

**RESTRICTED**COMBAT NARRATIVE WORLD WAR II

1 APRIL 1942 ----- 31 MARCH 1944

This Squadron arrived in Australia in February of 1942 and began its combat activities on 6 April with B-25 Mitchell Medium Altitude Bombers obtained from representatives of the Dutch Government in Australia, staging through Port Moresby, Papua, New Guinea. A sincere effort is made to present a true picture of operations during that period but some deficiencies, which are incurable due to lack of files and to inaccessibility, by way of death or otherwise of persons who would know, are apparent.

Our Pilots of the 13th Bombardment Squadron went to Brisbane on March 26, and a few days later came back with our new planes. They were B-25Cs (North American Aviation Company Medium Bombers). All were very much pleased with the new planes which were described as "Luxury Liners".

About the first of April we were joined by a number of pilots, formerly members of the 27th Bomb Group. The 27th Bomb Group had landed in the Philippines just a week or so before the war broke out. These pilots had been sent south to Australia and a portion of them were assigned to our Sq., Capt. H. F. Lowery, who assumed Command of the squadron, Lt. G. M. Heiss, Lt. J. R. Smith, Lt. L. A. Walker, Lt. J. H. Morgan, Lt. E. C. Townsend, Lt. T. P. Talley, and Lt. H. B. West joined us.

-1-

**RESTRICTED**



RESTRICTED

SECRET

Classification changed to

*Restricted*  
By Authority of the  
Commanding General  
Army Air Forces:

BY: *Wilfred J. Paul*  
WILFRID J. PAUL  
Colonel, Air Corps  
Chief, AAF Historical Office

INTRODUCTION

6 April — 5 B-25 Mitchell Bombers led by Lt. Col. John H. Davies bombed the Japanese airdrome at Gasmata, New Britain Island dropping 300 lb. instantaneous demolition bombs. Strikes were made on parked aircraft and buildings along the runway from an altitude of 4500 feet. This was the first mission by B-25 aircraft against the Japanese and initiated a powerful weapon in the defensive war now being fought. (1) (2)

Air crews participating in this mission were: (3)

Capt. Lowery (P)	Lt. Rulism (P)	Lt. Peterson (P)
Lt. Walker (CP)	Lt. Clark (CP)	Lt. Mangan (CP)
T/Sgt. Wherry (B)	M/Sgt. Oliver (B)	S/Sgt. Butler (B)
Sgt. Runager (G)	Sgt. Clanton (G)	Cpl. Whimsett (G)
Pvt. Fresquez (G)	Cpl. Fawe (G)	Cpl. Cooper (G)

Lt. Maull (P)	Lt. Col. Davies (P)	Group C. O.
Lt. West (CP)	Lt. Smith (CP)	
Sgt. O. C. Cook (B)	T/Sgt. Pillard (B)	
Pfc. F. M. Pryor (G)	Sgt. Hayes (G)	
Pfc. Fowler (G)	Pvt. Newman (G)	
S/Sgt. Moore (E)	T/Sgt. Young (E)	

PHILIPPINES MISSION

One of the permanent memories of the Third Group will be the mission to the Philippines flown during the month of April. Early in the month Lt. Col. Davies departed for Melbourne, for a conference with General George. On the 8th of April, nine B-25s left for Brisbane to have extra tanks installed and on the 10th all planes with pilots and crews returned to their home station. There was something in the wind and untold interest and enthusiasm was aroused among the personnel of the Group.

- (1) Where mission number or fragmentary Field Orders No. are available they will follow the date.
- (2) Information from the RAAF Form A-14 Group Operation Files.
- (3) Information from 13th Squadron Diary. Prepared by Capt. Neville D. Blakemore, 13th Sq. Intelligence Officer.

RESTRICTED



## RESTRICTED

- 12 April -- Eleven B-25 aircraft of the Third Bomb Group were being fitted with fuel, supplies, and equipment necessary for a long trip during the late hours of April 11th. At 1:00 A. M. of the 12th, all planes and crews with Colonel Davies, Capt. Lowery, and Lt. Strickland as flight leaders took off on this eventful mission. Seven hours after take off, all planes landed at Darwin to refuel. One plane was discovered to have a badly cut tire and was prohibited from completing the mission. The remaining ten B-25s which continued on over the water to the Philippines landed at Del Monte on the Island of Mindanao.

The following compilation of reports were brought out of the Philippines. They should convey a vivid picture of the task accomplished on this outstanding mission into territory which was partially occupied by the Japanese forces.

- 12 April -- Mission number one on April 12th was led by Capt. Lowery with Lieutenants Heiss and Wilson. Colonel Davies was unable to take off due to mechanical failure of bomb bay. Three passes were made at shipping in Cebu Harbor, with near misses on the first pass. On the second pass, one direct hit was made on the stern of a 7000 ton transport which sank. During the third pass bombs were all misses except for hits on docks.

Four seaplanes, single engine, attacked the flight on the third pass and one each was shot down by Sgt. Young and Sgt. Morris, gunners on Lts. Heiss and Wilson's aircraft respectively. Ack-ack was fairly heavy and accurate coming from the dock area and a cruiser at the docks but all planes returned undamaged. During this mission 50 miles north and south of Toledo was reconnoitered where no shipping was observed.

Five planes took off at 1330 with a bomb load of 5 x 500 lb. bombs to hit an aircraft carrier at Jetane, north end of Bohol and enemy transports in the Cebu area. All five aircraft were attacked shortly after take off by two Jap seaplanes but no damage was done to our ships.



## RESTRICTED

Machine gun hits were observed on at least one of the seaplanes. Fifteen miles out Southeast of Cebu City three ships dropped one bomb each on one transport weighing 16,000 tons and heading south. All bombs hit just off the port side stern. The transport was left heading north and listing to the left. All planes bombed shipping and docks at Cebu Harbor. Accurate observation and bombing was obscured due to the smoke rising from the burning docks, warehouses and vessels in the target area. The bombing run was made from 10,000 feet with light ack ack coming from the dock area and surface craft. No damage was done to our aircraft and all returned safely.

- 13 April -- Six planes equipped with 12 x 100 lb. inst. fused bombs. The third mission was carried out on the following day, referring to the previous missions on the 12th, April 13th to attack Davao area. They flew up the road from Digos to Davao at 2000 feet with three planes dropping bombs on targets as they appeared. Two bombs hit just off a bridge at Daliao. Bombs were on boats at Davao, but accurate observation was not made. Colonel Davies attacked a single engine bi-plane taking off and gunners knocked off pieces of its wings and the plane crashed. Seaplanes anchored off the shore at the right of the dock area were observed and all planes bombed individually. One string of bombs went down the runway at Davao. Another string hit just off the stern of a transport. The mission was flown at an altitude of 5000 feet with light ack ack from a destroyer. No damage was done to our planes except for one B-25 piloted by Lt. Wilson. His plane was attacked by three Jap single engine bi-planes who made hits, but without much luck. His turrets were out but he received no damage.

In a three ship formation loaded with 5 x 500 lb. bombs each, planes of the Third Group took off to hit the docks and shipping at Davao City. Three minutes from the target area one of two float planes, single-engine, type 95, attacked the formation and made one beautifully executed pass at Colonel Davies's ship, but failed to score a hit. Nor did our gunners hit the Jap aircraft.



# RESTRICTED

Bombs were released in a hail at Docks and one transport just off the docks. Two of the bombs plastered at the docks hit a warehouse with direct hits. (4)

Eight of the above listed 11 aircraft were B-25s from the 13th Squadron. Airplane crews who participated in the widely acclaimed mission were as follows: (5)

Capt. Lowery (P)	Lt. Heiss (P)
Lt. Walker (CP)	Lt. Townsend (CP)
Cpl. Rigdon (E)	Lt. Clapp (N)
Sgt. Runager (G)	T/Sgt. Simpers (E)
Cpl. Fresquez (G)	Cpl. L. G. Young (G)
T/Sgt. Wherry (B)	Sgt. J. W. Miller (G)
	Sgt. M. K. Smith (B)
Lt. Col. Davies (P) Gp. C. O.	
Lt. McAfee (CP) Gp. Op. Off.	Lt. J. R. Smith (P)
T/Sgt. Young (E)	Lt. Talley (CP)
Sgt. Hayes (G)	T/Sgt. Simmons (E)
Pvt. Newman (G)	M/Sgt. Oliver (B)
Capt. Hubbard (B)	Sgt. Clanton (G)
	Cpl. Fawe (G)
Lt. Maul (P)	
Lt. West (CP)	Lt. Peterson (P)
S/Sgt. Moore (E)	Lt. Mangan (CP)
Lt. Culp (N)	Sgt. Salles (E)
Sgt. Cook (B)	Cpl. Whimsett (G)
Pfc. Fowler (G)	Cpl. Cooper (G)
Pfc. Pryor (G)	S/Sgt. Butler (B)
Lt. Felthan (P)	Lt. Strickland (P)
Lt. Linn (CP)	Maj. Hipps (CP)
Lt. Heyman (N)	S/Sgt. Crutchfield (E)
T/Sgt. Cates (E)	Sgt. K. Cooper (G)
Cpl. Nelson (G)	Pfc. White (G)
Cpl. Hatcher (G)	T/Sgt. Bengel (B)
T/Sgt. Owens (B)	

M/Sgt. F. S. Adams, participated in the mission as line chief for all the planes involved.

(4) Information taken from Group Operations Files.

(5) Information taken from 13th Squadron Diary prepared by Capt. Neville D. Blakemore, 13th Squadron Intelligence Officer.



**RESTRICTED**

On returning from the raids over the Philippines, our planes brought back with them four Officers who were still holding out against the Japanese four months after the first attack on the Islands. These Officers; Lt. T. P. Gerrity, Lt. E. D. Benham, and Lt. L. H. Keys, joined the ranks of the 13th Bombardment Squadron.

Upon completion of the Philippine mission, Colonel John Davies, with General Ralph Royce went to Melbourne where the Distinguished Service Cross was awarded to both Officers for their gallant work.

20 April -- 5 B-25s, piloted and crewed by the 13th Bomb Sq., struck the Japanese held airdrome at Salamaua, New Guinea. Direct hits were scored on three buildings including red roofed headquarters building where fires were observed. Some damage was estimated on Kulu where bombs fell close to buildings. On an attack on Malir Mal hangar, direct hits were scored to completely wreck the hangar. The fuel dump at the rear end of the hangar was directly hit and set afire. Black smoke was observed for 20 miles away. After releasing three bombs on houses at the east side of the drome, the remainder of the bombs were jettisoned. One direct hit was scored on a green roofed house. Four flying boats and one small launch were observed moored in the harbor between Kela Point and the town. All planes returned safely. (6)

26 April -- Six B-25s of the 13th Bomb Squadron were scheduled to fly a mission on Lae but two of the planes were unavailable for combat. One of the planes which departed from Coen turned back because of bad weather. The remaining three Mitchells departed Port Moresby and proceeded up the mountain range at medium altitude of 6,000 feet to a point about thirty miles north of Lae. Then they made their attack from land to sea to the southeast.

(6) Information taken from Group Operations Files RAAF Form A-14.

**RESTRICTED**



# RESTRICTED

Bombs were dropped from all three ships within the boundaries of the airdrome, along the runway, and in the dispersal areas. One 500 lb. bomb destroyed a Zero fighter in the act of taking off and simultaneously destroyed an anti-aircraft gun which was firing at the formation. The remaining bombs were estimated to have destroyed between six and ten fighters and two or three bombers parked on the ground. Two Zero fighters were engaged over the airdrome and one received hits from a long burst by two upper turrets and was seen to go down. Anti-aircraft fire was noticed from two ground gun positions. All planes returned safely back to Port Moresby. (7)

During the entire month of April a total of 4 missions and 23 sorties were flown against the enemy by the 13th Squadron.

MAY 1942

- 5 May — One 13th Squadron B-25 left Charters Towers, Port Moresby, and performed a reconnaissance mission over the following areas while en route: Charters Towers to Russell Spit, De Boyne Island, Samarai, then south to Port Moresby. No sightings were reported.
- 6 May — Four 13th Squadron B-25s flew a reconnaissance mission in the same area off the east coast of Australia and one plane reported a 1,000 ton two mast freighter on a course of 296° at a position of 1950 south 14800 east. A second plane reported an airplane on a course 90° at 2000 feet over the great barrier reef.

One B-25 of the 13th Squadron left Townsville on the same day for Port Moresby to relieve a pilot at that station. En route a reconnaissance mission was flown covering a line from Townsville to 12 degrees south and 150 degrees east, thence to Port Moresby with no sightings.

(7)Information from Group Operations Files RAAF Form A-14.



RESTRICTED

- 7 May -- One 13th Squadron B-25 flew a patrol mission to Gasmata, Lae, and Salamaua, flown by Lt. Walker. One B-25 of the 13th Squadron and three from the 90th Squadron made a search mission to a routine area on the east coast of Australia. Contact was made with two enemy aircraft and 60 x .50 calibre ammunition was expended. No observations were made.
- 8 May -- Three B-25s of the 13th Squadron flew a routine reconnaissance mission including Cape Ward Hunt to Trobriands, De Boyne Passage, Russell Islands and Laughlan Islands to 15330 east and 0745 south then returned to Port Moresby. At Torlesse Island a single float bi-plane was moored. Two ships were sighted 0950 south and one 15345 east, one 5000 ton and one 8000 ton. The vessels were anchored and black smoke emitting. Anti-aircraft fire was received from both ships with no damage to us. On returning to Torlesse seaplanes were strafed.

One B-25 of the 13th Squadron made a second reconnaissance mission on May 8th to Salamaua and Lae. The plane flew over Lae at 13,000 feet meeting intense ack-ack fire. One Zero took off and overtook the plane outside of Lae. A running fight ensued to 20 miles from Port Moresby. Fire from the Zero shot out the left engine and the hydraulic system of the B-25 which minimized the effectiveness of the Bendix Power Turret. The Pilot was forced to crash land on Fisherman's Island. Lt. Walker suffered uncomfortable burns when he aided his Co-Pilot to escape from the burning plane and attempted unsuccessful rescue of Cpl. Anderson and Cpl. Hammond his gunners. Lt. Walker was later rewarded the Distinguished Service Cross for heroism in action.

- 9 May -- Six B-25s of the 13th Squadron took off to attack Lae. One plane returned to the base due to engine trouble. Bad weather prevented completion of the mission and all but one plane returned to base. One plane was listed as missing.

Three B-25s of the 13th Squadron flew a routine reconnaissance mission from Port Moresby to Huon Gulf, New Guinea and returned safely to base.

RESTRICTED



**RESTRICTED**

- 10 May — Nine 13th Squadron B-25s flew the first bombing mission of the month against the Japanese seaplane base at the Deboyne Islands. 12 x 500 lb. bombs were dropped from an altitude of 5,500 feet. Two bombs hit among seaplanes at the end of the beach. One bomb was dropped in the sea. Three seaplanes and four low wing monoplanes were observed in the air but did not attack. Pom-Pom and light ack-ack offered little interference to the B-25s. One Japanese bomber was seen sinking in the lagoon. Five strafing passes were made by our aircraft. Out of the nine planes 441 bullet holes were received in the wings and fuselage. One engine was damaged. All planes returned safely to base. (8)

Information from the 13th Squadron Diary concerning the Deboyne Island mission on May 10, 1942 shows that the 13th Squadron used six B-25s instead of the nine planes mentioned in the RAAF Form A-14. Out of the additional information in the 13th Squadron Diary is the report of Lt. H. V. Maull, piloting one of our planes, spotted two Japanese seaplanes in the air, attacked and shot down one. However, his life raft broke loose, caught on his plane's tail section and caused such damage that he was forced to make a crash landing on a coral reef near Samarai, New Guinea. The entire crew escaped injury. Assisted by native Papuans, our men were carried back to Port Moresby aboard a fishing schooner. From there they were taken to Brisbane aboard a Dutch steamer.

Also on May 10, 1942 one plane of the 13th Squadron completed a one plane reconnaissance mission in the Huon Gulf area where one freighter was sighted and two empty tankers weighing approximately 8,000 tons.

- 11 May — One of the 13th Squadron planes conducted a search mission from Charters Towers to a point 600 miles at sea. There were no reported sightings.
- 12 May — One plane of the 13th Squadron conducted the same area search mission as mentioned above on May 11th.

(8) Information taken from RAAF Forms A-14 Group Op. Files.

\*9\*

**RESTRICTED**



RESTRICTED

- 13 May -- Three planes of the 13th Squadron carried out a reconnaissance mission to Deboyne and Torlesse Islands and arrived at Port Moresby with no sightings.

Three B-25s carried out a search of the Huon Gulf Area and sighted three light boats containing about 45 men; thought to be Japs.

On the same day -- 3 planes returning to Charters Towers from Port Moresby sighted no activity at Deboyne seaplane base, but saw two aircraft entering clouds near there.

- 16 May -- Nine B-25s of the 13th Squadron left Charters Towers and landed at Port Moresby in preparation of a strike on Lae the following day. (This took place on the 15th, strike to be on the 16th). On the 16th all planes proceeded to Lae where they found the target covered in rain. Three of the B-25s failed to locate the target. The other six planes found indistinct targets but dropped bombs in the building area at the southeast end where large fires were seen to occur. One Zero was shot down on this mission. Loaded with 300 lb. bombs, the planes dropped approximately 15 bombs on two large buildings, probably hotels, causing large fires. Ack-ack positions were hit near the sea and several bombs were dropped near a 40 foot launch two or three miles south of Lae. Other ack-ack positions were hit near the end of runway and near the sea on southwest side of drome. Several houses northeast of the runway were observed burning fiercely, when leaving the target area. Three twin engine heavy bombers were noticed damaged on the northwest side of the runway and two twin engine heavy bombers were noted on south edge of runway.

A second mission was carried out over Lae on the same day by eight B-25s carrying incendiary bombs. One plane failed to make the strike due to mechanical difficulties. On the second mission one Zero attacked head on at 12000 feet. As the plane passed under the formation of B-25s gun fire set the Zero on fire and as it turned towards Lae it burst into flames, and crashed into the sea. Another Zero circled the formation but did not attack. Buildings and ack-ack positions were hit but only fair results were noted due to adverse weather conditions.

RESTRICTED



## RESTRICTED

However, large fires were noted in the building area as a result of the first attack. Small fire was noted 300 yards northeast side middle runway where oil drums were stored. Direct hits were made on large building next to hangar. On this two strike day all planes returned safely to base except one B-25 piloted by Lt. Feltham which was last seen near Salamaua after the first attack.

A reconnaissance mission was flown on the same day by two B-25s to note results of attacks on Lae. Weather conditions were poor and resulted in little effects noted. One large fire was noted with heavy black smoke.

17 May -- Two B-25s of the 13th Squadron flew a reconnaissance over Lae, Gasmata and the coast of New Britain on the 17th of May with nil enemy sightings or interception from enemy planes. One Zero was noted over Lae but did not attack. Two other planes were seen near Goodenough Island and the Mainland but also did not attack. No sightings were made in target area due to low overcast and adverse weather conditions.

18 May -- One B-25 of the 13th Squadron flew a reconnaissance missions covering Woodlark Island, Trobriand Island, Salamaua and Port Moresby. Two Zeros took off from Lae but failed to intercept. A heavy overcast and storm winds were encountered during the mission and visibility was limited. No other sighting made on this mission.

On the same day another B-25 flew a reconnaissance mission over the area bounded by Gasmata, Talasea, Cape Gloucester, Finchhaven and Port Moresby. A small launch was noticed at Gasmata but no sea planes observed. One plane attacked the B-25 and a few rounds of ammunition was expended before loosing the planes in the clouds. No other sightings were made. Weather conditions fair.

One uneventful recco mission was flown by another B-25 of the 13th Squadron on the same day near the Island of Deboyne. One wrecked sea plane was noticed.

22 May -- Three B-25s of the 13th Squadron made an uneventful reconnaissance mission of the Huon Gulf area. One small tanker was sighted.



**RESTRICTED**

23 May -- Five B-25s, three of which were from the 13th Squadron, bombed the fuel dispersal area at the docks at Lae, New Guinea. The attack was carried out at medium level (6000 ft.), each ship dropping 6 x 300 lb. demolition bombs, instantaneous fuse, and 2 incendiary bombs. Fires were started in the fuel storage area and in the building area. Large calibre enemy ack-ack was encountered, and one of our planes received a hit in its port engine. Eight Zero type enemy fighters were standing on patrol about 7000 feet above the airdrome and they attacked our formation, eutaxy being carried out by the enemy, attacking independently. Our ships were flying a V formation, unescorted, when they were attacked. They shot down the plane that had previously been hit by ack-ack fire. The entire engagement lasted about 10 minutes. Our planes reported shooting down two Japanese Zero fighters.

The crew of the B-25C shot down were:

Lt.	H. A. Keel	(P)
Lt.	D. R. Reed	(CP)
T/Sgt.	G. H. Bengel	(B)
Cpl.	L. E. Murphy	(G)
Sgt.	Thomas Marsh (RAAF)	(G)
Sgt.	D. E. Wilkins	(E)

The above officers and men are now missing in action. In this raid our crews reported that the Japanese dropped an aerial bomb just in front of the formation from approximately 1000 feet above it. The bomb burst in air, narrowly missing the formation which turned to avoid it. (9)

25 May -- Eight B-25s, 4 of which were from the 13th Squadron, struck again at the hornet's nest of Lae, New Guinea. Buildings around the airdrome constituted the target. The planes attacked at low level (3000 feet). Three of the planes each dropped 6 x 100 lb. demolition bombs, instantaneous fused, and 6 incendiary bombs. Numerous fires were started in the buildings. Large calibre Japanese ack-ack was again encountered. Of the remaining 5 planes, each dropped 6 x 300 lb. demolition bombs, instantaneous fused, and two incendiary bombs.

(9) This report was taken from the 13th Squadron Diary.

**RESTRICTED**



**RESTRICTED**

A patrol of about 4 fighters, Zeros, was up about 5000 ft. above the airdrome when our ships arrived. These were reinforced by others that took off from the drome and a total of about 20 attacked our formation. Our ships were flying a V of Vs, without pursuit escort, as the Jap planes came in head on. In an engagement that lasted about 20 minutes, two of our B-25Cs were observed to be on fire and one was believed to have been seen striking the water. Six or seven of the Japanese planes are believed to have been destroyed. One Zero is believed to have been damaged. Our ships broke off the unequal engagement by escaping in a rainstorm. On the return to Port Moresby, another B25C, repeatedly hit in the action, was further damaged on landing. However, this plane was repaired.

Crews of the B-25Cs which were lost on this mission are listed below. These men are now "missing in action."

Capt. H. F. Lowery (P)	Lt. A. M. Rulison (P)
Lt. S. W. Jacobson(CP)	Lt. D. C. Mitchell(CP)
T/Sgt. W. B. Wherry (B)	M/Sgt R. A. Oliver (B)
Sgt. W. J. Hayes (G)	Sgt. G. E. Clanton (G)
Cpl. Noah Fresquez (G)	Sgt. A. I. Friday (G) (RAAF)
Sgt. C. E. Spillers (E)	Cpl. W. A. Mutch (N)

On June 8th, 1942, word was received that Lt. D. C. Mitchell, although suffering from burns and a leg injury, was safe at Mubo, Northeast New Guinea.

During the month of May 1942, the 13th Squadron flew twenty three reconnaissance missions with a total of forty sorties. Five strike missions were flown and a total of twenty nine sorties. The 13th Squadron lost 6 planes during the month and shot down 8 enemy fighters in aerial combat.

**RESTRICTED**



**RESTRICTED**

JUNE 1942

From June 9th to June 14th, our pilots and crews practiced formation flying, "dry runs" for the bombardiers, and mock air combat with the A-20s of the 89th Squadron.

- 16 June -- At 1:25 P. M., 5 B-25s of the 13th Squadron attacked the building area from the roads south of Kela Point at Salamaua, New Guinea. The attack was delivered at 14,000 feet. No enemy interception or ack-ack was encountered. Each of our planes carried 12 x 100 lb. demolition bombs, instantaneous fuse. At least forty hits were scored in the target area. Lt. Mangan reported that his plane got three hits in the jail house which was being used as Japanese Headquarters.
- 25 June -- From 9:10 P. M. to 9:45 P. M., June 25, 1942, 2 B-25Cs from the 13th Squadron, piloted by Lieutenant A. G. Evanoff and Captain J. L. Orr, attacked the Jap held positions at Salamaua Township, New Guinea. The target was the northeast portion of the town as far down the peninsula as the Customs House and O'Dea's House. Each plane dropped 8 x 100 lb. demolition bombs, instantaneous fused and 4 bundles of incendiaries. 100 x .30 calibre and 300 x .50 calibre rounds were fired at ground targets in a follow up strafing attack. Salamaua was blacked out and observation was difficult. However, the crews reported seeing small fires.
- 30 June -- Six B-25s of the 13th and 90th Squadrons performed a bombing mission on Lae on the 30th of the month hitting dispersal areas with incendiary and 15 x 100 lb. demolition bombs at 15,000 feet. Eight bombs were dropped on a ship in the harbor considered to be a cruiser. One Zero attacked a B-25 over Lae and one man was injured in the knee. All planes returned safely to base.

During the month of June 1942, the 13th Squadron flew three strike missions and a total of 13 sorties.



**RESTRICTED**

JULY 1942

- 1 July -- Between 5:30 A. M. and 5:45 A. M., 3 of the B-25s from the 13th Squadron gave the Nips at Lae an early reveille. Two of our ships, piloted by Capt. Gerrity and Capt. Heiss, took off from Port Moresby at 3:30 A. M. and were over Lae at 5:30 A. M. The third ship, piloted by Lt. Maull, had been forced to land at Cairns for repairs and did not reach Port Moresby until shortly before 3 A. M. Lt. Maull, however, had his ship refueled and went on individually to the target. All three of our ships found it impossible to see the airdrome due to bad weather conditions. However, they milled around the area and kept the Nips guessing while Australian commandos, who had just completed a raid on Heath's Plantation, 6 to 8 miles up the Markham River road from Lae, made good their withdrawal up the valley. (The commandos later reported that dogs had given away their presence before the attack, but that they had killed at least 41 Nips and wounded more with only 4 casualties to themselves.)

Ack-ack from the airdrome and from two ships off shore was very heavy and some of it accurate. The crews reported that it looked like a 4th of July celebration. Capt. Gerrity decided to release his bombs (8 x 100 lb. demolition and 4 x 100 lb. oil, incendiary) on one of the ships standing off shore. Results were not observed. Capt. Heiss, unable to see the objective, brought his bombs back to Port Moresby. Lt. Maull, who was standing at 20,000 feet and waiting to release his bombs after observing the flashes from the bombs from the ships that had preceded him, saw nothing and decided not to release his bombs for fear of dropping his load on our other ships. All of the ships returned to Port Moresby at 6:45 A. M.

Two Catalinas who preceded our ships over the target and 4 B-26s who followed our aircraft released their bombs but could not observe results with any accuracy.

**RESTRICTED**



RESTRICTED

4 July -- From 4:20 A. M. to 5:10 A. M. on the morning of July 4th, three B-25s from the 13th Squadron were over Lae Airdrome. Weather conditions were not good and the target was difficult to locate. Captain Gerrity, who led the flight, found the target and dropped 7 x 250 lb. 6 to 12 hour delay and 1 x 300 lb., instantaneous fused bombs. The dispersal area and buildings along both sides of the Markham Valley Road from the Sports Oval through to the northwest side of the runway had been chosen as the target and all of our bombs hit within this area. Effects could not be observed except that the bombs were noted to fall on the intended locations. Medium anti-aircraft fire of moderate strength was encountered. However, the Zeros gave our ships a welcome whose warmth more than made up for any lack of hospitality on the part of the ground gunners. Our planes, together with 3 B-25s from the 90th Squadron and manned by the 90th Squadron, one additional B-25 belonging to the 13th Squadron, were flying a formation of Vs in left echelon down, 3 A/C in V - 4 A/C in Diamond, when the Zeros attacked. Four to eight A/C in strength, the Japanese planes came in head on and then persisted in individual attacks for about 100 miles before returning to their base. With only very slight damage to our ships, our gun crews accounted for 1 Zero for sure and 1 Zero probable. Sgt. A. A. Fawe upper gunner on B-25 piloted by Capt. T. P. Gerrity, shot down the 1 Zero listed "for sure". Our crews reported Zeros to be camouflaged tan and olive drab.

21 July -- On the morning of July 21, 1942, three of our pilots, their co-pilots and crews were awakened early by the news of Jap battleships off coast of Ambasai, New Guinea! It later proved to be cruisers but with this news the flight went to Port Moresby. The pilots of our Squadron were Captain Gerrity, Captain Orr, and Lieutenant Mangan.

At Port Moresby they learned of Jap convoy of 2 cruisers 4 destroyers, and 5 transports trying to effect a landing at Buna Bay and Gona mission, New Guinea. The flight plus two ships of the 90th Squadron individually bombed the target on the night of the 21st but poor weather prevented good runs on the target and many returned with their bombs.

RESTRICTED



**RESTRICTED**

22 July -- The morning of the 22nd however found our ships bombing transports lying off Buna mission. Near misses were observed and the planes were subjected to ack-ack fire of thick intensity from the ground. They received no casualties. No fighters were encountered but instead the flight found P-39s for the first time in their aerial history, most comforting. They returned to Moresby reloaded and waited.

22 July -- In the afternoon they were again called to bomb the convoy at sea. The convoy was minus one transport that had been sunk at Buna. They searched some 90 miles of sea, finding no boats so returned to Buna to bomb ground installations. Two runs were made despite ground ack-ack, and bombs dropped in the target area. They again returned to Port Moresby.

23 July -- During the morning, the 13th Squadron was ordered home to Charters Towers with the idea of conducting a search mission enroute. All the ships performed this mission and arrived safely at Charters Towers the same day. All in all the entire mission was performed satisfactory despite the fact that more shipping was not sunk.

Four B-25s of the 13th Squadron and one B-25 of the 90th Squadron carried out a mission of bombing Japanese installations at Buna. Bombs were dropped from 8,000 feet without observation being made.

24 July -- In the afternoon, three of our airplanes piloted by Lieutenants Hoover, Linn, and Maull, set out for Port Moresby for another series of missions. Lt. Maull returned due to mechanical trouble. The other two arrived in Port Moresby. At Moresby our 13th pilots were joined by three planes of the 90th Squadron. Due to the loss of Lt. Maull's plane, Lt. Price of this Squadron joined the group, flying over from Horn Island. Where he had been escorting P-39s to Moresby. This made six planes.

The second mission conducted in the afternoon was the Gona beach area where the Nips had small landing barges. Through ack-ack fire our boys ploughed and dropped their bombs. Lt. Linn's plane claimed hits on the Gona mission, where the Japanese have had ack-ack batteries and hits were believed near the barges. All planes returned to Moresby for fuel, food, and sleep.

**RESTRICTED**



**RESTRICTED**

- 26 July -- The 26th found our band headed towards Gasmata, New Britian to bomb Seaplanes that were reported based there. Just as they arrived over Buna, 15 Zeros intercepted and the fight began. Our group jettisoned bombs and headed home. The Zeros closed in, making attacks from the lower rear and chandelling in from the lower sides. Sgt. Duclos and Sgt. Miller each bagged a Nip. Other Zeros were shot up but we were not to come out unscathed. Lt. Schmit of the 90th, a pilot well liked by all, was shot down in flames. Also Capt. Bender, an old 13th pilot was last seen smoking and going down west of Buna. The remaining ships, shot up but safe, returned to Port Moresby and then to Charters Towers.
- 29 July -- Three B-25s of the 13th Squadron attacked Lae with 250 lb. general purpose bombs and 300 lb. instantaneous demolition bombs, hitting Salamaua Isthmus and the Lae airdrome area. Hits were made on dispersal area and administrative buildings. All planes returned safely to base.

During the month of July 1942, the 13th Squadron flew ten combat missions and a total of 31 mission sorties.

AUGUST 1942

- 6 August -- Seven B-25s of the 13th Squadron bombed the Salamaua airdrome. Hits were scored near and on the runways and a large fire was started in a fuel dump. 6 x 1000 lb. bombs and 6 x 300 lb. bombs were expended. All our planes returned safely to base.
- 8 August -- ? B-25s again hit Salamaua and many direct hits were scored on the runways with unobserved results. All our planes returned safely to Charters Towers. (10)
- (10) Incomplete information on this mission of August 8, 1942, was found in the 13th Squadron Diary and no further information could be found in the Group files.



**RESTRICTED**

- 26 August -- Three B-25s of the 13th Squadron searched for shipping in the Milne Bay Area. Capt. Orr and crew of the 13th failed to return from the mission but crew members from the other 2 planes stated that they saw a large flash and believe that Capt. Orr had found his target. It is believed that Capt. Orr was either hit by AA fire or that he dropped his bombs too low disregarding his own safety to insure a direct hit. The other 2 planes returned safely to base.

During the month of August 1942, the 13th Squadron flew three missions for a total of 10 sorties. (11)

SEPTEMBER 1942

- 3 Sept. -- Three B-25s of the 13th Squadron dropped 36 x 100 lb. bombs on stores at Busama. Results were unobserved.
- 4 Sept. -- Five B-25s went in search of shipping in the Milne Bay Area but unable to find a suitable target, all returned safely with their bomb loads.

Six B-25s carried out a second mission to Milne Bay in the afternoon but the weather closed in and the objective could not be reached. On the return trip the planes were forced to fly a loose formation. Lt. Rapp developed trouble with his left engine and was lost between Samari and Hood Point. Shortly afterwards Capt. Heiss was seen to turn on his landing lights and after several erratic turns was seen by Lt. Conly to crash into the water from a head on dive from about 3,000 feet. The remaining 4 planes reached Port Moresby safely. As yet neither Lt. Rapp nor Capt. Heiss have been heard from.

- (11) This total of 10 sorties is for only two missions. The one on 6 August and the other of the 26 August. The number of planes participating in the mission of 8 August was not listed on any of our file reports or diaries.

**RESTRICTED**



**RESTRICTED**

- 5 Sept. -- Four B-25s conducted a shipping search in the Milne Bay area. One small vessel about 150 feet long was sighted but no attack was made. (12)
- 13 Sept. -- Two B-25s of the 13th Squadron escorted Pursuit planes from Charters Towers to Horn Island.

During the month of September 1942, Three combat missions were flown by the 13th Squadron and a total of eighteen sorties.

OCTOBER 1942

- 8 Oct. -- B-25s of the 13th Squadron carried out a reconnaissance mission to Buna, consisting of three planes, and dropped 500 pound bombs on the Gona wreck.
  - 9 Oct. -- B-25s of the 13th Squadron bombed harbor installations at Lae. An all out attack was made to prevent Jap reinforcements from establishing at Lae. (13)
  - 13 Oct. -- Two B-25s of the 13th Squadron were assigned to attack an enemy submarine in the vicinity of Goodenough Island. The secondary target was a Jap landing party at Waytutu Point. Both planes were unable to locate the submarine so they dropped 2 x 500 lb. demolition bombs on the Point but were unable to observe the results. Lt. Simmons was unable to observe the air-drome at Port Moresby due to bad weather. The entire crew bailed out. All members of the crew finally ended up safely at base after spending a miserable time in the jungle suffering from exposure, lack of food and water and many cuts and bruises.
  - 12 Oct. -- This information was taken from Intelligence summary 5/9. No Headquarters was listed.
  - 13 Oct. -- This information was all that was given in the mission report taken from the Group files. The exact number of B-25s actually on the mission was not disclosed.
- (12) This information from Group Intelligence Files.
- (13) This information was all that was given in the mission report taken from Group Files. The exact number of B-25s actually on the mission was not disclosed.

**RESTRICTED**



**RESTRICTED**

During the month of October, the 13th Squadron flew three missions for a total of five sorties. (14)

NOVEMBER 1942

- 3 Nov. -- 25 Nov. -- The 13th Squadron flew many armed reconnaissance missions to Buna, Cape St. George, Gasmata, Arawe, Vitiaz Straits, Lae, and Salamaua. A total of 279 sorties were flown. We had an average of 15 pilots and 14 planes during this period. Each pilot averaged 18.6 missions and 44 hours and 50 minutes in the air. Our crews sank one 5000 ton enemy transport and damaged 1 destroyer. Two Zekes were definitely destroyed by aerial combat. The 13th Squadron lost no planes or crews. (15)

DECEMBER 1942

- 1 to 31 Dec. -- The 13th Squadron was very inactive during the month of December. The 13th Squadron performed one bombing mission over Buna with unobserved results and three reconnaissance missions. (16)

(14) The total figure of 5 sorties is for only 2 of the 3 missions. Complete facts on the other missions are not available.

(15) This information was found as a summary in the 13th Squadron Diary and a break down into single missions could not be made.

(16) This information was found as a summary in the 13th Squadron Diary and a break down into single missions could not be made.



**RESTRICTED**

JANUARY 1943

- 14 Jan. - 13G: The 13th Squadron planes bombed stores and supplies along the beach from Buco Point to Butibern River. Heavy and light but inaccurate ack-ack was encountered. Large oil and gas fires were started in target area. 26 x 300 lb. instantaneous fused demolition bombs were dropped. All planes returned safely to base.
- 16 Jan. - 46G: Three 13th Squadron B-25s flew an armed reconnaissance of the Markham Valley. Attention was to Navalcapor, Nadzab, and Gabsonkek; heavy and light ack-ack was encountered. Fourteen photos were taken of possible landing strips and storage dumps. All planes returned to base safely.
- 16 Jan. - 15L: The 13th Squadron sent planes over the Kunai grass at the track Junction at Sananda. Purpose to destroy junction. Five small fires were started. 26 x 100 lb. oil bombs dropped entirely on target. All planes returned safely to base.
- (No Date) - 16I: Six B-25s of the 13th Squadron hit the Lae stores area between Buco Point and the Butibern River. Large explosions were observed. Small fires were seen in the target area. Heavy ack-ack was encountered. 48 x 300 lb. demolition instantaneous bombs were dropped. All planes returned safely. (17)
- 25 Jan. - 25E: The 13th Squadron sent 4 B-25s to hit the building area of Lae. Heavy and light but inaccurate ack-ack was sent up by the enemy. 25 x 300 lb. instantaneous demolition bombs struck squarely on the target. All planes returned safely to base.
- 29 Jan. - 28E: Six B-25s of the 13th Squadron were over Mubo, Mat Mat Hill and Garrison hill. Results unobserved due to intense dust clouds from bomb blasts. 48 x 300 instantaneous demolition bombs dropped. All Planes returned safely.

During the month of January 1943, the 13th Squadron flew six combat missions. Accomplishing 25 sorties. Dropping 147 x 300 lb. instantaneous fused demolition and 26 x 100 lb. oil bombs on enemy installations. One search and one photo mission rounded out the months work. No planes or personnel were lost.

(17) No date is listed due to insufficient information on the mission reports.

**RESTRICTED**



**RESTRICTED**

FEBRUARY 1943

- (No date) 40E: Three B-25s of the 13th Squadron flew reconnaissance over the Rami River Valley, Markham Valley, Lae, Malabang, and Salamaua. Heavy and light ack-ack was encountered. All planes returned safely to base.
- (No date) 43G: Five B-25s of the 13th Squadron were over Lae. Results were generally unobserved. Heavy and moderate, but inaccurate ack-ack was encountered. 60 x 100 lb. instantaneous fused demolition bombs were dropped. All planes returned safely to base.
- 16 Feb. - 45E: Five B-25s were sent over store and supply dumps at Malabang. Several small fires and colored smoke was observed after bombing. Heavy, medium and light ack-ack of moderate intensity was encountered. The ack-ack fire was fairly accurate. 40 x 300 lb. instantaneous fused demolition bombs were dropped. All planes returned safely to base.

At the end of February, the 13th Squadron had flown three combat missions. Thirteen individual sorties were flown. 40 x 300 lb. instantaneous demolition and 60 x 100 lb. bombs were dropped. All planes returned safely.

MARCH 1943

- 3 March - The 13th Squadron sent two missions to attack an enemy convoy of 4 warships and five unidentified craft. On the first mission, 6 B-25s sunk one 6000 to 8000 ton Cargo Ship. Medium to heavy, moderately inaccurate ack-ack was encountered on the run. Four to five Zekes and one Oscar made one pass at the formation damaging two of our aircraft. One Zeke was damaged by our gunners. 19 x 500 lb. instantaneous demolition bombs and 320 x .50 calibre with 100 x .30 calibre expended. The second mission saw 5 B-25s again over the convoy. They sunk one CL with four direct hits. Heavy, slight but inaccurate ack-ack was thrown up. 4 to 5 Zekes attacked our formation making one pass each. 2 Zekes were damaged by our gunners. 25 x 500 instantaneous demolition bombs were dropped. 625 x .50 calibre and 250 x 30 calibre ammunition expended.

(18) No date is listed for several missions due to insufficient information on the mission reports.

**RESTRICTED**



**RESTRICTED**

16 March - 74E: Six B-25s of the 13th Squadron were over Lae, and all bombs were dropped on the target. Heavy and medium ack-ack of inaccurate to accurate intensity was encountered. One of our B-25s was holed. 32 x 300 lb. instantaneous demolition bombs were dropped.

In March 1943 the 13th Squadron flew three combat missions for a total of 17 sorties. 32 x 300 lb. instantaneous fused, 44 x 500 lb. instantaneous fused demolition bombs were used on the enemy. 945 x .50 calibre and 570 x .30 calibre ammunition was expended. Two of our B-25s were damaged. One B-25 was holed. Against this, the enemy lost on CL and one 6000 to 8000 ton A.K. due to the accuracy of our bombing. Three damaged Zekes were chalked up by our gunners.

APRIL 1943

4 April - 93J: Five B-25s of the 13th Squadron were sent out over "Heath's Plantation" at Lae. Most of the bombs hit the target area. Results were generally unobserved. Three photos were taken while over the target. No ack-ack was seen. 25 x 500 lb. instantaneous demolition bombs were dropped.

The month of April saw the 13th Squadron at a low ebb on combat missions. 25 x 500 lb. instantaneous demolition bombs were unloaded on enemy installations. Photos were taken with unobserved results.

MAY 1943

27 May - 146AA: Two B-25s of the 13th Squadron carried out an armed search reconnaissance for a reported Jap submarine in Oro Bay and Cape Nelson vicinity. No submarine was sighted and the planes returned safely to base.

During the month of May the above search mission was the only Mission scheduled.



**RESTRICTED**

JUNE 1943

- 11 June -- Group Mission: One B-25 of the 13th dropped mail at Mambare Bay and at Durira.
- 26 June -- 176A: Three B-25s tested Radar and Ack-ack on routine training mission. Aircraft flew with I.F.F. turned off serving as test for radar and Ack-ack of the enemy. All planes returned safely to base.
- 29 June -- Verbal Order, 1st Task Force: Four B-25s bombed enemy ambush positions as ordered by 1st Task Force. Forty-six x 100 lb. instantaneous demolition bombs were dropped on assigned target and 10,000 x .50 calibre ammunition was expended in strafing. One small fire was observed and all planes returned safely to base.

During the month of June only three missions were flown by the 13th Squadron and only one of these on actual combat missions. 46 x 100 lb. bombs and 10,000 x .50 calibre ammunition were expended.

JULY 1943

- 6 July -- 186AA: Two B-25s carried out a bombing mission to Labu Lagoon barge hideout. One plane dropped three x 500 lb. demolition bombs on a small boat in Labu Lagoon and heavily strafed the area. The boat had disappeared when the second strafing runs were made. Five x 500 lb. demolition bombs were dropped on eight to ten native huts and black smoke and flying debris was observed. The second plane dropped eight x 500 lb. demolition bombs in the same native hut area. Both planes returned safely to the base after expending 16 x 500 lb. demolition bombs.

-25-

**RESTRICTED**



RESTRICTED

- 8 July - 18800: Six B-25s attacked enemy ground positions along Buigap and Bui Kumbul Creeks. Ten individual bombing runs and 19 individual strafing passes were made on the target area which included both sides of Buigap creek and from junction with Bitio to junction with Bui Kumbul. Six to eight bombs were definitely seen to burst in the general target area. Remaining bombs dropped on target with unobserved results. One strafing pass was made up Bui Kumbul Creek. The following bombs and ammunition was expended: 45 x 500 lb. 11 second delay bombs, three flares (to signal ground troops of termination of attack) 11,150 x .50 calibre and 50 x 20MM cannon ammunition. All Planes returned safely to base.
- 9 July - 189BB: Six B-25s attacked enemy positions on Old Babduli Ridge. All bombs dropped in target area and 12 individual strafing passes from tree top level thoroughly covered area. 40 x 300 lb. 8 to 11 second delay demolition bombs, three flares, 7,500 x 50 calibre ammunition was expended on red roofed house at Malolo. All planes returned safely to base.
- 10 July - 190AA: One B-25 carried out a routine weather reporting mission from Kalamazoo to Salamaua. Mission was completed and plane returned safely to base.
- 11 July - 191DD: Six B-25s bombed and strafed Mission Point along coast southward and track leading from west into Kela Point. Considerable debris was seen flying in the air as bombs burst at Kela Point. No particular results were observed. The following ammunition was expended: 24 x 500 lb. demolition bombs, 55 x 20MM cannon, 11,000 x .50 calibre and 500 x .30 calibre. All planes returned safely to base.
- 12 July - 192AA: One B-25 carried out a routine weather reporting mission from Kalamazoo to Salamaua area. Mission was completed and plane returned safely to base.
- 13 July - 198AA: Three B-25s attacked shipping off the southern coast of New Britain. One direct hit was dealt with a 500 lb. bomb on the stern of a Sugar Charlie and the second plane hit the ship amidship. The vessel sank before another pass could be made. Twelve x 500 lb. demolition bombs and 2500 x .50 calibre ammunition was expended on the mission. All Planes returned safely.

RESTRICTED



**RESTRICTED**

- 18 July - 198BB: Three B-25s carried out an armed reconnaissance mission as ordered in search for possible enemy submarines. There were no sightings and all planes returned safely to base.
- 20 July - 200: Six B-25s bombed Gori River Bridge and strafed the area around Gori River and Bogadjim village. No direct hits. Four of five small explosions were observed in suspected dumps north of village. One plane was holed by light ack-ack fire. Another plane received several bullet holes through the engine nacelle, and the hydraulic system was wrecked. This aircraft returned to base on one engine and crash landed. Nine x 1000 lb. bombs and 9,000 x .50 calibre ammunition was expended. Planes returned to base with no injuries to personnel.
- 21 July - 201-b: Five B-25s were ordered to bomb and strafe camp area and bridge construction at Madang, New Guinea; also Bogadjim villages and stores and supplies between Balama and Kubaria. Seventeen bombs were observed to explode in Madang target area. Small fires were started in the native huts at Bogadjim village and 28 clusters of 6 x 23 lb. fragmentation bombs and 9,000 x .50 calibre ammunition was expended. Planes returned to base with no injuries to personnel.
- 23 July - 203CC: Five B-25s were ordered to bomb Malolo and Asini Villages and to strafe Malolo, Asine and Basana Villages. Malolo village was bombed and strafed. Several huts were set on fire and one received a direct hit. Small fires were started in Asini Village and a large red roofed building received direct hits. Part of the roof was blown off and walls caved in. Small fires were also started in the brush at Basana Village and 13 x 300 lb. demolition bombs, 7350 x .50 calibre 350 x .30 calibre ammunition was expended throughout the mission. All aircraft returned safely to base.
- 25 July - Verbal orders 1st Task Force: One B-25 carried out a weather reconnaissance between Kalamazoo and Salamaua and reported the weather every 30 minutes as ordered.

**RESTRICTED**



RESTRICTED

- 27 July - 207BB: Four B-25s attacked large hideouts along the northern New Guinea coast, from Pommeron Bay south to Finschaffen harbor. At least three barges were definitely destroyed and three probably destroyed. Four native huts were set on fire and eight huts were damaged. 17 x 75 MM cannon fire, 18,500 x .50 calibre, and 250 x .30 calibre, 141 x 100 lb. demolition and four x 300 lb. demolition bombs were expended on the targets. All planes returned safely to the base.
- 28 July - 208DD: Three B-25s bombed a barge one mile up the river at Busching Point (Cape Busching), strafed aircraft on Cape Gloucester strip and bombed a large D.D. Two direct hits were observed on the destroyer causing explosions, flame and black smoke. One aircraft was definitely destroyed on Cape Gloucester airdrome. One of our planes was attacked by four enemy fighters and failed to return to the base. The large destroyer threw up a barrage of slightly inaccurate flak. One aircraft was hit by ack-ack but no injuries were received by personnel. A small destroyer or gunboat was seen hit by at least three bombs. Eight x 100 lb. demolition bombs and 3,300 x .50 calibre ammunition was expended.
- 29 July - 209AA: Four B-25s attacked a two stack destroyer four to five miles northwest of Cape Gloucester Airdrome. Five direct hits with 300 lb. bombs were made on the DD and the ship was left burning badly. 32 x 300 lb. demo and 5,550 x .50 calibre ammo was expended on the target. All planes returned safely to the base.

During the month of July, the 13th Squadron carried out 14 missions and a total of 51 sorties. 44.8 tons of bombs were dropped. Ammunition expended was as follows: 11,000 x .30 calibre, 86,000 x .50 calibre, 17 x 75 MM cannon, and 105 x 20 MM cannon.

RESTRICTED



**RESTRICTED**

AUGUST 1943

- 3 August - 214BB: Nine B-25s attacked barges and stores area along the west coast of Borgen Bay. Direct hits were scored on 18 to 20 barges with approximately ten of these sunk. Small fires and grey smoke arose from the stores area. 28 x 300 lb. demolition bombs and 16,600 x .50 calibre ammunition was expended. All planes returned safely to base.
- 9 August - 220BB: One B-25 carried out successful routine weather reconnaissance to Cape Gloucester.
- 10 August - 221BB: Twelve B-25s carried out a barge sweep of Langemak Bay area. Bombs were dropped on at least 10 barges and three of these were later seen filled with water. All the barges were heavily strafed but no fires were started. 21 x 300 lb. demolition bombs, 9,860 x .50 calibre and 200 x .30 calibre ammunition was expended. All planes returned safely.
- 12 August - 223AA: One B-25 carried out a successful routine weather reconnaissance of Finschaffan, Cape Gloucester and Bay areas.
- 17 August - 228: Eight B-25s bombed and strafed Boram airdrome. Many bomb bursts struck the runway and a probable fuel dump along the coast was set afire. Most crews agreed that approximately 70 enemy planes, mostly fighters, were on the runway. At least six enemy planes completely exploded during the attack. 95 clusters of 3 x 23 lb. para-frags and 12,500 x .50 calibre ammunition was expended on the target. Two planes received holes from light ack-ack fire but all returned safely to base.
- 18 August - 229: Ten B-25s attacked supply and personnel area south of Boram runway. 72 bombs hit within the general target area starting a large fire in an ammunition dump and several smaller fires in a fuel dump. Several hits were scored on a small jetty with unobserved results. 108 x 100 lb. demolition bombs, 14,000 x .50 calibre and 500 x .30 calibre ammunition was expended while all planes returned safely.

**RESTRICTED**



**RESTRICTED**

- 20 August - 231AA: Six B-25s took off on a barge sweep of Langenak Bay to Wald Bay but were unable to locate fighter escorts and returned to base.
- 22 August - 233AA: One B-25 carried out a successful routine weather reconnaissance of Cape Gloucester.
- 23 August - 234AA: One B-25 carried out a successful routine weather reconnaissance of Finschaffen.
- 25 August - 236 General: Nine B-25s attacked barges and ground defenses bombing and strafing the enemy's positions at Hansa Bay. The coast area from the north end of Nubia runway to Awar Point was thoroughly bombed and strafed. Direct bomb hits were scored on heavy ack-ack positions on Awar Point, probably destroying it. Two fuel dumps received direct bomb hits and burned. All barges were destroyed. Several vehicles were strafed and a second ack-ack position was blasted with bombs. The entire area was covered with heavy dust and flying debris and further results were unobserved. Light ack-ack fire holed two planes and 66 x 300 lb. demolition bombs, 19,000 x .50 calibre and 1400 x .30 calibre ammunition was expended. All planes returned safely to base.
- 27 August - 238BB: One B-25 carried out an armed weather reconnaissance to Salamaua. Five or six barges were bombed and strafed with many direct hits. Results were unobserved. Four x 300 lb. demolition bombs and 2500 x .50 calibre ammunition was expended.
- 28 August - 239AA: Nine B-25s struck barges in Awar River area and Wald Bay area. They also hit fuel dumps north of mouth of Awar River. Four to six barges at Awar river were bombed and strafed with the following results: One fuel dump was set afire and burned. One large fuel fire was started 1000 yards west of Awar Point. One small ammunition dump received direct hits and exploded. Probable damage was caused by near bomb misses on a medium ack-ack position. Fire from the ack-ack positions put holes in two of our planes. Five camouflaged luggers were bombed and strafed and at least three were destroyed. Two of our planes were damaged and one plane made a wheels up landing at base. 64 x 300 lb. demolition bombs, 15,000 x .50 calibre and 400 x .30 calibre ammunition was expended.



**RESTRICTED**

- 31 August - 242AA: Nine B-25s carried out a barge search from Saidor to Finschaffen. No barges were sighted but a jetty and nearby storage building was bombed and strafed. One x 300 lb. demolition bomb and 400 x .50 calibre and 500 x .30 calibre ammunition was expended. All planes returned safely.

During the month of August 1943 the 13th Squadron flew 13 missions and 77 sorties. A total of 36 tons of bombs, 85,160 x .50 calibre and 3,000 x .30 calibre ammunition were expended.

SEPTEMBER 1943

- 4 Sept. - 251BB: Nine B-25s attacked the east bank of Buhem River, Hopoi landing ground and Hopoi Mission. 24 x 300 lb. bombs were dropped along east coast near the mouth of the Busu River. Three bombs dropped in Plantation. 28 bombs were dropped and 20,500 x .50 calibre and 3,500 x .30 calibre ammunition was expended.
- 6 Sept. - 248AA: Nine B-25s attacked the north tip of Long Island. Three planes dropped 10 x 500 lb. bombs on a 75 feet camouflaged lugger on a reef just off the northern tip of Long Island. Two near misses scored with no apparent damage and other bombs missed by 50 to 200 feet. Three aircraft thoroughly strafed a lugger, serving many hits on the vessel. Two serviceable barges were strafed with unobserved results. One serviceable type B barge at Fortification Point was strafed and several hits scored probable damage. 10 x 500 lb. bombs and 6500 x .50 calibre and 250 x .30 calibre ammunition was expended.
- 9 Sept. - 251BB: Nine B-25s attacked type B barges at Reiss Point and a barge at Wald Bay. Both barges were damaged and left smoking. Four 500 lb. bombs, 3100 x .50 calibre and 900 x .30 calibre ammunition was expended.
- 11 Sept. - 253AA: One B-25 carried out successfully a weather reconnaissance of Bulolo, Marilionan, Markham Valley and Lae.



RESTRICTED

- 12 Sept. - 254DD: Nine B-25s attacked a group of Type A barges hidden under shore foilage at Ulimaigi. One 500 lb. bomb scored a direct hit on one barge loaded with boxes. Cargo and barge were definitely destroyed. Gilnit village was strafed with 300 X .50 calibre ammunition with unobserved results. Eight 500 lb. bombs, 7000 X .50 calibre and 800 X .30 calibre ammunition were expended.
- 17 Sept. - 259CC: Two B-25s carried out a photo reconnaissance of Tashi Island.
- 19 Sept. - 261AA: Six B-25s attacked positions at Finschaffen. 18 X 500 lb. bombs were dropped at Kakakoc, Holeoa, and Kolem areas with unobserved results. 18 X 500 lb. bombs were dropped and 10,000 X .50 calibre ammunition was expended.
- 20 Sept. - 262AA: One B-25 carried out a weather reporting mission to Dumpu and return with no sightings.
- 22 Sept. - 264DD: Nine B-25s attacked Kolem, Madan Island, Hospital area and Finschaffen area. In the Kolem area 17 X 500 lb. bombs were dropped. In the village and 300 yards beyond, 13 X 500 lb. bombs were dropped.
- 27 Sept. - 269AA: Nine B-25s attacked shipping in Muschu Harbor. One direct hit was scored on a Fox Tare Charlie. One direct hit was scored on the stern of a probable Sugar Baker. A type A barge was destroyed. Ten to 20 barges and three motor launches in the harbor were strafed. 17 X 500 lb. bombs were dropped and 7250 X .50 calibre and 400 X .30 calibre ammunition was expended.

During the month of September 1943, the 13th Squadron flew eleven missions and 65 sorties. A total of 28 tons of bombs and 79,600 X .50 ammunition and 6,950 X .30 calibre ammunition were expended.

RESTRICTED



**RESTRICTED**

OCTOBER 1943

- 2 Oct. - 274AA: Nine B-25s were sent out on a barge search. Mission 25 per cent completed. Aircraft turned back at Cape Campbell due to weather closing in. One aircraft expended 500 x .50 calibre ammunition in strafing Gavilli Village with unobserved results.
- 4 Oct. - 276AA: Three B-25s left to attack barges at Eleonora Bay, Cape Busching, and Cape Gloucester, but all planes returned to base from Cape Ward Hunt due to bad weather.
- 4 Oct. - 276DD: Two B-25s dropped supplies at Jirevaneing.
- 6 Oct. - 287BB: Six B-25s were sent over Unea Island, and the north coast of New Britain. There were no shipping or barges seen at any of the above target areas. Red roofed church northwest side of the Unea Island was demolished. 27 x 300 lb. bombs were dropped on Unea Island. 2 x 300 lb. bombs were dropped on the east banks of the Itni River mouth. 8,500 x .50 calibre ammunition was expended.
- 12 Oct. - 284G: Fourteen B-25s attacked Rapopo Airdrome six or seven miles ENE of Lesson Point. One Betty was destroyed. One Nell destroyed and two Nells were probably destroyed. A large fuel or ammunition dump was set on fire. 693 x 23 lb. para-frag bombs were dropped over target and 30,000 x .50 calibre ammunition was expended.
- 13 Oct. - 285AA: Twelve B-25s attacked or rather were sent out to attack enemy shipping in Keravin Bay, New Britain, but returned to base due to bad weather.
- 15 Oct. - 287AA: Two B-25s were sent out to photograph New Britain coast but returned due to bad weather.

-33-  
**RESTRICTED**



**RESTRICTED**

- 16 Oct. - 288CC: Twelve B-25s were sent out to search and attack enemy convoy near Long Island. The planes searched from Finschaffien to Long Island with no sightings.
- 24 Oct. - 296AA: Nine B-25s attacked Tovera Airdrome. The run was made perpendicular to the strip, from southeast to northwest and the entire length was covered with bomb bursts and strafing. 69 x 100 lb. bombs were dropped in the revetments and on the strip with unobserved results. Trucks on road south of drome were also strafed. 83 x 100 lb. bombs were dropped, 16,000 x .50 calibre and 800 x .30 calibre ammunition was expended.
- 24 Oct. - 296BB: Four B-25s left in search of enemy destroyers north of New Britain. Aircraft reported no sightings.
- 26 Oct. - 298AA: Nine B-25s were sent out to attack merchant shipping in Simpson Harbor, Rabaul. All aircraft returned due to adverse weather conditions.

During the month of October 1943, the 13th Squadron flew eleven missions and 73 sorties. A total of 16 tons of bombs, and 55,000 x .50 calibre ammunition and 800 x .30 calibre ammunition was expended.

NOVEMBER 1943

- 2 Nov. - 305G: Ten B-25s attacked shipping in Simpson Harbor, Rabaul. Eight aircraft reached the target dropping 14 bombs. One Fox Tare Baker and a Fox Tare Able were bombed with unobserved results due to heavy interception over the target. One bomb exploded in a concentration of 6 to 8 luggers just off the shore of Lobo Wharf. 14 x 1000 lb. bombs were dropped on the target and 12,000 x .50 calibre ammunition was expended.

**RESTRICTED**



**RESTRICTED**

- 7 Nov. - 310DD: Nine B-25s were sent out to attack Wewak Airdrome. All aircraft returned to base on instructions from fighter control at Nadzab due to enemy aircraft in the area.
- 8 Nov. - 311BB: Nine B-25s were sent out to destroy grounded aircraft at Wewak Airdrome. They returned before completing the mission due to bad weather.
- 9 Nov. - 312CC: Nine B-25s attacked enemy shipping in the Rein Bay, New Britain. Aircraft bombed and destroyed three 70 foot camouflaged luggers and two camouflaged barges. One fuel dump was set afire. 18 x 100 lb. bombs were dropped on a medium ack-ack position. 62 x 100 lb. and 10 x 300 lb. bombs were dropped and 13,000 x .50 calibre ammunition was expended.
- 13 Nov. - 316BB: Nine B-25s were sent to search for barges from Sio to Fortification Point, New Guinea. Mission not completed because of bad weather.
- 14 Nov. - 317AA: Nine B-25s were sent out to search for barges from Sio to Fortification Point, New Guinea and attack enemy shore positions from Kelara Harbor to Kanomi Village. 30 x 300 lb. bombs were dropped on the secondary target. Two bombs were dropped at Sio among tents and supplies in a Coconut grove. Three bombs were dropped along shore of Kelana Harbor on small grass huts. Seven bombs were dropped on barge hideouts and huts, two miles north of Wald Bay. 30 x 300 lb. bombs were dropped and 14,000 x .50 calibre ammunition was expended.
- 17 Nov. - 320DD: Nine B-25s of the 13th Squadron were sent out to attack enemy shipping in Hansa Bay. The planes turned back 20 miles southwest of Lae due to bad weather.
- 22 Nov. - 325AA: Nine B-25s attacked enemy supply line from Warco to Junzaing. Wareco and Junziang villages were thoroughly strafed in two passes. 13 x 300 lb. bombs dropped on area of Wareco; seven bombs on Junziang and 20 bombs on targets in between. 40 x 300 lb. bombs were dropped and 16,400 x .50 calibre ammunition was expended.

(35)

**RESTRICTED**



**RESTRICTED**

- 24 Nov. - 327CC; Nine B-25s attacked enemy stores and supplies at Kalasa Village. Two 500 lb. bombs hit a large white church in the village. Small fires were started. 34 x 500 lb. bombs were dropped and 10,000 x .50 calibre ammunition was expended.
- 27 Nov. - 330AA; One B-25 was sent out on a weather and orientation reconnaissance to Catsung. Two bombs were dropped on Rua Village and four bombs on Kiari Village. Six 300 lb. bombs were dropped on targets and 1500 x .50 calibre ammunition was expended.
- 28 Nov. - 331AA; Nine B-25s were sent out on a barge search from Saider to Fortification Point. No barges were sighted and 28 bombs were dropped on Blatcher Point, two on Sio and one on Nuzen. 34 x 300 lb. bombs were dropped and 9500 x .50 calibre ammunition was expended.
- 28 Nov. - 331CC; One B-25 was sent out on a weather reconnaissance mission to Markham Valley to Gusap and on to New Guinea at Fortification Point. 500 X .50 calibre ammunition was expended. No sightings reported.
- 30 Nov. - 333CC; B-25s attacked barges from Rieback Bay to Borgen Bay to Rottack Bay. Several barges were strafed with unobserved results. 44 x 300 lb. bombs were dropped. 12,500 x .50 calibre ammunition was expended.

During the month of November 1943 the 13th Squadron flew twelve missions and 101 sorties. A total of 43 tons of bombs and 88,000 x .50 calibre ammunition was expended.

## DECEMBER 1943

- 8 Dec. - 34LEE; Six B-25s were sent out in search of submarines along the south coast of New Britain from Cape Lutke to Cape Bashing. All aircraft returned due to bad weather..

**RESTRICTED**



**RESTRICTED**

- 15 Dec. - 348AA: Nine B-25s were sent out to attack enemy positions in Amalut Plantation area. One bombing and strafing pass was made with 19 x 300 lb. bombs being dropped and 8,000 x .50 calibre ammunition was expended.
- 17 Dec. - 350AA: Ten B-25s were sent out on a barge search from Talasea to Borgen Bay and to attack Target Hill. One bombing and strafing pass was made with 45 x 300 lb. bombs dropped and 6,500 x .50 calibre ammunition was expended.
- 19 Dec. - 352AA: Ten B-25s attacked barge unloading point and stores area target at Nuzen, New Guinea. 32 x 500 lb. bombs were dropped on targets, and 12,500 x .50 calibre ammunition was expended.
- 20 Dec. - 353AA: Ten B-25s attacked Cape Gloucester No. 2 Strip, Sag Sag village and Anglicon Mission. Aircraft strafed the strip with unobserved results. Two bombing and strafing passes on Sag Sag village and Anglicon Mission and 22 bombs were dropped on Anglicon Mission. Nine bombs were dropped on Sag Sag. 31 x 500 lb. bombs were dropped and 19,000 x .50 calibre ammunition was expended.
- 21 Dec. - 354GG: Ten B-25s were sent out to attack from Ulamaingi Village to Dorf Point. Entire target area was thoroughly strafed. 60 x 300 lb. bombs were dropped and 22,500 x .50 calibre ammunition was expended.
- 22 Dec. - 355AA: Nine B-25s strafed and bombed assigned targets in the Cape Gloucester area. 36 x 500 lb. bombs were dropped and 18,000 x .50 calibre ammunition was expended, with no observed results.
- 24 Dec. - 357JJ: Nine B-25s hit one mile north of Tariali and Taulia. 32 x 500 lb. bombs and 12,000 x .50 calibre ammunition was expended.
- 25 Dec. - 358HH: Nine B-25s strafed and bombed Cape Gloucester area. Small fires resulted. 36 x 500 lb. bombs and 19,500 x .50 calibre ammunition was expended.
- 26 Dec. - 359SS: Eleven B-25s made two bombing and strafing passes over the Green Beach area. 120 x 100 lb. bombs and 22,500 x .50 calibre ammunition was expended.

**RESTRICTED**



**RESTRICTED**

28 Dec. - 36LEE: Nine B-25s went on search for barges from a point 5 miles west of Omoi To Cape Busching, New Britain. Two barges destroyed. 2 x 500 lb. bombs and 2,500 x .50 calibre ammunition was expended.

During December, 12 missions and 111 sorties were flown. A total of 63 tons of bombs were dropped. 143,000 x .50 calibre ammunition was expended.

JANUARY 1944

- 1 Jan. - 1K1: Nine B-25s of the 13th Squadron attacked enemy troop concentrations in the Borgen Bay area. All bombs were dropped within the target areas but results were unobserved. 70 x 250 lb. bombs were dropped and 17,300 x .50 calibre ammunition and 400 x .30 calibre ammunition was expended.
- 2 Jan. - 2D-1: Nine B-25s were scheduled for a mission to Saidor, New Guinea but did not go because of bad weather.
- 4 Jan. - 4J-1: Nine B-25s attacked enemy artillery positions about 1 mile southwest of Silimati Point. All bombs were dropped in the target areas along with propaganda leaflets. Results were unobserved. 32 x 500 lb. bombs and 13,500 x .50 calibre ammunition were expended.
- 6 Jan. - 6C-1: Nine B-25s of the 13th Squadron were destined to hit enemy personnel positions from Gauss Point to Vincke Point. One large explosion was seen, indicating probable enemy dump hit. All other results of bomb bursts were unobserved. 54 x 300 lb. bombs, 22,500 x .50 calibre ammunition, 600 x .30 calibre ammunition were expended.
- 7 Jan. - 7E-1: Nine B-25s of the 13th Squadron attacked targets of opportunity from Wever Point to Vincke Point, New Guinea. Bombs and propaganda leaflets were dropped in the target areas but results were unobserved. 104 x 100 lb. bombs and 24,300 x .50 calibre ammunition were expended.

**RESTRICTED**



**RESTRICTED**

- 23 Jan. - 23K-1: Nine A-20s of the 13th Squadron bombed and strafed Bongi Village, Yara village and Gali village. All bombs were dropped in target areas with unobserved results. 31 x 250 lb. bombs and 7,775 x .50 calibre ammunition were expended.
- 26 Jan. - 26J-1: Ten A-20s attacked enemy troops and supplies at Bonga and Gali villages. 78 per cent of the bombs dropped in the target area. Both villages were heavily strafed. 24 x 300 lb. bombs and 9,200 x .50 calibre ammunition expended.
- 26 Jan. - 26N-1: Eight A-20s struck troop concentration at Natamo Point. Several fires were started but other results were unobserved. 22 x 250 lb. bombs and 6 x 300 lb. bombs and 9,200 x .50 calibre ammunition expended.
- 27 Jan. - 27G-1: Nine A-20s were assigned enemy troop concentrations in Amron Village but returned to base due to bad weather.
- 29 Jan. - 29I-1: Nine A-20s bombed enemy defense positions east and south of Natamo river mouth. Many small clearings with mounds believed to be pill boxes were heavily bombed and strafed. Light ack-ack was encountered and some positions silenced. 29 x 300 lb. bombs and 11,300 x .50 calibre ammunition expended.

During the month of January the 13th Squadron flew eight missions and 72 sorties. A total of 47.9 tons of bombs were dropped on the enemy. 112,375 x .50 calibre ammunition and 1000 x .30 calibre ammunition was expended.

FEBRUARY 1944

- 2 Feb. - 2: Twelve A-20s attacked Amalo Mission. All bombs hit in target area with several white European type buildings being demolished by direct hits. Other buildings were hit including the Mission building. The area was thoroughly strafed with but little observed results. 38 x 500 lb. bombs and 14,000 x .50 calibre ammunition was expended.

**RESTRICTED**



**RESTRICTED**

- 4 Feb. - 4: Eleven A-20s bombed Marienberg, New Guinea. One European type building and one large native constructed building were demolished by direct hits. Other buildings were hit. One was believed to be a machine shop.. A fuel dump was believed hit when a large column of smoke arose during a strafing and bombing pass. 35 x 500 lb. bombs and 2 x 250 lb. bombs and 6,200 x .50 calibre ammunition was expended.
- 5 Feb. - 36A-2: Ten A-20s assigned to strike ack-ack positions at Amar Point were forced to return due to bad weather.
- 6 Feb. - 37A-2: Six A-20s attacked reported barges at Kairviu and Muschu Islands. One sugar charlie received a direct hit. One lugger and a small gunboat damaged by near misses. All shipping in harbor was strafed with unobserved results. 22 x 500 lb. bombs, 2 x 250 lb. bombs and 6,500 x .50 calibre ammunition expended.
- 12 Feb. - 2B-309: Eleven A-20s attacked building area near Darapop and Karau Village, New Guinea. At least 6 or 7 buildings demolished. Both villages were heavily strafed with unobserved results. 34 x 500 lb. bombs, 2 x 250 lb. bombs and 9,000 x .50 calibre ammunition expended.
- 13 Feb. - 3B-309: Twelve A-20s attacked grounded aircraft at Tadjai airdrome. One Betty and one Hamp received direct parafrag hits, and were set on fire. Three camouflaged single engine planes were strafed and also set afire. Three Zekes were damaged by strafing. Two luggers were strafed and left burning. Three direct hits were scored on a Fox Tare Dog and the ship exploded. 420 x 23 lb. parafrags, 11 x 500 lb. bombs and 18,000 x .50 calibre ammunition was expended.
- 14 Feb. - 14B-309: Eleven A-20s bombed supply dumps at Dagua Airdrome. Three grounded aircraft were set afire and one machine gun silenced near the strip. P-40s intercepted attacking enemy planes and fought them off. 80 x 100 lb. bombs, 16 x 500 lb. bombs and 16,500 x .50 calibre ammunition was expended.

**RESTRICTED**



**RESTRICTED**

- 15 Feb -- FFO 15B-309:- 12 A-20s bombed enemy shipping at Kavieng Harbor, New Ireland. 2 direct hits were scored on one Fox Tare Charlie and the ship caught on fire. 2 Gunboats were strafed. 6 bombs were dropped among 6 & 8 Jap float planes and 2 were definitely destroyed and 3 probably damaged. The entire coastal area and shore installation were heavily strafed and many fires were started. One A-20 crashed in flames about 1 mile north of Nusa Island. Another A-20 crashed 30 mile SW of Kavieng and the plane broke into three pieces and sank with no apparent survivors. Four of our planes received holes from M/G fire and one plane received a medium A/A burst. 33 x 500 lb. bombs and 9,200 x .50 cal. ammo was expended.
- 17 Feb -- 17B-309:- 12 A-20s of the 13th Squadron attacked enemy convoy between Kavieng and Rabaul. A direct bomb hit scored on an enemy corvette lying 1 1/2 miles off Kavieng, New Ireland, but the ship was not seen to explode. Debris from a burning merchant vessel about 1/2 mile NW of Corvette was strafed with unobserved results. One of our planes crash landed in the Markham River. Reports on hand at this time indicate that the pilot and gunner are safe. 19,500 lb. bombs and 3,200 x 50 cal. ammo were expended.
- 24 Feb -- FFO 55-A-2:- 7 A-20s struck stores areas at the Dagua air-drome, New Guinea. All bombs were dropped in the assigned areas and one large fire was started. All other results were unobserved. 22x 500 lb. bombs and 6,600 x .50 cal. ammo were expended.
- 26 Feb -- FFO 59C:- 9 A-20s attacked enemy stores at Hansa Bay, New Guinea. All bombs were dropped in the target area and many small fires were started with unobserved results. One of our planes crashed in Hansa Bay and no life rafts were seen. 27 x 500 lb. bombs and 8,000 x .50 cal. ammo. were expended.

During the month of February the 13th Squadron flew 10 combat mission and 98 sorties. A total of 71 tons of bombs were dropped and 97,250 x .50 calibre ammunition was expended.

- 41 -

**RESTRICTED**



RESTRICTED

MARCH 1944

- 2 March - 62J: Nine A-20s were briefed to attack enemy ground positions of Los Negros Island. Eight aircraft reached the target and were directed by radio to attack a new target. Area southwest of Morote airstrip was thoroughly strafed and bombed with 9,200 x 50 calibre ammunition and 28 x 500 lb. bombs. Results other than bomb bursts in the target area were unobserved and all aircraft returned safely.
- 3 March - 63B: Nine A-20s bombed and strafed the north peninsula of Hyane Harbor, Los Negros Island. 15 x 250 lb. and 9 x 500 lb. bombs were dropped in the Harbor area and positions north. 3600 x .50 calibre ammunition expended. All planes returned safely.
- 4 March - 64H: Ten A-20s bombed and strafed enemy positions on Los Negros Island in four bombing and strafing runs. 36 bombs were dropped and 17,500 x .50 calibre ammunition was expended. Bombs dropped: 36 x 500 lb.
- 8 March - 683: Eleven A-20s briefed to attack Dagua airdrome. Upon arrival at the target they were unable to attack due to cloud cover. All planes returned to base with no expenditures of bombs or ammunition.
- 11 March - 71C: Twelve A-20s of the 13th Squadron bombed and strafed supply and dispersal areas, Boram Airdrome, New Guinea. All aircraft reached the target and made one pass, thoroughly covering dispersal areas north and south of strip with 41 x 500 lb. bombs. Same area was heavily and accurately strafed. One small fuel dump at the middle of the north side of the strip was set afire. One possible serviceable Tony in the same area was probably destroyed. One machine gun position was silenced by four bombs which straddled it. The entire area was over hung with smoke and dust due to previous attacks. 44 x 500 lb. bombs and 14,500 x .50 calibre ammunition was expended. All planes returned safely.

RESTRICTED



**RESTRICTED**

- 15 March - 75B: Five A-20s attacked enemy personnel at Kairiru Mission, Kairiru Island. All bombs were dropped on target with results unobserved. Strafing was difficult due to hills surrounding target and was not considered accurate or effective. 14 x 250 lb. bombs dropped and 1,350 x .50 calibre ammunition was expended.
- 17 March - 77D: Nine A-20s hit stores and personnel at Cape Moem, Wewak. 33 x 500 lb. bombs were dropped with no extensive results. Entire eastern half of peninsula was heavily strafed. 10,500 x .50 calibre ammunition was expended. All planes returned safely.
- 19 March - 79L: Four A-20s bombed a Fox Tare Charlie and a gunboat. At least one bomb made a direct hit and the vessel began to smoke and burn badly. Small cabin boat was also strafed. 9 x 500 lb. bombs were dropped and 2,200 x .50 calibre ammunition was expended.
- 21 March - 81D: Nine A-20s bombed stores and personnel at Brandi Plantation. Three bombs hit among camouflaged stores and started large fires. One native hut was completely destroyed and one ammunition dump exploded. The entire area was strafed with unobserved results. 41 x 500 lb. bombs and 9,400 x .50 calibre ammunition was expended.
- 26 March - 86A: Ten A-20s bombed stores and personnel areas at Aitape, New Guinea and searched for enemy shipping. Several barges and luggers near Paup hamlets were strafed. Results were unobserved. One bomb scored a direct hit on a large two story European type building and completely demolished it. The entire area was covered with bomb bursts, smoke, and flying debris. 50 x 500 lb. bombs were dropped and 7,750 x .50 calibre ammunition was expended.
- 29 March - 89H: Seven A-20s searched for enemy barges at Maschu Island. Nine barges were bombed and results were unobserved. Four small villages were bombed and strafed. 37 x 500 lb. bombs and 7,750 x .50 calibre ammunition was expended.

**RESTRICTED**



**RESTRICTED**

- 31 March - 91A: Nine A-20s struck personnel areas in the Cape Barabar section. Three huts in the reported camp area were destroyed and the entire area was heavily strafed. Many small fires were started. Results were unobserved. 80 x 100 lb. bombs and 7,200 x .50 calibre ammunition was expended. (19) (20)

During the month of March 1944, the 13th Squadron flew a total of 11 missions and 103 sorties. A total of 78 tons of bombs and 91,600 rounds of .50 calibre ammunition were expended on the enemy.

- (19) All the information from January 1, 1943 to April 1, 1944 was taken from the final mission reports in the 13th Squadron Intelligence files.
- (20) A review of the history of the history of the 13th Squadron prior to January 1942 is submitted in the introduction of the Chronological Narrative.

**RESTRICTED**



**RESTRICTED**

About the middle of October, 1917, the Commanding Officer was instructed to prepare the squadron for service overseas. Summer clothing was turned in and heavy clothing drawn. The full equipment "C" was not available but whatever was on hand was furnished to the Squadron.

1st Lieut. Aero J. Pardee, M.R.C., was assigned to the squadron as squadron Surgeon, on October 29, 1917. The squadron entrained for Garden City, Long Island, N.Y. Although the entraining was supposed to take place at 5:00 P.M., the train did not reach the siding until about 8:00 P.M., and the loading had to be done in the dark, no lights of any sort except the headlights of the truck being furnished. For several days the train travelled very slowly, but at Meridian, Mississippi, it was split into two sections and thereafter made much better time. Muster was held on the train on October 31, and November 2, 1917. The Squadron reached Hazelhurst Field and was assigned to unfinished barracks. During the stay at this Field, there was much discomfort from cold, the barracks not being entirely enclosed and were unheated except for one stove. There was no cook house and incinerator for the garbage. They built a cook house and a model incinerator, so well that it was used as a model. There was no technical work done at this field, but still drill was held twice daily. Some further equipment was picked up so that when the squadron sailed it was adequately but not completely equipped.

1st Lieutenant W. W. Spencer, pilot, was assigned to the squadron on November 8, 1917. 1st Lieut. L. G. Slutz, pilot, was assigned on November 22, 1917. On November 22, all baggage except one-half a truck load was taken to New York and loaded aboard the White Star Liner "Baltic", at 2:30 A.M. November 23, 1917. The squadron with the 102nd and 103rd and 105th Aero squadrons entrained at Hazelhurst Field #2, under orders for France. These squadrons proceeded by train to Long Island City, thence by boat to Pier #60 North River, and shipped on the White Star Liner "BAL TIC". Although the entraining was done at night, delays on the trip to the East River were so long, that the squadron passed down the East River and up the North River on the Ferry during the rush hours for traffic and received a great ovation as people had not gotten used to seeing troops leaving for France.

**RESTRICTED**



**RESTRICTED**

The "BALTIC" sailed at 2:15 P.M., November 23, and proceeded along to Halifax, which place it reached November 25th. The Convoy composed of nine merchant ships and a cruiser. We sailed from Halifax on November 26th. The voyage was made practically in continuous fog, rain and terrific winds. Only two observations were obtained during the entire voyage, both of these on the same day. Our destroyers picked us up off the Scotch coast and we reached Liverpool at 2:15 P.M., December 7, 1917. The Officers had first class quarters and excellent food. The M.S.E. and Sergeants 1st Class had second class quarters and excellent food. The rest of the men had third class quarters which were adequate, but the food was of poor quality and served under extremely dirty conditions, which the officers made every effort possible to improve. Almost daily the ship officers complimented the Aero Squadrons on the neat conditions of their quarters.

The Squadrons disembarked at Liverpool on December 8th, and proceeded by train to Winchester, arriving the same evening. It left at Liverpool, under orders, all of its equipment other than barracks bags and packs under guard of Lieut. Slutz and two men. At Winchester the barracks bags were left at the station by order and stored in a warehouse, supposedly under guard. The squadron marched to Winnall Down Camp in the dark and rain and after much delay was quartered in huts. The quarters were comfortable, but the food both for officers and enlisted men was poor, even allowing for the food situation in England. At this camp the squadron merely marked time until December 24th.

It was selected as the best of the four squadrons that sailed with it from the states and for this reason was kept in England for training. It was split into four flights and on December 24th was ordered to four different English flying schools. Flight "A" went to the Central Flying School, under the command of 1st Lieut. E. A. Waters. Flight "B" to Old Sarum, Salisbury, in charge of Sergeant 1st Class N. A. Jenkins, where it was later joined by 1st Lieut. L. G. Slutz in command. Flight "C" was sent to Andover under command of 2nd Lieut. L. G. Condon of the 9th Aero Squadron. Flight "D" (transportation Detachment) went to Yatesbury in charge of Sergeant Moungovan.

**RESTRICTED**



October 1922 was eventful to members of this organization because of the inspection and review by the General of the Armies John J. Pershing. These inspections and reviews tend to keep the morale and spirit of the organization keyed up to the point of better appearances and to make better showing than other organizations. November passed and December came in with some very severe weather for these parts. Supplementary pistol practice was completed and we were inspected and reviewed by the Commanding General, 8th Corps Area. Several enlisted men took advantage of furloughs during the holidays and the strength of the organization on December 31st. stood at 123 E.M., only nine short of full strength. This organization having turned over the XBl-A type of ships to other organizations together with our DH's we received from the S.A.A.I.D. four G.A.A. airplanes for test and report. This type of ship is new to the service and being a triplane is considerably larger than our other ships.

During January and February of 1923 our flying activities were limited for the uncertainty of the weather made flying with G.A.X.'s uncertain. Assistant Chief of the Air Service inspected the organization during February when maneuvers and problems were executed for him.

March and April saw considerable changes take place within the organization as officers were assigned to the outfit for training on the ships we had on hand.. Inspection and review by the Chief of Air Service, April 11th again demonstrated our fitness and ability. April 21st. we participated in the Aerial Circus held in connection with the Fiesta of San Jacinto or battle of the Flowers given by the city of San Antonio.

May again brought us an inspection and review by the Inspector General. The organization, with full strength, left Kelly Field by motor transportation for a practice and test march to Laredo and returned May 28th and arrived at Pearsico on the night of May 29th. Orders being received to return to Kelly Field, the organization broke camp the morning of the 30th and arrived at Kelly-Field the same day.

June and July were entirely occupied in personnel training and schooling in machine gun and bombing work for members of the organization. July 28th General Pershing again paid us a visit and we were inspected and reviewed on that date. Upon receipt of orders in the later part of June that we were again to receive D.H. type of airplanes there was great rejoicing. At the close of the month of July we had received five D.H. planes.



**RESTRICTED**

On return to Savannah Air Base, we began coastal patrolling operations together with more bombing and gunnery practice. Four of our planes reported to West Palm Beach, Florida and stood by on alert from January 6th to 10th. On January 1, 1942, Major Arne H. Luehman left the Squadron for the Third Air Support Command and 1st Lieutenant Morris M. Pelham succeeded Major Luehman in command.

The Squadron received a warning order to pack up and be ready to move. Rumors flew faster and faster as the work of crating the equipment went forward. Those who were lucky dashed off on short leaves. Those who stayed behind labored day and night to complete the work of preparation for departure.

Finally, orders to move out came, and on the morning of January 19, 1942, the 13th Squadron entrained at the Air Base for points west. First Lieutenant James L. Orr assumed command of the Squadron for the movement, Lieutenant Pelham remaining behind as Cadre Commander. (21)

The 13th Squadron departed from Savannah, Georgia, for overseas under Secret Movement Orders No. 4580 based on Section 4, A.R. 30-1110; par. 1-13; A.R. 30-1190; A.R. 270-5 and a Secret Immediate Action letter from the War Department dated 1 January 1942, File No. 370-5 (1-7-42) MSC-C-M). (22)

Special Orders Number 17, Headquarters Savannah Army Air Base dated 17 January 1942 permitted certain Officers and enlisted men to travel to the P.O.E. by privately owned conveyance. The remaining personnel of the 3rd Group were transported by train. The 13th Squadron and the 8th Squadron were assigned train number 1152 and were required to be in San Francisco at the P.O.E. at 2:00 P. M., 24 January 1942.

(21) The remaining period, covering exact movements of the 13th squadron after their arrival at the P.O.E. until April 1944 is given in the Interest section of this report.

(22) This was extracted from the letter from the office of the Port Commander, San Francisco Port of Embarkation, Fort Mason, California, dated 10 January 1942 and came through Headquarters 3rd Air Force, Tampa, Florida.

**RESTRICTED**



**RESTRICTED**

ADMINISTRATIVE NARRATIVE

Organization:

During the period January 1, 1942 to April 1, 1944, the 13th Squadron changed many times. All information concerning these changes have been listed in the interest section which follows this report in sequence. Many of the exact details could not be submitted due to lack of adequate records in the 13th Squadron Orderly Room files. An attempt was made to secure information from the 3rd Group files. Two reports covering most of the Organization Details were obtained from the 3rd Group and are included on Pages 81 - 84 of the Appendix.

The following is a list of the Commanding Officers of the 13th Squadron from January 1, 1942 to April 1, 1944.

<u>RANK</u>	<u>NAME</u>	<u>ASSUMED COMMAND</u>	<u>RETIRED</u>
Captain	James Orr	January 1, 1942	April 2, 1942
Major	Herman F. Lowery	April 2, 1942	May 25, 1942
Major	Alexander G. Evanoff	May 25, 1942	November 25, 1942
Major	Harold V. Maull	November 25, 1942	May 4, 1943
Major	David M. Conley	May 4, 1943	October 12, 1943
Major	Arthur Small	October 12, 1943	October 13, 1943
Captain	Theodore G. Fitch	October 13, 1943	December 2, 1943
Captain	Alfred E. Baucom	December 2, 1943	31 August 1944

The following is a list of the positions held by 13th Squadron Officers from January 1, 1942 to April 1, 1944.

<u>RANK</u>	<u>NAME</u>	<u>DEPARTMENT</u>	<u>DATE</u>
1st Lt.	Neville D. Blackmore	Supply	January 19, 1942
1st Lt.	Robert H. Stuart	Intelligence	January 19, 1942
1st Lt.	Arden M. Rulison	Operations	January 19, 1942

**RESTRICTED**



RANK	NAME	DEPARTMENT	DATE
2nd. Lt.	John Hamilton	Engineering	January 19, 1942
2nd. Lt.	Joseph R. McWhirt	Supply	March 5, 1942
2nd. Lt.	Donald E. Good	Tech. Supply	March 5, 1942
2nd. Lt.	John E. Albough	Armament	March 5, 1942
2nd. Lt.	Harold V. Maull	Communications	April 2, 1942
2nd. Lt.	Durwood R. Reed	Transportation	April 2, 1942
1st. Lt.	Alexander G. Evanoff	Tech. Supply	April 2, 1942
2nd. Lt.	Charles F. Dolan	Transportation	May 31, 1942
Captain	Thomas P. Gerrity	Operations	May 31, 1942
1st. Lt.	Neville D. Blackmore	Intell. , Supply	May 31, 1942
1st. Lt.	Harold V. Maull	Communications	May 31, 1942
1st. Lt.	Richard C. Wetty	Adj. , Mess	September 1, 1942
1st. Lt.	George S. Thomas	Armament	September 1, 1942
1st. Lt.	Albert D. Simmons	Tech. Supply	September 1, 1942
1st. Lt.	Harold V. Maull	Operations	September 1, 1942
Captain	Edward F. Geisler	Supply, Transport-	September 1, 1942
Captain	Edward G. Hoover	Communications	September 1, 1942
Captain	Raymond T. Peterson	Engineering	September 1, 1942
Captain	Jerome D. Weiss	Intelligence	September 1, 1942
1st. Lt.	Thomas Y. Miñnieco	Ordnance	September 1, 1942
2nd. Lt.	William P. Bertsch	Communications	March 7, 1943
2nd. Lt.	Robert R. Fitch	Tech. Supply	February 21, 1943
2nd. Lt.	Horace J. Eisle	Transportation	March 6, 1943
Captain	Arthur Small	Operations	May 2, 1943
1st. Lt.	William C. Clapp	Mess	May 26, 1943
1st. Lt.	Alvin H. Fail Jr.	Adjutant	September 27, 1943
2nd. Lt.	Rangen S. Williams	Supply	September 28, 1943
Captain	Edward F. Geisler	Executive Officer	September 28, 1943
2nd. Lt.	Rangen S. Williams	Mess Officer	October 14, 1943
Captain	Theodore F. Fitch	Operations	October 13, 1943
1st. Lt.	Fredrick L. Newmeyer	Intelligence	October 29, 1943
Captain	Mac. C. Norwood	Operations	December 22, 1943
Captain	Charles D. Hewes	Executive Officer	December 22, 1943
Captain	Richard L. Walker	Operations	March 8, 1944
1st. Lt.	Saul Swartz	Mess Officer	March 19, 1944
1st. Lt.	Rangen S. Williams	Adjutant	March 19, 1944
1st. Lt.	Robert R. Fitch	Supply	March 19, 1944
1st. Lt.	Burdette C. Hinsey	Engineering	March 31, 1944
1st. Lt.	Horace J. Eisele-	Supply	March 31, 1944
1st. Lt.	John E. MacArthur	Executive Officer	April 1, 1944

RESTRICTED



ADMINISTRATIVE NARRATIVE

Strength:

A complete report showing the strength of the Squadron is submitted on page 92 of the Appendix. The average strength of the 13th Squadron was approximately 200 men up to August of 1942. From August 1942 to November 1942, the Squadron strength increased to an average of 340 men per month, representing an increase of 70 per cent. The total strength remained at about 325 men up until April 1, 1944.

Promotions and Reductions:

There were no adequate records kept of promotions and reductions in the 13th Squadron.

Furloughs and Leaves:

Many leaves were granted to 13th Squadron personnel during this period; mostly as combat rest leaves. The leave center at this time was Australia and members of the 13th Squadron brought back dramatic stories to be retold to all 13th Squadron men. Australia became a new Utopia.

Awards and Decorations:

All awards and decorations which were many are listed on Pages 85 -- 91 of the Appendix. The total number of decorations were as follows: Legion of Merit - 1; Distinguished Service Cross - 4; Soldiers Medal - 5; Silver Star - 44; Distinguished Flying Cross - 47; Purple Heart - 52; and Air Medal - 127. All personnel flying on the first mission against the Philippines in 1942 received the Purple Heart for gallantry. All other awards were for wounds due to action.

RESTRICTED



**RESTRICTED**I N T E R E S T

On January 23, 1942, the troop train carrying the 13th Bombardment Squadron rolled into Oakland, California and the Squadron detrained in the rain.

We were quickly introduced to our new home in sunny California, the International Harvester Company warehouse in Oakland, located near the eastern terminus of San Francisco Bay Bridge, a large, draughty structure with all windows placed below the level of the ceiling. It was no dream barracks. Still, everyone pitched in and made the best of it. Cots and blankets were issued and when the beds had been set up, the entire place looked like one gigantic Hospital ward.

The Squadron Mess was set up in an adjoining building and cooks and K. P.'s labored to make the best of the limited facilities. Showers were in the process of construction, and, after a few days, were in readiness. However complete Air Conditioning had been provided, and few were the hardy souls among us who enjoyed open air bathing in January—even in California.

The one thing which will always stick in our memories is the rain. Day and night it poured, seldom ceasing. When a slight let-up did occur, the down-pour reasserted itself with renewed vigor. The warehouse, set back some distance from the pavement, was surrounded by a sea of mud. Cursing as they slopped through the ooze, a steady stream of Officers and men moved in and out of the building, day and night. Some went to the freight yards at Richmond to unload the Group transportation, some to San Francisco to heckle the Finance Office or to run errands of one sort or another to Fort Mason or the Presidio. Those with no duties frequented the hamburger joint across the street or, if lucky, grabbed a ride into Frisco. Anywhere to be away from the dismal, cold troop quarters.

On January 29, 1942, the word got out that we were to depart the next day. Of course, every thing was very, very secret, but everyone knew that departure was imminent. The next day, we were all restricted and told to pack up. Bedding was turned in, bags were packed and we sat on the bare cots waiting. The hours passed and still we waited.

**RESTRICTED**



**RESTRICTED**

About 1:00 A. M. the next morning (Jan. 31) we were told to move out and load into trucks standing ready outside.

Piling into the vehicles, baggage and all, we rolled across the giant Bay Bridge at top speed amid a sizeable stream of late traffic. Down to the pier on the San Francisco side moved our convoy. Dragging their baggage behind them, men jumped out and formed in ranks. All eyes were turned eagerly to the great gray transport. By dawn the last man had walked up the gang-plank and the 13th Squadron had embarked for "over there".

About 3 p.m. Jan. 31, there was a hoarse blast from the whistle of the U. S. Army transport "Ancon" and, a few moments later, she dropped her moorings and moved slowly out into the bay.

It was a raw, winter day and a chilling wind was blowing across the Bay; nevertheless, all the men, remained on deck as we steamed out of the harbor. With our Naval escort leading the way, we passed under the Golden Gate Bridge and out into the broad Pacific.

Down so far in the ship that "you needed a 3 day pass to come up on deck," the men of the 13th Squadron found no pleasure cruise living quarters. With canvas bunks swung four deep, it was no life of Riley down in "Hatch #3." A stairway provided the only ventilation. Feeding the troops was a problem from the start and our men spent many weary minutes in the chow line, finding little to reward their efforts when they reached its end. In spite of all the hardships, the troops maintained a magnificent spirit, swearing a little, laughing a little, and making the best of it.

For the first few days the sea was choppy and many were the cases of seasickness. Moans filled the stifling air as the ship pitched forward on her way. As we bore south on our course, the seas calmed and the sufferers soon recovered and were out on deck to glimpse the first flying fish we encountered. Watching these playful little creatures was to be one of our chief sources of amusement for many days.

After about a week at sea, "the powers to be" decided that mind and body must be exercised lest we forget our mission and become too absorbed in the care free joys of cruising the tropic seas. Accordingly, at 2 P. M. each day, officers and men of the 13th Squadron visited the gun deck and for thirty gruelling minutes of calisthenics proceeded to subdue the flabby flesh.

**RESTRICTED**



**RESTRICTED**

As for the training of mind, that to, was provided for. Officers and men were required to attend daily classes on every subject from "Personal Hygiene" to "Care and Use of the Gas Mask." Scattered groups were found all over the decks as we all sat out in the sun gathering wisdom and a few boiled-lobster complexions, a little painful for a few, but such was the price of knowledge.

"Close all doors leading to the verandah and all verandah windows. Close all port holes. Dog down your port holes. Close all storm shutters. And, remember, do not smoke or strike matches on the open deck!" Such was the warning we recieved over the ship's public address system, each evening at dusk. All hastened to comply, and, except for the night when someone pulled a wrong switch and lighted up the outside of the ship like a Christmas tree, everything went well.

We practiced boat drill religiously, reporting to our stations with pistol belts, canteens, steel helmets, gas masks, and the ever present life vest. Three or four times we thought that we had a taste of the real thing. Our ship would alter course rapidly, a destroyer would zig-zag widly, dropping depth charges behind it, and then, before we had a chance to see much of the fun we were ordered below decks to stand by on the alert. Whether or not an enemy submarine was present, we don't know, but we do know that we got a lot of excitement over each of the times that we stood by.

One afternoon our convoy split. The ships that had joined us in mid-Pacific turned south. Our original flotilla kept straight ahead. About two days later we were met by an armed Merchantman flying the British white ensign. This ship took the lead of our convoy and, a little later, a Catalina flying boat, bearing British markings on her wings, appeared overhead. We were sure that we were in Australian waters. The next day, Colonel Dennis, the Commander of the Troops on our transport, announced it officially.

At 10 A. M. on the morning of February 25, 1942, we saw our first land at close range - the head of Moreton Island. After several hours of slow sailing up the narrow Brisbane River, we reached our dock. We were in Australia, and after 25 days of gazing at nothing but the open sea, we were only too glad to set foot on land again.

**RESTRICTED**



**RESTRICTED**

Loading ourselves into Lorries which were standing by the dock, all who held any remaining doubts, were soon convinced that we had landed in Brisbane, Queensland, Australia. After a short ride on the lorries, we reached our quarters. A tent camp set up at Ascot Race Course.

Our ten days in Brisbane will be long remembered by all of us. The population welcomed us with open arms. There was little difficulty in meeting the local girls and the men of the 13th Squadron established no records for bashfulness. Orders came to move out in the afternoon of March 8, 1942, for points north. We left Brisbane about 2 P. M., stopping for Supper at Gympie, where we found the station lunch room all set for us. There were no Pullman accomadations for the night. The lucky slept on the seats; the rest on the floor.

At 7 A. M. on the morning of March 10, we found ourselves in Charters Towers. Charters Towers reminded us of a perfect setting for a western movie. Wood, frame buildings along the main street and a swinging door bar room on every corner. A couple of miles out of town in the middle of nowhere we were told that "this is it", our camp. (23) forwarded this

(23) All information thus far was taken from the 13th Squadron Diary.

**RESTRICTED**



**RESTRICTED**

The next few days everyone was busy pitching tents, moving our equipment from railroad station and digging fox-holes. Even though we were hundreds of miles from the front lines everyone had to dig a fox-hole. Our camp was located in a woody area and after a few days everything was in shape.

The civilians of Charters Towers welcomed us as much, if not more, than those of Brisbane. It wasn't long before the men of the 13th Squadron were meeting the local girls of Charters Towers and several romances developed before our moving.

We had arrived from the states without any airplanes and now we began the job of trying to secure planes to do the job we had come overseas to do. After a couple of weeks we were able to secure a few B-25s from the Dutch Government. This plane was a new type from what the men were accustomed to in the States, therefore ground men, pilots and gunners went through a period of transition. It didn't take the men long to get acquainted with the new plane and they began to wonder when they were going to get a chance to hit the Japs. Then it came - the planes were to take off for Port Moresby and pull missions from there for a period of a couple of weeks and then return to Charters Towers for maintenance on the planes.

The month of April was to be remembered by all the 13th Squadron men. All available airplanes were to be in commission and men worked on the planes night and day. They knew that something big was coming off, because bomb-bay tanks were being installed in all the planes. At last word was received that our planes were to fly to Darwin and from there to Del Monte to strike against the Japs. The men participating in this flight brought back good reports of the damage that this raid had inflicted on the Japs.

By this time everyone had settled down to a daily routine and the food and living conditions began to improve as time went on. For recreation the men played baseball, volley-ball or pitched horseshoes. (24)

(24) The information in the last 5 paragraphs was submitted by Captain William A. Smith, Group Gunnery Officer.

**RESTRICTED**



**RESTRICTED**

During the months of May and June, 1942, pilots, observers, and gunners of the Royal Australian Air Force arrived at the Charters Towers Air Base. The 13th Bombardment Squadron received quite a few of the "Aussies", who soon felt quite at home amongst us. In spite of the fact that they found American service customs a little different from their own, the Australians had little difficulty in adjusting themselves, although they did miss their tea and found our coffee a little strong.

On May 26, 1942, in a ceremony at Charters Towers Air Base, Queensland, Lieutenant General G. H. Brett, Commanding General, Allied Air Forces, Southwest Pacific Area, decorated officers and men of the 3rd Bombardment Group who had been cited for outstanding gallantry in action. Members of combat crews of the 13th Bombardment Squadron were prominent amongst those honored. General Brett had dinner in the 13th Squadron Officers' Mess, dining with the men that he had decorated.

From June 9 to June 14, 1942, our pilots and crews practiced formation flying, "dry runs" for the Bombardiers, and mock air combat with the A-20s of the 89th Bomb Squadron. The ground crews got quite a kick out of watching the A-20s make passes at our B-25 formation up over the base.

On June 20, 1942, Lord Gowrie, Governor General of Australia, visited Charters Towers Air Base. While on the base, Lord Gowrie inspected the 13th Bombardment Squadron Operations.

On June 30, 1942, Lt. Gen. G. H. Brett, Maj. Gen. Richardson, Brig. Gen. Marquette, and Air Commodore Lukas, (Royal Australian Air Force), visited the Charters Towers Air Base. At the 13th Bombardment Squadron Operations and at the 3rd Bombardment Group Headquarters, Gen. Richardson, who was making a tour of inspection of the Southwest Pacific for General Marshall, the Chief of Staff, spoke to the officers of the 13th, and conveyed to them a message from his superior in Washington.

The 13th Squadron left Charters Towers on November 3, 1942, and arrived at Durand Airdrome, Port Moresby, New Guinea on the same date to support the Buna campaign. The 13th had hoped to finish off Buna, or rather to have a part in doing so before it returned to Charters Towers. Little Nip, however, displayed his usual tenacity and was still hanging on to the narrow coastal strip when our Squadron and the 90th set course for Charters Towers on November 25.

**RESTRICTED**



RESTRICTED

On November 26, 1942, Major Alexander G. Evanoff was transferred to Group Headquarters to take up duties as Group Operations Officer. Captain Harold V. Maull, Squadron Operations Officer, was appointed new Commanding Officer to replace Major Evanoff.

A party in honor of Major Evanoff was given at the 3rd Bomb Group Officers' Club in Charters Towers on the night of December 8, 1942. After much gorging in food and wine, the usual after dinner speeches took place. A loving cup bearing the inscription, "To Alex--A Damn Good C. O.", and the names of all the officers of the squadron was presented to the former Squadron Commander.

The squadron arrived at Durand Airdrome, New Guinea, on December 16, 1942, and was very inactive, performing only one bombing mission over Buna with unobserved results and making three reconnaissance missions. On December 23, our C. O., Captain Maull was promoted to Major. He flew back to New Guinea from Charters Towers bearing four kegs of beer and Red Cross Christmas packages which were dispersed at the big party that evening.

The air echelon of the Squadron flew back to Charters Towers on New Year's Eve. A big party at the Officers' Club to celebrate the coming of the New Year was held in town. The plane piloted by Captain Thomas disappeared and has not been heard from since. The tragedy, involving one of the Squadron's best pilots, Captain Thomas, the Intelligence Officer, Captain Blakemore, and the Squadron Surgeon, Captain Hymes, along with the rest of the plane's crew and occupants, has proved a great loss to the Squadron and the replacement of such fine men will be difficult. (25)

(25) Above information was taken from the 13th Squadron Diary.

RESTRICTED



RESTRICTED

The flight from Charters Towers to Port Moresby had become very dangerous and quite a few planes were lost, never to be heard of or seen again. Higher Headquarters decided to move the 3rd Bombardment Group to Port Moresby. Our equipment was loaded on a transport ship at Townsville, after a trip by rail to that port, and about three days later we arrived at Port Moresby.

The next few days found everyone busy building a mess hall, water and lighting system, pitching tents, and digging fox-holes. The little practice we had digging fox-holes in Charters Towers came in handy here, especially at night. The camp site was located in a ravine with high hills surrounding it. Shacks began springing up on top of the hills and on the sides of the hills. Here at Port Moresby we encountered the mosquito. We had seen a few at Charters Towers, but nothing compared to the ones we found here. Consequently, everyone began screening in their shacks and from observation of some of them we had quite a few good carpenters in the Squadron.

We operated out of Port Moresby and due to the lack of a sufficient number of planes, there wasn't too much work to be done. A recreation program was set up and it wasn't long before basketball, softball, and volleyball games were a daily occurrence.

The Squadron planes that were operational participated in the Bismarek Sea battle, and the combat men brought back excellent reports of this work. Then began another period of inactivity, pulling an occasional mission.

On the morning of April 12th, 1943, the Squadron had seven airplanes, and one of them was not on combat status. The Japs came over and dropped their bombs all through the line area. Two planes burned completely, and the others were damaged so that they had to be transferred to service squadrons for repairs. The only airplane that wasn't damaged was the one on non-combat status.

To eliminate crossing the Owen-Stanley mountain range, higher Headquarters decided to move the Group to Dobo-dura, which had recently been taken from the Japs. The move was made by air transport, and on May 22, 1943, we found ourselves preparing to build another camp site.

RESTRICTED



**RESTRICTED**

Our camp site at Dobodura was located in the thick of the jungle. It was necessary to utilize the aid of the natives to clean out our Squadron area. The area was located in a lowland, and when it rained, which was often, the area was nothing but a sea of mud. The next few days found us going into the jungles and cutting trees and bamboo poles.. Everyone had become experienced in setting up a camp area, and it was only a few days before everything was in shape.

The food situation was the big problem now; it had been since moving from Charters Towers. To remedy this, Group secured a B-25 "Fat Cat" to make regular and frequent trips to the mainland of Australia for the purpose of bringing back fresh food.

During the month of July, the squadron was given low-level B-25 "strafers". During the time we had this plane, there was plenty of work for all line personnel. This type of plane proved to be just what was needed against the Japs, and as our pilots became more familiar with the techniques and tactics of low-level work, the death and destruction of the Japs and their equipment increased day by day.

The main tactical item of interest during our stay at Dobodura, was the mission flown against Simpson Harbor, Rabaul. On this mission thousands of tons of enemy shipping were sunk or damaged, and numerous planes were caught on the ground. Other very important missions were those on Wewak, which caught several hundred Jap planes on the ground at various airdromes. These strikes against Wewak were the beginning of the downfall of Japanese air power.

In January, 1944, the old workhorse, the B-25, was replaced by new A-20s. Again there was a period of transition, just enough to familiarize the pilots with the new plane. The Japs continued to be pounded, and our targets were getting out of range of our planes. Consequently we were moved to Nadzab, in the Markham Valley. This move, like the Dobodura move, was very quick, as we travelled by air transports, arriving at Nadzab on February 1, 1944.

By this time, all the men were old hands at setting up a new camp. Everyone knew just what to do and it wasn't long before all the shacks were built, and operations were ready to begin. This camp area was the best that we had had so far.

**RESTRICTED**



**RESTRICTED**

Located in the Markham Valley, it was an ideal site for a camp. Here we were out of the jungle, and though not altogether free of mosquitoes, we were far less bothered by them than we were at Moresby or Dobodura. (26)

(26) The above information was submitted by Captain William A. Smith, Group Gunnery Officer.

**RESTRICTED**



**RESTRICTED**

HEADQUARTERS  
3RD BOMBARDMENT GROUP (L) AAF

A.P.O. 337  
21 September 1945.

MEMORANDUM: Interview with Captain William A. Smith, Group Headquarters,  
3rd Bombardment Group.

In reply to questions Captain Smith submitted statements as follows:

1. I left the United States on 31 January 1942 from San Francisco Harbor with the 13th Bomb Squadron aboard the U.S.S. ANCON, a Navy operated ship as I recall, along with the balance of the 3rd Bombardment Group. I was Armament Officer for the 13th Squadron.

I finished Armament School at Lowry Field, Denver, Colorado, on 24 October 1941, and went to Hunter Field at Savannah, Georgia, on orders which assigned me to the 27th Bombardment Group. When I arrived there I found that the 27th had left in October for the Philippines. I arrived at Hunter 15 November after a delay enroute and was assigned to the 13th Squadron about the first of December. I was in the 13th Squadron up to June 1944 when I returned to the U.S. and attended gunnery school. I returned to the Group 25 October. I was then assigned to the 89th Squadron until January 1945 when I was assigned to Group Headquarters.

2. The 3rd Group left Hunter Field by train on 19 January 1942 for Oakland, California. It arrived on 24 January. No planes went with us. In fact, the Group had no planes, except for the 89th Squadron which had A-20As that had been used in the Louisiana maneuvers. I do not know how they came overseas. Our vehicles and other equipment came on the boat with us. The ANCON docked at Brisbane 25 February. First camped there at Ascot Race Track. Then we went by train to Charters Towers where we camped in a wooded area. We made it into a pretty good camp. It was not until towards the end of July at the earliest when the A-20s of the 89th arrived as I recall.

3. Our Group Commander was 1st Lt. Strickland. I think all the Squadron Commanders were 1st Lieutenants. They were Schwab of the 8th; Orr of the 13th; D.P. Hall, 89th; and Wilson of the 90th, as I recall. I never did know anything about the chain of command. It was not clear then as it is now. The first I knew VBC was when I went to Moresby with our planes in November of 1942. The only rank we had when we came overseas was a Captain who was a medical officer.

4. Beginning in March 1942 we began to get 27th Bomb Group personnel that were evacuated from the Philippines. This continued for a while. As I recall Strickland was replaced by Davies who was soon made a Lt. Col., if he was not one when he came in. I believe that Hall was the only man who was retained as squadron commander. Additional 27th Bomb Group personnel

**RESTRICTED**



RESTRICTED

MEMORANDUM: Interview with Captain William A. Smith (continued).

came out of the Philippines when the 13th and 90th returned from the April raids there. About 25 pilots and one enlisted man came out from the 27th Bomb Group. Captain Lowery became C.O. of the 13th. Believe this was the case in the other squadrons -- as Hubbard became C.O. of the 90th and Rogers of the 8th. The others, Mangum, Conley, MacAfee, Timlin, West, Smith and so on, were assigned to the several squadrons.

5. It was in March 1942 that we got our B-25s. They were obtained from the Dutch. I don't know how we got them, whether lawfully or unlawfully. I heard that the Dutch Government didn't like it. The story was widely spread but I don't know whether there was any truth in it. Many such stories grew up around "Fappy" Gunn. He is said to have gone to the Air Corps Depot at Brisbane and requested supplies and upon being refused forced the Major in charge to surrender them at the point of a gun. Also there was a story that he used force in obtaining certain bomb-sights from the Dutch. It was a "tommy-gun" this time. He was the sort of man about whom such stories seemed to grow. I don't know how true they are.

6. The 89th Squadron obtained A-24s from a source unknown to me. In any case the first I heard of them and the first time I saw them was in March before we got the B-25s, when I was called on -- as were the other squadron armament officers -- to go out and clean and synchronize the guns. I think they took those planes to Brisbane and that the 8th Squadron got them a bit later. The planes had been used when we worked on them. About that time a Sergeant Jones was transferred into my Armament Section, he told me that he had been a gunner on our A-24 in Java. I got the idea that these planes which the 8th Squadron acquired came from Java. They weren't in the Group long enough to find out much about them. I believe all or nearly all of them were lost on missions.

7. At Charters Towers, Moresby and Dobodura, we were pretty well equipped with athletic equipment. I do not recall any library set-up.

8. Up through Hollandia we got fresh vegetables from time to time on "Fat Cat" aircraft from the mainland of Australia. This was paid for by assessing officers and men for its cost. I don't know how these funds were handled or whether there were any records. I do not recall ever having seen published in this Group any statement of purchases or expenditures or collections pertaining to funds so collected or to any other funds. Somebody would come around saying "How about 10 shillings", or "How about a pound" telling us that the "Fat Cat" was going to Brisbane the next day and we'd shell out without question being anxious to get the fresh food and think nothing of it.

9. I had nothing to do with the Club at Dobodura, only went to it twice. It is my recollection that it was paid for by initiation fees on members, from profits and collections from a slot machine and juke box. I also understand that members were repaid their initiation fees.

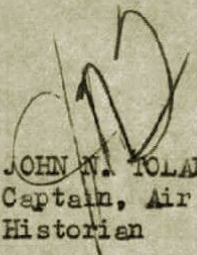
RESTRICTED



**RESTRICTED**

MEMORANDUM: Interview with Captain William A. Smith (continued).

10. I remember that while we were at Dobodura we operated under the First Air Task Force and that the whole Group was switched over to A-20s at that time. We started getting B-25 strafers right after we got to Dobodura. It was only a short while before we moved to Nadzab that we got the A-20s.

  
JOHN N. TOLAR,  
Captain, Air Corps,  
Historian

**RESTRICTED**



**RESTRICTED**HEADQUARTERS  
3RD BOMBARDMENT GROUP (L) AAF

JNT/neb

A.P.O. 337,  
17 September 1945MEMORANDUM: Interview with Captain John M. Wallace.  
Adjutant 13th Squadron.

Captain Wallace in answer to questions made statements as follows:

1. I departed the United States 1 September 1942, reached Brisbane 29 September, and joined 3rd Bomb Group, 13th Squadron, at Charters Towers, Queensland, Australia on 12 October. My orders were from the Fifth Air Force and designated the Squadron. I have been continuously with the 13th Squadron to date.

2. As Statistical Officer, Communications Officer, and Adjutant of the 13th Squadron during this period. I have had opportunity to make observations with regard to certain functions and activities of the Group as a whole as well as of the 13th Squadron.

It is my recollection that when I arrived the whole Group was stationed at Charters Towers except for the air echelon of the 89th Squadron which was at Moresby. I recall that missions were then being staged through 17 Mile Drome (Durand) at Moresby. The 13th and 90th were using B-25s; 89th was using A-20s; and the 8th Squadron was, so far as I recall, without aircraft.

3. About the time of my arrival the Hq & Hq Squadron at Group was disbanded. Under a new T.O, the Group acquired a "Headquarters" with less personnel. "Surplus personnel" was then assigned to the several squadrons and carried on D/S to Group Headquarters. So far as I can recall the new T.O made no difference in the strength of Group Headquarters.

4. Shortly after I arrived, the T/O was changed upon redesignation of the Group from a light bomber to a dive bomber organization. This had a rather awkward and demoralizing effect inasmuch as there was no change in aircraft or personnel and as a consequence the organization was thus technically over-staffed and had a large surplus of rank in officer and enlisted personnel. The new T.O did not call for co-pilots, navigators, or bombardiers, and did not allow for sufficient gunners to man B-25s. Under this set up administrative personnel had no prospect of promotion within the unit, Second Lieutenants flew as first pilots for months without promotion. Whether or not this actually delayed promotions of personnel entitled to them I cannot say, but I do know that the fact that men could not be promoted for a period had a bad effect on morale. We had gunners flying as Privates First Class and as Corporals and also had both commissioned and enlisted bombardiers ranging from Corporal to Master Sergeants in the enlisted group and to First Lieutenants in the commissioned group

**RESTRICTED**



RESTRICTED

89th Sq

20 Jan 43, T/O 1-147, 1 July 42, and change one, 15 Aug 42.  
 20 Feb 43, T/O 1-147, " " " "  
 20 Apr 43, T/O 1-137, 1 June 42  
 18 Jul 43, T/O 1-127, 1 June 42  
 20 Aug 43, T/O 1-137, 1 July 42  
 20 Oct 43, " " " , and changes 1,2,3, & 4.  
 20 Mar 44, " " " " change 5.

90th Sq

20 Jan 43, T/O 1-147, 1 July 42, and change one, 15 Aug 42.  
 20 Apr 43, T/O 1-127, "  
 20 Oct 43, T/O 1-127, 26 March 43  
 20 Feb 44, T/O 1-127, " , and change one.

T/O 1-147 is (D); T/O 1-137 is (L); T/O 1-127 is (M); T/O 1-112 is (L) & (D) Hq; T/O 1-132 is Hq.

The foregoing was all obtained from Stat Control Form AAF 127. Only the first report and reports changing the T/O from Jan 43 through March 44 are listed.

Group was renamed 3rd Attack Group per Staff Memo #51, 5 AF, 27 May 43.

CO #162, Hq 5 AF, 21 July 43, pursuant to W.D. ltr AG 322 (5-20-43) OB-1-AFRPG-M-Redesignated all 3rd Gp units from Dive to Light and directed reorganization in compliance with T/O 137, 1 July 1942.

Auth: Sub par 6, par 1, ltr AG 322, Hq, 5 AF, 21 July 1943, subj "Redesignation and Reorganization of 3rd Attack Group, 21 July 1943.

14 Sept 43, Staff Memo #82, 6 Sept 43, Hq 5 AF, revoked Staff Memo #51. Same Hq which referred to 3 Gp units as "Attack", effective immediately all will be Bomb under No. 82.

GO #202, 21 Sept 43, pursuant to auth in secret letter FECC 322, Hq USSAFEE, dated 17 Sept 43 -- Hq, 3 BG (L) to reorganize T/O & E 1-132. Pending receipt of a decision from W.D. as to whether or not Personnel Allotment Table #117 (5 off & 60 EM) and Ordnance Section (1 off & 2 EM) previously auth in excess of T/O continue to apply those increases remain in effect.

RESTRICTED



RESTRICTED

GO #334, Hq, 5 AF, 13 Dec 1943, Group Hq augmented with 2 D/F H/F teams total of 20 communications men.

GO #150, Hq, 5 AF, 21 March 1944, pursuant to auth. cont. in W.D. ltr AG 320.2 of 44 Officers and 263 EM total each auth a total of 21 combat crews. Each Squadron to consist of following for combat crews:

	<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
	<u>5</u>	<u>10</u>	<u>11</u>	<u>42</u>

Officer and enlisted grades previously authorized for combat crews hereby revoked and table substituted therefore.

RESTRICTED



**RESTRICTED**

13TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L) AAF

APO 337,  
21 September 1945.

SUBJECT: Awards from June 1942 to April 1944.

TO : 13th Squadron Historical Officer.

1. During the period June 1942 to April 1944 General Orders for the following awards and decorations to personnel in this organization were received at this office.

NAME	RANK	AWARDS	HQ.	G.O.	DATE
Adams, Firman S.	M/Sgt.	S.S.	AAF	#20	20/6/42
		P.H.	AAF	#18	6/6/42
Alford, Perry C.	Sgt.	A.M.	5AF	#186	26/8/43
		D.F.C.	5AF	#275	15/11/43
Allsop, Ronald J.	Sgt.	S.S.	5AF	#26	31/10/42
		D.F.C.	5AF	#9	16/3/43
Anderson, Lowel A.	Cpl.	S.S.	AAF	#20	20/6/42
		P.H.	AAF	#20	20/6/42
Angel, James E.	Capt.	D.F.C.	5AF	#21	20/4/43
Atkison, James E.	Cpl.	A.M.	5AF	#183	29/3/44
Barid, Clifford R.	M/Sgt.	A.M.	5AF	#186	26/8/43
Barrow, William A.	T/Sgt.	D.F.C.	5AF	#99	18/2/44
Baucom, Alford E.	Maj.	D.F.C.	5AF	#21	21/3/44
Bawsel, Gordon D.	S/Sgt.	A.M.	5AF	#21	20/4/43
		A.M.*	5AF	#316	6/12/43
Beauman H.H.	Sgt.	P.H.	AAF	#20	20/6/42
Bengal, George	T/Sgt.	D.S.C.	VAF	#20	22/4/43
		P.H.	AAF	#18	6/6/42
Bentham, Edward D.	1st Lt.	D.F.C.	5AF	#139	5/7/43
		P.H.	VBC	#22	9/7/43
Bohar, Shannon.	T/Sgt.	A.M.	5AF	#311	8/12/43
		D.F.C.	5AF	#5	3/1/44
Boldin, Charles T.	1st Lt.	A.M.	5AF	#21	20/4/43
Bromage, John S.	1st Lt.	A.M.	5AF	#21	20/4/43
Brumley, Trench	T/Sgt.	D.F.C.	5AF	#5	3/1/44
Butler, John	T/Sgt.	P.H.	AAF	#18	6/6/42
Cannaday, James W.	S/Sgt.	S.S.	AAF	#43	1/9/42
Carper, John W.	Sgt.	A.M.	5AF	#21	20/4/43
Cates, Normon L.	M/Sgt.	P.H.	AAF	#18	6/6/42
		A.M.	FEAF	#84	6/6/42
Cervenak, Thomas J.	S/Sgt.	S.M.	5AF	#140	21/3/44
Christenson, Cyril M.	M/Sgt.	D.F.C.	5AF	#273	13/10/43

**RESTRICTED**



**RESTRICTED**

AWARDS AND DECORATIONS CONTINUED

NAME	RANK	AWARDS	H.Q.	G.O.	DATE
Christenson, Kenneth P.	1st Lt.	D.F.C.	5AF	#139	5/7/43
Clanton, Guy E.	Sgt.	P.H.	AAF	#18	6/6/42
Clapp, William C.	1st Lt.	S.S.	5AF	#92	15/5/43
		D.F.C.	5AF	#21	20/4/43
Clifford, Walter F.	S/Sgt.	A.M.	5AF	#97	21/5/43
Cline, Thomas H.	Capt.	D.F.C.	5AF	#281	16/11/43
Celeman, William R.	S/Sgt.	A.M.	5AF	#183	29/3/44
Collins, Carl E.	S/Sgt.	A.M.	5AF	#21	20/4/43
Conely, David M.	Capt.	S.S.	AAF	#35	2/8/42
		P.H.	AAF	#26	3/10/42
		D.F.C.	5AF	#316	6/12/43
		A.M.	5AF	#21	20/4/43
Connor, Edward D. Jr.	S/Sgt.	S.S.	5AF	#37	27/11/42
		D.F.C.	5AF	#97	21/5/43
		D.F.C.*	5AF7	#107	31/5/43
Cook, O. C.	T/Sgt.	S.S.	AAF	#35	2/8/42
		P.H.	AAF	#18	6/6/42
		A.M.	5AF	#192	9/9/43
Cooper, Kenneth A.	S/Sgt.	P.H.	AAF	#18	6/6/42
		D.F.C.	5AF	#97	21/5/43
Cooper, Lawrence H.	Sgt.	P.H.	AAF	#18	6/6/42
Corbello, Albert C.	S/Sgt.	S.M.	AAF	#35	27/8/42
Creel, William A. Jr.	T/Sgt.	A.M.	5AF	#21	20/4/43
Crosby, Robert C.	1st Lt.	A.M.	5AF	#21	20/4/43
Crutchfield, William R.	T/Sgt.	P.H.	AAF	#18	6/6/42
Culp, W.K.	Capt.	D.F.C.	5AF	#116	---/43
Deckleman, John	S/Sgt.	P.H.	V.B.C.	#23	11/8/43
Deweese, William J.	S/Sgt.	A.M.	5AF	#139	5/7/43
Dickerson, Joe P.	Sgt.	D.F.C.	5AF	#247	29/9/43
Dietz, Frank L.	Sgt.	A.M.	5AF	#21	20/4/43
Dixon, Frank T.	1st Lt.	A.M.	5AF	#178	27/3/44
Doiron, Walter A.	S/Sgt.	S.S.	AAF	#35	2/8/42
Dolan, Charles F.	1st Lt.	S.S.	5AF	#49	12/11/42
		D.F.C.	5AF	#111	4/6/43
Dulos, Bernard V.	S/Sgt.	S.S.	5AF	#37	27/11/42
		D.F.C.	5AF	#21	20/4/43
Dufor, Irwin W.	S/Sgt.	A.M.	5AF	#183	29/3/44
Duhon, Acy B.	T/Sgt.	P.H.	5AF	#1	17/4/43
Eason, William L.	Sgt.	A.M.	5AF	#21	20/4/43
		A.M.*	5AF	#321	8/12/43
Edwards, Edward O.	Sgt.	P.H.	5AF	#6	4/12/43
Evanoff, Alexander G.	Maj.	S.S.	5AF	#52	18/12/42
		D.F.C.	5AF	#107	31/5/43
		A.M.	5AF	#21,	20/4/43
Fawe, Alford A.	Sgt.	S.S.	AAF	#37	27/11/43
		P.H.	AAF	#18	27/11/43
Fitch, Theodore, G.	Capt.	A.M.	5AF	#316	6/12/43

**RESTRICTED**



RESTRICTED

AWARDS AND DECORATIONS CONTINUED

NAME	RANK	AWARDS	H.Q.	G.O.	DATE
Fowler, Francis M.	Sgt.	S.S.	AAF	#35	2/8/42
		P.H.	AAF	#18	6/6/42
Fresquel, Noah	Cpl	P.H.	AAF	#18	6/6/42
Gavdos, John P.	S/Sgt.	S.S.	AAF	#30	12/10/42
		A.M.	5AF	#21	20/4/43
		A.M.	5AF	#24	28/9/43
		P.H.	AAF	#20	20/6/42
Gerchow Joseph A.	S/Sgt.	P.H.	AAF	#20	20/6/42
Gerrity, Thomas P.	Maj.	S.S.	5AF	#20	31/10/42
		P.H.	VBC	#22	9/7/43
		A.M.	5AF	#92	9/9/43
Goldstein, Samuel	Sgt.	A.M.	5AF	#92	9/9/43
Gaydes, John P.	S/Sgt.	S.S.	AAF	#20	12/10/43
		A.M.	5AF	#21	20/4/43
		A.M.*	5AF	#211	28/9/43
		A.M.	5AF	#97	21/5/43
		A.M.*	5AF	#321	8/12/43
Griffiths, Ivan O.	Capt.	A.M.**	5AF	#7	3/1/44
		D.F.C.	5AF	#99	18/2/44
		A.M.	5AF	#21	20/4/43
		A.M.	VBC	#11	4/6/43
Gunter, Nat X.	S/Sgt.	A.M.	AAF	#67	3/10/43
Haley, Joseph P.	F/O.	S.S.	AAF	#20	20/7/42
Hamilton, Harry G.	1st Lt.	P.H.	AAF	#20	20/6/42
Hamilton, John	Capt.	P.H.	VBC	#25	1/9/43
Hammond, Lowel K	Cpl	P.H.*	AAF	#12	-----
		A.M.	5AF	#173	10/8/43
Hartman, Joseph E.	Sgt.	D.F.C.	5AF	#294	11/23/43
		A.M.	5AF	#186	8/6/43
Hatcher, Chester L.	Sgt.	P.H.	AAF	#18	6/6/42
Hayes, Nesley J.	Sgt.	S.S.*	AAF	#20	20/6/42
		A.M.	5AF	#21	20/4/43
Haynes, Edward G.	T/Sgt.	A.M.	5AF	#97	21/5/43
Hearn, Walter J.	Capt.	A.M.*	5AF	#186	26/8/43
Heiss, Gustave M.	Capt.	D.F.C.	5AF	#169	25/3/44
		S.S.	AAF	#18	6/6/42
Hellriegel, William	1st Lt.	S.S.*	AAF	#20	20/6/42
		A.M.	5AF	#21	20/4/43
Hendren, William L.	Sgt/	A.M.	5AF	#97	21/5/43
		A.M.	5AF	#111	4/6/43
Herch, William	2nd Lt.	A.M.*	5AF	#186	26/8/43
		A.M.	5AF	#316	6/12/43
Hewes, Charles D.	1st Lt.	D.F.C.	5AF	#169	25/3/44
Heyman, Alfred H.	1st Lt.	D.F.C.	5AF	#26	2/5/43
		S.S.	5AF	#35	2/8/43
		S.S.*	5AF	#69	18/4/43
		A.M.	5AF	#26	2/5/43
Hicks, Alden L.	1st Lt.	A.M.	5AF	#21	20/4/43
Hofmieer, William H.	2nd Lt.	A.M.	5AF	#150.	15/7/43
Hoffacker, Victor A.	S/Sgt.	D.F.C.	5AF	#319	7/12/43
Hutchison, Jacobson	Capt.	S.S.	AAF	#43	1/9/42
		A.M.	5AF	#21	20/4/43
		A.M.	5AF	#107	41/4/43
Jacobson, Sidney	2nd Lt.	S.S.	5AF	#58	31/12/42

RESTRICTED



RESTRICTED

AWARDS AND DECORATIONS CONTINUED

NAME	RANK	AWARDS	HQ.	G.O.	DATE
Johnston, Melvin A.	Sgt.	A.M.	5AF	#21	20/4/43
Jones, Ernest C.	1st. Lt.	D.F.C.	5AF	#21	20/4/43
Kasper, Edward D.	S/Sgt.	A.M.	5AF	#189	31/3/44
		A.M.*	5AF	#148	21/3/44
Kaufman, Louis	S/Sgt.	P.H.	5AF	#25	24/7/43
		S.M.	5AF	#245	28/10/43
		S.S.	5AF	#58	31/12/42
Keel, Henery L.	1st. Lt.	S.S.	5AF	#58	31/12/42
Kero, Benhart H.	T/Sgt.	L.M.	USAFE	#17	3/3/43
Kerstetter, John	T/Sgt.	A.M.	5AF	#312	16/12/43
		D.F.C.	5AF	#294	23/11/43
		A.M.	5AF	#21	20/4/43
Keyes, Lawrence	1st. Lt.	A.M.	5AF	#21	20/4/43
Kinery, John M.	M/Sgt.	A.M.	5AF	#182	29/3/44
Kolonoski, Stanley	S/Sgt.	A.M.	5AF	#102	26/5/43
Land, Brewster M.	T/Sgt.	S.S.	5AF	#43	1/9/42
		A.M.	5AF	#107	3/5/43
		A.M.*	5AF	#139	5/7/43
		A.M.	5AF	#316	6/12/43
Lees, Donald T.	2nd. Lt.	A.M.	5AF	#316	6/12/43
Liles, Cecil N.	1st. Lt.	A.M.	5AF	#21	31/5/43
		A.M.*	5AF	#211	28/9/43
Linn, John R.	Capt.	S.S.	AAF	#18	6/6/42
		S.S.*	AAF	#43	1/9/42
Long, William B.	2nd. Lt.	A.M.	5AF	#107	3/5/43
Lowery, Herman	Major	D.S.C.	SWPA	#56	11/22/42
MacDonald, Howard	Sgt.	D.F.C.	5AF	#189	12/9/43
Mackay, Robert D.	1st. Lt.	A.M.	5AF	#179	28/3/43
Main, Vernon J.	M/Sgt.	A.M.	5AF	#135	1/7/43
Maldonado, Jesus	1st. Lt.	A.M.	5AF	#21	20/4/43
Mallord, Robert S.	T/Sgt.	A.M.	5AF	#21	20/4/43
Mangan, James H.	2nd. Lt.	S.S.	AAF	#18	6/6/42
Manovich, John	S/Sgt.	A.M.	5AF	#97	21/5/43
Martin, Everett L.	1st. Lt.	A.M.	5AF	#21	20/4/43
Martin, Richard R.	1st. Lt.	A.M.	5AF	#21	20/4/43
Martin, Virgil H.	S/Sgt.	A.M.	5AF	#182	29/3/44
Martindale, Clarence	2nd. Lt.	A.M.	5AF	#97	21/5/43
Masden, Gilbert	1st. Lt.	D.F.C.	5AF	#99	18/2/44
Maull, Harold V.	Major	S.S.	AAF	#18	5/5/42
		S.S.*	AAF	#35	2/8/42
		D.F.C.	5AF	#102	26/5/43
McAlear, Richard	Sgt.	A.M.	5AF	#25	20/4/43
		A.M.*	5AF	#136	6/12/43
McClernon, Milo	Cpl.	A.M.	5AF	#186	26/8/43
McWhirt, Joseph	Capt.	D.F.C.	5AF	#97	21/5/43
		A.M.	5AF	#211	28/9/43

RESTRICTED



RESTRICTED

## AWARDS AND DECORATIONS CONTINUED

NAME	RANK	AWARDS	H. Q.	G. O.	DATE
Miller, Robert H.	2nd. Lt.	A.M.	5AF	#21	20/4/43
Mimor, Harvey F.	Capt.	D.F.C.	5AF	#25	8/1/44
Mitchell, Donald C.	1st. Lt.	S.S.	AAF	#27	11/7/42
Moore, Cyril A.	T/Sgt.	P.H.	AAF	#18	6/6/42
		A.M.	5AF	#12	20/4/43
Moore, Julius R.	S/Sgt.	A.M.	5AF	#21	20/4/43
		A.M.*	5AF	#107	31/5/43
Moreu, Clarence C.	S/Sgt.	A.M.	5AF	#2	20/4/43
		A.M.*	5AF	#107	31/5/43
Murphy, Louis	S/Sgt.	D.F.C.	5AF	#107	31/5/43
Narducci, Charles R.	S/Sgt.	D.F.C.	5AF	#99	18/2/44
Nelson, George H.	Sgt.	P.H.	AAF	#18	6/6/42
Nevares, Manuel W.	S/Sgt.	A.M.	5AF	#182	29/3/44
Newmen, Robert H.	S/Sgt.	S.S.	AAF	#20	20/6/42
		P.H.	AAF	#18	6/6/42
Nickerson, Earl F. Jr.	1st. Lt.	A.M.	5AF	#97	21/5/43
Nerwood, Mac C.	1st. Lt.	A.M.	5AF	#144	18/3/44
Norman, Norman	Sgt.	A.M.	5AF	#21	20/4/43
Nichols, William L.	2nd. Lt.	A.M.	5AF	#107	31/5/43
		D.S.C.	FEAF	#12	20/10/43
Oliver, Ray	M/Sgt.	P.H.	AAF	#18	6/6/42
		D.F.C.	SWPA	#24	24/8/42
Owen, John R.	1st. Lt.	A.M.	5AF	#21	20/4/43
Owens, Melvin	M/Sgt.	P.H.	AAF	#18	6/6/42
		D.F.C.	5AF	#135	1/7/43
Parish, Edward L.	T/Sgt.	A.M.	5AF	#182	29/3/44
Parma, George F.	Sgt.	A.M.	5AF	#182	29/3/44
		P.H.	VBC	#23	11/8/43
Pearson, William	2nd. Lt.	S.S.	5AF	#131	11/3/44
Peterson, Malcolm E.	2nd. Lt.	S.S.	AAF	#118	6/6/42
Phillips, Lee E.	S/Sgt.	P.H.	5AF	#7	2/3/44
Pillard, Edgar L.	T/Sgt.	A.M.	5AF	#21	20/4/43
Potter, Fred T.	1st. Lt.	D.F.C.	5AF	#92	15/2/44
Price, Robert A.	Capt.	S.S.	AAF	#43	1/9/43
		D.F.C.	5AF	#9	16/3/44
Pryor, Francis H.	Sgt.	S.S.	AAF	#35	6/6/42
		P.H.	AAF	#18	17/10/43
		A.M.	AAF	#177	2/8/42
Rigdon, Hedges K.	Sgt.	P.H.	AAF	#18	6/6/42
Ripkowski, Raymond	S/Sgt.	A.M.	5AF	#180	28/3/44
Roberts, Lyn K.	1st. Lt.	A.M.	5AF	#21	20/4/43
Rogers, David E.	P.F.C.	A.M.	5AF	#135	1/7/43
		A.M.*	5AF	#344	18/12/43
Rulisen, Arden M.	Capt.	D.F.C.	SWPA	#24	24/8/42

RESTRICTED



**RESTRICTED**

AWARDS AND DECORATIONS CONTINUED

NAME	RANK	AWARDS	H.Q.	G.O.	DATE
Runger, David H.	S/Sgt.	S.S.	AAF	#43	1/9/42
		P.H.	AAF	#27	11/7/42
		A.M.	5AF	#21	20/4/43
Ruth, Charles F.	T/Sgt.	A.M.	5AF	#180	28/3/44
Salles, Norman H.	T/Sgt.	P.H.	AAF	#18	6/6/42
		A.M.	5AF	#203	7/4/43
		A.M.	5AF	#316	6/12/43
Scarlott, James L.	2nd. Lt.	A.M.	5AF	#148	21/3/43
Sciscento, Donato	S/Sgt.	A.M.	5AF	#225	11/10/43
Shaw, William H.	Cap.	D.F.C.	5AF	#316	6/12/43
		A.M.	5AF	#25	27/8/42
		A.M.	5AF	#142	6/7/42
Shelnut, Mozell C.	T/Sgt.	S.M.	AAF	#21	20/4/43
Shingledecker, Paul L.	F/O.	A.M.	5AF	#26	23/7/43
Shinkle, Fred L.	Sgt.	P.H.	5AF	#18	6/6/42
Simmons, Alden L.	M/Sgt.	P.H.	AAF	#21	6/6/42
		A.M.	5AF	#23	11/8/43
		S.S.	5AF	#225	1/10/43
Simmon, John H.	Cpl.	P.H.	VBC	#18	6/6/42
Simpers, Henry S.	M/Sgt.	P.H.	5AF	#18	6/6/42
Simpson, Stiles A	Sgt.	P.H.	AAF	#18	6/6/42
		D.F.C.	5AF	#131	11/3/43
		A.M.	5AF	#21	20/4/43
Siple, Raymond E.	F/O	A.M.	5AF	#21	20/4/43
Small, Arthur	Capt.	D.F.C.	5AF	#186	26/8/43
		A.M.	VBC	#23	8/1/44
		P.H.	AAF	#18	6/6/42
Smith, Marlan K.	Sgt.	P.H.	AAF	#18	6/6/42
Snyder, Everett W	T/Sgt.	S.S.	5AF	#127	21/6/43
Stiles, Gilbert S.	1st. Lt.	A.M.	5AF	#179	28/3/44
Taylor, Clifford P.	Capt.	A.M.	5AF	#186	26/8/43
		A.M.*	5AF	#189	31/3/44
		A.M.	5AF	#21	20/4/43
Thomas, George S.	Capt.	A.M.	5AF	#21	20/6/42
Timlin, Francis E.	2nd. Lt.	S.S.	AAF	#21	20/6/42
Tobin, Richard F.	1st. Lt.	A.M.	5AF	#150	15/7/43
Townsend, Edwin C.	2nd. Lt.	S.S.	AAF	#18	6/6/42
		P.H.	AAF	#18	6/6/42
		A.M.	5AF	#179	28/3/44
Tyrrell, Robert J.	2nd. Lt.	A.M.	5AF	#21	20/4/43
Villeny, Philander R.	S/Sgt.	A.M.	5AF	#211	28/9/43
		A.M.*	5AF	#21	20/4/43
		A.M.*	5AF	#316	6/12/43
Waddle, Arthur L.	Sgt.	A.M.	5AF	#26	31/10/43
Walker, Leland A. Jr.	1st. Lt.	P.H.	5AF	#316	6/12/43
Walker, Richard K.	Maj.	A.M.	5AF	#316	6/7/43
Westbrook, James G.	T/Sgt.	A.M.	5AF	#34	21/6/43
Wherry, William B.	T/Sgt.	D.S.C.	FEAF	#18	6/6/42
		P.H.	AAF	#18	6/6/42
		P.H.	AAF	#27	11/7/42
Whimsett, Merrit T.	S/Sgt.	P.H.	AAF	#27	11/7/42



**RESTRICTED**

AWARDS AND DECORATIONS CONTINUED

NAME	RANK	AWARD	HQ.	G.O.	DATE
White, Arthur J.	S/Sgt.	P.H.	AAF	#18	6/6/42
		A.M.	5AF	#192	9/8/43
Wildner, Robert B.	2nd. Lt.	A.M.	5AF	#21	20/4/43
Williams, Willis J.	T/Sgt.	A.M.	5AF	#142	6/7/43
Whiteck, Eugene F.	Cpl.	A.M.	5AF	#21	20/4/43
		A.M.*	5AF	#186	26/4/43
Alverton, Mitchell J.	T/Sgt.	A.M.	5AF	#180	28/3/44
Young, Lionel G.	S/Sgt.	P.H.	AAF	#18	6/6/42
		P.H.*	VBC	#11	5/4/43
Young, James E.	T/Sgt.	P.H.*	AAF	#25	4/7/42
		A.M.	5AF	#286	28/10/43

**RESTRICTED**



**RESTRICTED**

13TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L) AAF

JBW/mlm

APO 337,  
19 September 1945.

SUBJECT: Personnel Report, 13th Bombardment Squadron, 1 January 1941 to 1 April 1944.

TO : Commanding Officer 13th Bombardment Squadron, APO 337,  
Attention; Historical Officer.

1. In compliance with directive from your Office relative to Squadron History the following report of personnel strength for the months from 1 January 1941 to 1 April 1944 is submitted.

DATE		OFFICERS	ENLISTED MEN	TOTAL
1 January	1941	15	220	235
31 January	1941	16	170	186
1 February	1941	16	170	186
28 February	1941	22	182	204
1 March	1941	22	181	203
31 March	1941	22	183	205
1 April	1941	22	181	203
30 April	1941	20	183	203
1 May	1941	20	183	203
31 May	1941	12	191	203
1 June	1941	12	191	203
30 June	1941	11	190	201
1 July	1941	11	190	201
31 July	1941	18	188	206
1 August	1941	18	188	206
31 August	1941	19	180	199
1 September	1941	19	180	199
30 September	1941	19	178	197
1 October	1941	19	178	197
31 October	1941	20	206	226
1 November	1941	20	206	226
30 November	1941	19	203	222
1 December	1941	19	203	222
31 December	1941	20	208	228

**RESTRICTED**



**RESTRICTED**

Personnel Report, 13th Bombardment Squadron, 1 January 1941 to 1 April 1944. (Continued)

DATE		OFFICERS	ENLISTED MEN	TOTAL
1 January	1942	20	208	228
31 January	1942	15	154	169
1 February	1942	15	154	169
28 February	1942	15	151	166
1 March	1942	15	151	166
31 March	1942	15	149	164
1 April	1942	15	149	164
30 April	1942	27	164	191
1 May	1942	27	164	191
31 May	1942	32	193	225
1 June	1942	32	193	225
30 June	1942	31	198	229
1 July	1942	31	198	229
31 July	1942	32	193	225
1 August	1942	32	193	225
31 August	1942	63	216	279
1 September	1942	63	216	279
30 September	1942	60	257	317
1 October	1942	60	257	317
31 October	1942	59	287	346
1 November	1942	59	287	346
30 November	1942	69	304	373
1 December	1942	69	304	373
31 December	1942	64	309	373
1 January	1943	64	309	373
31 January	1943	65	299	364
1 February	1943	65	299	364
28 February	1943	69	299	368
1 March	1943	69	299	368
31 March	1943	63	281	354
1 April	1943	63	281	354
30 April	1943	56	284	340
1 May	1943	56	284	340
31 May	1943	61	265	336
1 June	1943	61	265	336
30 June	1943	62	268	330
1 July	1943	62	268	330
31 July	1943	52	283	335
		52		335

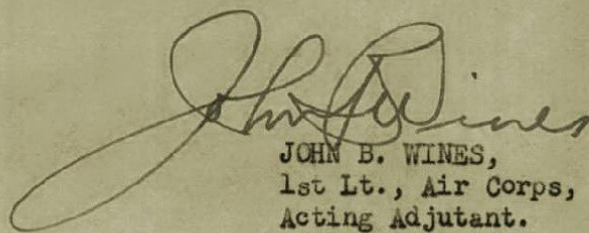
**RESTRICTED**



**RESTRICTED**

Personnel Report, 13th Bombardment Squadron, 1 January 1941 to 1 April 1944. (Continued)

DATE	OFFICERS	ENLISTED MEN	TOTAL
1 August	52	283	335
31 August	50	275	325
1 September	50	275	325
30 September	43	284	327
1 October	43	284	327
31 October	55	282	337
1 November	55	282	337
30 November	66	285	351
1 December	66	285	351
31 December	58	266	324
1 January	58	266	324
31 January	48	278	326
1 February	48	278	326
28 February	48	287	335
1 March	48	287	335
31 March	42	257	299

  
 JOHN B. WINES,  
 1st Lt., Air Corps,  
 Acting Adjutant.

**RESTRICTED**



**RESTRICTED**



13th Squadron Camp Site Pope Field N.C.

**RESTRICTED**



**RESTRICTED**

CHARTERS TOWERS EXPRESS



FARWELL TO FRISCO



**RESTRICTED**





N.E.-S.W. Runway Charters Towers Air Base  
Queensland, Australia



RESTRICTED



1st. Row, (Kneeling), left to right - Sgt. C.L. Patough (Gunner), Sgt. Pilot N.T. McHugh, Pilot Officer A.R. Page, Sgt. H.A. Howes (Gunner), Sgt. J.C. Patton (Gunner), (Standing), left to right - Flight Sgt. L.J. Oats, light SGt. F.H. Dawson, Warrant Officer J.T. Soudy, Sgt. Pilot R.J. Fergie, Sgt. J.H. Siddall (Gunner) Sgt. L.W. Jacobs, (Gunner) Sgt. R.F. Jones, (Gunner).

RESTRICTED



RESTRICTED

THE THIRTEENTH BOMBARDMENT SQUADRON (LIGHT)

Charters Towers Air Base  
Charters Towers, Queensland  
Australia

June 6, 1942



RESTRICTED



RESTRICTED



On June 20, 1942, Lord Gowrie, Governor-General of Australia, visited Charters Towers Air Base. While on the Base, Lord Gowrie inspected 13th Bomb. Sq. Operations. In the picture above, the governor General stands with Lt. Col. J.H. Davies, 3rd Bomb. Group Comander and other members of Hq. and Hq. Sq. in front of Group Operations tent.

RESTRICTED



RESTRICTED

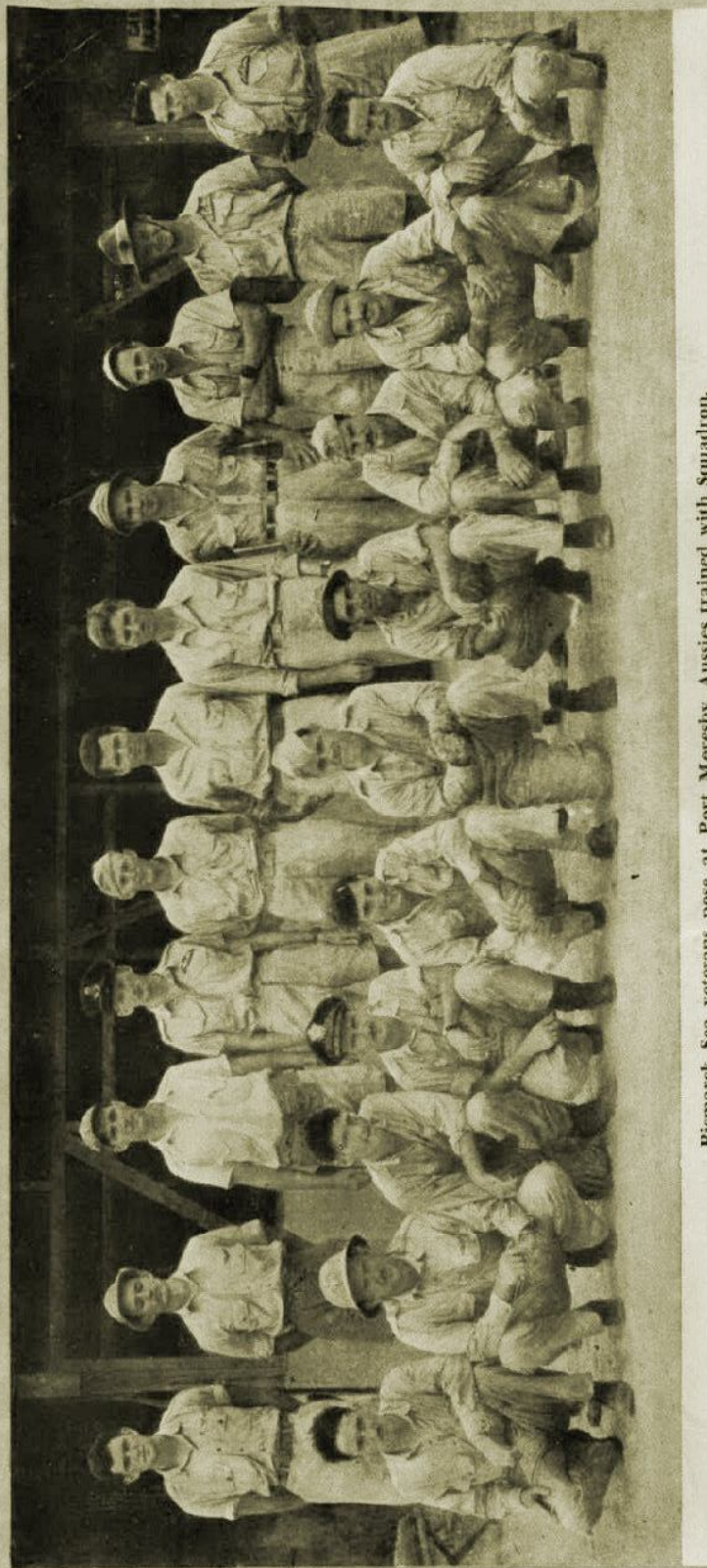


"Grim Reaper" and "Fair Dinkum" destroyed as a result of heaviest Jap raid on the moresby area, April 12th 1943.

RESTRICTED



RESTRICTED



Bismarck Sea veterans pose at Port Moresby. Aussies trained with Squadron.

RESTRICTED  
-102-



RESTRICTED



CREWS OF SEA BATTLE  
BISMARCK

RESTRICTED



REF: RESTRICTED



RESTRICTED





13th Squadron area at Doba-Dura, APO 503





13th Squadron Flying and Ground Officers at Doba-Dura

UNPRINTED



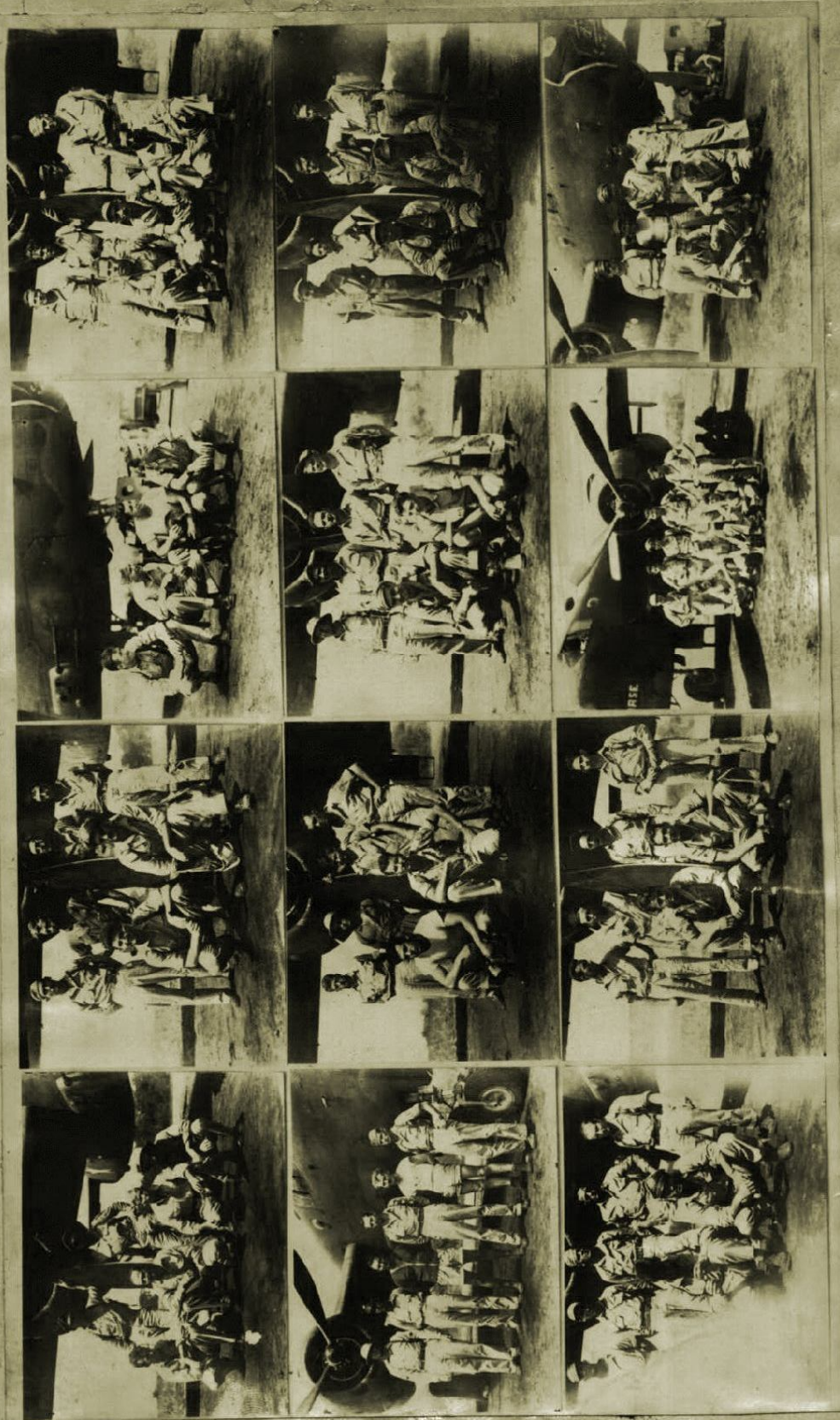


GARY COOPER, PHYLIS BROOKS AND UNA MERKEL-USO SHOW AT DOBA-DURA





RESTRICTED



Crews on Weewak Raid

RESTRICTED





Camp Site of the 13th Squadron at Hollandia, APO 565



**RESTRICTED**

# The Commanders...



Capt. R. L. Walker, Commanding.



... before him Maj. A. E. Baucom ...



... and before him, Capt. T. G. Fitch.

**RESTRICTED**





General Whitehead - Captain R. L. Walker former  
Commanding officer 13th Squadron.



**RESTRICTED**

Intelligence Department

S/Sgt. T.R. Ross, Capt. F.L. Newmyer, Capt. J. Tolar



Capt. George E. Brown (center)  
(known as "DOC" by the 13th Squadron)



Sgt. George Lowe and Capt.  
John M. Wallace 13th Sq. Adj.

**RESTRICTED**



**RESTRICTED**

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

Morning Reports

Forms A.A.F. 127 and 34

3rd Group History File 314.7

Group Operations Files R.A.A.F. Forms A.14

3rd Group Intelligence Files

Squadron History File

Final Mission Report Files, Squadron Intelligence

Narrative Mission Report Files, Squadron Intelligence

Operations Files

Squadron Diary

Squadron Historical File - 314.7

Awards and Decorations Card File



# THE DEVIL'S OWN

13TH BOMBARDMENT  
SQUADRON

