



8TH BOMBARDMENT SQUADRON (L) MAY 31, 1917 - MARCH 31, 1944

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H I S T O R Y

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

31 May 1917

31 March 1944

Compiled
September 1945

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I

NARRATIVE HISTORY

From Date of Activation 31 May 1917

To World War II 7 December 1941

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By Authority of the
Commanding General
Army Air Forces:

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NARRATIVE HISTORY

31 May 1917

7 December 1941

DATE: *20 Nov 46*

The 8th Aero Squadron was activated on May 31, 1917 per S.O. #16, Hq., Southern Departments. The enlisted personnel was drawn from the 2nd Company, 1st Provisional Aviation Camp, Kelly Field, Texas. Captain S.H. Wheeler was appointed Commanding Officer, Arthur Young, First Sergeant. After a short period of training the Squadron entrained for Selfridge Field, Mount Clemens, Michigan, July 5, 1917. Together with the 9th Aero Squadron they helped to construct that field. For three and one half months the Squadron was engaged there in training cadets, aviation mechanics, fitters and riggers. Captain Wheeler left to take charge of Scott Field, Belleville, Illinois. On October 17, 1917, under the command of First Lieutenant Norton L. Newhall, the Squadron left Selfridge Field for Garden City, Long Island, New York, arriving on Sunday, October 28th. Sergeant Young was here transferred to another organization. Sergeant Arthur Harvey was appointed Top Sergeant. The time in Garden City was spent with perfect discipline. (1)

On November 22, the Squadron boarded the Royal Mail Ship Carpathia and sixteen days later arrived in Liverpool, England. After a stay of three weeks at the American Rest Camp, Winal Down, Winchester, England, the Squadron was divided into four sections and sent to different Royal Flying Corps Training Centers; Transportation to Ruislip, one flight to Wyton, one to Thetford, and a third to Joyce Green. A splendid record was made by the Squadron during the training period.

On May 1, 1918, the entire Squadron was assembled at Thetford under command of 2nd Lt. Jacob D. Halstead and brought from there to Southampton on the evening of July 17. The Squadron crossed the English Channel that night, landing at LeHavre, and proceeded to a rest camp at St. Maixant. 1st Lt. George Englahart was assigned to the Squadron as Supply Officer. As Senior Officer, he assumed command.

In box cars, the Squadron proceeded to Amanty (Muese), Zone of Advance, arriving on the last day of July. On August 2, 1st Lt. Jehn Gilbert Winant (2) reported to the Squadron and assumed command. While here, pilots and observers were assigned from the personnel Bureau,

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- (1) Except as otherwise shown, information was extracted from 8th Squadron Composite History and from fragmentary references in the Squadron Historical File.
 - (2) Present U.S. Ambassador to Great Britain and former Governor of New Hampshire.



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Office Assistant Chief of Air Services. Planes and all necessary materiel for active service were supplied by the First Air Depot, Colombas Les Belles, and a small part of the transportation obtained from Langres. The prescribed quota of transportation was never received by the Squadron and more than once the efficiency of the Squadron was impaired by the shortage. While at Amanty, advantage was taken of the short distance from the lines, and a fortnight period of intensive training was engaged in, which included flights into the enemy's territory.

On August 31, 1918, the Squadron moved by truck to Ourches, Meuse. On this day as a result of a flat turn and a crash, 2nd Lt. Edwin R. Kingsland was killed and Cpl. Hand, who was riding with him, seriously injured. The 8th was the second Liberty Squadron to reach the front. The Squadron engaged at once in active service, and on September 12 and 13 took part in the operations against St. Mihiel Salient. (3) Lieutenants H.B. Rex and W.F. Gallagher were killed during this engagement, and Lieutenants H.W. Mitchell and J.W. Artz reported among the missing. Later, it was found that Lt. Mitchell was shot down over the lines in a fight with a Hun. He was unhurt; Lt. Artz was slightly wounded.

Because of the shortage of observers at this critical time, the Squadron Commander, taking advantage of paragraph 1342 $\frac{1}{2}$, Army Regulations, placed Sergeant First Class Phillip G. Smith, Sergeant E. O. Cook, and Sergeant Frank W. Noal on flying status, and used them as aerial observers. On his fourth flight, Sergeant Noal was killed with Lt. Frank B. Hollingsworth, shortly after the St. Mihiel attack. This accident happened as they were leaving the field on a reconnaissance mission. The pilot made a flat turn, spun to the ground and crashed. Both pilot and observer were instantly killed. The other two non-commissioned officers performed excellent service over the lines. Each of them is officially credited with the destruction of an enemy airplane. While at Ourches, 2nd Lt. Paul W. Chase and 2nd Lt. Ray Smith were given official credit for the destruction of a Boche plane.

On September 29, 1918, the entire Fourth Corps Group moved up to Toul Aerodrome, which is situated about two kilometers northeast of Toul, Mourth, Et Moselle, France. The Squadron remained here little less than a month. During this time considerable work was accomplished. At the suggestion of Col. Kahn, two photographic planes were sent out on single missions with protection, instead of one machine. On such a trip made September 25, a string of pictures covering some forty kilometers were taken. This was one of the longest, if not the longest strip photographed by an American Observation Squadron on a single mission. One of the duties assigned the Squadron at this time was to photograph the entire Corps front to a depth of ten kilometers,

(3) See letter of commendation for this action -- Personal and Local Interest Section.

an area of six hundred square kilometers. A large part of these pictures had been taken before the Squadron was transferred to the Sixth Corps. On October 9, 1st Lt. Edward R. Moore and 1st Lt. Gardner P. Allen while on a photographic mission displayed extraordinary heroism for which they were later awarded the Distinguished Service Cross. The next day, one of the best teams in the Squadron, 1st Lt. Robert J. Cochran and 1st Lt. Claude S. Garrett, Flight Commander of Flight "C" were brought down in flames while taking pictures. They, with three other planes, were attacked by twenty-six Boche. Three of these Boche were brought down, two by Sgt. F. G. Smith and one by Lt. S.M. Chambers. These two officers had won the respect and admiration of both officers and enlisted men of the Squadron. Their death was a real loss to all. Before leaving Toul, 2nd Lt. Jacob D. Halstead was transferred to the Group as Post Adjutant, 2nd Lt. Charles W. Richard was made Group Radio Officer. Both officers had been active helpers in making this an efficient organization. Lt. Walter Bender was relieved as Squadron Operations Officer and made Squadron Adjutant. Lt. M. C. Riley was appointed Squadron Operations Officer.

On October 23, the Squadron was moved to Saizerais and attached to the Sixth Army Corps, where shortly after arrival it was joined by the 354th Aero Squadron. This squadron had just arrived on the front and in order to place experienced flyers in the Squadron, Major McNarney ordered seven pilots and seven observers transferred to the 354th Squadron. Lt. H.H. Young was appointed Operations Officer and Lts. A. C. Rothwell, T.H. Menke and I.D. Stone were made Flight Commanders. While at Saizerais and before the Armistice was signed, five officers were lost. Lts. Walker Royce and J.J. McIlvaine, and Lts. Clark Robinson and R.C. Watson were missing over the lines. All four, it was later learned, were taken prisoners; 1st Lt. Alex R. Dean was killed in an airplane accident, while attempting to accomplish an Infantry Liaison exercise with Corps Troops.

Both at Toul and Saizerais a number of voluntary bombing missions were carried out. These met with success. While at Saizerais, one Hun machine was destroyed and officially credited to Lt. F.P. Fort and Sergeant E.E. Cook.

The Squadron was actively engaged on the front for two and one half months and during nine hundred hours of flying had only one forced landing. Not a single case arose that required a court-martial. The enlisted personnel did cheerfully and well every task assigned to them. The total losses were eight killed, three injured, and six missing. All that was given to the Squadron, was done, and done to the limit of its ability.

On February 5, 1919, G-3 Orders No. 129, Headquarters, 2nd Army, were received relieving the Squadron from the 2nd and 6th Army Corps and assigning it to the advance section, S.O.S., with instructions to

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proceed by truck train to Colombes les Belles, France, for preparation to return to the United States. This move was hailed with joy by every member of the organization as it was realized that they were not doing any good where they were since the Armistice. However, a great deal of regret was felt, as the organization was such a splendid one. To think of its dissolution as a unit was sorrowful, but "c'est La Guerre".

When this order was received the organization had nineteen pilots and twenty-four observers on its rolls and fourteen planes in addition to the usual ground officer personnel. Under G.H.Q. Orders, only ten officers were allowed to be taken with the Squadron so it became necessary to detach the surplus officers. The planes were to be delivered to N. S. Production Center at Romarantin, France, a distance of about four hundred miles from the airdrome. One plane, however, was transferred to the 354th Squadron, leaving only thirteen planes to be disposed of. On February 8, 1919, the start was made in two formations of six and seven, taking off in six inches of snow at about 9:00 A.M. in almost zero weather.

The Flight Leaders were given orders to land at Orley near Paris for gas and oil and then proceed to their destination. One plane was forced to land because of losing the drain plug from its water pump while in the air. A safe landing was made, however, and the plane was later flown to destination. By 9:00 P.M. February 8, 1919, all planes had been heard from and were safe. The 8th Aero Squadron was a ground unit.

During most of March and during the time Captain John G. Winant had been in the hospital and absent on leave, 1st Lt. Walter Bender was in command. Another problem which presented itself was the disposition of the Squadron property. With the assignment of 2nd Lt. Rayburn S. Webb as Supply Officer, this was soon accomplished.

On February 10, all the pilots who had flown planes to Romarantin, had returned, and orders were issued sending them to the 1st Air Depot for duty and return to the United States.

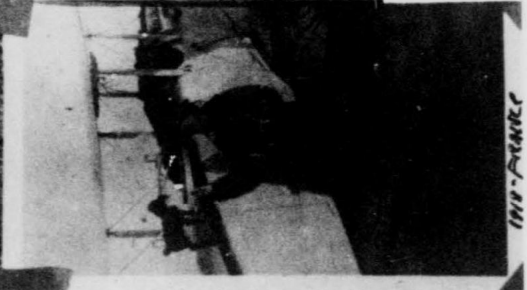
On February 11, everything was in readiness and the move to Colombes les Belles was made by truck. Here the Squadron was quartered in Adrian Barracks and immediately put on fatigue with other squadrons preparing the depot for inspection by General Pershing.

On February 16, Captain Winant was relieved of command and Lt. Bender assumed command. The same date Lt. Raymond Sanderhoff was sent as advance party to Bordeaux to prepare for the Squadron's arrival.

On February 19, the Squadron entrained at Barisey-la-Cote, for St. Andre-de-Culizac. Seven box cars were assigned the Squadron for officers and men. Five days were consumed on the move to Bordeaux where, upon arrival, billets were assigned to officers and men in the small



SAIZERALS FIELD AT 3000 FT. 6th CORPS OBSERVATION GROUP 12-20-18



Mr. F. White

8th CORPS OBSERVATION GROUP, FRANCE, 1918

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village of Forgues-St. Hilaire. The billets were the usual French rooms but the men were very comfortable. The Squadron Commander and his Adjutant were assigned one of the largest chateaux in the village, splendidly furnished and equipped with billiard tables and a huge library.

The Squadron remained here until April 19, 1919, spending the time in preparing for embarkation. The records of the Squadron were brought up to date. From six to eight hours daily were spent at drills and tactical marches. A baseball team was organized and some good games played and won. Everything possible was done by the townspeople to make our stay pleasant and we left this village with regret.

The Squadron remained here until April 19 and then moved by marching to Camp Genicourt, a distance of about ten kilometers, and went through the delousing mill the same day. The next few days were days of work and no sleep for officers and the office force as the volume of typewriter work was mountainous. Here seven officers were relieved from duty with the Squadron, leaving only three officers to return to the United States with the organization.

On April 20, 1919, the reign of terror of final preparation for return was completed and found the Squadron on board the U.S.S. "Pastores" with the shores of La Belle, France, receding in the distance. The crossing was made with fine weather and on the evening of May 1, the Lady of Liberty was sighted, thrusting her candle above the horizon. The Squadron was once more in the land of its birth.

On May 2, 1919, the Squadron debarked and moved by ferry and train to Camp Mills, Garden City, and was once again deloused.

On May 3, the organization moved to Mitchell Field, Long Island, and the work of transferring the enlisted men to different cantonments for discharge commenced. This was completed by May 20, and the Squadron then consisted of one officer, 1st Lt. Walter Bender, and eight men, all of whom were on furlough.

On May 20, orders were issued sending the Squadron to Kelly Field, Texas, for station and duty, at which place it arrived on May 25, consisting of one officer and records.

On May 31, 2nd Lt. F. Taylor was attached to the Squadron, assuming command, and Lt. Bender left for Los Angeles on a thirty-day leave.

During June 1919, the eight men who had been on furlough reported back to the Squadron and were immediately transferred, leaving the Squadron with one officer on leave and one officer attached for the personnel.

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On July 5, 1919, the re-organization of the Squadron was commenced, one officer and one hundred fifty men being assigned from Rockwell Field, California.

The Squadron was reorganized on a peacetime strength basis of two flights and on July 16, 1919, Flight "A" under the command of 1st Lt. Vincent J. Meloy left Kelly Field for border station at McAllen, Texas, for border patrol duty, equipped with six DH4's in crates. It was seen that the Squadron was again equipped with the poor old ship.

The personnel consisted of nine officers and 46 enlisted men. A construction squadron under command of Major Jacobs was also sent to McAllen to clear a landing field, and by August 18, had succeeded in clearing off enough cactus and mesquite for a safe landing with a JND4 and in erecting seven tent hangars and several framed tent structures. The first flight was made by this part of the Squadron on July 29, and as fast as planes could be assembled, border patrol work started.

Squadron Headquarters and Flight "B" remained at Kelly Field until August 13, 1919, when Flight "B" left for Laredo, Texas, and Headquarters, consisting of two officers and 17 men, joined the flight at McAllen.

Flight "B" was equipped with six DH4's which had been assembled at Kelly Field and were flown down to Laredo and the Flight was ready to operate. Captain D.W. McNabb was Flight Commander. Captain J.W. Ramsey had succeeded 1st Lt. Vincent J. Meloy in command of Flight "A" at McAllen, Texas.

Work of building a permanent camp at both flight stations was started at once, after their arrival at their respective stations. There was no money to buy lumber or other building material. However, seven buildings were erected at McAllen by playing the old army game with the Construction Quartermaster, and about the same number was erected at Laredo.

In August, 1919, the Squadron had the first casualty since the return from overseas, Lt. F. Robinson being killed, and his observer, 2nd Lt. N. L. Reddy, seriously injured in an airplane crash near Laredo.

During the same month, while flying patrol along the river from Laredo to Zapata, 2nd Lt. Fonda B. Johnson and his observer, Captain McNabb, were fired upon by Mexican troops and forced to land after bullets had pierced the radiator of the plane. Captain McNabb sustained a slight bullet wound in the head from the Mexican fire and was evacuated to the hospital.

On September 6, 1919, 1st Lt. Malcolm A. Bateman, while enroute to Kelly Field, lost his way; when darkness overtook him he attempted to land and in doing so was instantly killed when his plane plowed through the roof of a house near Austin, Texas.

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On September 27, 1919, 2nd Lt. J.Y. Hollingsworth was killed and his observer, 2nd Lt. F.W. Connolly, badly injured when their plane crashed at Ft. Ringgold, Texas. Lt. Col. D. Leary, who was a passenger in this plane, was instantly killed.

On September 3, 1919, Captain William G. Renwick was relieved as Squadron Commander and succeeded by Captain H.M. Guilbert. Captain Guilbert remained in command of the Squadron until October 13, 1919, when he was ordered discharged and Captain George C. Kenney (4) was assigned to command.

On October 14, 1919, Captain J.W. Ramsey was ordered discharged and 1st Lt. V.J. Meloy was assigned to command Flight "A", with 1st Lt. James G. Haizlip as Deputy Flight Commander.

After Captain McNabb was returned to duty from the hospital he took advantage of a thirty-day leave, Lt. Rex K. Stoner commanding the Flight during his absence. On December 1, 1919, Captain McNabb was relieved of duty with the Squadron and Lt. Stoner assumed command of Flight "B" with 2nd Lt. Fonda B. Johnson as his Deputy Flight Commander.

On January 26, 1920, notification was received that a flight to demonstrate the reliability of the airplane for carrying messages would be flown as the weather permitted. This came, Wednesday, January 28, 1920. The message was to be carried from Brownsville, Texas, to Nogales, Arizona, in the quickest possible time. The Squadron was to carry the message as far west as Eagle Pass, Texas. To get the message to its destination and to allow the last relay plane to return to Douglas, Arizona, before dark, the 8th Aero Squadron had to get off at the earliest possible time in the morning. To get this early start it was decided to send two planes to Brownsville the day preceding the one selected for the flight. This was done and pilots Meloy and Davis and observers Hickey and Grimes were detailed to make the flights. It was decided to make the start early enough so that the flight from Brownsville to Laredo would be made in darkness. This was done and at 4:25 A.M., Lts. Meloy and Hickey in DH4B plane No. 9 took off at Brownsville. Radio communication was gotten at once with the home airdrome and maintained until the plane passed fifty miles west of Roma. The large border stations maintained radio communications during the entire flight, a distance of two hundred miles. Rockets were fired at the McAllen Airdrome when the plane reported its position, eighteen miles away. These were plainly seen by the officers in the plane. Fires were started which enabled the pilot to check the compass. At no time was this plane in doubt as to its location. Fires also were started at Zapata by the ground troops, which again allowed checking of the compass. Landing was made at Laredo in the darkness at 6:10 A.M., six fires had been lighted on the field in two rows, which the plane was to land between. On landing the plane struck a small pole and damaged the lower

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left wing but a safe landing was made. Total elapsed time of this flight was one hour and forty-five minutes. Forty-five seconds after the plane arrived at Laredo, Lt. Fonda B. Johnson, pilot, and Lt. E.V. Harbeck, observer, were on their way to Eagle Pass where they arrived one hour and two minutes later at 7:12 A.M.. The second plane from the 8th Aero Squadron left Brownsville at 5:00 A.M., with a duplicate message, and passed over the Squadron airdrome at 5:32 A.M.. The radio on this plane was out of commission so no communication was maintained. This plane was reported at Zapata sometime before daylight and from then on nothing was heard of the fate of this plane until 8:15 P.M., at which time a wire was received from Lt. Grimes, the observer, stating that they had gotten lost in a fog near Zapata sometime before daylight and had followed the Salado River into Mexico, mistaking it for the Rio Grande. At daylight the plane was still in the air and at 7:45 A.M. it landed 30 miles south of Guerrero. The American Consul at Laredo was notified and visited the fliers. They were extended the most courteous treatment and arrangements were made whereby they were allowed to return to the United States at Laredo on February 1, 1920. Their plane was flown back by Lt. Stoner, who went into Mexico for it because Lt. Davis had contracted a bad fever while at Laredo.

During March, 1920, the new DH4B's, ferried down to McAllen and Laredo by Kelly Field pilots, were put through the mill and it was not long before all pilots began to sing their praises. They were specially good for observation and liaison purposes since the new arrangements of cockpits put the pilot and observer close together.

On March 29, Lt. H.G. Crocker, from Flight "B", and P.E. Skanse, from Flight "A", left the border for Kelly Field, Texas, to take the Engineering course at the Air Service Mechanics' School.

In April, the Squadron officers gave their third "hop" at the Llano Grande Clubhouse, the affair being a huge success. Shortly after its third plunge in the realms of the social world, the Squadron suffered the loss of two officers by transfer to Camp Benning, Georgia. 1st Lt. Walter Bender and 2nd Lt. Guy L. McNeill were both old timers and their transfers were keenly regretted.

During April, 1920, an extensive training schedule was carried out at both stations and much valuable work and experience given officer and enlisted personnel, in liaison with the 37th Infantry and the 4th Cavalry, by the use of radio, signalling and pyrotechnics.

In May, Lt. Mile McCune made the first parachute jump of any station on the border and without any previous experience or training along this line. Lt. Fonda B. Johnson made a record jump at the Laredo Airdrome. No jumps were made at McAllen as the parachutes had been sent to San Antonio for changes in construction.

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Lt. Crocker returned from A.S.M.S. in June and relieved Lt. Johnson as Engineer Officer of Flight "B", the latter having requested discharge.

Just before the Regular Army examinations it was decided to have a farewell hop. Among the guests were twenty-two planes from Kelly Field.

Then came the Regular Army examinations and simultaneously came orders for Captain George C. Kenney and Lt. Rosenham to go to Camp Knox, Kentucky. To lose both was a hard blow, especially since the Captain had whipped the Squadron into one of the best on the border. Lt. Beam's transfer also left a hole hard to fill, as the Squadron lost in him a valuable observer, pilot, and adjutant. During the examinations, Lt. V. J. Meloy took command Lt. C.E. Grimes took over the Adjutant's job. Shortly after all the examinations were completed, Lts. James B. Haizlip and Archie R. Harwood, who had not applied for commissions in the Regular Army, were discharged.

During the remainder of the summer, operations progressed as usual. Simultaneously with the receipt of orders by Lts. Grimes and Hickey, the Squadron was turned over to 1st Lt. Charles A. Pursley. He succeeded Lt. Meloy, who had declined a commission in the Regular Army, but at a later date accepted. Lt. Grimes went to Bolling Field, D.C., and Lt. Hickey traveled to March Field, California, for training as a pilot.

On August 3, 1920, orders were received at the Airdrome, sending Lts. Stoner, Crocker, Hartman and Walthall with enlisted men, via airplane, and Lt. Virgin and thirty-five enlisted men by train, to Pope Field, Fayetteville, North Carolina, to operate in connection with the Artillery Shoots being carried on at Camp Bragg. Lt. Walthall crashed while taking off at Baton Rouge enroute to Pope Field with the good luck of narrowly escaping serious injury. Lt. Stoner was in command of Pope Field with the exception of a short period when Captain Howard held the reins before leaving for McCook Field, Ohio. The need for observers was felt and 1st Lts. George L. Usher, George P. Johnson and Arthur K. Lass joined the organization for the artillery problem. The work was intensive and interesting and some of the fastest shoots on record were made. Two teams consisting of Lt. Crocker, pilot, Lt. Usher, observer, and Lt. Virgin, pilot, Lt. Johnson, observer, were sent to Camp Jackson, South Carolina, for target practice with the 39th Brigade, C.A.C., and were highly commended for their work there.

With so many officers at Camp Bragg, it left only Lts. McCune, Glascock and McKiernan, with Captain Kice, surgeon, to carry on the necessary duties at the Laredo Airdrome. On November 27, Lt. Crocker returned and carried on his old duties of Engineer Officer, Lt. Stoner, Lt. Virgin, Lt. Hartman and Lt. Walthall remained at Pope field to work with the Artillery.

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A decided improvement had been made by the use of knock-down quarters for officers and enlisted men and the artistic landscape gardening of Captain Kice.

In January, 1921, Captain Kice was transferred to Fort McIntosh for duty with the hospital at that station, but still looked after the surgical needs of the Airdrome at Laredo, until he was transferred to Ellington Field on June 30th.

Early in January, Lt. Pursley had just returned from leave a full-fledged Captain when he was ordered to Carlstrom field, Arcadia, Florida, to take pilot training.

On March 6, 1921, the Squadron suffered a casualty when Lt. Pittman W. Mills was killed in an automobile accident. He was one of the original pilots to go to the border at McAllen with the 8th Squadron and his death took an officer who was loved and respected by all. Lt. Meloy accompanied the remains to Atlanta, Georgia, and upon his return assumed command. With only Lts. Reynolds and Skanse left to carry on, very little active work was done at McAllen.

Lt. McCune returned from the Armament Course at the A.S.M.S., and assumed command at Laredo, but in April, 1921, was ordered to McCook Field, Dayton, Ohio.

On March 23, Lt. William J. McKiernan was transferred from Laredo to Kelly Field for duty with the 2nd Group (Bombardment).

On April 29, Lts. Joseph E. Virgin and Harrison J. Hartman were killed at Pope Field, North Carolina, in a crash in a DH4B plane. With this accident the Air Service as a whole, as well as the Squadron, lost two genuine officers and men. Lt. Walthall remained at Pope Field and Lt. Stoner later commanded the Field Officers' School Detachment at Langley Field, Virginia.

On May 15, 1921, Lt. Crocker from Laredo and Lts. Reynolds and Skanse from McAllen, were ordered to join other officers proceeding to Langley Field via train, to assist in the carrying out of project "B". Project "B" was the official designation of the bombing test conducted off the Virginia coast, in which obsolete battleships and captured German battleships were bombed and sunk. A great amount of experience and training was obtained from this expedition: Large planes were flown; latest bomb dropping devices were used; bombs weighing from twenty-five to 2,000 pounds were dropped; gas, smoke, phosphorus and armor piercing bombs used; wireless telephone controls employed; flights one hundred miles to sea were made. Sinking different type battleships, night flying and bombing, and using parachute flares seventy-five miles out at sea were all in the program of project "B".

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With all the officers at Langley Field, the C.O.'s of each station were left on the border and they had a hard row to follow, but on June 20, 1921, all personnel and material was ordered from Laredo and McAllen to Kelly Field, Texas, with the exception of three caretakers at each station. On arrival at Kelly Field both flights were consolidated with Lt. Meloy commanding and Lt. Glascock as Adjutant and Supply officer.

During the month of July many changes occurred due to the reduction and re-organization of the Army. Fifty-five enlisted men were discharged and seventy-five Air service men, part of a detachment of 200 men from March Field, California, and twenty-two signal Corps men, were attached to the Squadron. Of the original 8th Squadron which saw service along the Mexican border, on July 31, only ten non-commissioned officers and fifteen privates, of which four were on detached service, remained with the Squadron. In August, seven were also discharged for reduction of the Army.

During the month of August, Lt. Glascock assumed command for a ten day period while Lt. Meloy and Sergeant Allen made a cross country flight to Denver, Colorado, for temporary duty with the C.M.T.C. at Fort Logan. On his return from Denver, Lt. Meloy was transferred to the 2nd Group (Bombardment) at Kelly field where he took over the duties of Group Commander, and Lt. Glascock again assumed command of the Squadron.

On September 15, 1921, the designation of the group was changed from 1st Surveillance Group to 3rd Group (Attack). On the 26th of September, Flight "B" at Camp Bragg was transferred in name only from that place to Kelly field and the late flight "B" personnel consisting of 1st Lts. Walthall and Gaines and thirty enlisted men, absorbed by the 22nd Squadron (observation).

On November 1, 1921, Lts. Crocker, McReynolds and Skanse returned from duty with Project "B" and again joined the Squadron. Lt. Meloy was relieved from command of the 2nd Group (Bombardment) and returned to command the Squadron. Lt. Glascock went on leave and while on leave was transferred to Crissy Field, San Francisco, California.

Since the reduction and re-organization in July, the Squadron had been seriously handicapped due to shortage of personnel. The new year 1922, found the Squadron with a total strength of fifty-two enlisted men, of which ten were absent on various duties, twenty-two on extra and special duty, with only twenty men for duty. Throughout the year 1922, the organization felt the need of more men. Recruiting was slow, the average monthly strength of the squadron for the year being ninety-five men, and not until near the end of the year was the organization anywhere near the authorized strength. The strength on December 31, 1922 was 119 men.

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On February 16, 1922, Captain Charles C. Bubb, from post Field, Oklahoma, was assigned to the Squadron and assumed command vice Lt. Meloy, who was placed on special duty with 3rd Attack Group Headquarters, which duty he performed until transferred on March 24 to Nashville, Tennessee, on the Detached Officers' List, as an instructor with the Air Service National Guard at that place.

Late in February, 1922, more transfers were ordered with the result that Lt. McKiernan, who had returned from duty with the 2nd Group (Bombardment) in November, and Lt. McReynolds were transferred to the Philippine Department.

On April 19, 1922, 1st Lt. Latha A. Smith was assigned to the organization. Captain Bubb was relieved from the Squadron on May 14 and Captain Thomas H. Shea, Jr., was assigned and assumed command.

While taking off at Ellington Field, Texas, on June 17, 1922, the SE5A plane which Captain Shea was flying crashed and the captain was burned with the plane. Captain Shea's death brought a great loss to the Air Service. He was admired and respected by all officers and enlisted men, and was an enthusiastic flyer and saw great possibilities in the Air Service.

Lt. Smith was relieved from the Squadron on July 15, and 1st Lt. Park Holland assigned on June 21, 1922.

During the month of July, 1922, a number of R.O.T.C. students were given a short course in observation work. This work called for planes equipped for photography, bombing and radio. Both pilots and mechanics worked under high pressure to assure the completion of all missions without mishap. During the same period Captain W. P. Connor, Jr., and 1st Lts. H. L. Hinkley and Walter J. Ligon of the Air Service Officers' Reserve Corps were attached to the Squadron for a summer training course. Following this refresher course they were assigned as instructors for the Citizen's Military Training Camp at Camp Travis, Texas.

A commendable piece of work was done by Lt. Selzer in July, 1922, in connection with the Rio Grande flood at McAllen, Texas, in carrying mail to towns without the usual rail connections, assisting in locating marooned parties caught by the rapid rising waters of the Rio Grande River, and in cooperating with the other military authorities of that station during the critical time.

Seven enlisted men proceeded on July 8, to Ellington Field, Texas, via truck, to assist in conveying to Kelly field some forty trucks and automobiles, left there upon the removal of the first pursuit Group to Selfridge Field, Michigan.

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During the latter part of June, 1922, in order to provide accommodations for the new 10th School Group being organized on Kelly Field, the 3rd Attack Group was moved from the Eastern to the Western Sector of the post, vacated by the 2nd Group (Bombardment) upon its removal to Langley Field, Virginia.

On August 13, Lt. Selzer with sergeant Simmons left by plane on an extended cross country flight for the purpose of investigating and photographing landing fields in the northeastern part of Texas and in parts of Arkansas, and for charting airways in the same territory.

During the month of August, 1922, a large number of C.M.T.C. students were attached to the organization for instructions in airplane and engine nomenclature, theory of flight, machine guns, bombing and the history of aviation, and for a short flight in the vicinity of the airdrome. Other activities of the squadron during August consisted of cross country flying, artillery Reglage, photographic and practice missions.

In September, Lt. Crocker made a cross country flight to Fargo, North Dakota, and return, and 1st Lt. J.J. O'Connell made a flight to New York City and returned during October. Both flights were made for the purpose of studying air currents, locating and investigating landing fields and charting the route. Upon his return from this flight, Lt. O'Connell was transferred to the 26th Attack Squadron.

While landing at Kerville, Texas, on October 8, 1922, Lt. Holland crashed the plane he was flying. Lt. Holland was severely injured and rendered unconscious by the crash and would have been burned with the plane but for the heroic efforts of Sergeant Roger C. Shenck, the passenger, who although still dazed from the shock of the crash, freed himself of the wreck and with utter disregard of his own safety succeeded in extricating Lt. Holland from the burning and wrecked plane. Sergeant Shenck was commended for heroic conduct by the War Department in General Orders No. 16, dated April 7, 1923.

On October 14, Lt. Skanse, the Squadron Commander, was ordered to McCook Field, Ohio, on temporary duty for a course of instruction in engine and airplane maintenance. Captain Pabb was again assigned and assumed command on October 12, 1922. During the early part of December the Squadron was inspected by the Corps Area Commander.

Lt. Selzer and Sergeant Simmons left on December 14, by airplane, for El Paso, Texas, to assist in the search throughout the deserts of New Mexico and Arizona for Colonel Marshall and Lt. Webber, lost while on a cross country flight from San Diego, California, enroute to Fort Huachuca, Arizona.

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During the latter part of December, Captain Eubb, the Squadron Commander, and Master Sergeant Deckman made a cross country flight to Kansas City, Missouri.

The Squadron received on January 20, 1923, one of several armoured bi-motored triplanes assigned to the Group. These planes were designed especially for attack work and officially designated as GAX (Ground Attack, Experimental). The outstanding features of these planes were the armoured protection for motor and personnel, and mounting for a small rapid fire cannon. Experiments proved this type plane unsuitable for attack work and later they were discarded.

2nd Lts. Lawrence J. Carr and Harry J. Martin were assigned to the Squadron on January 24, 1923, and were appointed operations officer and assistant engineer officer respectively.

Brigadier General Mitchell, Assistant Chief of Air Service, inspected the 3rd Attack Group and carried out a series of attack problems, beginning February 3 and extending until February 12. During this inspection a ground review and aerial review was held for the General. An attack demonstration against an objective located at Laredo, Texas, and other problems in the vicinity of the airdrome, were participated in by the Squadron.

During a problem held on the airdrome, Lt. Martin with Sergeant Walter S. Grodecki, his observer, crashed and were burned with the plane. The Squadron greatly deplored this accident as both were held in high esteem by all members of the organization.

Lt. Selzer was designated by the Chief of Air Service as one of the pilots for the flight of planes flying from San Antonio, Texas, to Puerto Rico and return to Washington, D.C.. Lt. Selzer left the Squadron on March 3 and returned on April 15, 1923.

On April 25, Lt. Selzer was transferred to the 90th Attack Squadron and 2nd Lt. Glen T. Lampton assigned to the Squadron on May 14.

By direction of the Chief of Air Service, Lt. Crocker was selected to make a non-stop flight from the Mexican Gulf to the Canadian Border, an approximate distance of 1200 miles, to demonstrate the mobility of the Air Service. The course decided upon by Lt. Crocker was from Ellington Field, Texas, to the waters of the Gulf thence to the Canadian Border just below Detroit, Michigan, landing at Selfridge Field. This distance was greater than from some other cities along the Gulf, but since a large field was necessary for the heavily-laden plane to take off, Ellington Field was selected as the starting point. The plane used was a special built De Havilland, designated as DH4B1S. The main tank had a gas capacity of 240 gallons and the reserve 28 gallons, with a 24 gallon tank for oil. At 5:20 A.M., central time,

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on May 26, the take-off was made and at 4:49 P.M., central time, after eleven hours and twenty-nine minutes, the Canadian Border was touched at a point about one mile from Gordon, Ontario, across the river from Trenton, Michigan. At 5:15 P.M., a landing was made at Selfridge Field, making a total of eleven hours and fifty-five minutes in the air.

Nineteen gallons of gasoline and seven gallons of oil remained in the tanks, making an average hourly gasoline consumption of twenty and three quarters gallons while the gallons of oil consumed per hour were one and forty-two hundredths. This flight is noteworthy as it established a record as the longest one-man non-stop flight then made.

Most of the flying during June and July consisted of cross country flights for the purpose of locating emergency landing fields and the charting of airways.

Captain Bubb was relieved from the Squadron on August 3. Captain Davidson was assigned on the same date and assumed command. Many bombing missions with fifty pound demolition bombs were carried out in August.

By order of the Chief of Air Service, Captain Davidson, with Lt. Clark as alternate pilot, left on August 20 to chart airways and report on emergency landing fields. The route covered was Kelly Field, Houston, Lake Charles, New Orleans, Vicksburg, Memphis, Lonoke, Texas-arkana, Forth Worth and return the reverse route.

On October 13, Captain Davidson was transferred from the Squadron and Lt. Lotha A. Smith assumed command.

Lt. Skense was transferred to the Philippine Department and Lt. Harbeck on October 22, placed on D.O.L. with the National Guard at Houston, Texas. On February 1, 1924, 2nd Lt. Hilton W. Long was assigned. 2nd Lt. Russel L. Williamson was assigned on March 27, 1924.

On June 27, 1924, in compliance with General Orders No. 8, Kelly Field, Texas, the Squadron was reorganized and placed on a reduced strength status of sixteen officers and ninety enlisted men from the former strength of twelve officers and 132 enlisted men. The surplus enlisted personnel were disposed of as follows: three men to the 60th Service Squadron, five men to Detachment, 12th Observation Squadron at Fort Sam Houston, Texas, thirty-three men to the 70th Service, two men to the 10th School Group Headquarters and two men to Fort Leavenworth, Kansas. Twenty-five enlisted men were transferred to the Squadron from the 13th and 26th Attack Squadrons and the 60th Service Squadron. The 8th Squadron was designated as the active associate of the 13th Attack Squadron, which was placed on an inactive status by the same order. Lts. Williamson and Goodrich were assigned to the Detachment, 12th Observation Squadron at Fort Sam Houston, and Lt. Wm. L. Wheeler was

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assigned from the 13th Squadron. Lt. Crocker was transferred to the 60th Service Squadron. It was with extreme regret that the Squadron received the news of Lt. Crocker's transfer to the 60th Squadron, for he was one of the oldest members of the organization, having been continuously a member of the Squadron since July 16, 1919, and have at various times during this period commanded the organization. Lt. Holland was transferred to the 10th School Group. On July 10, Lt. Carr was assigned to the 10th School Group and Lt. Duke assigned to the same organization on August 1.

During August the Squadron participated in an attack mission against an assumed enemy at Laredo, Texas. The missions were successfully carried out and the return flight to Kelly Field made the same day.

The Group Commander, Major Burwell, presented the Squadron with a silver loving cup, the trophy for baseball champions of the Kelly Field League.

On August 19, 1924, the Squadron participated in a service test of armament held at Billington Field, Texas, under the direction of Lt. Sutton of the Engineering Division at McCook Field, Ohio. On the 26th a special type wing gun brought by Lt. Sutton from McCook Field was installed and tested.

On September 24, the Squadron with the other organizations of the 3rd Attack Group, was encamped at Camp Bauer, New Braunfels, Texas, on the Guadalupe River. While encamped there an aerial attack against targets placed on the Camp Stanley Reservation was carried out. During October, Lt. Wheeler was relieved from the Squadron and assigned to McCook Field, Dayton, Ohio.

General Summerall, the Corps Area Commander, on October 16 inspected the planes of the Squadron, and witnessed an aerial review and attack demonstration in which the Squadron participated.

On November 6, the Squadron furnished a six-plane formation to meet the World Flyers at Fort Clark, Texas, and escort them to Kelly Field. The Squadron furnished a special crew to care for their planes while at Kelly Field.

On December 3, Lt. Long, who had been on detached service since the first of December, returned to the Squadron. Upon his return to the Squadron, Lt. McEntire was transferred to the 90th Squadron. During January, 1925, Lt. Long was transferred to the 90th Squadron and Lt. McEntire transferred back to the 8th Squadron, and being the only officer present with the Squadron, while Captain Davidson was in command of the group, assumed command of the Squadron until Captain Davidson returned to the Squadron early in February.

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Experiments having proven the wing guns as practicable, all planes of the organization, excepting special cross country planes, were equipped with wing guns during the month of February. A large air pressure tank was installed in the hangars and special devices for the cleaning of planes and motors with air devised and put in use.

On March 18, Staff Sergeant Erwin Mackey, while flying a Martin Bomber of the 40th School Squadron to take motion pictures of an attack demonstration by the 3rd Attack Group, crashed into the mesquite southwest of the field from an altitude of 350 feet and was instantly killed. The photographer, Staff Sergeant Womack of the 22nd Photo Section, was seriously injured and died shortly after the accident.

Captain Davidson was transferred to 3rd Attack Group Headquarters upon orders April 24 and 1st Lt. Ross F. Cole, who was assigned April 2, assumed command. On April 24, Lt. McEntire left for a tour of duty in the Hawaiian Islands.

An attack demonstration was held on April 20, 1925, by the Attack Group for General G. A. L. Dument, French Military Attache, for which the Squadron furnished a formation.

The months of May and June were uneventful, the Squadron carrying on with the usual routine duties. Only one officer was present with the Squadron during these months, until on June 29, 1st Lt. Raymond C. Zettle was assigned to the Squadron. Routine duties continued for the rest of the year.

On March 10, 1926, Captain Ross F. Cole, A.S., was relieved from command and transferred to Tenth School Group. Command of the organization was assumed by 1st Lt. Dwight J. Canfield.

April 14 records the departure on cross-country to Santa Monica, California of 2nd Lt. Howard M. Turner for the purpose of bringing to Kelly Field the new Douglas C-2 planes. On this date, Lt. Canfield with several of the non-commissioned officers departed cross-country to Fairfield, Ohio, to participate in the maneuvers. The organization was commanded by 2nd Lt. John L. Hitchings. Lt. Turner returned from Santa Monica with glowing reports of the performances of the C-2s. He relieved Lt. Hitchings of command. Lt. Canfield returned from Fairfield on May 6 and relieved Lt. Turner of command.

On June 17, 1st Lt. Ralph F. Stearley was assigned to the Squadron and assumed command, relieving Lt. Canfield who departed on leave of absence prior to a foreign tour in the Panama Department.

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June 28 marked the beginning of the move changing station of the Group from Kelly Field to Fort Crockett, Galveston, Texas. The organization's planes with necessary personnel were flown in advance. The remaining troops were conveyed by motor truck. The start was made at 0800 the 28th, but due to motor trouble, the convoy made but 37 miles, and camp was made at Seguin, Texas. The second day found conditions improved, and camp was made at Columbus, Texas, a distance of 103 miles. On June 30, 86 miles were covered and the convoy parked at Herman Park, Houston, Texas. From Houston to Galveston was but a 60 mile run, and the convoy was in by early afternoon.

As is usual in all camps, and this was no exception, rains were plentiful during the month of July. The camp was flooded and all welcomed the move into barracks in that month. With the clearing of the weather, work was resumed on the Airdrome, where much filling and grading was necessary.

The only casualty of the year of 1926 was Private Alfred L. Adams, who met his death by accidental drowning on the morning of September 7. The body was recovered and given a military funeral.

On October 4, 1st Lt. A.H. Foster, A.C., was assigned to the organization and assumed command, relieving Lt. Stearley. This officer displayed interest in and encouraged athletics in the organization, providing considerable athletic equipment and also refurnishing the Recreation Room. On November 9, Lt. Foster was relieved from assignment with this organization and command was again assumed by Lt. Stearley. December 4, 1st Lt. James A. Curry, Jr., having returned from a foreign tour in the Panama Department was assigned and assumed command.

A flight of nine officers, nine enlisted men and nine airplanes departed from Fort Crockett on April 27, 1928 (5) to participate in demonstrations at Langley Field, Pope Field, Fort Benning, Fort Riley and Fort Leavenworth. They returned on May 24. A flight of twelve officers and twelve enlisted men departed October 21 for Kelly Field, Texas, to participate in the Eighth Corps Area Command Post Exercises. The flight returned October 27.

On May 12, 1929, a flight of 28 officers and men departed for Dayton, Ohio, to participate in Air Corps Maneuvers. A crash while taking off at Little Rock, Arkansas, resulted in the death of Staff Sergeant Homer O. Johnson and serious injury to Lt. Clarence K. Roath. The flight returned to Fort Crockett May 28. Twelve men left for Cleveland, Ohio, August 22 to attend the National Air Races and

(5) More detailed information for the period from 1926 to 1935 can be found in Squadron Yearly Histories, submitted to Commanding Officer, Fort Crockett, Texas.

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returned September 5.

On March 27, 1930, a flight of nine planes left to participate in maneuvers at Lather Field, California. Thirteen planes on May 5 left for Encinal, Texas, reporting to the Commanding General, White Forces, to participate in maneuvers between the White and Blue Forces. Nine planes participated in Air Demonstrations in Havana, Cuba, from May 17 to 23. Three crews departed June 7 for Langley Field for the purpose of assisting in the training of West Point Cadets at that station. Nine crews left for Randolph Field, Texas, on June 19 to participate in the dedication of that field. Three crews participated in maneuvers at Camp Stephen D. Little, Nogales, Arizona from September 22 to 27. Five crews in A-3B airplanes competed in the Mason M. Patrick Trophy Race on November 22 at Fort Crockett.

Twelve crews participated in demonstrations at Fort Benning, Georgia, from April 17 to 22, 1931. Nine crews departed for Wright Field, Dayton, Ohio, May 13, 1931, to attend the annual Air Corps Maneuvers. On September 15, six crews left for Bolling Field, D.C., to participate in anti-aircraft exercises.

On February 25, 1932, nine crews departed for Camp Stanley, Texas to participate in Combat Exercises. Four A-3Bs flew 99 hours at Fort Bliss, Texas from May 6 to 21 while participating in maneuvers with the 1st Cavalry Division. One officer and 48 enlisted men departed May 7 for Camp Hulen, Pecos, Texas to participate in Field Exercises. Seven planes departed for Camp Hulen on May 8. All personnel and planes returned on May 17.

On November 1, 1932, Captain Lotha A. Smith departed for Rockwell Field, California, for the purpose of participating in service test flight of the YA-8 airplanes, returning to Fort Crockett on November 7, 1932.

Six crews in A-3B airplanes on February 2, 1933 participated in the dedication of Barksdale Field, La., the future home of the Third Attack Group. Eleven officers and 21 enlisted men in nine YA-8 attack planes and one C-9 Transport departed April 3 for Patterson Field, Ohio, for the purpose of participating in the Joint Anti-Aircraft Air Corps Exercises to be held at Camp Knox, Kentucky.

On January 5, 1934, this organization received its first "A-12" attack airplane from the Curtis factory, Buffalo, N.Y., piloted by Captain A. B. Foster, A.C.. By the last of January this Squadron had ten A-12s and four A-3Bs assigned. On February 12, in compliance with Executive Order 6591, dated February 9, 1934, this organization began preparation for duty in connection with carrying the Air Mail. On February 13, three A-12 airplanes departed for Oakland, California.

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On February 14, a flight of nine A-12s left for Omaha, Nebraska. All pilots and airplanes were given practice runs before actually carrying the mail. On February 16, 2nd Lt. Jean D. Grenier, while making a practice flight over the Salt Lake City - Cheyenne air mail route, crashed on the western slope of the Rocky Mountains, 35 miles east of Salt Lake City. Lt. Grenier and passenger were killed and the airplane was demolished. On May 18, the Army terminated its connection with the carrying of the mail and personnel and planes began returning to this station. The Squadron pursued its routine duties for the remainder of the year.

On March 1, 1935, the Squadron moved by train with the Group to Barksdale Field, Shreveport, Louisiana at which time it became a part of the General Headquarters Air Force.

The Squadron was re-organized March 13, 1935 and made into a Service Test Organization with an authorized strength of 65 enlisted men. The enlisted personnel above the number authorized were transferred in grade as follows: 11 to Maxwell Field, Montgomery, Alabama as Air Corps Unassigned, 20 to the 60 Service Squadron, 3 to the 3rd Attack Group Headquarters, 6 to the 3rd Wing Command and the other 10 to Station Personnel.

The newly reorganized 8th Service Test Squadron with its eleven officers and three Flying Cadets was commanded by Captain Corkille, who was appointed Major on April 20, 1935.

The Squadron immediately went into a strenuous and successful training period which included formation flying, attack and aerial gunnery, much bombing, night flying and many Navigation Missions. The training and the usual airdrome duties were carried out with no mishaps of any serious nature.

During the training period the Squadron was also sending men on Detached Service to Matagorda, Texas, an island in the Gulf of Mexico which was being used by Barksdale Field as a bombing and gunnery range.

The Squadron continued training until September 4, 1935, when it was ordered on a series of Field Exercises at Fort Crockett, Texas. The advanced echelon of one officer and five enlisted men departed from Barksdale Field at 12:10 A.M. enroute to Fort Crockett arriving at 4:25 P.M. The remainder of the Squadron departed Barksdale Field by Truck convoy at 3:50 A.M., September 4 and arrived at destination September 5, at 10:10 A.M..

The successful completion and the degree of efficiency which was shown in every problem given the Squadron for and during the field exercises, resulted in much praise of its teamwork and the Squadron was commended for the part it did in the Fort Crockett Field Exercises. The Squadron returned to Barksdale Field September 11, 1935 for normal airdrome duties.

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On September 11, 1935, Captain Maitland assumed command of the organization vice Major Corkille, relieved and assigned to 3rd Attack Group Headquarters. The commanding officer was appointed Major on October 3, 1935.

The Squadron continued normal airdrome duties until 10:00 A.M., January 27, 1936, at which time Major Maitland, commanding a flight of A-12s, departed for Tactical Maneuvers at Maxwell Field, Alabama, where the Squadron was again commended for its part in bombing and smoke screen missions. The Squadron's flight returned without mishap to Barksdale Field on the same day it departed, at 5:00 P.M.

The Squadron left Barksdale Field March 2, 1936 for Matagorda, Texas for the purpose of training enlisted personnel in aerial gunnery. This training was successfully ended by the Squadron's return to Barksdale Field March 17, 1936 for its normal airdrome duties.

The Commanding Officer, Major Maitland, with a flight of 19 A-17's with 19 pilots and 19 mechanics, departed Barksdale Field June 6, 1936 to perform at the opening exercises of the Texas Centennial Central Exposition at Dallas, Texas. The Squadron again received commendations and compliments for its participating in the exercises which included night formation flying. The Squadron returned to Barksdale Field June 8, traveling the distance of 720 miles.

A detachment of 5 officers of the 8th Squadron, 1 officer of the 90th Squadron, 35 enlisted men of the 8th Squadron, 9 enlisted men of the 90th Squadron and 7 enlisted men of the 60th Service Squadron departed on July 13 for Galveston, Texas for aerial gunnery training. The detachment returned from this successful training on July 21, 1936.

On August 8, 1936, Major Maitland, with 5 officers, 3 Flying Cadets and 15 enlisted men with 9 A-12's and 2 C-14 airplanes departed Barksdale Field for Selfridge Field, Mich., a distance of 1200 miles. The 8th Squadron Flight participated in exercises with the 2nd Army which proved very successful. The flight departed Selfridge Field June 20 at 1:20 P.M. and arrived at Patterson Field, Ohio at 2:50 P.M. The flight departed from Patterson Field June 21 at 7:10 A.M. and arrived at Barksdale Field on June 21 at 2:50 P.M.

The Squadron participated in Field Exercises in Fort Crockett under a GHQ Training Directive from September 21 to 26, 1936, and was very successful and emerged without mishap.

On October 5, 1936, Major Maitland with 7 officers and 4 cadets, 12 crew chiefs and 12 A-17 airplanes flew to Natchitaches, La., to participate in the 1936-37 Fiscal Year Field Exercises and returned to Barksdale Field October 10, 1936 without mishaps or accidents.

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Again on November 5, 1936, Major Maitland with 10 officers, 2 cadets, 12 enlisted men in 12 A-17 airplanes participated in 3rd Wing Maneuvers in New Orleans, La., with success and without mishap.

Thus ended the year 1936 with much better equipment, with extensive training for this organization and with many new tactics in the art of Attack Bombing.

The first month of the year 1937, found the 8th Attack Squadron doing normal airdrome duties. February 2, 1937, Major Maitland with 16 officers and 2 cadets in 19 A-17 airplanes and 19 aerial gunners and also 30 officers, 2 cadets and 87 enlisted men in 9 C-33 and 2 C-36 airplanes participated in a cold weather provisional test Group maneuver at Selfridge Field, Mich.. This maneuver consisted of formation flying, night flying, testing of service equipment, machine gunnery and bombing. The flight returned to Barksdale Field, La., on February 24, 1937 with no serious accidents and with commendations for the manner in which details were carried out. (6)

The usual airdrome duties were carried out until May 1, 1937, at which time the Squadron with 13 A-17's participated in General Headquarters Air Force maneuvers on the Pacific coast at Bakersfield, California. The maneuvers lasted until May 25, 1937 and were successful in every respect. There were no serious mishaps of any nature.

The Squadron continued with normal training activities until August 18, 1937, when Major Maitland with 19 A-17's and 12 Armorer personnel flew to Langley Field, Virginia to participate in demonstration of Attack flying for a graduating class of West Point Cadets at that station. The demonstration consisted of attack missions, bombing and gunnery. This mission to Langley Field was carried out with a high degree of efficiency. The Squadron spent the remainder of 1937 doing usual airdrome duties.

The early months of 1938 found the Squadron doing usual airdrome duties with frequent Bombing and Gunnery Missions. On July 16, 1938, Major Maitland was relieved of command of the organization and Major Pitts assumed the command of the 8th Squadron. The organization regretted to see Major Maitland leave as he had been a member of the Squadron on many of its successful missions. The Squadron welcomed Major Pitts as he was a very capable and intelligent officer.

On August 3, 1938, Major Pitts with 8 officers and 9 enlisted men with 9 A-17 A's participated in aerial gunnery and bombing exercises for seven days at Fort Crockett, Texas.

(6) See Personal and Local Interest Section for commendation.

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The usual airdrome duties were performed for the remainder of the year and on December 20, 1938, Barksdale Field was inspected by the Commanding General, 3rd Wing, General Headquarters Air Force.

On February 23, 1939, 8 officers and 9 enlisted men engaged in a cross country Navigation Mission flight to Hamilton Field, California and returned via one night stop at El Paso, Texas. They were commended on the manner in which the mission was carried out.

The Commanding Officer, Major Pitts, was relieved from command and was assigned to Hq. & Hq. Squadron, 3rd Attack Group. Captain Lee assumed command on July 11, 1939, the date of Major Pitts' release from command.

The usual airdrome duties were performed until October 31, 1939, when at this time the 8th Attack Squadron was awarded the Harmon Efficiency Trophy for being the most efficient organization in the 3rd Wing, General Headquarters Air Force, during the Fiscal Year ending June 30, 1939. (7)

On December 21, 1939, Captain Lee was relieved from command and assigned to Headquarters, 3rd Attack Group and Captain Guillette assumed command of the organization.

In September 1939, the Squadron had assigned the B-18 A Type Airplanes. It was a Douglas light Bomber. It was powered by twin-engined Wright Cyclones.

On January 31, 1940, the organization was split in half, both officers and enlisted men leaving to form the 15th Bomb Squadron of the 27th Bomb Group at Barksdale Field, Louisiana. The designation of the 8th Attack Squadron was changed to the 8th Bombardment Squadron (L) GHQAF.

Captain Guillette was relieved of command and transferred to the 27th Bomb Group. Captain Lee was assigned as Squadron Commander.

On February 1, 1940, 12 enlisted men were transferred to the 37th Bomb Squadron to be sent to Alaska. The Squadron received 88 recruits to fill vacancies caused by the transfer of men to new organizations.

The Squadron was assigned 8 A-18 Attack Bombers and operated as Attack Squadron in the 3rd Army Maneuvers in May 1940.

On August 17, 1940, 12 officers, 12 enlisted men with 6 B-18-A's participated in cross country flight to Langley Field and operated

(7) See letter concerning Harmon Trophy — Personal and Local Interest Section.

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successfully in the G.H.Q. maneuvers from August 17 to August 29, 1940.

Usual garrison duties were performed until October 6, 1940, when the Squadron received orders to pack supplies and equipment for a change of station. October 6 was the date of change in station to Savannah, Georgia. One officer and 100 enlisted men departed from Barksdale Field on troop train at 8:00 P.M.. Then, with 4 days allowed enroute, 14 officers and 54 enlisted men departed by privately owned automobiles for the new station at Savannah, Georgia.

The 100 enlisted men and 1 officer arrived at Savannah, Georgia on October 8 at 8:35 A.M. and set up at the Municipal Airport. The remainder of the personnel arrived on October 10, 1940 and the Squadron began ferrying aircraft and Air Corps equipment to the National Guard Armory at Savannah. By October 20, equipment was set up and operations begun. The airfield was officially named as the Savannah Air Base.

The Squadron received by assignment its first A-20-A's, which was a Douglas Light Attack Bomber, powered by 2 Wright R-2600-11 Type engines, on January 10, 1941.

To form the new 78th Bomb Squadron, 50th Bomb Group on January 15, 1941, the Squadron personnel was again split and 84 enlisted men were transferred to the above squadron and to the 19th Recon. Squadron.

On January 19, 1941, all personnel of Savannah Air Base were moved into barracks which had been recently constructed. The hangars and new runways were at that time still being built.

Normal garrison duties were performed until May 19, 1941, when, as a result of a crash in mid-air between two A-20-A's at Rains, South Carolina, one officer and two enlisted men were instantly killed. They were 2nd Lt. Ralston, Sgt. Boyd and Cpl. Pruitt. The organization regretted the loss of these excellent soldiers.

On June 12, 1941, the Squadron moved to take part in the 2nd Army maneuvers at Chattanooga, Tenn.. The maneuvers were ended successfully without any serious mishap.

Captain Gopen, who had relieved Captain Lee as Squadron Commander, was relieved on July 1, 1941 by 1st Lt. Robert F. Strickland.

On July 17, 1941, 13 A-24 airplanes with 13 officers and 17 enlisted men departed for Little Rock, Ark., to participate in 10 days of maneuvers.

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The Squadron was assigned a small number of A-24 type airplanes, which was a Douglas Dive Bomber with a Wright Cyclone R-1820-52 engine.

The Squadron left Savannah Air Base on September 2, 1941 for participating in the 2nd and 3rd Army maneuvers at Monroe, Louisiana. The Squadron again received commendation for its successful part in these maneuvers at Monroe.

The usual airdrome duties were performed until November 2, 1941 at which time the Squadron left Savannah to participate in maneuvers at Raleigh, North Carolina. The Squadron arrived at Raleigh on November 3, 1941 and camp was established for participation in these maneuvers which were successful, but a great loss was felt by the instant death of 2nd Lt. Harrison who was killed as a result of a crash in an A-24 dive bomber. The rear gunner, thrown clear of the plane, came through with slight injuries. The Squadron returned to its base at Savannah November 29, 1941.

With the successful maneuvers at Chattanooga, Monroe, Little Rock and Raleigh behind them, the Squadron resumed normal airdrome duties until December 1, 1941, when 50% of the Squadron personnel were granted a well deserved leave of absence. Most of the men expected to enjoy spending Christmas at home. This was the situation on Pearl Harbor Day, December 7, 1941. The Japanese attack on that day resulted in orders being issued at Savannah Air Base for all personnel to return to duty immediately.

The personnel of the 8th Attack Squadron returned to its base and preparations were started for wartime conditions.

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COMBAT NARRATIVE

7 December 1941

31 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.

1942

1 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, LaRocque, 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

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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.

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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.

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

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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

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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 was 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.

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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, Dean 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 1 942 - MAY 1 943

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 Mulo throughout February to April. On 3 March 1943, two crews of the 8th Squadron flew with the 89th in the Hiarrack 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

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were idle and morale hit an all time low.

About 10 April, the 8th moved to Bobodura 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 came once again in the 8th. On 20 May, the Squadron received two B-25s. Many new crews were assigned and checked out. Then followed 5 1/2 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 Buns. Search was given up due to inclement weather.

16 June - 166-AA

One B-25 took off on a photographic mission of the entire coastline of Milne Bay 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. (FIC Nos.)
- (13) See Appendix for monthly bomb and ammunition expenditures.

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7 July - 187-AA

Three B-25s made a search mission for barges from Labu Lagoon to Cape Gretin. The barge hideout at Labu Lagoon was bombed and strafed. Mangge, Deingerhohe, 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-BB

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, Seleboh 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.

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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 Cogol 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 Lac-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 Airfield. 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.

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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, Hanisch Harbor, Finschhafen, Sio and Marien Harbor. One wooden building was destroyed by bombing on the west side of Hanisch Harbor. Three beached barges were bombed and strafed near Lange 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 Arawa.

7 August - 218-AA

An armed weather reconnaissance mission was made by one B-25 to Langemak Bay, Itini River and Arawa 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 - 219-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.

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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 Boram 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 Boram 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 - 234-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.

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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.

2 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-EE

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.

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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 Godowl 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 Arwen 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 Higgens Point. One barge was destroyed and several damaged by 2700 pounds of bombs and 1650 rounds of ammunition.

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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 - 284-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 14300 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-BB

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

SECRET

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-BE

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 Rottock 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.

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

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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 barge 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-BE

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

14 December - 347-BE

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. 12400 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 barge 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 6250 rounds of ammunition were expended in strafing.

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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-PP

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.

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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 Nayarü 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.

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16 January - 16-C-1

12 A-20s participated in a strike against targets on Bogadjim Road near Maumoina. 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

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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-B-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 - 14B-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.

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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-L

One A-20 made a courier mission to Saidor 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.

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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.

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16 March - 76-P

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

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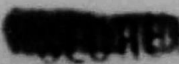
(15) Combat operations since 31 March 1944 are covered in detail in the Monthly Unit Histories, submitted to Commanding General, V Bomber Command.

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B

ADMINISTRATIVE



B

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

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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 turned 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. LeBoeuf, Cpl. 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

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

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

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28 enlisted men under Capt. Charles Baumhauer arrived by boat. On 19 April, Lts. Hill, Dean, Holcomb, Ferguson, and Beck arrived in five A-24s with Sgts. Nelson and LaRocque, and Cpl. Hoppe, Sgt. Bryning, and Sgt. Burch 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 W/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, Wilkins and Ferguson 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

(18) See Appendix for monthly strength figures.

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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.

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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-AFPFCM 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

-
- (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 A-F Regulation 20-6.
- [REDACTED]

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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				21
	5	10	11	42

* * *

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

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III

PERSONAL AND LOCAL INTEREST

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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 this 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) C.F. SHERRILL,
Major General, U.S.A.

A TRUE COPY:

R. W. Nughey
R. W. NUGHEY,
1st Lt., Air Corps.

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HEADQUARTERS AIR SERVICE, SECOND ARMY
MILITARY AIRFIELD, FORT SHERBURN

10th February 1919.

FROM: Army Air Service Commander, Second Army, S.F.
TO: Commanding Officer, 6th Aero Squadron, (Observation),
American S.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 6th 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. LALLI,
Colonel, A.S., U.S.A.

300/1

A TRUE COPY:

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

SECRET

[REDACTED]
True Copy.

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. TEBBETS,

Adjutant General.

A TRUE COPY:

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

[REDACTED]

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.

[REDACTED]

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. 600-125.

/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.

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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:

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

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

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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

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

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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,

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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. *

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

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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 Fort 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.

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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, Utarom, 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

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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.

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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.

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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.

[REDACTED]

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.

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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 Port 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

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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 Wau 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 Rismarch Sea Battle on 3 March 1943.

Wilkie led the Squadron on numbers of B-25 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 Rome, 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 Gogel 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 2000 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

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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

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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. *

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

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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".

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APPENDIX

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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
Curches, France	31/8/18	31/9/18
Toul Aerodrome, France	5/10/18	23/10/18
Siazerein, 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

* * *

* 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.

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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. Kenwick	7/6/19	5/9/19
Capt. N. 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. Pursley	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. Evanoff	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.

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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
"	"	Lee, 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.	Lee, N.G.	4/7/42	SS
Orditro, 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.	Lee, 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.	Lee, 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	"	Lee, N.G.	4/7/42	SS
Larrande, J.F.	1st Lt.	"	"	SS
Lowery, L.L.	"	Hansa Bay, N.G.	8/28/43	AM
"	"	Kairuru Straits, N.G.	9/27/43	CLC to AM
MacGillivray, F.	Capt.	25 Missions	"	AM
Mackay, W.G.	1st Lt.	Rapopo, New Britain	10/24/43	SS & PH

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<u>Name</u>	<u>Rank</u>	<u>Engagement</u>	<u>Date</u>	<u>Award</u>
Mackay, W. G.	1st Lt.	Simpson Harbor N.B.	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.B.	7/28/43	SS
" " "	"	Wewak, N.G.	8/17/43	DFC
" " "	"	Rapopo, N.B.	10/21/43	PH (Post)
Miller, Raymond	2nd Lt.	Hansa Bay, N.G.	8/28/43	AM
Murphy, R.E.	"	Simpson Harbor, N.B.	11/2/43	PH (Post)
Gastreicher, R.G.	Capt.	50 Missions	5/30/43	DSC & DFC
Radnik, M. J.	"	Cape Gloucester, N.B.	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.B.	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
Shisa, J.E.	"	" " "	"	OLC to DFC
" " "	"	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.B.	7/28/43	AM
" " "	"	Wewak, N.G.	8/18/43	SS (Post)
Sigismund, D.	1st Lt.	Cape Gloucester, N.B.	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, C.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.B.	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.B.	1st Lt.	" " "	"	SS & PH
" " "	"	Wewak, N.G.	8/17/43	DFC
" " "	"	Hansa Bay, N.G.	8/28/43	OLC to PH

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<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
"	"	"	"	DFC
"	"	50 Missions	"	DSC (Rec)
"	"	Buna, N.G.	7/29/42	AM
"	"	Hansa Bay, N.G.	8/25/43	CLC to DFC
"	"	"	8/28/43	CLM (Rec)
"	"	Simpson Harbor, N.B.	11/2/43	AM
Wright, W. L.	1st Lt	Kairuru Straits, N.G.	9/17/43	DFC
Virden, L. M.	Capt.	50 Missions	"	"

Aldrich, G.C.*	Sgt	"	3/24/43	PH
Allport, L.W.	"	25 Missions	"	AM
"	"	Musik Island, N.G.	7/9/43	PH
"	"	Buna, N.G.	11/21/42	PH
Beecher, E.F.	"	"	"	SS
Perube, J.A.	S/Sgt	Cape Gloucester, N.G.	7/28/43	AM (Post)
"	"	Rapopo, New Britain	10/24/43	SS
Eyrning, J.H.*	"	"	2/27/42	AM
Cessna, B.C.	"	Kairuru Straits, N.G.	9/27/43	CLC to AM
"	"	Rapopo, New Britain	10/24/43	SS
Chilis, P.H.	Sgt	Lae, N.G.	4/7/42	AM
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	DFC
Ferguson, C.M.	"	200 Combat Hours	"	AM
Fury, J.P.*	"	25 Missions	"	SM
Gunn, G.W.*	T/Sgt	"	"	SS
Hall, C.R.	S/Sgt	Cape Gloucester, N.B.	7/28/43	AM (Post)
"	"	Kairuru Straits, N.G.	9/27/43	AM (Post)
"	"	Rapopo, New Britain	10/24/43	SS
Harris, G.C.	"	"	2/19/42	L of M
Hartman, Henry A.*	M/Sgt	"	"	AM
Hill, A.B.*	"	"	"	AM
Huepfner, D.W.	S/Sgt	Mape River, N.G.	8/3/43	SS
Kasish, M.A.	"	Hansa Bay, N.G.	8/25/43	SS
Kehoe, G.F.	Sgt	Lae, N.G.	4/7/42	SS
Kidd, W.L.	S/Sgt	"	"	AM
"	"	Bismarck Sea	3/3/43	AM
Kischkan, M.	"	Hansa Bay, N.G.	8/25/43	AM
Kratz, T.F.	"	Kairuru Straits, N.G.	9/27/43	SS
LaRocque, A.W.	Sgt	Lae, N.G.	4/7/42	SS
Larrande, F.	T/Sgt	"	2/20/42	AM
"	"	Bismarck Sea	3/3/43	AM
Lefler, J.W.	Sgt	Hansa Bay, N.G.	8/25/43	SS
Lennon, P.R.	S/Sgt	Lae, N.G.	4/7/42	AM
Mackes, P.	"	Kairuru Straits, N.G.	9/27/43	SS
McNahan, F.M.	Sgt	Hansa Bay, N.G.	8/25/43	SS
Mongrain, R.C.	"	Lae, N.G.	4/7/42	AM
Norman, E.F.	T/Sgt	Cape Gloucester, N.G.	7/28/43	AM
Muscott, I.X.	S/Sgt	Hansa Bay, N.G.	8/25/43	AM

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<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.E.	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
San, Ralph	Sgt	Lae, N.G.	4/4/42	SS
Schnackenburg, Wm. J.	"	Rapopo, N.E.	10/24/43	AM
Simpson, D.H.*	S/Sgt	"	2/20/42	SS
Slaby, H.	Sgt	Rapopo, N.E.	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
Susaray, F.E.	"	Kairuru Straits, N.G.	9/27/43	AM
Swain, W.	Sgt	Cape Gloucester, N.E.	7/28/43	AM
Thornock, H.E.	T/Sgt	Lae, N.G.	4/1/42	SS
" " "	"	Cape Gloucester, N.E.	7/28/43	AM
Vance, D.R.	"	Lae, N.G.	4/11/42	SS
Woodard, V.E.	S/Sgt	Rapopo, N.E.	10/24/43	AM
Worden, H.C.	"	Lae, N.G.	4/13/43	SS
Wright, C.J.	"	Rapopo, N.E.	10/24/43	DSC & PH

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* 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. Neal	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 Boyce	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	" "	B-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. LeRocque	"	"
" " "	"	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.	B-25G1

<u>Mission or 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-25G1
" " "	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.W. 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	C.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-25G1
" " "	11/2/43	J.W. McCann	2nd Lt.	"
" " "	11/2/43	H.J. Corbridge	S/Sgt.	"
" " "	11/2/43	T.E. Friddy	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	Cunnegin	"	"

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