

II

CHRONOLOGICAL NARRATIVE

WORLD WAR II

COMBAT NARRATIVE

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7 December 194131 March 1944

Upon the outbreak of World War II all personnel were ordered to active duty immediately. As the 8th Bombardment Squadron (L), the unit left Savannah Air Base on 19 January 1942, under secret orders, arriving at Oakland, California on 23 January. Quarters were set up in a warehouse of the International Harvester Co. The Squadron received secret orders to prepare all equipment and personnel for movement by ship. The Squadron boarded the U.S. Army transport "Ancon" at 0200, 31 January 1942 at Pier 42 in San Francisco. That afternoon the ship sailed with its destination a secret. The "Ancon" sailed for twenty five days and on 25 February 1942 at 1345 it reached port at Brisbane, Qld., Australia. The Squadron moved from ship, loaded into trucks and was transported to the Ascot Racetrack just on the outskirts of Brisbane where camp was established. The Squadron immediately started a check up of supplies and equipment for conditions to be met in the field of combat. On 6 March, the Squadron moved to Charters Towers, where a camp was hurriedly built while the aircrews trained with their A-24 dive bombers. On 31 March, the air echelon flew to Port Moresby and the 8th was again at war.

19421 April

The 8th Squadron flew the first combat mission of any bombardment squadron based in New Guinea. At 0600 five A-24s took off on the mission. Lt. Ruegg led, with Sgt. Vance as gunner. Lts. Dean, Hill, Holcomb and Wilkins with their respective gunners, LaPocque, Mongrain, Thornock, and Saydos formed the flight. The primary target was parked aircraft and installations at Lae Airdrome, Japanese base 175 miles north of Port Moresby. An escort of P-40s of the famous RAAF 75th Squadron furnished top cover for these vulnerable dive bombers. Lae Airdrome proved to be covered by low clouds, so the secondary target, installations at Salamaua Airdrome, 25 miles south of Lae, was attacked. No parked aircraft were visible at

Salamaua, the Japs using it mainly as a temporary refueling drome. However, five 500 lb. demolition bombs were placed along the runway and buildings were blown up and set afire. No enemy interception or anti-aircraft fire was encountered, and all planes returned safely to Port Moresby. (8)

5 April

Six more A-24s arrived at Port Moresby, led by 1st Lt. Virgil A. Schwab. After refueling at Kila Airdrome, they, together with the first contingent, took off to bomb Lae, but had to wheel to sea while their escort battled attacking Jap bombers and Zeros.

6 April

Eight A-24s, led by Lt. Ruegg, piloted by 1st Lt. Schwab, and 2nd Lts. Swartz, Wilkins, Chudoba, Anderson, Kitchens, and Emerson, with Sgts. Vance, Stevenson, Gaydos, Childs, Stevens, Sam, Kehoe, and Lennon as gunners, took off at dawn to make their first attack on Lae Airdrome. They assembled with their escort of six P-40s over Seven Mile Drome at 0615 and were off to Lae. Approach was made at a height of 13,000 feet. Five Zero fighters refueling, and seven bombers in revetments along the northeast side of the runway, were destroyed. The formation assembled over the water at zero altitude. Lt. Chudoba joined the formation with a Jap Zero fighter on his tail spraying bullets. The Zero made two passes at the formation and was shot down by all rear gunners on his second pass. Lt. Chudoba's plane was badly riddled but made base. Lt. Swartz failed to rejoin the formation or return to base. It is believed he made a crash landing and was captured with his gunner, Sgt. Stevenson. Seven 500 pound demolition and 14 x 25 pound incendiary bombs were dropped over the target on this highly effective mission. (9)

11 April

Nine A-24s, escorted by seven P-40s of the RAAF, again attacked Lae Airdrome. Enemy anti-aircraft fire was much closer than before, being only  $\frac{1}{2}$  mile away this time. Three enemy Zeros took off as the

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- (8) Except as otherwise shown, mission information was extracted from RAAF Forms A-14 Cypher Messages, on file in 3rd Bomb Group Operations; from the Group Diary; and from the 8th Squadron Composite History. Missions during these early days of the war were controlled on RAAF Operations forms such as Form Green, which ordered the mission; Form Mauve, which was used for travel; Form Blue, "Attack Report"; Form Orange for reconnaissance; etc.. The Cypher Message Form here referred to, contain information under such descriptions as "Form Green" and "Form Blue".
- (9) Some of the details of these missions were extracted from the 8th Squadron Composite History.

approach was made. Each of these interceptors attacked an aircraft of the first flight, accomplishing the attack by a wingover from a climb, immediately gaining a position to the rear of the A-24s, though the latter was in a steep dive, and pressing home the attack in the dive. Two of the top cover P-40s attacked the Japs and brought down two. The third escaped after bringing down Lt. Kitchens' airplane. Lt. Kitchens and his gunner, Sgt. Kehoe, are believed to have been taken prisoner. Several direct bomb hits were observed on parked bombers, with other results unobserved. (10)

#### 13 April

Seven aircraft took off at dawn to attack an oil tanker off Lae. The tanker could not be found, so the bombs were dumped again at Lae airdrome. Only feeble anti-aircraft fire was encountered -- due to accurate bombing of A/A installations on previous missions. What A/A there was, was silenced by a direct hit on the battery by Lt. Ruegg. Three bombers and two Zero fighters were destroyed on the ground, and fires were started in barracks and shops. No enemy aircraft were encountered and all planes returned safely.

#### 22 April

One A-24, piloted by Lt. Schwab and escorted by three P-40s of RAAF Squadron 75, made an abortive attempt to fly to Wau A/D, 20 miles south of Salamaua. The A-24 was to deliver 300 pounds of supplies for the "New Guinea Volunteer Rifles", a group of volunteers watching enemy movements, and to bring back Squadron Leader Jackson of Squadron 75, who had been shot down between Lae and Salamaua on 10 April. Jackson had made his way, after a 3/4 mile swim, to Wau, where he had been clothed and fed by the "Rifles", and where he had prepared the airstrip for a safe A-24 landing. Clouds in the mountains brought the mission to an unsuccessful conclusion.

#### 23 April

On this day the mission to Wau was accomplished. Upon return to Port Moresby, while the A-24 was buzzing the Squadron 75 Operations tent at Seven Mile A/D as a signal of success, it was attacked by one of three Zeros which had suddenly dropped out of the sky. A direct hit was made in the fuselage of the A-24 by a 20 mm. cannon shell. The plane hung together, and, by evasive action at zero altitude, the pilot was able to elude the Zero and escape to sea. After the Japs were driven off, the A-24 landed at Kila A/D.

On the afternoon of 23 April, six A-24s made an unsuccessful attempt to locate an enemy submarine reported in the vicinity.

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(10) For complete listing of those killed or missing in action, see Appendix.

On the morning of 26 April, Jap bombers flying out of sight above stratus clouds bombed our dispersal area. Three A-24s were entirely destroyed by fire, several others damaged by Jap bomb fragments, and by fragments from the three 500 pound bombs which exploded when the three aircraft burned. There were no casualties, but the Squadron striking power was reduced to nineteen aircraft.

#### 27 April

Two A-24s took off at 1100 on a search for three missing E-25s piloted by personnel of the 90th Squadron. Zero ceiling and visibility 175 miles from Port Moresby forced them to return without information. The E-25 crews were later found and returned.

#### 28 April

Four planes conducted another submarine search with no sightings.

#### 1 - 31 May

From 5 to 9 May, the Squadron was on a stand-by alert with 19 serviceable aircraft, waiting for a chance to strike a Jap convoy forming off Misima Island. The convoy was dispersed by naval action before it came within range, and the stand-by was called off 9 May. On that morning, 10 A-24s of the 8th Squadron and three P-40s of Squadron 75 were lined up on the runway waiting to takeoff for the mainland. While the thirteen aircraft were lined up, four Zeros strafed the Drome, and, despite terrific anti-aircraft fire, damaged four A-24s and two P-40s, but started no fires. Lt. Heidinger was killed during this raid while sitting in the cockpit of his plane preparing to start the engine. After this, most of the A-24s were returned to Charters Towers because the P-39s, replacing the Aussie P-40s, did not have sufficient range for escort duty. A few planes remained to cope with the appearance of enemy submarines.

On 31 May, Captain Rogers with Lts. Dean and Holcomb, flew three A-24s from Port Moresby to a makeshift landing strip about 50 miles west of the Japanese stronghold at Lae. Captain Rogers, against his better judgement, was ordered to land three A-24s and pick up several pilots who had survived a E-25 crash. Two of the planes landed safely on this hazardous landing strip, but Lt. Dean nosed over upon landing on the treacherously short clearing. Rogers then decided to make the first attempt to take off. (Since his plane was equipped with a P-17 engine) After clearing the tree tops, the plane cut out and crashed into the hillside, Rogers escaping with a broken nose and a leg injury. It was then decided that Lt. Holcomb would attempt a takeoff with the injured Captain Rogers in the rear seat. Lt. Holcomb was killed as the plane flipped over on its back. Again Rogers escaped. After

several weeks in the jungle, Captain Rogers finally arrived at Charters Towers on June 20, 1942 to again resume active command of the 8th Squadron.

1 - 30 June

On 5 June, 12 A-24s took off under the leadership of Captain Galusha for a practice formation flight. As the flight returned to the field in an echelon formation, Lt. Davidson's ship cut off the tail empenage of Lt. Larronde's ship. Both Lt. Larronde and his gunner bailed out safely. Lt. Davidson's gunner, Sgt. Hinkler, also hit the silk in the nick of time. Davidson stayed with the plane and was killed in the crash. During most of June the Squadron was busy checking out in A-20As in Charters Towers.

1 - 21 July

In July, the 8th Squadron really buckled down and the three A-20s were kept constantly flying as the remainder of the pilots were checked out. The still night air was broken by the roar of the A-20s as the night flying time as accomplished. By this time, the A-20s began arriving from Brisbane fully installed with the new nose guns. Of course, these ancient airplanes were in sad shape when they arrived, and our engineering department was faced with the herculean task of many engine changes and much replacement of parts. From all indications it looked as though the 8th Squadron would soon be a powerful striking force completely equipped with A-20s.

The Japs began landing troops at Gona and Buna in New Guinea. The 8th Squadron was again called upon to furnish dive bombers for this occasion. On 22 July, Major Rogers led eight A-24s to Port Moresby via Cooktown. All arrived safely at 7 Mile Airdrome, whereupon Major Rogers arranged for a flight of seven planes to visit the Jap landing forces at Buna.

22 July

Seven A-24s attacked installations at Buna with 500 pound bombs. Results were largely unobserved and all planes returned safely.

23 July

Eight A-24s escorted by fighters, dive-bombed enemy positions in Gona Mission Compound. All bombs fell in the target area. A fire was caused in a long shack in the Compound.

27 July

Five A-24s dropped five 500 pound demolition bombs along the Buna road at Serananoi. One bomb caused an abnormally large explosion and a large fire when it fell in a large grass shack along the side of the road.

29 July

Intelligence reports revealed that an enemy convoy of eight ships was 50 miles north of Buna. Major Rogers was eager to contest their right to be there, therefore a flight of seven A-24s took off, led by Major Rogers and consisting of Captain Schwab, Lts. Cassels, Hill, Wilkins, Dean and Parker and their respective gunners. Although the P-40 escort did not come down with the dive bombers, Major Rogers felt it his duty to attack, even in the face of many Zeros. In a fierce engagement, the planes of Major Rogers, Captain Schwab and Lts. Cassels, Dan and Parker were shot down. Lt. Wilkins hit and sank a 6,000 ton vessel and others damaged a destroyer and several freighters. Lt. Hill, pursued by Zeros, landed his riddled plane at Milne Bay with his seriously wounded gunner, Sgt. Sam. Sgt. Sam died a few days later from his wounds. His story is one of unparalleled heroism. After his right hand had been hit and disabled, he kept firing until he exhausted the ammunition of his .30 cal. gun, and then pulled out his .45 pistol with his left hand and emptied it into a Jap fighter. Lt. Wilkins was the only pilot who made base safely. Lts. Parker and Dean and their gunners were picked up by an Aussie patrol, but later all were captured by the Japs.

The 29th of July was the first of three tragic points in the 8th's proud story. This ended the first era of the 8th's part of World War II. In Major "Buck" Rogers, the Squadron lost an intrepid flyer and beloved leader; in Captain Schwab, the finest example of an army officer, and in the other pilots and gunners, a noble fighting team. The shock was terrific but the remainder of the Squadron sought to forget, after their A-24s had been declared unfit for use, by training hard at Charters Towers in their new A-20s.

#### AUGUST 1942 - MAY 1943

There followed a low period in the 8th's history. The pilots were training in Charters Towers in A-20s. On 2 September, Lt. Chudoba led six A-20s to Port Moresby and on 8 September, six more were sent under Lt. Wilkins to the 89th Squadron. From this point on, many of the leading pilots of the 8th and most of its planes were transferred to the 89th. The few pilots left flew with the 89th against the Japs at Buna and on the Kokoda trail, when the Japs were within 30 miles of Port Moresby, from September 1942 to February 1943, while the ground personnel acted as a service squadron. The ground echelon moved up to Port Moresby under Captain John Karol, Adjutant, on 28 January 1943. About 10 pilots remaining with the 8th flew their turn in missions of the 89th to Salamaua, Lae, and over the trail from Mubo throughout February to April. On 3 March 1943, two crews of the 8th Squadron flew with the 89th in the Bismarck Sea Battle, 50 miles northeast of Cape Ward Hunt, New Guinea. Captain Chudoba sank a merchant vessel and Lt. Ruby attacked a destroyer which blew up immediately after. The Squadron had no planes of its own; most of its personnel



were low and morale not an all time low.

About 10 April, the 8th moved to Dobodura and became an advance echelon for the Group, servicing missions of the 89th and 90th Squadrons. It was the first bombardment Squadron flown over the Owen Stanley Range and stationed where the Japs had been. (11)

Major James A. Downs assumed command in April 1943. Captain Wilkins came back from the 89th to be Operations Officer and vigorous leadership was again in the 8th. On 20 May, the Squadron received two B-25s. Many new crews were assigned and checked out. Then followed 5½ months of intense operations with B-25s, under the First Air Task Force, commanded by General Frederic Smith, that brought new glory to the 8th Squadron.

25 May - 143-AA (12)

One B-25 searched Oro Bay for enemy submarine reported in vicinity. A red light was sighted which was extinguished on approach. No enemy aircraft were sighted. Sighted two small luggers anchored off Buna. Search was given up due to inclement weather.

16 June - 164-AA

One B-25 took off on a photographic mission of the entire coastline of Kiriwina Island.

21 June - 170-AA

Three B-25s made a night reconnaissance for barges along coast of Huon Peninsula, Rooke Island and west and north coasts of New Britain. One plane encountered four heavily loaded 60 foot barges one mile west of Lagunen Point. Three barges were heavily strafed and one left low in water in a sinking condition. One plane was holed by machine gun fire. One plane was missing with crew of four. 2000 pounds of bombs were dropped and 1500 rounds of ammunition were expended. (13)

21 June - 177-BB

Two B-25s conducted an armed reconnaissance for missing B-25 in Huon Gulf and along coast of New Guinea.

29 June - 179-BB

Two B-25s made an air support strike to bomb and strafe enemy ambush positions near south bank of Bitoi River overflow. 1200 pounds of bombs were dropped and 4100 rounds of ammunition were expended.

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- (11) See transcripts of interviews with Squadron Adjutant and Executive Officer for further information concerning this period.-- Personal and Local Interest section.
- (12) From 25 May 1943 on, mission data was extracted from Final Mission Reports, 8th Squadron Intelligence Files. (FTC Nos.)
- (13) See Appendix for monthly bomb and ammunition expenditures.

7 July - 187-AA

Three B-25s made a search mission for barges from Labu Lagoon to Cape Cretin. The barge hideout at Labu Lagoon was bombed and strafed. Mangge, Deingerhoke, Bua and Hopoi villages were heavily strafed. 4 to 5 wood and tin roofed buildings were hit by strafing and a water tank destroyed. 3900 pounds of bombs were dropped and 3100 rounds of ammunition were expended.

7 July - 187-CC

A weather reconnaissance mission by one B-25 was undertaken to Duali, Salamaua, Lae and Nadzab.

7 July - 188-EE

A weather reconnaissance mission by one B-25 was made to Duali, Mubo, Salamaua, Lae and Nadzab. A coconut grove at Malahang was strafed with unobserved results. 100 rounds of ammunition were expended.

8 July

A weather reconnaissance mission by one B-25 was made to Mubo, Bobdubi, Selebob and Salamaua.

9 July - 189-AA

A weather reconnaissance mission by one B-25 was made in the area of Mubo and Bobdubi. The aircraft was not heard from after takeoff.

9 July - 189-CC

Three B-25s conducted a search mission for a missing B-25 along the coast and over the area around Mubo and Bobdubi and to Markham Valley. The missing aircraft was not sighted.

10 July - 189-AA

The missing B-25 (above paragraph) was intercepted and shot down by four enemy single seater fighters and one dive bomber just north of Nassua Bay. The pilot ditched the plane which sank in deep water. The turret gunner disappeared from unknown cause.

11 July - 191-DD

Six B-25s took off on a strafing mission of barges near Salamaua off Logui #2 and Kela Point. Airdrome installations at Logui, Kela village, and Kela Point were thoroughly strafed with a radio tower and a shack left burning. One 30 foot boat off Kela Point was also strafed. Anti-aircraft fire holed three planes. 7355 rounds of ammunition were expended.

17 July - 197-BB

One B-25 made a weather reconnaissance mission to St. Georges Channel. Five strafing passes were made on a Sugar Charlie south-east of Cape Orford. One gun position was put out of action and light smoke was seen from the aft end of ship. Anti-aircraft fire holed the plane. 1200 rounds of ammunition were expended.

20 July - 200-General

Six B-25s went on a bombing and strafing mission of a partially completed bridge and two camp areas at the mouth of the Gogol River. The base of the bridge was believed knocked out by bomb hits but other results were unobserved. 12000 pounds of bombs were dropped and 10375 rounds of ammunition were expended.

22 July - 202-General

Six B-25s went on a bombing and strafing mission of two tracks north of Komiatum and a reported anti-aircraft gun position. 11700 pounds of bombs were dropped and 6800 rounds of ammunition were expended on the targets. All bombs fell in the general target area. Malolo village was heavily strafed. One of the B-25s was slightly damaged by explosion of bombs dropped by the lead bombing B-25s.

23 July - 203-CC

Four B-25s made a bombing and strafing mission on buildings and the general areas around Malolo. 9600 pounds of bombs were dropped, 3050 rounds of ammunition and nine 75 mm. shells were expended. A large building, believed to be the mission building, was hit by a bomb and practically demolished. Tracers were seen to enter several European-type buildings. Results were otherwise unobserved. This is the first mission where the 75 mm. cannon mounted on a plane was used.

24 July - 204-AA

Two B-25s flew a Radar Tracking mission to Kiriwina Islands.

28 July - 208-BB

One B-25 made a weather reconnaissance in the Lae-Salamaua dropping area.

29 July - 209-CC

Seven B-25s made a bombing and strafing attack against a large damaged two stack destroyer off Cape Gloucester Airdrome. The destroyer was practically demolished by direct hits and left in a burning condition with a violent explosion occurring about 20 minutes after the attack terminated. The pilot and observer was injured by shrapnel coming through the canopy of one of the B-25s. All anti-aircraft positions of the destroyer were silenced by the attack. 13000 pounds of bombs were dropped and 5400 rounds of ammunition were expended in strafing.

30 July - 210-BB

A weather reconnaissance by one B-25 was made off Finschhafen.

31 July - 211-AA

Nine B-25s made a bombing and strafing strike on barge hideouts at Langemak Bay, Harisch Harbor, Finschhafen, Sio and Marien Harbor. One wooden building was destroyed by bombing on the west side of Harisch Harbor. Three beached barges were bombed and strafed near Mange Pt. One barge was bombed and strafed near Arndt Pt. The mission, wharf and plantation areas at Finschhafen Harbor were thoroughly strafed and bombed. 5400 pounds of bombs were dropped and 4800 rounds of ammunition were expended.

1 August - 212-AA

A weather reconnaissance in the Finschhafen and Huon Gulf areas and photograph mission of Mape River and Langemak Bay was made by one B-25.

3 August - 214-AA

A bombing and strafing mission was made by eight B-25s on barges in Mape River and south of Masaweng River. Seven to nine camouflaged barges and one cabin launch were bombed and strafed along the south bank of Mape River. A motor launch was left burning and several barges were destroyed. One barge was hit and left burning just south of Masaweng River. 14400 pounds of bombs were dropped and 10050 rounds of ammunition were expended in strafing.

6 August - 217-AA

A weather reconnaissance was made by one B-25 to Salamaua and Lae areas and Arawe.

7 August - 218-AA

An armed weather reconnaissance mission was made by one B-25 to Langemak Bay, Itni River and Arawe area. A type B barge was sighted near the second bend of Mape River and strafed twice with tracers seen entering it. One Jap was seen lying on barge and is believed to have been killed. 450 rounds of ammunition were expended.

7 August - 218-BB

Nine B-25s made a bombing and strafing mission on barges near Lagunen Point. Two type B barges bombed and strafed just north of Lagunen Point, but the attack was broken off and results unobserved due to interception by two or possibly three enemy single seat fighters. One radial-engine single seat fighter was shot down smoking into the water, where it was seen to cartwheel. 600 pounds of bombs were dropped and 2276 rounds of ammunition were expended in strafing and firing on enemy fighters.

12 August - 223-EB

12 B-25s made a barge search mission at Langemak Bay, Rooke Island, Bergen, Rotteck and Rein Bays. All aircraft turned back at Morobe without completing the mission when the fighter escort gave the signal for return to base because of bad weather.

17 August - 228-General

12 B-25s participated in a strike on aircraft on Boran and Newak Airdromes. The airdromes and surrounding areas were heavily strafed and bombed with good results on parked enemy aircraft. 7452 pounds of bombs were dropped and 13200 rounds of ammunition were expended in strafing.

18 August - 229-General

12 B-25s took off for a mission against supply dumps at Boran and Newak Airdromes. 9600 pounds of bombs were dropped and 6200 rounds of ammunition were expended in strafing. One B-25 was shot down by an intercepting enemy single seat fighter. Several enemy aircraft were seen shot down by other squadrons and escorting fighters. Bombing and strafing were considered good.

20 August - 231-EB

Seven B-25s took off on a barge search near the Cape Busching area. Four barges were strafed with unobserved results. 700 rounds of ammunition were expended in strafing.

23 August - 231-EB

A barge search from Saida to Langemak Bay was made with six B-25s. A rowboat, wharf and houses were bombed and strafed. 400 pounds of bombs were dropped and 70 rounds of ammunition were expended.

25 August - 236-General

A shipping sweep of Hansa Bay and surrounding harbors was participated in by nine of our B-25s. Many luggers, barges and Sugar Charlies were heavily bombed and strafed with good results. Two B-25s were damaged by anti-aircraft fire. 29500 pounds of bombs were dropped and 10100 rounds of ammunition were expended.

28 August - 239-AA

Nine B-25s took part in a shipping sweep in Hansa Bay and surrounding area. Shipping and barges were heavily bombed and strafed as were nearby supply installations on shore. Good results were observed although one plane was lost when its left wing was blown off by an explosion aboard one of the damaged luggers. 13500 pounds of bombs were dropped and 7250 rounds of ammunition were expended.

30 August - 241-EB

One B-25 made a reconnaissance of the Lae-Salamaua dropping area.

1 September - 213-EE

12 B-25s participated in a barge hunt around the Bergen Bay area. Several barges were bombed and strafed as were the surrounding villages. Good results were observed. 5300 pounds of bombs were dropped and 6300 rounds of ammunition were expended.

3 September - 215-AA

Nine B-25s participated in a strike against enemy aircraft, anti-aircraft positions, and store and personnel areas at Cape Gloucester. Results were good although one B-25 was holed. 14904 pounds of bombs were dropped and 12300 rounds of ammunition were expended.

4 September - 216-AA

A bombing and strafing attack against the Cape Gloucester Air-drome was made by nine of our B-25s. Four of our planes were holed. The air-drome was thoroughly covered by bombs and strafing. 14076 pounds of bombs were dropped and 6450 rounds of ammunition were expended in strafing.

4 September - 216-CC

One B-25 made an armed reconnaissance of the Nadzab area.

7 September - 219-BB

Ten B-25s participated in a bombing and strafing mission east of Nadzab on Markham Road. 11040 pounds of bombs were dropped and 8050 rounds of ammunition were expended.

10 September - 252-DD

One B-25 took off on a weather reconnaissance mission to Wau, Tsili Tsili and Markham Valley.

12 September - 254-AA

One B-25 took off on a weather reconnaissance mission of Morobe, Salamaua and surrounding areas.

16 September - 258-AA

Eight B-25s participated in a bombing and strafing strike against Lae Defense Area No. 6. Results were unobserved though 8694 pounds of bombs were dropped and 13800 rounds of ammunition were expended in strafing.

17 September - 259-AA1

One B-25 made a weather reconnaissance mission over Nadzab and Lae areas.

18 September - 260-DD

Nine B-25s attempted a bombing and strafing mission against barges and luggers at Kronprinz Harbor but were turned back due to bad weather.

19 September - 261-EE

A barge search mission was made by six B-25s from Sio to Finschhafen and surrounding areas. Several barges and the village areas were thoroughly bombed and strafed with good results. 13200 pounds of bombs were dropped and 10200 rounds of ammunition were expended.

22 September - 264-EE

Simban Village and the track area from Timbulum Point to Godowi Point were thoroughly bombed and strafed by nine B-25s with 18300 pounds of bombs and 13450 rounds of ammunition.

25 September - 267-EE

Two B-25s dropped ammunition to friendly forces south of Pong River and conducted a weather reconnaissance of the Finschhafen area.

27 September - 269-General

Nine B-25s participated in a shipping sweep of Victoria Bay and near Kairuru Point. A Fox Tare Charlie, two luggers, a Sugar Charlie and a 40 foot cabin launch were definitely destroyed besides damaging various other small craft. Villages in the Kairuru Point area were thoroughly bombed and strafed. One B-25 was lost due to anti-aircraft fire and five other planes were holed. 13500 pounds of bombs were dropped and 7150 rounds of ammunition were expended.

30 September - 272-AA

One B-25 made a weather reconnaissance over the Lae-Nadzab and Dumpu areas.

30 September - 272-EE

One B-25 dropped supplies to friendly forces near the Finschhafen area.

1 October - 273-CC

Nine B-25s made a shipping sweep from Bungula Bay to Commodore Bay but were turned back with the mission only 50% completed due to insufficient fuel. One power boat was strafed with 400 rounds of ammunition.

2 October - 274-CC

One B-25 made a photo reconnaissance mission of the New Britain coast from Grass Point to Arren Point and surrounding areas at low altitude. 500 rounds of ammunition were expended in strafing a barge.

3 October - 275-AA

Nine B-25s took off for a barge hunt along the coast of New Britain from Itni River to Higgins Point. One barge was destroyed and several damaged by 2700 pounds of bombs and 1650 rounds of ammunition.

4 October - 276-CC

Six B-25s attempted a barge and shipping sweep around Garove Island but were forced to return due to bad weather. When the weather cleared, six B-25s took off to complete the mission. Several barges and one motor launch were bombed and strafed with the motor launch definitely destroyed. Kuriga village and surrounding areas were also thoroughly bombed and strafed. One plane received a hit from machine gun fire. 13800 pounds of bombs were dropped and 8450 rounds of ammunition were expended.

12 October - 281-AA

15 B-25s participated in a bombing and strafing mission against Rapopo Airdrome and supply dumps and personnel areas. Approximately 28 enemy aircraft were destroyed or damaged on the ground plus large damage to supply dumps and personnel areas. Two barges were also heavily strafed. 17112 pounds of bombs were dropped and 23550 rounds of ammunition were expended.

13 October - 285-AA

12 B-25s attempted a shipping sweep in Keravia Bay but were turned back due to bad weather.

16 October - 288-CC

12 B-25s attempted to intercept enemy naval and merchant shipping north of Long Island but were unable to contact them due to bad weather and the low altitude course of the planes.

21 October - 293-AA

Nine B-25s took off to bomb and strafe Wareo Village and mission and the track west from Masankoo village. 10200 pounds of bombs were dropped and 14,300 rounds of ammunition were expended in strafing.

24 October - 296-AA

Rapopo Airdrome dispersal areas was the target for nine B-25s. Despite interception by approximately 25 enemy single seat fighters, 8100 pounds of bombs were dropped and 8700 rounds of ammunition were expended on the target area. 1400 rounds of .30 calibre ammunition were expended against the enemy fighters. One B-25 was shot down and two damaged against the score of six enemy single seat fighters definitely shot down, two probably destroyed and one damaged. One pilot was slightly injured and one gunner was shot through the leg.

24 October - 296-BE

Three B-25s took off on a search for Jap destroyers near Rein Bay. No destroyers were sighted.



26 October - 298-AA

Nine B-25s attempted a shipping search in Simpson Harbor but were turned back due to bad weather.

2 November - 305-AA (14)

Ten B-25s made a shipping sweep of Simpson Harbor with the following results: Four Fox Tare Ables, one large freighter, one large destroyer, on Fox Tare Charlie, one Sugar Two Stacks and one CA were badly damaged. The town area was also thoroughly strafed. Two B-25s were shot down and two B-25s were damaged by anti-aircraft fire. One gunner was killed and two wounded. 10000 pounds of bombs were dropped and 10000 rounds of ammunition were expended. 1200 rounds of .30 calibre ammunition were expended by the gunners in strafing.

19 November - 322-DD

Nine A-20s bombed and strafed camp, supply and barge staging areas from Gunke to Sialua Island. 7500 pounds of bombs were dropped and 12100 rounds of ammunition were expended in strafing.

24 November - 327-CC

Six A-20s bombed and strafed Kalasa Village with 5700 pounds of bombs and 6200 rounds of ammunition.

24 November - 327-DD

Five A-20s made a barge search in Kelanea Harbor and the camp area and barge hideout near Kiari. 4500 pounds of bombs were dropped and 2000 rounds of ammunition were expended in strafing.

28 November - 331-BB

Nine A-20s bombed and strafed the track from Kalasa to Sialum with 9600 pounds of bombs and 6425 rounds of ammunition.

1 December - 334-DD

Eight A-20s bombed and strafed barges and installations at Rottok Bay with 4800 pounds of bombs and 5150 rounds of ammunition.

3 December - 336-AA

11 A-20s strafed and bombed the track from Wandokai to Masaweng River with 9300 pounds of bombs and 15400 rounds of ammunition.

4 December - 337-CC

Six A-20s took off on a photo mission from Rein Bay to Bergen Bay. The mission turned back due to bad weather.

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(14) For complete story on this mission, see Biographical Sketch of Major R. H. Wilkins -- Personal and Local Interest Section.

6 December - 339-AA

Nine A-20s participated in a bombing and strafing mission in the Lakona Area. Results were unobserved. 8100 pounds of bombs were dropped and 10450 rounds of ammunition were expended.

8 December - 341-AA

Six A-20s took off on a large sweep mission in the Arawe Islands and a photo reconnaissance of Cape Merkus coast. No barges were sighted but villages in the Cape Merkus area were thoroughly bombed and strafed with 5700 pounds of bombs and 2750 rounds of ammunition.

13 December - 346-EE

12 A-20s went on a bombing and strafing mission of dumps, supplies and personnel areas at Daumoina and along the Bogadjim Road. 10500 pounds of bombs were dropped and 5000 rounds of ammunition were expended in strafing.

14 December - 347-EE

Analut Plantation was the target for 12 A-20s. 14100 pounds of bombs and 7450 rounds of ammunition were used in thoroughly bombing and strafing the plantation.

14 December - 347-FF

12 A-20s in an afternoon mission again bombed and strafed Analut Plantation. Bombing was considered excellent with 11950 pounds of bombs dropped and 13250 rounds of ammunition expended.

18 December - 351-AA

11 A-20s participated in a bombing and strafing mission of ammunition dumps and personnel areas in the Rua and Walingai Areas. One large explosion and one hut were observed to be hit. 12600 pounds of bombs were dropped and 9400 rounds of ammunition were expended in strafing.

19 December - 352-LL

Tracks in the Arawe area were the targets of nine A-20s. One machine gun position was silenced by strafing and the targets were thoroughly plastered by 8000 pounds of bombs. 10750 rounds of ammunition were expended by strafing.

20 December - 353-KF

A large hunt and targets of opportunity along the coast and up the Pulie River was the mission of seven A-20s. Results were unobserved due to dense jungle. 6000 pounds of bombs were dropped and 4950 rounds of ammunition were expended in strafing.

21 December - 354-KK

11 A-20s went on a mission to bomb and strafe the camp area and defense positions east and west of Wandokai. The Walingai area was bombed and strafed instead of Wandokai through mistaking map references. 10500 pounds of bombs were dropped and 11625 rounds of ammunition were expended in strafing.

22 December - 355-BB

11 A-20s went on a mission to bomb and strafe the Wandokai area. A possible serviceable barge was strafed. All targets were thoroughly hit by bombs and strafed. 9750 pounds of bombs were dropped and 7560 rounds of ammunition were expended.

24 December - 357-JJ

Ten A-20s participated in a bombing and strafing mission in the Cape Gloucester area. The bombing was excellent with several huts seen to be destroyed. 9500 pounds of bombs were dropped and 11450 rounds of ammunition expended in strafing.

24 December - 357-FF

Nine A-20s went on a search for barge hideouts and possible supply depots between Gneisenau and Scharnhorst Points. Several fires in the brush were started by the bombing and strafing. 9000 pounds of bombs were dropped and 11200 rounds of ammunition were expended.

25 December - 358-HH

12 A-20s bombed and strafed targets in the Cape Gloucester Area. Results were unobserved. 10000 pounds of bombs were dropped and 15375 rounds of ammunition expended in strafing.

25 December - 358-LL

Nine A-20s bombed, strafed and made a photo reconnaissance of a small unnamed island in the Cape Gloucester area. 7750 pounds of bombs were dropped and 9400 rounds of ammunition were expended.

26 December - 359-GG

12 A-20s bombed and strafed Target Ridge with unobserved results. Bombing was considered excellent. 10250 pounds of bombs were dropped and 10650 rounds of ammunition were expended in strafing.

27 December - 360-FF

12 A-20s bombed and strafed the coast south of Walingai. The target was badly torn up by bombs. 10500 pounds of bombs were dropped and 9300 rounds of ammunition were expended in strafing.

28 December - 361-AA

Ten A-20s participated in a strike against a ridge in the Cape Gloucester area. The results were unobserved. 9750 pounds of bombs were dropped and 12000 rounds of ammunition were expended.

30 December - 363-JJ

12 A-20s participated in a mission to bomb a gun position in the Sag Sag area and to strafe the coastal track. One large explosion was observed due to the bombing. A machine gun position was strafed and silenced by one plane. 10750 pounds of bombs were dropped and 19150 rounds of ammunition were expended in strafing.

1944

2 January - 2-E-1

12 A-20s bombed and strafed Mur Village and vicinity with two columns of white smoke observed where one bomb had exploded. Another bomb threw up logs and debris. 19000 pounds of bombs were dropped and 11450 rounds of ammunition were expended in strafing.

3 January - 3-A-1

12 A-20s bombed and strafed the troop-staging areas near Borgen Bay. Bombing and strafing was excellent. 11500 pounds of bombs were dropped and 16500 rounds of ammunition were expended.

6 January - 8-I-1

12 A-20s bombed and strafed Bogadjim-Yaula Road. Bombing was considered excellent. 11500 pounds of bombs were dropped and 16350 rounds of ammunition were expended in strafing.

8 January - 8-I-1

A barge sweep on the Pulie and Nayarua Rivers and a bombing and strafing strike on Didmop village was participated in by six A-20s. No barges were sighted but several huts were destroyed or damaged by bombing and strafing in the village. 5750 pounds of bombs were dropped and 10000 rounds of .50 calibre ammunition were expended.

13 January - 13-C-1

A bombing and strafing mission against targets of opportunity on the Bogadjim-Yaula Road was flown by 12 A-20s. Several plantations and villages were thoroughly bombed and strafed and the entire road was strafed. 9600 pounds of bombs were dropped and 14550 rounds of ammunition were expended.

14 January - 14-J-1

Magiarapu village was the target for 12 A-20s. One hut was completely destroyed and several were damaged by the bombing. 12650 pounds of bombs were dropped and 20650 rounds of ammunition were expended.

16 January - 16-C-1

12 A-20s participated in a strike against targets on Bogadjim Road near Mauzoina. Several villages were bombed with good results and one barge suffered a direct bomb hit. 12050 pounds of bombs were dropped and 19400 rounds of ammunition were expended in strafing.

20 January - 20-B-1

Targets of opportunity in Pulie River area, Rein Bay, and west of Cape Rasult were the goal for 12 A-20s. Villages and plantations in the areas were thoroughly bombed and strafed. 8000 pounds of bombs were dropped and 10450 rounds of ammunition were expended.

21 January - 21-D-1

12 A-20s bombed and strafed Goli Village and the track along the coast. Reinji village was also strafed. Bombing and strafing results were considered good. 11250 pounds of bombs were dropped and 22100 rounds of ammunition were expended.

26 January - 27-C-1

Yara village and Goli Village were the targets for a bombing and strafing mission of 12 A-20s. 21000 pounds of bombs were dropped and 20700 rounds of ammunition were expended.

27 January - 27-J-1

12 A-20s participated in a strike against Nobinob Village. Three European-type buildings were destroyed by bombing and the mission and other buildings were badly damaged by bombing and strafing. 8500 pounds of bombs were dropped and 11400 rounds of ammunition were expended.

28 January - 28-I-1

Troop concentrations near Silimati Point were the targets for 12 A-20s. Bombs started a large white smoke fire and two small fires. 23500 pounds of bombs were dropped and 21200 rounds of ammunition were expended.

29 January - 29-G-1

12 A-20s struck at stores, personnel and barge hideout area at Tutop River near Cape Bushing. Two columns of white smoke and two small fires resulted from bombing. 22000 pounds of bombs were dropped and 17640 rounds of ammunition were expended in strafing.

2 February - 33

12 A-20s struck at Nobinob Mission and completely destroyed the mission and village with 10000 pounds of bombs and 17850 rounds of ammunition.

4 February - 35-A-2

12 A-20s took off for bombing and strafing mission against

**Marienberg.** Three large buildings were hit and badly damaged. A two-story frame house was demolished and other buildings were damaged. Three cows and four horses were strafed with undetermined results. Three fires were also started. 8850 pounds of bombs were dropped and 6850 rounds of ammunition were expended.

5 February - 36

12 A-20s participated in a shipping sweep of Hansa Bay and a bombing and strafing mission at Bogia Mission. One small lugger was completely destroyed by a direct hit. A direct hit was made on a large empty Type A barge. Stores, one large and one small building were hit and demolished and the mission building was holed. Strafing was considered excellent. One plane was damaged by anti-aircraft fire. 19000 pounds of bombs were dropped and 16400 rounds of ammunition were expended in strafing.

8 February - 39-A-2

12 A-20s struck at Alexishafen Plantation area. A possible barge or jetty was blown up. A barge was left burning and a jetty was destroyed. Bombs hit another jetty or barge but results were unobserved. A large black fuel fire was started in the village area. 19500 pounds of bombs were dropped and 17000 rounds of ammunition were expended.

9 February - 40-E-2

Mindiri Plantation was the target for 12 A-20s in a bombing and strafing mission. One bomb was dropped on a suspected 3 inch dual-purpose gun position on Herwarth Point. The target was heavily strafed and bombing was excellent. 24000 pounds of bombs were dropped and 18800 rounds of ammunition were expended.

12 February - 2B-309

12 A-20s attacked the Darapap and Karau villages in a bombing and strafing mission. Many shacks were set afire and a bomb blew up the largest native shack. 22500 pounds of bombs were dropped and 17450 rounds of ammunition were expended in strafing.

14 February - 14E-309

Dagua Airdrome was the target for 12 A-20s. Bombs were dropped on stores and dispersal strip, and among dispersal and revetment areas. One unidentified fighter had a direct hit scored on it. Four twin-engine planes were definitely destroyed. One fuel dump fire was started. Two Helens were damaged. Bombs fell on six single seat fighters but damage was unobserved. A grey smoke fire was started. Other bombs were seen to fall among parked airplanes and in the stores area but no specific results were observed. Bombing and strafing was considered excellent. The Squadron was intercepted twice by enemy aircraft. The first interception occurred when approximately 11 single seat fighters made one pass. The second happened when

from 10 to 15 single seat fighters made a similar pass. The Squadron "hit the deck" and soon outdistanced enemy aircraft. 7200 pounds of bombs were dropped and 12050 rounds of ammunition were expended.

15 February - 15E-309

Shipping in Kavieng Harbor; stores and personnel areas were the targets for 12 A-20s. A Fox Uncle or Fox Tare was believed damaged by near misses. Two luggers were destroyed and other luggers and barges were believed damaged. One unidentified floatplane was strafed and set afire. A large square building in the building and dump area was bombed, demolishing it and setting the ruins afire. Two large buildings in the town area were blown up and one stores fire was started. Other buildings, stores and personnel areas along the east coast of Kavieng Harbor were bombed. Four planes suffered damage from anti-aircraft fire and one gunner was slightly injured. 19500 pounds of bombs were dropped and 12950 rounds of ammunition were expended in strafing.

19 February - 19A-309

12 A-20s struck at Brandi Point and Cape Moem, bombing and strafing buildings, stores, tents and two luggers near Cape Moem. A large building was blown up, and several large buildings were damaged. One small and one large fire was started and a near miss was probable on a lugger. One plane was damaged due to a premature bomb blast. 12500 pounds of bombs were dropped and 11500 rounds of ammunition were expended in strafing.

21 February - 21C-309

Nine A-20s bombed and strafed Sa River from its mouth to two miles inland. Three villages were bombed and strafed with excellent results. 15000 pounds of bombs were dropped and 16600 rounds of ammunition were expended in strafing.

23 February - 54-A-2

Buriu Airdrome, building areas in vicinity, and Keregi village were the targets for 11 A-20s. Two buildings received full direct hits, and a large red-roofed building was also hit. The entire airdrome area was thoroughly strafed. 19000 pounds of bombs were dropped and 13750 rounds of ammunition were expended in strafing.

24 February - 55-A-2

11 A-20s struck at Dagua Airdrome. An oil drum fire was started and three single seat fighters were bombed with unobserved results. An anti-aircraft gun position was hit by one bomb. Shacks and tents were bombed and four moving trucks were strafed. One lugger and two barges were strafed. Bombing and strafing were considered excellent. 16000 pounds of bombs were dropped and 14675 rounds of ammunition were expended in strafing.

25 February - 56-D-2

Boram Airdrome was the target for ten A-20s. An anti-aircraft gun position, six parked planes, buildings and entire airdrome area were thoroughly bombed and strafed. Results were considered excellent. 18500 pounds of bombs were dropped and 11900 rounds of ammunition were expended.

27 February - 58-K

One A-20 completed a courier mission from Nadzab to Gusap and return.

27 February - 58-L

One A-20 completed a courier mission from Nadzab to Finschhafen airdrome to Cape Gloucester airdrome and return.

28 February - 59-C

11 A-20s struck at the dispersal area and stores east of Nubia airdrome. Bombing was very good although results were obscured by clouds of dust. The entire area was completely strafed. One small fire was started and a small barge was strafed. 19500 pounds of bombs were dropped and 8400 rounds of ammunition were expended.

3 March - 63-H

One A-20 made a search mission for a B-24 and crew downed on 29 February 1944. The missing B-24 or crew was not sighted.

3 March - 63-M

One A-20 made a courier mission to Finschhafen and return.

4 March - 64-J

One A-20 made a courier mission to Dobodura and return.

4 March - 64-I

One A-20 made a courier mission to Saider and return.

5 March - 65-F

12 A-20s participated in a bombing and strafing mission at the landing beach at Yalau Plantation. Only four planes reached the target due to bad weather. The rest turned back. No results were observed. One plane was missing. 6500 pounds of bombs were dropped and 4800 rounds of ammunition were expended.

6 March - 66-A

One A-20 completed a courier mission to Milne Bay, Finschhafen and return.

6 - 7 March - 66-H

One A-20 completed a courier mission to Port Moresby, Milne Bay, Goodenough Island, Finschhafen and return.



11 March - 71-C

12 A-20s struck at Boram Airdrome area with excellent bombing and strafing results. One gasoline dump fire was started and one plane and four trucks were strafed. One Sally bombed was also strafed. One anti-aircraft position was bombed and many anti-aircraft positions near Wewak mission were heavily strafed. Several native huts were seen to catch fire. Five planes were holed by machine gun fire. 28000 pounds of bombs were dropped and 14500 rounds of ammunition were expended in strafing.

12 March - 72-G

Boram Airdrome, stores and supply areas was the target for 12 A-20s. Wewak mission suffered a direct hit and one bomb hit the supply area. One single seat fighter was bombed and destroyed. Several anti-aircraft positions were straddled by bombs and practically silenced. The entire area was heavily strafed. Three planes were holed by anti-aircraft fire. 27000 pounds of bombs were dropped and 20800 rounds of ammunition were expended.

13 March - 73-F

Brandi Plantation was struck by 12 A-20s with many fires started due to excellent bombing and strafing. Results were not definite due to excessive smoke and dust. 22500 pounds of bombs were dropped and 11800 rounds of ammunition were expended in strafing.

14 March - 74-B

One A-20 made a bombing and strafing mission on the Brandi Plantation area including Kopa village. Damage was unassessed. 3000 pounds of bombs were dropped and 600 rounds of ammunition were expended in strafing.

14 March - 74-B

11 A-20s struck at Brandi Plantation. Bombing and strafing was considered excellent with three black smoke fires and two large white smoke fires started. Several other fires were started in the area. 29000 pounds of bombs were dropped and 11400 rounds of ammunition were expended in strafing.

15 March - 75-E

12 A-20s bombed and strafed Kairiru personnel area. One small lugger was probably destroyed. Many bombs fell among buildings in the target but damage was not determined. Two black smoke fires were started. The entire area was heavily strafed. Six planes were holed by machine gun fire. 15000 pounds of bombs were dropped and 14450 rounds of ammunition were expended in strafing.

15 March - 75-L

One A-20 completed a courier mission to Finschhafen and return.

16 March - 76-F

One A-20 completed a courier mission to Dobodura, Milne Bay, Goodenough Island and return.

17 March - 77-D

11 A-20s struck at personnel areas at Cape Moem. Three fires were started and one small unserviceable power boat was strafed. The entire area was covered with bombs and thoroughly strafed. 24000 pounds of bombs were dropped and 16200 rounds of ammunition were expended in strafing.

18 March - 78-C

Brandi Plantation was again the target for 12 A-20s. Three fires were started in the target area and one in the shacks of Kasimin village. Bombing and strafing was considered excellent. 32500 pounds of bombs were dropped and 14350 rounds of ammunition were expended.

19 March - 79-F

12 A-20s attacked the 1000 yard airstrip along the west side of Cape Moem, but results were obscured due to excessive smoke, debris and dust over the whole target area. 25500 pounds of bombs were dropped and 10350 rounds of ammunition were expended.

19 March - 79-L

Seven A-20s took off to bomb and strafe a convoy northwest of Kairiru Island. One lugger was sunk by direct bomb hits. A large Fox Tare Charlie was sunk. One A-20 was believed shot down in the water by a strafing B-25 and one plane landed at Dumpu with machine gun holes in the gunner's compartment, also believed due to the strafing of the B-25. 4000 pounds of bombs were dropped and 4050 rounds of ammunition were expended in strafing.

21 March - 81-E

The south side of Brandi Plantation was bombed and strafed by seven A-20s, starting a small black smoke fire. Other results were unobserved due to heavy smoke and clouds of dust. One large truck was strafed. 19500 pounds of bombs were dropped and 10050 rounds of ammunition were expended in strafing.

25 March - 85-F

Eight A-20s bombed and strafed east and north sections of Wom Point. Several small fires were started and several native huts were hit by bombs. Specific results were unobserved due to smoke and dust. 20500 pounds of bombs were dropped and 5600 rounds of ammunition were expended.

26 March - 86-K

Nine A-20s struck at enemy positions south of Lorengau. Many buildings were blown up in the target area but results were hard to see due to smoke and dust. 23500 pounds of bombs were dropped and

13600 rounds of ammunition were expended in strafing.

27 March - 87-B

Eight A-20s hit Wom Point causing a large fuel fire. One large bridge was damaged and three black smoke fires were started. A large 70 foot barge or lugger was heavily strafed and badly damaged. Several native huts were hit and damaged. 22500 pounds of bombs were dropped and 11500 rounds of ammunition were expended.

31 March - 91-A

Nine A-20s struck at barges off Muscha Island and personnel areas on the island. Native villages were heavily damaged and one barge was strafed. 8700 pounds of bombs were dropped and 11400 rounds of ammunition were expended in strafing. (15)

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- (15) Combat operations since 31 March 1944 are covered in detail in the Monthly Unit Histories, submitted to Commanding General, V Bomber Command.

**ADMINISTRATIVE**

ADMINISTRATIVE

7 December 1941

31 March 1944

On 7 December 1941, the 8th Squadron was stationed at Savannah Air Base. 50% of the Squadron personnel were on leave of absence and most of the men expected to enjoy spending Christmas at home. The Government of Japan, through its military forces, attacked United States military objectives and personnel at Pearl Harbor on 7 December 1941 with resulting loss of lives and property. This cowardly and unannounced act resulted in a declaration of a state of war between the United States and Japan, and orders were issued at Savannah Air Base for all personnel to return to duty immediately. The Squadron immediately began making preparations for wartime conditions.

On 5 December 1941, by letter of that date, Adjutant General's Office, Subject: "Allotment of Grades and Ratings and Authorized Strengths, Air Corps", the 8th Squadron was authorized 192 enlisted men including 53 ratings. The tables simply designated the unit as "Bomb" with neither (L) or (D) qualifying the designation.

On 14 January 1942, letter that date, W.D., A.G.O., File AG 221 (1-6-42) EA, Subject: "Allotments of Grades and Ratings and Authorized Strengths, Air Corps", states: "authorized strengths in continental U.S. are rescinded and allotments shown in an attached table are substituted." The table was the sole authorization for the enlisted strength shown. It authorized the Squadron 211 enlisted men including 66 ratings. It will be noted from the foregoing figures that the unit arrived overseas well under strength.

As the 8th Bombardment Squadron (D), the unit, acting on orders received in secret letter, AG 370.5 MSC-C-M, Headquarters, 3d Air Force, dated 7 January 1942, left Savannah on 18 January 1942, under secret orders, arriving at Oakland, California on 23 January. The strength of

the Squadron at the time of this move was 16 officers and 153 enlisted men. It sailed on the U.S.S. "Ancon" on 31 January and landed at Brisbane on 25 February. On 6 March, per S.O. #43, Headquarters Base Section 3, dated 2 March 1942, the Squadron moved to Charters Towers, Queensland, where the aircrews trained with their A-24 dive bombers. (16)

Active participation of the 8th Squadron in the second World War began with the movement of combat crews and aircraft to Port Moresby, Papua, from Charters Towers at 0900 on 31 March 1942. Thirteen A-24s under Captain Rogers left Charters Towers for Moresby via Cooktown. They were piloted by Captain Rogers, 1st Lt. Ruegg, and 2nd Lts. Hill, Dean, Wilkins, Emerson, Holcomb, Swartz, Heidinger, Parker, Beck, Anderson, and Kitchens. At Cooktown, three thurned back because of excessive oil consumption, two became mired in the mud. These five all returned to Charters Towers within 48 hours. The other eight made the 430 mile overwater hop to Port Moresby. They landed at 7 Mile Airdrome at 2115. Two aircraft were damaged beyond repair when they collided on the runway in the night landing. Captain Rogers, ill with dengue fever, returned to Charters Towers by an Empire Boat, leaving Lt. Ruegg in charge of the small detachment consisting of six serviceable aircraft, seven pilots, and eight gunners. (17)

On 5 April 1942 at 0830, six A-24s left Charters Towers via Cooktown to reinforce the detachment at Moresby. All six arrived safely. During the day, a ground crew of 27 enlisted men--18 mechanics and 9 armorers--and two officers--Lt. Worthington, Engineering Officer, and Lt. Thompson, who had volunteered for the trip as Mess and Billeting Officer for the detachment, arrived by flying boat. Lt. Worthington and Sgt. J.M. Bridges set up their Engineering Office and workshop in one of the abandoned customs buildings along the single little runway at 3 Mile Airdrome. Lt. Thompson located our billet in an abandoned mission two miles north of the drome, with two Aussie cooks to handle the kitchen. These quarters proved to be fairly comfortable despite the heat and mosquitoes.

On 14 April 1942, eight more A-24s arrived from Charters Towers, led by Lt. Hesselbarth, the other seven were flown by Lts. Carter, Cassels, Dean, Criswell, Launder, Parker, and MacGillivray. Two mechanics, T/Sgt. Venable and T/Sgt. Haight rode as gunners with Lts. Hesselbarth and Carter, the other gunners were Sgt. LeRoeuf, Col. Braswell, Pvt. Hinkler, Sgt. Ulenika, Cpl. Beecher, and Sgt. Foster, respectively. On 16 April, Lts. Hesselbarth, Hill, Dean, and Holcomb, with the latter three gunners, took four aircraft unfit for combat, back to the mainland. Also, on 16 April, a ground reinforcement of

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(16) Except as otherwise noted, information was extracted from 8th Squadron Composite History.

(17) For complete list of Squadron C.O.'s and stations, see the Appendix.

26 enlisted men under Capt. Charles Baumhauer arrived by boat. On 19 April, Lts. Hill, Dean, Holcomb, Fergeson, and Beck arrived in five A-24s with Sgts. Nelson and LaRocque, and Cpl. Hoppe, Sgt. Bryning, and Sgt. Furch as gunners. On 21 April, Lt. Carter returned to the 89th Squadron at Charters Towers, making the status 19 A/C, 19 pilots, 3 administrative officers, and 77 enlisted men, total personnel--99.(18)

On 23 April, Captain Rogers, Commanding, and Captain Galusha, Lt. Summers, and Lt. Nambaugh, with two gunners and two mechanics arrived at Port Moresby in four A-24s. Lt. Summers was forced to make a wheels-up landing, damaging the aircraft beyond combat use, and reducing the available A/C by one. During the period from 21 April to 5 May, constant changes in strength of enlisted personnel were being made as men whose health was suffering from the tropical climate were returned to Charters Towers and others were called up as the situation demanded. The last crew arrival was M/Sgt. Harry Mooney, the line chief, on 29 April. The total strength was then 109, 83 of whom were enlisted personnel. On 3 May, Lts. Anderson, Beck, Heidinger, Parker, Willdine and Fergeson were returned to Charters Towers to become B-25 co-pilots, with Sgt. Gaydos, Pvt. Allpert and Pvt. H.L. White.

On the night of 10 May, a meeting was held at station operations attended by Capt. Rogers, Lt. Schwab, Wing Commander Pearce of RAAF, and Lt. Greene, C.O. of the 36th Pursuit Squadron, which with the 35th, both equipped with P-39s, had replaced RAAF 75 Squadron. Upon it being determined that limited range of the P-39s precluded any escort of A-24s on bombing missions into enemy territory, Capt. Rogers requested permission for the airplanes and combat crews to return to Charters Towers to prevent further damage by enemy bombardment. This request was granted, with the exception of sufficient aircraft to cope with the appearance of one or two enemy submarines. Consequently, on 14 May, Captain Galusha, Lts. Hill, Schwab, Cassels, MacGillivray, Summers, Launder, Criswell, and Nambaugh returned to Charters Towers. Capt. Rogers and Lts. Dean and Holcomb with their gunners, Cpl. Nichols, Cpl. Braswell, Cpl. Hoppe, and five aircraft and 69 enlisted men of the ground force remained at Moresby.

Back in Charters Towers, the Squadron settled down to enjoy the rumor that eventually it would receive A-20 airplanes equipped with four .50 cal. machine guns in the nose in addition to the four guns of the regular installation. Capt. Galusha, acting as Commander in Capt. Rogers' absence, obtained three A-20s from the 89th Squadron and proceeded

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(18) See Appendix for monthly strength figures.

to check out all the pilots who had never flown the A-20. On 20 May, Lt. Ruegg was sent to Brisbane to expedite the mounting of the .50 cal. guns on the A-20s.

During June and July of 1942, the Squadron checked out in A-20s at Charters Towers. On 22 July, eight A-24s went back to Moresby for operations against the Japs landing at Buna. After the tragic losses of 29 July, the A-24s were declared unfit for use, and training at Charters Towers continued.

Then followed a low period in the 8th's history under Majors Galusha and Ellison as C.O.'s. On 2 September, Lt. Chudoba led six A-20s to Port Moresby and on 8 September, six more were sent under Lt. Wilkins to the 89th Squadron. From this point on, many of the leading pilots of the 8th and most of its planes were transferred to the 89th. On 5 September, 1942, the organization joined the V Bomber Command with a strength of 33 officers and 289 enlisted men. From September 1942 to February 1943, while the pilots were flying with the 89th, the ground personnel acted as a service squadron.

On 28 January 1943, the ground echelon moved up to Port Moresby under Captain John Karol, Adjutant. The 10 pilots remaining with the 8th flew their turn in missions with the 89th. The Squadron had no planes of its own, most of its personnel were idle, and morale hit an all time low. On 10th April, the 8th moved to Dobodura per Movement Order #5, letter AG 370.5, Headquarters, 5th Air Force, dated 3 April 1943, and became an advance echelon for the Group, servicing missions of the 89th and 90th Squadrons.

Major James A. Downs assumed command in April. Captain Wilkins came back from the 89th to be Operations Officer and vigorous leadership began once again in the 8th. The B-25 era began on 20 May 1943 when the Squadron received two of the planes. Many new crews were assigned and checked out. 1st Lt. Joe G. Pearson returned to the 8th as Engineering Officer and built up an extraordinary combat readiness record, with M/Sgts. Hill, Casteel and Royle as his right hand men. On 25 May, Captains Hill and MacGillivray and Lt. Anderson of A-24 days were given a reluctant farewell. Then followed 5½ months of intense operations under the First Air Task Force, commanded by General Frederic Smith, that brought new glory to the 8th.

On 1 June 1943, the Squadron had its name changed from Eighth Bombardment Squadron (Light) to Eighth Attack Squadron. On 21 July, C.O. #162, Headquarters 5th Air Force, dated 21 July 1943, redesignated the unit from Dive to Light. On 6 September 1943, it was redesignated as the Eighth Bombardment Squadron per Staff Memo. #82, Headquarters 5th Air Force, dated 6 September 1943.



In October, Major Downs became Group C.O. after an outstanding record in lifting the Squadron from the depths to its former place in the forefront. A foremost pilot of the Group, he was loved and respected as a leader. Captain Wilkins, also greatly responsible for the 8th's climb, took over the command and received his Majority, while Captain Webster became Operations Officer.

The B-25 era was climaxed by the final and disastrous mission to Simpson Harbor, Rabaul, on 2 November 1943. Then began the first A-20 era. Captain Martin J. Radnik, previously chosen by Major Wilkins, became C.O. and Captain Lynn Roberts, Operations Officer. Captains Webster, Virden, Bridges and Sbisca and the older gunners returned to the U.S. at this time. Again the Squadron sought to forget by intense training in its new A-20s.

On 1 February 1944, the air echelon followed the ground troops to Nadzab. On 4 February, Captain Radnik went home after an extremely smooth and safe three months of operations and Major Charles W. Howe, formerly of the 90th Squadron, was put in as C.O. Captain Charles C. Smith of the 13th later joined the Squadron as Operations Officer. About this time Captain McDowell and Captain Donovan became Executive Officer and Adjutant respectively. (19)

On 1 February 1944, the Squadron had a strength of 40 officers and 270 enlisted men. This included 19 trained combat pilots and 39 trained combat gunners and photographers. New crew members were assigned to old crew members, (pilot to pilot, gunner to gunner, etc.) and between combat missions they were trained and checked out for combat. On 1 February, the Squadron had 17 A-20Gs and 1 B-25D1. (20)

On 1 March, the Squadron strength was 46 officers and 275 enlisted men, including 30 trained combat pilots. There were 14 A-20Gs available for combat. March was the first month of operation with the new "long-legger" type of A-20Gs. These planes gave the Squadron considerably longer range and more potent striking power as a result of larger gas tanks and the addition of wing racks. These racks enabled the planes to carry two additional 500 pound bombs, one under each wing. Strikes against the enemy were frequent and morale was high.

G.O. #150, Headquarters, 5th Air Force, 21 March 1944, pursuant to the authority contained in W.D. letter AG 320.2 (23 Feb 44) OE-1-AFRPCM dated 6 March 1944, authorized the Squadron a total of 44 officers and 263 enlisted men which included 21 combat crews. The Officer and enlisted grades previously authorized for combat crews were revoked and the following table was substituted. The Squadron to consist of

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(19) See interviews with these officers--Personal and Local Interest Section.

(20) Information from January to March 1944 was extracted from 8th Squadron Monthly Unit Histories, submitted to CG, VEC, in accordance with AR 345-105 and AF Regulation 20-6.

the following for combat crews: (21)

	<u>Capt.</u>	<u>1st Lts.</u>	<u>2nd Lts.</u>	<u>S/Sgts.</u>
Pilots	5	5	11	
Bombardier-Nav.		5		
Apl-mech gunner				21
Armorer-gunner				<u>21</u>
	5	10	11	42

\* \* \*

(21) Administrative history since 31 March 1944 is covered in detail in the Monthly Unit Histories.

III

PERSONAL AND LOCAL INTEREST

Headquarters First Division,  
American Expeditionary Forces,  
France, September 13, 1918.

From: Commanding General, First Division.  
To: Commanding Officer, 6th Aero Squadron.  
Subject: Service during operations against St. Mihiel Salient.

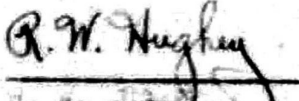
1. I desire to express formally and in writing my thanks for the valuable assistance rendered by the 6th Observation Squadron during the recent offensive operations against the St. Mihiel Salient.

2. Under most trying weather conditions the Squadron carried out with marked courage and devotion its mission, contributing materially to the brilliant success of American arms.

3. To you and to your fine command I desire to convey the thanks of the Division and myself.

(Signed) U.F. SHERRILL,  
Major General, U.S.A.

A TRUE COPY:

  
R. W. HUGHES,  
1st Lt., Air Corps.

ARMY AIR SERVICE, SECOND ARMY  
AMERICAN EXPEDITIONARY FORCE

From: Army Air Service Commander, Second Army, E.F.  
To: Commanding Officer, 3th Aero Squadron, (Observation),  
American A.F.  
Subject: Commendation.

1. As you leave to return to the United States, I wish to express my appreciation of the excellent service rendered by your Squadron during its connection with the Second Army Air Service.

2. The 3th Aero Squadron (Observation) was one of the first American Squadrons to be organized, having been formed on June 21st, 1917 at Kelly Field, South San Antonio, Texas. It was the second Liberty Squadron, and actively engaged on the Front for two and one half months. During nine hundred hours of flying, the total losses of the Squadron were eight killed, three injured and six missing. A large number of voluntary bombing missions were carried out by this Squadron with a large degree of success.

3. It must be said of both the Officers and men of this Squadron, that at all times and under all conditions, they performed the missions assigned to them with fine spirit and to the best of their ability, and in doing so, brought credit both to themselves and to the Service.

F. A. LAMB,  
Colonel, A.S., U.S.A.

300/1

A TRUE COPY:

*R. M. Hughes*  
R. M. Hughes,  
1st Lt., Air Corps.

A.G. 421.7 8th Attack Squadron  
A.S. (2-12-24) D

February 14, 1924

SUBJECT: 8th Squadron - Air Service - Insignia

TO : The Chief of Air Service

The Secretary of War approves the following insignia hereinafter described for the marking of airplanes of this squadron.

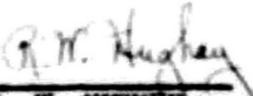
An American Eagle with outspread wings clutching the top of a Liberty bell superimposed upon a ring target, with a streamer below bearing the Squadron name in colors of yellow and green.

The Eighth Aero Squadron was of the Corps Observation Type. It arrived on the front at Ourches on July 31, 1918, and was assigned to the Fourth Corps, Observation Group, 1st Army on Aug. 14th. The Eighth was engaged in the operations in the Toul Sector, Chateau-Thierry, St. Mihiel and the Argonne-Meuse first and second offensives, terminating its work on February 5th, 1919. It suffered twelve casualties, consisting of 4 killed and 8 prisoners.

By order of the Secretary of War:

H.H. TEBBETTS,  
Adjutant General.

A TRUE COPY:

  
R. W. HUGHEY,  
1st Lt., Air Corps.

AIR BASE  
HEADQUARTERS  
Office of the Commanding Officer  
Mitchel Field, N. Y.

Hempstead, Long Island  
March 29, 1937.

Subject: Commendation.

To: Commanding General, 2nd Wing, GHQ Air Force,  
Langley Field, Virginia.

1. One of the three squadrons composing the Cold Weather Equipment Test Group at Selfridge Field, which operated from February 4th to 24th, 1937, was the 8th Attack Squadron, Barksdale Field, Louisiana, with Major Lester J. Maitland, Air Corps, in command.

2. This Squadron was outstanding in its operation, showed superior morale, superior airdrome discipline, and superior flying discipline.

3. Major Maitland seemed to have a comprehensive grasp and complete understanding of the requirements of his duties as Squadron Commander.

4. It is desired to commend him for the high quality of his work and that of his Squadron during these tests and to congratulate him upon having one of the most efficient and smoothly operating squadrons that I have seen in the Service.

/s/

W. H. FRANK,  
Colonel, Air Corps,  
Commanding.

201.22 (3-29-37)

1st Ind.

( H-3 )

Headquarters Second Wing, GHQ Air Force, Langley Field, Va., Apr. 3, 1937.  
To: Commanding General, 3rd Wing, GHQ Air Force, Barksdale Field, La.

1. The Commanding General, Second Wing, GHQ Air Force, is gratified to transmit the above expression of approbation, concerning the manner in which the 8th Attack Squadron, commanded by Major Lester Maitland, A. C., performed the missions assigned during the period of the Cold Weather Equipment Tests.

2. Please accept and convey to the personnel concerned my thanks and appreciation for the commendable manner in which they performed the duties involved.

/s/

G. C. BRANT,  
Brigadier General, Air Corps,  
Commanding.

201.22 (3-29-37)

2nd Ind.

( E-3 )

Headquarters Third Wing, GHQ Air Force, Barksdale Field, La., Apr. 9, 1937.  
To: Commanding Officer, Air Base, Barksdale Field, Shreveport, La.

1. The undersigned has noted and transmits this commendation of the 8th Attack Squadron with great pleasure.

2. It is desired that all concerned be informed and that a copy of this commendation be attached to the next efficiency report rendered on the officers of this command participating in the Cold Weather Equipment Tests, under the provisions of par. 1 b (1) A. R. 600-185.

/s/

F. L. MARTIN,  
Brigadier General, A. C., U. S. Army,  
Commanding.

A TRUE COPY:

*R. W. Hughey*

R. W. HUGHEY,  
1st Lt., Air Corps.



EIGHTH ATTACK SQUADRON  
GHQ AIR FORCE

Barksdale Field, La.  
July 22, 1937.

Subject: Streamers and Silver Bands for Guidon.

To: The Adjutant General, Washington, D. C.

1. Request that the engagement of this organization in the following operations during the World's War be verified and authority granted to requisition for the prescribed streamers and silver bands to be placed on the guidon lance of this organization:

TOUL SECTOR  
CHATEAU-THIERRY  
ST. MIHIEL  
ARGONNE-MEUSE

2. This organization was organized at Kelly Field, Texas (Camp Kelly) May 31, 1917 per Special Orders No. 16, Headquarters, Southern Department, dated May 31, 1917; arrived on the front at Ourches on July 31, 1918, and was assigned to the Fourth Corps, Observation Group, 1st Army on August 14, 1918.

/s/ Lester J. Maitland  
LESTER J. MAITLAND,  
Major, Air Corps,  
Commanding.

AG 424.5 - 8th Attack Sq.  
(7-29-37) Misc. (Ret)

3rd Ind.

JCP/hel

War Department, A.G.O., August 2, 1937 - To the Commanding Officer,  
Eighth Attack Squadron, Barksdale Field, Louisiana.

Approved.

By order of the Secretary of War:

A TRUE COPY:

/s/ Wm. E. Bergin  
WM. E. BERGIN,  
Adjutant General.

R. W. Hughey  
R. W. HUGHEY,  
1st Lt., Air Corps.

HEADQUARTERS THIRD ATTACK GROUP  
GHQ AIR FORCE

RI-1

Barksdale Field, Louisiana,  
August 8, 1939.

SUBJECT: Harmon Efficiency Trophy.

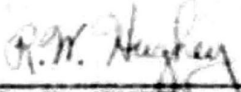
TO : Commanding Officer, 8th Attack Squadron, GHQ Air Force,  
Barksdale Field, Louisiana.

1. The Group Commander wishes to express to Major Y. A. Pitts, Air Corps, the previous Commanding Officer, Captain Richard H. Lee, Air Corps, the present Commanding Officer, and the Officers and Enlisted men of the 8th Attack Squadron his hearty congratulations on the Superior Efficiency record attained during the past training year, which has caused their Squadron to be declared the winner of the Harmon Efficiency Trophy award.

2. The Group Commander is highly gratified that the 8th Attack Squadron has been instrumental in bringing this coveted award back to the Third Attack Group. The general excellence with which you have functioned during the past training year reflects great credit upon you and your Group, and is a fine tribute to your general efficiency and excellent Esprit de Corps.

JOHN C. McDONNELL,  
Colonel, Air Corps,  
Commanding.

A TRUE COPY:

  
R. W. HUGHEY,  
1st Lt., Air Corps.

## OUR FIRST OVERSEAS STATION

In June 1942, our squadron was stationed at Charters Towers, Queensland, Australia. At this time the organization operated A-24 aircraft, the old Douglas Dauntless dive bombers. Combat missions were conducted by staging from Kila Kila Airdrome, Port Moresby, New Guinea. Planes would be flown by pilots, accompanied by gunners, from Charters Towers to Moresby. An air echelon consisting of personnel from engineering, armament, communications, mess and operations sections would travel by boat from Townsville to Port Moresby. Members of the air echelon would remain in New Guinea from two weeks to three months at a time. All other men in the squadron stayed at Charters Towers.

The camp was situated outside the town of Charters Towers, a town of 3,000 to 4,000 people. It was amidst a countryside of dull reddish brown earth. In the distance were dreary mountains covered with coarse vegetation and scattered forest.

When the squadron commenced setting up camp in March of 1942, the picture was anything but cheerful. The swift and startling successes of the Japanese had carried them in the East Indies and New Guinea close to the very shoreline of Australia. It even appeared that the Allies would have to abandon all territory north of Brisbane which is 650 miles south of Charters Towers.

Under these conditions the squadron had to be prepared to move on extremely short notice. No permanent buildings could be constructed. Each man's residence was a tent with sand floor. Mess halls and administrative structures were also bare floor tents.

The camp was built on almost completely flat ground. Along the edge of the camp ran a small creek. Sometimes torrential rainfalls would cause the stream to overflow into the squadron area. The operations line was located about two miles from camp. All administrative work of the technical sections of the squadron was conducted from the line area. Working hours were from 0700 to 1600.

The officers and enlisted men had clubs. At first a tent with sand floor and a few tables comprised each club. During the last two months at Charters Towers two improvements were made. A bar was installed and floors were cemented. Both clubs were stocked with ample beer, liquor, soft drinks and other refreshments common to the States. The Aussie beer was a big seller. When the beer ran out the men really could moan. That meant another trip to Townsville for more beer.

Motion pictures were the only other entertainments in camp. However,

when the men became fed up with camp life they could go to town during non-duty hours and at night. Transportation left camp for town at regular intervals. The last truck headed for camp departed from the town at 0100. Unfortunate individuals who missed it, were compelled to hitch-hike or walk back to the squadron area. That wasn't too bad. The only requirement was that the men had to return before work call at 0630.

Charters Towers is an old mining town which had seen far better days. Its buildings are reminiscent of those of a Western settlement of the 1890's. A peculiar feature of Charters Towers is its numerous goats which amble unconcernedly along its main street.

There were many restaurants and beer gardens to provide for the men. Fair to middling steaks, malted milks and sandwiches could be purchased at these establishments. An American Red Cross provided delicious hamburgers and coca-cola.

Combat missions were flown from April 1st to July 29th, 1942. The 8th Squadron flew the first bombing mission of the war in New Guinea. On July 29th, terrible tragedy struck the organization. Five of seven planes that had taken off on a mission against a Japanese convoy off Gona, New Guinea were shot down by enemy fighter planes. Thereafter the air echelon was sent back to Charters Towers and the A-24s condemned for combat.

After combat operations had ceased and in absence of work, much grumbling and discontent arose. The men had more time to talk about returning to the States. Some thought that six to nine months at so "horrible" a place as Charters Towers was too much for any human being. As for New Guinea, no white man could withstand its terrible humid torrid climate for more than four continuous months. What sadly deluded men. They never knew what was in store for them.

Other members of the squadron actually expressed a desire to move to New Guinea. They believed a change from dull dreary Charters Towers would be beneficial. Their wishes were soon fulfilled. On January 23rd, 1943, the organization cleared camp, located and boarded a Liberty boat at Townsville and set sail for Port Moresby. \*

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\* Taken from the 8th Bombardment Squadron Unit History for May 1945. Written by Capt. David J. Donovan, Squadron Adjutant.

Interview with Captain David J. Donovan,  
Adjutant, 8th Squadron  
19 September 1945.

1. I departed from the United States on 1 September 1942 and arrived at Brisbane on 29 September, spending four days in Suva, Fiji Islands enroute. I was assigned directly to the 8th Squadron on 8 October and joined the outfit at Charters Towers on 12 October. I have been continuously with the 8th Squadron to the present date, serving as Statistical Officer, and since March 1944, as Adjutant.

2. When I arrived, the Squadron did not have any planes, but hopes were high that they would arrive soon and everyone was expecting action in the not-too-distant future. Colonel Davies (now Brigadier General) was the Group C.O. and Major Galusha was the Squadron C.O.. A few planes came in from time to time and our pilots and planes flew some missions with the 89th Squadron. In January 1943 we moved to Port Moresby and continued flying missions with the 89th.

3. In April 1943, the 8th moved alone to Dobodura and achieved the distinction of being the first bombardment unit on the other side of the Owen-Stanley Range -- in fact, the 8th Squadron and the 49th Fighter Group were the only tactical outfits on that side of the Range. In May, the Squadron finally received B-25's in quantity. I can remember the day the first two B-25's arrived -- in one crew was 2nd Lt. George R. Greene, in the other F/O Shook -- both were later to distinguish themselves in combat and to become Squadron C.O.'s.

4. In my opinion, the B-25 era was the outstanding era during my stay in the organization. This was for a number of reasons -- outstanding combat record, high morale in spite of hardships, and the superior quality of the C.O.'s and the personnel as a whole. During this latter part of 1943 we had some of our most famous and successful missions -- Wewak in August; Rapopo Airfield at Rabaul in October; Simpson Harbor at Rabaul in November. During June 1943, when the pilots were still getting the feel of the planes, night barge hunts were conducted that were really "sweat jobs" for the pilots -- they had to worry about night takeoffs, night landings, bad weather, and the possibility of ack-ack. During the B-25 era we had the two most outstanding C.O.'s that this organization has ever seen -- Major Downs and Major Wilkins. Major Downs had taken over in March 1943 when the Squadron was really "down in the dumps", and almost immediately raised and sustained the morale. At Dobodura we had the most miserable area of all, but morale was never higher due to the fine leadership, and because of the excellent ground and flying personnel, working as a team.

We lived right in the midst of the jungle, and trees crashing on our tents during and after storms caused us more concern than the visits by the Japs at night. The Squadron's greatest note of tragedy was struck on 2 November 1943 when Major Wilkins was shot down over Simpson Harbor -- on his last mission with the 8th Squadron, and the Squadron's last B-25 mission. For this action he was to posthumously receive the Congressional Medal of Honor.

5. On 1 February 1944, we moved to Nadzab and Captain (now Colonel) Howe took over as Squadron C.O.. This was another period of outstanding missions -- Kavieng in February, Wewak in March, and Hollandia in April. The camp area in Nadzab was excellent, being in the highlands of New Guinea. The food was still poor, but it was beginning to be supplemented by "Fat Cats" flying from Australia.

6. In the middle of May 1944, the 8th Squadron moved alone to Hollandia and flew continuous missions from 16 to 28 May as the sole attack unit operating from this forward base. Six missions were flown the first day in support of Allied landings at Wakde Island; several missions the next day to Biak; and continuous missions the following days to Manokwari, Biak, Uтарom, and other enemy strong-points. This was another tragic period for the Squadron -- seven crews were lost in 20 days, chiefly due to the lack of pilots and the intense combat fatigue which resulted. The 8th Squadron has been recommended for the Presidential Unit Citation for this period.

7. I will leave more recent happenings to be found in monthly histories, but I do have a few remarks to make about the oldest member of the 3rd Group, Colonel Patrick O'Malley. "Pat" is an Irish terrier (fullblooded, although he may not look it) and had already been in the 8th Squadron for three months when I arrived. He was born in Brisbane in July 1942, and brought to the Squadron by Captain Ruegg. His ownership passed over to Major Downs, and when the latter went to Group Headquarters as Operations Officer, he bequeathed Pat as 8th Squadron property -- where he has been ever since, helping to raise the morale and to break in the new recruits.

*Robert W. Hughey*  
ROBERT W. HUGHEY,  
1st Lt., Air Corps,  
Historian

Interview with Captain Samuel A. McDowell,  
Executive Officer, 8th Squadron  
20 September 1945.

1. I departed from the United States on 10 February 1943 and arrived at Brisbane on 6 March. My orders assigning me to the 3rd Group were effective on 6 March, but I did not join the outfit until 14 March. At that time the 8th and 89th Squadrons and Group Headquarters were working out at Kila Drome at Three-Mile Airstrip, Port Moresby, and the 90th and 13th Squadrons were working out of Seventeen Mile. I was assigned as Special Services Officer for both the 8th and 89th, but my primary assignment was to the 8th. I have been continuously with the 8th to the present date, becoming Assistant Adjutant in April 1943, Adjutant in November 1943, and Executive Officer in March 1944.

2. When I arrived, Lt. Col. Strickland was Group C.O. and Captain Downs was Squadron C.O. The group had just finished participating in the Bismarck Sea Battle and pride in the outfit was high. Several 8th Squadron pilots had flown with the 89th Squadron in this action. For the next few months we still did not have enough planes to fly separate missions, so we continued flying with the 89th.

3. In April 1943, the 8th Squadron moved alone from Moresby to Dobodura, and in so doing probably became the first organization to be moved entirely by air. The movement was in the nature of an experiment -- there were many mistakes and omissions -- but the lessons learned were valuable for future air movements.

4. In my opinion, the Squadron reached the peak of its effectiveness as a tactical organization during the year from July 1943 through June 1944. This was in large part due to outstanding leadership of such men as Captain (later Colonel) Downs, Major Wilkins, and Captain (now Colonel) Howe, and to the colorful personalities, reckless courage, and unusual flying skill and teamwork of pilots like Captains Patton, Payson, "Chalky" Wright, and Lt. "Two-Gun" Brown. Of these, Major Wilkins was my idea of the "perfect soldier" -- not a man to call your "pal", but a leader to be respected and followed anywhere. His death was the Squadron's greatest loss. The abovementioned period of highest achievement had only one low spot. That came after the last of the B-25 missions on November 2 and continued during the time the Squadron was changing to A-20's and also changing personnel. The upswing began again with our missions in support of the Cape Gloucester landings on New Britain in December 1943.

5. If the period I have previously mentioned was the high point of tactical efficiency, the following few months, July to October, marked the high tide of morale and squadron spirit. This was especially true under the regime of Captain George R. Greene as C.O., and Lt. A. E. Shook (now Major) as Operations Officer. Every man was completely convinced that there was no outfit in the entire Air Forces other than the 8th Attack Squadron.

6. In our relations with other organizations, there are several outfits that stand out in my mind. In Dobodura, our chief rival in low-level attack was the 345th Group -- after they arrived over here in April 1943. We have always had very cordial relations with the 49th Fighter Group. They have very frequently flown top cover for us, from Dobodura days to the missions along the China coast. Our outstanding service organization was the 59th Service Squadron of the 46th Service Group at Dobodura -- they leaned over backwards to do things for our Squadron. Another very cooperative unit was the 1024th Signal Company which supplied our Communications Section at Dobodura and also in Okinawa.

*Robert W. Hughey*

ROBERT W. HUGHEY,  
1st Lt., Air Corps,  
Historian.



Interview with Captain John G. Rensier,  
Ordnance Officer, 3rd Group  
2 October 1945.

1. I came overseas 17 September 1943 from the U.S. and joined the 8th Squadron, 3rd Bomb Group, 20 October 1943. I was made Ordnance Officer -- aviation ordnance, not transportation -- for that squadron immediately. I remained so until October 1944 when I was made transportation officer in addition to my other duties. For a short time in 1944 I was also armament officer for that squadron. I have been Group Ordnance and Transportation Officer since February 1945.

2. At Dobodura, in the fall of 1943, I had four men overstrength according to the T/O. All but a few of them were Ordnance trained and all had practical experience in the field. When we started sending men home in the spring of 1944 that picture changed. Throughout the year we lost men until at one time I was below half strength. We just didn't get replacements, Ordnance trained or untrained. After the fall of 1944 none of the Ordnance sections exceeded half strength. And less than half of what we had were trained. Being familiar with the other ordnance sections in the Group and having continuously worked with other ordnance officers in the Group I am aware that this situation prevailed throughout all the squadrons.

3. At Dobo each squadron maintained its own bomb dump carrying two full missions -- figuring 12 planes to the mission -- of every type of ammunition and bomb available for use in B-25s at that station. These dumps were all in the jungle and therefore heavily camouflaged. Even so Nip bombs landed about 150 yards from the 8th's Dump one night -- about September 1943. I was not there but I saw evidence of where they hit. They were "Daisy-cutters" and they went off in the trees. We then drew all ammunition components from the 1919th Ordnance Ammunition Co. which operated the Embi Bomb Dump, main one for the Dobodura area. We got ordnance general supplies from the 1518th Ordnance Supply and Maintenance Company. We had liaison with the Ordnance Officer, Capt. McKinney, at the First Air Task Force. At Dobodura we were serviced by the 46th Service Group of which the foregoing units were a part.

4. At Nadzab we were served by the 1817th Ordnance Supply and Maintenance Company and obtained bombs from the "Reserve Dump Nadzab Area" operated by the 617th Ordnance Ammunition Company. We no longer had squadron dumps but drew from this dump as we needed them.

5. There was great deterioration of ammunition at Dobo where there was a very high moisture content in the air. Small arms suffered likewise. This was also reflected in the health of my personnel. At Dobo sickness was high, at Nadzab health was much better.

Interview with Captain John G. Rensier (Continued)

/s/ John N. Tolar  
JOHN N. TOLAR,  
Captain, Air Corps,  
Historian.

MAJOR RAYMOND H. WILKINS

Holder of the Nation's Highest Award

Major Raymond H. Wilkins was C.O. of the 8th Attack Squadron from August until his heroic death in action over Simpson Harbor, Rabaul, on 2 November 1943. He became Squadron Operations Officer under Lt. Colonel (then Major) James A. Downs, in May 1943 and served in that capacity until the latter became Group C. O. in August. Although Major Wilkins came to the Squadron from the 89th, it was a return to his first love, for he had been with and of the 8th during its A-24 days, from early in 1942 to August of that year.



Major Wilkins -- "Wilkie" or "Ray" to his close friends and associates, was born at Portsmouth, Virginia in 1917. He was a true soldier and a perfect officer. He had been an enlisted man in the Signal Corps and then in the Air Corps, from 1936 to 1939. As Staff Sergeant, he instructed in radio at Cranute Field. He passed all entrance examinations for West Point but was excluded for slight occlusion of his otherwise perfect teeth. Determined to rise, nevertheless, he took pilot training at Parks Air College and Randolph Field. He graduated at Kelly Field, receiving his commission on 31 October 1941. Requesting foreign service at once, he was sent overseas on 22 November 1941, as a member of the 27th Bombardment Group, originally headed for the Philippines. On 2 April 1942, with Major Floyd Rogers and others, he transferred to the 3rd Group, where he stayed until his death.

2nd Lt. Wilkins' schooling made him an able and cool, yet determined and eager pilot and forceful combat leader, came under "Buck" Rogers, in the first half of 1942, when the 8th Squadron traded blows in A-24s against infinitely superior Jap forces. His training in Squadron administration and in fair but firm dealing with his men and officers, was by Captain Virgil Schwab, Operations Officer during the same period. Many times later in his friendly and instructive talks with younger pilots, Wilkie would refer to his two ideals, Bible-reading but hard-riding "Buck" Rogers as the best combat leader he had ever known, and to Captain Schwab, as the absolute prototype of the ideal army officer, always on the job, conversant with every department, with his primary thought the welfare of his men whom he inspired and led because they wanted to be as he was. When he had matured and had become C.O. of the 8th, Wilkie was the incarnation of the best in these two men he had strived to emulate. He was at times hard but always fair. He earned and held the respect of all his enlisted men and officers in a manner rare in the Air Corps.

As a combat pilot, Major Wilkins was regarded by his associates as incomparable. Throughout his career his ability to find the target and make quick decisions were notable. His combat judgment was flawless and his bombing accuracy was deadly. A 2nd lieutenant, with practically no experience or flying time, he flew on Major Rogers' wing in the first mission ever flown by bombers based in New Guinea over Lae in April 1942. He was the only pilot on that mission who flew the last mission over Lae on 13 September 1943, when he led the 8th Squadron and the 3rd Group in B-25Ds. He earned the Silver Star for repeated A-24 missions over Lae, Salamaua and against enemy shipping from April through July 1942.

On 29 July 1942 Major Rogers led 7 A-24s from Fort Moresby to attack the large Jap convoy approaching Buna. The P-40 top cover disappeared as a six ship convoy, escorted by many Zeros, was sighted. Rogers, nevertheless, called for attack and 2nd Lieutenant Wilkins dived on his wing, scoring a direct 500-lb. bomb hit on a 6000 ton vessel, with

the destruction of which he is officially accredited. The planes of Major Rogers, Captain Schwab and three other pilots, hopelessly outnumbered and out-gunned, were shot down in flames. Captain John Hill limped into Milne Bay with his gunner dead. Wilkins, by superb evasive action and good luck, was the only one to bring his plane back to base intact. A recommendation for the Distinguished Service Cross on this mission is still pending.

With the 89th Squadron, Wilkie was Communications Officer, rose to 1st Lt. and then Captain and became an outstanding pilot in A-20As. From September 1942 to April 1943 he flew many ground support missions over Buna, the Kokoda pass and between New and Salamaua at the time the tide of battle was being turned. A great regret of his life was that he was on leave at the time of the Bismarck Sea Battle on 3 March 1943.

Wilkie led the Squadron on numbers of B-15 barge hunts, strikes against Salamaua, Iae, Madang and Cape Gloucester, and in ground support missions soon after his return to the 8th. On 27 and 28 July he led the 8th in its part against the two destroyers off Cape Gloucester. On the first day, in the face of oncoming enemy planes and without fighter cover, he made two runs after heavy interception. His plane was riddled on the trip home when his turret gunner, S/Sgt. Miles Rowe, expended every round keeping the Zekes at bay. The second day, photos from his plane showed that he definitely scored two direct hits on and blew up the surviving destroyer, for which he received official credit and the Distinguished Flying Cross. As C. O. he led the 8th in the first low level attacks on Hansa Bay and nearby harbors, 25 and 28 August, where withering A/A fire was encountered. He hit two vessels the first day, sinking one, while his Squadron got five. He led the Group in a 27 plane mission the second day which destroyed many more vessels. Dropping 4 X 500 lb. bombs on four different ships, Major Wilkins scored direct hits on two and destructive near misses on two others. For this he received a second Oak Leaf Cluster in lieu of the Distinguished Flying Cross (the first having been for 50 combat missions).

Other important missions on which he led the Squadron or Group were the attack on the Gogol River bridge near Madang on 20 July 1943, the deepest penetration by attack bombers into enemy territory on that date, and the first against shipping near Kairuru Island (Newak) on 27 September where he sank a 4000 ton vessel in Victoria Bay. For his leadership on this mission and the terrific shipping destruction effected by his Squadron, together with the 13th and 90th, he received the third Oak Leaf Cluster to the Distinguished Flying Cross. Wilkie also led the 8th in the first low level attack on the Rabaul airdromes on 12 October 1943, when terrific damage was caused enemy planes on the ground. Only because it was known Wilkie would have wished it, was the Distinguished

Flying Cross, offered for this accomplishment to each squadron leader, given to his second in command.

The finale of Major Wilkins' brilliant combat career came dramatically but tragically on 2 November 1943. His great aspiration always had been to lead the first attack on shipping at Rabaul. He had studied maps and models by the hour and aided General Smith of First Air Task Force in planning the approach and exit. He led the Group on the first mission on 26 October, but turned back from the Kiriwinas on order of the General, on account of weather. Wilkie "sweated out" the mission the next four days and nights, knowing it would end his regular combat career, for he was to go to Group the next week; knew it would end the squadron's B-25D1 era, for A-20s already were on hand; and he looked forward to getting it behind him so he could marry that month, the girl to who he had been engaged for over a year. Wilkie three times briefed the squadron that he would take the position nearest the heavy cruiser known to be on the west side of the harbor and would be the one to attack it if necessary. He, above all others, knew and appreciated its A/A power.

On the mission, Major Wilkins led his squadron, which was, by rotation, then in third position. Due to an inexplicable mistake, the squadron ahead failed to make the approach as ordered. Wilkie, after two radio remonstrations, adhered to his soldier's discipline and followed. The result was a dive into the harbor through intense smoke, in such direction that Major Wilkins, in order not to crowd his echelon to the right, was forced to go straight down rather than across the harbor and to take on not the expected one, but two heavy cruisers in the narrow mouth of the harbor. This he did boldly and gallantly, strafing with all he had left. As he crossed them their terrific barrage cut off half his left wing and his horizontal stabilizer and he went down into the bay, but not before, with his plane already damaged as it entered the harbor, he had scored a direct hit on and blown up a destroyer and hit and left in flames a large merchant vessel. For this crowning achievement of an extraordinary career, Wilkie received, posthumously, the Congressional Medal of Honor.

Major Wilkins' motivating spirit was always to serve his Country, to give and do as a soldier what he was paid for, to give all that was expected of him and then more. He struck the enemy with all his might, but seemed to bear them no hate. He never talked in terms of revenge. He aspired to rise and to stay in the regular Army, but he never trampled over others to do so. His fairness was extreme. When he divided his pilots and gunners just before the Simpson Harbor raid, he paired them and sent men to other squadrons of stature equal to those he kept. The man who had more actual combat strike missions (87) and more awards (Medal of Honor, Silver Star, Distinguished Flying Cross with Oak

Leaf Clusters, Air Medal with Oak Leaf Cluster; Purple Heart and Distinguished Service Cross pending) than any other man in the Group, never wore his medals when on leave. He deprecated his own achievements and gave all credit to his crews in the air and on the ground.

The finest thing that can be said in Major Wilkins' honor and memory is that, through many subsequent adversities and under counter-influences, the enlisted men and the officers who knew him, have always held him as their ideal without peer and have instilled in the new men his great influence which has enabled the 8th to carry on as Wilkie would have wished and done. \*

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\* Taken from 8th Squadron Unit History for May 1945.



R.A.A.F. - 75 SQUADRON

It is felt by the historian that a few words should be said in consideration and commendation of our gallant ally — Australia — and especially the noble part which the R.A.A.F. played when "things were rough". This is especially brought out by the following extract from the 8th Squadron's Historical file in which was filed a narrative entitled "Summary of Combat Operations" covering the period when the squadron was based at Port Moresby:

"It is the desire of every member of the 8th Squadron who ever knew and flew with the men in the R.A.A.F. 75 Squadron that these boys get the commendation and attention they deserve. Beginning with the reinforcement of Lae by the enemy at the middle of April, 75 Squadron was called upon to defend Moresby several times a day. At times toward the end of April, when they were having great difficulty in getting the airplanes and parts they could only get four into the air, yet these four unhesitatingly attacked 16 Zeros in one formation. In such a scrap as that, odds four to one, Squadron Leader John Jackson was killed on April 26 as well as Sgt. Cowie. Nevertheless, and despite their being the only fighter squadron at Moresby, they were always eager to have a crack at the Japs, either over his A/D or ours. We all hope they get the recognition and the new airplanes they deserve".

\* \* \*

IV

APPENDIX

SQUADRON STATIONS

From 31 May 1917 to 1 April 1944.

<u>Station</u>	<u>Date of Arrival</u>	<u>Date of Departure</u>
Kelly Field, Texas	31/5/17	3/7/17
Selfridge Field, Mich.	5/7/17	15/10/17
Camp Mills, New York	17/10/17	20/11/17
S. S. "Carpathia"	22/11/17	8/12/17
Winchester, England	15/12/17	5/1/18
Thetford, England	1/5/18	17/7/18
Le Havre, France	17/7/18	29/7/18
Amanty, France	31/7/18	31/8/18
Ourches, France	31/8/18	31/9/18
Toul Aerodrome, France	5/10/18	23/10/18
Slazerain, France	23/10/18	5/2/19
Bordeaux, France	24/2/19	19/4/19
S. S. "Pastores"	20/4/19	1/5/19
Kelly Field, Texas	25/5/19	13/8/19
McAllen, Texas	15/8/19	30/6/21
Kelly Field, Texas	1/7/21	1/6/26
Fort Crockett, Texas	1/6/26	28/2/35
Barksdale Field, La.	1/3/35	6/10/40
Savannah Air Base, Ga.	10/10/40	19/1/42
Oakland, California	23/1/42	31/1/42
S. S. "Ancon"	31/1/42	25/2/42
Ascot Raceway, APO 923	25/2/42	6/3/42 *
Charters Towers, Qld, APO 710	9/3/42 *	25/1/43
Fort Moresby, New Guinea, APO 929	28/1/43	10/4/43
Dobodura, New Guinea, APO 503	10/4/43	1/2/44
Nadzab, New Guinea, APO 713	1/2/44	Through 31/3/44

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\* In the absence of morning reports - lost in transit many months ago - this record has been used as the best evidence of the various dates of the unit's moves. Despite the fact that some records of other units of the group show the move from Ascot Raceway to Charters Towers to have begun on 8 March and ended on 10 March 1942, we have used the above figures inasmuch as they are, in our opinion, equally valid.

SQUADRON COMMANDERS

From 31 May 1917 to 1 April 1944

<u>Squadron Commanders</u>	<u>From</u>	<u>To</u>
Capt. H. S. Wheeler	31/5/17	1/5/18
2nd Lt. J. D. Haldstead	1/5/18	18/7/18
1st Lt. G. Englehart	18/7/18	2/8/18
1st Lt. G. Winant	2/8/18	16/2/19
1st Lt. Bender	16/2/19	31/5/19
2nd Lt. F. Taylor	31/5/19	7/6/19
Capt. W. G. Renwick	7/6/19	5/9/19
Capt. M. K. Guilbert	5/9/19	13/10/19
Capt. G. C. Kenney	13/10/19	20/5/20
Lt. V. J. Meloy	20/5/20	3/3/21
1st Lt. C. A. Fursley	3/3/21	30/6/21
Lt. V. J. Meloy	30/6/21	7/8/21
Lt. Glascock	7/8/21	23/8/21
Lt. V. J. Meloy	1/11/21	16/2/22
Capt. C. B. Bubb	16/2/22	14/5/22
Capt. T. H. Shea, Jr.	14/5/22	17/6/22
Lt. Skanse	17/6/22	12/10/22
Capt. Bubb	12/10/22	3/8/23
Capt. Davidson	3/8/23	13/10/23
Lt. L. A. Smith	13/10/23	19/1/24
Lt. McEntire	19/1/24	17/2/24
Capt. Davidson	17/2/24	24/4/24
1st Lt. R. F. Cole	24/4/24	10/2/26
1st Lt. D. J. Canfield	10/2/26	17/6/26
1st Lt. R. F. Steary	17/6/26	4/10/26
1st Lt. A. M. Foster	4/10/26	9/11/26
1st Lt. E. P. Stearly	9/11/26	4/12/26
1st Lt. J. T. Curry	4/12/26	10/12/31
Capt. L. A. Smith	10/12/31	10/3/33
Capt. L. G. Harvey	10/3/33	9/7/35
Maj. J. J. Corkille	9/7/35	3/8/35
Maj. L. J. Waitland	3/8/35	16/7/38
Maj. Pitts	16/7/38	1/7/39
Capt. Lee	1/7/39	21/12/39
Capt. Guillette	21/12/39	31/1/40
Maj. Lee	31/1/40	4/4/41
Capt. Gapen	4/4/41	6/7/41
1st Lt. E. F. Strickland	6/7/41	24/1/42
1st Lt. A. G. Evenoff	24/1/42	2/3/42
1st Lt. V. A. Schwab	2/3/42	14/3/42
Capt. H. L. Galusha	14/3/42	19/6/42

Squadron Commanders

	<u>From</u>	<u>To</u>
Maj. F. W. Rogers	19/6/42	29/7/42
Maj. H. L. Galusha	30/7/42	18/10/42
Maj. H. F. Ellison	18/10/42	24/2/43
Maj. J. A. Downs	24/2/43	14/9/43
Maj. R. H. Wilkins	14/9/43	2/11/43
Capt. M. J. Radnik	2/11/43	4/2/44
Maj. C. W. Howe	4/2/44	Through 31/3/44

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MONTHLY STRENGTH FIGURES \*

September 1942 to April 1944.

<u>Month</u>	<u>Officers</u>	<u>Enlisted Men</u>
September 5, 1942	33	289
October 1, "	35	287
November 1, "	43	284
December 1, "	27	293
January 1, 1943	27	294
February 1, "	20	284
March 1, "	22	293
April 1, "	31	274
May 1, "	26	276
June 1, "	39	259
July 1, "	41	262
August 1, "	47	288
September 1, "	50	303
October 1, "	57	299
November 1, "	41	289
December 1, "	39	295
January 1, 1944	39	282
February 1, "	40	270
March 1, "	46	273
April 1, "	42	263

\* \* \*

\* Data prior to September 1942 not available.

COMBAT STATISTICS\*

From May 1943 to April 1944

<u>Month</u>	<u>Missions</u>	<u>Sorties</u>	<u>Tons of Bombs</u>	<u>Rounds of Ammo.</u>
<u>1943</u>				
May	1	1	0.000	0
June	4	8	1.600	5600
July	16	53	27.800	42180 9x75 mm.
August	13	88	37.726	50296
September	16	89	49.507	77700
October	11	94	25.956	58950
November	5	39	18.650	37925
December	21	211	94.400	204160
<u>1944</u>				
January	13	150	88.150	212390
February	16	162	115.425	196175
March	24	163	155.850	175450

\* \* \*

\* Data incomplete previous to May 1943.

SQUADRON AWARDS AND DECORATIONS \*\*

<u>Name</u>	<u>Rank</u>	<u>Engagement</u>	<u>Date</u>	<u>Award</u>
Allan, G. P.	1st Lt.	Toul, France	10/9/18	DSC
Moore, E. R.	"	"	"	"
-----				
Akers, G.M.	2nd Lt.	Kairuru Straits, N.G.	9/27/43	AM
Anderson, D.E.	1st Lt.	"	"	SS & PH
Baker, H.W.B. Jr.	Capt.	Hansa Bay, N.G.	8/28/43	AM
Baumhauer, C.A.	"	"	"	SS
Berta, Wayne H.	2nd Lt.	Kairuru Straits, N.G.	9/27/43	SS
Bridges, W.H.	Capt.	Hansa Bay, N.G.	8/28/43	AM
Brown, James L.	1st Lt.	Cape Gloucester, N.G.	7/28/43	AM
Chudoba, E.J.	Capt.	Bismarck Sea	3/3/43	DFC
"	"	Lae, N.G.	4/7/42	SS
Dean, Claude L.	2nd Lt.	"	"	SS
"	"	Gona, N.G.	7/28/42	PH (Post)
Downs, James L.	Lt. Col.	Wewak, N.G.	8/17/43	SS
"	"	25 Missions		AM
Doan, Oliver C.*	Capt.			PH
Emerson, D.K.	1st Lt.	Lae, N.G.	4/7/42	SS
Omitro, G.H.	"	Kairuru Straits, N.G.	9/27/43	AM
Gormely, T.A.	2nd Lt.	Hansa Bay, N.G.	8/25/43	AM
Greene, George R.	1st Lt.	Mape River, N.G.	8/3/43	AM
"	"	Hansa Bay, N.G.	8/25/43	CLC to AM
"	"	Rapopo, New Britain	10/24/43	SS
Green, Miles L.	"	Kairuru Straits, N.G.	9/27/43	SS & PH (Post)
Greenhalgh, R.	2nd Lt.	Rapopo, New Britain	10/24/43	SS & PH
Hale, Robert L.	"	"	"	SS & PH (Post)
Hambaugh, Robert F.	Capt.	Lae, N.G.	4/7/42	SS
Henrich, R.C.	1st Lt.	Wewak, N.G.	8/12/43	SS & PH (Post)
Hill, John M.	Capt.	Gona, N.G.	7/28/42	SS & PH
Holcomb, James	2nd Lt.	Lae, N.G.	4/7/42	PH (Post)
Karol, John E.*	Capt.			L of M
Keyes, Woody H.	2nd Lt.	Rapopo, New Britain	10/24/43	SS
Kitchens, Gus	"	Lae, N.G.	4/7/42	SS
Lerrande, J.F.	1st Lt.	"	"	SS
Lowery, I.L.	"	Hansa Bay, N.G.	8/28/43	AM
"	"	Kairuru Straits, N.G.	9/27/43	OLC to AM
MacGillivray, F.	Capt.	25 Missions		AM
Mackay, W.G.	1st Lt.	Rapopo, New Britain	10/24/43	SS & PH



<u>Name</u>	<u>Rank</u>	<u>Engagement</u>	<u>Date</u>	<u>Award</u>
Mackay, W. G.	1st Lt.	Simpson Harbor N.E.	11/2/43	OLC to SS, OLC to PH (Post)
McCann, James H.	2nd Lt.	" " "	"	SS & PH (Post)
Martindale, G.	Capt.	Kairuru Straits, N.G.	9/27/43	AM & OLC to AM
Miller, R.H.	1st Lt.	Cape Gloucester, N.E.	7/28/43	SS
" " "	"	Wewak, N.G.	8/17/43	DFC
" " "	"	Rapopo, N.E.	10/21/43	PH (Post)
Miller, Raymond	2nd Lt.	Hansa Bay, N.G.	8/28/43	AM
Murphy, R.E.	"	Simpson Harbor, N.E.	11/2/43	PH (Post)
Cestreicher, R.G.	Capt.	50 Missions	5/30/43	DSC & DFC
Radnik, M. J.	"	Cape Gloucester, N.E.	7/28/43	DFC
" " "	"	Hansa Bay, N.G.	8/25/43	AM
" " "	"	Kairuru Straits, N.G.	9/27/43	OLC to AM AM
Rankin, H. R.	2nd Lt.	" " "	"	AM
Roberts, Lynn K.	Capt	Cape Gloucester, N.E.	7/28/43	AM
" " "	"	Hansa Bay, N.G.	8/25/43	OLC to AM
" " "	"	Kairuru Straits, N.G.	9/27/43	OLC to AM PH
Rogers, Floyd W.*	Major	Gona, New Guinea	7/27/42	OLC to PH
" " "	"	Bismarck Sea	3/3/43	DFC
Ruby, R.G.	1st Lt.	" " "	"	DSC
Ruegg, R.G.	Capt	" " "	"	DFC
Sbisa, J.E.	"	" " "	"	OLC to DFC
" " "	"	" " "	"	AM
" " "	"	Hansa Bay, N.G.	8/25/43	AM
Schwab, V.C.	"	Lae, N.G.	4/7/42	SS
" " "	"	Gona, N.G.	7/27/42	PH (Post)
Shepherd, R.W.	2nd Lt.	Cape Gloucester, N.E.	7/28/43	AM
" " "	"	Wewak, N.G.	8/18/43	SS (Post)
Sigismund, D.	1st Lt.	Cape Gloucester, N.E.	7/28/43	DFC
" " "	"	Hansa Bay, N.G.	8/25/43	AM
" " "	"	Wewak, N.G.	8/11/43	OLC to DFC
Sounhein, E.M.	"	Mape River, N.G.	8/3/43	AM
" " "	"	Hansa Bay, N.G.	8/25/43	OLC to AM
Schwartz, G.C.	Capt.	25 Missions	"	AM
" " "	"	Wewak, N.G.	8/18/43	SS
Swartz, H.G.	2nd Lt.	Lae, N.G.	4/7/42	SS
Trout, D.L.	"	Kairuru Straits, N.G.	9/27/43	AM
Turner, D.E.	"	" " "	9/27/43	AM
" " "	"	Cape Gloucester, N.E.	7/28/43	SS
Webster, W.H. Jr.	Capt.	Euna, N.G.	1/3/43	PH
" " "	"	Musik Island, N.G.	7/9/43	SS & OLC to PH
Widener, R.S.	1st Lt.	" " "	"	SS & PH
" " "	"	Wewak, N.G.	8/17/43	DFC
" " "	"	Hansa Bay, N.G.	8/28/43	OLC to PH

<u>Name</u>	<u>Rank</u>	<u>Engagement</u>	<u>Date</u>	<u>Award</u>
Wilkins, Raymond H.	Major	Gona, New Guinea	7/27/42	SS
"	"	50 Missions		DFC
"	"	Euna, N.G.	7/29/42	DSC (Rec)
"	"	Hansa Bay, N.G.	8/25/43	AM
"	"	"	8/28/43	CLC to DFC
"	"	Simpson Harbor, N.B.	11/2/43	CMH (Rec) C
Wright, W. L.	1st Lt	Kairuru Straits, N.G.	9/17/43	AM
Virden, L. M.	Capt.	50 Missions		DFC
-----				
Aldrich, G.C.*	Sgt		3/24/43	PH
Allport, L.W.	"	25 Missions		AM
"	"	Musik Island, N.G.	7/9/43	PH
Beecher, E.F.	"	Euna, N.G.	11/21/42	PH
Perube, J.A.	S/Sgt	Cape Gloucester, N.G.	7/28/43	SS
"	"	Rapopo, New Britain	10/24/43	AM (Post)
Bryning, J.H.*	"		2/27/42	SS
Cessna, B.C.	"	Kairuru Straits, N.G.	9/27/43	AM
"	"	Rapopo, New Britain	10/24/43	CLC to AM
Chilis, P.H.	Sgt	Lae, N.G.	4/7/42	SS
Corbridge, H.J.	S/Sgt	Rapopo, N.B.	10/24/43	AM
Corbin, J.E.	"	Kairuru Straits, N.G.	9/27/42	AM
Daems, R.J.	T/Sgt	25 Missions		AM
Edwards, C.E.	S/Sgt	Hansa Bay, N.G.	8/25/43	AM
Ferguson, O.M.	"	200 Combat Hours		DFC
Fury, J.P.	"	25 Missions		AM
Gunn, G.W.*	T/Sgt			SM
Hall, C.R.	S/Sgt	Cape Gloucester, N.B.	7/28/43	SS
"	"	Kairuru Straits, N.G.	9/27/43	AM (Post)
Harris, G.C.	"	Rapopo, New Britain	10/24/43	AM (Post)
Hartman, Henry A.*	M/Sgt		2/19/42	SS
Hill, A.B.*	"			L of M
Huemfner, D.W.	S/Sgt	Mape River, N.G.	8/3/43	AM
Kasish, M.A.	"	Hansa Bay, N.G.	8/25/43	AM
Kehoe, G.F.	Sgt	Lae, N.G.	4/7/42	SS
Kidd, W.L.	S/Sgt	"	"	SS
"	"	Bismarck Sea	3/3/43	AM
Kischum, M.	"	Hansa Bay, N.G.	8/25/43	AM
Kratz, T.F.	"	Kairuru Straits, N.G.	9/27/43	AM
LaRocque, A.W.	Sgt	Lae, N.G.	4/7/42	SS
Larrande, F.	T/Sgt	"	2/20/42	SS
"	"	Bismarck Sea	3/3/43	AM
Lefler, J.W.	Sgt	Hansa Bay, N.G.	8/25/43	AM
Lennon, P.R.	S/Sgt	Lae, N.G.	4/7/42	SS
Mackes, P.	"	Kairuru Straits, N.G.	9/27/43	AM
Monahan, F.M.	Sgt	Hansa Bay, N.G.	8/25/43	AM
Mongrain, R.C.	"	Lae, N.G.	4/7/42	SS
Norman, S.F.	T/Sgt	Cape Gloucester, N.G.	7/28/43	AM
Muscott, I.X.	S/Sgt	Hansa Bay, N.G.	8/25/43	AM

<u>Name</u>	<u>Rank</u>	<u>Engagement</u>	<u>Date</u>	<u>Award</u>
Popwell, L.G.	S/Sgt	Kairuru Straits, N.G.	9/27/43	AM (Post)
Reynolds, O.M.	"	Hansa Bay, N.G.	8/28/43	AM
Rowe, M.L.	T/Sgt	Cape Gloucester, N.B.	7/28/43	SS
" " "	"	Kairuru Straits, N.G.	9/27/43	AM
Rucker, H.E.	S/Sgt	Hansa Bay, N.G.	8/25/43	AM
Sam, Ralph	Sgt	Lae, N.G.	4/4/42	SS
Schnackeburger, Wm. J.	"	Rapopo, N.B.	10/24/43	AM
Simpson, D.H.*	S/Sgt	"	2/20/42	SS
Slaby, H.	Sgt	Rapopo, N.B.	10/24/43	AM
Stephenson, J.J.	"	Lae, N.G.	4/7/42	SS
Stevens, G.C.	S/Sgt	" "	"	SS
" " "	"	Kairuru Straits, N.G.	9/27/43	AM
Story, T.A.	"	Hansa Bay, N.G.	8/28/43	AM
Susarray, F.E.	"	Kairuru Straits, N.G.	9/27/43	AM
Swain, W.	Sgt	Cape Gloucester, N.B.	7/28/43	AM
Thornock, R.E.	T/Sgt	Lae, N.G.	4/1/42	SS
" " "	"	Cape Gloucester, N.B.	7/28/43	AM
Vance, D.R.	"	Lae, N.G.	4/11/42	SS
Woodard, V.E.	S/Sgt	Rapopo, N.B.	10/24/43	AM
Worden, H.C.	"	Lae, N.G.	4/13/43	SS
Wright, C.J.	"	Rapopo, N.B.	10/24/43	DSC & PH

\* \* \*

\* Complete information not available.

\*\* To 1 January 1944.

SQUADRON LOSSES

Killed or Missing in Action.

<u>Mission or Engagement</u>	<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>A/C</u>
Ourches, France	8/31/18	E.R. Kingsland	2nd Lt.	Unknown
" " "	8/31/18	S.C. Hand	Cpl.	"
St. Mihiel, France	9/10/18	H.W. Mitchel	2nd Lt.	"
" " "	9/13/18	H.B. Rex	" "	"
" " "	9/13/18	W. Gallagher	" "	"
" " "	9/28/18	F.W. Noal	Sgt.	"
" " "	9/28/18	F. Hollingsworth	2nd Lt.	"
Toul, France	10/10/18	R.J. Cochran	1st Lt.	"
" " "	10/10/18	C.H. Garrett	" "	"
Saizerais, France	10/29/18	A.R. Dean	" "	"
" " "	11/3/18	Walker Royce	2nd Lt.	"
" " "	11/3/18	J.J. McIlvaine	1st Lt.	"
" " "	11/3/18	C.R. Robinson	2nd Lt.	"
" " "	11/3/18	D.D. Watson	" "	"
Lae, New Guinea	4/6/42	J. Stephenson	Sgt.	A-24A
" " "	4/6/42	George Kehoe	"	"
" " "	4/7/42	Henry Schwartz	2nd Lt.	"
Port Moresby, N.G.	4/11/42	Gus Kitchens	" "	"
Wards Drome, N.G.	5/9/42	V. Heidinger	" "	"
New Guinea	5/24/42	James Holcomb	" "	"
" " "	5/25/42	J.W. Ferguson	" "	E-25C
20 miles north of Gona Bay, N.G.	7/29/42	F.W. Rogers	Major	A-24A
" " "	"	V.A. Schwab	Capt.	"
" " "	"	R.E. Cassels	1st Lt.	"
" " "	"	Claude Dean	2nd Lt.	"
" " "	"	J.C. Parker	" "	"
" " "	"	P.H. Childs	Sgt.	"
" " "	"	A. LaRocque	"	"
" " "	"	L.L. LeBoeuf	"	"
" " "	"	F.R. Hoppe	Cpl.	"
" " "	"	R.E. Nichols	"	"
" " "	"	Ralph Sam	Sgt.	"
Between Dobodura, N.G. and Cape Gloucester, New Britain	6/21/43	Harlan Reid	1st Lt.	E-25C1

<u>Mission</u> or <u>Engagement</u>	<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>A/C</u>
Between Dobodura, N.G. and Cape Gloucester, New Britain	6/21/43	Raymond Tabb	1st Lt.	B-25C1
" " "	6/21/43	Ray E. Smith	Sgt.	"
" " "	6/21/43	Robert Lemons	Cpl.	"
Mubo, New Guinea	9/7/43	Alfred C. Davis	Sgt.	B-25D1
Wewak, New Guinea	8/18/43	R.P. Henrich	1st Lt.	"
" " "	8/18/43	R.W. Shepherd	2nd Lt.	"
" " "	8/18/43	D.W. Huempfer	S/Sgt.	"
" " "	8/18/43	R.J. McCarthy	Cpl.	"
Hansa Bay, New Guinea	8/28/43	R.B. Widener	1st Lt.	"
" " " "	8/28/43	Bernard Lazarus	2nd Lt.	"
" " " "	8/28/43	J.W. Lefler	Sgt.	"
" " " "	8/28/43	F.M. Monahan	"	"
Kairuru Strait, N.G.	9/27/43	M.L. Green	1st Lt.	"
" " " "	9/27/43	W.M. Berta	2nd Lt.	"
" " " "	9/27/43	L.G. Popwell	S/Sgt.	"
" " " "	9/27/43	G.R. Hall	"	"
Rabaul, New Britain	10/24/43	R.H. Miller	1st Lt.	"
" " " "	10/24/43	R.L. Hale	2nd Lt.	"
" " " "	10/24/43	Glendon Harris	S/Sgt.	"
" " " "	10/24/43	J.A. Berube	"	"
Cape Gloucester, New Britain	10/30/43	E.F. Nordstrom	S/Sgt.	"
Rabaul, New Britain	11/2/43	R.H. Wilkins	Major	"
" " " "	11/2/43	R.E. Murphy	2nd Lt.	"
" " " "	11/2/43	M.L. Rowe	T/Sgt.	"
" " " "	11/2/43	G.H. Chamberlain	S/Sgt.	"
" " " "	11/2/43	R.E. Smith	Sgt.	"
" " " "	11/2/43	H.R. Bunce	2nd Lt.	"
" " " "	11/2/43	W.G. Mackey	1st Lt.	B-25C1
" " " "	11/2/43	J.W. McCann	2nd Lt.	"
" " " "	11/2/43	H.J. Corbridge	S/Sgt.	"
" " " "	11/2/43	T.E. Priddy	Sgt.	"
Wewak, New Guinea	3/5/44	R. Greenlagh	1st Lt.	A-20G
" " " "	3/5/44	W.D. Bell	S/Sgt.	"
" " " "	3/5/44	R. Kraeger	"	"
Kairuru Strait, N.G.	3/19/44	Norman Craig	2nd Lt.	"
" " " "	3/19/44	Ball	S/Sgt.	"
" " " "	3/19/44	Cunnsin	"	"

BIBLIOGRAPHY

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

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2. Squadron Intelligence Narrative Mission Reports
3. Squadron Intelligence File Index on Awards and Decorations
4. Squadron Operations Records
5. Squadron Monthly Intelligence Summaries
6. Squadron Monthly Histories
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8. Squadron Composite History
9. Squadron Morning Reports
10. Squadron Bomb and Ammunition Expenditure Reports
11. Squadron correspondence and old documents
12. 3rd Bombardment Group Diary
13. R.A.A.F. Forms A-14 Cypher Messages
14. Personal interviews