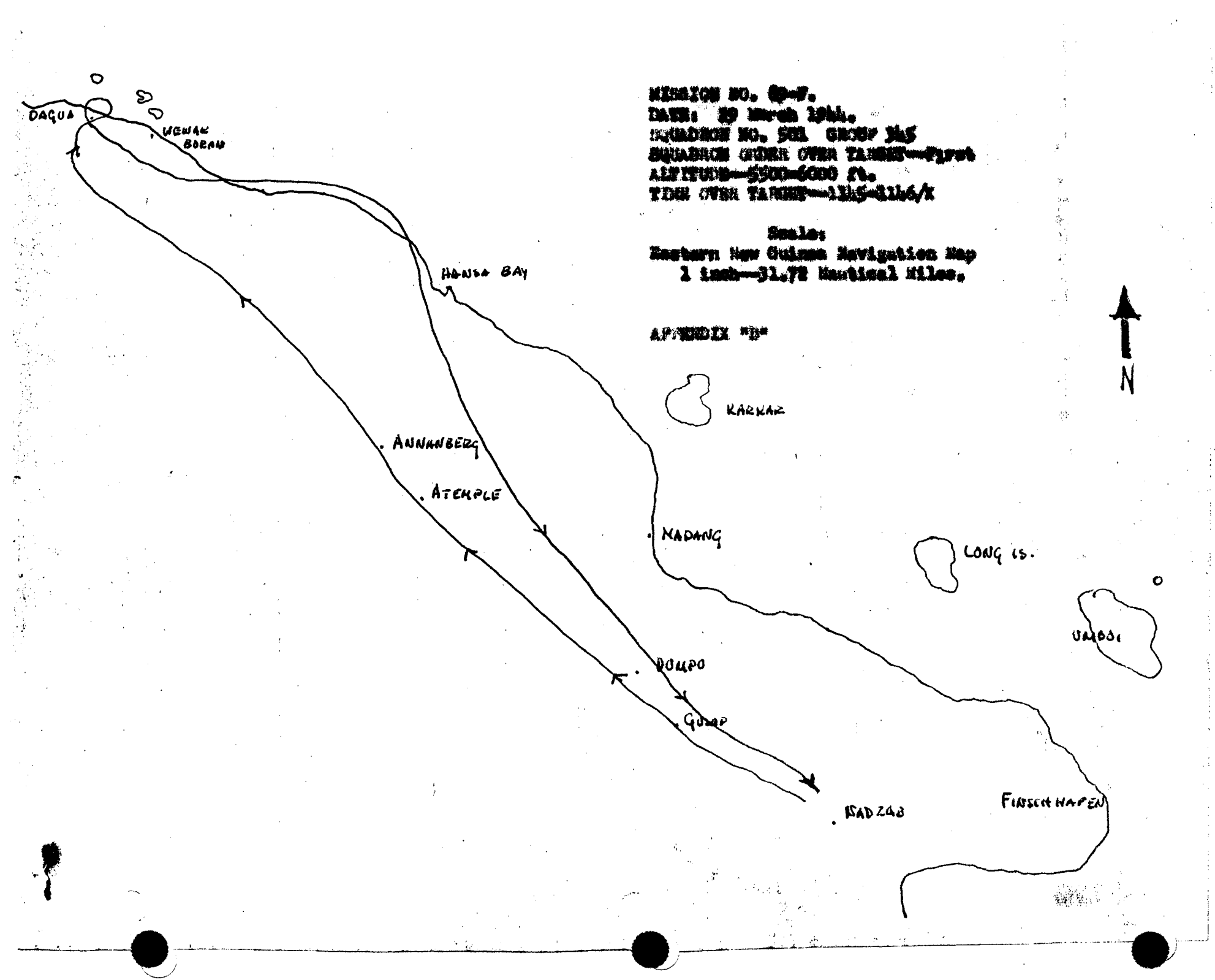
3 Incls.
Incl. 1 - APPENDIX A.
2 - " B.
3 - " C.

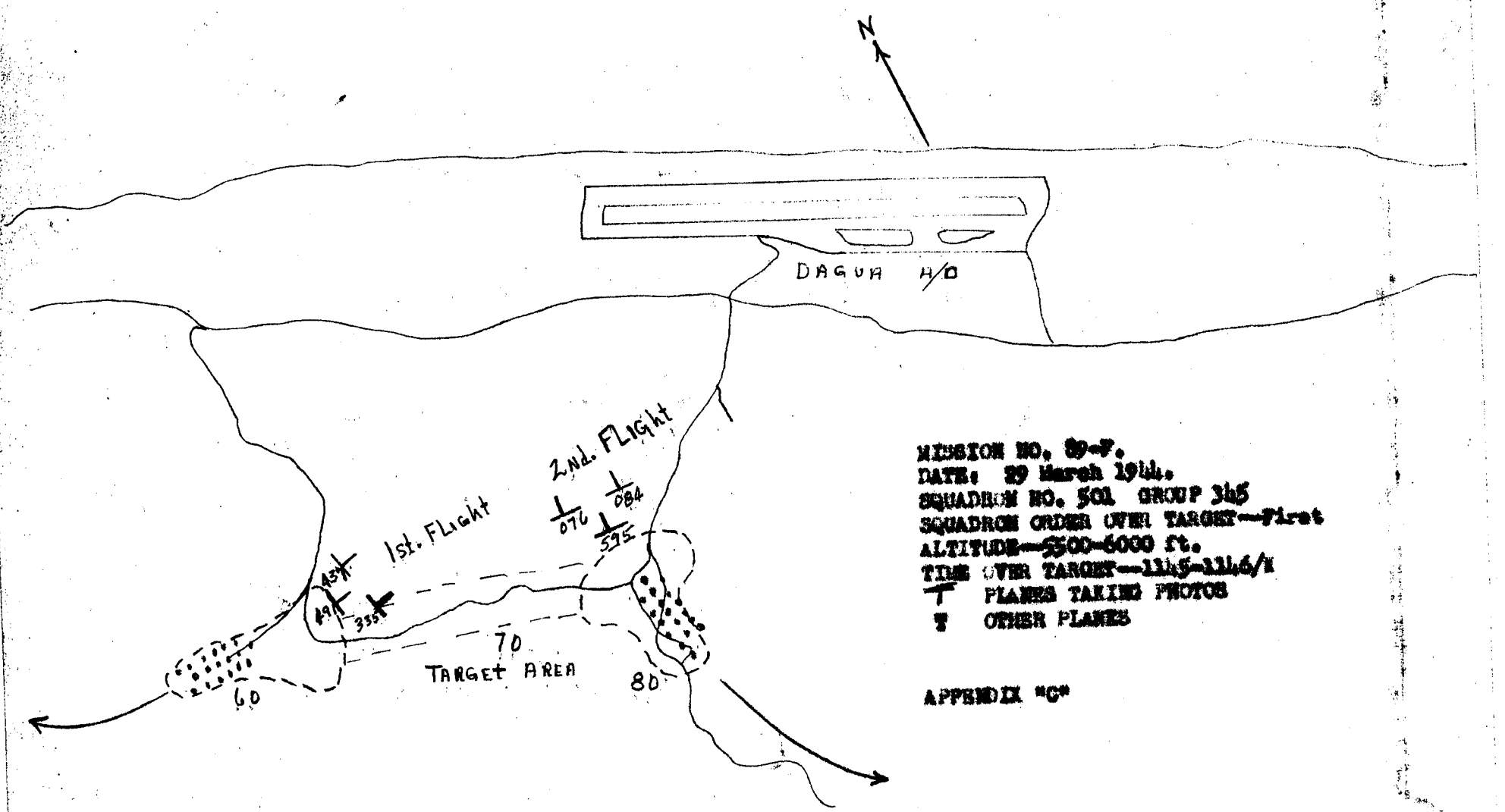
[redacted]








MISSION NO. [illegible].
DATE: [illegible] March 1944.
SQUADRON NO. 5BR GROUP 345
SQUADRON OTHER OTHER TARGET—Pyrat
ALTITUDE—5500-6000 ft.
TIME OVER TARGET—1145-1146/K
Scale:
Eastern New Guinea Navigation Map
1 inch—31.72 Nautical Miles.
APPENDIX "D"
DAGUA
WEWAK
BOEAM
HANSA BAY
KARKAR
ANNANBERG
ATEMPLE
KADANG
LONG IS.
UMBOI
DUMPO
GUMAP
MADANG
FINSCHHAFEN
N



MISSION NO. 89-F.
DATE: 29 March 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--First
ALTITUDE--5500-6000 ft.
TIME OVER TARGET--1145-1146/K
T PLANES TAKING PHOTOS
T OTHER PLANES

APPENDIX "C"

501
91-B
31 mar 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/ljd

1 April 1944.

SUBJECT: Narrative Report on Mission 91-B, performed 31 March 1944 by eight (8) A/P of the 501st Bomb Squadron. Objective: Barges and Stores at KAIRIRU ISLAND. Secondary target: POTSDAM PLTN. at HANSA BAY.

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

1. GENERAL.

a. The objective assigned was the stores and personnel areas on KAIRIRU ISLAND and any barges that might be present in the area. The secondary target was personnel and supplies in the POTSDAM PLTN. area south of HANSA BAY. The target was to be bombed at minimum altitude by eight (8) A/P, each carrying 80 x 23 lb. parafrag bombs.

b. Eight (8) A/P of this squadron were to take off from Strip #4 at MADANG, form with three other squadrons of the Group over the LERON River, then rendesvous with the 3rd Bomb Group and the 38th Group and fighters at ANNANBERG. From ANNANBERG, the wing formation was to proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron made their bombing run beginning on a west to east heading dropping their bombs on KAIRIRU ISLAND beginning in Square 2326 and trailing southeast through the garden area for approximately two miles. (All map ref. KAIRIRU West 1:1). A total of 455 x 23 lb. parafrag bombs were dropped in this area which was also heavily strafed. One large fire was started in the northern part of the garden area in Square 2428. Heavy black smoke rose to 3,000 ft. or more. There were no other visible results caused by our bombing and strafing.

(2) The 498th Squadron led the Group formation with the 499th, 500th, and 501st Squadrons following in that order.

Narrative Report on Mission 91-B, cont'd.

d. INTERCEPTION:

(1) There was no intereception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 MADZAB from 0815-0820/K.
Group Rendesvous: Over LERON River at 0830/K.
Wing Rendesvous: At ANNANBERG from 0919-0924/K.
Attack: Targets at KAIRIRU ISLAND from 1010-1012/K at 100-200 ft.
Landing: At MADZAB from 1315-1320/K. A/P 099 landed at MADZAB 1805/K.

f. ROUTE: MADZAB-LERON RIVER-ANNANBERG-TARGET-GAIDOR-FINSCHHAFEN-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK:

a. Capt. Neuenschwander led the squadron, and the flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Neuenschwander	A/P 089	Lt. Kortemeyer	A/P 099	Lt. Symons	A/P 518
Lt. Bedell	A/P 060	Lt. Kirsil	A/P 069	Lt. Wichman	A/P 420
Lt. Nirdlinger	A/P 063	Lt. Coffman	A/P 064		

3. DETAILS OF THE MISSION:

a. (1) Capt. Neuenschwander, in A/P 089, led the first flight on the bombing run with Lt. Bedell, in A/P 060, and Lt. Nirdlinger, in A/P 063, flying in #2 and #3 positions. The run was made on a heading of approximately 90 degrees. Capt. Neuenschwander was able to drop 30 bombs before developing mechanical trouble. He returned the remaining 50 bombs to base. He strafed the target during the entire length of his run. Lt. Bedell was able to drop his entire load of 80 bombs and strafed. Lt. Nirdlinger was able to drop only 10 bombs before developing rack trouble. He was forced to salvo the remaining bombs including the racks. He also strafed the target.

(2) Lt. Kertesmyer, in A/P 099, led the second flight with Lt. Kirmil, in A/P 069, and Lt. Coffman, in A/P 064, flying #2 and #3 positions. He dropped 60 bombs over the target, but was unable to release the remaining 20 bombs, which were salvoed out at sea. Lt. Kertesmyer strafed heavily during his entire run. Five minutes out of the target, the left propeller "ran away", and Lt. Kertesmyer had to throttle back and jettisoned all guns and movable material in his plane, and landed at SAIDOR at 1205/K, with no damage to the plane or personnel. He took off from SAIDOR at 1655/K and landed at WADZAB at 1805/K. Lt. Kirmil dropped all of his bombs, his racks working perfectly. Lt. Kirmil strafed during the entire run. Lt. Coffman also dropped all of his bombs perfectly and strafed heavily. Lt. Kirmil and Lt. Coffman stayed with Lt. Kertesmyer during the entire time that he was having engine trouble and escorted him into SAIDOR.

(3) Lt. Symens, in A/P 518, led the third flight, which consisted of himself and Lt. Wichman, in A/P 480. Lt. Symens dropped 10 bombs from the rear stations before developing rack trouble. He then switched to the front stations and was able to drop the entire 40 bombs from the front stations. He returned 30 bombs to base. Lt. Symens strafed the target very heavily on his run. Lt. Symens' bombs started 2 small fires near the garden area. These fires quickly spread into one large fire towering black smoke up to 3,000 ft. or more. Lt. Wichman dropped 65 bombs before developing rack trouble. He later salvoed the remaining 15 bombs and racks. He strafed the target with no visible results.

b. Three black puffs of heavy ack-ack were seen bursting at 300 ft. altitude off shore west of MUSCHU ISLAND. They were apparently being fired at the 3rd Bomb Group or the 499th Squadron. Our crews reported seeing gun flashes on CAPE MUSOKAIANG at point 230264, the northwest tip of MUSCHU ISLAND. Our crews also reported light inaccurate M/G fire from KAIRIMU Village, adding that tracers were used.

c. Fighter cover was provided by one squadron of P-40's as close cover, and one squadron of P-47's for top cover. The top cover was visible in the target area, but the close cover was not seen.

Narrative Report on Mission 91-B, cont'd.

f. There was no damage sustained by any of our airplanes.

g. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Strafing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS:

a. (1) 1Lt. Bedell's crew reported one type "D" landing barge, apparently in good condition, 200 yards off shore at KAMIRU Seaplane Base, at point 239807.

(2) 1Lt. Mirdlinger's crew reported two large canoes or small barges in KAMIRU STRAIT at point 262270.

(3) 1Lt. Kortenmyer's crew reported two barges off BRANDI FLTA, serviceability undetermined.

(4) 1Lt. Kimmil's crew also reported seeing one type "D" landing barge and an additional two small barges of questionable serviceability along shore at KAMIRU Village.

7. Photos confirm excellent results of our bombing.

For the Squadron Commander:

BENJAMIN H. GRUBB,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 91-B, 501st Bomb Sq.

BOMBING TABLE #1

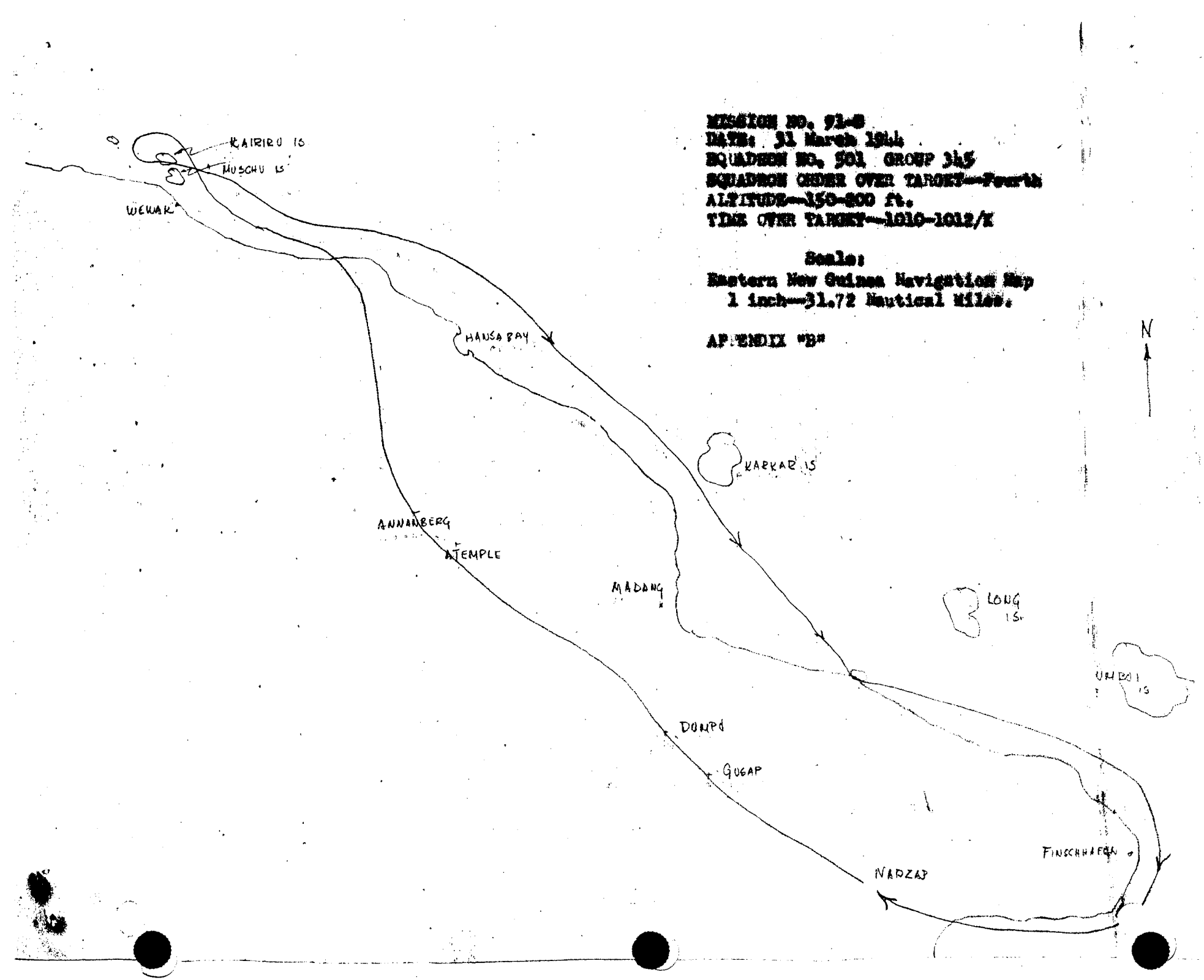
A/P	No. Bombs	Type	Weight	No. of Bomb Hits	Misses	Remarks
089	80	Para-	23lb.	30		50 returned to base
060	80	frags		80		
063	80			10		70 salvoed
099	80			60		20 salvoed
069	80			80		
064	80			30		
518	80			50		30 returned to base
420	80			65		15 salvoed
Total	640	Parafrags	23 lb.	455		185

STRAFING TABLE #2

A/P	.50 Caliber Carried	Expended	Gun Fail.	.30 Caliber Carried	Expended	Gun Fail.
089	4000	1500	Nil	2000	none	Nil
060	"	450	"	"	"	"
063	"	1600	"	"	400	"
099	"	4000	"	"	2000	"
069	"	800	"	"	none	"
064	"	1200	"	"	300	"
518	"	1375	"	"	none	"
420	"	3000	"	"	"	"
Total	32,000	13925		16,000	2700	

PHOTO TABLE #3

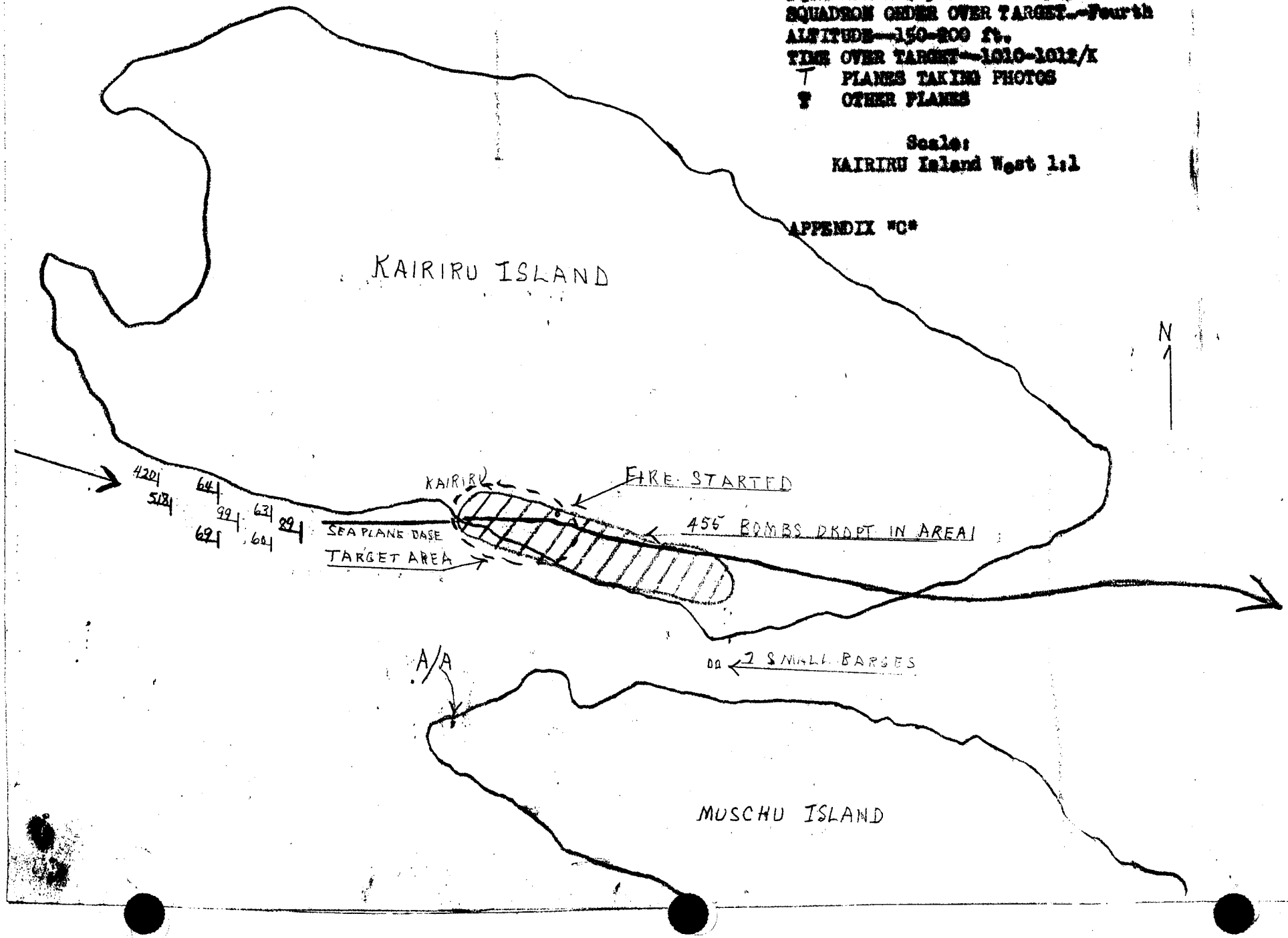
A/P	Type Camera	Exposures	Prints Received
064	K-17	15	6
063	K-21	30	0
518	K-21	30	3
089	K-21	20	0
069	K-21	Did not turn switch on	
099	K-21	30	none
Total		125	9


MISSION NO. 93-B
DATE: 31 March 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Fourth
ALTITUDE—150-200 ft.
TIME OVER TARGET—1010-1012/K
Scale:
Eastern New Guinea Navigation Map
1 inch—31.72 Nautical Miles.
APPENDIX "B"
N
KAIRIRU IS
MUSCHU IS
WEWAK
HANSA BAY
KARKAR IS
ANNANBERG
TEMPLE
MADANG
LONG I.S.
UMBOI IS
DUMPU
GUSAP
FINSCHHAFEN
NADZAB

MISSION NO. 91-B.
DATE: 31 March 1944.
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Fourth
ALTITUDE--150-200 ft.
TIME OVER TARGET--1010-1012/K
T PLANES TAKING PHOTOS
T OTHER PLANES

Scale:
KAIRIRU Island West 1:1

APPENDIX "C"



501
92-D
ASR 1 Apr 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/13d

2 April 1944.

SUBJECT: Narrative Report on Mission 92-D, performed 1 April 1944 by six (6) A/P of the 501st Bomb Squadron. Objective: Stores and Personnel at TADJI. Secondary target: POTSDAM PLTN. at HANSA BAY.

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

1. GENERAL.

a. The objective assigned was Target 2-K in the TADJI area consisting of stores and personnel. Secondary target was 3b-D in the POTSDAM PLTN. on the south shore of HANSA BAY. The target was to be bombed at medium altitude by six (6) A/P, each carrying 5 x 500 lb. inst. demo. bombs and strafed by three A/P at minimum altitude.

b. Six (6) A/P of this squadron were to take off from Strip #4 at MADANG, form with the other three squadrons of the Group over the LERON River, then rendezvous with the 38th Group and fighters at ANNANBERG, and then proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered except for the fact that our three (3) A/P comprising of the first flight were not able to make a strafing pass, due to very poor visibility over the target. All six (6) A/P bombed as scheduled, making their run on a heading of approximately 115 degrees. Bombing was excellent with the entire bomb load of 30 x 500 lb. inst. demo. bombs falling in Target 2-K. There were no other visible results, as rain and mist obscured all except bursting of bombs.

(2) Colonel Tyree, Group Commander, led the 499th Squadron and the Group formation with the 500th, 501st, and 498th Squadrons following in that order.

d. INTERCEPTION:

(1) There was no interception by enemy A/P.

(2) Our crews reported no observation of losses sustained by other Allied units.

Narrative Report on Mission 92-D, cont'd.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 MADIAB from 0635-0638/K.
Group Rendezvous: Over LEROM River at 0900/K
Wing Rendezvous: At AMANBERG from 0939-0945/K.
Attack: Target 2-K at TADJI from 1051-1056/K at 1900-2700 ft.
Landing: At MADIAB from 1304-1308/K.

f. ROUTE: MADIAB-AMANBERG-TAROKE-AMANBERG-MADIAB.

2. AIRPLANES OF THE 90IST SQUADRON ON THE ATTACK:

a. Capt. Neuenschwander, in A/P 401, led the squadron, and the flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Capt. Neuenschwander	A/P 401	Lt. Larsen	A/P 595
Lt. Tunno	A/P 089	Lt. Schade	A/P 604
Lt. Hayes	A/P 405	Lt. Hays	A/P 764

3. DETAILS OF THE MISSION:

a. (1) Capt. Neuenschwander led the first flight on the bombing run with Lt. Tunno, in A/P 089, and Lt. Hayes, in A/P 405, flying in #2 and #3 positions. The flight did not bomb on their first run, as they were cut out by another squadron just before reaching the bomb release point and were forced to circle to the right and come back for a second run. On this run, all three airplanes released their bomb load with the entire load scoring hits in the assigned target. There were no visible results other than bomb bursts. This flight was scheduled to follow up with a strafing run at minimum altitude over the target, but were unable to do so because of extremely poor visibility. Capt. Neuenschwander and Lt. Hayes took medium altitude pictures of the flight's bombing.

(2) Lt. Larsen, in A/P 595, led the second flight over the target with Lt. Schade, in A/P 604, and Lt. Hays, in A/P 764, flying in #2 and #3 positions. This flight was also unable to bomb on the first run, and likewise circled to the right coming back for another pass. On their second pass, the flight dropped their entire bomb load, and as far as the crews could see, under very poor conditions of visibility, all bombs fell in the assigned target.

Narrative Report on Mission 92-D, cont'd.

Lt. Larsen and Lt. Schade took medium altitude pictures of bombing.

b. There was no ack-ack fire reported by any of our crews.

c. Fighter cover was provided by one squadron of P-40's and two squadrons of P-47's, and was reported as good.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. (1) Capt. Neumeister's crew reported that the runways at TADJI were definitely not in a serviceable condition, as they seemed to be full of bomb craters and were badly overgrown with grass. His crew also reported 3 barges along the east shore of TUMLEO ISLAND at point 960560 (all map ref. AITAPE Sheet 1:1) and stated that the MAPEIK, YANIL Villages--20-25 miles southwest of WEWAK--appeared to have been recently enlarged, as there were several very large and apparently new shacks in these villages.

(2) Lt. Tumas's crew likewise reported the barges at TUMLEO Island.

(3) Lt. Hayes' crew verified the barges and added a sighting of what appeared to be a half sunken lugger or large barge just off shore from TADJI PLEN. The lugger seemed to be surrounded by an oil slick.

(4) Lt. Larsen's crew reported seeing stores and supplies stacked along the trail west of LAPAR PT. between 860552 and 882549. This crew also reported what appeared to be an ack-ack position just northeast of the ROEM-AITAPE bridge. They stated definitely that if there was a gun in that position, it did not fire but that it certainly looked like a gun pit. Position 890540.

(5) Lt. Schade's crew reported that the ROMB-AITAPE bridge was still in good condition and that the houses in the ROMB-AITAPE Village area were also intact. His crew further reported sighting 3 or 4 barges along the east shore of TUMLEO Island, which is about 8½ miles off shore from TADJI FIELD.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 92-B, 501st Bomb Sq.

BOMBING TABLE #2

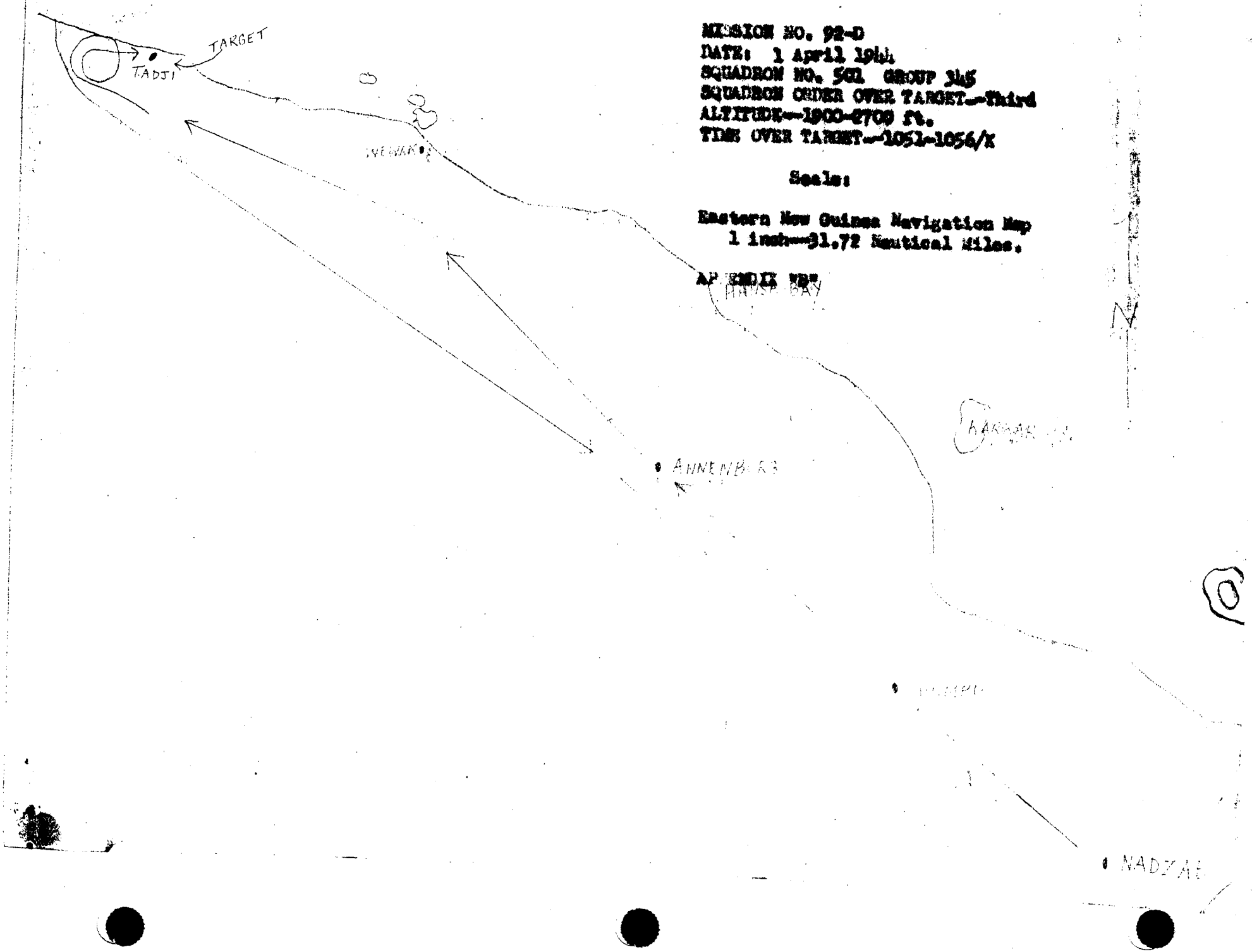
A/C	No. Bombs	Type	Weight	No. of Bomb Hits Hits	Misses	Remarks
[illegible]	5	Inst.	500 lb.	5		
[illegible]	5			5		
[illegible]	5			5		
[illegible]	5			5		
[illegible]	5			5		
Total	30	Inst.	500 lb.	30		

NOTE: No ammunition expended.

PHOTO TABLE #2

A/C	Type Camera	Exposures	Prints Received
[illegible]	K-21	30	none
[illegible]	K-21	30	"
[illegible]	K-21	30	"
[illegible]	K-17	30	"
Total		100	

APPENDIX "A"

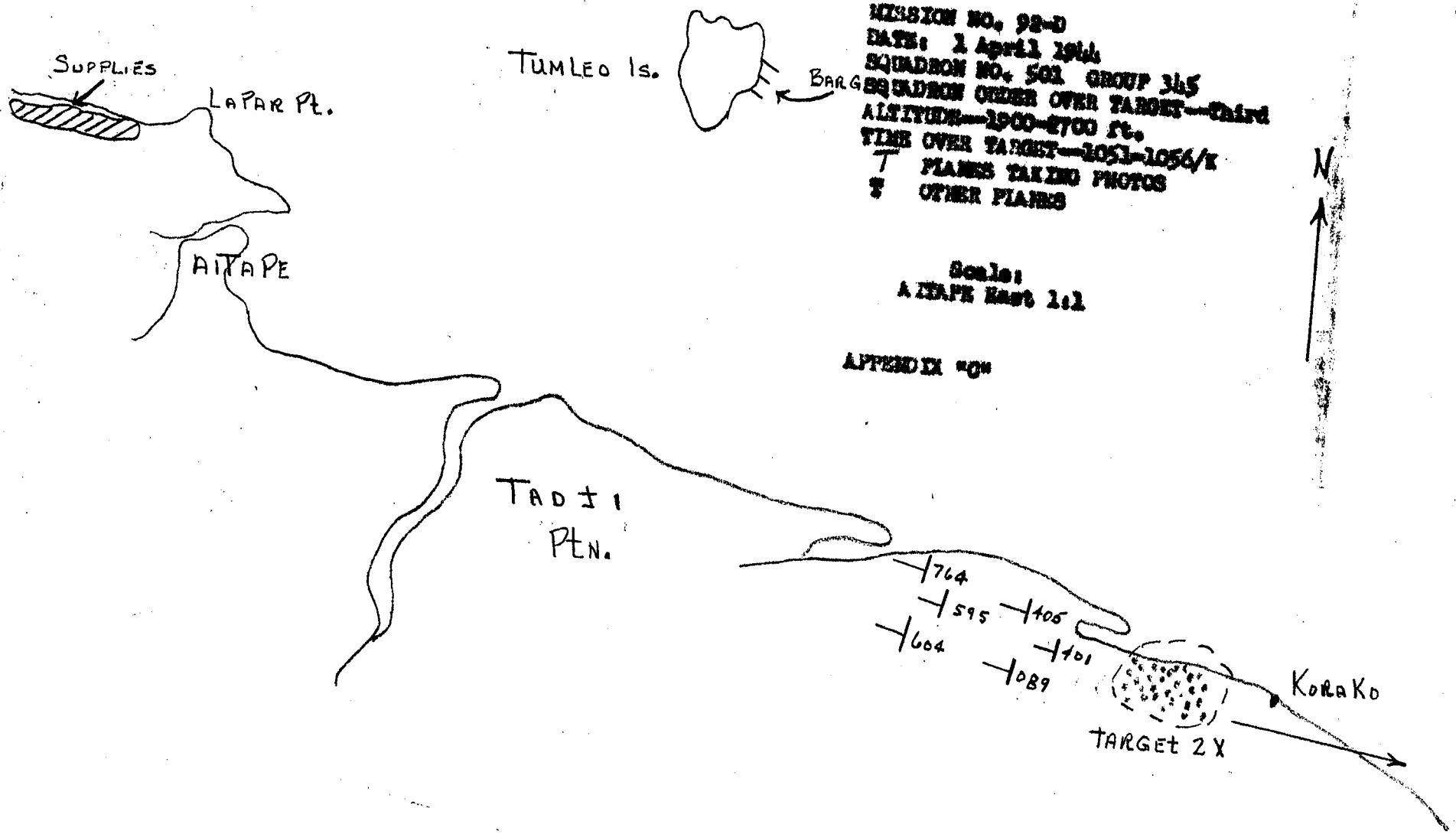


MISSION NO. 92-D
DATE: 1 April 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Third
ALTITUDE--1900-2700 ft.
TIME OVER TARGET--1051-1056/K

Scale:

Eastern New Guinea Navigation Map
1 inch--31.72 Nautical Miles.

APPENDIX "B"



MISSION NO. 98-D
DATE: 2 April 1944
SQUADRON NO. 501 GROUP 345
SQUADRON OTHER OVER TARGET—Third
ALTITUDE—1900-2700 Ft.
TIME OVER TARGET—1053-1056/K
T PLANES TAKING PHOTOS
T OTHER PLANES

Scale:
AITAPE East 2:1

APPENDIX "G"

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/IM NARA, Date 5/20/91

501
94-1
3 Apr 4

CONFIDENTIAL

JCH

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/13d

4 April 1944.

SUBJECT: Narrative Report on Mission 94-E, Performed 3 April 1944 by ten (10) A/P of the 501st Bomb Squadron. Objective: Dispersal areas at HOLLANDIA BAY, SENTANI and CYCLOPS Airdromes. Secondary target: HANSA BAY.

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

1. GENERAL.

a. The objective assigned were dispersal areas and airdromes at HOLLANDIA, SENTANI and CYCLOPS. Secondary target was stores and supplies in target 22-D and 23-D at HANSA BAY. Target was to be strafed and bombed at minimum altitude by ten (10) A/P, nine (9) of which carried 22 x 100 lb. para-demo. and one (1) A/P carried 30 x 23 lb. parafrag bombs.

b. Ten (10) A/P of this squadron were to take off from Strip #4 at NADZAB, form with the other three squadrons of the 345th Group, and proceed to the LEROM River where they would be joined with the 38th Group. Rendezvous with the fighters was to be made at 3,000 ft. at GUSAP, and the formation would then proceed to DUMPU where they would be joined by the 312th Group. From DUMPU, the wing formation was to proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered and was extremely successful. Our squadron's bombing was excellent. 182 x 100 lb. para-demo. and 30 x 23 lb. parafrag bombs were dropped in the various dispersal areas at HOLLANDIA, SENTANI and CYCLOPS in sub-unit positions north of the three airdromes. The entire area was heavily strafed. Three (3) ME fighters, serviceability undetermined, were destroyed in the dispersal area north of CYCLOPS Drome. Three (3) A/C were set afire by strafing in the dispersal area north of HOLLANDIA Drome. Four (4) ME fighters were believed destroyed by bomb bursts while taxiing along the taxiway south of the SENTANI Drome. One (1) A/P dropped its entire string of bombs, less four bombs, among these airplanes. His remaining four bombs hit a fuel dump southeast of SENTANI runway and set it on fire.

6

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/IM NARA, Date 5/20/91

One heavy ack-ack position on ridge north of HOLLANDIA Drome was believed destroyed by bombing and strafing, at position 639771. (All map ref. HOLLANDAI-GENTANI 1/20,000). Another ack-ack position north of CYCLOPS Drome was also bombed and left burning, with heavy black smoke billowing upwards. Four bombs were dropped with unobserved results on an ack-ack position in the garden area between HOLLANDIA and GENTANI. All of the ack-ack positions north of road A1 (B1) were heavily bombed and strafed. A motor trunk on the road between the Japanese gardens and the CYCLOPS Drome was set on fire by strafing at approximate position 673753. The entire target was well covered with smoke, with one large black column rising 3,000 ft. or more after our squadron left the target. Five (5) of our A/P were slightly holed by ack-ack fire and Sgt. Sgoven (NMI) Klim, the turret gunner of A/P 069, was slightly injured.

(2) Colonel Tyne, Group Commander, led our squadron and the Group formation with the 498th, 500th and 499th squadrons following in that order. The 500th squadron did not attack the same targets at the dromes, but instead attacked the area from HOLLANDIA Drome northwest to TANAH MERAH BAY.

4. INTERCEPTION:

(1) Our squadron was not intercepted. Our crews reported seeing 6-8 enemy fighters in the area and stated that they made a very weak pass at a B-25 of another squadron.

(2) Shortly after leaving the target, our crews reported seeing a P-38 pull up under our formation, apparently on a single engine. Four minutes later the P-38 pulled away heading east escorted by another P-38. There were no observations of definite losses sustained by other Allied units.

5. TIME AND LOCATION OF:

Take-off: From Strip #4 BIAK from 0833-0838/K.
Group Rendezvous: Formed on course over BIAK.
Wing Rendezvous: With 38th Group over LEMON Mixer at 0850/K.
Fighter rendezvous at CHEAP at 0910/K.
310th Group at DUMPY at 0900-0905/K.
Attack: HOLLANDIA-GENTANI-CYCLOPS from 1150-1200/K at minimum altitude.
Landing: At BIAK from 1430-1500/K.

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

Narrative Report on Mission 94-E, cont'd.

f. ROUTE: HADZAB-GUSAP-DUMPU-TARGET-RAMU VALLEY-GUSAP-HADZAB.

g. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

g. Colonel True, in A/P 491, led our squadron, and the flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Colonel True	A/P 491	Capt. Neusenschwander	A/P 074
Lt. Moye	A/P 518	Lt. Kirail	A/P 069
Lt. Wichman	A/P 064	Lt. Hirdlinger	A/P 099

THIRD FLIGHT		FOURTH FLIGHT	
Lt. Kertemeyer	A/P 078	Lt. Hayes	A/P 335
Lt. Schade	A/P 089	Lt. Gentry	A/P 060

3. DETAILS OF THE MISSION:

g. (1) In order to provide cover against the ack-ack positions located along the hills to the north of the target, it was decided to send two planes ahead of the squadron proper, making a strafing and bombing run on these ack-ack positions. Lt. Hayes, in A/P 335, and Lt. Gentry in A/P 060, made the run on these positions. Both planes dropped their entire bomb load on the ack-ack positions and strafed every one of them thoroughly. The ack-ack position, 639771, was believed definitely destroyed, and the position, 694753, was destroyed and left burning black smoke. Four bombs were dropped in ack-ack position, 663757, with unobserved results.

(2) The remaining eight (8) A/P of the squadron attacked the target in flights abreast. Capt. True, in A/P 491, was able to make only two releases, due to rack malfunction. He dropped six parafrag bombs and strafed the entire run with unobserved results. His remaining bombs were returned to base. Lt. Moye, in A/P 518, dropped all 20 bombs and strafed the whole area with unobserved results. Lt. Wichman, in A/P 064, dropped two bombs in the HOLLANDIA dispersal area, 18 bombs in the HOLLANDIA area with unobserved results, and his two remaining bombs were dropped in HUMBOLDT BAY. He set a truck on fire by strafing. The truck was on the road between the Japanese gardens and the HOLLAND Dromo at approximate position 673753. He heavily strafed three (3) A/C of unde-

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

Narrative Report on Mission 9b-E, cont'd.

terminal serviceability, in the HOLLANDIA Dr-ome setting them on fire. These A/P were believed destroyed. His nose wheel door was hit by a burst of anti-craft blowing out the door. He made his landing ok on return to base.

(3) Capt. Mc-commander, in A/P O7k, dropped six bombs before rack failure forced him to return his remaining 16 bombs. He strafed through the entire area with unobserved results. Lt. Hirsh, in A/P O8P, flew on the extreme right hand end of the squadron formation. When passing over the taxiway south of SENTANI, he spotted four (4) JAP attempting to taxi along the taxiway. He dropped 16 bombs which fell directly among these airplanes. It is believed they were all destroyed, although smoke obscured visibility making it impossible to see the final results of the bombing. His four remaining bombs were dropped on a final dump south of SENTANI at point 695730. His airplane was holed by a burst of anti-craft from a position east of DRAGON River and west of the HOLLANDIA Strip at approximate position 689741. His turret gunner was slightly wounded from the fragments of the shell, and the crew stopped at CYCLOPS on return for medical treatment for the gunner. Lt. Hirdlinger, in A/P O8P, dropped all of his bombs in the target and strafed the area with unobserved results.

(4) Lt. Kortenyer, in A/P O7k, dropped chief his bombs among the JAP in the dispersal area north of CYCLOPS Drome. At least three of them were definitely destroyed by his bombing. Lt. Ephrain, in A/P O8P, dropped all of his bombs in the SENTANI-CYCLOPS dispersal areas and strafed heavily. Results were generally unobserved.

b. Anti-craft fire was of moderate intensity in the HOLLANDIA-SENTANI area, and of light, medium and heavy caliber. All crews reported that their altitude of bursts were very good. Five of our airplanes were holed, none were shot down. Heavy anti-craft fire was received from WATONI PT. 15 miles east of HUMBOLDT BAY and from positions along the west shore of HOLLANDIA BAY. A/C five was supposed from a barge in HOLLANDIA BAY, while making our withdrawal from the target. Crews reported several bursts of anti-craft fire from above guns at WATONI.

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

Narrative Report on Mission 94-S, cont'd.

g. Fighter cover by two squadrons of P-38's was reported as excellent.

f. Five of our airplanes received minor damage from ack-ack bursts, none of which resulted in making any planes unserviceable.

g. Sgt. Steven (NMI) Kline, ASN 32533148, turret gunner in A/P 069, was slightly wounded by ack-ack shell fragments while over HOLLANDIA Drome.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDIXES.

a. Bombing, Strafing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. Practically all crews were unanimous in their sightings, so they will not be listed seperately in this report. Sightings were as follows:

a. Road from CYCLOPS to HOLLANDIA Township lined with stores and supplies. 6-8 trucks seen on road.

b. Stores and supplies covered with tarpulin seen under trees along west shore of HUMBOLDT BAY.

c. Stores and supplies at point 665760.

d. Grass crash strip at 632760-642772 appears to be a boneyard.

e. 2 u/i small craft--luggers or gun boats--one in HOLLANDIA Bay and one in southwestern part of HUMBOLDT Bay.

f. 1 P-38 pulled up under our formation on single engine. Four minutes later P-38 pulled away burning and escorted by another P-38.

g. 3 u/i airplanes seen to cross coast near PRITCHETT PT. Heading northwest, altitude 1,000 ft., 50 miles northwest of HADJI.

h. Large grass fire covering 200-300 acres seen near HUREN Village, 50 miles southwest of WAKDE.

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

CONFIDENTIAL

Narrative Report on Mission 94-S, cont'd.

7. Photo prints received confirm excellent results reported by crews.

For the Squadron Commander:

BENJAMIN H. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

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

Narrative Report on Mission 94-B, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits Hits	Misses	Remarks
491	30	parafrags	23 lb.	6		24 returned to base
084	22	para-demo	100 lb.	22		
978	22			22		
518	22			22		
974	22			6		16 " " "
660	22			22		
099	22			22		
089	22			22		
335	22			22		
089	22			22		
Total	30	parafrags		6 parafrags		24 parafrags
	198	para-demo.		182 para-demo.		16 para-demo.

STRAFING TABLE #2

A/P	.50 Caliber Carried	Expended	Gun Fail.	.30 Caliber Carried	Expended	Gun Fail.
491	4000	700	nil	2000	0	nil
084	"	2550	nil	"	200	"
978	"	1900	nil	"	0	"
518	"	2075	LIH	"	0	"
974	"	2000	UIH/LIH	"	0	"
660	"	2000	LIH/UIH/UIH	"	400	"
099	"	950	UIH/UIH/LIH	"	300	"
089	"	850	nil	"	400	"
335	"	2000	UIH/UIH	"	500	"
089	"	2000	nil	"	0	"
Total	40,000	27475		20,000	1800	

NOTE: Le Left; Ri Right; Mi Waist; Lo Lower; Up Upper; No Nose.

APPENDIX "A"

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/IM NARA, Date 5/20/91

Narrative Report on Mission 9b-B, cont'd.

PHOTO TABLE #2

A/C	Type Camera	Exposures	Prints Req'd
851	K-22	30	8
896	K-22	30	
918	K-22	30	
525	K-22	30	7
974	K-22	30	
860	K-17	45	17
899	K-22	30	
889	K-22	30	18
315	K-22	Camera malfunction	
892	K-22	Did not have exposed on	
Total		255	50

APPENDIX "A"

501
96-D
5 Apr 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/ljd

6 April 1944.

SUBJECT: Narrative Report on Mission 96-D, performed 5 April 1944 by nine (9) A/P of the 501st Bomb Squadron. Objective: TAMI-HUMBOLDT BAY. Secondary target: BRANTI PLANTATION. Tertiary target: HANSA BAY.

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

1. GENERAL.

a. The primary objective was intensive photo coverage of the coastline areas from TAMI River mouth to HUMBOLDT BAY and the south shoreline of HUMBOLDT BAY. Any important targets found in this area were to be bombed and strafed at minimum altitude with 500 lb. bombs. The alternate target was the southern part of BRANDI PLANTATION near WEWAK to be bombed and strafed at minimum altitude. The tertiary target was targets 29-D, 30-D, 31-D, and 34-D in the POTSDAM PLANTATION on the south shore of HANSA BAY.

b. Nine (9) A/P of this squadron were to take off from Strip #4 at NAZAB, form with the other three squadrons of the 345th Group, join with the 38th Group over the LEMON River, then proceed to GUSAF for rendezvous with fighter escort, and then proceed direct to the target.

c. ATTAC :

(1) The mission was carried out as ordered. As the primary purpose was taking of low oblique photographs, it is considered that our squadron's performance was exceptionally successful. A total of 220 K-17 shots, 100 K-20 shots, and 214 K-21 shots were taken. Every airplane carried one or more cameras and every airplane took pictures. The run was divided into two parts. The first part being the coastline from TAMI River mouth to HUMBOLDT BAY. This was covered in a squadron formation of nine (9) A/P abreast, echelon of flights to the left. After passing over CAPE DJAR, the squadron did a 270 degree turn in HUMBOLDT BAY coming back for the second part of their attack in formation of flights in trail. The second part covered was from HOLLANDIA Village southeast across TAMI River

Narrative Report on Mission 96-D, cont'd.

to the shoreline. No important targets were sighted, so our planes dropped their bombs on the HOLLANDIA Village on the south shore of HUMBOLDT BAY and strafed here also, setting several grass shacks on fire. Our squadron was not able to make its complete run as scheduled. There was a conflict with A-20's as to attack procedure which prevented us from making a withdrawal south from HOLLANDIA as originally planned. Instead our planes withdrew to the southeast going back over the TAMI area on their way out to sea.

(2) The 500th Squadron led the Group formation with the 499th, 498th, and 501st Squadrons proceeding in that order. At the target area, the 499th Squadron pulled out of the Group formation to join with the 38th Group leaving the 501st Squadron to fly over their assigned target in #3 position.

d. INTERCEPTION:

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 NADZAB 0836-0840/K.
Group Rendezvous: Formed on course over NADZAB.
Wing Rendezvous: With 38th Group over LEMON River from 0852-0855/K.
Fighter Rendezvous: At GUSAP from 0908-0915/K.
Attack: TAMI-HUMBOLDT BAY from 1148-1157/K, at minimum altitude.
Landing: At NADZAB from 1430-1433/K.
A/P 491 landed at 1550/K.

f. ROUTE: NADZAB-GUSAP-VANIMO-TARGET-TADJI-RAMU VALLEY-GUSAP-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Lt. Kortemeyer, in A/P 078, led the squadron, and the flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Kortemeyer	A/P 078	Lt. Larsen	A/P 491	Lt. Symens	A/P 518
Lt. Monaghan	A/P 074	Lt. Nirdlinger	A/P 064	Lt. Harper	A/P 082
Lt. Noye	A/P 401	Lt. Bedell	A/P 060	Lt. Wichman	A/P 335

Narrative Report on Mission 96-B, cont'd.

3. DETAILS OF THE MISSION:

a. (1) Lt. Mortensayer, in A/P 07[illegible], with Lt. Monaghan, in A/P 07[illegible], and Lt. Maye, in A/P 40[illegible], in #2 and #3 positions, led the first flight over the target making landfall just east of the TAMI River mouth and proceeding parallel to the coast up to HUMBOLDT BAY. Lt. Mortensayer turned his K-20 camera on as he past the river mouth. Lt. Monaghan started his camera 30 seconds later, and Lt. Maye started his K-21 camera 60 seconds after crossing the river. This was done to provide coverage of the entire length assigned our squadron. Lt. Mortensayer had a K-20 camera also and pictures were taken by this camera during this run. The suspected ack-ack position at the tip of BJAR was strafed. After circling in HUMBOLDT BAY, the flight past back over HOLLENBANG Village dropping all of their bombs, except one, where fires were started among grass huts. The area was also strafed. Lt. Mortensayer returned one bomb to base.

(2) Lt. Larsen, in A/P 491, led the second flight with Lt. Hirdlinger, in A/P 06[illegible], and Lt. Bedell, in A/P 060, flying in #2 and #3 positions. This flight made the same runs as the first flight. A/P 491 started the K-21 camera at the TAMI River, and A/P 06[illegible] turned the camera on 30 seconds later. A/P 491 took K-20 shots of the entire run while A/P 060 carried a K-17, which took 40 low obliques covering the area from TAMI to HUMBOLDT BAY and from HOLLENBANG back to the TAMI A/D and coast. Lt. Larsen had rack trouble and was forced to salve his bombs at sea. Lt. Hirdlinger, and Lt. Bedell dropped all of their bombs in the HOLLENBANG area and strafed with unobserved results.

(3) Lt. Symens, in A/P 518, led the third flight with Lt. Harper, in A/P 082, and Lt. Richman, in A/P 335, flying #2 and #3 positions. This flight flew on the left hand of the squadron front which was a nine airplane formation, all flights in echelon to the left. Lt. Symens started his K-21 camera at the TAMI River. His plane carried a K-20 camera also, but did not get pictures with this camera, due to the camera handle when the photographer started to operate it. A/P 082 carried a K-20 camera and took 50 exposures along the entire flight while over the target. A/P 335 carried a K-21 camera and started it 60 seconds beyond the TAMI River and taking 34

exposures. This plane also carried a K-17 which took a total of 100 low oblique shots from the right side window, covering the coastline of the entire run thoroughly and getting pictures looking from sea to land. Lt. Symons dropped five bombs at HOLLANDIA, two of which fell directly among shacks in the village starting fires, and the remaining three bombs trailed very closely south of the village. He strafed HOLLANDIA thoroughly. Lt. Harper dropped his five bombs in the area between TAMI Drome and CAPE DJAR and strafed the Cape and HOLLANDIA Village without visible results. Lt. Wichman dropped four bombs in the HOLLANDIA Village area and strafed it heavily. He held up his fifth bomb looking for a possible opportunity target. He did not find one and finally dropped the bomb northeast of TAMI, but overshot the shore and hit in the water.

b. Ack-ack encountered was very slight. The coastal defense gun at CAPE SOWADJA fired 5 or 6 rounds at our planes, attempting to throw up water spouts in our path of flight. Their accuracy was very poor. Light inaccurate M/G fire was reported coming from the shoreline west of HOLLANDIA Village. One crew reported possible M/G fire from the shore around VANIMO.

c. Fighter cover was provided by one squadron of P-38's, and was reported as very good.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Strafing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS:

a. All crews reported two large fires in the HOLLANDIA area, one black smoke rising 4/5000 ft. and visible 50 miles or more. This fire was along the west shore of HOLLANDIA Bay in the vicinity of JAUBEMOH Hill. (923769 HOLLANDIA Bay 1/20,000).

The other was a smaller fire in the general area of HOLLANDIA Town.

b. Lt. Kortemeyer's crew reported one barge or small lugger in a cove about 20 miles east of HUMBOLDT BAY.

c. Lt. Monaghan's crew reported that 3 or 4 barges on the south shore of SIMIB Island in HUMBOLDT BAY at point 003695. (Ref. CAPE MANSON 1/20,000).

d. Lt. Mayo's crew reported a small fire with black smoke along the west shore of an island, which was believed to be MUSCHU ISLAND. He was not certain of exact location.

e. Lt. Mirdlinger's crew reported 5-6 gun flashes from the coastal gun at CAPE SOMADA, attempting to throw water spouts in front of our planes.

f. Lt. Symms' in describing the fire around HOLLANDIA, said that the smaller fire looked as though it might have been caused by a burning tanker at shore, as the smoke was very heavy and black.

g. Lt. Wichman's crew also reported a small column of black smoke on the west shore of the island, which they thought was MUSCHU and adding that the smoke was evidently rising through a small opening, as it looked exactly like smoke rising from the funnel of a ship, although they were unable to see any ship at that location.

7. Due to the large number of pictures taken and the urgency of delivering prints direct to Bomber Command, it was impossible for this Officer to make photo interpretation in time to be included in this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 56-D. Cont'd.

BOMBING TABLE #1.

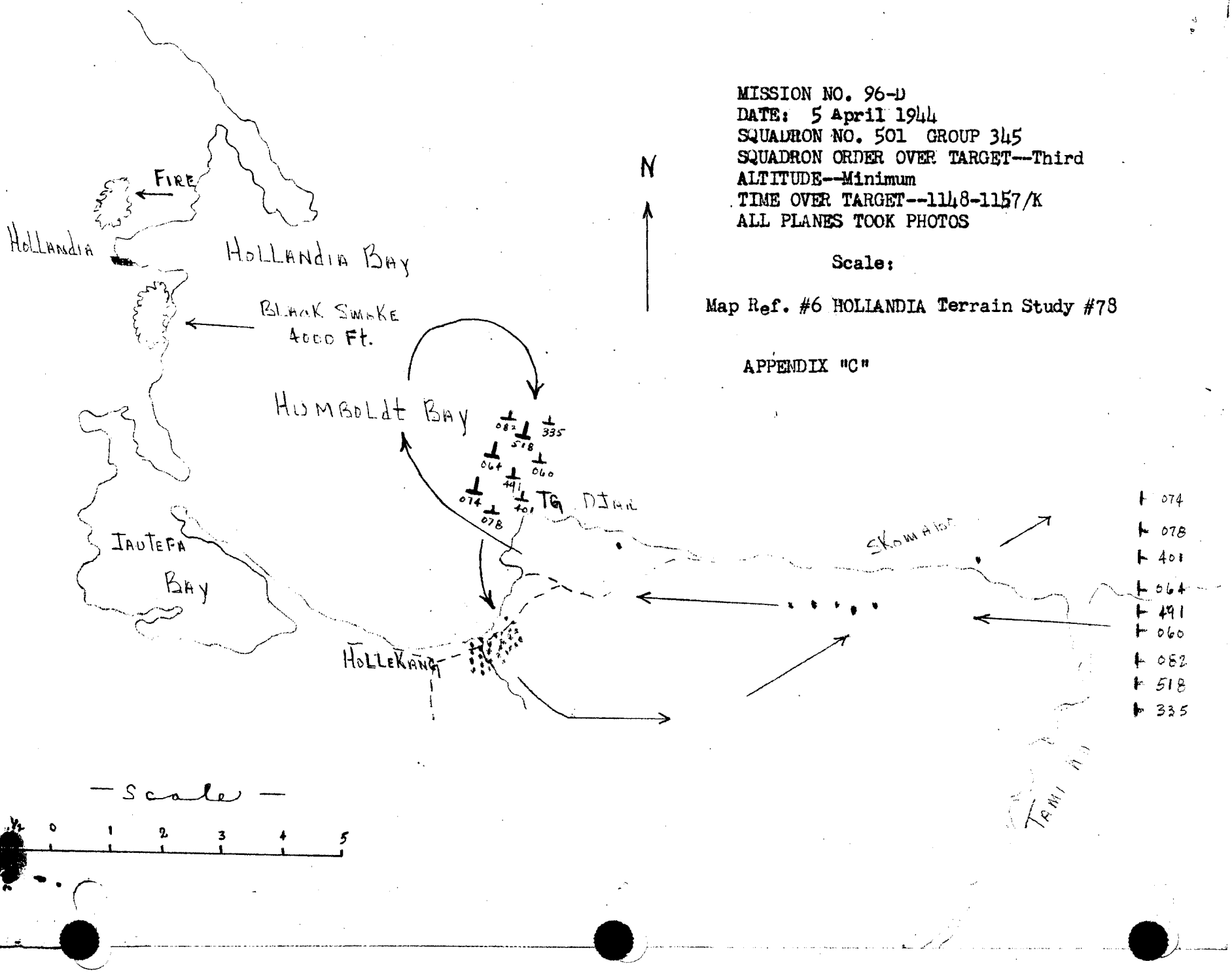
A/P	No. Bombs	Type	Weight	No. Bomb Hits		Remarks
				Hits	Misses	
078	5	S/A	500 lb.	4		1 Returned
074	5	"	"	3		
401	5	"	"	4		
491	5	"	"			4 Salvoed
084	5	"	"	5		
088	5	"	"	5		
518	5	"	"	5		
082	5	"	"		5	
335	5	"	"	4	1	
Total	45	S/A	500 lb.	32	6	5

STRAFING TABLE #2.

A/P	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
078	4000	800	UBR/LBR/UBL/LBL	2000	400	Nil
074	4000	900	LBR/UBR/LBR/LBL	2000		Nil
401	4000	1000	UBR	2000		Nil
491	4000	1150	LBR	2000		Nil
084	4000	1300	LBR/LBL	2000		Nil
088	4000	1400	UBR/LBR/UBL/LBL	2000		Nil
518	4000	1200	LBR/LBR/LBL	2000		Nil
082	4000	1350	LBR/LBL/UBR/LBR	2000		Nil
335	4000	1600	UBR/LBR	2000	200	Nil
Total	36000	12300		18000	600	

NOTE: L: Left R: Right M: Mamd W: Waist L: Lower U: Upper

APPENDIX: "A".



MISSION NO. 96-D
DATE: 5 April 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Third
ALTITUDE--Minimum
TIME OVER TARGET--1148-1157/K
ALL PLANES TOOK PHOTOS

Scale:

Map Ref. #6 HOLLANDIA Terrain Study #78

APPENDIX "C"

Mission Report on Mission 96-0. Cont'd.

PHOTO TABLE No.

A/P	Type Camera	Exposures	Prints Req'd.
076	K-22	20	20
	K-21	20	20
076A	K-21	20	None
451	K-21	20	20
	K-22	20	20
	K-21	20	20
068	K-21	20	20
068	K-17	20	20
518	K-22	20	Brehm & Melville
	K-21	20	20
082	K-22	20	20
115	K-17	20	20
	K-21	20	20
Total		324	442

APPENDIX: "A"

501
99-D
8 Apr 44

5O1ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BBG/1j4

9 April 1944.

SUBJECT: Narrative Report on Mission 99-D, performed 8 April 1944 by nine (9) A/P of the 501st Bomb Squadron. Objective: HOLLANDIA BAY. Secondary target: BRANDI PLANTATION. Tertiary target: HANSA BAY.

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

1. GENERAL.

a. The primary objective was stores and supplies in targets 2X, 1X and 3W around the shores of HOLLANDIA BAY. The secondary target was stores and supplies in the south half of BRANDI PLANTATION near WEWAK. Tertiary target was stores and supplies in POTSDAM PLANTATION at HANSA BAY. Targets were to be bombed and strafed at minimum altitude with eight (8) planes carrying 8 x 300 lb. 8-11 sec. delay demo. bombs, and one (1) plane carrying 4 x 300 lb. 8-11 sec. delay demo. bombs.

b. Nine (9) A/P of this squadron were to take off from Strip #4 at NADZAB, form with the other three squadrons of the 345th Group, join with the 38th Group over the LAKON River at 1500 ft., and then proceed to ANNABERG for rendezvous with fighter escort. From ANNABERG, the formation was to proceed direct to the target.

c. ATTACK:

(1) The squadron took off as ordered and proceeded on course towards the primary target. At 1025/K, when approximately 35 miles southwest of TADJI, the group leader was forced to abandon the primary target, due to bad weather conditions ahead. He turned back and proceeded to BRANDI PLANTATION for an attack on the secondary target. Our squadron made their attack on a heading of approximately 310 degrees dropping a total of 53 x 300 lb. 8-11 second delay demo. bombs in the assigned plantation area. A fire with black smoke rising up to 1,000 ft. was started. 3 bombs were dropped among stores in the east half of MUM PLANTATION on CAPE MOEM during the withdrawal from the target. Of these bombs dropped, a small fire was started near point 398075. (All map ref. WEWAK West 1:1). An additional 4 bombs

Narrative Report on Mission 99-B, cont'd.

were dropped among native huts and supplies, which were seen around the river just southeast of BRANDI PLANTATION. (4C4021). BRANDI PLTN. and the coastline on out through CAPE MORM were strafed with no visible results.

(2) The 500th Squadron led the Group formation with the 501st, 498th, and 499th squadrons following in that order.

4. INTERCEPTION:

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

5. TIME AND LOCATION OF:

Take-off: From Strip #4 MADZAB from 0835-0839/K.
Group Rendezvous: Formed on course over MADZAB.
Wing Rendezvous: With 38th Group over LERON River at 0900/K.
Fighter Rendezvous: At GUSAP at 0950/K.
Attack: BRANDI PLTN. from 1052-1054/K at minimum altitude.
Landing: At MADZAB from 1232-1235/K.

f. ROUTE: MADZAB-AMBANBERG-RAMU VALLEY-0320-6--1420E-TARGET-RAMU VALLEY-GUSAP-MADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Major Rosenbaum, Group Operations Officer, led our squadron, and the flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Rosenbaum	A/P 082	Lt. Lewis	A/P 335	Lt. Monaghan	A/P 437
Lt. Schade	A/P 089	Lt. Kirdlinger	A/P 518	Lt. Harper	A/P 405
Lt. Kirnil	A/P 069	Lt. Bedell	A/P 060	Lt. Flanagan	A/P 074

3. DETAILS OF THE MISSION:

a. (1) Major Rosenbaum, in A/P 082, led the first flight with Lt. Schade, in A/P 089, and Lt. Kirnil, in A/P 069, flying in #2 and #3 positions. Major Rosenbaum came in over the target on a heading of approximately 310 degrees. He dropped all eight of his bombs in

the plantation area stringing them slightly south of and parallel to the road. Several small fires were started. Lt. Schade and Lt. Kirsil both dropped eight bombs each which fell parallel to those dropped by Major Rosenbaum. All three planes strafed.

(2) Lt. Lewis, in A/P 335, led the second flight over the target with Lt. Hirdlinger, in A/P 518, and Lt. Bedell, in A/P 060, in #2 and #3 positions. Lt. Lewis spotted some stores and supplies along the river bank about 1000 ft. southeast of the target and dropped four bombs among them with unobserved results. His remaining four bombs were dropped in the BANDI PLTN. falling along the north side of the road. He strafed the plantation area. Lt. Hirdlinger dropped five of his bombs along the north side of the road in the plantation, and dropping his remaining three bombs among stores and supplies in the east half of MUM PLTN. on CAPE MUM starting one small fire at point 398075. Lt. Bedell dropped all eight of his bombs in the BANDI PLTN, stringing them across the south half of the target.

(3) Lt. Monaghan, in A/P 437, led the third flight into the target with Lt. Harper, in A/P405, and Lt. Flanagan, in A/P 074, flying in #2 and #3 positions. Lt. Monaghan dropped eight bombs in the south half of the BANDI PLTN. Lt. Harper's plane was loaded with four bombs only, and he dropped all four of these in the assigned target. Lt. Flanagan failed to drop any bombs on his run, as his co-pilot failed to put the bombing mechanism in selective position.

b. No ack-ack fire was encountered.

c. Fighter cover was provided by two squadrons of P-38's. Shortly after leaving the rendesvous point, visible contact with fighters and the 38th Group was lost and was not gained again during the mission. Our squadron went into the target and made their attack without fighter escort.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

Narrative Report on Mission 99-D, cont'd.

5. APPENDICES.

a. Bombing, Strafing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. Major Rosenbaum reported that the WENAK-BRANDI area appeared to have been thoroughly bombed out and gutted.

b. Lt. Schade's crew reported the coastal track along the shore of BALLMAN Harbor west of CAPE NOME appeared to be well used.

c. Lt. Kirnil's crew verified this adding that they noticed stores and supplies along the track.

d. Lt. Lewis's crew reported one serviceable barge moving along just off shore east of CAPE NOM.

e. Lt. Hirdlinger's crew reported no activity in the BRANDI area and also reported supplies and stores around BALLMAN Harbor.

f. Lt. Bedell's crew reported 8-10 barges along shore of NOME Peninsula adding that several of them were camouflaged and appeared to be serviceable.

g. Lt. Monaghan's crew confirmed the barge sightings, as did the crew of Lt. Harper.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 99-0, 50lst Bomb Sq.

BOMBING TABLE # 1.

A/C	No. Bombs	Type	Weight	No. Bomb Hits Hits	Misses	Remarks
082	8	S/11	300 lb.	8		
089	8	"	"	8		
069	8	"	"	8		
335	8	"	"	8		
528	8	"	"	8		
586	4	"	"	4		
457	8	"	"	8		
650	8	"	"	8		
976	8	"	"			8 Returned to Base.
Total	68	S/11	300 lb.	60		8

STRAFING TABLE # 2.

	.50 Caliber			.30 Caliber		
A/C	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
082	4000	1200	Nil	2000		Nil
089	"	725	Nil	"	100	Nil
069	"	850	Nil	"		Nil
335	"	600	Nil	"		Nil
528	"	1400	Nil	"		Nil
586	"	175	Nil	"		Nil
457	"	750	Nil	"		Nil
650	"	1100	Nil	"		Nil
976	"	500	Nil	"		Nil
Total	36000	7500		18000	100	

PHOTO TABLE # 3.

A/C	Type	Camera	Exposures	Prints Received
082	K-21		20	None
089	K-21		20	"
335	K-21		20	"
650	K-17		24	"
Total			64	

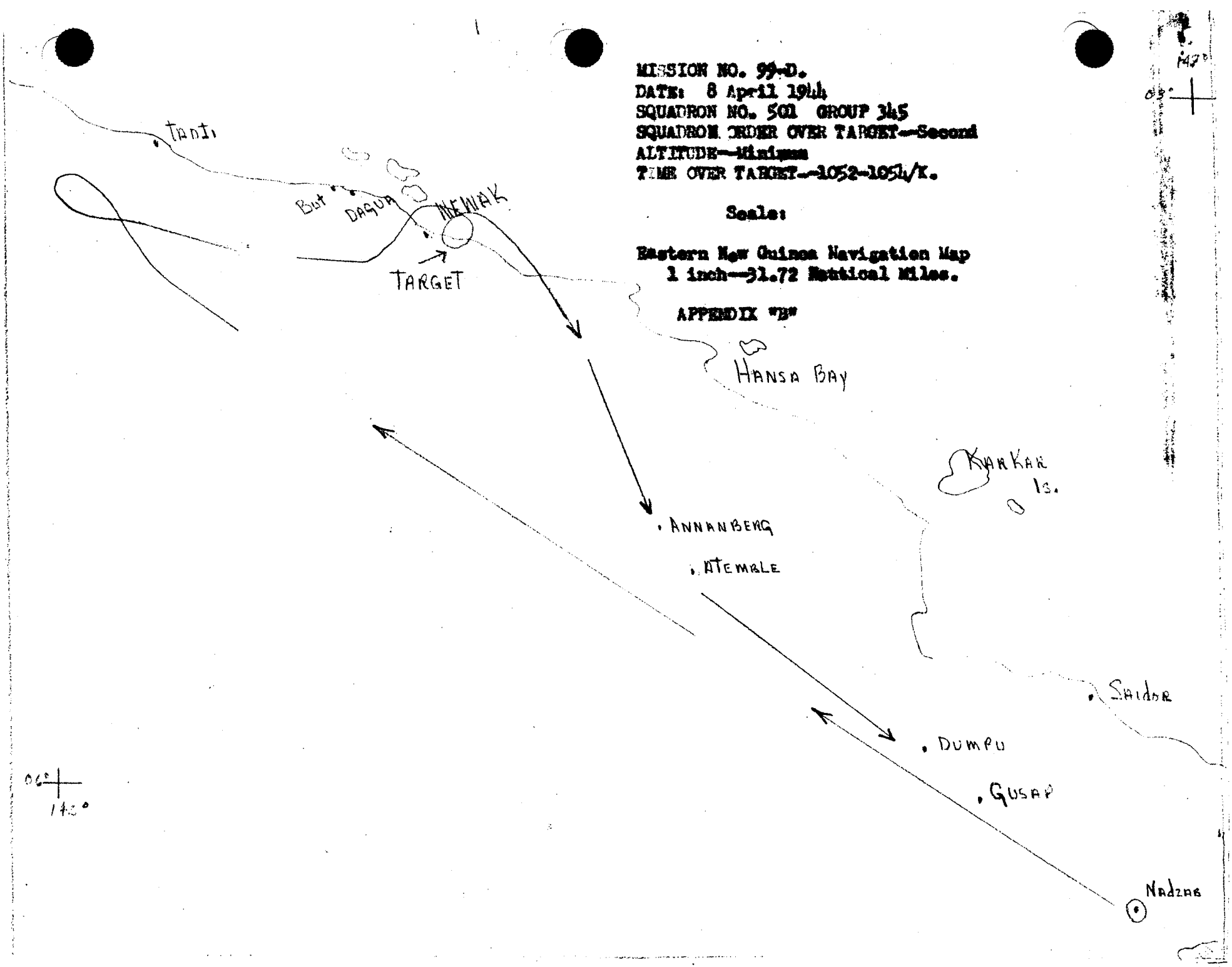
APPENDIX "A"

MISSION NO. 99-D.
DATE: 8 April 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Second
ALTITUDE--Minimum
TIME OVER TARGET--1052-1054/K.

Scale:

Eastern New Guinea Navigation Map
1 inch--31.72 Nautical Miles.

APPENDIX "B"



501
100-6
9 Apr 44

See Appendix "A" and "B" attached from [illegible]

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BMG/ljd

10 April 1944.

SUBJECT: Narrative Report on Mission 100-G, performed 9 April 1944 by nine (9) A/P of the 501st Bomb Squadron. Objective: TADJI. Secondary target: HANSA BAY.

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

1. GENERAL.

a. The primary objective was to burn kunai grass in an open patch south of the south runway at TADJI. Secondary target was stores and supplies in targets 29-D and 31-D near POTSDAM PLTN. at HANSA BAY. The target was to be bombed from medium altitude by nine (9) A/P, each carrying 6 x 500 lb. incendiary clusters.

b. Nine (9) A/P of this squadron were to take off from Strip #4 at NADZAB, form with the other two squadrons of the 345th Group, join with the 38th Group over the LERON River, and then proceed to ANNANBERG for rendesvous with fighter escort at 6,000 ft. From ANNANBERG, the formation was to proceed direct to the target.

c. ATTACK:

(1) The squadron took off as ordered and proceeded to the target carrying out the mission as ordered, hitting the primary target from 1114-1116/K at 3500-4000 ft. The first flight bombed on the assigned target, and photographs show that the majority of their bombs fell 100-150 yards south of the kunai patch, landing in the wooded area. The second flight also bombed the assigned target, and photographs show that their bombs fell in the east end of the assigned kunai patch. The third flight misjudged the assigned target on their bombing run overshooting, and their bombs dropped in a similar shape kunai patch 2500 yards west of TADJI runway around point 950489. (Ref. AITAPE East 1:1). Crews reported no visible results other than small fires in the east end of the assigned target, which were not visible when the planes came back on reciprocal heading a few minutes later.

(2) The 499th squadron led the group formation with the 501st and the 500th squadrons following in that orders.

Narrative Report on Mission 100-G, cont'd.

d. INTERCEPTION:

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 NADZAB from 0840-0844/K.
Group Rendezvous: Formed on course over NADZAB.
Wing Rendezvous: With 38th Group over LEMON river at 0900/K.
Fighter rendezvous at ANNANBERG from 0953-1007/K.
Attack: TADJI from 1114-1116/K at 3500-4000 ft.
Landing: At NADZAB from 1327-1330/K.

f. ROUTE: NADZAB-ANNANBERG-RAMU VALLEY-TARGET-RAMU VALLEY-GUSAP-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Capt. Neuenschwander, Squadron Operations Officer, led our squadron, and the flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Neuenschwander	A/P 604	Lt. Larsen	A/P 764	Lt. Symens	A/P 230
Lt. Flanagan	A/P 093	Lt. Gentry	A/P 060	Lt. Jones	A/P 518
Lt. Harper	A/P 099	Lt. Hayes	A/P 082	Lt. Wichman	A/P 089

3. DETAILS OF THE MISSION:

a. (1) Capt. Neuenschwander, in A/P 604, led the first flight into the target on a heading of approximately 310 degrees, with Lt. Flanagan, in A/P 093, and Lt. Harper, in A/P 099, flying in #2 and #3 positions. This flight dropped their entire bomb load on the assigned target with no visible results. After completing their bombing, the flight made a 180 degree turn to the right passing out to sea over KOMU-AITAPE Village. Capt. Neuenschwander's plane took K-21 photos of the bombing.

(2) Lt. Larsen, in A/P 764, led the second flight with Lt. Gentry, in A/P 060, and Lt. Hayes, in A/P 082, flying in #2 and #3 positions. This flight made a

similar run to that of the first flight dropping 15 clusters on the assigned kunai patch. A light fire was started in the east end of the patch, which was reported by crews as not being visible when the planes returned a few minutes later on a reciprocal heading. Lt. Hayes developed rack trouble after dropping 3 of his clusters and was forced to salvo the remaining three clusters at sea. Lt. Gentry and Lt. Hayes both took F-17 pictures of the bombing.

(3) Lt. Symons, in A/P 230, led the third flight over the target with Lt. Jones, in A/P 518, and Lt. Wichman, in A/P 089, flying in #2 and #3 positions bombing on his release. This flight misjudged the target when coming in for their bombing and overshot the assigned area, dropping their bombs in a very similar shape kunai patch 2500 yards west of the TADJI runway. Several small fires were started here, which were visible 15-20 minutes out from the target. Two of the bombs dropped by Lt. Wichman fell safe, leaving a total of 16 effective bombs dropped by this flight.

b. No ack-ack fire was encountered.

c. Fighter cover was provided by one squadron of P-47's, and was reported as very good.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. Capt. Neuenschwander's crew reported the HORN-AITAPE bridge is still in good condition.

Narrative Report on Mission 100-G, cont'd.

b. Capt. Neuenschwander's crew also reported one small fire in the PRO Mission area assigned to the 500th Squadron.

c. Lt. Larsen's crew reported several small fires started in the kunai patch west of the target.

d. Lt. Gentry's crew reported two small fires—one in the PRO Mission area, and one near the ST. ANNA PLTN. area.

e. Lt. Mayes' crew reported three barges along shore near the south of the NIGUA River. These barges were parallel to the shoreline.

f. Lt. Symons reported two houses on fire in the ST. ANNA PLTN. area, also two small fires in the KOKO-KITAPE Village. This crew also looked at the possible gun pits in the KOKO-KITAPE area, using field glasses, and reported that there definitely were no guns visible in the pits.

g. Lt. Wichman's crew also verified the fact that the gun pits were empty.

7. Interpretation of photos received reveals bombing results as follows:

FIRST FLIGHT: Hit wooded area immediately south of assigned kunai patch.
SECOND FLIGHT: Hit east half of assigned target starting small fires.
THIRD FLIGHT: Hit kunai patch 2500 yards west of assigned target starting several small fires.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 100-G, 501st Bomb Sq.

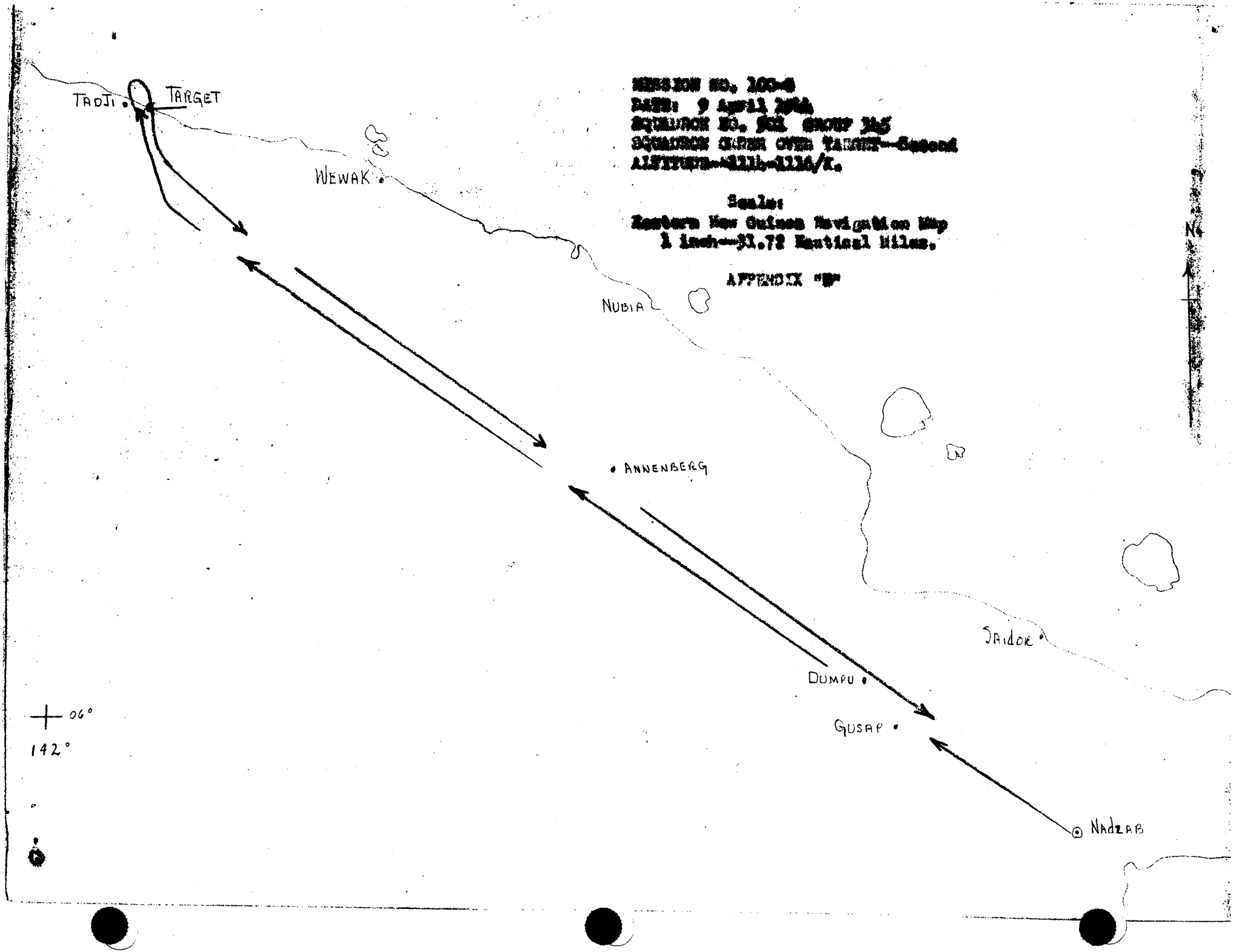
BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits		Remarks
				Hits	Misses	
604	6	Incen-	500 lb.	6		
099	6	diary		6		
093	6	Clusters		6		
060	6			6		
764	6			6		
082	6			3		3 Salvoed
230	6			6		
518	6			6		
089	6			6		
Total	54	Incen. Clusters	500 lb.	51		3

PHOTO TABLE #2

A/P	Type Camera	Exposures	Prints Rec'd
604	K-21	30	8
060	K-17	15	10
082	K-17	8	2
518	K-20	30	0
Total		83	20

APPENDIX "A"



MISSION NO. 203-B
DATE: 9 April 1964
AIRCRAFT NO. 352 GROUP 345
FORMATION CRUISE OVER TARGET—Squared
ALTITUDE—8311b-8316/t.

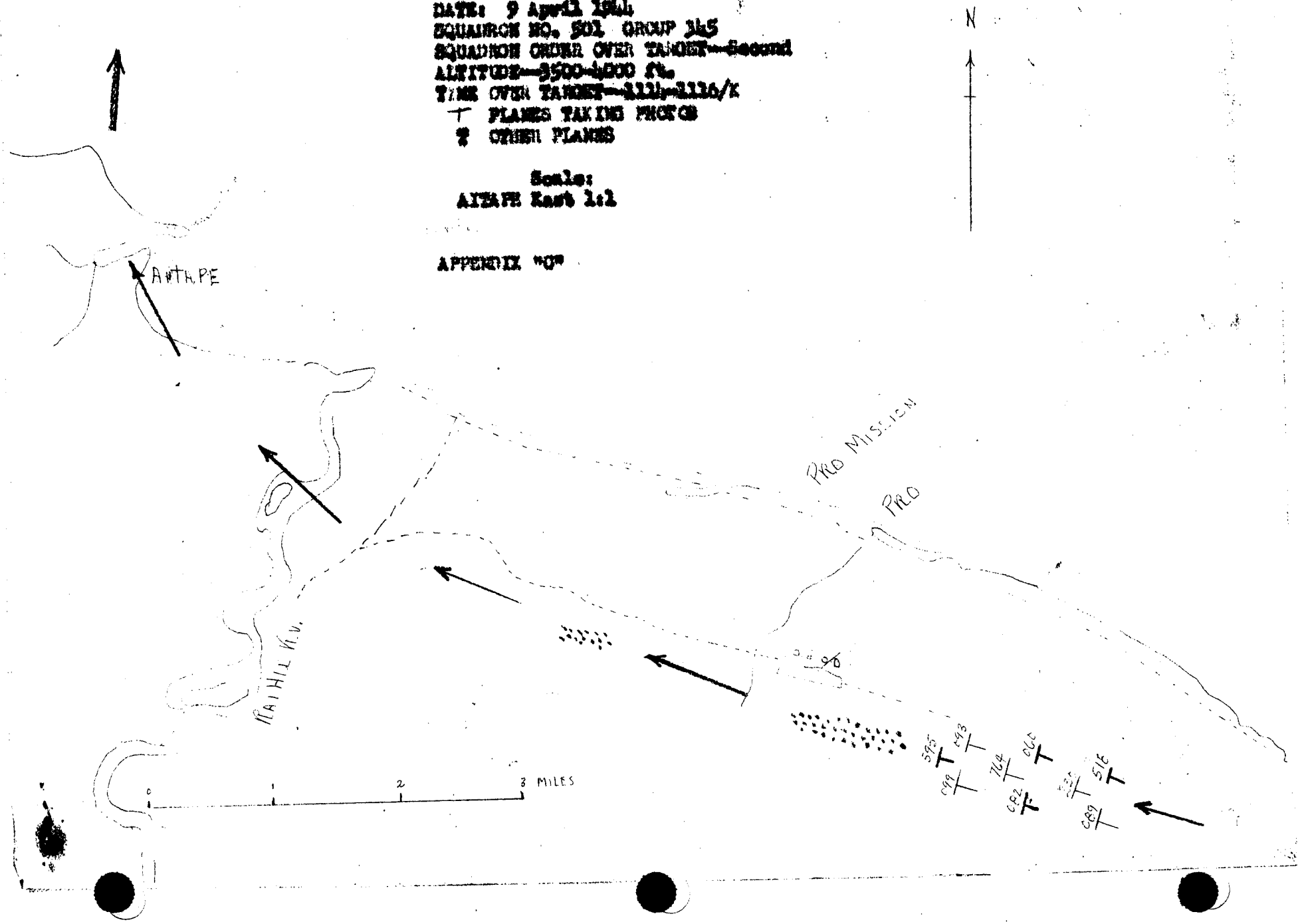
Scale:
Eastern New Guinea Navigation Map
1 inch—31.72 Nautical Miles.

APPENDIX "B"

MISSION NO. 200-C
DATE: 9 April 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET—Second
ALTITUDE—3500-4000 Ft.
TIME OVER TARGET—1121p-1136/K
T PLANES TAKING PHOTOS
T OTHER PLANES

Scale:
AITAPE Map 1:1

APPENDIX "C"



501
aRon 102-C
11 Apr 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BEG/ljd

12 April 1944.

SUBJECT: Narrative Report on Mission 102-C, performed 11 April 1944 by twelve (12) airplanes of the 501st Bomb Squadron. Objective: WEWAK.

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

1. GENERAL.

a. The primary objective was Target 27-O at WEWAK. There was no secondary objective assigned. The target was to be bombed from medium altitude by twelve (12) airplanes, eleven (11) of which carried 12 x 100 lb. white smoke bombs and one airplane carried 6 x 100 lb. white smoke bombs.

b. Twelve (12) airplanes of this squadron were to take off from Strip #4 at NADZAB, form with the 500th Squadron and the 38th Group over the LEACH River at 1500 ft., then proceed to ANNAMBERG for rendesvous with one squadron of P-47's at 3,000 ft. From ANNAMBERG, the formation was to proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron bombed the assigned target from 1136-1140/Z at an altitude of 5600-6000 ft. Bombing was excellent. A total of 102 bombs were dropped in the assigned target, covering it with dense smoke. One flight failed to bomb. The lead plane burned out a fuse in the bombing mechanism and was unable to release its bombs, and as the wingmen were to bomb on the leader's release, they were thus unable to bomb. This flight returned their entire bomb load to base. The squadron was unable to make its attack from land to sea as originally planned, due to heavy cloud cover inland from the target. The bombing run was made from sea to land, which gave an excellent approach. Rendesvous with fighters was not made as scheduled. Fighters were not present in the air at the appointed time for rendesvous at ANNAMBERG. Our squadron proceeded on course toward the target without fighter escort. The fighters joined our formation at 1105/Z and provided excellent cover over the target.

Narrative Report on Mission 102-D, cont'd.

(2) The 501st Squadron led the Group formation with the 500th squadron flying in #2 position.

d. INTERCEPTION:

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 NADZAB from 0940-0946/K.
Group and Wing Rendesvous: Formed with 500th Squadron and 38th Group over IKHOK River at 1000/K at 1500 ft.
Fighter Rendesvous: Fighters joined formation on course north of AMUAMBENG at 1105/K.
Attack: Target 27-D WEWAK from 1136-1140/K at 5600-6000 ft.
Landing: Strip #4 NADZAB from 1310-1330/K.

f. ROUTE: NADZAB-AMUAMBENG-TARGET-AMUAMBENG-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Lt. Col. Fridge, Group Deputy Commander, led our squadron as well as the Group. Our flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Col. Fridge	A/P 401	Lt. Monaghan	A/P 764
Lt. Kirmil	A/P 069	Lt. Bedell	A/P 516
Lt. Jones	A/P 082	Lt. Harper	A/P 099

THIRD FLIGHT		FOURTH FLIGHT	
Lt. Lewis	A/P 604	Lt. Symens	A/P 230
Lt. Wichman	A/P 034	Lt. Gentry	A/P 437
Lt. Flanagan	A/P 074	Lt. Hayes	A/P 491

3. DETAILS OF THE MISSION:

a. (1) Lt. Col. Fridge, in A/P 401, led the squadron into the target making his bombing run at 5700 ft. at 200 miles an hour air speed on a heading of approximately 210 degrees. Heavy clouds just south of the target prevented him from making the scheduled run from land to sea. Lt. Kirmil, in A/P 069, and Lt.

Jones, in A/P 082, flew in #2 and #3 positions, and dropped their bombs on the release of the lead airplane. The entire flight's bombs hit in the target stringing directly across the center. Col. Fridge took K-21 photos and Lt. Jones took K-17 photos of bombing results.

(2) Lt. Monaghan, in A/P 764, led the second flight with Lt. Nadall, in A/P 518, and Lt. Harper, in A/P 099, flying #2 and #3 positions. This flight made their run at 5800 ft., with allof their bombs hitting in the target slightly to the left and east of the center of the target. Lt. Harper took K-17 pictures of the bombing.

(3) Lt. Lewis, in A/P 604, led the third flight with Lt. Wichman, in A/P 088, and Lt. Flanagan, in A/P 078, flying in #2 and #3 positions. This flight did not release any bombs, as the bombing mechanism of the lead plane developed a blown out fuse. All bombs were returned to base. Lt. Lewis took K-21 pictures while over the target.

(4) Lt. Symons, in A/P 230, led the fourth flight with Lt. Gentry, in A/P 437, and Lt. Hayes, in A/P 491, flying in #2 and #3 positions. This flight bombed at 6,000 ft. with all of their bombs hitting in the target and falling slightly to the right and west of the center of Target 27-D. Lt. Hayes' plane carried six bombs only, all of which were dropped.

b. No ack-ack fire was encountered.

c. Fighter cover was provided by one squadron of P-47's, and was reported as very good.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

Narrative Report on Mission 108-D, cont'd.

6. SIGHTINGS.

a. Col. Fridge reported two fighter planes at the east end of BOEAN runway, stating he was not sure of their serviceibility. He reported that the area around the north and east shore of CAPE BOM indicated intensive ground activity there. He also reported the bombing of the 500th squadron was excellent, stating that they laid their smoke in exactly the prescribed area. He further reported seeing 3-4 barrack-type buildings of native construction on a ridge 2 miles west of CAPE TEMBU. COMMENT. This would appear to be the mission buildings 460 which are near KARUP Hill at point 530963. (Map ref. WEWAK West 1:1). He also reported what apparently was a large oil fire with smoke up to 6,000 ft. one mile east of the BOEAN runway at point 389047. (Map ref. WEWAK West 1:1).

b. All other crews reported similar sightings with the exception of the barracks buildings, which were reported by 1A. Col. Fridge's crew only. 1Lt. Mayes and 1Lt. Lewis described the fighters on WEWAK Drome as definitely serviceable.

7. Interpretation of photos received confirms extremely accurate bombing reported by crews and oil fire east of BOEAN strip.

For the Squadron Commander:

BENJAMIN B. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 108-D, 501st Bomb Squadron

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	No. of Bomb Hits: Misses	Remarks
401	12	White	100 lb.	12		
069	12	Smoke		12		
082	12			12		
764	12			12		
518	12			12		
099	12			12		
604	12					12 returned to base
084	12					12 " " "
074	12					12 " " "
230	12			12		
437	12			12		
421	6			6		
Total	138	White Smoke	100 lb.	102 Hits		36 Returned to base

PHOTO TABLE #2

A/P	Type Camera	Exposures	Prints Rec'd
401	K-21	30	4
604	K-21	20	0
082	K-17	12	1
099	K-17	20	4
Total		82	9

APPENDIX "A"

ARCN
501
103-D
12 Apr 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BSQ/13d

13 April 1944.

SUBJECT: Narrative Report on Mission 103-D, performed 12 April 1944 by nine (9) airplanes of the 501st Bomb Squadron. Objective: HOLLANDIA Airdrome. Secondary objective: TUMLEO Island.

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

1. GENERAL.

a. The primary objective was personnel and supplies in Target 5-K at HOLLANDIA Airdrome. Secondary objective was personnel and supplies on TUMLEO Island at AITAPE. The target was to be bombed from medium altitude by nine airplanes, seven of which carried 5 x 500 lb. inst. demo. bombs, and two of which carried 4 x 500 lb. inst. demo. bombs.

b. Nine (9) airplanes of this squadron were to take off from Strip #4 at NADZAB, form with the 499th and 500th squadrons and the 38th Group at ARMANBENG at 6,000 ft. where rendezvous would also be made with fighter escort, one squadron of P-38's. From ARMANBENG, the formation was to proceed direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron bombed the assigned target from 1214-1217/K at an altitude of 7200-8000 ft. with excellent results. 30 x 500 lb. inst. demo. bombs were believed to have hit in the target, and the remaining 13 bombs scored near misses. Scattered cloud cover immediately north of the target prevented observation of further bombing results. The bombing run was not made exactly as planned, due to a slight miscalculation of the lead squadron resulting in our run being made on a diagonal course to the target rather than a lengthwise run. Our run took us across the northern half of the target.

(2) The 499th squadron led the Group formation with the 500th and 501st squadrons following in that order.

d. INTERCEPTION:

(1) There was no interception by enemy airplanes.

Narrative Report on Mission 103-D, cont'd.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF:

Take-off: From Strip #4 NADZAB from 0930-0935/K.
Group Rendesvous: Formed with 499th squadron on course to ANNANBERG.
Wing and Fighter Rendesvous: Formed with the 500th squadron and 38th Group together with the fighters over ANNANBERG at 6,000 ft. from 0937-0945/K.
Attack: Target 5-X HOLLANDIA Airdrome from 1214-1217/K at 7200-8000 ft.
Landing: Strip #4 NADZAB from 1500-1505/K.

f. ROUTE: NADZAB-ANNANBERG-TARGET-ANNANBERG-NADZAB.

2. AIRPLANES OF THE 500ST SQUADRON ON THE ATTACK.

a. Lt. Larsen led our squadron formation, and flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Larsen	A/P 604	Lt. Symens	A/P 405	Lt. Monaghan	A/P 764
Lt. Wichmann	A/P 491	Lt. Airnil	A/P 069	Lt. Bedell	A/P 089
Lt. Birdlinger	A/P 076	Lt. Gentry	A/P 060	Lt. Maye	A/P 084

3. DETAILS OF THE MISSION:

a. (1) Lt. Larsen, in A/P 604, led the squadron into the target making his bombing run at 8,000 ft. at 200 miles an hour indicated air speed on a heading of approximately 330 degrees. The planned bombing run was not made, as the lead squadron apparently misjudged the target coming up considerably west of the target and parallel to it, then making a 180 degree turn back to the right coming around south of HOLLANDIA Drome, and then circling back to the left coming in for a diagonal run across the target. Lt. Wichmann, in A/P 491, and Lt. Birdlinger, in A/P 076, flew #2 and #3 positions and bombed on Lt. Larsen's release. This flight dropped 14 bombs, scoring 13 hits and one near miss. Lt. Larsen took K-21 pictures of the bombing.

(2) Lt. Symons, in A/P 405, led the second flight with Lt. Kirmil, in A/P 069, and Lt. Gentry in A/P 060, flying #2 and #3 positions. This flight made their bombing run at 7800 ft. This flight dropped a total of 14 bombs. Lt. Symons scored four hits. All of Lt. Kirmil's overshot the target for five misses. Lt. Gentry scored four hits and overshot for one miss. Lt. Gentry took K-17 pictures of bombing.

(3) Lt. Monaghan, in A/P 764, led the third flight with Lt. Bedell, in A/P 089, and Lt. Maye, in A/P 084, flying #2 and #3 positions. This flight bombed at 7200 ft. at an indicated air speed at 195-200 mph. They dropped a total of 15 bombs. Lt. Monaghan scored 4 hits, one bomb dropped short for a near miss. Lt. Bedell scored 2 hits with one miss short and 2 misses over. Lt. Maye scored 3 hits and overshot for 2 misses. Lt. Monaghan took K-20 pictures of bombing.

b. Ack-ack encountered over HOLLANDIA was of both medium and heavy caliber, and was reported by crews as being of moderate to heavy intensity. All crews, except two, reported bursts to be inaccurate, while two crews reported very near bursts which were definitely accurate. All crews agreed that the altitude of bursts were good, coming at plane level.

c. Fighter cover was provided by one squadron of P-38's, and was reported as very good.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. Crews generally agreed on sightings in the HOLLANDIA Airdrome area, differing only in minor details. They reported 12-15 a/c planes, several of which were twin-

Narrative Report on Mission 109-O, cont'd.

engine, parked around the HOLLANDIA Drome in the dispersal areas east and north of the drome and also some along the north side of the runway. They found it impossible to accurately estimate the serviceability of the planes, adding that several appeared serviceable.

b. Lt. Monaghan's crew reported three camouflaged twin-engine airplanes at the northwest end of the revetment area on the north side of HOLLANDIA Drome, stating in their opinion they were definitely serviceable. (631767 Ref. HOLLANDIA Drome 1/20,000).

c. Lt. Maye's crew reported seeing ack-ack fire from the heavy position northeast of HOLLANDIA Drome at point 650967 and from the position in the Jap gardens. (Ref. same as above). His crew also reported three large barges, or possible sub-chasers along the southeast shore of ARGRIFF'S HARBOR at VANIMO. (730675 VANIMO Sht 1:1). These barges were also reported by Lt. Wichmann's crew and by Lt. Bedell's crew, who also reported an additional three barges along the southeast shore of WEWEKOLPF BAY near CAPE KASSOK.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN T. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

Narrative Report on Mission 103-B, cont'd.

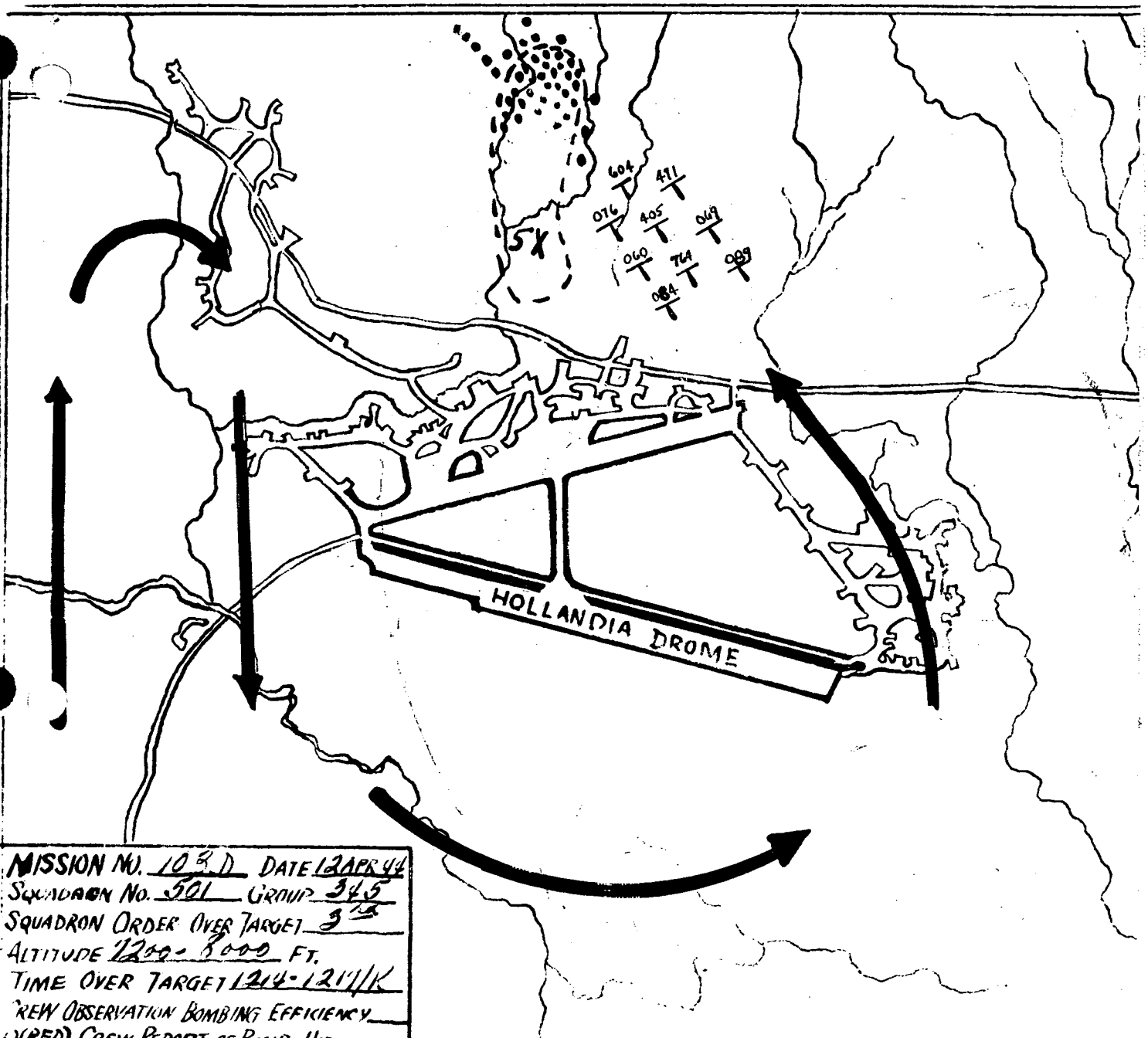
BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	No. of Bomb Hits: Hits	No. of Bomb Hits: Misses	Remarks
604	5	Inst.	500 lb.	4	1	
491	5			4		
076	5			5		
405	5			4		
069	5				5	
060	5			4	1	
764	5			4	1	
089	5			2	3	
084	5			3	2	
Total	43	Inst.	500 lb.	30	13	

PHOTO TABLE #2

A/P	Type Camera	Exposures	Prints Rec'd
604	K-21	30	
060	K-17	10	
764	K-20	30	
Total		70	

APPENDIX "A"



MISSION NO. 103D DATE 12 APR 44
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET 3rd
ALTITUDE 12000 - 8000 FT.
TIME OVER TARGET 1214 - 1217/K
CREW OBSERVATION BOMBING EFFICIENCY
(RED) CREW REPORT OF BOMB HITS
(RED) BOMB HITS SHOWN ON PHOTOS
(BLUE) PLANES TAKING PHOTOS
(BLACK) OTHER PLANES. ALL PLANES TO BE SHOWN AT BEGINNING OF RUN

MAP REF:-
HOLLAND DROME AND SENTANI DROME
SCALE: 1:20000 (APPROX)

APPENDIX - C

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/IM NARA, Date 5/20/91

501
106-I
15 Apr

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

16 April 1944.

SUBJECT: Narrative Report on Mission 106-I, performed 15 April 1944 by nine (9) airplanes of the 501st Bomb Squadron. Objective: TADJI and ALI Island. Secondary objective: HANSA BAY.

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

1. GENERAL.

a. The primary objective was low altitude photographs of the coastline from AITAPE to the southeast through including the TADJI Airdrome area. ALI Island, off shore from TADJI, was also to be bombed at medium altitude by nine (9) airplanes, six of which carried 5 x 500 lb. inst. demo. bombs, two carried 4 x 500 lb. inst. demo. bombs, and one carried 6 x 500 lb. inst. demo. bombs. All airplanes were to strafe the TADJI coastline and take low oblique photographs.

b. Nine (9) airplanes of this squadron were to take off from Strip #4 at MADZAB, form with the 499th and 500th squadrons on course, rendezvous with one squadron of P-40's at ANNANBERG at 3,000 ft., and proceed from ANNANBERG direct to the target.

c. ATTACK:

(1) The mission was carried out as ordered. Our squadron bombed ALI Island from 4,000 ft. on a zero heading with excellent results, dropping a total of 42 x 500 lb. inst. demo. bombs in the north half of the island. Two bombs missed the target hitting off shore in the water. There were no visible results other than bomb bursts. The photo objective was carried out in an excellent manner. Eight (8) airplanes took low obliques of the assigned area at TADJI, utilizing K-20, K-22, and K-22 and also K-17 cameras. Four bundles of propaganda leaflets were dropped in the AITAPE-TADJI area.

(2) The 499th squadron led the Group formation with the 500th and 501st squadrons following in that order.

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

Narrative Report on Mission 106-I, cont'd.

4. INTERCEPTION:

(1) There was no intercepton by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

5. TIME AND LOCATION OF:

Take-off: From Strip #4 at MADZAB from 0809/K-0838/K.
Group Rendezvous: Formed with the 499th and 500th squadrons en course to ANNANBERG.
Fighter Rendezvous: Fighters were not seen in the air at the assigned time for rendezvous over ANNANBERG. Joined our formation en course at 0920/K.
Attack: Target I-D ALI Island at 1013/K at 4,000 ft. Photographing and strafing AITAPE-MADJI from 1029-1030/K at minimum altitude.
Landing: Strip #4 MADZAB from 1235-1238/K.

6. ROUTE: MADZAB-ANNANBERG-TARGET-ANNANBERG-MADZAB.

7. AIRPLANES OF THE 500ST SQUADRON ON THE ATTACK.

a. Major Rosenbaum, Group Operations Officer, led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Major Rosenbaum	A/P 491	Lt. Lewis	A/P 604	Lt. Symons	A/P 485
Lt. Harper	A/P 099	Lt. Flanagan	A/P 063	Lt. Gentry	A/P 060
Lt. Hoye	A/P 082	Lt. Nirdlinger	A/P093	Lt. Hayes	A/P 064

8. DETAILS OF THE MISSION:

a. (1) Major Rosenbaum, in A/P 491, led the squadron into the target making his bombing run at 4,000 ft. on a 90° heading. Lt. Harper, in A/P 099, and Lt. Hoye, in A/P 082, flew #2 and #3 positions. This flight dropped their entire load of 14 bombs on land in the north half of ALI Island. There were no visible results other than bomb bursts. After bombing, the flight peeled down to the left coming in for their photo-strafing run. The run was made parallel to the coast with the lead airplane about 100 yards in from the shore. All three airplanes took K-21 photographs of the area. Lt. Hoye took approximately 20 K-20 shots of the area.

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

Narrative Report on Mission 105-J, cont'd.

(2) 1Lt. Lewis, in A/P 68, led the second flight with 1Lt. Flanagan, in A/P 80, and 1Lt. Hirshinger, in A/P 69, flying #2 and #3 position. This flight carried 16 bombs, all of which were dropped on land in the north half of ALI Island. Their bombing and strafing runs were the same as those of the first flight. 1Lt. Lewis took K-48 photographs of bombing of ALI Island while 1Lt. Flanagan took K-48 low oblique photos of the coast. 1Lt. Hirshinger took 150 K-48 pictures of the coastline from LAPAN PT. to KEDIA RIVER.

(3) 1Lt. Symons, in A/P 105, led the third flight with 1Lt. Gentry, in A/P 66, and 1Lt. Hayes, in A/P 88, flying #2 and #3 positions. 1Lt. Symons dropped 4 bombs on land in the north half of ALI Island. 1Lt. Gentry dropped 5 bombs, 3 of which fell on land and 2 fell in the water, on SE of ALI Island, and 1Lt. Hayes dropped his 5 bombs on land on ALI Island. 1Lt. Gentry took 90 K-48 pictures covering bombing results and low oblique of the coastline, from LAPAN PT. to KEDIA RIVER. 1Lt. Hayes took 150 K-48 pictures of the entire coast from LAPAN PT. to KEDIA RIVER. 1Lt. Symons was to have taken K-48 low oblique pictures, but did not, as his camera had been accidently turned on while over the SEPIK River enroute to the target.

h. There was no anti-air encountered.

i. Fighter cover was provided by one squadron of P-40's and was reported as excellent.

j. There was no damage sustained by any of our airplanes.

k. There were no injuries to our personnel.

l. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. ATTACHMENTS.

a. Bombing, Strafing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. REMARKS.

a. Major Rasmussen's crew reported a large oil fire burning on the southwest end of SEIKO Island, observed by

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

Narrative Report on Mission 106-J, cont'd.

His crew also reported a large black fire burning at sea approximately 35 miles north of WEWAK at position 0855-S 1h330-E. This was first seen when making their bombing run on ALI Island at h,000 ft. The fire burned out very quickly and was not visible when making the strafing run.

b. Lt. Mayuk's crew reported 2-3 huts burning around MOR Village. This crew also reported that after leaving the target they saw 2 B-24's and another airplane that looked like a CATALINA circle the approximate area at sea where the fire had been noticed earlier.

c. Lt. Lewis's crew reported that a bridge and trunk had been destroyed by earlier bombing near PEO Village. The bridge was over WATARAN CREEK.

d. Lt. Flanagan's crew reported two small fires along the coast in the MOR area, adding that they looked like grass huts burning.

e. Lt. Hayes' crew reported 8-10 small barges or native fishing boats along the north shore of SELEO Island, and 3 on the northeast shore of the island. They also reported 3 small barges or native canoes along shore between WAPAL and MOR villages at point CB9469. (Ref. AITAPE Sheet 1:1).

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

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

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Narrative Report on Mission 105-K, 500lbt Bomb eq.

BOMBING TABLE # 1

A/C	No. of Bombs	Type	Weight	No. of Bomb Hits	Remarks
				Hits	Misses	
[illegible]	4	Inst.	500 lb.	4	
	5	"	"	5	
	5	"	"	5	
	6	"	"	6	
	5	"	"	5	
	5	"	"	5	
	4	"	"	4	
	5	"	"	3	2
	5	"	"	5	
Total	44			42	2

STRAFING TABLE # 2

A/C	.50 Caliber			.30 Caliber		
	Carried	Expended	Gun Fail	Carried	Expended	Gun Fail
491	2400	1200	Low			NIL
492	2200	750		2000	400	NIL
493	2200	900	ULH/LOW	2000	300	NIL
494	800			2000		NIL
495	2200	1200		2000		NIL
496	2200	400	LLH/LOW/LLH	2000	100	NIL
497	2400	700				
498	2200	1000		2000		NIL
499	2200	1250		2000		NIL
Total	18800	7400		14000	800	

APPENDIX "A"

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

Narrative Report on Mission 106-I, Pilot Bomb Sq. Cont'd.

TRIP TABLE # 1

A/C	Type Cannon	Rounds
2025	K-21	25
2026	K-21	25
2028	K-21	25
2029	K-21	25
2030	K-21	25
2031	K-21	25
2032	K-21	25
2033	K-21	25
2034	K-21	25
2035	K-21	25
Total		250

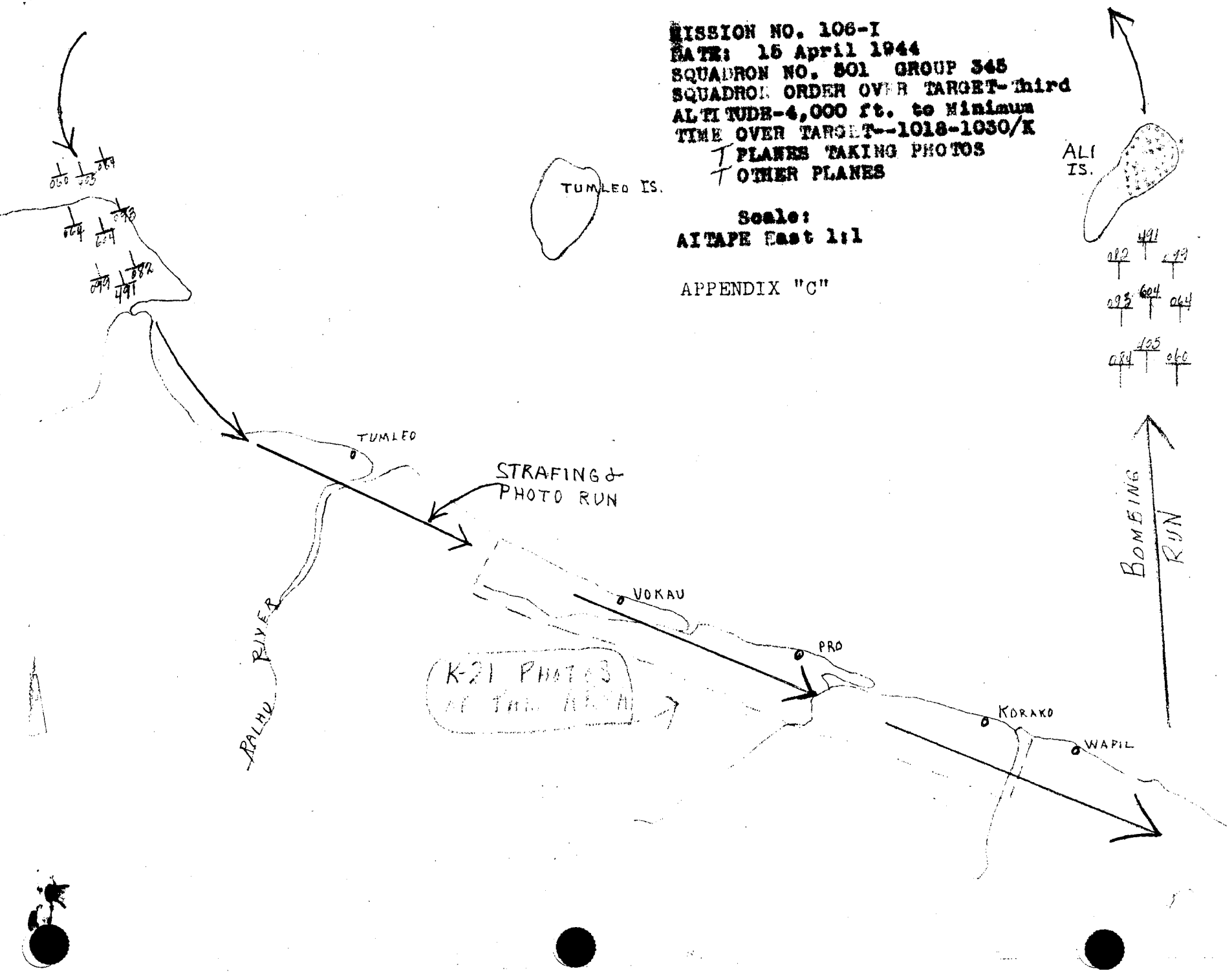
APPENDIX "A"

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 744505
By RLB (IM) NARA, Date 5/20/91

MISSION NO. 106-I
DATE: 15 April 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET-Third
ALTITUDE-4,000 ft. to Minimum
TIME OVER TARGET--1018-1030/K
T PLANES TAKING PHOTOS
T OTHER PLANES

Scale:
AITAPE East 1:1

APPENDIX "C"



DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/IM NARA, Date 5/20/91

501
107-E
16 Apr 4

5[illegible]ST BOMBARDMENT SQUADRON (M) AAF
3[illegible]5TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BSQ/2,3d

18 April 194[illegible].

SUBJECT: Narrative Report on Mission 107-E, performed 16 April 194[illegible] by nine (9) airplanes of the 50[illegible]st Bomb Squadron. Objective: Target 6-K HUMBOLDT BAY. Secondary objective: WEWAK.

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

1. GENERAL.

a. The primary objective was supplies and personnel in the north half of target 6-K at HUMBOLDT BAY. The secondary objective was target 25-J at WEWAK. The target was to be bombed at medium altitude by nine (9) airplanes, eight (8) of which carried 10 x 260 lb. frag bombs and one (1) of which carried 6 x 260 lb. frag bombs.

b. Nine (9) airplanes of this squadron were to take off from Strip #4 at HADZAB, form with the 499th and 500th squadrons en course, rendezvous with one squadron of P-38's at BURIU at 8,000 ft., and proceed from BURIU direct to the target.

2. ATTACK:

(1) The mission was carried out as ordered. Our squadron dropped a total of 86 bombs in target 6-K. Our bombs in general covered the center and southeastern part of the target adjacent to the road through the target. A large fire was started in the southeastern part of the target with black smoke rising up to 6/7000 ft. at point 833710. (Ref. HOLLANDIA BAY 1/20,000). Bombing weather over the target was good as was the weather back as far as ATKAMIR. At this point bad weather was observed ahead which caused the squadron to have to cross over to BOGADJIM in an attempt to come back around the HUON PENINSULA coastline. After circling twice around BOGADJIM without finding an opening, the squadron proceeded on instruments around the coast. Shortly after going on instruments, the left engine of airplane 078 cut out due to gas shortage, and the pilot let down on instruments expecting to make a crash water landing. At about 50 ft. altitude, he broke into the clearing saw SAIDOR Airdrome directly ahead, and proceeded to land there

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

without injury to plane or crew other than a cut right tire caused by wreckage on the runway, forcing him to ROM at SAIDOR. The remaining eight (8) airplanes of the squadron stayed in formation and flew instruments through the weather until they were south of UMBOI Island. At this point, airplane 082 and 604 notified the squadron leader that they were proceeding to CAPE GLOUCESTER because of gasoline shortage. Airplane 604 landed without mishap and airplane 082 landed without injury to crew, but blew out one tire and cut the other tire in landing. The remaining six (6) planes of the squadron continued in formation to FINSCHHAFEN at which point airplanes 595 and 099 landed to refuel before proceeding on to MADZAB. All crews of our squadron returned safely to base at MADZAB and eight (8) airplanes returned to MADZAB. One (1) airplane is still at CAPE GLOUCESTER awaiting tire change.

(2) The 500th squadron led the Group formation with the 501st and 499th squadrons following in that order.

4. INTERCEPTION:

(1) There was no interception by enemy airplanes.

(2) Although there were numerous losses of friendly airplanes on this mission, the extremely poor visibility prevented our crews from actually seeing any other planes going down.

5. TIME AND LOCATION OF:

Take-off: From Strip #4 at MADZAB 1001-1005/K.
Group Rendezvous: Formed with the 500th and 499th squadrons on course.
Fighter Rendezvous: At BUKAU at 1145-1212/K.
Attack: Target: 6-x HUMBOLDT BAY from 1320-1321/K at 7300-8000 ft.
Landing: Strip #4 MADZAB Airplanes 605, 089, 069 and 538 from 1630-1700/K/16.
Two airplanes landed at MADZAB from 1758-1800/K/16. (595 and 099).
Airplane 604 and crew of airplane 082 landed at MADZAB at 1045/K/17
Airplane 078 landed at MADZAB at 1445/K/17.
Airplane 082 landed at CAPE GLOUCESTER at 1635/K/16.

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

Narrative Report on Mission 107-4, cont'd.

1. ROUTE: MADIAB-BURIB-GANGU-ATAMBUA-BOMADJIN-TIMOR STRAIT-MADIAB.

2. AIRPLANES OF THE FIRST SQUADRON ON THE ATTACK.

a. Lt. Kertenmyer led our squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Kertenmyer	A/P 605	Lt. Monaghan	A/P 604	Lt. Lewis	A/P 595
Lt. Jones	A/P 089	Lt. Rudell	A/P 082	Lt. Century	A/P 078
Lt. Kimmil	A/P 069	Lt. Nishmann	A/P 518	Lt. Hayo	A/P 099

3. DETAILS OF THE MISSION:

a. (1) Lt. Kertenmyer led the first flight into the target in A/P 605 with Lt. Jones, in A/P 089, and Lt. Lt. Kimmil, in A/P 069, flying #2 and #3 positions. This flight dropped all of their bombs in the target hitting the approximate center of target 6-a. There were no visible results other than bomb bursts. This flight remained intact through weather and instrument flying and landed together at MADIAB.

(2) Lt. Monaghan led the second flight in airplane 604 with Lt. Rudell, in A/P 082, and Lt. Nishmann, in A/P 518, flying in #2 and #3 positions. This flight dropped all of their bombs in the target hitting along the road south half of target 6-a. Lt. Monaghan left the squadron formation south of UNDUK Island and landed at CAPE GLOUCESTER at 1635/K/16 without damage to plane or crew 80N. Took off CAPE GLOUCESTER at 0930/K/17 and landed at MADIAB 1045/K/17. Lt. Rudell also landed at CAPE GLOUCESTER with Lt. Monaghan at 1635/K/16, but his wheels locked on the runway blowing one tire and badly cutting the other. His crew was uninjured. Lt. Monaghan brought the crew of airplane 082 back to MADIAB. Airplane 082 is still at CAPE GLOUCESTER awaiting tire change. Lt. Nishmann stayed with the squadron formation all the way landing safely at MADIAB.

(3) Lt. Lewis, in A/P 595, led the third flight into the target with Lt. Century, in A/P 078, and Lt. Hayo, in A/P 099, flying #2 and #3 positions. This flight dropped all of their bombs in target 6-a, hitting the approximate center of the target with no visible results other than bomb bursts. Lt. Lewis remained in the squadron formation as far as PIENGMAFEN,

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

MADIAB. Lt. Gentry developed gas shortage between BOGNEJIM and SAIDOR, shortly after going on to instrument flying. His left engine cut out at 1555/K/16, and he lost visible contact with the squadron. He then let down on instruments radioing "ditching". At about 50 ft. altitude, he broke into the clearing and sighted SAIDOR Airstrip directly ahead. He proceeded on in and landed at 1600/K/16, without damage to plane or crew other than the right tire which was cut by debris on the runway forcing him to NOE. He took off at 1330/K/17 for MADIAB where he landed at 1645/K/17. Lt. Hays remained in the squadron formation as far as FINSCHHAFEN where he was forced to land to refuel before continuing on to MADIAB where he landed safely at 1900/K/16.

b. There was no ack-ack encountered.

c. Fighter cover was provided by one squadron of P-38's and was reported as very good.

d. Our planes were damaged as follows:

(1) Airplane 082—one main tire blown out and one main wheel tire cut.

(2) Airplane 078—One main wheel tire cut.

e. There were no injuries to our personnel.

4. It is the opinion of this Officer that all of our pilots flying on this mission, particularly Lt. Kortemeyer, squadron leader, are to be highly commended for excellent airmanship and pilot's skill in maintaining a tight squadron formation on instrument flying through such bad weather. The proof of this splendid work lies in the fact that all crew members in this squadron returned safely, and that there was only very minor damage to two airplanes.

5. APPENDICES.

a. Bombing, Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS:

a. All crews were unanimous in the following sightings:

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[redacted]

(a) [redacted]

(b) [redacted]

(c) [redacted]

(d) [redacted]

(e) [redacted]

- [redacted]
- [redacted]

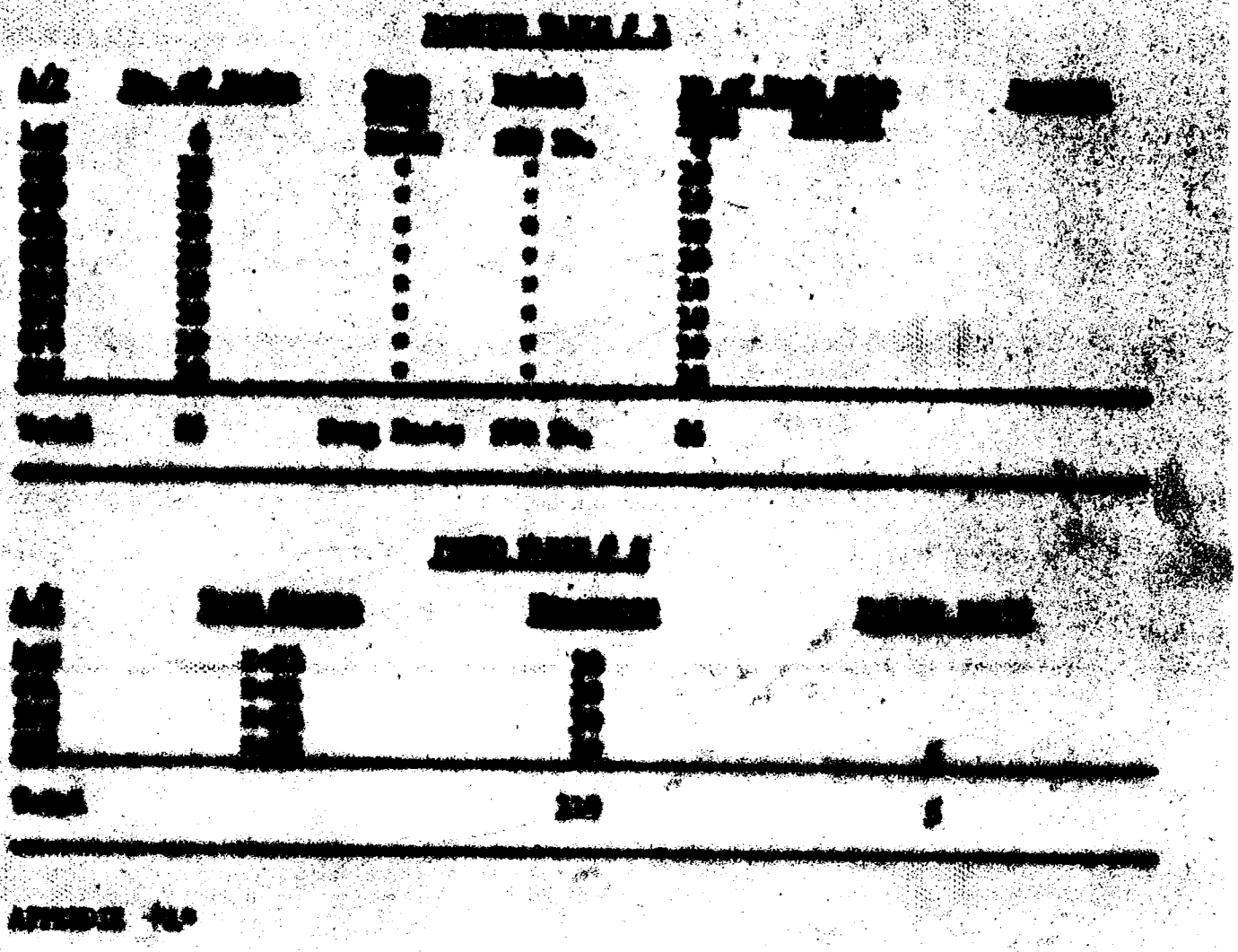
[redacted]

For the Agustus Commander:

[redacted]

[redacted]: APPENDIX A:
[redacted]:
[redacted]:

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



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

501
112-4
21 Apr 44

CONFIDENTIAL

OK
JCH

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1 BEB/ksl

22 April 1944.

SUBJECT: Narrative Report on Mission 112-4, performed 21 April 1944 by nine (9) airplanes of the 501st Bomb Squadron. Objectives: TADJI target 3-a. Secondary objective: WEWAK. Tertiary objective: HANSA BAY.

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

1. GENERAL.

a. The primary objective was to thin out trees adjacent to TADJI airdrome on the east and southeast, covering a strip from KORAKO Village south through target 3-a. The secondary objective was personnel and supplies in target 27-D at WEWAK, and the tertiary objective was personnel and supplies in targets 29-D and 32-D near POTSDAM Pltn. at HANSA BAY. The target was to be bombed at medium altitude by nine (9) airplanes, seven of which carried 5 x 500 lb. inst. demo. bombs and two of which carried 4 x 500 lb. inst. demo. bombs.

b. Nine (9) airplanes of this squadron were to take off from Strip #4 MADZAB, form with the 499th and 500th squadrons and the 38th Group en course, and proceed direct to target.

c. ATTACK.

(1) Only seven (7) airplanes were able to take off on the mission. These planes carried out the mission as ordered, dropping a total of 33 x 500 lb. inst. demo. bombs in target 3-a, and in the rain forest area slightly south and southwest of target 3-a. No bombs fell on the runway. There were no visible results other than bomb bursts. The attack was made on a heading of approximately 270 degrees at 4,000 ft. After completing the bombing run, and while letting down to sea, two airplanes of the first flight strafed AITAPE Village, TUMLEO Island, and the western half of ALI Island slightly, starting small fires among huts on TUMLEO Island. Propaganda leaflets were dropped over TADJI.

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(2) The 501st squadron led the group formation with the 499th and 500th squadrons following in that order.

4. INTERCEPTIONS:

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

5. TIME AND LOCATION OF:

Take-off: From Strip #4 at NADZAB from 0635-0639/K.
Group and Wing Rendezvous: Formed with 499th and 500th squadrons and the 58th Group en course.

Fighter Rendezvous: Area cover.
Attack: Target 3-x TADJI from 0814-0817/K at 4,000 ft.
Landing: Strip #4 NADZAB from 1050-1055/K.

6. ROUTE: NADZAB-AHNAMBERO-TARGET-AHNAMBERO-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Lt. Col. Fridge, Deputy Group Commander, led the 501st squadron and the Group. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Lt. Col. Fridge	A/P 401	Lt. Larsen	A/P 595	Lt. Symens	A/P 764
Lt. Harper	A/P 405	Lt. Kirmil	A/P 084		
Lt. Hirdlinger	A/P 076	Lt. Bedell	A/P 335		

3. DETAILS OF THE MISSION:

a. (1) Lt. Col. Fridge, in A/P 401, led the first flight into the target with Lt. Harper, in A/P 405, and Lt. Hirdlinger, in A/P 076, flying #2 and #3 positions. This flight dropped their entire load of 13 bombs in the approximate center of target 3-x. There were no visible results other than bomb bursts. After bombing, when letting down to sea, Col. Fridge and Lt. Hirdlinger strafed AITAPE Village, TUMLEO Island and ALI Island, expending a total of 2250 x .50 caliber rounds. Several small fires were started among huts in the south half of TUMLEO Island. Lt. Hirdlinger took K-17 pictures of bombing results and strafing. After leaving the target, airplane 405

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

Narrative Report on Mission 112-A, cont'd.

apparently developed trouble in the right engine over the SEPIK River causing the pilot to feaver this engine. The squadron then throttled back to enable him to stay in formation. Mechanical check on landing failed to discover any fault in the engine.

(2) 1Lt. Larson, in A/P 595, led the second flight into the target with 1Lt. Kirsil, in A/P 608, and 1Lt. Nedell, in A/P 335, flying in #2 and #3 positions. This flight dropped their entire load of 15 bombs in the north half of target 3-x with no visible results other than bomb bursts. This flight did not strafe. 1Lt. Larson took approximately 30 K-21 pictures of bombing results.

(3) 1Lt. Symons flew airplane 764 as a single airplane flight in #3 squadron position. His 5 bombs dropped in the wooded area south of target 3-x and southeast of TADJI airdrome. There were no results visible other than the bursting of bombs.

b. There was no ack-ack encountered.

c. Fighter cover was area cover provided by one squadron of P-47's and was reported as good.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Strafing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. Colonel Pridge's crew reported 8 barges, apparently serviceable, along the south shore of TUMLEO Island. They also reported seeing approximately 100 oil drums, about half of which were rusty and the remaining half apparently serviceable, along the west shore of SMIEO Island at approximate position 052543. (Ref. AIRAPS East 1:1). His crew also reported one small barge

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

Narrative Report on Mission 112-A, cont'd.

b. The other crews generally confirmed these sightings with Lt. Hirshinger's crew adding a sighting of 2 small barges or native boats seen near the mouth of the AITAPE River.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN S. GREEN,
Captain, Air Corps,
Intelligence Officer.

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

DECLASSFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 745005
By RLB/IM NARA, Date 5/20/91

CONFIDENTIAL

Narrative Report on Mission 118-A, 501st Bomb Sq.

BOMBING TABLE # 1

A/P	No Bombs	Type	Weight	No Bomb Hits		Remarks
				Hits	Misses	
401	4	Inst.	500 lb.	4		
405	4	"	"	4		
076	5	"	"	5		
595	5	"	"	5		
084	5	"	"	5		
784	5	"	"	5		
285	5	"	"	5		
Total	33	Inst.	500 lb.	33		

STRAFING TABLE # 2

.50 Caliber

A/P	Carried	Expended	Gun Fail
076	4000	1150	Nil
401	2000	1100	Nil
Total	6000	2250	

PHOTO TABLE # 3

A/P	Type Camera	Exposures
076	K-17	12
595	K-21	30
Total		42

APPENDIX "A"

★ 501
113-1
22Ap

JCH

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

BMG/134

28 April 1944.

SUBJECT: Narrative Report on Mission 113-M, performed 22 April 1944 by nine (9) airplanes of the 501st Bomb Squadron. Objective: TRUK AIR Island. Secondary objective: MAMA DAI.

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

1. GENERAL.

a. The primary objective was personnel and stores in the plantation on TRUK AIR Island. The secondary objective was personnel and stores in target 29-D near FONUAH Plantation on the south shore of MAMA DAI. The target was to be bombed at medium altitude by nine (9) airplanes, eight (8) of which carried 5 x 500 lb. inst. demo. bombs and one (1) of which carried 4 x 500 lb. inst. demo. bombs.

b. Nine (9) airplanes of this squadron were to take off from strip #4 at MOEN, form with the other two squadrons of the group and the 30th Group en course, and proceed direct to the target via the LEROM River.

c. ATTACK.

(1) The squadron was unable to attack the primary target due to weather, which forced them to turn back for an attack on the secondary target. This was carried out at 1157-1159/K, making our bombing run at 4,000 ft. on an approximate north-north heading. Bombing results were excellent. Two flights dropped their entire bomb load in target 29-D. Black smoke rising up to 300 ft. was seen over the target after our bombing. One flight overshot the target and dropped its entire bomb load in the bay.

(2) The 500th squadron led the group formation with the 501st and 499th squadrons following in that order.

d. INTERCEPTION.

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

Narrative Report on Mission 113-A, cont'd.

1. TIME AND LOCATION OF:

Take-off: From Strip #4 HADIAB from 0815-0819/K.
Group and Wing Rendezvous: Formed with 459th and 580th squadrons and the 38th Group en course over LEROM River.
Fighter Rendezvous: At 4th CURVE.
Attack: Through SP-D NAMIA BAY from 1137-1139/K at 4,000 Ft.
Landing: Strip #4 HADIAB from 1255-1259/K.

2. ROUTE: HADIAB-LEROM RIVER-GARDEN-BAHU VALLEY-HADIAB.

2. ARRANGEMENT OF THE BOMBS DURING THE ATTACK.

a. Capt. Smith led the 444th squadron and flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Smith	A/P 401	Lt. Kortenmeyer	A/P 395	Lt. Lewis	A/P 335
Lt. Bedell	A/P 518	Lt. Jones	A/P 084	Lt. Harper	A/P 076
Lt. Hoge	A/P 084	Lt. Cawley	A/P 437	Lt. Flannagan	A/P 069

3. DETAILS OF THE MISSION.

a. (1) Capt. Smith, in A/P 401, with Lt. Bedell, in A/P 518, and Lt. Hoge, in A/P 084, flying in #2 and #3 positions, led the first flight into the target. This flight overshot the target and dropped their entire bomb load of 24 bombs in the bay off shore. Capt. Smith took K-22 pictures of the squadron's bombing.

(2) Lt. Kortenmeyer, in A/P 395, led the second flight into the target with Lt. Jones, in A/P 084, and Lt. Cawley, in A/P 437, flying #2 and #3 positions. This flight dropped their entire load of bombs in the target hitting the area north of the Old NUBIA strip and west of the KALAGUNA Creek. Low clouds of black smoke was seen rising from the target in this area after bombing. Lt. Kortenmeyer was to have taken K-22 pictures of bombing, but failed to get them due to camera malfunction.

(3) Lt. Lewis, in A/P 335, led the third flight on his bombing run with Lt. Harper, in A/P 076, and Lt. Flannagan, in A/P 069, flying #2 and #3 positions.

Narrative Report on Mission KK3-8, cont'd.

This flight dropped all of its bombs in target KK-D, hitting the western half of the target east of KURIA River. There were no results seen other than bomb bursts. Lt. Harper, in A/P 676, took 15 K-17 pictures of bombing.

b. There was no aircraft reported as being fired at our squadron. Group did call [illegible] heavy calibre bursts fired at the heavy squadron, one were in the area at the same time. This fire apparently came from positions around KURIA Village.

c. Fighter cover was very poor provided by one squadron of P-47's and was reported as good.

d. There was no damage sustained by any of our airplanes.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing and Photographic Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. Lt. Lamie's crew sighted a B-25, or possibly B-24, submerged in the MURIK Lagoon near the SEPIK River mouth at 1158/E. All of the tail that could be seen was white. There were no liferafts or personnel seen near the plane.

b. Lt. Harper's crew reported one barge alongside the jetty approximately one mile south of NUBIA strip at position 6739N. (Ref. NUBIA Sheet 1:1), Second Rev.

c. Lt. Flanagan's crew also reported the submerged B-25 or B-24, stating that it was impossible to tell exactly what kind of plane it was as so little of it was showing above water.

Narrative Report on Mission [redacted] cont'd.

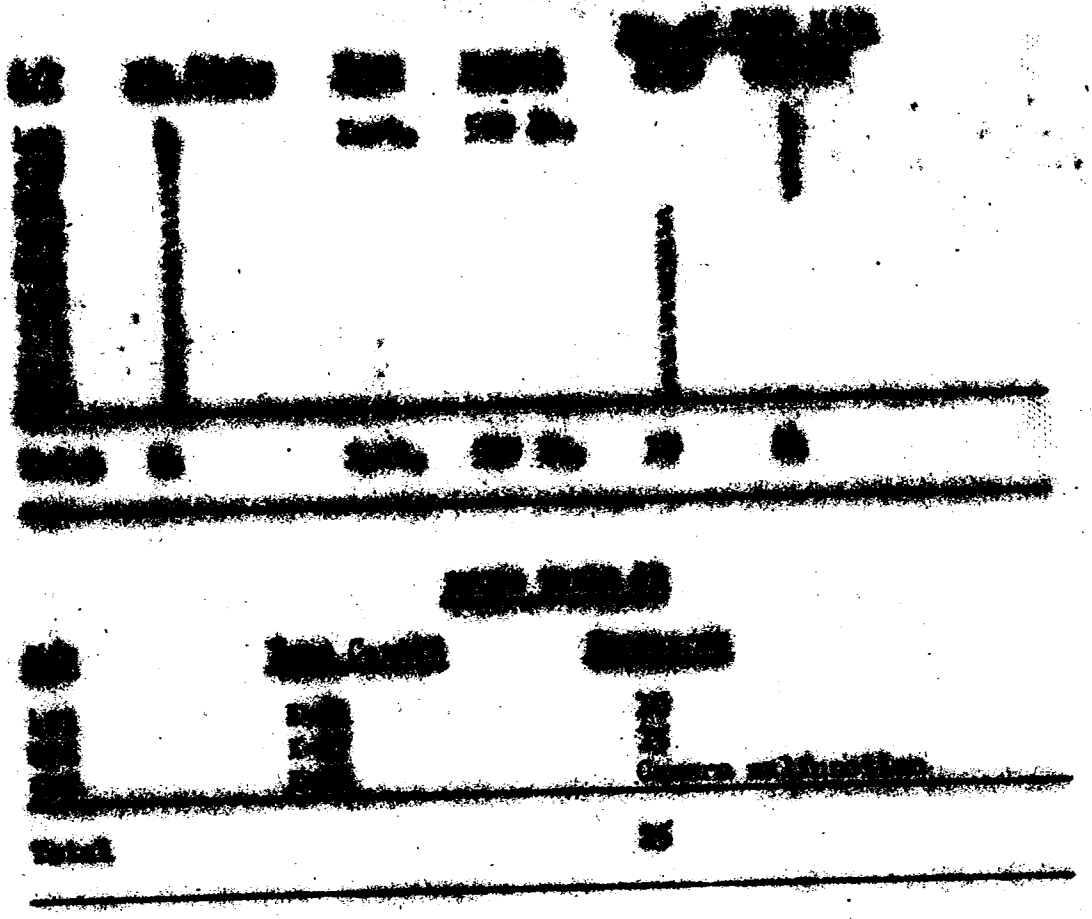
7. Photo prints were not received at the time of submitting this report.

For the Mission Commander

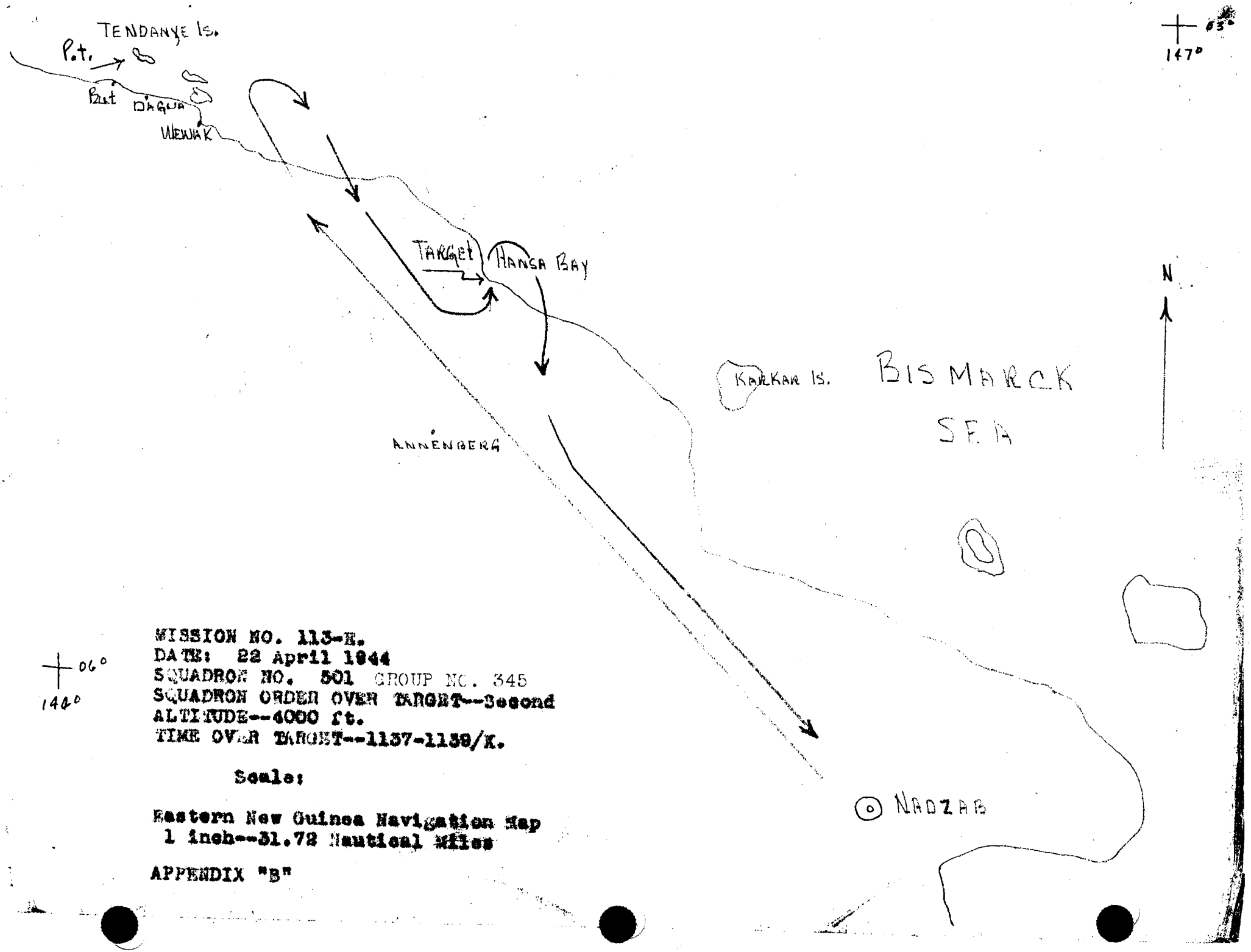
[redacted]

[redacted]

[redacted]



APPENDIX [redacted]

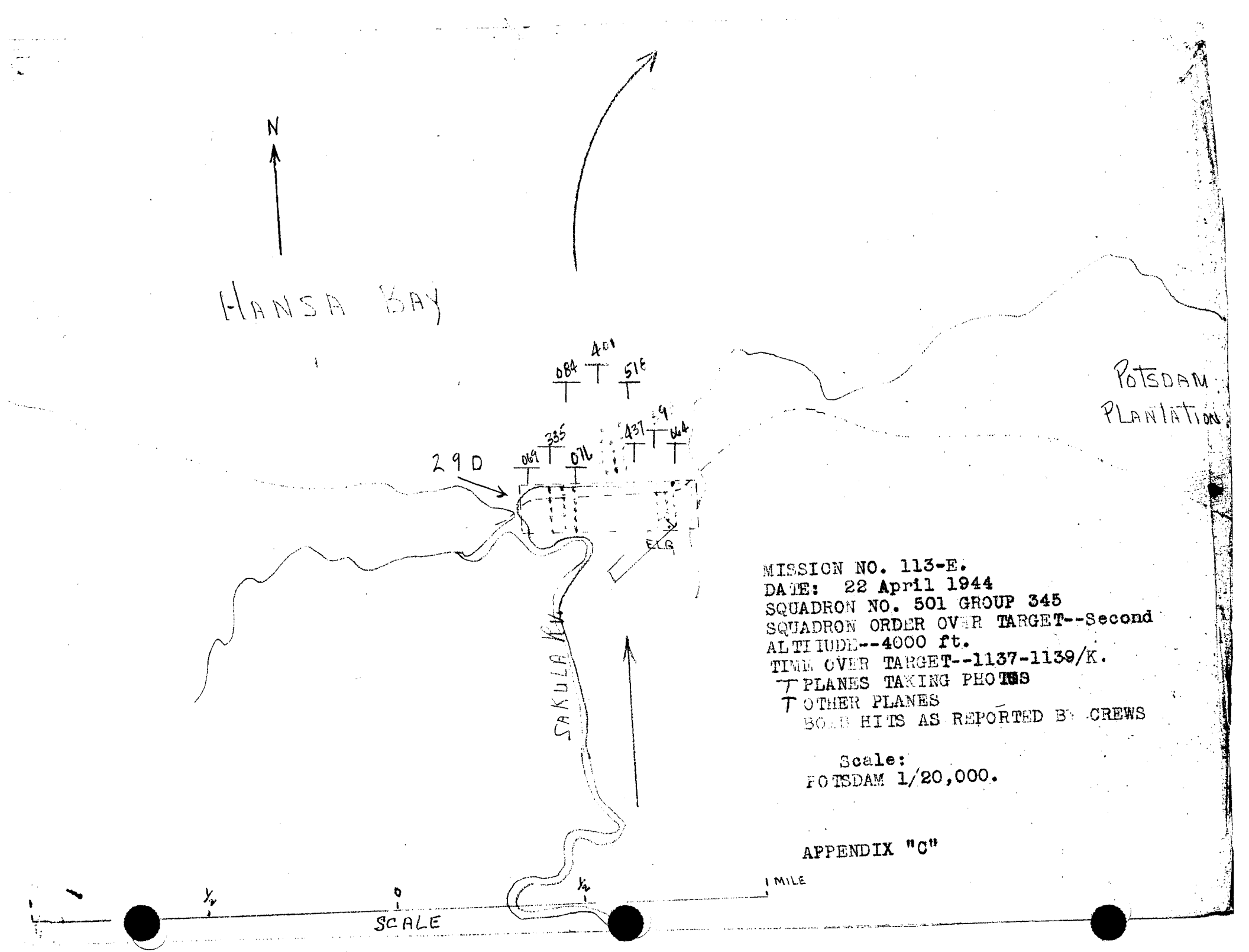


MISSION NO. 113-E.
DATE: 22 April 1944
SQUADRON NO. 501 GROUP NO. 345
SQUADRON ORDER OVER TARGET--Second
ALTITUDE--4000 ft.
TIME OVER TARGET--1137-1139/K.

Scale:

Eastern New Guinea Navigation Map
1 inch--31.72 Nautical Miles

APPENDIX "B"



MISSION NO. 113-E.
DATE: 22 April 1944
SQUADRON NO. 501 GROUP 345
SQUADRON ORDER OVER TARGET--Second
ALTITUDE--4000 ft.
TIME OVER TARGET--1137-1139/K.
T PLANES TAKING PHOTOS
T OTHER PLANES
BOMB HITS AS REPORTED BY CREWS

Scale:
POTSDAM 1/20,000.

APPENDIX "C"

114-J
23 Apr 44

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

RRS/ljd

24 April 1944.

SUBJECT: Narrative Report on Mission 114-J, performed 23 April 1944 by nine (9) airplanes of the 501st Bomb Squadron. Objective: Target 20-3 BANSA BAY.

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

1. GENERAL.

a. The primary objective was sub-sub installations in target 20-3 near NUBIA Village at BANSA BAY. There was no secondary target. The target was to be bombed at medium altitude by nine (9) airplanes, seven (7) of which carried 5 x 500 lb. inst. demo. bombs and two (2) of which carried 4 x 500 lb. inst. demo. bombs.

b. Nine (9) airplanes of this squadron were to take off from strip #4 at MADSAB, form with the remaining three squadrons of the 345th Group and the 38th Group en course, rendezvous with one squadron of P-47's at GUSAP at 3,000 ft., and then proceed direct to the target.

c. ATTACK.

(1) The mission was carried out as ordered. The approach to the target was made on an approximate heading of 330 degrees at 7,000 ft. Bombing was poor. 10 bombs dropped in target 20-3, 13 bombs hit on land between target 20-3 and the mouth of the AMAR River, and 29 bombs fell in the water. There were no visible results other than bomb bursts.

(2) The 498th squadron led the group formation with the 499th flying #2 position. These squadrons attacked targets around Old Nubia Strip at POTSDAM Plantation. The 500th squadron flew #3 position and the 501st squadron flew #4 position. The 500th squadron's targets were sub-sub positions along shore between NUBIA Village and the mouth of the AMAR River.

d. INTERCEPTION.

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

Narrative Report on Mission 114-J, cont'd.

g. TIME AND LOCATION OF.

Take-off: From Strip #4 HADZAB from 0740-0745/K.
Group and Wing Rendezvous: Formed with 499th, 499th and 500th squadrons and the 38th Group en course.
Fighter Rendezvous: At GUSAP at 3,000 ft. at 0820/K.
Attack: Target SO-3 HAMIA MAY from 0927-0930/K at 7,000 ft.
Landing: Strip #4 HADZAB from 1025-1030/K.

f. ROUTE: HADZAB-GUSAP-[illegible]-GUSAP-HADZAB.

2. AIRPLANES OF THE 500TH SQUADRON ON THE ATTACK.

g. 1Lt. Larsen, in A/P 595, led the 500th Squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
1Lt. Larsen	A/P 595	1Lt. Kortemeyer	A/P 605	1Lt. Brigham	A/P 608
1Lt. Hoye	A/P 084	1Lt. Kirsil	A/P 060	1Lt. Jones	A/P 084
1Lt. Hirdlinger	A/P 076	1Lt. Dadell	A/P 518	1Lt. Flanagan	A/P 036

3. DETAILS OF THE MISSION.

g. (1) 1Lt. Larsen, in A/P 595, led the first flight into the target with 1Lt. Hoye, in A/P 084, and 1Lt. Hirdlinger, in A/P 076, flying #2 and #3 positions. This flight dropped 15 bombs, nine (9) of which hit in and very close to the assigned target, and six (6) fell short hitting off shore in the water. There were no visible results other than bomb bursts.

(2) 1Lt. Kortemeyer, in A/P 605, led the second flight into the target. 1Lt. Kirsil, in A/P 060, and 1Lt. Dadell, in A/P 518, flew #2 and #3 positions. This flight made their run slightly to the north of the target. 14 bombs were dropped of which eight (8) fell on land among the light and medium anti-aircraft positions north of target SO-3, and six (6) fell short hitting in the water. There were no results visible except the bursting of bombs. 1Lt. Kirsil took K-17 pictures of the squadron's bombing. On landing at HADZAB on return from the mission, 1Lt. Kirsil cracked up his plane, as his nose wheel was not down when he made his landing. There was no injury to any of his crew members, and the injury to the plane consisted principally of bent props and damaged nose.

(3) 1A. Brigham, in A/P [illegible], led the third flight with 1A. Jones, in A/P 665, and 1A. Flanagan, in A/P 656, flying #2 and #3 positions. This flight dropped 24 bombs of which only one hit in the assigned target, 5 bombs hit on land north of the target, and 8 bombs hit in the water. There were no visible results other than bursting of bombs.

b. Our crews reported absolutely no attempt of any kind even over the HAMA BAY area, although they had been instructed to make a special point of watching for gun positions in observations.

c. Fighter cover was area cover provided by one squadron of P-47's and was reported as good.

d. A/P 650 sustained the following damage on landing at base

(1) Two props damaged.
(2) Both engines
(3) Nose wheel damaged station #8.
(4) Two .50 caliber lower nose machine guns.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing Table.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. Crews were unanimous in reporting no sightings of enemy activity on the mission.

b. 1A. Kortemeyer's crew reported seeing gun position 8-8 north of the AMAR River and stated that it appeared to have a gun in it, adding that this gun definitely was not seen to fire.

Narrative Report on Mission 11b-4, cont'd.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

BENJAMIN E. GRIMM,
Captain, Air Corps,
Intelligence Officer.

) Incls.
Incls. 1 - APPENDIX A.
2 - " B.
3 - " C.

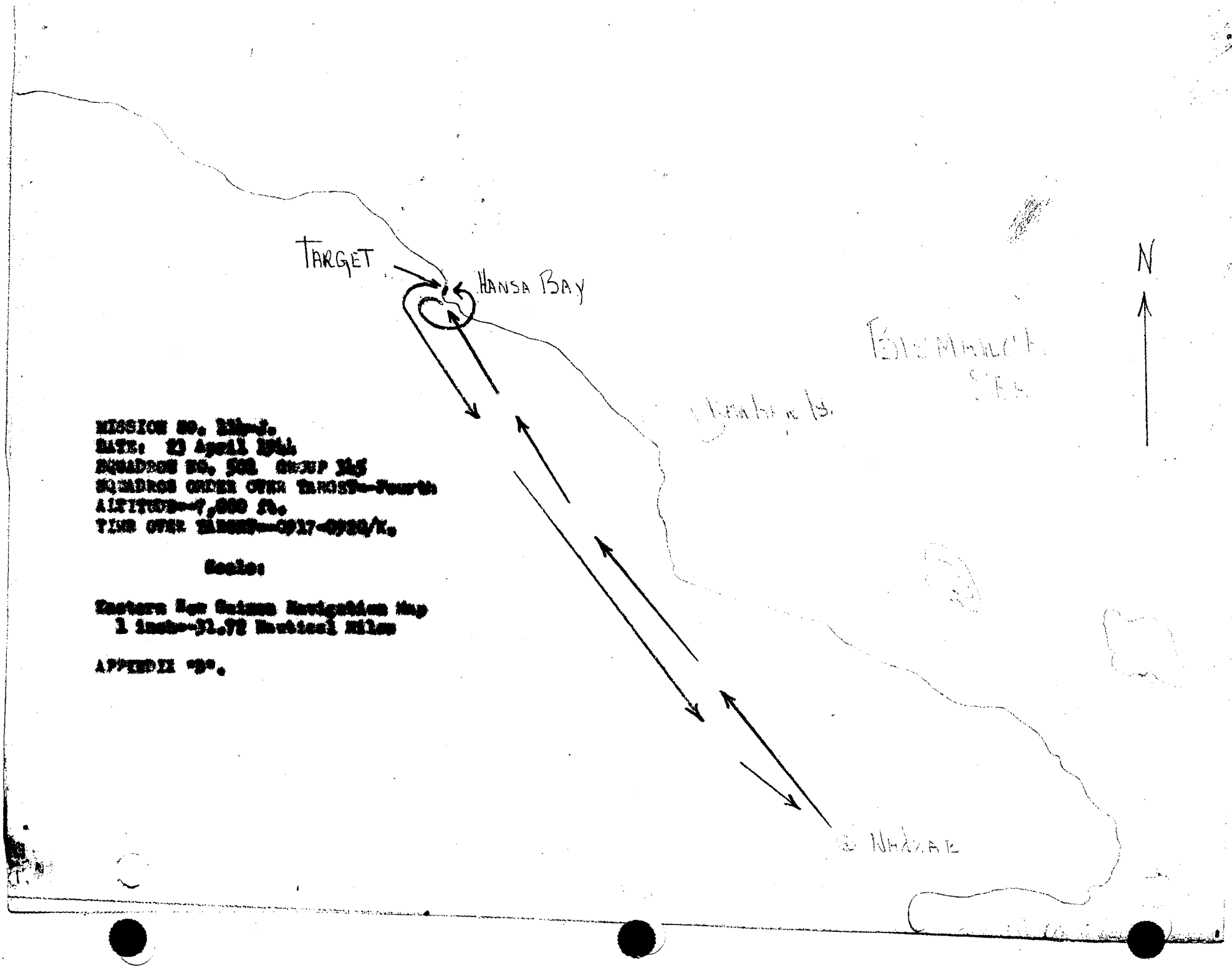
Operations Report on Mission 11b-4, 501st Bomb Sq.

[redacted] TABLE [redacted]

A/C	No. Bombs	Type	Weight	Bomb Damage		
		Lnch.	500 lb.			
[redacted]	[redacted]			1	1	[redacted]
Total	49	Lnch.	500 lb.	28	23	20

NOTE: A/P 660 took 22 [redacted] pictures.

APPENDIX "A".

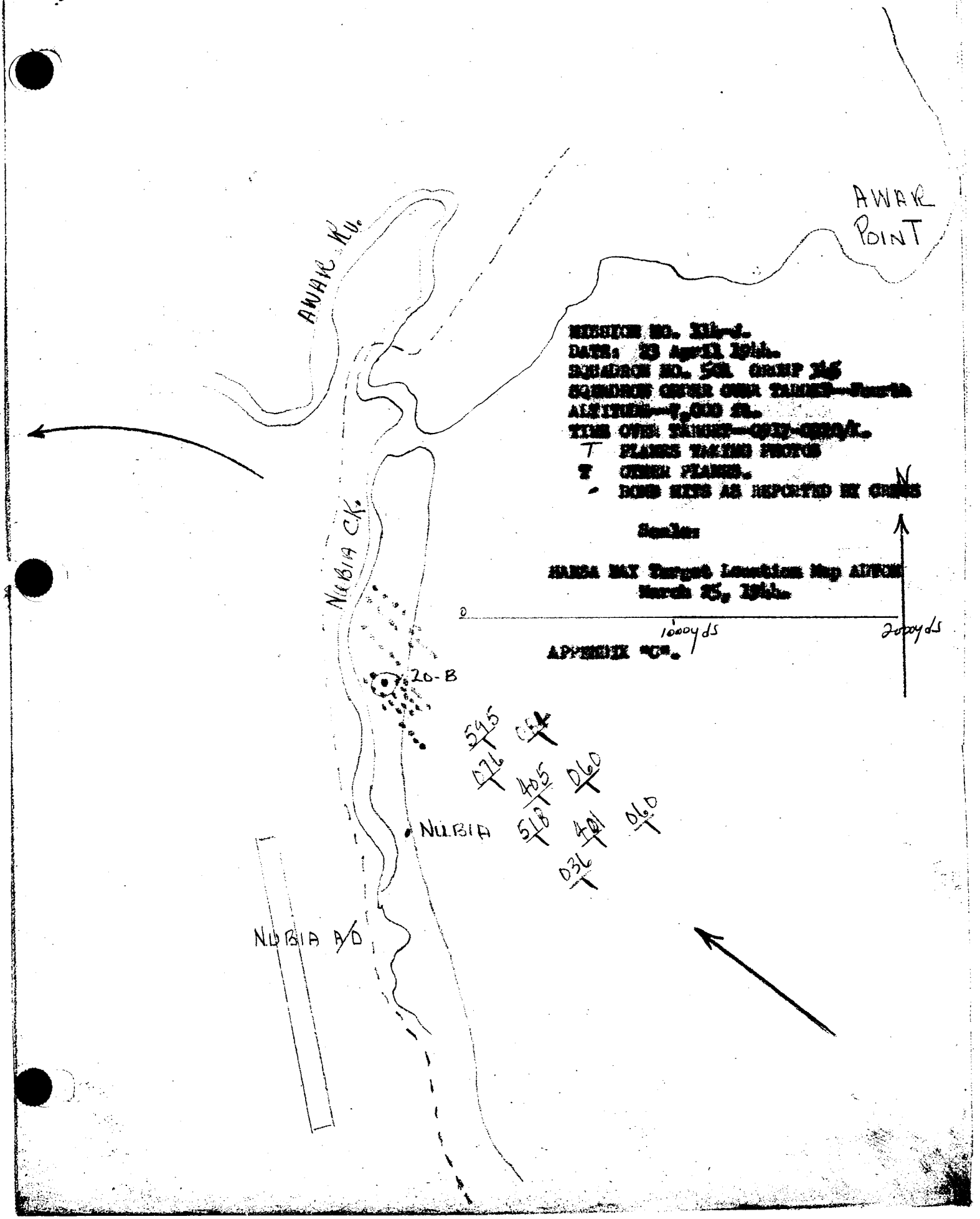


MISSION NO. 22[illegible]-A.
DATE: 23 April 1944.
SQUADRON NO. 502 GROUP 2[illegible]
SQUADRON LEADER OVER TARGET--Fourth
ALTITUDE--7,000 Ft.
TIME OVER TARGET--0917-0920/K.

Scale:

Eastern New Guinea Navigation Map
1 inch--32.72 Nautical Miles

APPENDIX "B".


AWARE POINT
AWARE BAY
NUBIA CK.
NUBIA
NUBIA A/D
20-B
595
026
405
518
060
401
036
060
MISSION NO. 21b-d.
DATE: 23 April 1944.
SQUADRON NO. 5th GROUP 26
ALTITUDE—4,000 ft.
T PLANES TAKING PHOTOS
P OTHER PLANES.
BOMB HITS AS REPORTED BY CREWS
Samlan
ARMY MAP Target Location Map AIRFOR
March 25, 1944.
0
10000 yds
20000 yds
APPENDIX "C".
N

501
119-B
28 Apr 44
OK
JCH

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

CAS/ljd

29 April 1944.

SUBJECT: Narrative Report on Mission 119-B, performed 28 April 1944 by six (6) airplanes of the 501st Bomb Squadron. Objective: SAWAR Airdrome and Dispersal Areas.

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

1. GENERAL.

a. The primary objective was the airdrome, dispersal areas, and stores and personnel areas at SAWAR, 140 miles northwest of HOLLANDIA. The secondary target assigned was the road between BORAM and BRANDI PIPE. The target was to be bombed and strafed at minimum altitude by six (6) airplanes, each carrying 22 clusters of 3 x 23 lb. parafrag bombs.

b. Six (6) airplanes of this squadron were to take off from MADIAB, fly to GUSAP and remain there overnight. Take off was at 1715/K/27. Take off from GUSAP was to be at 0618/K/28, and the planes were to form with the remaining three squadrons of the 345th Group, and form with the 38th Group en course. Rendesvous with two squadrons of P-38's was to be at HOLLANDIA at 1053/K at 2500 ft. and from there to proceed direct to the target.

c. ATTACK.

(1) The mission was carried out as ordered. The approach to the target was made on an approximate heading of 305 degrees at 75-150 ft. altitude. The bombing was excellent with 126 clusters of 3 x 23 lb. parafrag bombs dropped along shore, strip and dispersal areas. 3 fires were started and personnel was strafed in the wooded strip between the shore and the drome. One truck on the center of the strip, with 15-20 personnel in it, was heavily strafed. A large fire with heavy black smoke was begun in the dispersal area south of the center of the strip. On turning off from the target, one plane made a wide sweep and strafed a barge near the village of SARMI, which is six miles northwest of SAWAR. The

entire target was thoroughly strafed and well covered with parafrag bombs.

(2) The 500th squadron led the Group formation with the 501st, 498th, and 499th squadrons following in that order. All four (4) squadrons hit the same target with six (6) airplanes abreast.

4. INTERCEPTION.

(1) There was no interception by enemy airplanes.

(2) One crew member reported seeing one plane of the 500th squadron peeling off and going into HOLLANDIA, and the radio operator reported hearing this plane call for GARDENIA.

5. TIME AND LOCATION OF.

Take-off: From Strip #4 NADZAB 1715/K/27.
Take-Off: From GUSAP 0836-0838/K/28.
Group Rendezvous: Over GUSAP 0840-0848/K.
Flight Rendezvous: With two squadrons of P-38's at HOLLANDIA at 1100/K at 2500 ft.
Attack: SAWAR A/D from 1118-1123/K at 75-150 ft.
Landing: At GUSAP from 1135-1138/K.
Landing: At NADZAB from 1525-1545/K.

6. ROUTE. NADZAB-GUSAP-HOLLANDIA-TARGET-HOLLANDIA-GUSAP-NADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Major Fain, Squadron Commander, in A/P 033, led the 501st Squadron. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Major Fain	A/P 033	Lt. Kortenmeyer	A/P 064
Lt. Harper	A/P 024	Lt. Hayes	A/P 036
Lt. Hays	A/P 069	Lt. Gentry	A/P 093

3. DETAILS OF THE MISSION.

a. (1) Major Fain, in A/P 033, led both flights, six (6) airplanes abreast, across the target. He released his bombs starting at the east end of the runway and toggled them along the length of the strip covering the center of the strip. He strafed all

along the route and his engineer seeing a truck loaded with 15-20 men heavily strafed this, and it is believed killed many of the men as well as damaging the truck. On his right wing, Lt. Harper, in A/P 084, covered the wooded area between the shore and the strip. His bombs dropped on the western portion of the target and started three fires and heavily strafed personnel in this area. He strafed villages and native huts for a mile beyond the strip. Lt. Maye, in A/P 069, covered the southwest side of the runway and dropped all but six of his clusters there with unobserved results. He also strafed for the entire run. Lt. Harper took K-22 pictures of the bombing, and Lt. Maye took K-21 photos while over the target.

(2) In the second flight, Lt. Kertemeyer, in A/P 064, was leader. This flight, flying abreast the first flight, covered the dispersal areas south of the strip. Lt. Kertemeyer's bombs covered the area south of the center of the strip starting a fire with heavy black smoke in the dispersal area at this point. Lt. Mayes, in A/P 036, flew on his right wing dropping all of his bombs in the target with unobserved results. In #3 position, Lt. Gentry, in A/P 093, covered the southern most portion of the dispersal area dropping his bombs towards the western end of the target. No visible results were seen. Making a wide sweep to the right after coming off the target, Lt. Gentry strafed a barge near BARMI Pt. In this flight, Lt. Mayes took K-22 photographs, and Lt. Gentry took K-21 photos of the bombing.

b. Ack-ack was reported as being of heavy caliber, but of light intensity, 6 bursts in all being seen and these were inaccurate and of an altitude of from 200-400 ft.

c. Fighter cover provided by 2 squadrons of P-38's, was satisfactory.

d. There was no damage sustained by any of our airplanes on this mission.

e. There were no injuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

Narrative Report on Mission 119-B, cont'd.

5. APPENDICES.

a. Bombing, Strafing and Photo Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. All crews reported signs of much enemy activity in the SAWAR area. There were well kept gardens and new looking native huts throughout as well as many piles of stores seen near the strip.

b. Major Fain's crew reported two large fires, probably fuel dumps, started in the dispersal areas, one of which was the result of the previous squadron's bombing. These fires were up to approximately 3,000 ft. His crew also reported seeing three small fires at WAKDE Island on their return.

c. Lt. Harper's crew reported 3-4 u/i SBF on the strip, three of which were burning, as well as numerous personnel and stores in the area between the strip and the shore. He also reported seeing a barge near SARMI Pt.

d. Lt. Moye's crew reported 4 planes in all on the strip. Three of these were burning, one of them being positively identified as a TONY.

e. Lt. Kortemeyer's crew reported two barges off the west side of MEAOKE Island, about 30 miles southeast of WAKDE Island. In addition he reported three barges and a serviceable bridge at the mouth of the WOSKE River, which is two miles southeast of SAWAR Strip. This crew confirmed the three planes burning on the strip.

f. Lt. Mayes' crew reported a large bivouac area with tents and activity midway between the SAWAR Strip and the WOSKE River, about a half mile in from shore.

7. Photo prints were not received at the time of submitting this report.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

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

Narrative Report on Mission 119-B, cont'd., 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	Bombs Dropped Hits	Bombs Dropped Misses	Remarks
033	22 Clusters	Para-	3 x 23 Lb.	22 Clus.		
084	22	frags	"	16 "		6 Clusters Ret. to base
069	22		"	22 "		
064	22		"	22 "		
036	22		"	22 "		
093	22		"	22 "		
Total	132 Clusters	Parafrags	3 x 23 lb.	126 Clusters		6 Clusters ret. to base

STRAFING TABLE #2

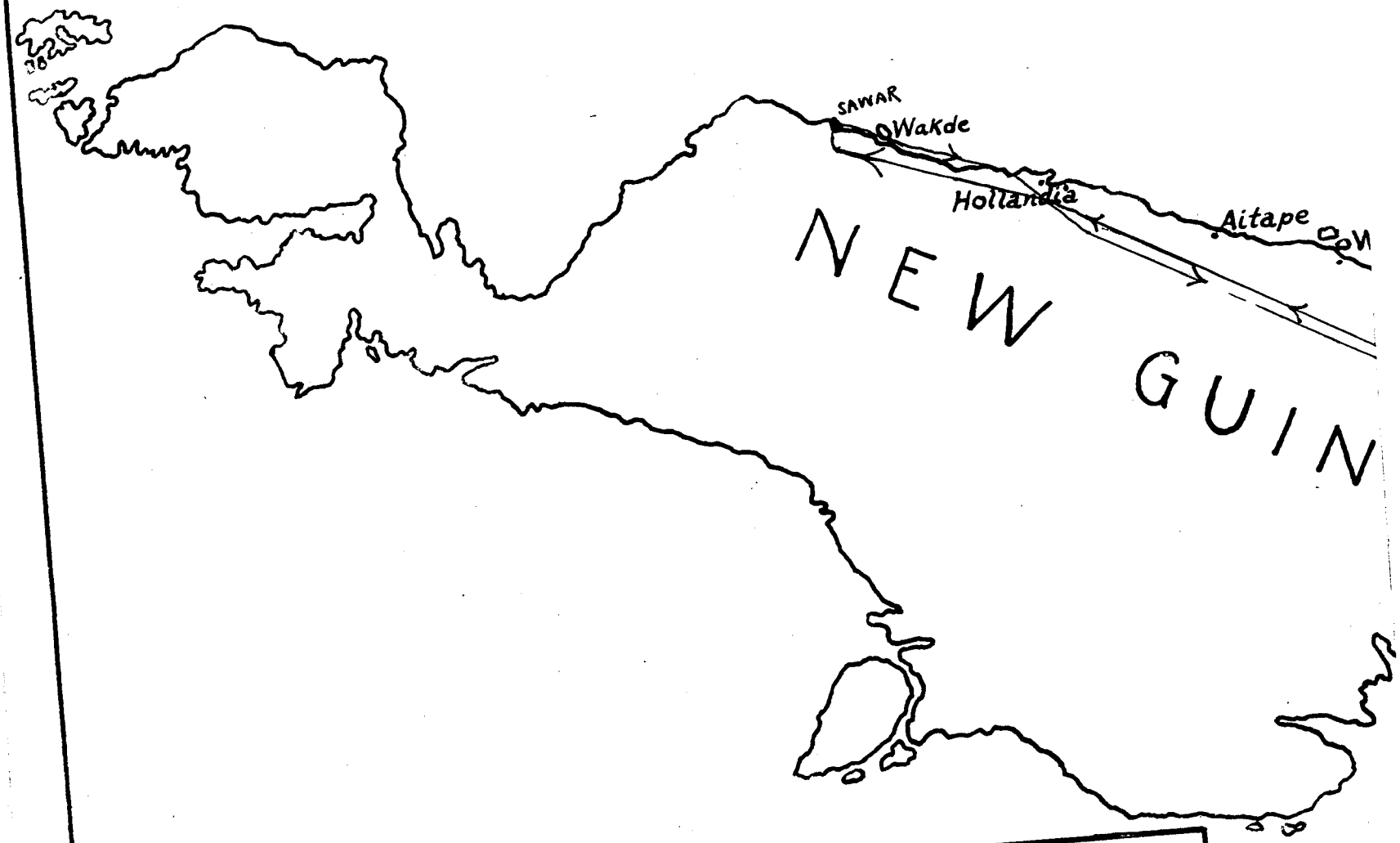
A/P	.50 Caliber Carried	.50 Caliber Expended	Gun Fail.	.30 Caliber Carried	.30 Caliber Expended	.30 Caliber Gun Fail.
033	4500	475	LLN/LRN	2000	none	nil
084	"	1000	Nil	"	"	"
069	"	1075	"	"	"	"
064	"	205	LRN/ULN	"	2000	"
036	"	1000	nil	"	none	"
093	"	1000	nil	"		
Total	27,000	4755		12,000	200	

NOTE: L: Left; L: Lower; N: Nose; R: Right; W: Waist; U: Upper

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
084	K-22	40	None
069	K-21	15	"
036	K-22	55	"
093	K-21	15	
Total		125	None

APPENDIX "A".



ROUTE TO & FROM TARGET

FFO: 1LT B DATE-28 APR 44
345th BOMB GROUP
501st BOMB SQUADRON
TIME OVER TARGET: 1142-1148
ALTITUDE: 15-150 Ft.

DRAWN BY- GROUP PHOTO
ADAM A. GWIAZDA

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501
120-6
29 Apr 44

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 713 UNIT 1

CAS/ljd

30 April 1944.

SUBJECT: Narrative Report on Mission 120-C, performed 29 April 1944 by six (6) airplanes of the 501st Bomb Squadron. Objective: Coastal Ack-ack Positions and Coastline photographs from MAFFIN Bay to CAPE VERMAN. Secondary target: WEWAK. Tertiary target: HANSA BAY.

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

1. GENERAL.

a. The primary objective of this mission was to act as protective cover to the 17th Recce. Squadron, which was to take photographs of the coastline. This protection was to consist of knocking out all ack-ack from MAFFIN BAY to CAPE VERMAN. Our secondary purpose was to obtain photographs of the coastline along this same area. The secondary target was stores and personnel areas in the WEWAK-BORAM Area--Targets 27-D, 29-D, 31-D, and the road south of 43-D. The tertiary target was POTSDAM PLTN. at HANSA BAY. The target was to be bombed and strafed at minimum altitude, five planes carrying 22 clusters of 3 x 23 lb. parafrag bombs and one plane carrying 10 clusters of 3 x 23 lb. parafrag bombs.

b. Six (6) airplanes of this squadron were to take off from NADZAB at 0615/K, form with the remaining two squadrons of the 345th Group and with the 38th Group on course over the LEROM River, and proceed up the valley to HOLLANDIA where rendezvous was to be made with one squadron of P-38's at 0920/K at 5,000 ft. Time over the target was to be from 0955-1010/K, and at 1015/K another squadron of P-38's was to arrive in the target area to continue the fighter cover.

c. ATTACK.

(1) The primary objective of the mission was carried out as ordered with the exception that one plane failed to reach the target, due to mechanical trouble. The secondary purpose, that of obtaining low oblique photos of the coastline, was not completely successful, due to mechanical failure of one of the K-22 cameras. Approach to the target was made on a head-

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Narrative Report on Mission 120-G, cont'd.

ing of approximately 305 degrees at minimum altitude. The bombing was excellent with 98 clusters of 3 x 23 lb. parafrag bombs dropped covering the area just south of SAWAR Drome to SARMI Village. These bombs were dropped as follows:

60 clusters were dropped in the vicinity of SAWAR Strip.
6 clusters were dropped on the ack-ack position, 4-W, which is 3000 yards north of SAWAR.
2 clusters were dropped on a barge at the mouth of the ORAL River. This barge was also strafed and very probably damaged.
4 clusters were dropped in the ack-ack position near target 11-X, which is ½ mile southeast of the SAWAR Strip.
6 clusters were dropped in the village in target 9-X north of the SAWAR Strip and dropping in huts there starting a small fire.
20 clusters were dropped in and about SARMI Village. The results of the majority of the bombs dropped were unobserved. Strafing was carried out throughout the entire run. The ack-ack position midway between SAWAR Strip and the WOSKE River, and ack-ack and m/g positions on the north side of SAWAR Strip received particular attention. 2 trucks with personnel on them just north of SAWAR Drome were strafed and the road from SAWAR to SARMI received its share of .50 caliber bullets. SARMI Village was strafed and 3 miles west of there a barge near CAPE VERKAN was also strafed and considered very probably damaged. (All target numbers referred to are those designated on the SAWAR-SARMI area map issued by the VBC). In all 7975 x .50 caliber and 1400 x .30 caliber ammunition were expended in strafing. A K-22 camera in A/P 084 was to take the entire run from MAFFIN BAY to CAPE VERKAN, but due to mechanical failure this camera did not function properly. Another K-22 camera in A/P 074 obtained good low oblique shots of the coastline from MAFFIN BAY to CAPE VERKAN.

(2) The 501st Squadron led the Group formation followed by the 500th and 499th squadrons in that order. All three squadrons hit the same target in flights of three planes.

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Narrative Report on Mission 120-C, cont'd.

d. INTERCEPTION.

(1) There was no interception by enemy airplanes.

(2) Our crews reported no observation of losses sustained by other Allied units.

e. TIME AND LOCATION OF.

Take-off: From Strip #4 HADZAB from 0615-0617/K.
345th and 38th Group Rendezvous: Over LEMON River on course from 0620-0640/K.
Fighter Rendezvous: With one squadron of P-38's at HOLLANDIA from 0910-0920/K at 5,000 ft.
Attack: MAFFIN BAY to CAPE WERKAR from 1005-1014/K at minimum altitude.
Landing: At HADZAB from 1345-1347/K. A/P 074 landed at OUSAP 1310/K Took off from there at 1345/K and landed at HADZAB at 1420/K. A/P 335 landed at OUSAP at 0701/K due to mechanical trouble and returned to HADZAB at 1420/K.

f. ROUTE. HADZAB-LEMON RIVER-HOLLANDIA-TARGET-HOLLANDIA-OUSAP-HADZAB.

2. AIRPLANES OF THE 501ST SQUADRON ON THE ATTACK.

a. Lt. Col. Fridge, Deputy Group Commander, in A/P 491, led the 501st Squadron as well as the Group formation. Flights were as follows:

FIRST FLIGHT		SECOND FLIGHT	
Lt. Col. Fridge	A/P 491	Lt. Monaghan	A/P 437
Lt. Harper	A/P 084	Lt. Nirdlinger	A/P 074
Lt. Bedell	A/P 099	Lt. Jones	A/P 335

3. DETAILS OF THE MISSION.

a. (1) Lt. Col. Fridge, in A/P 491, led the first flight on to the target. He heavily strafed the sok-sok position midway between SAWAR Strip and the WOSKE River, which was firing at his plane and temporarily silenced this position. Continuing on he strafed H/O positions along the SAWAR Strip and dropped one of his double

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clusters there. Three double clusters were dropped on the ack-ack position at 4-W, which Col. Fridge and his crew thought was a dummy position. Two clusters were dropped on a barge at the mouth of the ORAL River which was strafed also and which is considered very probably damaged. Col. Fridge continued across the base of the SARMI Peninsula and three miles beyond he strafed a barge off shore and very probably damaged this one also. He then continued to CAPE VERKAN and withdrew to the east. Lt. Harper, in A/P 084, flew on Col. Fridge's right wing. He was to cover the coastline and to take photographs of that area, but as mentioned before these photographs were not secured. However, he bombed and strafed along the entire run dropping four of his double clusters just southeast of the SAWAR Strip, four double clusters in the area between the SAWAR Strip and the shore, and three double clusters in SARMI Village itself. M/G positions on SAWAR were strafed and the coastal area between there and SARMI and SARMI Village all received their quota of .50 caliber bullets. Lt. Bedell, in A/P 099, flew in #3 position of this first flight covered the SAWAR Strip strafing first the medium ack-ack position southeast of the strip and releasing four of his double clusters on that position. Four more were released towards the western end of the strip and 3 were released in the garden area just west of the end of the strip. 2 trucks that were on the road on the west end of the strip were strafed also.

(2) The second flight was led by Lt. Monaghan, in A/P 437. He dropped three of his double clusters just southeast of the strip, strafed along the strip, and dropped four more towards the western end of the SAWAR Strip, strafed the coastal track between here and SARMI, and released his remaining four double clusters in the vicinity of the reported ack-ack position southeast of SARMI PT. He then continued his run up the coast to CAPE VERKAN strafing villages in the area. Lt. Nirdlinger, in A/P 074, flew #2 in this flight. As he approached the SAWAR Strip, he strafed and dropped two double clusters of parafrags on the ack-ack positions midway between the SAWAR-MOSKE River. Three more clusters (double) were dropped in the area between the SAWAR Strip, and the shore, then strafing as he continued up the coast he dropped three double clusters in target 8-I, which started a small fire in the huts there. His three re-

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maining double clusters were dropped on SARMI Village which was heavily strafed as he continued his run up the coast. Lt. Jones, in A/P 335, was forced to land at GUSAP at 0701/K, due to mechanical trouble and was unable to reach the target.

b. Ack-ack was reported from several different locations. The first position which was firing was of medium caliber, heavy intensity from a position midway between SAWAR Drome and WOSKE River. On the northeast side of the strip, very heavy M/G fire was reported from positions all along the northeast side of the SAWAR Strip. The altitude of this fire was good, but was inaccurate.

c. Fighter cover, provided by two squadrons of P-38's in turn, was satisfactory.

d. There was no damage sustained by any of our airplanes on this mission.

e. There were nocinjuries to our personnel.

4. On the basis of details available at the time of preparing this report, there were, in the opinion of this Officer, no individual actions which would seem to justify awards.

5. APPENDICES.

a. Bombing, Strafing and Photo Tables.
b. Map of bombing run and bomb hits.
c. Map showing route to and from target.

6. SIGHTINGS.

a. (1) Lt. Col. Fridge's crew reported MAFFIN runway is still incompleted with trees on the runway. They reported also much activity at 8-X, which is one mile north of SAWAR Drome. European type houses and huts were seen at 1-X. The ack-ack position at 4-N was reported as a dummy position with wooden tripods built in the pits. The crew could see no gun positions which had been spotted south of 3-N. A barge was reported at the south shore of PODENA Island.

(2) Lt. Bedell's crew reported seeing three well camouflaged cletracs, which they thought might be tanks. These were seen in bivouac area near WOSKE River. The barge was seen on the south side of VANDOEMOEAR Island. North of SARMI near position 1-W, 4 empty

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Narrative Report on Mission 120-G, cont'd.

gun pits were noted.

(3) Lt. Harper's crew reported a fire on VANDOEMOEAR Island, and the road from SARMI to the FOKMACK PLTN. was well used, and that there were two barges tied at the northeast shore at SARMI Village, and personnel in the villages just north of SARMI PT.

(4) Lt. Nirdlinger's crew reported a wrecked LILY in the center of the SAWAR Strip as well as 4-5 u/s fighters seen off the west side of the strip. The jetty on the southeast shore of SARMI PT. was seen to be in good condition.

7. Our squadron's photographs were not received, but prints received from the other squadrons show bomb hits and activity much the same as reported by our crews.

For the Squadron Commander:

CARL A. STRAUSS,
1st Lt, Air Corps,
Asst. Intelligence Officer.

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

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Narrative Report on Mission 120-G, 501st Bomb Sq.

BOMBING TABLE #1

A/P	No. Bombs	Type	Weight	Bombs Dropped Hits	Misses	Remarks
491	10 clusters	Para-frags	3 x 23 lb.	10 clus.		
084	22			22		
089	22			22		
437	22			22		
074	22			22		
335	22					22 clus. ret. to base
Total 120 clusters parafrags 3 x 23 lb.				98		22

STRAFING TABLE #2

A/P	.50 Caliber Carried	Expended	Gun Fail.	.30 Caliber Carried	Expended	Gun Fail.
491	4500	1625	Nil	2000		nil
084	"	1800	"	"	400	"
089	"	1650	"	"	200	"
437	"	1100	"	"	800	"
074	"	1800	"	"		"
335	"	none	"	"		"
Total	27,000	7975		12,000	1400	

PHOTO TABLE #3

A/P	Type Camera	Exposures	Prints Received
491	K-21	30	none
084	K-22	Camera Malfunction	
074	K-22	138	
Total		168	

APPENDIX "A".