



8TH BOMBARDMENT SQUADRON (L)

JUNE 1944

T A B L E O F C O N T E N T S
U N I T H I S T O R Y J U N E 1 9 4 4

I	CHRONOLOGICAL NARRATIVE	<u>PAGE</u>
A.	COMBAT	
1.	General	
a.	Location of Squadron; serviceable aircraft	4
b.	Combat Statistics	4
c.	Damage to Enemy Installations	5
d.	Combat losses	5
e.	Training	6
2.	Daily Missions-Narrative	6
3.	A-26-B Combat Trials	13
4.	Combat Photos	15
B.	ADMINISTRATIVE	24
II	PERSONAL AND LOCAL INTEREST	
A.	Biographies of Officers and Enlisted Men Lost in Action during June	29
B.	Local Interest	36
III	APPENDIX	
	Personnel strength	41
	Airplanes-Strength and Statistics	42
	Ammunition Expenditures	43
IV	BIBLIOGRAPHY	44

PART I

C H R O N O L O G I C A L
N A R R A T I V E

PART I

A. COMBAT

1. GENERAL

a. Location of Squadron; Serviceable Aircraft.

During the entire month of June the Squadron was based at Hollandia, Dutch New Guinea, APO 565.

Serviceable aircraft - 1 June, - 10 A-20Gs; 30 June, - 13 A-20Gs.

b. Combat Statistics - Combat operations of the Squadron for the month of June 1944 were on a scale never before equalled by this Squadron for any period except during the last two weeks of May 1944 and, in many respects, surpassing those of any other Squadron of the Group for any like period. (1)

A total of 24 combat missions and 246 individual sorties were flown on actual strikes against enemy targets in A-20G30s and 40s and A-26Bs, the second largest number (to the record, 28 in May 1944) ever flown by this Squadron and the third largest ever flown by any Squadron of the Group. None of these were reconnaissance, courier or weather, etc. missions.

A total of 1217.7 actual combat strike hours were flown during the month, an all time high for any Squadron of the 3rd Bombardment Group (1), exceeding by 33 1/3% the next highest number ever flown by any Squadron. In addition, 3 "combat" missions of 33 sorties and about 68 "combat" hours, were flown between Nadzab, Hollandia and Wakde Island on 7 and 11 June.

Captain George R. Greene, Operations Officer, flew 4 strike sorties, as well as numerous practise flights, giving A-26Bs their first combat tests in any theater of the War. Captain Greene flew a total of 16 actual combat strike missions during the month for 77 combat hours, an individual record for this Squadron and probably for the Group and also 6 technical "combat" missions. (2)

(1) All figures and statistics in this section b. were secured through the Squadron Statistical Officer, from original Squadron and Group operations records and reports. All have been checked personally by the Squadron Intelligence Officer. All figures on number of missions and hours check with Final and Narrative Mission Reports on file in the Intelligence Section.

(2) From 17 May to 1 July inclusive, a period of 46 days, Captain Greene flew a total of 28 actual combat strike sorties, for a total of 124.35 hours, which is believed to be an outstanding, if not unequalled individual record in A-20s. In addition he flew 8 "combat" missions for a total of 10.10 hours during this period.

Numerous targets were attacked for the first time during this month. Two missions of 1150 miles each, the longest to date by this Squadron, were led by Captain Charles C. Smith, C. O. of the Squadron.

Expenditure of bombs and ammunition for the month also broke several records. 2146 bombs, totalling 157.57 tons were dropped on targets and 257,000 rounds of .50 calibre ammunition were expended. Both figures are all time records for this Squadron and very close seconds to all time records for any Squadron of the 3rd Group.

In Combat Readiness of airplanes, the Squadron led the Group with 80%.

c. Damage to Enemy Installations - Damage inflicted on enemy planes, shipping and other installations during the month was terrific. Ascertainable specific destruction and damage were as follows:- (3)

Enemy planes destroyed on the ground, 20 (a number of which previously had been damaged). Enemy planes damaged on the ground, 3. Enemy planes destroyed in the air, 1.

Enemy shipping - 2 Sugar Charlies, 13 luggers, 1 gunboat and 17 barges destroyed. 3 Sugar Charlies, 8 luggers, 14 barges and 1 river steamer damaged.

Miscellaneous - 3 trucks destroyed and 3 damaged, 8 fuel fires started, 2 jetties destroyed and 5 damaged, buildings destroyed and damaged on 13 strikes, 3 A/A positions destroyed and 4 damaged.

d. Combat Losses - On the other hand, the month was a tragic one for the Squadron in that six crews, less one gunner, were killed in action, - a far greater number and proportion than ever before in A-20s or B-25s. This unquestionably was due in part to intense pilot fatigue which developed toward the middle of June when 13 pilots had to fly 12 planes daily, some of them going on 6 to 7 missions of 5 to 6 hours duration in a row. It was also attributable in part to an abnormal number of mechanical failures due to three factors:- (a) physical impossibility of the Engineering Section, under drastic orders to produce 12 flyable planes daily, to provide its previous top standard of maintenance and inspection; (b) to excessive wear and tear caused by the unusual dust and gravel conditions of Hollandia A/D; and (c) to the use of new A-20G-40s which had to be pressed into service immediately on receipt and which were found to have extremely dangerous exhaust stack defects. Another factor was the attacking of several enemy bases such as Moemi and Babo where the only targets were intense concentrations of A/A.

Of the six pilots lost, 1st. Lieutenants Madden, Kellum and Rothery were Deputy Flight Leaders and the secondary backbone of the flying personnel. The other three, 1st. Lieutenants McKeown and Brown, and 2nd.

(3) Compiled by Intelligence Officer from official Final and Narrative Mission Reports, the claims of which have been reduced in final assessment by interpretation of strike photographs and further interrogation.

Lieutenant Fick were all outstanding men among the newer pilots. At least three of these six men were material for future Squadron C. O.s.

e. Training - None during month due to intense operations.

2. DAILY MISSIONS (4)

1 June - (F.F.O. 153) (5) A low level attack was made by 11 out of 12 planes on grounded enemy planes at Ransiki A/D in support of general landing operations in Dutch New Guinea. The 8th Squadron led the 90th in this first low level attack on this target. In four bombing and strafing passes 105 X 100 lb. parademos, 18 X 250 demos and 16,600 rounds of .50 bullets left 4 enemy planes in flames, blew up 2 trucks, burned another and caused great damage to stores and bivouac areas. The 12th plane returned early from Podena with one engine cutting out.

2 June - (F.F.O. 154G) 10 planes took off at 0900/K to bomb Waren A/D, 6 miles south of Ransiki, on the west side of Geelvink Bay, D.N.G. The Squadron turned back on signals from Wakde Island and a FBY recco. that there was a solid line front to the west. They then remained on ground alert.

At 1330/K the Squadron was notified to take off at 1400/K to bomb and strafe enemy planes which had just landed on Kamiri A/D, Noemfoor Island. (F.F.O. 154-I) 9 A-20s took off at 1400/K without fighter escort. 8 attacked the target with 90 X 100 lb. para demos, 18 X 250 lb. demos and 13,350 X .50 calibre, starting at least 6 fires. 4 of these were blazing fighter planes and two were fuel dumps. A large explosion resulted from one of the latter. Several buildings were blown up. Nearby Kornasoren A/D was also strafed. The 9th plane returned to base on one engine from near Biak Island. En route home one enemy Zeke of three intercepting planes, was shot down into the water by turret gunners of 4 A-20s. Official confirmation of this has been made. (6)

3 June - (F.F.O. 155-0) 12 A-20s were dispatched to search for an enemy convoy at 0° 18' S, 132° 56' E, northwest of Manokwari. All planes reached the target area after searching northwest of Biak Island to the

(4) The following are briefs of information taken from the Final Mission Reports and Narrative Mission Reports in the files of the Squadron Intelligence Section.

(5) All F.F.O. references are to Fragmentary Field Orders of 310th Bombardment Wing (M), APO 565.

(6) Intelligence Summary No. 223, 8 July 1944, in G-4, paragraph 176, and at page 3a, "Delayed Reports".

Equator, the most northern point yet reached by the Squadron. A heavy cruiser and a destroyer, sighted off Cape Srabapan, were not attacked due to orders, but a gunboat and a Sugar Charlie near shore received direct hits, blew up, burned and sank. A total of 1140 miles were flown in 6 hours. The A-20 piloted by 1st. Lieutenant Madden, with S/Sgt. Evans as gunner, went in without survivors, while attacking one of the vessels. Captain Patton was credited with the Sugar Charlie and Lieut. Shook with the gunboat.

4 June - (F.F.O. 156-F) 12 planes started a shipping search northwest of Manokwari with the 3 other Squadrons of the Group. 2 returned early, due to mechanical trouble. The other 10 attacked Manokwari town and harbor after a fruitless coastal search. Buildings were blown up, a large fuel fire and several smaller ones were started, one jetty was damaged and one destroyed, two luggers and 2 barges were destroyed and several others damaged. All planes then attacked Kemiri A/D, burning a damaged Tony and an U/I fighter and starting a fuel fire. Heavy, intense A/A was received at Manokwari. Captain Smith and 1st. Lieut. Shultz were credited with the two luggers.

5 June - (F.F.O. 157-A) In the first attack, by the 3rd Attack Group, on Babo in the MacCluer Gulf, 13 planes of this Squadron took off with the other 3 Squadrons. One crashed and exploded on take-off, due to running into prop wash of a B-25 warming up. The pilot, 1st. Lieut. O'Flahavan, was killed, but the gunner escaped. Two planes returned early because of mechanical failure. The other 10 planes made one low level sweep over Babo A/D and town, destroying and damaging many buildings, 3 or 4 grounded enemy fighters and starting several fuel fires with 68 X 100 lb. parademos and 6,550 rounds of .50 calibre ammunition. Automatic A/A was very intense but only one plane was hit.

6 June - (F.F.O. 158-H) 12 planes of this Squadron took off to attack shipping and supplies at Manokwari. The 8th Squadron led the 13th Squadron on this mission. 11 planes made one attack in 3 and 2 plane elements across the entire harbor area. Two large luggers definitely were destroyed by 1st. Lieut. Kellum and 1st. Lieut. Shultz. 2 others were set on fire, 9 barges were sunk, several other barges and luggers were damaged and considerable damage was caused to two jetties, shore supply areas and buildings with 93 X 100 lb. parademos, 18 X 250 lb. wing demos and 9,550 rounds of .50 calibre. One plane turned back because of mechanical failure. Heavy and medium A/A were intense. The 11 planes landed at Wakde due to weather and the crews remained overnight.

7 June - The 11 planes and crews returned to base from Wakde at 0945/K, without incident. (7)

(7) Squadron Operations Records.

7 June - (Continued).

11 planes were flown to Nadzab (8) to give the bulk of the pilots and gunners a 7 day rest prescribed by the Squadron Flight Surgeon. (9)

11 June - (F.F.O. 163-E 5) 9 of the Nadzab planes and crews were ordered and returned to base after 3 clear days rest. (10)

3 planes of the Squadron, leading 2 others of the 89th Squadron, conducted a shipping search along the west coast of Biak Island and around Soepiori Island. One large heavily camouflaged loaded barge in the Wardo River received a direct hit and was probably destroyed. On orders from the ground station, two runs were made across the south side of Borokoe A/D on Biak Island and the prescribed area was accurately bombed and strafed. The flight leader's left engine cut out as he started to attack the barge, resulting in the other two planes completing a very hurried barge search before rejoining the flight leader at the secondary target.

12 June - (F.F.O. 164E-5) 11 A-20s of the Squadron attacked A/A positions at Moemi and Waren A/Ds in 3 bombing and strafing runs while the 89th Squadron, which the 8th led to the target, attacked Ransiki A/D. 6 planes hit Waren and 5 Moemi. 105 X 100 lb. parafrags, 21 X 250 lb. demos and 13,900 rounds of .50 calibre resulted in demolishing numerous buildings in Waren village and near the A/Ds and hits on 2 A/A positions, destroying one. Three fighters on Moemi A/D were set on fire and one dive bomber and one fighter damaged. Three trucks were strafed and damaged, a barracks building was blown up and one Sugar Charlie, 1 lugger and 3 barges heavily strafed and damaged. One A-20, piloted by 2nd. Lieut. McKeown, with S/Sgt. Montgomery as gunner, crashed on the second pass over Moemi, when hit by A/A fire. There were probably no survivors.

13 June - (F.F.O. 165E-4) The Squadron sent 12 A-20s on a ground support mission in connection with the Biak Island operation. The 89th led to the target. Three passes in trail were made down the ridge north of Mokser and Borokoe strips. The entire area was plastered with 108 X 100 lb. parademos, 21 X 250 lb. demos and 19,200 rounds .50 calibre. Ground station signalled, "You hit it right on the nose". Target area was marked by mortar smoke shells. Captain Baldwin (Assistant Group S-3), flying with the 8th, came back with a 5 X 2½ ft. A/A hole in his left wing.

(8) Squadron Operations Records.

(9) Conversations between Captain Nicholas Peters, Flight Surgeon and Captain Rignal W. Baldwin, Intelligence Officer, on 6 June and about 1 July.

(10) Squadron Operations Records.



RANSIKI A/D - 1 June 1944

20 June - (F.F.O. 172E-4) A 12 plane mission by this Squadron alone, set out for a coastal shipping search northwest of Manokwari. Two planes turned back due to smoking engines. A lugger near Cape Waio was cut in half by a direct bomb hit. Bombing of two pairs of beached camouflaged barges near Cape Srabapan resulted in direct hits on and complete destruction of two and heavy damage to the others. Another large barge near Cape Boropen was damaged. Two planes, piloted by Capt. Sounhein and 1st. Lieut. Shultz, crossed Pasir Bay at Manokwari and strafed several luggers and left a large lugger in flames from direct hits.

Captain Greene flew 1 hour of local flight in the A-26B plane. (16)

21 June - (F.F.O. 173B-8) 10 A-20s took off to search Paniai Lake in Southwest Dutch New Guinea, the Siriwo River and High West Point for enemy barges, supplies and personnel. There were nil enemy sightings or attack on this 4 3/4 hour mission.

22 June - (F.F.O. 174E-7) The primary target, shipping at Kokas and in the MacCluer Gulf, could not be reached by this Squadron leading the 89th, due to a solid front in Geelvink Bay. A secondary target near Sarmi, assigned by the ground station, was attacked by 10 of 12 A-20s with 97 X 100 lb. parademos and 15,700 rounds of .50 calibre. All bombs fell in the wooded target, destroying probable Jap Headquarters buildings and other installations.

23 June - Another respite to the 11 remaining pilots and to the gunners and valiantly hard working ground crews.

Captain Greene flew an A-26B on local flight. (17)

24 June - (F.F.O. 176E-3) 10 of 11 A-20s, with all 3 other Squadrons of the Group, bombed and heavily strafed a garden and woods area south of Kornasoren A/D in strategic support of the coming Noemfoor Island landing operations. Due to speed and nature of the target, damage could not be assessed. One plane whose bombs did not release over the primary target, attacked probable Jap Headquarters at Danking on the Tor River, the secondary target. One plane returned to base early because of engine trouble.

Captain Greene flew an A-26B on a Group Mission against shipping near Kokas and in the MacCluer Gulf. (F.F.O. 176E-9) He scored a direct hit on a Sugar Charlie in Sekar Bay, probably destroying it.

(16) Squadron Operations Records.

(17) Squadron Operations Records.

25 June - (F.F.O. 177E-6) 10 planes, following the 89th and 90th Squadrons, attacked 5 probable Jap bivouac and Headquarters positions along the Tor River. Direct hits were scored on numerous shacks and covered fox holes, but results were largely unobservable due to nature of the terrain.

26 June - (F.F.O. 178E-11) A suspected enemy bivouac and evacuation area near Korim Bay on the north side of Biak Island was attacked by 11 A-20s of this Squadron, led to the general area by the 13th Squadron. 63 X 250 lb. demos and parademos and 14,500 X .50 calibre rounds were expended, destroying a number of new shacks and lean-tos, but dense jungle made it impossible to ascertain concrete results.

One of 4 A-26Bs on a Group Mission (F.F.O. 178E-6) was piloted by Captain Greene who led the mission. A defense area at Kamiri was the target. Results were unobserved.

27 June - (F.F.O. 179E-6) Captain Greene piloted one of three A-26Bs on a Group mission scheduled to strike Moemi. Due to mechanical trouble he was forced to land at Wakde Island. After repairs, he proceeded to Biak Island, the secondary target, and, on assignment by the ground station, he attacked Wardo Village where he destroyed several European type buildings.

28 June - (F.F.O. 180E-3) 2 A-26Bs of this Squadron attacked with 58 X 100 lb. parademos and 7,600 X .50 calibre along the M/T road east of Kamiri A/D and personnel areas near Kornasoren and Namber A/Ds with unobserved results.

8 of 9 A-20s which started, made a shipping search along the coast northwest of Manokwari. (F.F.O. 180E-8) The other turned back from Cape Saweba to Mokmer A/D because of engine trouble. Numerous direct hits totally destroyed 2 heavily camouflaged barges near Moebrani. 7 planes then attacked the secondary target, bivouac and supply areas near Namber A/D on Noemfoor Island without observable results. 77 X 100 lb. parademos and 8,000 rounds of .50 calibre were expended by the 8 planes.

29 June - (F.F.O. 181E-7) 8 of 10 planes of this Squadron, leading the 90th Squadron, reached Moemi and attacked A/A positions as directed. Several positions were blanketed and ceased firing. An unserviceable twin engine bomber was set afire by strafing. Buildings were destroyed and bivouac and supply areas bombed and strafed. Two planes returned to base shortly after take-off due to engine trouble.

30 June - (F.F.O. 182E-3) 9 planes of this Squadron, on a coordinated mission with the 13th and 89th Squadrons, attacked an area southeast of Kamiri A/D believed to contain supplies and personnel. 31 X 500 lb. bombs and 11,400 rounds were expended into the thick woods area with unobservable results.

A-26 B

COMBAT TRIALS

THE A-26B - COMBAT TRIALS.

The pilots were greatly disappointed with the A-26Bs, which received considerable testing in combat during June. Unfortunately they did not run into any really good shipping or grounded aircraft targets, but average targets of this theater were attacked.

Capt. Greene and Gordon and 1st. Lt. Shook were checked out and flew the A-26s in combat. Capt. Greene probably flew more strike missions in it than any other one pilot. They did not regard the A-26 as nearly as good a plane for low level attack as the A-20. They thought it would be good for medium bombardment and excellent as a "Fat Cat".

The principal drawback was the extraordinarily poor lateral visibility caused by the projecting engine nacelles. Visibility to the sides during a barge search or on attack is practically nil. The forward vision also is considerably restricted, compared to the A-20. This feature alone was felt to count the A-26 completely out for low level attack on average targets in this theater.

Another disappointment was the short range, - not exceeding that of an A-20; also the cruising and maximum speeds were considerably under what had been expected. On the advantage side were the terrific forward firepower (3500 X .50 cal. expenditure, or $1\frac{1}{2}$ to 2 times that of the A-20, being usual on strikes), the large bomb load, the comfortable cockpit and ease of flying, combined with the ability to carry a navigator, crew chief or observer, without crowding.

C O M B A T

P H O T O S



RANSIKI A/D - 1 June 1944

Photograph taken on 4th pass showing burning plane of preceding photo; also showing four heavily camouflaged fighters in revetments along woods on north edge of A/D. Of these, the second from foreground is on fire and third from foreground has commenced to smoke. Three of planes in photo were totally destroyed and others damaged by strafing. Those along woods were destroyed or damaged by Captain George H. Greene, Squadron Operations Officer, on second and third runs, after being discovered and pointed out on first run by 1st. Lieut. Lawrence L. Lowery, navigator and observer.



Kamiri

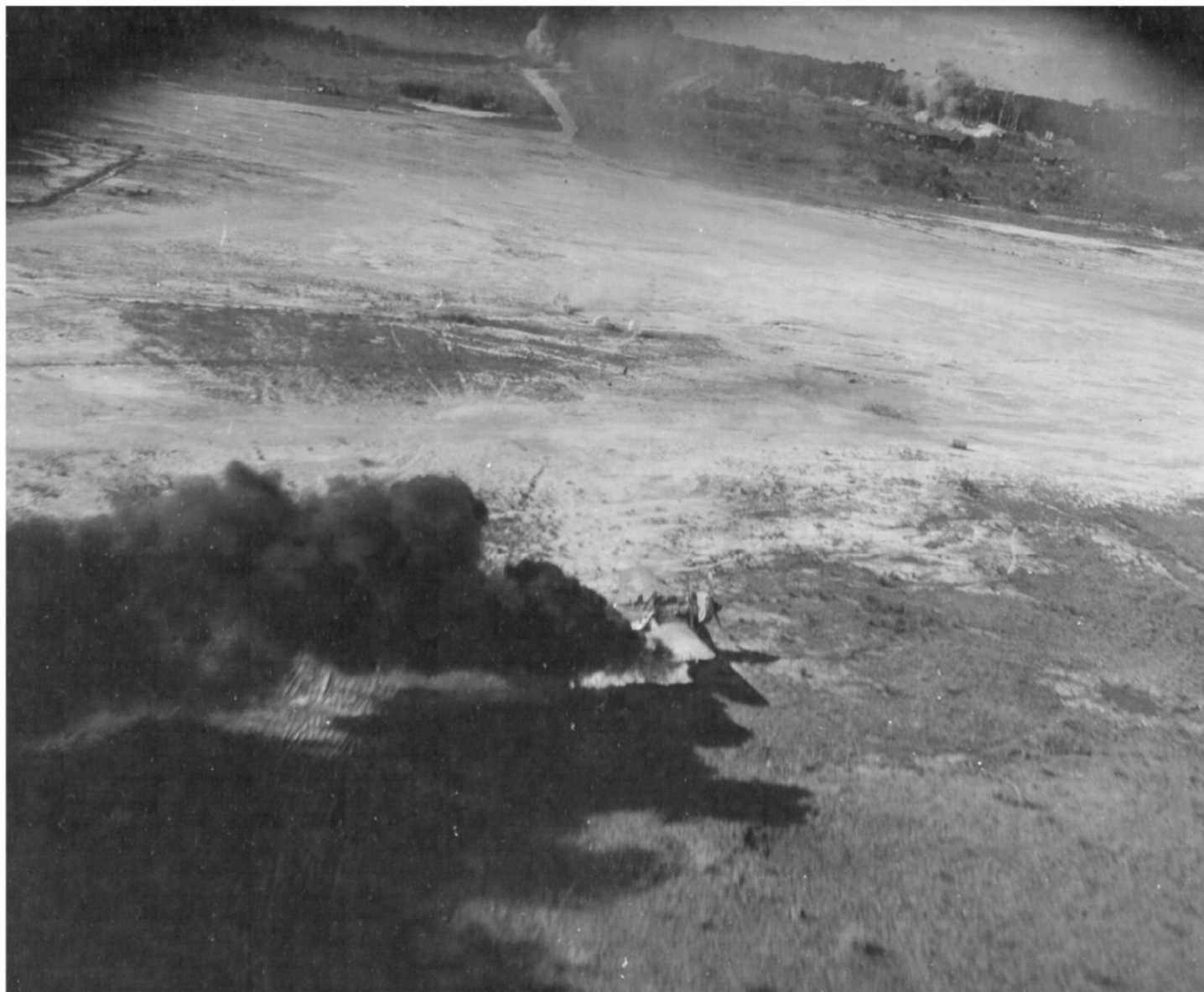


Planes of the 3rd Bomb Group, 8th Bomb Squadron score hits on Japanese shipping in the Manokwari Area, Dutch New Guinea on 15 June 1944, as they release their parachute bombs.





BASC A/D - 14 June 1944



BAEC A/D - 14 June 1944



Luggers at Manokwari 15 June 1944

This photo shows (a) a direct hit scored by 1st. Lt. Milton T. Kellum on a lugger in the top center, hidden by beam burst, (b) a direct hit scored on a lugger at the upper left by 1st. Lt. Joseph M. Schatz, (c) the swirl of a near miss on the large lugger in the foreground scored by the preceding element and (d) a 100 lb. para-demo, dropped by 1st. Lt. Kellum, about to fall into this lugger, which was also blown up.

ADMINISTRATIVE

PART I

B. ADMINISTRATIVE.

Work on the new camp area at Hollandia, Dutch New Guinea, progressed rapidly during June. With the cooperation of all departments, the administrative facilities and the shops and offices on the line were completed in a short time, despite the number of missions flown during the month.

At the beginning of the month, the Squadron consisted of 265 enlisted men and 40 officers, while at the end of June the total had dropped to 32 officers and 252 enlisted men (1).

Combat losses were the heaviest since November, 1943, and the morale of the Squadron dropped considerably. 1st Lieutenant Madden, S/Sgt Evans (2), 1st Lieutenant O'Flahavan (3), 2nd Lieutenant McKeown, S/Sgt Montgomery (4), 1st Lieutenant Rothery and Sgt. Lynch (5), were all killed in action during the month and 1st Lieutenant Kellum, S/Sgt Hinkle, 2nd Lieutenant Fick, and Sgt Ryan (6) were listed as missing in action. All were experienced combat crewmen possessing capabilities for higher positions.

The following promotions were made during June: 1st Lieutenant Payson to Captain (7), Pvt. Crow to Pvt 1cl (8), T/Sgt. Moyle to M/Sgt., Pvt. Cissell to Pvt. 1cl (9), T/Sgt. Freeman to M/Sgt., Sgt. Montgomery to S/Sgt., Cpl. Ryan to Sgt. (10), Sgts. Congden, Mahoney, Jordan, Winter, and Neal to S/Sgt., and Cpls. Brewer and Ott to Sgt. (11).

1st Lieutenant Trattner was transferred to Headquarters, V Bomber Command (12), Sgt. Moyers, Pfc. Ward and Sgt. Seigler were transferred to Headquarters, 3rd Bombardment Group (L) (13), 1st Lieutenant Phillips to Headquarters, 3rd Bombardment Group (L) (14), Pfc. Green to the 90th Bombardment Group (H) (15), and Sgt. Buza was transferred to Air Corps unassigned (16), while Pfc. Kennedy (17), S/Sgt. Hood (18), and 1st Lieutenant Fendlason (19) were placed on Detached Service at various points throughout New Guinea.

Combat crew members returning to the United States were 1st Lieutenant Turner (20), T/Sgt. Kischkum, S/Sgts. Cessna and West (21), 1st Lieutenant Lowery and T/Sgt. Ivins (22).

All officers were reassigned to Squadron duties on 1 June (23) with changes made on 11 June (24) and 22 June (25) to appoint 2nd Lieutenants Fick and Marsh (26), Captain Lauer and 1st Lieutenant Elliott (27) to their various duties after being assigned to the organization.

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|---------------------------|----------------------------|--------------------------|
| (1) See page 41 | (10) S.O. 63, Hq 3rd B. G. | (19) Radiogram VBC. |
| (2) See M/R June 3. | (11) S.O. 70, Hq 3rd B. G. | (20) S.O. 157 Advon 5AF. |
| (3) See M/R June 5. | (12) S.O. 195, Hq VBC. | (21) S.O. 165 Advon 5AF. |
| (4) See M/R June 12. | (13) VOCO Hq 3rd B. G. | (22) S.O. 172, Hq 5th AF |
| (5) See M/R June 16. | (14) VOCO Hq 3rd B. G. | (23) Sq. Order No. 16 |
| (6) See M/R June 17. | (15) S.O. 172 VBC. | (24) Sq. Order No. 17 |
| (7) S.O. 159, Hq 5th AF. | (16) USAFFE Reg. 50-25. | (25) Sq. Order No. 18 |
| (8) S.O. 61, Hq 3rd B. G. | (17) S.O. 153 VBC. | (26) VOCO 3rd B. G. |
| (9) S.O. 61, Hq 3rd B. G. | (18) VOCO VBC. | (27) VOCO 3rd B. G. |

Leaves and furloughs for combat crew members were frequent. Captain Peters (28), 1st Lieutenants Duckett and McFadden, S/Sgt. DeCantillon, Sgt. Congdon, Cpl. Brewer (29), 1st Lieutenant Gossom, 2nd Lieutenants Edgemon and Marsh, S/Sgts. Kulesza, Markham and Pigg (30), Captain Wright, 1st Lieutenant Brown, and S/Sgts. Shaw (31) and Minter (32) all enjoyed well deserved rest periods in Sydney, Australia.

Ground crew members were also fortunate in returning to the pleasures of civilization. T/Sgt. Boatwright, Sgts. McCorkle, York and Bekowicz (33), 1st Lieutenant Barnwell (34), T/Sgt. Muschko, Sgt. Burget and Cpls. Bogucki and Dutton (35) were sent to Mackay and Sydney, while "too much New Guinea" and other health troubles sent Sgt. Jordan (36), S/Sgt. Clark, Sgts. Edmans, and Hedge, Cpls. Fagan, Fischer, Flynn, Jones, Kubus and Massie (37), T/Sgt. Martin, Sgts. Hurt, Pyron and Martinez, Cpls. Signorino, Howard, Plumley and Richmond (38) to Coolangatta, Australia on sick leave, and 2nd Lieutenant Downs (39) to Southport for the same reason.

New enlisted men joining the organization were S/Sgt. Auld (40) and Private First Class Butcher (40), while Sgts. Noel and Albritton (41) returned after such long periods of Detached Service as to make them seem new to the Squadron.

Many awards were received by present and past members of the organization during June. 1st Lieutenant Rust, and 2nd Lieutenant Harris were awarded the Distinguished Flying Cross; Captain Weigel, 1st Lieutenant Akers, 2nd Lieutenant Jack B. Craig, Captain Patton, and S/Sgt. Kraeger (MIA), the Air Medal; S/Sgts. Cessna, Davis, Hooley, Kratz, Williams, and Susarrey, Captains Patton and Webster, and 1st Lieutenant Rankin and 1st Lieutenant Shook, Oak Leaf Clusters to the Air Medal (42). Posthumous awards of the Silver Star were made to 2nd Lieutenants McCann and Murphy, and Sgt. Raymond E. Smith, while 1st Lieutenant Mackey received the Oak Leaf Cluster to the Silver Star (Posthumous)(43). Captain Martindale, 1st Lieutenants Keyes and Trout, and 2nd Lieutenant Rutland were awarded the Distinguished Flying Cross, and posthumous awards of the same medal were made to 2nd Lieutenant Bunce, T/Sgt. Rowe and S/Sgts. Corbridge, Priddy and Chamberlain (44). 1st Lieutenant Keyes received the Oak Leaf Cluster to the Distinguished Flying Cross, S/Sgt. Hinkle (MIA) was awarded the Air Medal, and S/Sgts. Kasiah and Woodard, Oak Leaf Clusters to the Air Medal (45). S/Sgt. West won the Air Medal and T/Sgt. Kischkum his fourth Oak Leaf Cluster to the Air Medal (46). Captain Roberts (47), 1st Lieutenant Trout (48), T/Sgt. Schnekenburger (49) received Oak Leaf Clusters to the Air Medal, and 2nd Lieutenant Norman L. Craig was awarded the Air Medal posthumously (50), while S/Sgt. Krause received the Purple Heart for wounds received in action (51).

(28) S.O. 63, Hq 3rd B. G.	(36) S.O. 166, Hq VBC	(44) G.O. 30, Hq FEAF
(29) S.O. 65, Hq 3rd B. G.	(37) S.O. 154, Hq VBC	(45) G.O. 30, Hq FEAF
(30) S.O. 68, Hq 3rd B. G.	(38) S.O. 169, Hq VBC	(46) G.O. 23, Hq FEAF
(31) S.O. 71, Hq 3rd B. G.	(39) S.O. 163, Hq VBC	(47) G.O. 369, Hq FAF
(32) S.O. 72, Hq 3rd B. G.	(40) S.O. 70, Hq 3rd B. G.	(48) G.O. 373, Hq FAF
(33) S.O. 62, Hq 3rd B. G.	(41) T.O. 31, Hq VBC	(49) G.O. 368, Hq FAF
(34) S.O. 63, Hq 3rd B. G.	(42) G.O. 31, Hq FEAF	(50) G.O. 347, Hq FAF
(35) S.O. 65, Hq 3rd B. G.	(43) G.O. 30, Hq FEAF	(51) G.O. 23, VBC

In addition to carrying out its tactical functions, the Squadron acted as host for entire flight echelons of other bombardment squadrons staging out of the Hollandia A/D. This entailed providing quarters and messing facilities for from 50 to 115 transient personnel, but the supply and mess departments absorbed the increased load very efficiently.

On 30 June, the May rotation personnel received their orders to return to the United States and the area was the scene of much jubulation with some pangs of envy among those not so fortunate (52). This long awaited event caused a marked increase in morale and ended the month with the Squadron back to normal after the tragedy and sorrow of the first seventeen days.

(52) S.O. 179, Hq VBC.

PART II

PERSONAL
AND
LOCAL INTEREST

BIOGRAPHIES OF OFFICERS AND ENLISTED MEN

LOST IN ACTION DURING JUNE

A. BIOGRAPHY

Biographies of Pilots and Gunners Killed or Missing in Action in June.



Photo Showing 3 of the 6 Pilots Lost in June.

Left to Right, Top Row: - Capt. Andrew H. Weigel, Flight Leader and Gunnery Officer; Capt. Wallace L. Wright, Flight Leader who returned home early in August; 1st. Lt. Joseph M. Shaltz, Pilot; 1st. Lt. John F. Madden, Deputy Flight Leader (1); 1st. Lt. Milton T. Kellum, Deputy Flight Leader (2). Front Row: - 1st. Lt. Herbert E. Rothery, Deputy Flight Leader (3); Capt. Edward M. Soumhein, Flight Leader, who returned home early in August 1944.

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- (1) Killed in action 3 June 1944.
 - (2) Killed in action 17 June 1944.
 - (3) Killed in action 16 June 1944.

1ST. LT. JOHN F. MADDEN

Johnny Madden was the first of three outstanding Deputy Flight Leaders lost during the intense June operations. On about his 60th mission he went down while attacking an armed enemy vessel off Cape Srabapan, northwest of Manokwari, on 3 June. It is believed that machine gun fire from the ship or from shore must have struck him or a vulnerable part of his plane. One of the bombs John dropped went clear through this vessel. (A photo of this vessel, showing the tail of Lt. Madden's plane, is elsewhere in this June History.)

Lt. Madden had been in the 8th Squadron since September 1943. He was an avid combat pilot with the utmost confidence in his ability. He fairly beamed after the double-header against Manokwari and Kamiri on 19 May. For the great damage he accomplished on that day, he has been recommended for the Distinguished Flying Cross, in addition to the Air Medal with an Oak Leaf Cluster he already held.

Johnny hailed from Mount Olive, Mississippi. After 11 months in the Army, including his instruction period as an Aviation Cadet, he was discharged to accept a commission on 24 March 1943. He was promoted to 1st. Lt. in January 1944.

1ST. LT. JOHN P. O'FLAHAVAN

Lt. O'Flahavan met his end on 5 June 1944 when his plane crashed on a combat mission. He was the third to go down of four pilots who came to the Squadron from the 380th Group in February 1944. With 31 combat strikes in both B-24s and A-20s to his credit, he had been awarded the Air Medal.

Lowell, Massachusetts was Oaf's home, where he was a commercial artist for an advertising firm before becoming a cadet in 1942. He graduated at Brooks Field in January 1943 as a 2nd. Lt. His excellence as a pilot won him his 1st. Lieutenancy with the 8th on 4 April 1944. Well liked, and always busy, "Oaf" will be also remembered as having made many art contributions to the Squadron, including the large Squadron insignia marking the 8th's area, at both Nadzab and Hollandia.

2ND. LT. JOHN J. MC KEOWN

2nd. Lt. John J. McKeown, of West Nanticoke, Pennsylvania, was hit by A/A while making his second bombing and strafing run over Moemi A/D on 12 June 1944. His plane was seen to turn over on its back and plunge into the ground. Thus, one of the most liked men and best younger pilots of the 8th Squadron was lost.

"Mac" joined the Squadron on February 17, 1944. He had 24 combat missions to his credit when he was shot down. In the relatively short time he was with the Squadron he made many friends, who now miss his great sense of humor and continual ad-libbing. In the opinion of his fellow pilots, he was one of the best formation flyers in the Squadron.

2nd. Lt. McKeown was 24 years old and married. He received his commission at Yuma, Arizona on June 22, 1943. Just before he was lost he had been recommended for his 1st. Lieutenancy. Before his appointment as an aviation cadet, he was a member of a tank destroyer unit, then in training in Texas.

1ST. LT. HERBERT E. ROTHERY

On 16 June 1944, 1st. Lt. Rothery was killed in action under circumstances indicating great heroism on his part. When one engine of his plane caught fire at 2,000 feet about 15 miles from base on a strike mission, he refused to save himself by bailing out, preferring to try to get back and save his plane. Although he at first had the fire under control, it finally caused the plane to crash. For his gallantry in action, he has been recommended for the Silver Star, posthumously.

His associates believe that, in choosing to try to save his plane, Lieut. Rothery had abundant confidence in his ability to do so because, the day before, he had flown his plane back from Manokwari on one engine and, on the 14th, had brought it back from Babo very heavily damaged by A/A, for which he has been awarded the Distinguished Flying Cross.

Herb was one of the finest pilots and was unquestionably the best liked officer in the Squadron. He always had a friendly smile and a ready Irish wit. His contagious baritone at Squadron songfests will be long remembered. A hard worker and a natural leader, all others fell in step with him. Undoubtedly he was a future Squadron C. O.

Herb lived with his wife and two children at Park Ridge, Illinois, where he and his father conducted a storage and moving business. After flying night patrol in August-September 1943 out of Hawaii, he came to the 13th Squadron in November as a 2nd. Lt. and B-25 co-pilot. After checking out as first pilot, he came to the 8th in January and received his promotion two months later, when he also was made a Deputy Flight Leader. He had received the Air Medal for 100 combat hours as of 19 May and had flown about 60 hours more to 16 June.

1ST. LT. MILTON T. KELLUM

1st. Lt. Kellum's plane was shot down over Babo on 17 June 1944 by the most fierce A/A encountered by the Squadron since Simpson Harbor. With one engine ablaze, from a hit received on the approach, he was seen to continue his attack on the A/D and then try desperately to pull up his plane. But the fire spread rapidly and the plane was seen to crash just beyond the target. For his display of gallantry, in pressing the attack after his plane had been hit, he has been recommended, posthumously, for the Silver Star.

Lt. Kellum had an enviable record with the 8th Squadron. He had flown about 60 combat missions through two of the Squadron's most difficult periods. He had received the Air Medal for his first 25 missions. His promotion to 1st. Lt. was won in December 1943, when he became a Deputy Flight Leader. Lt. Kellum had flown 20 missions from Hollandia in 30 days and, when shot down, was flying his seventh consecutive combat mission in as many days.

Milt, and Herb Rothery who was lost the day before, were the very closest of friends. He had been badly shaken by witnessing Herb's death, and was still visibly affected by it when put on this mission at the last minute. Milt was of a more quiet type, always a gentleman and was rapidly becoming one of the leaders in the Squadron. He left surviving him, at his home at Muncie, Indiana, his widow, and an infant son he had never seen.

2ND. LT. CHARLES D. FICK

2nd. Lt. Fick was reported missing in action on 17 June 1944, when he made a forced water landing in the northeast part of Bentoni Bay, Dutch New Guinea. However, since he ditched his A-20 perfectly and he and his gunner were seen to get into the life raft, high hopes are held that both will eventually reach safety.

Lt. Fick's plane was hit by A/A over Babo at the same time 1st. Lt. Kellum was shot down. He was able to fly it 50 miles northeast of Babo on one engine, but could not gain sufficient altitude to cross the range. For various reasons, attempt at rescue by a PBY was not made for 5 days, when it was too late.

Charley Fick was new in the 8th Squadron, having just come over from the 13th. He had become an integral part of the 8th however, and had flown day in and out for the week prior to 17 June. This big, blonde, excellent pilot and high grade man was considered a great addition to the Squadron. He had been commissioned on 28 July 1943 after advanced training at Yuma, Arizona. Before entering the Army, he had been studying veterinary science at California Polytechnic. Charley hailed from San Fernando, California, where he lived with his mother, Mrs. Annie B. Nelson.

SECRET

STAFF SERGEANT JAMES W. MONTGOMERY

Staff Sergeant James W. Montgomery of McLeansville, North Carolina, joined the Eighth Squadron at Barksdale Field, Shreveport, Louisiana, in the fall of 1939. He trained as an aerial gunner and fulfilled the necessary requirements to be rated as such.

Upon the arrival of the 3rd Bombardment Group overseas, Monty was taken off gunnery status and reclassified as an armorer where he served competently, working up to the position of inspector.

"Monty" was again reclassified as an aerial gunner in the spring of 1944, and shortly thereafter, while flying his 24th mission, on June 12th, he was killed. While making a low level bombing and strafing attack on parked aircraft at Moemi A/D his plane was hit by A/A fire and crashed into trees at the end of the strip.

"Monty" has been recommended for the Air Medal. His death was a great loss to the men of the Eighth Squadron, both as a friend and a teammate.

STAFF SERGEANT HARRY K. HINKLE

Staff Sergeant Harry K. Hinkle was shot down over Babo Airdrome, June 17, 1944, by enemy A/A fire while making a low level attack on grounded aircraft and installations. Harry had completed 62 combat missions, piling up a total of 235 combat hours at the time of his death.

Harry's home was in Orangeburg, South Carolina. He joined the Eighth Squadron in New Guinea, and from the first day he joined the squadron to the last Harry was always a model soldier. He was neat in appearance at all times and his conduct was irreproachable.

Harry has been awarded the Air Medal and recommended for two Oak Leaf Clusters thereto.

SERGEANT EDWARD C. RYAN

Sergeant Ryan came into this organization as an aerial engineer, but did not participate in aerial combat until the spring of 1944. Eager to take a crack at the Nips "Eddie" had a brief career. On his 7th mission, on the 17th June, 1944, the plane in which he was flying was hit by A/A over Babo A/D. His plane made a controlled landing in the water close to the shore, approximately 40 miles from the target. Both he and his pilot were seen to gain the shore apparently uninjured; however, that was the last that was seen or heard of either crew member.

SERGEANT JAMES R. LYNCH

Sergeant James R. Lynch of Townsend, Montana, became a member of the Eighth Squadron at Charters Towers, Australia, shortly after the 3rd Bombardment Group came overseas. Jimmie was well liked by every man in the squadron who knew him.

He first served the squadron as a clerk, then he became an armorer. While working on the line as an armorer, Jimmie became well known in the squadron as a humorist. He had a dry type of humor and was always good for a laugh at times when laughs were needed most.

Jimmie requested to be placed on flying status in the spring of 1944, as an aerial gunner. His request was granted, and up until his death he had participated in 22 combat missions with a total of 76 hours and 10 minutes.

Jimmie was killed enroute to the target area, when one engine of the plane in which he was flying caught fire in mid-air causing his ship to crash.

Sergeant Lynch has been recommended for the award of the Silver Star.

STAFF SERGEANT EUGENE H. EVANS

Sergeant Evans was one of the Squadron's most capable and experienced gunners. At the time of his death he had flown on 53 combat missions for a total of 170 combat hours, but during the 54th flight into enemy territory, his plane crashed into the sea after making a low level attack on Japanese shipping.

Gene was admired by his fellow gunners for his eagerness to participate in strike missions and much in demand by the pilots for his ability as a gunner.

He is survived by his widow, Mrs. Betty Martha Evans, of Clearfield, Pennsylvania.

LOCAL
INTEREST

B. - LOCAL INTEREST



A HAPPY GANG
The May "Rotation" Men - 30 June 1944.

Left to right, upper row - Sgt. Robert C. Hoffman, S/Sgt. Ralph P. Manness, M/Sgt. James R. Finley, S/Sgt. Floyd A. Murray, Sgt. Frank A. DeRosa, S/Sgt. James R. Johnson, Left to right, lower row - Sgt. Loy H. Connor, Sgt. Joseph H. Laborde, S/Sgt. Ralph K. Cassada, S/Sgt. Clarence A. Conerly.

Two events occurred on the last day of the month which caused much happiness and raised measurably the existing state of morale. On June 30th, just when the "Rotation Plan" appeared to have been given up entirely, the May quota of men for return to the U.S.A. received orders to move and there was a strong rumor that the June quota would leave about 20 July. In addition, 4 pilots with an average of 300 hours on 90 combat missions and over 14 months overseas and 6 gunners, all of whom had faced indefinitely continued combat service under an ultimatum received by the Squadron on 14 June, were recommended for return to the States. (See Squadron History, July 1944, page 12.) The end of the month saw much celebrating in the Squadron area.

Background and Effect of Losses During the Month.

The great number of planes, pilots and gunners lost during the month, and the accompanying factors, had sent aircrew morale to an

extreme low toward the middle of the month. The pilots attributed several of these losses to the intense wear and tear on both men and machines, due to the flying of 24 strike missions during the last 15 days of May and from 1 to 17 June, date of the last two losses, including 7 straight missions averaging over 5 hours on and immediately prior to that date.

Toward the middle of the month, available pilot personnel had been reduced to 13-14 and the requirement of running 12 plane missions daily became extremely onerous. Some of the pilots had to fly 6 and some all, of the series of 7 missions referred to. Several had 22 missions and 93 combat hours within a month. The order that 12 planes must be placed daily on combat readiness meant that some had to be hurriedly serviced and superficially inspected. New planes had to be pressed into service at once. During the month 20 planes returned due to mechanical failure, including 3 on one engine, a far higher proportion than normal. In addition, a number failed to take off and several others completed missions notwithstanding partial failures. Representations as to the effect of these conditions, - particularly the intense combat fatigue of the pilots, were repeatedly made to the Group Commander and Deputy Commander by the Squadron Flight Surgeon and Intelligence Officer, the last by conference with the Group Commanding Officer on 14 June.

On 15 June a meeting of the Squadron pilots was called by Captain Smith, at which he informed them that an ultimatum had been received from Group to the effect that, for an indefinite period, there would be no pilot replacements and no pilots put in to go home regardless of length of service or number of missions flown; further, that the Squadron would continue to fly 12 plane missions as before. The chilling effect of this was tremendous. It was followed immediately by the tragic and unnecessary losses of 16 and 17 June, which so depleted and rocked the Squadron that there was no alternative but to give the surviving personnel the respite previously asked for (2 days). The combat losses in the three weeks, 28 May to 16 June, constituted 30% of the Squadron's pilot personnel and nearly 20% of the gunners. The outlook of pilots and gunners was further affected by the mistake which prevented immediate rescue of 2nd. Lt. Fick and Sgt. Ryan on 17 June and apparent lack of any interest in making a search until steps were initiated several days later, after demand for action by the pilots.

The E/M Promotion Situation.

Morale of a fairly large number of the older enlisted men during the month was adversely affected by the present promotion situation. Under current directives, (a) an E/M cannot be promoted after the 15th of the month preceding that in which he is scheduled to return home, and (b) promotions cannot be made to fill vacancies caused by men returning home. The Squadron recently went from medium to a light T. O.

and is up to strength or over in all higher grades. The result of this situation is typified by the case of several crew chief "buck" sergeants, who volunteered into the regular Army years ago, have been overseas over 30 months, holding the very responsible duty of crew chief for over a year and who simply cannot be promoted. The rank to which they are entitled will be taken by draftees promoted in the U.S.A. and sent over as replacements.

PART III

A P P E N D I X

8TH BOMBARDMENT SQUADRON (L)
3D BOMBARDMENT GROUP (L) AAF

AFPO 565
30 June, 1944


SUBJECT: Officer and Enlisted Man strength.

TO : Historical Officer, 8th Bombardment Squadron, 3rd Bombardment Group, AFPO 565.

The following report on officer and enlisted man strength for the month of June, 1944, is hereby submitted:

<u>Date</u>	<u>Total Officers</u>	<u>Total E. M.</u>	<u>Total Strength</u>
1	40	265	305
2	40	265	305
3	39	264	303
4	36	263	299
5	35	263	298
6	37	263	300
7	37	260	297
8	37	260	297
9	37	260	297
10	37	260	297
11	37	260	297
12	36	258	294
13	36	258	294
14	36	258	294
15	36	258	294
16	35	257	292
17	34	257	291
18	33	254	287
19	31	253	284
20	34	253	287
21	34	253	287
22	34	253	287
23	34	253	287
24	34	253	287
25	33	251	284
26	32	253	285
27	32	253	285
28	32	253	285
29	32	252	284
30	32	252	284
Average	35	257	292

For the Squadron Commander:


DAVID J. DONOVAN,
Captain, Air Corps,
Adjutant.

8TH BOMBARDMENT SQUADRON (L)
3D BOMBARDMENT GROUP (L) AAF

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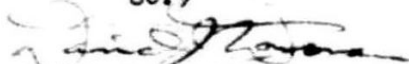
AFO 565
30 June, 1944

SUBJECT: Availability of Aircraft for combat.

TO : Historical Officer, 8th Bomb. Sq., 3rd Bomb. Gp.

The following report of aircraft available for combat during the month of June, 1944, is hereby submitted:

<u>DATE</u>	<u>AIRCRAFT ON HAND</u>	<u>AVAILABLE AIRCRAFT</u>	<u>AVAILABLE % A/C</u>
1	16	10	63
2	16	13	81
3	18	16	89
4	18	14	78
5	16	14	88
6	16	14	88
7	16	13	81
8	16	14	88
9	16	15	94
10	16	15	94
11	17	15	94
12	16	12	75
13	17	12	71
14	17	12	71
15	16	13	81
16	17	13	76
17	15	13	87
18	15	12	80
19	17	14	82
20	17	14	82
21	16	14	88
22	16	11	69
23	15	12	80
24	15	12	80
25	15	13	87
26	16	13	81
27	17	12	71
28	17	14	82
29	18	15	83
30	18	13	72
Average	16	13	80.9


DAVID J. DONOVAN,
Captain, Air Corps,
Adjutant.

PART IV

B I B L I O G R A P H Y

B I B L I O G R A P H Y

1. Squadron Intelligence Final Mission Reports.
2. Squadron Intelligence Narrative Mission Reports.
3. Squadron Intelligence File Index on Awards and Decorations.
4. Awards and Decorations File - Squadron Intelligence.
5. Squadron Operations Records.
6. Squadron Intelligence Monthly Intelligence Summary.
7. A-2 Periodic Reports of V Bomber Command.
8. Fragmentary Field Orders, 310th Bombardment Wing (M).
9. Squadron Morning Reports.
10. Squadron Special Orders.
11. 3rd Bombardment Group Special Orders.
12. V Bomber Command Special Orders.
13. V Bomber Command General Orders.
14. Fifth Air Force Special Orders.
15. Fifth Air Force General Orders.
16. Fifth Air Force Form 110.
17. Fifth Air Force Form 127-A.
18. AAF Forms 34.
19. Intelligence Summary, No. 223, 8 July 1944, Headquarters, Allied Air Forces, S.W.P.A.
20. Squadron Bombs and Ammunition Expenditures report.