

13 BOMBARDMENT SQUADRON

13 BOMB-13-H1  
1-30 MAY 1944

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CLASSIFICATION CHANGED TO  
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Date \_\_\_\_\_

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

UNIT HISTORY -- MAY 1944

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Prepared at APO 565  
17 August 1944.

PART I

CHRONOLOGICAL NARRATIVE

1. COMBAT

2. ADMINISTRATION

## PART I

### HISTORICAL NARRATIVE

#### By Topics

#### Combat Operations

Twenty-two missions<sup>1</sup> involving 166 sorties and 599.70 combat hours were flown by the 13th Bombardment Squadron during the month of May 1944.<sup>2</sup> Only twenty of these missions were effective. One mission was not completed due to weather. Another, in support of "Morlick's Landing Operation" a ground strike on Biak Island along the south coast west of Bosnek was also of no effect.<sup>3</sup> Although all planes reached the target area, they were advised by "Ointment" the ground control station, that they were not needed and forthwith returned to base with all bombs. The writer recalls that during the intelligence briefing for this mission he specifically directed that bombs were to be returned in the event the flight was not assigned a target by "Ointment". Inasmuch as bombs were critical materiel at the time no secondary target was assigned.

An accurate assessment of the damage caused by our Squadron to the enemy during the month of May is not possible due to the nature of the targets assigned and the character of the terrain involved. Therefore, it should not be assumed that the following accounts portray the total destructiveness of its strikes. As a matter of fact, they contain only that data pertinent to a general understanding of the missions executed and include detail only where it is absolutely essential.

The missions performed are set out chronologically by date and are identified by the numbers of the fragmentary field orders under<sup>4</sup> which they were executed. All the information included has been obtained from

1. Final Mission Report File, Squadron Intelligence Office January '43 - June '44.
2. Appendix (page 15). Aircraft Strength and Flight Statistics.
3. Final Mission Report File, Squadron Intelligence Office, January '43 - June '44.
4. Appendix (page 17). Extract, Fragmentary Field Orders, Hq. 310th Bombardment Wing, Office of the Operations Officer.

carbon copies of Final Mission Reports and Narrative Mission Reports located in Squadron Intelligence Files. An overall picture showing attacks of the 13th Squadron during May is set forth in the appendix at page 36.

3 May, FFO 124C. Twelve A20G aircraft struck Boram airdrome with 66 quarter ton demos. Seventeen of them falling on the already unserviceable runway and 49 being distributed throughout the north and south dispersal areas.

8 May, FFO 129F. Nine A20Gs were to strike targets of opportunity from Wom Point to But airdrome but were prevented from doing so by a solid front encountered seven miles northwest of Gusap.

9 May, FFO 130A. Nine A20Gs attacked targets of opportunity from Cape Terebu to Cape Moem starting several small fires along the coastal road from Boram strip to Wewak point. 49 X 500 lb. demos and 12,300 50 calibre shells were expended.

13 May, FFO 134A. Ten planes took off from Nadzab to attack enemy supplies and personnel along the west shore of Cape Wom. One plane was forced by an oil leak in one engine to turn back and as a consequence only nine planes attacked the target area with 216 23 pound parafrags and 12,400 50 calibre causing two small fires and other unassessed damage.

15 May, FFO 136F. Nine A20Gs took off from Nadzab to destroy an airplane fuel dump and construction equipment in the south dispersal area at Boram Airdrome. Only eight attacked the target, one plane having returned early due to a loose nose plate. Planes hit the target causing two large red flashes and two heavy black smoke fires, then passed over Wewak drome where demos and parafrags were dropped on supplies. Sixteen 500 lb. demolition bombs, 138 23 lb. parafrags, and 14,000 50 calibre were expended.

16 May, FFO 1370. Twelve Bostons led over the target by two RAAF spotters in P40s, attacked a Jap observation post and troop concentration along the New Guinea coast east of the Dandriwab River. Although the observation post was not sighted several groups of Japanese--both in and out of fox holes--were seen and were accurately strafed with an estimated 100 killed. Coordination with the ground control station, "Welcome", was excellent, sightings being radioed to it as the planes swept over the target. Despite the expenditure of 66 500 lb. demos and 21,000 50 calibre very little assessable damage was in evidence as the planes left the target.

17 May, FFO 138I. Nine planes attacked the same target that the 13th hit on 16 May expending 52 500 lb demos and 11,700 50 calibre were used causing negligible observed damage although the bombing was excellent.

19 May, FFO 140C. Twelve A20Gs took off to strike designated targets in the coastal area from Baiken to Suain. One turned back before reaching the target area on account of mechanical trouble. The other eleven dropped bombs on and strafed Karasau Island, where a large fire was started, and on Baiken, Karawop, Bai and Abau Villages and other points destroying native huts and causing other damage. Another large fire was started by strafing Yuo Mission on Yuo Island, four barges were damaged, and four machine guns were silenced. Ordnance expended was 112 100 lb. demos and 17,700 50 cal.

20 May, FFO 141F. Ten aircraft made a coastal sweep from Suain to Sowam striking targets of opportunity. Although 54 500 lb. demos and 18,900 50 calibre were expended damage was unobserved except for small fires at Suain Mission and in supply dump at But strip.

22 May, FFO 143B. Nine planes attacked Timbunke and Tambanum Villages, reported Nip headquarters and supply point on reputed Jap escape route to the west destroying the reported headquarters several other native huts and causing several small fires. Forty-nine 500 lb bombs were dropped and 13,500 50 calibre were expended.

24 May, FFO 145C. Nine aircraft took off but one returned due to mechanical trouble before reaching the target. The eight attacked targets of opportunity from Matapau to Boiken Plantation dropping 45 250 lb. demos and firing 11,500 50 calibre.

27 May, FFOs 148J, 148K, 148N. Three missions were executed on this date. In each case the primary objective was support of "Horlicks Landing Operation" at Riak Island and the secondary, Betof and Podena Villages and targets of opportunity between them. At 1000 five A20Gs followed the air coordinator "Escape", a B25, over the target area and bombed and strafed heavy anti-aircraft positions north of Mokmer drome spending 28 500 lb. bombs and 7800 50 calibre. One plane had returned early due to mechanical trouble.

At 1350 a formation of 5 A20s, and again at 1555 a like formation, struck the secondary target after having been advised by "Ointment" that they were not needed at the primary target. Forty 500 lb. demos and 13,000 50 calibre were used to good effect destroying half to three-fourths of the shacks and huts at Ansoedoe and Podena.

28 May, FFO 149I. Five aircraft which took off to give ground support at Biak were directed by Ointment with out bombing. No ordnance was expended.

FFO 149L. Five planes were directed by "Manner" the ground control station at Sarnd to attack Sarnd Point. Four passes were made, 16 500 lb bombs were dropped and 6500 50 calibre were used but no specific damage was reported.

29 May, FFO 150A, (3 missions). All three missions were executed in connection with the Biak Island ground operation where the enemy was putting up stiff resistance. Three flights of 5 planes, 4 planes and 5 planes attacked the target area at 0800, 1135, and 1450 respectively, attacking enemy tanks, trucks, shacks and personnel areas with negligible observed results. On the way home the last flight bombed and sunk an outrigger off Japen Island. According to the flight leader it would have been passed up as of no importance except that it directed machine gun fire on the formation. Other results of the attack were generally unobserved. Forty-nine 500 lb. bombs were dropped on targets and 20,300 X 50 calibre were expended.

It was during the first of these missions that the only enemy interception experienced by the squadron during May was received by one unidentified (as to type) single seat enemy fighter got on the tail of the last plane over the target and attacked from 1200 yards into 600 yards from 8 o'clock at an altitude of 150 feet. Our gunner fired on him several times, saw him smoke and vibrate and disappear over the trees losing altitude. The destruction of this enemy aircraft has never been confirmed.

30 May, FFOs 151-C-3 and 151-C-5. Two flights, of five planes each, taking off at 0915 and 1300 were to give support to ground operation at Biak. The first flight was prevented by weather from reaching the target and bombed shacks along the north shore of Japen Island. The second met with a solid front and returned directly home. Ordnance used for the day's operation was 10 100lb. para demos and 1700 X 50 cal.

31 May, FFO 152B. Six planes prevented by weather from reaching target at Biak hit the secondary--the coastal area from Seroi to Sendai on the south coast of Japen Island. Sixty 100 lb. demos and 7800 X 50 cal. were spent, the only specific results being a direct hit on a native shack.<sup>5</sup>

5. Figures for bombs expended include only those dropped at targets. As set forth here, ammunition (50 cal.) expenditure is based on pilots estimates.

### General

During the month a total of 826 bombs, constituting 140.24 tons were dropped and 176,087 rounds of 50 calibre ammunition were expended. The total bomb tonnage included .966 tons of 23 lb. parafrag clusters, 10.2 tons of 100 lb. demos, 5.375 tons of 250 lb. demos and 123.25 tons of 500 lb. demos. All the demos used were fused with four to five second delay fuses. <sup>6</sup> These figures included all bombs and ammunition expended at targets, salvoed, jettisoned or otherwise disposed of whether over targets or not.

### Enemy Action Against Squadron.

As has been seen in the foregoing enemy interception was encountered only once, and that being offered by only one plane in a single pass which was not closely pressed. <sup>7</sup>

Only on four occasions during the month did this squadron receive any anti-aircraft fire. All received was machine gun, light and medium which was mostly quite inaccurate. On three of the occasions fire was slight, and only on two was described as inaccurate to accurate. It was sufficiently close in these instances for the bursts to be felt by the occupants of the plane.

No enemy attack was made on the ground installations of the squadron during this period although it was reported that the strip was bombed early in May when our air echelon was still at Nadzab. The unit was at no time engaged in any ground battle.

No enemy aircraft was definitely destroyed by the squadron although a "probable" was entered in the record in connection with the single enemy fighter which attacked our formation on 29 May over Biak. <sup>8</sup>

### Training

Training during May continued to follow the old established pattern. The three new pilots were given training in combat flying, bombing and strafing technique by old pilots of the squadron on simulated missions and the new gunners received specific instruction from old gunners. All were given briefings by the Squadron Commander and by the operations officer from time to time.

6. Appendix (page 24) Monthly Report of Ammunition Expenditures.

7. Final Mission Report, FFO No. 150A, dated 29 May 1944.

8. Final Mission Report File, January '43 to June '44, Report No. 150-A, dated 29 May 1944.



Aircraft Strength

The month was begun with 14 planes consisting of 1 B25D and 13 A20Gs. No planes were lost by transfer or otherwise and the one A20G gained resulted in a total of 15 aircraft at the end of the month. <sup>9</sup>

Maintenance

During the course of May the squadron maintained an extremely high standard of maintenance with a daily average of 88% of its assigned aircraft in combat readiness. <sup>10</sup>

9. Appendix (page 15). Aircraft Strength and Flight Statistics, May 1944.
10. Appendix (page 15). Aircraft Strength and Flight Statistics, May 1944.

## ADMINISTRATIVE NARRATIVE

### By Topics

#### Organization

At the beginning of the month the squadron was very near its authorized strength of 319 men as provided by Table of Organization under which it then operated. No significant change occurred at any time during May in the organization structure. Administratively, the unit functioned very satisfactorily according to both the Squadron Commander and the Adjutant.

The only noticeable departure from established administrative policy was the placing of enlisted ordnance personnel on kitchen police details. With this action, only one select group--the "medics"--escaped this chore.

During the latter part of the month, immediately after the air echelon arrived at Hollandia guards from the squadron personnel were established in the plane parking areas. An adequate guard, having been maintained in the bivouac area from arrival.

No substantial change in the duties of any officer was effected during the month. Lt. Stanley D. Kline, 0675235 was appointed assistant operations officer vice Captain John C. Baldwin, 0730843, <sup>11</sup> who was to the writer's knowledge transferred to the 3rd Bombardment Group where he was designated Assistant Operations Officer. Lt. Charles E. Moorefield, 0795428 was made Squadron "B" Flight Leader vice Capt. Donald W. Dower, 0730882, transferred. <sup>12</sup> Captain Dower is known to

11. Squadron Orders No. 13, Hq. 13th Bombardment Squadron, APO 565, dated 28 May 1944.

12. Squadron Orders No. 13, Hq. 13th Bombardment Squadron, APO 565, dated 28 May 1944.

have returned to the United States.

#### Strength

At the beginning of the period the total strength of the organization was 318, only one under the maximum allowed by the amended Table of Organization discussed in the April Volume of this history. There were 40 officers and 278 men at 0001 on 1 May. Twenty-seven of the officers and 43 of the men being flying personnel.

Three pilots were acquired by assignment while two pilots and the Engineering Officer were lost to the squadron through transfer.

The Intelligence office lost its superior clerk, Sgt. Holland L. Guillet, 11011621, through transfer to Officer's Candidate School. Sgt. Guillet had been in intelligence longer than any one else, commissioned or enlisted. The intelligence department acquired one additional officer, 1st Lt. John N. Tolar 0912180 on 20 May, while still at Nadzab. Due to the fact that the ground echelon was almost wholly at Hollandia and inasmuch as the orders transferring him from V Bomber Command did not come through until much later. In any event it is within the knowledge of the historian that he, in the absence (due to sickness) of Captain Newmeyer, the regular Intelligence Officer, briefed and interrogated the crews and otherwise handled the intelligence function during the last ten days of May.

By the end of the period total strength stood at 308 officers and men, consisting of 28 flying officers, 12 ground officers and 42 flying and 226 ground crew enlisted personnel. Losses in enlisted personnel were occasioned generally by routine transfer. In one case, however, that of S/Sgt. Elmer B. Chura, A.C., 13100766, who was an enlisted navigator, the situation was different. He was discharged to accept a warrant as a Flight Officer and was then transferred to V Bomber Command. <sup>13</sup>

#### Promotions and Reductions

The Commanding Officer, Captain Alfred E. Baucom, 0789648, was promoted to Major, A.U.S., per Special Orders No. 129, Headquarters, Fifth Air Force, APO 925 dated 8 May 1944. <sup>14</sup>

13. Appendix (page 25), Monthly Report of Personnel, May 1944.

14. Personnel--201 Files, Hq. 13th Bombardment Squadron and Memo re Promotions and Reductions during May 1944. Appendix (page 27).

S/Sgt. Laverne E. Norwood, 14014401, was reduced to the grade of Private per Special Orders No. 56, Headquarters, 3rd Bombardment Group, dated 5 May 1944.<sup>15</sup> Conversations with Officers and Enlisted personnel in position to know indicate that this came about because Norwood, being dissatisfied with his situation, of the opinion--apparently well founded in fact--that he was capable of performing more responsible duties, and desiring such employment, wrote a letter outside channels to V Bomber Command so expressing himself.

#### Awards

The month of May was a light one so far as awards are involved. Only three Oak Leaf Clusters to the Air Medal were awarded.<sup>16</sup> Two of them were awarded in connection with combat time accumulated in operational flight while the other was for deed. 1st Lt. Craigie J. Krayenbuhl, 0798309, sunk a 1500 ton Japanese freighter by skip-bombing it approximately six miles off Tadji on 13 February 1944.<sup>17</sup>

Although few awards were made during the month, Major General Ennis C. Whitehead, Commanding General, Advanced Echelon, Fifth Air Force, on 1 May in a ceremony held for the 3rd Bombardment Group at Nadzab, that day, presented decorations to six officers and 17 enlisted men of the Squadron. Files of the Intelligence Office indicate that presentations were made on that day as follow:

Captain Alfred E. Baucom, O-789648 OLC (DFC)  
Captain John Hamilton, O-434266, Legion of Merit  
Captain Richard L. Walker, O-664278, AM & OLC (AM)  
1st Lt. William H. Shaw, O-798049, AM & OLC (AM); DFC  
1st Lt. Clifford P. Taylor, O-798049, AM & OLC (AM)  
1st Lt. Robert J. Tyrell, O-796642, AM  
T/Sgt. Acy B. Duhon, 14014767, Soldier's Medal  
T/Sgt. Edward G. Haynes, 6972134, AM  
T/Sgt. Benhart H. Kero, 19019840, Legion of Merit.  
T/Sgt. Vernon J. Main, 6968464, AM  
T/Sgt. Edgar L. Parish, 18116504, AM  
T/Sgt. Charles F. Ruth, 6935910, AM  
T/Sgt. Norman H. Salles, 7000476, AM  
T/Sgt. James G. Westbrook, 14041539, AM  
T/Sgt. Willis J. Williams, 6971557, AM  
S/Sgt. James E. Atkinson, 15116924, AM

15. Appendix (page 27), Memorandum Relative to Promotions and Reductions during May 1944.
16. Appendix (page 28), "Awards during Month of May 1944.
17. "General Order File, 1944", Squadron Intelligence Files, G.O. No. 295 Hq. Fifth Air Force, dated 13 May 1944.

S/Sgt. William R. Coleman, 14129247, AM  
S/Sgt. Irwin W. Dufour, 16063943, AM  
S/Sgt. Edward D. Kasper, 19143430, AM  
S/Sgt. Louis Kaufman, 32408834, Soldier's Medal  
S/Sgt. John M. Kiriya, 13046553, AM  
S/Sgt. Manuel W. Nevares, 19106139, AM  
S/Sgt. Raymond J. Ripkowski, 18117444, AM

Two other men of the squadron were eligible to participate in the presentation as follow:

T/Sgt. Albert C. Corbello, 7002755, Soldier's Medal.  
S/Sgt. Edward O. Edwards, 33270424, Purple Heart.

Due to circumstances as yet undetermined they were not presented with the decoration to which they were entitled.<sup>18</sup>

A photograph showing T/Sgt. Haynes receiving his award from the General is to be found in the appendix at page 37.

#### Leaves and Furloughs

Orders granting leaves to be enjoyed for seven days in the brisk fall weather of Sydney, NSW, were issued to three officers and five enlisted men. Details as to order numbers dates and the like are to be found in a memorandum on the subject in the appendix at page 29.

18. Outgoing Correspondence File, Squadron Intelligence, letter to Commanding Officer, 13th Squadron dated 30 April 1944, Subject, "Personnel Eligible for Awards".

PART II

PERSONAL & LOCAL INTEREST

## LOCAL INTEREST

### The Move

On the 9th of the month the squadron started its move to Hollandia from Nadzab, where it had been located since February. The ground echelon, except for a small number of administrative and maintenance personnel left by truck for Lae where personnel with nearly all the squadron supplies and equipment boarded two LSTs (Nos. 168 and 462) and embarked for Hollandia, Dutch, New Guinea.

The Squadron beached at Humbolt Bay at 1000 on 12 May. It bivouaced on Pie Beach for two days and on 14 May set up a temporary camp adjacent to Hollandia Air Strip. The permanent camp area was not completely established until 26 May when living quarters, area administrative, supply, and messing facilities were finished in an area approximately two miles E.N.E. of the Squadron revetment area at Hollandia strip.

The prime set back of the Squadron on this move was the loss of 250 fifty gallon drums of gasoline intended for use in motor vehicles. Nearly all of the lumber and galvanized iron roofing which were to have been used in building storage sheds, mess hall, and the dispensary were also lost. These losses occurred as a result of the hasty departure of the LST which left at 2200 with all the gasoline, all but 3500 feet of the lumber and all of the galvanized iron. Squadron details had removed all else--working through several alerts during the day. One alert began at 2100. The LST then raised anchor and departed with unloaded materials still on board although all might have been unloaded by 0300 the following morning.

Unloading was complicated due to the fact that the LST had to unload into an area only 75' X 150' with jungle on one side, water on another and other freight piled on the other two sides. Materiel had been loaded at Lae in the most practical manner with heavy items going on first. Thus despite the critical nature of the gasoline it

was not possible to unload it and as a result the squadron was forced to endure a shortage for sometime after arrival at Hollandia.

The first two trucks of the Squadron to make the trip from Pie Beach to Hollandia were enroute nearly 36 hours. The roadway left by the Japanese was a winding narrow trail through mud holes and around and over many hills and full of sharp turns. It definitely was not ready for vehicular traffic--American style. <sup>19</sup>

It is the belief of those who planned and executed the move that it could much more profitably have been handled by air, particularly since there would in all probability have been less damage to and loss of equipment. <sup>20</sup>

As an indication of the speed of departure of the last LST being unloaded, it is well to note that four of our men went with it. The ship (No. 462) had already endured several red alerts during the unloading but had remained indolently at anchor throughout all of them. Apparently, one more, that which was sounded just before 2200 was too much. Anchor was weighed and the boat was under way before four of the men who were busy unloading supplies could get off it. They were carried on th morning report as on temporary duty on the LST until 20 May on which date they disembarked at Finschaven and returned to the Squadron. <sup>21</sup>

An unofficial but authentic photograph which depicts the miserable mess on Pie Beach is to be found in the appendix at Page 38.

#### Morale

The morale of both officers and enlisted men in the Squadron underwent a very noticeable lift during May. This condition was particularly noted by the Squadron Commanding Officer and mentioned to the Acting Intelligence Officer. The improvement in morale can be definitely attributed to the change of bases from Nadzab to Hollandia and the fact that the 3rd Bombardment Group (L) was the first Unit in Fifth Bomber Command to move to the newly captured advanced base in Dutch New Guinea. The 500 mile "leapfrog", by-passing Wewak, has given every man a tremendous boost and a feeling that we are finally getting underway. The Biak Island Invasion has further strength-

19. Historical Files, 13th Squadron Intelligence Office, Memorandum of Interview with T/Sgt Joseph A. Masiero, dated 28 July 1944. Also, appendix at page. 30.

20. Appendix (page 32), Memorandum of Interview with Lt. Ragan S. William, Adjutant, dated 11 August 1944.

21. Morning Report, 13th Sq., May 1944, Morning Report Files Sq. Hqs.



ened this feeling of optimism. The assortment of new targets in Western New Guinea has increased interest in current operations by the Squadron. It is believed that the appearance of over 300 wrecked Jap planes on the newly won airdromes stimulated all with its concrete evidence. 22

Despite this lift the comment and speculation concerning the rotation plan persisted and in a very short time all were aware that Dutch New Guinea was still New Guinea, nothing more, nothing less. The methodical, plodding attitude was still apparent in many and all who worked there quite ineffectively cursed the billowing clouds of dust on the line.

#### Mess

A definite effort was made by the Squadron prior to its departure from Nadzab to provide the men with an adequate mess. A portable kitchen was constructed by way of placing three field stoves on a truck and the men were fed on the beaches at Lae and Hollandia and for three days at the Hollandia strip with it. Before the move a 30 day isolation ration was issued the squadron so that it might not have to rely on the most probably meagre stores of the newly set up Quartermaster at Hollandia.

Alas, these well made plans went awry, however, as the isolation ration was taken by the Quartermaster on orders of the Beachmaster about the time it hit Pie Beach.

The result of this maneuver was simply a sorry swap for the Squadron as in the long run it had to obtain from the Quartermaster considerably more rations by volume than it turned over to him. But the Squadron was repaid--although that is not the best term for it--in time in quantities of bully-beef, C Rations, canned beet tops and canned carrots. Now any of these things were acceptable to the palates of the men to any degree, within reason, but they became pretty tiresome as a steady diet, particularly when there was a shortage of flour and coffee. 23

The practice of supplementing the regular issue ration with purchases of food from monies in the Squadron Fund persisted during May.

22. Monthly Intelligence Summary, May 1944, 13th Squadron Intelligence Files.
23. Appendix (page 34). Memorandum of Interview with Sgt. George H. Blais, Mess Sergeant, dated 13 August 1944.

Although, no "Fat Cats" brought food up to Hollandia from the South, the Squadron spent 76 Pounds 10 shillings (Australian) for this purpose during the time it was at Nadzab.<sup>24</sup>

As a final comment, the men spent a lot of time talking about the mail they weren't getting and the Japanese cigarettes that some of them were **smoking**.

24. Appendix (page 33). Memorandum of Interview with Lt. Ragan S. Williams, Adjutant, dated 11 August 1944.

PART III

APPENDIX

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

APO 565,  
14 August 1944.

SUBJECT: Monthly Report of Air-craft Strength and Flight Statistics,  
May 1944.

TO : Historical Officer, 13th Bombardment Squadron, 3rd Bombardment  
Group, APO 565.

1. Below is the report of Aircraft Strength of the 13th Bombardment Squadron for the month of May 1944.

a. Strength, Aircraft, 1 May 1944, 14

1 B25D-1  
7 A20G-20  
2 A20G-25  
4 A20G-30

b. Strength, Aircraft, 31 May 1944, 15

1 B25D-1  
7 A20G-20  
2 A20G-25  
4 A20G-30  
1 A20G-35

c. Gains during May.

1 A20G-35 #43-9838, asgd fr 49th Service Squadron.

d. Losses during May.

Nil.

2. Percentage of assigned aircraft in combat readiness during month 88 (Total of planes in commission day by day for the month over total of planes assigned day by day for the month).

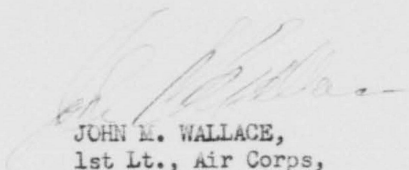
3. Hours flown during month.

a. Total hours, all planes, 775.3.

b. Total combat hours, all planes, 599.7.

4. Total Sorties Flown during month, 166 .

5. Sources: Pars. 1 and 2, Daily Aircraft Status Report (Form FAF 110); Pars. 3 and 4, Weekly Status and Operations Report. (AAF Form 34).



JOHN M. WALLACE,  
1st Lt., Air Corps,  
Statistical Officer.

E X T R A C T

HEADQUARTERS 310TH BOMBARDMENT WING (M)  
Office of the Operations Officer A-3  
APO 565

FRAGMENTARY FIELD ORDER NUMBER 124, 3 May 1944.

The 3rd Bomb Group will:

1. Mission No. 124-D. Four squadrons A-20s strike at Wewak and Boram areas. Target: Wewak and Boram A/D areas. Secondary: Nil. Route out, base to Leron River to target. Route back, direct. Rendezvous nil. Bomb load: 500 lb. 8-11 sec delay. Bombing altitude, min. Alert, 0700/K; take off, 0745/K. Fighter cover: two squadrons P-47s C/S Lepar, Beaver.

FRAGMENTARY FIELD ORDER NUMBER 125, 4 May 1944.

The 3rd Bomb Group will:

1. Release four (4) squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 126, 5 May 1944.

The 3rd Bomb Group will:

1. Two A20s conduct supply dropping and photo mission Northwest of Annenberg. Take off, 0830/K; T.O.T. 0920/K - 0950/K. C/S Mustang Special.
2. Conduct strike against Wewak Area with two (2) squadrons A20s.
3. Release two (2) squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 127, 6 May 1944.

The 3rd Bomb Group will:

1. Conduct supply dropping and photo mission Northwest of Annenberg with two A20s. Take off, 0830/K; T.O.T. 0920/K - 0950/K. C/S Mustang Special.
2. Release four (4) squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 128, 7 May 1944.

The 3rd Bomb Group will:

1. Release four (4) squadrons A20s for maintenance and training.

Extracts, Fragmentary Field Orders, Continued.

FRAGMENTARY FIELD ORDER NUMBER 129, 8 May 1944.

The 3rd Bomb Group will:

1. Conduct strike against Newak Area with four (4) squadrons A20s. Mission no. 129-F. Secondary, nil. Route out: base to target; route back, direct. Nil rendezvous. Bomb load, max. 500 lb. 8-11 second delay. Bombing altitude, min. Alert, 0635/K; take off, 0720/K. Nil fighter cover.

FRAGMENTARY FIELD ORDER NUMBER 130, 9 May 1944.

The 3rd Bomb Group will:

1. Conduct strike against Bridges and bivouac areas from Cape Terrabu to Borman Airrome with four (4) squadrons A20s C/S Mustang 1-4. Bomb Load: 50 lb. 8-11 sec delay. Direct route out and back. Secondary nil, rendezvous nil. Alert, 0620/K; take off, 0720/K. Fighter cover, nil.

FRAGMENTARY FIELD ORDER NUMBER 131, 10 May 1944.

The 3rd Bomb Group will:

1. Mission No. 131-M. Two (2) A20s conduct search and supply dropping mission to Annenberg. Take off, 0830/K. C/S Mustang Special.
2. Release four (4) squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 132, 11 May 1944.

The 3rd Bomb Group will:

1. Release four (4) squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 134, 13 May 1944.

The 3rd Bomb Group will:

1. Mission No. 134-A. Conduct strike against Newak Area with four (4) squadrons A20s. C/S Mustang 1-4. Target: Personnel and supplies, shore line West side Newak Point. Two squadrons, shore and coastal road West of Wom Point. Secondary: Hansa Bay 7d, 9D, 10D, 11D. Route out and back, direct. Rendezvous, nil. Bomb Load: parafrags. Bombing altitude, min. Alert, 0630/K; take off, 0900/K. Fighter cover, nil.

FRAGMENTARY FIELD ORDER NUMBER 135, 14 May 1944.

The 3rd Bomb Group will:

1. Release four (4) squadrons A20s for maintenance and training.

Extracts, Fragmentary Field Orders, Continued.

FRAGMENTARY FIELD ORDER NUMBER 136, 15 May 1944.

The 3rd Bomb Group will:

1. Mission No. 136-F. Conduct strike against Boram Runway with three (3) squadrons A20s C/S Mustang 1-3. Secondary: Hansa Bay 7-8-10-11B. T.O.T. 0940/K - 0950/K. Bomb load: Max. frag bombs in bomb bay, one 500 lb. on each wing. Bombing altitude, min. Alert, 0725/K; take off, 0810/K. Fighter cover, nil.
2. Mission No. 136-R. One A20 proceed to vicinity of Annenberg and drop supplies to forced landed 3rd Group crew. Take off, 1000/k. C/S Parking.
3. Release one squadron A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 137, 16 May 1944.

The 3rd Bomb Group will:

1. Mission No. 137-C. Two squadrons A20s bomb and strafe shore-line and half mile inland, two miles East of Dandrywad River. One strafe pass at CP on hilltop South of Marubian. Secondary, nil. Route out and back, direct. Rendezvous, nil. Bomb load: 500 lb. 8-11 sec delay. Bombing altitude, min. Alert, 0815/K; take off, 0900/K. Fighter cover, nil. C/S Mustang 1 and 2.
2. Release two squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 138, 17 May 1944.

The 3rd Bomb Group will:

1. Mission No. 138-C. Two squadrons A20s conduct strike on Boram Drome area. Secondary, nil. Route out and back, direct. Rendezvous, nil. Bomb Load: 500 lb. 8-11 sec delay. Bombing altitude, min. Alert, 0830/K; take off, 0900/K. Fighter cover nil. C/S Mustang 1 and 2.
2. Mission No. 138-R. Two squadrons A20s conduct strike in Tadjji area. Secondary target, Oboe. Target: Badiang-Marubian to point one and  $\frac{1}{2}$  miles inland. Route out and back, direct. Rendezvous, nil. Bomb load: 500 lb. 8-11 sec delay. Bombing altitude, min. Alert, 0830/K; take off, 0900/k. Fighter cover, nil. C/S Mustang 1 and 2.
3. Mission No. (138-C). Correction: Alert, 0700/K; take off 0730/K.



Extracts, Fragmentary Field Orders, Continued.

FRAGMENTARY FIELD ORDER NUMBER 139, 18 May 1944.

The 3rd Bomb Group will:

1. Mission No. 139-M. One A20 conduct courier mission to Hollandia as per orders of Gp. CO. Take off, 0900/K. Contact fighter sectors when within 25 miles of Hollandia, giving position, callword and ETA.
2. Maintain one squadron A20s "Released to the operational control of the CO, 310th Bomb Wing".
3. Release three (3) squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 140, 19 May 1944.

The 3rd Bomb Group will:

1. Mission No. 140-C. Two squadrons A20s will strike troop concentrations, But Area from Suain to Boiken Plantation. Secondary, nil. Route out and back, direct. Rendezvous, nil. Bomb load: Max. para demos, 4-5 sec delay, wing bombs 100 lb. 8-11 sec delay. Bombing altitude, min. West to East. Alert, 0715/K; take off, 0600/K. Fighter cover, nil. C/S Mustang 1 and 2.
2. Release two (2) squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 141, 20 May 1944.

The 3rd Bomb Group will:

1. Maintain one squadron A20s "Released to the operational control of the CO, 310th Bomb Wing".
2. Release one squadron A20s for maintenance and training.
3. Mission No. 141-F. Conduct strike on Dagua-But personnel concentrations with two (2) squadrons A20s C/S Mustang 1 and 2. Secondary, nil. Route out and back, direct. Rendezvous nil. Bomb load: 500 lb. 8-11 sec delay. Bombing altitude, min. Alert, 0605/K; take off, 0650/K. Fighter cover, nil.

FRAGMENTARY FIELD ORDER NUMBER 142, 21 May 1944.

The 3rd Bomb Group will:

1. Maintain one squadron A20s "Released to the operational control of the CO, 310th Bomb Wing".
2. Release one (1) squadron A20s for maintenance and training.
3. Mission No. 142-D. Conduct strike against personnel area at But and Dagua with two squadrons A20s C/S Mustang 1 and 2. Secondary, nil. Route out and back, direct. Rendezvous, nil. Bomb load: 500 lb. 8-11 sec delay. Bombing altitude as directed by GP CO. Alert, 0620/K; take off, 0650/K. Fighter cover, nil.

Extracts, Fragmentary Field Orders, continued.

FRAGMENTARY FIELD ORDER NUMBER 143, 22 May 1944.

The 3rd Bomb Group will:

1. Maintain one squadron A20s "Released to the operational control of the CO, 310th Bomb Wing".
2. Release one (1) squadron A20s for maintenance and training.
3. Mission No. 143-F. Strike Timbunke and Tambunam with two squadrons A20s C/S Mustang 1 and 2. Secondary, nil. Route out and back, direct. Rendezvous, nil. Bomb load: 500 lb. 8-11 sec delay. Bombing altitude, min. Alert, 0650/K; take off, 0750/K. Fighter cover, nil.
4. Mission No. 143Q. One A20 conduct supply dropping mission to Annenberg. Take off, 1145/K. C/S Mustang Special.

FRAGMENTARY FIELD ORDER NUMBER 144, 23 May 1944.

The 3rd Bomb Group will:

1. Maintain one squadron A20s "Released to the operational control of the CO, 310th Bomb Wing".
2. Release one squadron A20s for maintenance and training.
3. Mission No. 144-C. Strike But and Dagua with two squadrons A20s C/S Mustang 1 and 2. Secondary, nil. Route out and back, direct. Rendezvous, nil. Bomb load: 300 lb. 8-11 delay. Bombing altitude, min. Alert, 0615/K; take off, 0700/K. Fighter cover, nil.

FRAGMENTARY FIELD ORDER NUMBER 145, 24 May 1944.

The 3rd Bomb Group will:

1. Mission No. 145-A. Strike Kamiri Drome with one squadron A20s C/S Mustang. Secondary: Foemoe Plantation area, ASP 1 Coordinates q075-T575. T555-Q055. (Check in with ground support station "Manner"). Strafing only with bomb load returned. No strafing or bombing East of Woske River. Fighter cover: one squadron P-38s C/S Captive. Take off and rendezvous with Captive over field at 0630/K. Bomb load: 40 parafrags, 5 X 100 lb. parademos.
2. Release three squadrons A20s for maintenance and training.

FRAGMENTARY FIELD ORDER NUMBER 147, 26 May 1944.

The 3rd Bomb Group will:

1. Maintain two (2) squadrons A20s "Released to the operational control of the CO, 310th Bomb Wing".

1 Extracts, Fragmentary Field Orders, continued.

2. Conduct strike against But-Dagua area with two squadrons A20s C/S Mustang 1 and 2. Mission No. 147-E. Bomb load: 6 X 500 lb. 8-11 sec delay. T.O.T. 1110/K - 1140/K. Preceded over target by 345th BG C/S Bacon 1-3.

FRAGMENTARY FIELD ORDER NUMBER 148, 27 May 1944.

The 3rd Bomb Group will:

1. Mission Nos. 148-F, J, N. One squadron A20s C/S Mustang provide air support of Horlicks Landing Operations. Bomb load: 500 lb. 8-11 sec delay.
2. Mission Nos. 148-H, D, L. One squadron A20s C/S Mustang provide air support at Bosnek Village, Biak. Secondary: Shore line from Betaf Village to Podena Village. Bomb load: 500 lb. 8-11 sec delay.

FRAGMENTARY FIELD ORDER NUMBER 149, 28 May 1944.

The 3rd Bomb Group will:

1. Mission No. 149-D. Four squadrons A20s provide air support over Horlick Area with six ship flights over target at 45 minute intervals from 0800/K - 1613/K. Same schedule as Z Day. C/S Midriff. Support A/C controller afloat G/S Saucepan; support A/C controller ashore C/S Ointment; Air Coordinator C/S Escape. Secondary: Betaf to Podena Village. Strafing and bombing on mainland only.

FRAGMENTARY FIELD ORDER NUMBER 150, 29 May 1944.

The 3rd Bomb Group will:

1. Mission No. 150-A. Four (4) squadrons A20s will provide support over Biak Area with six ship flights over target at 45 minute intervals from 0800/K - 1615/K. Secondary: South side of Japen Island, from Seroei to Sendai hitting targets in following priority: 1. Barges, 2. Jettys, 3. Hivouac Areas. Bomb load: 4 X 500 lb. 8-11 sec delay. C/S Mustang, 1-8. Controller ashore C/S Ointment.

FRAGMENTARY FIELD ORDER NUMBER 151, 30 May 1944.

The 3rd bomb Group will:

1. Mission No. 151-C. Provide three squadrons A-20s air support

Extracts, Fragmentary Field Orders, continued.

over Biak area with six ship flights beginning at 0800/K with 1½ hour intervals between flights running until 1615/K. C/S Mustang 1-6. Controller ashore C/S Ointement. F/D "Scholar". Fighter cover in area: 0730/K - 0915/K 348th GP; 0915/K - 1015/K Frolic; 1015/K - 1115/K Smitty; 1115/K - 1215/K Pinky; 1115/K - 1315/K Clover; 1215/K - 1315/K Raccoon; 1315/K - 1515/K Hades and Possum; 1515/K - 1700/K 348thGP. On direct support missions, pilots will approach and withdraw over land in order to stay clear of ack-ack. Bomb load: 10 X 100 lb. parademos.

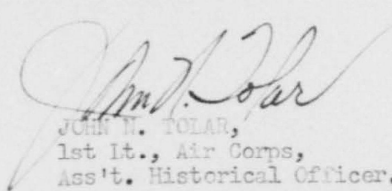
2. Maintain one squadron A20s on Ground Alert.

FRAGMENTARY FIELD ORDER NUMBER 152, 31 May 1944.

The 3rd Attack Group will:

1. Mission No. 152-B. Provide two squadrons A20s for air support over Biak area; one flight of six ships to arrive over target every two hours. T.O.T. 0800/K - 1000/K - 1400/K. Secondary: South shore of Japen Island striking Barges, Jettys, stores and personnel areas in priority. Bomb load: 4 X 100 lb. parademos 8-11 sec delay. C/S Mustang 1-6. Ground Coordinator C/S Ointement.
2. Mission No. 152-F. One squadron A20s C/S Grumpy conduct low level attack on Ransiki Airdrome. Primary objective, grounded planes. Take off, 0730/K. Fighter cover: one squadron P-38s C/S Possum. Rendezvous over field at 3000 ft. Secondary: Targets of opportunity South shore Japen Island. Bomb load: 4 X 100 lb. 8-11 sec delay parademos.

The foregoing is a true extract from all Fragmentary Field Orders on file in Intelligence Office, Headquarters 3rd Bombardment Group, APO 565, on 30 July 1944.

  
JOHN W. TOLAR,  
1st Lt., Air Corps,  
Ass't. Historical Officer.

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

APO 565,  
14 August 1944.

SUBJECT: Monthly Report of Ammunition Expenditure, May 1944.

TO : Historical Officer, 13th Bombardment Squadron, 3rd Bombardment  
Group, APO 565.

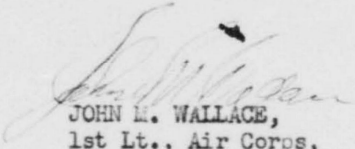
1. Ammunition expenditures by this squadron for the month of May  
1944, are reported as follows:

50 calibre expended.....176,067 rounds  
Bombs Dropped, number.....826  
Bombs Dropped, tons.....140.24

Number and Type

84 X 23 lb para-frag clusters --- .966 tons  
204 X 100 lb. 4-5 second delay demos--- 10.2 tons  
43 X 250 lb. " " " " --- 5.375 tons  
495 X 500 lb. " " " " ---123.75 tons

2. Above information obtained from AAF Form 34, for May 1944,  
which are on file in 13th Squadron Statistical Office.

  
JOHN M. WALLACE,  
1st Lt., Air Corps,  
Statistical Officer.

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

APO 565,  
30 July 1944.

SUBJECT: Monthly Report of Personnel, May 1944.

TO : Historical Officer, 13th Bombardment Squadron, 3rd Bombardment Group, APO 565.

1. Set forth below is Personnel Report for Month of May 1944.

(a) Strength 1 May	Flying	Ground	Total
Officers	27	13	40
Enlisted Men	<u>43</u>	<u>235</u>	<u>278</u>
Total	70	248	318

(b) Strength 31 May			
Officers	28	12	40
Enlisted Men	<u>42</u>	<u>226</u>	<u>268</u>
Total	70	238	308

(c) The following were assigned to organization during month:

1st Lt. RIORDAN, WALTER A., AC,	0795478	Pilot
2nd Lt. NASLUND, HOWARD L., AC,	0750438	Pilot
2nd Lt. EWING, WILLIAM M., AC,	0745450	Pilot
S/Sgt. TIBBELL, CHARLES R., AC,	15338101	Arm-Gun.
S/Sgt. MOREHEAD, CHARLES M., AC,	13094584	Eng-Gun.
S/Sgt. SILVIA, CHARLES, AC,	20155527	Arm-Gun.
S/Sgt. ALBIN, HOWARD E., AC,	17090300	Eng-Gun.
T/5 MOORE, HUGH R., ORD,	14065956	Mun-Wkr.
Pfc. WROTEN, THOMAS C., AC,	33522567	AF-Mech.
Pfc. WRIGHT, ARNOLD L., AC,	33697966	AF-Mech.
Pvt. COHEN, HENRY, AC,	32979360	Auto-Mech.

(d) The following were transferred out during month:

Capt. HAMILTON, JOHN, AC,	0434226	Engr. Off.
Capt. BALDWIN, JOHN C., AC,	0730843	Pilot
Capt. DUNER, DONALD W., AC,	0730882	Pilot


Monthly Report of Personnel (Cont'd)

M/Sgt. CONNER, ELMOR W., AC,	6814687	AP Maint Chf.
M/Sgt. DUMMIE, ALFRED H., AC,	6761929	Flt Chief
L/Sgt. MOORE, CYRIAL A., AC,	6920859	Flt Chief
T/Sgt. DICKOVER, WILLIAM H., AC,	7001249	Tech. Sup. Chf.
T/Sgt. POWELL, OSCIE C., AC,	6374663	Armorer
S/Sgt. HARVEY, ELTON L., AC,	14011940	Welder
S/Sgt. MORRIS, RICHARD J., AC,	7001125	Armorer
S/Sgt. MOON, GEORGE F., AC,	6970856	AP-Mech.
S/Sgt. STETSON, ROBERT M., AC,	11016714	Supply Sgt.
S/Sgt. STEWART, ROBERT M., AC,	37261149	Arm.-Gun.
Sgt. BIANCHINI, GUIDO J., AC,	36641377	Eng-Gun.
Sgt. BLISS, KENNETH J., AC,	39204950	Arm-Gun.
Sgt. CARLSON, RAYMOND G., AC,	36451751	Eng-Gun.
Sgt. GAMMILL, WILLIAM T., AC,	35267772	Arm-Gun.
Sgt. GUILLET, ROLLAND L., AC,	11011621	Intel Clerk
Sgt. WELCH, NEEDON C., AC,	7002682	Armorer
Cpl. FAGERSTROM, RUNO E., AC,	36500394	Painter
Cpl. YOUNG, LUTHER B., AC,	14058395	Cook

(e) Otherwise lost during month:

S/Sgt. CHURA, ELMER B., AC, 13100766, navigator, received honorable discharge to accept F/O, and transferred to V Bomber Command.

2. Source of above - Squadron Morning Report for May 1944.

  
 JOHN M. WALLACE,  
 1st Lt., Air Corps,  
 Statistical Officer.

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

APO 565,  
31 July 1944.

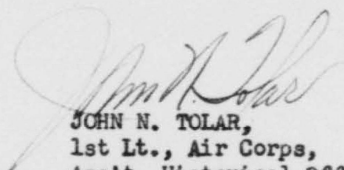
MEMORANDUM RELATIVE TO PROMOTIONS AND REDUCTIONS DURING MAY 1944.

Examination of the records indicated discloses that the following promotions and reductions of 13th Squadron personnel were effected during May 1944.

S.O. No. 56, Hq., 3rd Bomb Gp., APO 565, dated 5 May 1944.  
Par. 3 -- S Sgt. LAVERN E. NORWOOD, 14014401, 13th Bomb Sq.,  
is reduced to gr of Private (for cause).

S. O. No. 129, Hq., Fifth Air Force, APO 925, dated 8 May 1944.  
Par. 22 -- The following named officers, 13th Bomb Sq., 3rd  
Bomb Gp., are promoted to rank indicated, AUS. Captain ALFRED E.  
BAUCOM, 0789648: to be Major.

All the above records are located in Headquarters Files, 13th  
Bombardment Squadron, 3rd Bombardment Group, APO 565, as of this  
date.

  
JOHN N. TOLAR,  
1st Lt., Air Corps,  
Ass't. Historical Officer.



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

RSW/trr

APC 565,  
1 June 1944.

SUBJECT: Awards during Month of May 1944.

TO : 13th Squadron Historical Officer.

1. During the month of May 1944, General Orders for the following awards for personnel in this organization were received at this office. All General Orders for the awards listed below were issued by General Headquarters, Fifth Air Force.

1st Lt. JAMES L. SCARLOTT, 0738478, GO #276, 5 May, OLC to (AM).  
S/Sgt. JOHN M. KINIRY, 13056553, GO #295, 13 May, OLC to (AM).  
1st Lt. CRAIGIE J. KRAYENBUHL, 0798309, GO #295, 13 May, OLC to (AM).

*Ragan S. Williams*  
RAGAN S. WILLIAMS,  
1st Lt., Air Corps,  
Adjutant.

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

APO 565,  
31 July 1944.

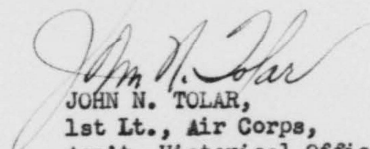
MEMORANDUM RELATIVE TO FURLOUGHS AND LEAVES DURING MAY 1944.

Examination of the records indicated discloses that the following furloughs and leaves were authorized during May to personnel of this unit.

S.O. No. 55, Hq., 3rd Bomb Gp., APO 713-1, dated 3 May 1944.  
Par. 1 -- 1st Lt. EMMET L. SPENCE III, 0798368, 7 days leave, APO 927, Sydney, NSW, eff o/a 5 May.  
Par. 2 -- S Sgt. IRWIN W. DUFOUR, 16063943, S Sgt. MANUEL W. NEVARES, 19106139, 7 days furlough, APO 927, Sydney, NSW, eff o/a 5 May.

S.O. No. 60, Hq., 3rd Bomb Gp., APO 565, dated 28 May 1944.  
Par. 11 -- 2nd Lt. RAYMOND A. RITTER, 0806342, 2nd Lt. JACKSON B. ROSS, 0805864, 7 days leave, APO 927, Sydney, NSW, eff o/a 1 June.  
Par. 12 -- T Sgt. CHARLES F. RUTH, 6935910, Sgt. STANLEY D. EMMICK, 37472980, S Sgt. VIRGIL H. MARTIN, 38210007, 7 days furlough, APO 927, Sydney, NSW, eff o/a 1 June.

All the above records are located in Headquarters Files, 13th Bombardment Squadron, 3rd Bombardment Group, APO 565, as of this date.

  
JOHN N. TOLAR,  
1st Lt., Air Corps,  
Ass't. Historical Officer.

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

APO 565,  
28 July 1944.

MEMORANDUM OF INTERVIEW WITH T SGT. JOSEPH A. MASIERO,  
11010516, SERGEANT MAJOR, 13TH BOMBARDMENT SQUADRON (L).

On the above date the undersigned interviewed T Sgt. Joseph A. Masiero in the 13th Squadron Orderly Room. He stated that he was Sergeant Major of the 13th Bombardment Squadron (L), had joined the 13th at Savannah, Georgia, in January 1941 and had remained in the Squadron ever since except for the period from December 1942 to June 1943 during which time he was assigned to Headquarters, 3rd Bombardment Group (L).

After examining certain of the Squadron files Masiero stated that the 13th Squadron left Savannah by rail on 19 January 1942 at 1100 and arrived at Oakland, California, 24 January at 0900. He declared that all equipment was transported by train and that no aircraft were shipped.

He averred that on 31 January 1942, all personnel and equipment of the 13th was moved by truck from Oakland to the U.S. Army Transport "ANCON" which sailed that day and which arrived at Brisbane, Queensland, Australia, at 1000 on 25 February 1942. The unit then went into bivouac at "Camp Ascot" (Ascot Race Track, Brisbane). Equipment was transferred from the ship to train. The 13th left Brisbane at 1200, 8 March 1942, and arrived at Charters Towers (APO 710) at 0800 on 10 March.

The organization remained at Charters Towers until 0215 on 25 January 1943 from whence it departed by train on that date. The unit arrived at Townsville on the same day at 0940, boarded the transport "S.S. GEORGE MATTHEWS" (American Liberty Ship) at 1145 and arrived at Port Moresby, New Guinea, (APO 929) at 1145 on 28 January, disembarking at 1230.

The Squadron remained at Port Moresby until 26 May 1943 when it moved to Dobodura, New Guinea (APO 503) by air transport. The move was carried on throughout the day.

MEMORANDUM OF INTERVIEW WITH T SGT. MASIERO (Cont'd)

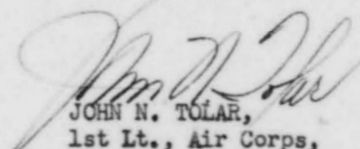
The unit remained in strength at Nadzab until 9 May 1944 on which date the ground echelon, except for a small number of administrative and maintenance personnel, left by truck for Lae<sup>where</sup> it boarded two L.S.T.s (No. 168 and No. 462) for movement to Hollandia, Dutch New Guinea. ms

The Squadron beached at Humbolt Bay at 1000 on 12 May. It bivouaced on Pie Beach for two days and on 14 May set up a temporary camp adjacent to Hollandia Air Strip. The permanent camp area was not completely established until 26 May when living quarters, area administrative, supply, and messing facilities were finished in an area approximately two miles E.N.E. of the Squadron revetment area at Hollandia strip.

The prime set back of the Squadron on this move was the loss of 250 fifty gallon drums of gasoline intended for use in motor vehicles. Nearly all of the lumber and galvanized iron roofing which were to have been used in building storage sheds, mess hall, and the dispensary were also lost. These losses occurred as a result of the hasty departure of the L.S.T. which left at 2200 with all the gasoline, all but 3500 feet of the lumber and all of the galvanized iron. Squadron details had removed all else -- working through several alerts during the day. One alert began at 2100. The L.S.T. then raised anchor and departed with unloaded materials still on board although all might have been unloaded by 0300 the following morning.

Unloading was complicated due to the fact that the L.S.T. had to unload into an area only 75' X 150' with jungle on one side, water on another and other freight piled on the other two sides. Material had been loaded at Lae in the most practical manner with heavy items going on first. Thus despite the critical nature of the gasoline it was not possible to unload it and as a result the squadron was forced to endure a shortage for sometime after arrival at Hollandia.

The first two trucks of the Squadron to make the trip from Pie Beach to Hollandia were enroute nearly 36 hours. The roadway left by the Japanese was a winding narrow trail through mud holes and around and over many hills and full of sharp turns. It definitely was not ready for vehicular traffic -- American style.

  
JOHN N. TOLAR,  
1st Lt., Air Corps,  
Ass't. Historical Officer.

HISTORICAL OFFICE  
13TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L)

AFO 565,  
11 August 1944.

MEMORANDUM OF INTERVIEW WITH LT. RAGAN S. WILLIAMS, ADJUTANT, 13TH  
BOMBARDMENT SQUADRON (L) ON 11 AUGUST 1944.

Lt. Ragan S. Williams, adjutant, 13th Bombardment Squadron, was interviewed in the Squadron Orderly Room this date in connection with certain administrative activity during the month of May 1944.

Lt. Williams stated that he had planned the move of the 13th Squadron from Nadzab to Hollandia, as he had planned several other previous moves of the squadron. He averred that he had spent considerably more time in planning this move than he had spent on any one of those made previously and yet it had in some respects been the poorest executed. He attributed this in part to the fact that previous moves had not been made until the new site was ready for use. Further, this move involved more handling of supplies and equipment inasmuch as it required the loading and unloading of trucks, loading the LSTs, unloading them, leaving all materiel exposed to natural hazards for several days on the beach, and finally loading them on trucks and unloading them at destination. Moves by air were deemed by Lt. Williams to be much more efficient and less damaging to equipment.

As to absences from the unit during May Lt. Williams stated that five men were on detached service during the month, four having been placed in such status in May and the other in March. He pointed out that this did not seriously affect squadron operation but said that he understood that as late as December 1943 men going on furlough and returning from furlough were stopped at Port Moresby--sometimes for as much as ten days--and put on details which planted flowers, policed areas and the like. He averred that this had a decidedly detrimental effect on the morale of these men and said that he obtained his information from the men involved.

Lt. Williams declared that Squadron rations were frequently supplemented from monies in the Squadron Fund and after checking his records, stated that monies had been spent from the fund for this purpose as follows:

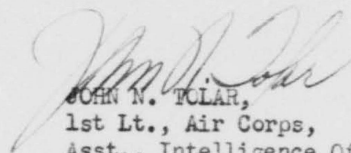
(Australian, £ equals \$3.228).

March '44 73 Pounds, 4 shillings, six pence.

April '44 142 Pounds, 10 shillings.

May '44 76 Pounds, 10 shillings.

He pointed out that the decrease in expenditures from April to May resulted from the squadron's inability to obtain them rather than the lack of need therefor.

  
JOHN N. TOLAR,  
1st Lt., Air Corps,  
Asst., Intelligence Officer.

HISTORICAL OFFICE  
13TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L)

APO 565,  
13 August 1944.

MEMORANDUM OF INTERVIEW WITH SERGEANT GEORGE H. BLAIS, MESS SERGEANT.  
13TH BOMBARDMENT SQUADRON (L)

Sgt. Blais stated that he joined the 13th Squadron in October 1942 having come over from the States with the 3rd Group - 464th Ordnance. That he had been cooking for two and one half years. He never cooked before coming into the army and had never been to any cooking school, army or otherwise.

Blais averred that shortly prior to the move from Nadzab during May a portable kitchen was constructed by loading 3 complete field stoves on a 2½ ton open truck; that the truck was used on the beach at Lae to feed the men loading the LSTs; that it was transported on the LST intact to Humboldt Bay where it was again used to cook for all personnel and finally used for about three days at Hollandia Strip.

Prime contrast between the mess hall at Nadzab and that at Hollandia was the lack of any floor at the latter. Where it had been possible to keep the mess quite clean at Nadzab that became impossible at Hollandia due to the finely pulverized soil that refused to pack and which caused much dust.

He declared that the food problem was very awkward during the latter part of May and the first part of June inasmuch as the thirty-day isolation ration issued the squadron when it left Nadzab was taken by the Quartermaster on verbal orders of the Beach Master at Humboldt Bay. It appeared to be nothing less than a losing swap since it then became necessary to draw on the undersupplied Q.M. at Hollandia for all rations. It was Blais' understanding that the isolation ration was provided in order that the squadron might avoid drawing on the Q.M. and thus permit him to build up his stock. Blais said, that it was within his personal knowledge that all squadrons of the 3rd Group received the same to the same purpose.

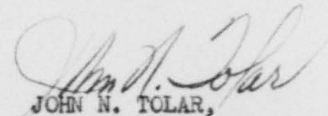
Blais, after exhibiting his menus and tally-out sheets which confirmed his statements, declared that the squadron had enjoyed fresh meat on an average of three times each week from the date of landing to the date of the interview. He further pointed out that although the squadron had on eight occasions been issued apples and oranges by the Q.M., it had never received any fresh vegetables whatsoever from this source.

Blais pointed out that the combat rations were generally inadequate to serve full portions to all combat crew members and that therefore all were served together. All rations being used in the most equitable way practicable. He said that seasonings were especially scarce; that virtually all that the squadron obtained were purchased in Australia by "Fat Cat" crews who fly down to obtain vegetables, butter and eggs in the open market. He cited one case in which American made baking powder was purchased on one such occasion and declared that he did not comprehend it as he had thought such products were strictly issue.

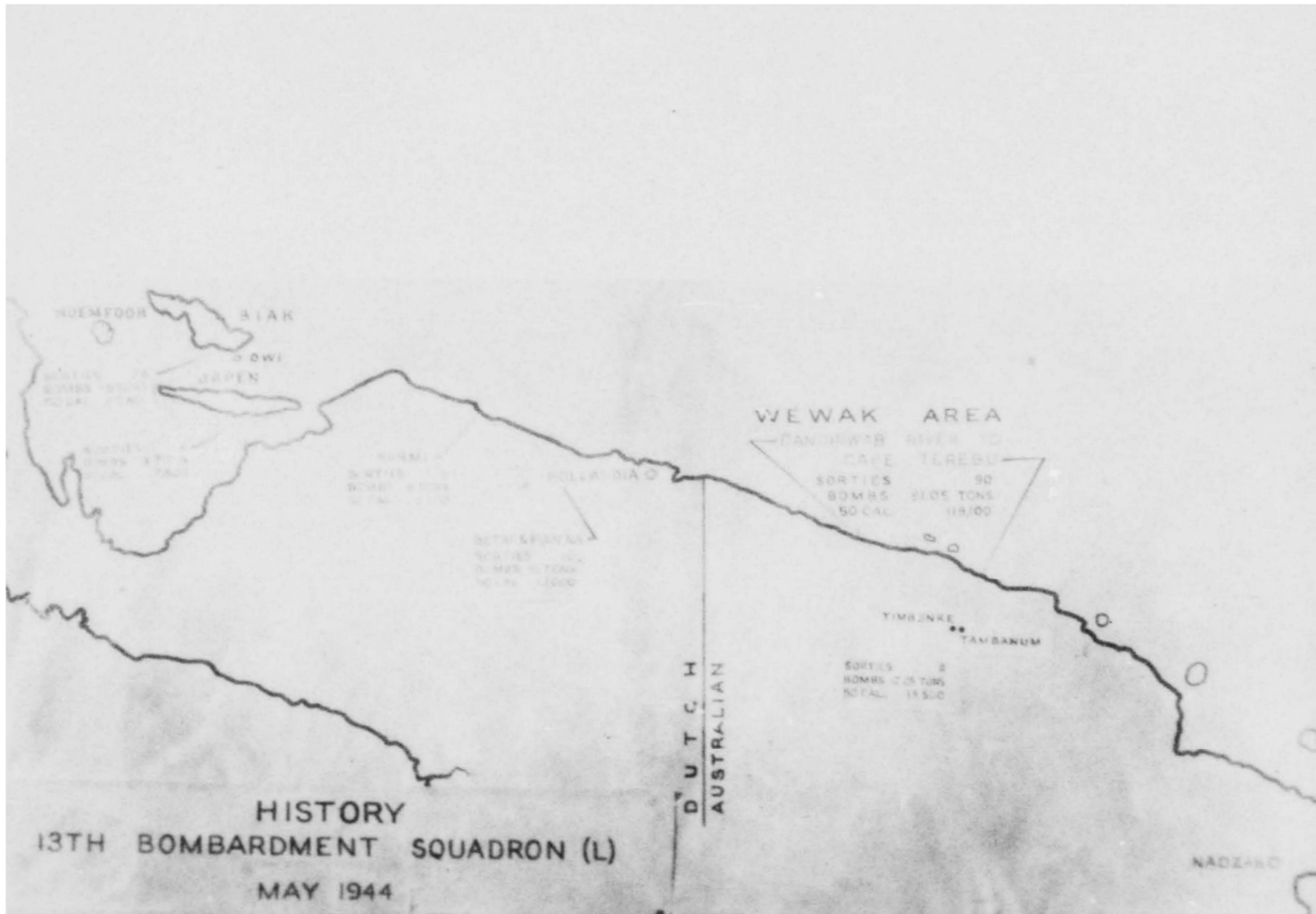
Blais declared that most men were pretty well satisfied that they received food equal in quality and quantity with that served by other army messes but said that very numerous complaints were made concerning the fact that our mess did not approach those of the Sea Bees as to variety or quality. Many of our men having eaten in such messes with friends from their home towns and the like.

An inspection of the menus discloses that Corned Beef, Corned Hash, and meat and vegetable hash far and away lead all other items on the list. Most of the Corned Beef has been Australian which in no way compares with the American product. The men generally have not expressed any antipathy to American corned beef--their objection is to "Bully Beef".

Sgt. Blais said that he had had no experience whatever any "Black Marketing" but averred that he had been told that fresh meat might be purchased at \$1 per pound in 100 lb. lots from persons somewhere in the Hollandia area. He declared that he did not know who was selling or if it was true.

  
JOHN N. TOLAR,  
1st Lt., Air Corps,  
Asst. Intelligence Officer.







MAJOR GENERAL WHITEHEAD AWARDING THE AIR MEDAL TO T SGT.  
HAYNES, 13TH BOMBARDMENT SQUADRON, NADZAB NEW GUINEA ---  
1 MAY 1944.

RESTRICTED



SUPPLIES, MATERIEL, AND EQUIPMENT, 13TH BOMBARDMENT SQUADRON, ON PLE BEACH, HUMBOLT BAY — 12 May 1944.

PART IV

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PART IV

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