

CONFIDENTIAL

(+500)
1-A-2
1 Jan 45

HEADQUARTERS 345TH BOMBARDMENT GROUP (H) AAF
OFFICE OF GROUP INTELLIGENCE OFFICER
A.P.O. 72

CAS/jaj

17 January, 1945

SUBJECT: Narrative Report on Mission FFO 1-A-2; 1 Jan 1945.

TO : COMMANDING GENERAL, FMAF, APO 925. Attn. A.C. of S., A-2.

1. Eleven planes of the 500th and 501st squadrons started out the New Year with the traditional "bang". Strafing and bombing SIIAY A/D at minimum altitude, they sprayed the area with 17,500 .50's and dropped 122 100-pounders. Three fires were started with smoke up to 800', two of these with black smoke were thought to be burning planes, while the third was thought to be ammunition. A/A positions, buildings and dispersal areas were bombed and strafed as well.

2. With the protection of our shipping and our bases on LAYE and KINCHRO in mind, this strike was designed to keep one of the many H NEGROS drones out of action. Grounded planes was the specific target, but not finding these, any installations in the drone area were fair game.

3. a. With six B-25-J's of the 500th squadron leading and five of the 501st in No. 2 position, the eleven planes of the 345th approached their target from the North, coming in over the hills North and East of the target, and making a pass from Northeast to Southwest. The planes attacked in two ship-elements in order to cover the entire target more thoroughly.

b. Participating in this mission were:

500th Sqdn		501st Sqdn	
Lt Symington	A/P 783	Lt Billig	A/P 033
Lt Bagwell	A/P 171	Lt Gross	A/P 041
Lt Buffington	A/P 023	Lt Stone	A/P 020
Lt Dakar	A/P 888	Lt Lamar	A/P 009
Lt Smith	A/P 179	Lt Cavins	A/P 172
Lt Thompson	A/P 187		

c. Lt Symington's bombs were thought to have hit an ammunition or bomb dump, as a column of heavy white smoke was seen to result. Lt Billig dropping his bombs on two u/i A/P's set them on fire, and thus accounted for the two columns of black smoke, which were still visible for 15 minutes after leaving the target. Lt Stone scored a hit on a smoke stack in a stores area No. 4 (WEC photo 1128B). Bombs were dropped on an A/A position just South of the R/W; and a possibly serviceable SSF in this same area was strafed with unobserved results.

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CONFIDENTIAL

Narrative Report on Mission PFO 1-A-2; 1 Jan 1945 (cont'd)

The dispersal areas were well covered with strafing, but most of the pilots agreed that once again the target was not a very lucrative one.

d. The enemy's only opposition was in the form of light and medium A/A fire, which was of slight intensity and was generally inaccurate, with the exception of one A/P which was holed in the left engine nacelle.

4. The mission was a success, but the crews were unanimous in their opinion that there were few signs of enemy activity at SILAY.

5. In the opinion of this officer, there were no actions justifying awards on this strike.

6. STATISTICS:

a. Time Table:

Take-off: 0700-0715/I from DULAG
 Attack: 0810-0815/I at SILAY
 Landing: 0920-0930/I at DULAG

b. Route: DULAG-NORTHERN LEYTE-CEBU-TAROMT-NORTHERN LEYTE-DULAG.

CARL A. STRAUSS,
 Captain, Air Corps,
 Ass't Intell Officer.

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/ljd

26 Feb. 1945.

SUBJECT: Narrative Mission Report FFO 56-D-15, 25 February 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six planes of this squadron reached PHAN RANG BAY where one plane lightly strafed and dropped 3 x 500 lb. bombs for near misses on 7-8 small luggers or junkers. Contact was made with the XB-24 which had no shipping targets available. All remaining bombs of this squadron were salvaged.

2. Our particular objective was to contact the XB-24 radar snooper for shipping targets to attack and destroy on the CHINA coast. If XB-24 had none available, our squadron was to make a sweep in and around PHAN RANG BAY.

3. Our squadron led the strike with the 498th Squadron also in the formation. Capt. Jones in A/P 571 led our squadron with other pilots and planes being Lt. McGrane in A/P 152, Lt. Moore in A/P 580, Lt. Fisher in A/P 268, Lt. McEwen in A/P 173, and Lt. Denny in A/P 199. Radio contact was made with the XB-24 radar snooper who had no shipping targets for our strike. The formation then proceeded along the CHINA coast to PHAN RANG BAY where they made one pass and found no important shipping targets. However, Lt. Fisher lightly strafed and dropped 3 x 500 lb. bombs for near misses on 7-8 small luggers or junkers in PHAN RANG BAY. All the remaining bombs of the squadron were salvaged. Fighter cover provided by the P-51's was excellent. Photos were taken but have not been received at the time of this writing.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Took off 0729/I from SAN MARCELINO
Time of Search 1120-1210/I
Landed 1635/I at SAN MARCELINO

b. Route. Direct to target and return.

For the Squadron Commander:

ISAAC E. BAKER,
1st Lt, Air Corps,
Asst. Intelligence Officer.

501
4-A-3
4 Jan 4501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
ATO 72

IEB/ljd

13 Jan. 1945.

SUBJECT: Narrative Report on Mission PRO 4-A-3, performed by the
501st Bomb Squadron 4 January 1945. Objective: PORAC
and FLOPABLANCA.

TO : COMMANDING GENERAL, 501st, ATO 925.

1. GENERAL.

a. Objective.

The primary objective was PORAC and FLOPABLANCA A/D, airplanes and installations. The target was to be attacked by three (3) squadrons of the 345th Group each using six (6) airplanes carrying 72 x 23 lb. parafrags. Fighter cover was to be provided.

b. Rendezvous.

Group rendezvous was completed over TACLOBAN A/D. Fighter rendezvous was made over MINORO ISLAND.

c. Attack.

Five planes attacked the target. On passing over PORAC A/D enroute to the target at FLOPABLANCA, squadron sighted 25-30 A/P, of which 8-10 appeared serviceable. The Squadron attacked, dropping 204 x 23 lb. parafrags and 6 100-pounders and strafing the drome heavily, damaging 5 or 6 planes. Bombs destroyed three covered positions, possibly gun positions, starting explosion and black smoke fire up to 200 ft. FLOPABLANCA A/D was hit with 84 parafrags and heavily strafed on one pass. 4 TBR, 3 of which appeared serviceable with ground crews and 2 trucks parked nearby, were damaged by strafing. 5 u/1 were strafed with unobserved results.

d. Time and Location of.

Took off from TACLOBAN A/D 0830-0832/I.
Attacked PORAC and FLOPABLANCA A/D from 1215-1225/I.
Landed TACLOBAN 1530-1532/I.

e. Route.

TACLOBAN-MINORO-TARGET-TACLOBAN.

Narrative Report PW 4-A-3, cont'd.

2. FORMATION.a. Group.

The 501st Bomb Squadron, led by Lt. Hall, was first over the target, with the 500th second and the 49th o. third.

b. Squadron planes and pilots participating were:

<u>501ST FLIGHT</u>		<u>500TH FLIGHT</u>	
Lt. Hall	A/P 041	Lt. Ohnemus	A/P 012
Lt. Moore	A/P 175	Lt. Savins	A/P 172
Lt. Hanner	A/P 152		

3. DETAILS OF THE MISSION.

a. Before reaching the target, Lt. Hall throttled his flight back and Lt. Ohnemus brought his flight up to the right so as to go over the target in five (5) planes abreast. The approach to the target was made on a 210 degree heading which made the group fly directly over HOSAC A/D before reaching FLOTTAPLANCA A/D. HOSAC A/D was heavily strafed and a total of 204 x 23 lb. parafrags and 6 x 100 lb. 1/11 second delay para-demos. were dropped giving a good coverage of the entire area. 5 or 6 enemy planes at the north end of the 1/11 and three covered positions, possibly gun pits on the 1/11, were heavily strafed and bombed with damage undetermined. FLOTTAPLANCA A/D was heavily strafed and 84 x 23 lb. parafrags were dropped. On the northwest side of the 1/11, one now u/1 was strafed and 12 parafrags dropped with unobserved damage. The 2/3 position at northwest end of the 1/11 was strafed. (This position was not firing.) 4 PBF, 3 of which appeared very close with ground crew and 2 trucks parked nearby and 4 u/1 PBF on the southwest side of the 1/11, were heavily strafed and 12 parafrags dropped. 5-7 sharks at the north side of the 1/11 were strafed and 48 parafrags were dropped with unobserved results.

b. Ack-ack.

There was no ack-ack fire reported by any of our crews.

c. There was fighter cover provided but did not stay with the bombers when going in on the target. Bomber Group leader was forced to break radio silence to determine if escort cover was still in the area.

d. There was no damage or injuries sustained by our planes or crews.

Narrative Report RPO 4-A-3, cont'd.

4. In the opinion of this Officer, based upon information available at the time of submitting this report, there were no individual acts which would justify awards or citations.

5. AIRCRAFT AND WEAPONS.

Bombs dropped: 288 x 25 lb. parafrags.

6 x 100 lb. para-demos.

Ammo. Expended: 13,900 x .50 caliber rounds.

6. SIGHTINGS.

1227/I--1500 ft.--SULIC BAY--RADAR STATION 1450N--12015E

3 VF and 1 small SC.

Steel dry dock under construction on SE shore of bay at 1413N--12015E. Large oil storage tank on shore nearby.

1201--(1515N--12001E)--800 ft.--Convoy consisting of:

3 u/1 MV--believe SB'S

2 Patrol Craft Escorts.

1 PTB.

Convoy was moving on NW heading at estimated speed of 10-12 knots.

1240/I--1413N--12005E--1,000 ft.--1 TBF--BETTY--flying on track over water, course NE.

7. Photos confirm reports made by the crews.

For the Squadron Commander:

ISAAC L. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

501
5-A-2
5 Jan 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

BEG/ljd

15 Jan. 1945.

SUBJECT: Narrative Mission Report FFO 5-A-2.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Four planes strafed, photographed and bombed the AGNO River area at LINGAYEN GULF at minimum altitude on 5 January 1945. Excellent K-21 and K-22 photos were taken. There was no visible results of our bombing and strafing.

2. This mission was intended to provide intensive low altitude oblique photo coverage of the southwest shore of LINGAYEN GULF. Our particular assignment was to cover the shoreline around the AGNO River mouth.

3. The attack was made in two waves of six planes abreast. The 498th led the first wave. (Four of their planes plus two 500th planes). We led the second six-plane wave (four of our planes plus two 500th planes). Lt. Billig led our squadron in A/P 172, with Capt. Jones in A/P 041 as his wingman. Capt. Underwood led our second flight in A/P 152, with Lt. Gross, in A/P 175, on his wing. Bombing results were excellent. 46 hundred-pound parademos hit along the banks of the AGNO starting 2½ miles from the river mouth and stringing along to UYONG Village with no visible results, due to the fact there was nothing at all in the area to hit. Two bombs were dropped at a reported gun position on the tip of PORTUGUESE Peninsular with nil results. Slight and inaccurate M/G fire was reported by two crews, with one crew reporting a few small bursts of black ack-ack from the southeast tip of PORTUGUESE Peninsular. There was no interception and we suffered no losses or damage to planes. Photos confirm results reported by crews. One squadron of P-47's provided excellent cover.

4. There were no actions to justify awards.

5. STATISTICS.

a. Time table.

Take-off 0735/I at TACLOBAN.

Group Rendezvous on course.

Fighter Rendezvous: 0930/I-1042/I at SAN JOSE at 2,000 ft.
(Fighters delayed 72 minutes in take-off).

Attack: 1155/I at Min. alt.

Landing: 1515/I at TACLOBAN.

For the Squadron Commander:

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

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

BEG/ljd

14 Jan. 1945.

SUBJECT: Narrative Mission Report FFO 6-A-5 performed by six
airplanes of the 501st Bomb Squadron 6 January 1945.
Objective: SURIGAO A/D, NEGROS IS., P.I.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. GENERAL.

a. Objective.

The primary objective was an attack on grounded aircraft and enemy installations on SURIGAO A/D. The target was to be attacked at minimum altitude by six planes each carrying 72 x 23 lb. parafrag bombs. There was no secondary target assigned this squadron or fighter protection. All four squadrons of the 345th Group were to attack the same target.

b. Rendezvous.

The Group formed over TACLOBAN and proceeded direct to the target.

c. Attack.

The squadron carried out the mission as ordered strafing planes and scoring hits on 5 or 6 buildings and around 4 unserviceable SSF and 1 dummy plane on the SE side of the runway. Slight, inaccurate to accurate M/G fire from an unknown position on SURIGAO A/D was received holding one airplane.

d. Time and Location of.

Took off: From TACLOBAN 0644/I.
Attacked target: 0705/I.
Landed: TACLOBAN 0957/I.

e. Route.

TACLOBAN-TARGET-TACLOBAN.

Narrative Mission Report FFO 6-A-5, cont'd.

2. FORMATION. Planes and pilots participating.

a. Lt. Ohnemus led the 501st Squadron over the target. Pilots and planes were:

<u>FIRST FLIGHT</u>		<u>SECOND FLIGHT</u>	
Lt. Ohnemus	A/P 172	Lt. Hatcher	A/P 175
Lt. McEwen	A/P 012	Lt. Moore	A/P 041
Lt. Cavins	A/P 165	Lt. Hammer	A/P 192

3. DETAILS OF THE MISSION.

a. Lt. Ohnemus led the squadron over the target 6 planes abreast. They toggled 180 parafrags and strafed planes and scored hits on 5 or 6 buildings and around 4 u/s SSF and 1 dummy plane on the SE side of the runway. Due to the narrowness of the target, the majority of the pilots returned their bombs to base. Lt. Moore, pilot of A/P 041, sustained a hole in the leading edge of the left wing and shattered the left windshield

b. Interception. Planes destroyed in the air and on the ground.

(1) Nil interception and nil airplanes destroyed on the ground.

c. Personnel Casualties.

(1) Nil personnel casualties.

d. Damage to our planes.

(1) A/P 041 suffered a hole in the leading edge of the left wing shattering the left windshield.

4. CITATIONS.

a. Details of this mission provide no basis for recommendation for awards.

5. APPARENT AND ORDNANCE.

Bombs dropped: 108 x 23 lb. parafrags.
 Bombs returned to base: 324 x 23 lb. parafrags.
 Ammunition Expended: 3200 x .50 caliber rounds.

Narrative Mission Report FFO 6-A-5, cont'd.

6. SIGHTINGS.

0800/I—1000 ft.—at 0830N—12430E—FTD with 1 large hole in side. No sign of activity.

At 0940N—12534E—1 steel girder bridge running east and west across the river 1½ miles from coast of MACAJALAR BAY. Also one U/S bridge alongside.

0903/I—1000 ft.—5 apparently serviceable luggers on east shore of KABO IS. at position 0940N—12534E.

0904/I—1000 ft.—0946N—12532E—2 large tanks approximately 20 ft. in diameter, red in color and 2 large barrack type buildings.

0905/I—Minimum—1 SSF, apparently serviceable, on NW corner of SURIGAO A/D.

7. Photo prints received generally confirm results as reported by crews.

For the Squadron Commander:

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

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501
7-A-1
7 Jan 4

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

BEO/ljd

15 Jan. 1945.

SUBJECT: Narrative Mission Report FFO 7-A-1.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Ten planes from our squadron accounted for definite destruction of four Jap planes and probably damaged 15-17 more as our part in the big strike on Clark Field on 7 January 1945. We attacked at minimum altitude, strafing and dropping parafrags.
2. This strike was designed to deliver the coupe de grace to the Imperial Air Force in LUZON. Our immediate objectives were planes on the ground in the Clark Field area.
3. a. Lt. Col. Coltharp, 345th Bomb Group Commander, led the attack consisting of 120 strafers from the 345th, 312th, and 417th Groups. Our squadron was in 4th position in the 345th Group. The target was hit in two waves of 60 planes each flying abreast. The first wave hit the objective on a 95 degree heading, followed 30 seconds later by the second wave flying a 180 degree heading.
b. Captain Jacobson, Operations Officer, led our squadron. Lt. Storm flew with Lt. Col. Coltharp as navigator. Pilots and planes from our squadron were: First flight—Capt. Jacobson in A/P 016, Capt. Jones in A/P 012, Lt. Bell in A/P 172; Second flight—Major Musbaum in A/P 268, Lt. Binn in A/P 178, Lt. Hamner in A/P 189; Third flight—Lt. Lamar in A/P 020, Lt. Hatcher in A/P 190, Lt. Chinnis in A/P 041, and Capt. Underwood in A/P 152.
c. Our bombing and strafing results were excellent. A total of 621 parafrags were dropped in dispersal areas as shown by the attached diagram. On an attack of this sort it is very difficult to assess the exact damage other than planes actually seen destroyed. Our crews sighted six fighters, nine ZF bombers, five unidentified planes, and 30-40 unserviceable planes in the areas covered by our bombing and strafing, and it is extremely doubtful if any of these Jap planes will fly again. Six or seven large fires with black smoke up to 1,000 ft. covered the target as our planes withdrew. Photos confirmed results as reported by crews. Fighter cover, provided by two squadrons of P-38's, was excellent.
d. The only opposition put up by the Japs was A/A fire at the target and a weak attempt at interception. This was much less than anticipated, due, very likely, to surprise achieved on our strike.

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Narrative Mission Report FFO 7-A-1, cont'd.

Slight and ineffective ground fire was encountered while passing over the hills 30 seconds west of the target. Over the target our squadron met light and medium fire of moderate intensity. This fire was accurate, hitting four planes and knocking out the hydraulic system of another plane. One OSCAR made a weak pass at our planes from 3 o'clock high, breaking away at 1,200 to 1,500 ft. when fired at by turret gunner. This was after leaving the target, seven miles south of SUBIC BAY, at 1047/I. Our planes were at 700 ft. altitude. About 30 seconds later another SSF flew 1,000 to 1,500 ft. overhead and dropped what seemed to be a phosphorous bomb. The bomb passed 100 yards off the left wing of one of our B-25's and exploded just before hitting the water. We suffered no personnel losses or casualties on this mission.

4. This appears to have been an excellently planned and beautifully executed mission. Surprise was achieved and our overall objective of knocking out the Jap air power in conjunction with General MacArthur's landing on LUSON was completely achieved.

5. In the opinion of this Officer there were no individual actions which should justify awards. The individual squadrons and groups might very well be commended for their excellent performances.

6. STATISTICS.

a. Time-table.

Take-off at 0705/I at TACLOBAN.

Group Rendezvous at 0724/I over TACLOBAN at 1500 ft.

Wing and Fighter Rendezvous at 0905/I at DONGON PT. at 1500 ft.

Attack at 1026-1028/I at Minimum altitude.

Landing at 1335/I at TACLOBAN.

b. Route. TACLOBAN-DONGON PT-LUBANG IS.-TARGET-SUBIC BAY-DONGON PT-TACLOBAN.

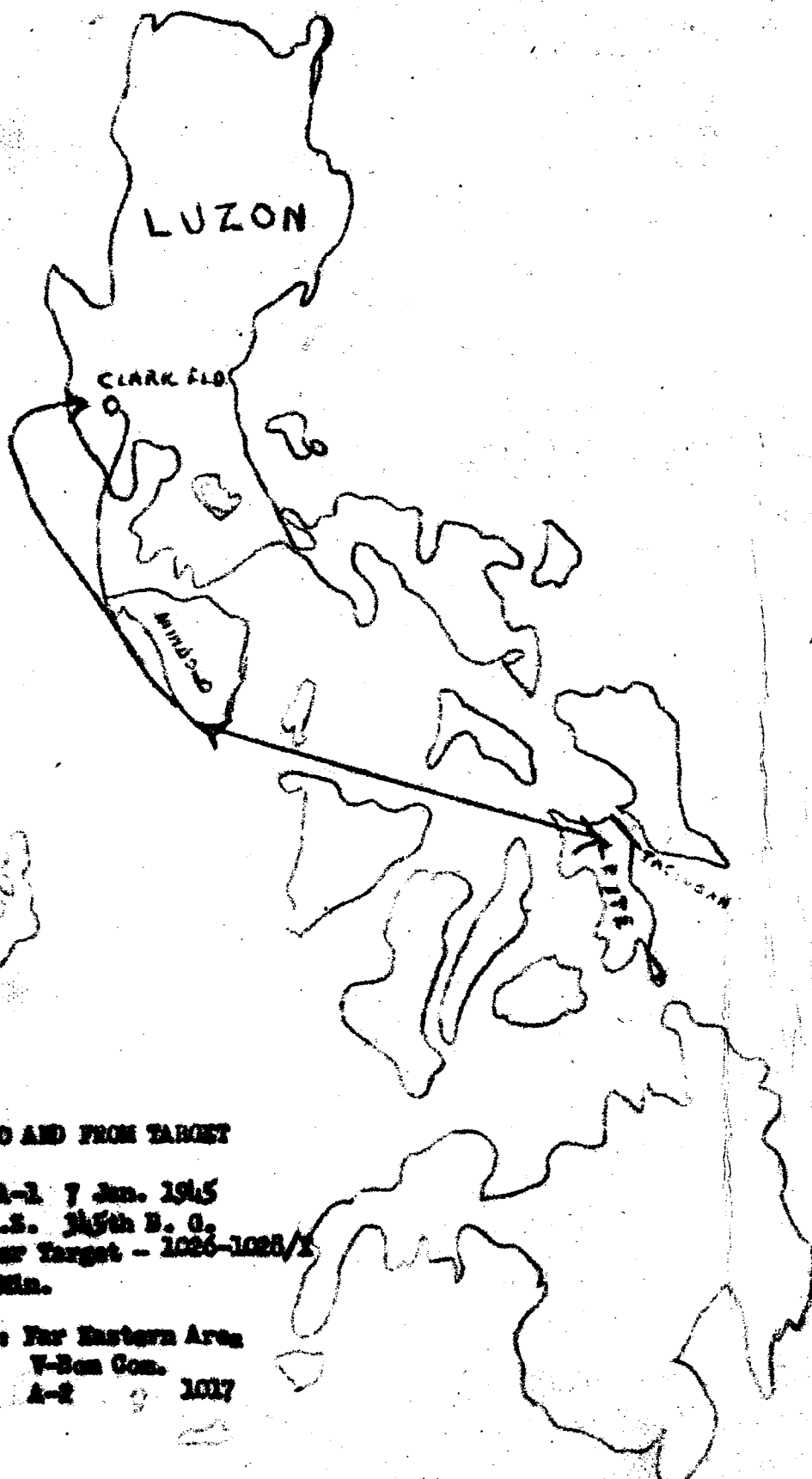
For the Squadron Commander:

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

2 Incl.

Incl. 1 - Route Overlay.

2 - Bomb Assessment Chart.



ROUTE TO AND FROM TARGET

WFO 7-4-1 7 Jan. 1945

Sgt B.S. 345th B. G.

Time Over Target - 1000-1000/1

ALT. - Min.

MAP REF: Far Eastern Area

V-Sun Com.

A-2

1017

0 50 100 200
NAUTICAL MILES

501
8-A-4
85-45501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

BEG/ljd

12 Jan. 1945.

SUBJECT: Narrative Mission Report FFO 8-A-4 performed by five planes of the 501st Squadron 8 January 1945. Objective: TALISAY A/D, NEGROS, P.I.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. GENERAL.

a. Objective.

The primary objective was an attack on grounded aircraft and enemy installations on TALISAY A/D. The target was to be attacked at minimum altitude by five planes, each carrying 72 x 23 lb. parafrag bombs. No fighter cover was to be provided. There was no secondary target assigned this squadron. The 500th and 501st Squadrons were to attack this target with the 498th and 499th Squadrons hitting FABRICA A/D.

b. Rendezvous.

The Group made rendezvous over TACLOBAN and proceeded direct to the target.

c. Attack.

The mission was carried out as order with only four planes hitting the assigned target. 180 parafrags were dropped in the dispersal area east of the runway and in shacks 2,000 ft. west of the runway with generally unobserved results. A group of bombs was seen to fall directly among shacks west of the runway from which M/G was observed firing. This gun was silenced by bomb hits and strafing. One plane returned to base 10 minutes after take-off due to engine trouble.

d. Time and Location of.

Took off: From TACLOBAN 0710/I.
Attacked Target: 0818-0819/I.
Landed: TACLOBAN 0930/I.

Narrative Report FFO 8-A-4, cont'd.

e. Route.

TACLOBAN-TARGET-TACLOBAN

2. FORMATION. Planes and pilots participating.

a. Lt. Musket led the 501st Squadron over the target. Pilots and planes were:

FIRST FLIGHT

Lt. Musket A/P 268
Lt. McEwen A/P 020

SECOND FLIGHT

Lt. Billig A/P 190
Lt. Gross A/P 189

3. DETAILS OF THE MISSION.

a. Lt. Musket led the squadron over the target four planes abreast making a sweeping pass from east to west across the center of the runway. Bombs were toggled in the dispersal area east of the runway and in shacks 2,000 ft. west of the runway. Results of the sweep were unobserved. However, a group of bombs were seen to fall directly among shacks west of the runway from which M/A was observed firing. This gun was silenced by bomb hits and strafing. Slight, inaccurate M/O and ground fire was encountered from position among shacks 2,000 ft. west of the center of the runway.

b. Interception. Planes destroyed in the air and on the ground.

(1) Nil interception and nil airplanes destroyed on the ground.

c. Personnel Casualties.

(1) Nil personnel casualties.

d. Damage to our planes.

(1) Nil airplanes damaged.

4. CITATIONS.

a. Details of this mission provide no basis for recommendation for awards.

5. ARMAMENT AND ORDNANCE.

Bombs dropped: 180 x 23 lb. parafrags.
Bombs returned to base: 180 x 23 lb. parafrags.
Ammo. Expended: 2500 x .50 caliber rounds.

Narrative Report PFO 8-A-4, cont'd.

6. SIGHTINGS.

0818-0819/I—Minimum—3 M/T parked on highway 4,000 ft. west of center of the runway. Nil personnel visible.

Runway definitely unserviceable.

A box-like installation described by crews as resembling a Jap Radar sighted at road junction 1,000 ft. north of the runway.

0846/I—Minimum—BOGO, CEBU—12 freight cars parked on tracks west of BOGO at position 1103N—12401E.

7. No prints received at the time of submitting this report.

For the Commanding Officer:

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

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501
9-A-1
9 Jan 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

B-3/134

12 Jan. 1945.

SUBJECT: Narrative Report on Mission FFO 9-A-1, performed 9 January 1945 by six airplanes of the 501st Squadron. Objective: Ground Support LINGAYEN GULF (Primary target) ROLLING STOCK ON LUZON (Secondary target).

TO : COMMANDING GENERAL, FFAF, APO 925.

1. GENERAL.

a. Objective.

Six airplanes of this squadron were to fly to CAMILING on LUZON and then await orders from HALIFAX, control of operations. If by 0845/I no word had been received to attack a primary target, the squadron was to proceed to attack rolling stock on LUZON as the secondary target. The target was to be attacked at minimum altitude, each plane carrying 12 x 100 lb. 8-15 second delay para-demo bombs. No fighter cover was to be provided over the secondary target. All three squadrons of the 345th Group were to participate on this mission.

b. Rendezvous.

rendezvous

The squadron and group was made over LUBANG IS. and from there proceeded direct to the target.

c. Attack.

The squadron remained in the assigned area for the attack on the primary target from 0800-0845/I, and left to attack the secondary target when no attack orders were received from HALIFAX. 5 planes hit the target with excellent results. This attack resulted in the destruction of 13 trucks definitely destroyed and 8 trucks damaged. 15 boxcars and 3 coal cars were destroyed by bombing and strafing. At REAL station itself a train consisting of an engine and 12-14 cars was destroyed by bombing and strafing, and the REAL railway station was demolished. One boxcar at REAL was destroyed and a gas tank alongside the boxcar was set afire by strafing. One of our planes was slightly damaged by heavy ack-ack from a railway bridge. One plane is believed to have crashed into the mountains on SIBUYAN Is.

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Narrative Report FFO 9-4-1, cont'd.

d. Time and Location of.

Took off: TACLOBAN 0430/I.
 Attacked target: 0855-0935/I.
 Landed: 1130-1200/I.

e. Route.

TACLOBAN-LUBAN IS.-TARGET-TACLOBAN.

2. FORMATION. Planes and pilots participating.

a. Lt. Hall led the 501st Squadron over the target. Pilots and planes were:

<u>FIRST FLIGHT</u>	<u>SECOND FLIGHT</u>
Lt. Hall A/P 268	Capt. Underwood A/P 012
Lt. Bina A/P 020	Lt. Hammer A/P 190
Lt. Hatcher A/P 189	Lt. Bell A/P 016

3. DETAILS OF THE MISSION.

a. Lt. Hall led the 5 planes in two and 3 plane elements on the attack on rolling stock which resulted in the loss of 13 trucks definitely destroyed and 8 trucks damaged for the enemy; 1 truck destroyed at STA ROSA, 2 trucks destroyed at JARN, 2 trucks destroyed at SAN LEONARDO, 2 M/T 2 miles south of GAPAN were damaged by strafing, 1 truck 1 1/2 miles on highway NE of SALAGAN was destroyed and set afire by strafing, 1 truck 3 miles north of BALIUG was also destroyed. A convoy of 7 trucks was attacked about 3 miles north of MEYGAUAYAN of which 4 trucks were destroyed and 3 damaged by bombing and strafing. 5 trucks on a highway between TALIPAPA and MARIKINA were bombed and strafed with 2 definitely destroyed and 3 damaged.

15 boxcars and 3 coal cars about 3 miles north of REAL were destroyed by bombing and strafing. At REAL station itself a train consisting of an engine and 12-14 cars was destroyed by bombing and strafing and the REAL railway station was demolished. One boxcar on a siding at REAL was destroyed and a gas tank alongside the boxcar was set afire by strafing.

One of our planes was slightly damaged by heavy-ack-ack received from a railway bridge 2 miles SE of SALAGAN. Nil casualties to personnel. The bridge WAS NOT attacked.

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Narrative Report PFO 9-A-1, cont'd.

A/P 012 took off from TACLOHAN with the squadron and was last seen at 0546/I flying about 7,000 ft. altitude just on top of clouds. A few seconds later a terrific explosion and large flash was seen from the NE slope of the 6752 ft. hill on SIJUYAN Is. This plane is believed to have crashed into the mountains.

b. INTERCEPTION. Planes destroyed in the air and on the ground.

(1) Nil interception and nil airplanes destroyed on the ground.

c. Personnel Casualties.

(1) The following crew members aboard the crash plane were as follows:

Capt. Underwood, James W.	0-421358	Pilot
2nd Lt. Clark, William H.	0-718868	Co-pilot
Major McBride, William J.	0-662285	Navigator
Sgt. Schammel, Carl R.	36244506	Eng.
T/Sgt. Knowlden, Robert S.	13070626	Radio Opr.
S/Sgt. Ray, George H.	13025173	Gunner

d. Damage to our planes.

(1) A/P 016 suffered damaged left cowl and electrical wiring.

h. CITATIONS.

a. Details of this mission provide no basis for recommendation for awards.

5. ARMAMENT AND ORDNANCE.

Bombs dropped: 48 x 100 lb. 8-15 sec. delay para-demo.
Returned to base: 6 x 100 lb. 8-15 " " "
Salvoed at sea: 6 x 100 lb. 8-15 " " "
Ammunition expended: 9700 x .50 caliber rounds.

6. SIGHTINGS.

0855-0935/I-100-500 ft.—practically all towns along highway and railroad between CABANATUAN and MANILA seemed jammed with W/T. Pilots did not attack vehicles in towns because great numbers of civilians were jamming the streets around the trucks.

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Narrative Report RF 9-A-1, cont'd.

- 7. Photo prints received confirm results as reported by crews.**

For the Squadron Commander:

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

CONFIDENTIAL

CONFIDENTIAL

301
10-A-1
10 Jan 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

REB/134

14 Jan. 1945.

SUBJECT: Narrative Mission report YFO 10-A-1 performed by six planes of the 501st Bomb Squadron. Objective; APAHRI A/D--Primary target, ROLLING STOCK ON LUZON--secondary target.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. **GENERAL.**

a. Objective.

The primary objective was a strike against grounded aircraft and enemy installations in and around APAHRI A/D which was to be attacked by six planes each carrying 72 x 23 lb. parafrag bombs. The secondary target was Rolling Stock on Luzon. Fighter cover was to be provided. The other three squadrons of the 345th Group were also to participate on this mission.

b. Rendezvous.

The Group made rendezvous en course and proceeded direct to the target. Fighter rendezvous was never made.

c. Attack.

Attack on the primary target was abandoned at 1002/I at 12230E--1730N due to weather. Five planes attacked the secondary target--Rolling Stock on Luzon. One M/T was set on fire north of SAN ROQUE. 2 trucks on highway near SAN MIGUEL were strafed and damaged slightly. 2 trucks were destroyed on the road north of BUKALITO by direct bomb hits with 12 parafrags. 12 parafrags were dropped on a sedan north of DILLIMAN. This sedan was left burning. 6 trucks loaded with personnel on highway north of MEYCAUA-YAN were strafed. Damage to these trucks were slight, as only one gun was firing. 4 trucks were destroyed by 24 parafrags in the town of PANUNAY. A sedan was strafed with slight damage south of MALOLOS. 12 parafrags were dropped at a truck on a road south of BOCAUE with the bombs missing the target for nil damage. 12 parafrags

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Narrative Mission Report FPO 10-A-1, cont'd.

were dropped at a M/T near ARAYAT. Bombs were seen to over-shot. However, the truck was strafed by the turret gunner with unobserved results. 12 bombs were dropped at a sedan north of BUKALITO with nil damage. 24 parafrags were dropped at 2 trucks near SULANGAN missing them with nil damage. One plane turned back at 0801/Y over SAN BERNARDINE due to engine trouble. Ash-ack was heavy, inaccurate, slight to moderate at FLARIDEL. One of our planes was holed.

d. Interception.

- (1) There was no interception by enemy planes.
- (2) Our crews reported no observation of losses sustained by other Allied units.

e. Time and Location of.

Take-off from TAGLORAN 0700/Y.
Group Rendezvous; On course
Fighter rendezvous; Contact never made.
Attack; 1101-1202/Y--Rolling Stock on Luxon.
Landing; TAGLORAN 1430/Y.

2. AIRPLANES OF THE 501st SQUADRON ON THE ATTACK.

a. Major Mortenson, 500th Squadron Commander, led the Group formation with Lt. Maskot leading our squadron. Pilots and planes were:

FIRST FLIGHT

Lt. Maskot	A/P 020
Lt. Gross	A/P 175
Lt. Moore	A/P 172

SECOND FLIGHT

Lt. Lamar	A/P 190
Lt. Givins	A/P 178
Lt. McEwen	A/P 189

3. DETAILS OF THE MISSION.

a. Due to weather, the primary target was abandoned at 1002/Y at 12230H--1730H. The squadron turned back and attacked rolling stock on Luxon as a secondary target. Trucks were bombed and strafed with several being destroyed on highway near SAN MIGUEL on road north of BUKALITO and in the town of PANGINAY. A sedan located north of DILLINAN was bombed and left burning. Another sedan was strafed with slight damage south of MALOLOS. 6 trucks loaded with personnel on highway north of MEYUANAYAN was strafed slightly, as only one gun was firing at the time. Damage was negligible. Other trucks were bombed and strafed on road south of BOGANE, north of FLARIDEL, near ARAYAT, and near SULANGAN with nil apparent damage.

Narrative Mission Report PFO 10-A-1, cont'd.

A total of 120 x 23 lb. parafrags were dropped on the above mentioned targets. One plane turned back at 0800/I over SAN BERNADINE due to engine trouble.

b. Interception. Planes destroyed in the air and on the ground.

(1) Nil interception and nil enemy or Allied planes observed destroyed, in the air or on the ground.

c. Personnel Casualties.

(1) Nil personnel casualties.

d. Damage to our planes.

(1) A/P 178 holed by M/G fire.

(2) A/P 020 smashed right engine nacelle by hitting cane brake on strafing run.

4. CITATIONS.

a. Details of this mission provide no basis for recommendation for awards.

5. ARMAMENT AND ORDNANCE.

Bombs dropped: 120 x 23 lb. parafrags

Bombs salvoed: 240 x 23 lb. parafrags due to lack of targets and weather.

Bombs returned to base: 72 x 23 lb. parafrags.

Ammunition expended: 7400 x .50 caliber rounds.

6. SIGHTINGS.

1052/I--800 ft.--7 trucks heading SE on highway at IROROLONG at position 1525N--12120E.

1103/I--300 ft.--Sandbags seen placed at street intersections in town of STA ROSA.

1120/I--200 ft.--large fire and smoke visible 20 minutes 2-3 miles SE of CABANATUAN.

1130/I--300 ft.--4 Gondolas, one boxcar on siding at SAN FERNANDO.

1145-1147/I--1500 ft.--grey black smoke 2,000 ft. rising from fires in LINGA and BANCOS.

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Narrative Mission Report FPO 10-4-1, cont'd.

7. Scarcity of photo prints received make accurate confirmation of results as reported by crews impossible. Prints available do show clearly the great pains the enemy is taking to camouflage his H/T's.

For the Squadron Commander:

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

4
CONFIDENTIAL

501
12-A-3
12 Jan 4

501ST BOMBARDMENT SQUADRON (E) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

JEB/ljd

13 Jan. 1945.

SUBJECT: Narrative Report, Mission BPO 12-A-3, 12 January 1945.

TO : COMMANDING GENERAL, USAF, APO 925.

1. SYNOPSIS.

Six planes of the 501st Bomb Squadron took off from TAGLO-BAN A/D at 1000/I with each plane carrying a total of 12 x 100 lb. para-demo. bombs, attacking rolling stock from the WHITEHEAD line south to VANILA. The attacks were made in two plane elements at a minimum altitude. One SSF was destroyed on the ground and two trucks were destroyed. One truck and a station wagon, type E/T, were damaged. Two of our planes were holed and one crew member slightly wounded.

2. OBJECTIVE.

General: The purpose of the strike was to harass the enemy and neutralize rolling stock in CENTRAL LIZON.

Specific: Rolling stock south of the WHITEHEAD line.

3. ATTACK.

a. Position: The 501st Bomb Squadron with 6 B-25-J's approached the target from the north in two plane elements with all runs being made from north to south. One A/P of the 492nd Squadron, 345th Sp. tacked onto our squadron for the run over the target when he lost his formation.

b. Pilots and planes: Our squadron was led by Capt. Jones. Pilots and planes were:

FIRST FLIGHT		SECOND FLIGHT		THIRD FLIGHT	
Capt. Jones	A/P 268	Lt. Bina	A/P 178	Lt. Lamar	A/P 041
Lt. Moore	A/P 190	Lt. Bell	A/P 176	Lt. Anderson	A/P 172

c. Results: One SSF on MAHALACAT AUX. A/D was destroyed by 4 bombs and strafing. One truck was destroyed and one damaged by bombing and strafing near MARIKINA and one 3/4 ton truck was destroyed by strafing south of PINAGPANAAN. Near TALAUEA a station wagon, type E/T, was strafed with nil damage observed. Photos were not received at the time of writing this report.

Narrative Mission Report FMO 12-A-3, cont'd.

d. Opposition and Cost.

Two planes, A/P 175 and A/P 178, were holed by heavy ack from 5 pit position on ZABIAN AUX. field with S/Sgt. George A. Harvey, ASN 39574280, gunner in A/P 175, being slightly wounded. Treatment: First Aid.

4. COMMENTS OF THE I.O.--None.

5. AWARDS AND DECORATIONS.

In the opinion of this Officer, S/Sgt. George A. Harvey, should be awarded the Purple Heart.

6. STATISTICS.

a. Time-Table.

Take-off at 1000/I from TACLOBAN.
Attack at 1317/I to 1355/I at Min. Alt.
Landed at 1600/I at TACLOBAN.

b. Route. TACLOBAN-LAGUNA BAY-SAN JOSE-TARGET-TACLOBAN.

c. Fighter cover.

There was no fighter cover provided.

For the Squadron Commander:

ISAAC D. DAZEN,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

501ST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 72

BEO/1jd

14 Jan. 1945.

SUBJECT: Narrative Report Mission FPO 13-A-3, 13 January 1945.

TO : COMMANDING GENERAL, HCAF, APO 925.

1. Four planes hit the targets at minimum altitude and secured excellent results: 8 railway cars, 15-20 small railroad section cars, 1 truck, and 1 staff car were definitely destroyed, and 3 locomotives and 2 or 3 boxcars were damaged. Our losses were 2 planes holed by A/A, and one crewman killed.

2. The strike was performed in direct support of the LINGAYEN Gulf operations, being designed to harass and hinder the enemy's efforts to reinforce his troops in that area. Our particular targets were railway and M/T rolling stock in the area between the WHITEHEAD LINE and MANILA.

3. a. We were the third squadron over the target, with the 499th Squadron first, the 500th Squadron second, and the 498th Squadron 4th. Each squadron made separate attacks on the target. Our approach was made up the west coast of LUZON, cutting overland around BOTOAN to enter the central LUZON valley.

b. Lt. Billig led our squadron with Lt. Cavins flying on his wing. Lt. Hammer led the second flight with Lt. Gross as his wingman.

c. Our attack was started at PANIQUE, when Lt. Billig sighted 6 to 7 boxcars and 3 locomotives on the main railroad line, plus 3 flatcars and 15-20 small section cars on a nearby siding. He circled back and made his run in such a way as to cover the entire lot of cars in one pass. He destroyed 2 flatcars, 3 boxcars, the entire lot of 15-20 section cars, and damaged 4 boxcars and locomotives, dropping 8 parades and strafing heavily. Lt. Hammer also attacked these targets, destroying an additional 2 boxcars and damaging one locomotive. Two miles east of GERONA, Lt. Billig bombed and strafed 3 boxcars and a truck, destroying the truck and damaging the three boxcars. Lt. Cavins dropped four bombs on five boxcars at TARIAC with unobserved damage. Lt. Billig made two strafing passes on a parked truck five miles north of PLANIDEL with nil visible damage. Two miles north of BALING, Lt. Billig attacked a southbound 6-10 car train. The train was standing still and the locomotive was burning prior to our attack. Lt. Billig strafed the entire length of the train on two passes and set the caboose on fire. Lt. Gross bombed and strafed a staff car moving west from SAN MATEO, causing the car to go out of control and crash off the side of the road. No photo prints have been received at the time of preparation of this report.

d. Medium, inaccurate, moderate A/A was received from CANIL-ING.

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M/G and light caliber, inaccurate, moderate fire was received from PANIQUE. Heavy, inaccurate to accurate, moderately intense from railway bridge at STA ROSA. Light M/G fire, intense, inaccurate to accurate, received on both passes over train two miles north of BULIUAQ. Intense and extremely accurate fire of all calibers was received from southeast edge of SAN MATEO town. Fighter opposition was slight and ineffective. Four TONYS looked the squadron over at 1350/I when about 10 miles southeast of CABALETE IS. They returned a few minutes later and made a pass on the No. 4 plane in our formation, coming in from about 1,000 ft. above at 6 o'clock. They broke off at 600 yards when fired at by our tail gunner. Nil damage. F/O GORDON W. ARNOLD, ASN T-124481, Navigator for Lt. Hammer in A/P 191, was killed by 20 mm. A/A fire at SAN MATEO.

e. No fighter cover was provided.

4. The pilots and crew members of this squadron displayed splendid valor and air discipline when they escorted the crippled plane of the 499th squadron safely back to base, even though this action resulted in the separation of the 501st squadron, leaving the 501st Squadron Leader alone in the target area where he was subject to enemy fighter interception. Failure of radio communications and poor visibility caused the separation from the Squadron Leader, who--not knowing his remaining planes had departed--proceeded to the squadron assembly point just south of MANILA remaining there for twenty minutes in a vain attempt to reform his squadron. During this time he knew that he was subjecting his single plane to very probable interception, as he knew that enemy fighters were already airborne in that area.

5. In the opinion of this Officer, Lt. Billig should be awarded the Distinguished Flying Cross for his extraordinary achievements on this mission. In addition, this Officer is of the opinion that Lt. Coppotelli, of the 499th Squadron, should be similarly cited for the exceptionally fine job he did of flying his plane 90 minutes on single engine and making a good safe landing of his plane at TACLOBAN.

6. STATISTICS.

a. Time Table:

Take-off: 0938/I from TACLOBAN
Group Assembly 1000/I over TACLOBAN at 1500 ft.
Attack: 1235-1309/I at Min. Alt.
Landing: 1548/I at TACLOBAN.

b. Route: TACLOBAN-WEST COAST OF LUZON-TARGET-LAGUNA DE BAY-TACLOBAN.

For the Squadron Commander:

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

74-A-3
14 Jan 45

**501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72**

IKR/1JA

15 Jan. 1945.

SUBJECT: Narrative Mission Report FPO 14-A-3.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Our planes dropped 276 x 23 lb. parafrags east of the APARRI runway with unobserved results.

2. We were to make unserviceable any planes on APARRI A/D.

3. The 500th Bomb Squadron led the 345th Group of B-25-J's on the strike with the 501st, 499th, and 498th Squadrons in positions respectfully. The formation over the target was made in shallow "V's" of two squadrons. Lt. Masket led the 501st Bomb Sq. in A/P 172 with Lt. Hordeman flying A/P 020, in #2 position, Lt. Wilkinson in A/P 041 in #3 position, and Lt. Grooms in A/P 016 in #4 position.

Our squadron of four planes made the run to the right of the group leader, and due to the narrowness of the target, were forced to the east of the runway where their bombs fell with unobserved results. From a grass hut 2,000 ft. east of the runway, we received slight and inaccurate rifle or M/G fire.

Two squadrons of P-51's gave excellent top cover for the mission.

4. Details of this mission provide no basis for recommendation for awards.

5. STATISTICS.

a. Time Table:

Take-off 0700/Y from TAGLORAN.

Rendezvous 0715/Y over TAGLORAN 2,000 ft.

Attack 1031-1033/Y APARRI A/D at Min Alt.

Rally 1043/Y north of APARRI A/D at 4,000 ft.

Landing 1420/Y at TAGLORAN.

b. Route: TAGLORAN-TAYBAS BAY-TANGET-TAYBAS BAY-TAGLORAN.

For the Squadron Commander:

**ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.**

0011
16-A3
16 Jan 45501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

IEB/ljd

20 Jan. 1945.

SUBJECT: Narrative Mission Report WFO 16-A-3.

TO : COMMANDING GENERAL, PMAF, APO 925.

1. In a minimum altitude sweep of the Central Luzon Valley during the afternoon of 16 January 1945, this squadron destroyed 2 locomotives, 10 boxcars and a caboose and damaged several additional boxcars and trucks. We strafed and dropped 100 lb. para-demos.

2. Our particular target was the road and rail net from CAMPANARIO (1508N--12107E) to SAN MIGUEL (1510N--12058E) and southeast to LUGUNA de BAY.

3. The 345th B-25-J Bomb Group was led by the 501st Bomb Squadron with the 500th, 499th, and 498th Bomb Squadrons in positions respectfully. The target was hit by single plane elements with Lt. Col. Coltharp, Group Commander, leading the group and squadron in A/P 190 with other pilots and planes as follows: Lt. McKen in A/P 172, Lt. Ball in A/P 016, Lt. Lamar in A/P 002, Lt. Anderson in A/P 152, and Lt. Hayes in A/P 178.

Our 6 plane attack was started at CAMPANARIO and SAN MIGUEL. The first target appeared at 10 miles north of DILLMAN (1502N--12057E) where 2 boxcars were destroyed and 2 were damaged. At DILLMAN 1 locomotive, 2 boxcars, and 1 caboose were destroyed and 2 boxcars were damaged. Two M/T, one three miles south of DILLMAN, and the other at SAN ILDEFONSO (1505N--12056E) were damaged. One locomotive and six boxcars, 4 of which had already been damaged, were destroyed at HON-TALBAN (1444N--12108E). Two M/T, 1 at SANTA CRUZ (1456N--12102E) and the other at SAN MIGUEL, were damaged by strafing. Slight damage was inflicted on a concentration of equipment and personnel in hills 5 miles northeast of MARIKINA (1440N--12111E) by strafing. No bombs were dropped northeast of MARIKINA as the crew which made the pass had already expended their bombs. All traffic over the area our squadron covered seemed to be headed in a northerly direction. Photos confirm reports made by the pilots and crews.

Medium or heavy A/A, accurate but slight, was encountered at airplane level from MARIKINA AUX. A/D. Two planes, reported as OSCARS but identity not certain, made a slight pass and broke away at 1,000 yards and caused no damage to our planes. A/P 178 with its entire crew are listed as Missing In Action. They were last seen at 1616/I near CALABASAN (1452N--12108E).

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Narrative Mission Report PFO 16-A-3, cont'd.

Crew members aboard were:

2nd Lt.	Hayes, Jackson M.	0-764992	Pilot
2nd Lt.	Krafft, Harold D., Jr.	0-822473	Co-pilot
2nd Lt.	Peck, Howard H.	0-759980	Navigator
Sgt.	Rabold, Helmut A.	37558858	Radio Opr.
S/Sgt.	Hoomis, Paul G.	11081828	Engineer
S/Sgt.	Hoover, Roy M.	39855016	Gunner

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-Table.

Take-off 1350/I from SAN JOSE, NINDORO.
Group Assembly 1415/I over SAN JOSE, NINDORO.
Attack 1509-1626/I at minimum altitude.
landed 1825/I at TACLOBAN.

b. Route: SAN JOSE (1226N-12105E)--EAST HALF LAGUNA de BAY--
CALABASAN-CAMPANARIO-TARGET-PUNTA (1417N-12120E)
MABATE-TACLOBAN.

For the Squadron Commander:

ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

501
21-A-8
21 Jan 4

**SOLST BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 72**

IEB/1JA

23 Jan. 1945.

SUBJECT: Narrative Mission Report FPO 21-A-8.

TO : COMMANDING GENERAL, FRAAF, APO 925.

1. In a minimum altitude attack on BACUJO railroad tunnel on the morning of 21 January 1945, two planes dropped 4 x 1000 lb. 4-5 second delay bombs scoring 3 direct hits with undetermined results.

2. Our mission was to block by landslide or otherwise the railroad between ATIC and BACUJO in mountains east of LIMAYEN Gulf.

3. Two B-25-J's each loaded with 2 x 1000 lb. bombs, made way to BACUJO vicinity without fighter cover. Lt. Hall, in A/P 041, led the two plane flight with Lt. Bell, in A/P 020, on his wing.

After making thorough reconnaissance of the area, our planes started their individual passes from east to west. The two bombs dropped by Lt. Hall were seen to glide into the east end of the tunnel causing dark gray smoke to escape from the opposite or west end of the tunnel.

Lt. Bell dropped his first bomb on the opening of the west end of the tunnel and his second bomb was dropped nearby with unserved results. Photos were taken of the bombing and the area around the target.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-Table.

Take-off 0700/I from TACLOBAN.
Attack 1100-1130/I at 3000-4500 ft.
Landed 1500/I at TACLOBAN.

b. Route. TACLOBAN-WINDORO-WEST COAST LUZON-TARGET-WEST COAST LUZON-WINDORO-TACLOBAN.

For the Squadron Commander:

ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

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CAS

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

BEG/1jd

23 Jan. 1945.

SUBJECT: Narrative Mission Report WFO 22-A-4.

TO : COMMANDING GENERAL, FEAP, APO 925.

1. Four planes of this squadron photographed trails and defense installations on BATAAN Peninsula. Several shacks in target 4 at MARIVELES Harbor were destroyed by strafing and bombed with 100 pound para-demolition bombs.

2. Our particular target was trails and coastal area from BAGAC to ORION.

3. All four squadrons of the 345th Group participated on this strike with the 500th Squadron leading and the 501st, 498th and 499th Squadrons following in that order respectively. The group formed over TAGLOBAN and proceeded direct to the target via VERDE ISLAND PASSAGE. Our attack was made in two plane elements starting in around CABABAN and proceeded around MT. BATAAN in a counter clockwise direction.

Lt. Musket, in A/P 572, led our squadron with Lt. Moore, in A/P 152, Lt. Hatcher, in A/P 189, and Lt. Hamner, in A/P 009. Lt. Wilkinson, in A/P 016, developed engine trouble enroute to the target and turned back at 0830/I with Lt. Gross, in A/P 020, returning with him as escort. Lt. Musket scored several direct hits on shacks and barracks in target 4. Smoke obscured exact assessment of damage. He also dropped four bombs on the jetty at MARIVELES further damaging it and scored two near misses on some oil tanks at the edge of the bridge at MARIVELES.

Lt. Moore dropped 6 bombs at MARIVELES wharf scoring near misses and further damaging it and dropped 4 bombs on a concrete barge off shore between MARIVELES and CORREGIDOR with nil results and dropped 2 bombs in CARAYO village with unobserved results. 2 rolls of K-21 photographs were taken and 40-50 low obliques were taken with a K-22. Photos received confirm results as reported by crews. There was no fighter cover provided.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take-off 0705/I from TAGLOBAN.

Group rendezvous at 0715/I at 1500 ft. on course.

Attacked target from 0916-0948/I at minimum altitude.

Landing 1225/I at TAGLOBAN.

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Narrative Mission Report (FO 22-A-4, cont'd.

b. Route. TACLOBAN-VERDE IS. PASSAGE-TARGET-VERDE IS. PASS-
AGE-TACLOBAN.

For the Squadron Commander:

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

CONFIDENTIAL

CONFIDENTIAL

501
cas 23-A-5
23 Jan 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

THB/lm

24 Jan. 1945.

SUBJECT: Narrative Mission Report WFO 23-A-5.

TO : COMMANDING GENERAL, FMF, APO 925.

1. Our squadron, on the 23 of January 1945, proceeded to **FLORIDABIANCA TOWN (1499N-1203E)** where they strafed and dropped 72 x 100 lb. bombs causing many fires. They strafed **POWAS A/D** setting fire to two apparently serviceable **U/I A/P's**.

2. Our assignment was to destroy the town of **FLORIDABIANCA**, Central Luzon.

3. This squadron of 6 B-25's, each loaded with 12 x 100 lb. bombs made their way to the target of **FLORIDABIANCA**. Lt. Perkins, of the 501st Bomb Squadron in A/P 268 led the group on the attack with the 500th, 499th, and 498th squadrons in their respective positions of two, three and four. Other pilots and planes of the Squadron were: Lt. Anderson, A/P 009; Lt. Millman, A/P 041; Capt. Jones, A/P 572; Lt. Cook, A/P 080; Lt. Stone, A/P 199.

Our first pass over the target was made from south to north strafing and dropping 72 x 100 lb. bombs on the town which caused many fires. After passing over the target our planes started a 360° turn to get into position for a strafing run from north to south and it was then that they received light and medium ack-ack fire, with moderate intensity from **POWAS A/D**, which holed four of our planes. Swinging wide, our squadron then made a strafing run on the **A/D**, setting fire to two (2) camouflaged, probably serviceable, **U/I** planes. Continuing their attack they again strafed **FLORIDABIANCA Town** with unobserved results due to heavy smoke from fires.

Photos were taken of the bombing.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take-off 0655 from Tacloban.

Group Assembly 0715/I at 1500 ft. over **TACLOBAN**.

Attack 0730/I - 0840/I.

Landing 1240/I **TACLOBAN**.

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Narrative Mission Report FPO 23-4-5, cont'd.

**b. Route. TACLOBAN A/D, VEDE ISLAND PASSAGE, SUBEI BAY,
Target, SUBEI BAY, VEDE ISLAND PASSAGE, TACLOBAN A/D.**

For the Squadron Commander:

**ISAAC H. BAKER,
2nd, Lt. Air Corps,
Asst. Intelligence Officer.**

CONFIDENTIAL

CONFIDENTIAL

501
24-2
24 Jan 4

501ST BOMBARDMENT SQUADRON (M) AAF
145TH BOMBARDMENT GROUP (M) AAF
APO 72

BEG/134

25 Jan. 1945.

SUBJECT: Narrative Mission Report FFO 24-4-4.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Four planes of this squadron photographed trails and coastal area of BATAAN, and destroyed several barracks buildings and sank or damaged three barges at MARIVELES. Hundred pound para-demos. were used on the attack.

2. Our particular target was the coastal area from SAN ANTONIO (1457N-12005E) to MARIVELES.

3. All four squadrons of the 145th Group participated. The 498th, 499th, and 500th Squadrons hit earlier, taking off at 0700/I. Our squadron took off at 1000/I, with Capt. Brigham, Group Operations Officer, leading in A/P 189. Lt. Hardeman flew on his wing in A/P 041, and Lt. Ohnams led the second flight in A/P 152 with Lt. Bell, in A/P 016, as his wingman. A search was made from SAN ANTONIO moving along the coast to the southeast. Lt. Ohnams damaged a motor launch at the jetty at OLONGAPO. At MARIVELES a total of 40 bombs were dropped among barracks and at two 50 foot barges and a 100 foot barge in MARIVELES Bay. The two 50 ft. barges were sunk and the 100 ft. barge was damaged. Our planes were not damaged in any way. Photos confirm results. There was no fighter cover.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-Table.

Take-off 1000/I from TACLOBAN.
Time Over Target 1225-1305/I.
Time of landing 1525/I.

b. Route. TACLOBAN-VERDE ISLAND PASSAGE-TARGET-VERDE ISLAND PASSAGE-TACLOBAN.

For the Squadron Commander:

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

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501
CD 25-A
25 Jan 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

IRM/134

26 Jan. 1945.

SUBJECT: Narrative Mission Report WFO 25-A-4.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Three planes of this squadron struck at coastal defenses and troop concentrations along the west coast of RATAAN destroying several shacks and setting fire to barracks.

2. Our particular target was coastal defenses and troop concentrations along the west coast of RATAAN from OLONGAPO to MARIVELES.

3. The squadrons of the 345th Group flew to the target as four individual units with the order of attack being the 499th, 500th, 501st and 498th. Lt. Fisher led our squadron in A/P 572 with Lt. Moore in A/P 009, and Lt. Wilkinson in A/P 175 in second and third positions respectively. Lt. Hatcher in A/P 199 returned to base early due to engine trouble.

The RATAAN coastal area was searched, strafed and bombed from OLONGAPO to MARIVELES. The attack started at OLONGAPO where 4-5 shacks were destroyed by strafing and bombing. GRANDE ISLAND was hit with nil damage. At 1433N-12023E, bombs were dropped along five 20' x 20' concrete boxes at the edge of the water causing nil damage. Strafing and bombs were believed to have destroyed a 50-75 ft. motor boat at 1446N-12015E and caused nil damage to a barge in WAIN BAY. At MARIVELES three small fires were started in the barracks area while bombing and strafing of MARIVELES A/D and jetty were unobserved. There was no fighter cover and nil damage was received to our planes. Photos confirm results.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take-off 0720/I from TAGLOHAN.
Time over target 0930-1001/I.
Time of landing 1230/I.

b. Route. TAGLOHAN-VERDE ISLAND PASSAGE-TAROKT-VERDE ISLAND
PASSAGE-TAGLOHAN.

For the Squadron Commander:

ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

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501
26-A7
26 Jan 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

NEO/134

27 Jan. 1945.

SUBJECT: Narrative Mission Report FPO 26-A-7.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Four planes of this squadron attacked CABCABEN on the BATAAN PENINSULAR on 26 January 1945, destroying one barracks building there with 250 lb. parademes.
2. Our particular target was to destroy coastal defense guns believed to be at CABCABEN. These gun positions were not sighted by our crews.
3. The 500th Squadron also participated in this attack, with their 4 planes leading. Lt. Musket, in A/P 268, led our squadron, with Lt. Cook as his wingman in A/P 002. Capt. Jones led the second flight in A/P 572, and Lt. Stone, in A/P 190, was his wingman. The target was hit in two passes, the first on a 90 degree heading, and the second on a 160 degree heading. A total of 24 bombs were dropped among barracks buildings at the east end of CABCABEN runway. One building was destroyed and two others damaged and left burning. A large explosion was set off by our bombing near the shore about 1,000 feet south of the runway. Light ack-ack positions near the runway and near the two jetties were strafed. Photos taken confirm reports of crews. There was no fighter cover.
4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-Table.

Take off 0729/I from TACLOBAN.
Time over target 0940-0946/I at minimum altitude.
Time of landing 1205/I at TACLOBAN.

b. Route. TACLOBAN-VERDE ISLAND PASSAGE-TARGET-VERDE ISLAND PASSAGE-TACLOBAN.

For the Squadron Commander:

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

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501
27-A-3
27 JAN 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

THE/134

28 Jan. 1945.

SUBJECT: Narrative Mission Report FPO 27-A-3.

TO : COMMANDING GENERAL, FIAF, APO 925.

1. Four planes of this squadron swept the west coast of BATAAN with no attacks being made due to lack of targets. The secondary target of CALINGATAN A/D was hit destroying 3 barracks buildings and damaging 3 others.

2. Our primary target was to attack coastal defenses and troop concentrations along the west coast of BATAAN with the secondary being targets of opportunity around CALINGATAN and LIPA A/D.

3. The 498th Squadron led the Group to the target with the 499th, 501st and 500th Squadrons in that order respectively. Lt. Brakins, in A/P 268, led our squadron with other pilots and planes being Lt. Hardeman, in A/P 152; Lt. Anderson, in A/P 016; and Lt. Hanner in A/P 175. In a sweep down the west coast of BATAAN no attacks were made by our crews, due to lack of targets.

The secondary target, CALINGATAN A/D area was attacked where our planes dropped a total of 24 x 100 lb. para-damms, destroying 3 large barracks buildings and damaging 3 others. The area was strafed with unobserved results. Our planes received nil ack-ack and no pictures were taken of the strike.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take-off 0831/I from TACLOHAN.
Time Over Primary Target 1015-1050/I.
Time Over Secondary Target 1113-1116/I.
Time of landing 1305/I at TACLOHAN.

b. Route. TACLOHAN-VERDE ISLAND PASSAGE-PRIMARY TARGET-
SECONDARY TARGET-TACLOHAN.

For the Squadron Commander:

ISAAC H. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

IEB/ljd

1 Feb. 1945.

SUBJECT: Narrative Mission Report 13 ATF F03-3EL.

TO : COMMANDING GENERAL, FRAAF, APO 925.

1. Four planes of this squadron made an attack on the Railway Repair Yards at BACOLOD destroying 2 large buildings. Other results were unobserved due to dense black smoke over the target.

2. Our primary target was an attack on Railway Repair Yards at BACOLOD with the secondary target being the town of GUIMBALACON, NEGROS Island.

3. The 501st Squadron led the Group to the target with the 500th, 499th, and 498th Squadrons in that order respectively. Lt. Musket in A/P 580 was in the lead with other pilots and planes of this squadron being Lt. Hardeman in A/P 175, Lt. Ohnemus in A/P 152, and Lt. Anderson in A/P 009.

The primary target, BACOLOD Railway Repair Yards, was attacked where our planes strafed and dropped a total of 16 x 500 lb. 8-15 second delay demolition bombs which destroyed 2 large buildings. Other results were unobserved due to the dense black smoke over the target. Fires, with white smoke, in the target were visible 30 minutes after the attack. Our planes received nil ack-ack. Photos taken confirm reports of crews. There was no fighter cover.

4. In the opinion of this Officer, there was no action which would justify awards.

5. STATISTICS.

a. Time-Table:

Take-off: 0930/I TAGLOBAN.

Attacked target: 1046-1048/I at Minimum altitude.

Time of landing: 1243/I TAGLOBAN.

b. Route. TAGLOBAN-PRIMARY TARGET-TAGLOBAN.

For the Squadron Commander:

ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

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501
30 Jan 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

IKR/134

1 Feb. 1945.

SUBJECT: Narrative Mission Report 13 ATF FO #1.

TO : COMMANDING GENERAL, PMAF, APO 925.

1. Six airplanes of this squadron took off from TAGLOHAN A/D to attack coastal defense and gun pits along the coast at the east end of CABCAREN A/D. One barracks building containing a M/G nest was destroyed with other results being generally unobserved due to dust and smoke of the previous squadron's bombing. One airplane returned to base before reaching the target due to a late take off. One airplane had a bomb hang up in the bombay and landed at KIMORN FIELD, MINDORO before returning to base.

2. Our target was coastal defense and gun pits along the coast at the east end of CABCAREN A/D.

3. The 498th Squadron led the Group to the target with the 501st, 500th and 499th Squadrons in that order respectively. Lt. Fisher, in A/P 572, led our squadron with other pilots and planes being Lt. Cavins in A/P 172, Lt. Bell in A/P 016, Lt. Osmann in A/P 041 (returned early due to a late take off), Lt. Wanda in A/P 175 and Lt. Stone in A/P 020.

The target was strafed and a total of 59 x 100 lb. parades bombs were dropped. One barracks building at the NE end of CABCAREN A/D, which contained a M/G that had been firing at our squadron at the beginning of the run, was destroyed by a direct bomb hit. One M/G position located at the NE section of the barracks area was strafed with unobserved results. In general, bomb hits were unobserved due to smoke and dust of the previous squadron's bombing.

A/P 172, piloted by Lt. Cavins, holed by M/G fire at the beginning of the run, had a bomb hang up over the target. The bomb hung up when the can cable wrapped around the bomb fin and let it drop just to the outside of the bombay. As soon as the flight leader noticed the trouble, Lt. Cavins was motioned out of position to prevent the entire flight from being destroyed should the bomb explode. Lt. Cavins left the flight and proceeded to KIMORN FIELD where he asked the tower for clearance to have his man bail out and then land the plane. All crew members believed the bomb to be fully armed after visual inspections had been made of the bomb's arming vane. After three hours of circling the field, the request was granted and Lt. Cavins ordered the navigator and the three gunners to jump and gave his co-pilot, Major Oiese, permission to jump if he so desired. Major Oiese chose to stay and help Lt. Cavins land the plane.

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Narrative Mission Report 13 ATF PG #1, cont'd.

At 1338/I the four crew members received the pilot's orders and bailed out over KIMOK FIELD. Only minor scratches and bruises were received by the chutists. With one more circle of the field to be certain his crew had landed safely and check the bomb once more, Lt. Cavins with the help of Major Giese brought A/P 172 in for a safe, three point, landing at 1348/I. Ordnance men at MINDORO measured the clearance between the bomb and the ground as nine (9) inches and told the crew that only a perfect three point landing saved the plane and the lives of its occupants. The following morning, 30 January 1945, the crew took off from MINDORO for TACLOBAN but were forced to return due to bad weather. On 31 January 1945, the crew returned the plane to TACLOBAN A/D. Slight H/G fire was received over the target heling one airplane with all personnel being injured. Photos generally confirm the reports given by the crew.

4. The pilot and crew of A/P 172 of this squadron displayed splendid valor and air discipline in their actions on this mission.

5. In the opinion of this Officer, Lt. Cavins and Major Giese should be awarded the Distinguished Flying Cross for their extraordinary achievements and Lt. Jastranski, S/Sgt. Holland, S/Sgt. Adrian and Cpl. Nelson should be awarded the Air Medal for their valor and air discipline on this mission. By bailing out, they lessened the weight load of the plane and aided in bettering the chances for a successful landing of the plane.

6. STATISTICS.

a. Time Table.

Take-off 0730-0733/I from TACLOBAN.
Group Assembly 0745/I over TACLOBAN, at 1500 ft.
Attack 0956-1000/I at Minimum altitude.

Landing 1 A/P 1130/I TACLOBAN.

2 A/P 1227/I TACLOBAN.

2 A/P 1130/I MINDORO

1 A/P 1348/I MINDORO

Take off 2 A/P 1500-1632/I MINDORO

Landing 2 A/P 1640-1817/I TACLOBAN

A/P 172 took off from MINDORO 30 January and was forced to return due to bad weather. Took off 0810/I/31 from MINDORO and landed 1005/I/31 at TACLOBAN.

b. Route. TACLOBAN-VERDE ISLAND PASSAGE-TARGET-VERDE ISLAND PASSAGE-TACLOBAN.

For the Squadron Commander:

ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

501
1Feb45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

REG/134

2 Feb. 1945.

SUBJECT: Narrative Mission Report 13 ATF PO 4/3E1, 1 Feb. 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six planes of this squadron attacked PUERTA PRINCESSA on PALAWAN Island on 1 February 1945, strafing and dropping hundred pound para-demes. Observed results were meager, due to dust and smoke from attacks by previous squadrons, and also due to a general paucity of targets.

2. Our particular objective was to destroy any floatplanes or repair facilities that might be in the F/P anchorage, and to demolish any remaining barracks or storage buildings in the township area.

3. The 498th Squadron led the Group, with the 499th, 500th and 501st Squadrons following them over the target. Capt. Jones led our squadron in A/P 572, with Lt. Wards and Lt. Bell as his wingmen in A/P 016 and 580. Lt. Billig, in A/P 268, led the second flight with Lt. Cook in A/P 571 and Lt. Stone in A/P 441 as his wingmen. One pass was made, on a heading of approximately 260 degrees. Capt. Jones and Lt. Wards hit the F/P anchorage, with Lt. Bell going after ack-ack positions on the shore between the F/P anchorage and the POW camp. Lt. Billig and Lt. Cook bombed barracks buildings east of the POW camp, scoring two near misses on buildings in the barracks group. Lt. Stone's target was a barracks building near #2 runway. Slight and inaccurate, light and medium ack-ack was received over the target. There was no fighter cover. Photos confirm results by crews.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take-off 0835/I from TACLOBAN.

Time over target 1121-1122/I at Minimum Altitude.

Time of landing 1505/I at TACLOBAN.

b. Route. TACLOBAN-MINDANAO SEA-TARGET-MINDANAO SEA-TACLOBAN.

For the Squadron Commander:

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

CONFIDENTIAL

501
2 Feb 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

IEB/134

3 Feb. 1945.

SUBJECT: Narrative Mission Report 13 ATF FO5-381, 2 Feb. 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Four planes of this squadron attacked rolling stock, river boats and gun emplacements in the CAGAYAN RIVER VALLEY. One motor truck, one river barge were damaged and 3 gun pits received direct bomb hits.
2. Our particular objective was to attack targets of opportunity in the CAGAYAN RIVER VALLEY from ECHAQUE to APARRI.
3. The 499th Squadron led the Group with the 500th, 501st and 498th Squadrons in that order respectively. Lt. Fisher led our squadron in A/P 571, with Lt. McClanathan in A/P 002, Lt. Moore in A/P 009 and Lt. Gross in A/P 580. The squadron made two passes over the target area, one from south to north and the other from north to south. At CABAGAN (1726N-12145E), a river barge was damaged by strafing. A motor truck, parked and headed north, on the road northeast of MARASAT (1654N-12136E) was bombed and strafed damaging the truck. Twenty bombs were dropped at a row of pill boxes or gun pits along the beach near CABARITAN Village (1825N-12128E). Three bombs were observed to fall directly into three pits and several others were undoubtedly damaged by near misses. M/G fire, slight and inaccurate, was received from these pits. There was no fighter cover. Photos confirm results by crews.
4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take off 0745/I from TACLOBAN.
Time over target 1010-1210/I at Minimum altitude.
Time of landing 1435/I at TACLOBAN.

b. Route. TACLOBAN-EAST COAST LUZON-BALER BAY-TAROST-BALER BAY-EAST COAST LUZON-TACLOBAN.

For the Squadron Commander:

ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

REQ/134

4 Feb. 1945.

SUBJECT: Narrative Mission Report 13 ATF F06-3E1 3 Feb. 45.

TO : COMMANDING GENERAL, FMF, APO 925.

1. Four planes of this squadron hit TUQUEGARA and APARRI TOWNS in NORTHERN LUZON on 3 Feb. 45, strafing and dropping hundred pound free-falling bombs. Results were good, but could not be assessed accurately due to very poor visibility over targets.

2. Our objective was to harass the enemy's rear areas in the CAGAYAN Valley and deny him any possible use of TUQUEGARA and APARRI Promes.

3. The 500th Squadron led the group attack, with our squadron second, and the 498th and 499th third and fourth. Lt. Husket led our squadron in A/P 572. Other pilots and planes were in order: Lt. Denny A/P 175, Lt. Hardeman A/P 016, and Lt. Hatcher in A/P 152. We made three passes over TUQUEGARA, strafing lightly but did not drop bombs because no suitable targets were spotted. At APARRI visibility was extremely bad and the squadron passed over the target before actually spotting it. A 360 degree circle was made and our planes opened their attack. Bombing was excellent, with four planes dropping 42 bombs in the town area stringing northeast from the main wharf and jetty through the MITSUI Lumber Co. and on across to the beach at the west end of the runway. The entire area was strafed. There was no fighter cover for this strike. Photos confirm results reported by crews.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take off 0830/I from TACLOBAN.

Time over target 1136/I TUQUEGARA at Minimum altitude.

1213/I APARRI TOWN at Minimum altitude.

Time of landing 1550/I at TACLOBAN.

b. Route. TACLOBAN-BALER BAY-CAGAYEN VALLEY-TUQUEGARA-
APARRI. Return: Same.

For the Squadron Commander:

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

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501
5 Feb 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

BEG/1ja

6 Feb. 1945.

SUBJECT: Narrative Mission Report 13 ATF F08-3K1, 5 Feb. 1945.

TO : COMMANDING GENERAL, USAF, APO 925.

1. Four planes of this squadron swept the Southeast coast of LUZON on 5 February 1945, destroying seven barges and/or luggers, and damaging eight more. Our attacks were made at minimum altitude and 500 lb. bombs were dropped.

2. Our particular objective was to thwart the enemy's plans to evacuate any key personnel from the CENTRAL LUZON battle area.

3. All four squadrons of the 345th Group participated, with the 498th Squadron leading forth at 0730/I, and the other squadrons following in order at one hour intervals between take offs. Lt. Chnemas led our squadron in A/P 572, with Lt. McClanathan flying his wing in A/P 175. Lt. Bell led the second flight in A/P 580, with Lt. Stone in A/P 041 as his wingman. The squadron began their sweep at LEGASPI and worked north along the LUZON coast to POLILLO IS. 5 miles south of LEGASPI Lt. McClanathan sighted a barge which he damaged by strafing and 1 near miss with a 500 lb. pounder. At the jetty at LEGASPI, two luggers or sea trucks and one barge were sighted. These were strafed and bombed by Lt. Chnemas and Lt. McClanathan, with bombs of both airplanes falling over. All three vessels were well strafed and damaged. The squadron then swung northeast to cover CATANDUANES IS. One lugger and one barge were spotted in GABUO BAY (1303N-12412E). These vessels were strafed by all four planes. Lt. Chnemas dropped one bomb which missed by 100 ft. Lt. Bell got one of the vessels with a direct hit alongside, and Lt. Stone got the other with a bomb that exploded between the two. Lt. McClanathan strafed and bombed a beached barge on the southeast shore of SAN MIGUEL BAY (1347N-12316E) damaging it. Three barges were spotted near BARCHILONETA on the southwest shore of SAN MIGUEL BAY (1346N-12309E). These vessels were grouped very close together and were destroyed by a direct hit in the midst of them by Lt. Stone. Sweeping on up the coast, our squadron found 3 camouflaged barges near BANASI (1408N-12309E). These were strafed by Lt. Chnemas and Lt. Stone. Lt. Chnemas damaged two of these vessels. Lt. Chnemas strafed and damaged a single barge near IAHAP (1417N-12237E). Swing- ing over to POLILLO ISLAND, our planes spotted a boat yard at POLILLO town. There were three boat sheds, two of which had luggers under construction in them. These were attacked by Lt. Chnemas, Bell, and Stone and were all believed to have been destroyed. No fighter cover was provided. Photos taken generally confirm results reported by crews, and, in addition, reveal quite an additional number of luggers and barges present in the areas attacked than were actually reported by

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Narrative Mission Report 13 ATF P08-3K1, cont'd.

crew. There seems to be a great deal of boat building in the areas photographed.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take off 1026/I from TACLOBAN.
Time over target 1125-1605/I.
Time of landing 1745/I at TACLOBAN.

b. Route.

TACLOBAN-SAN BERNARDINO STRAIT-TARGET-LAGAY GULF-TACLOBAN.

For the Squadron Commander:

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

CONFIDENTIAL

CONFIDENTIAL

501
6 Feb 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

INB/134

7 Feb. 1945.

SUBJECT: Narrative Mission Report 13 AIF 709-3E1, 6 Feb. 1945.

TO : COMMANDING GENERAL, JAAF, APO 925.

1. Four planes of this squadron swept the east coast of LUXON from LOPEE BAY to LOKOCK Pt. (1820H--12220H). One beached lifeboat at PAIAMAN BAY (1700H--12225H) was lightly strafed. Two gas tanks near railroad installations at BOMMAGA (1350H--12215H) were bombed and strafed with generally unobserved results.

2. Our particular objective was to make impossible any large movement along the eastern coast of LUXON.

3. All four squadrons of the 345th Bomb Group participated, with the 499th squadron leading forth at 0730/I and the other squadrons following in order at one hour intervals between take offs. Capt. Jones led our squadron in A/P 571 with Lt. Benny in A/P 189 on his wing. Lt. Moore in A/P 003 led the second flight with Lt. Gross in A/P 268 on his wing. The squadron swept the east coast of LUXON from LOPEE BAY to LOKOCK Pt. There was no shipping sighted with the exception of one beached lifeboat at PAIAMAN BAY which Lt. Moore lightly strafed. All planes strafed and dropped bombs on two gas tanks near railway installations at BOMMAGA. Results were generally unobserved due to the surrounding terrain. No fighter cover was provided. Photos taken generally confirm results reported by crews.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take off 0953/I from TACLORAN.

Time over target 1250-1555/I.

Time of landing 1725/I at TACLORAN.

b. Route. TACLORAN-BAGNY-TARGET-BAGAY GULF-TACLORAN.

For the Squadron Commanders

ISAAC M. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 72

IEB/134

8 Feb. 1945.

SUBJECT: Narrative Mission Report 13 ATF FO 10-341, 7 Feb. 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Three planes of this squadron swept the east coast of northern LUZON damaging one serviceable VA at PALAUI ISLAND (1832N—12206E). 500 pound bombs were dropped at minimum altitude.

2. Our particular objective was to make impossible any barge and shipping movements along the eastern coast of LUZON, covering the area from POLILIO ISLAND to BABUYAN CHANNEL.

3. All four squadrons of the 345th Bomb Group participated, with the 500th Squadron leading forth at 0730/I and the squadrons following in order at one hour intervals between take offs. Lt. Musket led our squadron in A/P 578 with Lt. Cook in A/P 172 and Lt. Hatcher in A/P 580. Lt. Anderson in A/P 009 started on the mission but was forced to return to base early due to mechanical trouble, landing at 0930/I. At PALAUI ISLAND one serviceable VA was beached and strafed by Lt. Cook leaving it damaged. Two planes attacked 3 previously damaged M/V's beached opposite APARRI town near river mouth scoring direct hits on a FOX TARE destroying it. The other two M/V's were further damaged by heavy strafing. No fighter cover was provided. Photos taken generally confirm results reported by crews, showing the M/V destroyed at APARRI to be FT class.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Take off 0830/I from TAGLOBAN.
Time over target 1020-1550/I.
Time of landing 1640/I at TAGLOBAN.

b. Route. TAGLOBAN-RAGAY GULF-TARGET-RAGAY GULF-TAGLOBAN.

For the Squadron Commander:

ISAAC E. BAKER,
2nd Lt, Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

CONFIDENTIAL

501
46-0-2
15 Feb 45

ADVANCE ECHELON
501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/ljd

16 Feb. 1945.

SUBJECT: Narrative Mission Report FFO 46-D-26, 15 February 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Three airplanes of this squadron dropped 6 x 1000 lb. demolition bombs in Jap Bivouac Area (1438N-12028E) with unobserved results. Both sides of the trail were heavily strafed from 12029E-12026E starting numerous small fires.

2. Our particular objective was to destroy by bombing and strafing the Jap Bivouac Area at 20.7-70.5 Bagao (1/50,000 Map) and to destroy or disperse any concentration of supplies or enemy troops along the trail from 12029E-12026E.

3. Two squadrons of the 345th Bomb Group participated with the 500th Squadron leading and followed by the 501st Squadron. The Group formation consisted of 6 planes, 3 from each squadron. The target was hit in two plane elements with Lt. Musket, in A/P 572, leading the 501st Squadron with airplane 204 of the 500th Squadron on his wing. This 500th crew bailed out over SAN MARCELINO after a bomb hung up over the target. Lt. Bross, in A/P 268, led the last flight with Lt. Moore, in A/P 016, on his wing. 6 x 1000 lb. bombs were dropped in the Jap Bivouac Area with unobserved results other than bomb bursts. Both sides of the trail across BATAAN Peninsula from 12029E-12026E were heavily strafed starting numerous small fires. All passes were made from east to west with Lt. Musket making four passes and the other two planes each making three passes. A/P 268 expended 5600 rounds of .50 caliber ammunition with the total ammunition of the squadron being 14,400 rounds. No fighter cover was provided. Photos were taken but have not been received at the time of this writing.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Take off 1240/I from SAN MARCELINO
Time over target 1310-1350/I.
Time of landing 1430/I at SAN MARCELINO

b. Route. SAN MARCELINO-TARGET-SAN MARCELINO

For the Squadron Commander:

ISAAC E. BAKER,
1st Lt, Air Corps,
Asst. Intelligence Officer.

501
48D-23
17 Feb 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/1jd

18 Feb. 1945.

SUBJECT: Narrative Mission Report FPO 48-D-23, 17 February 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six airplanes of this squadron made three passes dropping 12 x 1000 lb. demolition bombs and heavily strafed targets of opportunity along both sides of the road from 12027E to BAGAC. Two Japs were killed and 8-10 grass fires were started by strafing. Other results were unobserved other than the bursting of bombs.

2. Our particular objective was targets of opportunity 2,000 yds along each side of the road from 12027E to BAGAC town.

3. Two squadrons of the 345th Bomb Group participated with the 501st Squadron leading and followed by the 500th Squadron. Lt. Fisher led the squadron in A/P 268 with other pilots and planes being Lt. Terwilliger in A/P 572, Lt. Bill in A/P 580, Lt. Anderson in A/P 571, Lt. Cook in A/P 009 and Lt. Wanda in A/P 002. Contact was made with ZOMBIE before our planes entered the target. Three passes were made over the target where our planes dropped 12 x 1000 lb. 8-15 second delay demolition bombs and expended 32,200 x .50 caliber rounds of ammunition covering an area of 1000 yds on each side of the road from 12027E to BAGAC. Two Japs were killed by strafing 2000 yards east of BAGAC as they were running for cover. 8-10 small grass fires were started in the target by strafing with other results unobserved other than bomb bursts. No fighter cover was provided. Photos were taken but have not been received at the time of this writing.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take off 1629/I from SAN MARCELINO

Time over target 1715-1740/I.

Time of landing 1820/I at SAN MARCELINO

b. Route. SAN MARCELINO-TARGET-SAN MARCELINO

For the Squadron Commander:

ISAAC E. BAKER,
Asst. Intelligence Officer,
1st Lt, Air Corps.

CONFIDENTIAL

501
49 D-12
18 Feb 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/ljd

19 Feb. 1945.

SUBJECT: Narrative Mission Report FFO 49-D-12, 18 February 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six airplanes of this squadron heavily strafed and dropped 12 x 1000 lb. demolition bombs in target assigned by ZOMBIE as west of grid line 17.5 along axis of road to BAGAC. (All ref. BAGAC 1/50,000 sheet 3254-IV). Results other than bomb bursts were unobserved. One bomb was believed to have hit among M/T's at point 14.6-70.4.

2. Our particular objective was to destroy supplies and troops along the BAGAC road assigned by ZOMBIE as grid line 17.5 west to BAGAC.

3. Four squadrons of the 345th Bomb Group participated on the strike. The 498th Squadron led the Group with the 499th, 500th and 501st Squadrons over the target in that order respectfully. Squadrons took off at 45 minutes intervals. Capt. Jones led the squadron in A/P 572 with other pilots and planes being Lt. Terwilliger in A/P 173, Lt. Moore in A/P 002, Lt. Hamner in A/P 580, Lt. Foy in A/P 175 and Lt. Wanda in A/P 172. This squadron made three passes over the target assigned by ZOMBIE as 17.5 west to BAGAC and dropped 12 x 1000 lb. 8-15 second delay demolition bombs in the area between points 13.7-68.5—16.2-70.3—14.1-70.7—12.5-69.5. One bomb was believed to have hit among a group of 10-12 M/T hidden under trees near the south side of the road at point 14.6-70.4. Heavy foliage prevented the observation of specific results of this bomb. The area along the road from 16.5 to grid 12.0 was heavily strafed. All passes were made from east to west. No fighter cover was provided. Photos were taken but have not been received at the time of this writing.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Take off 1452/I from SAN MARCELINO.

Time over target 1533-1555/I.

Time of landing 1625/I at SAN MARCELINO.

b. Route. SAN MARCELINO-TARGET-SAN MARCELINO.

For the Squadron Commander:

ISAAC E. BAKER,
1st Lt, Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
 345TH BOMBARDMENT GROUP (M) AAF
 APO 73

IEB/ljd

19 Feb. 1945.

SUBJECT: Narrative Mission Report FFO 49-D-11, 18 February 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six airplanes of this squadron heavily strafed and dropped 11 x 1000 lb. demolition bombs in target assigned by ZOMBIE as west of grid line 19.5 along axis of road to BAGAC. (All ref. BAGAC 1/50,000 sheet 3254-IV). The only visible results other than bomb bursts were 2 puffs of black smoke rising to 100 ft. A/P 172 salvoed one bomb in the ocean after the second pass when a voltage regulator caught fire and forced it to return to base.

2. Our particular objective was to destroy supplies and troops along the BAGAC road assigned by ZOMBIE as grid line 19.5 west to BAGAC.

3. Four squadrons of the 345th Bomb Group participated on the strike. The 498th Squadron led the group with the 499th, 500th and 501st squadrons over the target that order respectfully. Squadron take offs were made in 45 minutes intervals. Capt. Jones led the squadron in A/P 572 with other pilots and planes being Lt. Terwilliger in A/P 173, Lt. Moore in A/P 002, Lt. Hamner in A/P 580, Lt. Foy in A/P 175 and Lt. Wands in A/P 172. This squadron made five passes over the target with the exception of Lt. Wands who had a voltage regulator to catch fire on the second pass. He was forced to salvo one bomb in the ocean and return to base.

The squadron dropped 11 x 1000 lb. 8-15 second delay demolition bombs in the area bounded by 14.0-68.0—16.7-69.7—15.9-70.4—12.5-69.5. The only visible results other than bomb bursts were 2 puffs of black smoke rising to 100 ft. at 14.0-69.0. The area west of 19.5 to BAGAC was heavily strafed with 25,150 x .50 caliber rounds of ammunition. No fighter cover was provided. Photos were taken but have not been received at the time of this writing.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Take off 0922/I from SAN MARCELINO.

Time over target 0959-1031/I.

Time of landing 1112/I at SAN MARCELINO.

CONFIDENTIAL

Narrative Mission Report FPO 49-D-11, cont'd.

b. Route. SAN MARCELINO-TARGET-SAN MARCELINO.

For the Squadron Commander:

ISAAC E. BAKER,
1st Lt, Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

CONFIDENTIAL

501
51-D-14
20 Feb 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BEG/1jd

21 Feb. 1945.

SUBJECT: Narrative Mission Report PFO 51-D-14, 20 February 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Seven planes of this squadron flew to FORMOSA for an intended attack on KAOI TOWN, or on CHOSHU TOWN, but weather and other circumstances resulted in us making no attack at all. We lost one plane and four men on this mission.

2. This was to be a coordinated attack, with 36 planes of the 38th Group leading, and 36 planes of the 345th Group following. Our objectives were railyards and other industrial and defensive installations in KAOI or CHOSHU. The tertiary target was enemy troops concentrated near IAL-LO, in Northern HUZON.

3. The 500th Squadron led our Group formation, and we were in second position, with the 498th and 499th Squadrons following. Capt. Jones led our squadron, flying A/P 571, but he returned to base shortly after take off, due to engine trouble. Lt. Bell, in A/P 374, took over the leadership of the squadron, and Lt. Wands, in A/P 172, and Lt. Terwilliger, in A/P 013, flew as his wingmen. Lt. Fisher, in A/P 580, led the second flight, with Lt. Denny and Lt. Moore as wingmen in A/P's 173 and 189. Lt. Foy flew with the second flight as No. 4 man in A/P 016. Our squadron became separated from the group formation when the group leader abandoned his attack on the primary target because of extremely bad weather and poor visibility around HEITO, FORMOSA. In the bad weather our planes suddenly found themselves over CHUSHO A/D, where they were fired upon by medium ack-ack batteries. Lt. Bell was hit, and the squadron immediately formed on his plane and escorted him out of the area of immediate danger. Lt. Fisher then brought his three wingmen on back to base, while Lt. Wands and Lt. Terwilliger escorted the crippled plane to the CATALINA rescue point at NORTH ISLAND (2104N-12156E). The sea was very rough and Lt. Bell had a very difficult job to ditch his plane, but did succeed in getting two of his crewmen safely landed. The tail broke completely off and the plane nosed badly. Only the radioman and tail gunner were able to get out, and they were picked up by the rescue CATALINA. The other men aboard, 1st Lt. MELVIN R. BELL, O-765552 pilot; 2nd Lt. ALVIN G. MC IVER, O-825218, co-pilot; 2nd Lt. ROBERT L. BACON, O-765131, Bombardier; S/Sgt. Alphonse R. Ostachowicz, 32864925, Engineer, were all lost in the crash. A/P 016, piloted by Lt. Foy, had one bomb hang up when trying to salvo. This bomb fell out on the runway when the plane landed at SAN MARCELINO. The bomb did not explode, but the bomb bay doors, hydraulic system, and tail end of fuselage were damaged as a result. No photos were taken by our planes. Fighter cover was excellent.

1
CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report PFO 51-D-14, cont'd.

4. In the opinion of this Officer, Lt. Bell, pilot of the ditched plane, should be awarded the Distinguished Flying Cross for the gallant and effective way in which he made every possible effort to fly his crewmen back to safety. When hit, his right engine was badly damaged and caught fire. Lt. Bell, displaying complete control and devotion to his duty to his crew, ordered Lt. Fisher to take command of this squadron and return to base with the four planes of his flight, while he himself continued on to the assigned position for CATALINA rescue. The right engine of his plane was burning badly when he started for the rescue point, and he had to fly the last 30 minutes on single engine. In spite of the difficulties of ditching in the heavy seas on a single engine, he made a landing at 1345/I that did save the lives of two of his crewmen, although his own life was lost in the effort. This type of action on the part of a bomber pilot is the type of which every member of our Air Forces can justly be proud, and is worthy of the highest respect and commendation.

5. STATISTICS.

a. Time table.

Took off 0918/I from SAN MARCELINO
Landed 1000/I at SAN MARCELINO (one plane)
Turned back 1254/I at HEITO
Landed 1605/I at SAN MARCELINO (4 planes)
Landed 1715/I at SAN MARCELINO (2 planes)

b. Route. SAN MARCELINO-SOUTH TIP OF FORMOSA-HEITO-CHOSHU-SAN MARCELINO.

For the Squadron Commander:

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

CONFIDENTIAL

501
52-D-17
21 Feb 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BEG/ljd

22 Feb. 1945.

SUBJECT: Narrative Mission Report FFO 52-D-17, 21 February 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six B-25-J's of our squadron searched the INDO-CHINA coast for shipping on 21 February, with none sighted. Our gunners damaged four NICKS in aerial combat, with no damage to us.

2. Our particular objective was to sweep the Nip's sea lanes along the INDO-CHINA coast from 14 degrees to 15 degrees north latitude. An XB24 radar snooper was to be in the area and spot targets for us.

3. The 498th Squadron also participated in this sweep, with Lt. Musket leading our squadron and the group formation. Our pilots and planes were: First Flight--Lt. Musket, A/P 571, Lt. Wands, A/P 009, Lt. Moore, A/P 173; Second Flight--Lt. Hammer, A/P 580, Lt. Cook, A/P 175, Lt. Denny, A/P 172. Lt. Musket made several attempts to establish radio contact with the XB24 enroute to the rendezvous point, but was unable to do so. He did receive this message one time: "Come in Roger Leader, this is B-24". After reaching the rendezvous point and still not making radio or visual contact with the XB24, our planes proceeded to search the CHINA coastal sea lanes from 1152/I to 1215/I, covering the area between 14 degrees and 15 degrees north with nil sightings. At 1210/I, the P-51 escort leader notified Lt. Musket that one of their P-51's was having engine trouble and was ditching, and asked the B-25's to help look for him. Lt. Musket had just started to turn around to begin a search for the ditched P-51, when he and his right wingman were jumped by four NICKS. The NICKS were flying in trail, stepped up, and were slightly above our planes, coming in at about 3 o'clock. Lt. Musket turned into the NICKS and dove slightly so as to pass underneath them. This was very effective, as it made it impossible for the NICKS to bring their guns to bear on our B-25's, while our top turret and tail gunners had excellent shots at the NICKS. Attacks were pressed to within 100 ft. of our bombers. All four NICKS were riddled with our .50 calibers, and crews were amazed that they failed to disintegrate in mid-air. The second NICK to attack was riddled particularly heavily, and this plane is believed probably destroyed, as a large midair explosion was seen through the clouds shortly after the NICK in question passed out of sight of our crew members. The ceiling at the time was about 600 ft. with a solid overcast and rainshowers. Visibility very poor. The NICKS were a greenish brown, and red Rising Sun insignia was seen under both wings and on the sides of the fuselage between wings and tail. No tail markings were seen by any of our crewmen. No photos were taken. Fighter cover was provided by P-51's, who were above the overcast at the time we were intercepted.

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Narrative Mission Report PFO 52-D-17 cont'd.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time-table.

Took off 0744/I from SAN MARCELINO
Time of search 1152-1215/I.
Landed 1635/I at SAN MARCELINO

b. Route. Direct to target and return.

For the Squadron Commander:

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

CONFIDENTIAL

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

501
60-0
2 March 1945

REG/bm

3 March 1945.

SUBJECT: Narrative Mission Report FFO 60-D-10, 2 March 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Eight B-25-J's of this squadron hit the town and airdrome of TOYOHAMA on Formosa 2 March, with good results. 23 lb. parafrags were dropped at minimum altitude.

2. Our special objective was to knock out as much of the airdrome and its planes as possible.

3. All four squadrons of the 345th Group participated with the 500th Sqdn. leading. We were second in position in the group formation. The 38th Group also participated, hitting TAIHUNG town.

Captain Jones led our squadron in A/P 571, with Lts. Nelson and Denny as his wingmen. Lt. Lamar led the second flight, with Lts. Blount and Binn as wingmen. Lt. McGrane led the third flight with Lt. Wanda on his wing. The target was hit in one pass, 8 planes abreast, sweeping the area from EAST to WEST. Our planes dropped 360 parafrags in installations and dispersal areas at TOYOHAMA A/D of which 36 fell in the NE dispersal area hitting among 2 SSF and 3 BETTY bombers possibly damaging them; 120 parafrags fell in the SW dispersal area; 12 parafrags fell in revetted and fuel areas 2500 ft. EAST of the center of the runway; 24 fell in a repair area WEST of the service apron (target 26) starting three small fires. The remaining bombs were scattered throughout the airdrome area with generally unobserved results. One bank of 12 bombs dropped on N/G pits on a hill 3 1/2 miles west SW of the target destroying 2 shacks and demolishing the gun positions. Debris, torn clothing, parts of bodies were seen flying in this area after these bomb bursts. Our planes strafed from TOYOHAMA town to the coast. One BETTY and one ZIVK on the landing field 100 yds. NORTH of the apron were also strafed. Tracers were seen to enter both of these planes starting small fires. 2-3 SSF on the NW end of the runway were strafed and damaged. A searchlight one mile EAST of the airdrome was heavily strafed. A 2 1/2 ton truck parked under trees near the SE end of the runway was strafed with unobserved results. Power lines near the radio station were strafed and hit causing violent flashes from wires. Anti-ack positions on a road 2,000 ft. EAST of the center of the runway was strafed and silenced, 2 possibly 3 men in this pit were killed. Seven of our planes were hit by N/G and 20 mm. fire over TOYOHAMA Drome. Lt. G.V. Grossman O-707903 was hit by fragments when a 20 mm. shell exploded in his plane. S/Egt. W.F. Beland the engineer-gunner, received minor scratches from this same explosion. Fighter cover was provided by 2 sqdns. of P-51s and was excellent. Photos confirm sightings as reported by crews. Damage assessment is difficult to make, as bursting bombs are too far in background of photos.

CONFIDENTIAL

Narrative Mission Report WFO 60-3-10 cont'd.

4. In the opinion of this Officer, there were no action which should justify awards.

5. STATISTICS.

a. Time-table.

Took off 0715/I from SAN MARCELINO.

Recontacted 18th Group 0830/I at (1735N - 120E), at 1,500 ft.

Contacted Fighters 1030/I at HUKUW Isl. at 2,000 ft.

Time of attack 1112 - 1115/I at minimum alt.

Landed 1535/I at SAN MARCELINO.

b. Route. Direct to Formosa, around the WEST shore of Formosa making landfall at 24 deg. 30 min. - THANKS to Direct to Base.

For the Squadron Commander,

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

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501
64-D-2
5 Mar 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BHG/ljd

6 Mar. 1945.

SUBJECT: Narrative Mission Report FFO 64-D-21, 5 March 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six Mitchell strafers of this squadron jumped four enemy merchant ships off the INDO-CHINA coast on 5 March 1945, dropping 500 pound demos. One engine-aft freighter of 2,000 to 3,000 gross tonnage was badly damaged and probably sunk, and three small vessels of 200 to 300 gross tonnage were damaged.

2. Our particular target was the coastal shipping lane from BONG SON (1125N-10907E) to CAPE TOURANE (1608N-10820E).

3. The 499th and 500th squadrons of the 345th Bomb Group participated on this strike. These two squadrons were assigned areas to the south of that assigned our squadron. Lt. Fisher, in A/P 268 led the 501st squadron with Lt. Blount in A/P 020 as his wingman. Other flights were: Second Flight: Lt. Lamar, in A/P 572 and Lt. McGwen in A/P 002; Third Flight: Lt. Bina, in A/P 571, and Lt. McGraw in A/P 580. On arrival at BONG SON our planes proceeded to search the coast to the north. A large fleet of sampans, junks, and other small craft—possibly 50 to 75 of them—were sighted along the coast between CAPE BANTAN (1555N-10848E) and CAPE BATANGAN (1515N-10855E). Several of these craft were anchored, while the others were underway on a generally north heading. Our planes did not attack, but continued their search for larger shipping. At CAPE HAPOIX (1532N-10839E) four merchant vessels were sighted about three to four miles north of the Cape. The vessels were under way, and were in position as shown on the attached diagram. As our attack opened, the vessels began to make a 180 degree port turn, evidently trying to reach the cove west of CAPE HAPOIX. Each of our planes made from four to six passes at the vessels, concentrating their bombing attacks on the 6,000 ton engine aft freighter (code: SCL) and on the largest of the three small freighters (code: FTD). All four vessels were strafed heavily by our planes. The SCL was hit badly astern, and was burning and was low in the water astern when our planes left the area. Mine bombs were dropped at the FTD and several damaging near misses or possible hits were scored on the two smallest vessels (code: SD) - five on one of them and two on the other. All four vessels were badly damaged by strafing. Meager machine gun fire and 20mm. fire was received from the vessels—especially from the FTD, which had guns mounted on her poop deck and on top of her bridge. Two of our planes were holed, with no injuries to our personnel. Excellent photos were taken of our attacks on the SCL and the FTD and confirm results as reported by crews.

4. In the opinion of this Officer, there were no actions which should justify awards.

Narrative Mission Report PFO 64-D-21, cont'd.

5. STATISTICS.

a. Time-table.

Took off 0800/I from SAN MARCELINO
Time over target 1110-1125/I at minimum altitude.
Time of landing 1535/I at SAN MARCELINO.

b. Route. Direct to target and return.

For the Squadron Commander:

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

Incl.

Incl. 1 - Diagram--Direction of attack.

CONFIDENTIAL

Narrative Mission Report FPO 65-D-17, cont'd.

S/Sgt. Donald A. Pianczk, Engineer-Gunner, Air Medal--for the destruction of one OSCAR in aerial combat over HAINAN ISLAND.

S/Sgt. James R. Freeman, Armorer-Gunner, Air Medal--for the destruction of one HAMP in aerial combat over HAINAN ISLAND.

5. STATISTICS.

a. Time table.

Took off 0915/I from SAN MARCELINO.

Time of attack 1330-1332/I at minimum altitude.

Landed 1810/I at SAN MARCELINO.

b. Route. Direct to HAINAN ISLAND making landfall in LEONG SOI Bay at 1822N--10944E--target--direct to base.

For the Squadron Commander:

ISAAC E. BAKER,
1st Lt, Air Corps,
Asst. Intelligence Officer.

2 Incl.

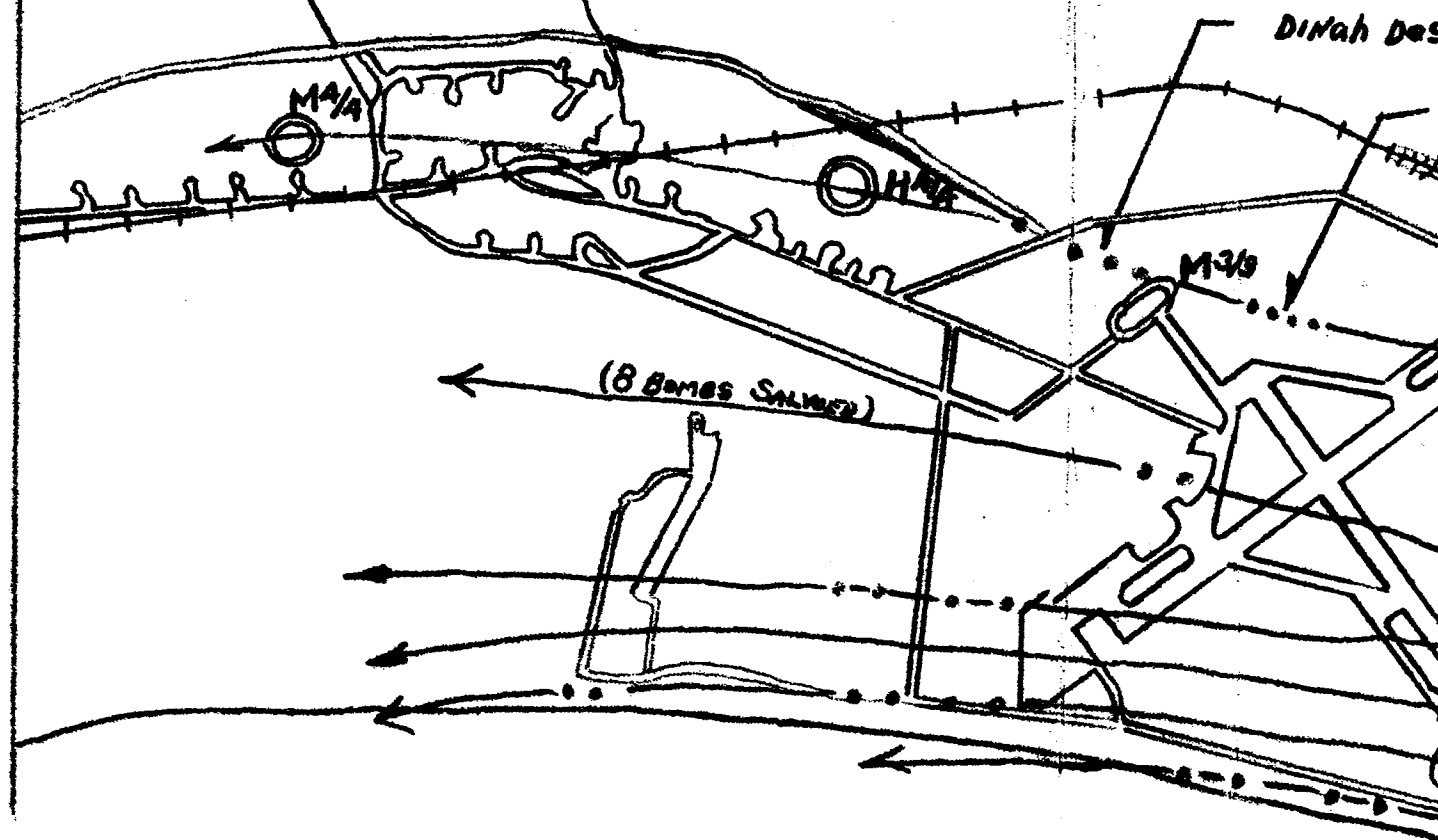
Incl. 1 - Diagram of approach and sightings.

2 - Bomb Assessment diagram.

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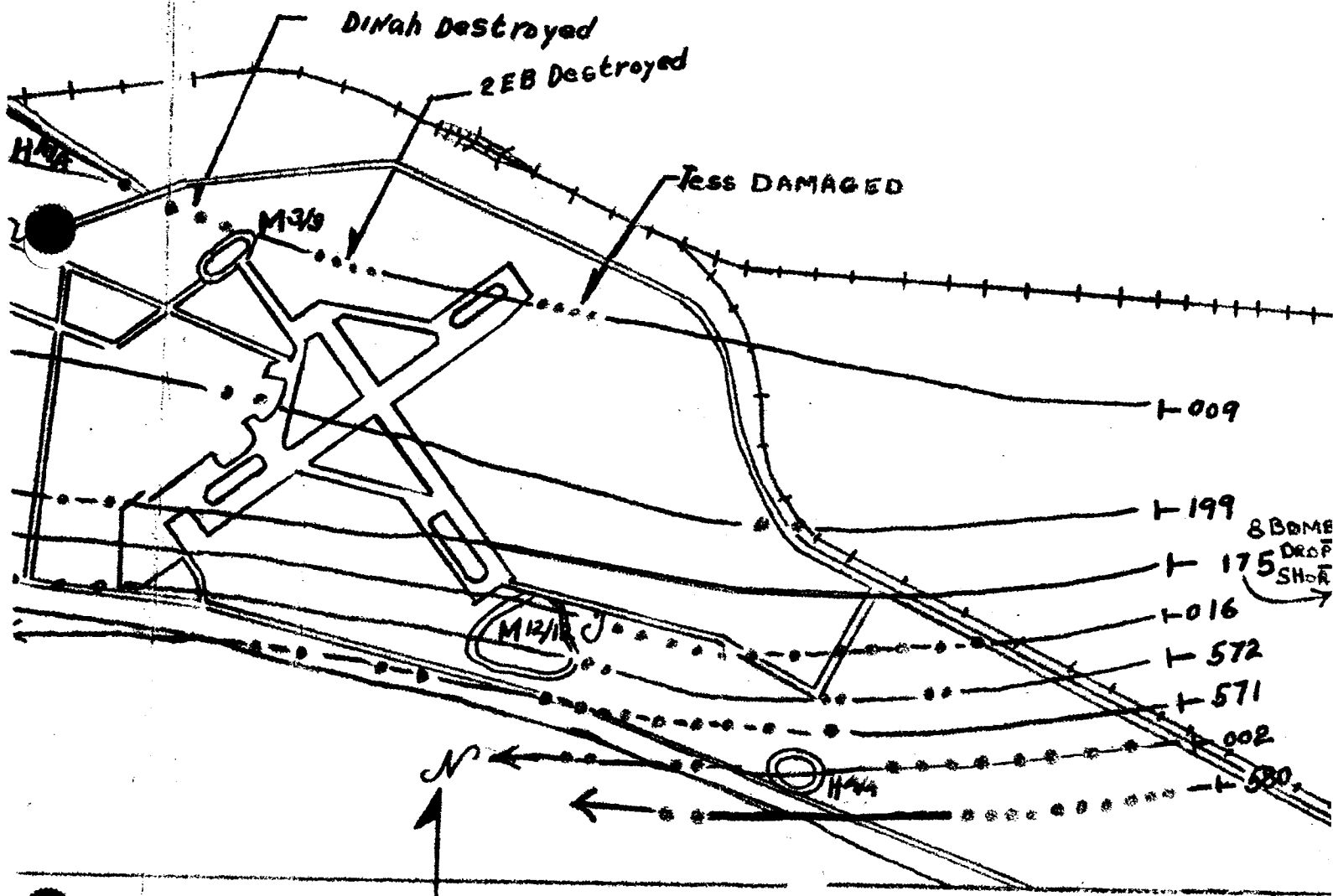
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FEET



LEGEND

Target - Beach A/D - Makin Island
 17045-0-17 6-March-1945
 501st B.S. 345th B.S.
 Time over target - 1330-1332Z
 Order over target - Second
 F Planes taking photos.
 T Other Planes
 • Bomb Hits



CONFIDENTIAL

501
65-D-17
6 March 1945

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73 UNIT 1

IEB/ljd

7 Mar. 1945.

SUBJECT: Narrative Mission Report PFO 65-D-17, 6 March 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Eight Mitchells of this squadron hit the SAMAN A/D on HAINAN ISLAND with excellent results. One HAMP and one OSCAR were definitely destroyed and one OSCAR probably destroyed in aerial combat. 2 planes were destroyed and 1 damaged on the ground and extensive damage done to various ground installations.

2. Our special objective was to knock out as much of the airdrome and its planes as possible.

3. All four squadrons of the 345th Group participated with the 500th Squadron leading. We were second in the formation. Capt. Jones led our squadron in A/P 572 with Lt. Cook in A/P 016 and Lt. Hardeman in A/P 571 on his wings. Lt. Fisher led the second flight in A/P 199 with Lt. Denry in A/P 009 and Lt. Foy in A/P 175 as his wingmen. The third flight was led by Lt. Lamar in A/P 580 and Lt. Moore in A/P 002 on his wing.

Upon bringing the squadron into formation near the target, Capt. Jones was forced to lead the squadron through a barrage type of ack-ack in order to make the best possible effective run on the target. This ack-ack was thrown up by naval vessels in YU-LING-HAN Bay and from coastal defense guns on CAPE BASTION. The target was hit in one pass, 8 planes abreast, sweeping the area on a 270 degree heading. The target was heavily strafed and a total of 38 x 100 lb. 8-11 second delay demolition bombs were dropped, of which 54 bombs fell in the east dispersal area. In this area six large hangars 5,000 ft. east of reference point (Junction of NE-SW and NW-SE runway) hit and set on fire by A/P 571. In the same area 5,000 ft. SW of R.P., A/P 002 bombed and caused a large explosion starting huge fires with orange flames up to 150-200 feet with heavy black smoke followed by 20-25 smaller explosions. Several large buildings were destroyed in this area but smoke and dust prevented accurate description of location. The M 12/12 ack-ack position was hit with 2 bombs from A/P 572, with unobserved results. A concentration of fire by the nose guns was seen to kill 5 men manning the fire control equipment and damaged the control unit of M 12/12 battery. Other observed results were the silencing of 2 M/G nests in NE corner of the east dispersal area and 2 medium positions 1500 feet north of shore and approximately 6,000 ft. ESE of R.P. Fourteen bombs fell in barracks area SW of runways destroying a hangar and an operations building 1,000 feet west of R.P. Numerous small fires were started in this area by bombing and strafing. One string of 12 bombs from A/P 009 dropped across

CONFIDENTIAL

Narrative Mission Report PFO 65-D-17, cont'd.

revetment area at the NW end of the field around M 3/3 ack-ack positions which damaged one TESS in revetment 2,000 ft. due north of R.P. One unidentified TEB near this revetment was destroyed by a direct hit. One DINAH in revetment 3,000 ft. NW of R.P. was destroyed. (Photos show DINAH as destroyed rather than damaged as reported by crews). Three of our planes were holed. Fighter cover was to be provided but ten minutes before reaching the target area our pilots heard fighters converse with each other saying their gas was low and they were returning to base. Nine minutes later enemy fighters started the first of 3 attacks on our squadron. Of the 3 attacks made by 5 OSCARS, 2 ZEYES and 1 HAMP, our planes are credited with the aerial destruction of one OSCAR and one HAMP definitely and one OSCAR as probable. Photos confirm bombing reports made by crews with the exception that 8 bombs of one plane were dropped early hitting 500-1000 feet east of assigned target. Damage assessment by this plane's bombs was difficult to make as the bursting bombs are too far in the background of photos.

4. In the opinion of this Officer, the following men should be recommended for awards:

Capt. Jones, Squadron Leader, Distinguished Flying Cross--for his brilliant strategy and air discipline in leading the squadron over the target.

Lt. Fisher, Flight Leader, Distinguished Flying Cross--for his air discipline in leading his flight with one crippled plane over the target.

Lt. Lamar, Flight Leader, Distinguished Flying Cross--for his splendid leadership and air discipline over the target.

Lt. Foy, Pilot, Distinguished Flying Cross--on the crest of the hill immediately east of the target, his plane was badly damaged in the right engine by 20 mm. ack-ack causing the engine to pull only $\frac{1}{4}$ power setting. At the same time a second burst was over the plane causing flak to hit the pilot's windshield shattering the glass and wounding him. Lt. Foy continued in formation and his bombing and strafing run, dropping all his bombs and expending all his ammunition on the target. After the run Lt. Foy climbed his plane under hampered conditions to 1200 feet and brought it back safely to base.

Lt. Denry, Pilot, Distinguished Flying Cross--without consideration for his personal safety, and defying the extreme hazard of flying over the target as a single lone plane, he pulled out 1500 feet to the right of the rest of his squadron and destroyed two planes and damaged one that would otherwise not have been hit.

501
70-0-1b
11 Mar 45501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73 Unit-1IEB/bm
12 Mar. 1945.

SUBJECT: Narrative Mission Report FPO 70-D-16, 11 March 1945.

TO : COMMANDING GENERAL, FPAF, APO 925.

1. Six Mitchells of this Squadron attack 4 enemy merchant ships anchored in TOURANE BAY INDO-CHINA coast on 11 March 1945 dropping 500 lb. bombs. One 2,300 ton enemy tanker (code: SCL) was sunk, one 100 ton engine aft freighter (code: SD) was left burning and two 100 ton engine aft freighters (code: SD) were damaged.

2. Our particular target was the coastal shipping lane from CAPE BATANGAN (1515N-10855E) to TOURANE BAY (1608N-10820E).

3. Two squadrons of the 345th Group participated with the 499th Squadron leading to CAPE BATANGAN area where the 499th turned south and the 501st turned north for their individual runs. Lt. Fisher led our squadron in A/P 572 and other pilots and planes were Lt. McKwan in A/P 009, Lt. Cavins in A/P 002, Lt. Hardeman in A/P 119, Lt. Cook in A/P 016 and Lt. McGrane in A/P 190.

At TOURANE BAY this squadron made two passes on the SCL tanker (previously reported by crews as SA class but photos show as SCL) and three SD (previously reported as luggers). Eleven bombs were dropped scoring two direct hits and nine near misses causing the SCL tanker to sink. The three SD's were heavily strafed and seven bombs were dropped for near misses. One SD was left damaged and burning and the other two SD's were damaged. Two bursts of heavy ack-ack were seen to come from TOURANE Air Strip (1603N - 10813E). M/g and medium ack-ack was received from TOURANE town and all four ships holing four of our planes. A/P 190, hit by ack-ack, was forced to ditch at 1216/I at (1557N-10915E). Five survivors of a six man crew were seen, two in a life raft and three in the water. Although Lt. Hardeman in A/P 199 was extremely low on gas he circled the survivors until the Cat. arrived upon the scene. As Lt. Hardeman left the downed crew the Cat. raided him the sea was too rough for them to land. The crew on the ditched A/P 190 are as follows: 2nd Lt. A.J. McGrane, O-2057088 pilot; F/O A.R. Palace, T-126627, co-pilot; 2nd Lt. J.A. GROVES, O-765487, Navigator; S/Sgt. M.L. Dougherty, 13133527, Radio Opr; S/Sgt. W.F. Burhans, 33502461, Engineer; Sgt. A.T. Neer, 32943672, Armorer. Plane 099 made an emergency landing at SAN MARCELINO as the hydrolic lines had been shot out and it had no brakes. Photos were taken by our planes. No fighter cover was provided.

Narrative Mission Report FPO 70-D-16, cont'd.

4. In the opinion of this Officer, Lt. McGrane should receive the Distinguished Flying Cross for his air discipline and achievement. In order to make the best possible run over the shipping he was forced to make the approach for his second pass over TOURANE town where his left engine was hit by ack-ack and immediately began loosing power. He continued his second pass over the shipping and then headed for DISCOVERY REEF. The plane kept loosing altitude and speed and finally just before stalling out Lt. McGrane made a perfect ditching at 1557N - 10915E.

Lt. Hardeman should receive the Distinguished Flying Cross for the combination sinking of a SCL tanker and flying on the wing of A/P 190 until it ditched. Upon leaving the target Lt. Hardeman lowered the flaps and pulled the throttles of his plane to almost stalling speed to stay with the crippled plane. Lt. Hardeman stayed with the plane until it ditched then circled the survivors knowing that his gas was extremely low and there was a possibility of it running out before he reached a friendly base. He also realized that he was less than 70 miles off the INDO-CHINA coast and interception was probable.

Lt. Hardeman continued to circle the crew, throwing out smoke bombs, and radioing for help until the Cat. arrived upon the scene. All of his ammunition was thrown out of the plane to save fuel consumption.

Lt. Jones - Air Medal - Member of the crew who sank the SCL and circled the survivors of A/P 190.

S/Sgt. Iacovelli - Air Medal - Member of the crew who sank the SCL and circled the survivors of A/P 190.

T/Sgt. Wreden - Air Medal - Member of the crew who sank the SCL and circled the survivors of A/P 190.

S/Sgt. Richardson - Air Medal - Member of the crew who sank the SCL and circled the survivors of A/P 190.

5. STATISTICS.

a. Time table.

Took off 0705/I from SAN MARCELINO
Time of Attack 1136-1145/I at Min. altitude.
Time of Landing 1810/I at SAN MARCELINO.

b. Route. SAN MARCELINO-CAPE PATANGAN-TARGET-SAN MARCELINO.

For the Squadron Commander:

ISAAC E BAKER,
1st Lt., Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73 Unit 1

JCH

IEB/bm
12 Mar. 1945.

SUBJECT: Narrative Mission Report FFO 70-D-17, March 11, 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Mitchel Bomber, 580 flown by Lt. Bina of this squadron, was pathfinder for three P-51s to POULO CANTON Island where they were to make contact with a Catalina. At 1050/I (1518N-11047E) flying at 200 ft. one BETTY Bomber made an attempted pass at our plane but broke away at 1500 yds. as P-51's made interception with the enemy bomber shooting it down in flames. Our plane then proceeded to POULO CANTON Island where no contact was made with the Catalina and the fighters dipped their wings and motioned they were returning to base. Our A/P had accomplished its mission and returned to base.

2. STATISTICS.

a. Took off 0730/I from SAN MARCELINO.
Time over rendezvous area 1125-1126/I POULO CANTON Island.
Landed 1540/I SAN MARCELINO.

b. Route.

SAN MARCELINO-POULO CANTON Island-SAN MARCELINO.

For the Squadron Commander:

ISAAC E. BAKER,
1st Lt. Air Corps.
Asst. Intelligence Officer.

CONFIDENTIAL

73-022
Cas. 14 Mar 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73 UNIT 1

IEB/ljd

15 Mar. 1945.

SUBJECT: Narrative Mission Report FFO 73-D-22, 14 March 1945.

TO : COMMANDING GENERAL, FMAF, APO 925.

1. Six B-25's of this squadron attacked two Sampans off shore at 1347N--10918E destroying one and damaging the other. Nil other shipping was sighted.

2. Our particular target was the coastal shipping lane from CAPE VARELLA (1255N--10930E) to BINH DINH (1355N--10920).

3. Two squadrons of the 345th Group participated with the 499th Squadron leading to CAPE VARELLA area where the 499th turned south and the 501st turned north for their individual strikes. Capt. Jones led our squadron in A/P 572 with Lt. Kuta in A/P 020 and Lt. Hardeman in A/P 199 on his wings. Lt. Fisher led the second flight in A/P 268 with Lt. Cook in A/P 002 and Lt. Bina in A/P 571 flying on his wings. No shipping was sighted other than two Sampans (off shore at 1347N--10918E) which our squadron attacked making two passes in single plane elements. Our planes strafed and 27 x 250 lb. 4-5 second delay demo. bombs were dropped destroying one Sampan and damaging the other. Photos taken confirm reports by our crews. No fighter cover was provided.

4. In the opinion of this Officer, there were no action which should justify awards.

5. STATISTICS.

a. Time table.

Took off 0710/I from SAN MARCELINO.

Time of attack 1103-1200/I at minimum altitude.

Time of landing 1620/I at SAN MARCELINO.

b. Route. SAN MARCELINO-CAPE VARELLA-TARGET-BINH DINH-SAN MARCELINO.

For the Squadron Commander:

ISAAC E. BAKER,
1st Lt, Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BEG/bm

23 March 1945.

SUBJECT: Narrative Mission Report FFO 80-D-25, 21 March 1945.

TO : COMMANDING GENERAL, FRAAF, APO 925.

1. Six B-25-J's of this squadron attacked a Jap convoy off the INDO-CHINA Coast (1202N-10916E) on 21 March 1945, destroying one destroyer (or destroyer escort), one minelayer and one engine aft 2,300 gross ton freighter. Two OSCARS and a HAMP were shot down in interception with an additional HAMP and an OSCAR probably destroyed. We lost one B-25-J.

2. Our particular objective was to intercept a 7 or 8 ship convoy that had been sighted earlier moving north along the INDO-CHINA Coast. We were ordered to intercept it at or near NEA TRAM A/D.

3. Two squadrons of the 345th Group participated, with the 500th Squadron leading. Capt. Musket led our squadron in A/P 572. Lt. Foy, A/P 268, flew his wing. Other flights were: Second Flight - Lt. Hardeman, A/P 571 and Lt. Denny, A/P 009; Third Flight - Lt. Lamar, A/P 500 and Lt. Kuta 002. The Group made landfall on the INDO-CHINA Coast at 12 degrees north latitude, where the convoy of two aft engine freighters (one SUGAR BAKER SUGAR, 1,900 Gross Tons, and one SUGAR CHARLIE LOVE, 2,300 Gross Tons) with one Destroyer (or Destroyer Escort), one Minelayer, and three Patrol Craft, was sighted west of HON NOI Island. The 500th Squadron opened the attack, going after the SUGAR BAKER SUGAR and the SUGAR CHARLIE LOVE. Capt. Musket realized that the 500th Squadron had obviously not see the destroyer, patrol craft, and the minelayer, all of which were near HON NOI Island, and seeing their planes attacking the two merchant vessels in the northwest portion of the bay, he made a steep left turn, starting his attack with the destroyer, making his run from the north at 1120/I. He dropped three bombs from mast height, with two bombs short and the third bomb skipping into the side of the destroyer where it exploded for a direct hit amidship starboard. Lt. Foy, flying Capt. Musket's right wing, passed over the bow, dropping two bombs short for near misses. Both planes described the destroyer as having a short raked stack with one single turret forward and one or possibly two single turrets aft. The two planes made a steep 180 degree left turn to avoid flak and to assess damage and finish their attack. While in this turn a violent explosion was seen amidship of the destroyer, followed by two smaller explosions aft. It is likely that the destroyer's magazine had exploded, as the blast rocked both planes violently. Lt. Foy's crew saw the destroyer break in half. Capt. Musket had to level off at this very moment to attack the patrol craft directly ahead of his plane.

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Narrative Mission Report PFO 80-D-25, cont'd.

The patrol craft was heading northwest, near the north tip of HON NOI Island, and it veered sharply to the left bringing its bow head-on to the B-25's. Capt. Musket dropped his remaining bomb and Lt. Foy dropped his two bombs. All were short and scored no apparent damage. A little further north the B-25's spotted another patrol craft, heading out to sea. This ship was strafed heavily and damaged, starting fires on the deck. The position of all shipping at the time of our attack is shown on the attached diagram. At the time Capt. Musket was making his turn after hitting the Destroyer, and before he bombed the first Patrol Craft, one USCAH made a pass from 11 o'clock high pressing into 700 yds., firing. His top turret gunner S/Sgt. Parker fired one burst and the USCAH broke away to the right. Neither planes were damaged. Later at 1125/I, a HAMP made a pass from 11 o'clock high. This HAMP did not seem to be very eager, and started to break away at about 800 to 1,000 yds. S/Sgt. Parker got in 6 to 8 short burst with tracers seen to enter. The HAMP attempted a split S curve to the right, broke out in flames and exploded, falling over on his back and crashing on shore. Lt. Foy reported seeing two phosphorus bombs (aerial burst) dropped at his plane while in the target area. The bombs were dropped from 1800 ft. above and exploded ahead of and about 500 ft. above the B-25, which had no trouble in diving under the bomb bursts. About three minutes after the leaving the target, when about 10 miles out to sea, a second HAMP made a 6 o'clock level pass at Lt. Foy's plane. He was fired at by both the top and tail turrets and broke away to the left at about 700 yds. The HAMP was last seen smoking and losing altitude, and is considered as damaged and probably destroyed. The B-25 was flying at 700 ft. altitude when this pass was made.

a. Lt. Lamar, took the second flight in for an attack on the larger of the two merchant ships. He made one pass at this vessel strafing heavily. He then circled to the left over the south shore of the bay, in order to get in position for an attack on the minelayer which was steaming up to join the attack on our planes. Just before Lt. Lamar started his bombing run, and while still in his 180 degree turn, his plane was hit by A/A, knocking out the left engine. He did not abandon the attack and attempt to escape to the open sea ahead, but continued his attack as best he could, laying down a heavy cover of strafing fire on the minelayer. He flew straight at the vessel. Lt. Kuta who was trailing his plane saw that he was definitely having trouble keeping the plane under control and thought he was going to crash into it, but just as he reached the vessel Lt. Lamar turned into his dead engine and slipped past the end of the minelayer. His plane was losing altitude and it skidded into the sea about 3/4 of a mile beyond the minelayer. None of our crewmen saw any survivors, but crews of the 500th Squadron reported seeing four survivors of the crash on a raft.

b. Lt. Kuta flying on Lt. Lamar's left wing made his first run on a 212 degree heading at the SCL where he strafed and dropped three bombs with one falling short, one a near miss and the third went over the vessel for a near miss.

2
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Narrative Mission Report FFO 85-D-25, cont'd.

As Lt. Kuta made a 180 degree turn for his pass on the minelayer an OSCAR came in on his tail but was shot down by a top turret gunner of a 500th Squadron plane before it could open fire on our plane. The turret guns on Lt. Kuta's plane were jammed at the time. Continuing on a heading of 40 degrees Lt. Kuta leveled out on his run and dropped one bomb at the minelayer scoring a near miss.

c. Lt. Hardeman leading the third flight started his run on the SCL on a 200 degree heading. He was jumped by an OSCAR before reaching the SCL. The OSCAR made its pass from 12 o'clock high pressing its attack to 300 yds. but broke away when Lt. Hardeman's top turret gunner S/Sgt. Rhodes gave a 4 sec. burst which hit around the engine section definitely damaging the plane. Continuing the run, Lt. Hardeman dropped two bombs at the SCL scoring one direct hit at the water line and the second bomb going over for a near miss. This SCL caught on fire and a few seconds later exploded causing a huge fire and billowing smoke. Lt. Hardeman is credited with destruction of the SCL. As he finished his first run he was again jumped by an OSCAR which made a sliding pass from 5 o'clock. The tail Gunner S/Sgt. Freeman gave him a 5 second burst and streams of tracers were seen to enter it. The OSCAR broke away in flames and was seen to crash into the sea. Lt. Hardeman did a 180 degree turn and made his second pass on the minelayer, dropping two bombs with both falling far short for misses. As he finished his second run a third OSCAR made a pass, pressing its attack to 100 yds. before breaking in smoke and flames and crashing into the sea when hit by S/Sgt. Rhodes, top turret Gunner. This OSCAR pilot seemed very eager, as he continued to press his attack after tracers from the top turret guns had started fires in his engine. About the same time as this attack one phosphorus bomb was dropped by a B-25 flying above our plane. The phosphorus bomb exploded above and 400 ft. to the right and in front of Lt. Hardeman's plane.

d. Lt. Denny flying in number two position in the third flight made his first run on the SCL where he dropped one bomb for a near miss as he had given way to his flight leader. On his second pass Lt. Denny dropped three bombs on the minelayer, scoring one direct hit and two near misses. Photo show this bomb exploding directly on the vessel amidship. Lt. Denny is credited with the destruction of the minelayer. As he finished his run one OSCAR made a pass on him from 6 o'clock. Lt. Denny's plane was hit by the OSCAR'S 20 mm. gun, one shell entering the left side of the fuselage directly below the side window. This shell exploded inside the plane, wounding S/Sgt. Ice, Radiman, and Cpl. Wright, Tail Gunner. Cpl. Wright stayed at his guns, continue to fire into the OSCAR, even though he himself was wounded. The OSCAR pressed his attack to 400 yds. of the B-25, when a final long burst from Cpl. Wright's guns set his engine on fire. The OSCAR abandoned his attack and broke away. This OSCAR was claimed as probably destroyed.

CONFIDENTIAL

Narrative Mission Report PFO 80-D-25, cont'd.

S/Sgt. Ioe was badly hurt and starting to bleed profusely. Cpl. Wright gave first aid, applied a tourniquet, took excellent care of S/Sgt. Ioe, stopped his bleeding thus enabling him to be in the best possible shape when the plane landed at SAN MARCELINO A/D.

e. Opposition encountered on this strike turned out to be only moderately effective, although the enemy's defensive fire was potentially very effective, and had not Capt. Musket acted as he did, immediately taking out the Destroyer, with its concentrated firepower, it is almost a certainty that the losses to the two squadrons would have been high. As it was, only one B-25 in the entire group formation was shot down, with four of our planes holed, wounding two crewmen. Holed planes were: A/P's 572, 268, 009, and 580. The convoy was protected by 8 to 10 Jap fighters, including a minimum of five OSCARS and two HAMPERS. A total of 8 passes were made at 501st Squadron planes, with phosphorus aerial burst bombs dropped on three passes. Photos taken generally confirm results as reported by crews.

4. There were individual actions which justify awards. In the opinion of this Officer, the following awards should be given:

a. Captain George H. Musket, O-759493, Pilot of A/P 572; SILVER STAR for the excellent leadership of his squadron as displayed by the way he attacked the enemy's defensive naval vessels at the very beginning of the squadron's attack, for personally sinking a destroyer and for harassing and helping to silence the firepower of two patrol craft. The remaining members of this crew should be awarded the AIR MEDAL for their part in the achievement. They were: 2nd Lt. CHESTER L. PHILLIPS, O-819600, Co-pilot; 2nd Lt. T.A. KAGELS, O-699184, Navigator; T/Sgt. JAMES A. PARKER, 12004438, Engineer; S/Sgt. YALE GOLDEN, 12037242, Radio-gunner; S/Sgt. G.J. MURPHY, 35519461, Gunner.

b. 1st Lt. DONALD W. HARDEMAN, O-764953, Pilot, of A/P 571; DISTINGUISHED FLYING CROSS for sinking a 2300 gross ton freighter, making a damaging attack on an enemy warship, for shooting down two enemy fighter planes and damaging a third. The remaining members of the crew of this plane should be awarded the AIR MEDAL for their part in the achievements of this plane. They were: 2nd Lt. ROBERT E. JONES, O-760733, Co-pilot; S/Sgt. G.S. RHODES, 34772579, Engineer; T/Sgt. HENRY C. WHEEDEN, 39033509, Radio-gunner; S/Sgt. JAMES R. FREEMAN, 18084247, Gunner.

c. 2nd Lt. HERBERT B. DENNY, O-718889, Pilot of A/P 009; DISTINGUISHED FLYING CROSS for sinking an armed enemy minelayer, for damaging and helping to destroy a 2300 gross ton enemy freighter, and damaging one enemy plane in aerial combat. 2nd Lt. JOHN P. ALBRECHT, Co-pilot, O-714592; S/Sgt. JOHN P. WANKAM, 33356566, Engineer; S/Sgt. ROBERT D. ICE, 15113929, Radio-gunner; Members of the crew of this plane should be given the AIR MEDAL for their part in this achievement.

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Narrative Mission Report FFO 80-D-25, cont'd.

d. Cpl. WILSON L. WRIGHT, 38424262, Tail Gunner of A/P 009: SOLDIERS MEDAL for taking care of S/Sgt. Ice, who was badly wounded, giving excellent first aid, applying a tourniquet and stopping loss of blood. This was done when enemy planes were still making attacks at the squadron, and after Cpl. Wright had been wounded himself from fire from an attacking enemy fighter.

e. 2nd Lt. GEORGE B. FOX, O-806249, Pilot of A/P 268: DISTINGUISHED FLYING CROSS for helping A/P 572 to sink a destroyer by near misses and silencing deck guns with strafing, for harassing and help to silence the fire power of two patrol craft. The remaining crewmembers of this plane should be awarded the AIR MEDAL for their part in this achievement. They were: 2nd Lt. CHARLES W. FLANNERS, O-773109, Co-pilot; Sgt. LESLIE H. HUDSON, 12133554, Engineer; FFO JOHN J. MCQUADE, 12193771, Radio-gunner; Sgt. GLENN O. BATES, 33694471, Gunner

f. 1st Lt. CLAUDE H. LAMAR, O-759468, MIA, Pilot of A/P 580: DISTINGUISHED FLYING CROSS for extraordinary devotion to duty displayed when he stayed in the flight after having an engine shot out, laying effective protective strafing fire to cover his wing plane and the two planes in the following flight, helping to make possible the sinking of an armed minelayer. The remaining members of this crew should be awarded the AIR MEDAL for their part in this achievement. They were: 2nd Lt. EVERETT W. THIES, O-822848, MIA, Co-pilot; 2nd Lt. FRANK K. BORN, O-708787, MIA, Navigator; S/Sgt. JOHN E. BURLALL, 13102988, MIA, Engineer; T/Sgt. AUTHUR C. ADRIAN, 33603340, MIA, Radio-gunner; S/Sgt. HAROLD L. BALONIER, 35218744, MIA, Gunner.

4. No fighter cover was provided for this mission. Interception by enemy fighters was probable and expected at the time the squadron took off for the strike.

5. STATISTICS.

a. Time table.

Took off 0710/I from SAN MARCELINO.
Time over target 1120-1135/I at minimum altitude.
Time of landing 1535/I SAN MARCELINO.

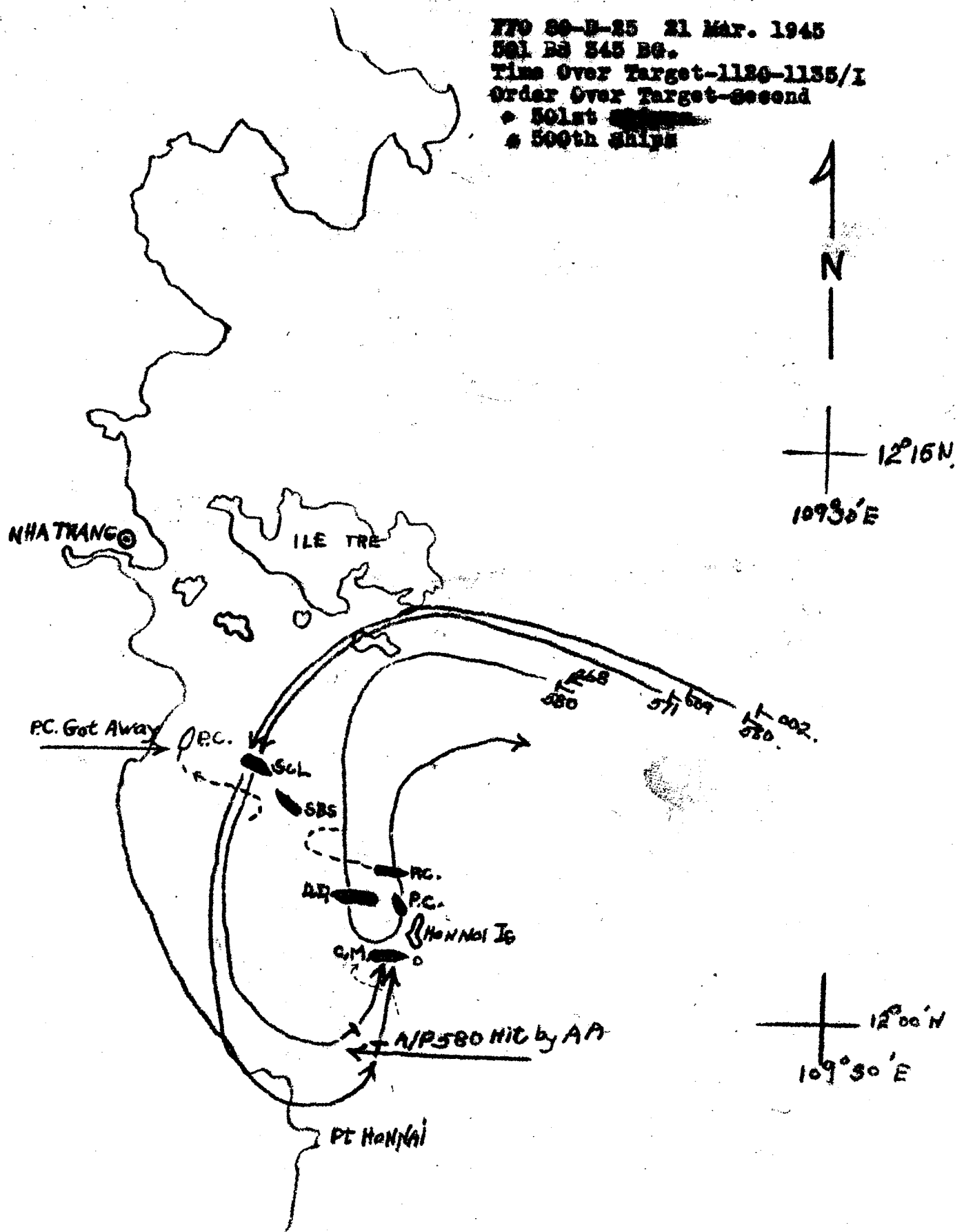
b. Route. SAN MARCELINO-TARGET-SAN MARCELINO.

For the Squadron Commander:

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

CONFIDENTIAL

FFO 89-B-25 21 Mar. 1945
501 B3 545 B6.
Time Over Target-1120-1135/I
Order Over Target-Second
• 501st ~~Group~~
• 500th ships



CONFIDENTIAL

501st BOMBARDMENT SQUADRON (M) AAF
345th BOMBARDMENT GROUP (M) AAF
APO 73

123/ba

23 March 1945.

SUBJECT: Narrative Mission Report WFO 81-D-4, 22 March 1945.

TO : COMMANDING GENERAL, USAF, APO 925.

1. Nine B-25's of this squadron made four passes dropping 18 x 1000 lb. demolition bombs and heavily strafed target assigned by ANGUS as 10.0-70.8 to 10.8-71.0 to 10.3-72.6 to 09.7-72.4 (Ref. Map ANMP-010, Philippine Islands Sheet 3454-1 1:50,000) causing two small explosions and numerous grass fires.

2. Our particular Objective was troop concentrations, supplies, ammunition and artillery pieces at NEW BOSUBOSO, Luzon. (1438N-12114E).

3. Our squadron was led Lt. Fisher in A/P 268 with Lt. Steele in A/P 268 and Lt. Blount in A/P 002 on his wing. Lt. Foy in A/P 572 led the second flight with Lt. Pallotta in A/P 016 and Lt. Millen in A/P 173 on his wing. Maj. Glase in A/P 571 led the third flight with Lt. Lathrop in A/P 175 and Lt. Cavins in A/P 199 on his wing. Contact was made with ANGUS before our planes entered the target area. Four passes were made over the target where our planes dropped 18 x 1000 lb. 8-21 sec. delay demolition bombs and expended 40,400 x .50 caliber rounds of ammunition thoroughly covering the area assigned by ANGUS with white phosphorus. Two small explosions were caused at 10.5-72.0 (Ref. Map ANTIPOLO, Philippine Isl. Sheet 3454-1 1:50,000) and numerous grass fires were started over the target. One bomb failed to explode. Other damage was unobserved due to type of terrain. Our troops could be seen standing on the hills to the west of the target waving to our planes as they roared over for each pass. ANGUS thanked us as our planes left the target area, saying we had done an excellent job. No fighter cover was provided. Photos were taken and confirm reports by crews.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Took off 1430/I from SAN MANUELINO.
Time over target 1530-1605/I at minimum altitude.
Time of landing 1658/I SAN MANUELINO.

b. Route. SAN MANUELINO-TARGET-SAN MANUELINO.

For the Squadron Commander:

1

CONFIDENTIAL

ISAAC E. BAKER,
1st Lt. Air Corps,
Asst. Intelligence Officer.

501
81-D-4
22 mar 45
JCK

CONFIDENTIAL

501
82-D-23
23 mcr 43

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 75

IEB/jes

23 March 1945.

SUBJECT: Narrative Mission Report FFO 82-D-23, 23 March 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Our attack on shipping in YULIN BAY at the south tip HAINAN ISLAND 23 March 1945 was incomplete, due to error of our squadron leader in making his approach.

2. Our particular objective was to destroy enemy shipping believed to be in the Inner Harbor at YULIN BAY. Six B-25-J's were to be used in a mast height attack with 500 lb demos.

3. Three squadrons of the 345th Bomb Group participated, using six planes per squadron. The 501st Squadron led, with the 498th and 499th Squadrons following. Landfall was made on HAINAN ISLAND on the west shore of LEONG SOI BAY, just east of YULIN BAY, as planned. Weather over the target was not good, with low clouds making terrain recognition difficult. Lt. Hatcher, leading our squadron, misjudged his approach path, and took the group formation over the following course: LEONG SOI BAY-SUGAR LOAF POINT-LING-SHUI-TA RIVER MOUTH (1807N-10943E)-LING SOI BAY. Our only attack was made by two planes, lightly strafing barracks buildings and two medium A/A positions with detector, near TIEN-WAN Village. (1825N-10943E). Fires were started among the buildings and the guns were silenced. Twelve Japs manning the guns were killed by strafing of nose guns. One lone Jap near the A/A pits was strafed and killed by one of our waist gunners. K-20 Photo taken, confirm results as reported by our crews. Excellent fighter cover was provided by twelve P-51's.

4. In the opinion of this Office, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Took off 0715/I from SAN MARCELINO.

Time over target 1128-1200/I at minimum altitude.

Time of landing 1645/I at SAN MARCELINO.

b. Route. SAN MARCELINO- TARGET- SAN MARCELINO.

For the Squadron Commander:

ISSAC E. BAKER
1st Lt., A.C.
Asst. Intell. Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/bm

25 March 1945.

SUBJECT: Narrative Mission Report FFO 83-D-26, 24 March 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Five B-25-J's of this squadron strafed and bombed target south of MONTALBAN, LUZON Is. which was assigned by UNCIE 120, starting 29-30 fires. One plane returned to base before reaching the target due to engine trouble.

2. Our particular Objective was to destroy troop concentrations, supplies and ammunition south of MONTALBAN, LUZON, Is. (1442N--12110E).

3. Two squadrons of the 345th Group participated. The 500th Squadron proceeded to and was relieved from the target area before the 501st entered the area. Our squadron was led by Lt. Hardeman in A/P 268, other pilots and planes were: Lt. Pallotta in A/P 199, Lt. McEwen in A/P 173, Lt. Foy in A/P 572, Lt. Esty in A/P 152 and Lt. Steele, who returned to base before reaching the target, in A/P 002. Contact was made with STUGCO and referred us to UNCIE 120 who gave our squadron instructions and assigned us the following target: 99.6-79.6 to 99.679.4 to 01.1-79.4 to 01.1-79.6 (Ref. NOVALICHES, Philippine, Islands, Sheet 3455-III, 1:50,000). Five passes were made over the target which UNCIE 120 had marked with white phosphorus. Our planes dropped 30 x 250 lb. 8-11 sec. delay demolition bombs and expended 17,350 x .50 caliber rounds of ammunition thoroughly covering the area assigned by UNCIE 120. Twenty to thirty fires were started in the target. Other damage was unobserved due to the type of terrain. UNCIE 120 thanked us as our planes left the target area, saying we had done an excellent job. Photos confirm results reported by our crews. No fighter cover was provided.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Took off 1200/I from SAN MARCELINO.
Time over target 1329--1350/I at Min. alt.
Time of landing 1455/I at SAN MARCELINO.

b. Route. SAN MARCELINO-TARGET-SAN MARCELINO.

For the Squadron Commander.

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/bm

26 March 1945.

SUBJECT: Narrative Mission Report WFO 84-D-31, 25 March 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six Mitchells of this squadron strafed and bombed target west of MARIKINA River, Luzon, P.I. (1443N-1211E) in support of our ground forces in the MARIKINA area on the 25 March 1945.

2. Our particular objective was to attack ground targets as assigned by STUGCO, Ground-Air Commander for this area. STUGCO ordered the squadron leader to attack target west of MARIKINA River, as enemy troop concentrations, artillery, supply and ammunition dumps were believed to be located in this area.

3. Captain Jones, 501st Squadron Commander, led our squadron in A/P 571, with Lt. Kuta in A/P 016 and Lt. Blount in A/P 172 as his wingmen. Lt. Blair led the second flight in A/P 199 with Lt. Lathrop in A/P 175 and Lt. Cavins in A/P 268 as his wingmen. On entering the area contact was made with the ground controller, STUGCO, who gave target instructions to our squadron. Five passes were made from west to east where 35 x 250 lb. bombs were dropped. Passes were made by single planes in trail. Twenty to twenty five grass fires were started in the target with results being generally unobserved due to the type of terrain. Meager, accurate ground fire was received holding two planes. No fighter cover was provided. Photos confirm results as reported by crews.

4. In the opinion of this Officer, there was no action to justify awards.

5. STATISTICS.

a. Time table.

Took off 1400/I from SAN MARCELINO.
Time over target. 1450-1530/I at min. altitude.
Time of landing 1600/I at SAN MARCELINO.

b. Route. SAN MARCELINO-TARGET-SAN MARCELINO.

For the Squadron Commander.

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IES/bm

25 March 1945.

SUBJECT: Narrative Mission Report FFO 84-D-28, 25 March 1945.

TO : COMMANDING GENERAL, FEAF APO 925.

1. Six B-25-J's of the 501st Squadron bombed and strafed SAMPALOK, LUZON, P.I. in support of our ground forces in the MARIKINA area on 25 March 1945.

2. Our particular objective was to attack ground targets as assigned by ARHUS, Ground-Air Commander for this area. ARHUS ordered the squadron leader to attack SAMPALOK Town, as enemy supplies were believed stored in buildings and shacks there.

3. Captain Jones, 501st Squadron Commander, led our squadron, with Lt. Kuta in A/P 016, and Lt. Blount in A/P 002, as wingmen in his flight. Lt. Blair in A/P 199, led the second flight, with Lt. Lathrop in A/P 173 and Lt. Cavins in A/P 268 as wingmen. Five passes were made from SW to NE by single planes in trail. Results were excellent and thorough, with all remaining shacks and buildings in the town being destroyed by bombing. Heavy strafing started numerous small fires in the town area. Meager, inaccurate machine gun fire, coming from a position in trees on the NW edge of the town, was received on the first pass, and did not fire again while our planes were in the area. This position was silenced on the second pass. No fighter cover was provided. Photos confirm results as reported by crews.

4. There were no individual actions to justify awards.

5. STATISTICS.

a. Time table.

Took off 0757/I from SAN MARCELINO.
Time over target 0940--1000/I at minimum altitude.
Time of landing 1040/I

b. Route. SAN MARCELINO-TARGET-SAN MARCELINO.

For the Squadron Commander:

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

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/jes

27 March 1945.

SUBJECT: Narrative Mission Report FPO 85-D-27, 26 March 1945.

TO : COMMANDING GENERAL, FBAF, APO 925.

1. Five B-25-J's of this squadron strafed and bombed target on the west slope of MT MATARA, LUXON (1443N-1210E) in support of our ground forces in the MAKIKIM area on the 26 March 1945.
2. Our particular objective was to attack ground targets as assigned by HIGHNESS, Ground-Air Commander for this area. HIGHNESS referred us to UNCLE 120, Assistant Ground-Air Commander for the area, who ordered the squadron leader to attack target on the west slope of MT MATARA, as enemy troops concentration, artillery, ammunition and supply dumps were believed to be concentrated in this area.
3. Lt. Fisher led our squadron in A/P 572 with other pilots and planes being Lt. Col. Coltharp, Group Commander, in A/P 571, Lt. Hall in A/P 199, Maj. Giese in A/P 002, Lt. Esty in A/P 016 and Lt. Denny, who returned to base early due to fire in electrical system, in A/P 173. On entering the area contact was made with the ground controller, HIGHNESS, who referred us to UNCLE 120, the Assistant Ground Controller in the area. UNCLE 120 gave target instructions to our squadron. Four passes were made from SW to NE where 10 x 1000 lb bombs were dropped and 18,200 .50 caliber rounds of ammunition was expended. Passes were made by single planes in trail. Twenty to thirty brush fires were started in the target with results being generally unobserved due to the type of terrain. Meager, inaccurate machine gun or ground fire was received. No fighter cover was provided. Photos confirm results as reported by crews.
4. In the opinion of this officer, there was no action to justify awards.
5. STATISTICS.
 - a. Time table.

Took off 1300/I from SAN MANUELINO.
Time over target. 1405-1425/I at min. altitude.
Time of landing 1515/I at SAN MANUELINO.
 - b. Route. SAN MANUELINO- TARGET- SAN MANUELINO.

For the Squadron Commander.

ISSAC E. BAKER,
1st Lt. Air Corps,
Asst. Intelligence Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 75

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29 March 1945.

SUBJECT: Narrative Mission Report FFO 87-D-34, 28 March 1945.

TO : COMMANDING GENERAL, USAF, APO 925.

1. Seven B-25-J's of this squadron bombed and strafed MY THANH TOWN, INDO CHINA, (1140N-10850E) destroying buildings, railroad roundhouse and water tank, setting off one large explosion. We lost one B-25-J.

2. Our primary target was to intercept a shipping convoy that had been sighted earlier moving north in the INDO CHINA SEA with the secondary target as any land installations on the INDO CHINA COAST.

3. Four squadrons of the 345th Group participated, with the 500th squadron leading and followed by the 501st, 498th and 499th squadrons in that order. Capt. Musket led our squadron in A/P 572 with Lt. Mount in A/P 034 and Lt. Blair in A/P 175 on his wings. Lt. Fisher in A/P 268 led the second flight with Lt. Lathrop, in A/P 173 and Lt. Hatcher in A/P 002, with both these wingmen returning to base early due to mechanical trouble. Capt. Erskine led the third flight in A/P 199 with Lt. Kuta in A/P 158 and Major Giese in A/P 571 as his wingmen. Our planes swept the INDO CHINA COAST from PHAN THIET (1053N-10805E) to PHAN RANG (1135N-10900E) with no sightings of the shipping convoy. The secondary target was attacked. Our planes strafed and dropped 27 x 500 lb demolition bombs. One bomb fell into the railroad roundhouse causing a large explosion and demolishing the building. One bomb which dropped near the railroad roundhouse caused a large explosion with towering flames 600 to 800 feet. One large pink stucco building in the center of the town was destroyed by a direct bomb hit. The railroad water tank and plant were destroyed by bombing and strafing. Heavy, intense, inaccurate ack ack was received from CAPE PADARAN (1127N-10900E) where five or six guns were seen flashing near base of the lighthouse. Meager inaccurate to accurate fire from three or four heavy machine guns was received from a pagoda-like building on the crest of a small hill just west of MY THANH RAILROAD YARDS. These machine guns shot out the right engine of A/P 175 and holed another plane. Plane 175, hit by ack ack was forced to go on single engine and when last seen was flying on single engine at 1230/I 15 miles off CAPE FAUX VARELLA (1147N-10911E) on a 102 degree course Pilot radioed squadron leader that everything was under control and he was trying to make it to TWO ISLAND (1130N-11415E). The crew on the missing A/P 175 was as follows: 1st Lt. C.W. Blair, U-753322, Pilot; 2nd Lt. K.M. Cronin, U-309474, Co-pilot; 1st Lt. H.J. Benson, U-667237, navigator; s/sgt. W.T. Boland, 17012551, engineer; r/sgt. M.(NMI) Albert, 33308983, radio operator; s/sgt. J.R. Richardson, 33679994, gunner. Photos taken confirm reports by crews. Fighter cover was provided but contact with the fighter cover was never made.

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Narrative mission report RFO 87-34, 28 March '45, Cont'd.

4. In the opinion of this officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Took off 0649/I from SAN MARCELINO.

Time over target. 1805-1807/I at min. altitude.

Time of landing. 1630-1715/I at SAN MARCELINO.

b. Route. SAN MARCELINO, UAPONES ISLAND, TARGET, SAN MARCELINO.

For the Squadron Commander.

ISSAC E. BAKER
1st Lt. Air Corps,
Asst. Intelligence O.

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501
88-D-2
29 Mar 45

SOLIST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

MMO/bm

5 April 1945.

SUBJECT: Narrative Mission Report EWO 88-D-23, 29 March 1945.

TO : COMMANDING GENERAL, FMAF, APO 925.

1. Eight B-25's of this squadron attacked a Jap convoy off the INDO-CHINA Coast at (1435N-10930E) on the 29 March 1945, destroying two FREIGHTERS and damaging one engine aft tanker of 3500 gross tons.

2. Our particular objective was to intercept a 10-12 ship convoy that had been sighted moving north along the INDO-CHINA Coast. We were ordered to proceed to BONE BONE, INDO CHINA (1450N-10850E) where we were to turn north and intercept the convoy or search as far as possible and if no contact was made our secondary target was to be any land target on INDO-CHINA with the exception of TONKIN area.

3. Four Squadrons of the 345th Bombardment Group participated, with two squadrons taking off at 0700/L and the other two squadrons at 0730/L. Capt. Jones, Squadron Commander led our squadron and the Group with the 190th squadron in trail. The 199th squadron led the second wave, followed by the 200th squadron. Lt. Col. Galtchup, 345th Group Commander, flew with Capt. Jones as Co-Pilot and Coordinator of the Group attack. Pilots and planes of our squadron participating were as follows:

<u>FIRST FLIGHT</u>		<u>SECOND FLIGHT</u>		<u>THIRD FLIGHT</u>	
Capt. Jones	572	Lt. Hardeman	199	Lt. Hatcher	268
Lt. Steele	002	Lt. Pallotta	152	Lt. Blount	094
		Lt. Eady	041	Lt. Lathrop	173

NOTE: Lt. Denny, A/P 571, did not reach target due to mechanical trouble.

Captain Jones made contact with the convoy at (1435N-10930E). Due to rain squalls under which the convoy was hovering, our pilots failed to see the main part of the convoy until after they had started their first pass on two FREIGHTERS which were covering the rear of the convoy formation. The diagram attached to this report shows the position of these two vessels in relation to the main body of the convoy.

a. FIRST FRIGATE 572

Capt. Jones opened the attack by taking his flight in on the south-
ernmost of the two Frigates. He dropped one bomb, scoring a damaging hit at
the stern. Lt. Steele, his wingman, dropped two bombs, both of which went
over far missed. Both planes strafed heavily, and pilots reported the frig-
ate appeared to be throwing over depth charges, possibly intending to protect
their ship by setting up water spouts around it.

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Narrative Report WFO 55-2-23, cont'd.

photo 5-0-90
is last picture of ship 2
following 6 plane attack.

129 152
Lt. Hardeman and his wingman, Lt. Pallotta, followed close behind the first flight, making their attack on the same frigate. Lt. Hardeman was forced to pull up high over the ship because of water sprouts or bomb blasts, and did not drop any bombs. He did strafe heavily coming in. Lt. Pallotta was able to slip in under him, and dropped two bombs, one short for a near miss, and the other skipping squarely up the starboard bow where it exploded for a direct hit. Lt. Eady and his wingman, Lt. Lathrop followed Lt. Hardeman and Lt. Pallotta over the frigate. Lt. Eady dropped one bomb near the bow, with unobserved results. Lt. Lathrop was forced out of the pattern, and made no attack. In all, a total of six bombs were dropped at this frigate, with at least two direct hits scored, with several damaging near misses. Immediately after making his run, Capt. Jones did a sharp 180 degree turn to observe results of the attack. After the attack by our six planes, the frigate was observed to be billowing black smoke, blazing fiercely amidship, and starting to settle to the bow. This vessel was mortally damaged, and is considered definitely destroyed by our squadron attack, as 30 minutes later its crew was seen to abandon ship.

268 1034
b. SECOND FRIGATE.

See 6-0-121 124 126
Lt. Hatcher and Lt. Blount comprised the fourth 2-plane flight. Seeing the first three flights attacking the trailing frigate, Lt. Hatcher opened his attack with a pass on the leading frigate, which had started a turn to port. He and Lt. Blount dropped two bombs each, with no apparent damage. These two planes made a wide circle to the left to come back for a second pass. Meanwhile the planes of the first three flights, had completed their attack on the other frigate, and seeing it was already knocked out, these planes hit the other frigate. Capt. Jones made a run of this leading frigate, dropping two bombs, one of which scored a direct hit at the port bow. Lt. Steele dropped his two remaining bombs for near misses. At the time of Capt. Jones attack, this vessel was undamaged by any previous attacks. Lt. Hardeman and Lt. Pallotta made their pass across the starboard stern. Lt. Hardeman dropped 2 bombs and Lt. Pallotta dropped one bomb. All were close with Lt. Pallotta scoring a hit. The vessel was already listing to port by this time and starting to burn. Lt. Eady dropped two bombs, scoring another hit on it. His last bomb was returned to base. Lt. Lathrop dropped one bomb on the frigate, and returned his three remaining bombs to base. Lt. Hatcher and Lt. Blount came back in for their second pass, dropping two bombs each to finish up the destruction of this frigate, which by now was dead still in the water, burning fiercely and listing very badly to port bow.

c. ENGINE-APT TANKER.

When the two frigates were seen to have been destroyed, Capt. Jones ordered the remaining six planes in his squadron to return to base, while he and his wingman, Lt. Steele, proceeded into the weather front to the north of the sinking frigates to search for the rest of the reported convoy. About 10 miles to the north the weather cleared, and the main convoy force was sighted. After a careful survey, Lt. Col. Galtrop called the other squadrons in the Group formation, giving them the position and composition of the convoy. As Capt. Jones had one bomb still remaining in his racks, he decided to attack a tanker that was sailing at the rear of the convoy.

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Narrative Report FFO 88-D-23, cont'd.

He called his wingman, Lt. Steele, telling him of his intent to hit the tanker, and telling him not to expose himself to the fire power of the 3 destroyers and the light cruiser covering this force since he (Lt. Steele) had already expended all of his bombs. Capt. Jones then went in on the tanker strafing heavily and dropping his one remaining bomb. Almost immediately after passing over the tanker Capt. Jones found himself flying on instruments, so he was not able to observe accurately the results of his bombs. He could see that a fire had been started on the deck of the tanker just in front of the bridge, probably from strafing. Lt. Steele had disregarded Capt. Jones' instructions to not follow him in on the attack, and decided to add the extra fire power of his guns by strafing and to help cover Capt. Jones' attack. In doing this, he placed himself between Capt. Jones and the escort ships, and was badly hit by flak from the warships. A direct hit tore off most of his right elevator, while another burst tore a large hole in the fuselage directly to the rear of the navigator's compartment, several smaller holes were received, but there were no casualties among his crew.

d. Fighter cover was provided by one squadron of P-38's. Interpretation of Photos confirm results as reported by crews, with the exception that two escort vessels sunk, originally reported as one destroyer and one destroyer escort are more likely vessels of the frigate type.

4. There were actions on the part of individuals which justify awards. In the opinion of this Officer the following awards should be made:

a. Capt. Jack J. Jones, 025481, Pilot of A/P 572; SILVER STAR for gallantry in action displayed in destroying two enemy naval vessels of the Frigate class, and damaging a 2,300 gross ton engine-aft tanker. The crew of this tanker were later seen abandoning their ship at sea. The remaining members of the crew of this plane should be awarded the DISTINGUISHED FLYING CROSS for their part in this achievement. They were: Lt. Col. CHESTER A. COLTHARP, 0-4296081, Co-Pilot; Capt. ARTHUR L. QUICKHALL, 0670797, Navigator; S/Sgt. DONALD A. PIANCZEK, 36592599, Engineer; T/Sgt. CHARLES R. HUNTINGTON, 36660354, Radio-gunner; S/Sgt. Robert M. DIEDRICH, 35765128, Tail-gunner.

b. 2nd Lt. HEATH O. STEELE, 0772555, Pilot of A/P 002; DISTINGUISHED FLYING CROSS for extra-ordinary achievement and heroism shown when he made a run on an enemy tanker in the face of heavy flak from three escorting destroyers and a light cruiser, with all his own bombs expended, in order to help protect A/P 572 in its bombing run by adding the firepower of his own strafing guns. Engaging between A/P 572 and the enemy warships, Lt. Steele drew their concentrated fire on his own plane, enabling the pilot of A/P 572 to make an effective bombing attack. In so doing, Lt. Steele's plane was hit and severely damaged by enemy fire. The remaining members of the crew of this plane should be awarded the AIR MEDAL for their part in this action. They were: 2nd Lt. JAMES L. NEAL, 0828450, Co-Pilot; 2nd Lt. QUENTIN J. YOCKLEY, 0713270, Navigator; Sgt. WILLIAM J. KINCHINI, 33672115, Engineer; Sgt. JAMES R. BREWSTER, 38406948, Tail-gunner.

5. STATISTICS.

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Narrative Report FFO 85-5-23, cont'd.

a. Time table.

Took off from SAN MARCELINO 0705/Z.
Time Over Target 1100-1130/Z.
Landed at SAN MARCELINO 1510/Z.

b. Route.

SAN MARCELINO-TARGET-SAN MARCELINO.

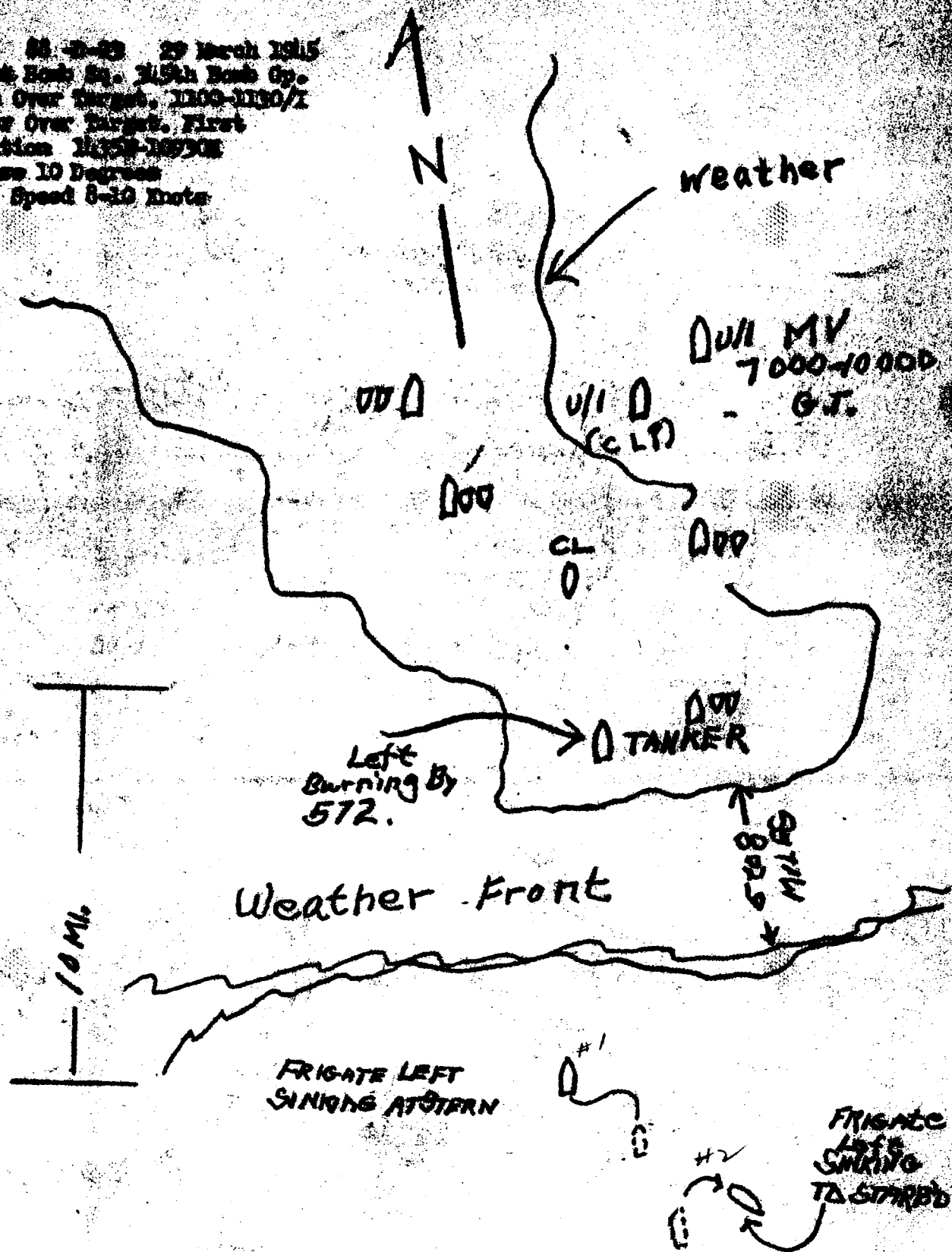
For the Squadron Commander,

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

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FTD 84-2-23 29 March 1945
Subst. Bomb Sq. 315th Bomb Gp.
Time Over Target. 1100-1130/1
Order Over Target. First
Position 1135-113700
Course 10 Degrees
Est. Speed 8-10 Knots



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SOUTHERN BOMBARDMENT SQUADRON (H) AAF
345TH BOMBARDMENT GROUP (H) AAF
APO 73

HEB/jes

1 April 1945.

SUBJECT: Narrative Mission Report FFO 89-D-25, 30 March 1945.

TO : COMMANDING GENERAL, FRAF, APO 923.

1. Six Mitchels of this squadron attacked shipping in YULIN BAY, HAINAN ISLAND (1814N-10934E) scoring direct hits on one unidentified merchant vessel and one patrol craft. Two barges, one destroyer escort and one large converted schooner were slightly damaged. Two of our planes were holed by heavy ack ack.

2. Our particular target was to intercept and destroy the remaining part of the Japanese convoy our Group attacked 29 March 1945.

3. Four squadrons of the 345th Group participated, with the 498th squadron leading and followed by the 499th, 500th and the 501st squadrons in that order respectfully. Pilots and planes of this squadron participating were as follows:

First Flight

Capt. Erskine A/P 268
Lt. McClanahan A/P 020
Lt. Denny A/P 199

Second Flight

Lt. Foy A/P 572
Lt. Kuta A/P 173
Maj. Giese A/P 571

Our planes made the run in YULIN BAY from north to south in two ship elements. Capt. Erskine dropped one bomb which struck the aft end of an unidentified merchant vessel which was tied to a dock. Crews stated this ship was brownish in color and was probably a transport of 4-5000 tons. The bomb was seen to blow off the entire aft end of the vessel and crews believe this ship was left in such condition that it would sink. Other damage done by our squadron was one patrol craft hit on the stern by a 500 lb bomb and was damaged. One destroyer escort and one large converted schooner of 200 tons were heavily strafed. Two barges were damaged by bombing and strafing. Interception by four OCAHS, and two ZEKES and the heavy ack ack from coastal guns and vessels in the harbor affected the accuracy of our bombing. There was no fighter cover provided. Photos were taken but do not give a complete coverage of our bombing.

4. In the opinion of this officer, there was no action which should justify awards.

5. STATISTICS.

a. Time table.

Took off at 0655/I from SAN MARCELINO.
Time over target 1050-1133/I at min. altitude.
Time of landing. 1550/I at SAN MARCELINO.

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Narrative Mission Report PFO 89-D-25, 30 March '45, Cont'd.

**b. Route. SAN MANCELINO, GALONG RAY, HAINAN ISLAND, YANCHY,
SAN MANCELINO**

For the Squadron Commander.

**ISAAC E. BAKER
1st Lt. Air Corps,
Asst. Intelligence Officer.**

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501st BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BBH/lm

7 April 1945.

SUBJECT: Narrative Report on Mission WFO 96-B-28, 6 April 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. 6 B-25J's of the 501st Bomb Squadron sank an escort vessel (PF-UM-1 Class) and badly damaged a second ship of similar type in a minimum altitude attack with 500 pound bombs, off the China Coast at 1135-1140/X on 6 April 1945.

2. Our objective was a convoy of Jap ships that had been sighted moving north along the China Coast. It was expected that this convoy would be at 2450N-11915E at 1200/X on 6 April 1945.

3. a. Four squadrons of the 345th Bomb Group participated, with Captain George N. Musket, 501st Squadron Operations Officer leading the Group formation. Squadrons were in the following order: 501, 498, 499, 500. Pilots and planes of the 501st Squadron were:

FIRST FLIGHT

Capt. Musket	A/P 572
Lt. Lathrop	173
Lt. Harrah	034

SECOND FLIGHT

Lt. Hatcher	A/P 571
Lt. Kuta	014
Lt. Elount	020

b. The Group proceeded north, searching the PEGABONES Islands enroute, and made landfall on the China Coast at 2450N-11915E. From this point they proceeded southwest along the coast. At 1134/X two frigates were sighted steaming north at 2405N-11756E. FIRST FLIGHT: Capt. Musket led the 501st attack, making a 180 degree turn to the right, coming in for his run on a star heading. As he started his attack, both frigates made right turns, lining themselves up so our planes were able to hit both of them on one pass. The three planes in the first flight dropped 3 bombs at the southernmost ship, scoring near misses off the stern. Strafing started small fires on the aft part of the superstructure. Proceeding on to the northern vessel, each of the 3 planes dropped two bombs. One of Capt. Musket's bombs skipped up on to the deck amidship where it exploded, destroying the ship's funnel, wrecking the deck housing, and killing an estimated ten to fifteen of the ships crew who were crouching behind the superstructure for protection from our strafing. This vessel was later attacked by the 499th Squadron and sunk by two direct bomb hits along the starboard waterline. SECOND FLIGHT: Lt. Hatcher made a wide 180 degree turn with his flight, bringing them in for an attack on a 90 degree heading. Seeing that the Southernmost Frigate was not mortally hurt by the attack of Capt. Musket's flight, Lt. Hatcher made his attack on this vessel. He and his wingman dropped nine bombs on it, scoring several near misses.

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Narrative Mission Report PFO 96-D-28, contd.

One of Lt. Hatcher's bombs exploded alongside of the Frigate at the stern, and apparently opened it's seams badly, as the vessel came to a dead stop, oil started pouring from the stern, and the ship began to sink aft. K-20 photos taken by A/P 572 three minutes after our opening attack show the northernmost vessel with only about fifteen feet of it's bow sticking out of the water, and show the southernmost vessel keeled completely over. One hundred or more Japs are seen clinging to the sinking frigates or swimming around them.

c. INTERCEPTION. After attacking the two frigates, the squadron proceeded to search the China Coast, going to 2120N--11115E, with no future sightings. At 1212/I a twin engine U/I fighter was observed trailing our formation. At 1213/I, just outside SHATON Bay, a radial engine SSF (Probably HAMP) made a let-down pass at A/P 016, coming in at 6 o'clock and pressing his attack to 800 yds. The SSF was seen firing guns through his nose. The top turret gunner of A/P 016 fired a one second burst, and the SSF broke away to the right. There was no damage to either planes.

d. There were individual actions on this mission which justify awards. In the opinion of this Officer, the members of the crew of A/P 571 should be awarded the AIR MEDAL for the sinking of an enemy naval vessel. (Frigate; Type PT-HM-1). The crewmembers were: 1st Lt. OLLIE E. HATCHER, O-672094, Pilot; 2nd Lt. VERNON M. TOWNLEY, O-768308, Co-Pilot; 2nd Lt. PAUL O. VAUGHN, O-688138, Navigator; Sgt. J.I. BRIDGEMAN, 1208139, Radio-gunner; T/Sgt. JOHN L. DAVIS, 34763157, Engineer.

5. STATISTICS.

a. Time table.

Took off 0647/I SAN MARCELINO.
Time over target 1135-1140/I at min. alt.
Time of landing 1550/I SAN MARCELINO.

b. Route.

SAN MARCELINO; PESCADORIS ISLANDS; 2150N-11915E; TARGET;
2120N-11115E; SAN MARCELINO.

For The SQUADRON COMMANDER:

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



3000 Small
CRAFT - 100000

KIUK PT.

2ND FL

1ST FL.

016 020
571
173 034
572

+ 24° N
118° E

China

SOUTH CHINA SEA

MISSION: FPO 96-B-28 6 April 1945
501st B.S. 345th B.G.
First Over Target
TOT. 1135-1140/I

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BEG/bm

9 April 1945.

SUBJECT: Narrative Report on Mission FFO 98-D-16, 8 April 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Seven B-25J's of the 501st Bomb Squadron hit CHOMOSUI A/D, PISCADORES Islands, after a shipping search of the China Coast had been weathered out. There were no particularly important results of the attack on CHOMOSUI A/D.

2. Our primary objective was Jap shipping, a 7 - 8 enemy convoy having been reported off the China Coast near SHATON. CHOMOSUI A/D was a last resort target, with the attack there intended to crater the landing area, and generally annoy Japs thereabout.

3. Four Squadrons of the 345th Bomb Group participated. The 498th Squadron led, followed by the 499th, 501st and 500th Squadrons. Lt. McClanathan led our Squadron. Other 501st pilots and planes were:

a. FIRST FLIGHT

Lt. McClanathan A/P 572
Lt. Johnson A/P 034
Lt. Blount A/P 199

SECOND FLIGHT

Lt. Esty A/P 571
Lt. Wilkinson A/P 009
Lt. Kuta A/P 016
Lt. Harrah A/P 020

b. Our planes searched the CHINA COAST from BREAKER PT. (2258N - 11705E) with no shipping sighted. Extremely bad weather along the China Coast to the north forced us to proceed to the north tip of the PISCADORES Islands, where the area, including LAXO HARBOR, was searched with no sightings. CHOMOSUI A/D was attacked at 1347/I, making a 180 degree run at minimum altitude. 20 x 500 lb. bombs were dropped, with 16 hitting land targets. One barracks building near the main hangar was demolished. Several craters were added to the runway. The only enemy opposition was a single M/G and Medium AK/AK, holding the left engine nacelle of A/P 571. No fighter cover was provided. Photos confirm crew reports.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

Time Table.

Took Off at 0847/I SAN MARCELINO A/D.

Time Over Target 1347-1348/I at min. alt.

Time of Landing 1735/I SAN MARCELINO A/D.

Route. SAN MARCELINO; 2258N-11630E; 2325N-11705E; PISCADORES Islands; TARGET; SAN MARCELINO.

For The SQUADRON COMMANDER:

1

CONFIDENTIAL

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

98-D-16
8 Apr 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/bm

14 April 1945.

SUBJECT: Narrative Report on Mission FPO 103-D-20, 13 April 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six B-25J's of the 501st Bomb Squadron bombed and strafed TUGUEGARAO Town and Drome area, Northern Luzon, starting three fires and photoed the side of the hill to the east of the Airdrome.

2. Our primary objective was to destroy supplies, ammunition and troops on TUGUEGARAO A/D and Town and to photograph the west side of the hill due east of the A/D. The secondary target was to be PATTAG Town, Northern Luzon.

3. a. Four squadrons of the 345th Bomb Group participated. The 499th squadron led, followed at fifteen minute intervals by the 500th, 501st and 498th Squadrons. Major Giese led our squadron over the target. Pilots and planes participating were:

First Flight

Capt. Jones	A/P 572
Lt. Kuta	A/P 016
Lt. Blount	A/P 041

Second Flight

Maj. Giese	A/P 571
Lt. Albrecht	A/P 172
Lt. Johnson	A/P 173

Single Element

Lt. Hall A/P 199 Photo Plane.

Capt. Jones returned to base early due to engine trouble.

b. Our squadron made their attack five ships abreast from north to south where 348 x 23 lb parafrags were dropped stringing through the airdrome and dispersal areas south into TUGUEGARAO Town. Three fires were started on the airdrome with other results unobserved. The light ack-ack position at the south west corner of the airdrome was firing as our planes entered the target but its crew of three fled from the gun position as our planes started to strafe. Lt. Hall in A/P 199 trailed the formation to the target and as our five planes finished their run he made a photo run from southeast to northwest strafing and dropping 36 parafrags on the east dispersal area and taking photos with a K-22 camera of the west side of the hill due east of the airdrome for any possible U/O storage or hangar. Crew reported that activity around the hill was nil.

One plane was holed by M/G fire. There were no casualties and no fighter cover provided. Photos taken confirm reports as given by crews.

4. In the opinion of this Officer, there was no action which should justify awards.

5. STATISTICS.

CONFIDENTIAL

Narrative Mission Report PFO 103-D-20, contd.

a. Time Table.

Took Off SAN MARCELINO 0900/I.
Time Over Target 1032-1035/I at min. alt.
Landing 1220/I at SAN MARCELINO.

b. Route.

SAN MARCELINO - Target - SAN MARCELINO.

For The SQUADRON COMMANDER:

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

201
104-0
R-45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/nb

16 April 1945.

SUBJECT: Narrative Report on Mission FPO 104-D-19, 14 April 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Seven Mitchels of this Squadron swept Canton River from Napier Island two miles east of Canton to the rivers mouth destroying six luggers or barges and damaging six to eight others. Large fires were started in stores or supplies and building areas and at least three buildings, a railroad spur and a concrete tower were destroyed by direct bomb hits. One light house used as ack ack position was strafed and silenced.

2. Our objective was to be a shipping search and targets of opportunity along the Canton River from Canton City to the Canton River mouth.

3. a. Two Squadrons of the 345th Group participated with the 501st leading and followed by the 498th Squadron. Lt. McClanathan led our Squadron and the Group. Pilots and planes participating from this Squadron were:

First Flight

Lt. McClanathan A/P 572
Lt. Pallotta A/P 009
Lt. Esty A/P 020

Second Flight

Lt. Steele A/P 268
Lt. Harrah A/P 152
Lt. Lathrop A/P 016
Lt. Blount A/P 041

b. Our Squadron made their attack in two ship elements with the exception of the seventh ship which moved up as third element and flew alone. The target was first hit two miles east of CANTON CITY and a total of six small luggers or barges were destroyed and six to eight were damaged by bombing and strafing from this point to the mouth of the Canton River. An ack ack position located in a light house two miles east of Canton was strafed and silenced. A big fire with black smoke was started by bombing and strafing in the stores or supply area on the north bank of the river one and one half miles west of WHAMPOA. Bombing and strafing caused the destruction of three buildings, a railroad spur and several large fires were started in the dock area at WHAMPOA. On the south bank of the Canton River opposite WHAMPOA one bomb is credited with the destruction of a concrete tower. This tower was possibly used as a flak tower or light house. Three bombs were dropped at buildings in HONKAI with unobserved results. One plane was holed by flak. There were no casualties. Photos taken confirm reports as given by crews. Fighter cover was provided.

Nattative Mission Report FFO 104-D-19, contd.

4. In the opinion of this Officer, there was no action which justifies awards or citations.

5. STATISTICS.

a. Time table.

Time of take off 0729/I from SAN MARCELINO.

Time over Target 1140/I-1152/I from min. Alt.

Time of landing 1531/I at SAN MARCELINO.

b. Route.

SAN MARCELINO-CAPONES ISLAND-PRATTAS ISLAND-TARGET-
SAN MARCELINO.

For The SQUADRON COMMANDER:

ISAAC E. BAKER
1st Lt. Air Corps.,
Asst. Intelligence Officer.

105-D
15 Apr 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BEG/nb

16 April 1945.

SUBJECT: Narrative Report on Mission PFO 105-D-20, 15 April 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Seven B-25J's of the 501st Bomb Squadron were unable to complete their assigned attack on LAMSEPO A/D in Northern Formosa on 15 April 45 due to bad weather off the South tip of Formosa. TUQUEGARO A/D on Luzon was strafed and bombed with 23 lb. parafrags, with no important observed results.

2. Our primary objective was to harass the enemy's airdromes in Formosa in coordination with the American operations on OKINAWA Island.

3. Four Squadrons of the 345th Bomb Group participated, with the 500th Squadron leading, followed by the 501, 498 and 499th Squadrons. Capt. Jones, 501st Squadron Commander led our Squadron. Other 501st pilots and planes were:

First Flight

Capt. Jones A/P 572
Lt. Albrecht A/P 173
Lt. Kuta A/P 020

Second Flight

Lt. Wilkinson A/P 009
Lt. Jones, R.F. A/P 172
Lt. Johnson A/P 034
Lt. Blount A/P 041

a. The Group formation abandoned their attack on LAMSEPO A/D when an impossible front was encountered at 1950N-11950E at 1035/I. Proceeding to the Secondary target, one pass was made on TUQUEGARO A/D at minimum altitude on 245 degree heading, with the first flight sweeping the Eastern half of the A/D and town, the second flight covering the Western half. Rain and poor visibility obscured accurate observation of results, but 14 small white fires and 3 small black fires were observed in the area after our attack.

Opposition encountered was practically NIL, with only two pilots reporting very meagre M/G fire from the wooded area along the West side of the R/W. No planes were holed and we suffered no casualties. No fighter cover was provided. Photos confirm results as reported by crews.

4. There were no actions to justify awards or citations.

5. STATISTICS.

a. Time table.

Took Off SAN MARCELINO 0835/I
Time Over Target 1201-1203/I at min. Alt.
Landed 1420/I at SAN MARCELINO.

Narrative Mission Report VTB 105-D-20, contd.

b. Route.

San Marcelino; 1950N-11950E; TUGUEGAHO; APARI; LINGAYEN;
San Marcelino.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

JCH 106-D
16 Apr 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

REB/rb

17 April 1945

SUBJECT: Narrative Report on Mission FPO 106-B-20, 16 April 1945.

TO : COMMANDING GENERAL, FMAF, APO 985.

1. Seven A-25's of the 501st Bomb Squadron bombed and strafed IANSEPO A/D on Formosa at 1232/Y on 16 April 1945. The target was hit at minimum altitude with 23 lb. parafrags. No Jap planes were sighted on the A/D at the time of our attack.

2. Our particular objective was to neutralize IANSEPO A/D with a harassing raid as indirect support to U.S. operations on nearby OKINAWA Island.

3. Four Squadrons of the 345th Group participated, led by the 498th Squadron, followed by the 499th, 500th, and 501st Squadrons. Major Giese led our Squadron. 501st Squadron pilots and planes were:

First Flight

Maj. Giese A/P 572
Lt. Pallotta A/P 016
Lt. Steele A/P 020

Second Flight

Lt. McClanathan, A/P 268
Lt. Jones, R.F. A/P 172
Lt. Harrah A/P 009
Lt. Albrecht A/P 173

a. The approach to the target was made up the west coast of Formosa, passing to the east of the PESCADEROS Islands and making landfall at the mouth of the TAMSUI River. The run over the target itself was made on a 180 degree heading, seven A/P's abreast in echelon to the left. The drone and dispersal areas were heavily strafed by all seven planes and 480 X 23 lb. parafrags were strung across the same areas. Observed results were practically nil, as no Jap planes were sighted in the area. The A/D Headquarters building NE of the main runway was burning slightly at the time of our attack and we dropped a bank of 12 bombs squarely across this same building. Opposition over IANSEPO A/D was limited to meagre M/G fire from a 3 gun position along the north edge of the main R/W about 1,300' ft. from the NE corner, and from a single gun position 650 ft. south of the intersection of the main R/W and the SW taxi strip. Two of our planes received minor holes. After leaving the target, our planes passed over a Coastal Defense gun position about five miles NE of SHINCHIKU, where one bank of 12 bombs were dropped with unobserved results. Moderate but inaccurate heavy flak fire was received from there and other C D guns around SHINCHIKO. No contact was made with fighter cover, which consisted of two Squadrons of P-38's and two Squadrons of P-51's. Photos confirm results as reported by crews.

CONFIDENTIAL

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Narrative Mission Report WFO 106-D-20, contd.

4. In the opinion of this Officer there were no individual actions to justify awards.

5. STATISTICS.

a. Time table.

Took Off SAN MARCELINO 0814/I
Time Over Target 1232-1234/I at min. Alt.
Landed SAN MARCELINO 1645/I

b. Route.

San Marcelino; HOKO Channel; TARGET; HOKO Channel; San Marcelino.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

DEB/bm

22 April 1945.

SUBJECT: Narrative Mission Report WFO XII-D-26, 21 April 1945.

TO : COMMANDING GENERAL, USAF, APO 985.

1. Six B-25's of the 501st Bomb Squadron strafed and bombed target east of SHAN, Imen (1454N-22107E) in the support of our ground forces in the SHAN area on the 21 April 1945.

2. Our particular objective was to attack ground targets assigned by SHAP UNCIE, Ground-Air-Commander for this area. SHAP UNCIE ordered squadron leader to attack target east of SHAN, as a large enemy concentration was believed to be in this area.

3. The 501st and 498th Squadrons of the 345th Bombardment Group participated with the 501st taking off fifteen minutes ahead of the 498 squadron. Capt. Hall, Asst. Group Operations Officer led our squadron on this strike. Pilots and planes participating were as follows:

First Flight		Second Flight	
Capt. Hall	A/P 572	Lt. Wilkinson	A/P 080
Lt. Jones	A/P 009	Lt. Arnel	A/P 175
Lt. Eady	A/P 034	Lt. Steele	A/P 016

On entering the area contact was made with the Ground-Air-Controller, SHAP UNCIE, who gave our squadron instructions and outlined the target in white phosphorous. Three passes were made from south to north where 12 x 1000 lb. bombs were dropped and 16, 700 x .50 cal. rounds of ammo were expended. Passes were made by single planes in trail. Several grass fires were started in the target with other results being generally unobserved due to the type of terrain. Meager, inaccurate machine gun fire was received which holed one plane. No fighter cover was provided. Photos taken confirm results as reported by crews.

a. In the Opinion of this Officer, there was no action to justify awards.

5. STATISTICS.

a. Time Table.

TOOK OFF 0810/I from SAN MARCELINO.
Time Over Target 0936--0948/I at Min. altitude.
Time of Landing 1030/I at SAN MARCELINO.

b. Route.

SAN MARCELINO, Target, SAN MARCELINO.

For The SQUADRON COMMANDER:

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

CONFIDENTIAL

CONFIDENTIAL

501
JCH/06-D
18 Apr 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/mb

19 April 1945

SUBJECT: Narrative Mission Report FPO 106-D-22, 18 April 1945.

TO : COMMANDING GENERAL, FMAF, APO 925.

1. Seven Mitchells of the 501st Bomb Squadron bombed and strafed KAHENKO RAILROAD YARDS on FORMOSA on 18 April 1945. The target was hit at minimum altitude with 500 lb. demolition bombs. One large explosion was set off in a fuel dump, several buildings and railroad sheds were destroyed and numerous fires were started. Two planes made a strafing run on a large factory in KAHENKO INDUSTRIAL area with unobserved damage.

2. Our primary target was to be a shipping sweep of the east coast of FORMOSA. If no important shipping was sighted our secondary target was to be the KAHENKO R/R Yards, Formosa, and the tertiary target KIZAN Island. (2452N-12156E)

3. Major Doolittle, Deputy Commander of the 345th Bomb Group, led our Squadron on the strike. Pilots and planes participating were as follows.

First Flight

Maj. Doolittle A/P 268
Lt. Kuta A/P 009
Lt. Blount A/P 034

Second Flight

Lt. Hatcher A/P 020
Lt. Lathrop A/P 172
Lt. Johnson A/P 041
Lt. Faye A/P 016

a. A search was made of the east coast of FORMOSA from the southern tip north to 2507N-12155E with nil important shipping sightings. Our attention was then turned to the secondary target, KAHENKO R/R Yards, where our planes made one pass in two plane elements from land to sea, heavily strafing and dropping 28 X 500 lb. demolition bombs. Four bombs fell among a concentration of buildings 1500 ft. NE of the R/R Yards destroying at least four buildings and causing many fires. Two engine sheds and a large storage tank at the NE end of the R/R Yards were destroyed by direct hits. One bomb which apparently fell in a fuel dump caused a large explosion and fire with black smoke up to 3000 ft. A large flat hotel type building on the north side of the tracks east of the R/R station was badly damaged by a direct hit. One bomb exploded within the R/R station causing a billowing grey smoke. Bombs fell among the concentration of R/R workshops on the south side of the yards causing fires and an undetermined amount of destruction. Two planes made a strafing attack on a large factory in KAHENKO INDUSTRIAL area causing undetermined damage. Meagre, inaccurate, heavy ack ack was received from positions

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report WFO 108-D-22, contd.

along the ridge 5000 feet north of KARENKO River mouth. Heavy, inaccurate to accurate machine gun fire was received from KARENKO town causing one plane to be holed. No fighter cover was provided. Photos confirm results as reported by crews.

k. In the opinion of this Officer there were no individual actions to justify awards.

5. STATISTICS.

a. Time table.

Took off SAN MARCELINO 0630/I
Time over Target 1232-1234/I at Min alt.
Landed SAN MARCELINO 1430/I

b. Route.

SAN MARCELINO-South tip of FORMOSA-2507N-12155E-
Target-SAN MARCELINO.

For The SQUADRON COMMANDER:

**ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer**

CONFIDENTIAL

112-013
22 Apr 45
JCH

501ST BOMBARDMENT SQUADRON (M) AAF
145TH BOMBARDMENT GROUP (M) AAF
APO 73

INR/tm

23 April 1945.

SUBJECT: Narrative Mission Report WFO 112-D-13, 22 April 1945.

TO : COMMANDING GENERAL, HAF, APO 935.

1. Six Mitchels of the 501st Bomb Squadron strafed and bombed BOIAC RIDGE, Luzon (1453N-12106E) in support of our ground forces in the BOIAC area on the 22 April 1945.

2. Our particular objective was to attack ground targets assigned by SHAP UNOIE, Ground-Air-Commander for this area. SHAP UNOIE ordered Squadron leader to attack south side of ridge at BOIAC, as an enemy concentration was believed to have dug-in in this area.

3. The 498th and 501st squadrons of the 145th Group participated with the 498th taking off 15 minutes ahead of the 501st squadron. Capt. Masket, Sqdn. Operations Officer led our squadron on the strike. Pilots and planes participating were as follows:

FIRST FLIGHT

Capt. Masket	A/P 572
Lt. Albrecht	A/P 172
Lt. Lathrop	A/P 173

SECOND FLIGHT

Capt. Hatcher	A/P 009
Maj. Mortensen	A/P 020
Lt. Pallotta	A/P 016

On entering the area contact was made with the Ground-Air-Controller, SHAP UNOIE who gave our squadron instructions and marked the target with white phosphorus. Four passes were made from south to north where 12 x 1000 lb. bombs were dropped and 17,800 x .50 cal. rounds of ammo were expended. Passes were made by single planes in trail. Due to the type of terrain, results were unobserved other than the bombs bursting along the south slope of BOIAC Ridge. Inaccurate machine gun fire was received from the target. No fighter cover was provided. Photos taken confirm results reported by crew.

4. In the opinion of this Officer, there was no action to justify awards.

5. STATISTICS.

a. Time Table.

Took Off 0829/I from SAN MARCELINO.

Time Over Target 0925-0940/I at min. alt.

Time of Landing 1025/I at SAN MARCELINO.

b. Route. SAN MARCELINO-Target-SAN MARCELINO.

For The SQUADRON COMMANDER:

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

113-10
JCH. 23 Apr
IEB/bm

24 April 1945.

SUBJECT: Narrative Mission Report WFO 113-D-27, 23 April 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Seven B-25J's of the 501st Bomb Squadron strafed and bombed WOODY ISLAND (1650N-11220E) on the 23 April 1945 starting fires and destroying four warehouse type buildings, six to eight smaller buildings, one weather observation tower and starting one large fire with black smoke in the warehouse area.

2. Our primary objective was to make a coordinated attack with B-24's on Japanese shipping in the outer harbor of YULIN BAY, Hainan Island. If no important shipping was sighted in YULIN BAY we were to search north up the east coast for shipping. If nil sightings were made we were then to proceed to WOODY Island and bomb and strafe installations on that Island.

3. Four squadrons of the 345th Bomb Group participated, led by the 499th squadron, followed by the 500th, 501st and 498th Squadrons. Capt. Hatcher led our squadron on this strike. Pilots and planes participating were as follows:

FIRST FLIGHT

Capt. Hatcher	A/P 572
1st Lt. Hermal	A/P 173
Lt. Blount	A/P 199

SECOND FLIGHT

Lt. Eaty	A/P 020
Lt. Townley	A/P 009
Lt. Johnson	A/P 172
Lt. Pallotta	A/P 016

On entering the YULIN BAY AREA our planes made contact with "CAMOUFLAGE SPECIAL", the B-24 who was coordinating the attack between the B-24 Group and our Group at YULIN BAY. The Coordinator instructed our Group that there was not enough enemy shipping in the outer bay to warrant our attack. Our four squadrons then proceeded up the east coast of HAINAN Island in search of shipping. At 1830N the Group leader ordered the 501st and 498th squadrons to hit WOODY Island. Our squadron bombed and strafed the small settlement at the SW corner of the Island. Our planes made two passes from NW to SE where we destroyed four warehouse type buildings, 6-8 smaller barracks type buildings and one weather observation tower. One large fire with black smoke was started at the SE corner of the Warehouse area. The target was left covered with smoke and fire. Meager accurate machine gun fire was received from WOODY Is. holding 3 planes with nil casualties. Fighter cover was provided. Photos taken confirm results as reported by crews.

4. In the opinion of this Officer, there was no action to justify awards.

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report FFO 113-D-27, cont'd.

5. STATISTICS.

a. Time Table.

Took off 0648/I SAN MARCELINO.
Time Over Target 1120-1126/I at Min. altitude.
Time of Landing 1740/I SAN MARCELINO.

b. Route.

SAN MARCELINO - HAINAN Island - WOODY Island - SAN MARCELINO.

For The SQUADRON COMMANDER;

ISAAC E. BAKER,
1st Lt. Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

117 016
27 Apr 45

909

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BEO/nb

28 April 1945.

SUBJECT: Narrative Mission Report FFO 117-D-18, 27 April 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. 7 B-25J's of this Squadron bombed and strafed GARIT NORTE on Luzon (1639E-12139E) on the morning of 27 April 1945. Several shacks were destroyed and numerous small fires were started in GARIT NORTE Village, and around the A/D. Our losses were NIL.

2. Filipino Guerilla forces in the area had reported some 700 Jap troops were concentrated in the area, and our intelligence indicated a possibility that the air strip at GARIT NORTE was being used to stage small harrassing raids on our troops. Our objective was to wipe out the troop concentration and to destroy any possibly serviceable planes in the area.

3. a. The 498th Bomb Squadron participated with us on the strike, flying in number two position with six planes. Major Mortenson, 345th Bomb Group Operations Officer, led our Squadron and the Group formation. 501st Pilots and planes were:

FIRST FLIGHT

SECOND FLIGHT

Maj. Mortenson A/P 572
Lt. Johnson A/P 041
Lt. Blount A/P 199

Lt. Steele A/P 020
Lt. Pallotta A/P 009
Lt. Kuta A/P 016
Lt. Arnel A/P 268

b. The attack was made at minimum altitude in trail, making four passes from south to north, sweeping along the west bank of the Cagayan River. 456 X 23 lb. parafrags were dropped, covering buildings and shacks in GARIT NORTE Village and wooded areas from the village up past the NE end of the air strip. All planes strafed heavily, expending 20,700 .50 calibre rounds. At least four shacks were hit, starting fires with black smoke up to 200 feet. Eight to ten small fires with white-gray smoke were also started. Enemy opposition was limited to meagre small arms fire and possible M/G fire. Lt. Pallotta's plane received a hole in the left elevator. There were no personnel casualties. No fighter escort cover was provided. Photos taken confirmed results as reported by crews.

4. In the opinion of this Officer, there were no actions to justify individual awards or citations.

5. STATISTICS.

a. Time Table.

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Narrative Mission Report FFO 117-D-18 conti.

Took off 0900/I from SAN MARCELINO.
Time Over Target 0955-1015/I Min. Alt.
Time of Landing 1130/I at SAN MARCELINO.

- b. Route.
Direct to Target and return.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

JCH 118-D
28 Apr 45501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

BEG/bm

15 May 1945.

SUBJECT: Narrative Mission Report FPO 118-D-20, 28 April 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Eight B-25J straffers of the 501st Squadron raided Jap shipping at SAIGON, Indo-China (1046N-10645E) on 28 April 1945. Results were excellent, but the mission cost us three B-25's shot down over the target. We destroyed a 5,800 ton freighter, a 2,800 ton freighter transport, a 2,300 ton freighter transport, a 500 ton freighter transport, a 250 ton engine aft freighter and one 200 ton engine aft freighter. A navy patrol craft, a 2,000 ton freighter transport, a 500 ton sailboat and a 100 foot sailboat were damaged.

2. Our particular objective was to plug one of the few remaining holes in our blockade of the Jap's shipping line from SINGAPORE to JAPAN. A sizeable concentration of enemy shipping had been photographed in SAIGON and we were assigned the job of wiping it out with a mast height attack with 500 pound bombs, staging the strike from PUERTO PRINCESA A/D, PALAWAN Island.

3. a. The 499th Squadron participated in this strike, sending five planes over the target in number two position in the group formation. Col. Chester A. Coltharp, 345th Bomb Group Commander, led the 501st Squadron and the Group formation. 501st pilots and planes over the target were:

FIRST FLIGHT

Col. Coltharp A/P 571
Lt. Johnson A/P 041

SECOND FLIGHT

Capt. Hatcher A/P 572
Lt. Harrah A/P 016

THIRD FLIGHT

Lt. Blount A/P 199
Lt. Townley A/P 173

FOURTH FLIGHT

Lt. Esty A/P 020
Lt. Jones A/P 172

b. Eight P-38's were scheduled to provide close aerial cover for the strike, with an additional 16 P-38's to assist us in strafing the target. The P-38's were late in reaching the target area and when we were not able to establish any radio or visual contact with them, Col. Coltharp took the B-25's on over the target without any fighter cover, opening his attack at 1115/I after making his approach in from the sea so as to make his actual attack from north to south.

FIRST FLIGHT'S ATTACK.

(1) Col. Coltharp led the Squadron into the target area making his approach from the north. He strafed and dropped two bombs destroying a heavily

Narrative Mission Report FFO 118-D-20, cont'd.

camouflaged 200 ton engine aft freighter on the north bank of the SAIGON River 1½ miles east of the large railroad bridge. His next attack was on a 500 ton camouflaged freighter transport anchored about 25 feet off the west bank of the SAIGON River about 2,000 feet south of the SOCONY Oil fields. He dropped one bomb which hit the ship amidship and rebounded about 30 feet back into the river where it exploded. This bomb is credited with the sinking of this ship. Continuing to the south, Col. Coltharp made a run on one of two freighter transports docked on the south bank of the SAIGON River at the main wharves. The vessel he attacked was approximately 2,000 gross tons. One bomb - his last - was dropped, scoring a direct hit and starting a heavy black smoke fire which was seen still burning eight minutes later. After passing over this vessel, he continued strafing adjoining warehouses and gun positions all the way to the canal south of the main wharves. At this time he started a turn to the left, and received minor damage from a flak burst which had mortally hit his wingman's plane setting it on fire. The right rudder control cable of the Colonel's plane was severed and the top turret canopy creased. When his wingman - Lt. Johnson crashed south of the target area Col. Coltharp circled the spot and verified the fact that there were no possible survivors.

(2) Lt. Johnson, in A/P Oil, flew on Col. Coltharp's right wing in the first flight. His first bomb was dropped at the 500 ton freighter transport south of the SOCONY Oil fields, but his bomb fell on land for no damage. His next attack was made on a 2,300 ton freighter transport docked at the main wharves on the south bank of the SAIGON River. He was seen to drop three bombs at this ship. The first fell short, the second skipped up to the water line, and the third bounced up on the deck. Crew members who witnessed the attack reported that the ship must have been loaded with ammo or other explosives, as it blew up with a violent explosion and disappeared almost immediately. When in a left turn about two miles south of this last vessel, Lt. Johnson's plane was seen to be hit by a very close flak burst of heavy calibre. The plane caught fire immediately, but Lt. Johnson managed to climb up to 1,000 feet altitude. About this time a lone SSF - probably a ZEEK got on his tail and fired several long bursts at him, but witnesses could not see if they were actually hitting the plane. The ZEEK broke away and abandoned his attack. Lt. Johnson's plane started losing altitude fast, and finally crashed and exploded about 17 miles south of SAIGON Town (1030N -- 10639E). One man was seen to bail out at about 200 feet altitude just before the crash, but his chute did not open.

SECOND FLIGHT'S ATTACK.

(1) Capt. Hatcher leading the second flight started his run by strafing the SOCONY Oil tanks NW of SAIGON Town starting fires which caused an explosion with large sheets of fire and black smoke. He heavily strafed a flak tower one fourth mile due south of the oil tanks with unobserved results. Two bombs were dropped for near misses at a small engine aft freighter in the NAVY YARDS at SAIGON Town. As Capt. Hatcher proceeded off the target he damaged a 500 ton sailboat by heavy strafing. His last two bombs were dropped on a 2,800 ton freighter transport code: FTC, near the north shore at the SAIGON River mouth. One bomb fell short with the second dropped as a direct hit causing a large explosion and leaving the ship in a heavy cover of fire and greyish black smoke. This ship was destroyed.

CONFIDENTIAL

Narrative Mission Report FFO 118-D-20, cont'd.

(2) Lt. Harrah flying on Capt. Hatchers right wing started his run by heavily strafing the NW end of the oil field area with unobserved results. All guns on his plane strafed the flak tower to the south of the oil tanks. Ack-ack flashes from 40 mm. guns were seen firing at them from directly on the south side of the river. One of the 40 mm. bursts hit the plane in the left wing causing a hole 18 inches in diameter just behind the auxiliary gas tank which cut the left aileron control cables, destroying all aileron trim tab control and tore a large hole in the flap. Immediately the left wing dropped down throwing the plane into a left bank. Lt. Harrah salvaged his bombs but continued to strafe everything in his path until he crossed the DONG NAI River where he brought his plane under control and joined the formation.

THIRD FLIGHT'S ATTACK.

(1) Lt. Blount, leading the third flight, was assigned the 5,800 ton freighter, designated as Target No. 1. On reaching the SAIGON area, Lt. Blount strafed and dropped one bomb at a small camouflaged engine aft freighter (100 tons) in the SAIGON River one mile NE of the SOCONY Oil tanks. Slight damage was done by strafing, but the bomb overshot for nil damage. A little later, while still flying south, and when about two miles NE of the SAIGON NAVY YARD, a burst of flak hit his wingman's plane, and Lt. Blount pulled up slightly for evasive action and to try and locate his assigned target. He started a 180 degree turn to the left, located his target, and pulled back to the right for his run on it. The transport was anchored to the west bank of the SAIGON River due east of SAIGON Town. All this time ack-ack was very intense and was bursting all around his plane, but Lt. Blount held his plane in a determined and direct run on his target, practically flying his plane into the vessel to be certain that it was destroyed by his attack. Lt. Blount dropped three bombs, with one, the first skipping into the side of the transport on the starboard side opposite the bridge, the second hitting and exploding in the wall deck between the bridge and the engine room structure, and the third bomb exploding in the water between the ship and the river bank. Lt. Blount's nose guns were strafing viciously, and his plane passed over the ship so low that he had to dip his wing to slip between the masts of the ship. When his bomb exploded the entire bridge and superstructure of the transport were demolished and the ship was gutted from bow to stern with fire and billowing black smoke. This vessel was definitely wrecked and rendered useless by Lt. Blount's attack on it. Just as he cleared the transport, Lt. Blount's plane was hit by ack-ack knocking off half of the right elevator and tearing the right trim tab completely off. Although his assigned objective - the destruction of the 5,800 ton freighter - had been accomplished, and in spite of the fact that his wingman had been shot down, and his own plane badly damaged by flak, Lt. Blount stayed in the target area and continued to inflict as much damage as possible on the enemy's installations. Lt. Blount nosed his plane down on six large warehouses on the south bank of the SAIGON River near the Customs Buildings and strafed them heavily. Continuing to the south, Lt. Blount spotted a 100 foot THAKOW sailboat SE of the town. He made a strafing run on this sailboat, riddling it with tracers, but as Lt. Blount's plane was very hard to control as a result of the hit he had received by flak over the

Narrative Mission Report PFO 118-D-20, cont'd.

transport, he collided with the mast and rigging, severely damaging his plane. In spite of the fact his plane had two cylinders in the right engine knocked out, the cowling torn off the right engine, a hole one foot in diameter in the lower left side of the right engine, the right side of the right engine nacelle badly caved in, a ten inch jagged hole in the leading edge of the right horizontal stabilizer, the right elevator half knocked off and the right trim tab completely knocked off by flak, Lt. Blount kept his plane under control, flew it back 736 miles to PALAWAN Island, made a perfect landing with no injuries to any of his crew.

(2) Lt. Townley flying on Lt. Blount's right wing, strafed a small lugger or river boat about a mile and one half NE of the SUCOM Oil tanks, and dropped one bomb at it with unobserved results. A few seconds later, he was hit by ack-ack, starting a fire in his right engine. This forced him to slip under the plane of his flight leader, who had pulled up slightly to locate his assigned target and to evade the flak bursts. Seeing Lt. Blount starting a run on the 5,600 ton freighter, Lt. Townley made a 180 degree turn to the right and made a run on the transport also, dropping his remaining three bombs, with the first scoring a very near miss off the port stern, and the last two hitting on land. After releasing his last bomb and sometime before actually passing over the transport, Lt. Townley was again hit by a large burst of heavy flak. This burst caused Lt. Townley's plane to do a snap roll. When last seen this plane was upside down at less than 100 feet altitude with all guns firing. It is believed that Lt. Townley's plane crashed in a small wooded area about 1000 feet W of the transport. Photos taken by Lt. Blount's plane show Lt. Townley's three bombs, and also show what is evidently the actual crash of his plane.

FOURTH FLIGHT'S ATTACK.

(1) Lt. Esky leading the fourth flight was hit by one burst of medium ack-ack and a stream of tracers were seen to converge on his plane as he opened up his first burst of strafing fire. His plane immediately caught fire, exploded and crashed with nil survivors, approximately 4.3 miles NNW of SAIGON Town.

(2) Lt. Jones started his run on the right wing of Lt. Esky but as Lt. Esky's plane crashed at the beginning of the run he continued across the target as a single ship element. As Lt. Jones saw a burst of medium ack-ack and a stream of tracers hit Lt. Esky's plane he immediately swerved his plane in the direction of the ack-ack and opened up with all guns on the spot from where the enemy fire was coming. Just before crossing over the river on the pass at the ack-ack position he spotted a 250 ton engine aft freighter which he savagely strafed and dropped one bomb sinking this vessel. Lt. Jones dropped a second bomb with unobserved damage other than the silencing of the ack-ack positions which were among a small group of buildings on the south bank of the SAIGON River one half mile east of the SUCOM Oil tanks. He then damaged a heavily camouflaged patrol craft by strafing it. Continuing his run he dropped two bombs which straddled for near misses the 500 ton freighter transport previously put in a sinking condition by Col Coltharp. Now out of bombs he continued strafing warehouses and buildings across the remainder of the target.

CONFIDENTIAL

Narrative Mission Report FFO 118-D-20, cont'd.

Due to the loss of three B-25's, and mechanical failure of one other plane's camera, photo coverage was more or less incomplete, but did confirm generally the results as reported by crews. Planes and crews lost on this mission were:

A/P 041

P. 2nd Lt. ANDREW J. JOHNSON, 02057207
CP. 2nd Lt. PAUL E. LAMDON Jr. 0830683
N. 2nd Lt. AUBREY L. STONELL, 0713241
E. Sgt. ALFREDO P. PAREDES, 18056471
RG. Cpl. LESTER F. WILLIAMS, 15326830

A/P 020

P. 2nd Lt. MILTON E. ESTY, 0836749
CP. 2nd Lt. MARLIN E. MILLER, 0781326
N. 1st Lt. JOSEPH M. COYLE, 0731271
E. Sgt. JAMES L. GOLLANTLY, 34787971
RG. T/Sgt. HENRY C. WREDDEN, 39033509

A/P 173

P. 2nd Lt. VERNON M. TOWLEY JR. 0768308
CP. F/O. MILBERT E. HERBST, T-6445
N. 2nd Lt. ROBERT L. BURNETT, 0717176
E. Cpl. HARRY (NMI) SABINASH, 16117224
RG. Cpl. SEYMOUR (NMI) SCHMIDT, 12225612

4. There were individual actions on this mission that justify awards. In the opinion of this Officer all men on this mission should receive awards due to the fact that all crew members knew that this target was at the extreme maximum range of B-25's and that an account must be made for every drop of gasoline in order to reach the target and return to base. Due to the winding river and concentrations of enemy anti aircraft positions all crew members knew this mission would be extremely difficult for strafers to accomplish. This in itself called for extraordinary flying skill, air discipline and plenty of intestinal fortitude. These crews not only reached their assigned target but accomplished more destruction on the enemy than was expected of them. There was no running away from their assigned course when sheets of anti aircraft fire defied them or when they saw planes from their own squadron go down in flames but went on to accomplish their assignment. In the opinion of this Officer the following awards should be given:

(1) Col. CHESTER A. COLTHARP, O-4296081, Pilot of A/P 571 should receive the DISTINGUISHED SERVICE CROSS for his extraordinary heroism, air discipline, and intestinal fortitude in leading his squadron across the target and also in sinking a 500 ton freighter, a 200 ton engine aft freighter and damaging a 2000 ton freighter this action is indeed deserving of the highest praises of the Army Air Forces. The remaining members of this crew should be awarded the DISTINGUISHED FLYING CROSS. They were: 2nd Lt. CHESTER L. PHILLIPS, O-819600, Co-Pilot; 2nd Lt. PAUL O. VAUGHN, O-688138, Navigator; T/Sgt. THOMAS T. SUDDHUTH, 14122141, Engineer; T/Sgt. MICHAEL W. SEMENICH, 13089940, Radio-gunner. The courage and devotion to duty displayed by these crew members exemplifies the highest traditions of the Army Air Force.

(2) 2nd Lt. VERNON M. TOWLEY JR., O-768308, Pilot of A/P 173 should receive the SILVER STAR for his air discipline, gallantry and the intestinal fortitude he displayed on this mission. As his plane was mortally damaged by ack-ack soon after he dropped his first bomb he did his best to keep his

Narrative Mission Report FFO 118-D-20, cont'd.

planes under control and on the wing of his flight leader so he could aid in the attack on the 5,800 gross ton freighter transport which had been assigned to them as No. 1 target of the day. As the flight leader spotted the transport and started his run Lt. Towle did a 180 degree turn to the right and also made a run on the same transport dropping three bombs with one near miss. Sometime after releasing his last bomb and actually passing over the transport his plane was again hit by a large burst of heavy flak which caused this plane to do a snap roll. When last seen this plane was upside down at less than 100 feet altitude with all guns firing. The remaining members of this crew should be awarded the SILVER STAR for their part in this action. They were: F/O. HILBERT E. HERBERT, T-6445, Co-Pilot; 2nd Lt. ROBERT L. BURNETT, O-717176, Navigator; Cpl. HARRY (NMI) SABINASH, 16117224, Engineer; Cpl. SEYMOUR (NMI) SCHNIDER, 12225612, Radio-gunner. This entire crew was lost due to enemy action.

(3) 2nd Lt. ANDREW J. JOHNSON, O-2057207, Pilot of A/P Old should receive the SILVER STAR for his part in the mission and for the sinking of a 2,300 gross ton freighter transport. The remaining members of this crew should be awarded the SILVER STAR for their part in this action. They were: 2nd Lt. PAUL E. LAMON JR., O-830623, Co-Pilot; 2nd Lt. AUBREY L. STURRILL, O-713241, Navigator; Sgt. ALFONSO P. PANDRES, 18056471, Engineer; Cpl. LESTER F. WILLIAMS, 15326830, Radio-gunner. In the opinion of this Officer the loyalty, courage, meritorious achievement and devotion to duty displayed by these men exemplifies the highest tradition of the Army Air Forces. This entire crew was lost due to enemy action.

(4) 2nd Lt. MILTON E. ESTY, O-836749, Pilot of A/P QEO, and his entire crew should receive the SILVER STAR for their part on this mission. They were: 2nd Lt. MARLIN E. MILLER, O-784326, Co-Pilot; 1st Lt. JOSEPH M. COXIE, O-731271, Navigator; Sgt. JAMES L. GOLIGHTLY, 34787971, Engineer; T/Sgt. HENRY C. WHEDEN, 39033509, Radio-gunner. This entire crew was lost due to enemy action.

(5) 1st Lt. RALPH E. BLOUNT, O-784675, Pilot of A/P 199 should receive the DISTINGUISHED FLYING CROSS for his courage, devotion to duty and the extraordinary flying skill displayed on this mission. Intestinal fortitude and courage were displayed as Lt. Blount made his run on the 5,800 ton freighter. As intense ack-ack was bursting all around his plane and his wingman had been mortally damaged he showed courage and determination when he held his plane straight for the target where he dropped three bombs one of which struck the starboard side opposite the bridge and the second exploded in the well deck between the bridge and the engine room causing a huge explosion and fires which gutted the ship. In Lt. Blounts determined effort to destroy his assigned target he went so low that he had to dip a wing to get between the ships masts. As he cleared the transport he was hit by flak knocking off half of the right elevator and tearing his trim tab completely off. He then saw his wingman going down and with determination to make the enemy pay for these lives he headed straight for a row of six large warehouses which he savagely strafed, all the while struggling to keep his plane under control. Continuing his run off the target he made a run on a 100 foot THAKON Sailboat riddling it with bullets. His plane was so hard to control he collided with the mast and rigging of this boat knocking out two cylinders of his right engine and

Narrative Mission Report FFO 118-D-20, cont'd.

causing a hole one foot in diameter in his plane. Brilliant and extraordinary flying ability were displayed by Lt. Blount in flying his plane back to base under the most hazardous conditions, sparing the lives of his crew by so doing. The remaining members should be awarded the DISTINGUISHED FLYING CROSS for their part in this action. They were: 2nd Lt. KENNETH R. CHONIN, O-809474, Co-Pilot; 1st Lt. NAT H. KENNY JR., O-673586, Navigator; S/Sgt. HARROLD E. WANNICK, 38441394, Engineer; S/Sgt. JOSEPH F. ZUBER, 16109778, Radio-gunner.

(6) Capt. OLLIE E. HATCHER, O-672094, Pilot of A/P 572 and Flight Leader should receive the DISTINGUISHED FLYING CROSS, for his part in the mission and for the sinking of a 2,800 gross ton freighter transport. The remaining members of this crew should be awarded the DISTINGUISHED FLYING CROSS for their part in this action. They were: 2nd Lt. RONDO R. FIETSCHEM, O-2062873, Co-Pilot; 1st Lt. ARTHUR A. SOWINSKI, O-706553, Navigator; T/Sgt. WILLIAM J. LOSCOWE JR., 33603394, Engineer; S/Sgt. WILLIAM E. WEICH, 31360098, Radio-gunner. The courage, devotion to duty and the meritorious achievement displayed by this crew exemplifies the highest tradition of the Army Air Forces.

(7) 2nd Lt. ROBERT F. JONES, O-760733, Pilot of A/P 172 should receive the DISTINGUISHED FLYING CROSS for his courage, devotion to duty and participation on the mission, also the destruction of a 250 ton engine aft freighter, damaging a naval patrol craft and his action in trying to break the concentration of ack-ack fire from his flight leader by changing his course so as to bomb and strafe the positions that had blanketed his flight leader. The devotion to duty displayed by this Officer is of the highest tradition of the Army Air Force. The remaining members of his crew should be awarded the DISTINGUISHED FLYING CROSS for their part on this mission. They were: 2nd Lt. DEAN F. GAMBLE, O-822679, Co-Pilot; 1st Lt. CHESTER V. GROSSMAN, O-707903, Navigator; S/Sgt. NORMAN R. ARPIN, 31352927, Engineer; Cpl. CLARENCE W. KHAZZ, 15126335, Radio-gunner.

(8) 2nd Lt. JAMES H. HANNAH, O-760506, Pilot of A/P 016, should receive the DISTINGUISHED FLYING CROSS for his part on this mission and the returning to base of his extremely crippled plane. The remaining members of this crew should receive the DISTINGUISHED FLYING CROSS for their part on this mission. They were: F/O CLAIR E. CASKEY, T-6581, Co-Pilot; 2nd Lt. KARL L. EHLERS, O-17008, Navigator; Sgt. JASON D. DAHL, 33506354, Engineer; S/Sgt. LYIE R. HAFLIGER, 37537177, Radio-gunner. The courage and devotion to duty displayed by these men exemplifies the highest tradition of the Army Air Forces.

5. STATISTICS.

a. Time table.

Took off 0635/I from PALAWAN, Is.

Time Over Target 1115 - 1120/I Min. Altitude.

Time of landing 1615/I at PALAWAN, Is.

b. Route. SAN MARCELINO, PALAWAN IS. (RON), Target, PALAWAN IS., SAN MARCELINO.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

301
122-049
2 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

REG/nb

3 May 1945

SUBJECT: Narrative Mission Report FPO 121-3-9.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. 6 B-25's of the 501st Bomb Squadron strafed Jap troops at MADAPPAPA, northern Luzon (1305N-12144E) from 1010/I to 1018/I on 2 May 1945. 72 X 100 lb. parachute bombs were dropped.

2. Our specific objective was a force estimated to be 6,000 troops, numerous ammunition, supply, and fuel dumps, a radio station, and telephone and power installations which army intelligence had reported to be under trees cover in the edge of the low hills to the north of CUMAO Village. Unconfirmed reports indicated the possible presence of Gen. YAMASHITO and several high ranking enemy Officers in the area.

3. All four Squadrons of the 345th Bomb Group participated on this strike, led by the 498th Squadron. We were last over the target, flying in not a position in the Group. Squadrons made their attacks in 15 minute intervals behind the previous squadron. Major Giese led our Squadron over the target. Capt. Jones, 501st Squadron Commander, was scheduled to lead the Squadron, but was delayed on take off, and failed to reach the target area until after the rest of our planes had completed their attacks. Other 501st Squadron pilots and planes on the Mission were:

FIRST FLIGHT

Maj. Giese A/P 571
Lt. Hart A/P 034
Lt. Johnson A/P 152

SECOND FLIGHT

Lt. Kuta A/P 268
Lt. Pallota A/P 172

Capt. Jones A/P 572

4. Two passes were made at minimum altitude, crossing the target on a 330 deg heading. Each plane dropped all 12 of its bombs in the assigned area, which was thorough strafed on both passes. 14,500 X .50 cal. rounds were expended. Six to eight small shacks and nipa huts were destroyed by bombing, and some eight or ten small fires with gray-white smoke were started. One M/G position, seen firing from the west bank of a small ravine was heavily strafed and silenced on our first pass. A Jap, seen firing a light M/G from an open window of a shack was killed by strafing. Five Japs were strafed as they ran from another hut and were believed killed by our fire. The only enemy opposition encountered was meagre M/G fire, all of which was silenced completely on our first pass. Lt. Kuta's plane was holed in the leading edge of the left wing. We suffered no casualties. No fighter cover was provided. Photos taken confirm results as reported by crews.

5. There were no actions to justify awards or citations.

6. STATISTICS.

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report FPO 122-U-9 cont'd.

a. Time Table.

Took off 0835/I from SAN MARCELINO.
Time Over Target 1010-1018/I Min. Alt.
Time of Landing 1145/I

b. Route:

SAN MARCELINO, BALLETS PASS, TARGET, BALLETS PASS,
SAN MARCELINO.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

CONFIDENTIAL

501st
124 DEU
4 May 45

501st BOMBARDMENT SQUADRON (M) AAF
145TH BOMBARDMENT GROUP (M) AAF
APO 73

IKB/cn

5 May 1945.

SUBJECT: Narrative Mission Report WFO 124-D-16.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six Mitchels of this Squadron bombed and strafed enemy bivouacs and supply concentrations at AMPHUKIAN Town, Northern Luzon (1736N-1214E) during the afternoon of 4 May 1945.

2. Our particular objective was enemy bivouacs and supplies at AMPHUKIAN TOWN which is the wooded area west of TUBUNGAO Strip. An estimated 600 Japs were believed to be located here and numerous huts still remained in this vicinity after previous bombing and strafing of this area. Some of these huts were reported to contain supplies as well as Japanese troops.

3. The 501st squadron was over the target fifteen minutes before the 498th Squadron entered the area. Captain Hasket, led our squadron on this strike. Pilots and planes participating were:

FIRST FLIGHT

Capt. Hasket	A/P 572
Lt. Col. Deolittle	A/P 571
Lt. Johnson, C.O.	A/P 199

SECOND FLIGHT

* Lt. Wilkinson	A/P 779
Lt. Harrah	A/P 152
Lt. Kuta	A/P 268

* Lt. Wilkinson was over the target late due to a delayed take off.

Our attack began at 1155/I. Two passes were made, from S to N, with all six planes dropping their bombs in the assigned targets. Six small fires were started in the targets, two with black smoke and four with white smoke. These fires were spreading over the area as our last plane left the target. Other visible results were hampered due to the trees and foliage in the area. Lt. Wilkinson was late over the target due to mechanical trouble which delayed taking off from SAN MARCELINO. Two planes were held while over the target on the first pass, there were nil casualties, the cause was believed to be small arms fire. No fighter cover was provided and there was no interception. Photos confirm results as reported by crews.

4. In the opinion of this Officer there was no action to justify awards.

5. STATISTICS.

a. Time table.

Took off 1145/I SAN MARCELINO. A/P 779 1155/I.
Time Over Target 1300 - 1310/I. A/P 779 1350 - 1355/I.
Time of Landing 1445/I. SAN MARCELINO. A/P 779 1555/I.

b. ROUTE. SAN MARCELINO-Target- SAN MARCELINO.

For The SQUADRON COMMANDER:

1
CONFIDENTIAL

ISAAC E. BAKER,
1st Lt, Air Corps.
Asst. Intelligence Officer.

CONFIDENTIAL

501
124-D-14
4/24/45
BEG/nb

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

5 May 1945

SUBJECT: Narrative Mission Report FFO 124-D-14.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six B-25J's of this Squadron bombed and strafed enemy troops at CAMBUNG, Northern Luzon (1812N-12142E) during the morning of 4 May 45. There were no visible results of our attack.

2. Our particular objective was a concentration of enemy troops and supplies in wooded areas just south of DUGO Village. 10,000 Japs had been reported bivouaced in the area, but it was believed the number there at the time of our strike would be somewhat less than this number. The target was to be strafed and bombed at minimum altitude with 100 lb. parachute bombs.

3. The 498th Squadron participated on this strike, hitting the target 15 minutes before our attack. Capt. Hall, 345th Bomb Group Assistant Operations Officer, led our Squadron. 501st planes and pilots were:

FIRST FLIGHT

Capt. Hall A/P 779
Lt. Arnel A/P 571
Lt. Blount A/P 268

SECOND FLIGHT

Lt. Steele A/P 572
Lt. Hart A/P 172
Lt. Albrecht A/P 009

Our attack was begun at 0815/I. Two passes were made, from west to east, with all six planes dropping their bombs in the assigned area. There were no visible results of bombing other than the usual small fires from bomb bursts. All planes strafed heavily. The only opposition encountered was very meagre rifle fire on the first pass. This was completely silenced by our strafing guns. A/P 572 received one small slug - apparently .25cal. in the left engine nacelle. No fighter cover was provided, and there was no interception. Photos confirm results as reported by crews.

4. There were no actions to justify awards.

5. STATISTICS.

a. Time Table.

Took off 0645/I from SAN MARCELINO
Time over Target 0815-0820/I min. alt.
Time of Landing 1002/I

b. Route:

SAN MARCELINO - BALETTE PASS - TARGET - BALETTE PASS -
SAN MARCELINO.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

CONFIDENTIAL

126-D-20
6 May 45
Jck

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

BEG/nb

7 May 1945

SUBJECT: Narrative Mission Report FFO 126-D-20.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Ten B-25J's of this Squadron strafed and dropped Napalm bombs from minimum altitude on MATO Sugar Mill and MATO Town, FORMOSA, starting three fires in Sugar Mill area. Many of the bombs were never observed to explode due to the dust and smoke of the previous squadrons bombings. Two bombs were dropped in LU-ONG Village, after leaving the target, with unobserved results. (2312N-12009E)

2. Our primary target was MATO Sugar Mill at the east edge of MATO Town which we were to destroy with Napalm bombs. One pass was to be made from east to west with any remaining bombs to be dropped on MATO Town.

3. Four squadrons of the 345th Bombardment Group participated in the coordination strike with the 38th Bomb Group on MATO Town, FORMOSA. The 38th Bomb Group were first over the target taking the south half of the town area and the 345th the Sugar Mill and north half. As the 38th Group retired from the target the 345th Group entered the area with the 500th Squadron leading the Group formation followed by the 499th, 498th and the 501st Squadrons. The first three squadrons carried 250 pound demo bombs with the last Squadron's carrying Napalm bombs. Maj. Jones, Squadron Commander, led our Squadron on the strike. Pilots and planes participating were:

FIRST FLIGHT

Maj. Jones A/P 572
Lt. Lyman A/P 199
Lt. Blount A/P 571

SECOND FLIGHT

Lt. Wilkinson A/P 779
F/O Mathews A/P 009
Lt. Hart A/P 172

THIRD FLIGHT

Lt. McClanathan A/P 268
Lt. Harrah A/P 152
Lt. Albrecht A/P 258
Lt. Arnel A/P 780

The attack was made on one pass at minimum altitude from east to west in flights of three planes abreast with the exception of the third flight which consisted of four planes. A total of 70 Napalm bombs were dropped on the Sugar Mill and the Mill warehouse area starting three fires. Other bombs fell across the north half of MATO Town, with four of these seen to string across four gun positions located in the "Y" fork of the Main street in the east section of MATO Town. These positions were reported to be firing as our planes entered the target but as the bombs were dropped the guns ceased firing. Two bombs were dropped on LU-ONG Village after leaving the target (2312N-12009E) with unobserved results. A bridge 5 miles east of MATO (2309N-12018E) was heavily strafed with unobserved results. Two ZEXES made a weak faint pass at Lt. Arnel who was slightly

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CONFIDENTIAL

Narrative Mission Report FFO 126-D-20 cont'd.

lagging behind the formation. The ZEXES came in at two o'clock from 400 feet below and broke away at about 600 yards with neither side opening fire. One plane was holed by flak while over the target with nil casualties. Area fighter cover was provided. Photos confirm reports made by crews that the "apalm bombs our Squadron dropped, even though the area was well covered, were not effective on the target as too few were seen to explode.

4. In the opinion of this Officer there was no action to justify awards.

5. STATISTICS.

a. Time table.

Took off SAN MARCELLINO 0740/I
Time over target 1053-1059/I Min. Alt.
Time of landing 1430/I SAN MARCELLINO

b. ROUTE.

SAN MARCELLINO-TARGET-SAN MARCELLINO.

For The SQUADRON COMMANDER:

ISAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

CONFIDENTIAL

909 201
128-D
8 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 73

IEB/nb

9 May 1945

SUBJECT: Narrative Mission Report FFO 128-D-12, 8 May 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Eight B-25J straffers of the 501st Squadron attacked rolling stock and railroad yards from PHAN HANG to NHA TRANG Indo China. Four to five box-cars, one set of railroad tracks, three barracks type buildings, one motor vehicle, and one hotel were destroyed by bombing. SUOI CAT Railroad Station and NHA TRANG Railroad Station were damaged. Results of other bombs were unobserved due to the slow explosion of the bombs. One motor vehicle was set on fire by strafing.

2. Our particular target was to attack railroad rolling stock, bridges and marshalling yards from PADARAN BAY to NHA TRANG.

3. Two Squadrons, 501st and the 499th, of the 345th Bomb Group participated on the strike. The 501st led the 499th Squadron to the Indo China coast where the 499th made land fall at NHA TRANG and swung north for their strike and the 501st made land fall at PHAN HANG and swept north to NHA TRANG. Lt. McClanathan led the 501st Squadron. Pilots and planes participating were:

FIRST FLIGHT

Lt. McClanathan A/P 572
Lt. Harrah A/P 779
Lt. Blount A/P 199

SECOND FLIGHT

Lt. Wilkinson A/P 268
F/O Mathews A/P 009
Lt. Albrecht A/P 258

THIRD FLIGHT

Lt. Kuta A/P 571
Lt. Hart A/P 172

As our Squadron reached the Indo China coast an attempt was made to reach PADARAN BAY but weather forced our Squadron to start their strike at PHAN HANG. Our planes made their attack in single plane elements. The first attack was made on SUOI CA Railroad Bridge (1201N-10907E) where four bombs were dropped with nil damage. The SUOI CAT Railroad Station (1201N-10907E) was damaged by bombing and strafing. One bomb fell for a miss causing nil damage on the SUOI SAU Railroad Bridge (1204N-10907E). One bomb dropped in a cluster of barrack type buildings one mile west of NHA TRANG destroying three buildings and one motor truck parked in front of the buildings. At the entrance of the NHA TRANG Railroad marshalling yards one bomb made a direct hit on the double railroad line destroying one set of tracks. In the NHA TRANG marshalling yards four to five box-cars were destroyed and the Railroad Station was damaged. Numerous other bombs were seen to drop through out the yards but due to the extreme delay of the fuse it was impossible to determine other results. A large building, (Photos show to be Hotel Flouret - Proprietaire) across the street north from the NHA TRANG Railroad Station was destroyed by two bombs. In the east edge of NHA TRANG photo show one bomb dropping in zig zag trench filled with personal but was not observed to explode. One large building, a large home or hotel near the beach, was probably destroyed by a direct bomb hit. Many of the bombs dropped with unobserved results in the town northeast of the marshalling yards.

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Narrative Mission Report FFO 128-D-12 cont'd.

One motor truck headed northeast on the highway five miles northeast of PHAN RANG was set on fire by strafing. Nil casualties and no damage was done to our planes. No fighter cover was provided. Photos confirm reports made by crews.

4. In the opinion of this Officer, there was no action to justify individual awards or citations.

5. STATISTICS.

a. Time Table.

Took off 0740/I at SAN MARCELINO
Time over target 1226-1239/I min. -1s.
Time of Landing 1635/I at SAN MARCELINO

b. Route.

SAN MARCELINO - TAOBT - SAN MARCELINO.

For The SQUADRON COMMANDER.

ISRAEL E. BAKER,
1st Lt. Air Corps..
Asst. Intelligence Officer.

CONFIDENTIAL

1310
get 11 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

BEG/bm

14 May 1945.

SUBJECT: Narrative Mission Report FFO 131-D-16, 11 May 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six B-25J's of the 501st Bomb Squadron hit KAGI Town on Formosa with 250 lb. parademos on 11 May 1945, with little apparent damage. We had one plane badly riddled by AK/AK, with no personnel casualties.

2. Our particular objective was to complete the wiping out of KAGI Town, with preference to be given to the main lumber yard. (Target #53).

3. a. All four squadrons of the Air Apaches Group participated on this strike, led by the 498th Squadron, followed by 499th, 500, and 501st Squadrons. Lt. Wilkinson led our squadron. Other 501st pilots and planes were:

FIRST FLIGHT

Lt. Wilkinson A/P 572
Lt. Albrecht A/P 258
Lt. Johnson, C.O. A/P 779

SECOND FLIGHT

Lt. Kuta A/P 268
F/O Mathews A/P 009
Lt. Blount A/P 199

b. Our approach to the target was made up the west coast of Formosa, with landfall at the north tip of SASAGI - SHIDA (2345N-12009E). Our approach overland took us just south of KOBIA/D, where we cut south for our run on the assigned target of KAGI Town. Some planes in the squadrons ahead of us had evidently misjudged the target, as they were bombing various towns and villages in the KOBIA area. In the resulting confusion our planes dropped two bombs at buildings on KOBIA/D, two bombs in KOBIA Town, one bomb on PUK-IANG Town (2341N-12018E), three bombs on TAIHAN (2336N-12027E) and three bombs on TAMIO Town (2333N-12026E). There were no visible results of any of these bombs. Eight to ten biplanes were spotted under covered revetments at KOBIA/D, and were strafed by Lt. Wilkinson's top turret gunner. Tracers were seen to enter several of these planes but no fires were started. At KAGI Town our actual assigned target, our attack was made from north to south, and 24 bombs were released around the railway yards (Target 28) and the lumber yards (Target 53). No important fires were started that could be seen by our crews. The town area was heavily strafed by 5 planes. F/O Mathews did not fly over KAGI Town. When passing over KOBIA/D his plane was hit by a burst of 40 mm fire and temporarily knocked out of control, skidding into the ground on KOBIA runway. His right prop tips were bent by the impact with the ground. Four nose guns had been knocked out by the the flak burst, and 118 holes were later counted in the right engine cowling alone. After hitting the ground F/O Mathews regained control of his plane. Finding that he had become separated from his flight leader, he abandoned his attack on the primary target and headed out to sea to join the planes of the 499th Squadron who were assembling this squadron at that time.

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CONFIDENTIAL

Narrative Mission Report FFO 131-D-16, cont'd.

Just before reaching the 499th planes, a HAMP made a weak pass at his plane, coming in high from 9 o'clock, making a pursuit curve and breaking off at around 500 yards at 7 o'clock. This HAMP did not open fire, and pulled away into the clouds after the B-25's top turret had fired one burst of 40 rounds. There was no damage to either plane. F/O Mathews landed his plane safely at LAOAG Strip, on the North tip of LUZON Island.

c. Enemy opposition encountered on this strike was meagre, and aside from the 40 mm burst that hit A/P 009, was very ineffective. Meager M/G fire from an unlocated position somewhere along the highway to the north of KAGI Town put minor holes in A/P 572. Two guns in the 10/10 medium position to the south of (Target 39) in KAGI fired eight to ten ineffective bursts. A few ineffective bursts were received from medium and a possible heavy position at KAGI A/D. There was no fighter cover provided, and aside from one pass on A/P 009, there was no attempt at interception of the squadron formation. Photos taken confirm results as reported by crews.

d. There were no actions in the opinion of this Officer to justify awards.

5. STATISTICS.

a. Time Table.

Took Off 0640/I from SAN MARCELINO.
Time Over Target 1010 — 1015/I at Min. Alt.
Landed 1100/I at SAN MARCELINO.

b. Route. SAN MARCELINO, PESCADORES CHANNEL, Target, PESCADORES CHANNEL, SAN MARCELINO.

For The SQUADRON COMMANDER.

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

CONFIDENTIAL

501st BOMBARDMENT SQUADRON (M) AAF
345th BOMBARDMENT GROUP (M) AAF
APO 74

BEG/bm

14 May 1945.

SUBJECT: Narrative Mission Report FFO 130-D-17, 10 May 1945.

TO : COMMANDING GENERAL, PAAF, APO 925.

1. Six Mitchell Strafers of the 501st Squadron passed a large sugar mill and warehouses at YARI town, Formosa, on 10 May 45. Our losses were nil.

2. Our particular objective was to destroy the sugar mill and the warehouses and other buildings in YARI Town, dropping 250 lb paradromes from minimum altitude. Secondary target was GARIT MONTE, on Luzon Island.

3. a. All four squadrons of the 345th Bomb Group participated on this strike. Captain Erskine led the 501st Squadron and was Group leader. Capt. Quicksall flew with Capt. Erskine as Group Navigator. Other 501st pilots and planes were:

FIRST FLIGHT

Capt. Erskine A/P 572
Lt. Lyman A/P 199
Lt. Hart A/P 779

SECOND FLIGHT

Lt. Steele A/P 268
Lt. Harrah A/P 152
Lt. Pallotta A/P 258

b. All six planes reached the target, and made their attack at 65 to 75 Feet altitude on a heading of approximately 200 degrees. Bombing results were good, and considerable damage was inflicted on the enemy. Twenty bombs were dropped on and around the sugar mill at the north end of the town, causing one fairly large fire with flames around 100 ft. high in the main mill building. Five or six warehouses nearby were reported destroyed, as seen by crew observation. Sixteen bombs were scattered through YARI Town proper, starting five large fires and several small fires. A radio station at 2308N -- 12007E was heavily strafed as our planes were withdrawing to the sea after their bombing attack. Meagre, inaccurate and ineffective M/G fire was encountered over the south edge of YARI Town, and three or four bursts of inaccurate medium flak was reported from TAINAN NORTH A/D, but our planes stayed well out of their effective range and received nil damage. There was no attempt at interception by enemy fighter planes. Photos confirm results as reported by crews.

4. There was no action to justify awards.

5. STATISTICS.

a. Time Table.

Took Off 0900/I from SAN MARCELINO.

Time over Target 1208 -- 1210/I at Min. Alt.

b. Route.

SAN MARCELINO, PESCADORES CHANNEL, Target, PESCADORES CHANNEL, SAN MARCELINO.

For The SQUADRON COMMANDER.

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

CONFIDENTIAL

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

get
IEB/bm

501
133-A7
13 May 45

14 May 1945.

SUBJECT: Narrative Mission Report FFO 133-A-7, 13 May 1945.

TO : COMMANDING GENERAL, FCAF, APO 925.

1. Six Mitchells of the 501st Squadron attacked MADUPPAPA, Northern Luzon on 13 May 1945. The target was well blanketed with bombs and strafing. Only visible results other than bomb bursts were two small fires with black smoke. Our losses were nil damage to personnel or planes.

2. Our particular objective was to bomb and strafe the area assigned as 1804 degrees north 12145 degrees east which was reported to contain a large enemy concentration of troops and supplies. We were to contact NEPHEW 4, Air-Ground Controller for the area who would tell us if he wished to cancel the strike.

3. All four squadrons of the 345th Bomb Group participated with the 499th Squadron leading and followed at five minute intervals by the 500th, 501st and 498th squadrons. Lt. Foy, Squadron Operations Officer, led our squadron. Pilots and planes participating were as follows:

FIRST FLIGHT
Lt. Foy A/P 268
Lt. Lyman A/P 199
Lt. Arnel A/P 571

SECOND FLIGHT
Lt. Steele A/P 779
F/O. Mathews A/P 152
Lt. Hart A/P 258

As our squadron entered the area, effort was made to contact NEPHEW 4, Air-Ground controller but was never made. Three passes were made from a northerly to southerly direction at minimum altitude with single planes in trail where our planes heavily strafed and dropped 72 x 100 lb. demo bombs. Two small fires with black smoke to 50 ft. were started with other results unobserved other than bomb bursts which well blanketed the entire area. No fighter cover was provided. Photos taken confirm results reported by crew members.

4. In the opinion of this Officer, there was no action to justify individual awards.

5. STATISTICS.

a. Time table.

Took Off 0730/I from Clark No. 1
Time Over Target 0930 -- 0945/I Min. Alt.
Landed 1240/I at Clark No. 1.

b. Route. CLARK No. 1 - DALETE PASS - Target - BABUYAN CHANNEL - SOUTH CHINA SEA - CLARK No. 1.

For The SQUADRON COMMANDER.

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IEB/bm

19 May 1945.

SUBJECT: Narrative Mission Report PFO 137-A-7, 17 May 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six Mitchells of the 501st Squadron took off to make an attack on rolling stock, Northwestern Formosa on 17 May 1945. Three airplanes returned to base early due to weather, and one plane did not make an attack when rendezvous with the rest of his flight was not made. Two planes made the attack dropping 12 x 250 lb. Demo bombs. A span of the railroad bridge at (2244N-12029E) was destroyed. A large explosion in the BUTINOL Plant at BANSIDEN. One railroad engine and 4 - 5 railroad cars were derailed and 7 - 8 others were left burning at (2315N-12019E). One enemy transport, type DC2, was shot down in aerial combat at (2503N-12116E). One plane of the 498th Squadron tacked on to A/P 199 at the target to make his attack. Our losses were nil damage to personnel or planes.

2. Our particular objective was to deny the enemy the use of roads and railroads in Western Formosa by bombing, strafing and harassing attacks.

3. a. All four squadrons of the 345th Bomb Group participated, with each squadron being assigned separate section of western Formosa. Planes took off at five minute intervals and rendezvous was made by the particular flights near their target. Pilots and planes participating from this squadron were:

FIRST FLIGHT

Capt. Hatcher	A/P 268
Lt. Harrah	A/P 571
Lt. Blount	A/P 199

SECOND FLIGHT

Lt. Wilkinson	A/P 779
Lt. Kuta	A/P 553
Lt. Hart	A/P 561

b. Only two planes reached target and made their attack at minimum altitude. Lt. Blount in A/P 199 attack and destroyed one enemy transport, type DC2, at (2503N-12116E). As Lt. Blount entered the target, flying at a minimum altitude, he sighted the enemy plane flying in his direction, directly in front and slightly above. Lt. Blount gave four bursts with his nose guns, causing the transport to catch fire, crash and explode. Bombs were dropped with unobserved results on SHINCHIKU Butinol Plant, railroad yards at CHIKUNAN (2441N-12050E) and on BYDRITSU Town (2433N-12047E). Lt. Blount landed at LINGAYEN, Luzon to refuel enroute to home base. Lt. Hart in A/P 561 destroyed one span of a railroad bridge at (2244N-12029E) by a direct bomb hit. Two bombs were dropped for misses with nil damage caused on a railroad bridge at (2255N-12029E). On bomb caused a large explosion in the BANSIDEN Butinol Plant (2347N-12028E). Lt. Hart made three passes on a train consisting of one engine, seven boxcars and five heavily camouflaged flat cars at (2315N-12019E). On the first pass the train was halted and the engine derailed and the train crew of fifteen men ran for the ditches along side of the tracks. On the second pass 4 - 5 cars were derailed and the third pass left the remaining cars

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CONFIDENTIAL

Narrative Mission Report FFO 137-A-7, cont'd.

burning. Both planes making the attack strafed towns and buildings along their route over the target. Lt. Wilkinson in A/P 779 did not attack the target when rendezvous with his flight was not made near the target. Capt. Hatcher in A/P 268, Lt. Harrah in A/P 571 and Lt. Kuta in A/P 553 did not reach the target due to weather. No fighter cover was provided. There was nil damage done to our planes or casualties to crews. Photos confirm results as reported by crews.

4. In the opinion of this Officer there was individual action to justify awards.

a. 1st Lt. RALPH E. BLOUNT JR., O-784675, Pilot of A/P 199 should receive the AIR MEDAL for the destruction of one (1) enemy transport, type DC2, in aerial combat. The courage and meritorious achievement displayed by Lt. Blount exemplifies the highest traditions of the Army Air Forces.

5. STATISTICS.

a. Time table.

Took off at 0200/I from CLARK FIELD No. 1.
Time Over Target 0630 -- 0745/I at min. altitude.
Time of landing from 0400/I to 1250/I.

b. Route. CLARK FIELD No. 1, PESCADORES STRAIGHT, Target, PESCADORES STRAIGHT, CLARK FIELD No. 1.

For The SQUADRON COMMANDER.

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

CONFIDENTIAL

138-124
18 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

BEG/bm

19 May 1945.

SUBJECT: Narrative Mission Report FFO 138-A-4, 18 May 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six B-25J strafers of the 501st Squadron attacked railroads, highways, and towns in western Formosa on 18 May. 36 x 250 lb. demo bombs were dropped with excellent results. Two large factories or sugar mills were damaged, twelve or more sheds or small buildings destroyed, four railway freight cars and one locomotive badly damaged, and a railway bridge probably damaged by a direct hit. We had three planes damaged by flak, one crewman killed and one wounded.

2. Our objective on this mission was to help deny the enemy the full use of his many bases in Formosa by harassing his railway yards and rolling stock in the area between SHINCHIKU (2450N-12055E) and TOROKU (2343N-12032E).

3. a. All four squadrons of the 345th Bomb Group participated on this strike, with each squadron having its own separate area, with the group covering all of western Formosa from TAINOBU (2503N-12130E) and KOSHUN (2202N-12043E). All planes took off at five minute intervals, before dawn, proceeding to their respective assigned target areas as single element flights. Each flight made rendezvous before attacking its target. Attacks were made in two plane elements. Lt. McClanathan led our Squadron. Other 501st pilots and planes were:

FIRST FLIGHT

SECOND FLIGHT

THIRD FLIGHT

Lt. McClanathan A/P 779	Lt. C.O. Johnson A/P 553	Lt. Wilkinson A/P 268
Lt. Harrah A/P 571	F/O Mathews A/P 199	Lt. Chealander A/P 561

b. Visual results of our attack were difficult to ascertain, as 8 to 15 second delay fuses were used in our bombs. Considerable damage was seen, however, as follows: Two bombs dropped in SA-WAN Town (2434N-12055E) were seen to demolish four or five shacks. Four bombs dropped on SIN-TIAN (2433N-12055E) destroyed four or five shacks and storage sheds. At HOKUSEI (2436N-12049E), F/O Mathews dropped, two bombs on a large factory or sugar mill. A big explosion was set off, followed by fire and oily-black smoke. Two bombs were seen to land in the railway yards at BYORITSU (2434N-12047E) but were not seen to explode. If these bombs were not duds they surely caused damage there to the tracks. Three more bombs were dropped in the railway yards at HUGEN (2416N-12041E) with similar unseen results. A locomotive on a siding at HUGEN was strafed and damaged by Cpl. Johnson, tail gunner in A/P 571. Three bombs were dropped at the railway bridge at SUTON (2455N-12040E). Crews reported one probable hit on the bridge, and photos show that it was a direct hit on top of the bridge, surely causing some damage, but not completely destroying the span. One building adjoining

CONFIDENTIAL

Narrative Mission Report FFO 138-A-4, cont'd.

a sugar mill at WTC (2455N-12040E) was seen destroyed, and others were probably damaged by five bombs dropped at them. Three or four freight cars near the station at NAMA (2450N-12041E) were damaged by heavy strafing and by three bombs dropped at them. Two small buildings at TANSI (2443N-12042E) were demolished by bombing. Five or six boxcars at HU-HONG (2404N-12042E) were strafed and bombed with unobserved results.

c. Enemy opposition encountered was not extremely effective. There was no interception by fighters. Flak caused our only losses. Moderate, accurate heavy ack-ack from the coastal area west of SHINCHIKU (2450N-12055E) shook A/P 553 and knocked the radio antenna off of A/P 199. Lt. Harrah received a small hole in his right wing outboard landing light, from an unlocated light position. Lt. Chealander, in A/P 561 did not make an attack on the target, as his plane was hit by a burst of 40 mm. or heavy flak just as he was approaching HUGEN for the start of his run. This was approximately 0935/I. The burst hit his right wing, damaging it and the top turret and the navigator's compartment. Lt. Charles E. Shelton, ASN O-713233, Navigator, was killed almost instantly, and Pvt. Marion E. Miller, ASN 18029949, Engineer-gunner received wounds in the neck and right arm. Lt. Chealander immediately salvaged his bombs, withdrew from the target area, and proceeded to LAOAG, Luzon, where he landed at 1200/I. Lt. Shelton's remains were left with the Army Authorities at LAOAG, and Pvt. Miller was hospitalized there.

d. Photos taken confirm results as reported by crews.

4. There were no individual actions which should justify awards.

5. STATISTICS.

a. Time table.

Took off at 0605/I from CLARK FIELD No. 1.
Time Over Target 0935 — 1035/I at min. altitude.
Time of landing 1340/I.

b. Route. CLARK FIELD No. 1, PESCADORES STRAIGHT, Target,
PESCADORES STRAIGHT, CLARK FIELD No. 1.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

201
JcW39-29
2 19 May 45

501 ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

21 May, 1945

SUBJECT: Narrative Mission Report YFU 139-A-9.

TO : COMMANDING GENERAL, FMAF, APO 925.

1. Six Mitchells of the 501st Bomb Squadron attacked railroads, highways, and towns in western FORMOSA on 19 May, 1945. A total of 32 x 250 lb demo bombs were dropped, with most of the results unobserved due to the long delay in the fuses employed. Bombing caused a large explosion in the Hokko Sugar Refinery. Two other sugar mills were bombed with unobserved results other than seeing the bombs falling among the mill buildings. Three or four houses were destroyed and one small brick building was set afire by bombing and strafing. A five-car freight train was heavily strafed, and strafing rattled a water tower and tank. One small barge or lugger was damaged and set on fire. Numerous small un-named villages were strafed and bombed with unobserved results. Five planes dropped propaganda leaflets over Formosa towns and villages.

2. Our primary objective was to deny the enemy full use of his Formosa bases by harassing his lines of communication by bombing and strafing.

3. All four squadrons of the 345th Bomb Group participated on this strike, with each squadron being assigned its own section of western Formosa to cover. Lt. Steele led our squadron, with the following pilots and planes:

FIRST FLIGHT

Lt. Steele A/p 268
Lt. Sheppe 353

SECOND FLIGHT

Lt. Jones, R.F. A/p 779
Lt. Flanders 256

THIRD FLIGHT

Lt. Hart A/p 780
F/O Mathews 016

4. All six planes reached the target and made their

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

Narrative Mission Report WFO 139-A-9, Cont'd.

at minimum altitude. Bombs were dropped on a small populated area at 2326N-12016E destroying three or four houses. A small brick building near ZENKA (2308N-12017E) was set on fire. Four or five sheds at TOSHUKI (2328N-12007E) were bombed with unobserved results. The previously-damaged sugar mill at NOKKO (2314N-12020E) was bombed and strafed causing a large explosion in the mill office area. Bombs were dropped on TIONG-PO (2326N-12031E) with unobserved results. One bomb was seen to fall directly among building at the KOHUKI Sugar Mill (2322N-12024E) but was not seen to actually explode. The town of GICHIKU (2320 N - 12014E) was hit with two bombs. BANSHA (2319N-12023E), KHIKO (2336N-12023E) and GAKKO (2314N-12010E) were bombed and strafed with unobserved results. The water tank at GAKKO was riddled by strafing from the nose guns of one plane. One plane strafed five sugar cane cars about five miles west of BANSHA, while a five or six car freight train four miles southeast of KAGI was strafed by two other planes. A small barge or lugger anchored in a lagoon at 2310N-12003E was set on fire by strafing and by a bracket of three bombs. Five bombs were dropped among workers houses and around the mill itself at the Teye Sugar Refinery at NOKKO (2334N-12017E) but none were observed to actually explode. Five planes dropped propaganda leaflets over towns and villages. One B-25 was holed by L/G fire causing no casualties. There was no fighter cover provided. Photos taken confirmed general results as reported by our crews.

4. In the opinion of this officer there were no actions to justify awards or citations.

5. STATISTICS:

a. Time Table

Took off at 0735/I from Clark Field No. 1.
 Attacked Target 0955/I at minimum altitude.
 Landed at 1355/I at Clark Field No. 1.

b. Route: Clark Field No. 1 - Pescadores Strait -
 Target - Pescadores Strait - Clark
 Field No. 1.

For the SQUADRON COMMANDER:

ISAAC E. BAKER

1st Lt., Air Corps,
 Asst. Intelligence Officer.

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CONFIDENTIAL

**501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74**

21 May, 1945

SUBJECT: Narrative Mission Report FTO 140-2-1X.

TO : COMMANDING GENERAL, FRAAF, APO 925.

1. Six B-25 strafers of the 501st Bomb Squadron hit GARIT NORTH, Luzon (1639N-12139E) during the morning of 20 May, 1945, dropping 25lb parafrags across the dispersal areas of the airstrip. There were no spectacular results observed. Our losses were nil.

2. Our objective was to harass enemy troops in the area around GARIT NORTH in support of friendly guerilla forces who are operating there. Personnel and supply areas around the strip were to be hit.

3. a. All four squadrons of the 345th Bomb Group took part on this strike, with the 500th Squadron leading, followed by the 501st, 498th, and 499th Squadrons in order. Capt. Erskine led our squadron, with the following pilots and planes:

FIRST FLIGHT

Capt. Erskine	A/p 258
Lt. Wagner	199
Lt. Flanders	553

SECOND FLIGHT

Lt. Kuta	A/p 152
Lt. Sheppe	172
Lt. Chealander	016

b. Six planes reached the target and made two passes from north to south in flights of three planes each. All planes strafed heavily, setting four or five grass shacks on fire. The majority of their bombs fell in wooded areas along the east edge of the airdrome dispersal area. One bundle of propaganda leaflets was scattered over the area. There was no fighter cover provided, no attempt was made at interception, and no ack/ack fire was encountered. Photos taken confirm results as reported by crews.

4. There were no actions to justify awards or citations.

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Narrative Mission Report FFG 140-0-1X, Cont'd.

5. STATISTICS:

a. Time Table

Take-off 1015/I from Clark Field No. 1 R/W.
Attack 1129-1135/I at minimum altitude.
Landed 1320/I at Clark Field No. 1 R/W.

b. Direct to target and return.

For the SQUADRON COMMANDER:

**BENJAMIN M. GREGG,
Captain, Air Corps,
Intelligence Officer.**

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

REC/EN

22 May 1945.

SUBJECT: Narrative Mission Report WFO 141-C, 21 May 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. 6 B-25J's of this squadron bombed and strafed dispersal and supply areas at FUBIMA, Luzon (1815N-12143E) on 21 May 1945. 432 x 23 lb. parafrags were dropped from minimum altitude with few visible results other than destruction of a few shacks. Our losses were nil.

2. Our objective was to help to break up the enemy's troops being concentrated around FUBIMA for possible use as defenders against and expected landing by our forces on the northern beaches of the CAGAYAN Valley in upper Luzon.

3. Four squadrons of the 345th Bomb Group participated. The 499th and 500th Squadrons attacked GOMOGA Town, 17 miles to the east of our target (181630N-1215850E) while the 498th squadron teamed up with us, following our planes in on FUBIMA. Capt. Musket led the 501st Squadron, with the following pilots and planes:

FIRST FLIGHT	
Capt. Musket	A/P 572
Lt. Wagner	199
F/O. Mathews	172

SECOND FLIGHT	
Lt. Hart	A/P 779
Lt. Sheppe	016
Lt. Flanders	268

a. Our attack was made in one pass, sweeping low across the target from north to south. All planes strafed, firing a total of 8,150 rounds in their sweep. Bombing was excellent. All bombs were released perfectly, with no malfunctions of any kind. The majority of our bombs were seen to fall into and explode in the wooded area in the target, thus assuring maximum effectiveness from our attack. Two or three shacks or small houses were seen destroyed, but terrain and foliage prevented complete observation of actual damage accomplished. There was no fighter cover, with the enemy offering no opposition at all, either in interception or ack-ack. Photos confirm results as reported by crews.

4. There were no actions to justify awards.

5. STATISTICS.

a. Time Table.

Take Off 0930/I from Clark Field No. 1 R/W.

Attack 1055 - 1056/I at minimum altitude.

Landed 1225/I at Clark Field No. 1 R/W.

b. Direct to target via BALETTE PASS and return.

For The SQUADRON COMMANDER:

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

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143-A
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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IED/ib

24 May 1945

SUBJECT: Narrative Mission Report FTO 143-A-3, 23 May 1945.

TO : COMMANDING GENERAL, VNAF, APO 935.

1. Six B-25J's of this Squadron made a medium altitude attack from 9,000 feet against enemy troops along the road from DURAN to SANTA FE (1610N-12057E). 12 x 260 lb. free falling frags were dropped with results unobserved due to a slight cloud coverage between our planes and the target. A B-25J from the 38th Bomb Group led the 501st across the target and gave the signal for the releasing of bombs.

2. Our particular objective was to give support to our ground troops around SANTA FE by bombing the enemy's front line defense.

3. All four Squadrons of the 345th Bomb Group participated. Our Squadron, led by Capt. Hatcher was third over the target. Pilots and planes participating from the 501st Squadron were:

FIRST FLIGHT
Capt. Hatcher A/P 572
Lt. Wagner A/P 172
Lt. Lyman A/P 199

SECOND FLIGHT
Lt. Terwilliger A/P 780
Lt. Cheslander A/P 779
Lt. Flanders A/P 553

a. Our attack was made on one pass from 9,000 feet altitude on a 78 degree heading and an indicated air speed of 210 MPH. Our planes went over the target in a Squadron formation of two flights of three planes each. One B-25J from the 38th Bomb Group led our Squadron across the target and gave the signal for the releasing of bombs. 12 x 260 lb. free falling frags were dropped with nil visual results due to the slight cloud coverage which obscured observation of the bombing. K-22 photos were taken. There was no fighter cover provided.

4. In the opinion of this Officer there were no action to justify awards or citations.

5. STATISTICS.

a. Time Table.

Take off at 0915/I from CLARK NO 1.
Time of attack 1052-1053/I from 9,000 feet altitude.
Time of landing 1138/I at CLARK NO 1.

b. Route.

CLARK NO 1. - LINGAYAN - TARGET - CLARK NO 1.

ISAAC E. BAKER
1st Lt. Air Corps,
Asst. Intelligence Officer

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142
JG 22 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IEB/nb

23 May 1945

SUBJECT: Narrative Mission Report FFO 142-A-5, 22 May 1945.

TO : COMMANDING GENERAL, VFAF, APO 925.

1. Six Mitchell Strafers of this Squadron selected secondary targets of KAIKO Town (2343N-12011E) and BANG KANG (2345N-12012E) when the primary target of MATO Alcohol Plant could not be reached due to weather. Three planes dropped 18 x 250 lb. daisy bombs and strafed KAIKO Town destroying 15-20 shacks and caused one large explosion. Three planes dropped 18 x 250 lb. daisy bombs and heavily strafed BANG-KANG destroying 20-30 shacks and started several fires. 20-25 Japs were killed and the observation tower, numerous huts and tents were strafed on a small island off the east shore of SASAGI-SHIMA (2343N-12008E). Propaganda leaflets were dropped. Our losses were nil.

2. Our objective was to destroy the MATO Alcohol Plant, MATO, FORMOSA, thereby depriving the Japanese of one more of his sources of alcohol supply. The objective of the secondary targets chosen were to destroy any Japanese troops and supplies in the two small towns of KAIKO and BANG KANG.

3. Four Squadrons of the 345th Bomb Group were to participate in a coordinated attack on western Formosa with each Squadron to attack a different target, the 501st being MATO Alcohol Plant, MATO, Formosa. When weather denied the attack on the primary target, secondary targets of KAIKO Town and BANG-KANG were selected. Pilots and planes participating from the 501st Squadron were:

FIRST FLIGHT
Lt. McClanathan A/P 268
Lt. Burg A/P 553
Lt. Hart A/P 779

SECOND FLIGHT
Maj. Giese A/P 572
Lt. Sheppe A/P 152
P/O Mathews A/P 199

a. When our Squadron leader found MATO Alcohol Plant weathered in he split his Squadron in two flights giving the first flight KAIKO Town and the second flight BANG-KANG. The three planes of the first flight made their attack on one pass, three planes abreast from east to west on KAIKO Town. A total of 18 x 250 lb. daisy bombs were dropped on the town destroying 15-20 shacks. One bomb caused a large explosion with flames to 100 feet and black smoke. The town was heavily strafed. The three planes of the second flight made their single pass attack on a 280 degree heading, three planes abreast. 18 x 250 lb. daisy bombs were dropped with 17 falling in the town and one falling long for nil damage. 20-30 shacks were destroyed by bombing and several fires were started by heavy strafing. As our Squadron formed to return to base a strafing run was made on an observation tower, numerous huts and new tents on a small unpletted island off the east shore of SASAGI-SHIMA Island (2343N-12008E). At least 100 Japs were seen in the area at the time of our attack with at least 20-25 being

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Narrative Mission Report WFO 112-4-5, 22 May 1945 cont'd.

killed by the heavy strafing. Propaganda leaflets were dropped on KAIKO Town and BANU-KANG. There was no fighter cover provided. Photos taken confirm general results as reported by our crews.

4. In the opinion of this Officer there were no actions to justify awards.

5. STATISTICS.

a. Time Table.

Took off at 0745/I from CLARK FIELD NO 1.
Attack Target 1110-1114/I at Min. Alt.
Landed at 1520/I at CLARK FIELD NO 1.

b. CLARK FIELD NO 1. - PESCADORES STRAIGHT - TARGET - PESCADORES STRAIGHT - CLARK FIELD NO 1.

ISAAC E. BAKER
1st Lt., Air Corps,
Asst. Intelligence Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

25 May 1945

SUBJECT: Narrative Mission Report FPO 144-A-3, 24 May 1945.

TO : COMMANDING GENERAL, FEAP, APO 925.

1. Six Mitchells of this Squadron made a medium altitude attack from 8,000 feet against enemy troop and supply areas at FUSINA, Luzon (1813N-12142E) on the 24 May 1945. 36 x 260 lb free falling frags were dropped in FUSINA area with no visible results of the bombing. A B-25J from the 38th Bomb Group led the 501st Squadron across the target and gave the signal for the releasing of bombs. Our losses were nil.

2. Our primary objective was to give support to our ground troops around SANTA FE (1610N-12056E) by bombing the enemy's front line defense but as weather kept us out of the primary target the secondary target of FUSINA, Luzon was attacked. Our particular objective at FUSINA was to help break up the enemy's troops being concentrated in that area.

3. Four Squadrons of the 345th Bomb Group participated. Our Squadron, led by Lt. McClanathan was second over the target. Pilots and planes participating from the 501st Squadron were:

FIRST FLIGHT
Lt. McClanathan A/P 572
P/O Lobaugh A/P 779
Lt. Chealander A/P 553

SECOND FLIGHT
Lt. Kuta A/P 268
Lt. Burg A/P 199
Lt. Sheppe A/P 152

a. When our strike could not be made on the enemy's front line at SANTA FE due to weather our Group turned to the secondary target of FUSINA. Our attack was made on one pass from 7,800 to 8,000 feet altitude on a 335 degree heading and an indicated air speed of 195 MPH. Our planes went over the target in a Squadron formation of two flights of three planes each dropping a total of 36 x 260 lb free falling frags. Photos show that the bombs fell NW of the assigned target and there was no visible results other than the bursts of bombs. One B-25J of the 38th Bomb Group led our Squadron across the target and gave the signal for releasing of the bombs. K-21 and K-22 photos were taken. There was no fighter cover provided.

4. In the opinion of this Officer there were no actions to justify awards or citations.

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Narrative Mission Report PPO 144-A-3 cont'd.

5. STATISTICS.

a. Time Table.

Take off at 0920/I from CLARK FIELD NO 1.
Time over target 1140-1142/I at 7,800-8,000 ft.alt.
Time of landing 1345/I at Clark Field No 1.

b. Route.

CLARK FIELD NO 1.- SANTA FE - TARGET - WEST
COAST LUZON - LINGAYAN - CLARK FIELD NO 1.

ISAAC E. BAKER
1st Lt. Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

146-A-10
26 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IEB/bm

5 June 1945.

SUBJECT: Supplement to Narrative Mission Report FFO 146-A-10, 26 May 45.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Forwarded herewith final narrative of actions of crew of A/P 553 of this squadron which ditched at sea on our mission of 26 May 1945. Following is the story as told by the Co-Pilot, 2nd Lt. Carl A. Reed: MISSION. "At 0730/I on the 26th of May we took off from Clark Field No. 1 strip for a strike against the MATO Alcohol Plant, Formosa. Our formation consisted of twenty four B-25's flying without fighter cover". BOMB RUN. "Our bomb run was made across the MATO Alcohol Plant on a 320 degree heading. The plant was hit on one pass in three plane elements. After dropping our load of 6 x 250 pound parademons with unobserved results due to smoke over the target, we strafed all small settlements and houses in our path to the coast. As we crossed a sandbar at 1055/I at (2314N-12006E) we were hit by 40 mm. ack-ack which knocked out the left engine and made a large hole in the fuselage and right rudder. All efforts to feather the left prop were in vain. The plane began losing altitude and orders were given for ditching".

PREPARATION FOR DITCHING. S/Sgt. Farough, tail gunner, threw out all loose equipment in the radio compartment except the emergency sustenance which he placed between himself and the radio. Cpl. Sanders, engineer, was changing the crossfeeds to the engines when he sighted an unidentified fighter plane closing in on us. Immediately he re-entered the turret for battle, if this plane came in range for an attack. Then Cpl. Sanders realized this plane was a P-51 and started to leave the turret to prepare for ditching, but was too late, the plane struck the water and Cpl. Sanders hit his head on the turret and he fell backward into the bottom of the plane. Lt. Lowman, Navigator, didn't realize until a few seconds before we struck the water that we were ditching. His only preparation was to duck behind the water seat. The only preparation Lt. Sheppe, pilot, and I took were to tighten our safety belts and I put my right hand against the frame of the instrument panel. At 1100/I the plane first hit the water with the tail and no one remembers the second shock. The tail of the plane broke off and the nose went under the water. S/Sgt. Farough, the only man in the tail, climbed through the rip in the radio compartment. Cpl. Sanders was the first out of the top hatch followed by Lt. Lowman and myself. Lt. Sheppe never escaped from the plane. After entering the water Cpl. Sanders pulled the Co2 valve on my Mae West as I had one of the old type vests with no back strap and I almost lost it when I tried to pull the valve. By the time the valve was pulled on my vest the plane had gone down. We saw that S/Sgt. Farough was in trouble, only one side of his vest would inflate (one side of his vest had been punctured by a safety pin that was attached to the signal light) so Cpl. Sanders swam over to him and gave him the seat of a parachute. Cpl. Sanders then brought the emergency sustenance kit which had floated from the plane, for us to hold on to.

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Supplement to Narrative Mission Report PFO 146-A-10, cont'd.

ATTEMPT AT RESCUE. "A few minutes after the crash a PBM arrived but never tried to make a rescue and we could not understand why it did not attempt to land as the water was relatively calm. The PBM dropped a life raft which hit about 75 yards to the south of us and about 50 yards to the east of S/Sgt. Farough who had floated off by himself. By now "Jukebox" had arrived and dropped the launch which hit about 100 yards from us. Cpl. Sanders swam to the life raft and it was inflated by the time Lt. Lowman and I arrived. As we were adjusting the cars Cpl. Sanders swam to the launch and was trying to unfasten the parachutes as we paddled to it on the raft. We had to cut the shroud lines to get rid of the chutes and then we were able to start one engine. We then went over to S/Sgt. Farough and as we leaned over the side of the launch to pick him up, the rockets which should have gone off when the launch was dropped, went off and destroyed the air pack which up rights the launch in the event that it turns over. The engine then stopped and we were never able to start either engine again. In about 30 minutes a PBY arrived but did not attempt landing, at this time we could see a Submarine closing in from the East. The P-51's, PBM and PBY did not leave the area until the Sub had picked us up. The total time in the water from the time of ditching to the rescue was three hours.

(s) Carl A. Reed
(t) CARL A. REED.
2nd Lt., Air Corps.

2. In the opinion of this Officer there is action to justify awards.

(1) Cpl. DAVID R. SANDERS, 32768569, Engineer on A/P 553 should receive the SOLDIERS MEDAL for his gallantry and heroism displayed during the time of ditching and the three hours that followed until their rescue. After the Co-Pilot had relayed the Pilots orders to prepare for ditching, Cpl. Sanders changed the crossfeeds to the engines and while doing this he spotted an unidentified fighter plane above them. Cpl. Sanders climbed back into the turret for the battle should it be an enemy plane and make an attack. As he recognized the fighter as a P-51 he started out of the turret but was too late. The first impact threw him against the turret giving his head a heavy blow and throwing him to the floor on his back. As the plane came to a stop, Cpl. Sanders was first out, he discovered his Co-Pilot could not pull the safety valves of his Mae West so Cpl. Sanders gave the Co-Pilot aid. He then saw the gunner S/Sgt. Farough, a few yards away struggling to keep above the water. Cpl. Sanders swam to a parachute harness pack that was afloat and took this to the gunner. He then recovered the emergency sustenance kit which was floating, for the Co-Pilot, Navigator and himself to hold on to. At this time the PBM dropped a raft and "Jukebox" the launch. Cpl. Sanders swam to the life raft and inflated it, the Co-Pilot and Navigator came on to the raft and while adjusting the cars Cpl. Sanders swam over to the launch which was about 100 yards distance. He was getting it ready to run when the Co-Pilot and Navigator arrived. Cpl. Sanders worked hard on the job until the other three men were aboard the launch. Never once thinking only of himself but always of the crew. The gallantry courage and devotion to duty displayed by this man is indeed deserving of the highest

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Supplement to Narrative Mission Report FFO 146-A-10, cont'd.

praises of the Army Air Forces.

For The SQUADRON COMMANDER.

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

26 May 45
146-210
IHR/bm

28 May 1945.

SUBJECT: Narrative Mission Report FPO 146-A-10, 26 May 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six Mitchells of the 501st Bomb Squadron attack MATO Alcohol Plant, Mato, Formosa (2312N-12014E) on 26 May 1945. A total of 36 x 250 lb. paradromes were dropped causing one huge explosion with a flash of flame and billowing black smoke to 200 feet. The entire factory area was left covered in a heavy dark cloud of smoke. 8 - 10 houses in the Plant workers quarters were destroyed. Complete damage by the strike could not be determined due to the heavy cloud of smoke over the target. All planes heavily strafed the target and small settlements on their breakaway to the coast. Three planes were holed by M/G fire. A/P 553 was forced to ditch at (2230N-12008E). All five crewmen were seen to escape from the sinking plane. Air-Sea Rescue reported four survivors were picked up, the pilot listed as missing in action.

2. The primary objective was to destroy the MATO Alcohol Plant at MATO Formosa thereby depriving the enemy of the use of one more of its Alcohol plants.

3. All four squadrons of the 345th Bombardment Group made a coordinated attack on western Formosa with each squadron having a separate target. The 501st Squadron led the Group formation to Formosa. Pilots and planes participating from this squadron were:

FIRST FLIGHT
Capt. Hatcher A/P 268
Lt. Wagner 199
P/O Mathews 780

SECOND FLIGHT
Lt. Wilkinson A/P 578
Lt. Shappe 553
Lt. Chaslandier 172

a. Our attack was made on one pass in three ship elements on a 320 degree heading. Our planes dropped a total of 36 x 250 lb. paradromes on the MATO Alcohol Plant and workers quarters with the majority of the bombs falling on the plant. One huge explosion with a flash of flame and billowing black smoke to 200 feet was caused by bombs of the first flight. Other bombs of this flight were seen to strike the main plant building but were unable to determine the damage due to the heavy smoke caused by the first explosion. Seconds after the bombs of the first flight exploded the second flight attacked the target dropping their cargo on the plant and workers quarters with most of these bombs falling in the plant area. 8 - 10 houses in the workers quarters were destroyed. Damage done on the Alcohol Plant by this flight was unobserved. A/P 553 ditched due to failure of left engine at 1100/I at (2230N-12008E). Crews reported that five crewmen were seen to escape from the downed plane. Air-Sea Rescue reported four survivors picked up and listed the pilot as still missing. The crew on A/P 553 were as follows; 2nd Lt. ANDREW J. SHEPPE JR., 0778275, Pilot; 2nd Lt. CARL A. REED, 0786459, Co-pilot; 2nd Lt. EDWARD S. LOWMAN, 0717240, Navigator; Cpl. DAVID R. SANDERS, 32768569, Engineer; S/Sgt. GEORGE E. FAROUGH, 36867560, Armorer Gunner.

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Narrative Mission Report WFO 146-A-10, cont'd.

Crews reported H/G fire received from the near the coast at (2314N-12006E) which is credited with holding three planes. No fighter cover was provided. Photos taken confirm reports made by crews.

4. In the opinion of this Officer there were no actions which justify awards.

5. STATISTICS.

a. Time Table.

Took off 0730/I from Clark Field No. 1 .
Time of Attack 1032 - 1043/I from min. altitude.
Time of Landing 1350 - 1505/I at Clark Field No. 1.

b. Route.

Clark Field No. 1, West Coast of Luzon, Pascadores Channel,
Target, Pascadores Channel, West Coast of Luzon, Clark Field No. 1.

For The SQUADRON COMMANDER:

ISAAC E. BAKER,
1st Lt. Air Corps,
Asst. Intelligence Officer.

CONFIDENTIAL

147-44
27 May 45
JCH

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

29 May 1945

SUBJECT: Narrative Mission Report FPO 147-A-4, 27 May 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six B-25J's of this Squadron were assigned to attack KMSUI RAILROAD YARDS, KMSUI, Formosa (2319N-12016E). Through error our Squadron did not attack the assigned target but made bomb runs on MIZUKAMI Sugar Refinery (2325N-12022E), MEIJI Sugar Mill (2329N-12016E) and KARI Brick Plant (2311N-12011E). Heavy strafing and bombing damaged the power sub station on the north edge of MIZUKAMI Sugar Refinery. Bombs dropped in the refinery railroad yards started several fires, destroyed one set of tracks and possibly damaged two oil tankcars. KARI Brick Plant and MEIJI Sugar Mill were bombed and strafed with unobserved results. A/P 152 which is missing in action was reported to have crash landed at 2326N-12020E and at 1022/I when the 500th Bomb Squadron flew over the plane it was burning in the bomb bay and at the roots of the wings. It was believed possible for all members to have escaped from the downed craft. A/P 572 flown by Maj. Giese was forced to fly on single engine after it had been hit by ack ack from KAGI A/D. This plane landed at Lacag, Lunon. Two other planes were holed by flak.

2. Our particular objective was to aid in the destruction of communication lines and supplies in Formosa.

3. a. All four Squadrons of the 345th Bombardment Group made a coordinated attack on western Formosa with each Squadron having a separate target. The 501st Squadron was in fourth position in the Group formation to Formosa. Pilots and planes participating from this squadron were:

FIRST FLIGHT

Maj. Giese A/P 572
Lt. Burg A/P 179
Lt. Lyman A/P 199

SECOND FLIGHT

Lt. Steele A/P 268
Lt. Flanders A/P 172
Lt. Hart A/P 152

b. Our Squadron, through error, failed to make its attack on the assigned target of KMSUI Railroad Yards (2319N-12016E). The targets attacked were MIZUKAMI Sugar Refinery, MEIJI Sugar Mill and KARI Brick Plant. Our attack was made by single plane formation in trail. Three planes bombed the MIZUKAMI Sugar Refinery. The power sub station at the north edge of the refinery was damaged by bombing and strafing. Several fires were started in the refinery railroad yards and one bomb destroyed one set of tracks and possibly damaged two oil tankcars nearby. One plane dropped its string of bombs on MEIJI Sugar Mill with unobserved

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Narrative Mission Report FPO 147-A-4 cont'd.

results. The KARI Brick Plant was bombed by one plane, with unobserved results, when the primary target was not reached. Airplane 572 was last seen, by crews of this Squadron, in the target area. The 500th Bomb Squadron reported a 345th Bomb Group plane to have crash landed at 2326N-12020E and at 1022/I when their formation flew at minimum altitude over the downed craft it was burning at the roots of the wings and in the bomb bay section. The plane was well intact and all who saw it believed it possible that all crew members could have escaped from the plane. There were no personnel seen around the plane. The crew on A/P 152 were as follows:

2nd Lt. Ted U. Hart, O-771709, Pilot.
2nd Lt. Henry (HMI) Gatewood, O-812542, Co-Pilot.
2nd Lt. Karl L. Ehlers, O-1017008, Navigator.
S/Sgt. Robert E. Bever, 17054635, Engineer Gunner.
Cpl. Calvin C. Beck, 15364114, Radio Operator.

A/P 572 piloted by Maj. Giese had the left engine knocked out by flak and flew on single engine back to Laoag A/D, Luzon. Photos taken confirm the damage as reported by the crews. No fighter cover was provided.

4. In the opinion of this Officer there were no actions to justify awards.

5. STATISTICS.

a. Time Table.

Take off 0650/I from CLARK FIELD NO 1.
Time of attack 1005-1015/I from Min. Alt.
Time of Landing 1405-1510/I CLARK FIELD NO 1.

b. Route.

CLARK FIELD NO 1, WEST COAST LUZON, PESCADEROS CHANNEL,
TARGET, PESCADEROS CHANNEL, WEST COAST LUZON, CLARK FIELD
NO 1.

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

CONFIDENTIAL

148-A
J 28 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

29 May 1945

SUBJECT: Narrative Mission Report WFO 148-A-4, 28 May 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six B-25J's of this Squadron took off for Formosa on 28 May 45 to hit the KEISU Sugar Refinery (2351N-12029E) but hit sugar mills at UJITSU (2407N-12037E) instead, due to error in navigation. One flight also bombed the CHOKU Sugar Refinery. (2407N-12032E) We did some damage to both mills, with no losses for us.

2. Our objective was to assist in the campaign designed to deny the Japanese the use of Formosa thru disrupting and destroying his communications and knocking out his large sugar mills.

3. a. All four squadrons of the 345th Bomb Group participated, with each squadron having its own targets assigned. The sequence of squadrons, and their assigned targets was: 499th - CHIKUTO, 500th - CHURIO, 501st - KEISU, and 498th - NYOKITSU. 6 x 250 lb free falling demo bombs, 8 to 15 sec. fuses were carried by each plane in our squadron. Lt. McManathan led the 501st Squadron, with the following pilots and planes:

FIRST FLIGHT

Lt. McManathan A/P 268
Lt. Wagner A/P 016
Lt. Flanders A/P 199

SECOND FLIGHT

Lt. Chealandier A/P 779
Lt. Arnel A/P 780
P/O Mathews A/P 571

b. Approaching our target along the west coast of Formosa, the lead navigator misjudged his point of landfall. This brought the Squadron in over land about 35 miles north of the intended point of landfall. Sweeping southeast along the TAIWAN river our planes strafed heavily as they swung north of SHOKA. (2405N-12032E) Meanwhile, the second flight had dropped nine bombs on and around the CHURIO Refinery, adding to the damage already inflicted by the 500th Squadron in their earlier attack. After sweeping inland about twelve to fifteen miles, our squadron made a 180 deg. left turn and struck back across the town and mills at UJITSU. 27 bombs were dropped, and all six planes strafed heavily, starting three or four small fires in the town. Photos showed several bomb hits and close misses around the main plant, but exact damage cannot be ascertained due to the long delayed fuses employed. No fighter cover was provided, and the only opposition encountered was meagre but accurate small arms or machine gun fire received from a single box car that was parked near the railroad bridge just east of UJITSU. (2406N-12034E) Lt. Arnel received a single small hole in the left elevator of his plane.

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report FPO 148-A-1, cont'd.

4. There were no actions to justify awards.

5. STATISTICS.

a. Time Table.

**Take off 0650/I from CLARK FIELD NO 1.
Time over target 1023-1034/I Min. Alt.
Time of landing 1130/I at CLARK FIELD NO 1.**

b. Route:

**CLARK FIELD, LINMAYE GULF, PESCADORIS CHANNEL, TACNOT,
PESCADORIS CHANNEL, LINMAYE GULF, CLARK FIELD.**

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

CONFIDENTIAL

201
149-A
JCH 29 May 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IER/hm

30 May 1945.

SUBJECT: Narrative Mission Report FFO 149-A-6-VF31h, 29 May 1945.

TO : COMMANDING GENERAL, FMF, APO 925.

1. Six Mitchell's of this Squadron attacked MACAPIT, Luzon on 29 May 1945. Strafing and 250 lb. parachute bombs started several small fires in MACAPIT Town and several brush fires along the trail to the north. A/P 780 hit by M/G fire crashed with nil survivors, about 1,800 yards due East of MACAPIT Town. The M/G that hit A/P 780 was silenced by a wing-mans strafing.

2. Our particular objective was to destroy the enemy troops and supplies concentrated in the wooded area around MACAPIT Town, Luzon (1807N-12143E).

3. Four squadrons of the 345th Bomb Group participated with the 501st Squadron being second over the target. Pilots and planes participating from this Squadron were:

FIRST FLIGHT

Lt. Lathrop	A/P 268
Lt. Spangle	779
Lt. Lyman	199

SECOND FLIGHT

Lt. Burg	A/P 571
Lt. Jones, R.N.	561
P/O Lebaugh	780

4. Our attack was made on two passes from north to south in two elements of three planes each. Our planes heavily strafed and dropped a total of 36 x 250 lb. parachutes starting several small fires in MACAPIT Town and several brush fires along the trail to the north. The M/G position between the road and river 3,000 yards north of MACAPIT was silenced by strafing after it had hit A/P 780. A/P 780 which was hit by M/G fire caught fire at the waist, apparently went out of control, climbed slightly and slid to the left while losing altitude. The plane struck a tree top which knocked off the tail and part of a wing causing the plane to crash about 1,800 yards due east of MACAPIT Town. Crews report that there were nil chances for survivors. The crew on A/P 780 were as follows: P/O WILLIAM E. LOBAUGH, F-132445, Pilot; P/O ARNOLD OWEN JR, F-6488, Co-Pilot; 2nd Lt. WILBUR W. HANSEN JR, G-741517, Navigator; Cpl. MARTIN B. SIMON, 42036241, Radio-gunner; Cpl. JOHN (MI) GONCHONOWSKI, 32581457, Engineer.

5. In the opinion of this Officer there were no actions to justify awards.

5. STATISTICS.

a. Time Table

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report WFO 149-A-6-VF31h, cont'd.

**Take Off 1030/X from Clark Field No. 1.
Time of Attack 1127 - 1137/X at Min. altitude.
Time of Landing 1315/X at Clark Field No. 1.**

b. Route.

Clark Field No. 1 - Target - Clark Field No. 1 .

For The SQUADRON COMMANDER:

**ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.**

CONFIDENTIAL

CONFIDENTIAL

501ST BOMBAMENT SQUADRON (M) AAF
345TH BOMBAMENT GROUP (M) AAF
APO 74

151-A
JCH
31 May 45
HED/bm

1 June 1945.

SUBJECT: Narrative Mission Report WFO 151-A-7, 31 May 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six B-25J strafers of the squadron hit the town of GIBAN, Formosa (2445N-12145E) at minimum altitude with 100 pound bombs on 31 May 1945. Results were very good, with the town being thoroughly covered with bombs. Our losses were nil.

2. Our objective was to help pin down the enemy on Formosa by harassing his railway terminals and terrorizing his labor forces in the vicinity of key rail centers, thus showing these Formosans the utter inability of the Japanese Government to protect them on their jobs.

3. a. The 38th Bomb Group plus two squadrons of the 345th Bomb Group teamed up for this strike, with the 38th Group hitting the target first, followed by the 500th and the 501st Squadrons. Capt. Hatcher led our squadron, with Lt. Russick as lead navigator. Other 501st pilots and planes were:

FIRST FLIGHT

Capt. Hatcher	A/P 268
Lt. Jones, R.E.	561
P/O Mathews	199

SECOND FLIGHT

Lt. Shealandier	A/P 779
Lt. Wagner	266
Lt. Speagle	571

b. Our approach to the target was made up the east coast of Formosa, making landfall a few miles north of GIBAN. Here the squadron went into a six plane abreast formation, made a 180 degree left turn around the base of the hills north and west of GIBAN Town, and swept back across their target on a due east heading. This difficult maneuver was excellently executed, and the formation across the target was practically perfect. This particular formation and run was selected because of the ack-ack known to be located around the two airfields to the southwest of GIBAN Town. Only one pass was made and each plane dropped its entire load of 12 x 100 lb. G.P. demolition bombs on the town. Specific results were not observed due to dust and smoke over the town from the previous squadrons' bombing. Our six planes strafed heavily, expending 16,550 rounds of .50 calibre ammunition on their sweep. The only Jap opposition encountered was meagre machine gun and 20 mm. light flak fire from the town and the nearby airfield, which inflicted minor holes in three of our planes. There was no fighter cover provided on this strike, and no attempt at interception. Excellent low oblique photos were taken by our planes, and these photos confirmed the results of our attack as reported by crews.

4. There were no actions to justify special awards or citations.

5. STATISTICS.

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report PFO 151-A-7, cont'd.

a. Time Table

Take Off 0700/I from Clark Field No. 1.
Time of Attack 1045 - 1050/I at Min. altitude.
Time of Landing 1130/I at Clark Field No. 1.

b. Route

Clark Field No. 1 , Cagayan Valley, Bashi Channel, Target,
Bashi Channel, Lingayen Gulf, Clark Field No. 1 .

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

DEB/bm

3 June 1945.

SUBJECT: Narrative Mission Report FPO 153-A-9, 2 June 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six Mitchells of this squadron made an attack on Northern Luzon on 2 June 1945. Five of these planes attacked the assigned target of ECHAGUE (1642N-12140E) strafing and dropping 324 x 23 lb. parafrags which started four fires. One B-25, delayed in take off, tacked on to the 500th Squadron who were making their attack on IPIL (1642N-12130E). This plane dropped 60 x 23 lb. bombs with 48 of them falling in the target. This plane was holed by small arms fire with nil casualties to personnel.

2. The primary objective of the strike was to destroy enemy troops and supplies in ECHAGUE, N. Luzon.

3. Two squadrons of the 345th Bomb Group made a coordinated strike against the enemy in North Luzon with the 501st Squadron target being ECHAGUE and the 500th Squadron target as IPIL. Lt. Foy, 501st Operations Officer led the Group formation to the target area. Pilots and planes participating from this squadron were:

FIRST FLIGHT

Lt. Foy	A/P 268
Lt. Wagner	561
Lt. Flanders	779

SECOND FLIGHT

Lt. Kuta	A/P 258
F/O Mathews	571
Lt. Lyman	199

4. Five planes reached ECHAGUE Town and made their attack on one pass in flights of three and two planes. The target was heavily strafed and 324 x 23 pound parafrags were dropped starting three small fires and one large fire with black smoke to 800 feet. Lt. Wagner, delayed in take off due to mechanical trouble, joined the 500th Squadron for an attack on IPIL when he made no visual contact with the 501st Squadron. He made two passes on this target strafing and dropping a total of 48 x 23 pound parafrags. Bombs were seen to score hits on 3 - 4 stacks. 12 bombs which hung up over the target were dropped armed in an open field 4 - 5 miles NW of IPIL with nil visible results. This plane was holed by small arms fire while over the target. There were nil casualties to personnel. There was no fighter cover. Photos taken confirmed results as given by crews.

4. In the opinion of this Officer there were no actions which justify awards.

5. STATISTICS.

TIME TABLE

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Narrative Mission Report FFO 153-4-9, cont'd.

**Take off 0825 - 0845/I from Clark Field No. 1
Time Over Target 0918 - 0935/I at Min. Altitude.
Time of Landing 1015 - 1035/I at Clark Field No. 1**

ROUTE

Clark Field No. 1 - Target - Clark Field No. 1 .

For The SQUADRON COMMANDER.

**ISAAC E. BAKER,
1st Lt. Air Corps.
Asst. Intelligence Officer.**

CONFIDENTIAL

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

501
163-A
12 Jun 45
IEB/bm

14 June 1945.

SUBJECT: Narrative Mission Report FFO 163-A-3, 12 June 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Nine Mitchells of this squadron made an attack on Northern Luzon on 12 June 1945. Our planes heavily strafed and dropped 440 x 23 pound parafrags along the highway at 1733N - 12147E starting four fires. Both sides of highway No. 5 from AICALA (1754N - 12139E) north to APARRI were heavily strafed and 144 x 23 pound parafrags were dropped with unobserved results other than bomb bursts. One set of racks were jettisoned when malfunction caused the failure of four bombs to release after they had become armed. Two planes were holed by small arms fire with nil casualties to personnel.

2. The primary objective of the strike was to destroy, by strafing and bombing, a heavy enemy concentration of troops and supplies at 1733N - 12147E and to attack and destroy targets of opportunity along Highway No. 5 from AICALA to APARRI, North Luzon.

3. Four squadrons of the 345th Bombardment Group made the strike against the enemy in Northern Luzon with the 501st Squadron being second over the target. Lt. McClanathan, with Lt. Russick as navigator led our squadron. Planes and pilots participating from this squadron were as follows:

FIRST FLIGHT	SECOND FLIGHT	THIRD FLIGHT
Lt. McClanathan A/P 268	Lt. Lathrop A/P 779	Lt. Wagner A/P 561
Lt. Jones, R.E. 014	Lt. Chealander 193	Lt. Kuta 572
Lt. Lyman 199	Lt. Flanders 258	Lt. Speagle 172

a. Nine planes reached the primary target, which was enemy troop and supply concentrations at 1733N-12147E, and made their attack from south to north in two plane elements, with the exception of Lt. Speagle who flew alone as the fourth element. The target was heavily strafed and 440 x 23 pound parafrags were dropped which started four fires. After the completion of the attack on the primary target, our planes continued north to attack targets of opportunity along highway No. 5 from AICALA to APARRI. The secondary target was heavily strafed and 144 x 23 pound parafrags were dropped with unobserved results other than the bursts of bombs. One plane, which had rack malfunctions over the secondary target was forced to jettison their bombs when four became armed and hung up. Two planes were holed by small arms fire with nil personnel casualties. There was no fighter cover provided. Photos taken confirm results as reported by crews.

4. In the opinion of this officer there were no actions to justify awards.

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CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report PFO 163-A-3, cont'd.

5. STATISTICS.

Time Table.

Take Off 0800/I from Clark Field No. 1
Time Over Target 0905 - 0930/I at 30 to 100 feet.
Time Of Landing 1103/I at Clark No. 1

Route.

Clark No. 1 - Target - Clark No. 1

For The SQUADRON COMMANDER:

ISAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

CONFIDENTIAL

CONFIDENTIAL

166-A
15 Jun 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

BEG/nb

16 June 1945.

SUBJECT: Narrative Mission Report FFO 146-A-8, 15 June 1945.

TO : COMMANDING GENERAL, FBAF, APO 925.

1. Six B-25's of the 501st Bomb Squadron strafed OKASEKI Airdrome on Formosa (2451N-12119E) and dropped 23 lb parafrag bombs from minimum altitude with slight visible damage inflicted on the enemy. We had two planes holed and two crewmen wounded from flak received over the target.

2. Our purpose in making this attack was to help to relieve some of the pressure on the American operations at nearby OKINAWA. Ten enemy planes had been recently photographed at this airbase and we were assigned the job of destroying them.

3. a. All four squadrons of the 345th Bomb Group took part on this strike, with the 501st Bomb Squadron leading the attack. Lt. Steele led our squadron, with Lt. Vaughn as lead navigator for the squadron and group. Other 501st pilots and planes were:

FIRST FLIGHT

Lt. Steele A/P 561
P/O Mathews A/P 014
Lt. Lyman A/P 199

SECOND FLIGHT

Lt. McOlanathan A/P 268
Lt. Chealander A/P 016
Lt. Flanders A/P 009

b. Our approach was made along the west shore of Formosa, making landfall north of the target at 2507N-12118E. From this point our course was southeast across a plateau 800 to 1000 feet high. When the Tansui River was reached, our planes made a right turn, putting them on course for a direct run on the target. This circuitous route was necessary in order to avoid several areas of heavy ack-ack defenses on the approach to OKASEKI itself. Our actual run over the target was on a heading of approximately 225 degrees.

c. The airdrome itself was very difficult to see, as it was sod surfaced, and the crewmen of our Squadron Leader's plane were over it and gone before they realized that this was the target. A total of 192 parafrags were dropped on and around the airdrome with few visible results, and the area was heavily strafed by all six planes, flying in flights of three planes each, in trail. A large warehouse some 2,000 feet south of the East-West runway was seen to catch fire and explode when tracers hit it, and one Jap was killed by strafing near the south-east end of the airdrome area. Four or five shacks three miles east of the airdrome were fired by strafing on approach to the target. After

CONFIDENTIAL

Narrative Mission Report PFO 116-A-8, cont'd.

leaving the target Lt. Steele had fortyeight bombs left, and these were dropped on the Koke Railway yards (2452N-12059E) where two locomotives, and five or six railway cars standing alongside a group of warehouses were heavily strafed. One of the locomotives was seen to go up in a violent explosion.

d. The only enemy opposition encountered was meagre but accurate machine gun and 20 mm fire over Okasaki Airdrome. The navigator and engineer of P/O Mathew's plane were wounded when a 20 mm burst entered and exploded in the navigators compartment. This plane landed at Lacag Airdrome, Luzon on the trip back to base, leaving the wounded men there for hospital treatment.

e. Area fighter cover was provided by sixteen Mustangs, and there was no interception. Photos confirmed results as reported by crews.

4. In the opinion of this Officer, there were no actions to justify awards or individual citations.

5. The wounded crewmen of A/P 014 were: 2nd Lt. CHARLES B. BOWEN, O-707837, Navigator, and T/Sgt. HAROLD E. WARNICK, 38441396, Engineer-Gunner.

6. STATISTICS.

a. Time Table.

Take Off 0715/I from Clark Field No. 1.
Time Over Target 1115-1117/I at 60 feet.
Time of Landing from 1600-1630/I.

b. Route: Clark Field, Pescadores Channel, Target, Pescadores Channel, Clark Field.

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

CMB

DOI
167-A-6
16 Jun 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IRB/nb

17 June 1945.

SUBJECT: Narrative Mission Report FFO 167-A-6, 16 June 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Six Mitchells of this squadron made an attack on Northern Luzon on 16 June 1945. Our planes heavily strafed and dropped 72 x 100 pound general purpose bombs on the enemy troop and supply concentrations on the north bank of Paret River (1755N-12141E). Seventy bombs dropped short of the assigned target hitting among eight to ten shacks and started four to five fires. Two bombs fell in the assigned target with unobserved damage. Propaganda leaflets were dropped over the target. Nephew Four, air ground controller for the area was contacted as we reached the target. There was nil damage done to planes nor casualties to our personnel.

2. The primary objective of the strike was to destroy, by strafing and bombing the enemy troop and supply concentration on the north bank of Paret River, North Luzon (1755N-12141E)

3. Four squadrons of the 345th Bombardment Group made the strike against the enemy in the Aleala area, North Luzon, with each squadron having a different target. Squadrons took off in fifteen minute intervals with the 501st Squadron being last. Lt. Lathrop, with Lt. Yeckley as navigator led our squadron. Pilots and planes participating from this squadron were as follows:

FIRST FLIGHT

Lt. Lathrop A/P 779
Lt. Raven A/P 172
Lt. Wagner A/P 193

SECOND FLIGHT

Lt. Speegle A/P 561
Lt. Kuta A/P 199
Lt. Flanders A/P 016

a. Six planes reached the target and contact was made with Nephew Four, air ground controller for that area, who cleared our planes to make their bombing and strafing run from south to north. Three passes were made over the target with our formation being single planes in trail. A total of 70 x 100 pound general purpose bombs fell 1000 yards south of the assigned target among eight to ten shacks starting three to four small fires and one black smoke fire. Two bombs fell in the assigned target with unobserved damage. The entire area was strafed with 12,800 x .50 caliber rounds of ammunition and psychological warfare leaflets were dropped. There was nil damage to planes nor injury to personnel. There was no fighter cover provided. Photos taken confirmed results as reported by crews.

4. In the opinion of this Officer there were no actions to justify awards.

CONFIDENTIAL

Narrative Mission Report FFO 167-A-6, cont'd.

5. STATISTICS.

a. Time Table.

Take Off 0840/I from Clark No. 1.
Time Over The Target 0948-1005/I at min. alt.
Time Of Landing 1125-1130/I at Clark No. 1.

b. Route.

Clark No. 1 - Target - Clark No. 1.

For The SQUADRON COMMANDER:

**ISSAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.**

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IEB/bn

18 June 1945.

SUBJECT: Narrative Mission Report FFO 168-A-4, 17 June 1945.

TO : COMMANDING GENERAL, FBAF, APO 925.

1. Six Mitchells of this squadron made an attack on North Luzon on 17 June 1945. Contact was made with NEPHEN FOUR, air-ground controller for that area, who cleared our planes to make their attack. Our planes heavily strafed and dropped 66 x 100 pound general purpose bombs on enemy troop and supply concentrations on the north bank of the PARET River (1755N-12142E). Fifteen to twenty small gray smoke fires and three large black smoke fires with flames up to fifty feet were started by the attack. Plane 009 flew into a tree top and badly damaged the left engine nacelle and wing. One plane was holed by machine gun fire. There were nil casualties to our personnel. Propaganda leaflets were dropped over the target.

2. The primary objective of the strike was destroy, by strafing and bombing, the enemy troop and supply concentrations on the north bank of the PARET River, North Luzon (1755N-12142E).

3. Four squadrons of the 345th Bombardment Group made the strike against the enemy in the Alsala area, North Luzon, with each squadron having a different target. Squadrons took off at fifteen minute intervals with the 501st Squadron being third. Capt. Hatcher, with Lt. Vaughn as navigator, led our squadron. Pilots and planes participating were:

FIRST FLIGHT

Capt. Hatcher	A/P 268
Lt. Kuta	572
Lt. Lyman	199

SECOND FLIGHT

Lt. McClanathan	A/P 779
Lt. Raven	009
Lt. Flanders	561

4. Six planes reached the target and contact was made with NEPHEN FOUR, air-ground controller for the area, who cleared our squadron to attack the target on a 60 degree heading. Four passes were made over the target with our formation being single planes in trail. A total of 66 x 100 pound general purpose bombs were dropped and a total of 17,250 x .50 caliber rounds of ammunition was expended which started fifteen to twenty small gray fires and three large black smoke fires with fifty foot flames. Lt. Raven, in plane 009, hit a tree on his first pass and badly damaged the left engine nacelle and wing. One plane was holed by machine gun fire while over the target. There were nil casualties to our personnel. Psychological Warfare leaflets were dropped over the target. There was no fighter cover provided. Photos taken confirmed results as reported by crews.

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report FFO 168-A-4, cont'd.

4. In the opinion of this officer there were no actions to justify awards.

5. STATISTICS.

a. Time Table.

Take Off 0840/I from Clark Field No. 1
Time Over Target 1021 - 1035/I at Min. alt.
Time Of Landing 1214/I at Clark Field No. 1

b. Route: Clark Field No. 1, Target, Clark Field No. 1

For The SQUADRON COMMANDER:

**ISAAC E. BAKER,
1st Lt. Air Corps.
Asst. Intelligence Officer.**

CONFIDENTIAL

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

501
169-A
18 Jun 45
emb
HRL/bm

19 June 1945.

SUBJECT: Narrative Mission Report FFO 169-A-5, 18 June 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. 6 Mitchell strafers of this squadron attacked Alcala Town, Luzon (1755N-12139E) during the morning of 18 June 1945 with excellent results. One large fire and eight to ten smaller fires were started in the town destroying several shacks and houses. Our losses were nil.

2. The purpose of this strike was to support our First Corps forces in their rapid smash up the Cagayan Valley to Apari, our group being assigned the troop concentrations and supplies in and around Alcala Town.

3. a. The 345th Bomb Group employed twenty-four planes, with the 500th Bomb Squadron leading the attack. We were in second position in the group formation, followed by the 498th and 499th Squadrons. A maximum load of twelve 100 pound GP bombs was carried by each plane. Lt. Burg led the 501st Squadron with Lt. Krakowsky as his navigator. Other 501st pilots and planes were:

FIRST FLIGHT

Lt. Burg	A/P 779
Lt. Walsh	561
Lt. Wagner	572

SECOND FLIGHT

Lt. McLanathan	A/P 268
Lt. Speagle	009
Lt. Kuta	199

b. On arrival in the target area NEPHEN FOUR, Ground Forces Control Party, was contacted and the squadron cleared for an attack on the target. Three passes were made from west to east, strafing and bombing on each pass by single planes in trail. Seventy-two bombs were dropped in the assigned area, starting a total of eight to ten small fires. On his first pass Lt. Kuta scored a direct hit on a large house in the center of the town, near the area reported as the possible headquarters of the Jap forces in this sector. The building broke forth in white smoke and flames, and a few seconds later erupted in a violent explosion. This building continued to burn fiercely after the explosion, with white to gray smoke billowing up to 1,000 feet. Lt. Kuta and Lt. Walsh received minor holes in their planes from machine gun or ground fire on their first pass over the target. This fire came from the southwest edge of the town, and was effectively silenced by our planes on their second passes. There was no fighter cover provided and no attempt at interception were made. Photos confirmed results as reported by our crews.

CONFIDENTIAL

CONFIDENTIAL

Narrative Mission Report PFO 169-A-5, cont'd.

4. There were no actions to justify awards.

5. STATISTICS.

a. Time Table.

**Took Off at 0915/I from Clark Field No. 1
Time Over Target 1056 - 1110/I at Min. alt.
Time Of Landing 1235/I at Clark Field No. 1**

**b. Route: Clark Field, Ballate Pass, Target, Ballate Pass,
Clark Field.**

For The SQUADRON COMMANDER:

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

CONFIDENTIAL

501
173-A
22 Jun 45

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

24 June 1945.

SUBJECT: Inclosure to Narrative Mission Report WFO 173-A-4, 22 June 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Contained herewith is a narrative of actions of crew of plane 268 of this squadron which ditched twenty five yards off the north shore of Basol Bay, Luzon on our mission of 22 June 1945.

Returning from Mission. * When we reached a point 100 miles west of Luzon we knew we were going to be extremely low on gasoline so we started for the shortest possible route to home base. Upon reaching the Luzon coast the left engine coughed for lack of fuel and we immediately turned up the coast instead of continuing on the short cut course. We were then at 500 feet altitude. I gave Lt. Redmon orders to contact the crew and prepare for ditching.

PREPARATION FOR DITCHING. S/Sgt. Doughty, engineer gunner, left the navigators compartment and went to the radio compartment. S/Sgt. Johnson, radio operator and S/Sgt. Doughty cut away the windows then placed the emergency sustenance kit against the radio, then both men sat down and braced their backs against the emergency kit. Lt. Kenny, navigator, opened the escape hatch and braced his back against the co-pilots seat. Lt. Redmon and I braced our right arms against the crash pad. I put down full flaps and put the plane into a steep glide and leveled off at twenty feet above the water. At this point both props started windmilling. I held the nose up until the airspeed had fallen to about 95 MPH then dipped the nose down momentarily and pulled it back up again. This let the tail of the plane hit the water first. We waited for the heavy shock but there was none. The ditching was more like a fast stop than a shock of any kind.

THE EXIT AND RETURN. Lt. Redmon was first out of the plane followed by myself then Lt. Kenny. S/Sgts Doughty and Johnson went out the right window after pulling the life raft emergency handle. We discovered the plane was in only four feet of water so S/Sgt. Johnson went back into the plane and destroyed the IFF. We took out all equipment and carried to shore where about 200 civilians were there to greet us. The Chief of Police of Uli, Basol, Pangasinan, P.I. signed a paper that he would guard the plane and all equipment. Mr. Crisostoma Liceralda, citizen of Uli, invited us to be guest at his home which we accepted and were treated royally. On the morning of 23 of June we set out on foot with two civilian guides to a road where a United States truck was waiting to take us to Langayan, P.I.*

Witness:

BILL N. REDMON, 2nd Lt. (Co-Pilot)

DONALD J. BRITTON,
2nd. Lt. Air Corps.
Pilot.

Nat M. Kenny Jr., 1st Lt. (Navigator)

S/Sgt. Clarence H. Doughty (Eng. Gunner)

S/Sgt. Edwin L. Johnson (Radio Gunner)

CONFIDENTIAL

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301
173-A
22 Jun 45
CMB

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

IEB/nb

24 June 1945

SUBJECT: Narrative Mission Report WFO 173-A-4, 22 June 1945.

TO : COMMANDING GENERAL, FPAF, APO 925.

1. Six Mitchells of this squadron took off from Clark Field No 1 for a shipping strike in Canton River on 22 June 1945. Five planes attack the target strafing and dropping 250 pound para demos which were observed to have damaged five or six powered river junks and three river navigation towers. Two bombs fell in a factory at Ping-Chow (2301N-11312E) with unobserved results. Airplane 009 returned to base early after a late take off. Plane 258 damaged its fuselage when it flew into rigging of a junk to avoid collision with a B-25 of the 500th squadron which was making a pass on the same boat. Airplane 268 ditched 25 yards off north shore of Desol Bay, Luzon (1557N-11949E) due to gas shortage. Four planes landed at Lingayan to refuel and return to locate survivors of plane 268 before returning to base. There were nil casualties to personnel. One plane was holed by machine gun fire over the target.

2. The primary objective of the strike was to search out and destroy any enemy shipping in the Canton River.

3. The 500th and 501st Bomb Squadrons of the 345th Bombardment Group participated on the strike with the 500th squadron leading to the target. Lt. Col. Doolittle, Group Deputy Commander, led the 501st Squadron with Lt. Vaughn as his navigator. Pilots and planes participating were:

FIRST FLIGHT

Lt. Col. Doolittle A/P 779
Lt. Marsden A/P 009
Lt. Flanders A/P 199

SECOND FLIGHT

Lt. Wagner A/P 258
Lt. Britton A/P 268
Lt. Walsh A/P 193

Five planes reached the target and made the search up the Canton River to Canton City and back to its mouth. Our attack was made in a formation of two plane flights with each plane taking one side of the river. 30 x 250 pound para demo bombs were dropped and 12,450 x .50 caliber rounds of ammunition was expended over the target. There were nil enemy ships sighted other than eight or ten powered river junks of which five or six were damaged by bombing and strafing. Two bombs were dropped in a factory at Ping-Chow (2301N-11312E) with unobserved results. Three river navigation towers were damaged by bombing and strafing. Plane 199, piloted by Lt. Flanders was holed by machine gun fire while over the target. Lt. Wagner had the fuselage of his plane damaged when it flew into the rigging of a junk to avoid collision with a B-25 of the 500th Squadron which was making

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

Narrative Mission Report FFO 173-A-4, cont'd.

a pass on the same boat. Airplane 268, flown by Lt. Britton, was forced to ditch twenty five yards off the north shore in Dosol Bay, Luzon (1557N-11949E) with nil casualty to the crew. The four other planes landed at Lingayen to refuel and returned to Dosol Bay to search for survivors of plane 268 before returning to base. The downed plane and crew were soon located. Lt. Britton had marked on the sand "All Five OK". The crew members of plane 268 were:

2nd Lt. Britton, Donald J. O-777056 Pilot.
2nd Lt. Radmon, Bill W. O-781049 Co-pilot.
1st Lt. Kenny, Nat M. Jr. O-67358 Navigator.
S/Sgt. Doughty, Clarence H. 13020240 Eng. Gunner.
S/Sgt. Johnson, Edwin L. 24891509 Radio Gunner.

(Report of the ditching and rescue of the crew see inclosure 1 of this report) Lt. Marsden in plane 009, who was late in taking off, returned to base early when no contact was made with the group. There was no fighter cover provided. Photos confirmed results as reported by crews.

4. In the opinion of this Officer there were no individual actions which justify awards.

5. STATISTICAL STATUS.

Time Table.

Took off 0800/I from Clark Field No 1.
Time over Target 1210-1250/I at min. alt.
Time of Landing 1710/I at Lingayen.
Took off from Lingayen 1800/I
Time of Landing 2030/I at Clark Field No 1.

Route.

Clark Field No 1 - Target - Lingayen - Clark Field No 1.

For The SQUADRON COMMANDER:

IRBAAC E. BAKER,
1st Lt. Air Corps.,
Asst. Intelligence Officer.

1 Incl.

Ditching and rescue procedure of crew in Plane 268.

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

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

11B/ba

10 July 1945

SUBJECT: Narrative Mission Report WFO 188-A-9, 7 July 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Nine Mitchells of this squadron took off from Clark Field No. 1 for an attack on SHO KOTO SHO Island (2157N - 12136E) during the morning of 7 July 1945. Seven bombers reached the target scoring excellent results with their bombs. The northwest half of the Island was heavily strafed, eight Mark-7 5 inch rockets were fired and a total of 42 x 100 pound free falling bombs were dropped, leaving that portion of the Island covered with white smoke to 200 feet. Two planes returned to base before reaching the target, airplane 062 developed engine trouble and plane 571 as escort. Airplane 062 jettisoned its bombs and fired seven of its rockets to lighten its load.

2. The purpose of this strike was to knock out any enemy supplies which might be on SHO KOTO SHO Island and give aid in training our combat crews on correct approach and attack procedure.

3. All four squadrons of the 345th Bombardment Group made the strike against SHO KOTO SHO Island. The 501st Squadron being fourth over the target was led by Lt. Speegle, with Lt. Lee as his navigator. Pilots and planes participating were:

FIRST FLIGHT

Lt. Speegle	A/P 065
Lt. Jones	779
Lt. Britton	561

SECOND FLIGHT

Capt. Burg	A/P 930
Lt. Raven	258
Lt. Walsh	014

THIRD FLIGHT

Capt. Hatcher	A/P 062
F/O Optycke	571
Lt. Chealand	199

4. Seven of the nine planes reached the target and made their attack on two passes seven planes abreast from the northwest to the south-east. 13,900 rounds of .50 caliber ammunition was expended, eight Mark-7 5 inch rockets were fired and 42 x 100 pound free falling bombs were dropped, leaving the northwest half of the Island covered with white smoke up to 200 feet. Capt. Hatcher, developed engine trouble before reaching the target and was escorted back to base by F/O Optycke. Capt. Hatcher jettisoned his bombs and fired seven of his Mark-7 5 inch rockets

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Narrative Mission Report PFO 188-A-9, cont'd.

after developing engine trouble. The eight rocket failed to fire. There was no fighter cover provided nor photos taken.

4. In the opinion of this officer there were no actions to justify awards.

5. STATISTICS.

a. Time table.

Take Off 0730/I from Clark Field No. 1
Time Over Target 1155/I at Minimum altitude.
Time Of Landing 1455/I at Clark Field No. 1

b. Route.

Clark Field No. 1 - West Coast Luzon - Sh. Koto Sho Island -
West Coast Luzon - Clark Field No. 1.

For The SQUADRON COMMANDER:

ISAAC E. BAKER,
1st Lt. Air Corps.
Asst. Intelligence Officer

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 74

BEG/bm

13 July 1945

SUBJECT: Narrative Mission Report WFO 192-A-7, 11 July 1945.

TO : COMMANDING GENERAL, FFAF, APO 925.

1. Four Mitchell Bombers of the 501st Bomb Squadron attacked targets of opportunity along the west coast of Formosa on 11 July 45 after a fruitless search for major enemy shipping in the Pescadores Islands and along the Formosa coast. Nine small sampans and fishing boats were destroyed and twelve to fifteen more damaged by strafing in the Pescadores area. Buildings and barges at Gosai (2416N-12031E) and at Han-po-hui (2359N-12021E) were wrecked by bombing and strafing. One of our planes was hit by light ack-ack fire over Gosai. The plane was crash landed safely at Clark Field with no injuries to crew personnel.

2. Our objective was to continue the allied strangle hold on the enemy's shipping lines from the East Indies to his homeland, by patrolling the Pescadores - Formosa shipping areas.

3. a. The 500th Bomb Squadron participated on this mission, sending four planes to sweep the east coast of Formosa. Capt. Fay, 501st Squadron Operations Officer, led our squadron on the mission. Other pilots and planes were:

FIRST FLIGHT

Capt. Fay A/P 561
Lt. Jones, R.E. 572

SECOND FLIGHT

Lt. Britton A/P 199
Lt. Walsh 014

b. The only shipping sighted was sampans and small fishing boats scattered around the Pescadores. These were attacked by strafing, and nine were definitely destroyed and twelve to fifteen more damaged. After searching the Pescadores area, our formation proceeded to search the west coast of Formosa. When no shipping was found, our planes attacked targets of opportunity. At Gosai (2416N - 12031E) three warehouses were destroyed and at least two more damaged by our 250 pound free falling bombs and by strafing. Five or six barges tied to a pier at Gosai were badly damaged when Lt. Jones poured his nose guns into them. Lt. Britton's plane was hit by light ack-ack over Gosai, causing him to jettison his six bombs. He was able to keep his plane under control, and returned to base with the squadron formation. His landing gear had been knocked out and he had to crash land his plane, which he did with no injuries to his crew. At Han-po-hui (2359N-12021E) our planes demolished

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Narrative Mission Report FFO 192-A-7, cont'd.

eight to ten sheds and small buildings, starting several small fires.

c. The only opposition encountered on this strike was meagre, generally inaccurate, light weapons fire at Cosei, which holed Lt. Brittons plane. There was no fighter cover provided and no interception encountered. Photos were taken, but prints have not been received at the time of preparing this report.

h. There were no actions to justify awards.

5. STATISTICS.

a. Time table.

Took Off at 0715/I from Clark Field No. 1
Time Over Target 0955 - 1230/I from minimum to 700 feet altitude.
Time Of Landing 1615/I at Clark Field No. 1

b. Route.

Clark Field, South tip Formosa, Pescadores, North tip Formosa,
Target, Clark Field.

For The SQUADRON COMMANDER:

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

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 245

201
216-C-1
29 JUL 45
BEO/bn

30 July 1945.

SUBJECT: Narrative Mission Report FPO 210-G-1-1, 29 July 1945.

TO : COMMANDING GENERAL, FMAF, APO 925.

1. During the morning of 29 July 1945 six B-25J Mitchell Bombers of this squadron destroyed two luggers and damaged two or three small fishing boats off shore at ARA-SAKI, Kyushu (3101N-13042E) and bombed and strafed ARA-SAKI Village with unobserved results. We suffered no losses of any kind.

2. Our primary objective was to assist in the final destruction of Japan's remaining sea power by making a sweep of the western third of the Inland Sea. Our secondary objective was to cut the main north-south railway line along Kyushu's east coast by bombing the railyards at MIYASAKI (3155N-13126E). Bad weather along the east coast of Kyushu forced us to abandon our attack on both primary and secondary targets.

3. a. All four squadrons of the 345th Bomb Group participated on this strike, furnishing six planes each. Lt. Col. Glenn A. Doolittle 345th Commanding Officer, flew with the 499th Squadron as strike force commander. The 500th, 501st, and 498th Squadrons followed in that order. Lt. Steele led the 501st Squadron. Other 501st pilots and planes were:

FIRST FLIGHT

Lt. Steele	A/P 052
Lt. Raven	561
Lt. Marsden	572

SECOND FLIGHT

Lt. Wilkinson	A/P 062
Lt. Phillips, M.S.	950
Lt. Walsh	571

b. After making rendezvous with P-51 fighter cover at Cape Toi (3121N-13122E) at 1000/1 at 2,000 feet, the group formation proceeded north along the east coast of Kyushu as far as 3139N-13134E, where bad weather ahead completely blocked their approach to the secondary target and to the Inland Sea. The Group leader turned back at 1020/1, electing to attack targets of opportunity in Southern Kyushu. Our squadron made thier attack at ARA-SAKI, where two luggers were anchored just off shore, and three small fishing craft were beached along the shore. Two (or three) passes were made by five of our planes, and several direct bomb hits and near misses, with heavy strafing, sank one of the luggers and completely destroyed the other one, leaving only a battered wreck of a hull, which was sinking when our planes left the area. The three fishing boats on the beach were riddled by nose gun strafing and all were badly damaged. Lt. Wilkinson bombed and strafed buildings in ARA-SAKI Village, with no important results at all

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Narrative Mission Report FFO 210-6-1-I, cont'd.

visible. Lt. Walsh was forced out of the traffic pattern on his second pass, and dropped his last two bombs at a navigation beacon-tower near the light house at the tip of SADA-MISAKI (3059N-13040E) with no visible damage.

c. There was no attempt at interception, and no enemy planes were encountered. The only ack-ack reported was possible machine gun or small arms fire from ARA-SAKI. It is the opinion of this officer that this was probably tracers from our own strafing guns. None of our ships were damaged in any way. Photo prints have not been received at the time of preparing this report.

4. There were no actions by individuals to justify awards or citations.

5. STATISTICS.

a. Time table.

Took Off at 0715/1 from IZ-Shima.
Time Over Target 1035 - 1045/1 at minimum altitude.
Time Of Landing 1315/1 at IZ-Shima.

b. Route.

IZ-Shima - Cape Toi - (3139N-13134E) - ARA-Saki - IZ-Shima.

For The SQUADRON COMMANDER:

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

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501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 245

HRG/bm

31 July 1945.

SUBJECT: Narrative Mission Report WFO 21145-1-1. 30 July 1945.

TO : COMMANDING GENERAL, FRAAF, APO 925.

1. Six B-25's of the 501st Bomb Squadron bombed and strafed MIZUNOKO-SHIMA Lighthouse (3303N-1321E) in the BUNGO Channel, after a fruitless search for enemy shipping along the east coast of Kyushu Island and the Bungo Channel. The lighthouse and several adjacent buildings were damaged. One of our planes dropped two bombs on ANZAKO Town, Tanegashima (3040N-1310E) with no apparent damage. Our losses were nil.

2. Our primary objective was to help eradicate the enemy's merchant fleet in the Kyushu-Kanshu area - particularly in and around the western third of the Inland Sea. Our secondary objective was to cut the north-south railway line along the east coast of Honshu, but hitting the railway yards at HONOKA (3235N-13140E).

3. a. All four squadrons of the 345th Bomb Group participated, employing six planes per squadron. The sequence of attack in the group formation was: 500th, 501st, 498th, 499th Squadrons, in order. Capt. Foy led our squadron. Other 501st pilots and planes were:

FIRST FLIGHT

Capt. Foy A/P 919
Lt. Jones, R.E. 931
Lt. Phillips, C.L. 408

SECOND FLIGHT

Lt. Chealander A/P 993
Lt. Opdyke 065
Lt. Britton 351

b. Taking off from IS A/D at 0830/I, our planes proceeded direct to Cape Toi (3121N-13122E) where rendezvous with P-51 fighter escort was made at 1130/I at 2,000 feet. Enroute to Cape Toi, a lone silver BMTTY was sighted flying a 350 degree course at 2825N-12900E at 0950/I. Our planes were at about 2500 feet at this time, and the BMTTY passed under about 1200 to 1500 feet below our formation. No attempt was made at interception. After searching the southeast coast of KYUSHU north from Cape TOI, and while sweeping the Bungo Channel, a lone lugger or small engine aft freighter of less than 100 gross tons was sighted at 3314N-13225E. This vessel was attacked by the lead squadron in the group, and our planes proceeded north to complete their shipping search. When no further shipping was sighted, MIZUNOKO-SHIMA Lighthouse was selected as a target of opportunity and attacked. Our planes dropped 21 bombs at it, and its adjacent buildings, and strafed heavily, with nearly all planes making two passes. The lighthouse and buildings were damaged seriously by our attack. After completing this attack, and while leaving the area, a man was seen

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Narrative Mission Report WFO 211-G-1-1, cont'd.

waving a large white flag from the top of the lighthouse tower. Capt. Foy had two bombs left of his original four five hundred pounders, and dropped these on ANZAKO Town, TANEGA-SHIMA, en route back to base. There were no visible results other than bombs exploding.

c. There was no enemy opposition of any kind encountered on this strike. Our fighter cover was excellent. Our planes took K-21 photos, but prints are not available at the time of preparing this report.

4. There were no actions by individuals to justify awards or citations.

5. STATISTICS.

a. Time Table.

Took Off at 0835/I from IJ-Shima.
Time Over Target 1215 - 1220/I at Minimum altitude.
Time Of Landing 1555 - 1600/I at IJ-Shima.

b. Route.

Ie-shima - Cape Toi - Bungo Channel - Sadamisaki Point (YJ20N-15201N) - Mirunoko-shima Lighthouse - Tanega-shima - Ie-shima.

For The SQUADRON COMMANDER:

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

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212-C
315445

501ST BOMBARDMENT SQUADRON (M) AAF
345TH BOMBARDMENT GROUP (M) AAF
APO 245

BEG/bm

2 August 1945.

SUBJECT: Narrative Mission Report FFO 212-C-1-1, 31 July 1945.

TO : COMMANDING GENERAL, FEAF, APO 925.

1. Six Mitchell strafers of the 501st Bomb Squadron attacked the Japan Fertilizer Plant at MARUSHIMA, Kyushu (3212N-13025E) on 31 July 45, strafing and dropping quarter ton bombs. Results were excellent, with our planes scoring five or more direct hits on buildings in the factory area and adding to the towering fires started by the lead squadron's attack. We lost one plane and crew, shot down over the target by flak.

2. Our primary objective was a sweeping search for enemy shipping in the coastal waters north and west of Kyushu and Honshu, but this sweep had to be abandoned because of gas shortage of our escorting P-47's. Our assigned secondary objective was the Japan Fertilizer Plant at Marushima.

3. a. Four Squadrons of the 345th Bomb Group participated on this strike, each squadron employing six planes and attacking in the following order: 498th, 501st, 499th, and 500th. Capt. Burg led our squadron, after Capt. Ollie E. Hatcher 345th Group Asst. Operations Officer, had been forced to return to base shortly after take off, due to electrical failure of his plane. 501st pilots and planes completing the mission were:

FIRST FLIGHT

SECOND FLIGHT

Capt. Hatcher	A/P 561
Lt. Raven	062
Lt. Jeans	944

Capt. Burg	A/P 258
Lt. Armistead	014
Lt. Mathews	950

b. Our shipping sweep was abandoned at the fighter rendezvous point when the fighters reported gas shortage. The group formation then proceeded direct to the secondary target at Marushima. Our approach was made through YATSUSENRO Bay, making landfall just south of the target and flying inland, circling to the left around a 2,250 foot hill to sweep over the target at minimum altitude on a 275 degree heading in flights of three planes abreast. Heavy and medium guns at Marushima began firing at our planes the minute they made landfall on their initial approach. This first fire was barrage type of moderate intensity. Circling the hill, barrage fire was again encountered, and this time it was intense and included medium as well as heavy calibre fire. Captain Burg's plane was hit at this time, and his right wingman saw his right engine and right wing burst into flames. Capt. Burg kept his plane under control and led his squadron on into the assigned target, making his run directly across the center of the fertilizer plant. Although his plane was badly hit and burning he strung his four bombs through

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Narrative Mission Report FFO 212-G-1-I, cont'd.

the target and scored one direct hit on the targets building in the plant area. Just as he passed over the factory, Captain Burg's plane was apparently hit for the second time as it was seen to rock violently and the left engine caught fire. He was headed to sea at this time, and made a ditching about five miles off shore in YATSUSHIRO Bay at approximately 3212N-13119E. This was at 1117/1 hours. The plane broke apart on ditching and almost instantly the entire plane was alive with flames. Lt. Mathews returned to circle the ditched plane, and reported there were no possible survivors. In all, our six planes dropped 16 bombs in the factory area, scoring five or more hits on buildings and adding to the fires and general destruction. Smoke made accurate observation difficult. Two of our planes were unable to make their runs over the factory area, and were forced to drop their bombs in Marushima Town. 9,800 rounds of .50 calibre ammunition were expended in strafing.

g. Enemy opposition was intense and effective. Flak shot down Capt. Burg's plane and badly damaged two planes and caused minor damage to two others. Only one plane escaped undamaged. Moderate to intense, medium and heavy, accurate flak was received from positions scattered throughout Marushima town. Three radial engine unidentified single seater fighters were seen trailing the squadron as they passed out into Yatsushiro Bay on withdrawal from their attack on the target. When Lt. Mathews returned alone to circle Capt. Burg's ditched plane a single fighter made a firing pass at him from six to seven o'clock, pressing his pass to about 400 yards. He broke away to the left after being fired at by Lt. Mathews turret gunner. There was no damage to either plane. Our fighter cover, provided by sixteen F-47's, was good, except for the fact that they did not follow the bombers into the secondary target, and were not present at the time of the interception on Lt. Mathews. K-21 photos were taken of our attack, but prints are not available for interpretation at the time of preparing this report.

4. There were actions which justify awards. In the opinion of this officer, the extreme courage and devotion to duty displayed by the crew of A/P 258 in continuing their run after being hit by flak, and leading the squadron on into the target after their plane was hit and on fire, is worthy of the highest commendation. The following crewmen should be awarded the Distinguished Flying Cross - Posthumously: Captain RICHARD E. BURG, O-742127, Pilot; 2nd Lt. BILL W. REDMON, O-781049, Co-Pilot; 2nd Lt. ROBERT N. BRAUN, O-699923, Navigator; T/Sgt. FRANKLIN T. STRAWN, 33691442, Engineer-Gunner; S/Sgt. EDWIN L. JOHNSON, 34891509, Radio-Gunner.

5. STATISTICS.

a. Time Table.

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Narrative Mission Report FFO 212-C-1-I, cont'd.

Took Off at 0755/I from IE-Shima.
Time Over Target 1113 - 1115/I at Minimum altitude.
Time Of Landing 1345 - 1425/I at IE-Shima.

b. Route.

IE-shima - R.P. (3200N - 12820E) - Target - IE-shima.

For The SQUADRON COMMANDER:

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

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