



89TH ATTACK SQUADRON

JANUARY 15, 1941 - MARCH 31, 1944

DESIGNATION SHEET

Classification changed to

restricted
By Authority of the
Commanding General
Army Air Forces:

AIR FORCE	<u>FIFTH AIR FORCE</u>	BY: <i>Wilfred J. Paul</i>
COMMAND	<u>V BOMBER COMMAND</u>	WILFRED J. PAUL
WING	<u>309TH BOMB WING</u> *	Colonel, Air Corps Chief, AAF Historical Office
GROUP	<u>3RD BOMBARDMENT GROUP</u> (L)	
SQUADRON	<u>89TH BOMBARDMENT SQUADRON</u> (L)	<i>To air 46</i>

Period:

15 January 1941 to 31 March 1944.

* - Also under First Air Task Force and Second Air Task force for a part of this period.

The security classification has been checked.

89TH BOMBARDMENT SQUADRON (L)
3D BOMBARDMENT GROUP (L) AAF

RDB/hgw

APO #328.
30 October 1945.

SECRET

Auth. CG VBC

Init. _____

Date. _____

SUBJECT: Letter of Transmittal, History of 89th Bombardment Squadron (L) AAF, from Activation, 15 January 1941 to 31 March 1944.

TO : Commanding General, Army Air Forces, Washington, 25, D.C.

1. In accordance with AR 345-105 and AAF Regulation No. 20-8, submit herewith the history of this organization from date of activation, 15 January 1941, to 31 March 1944 after which later date regular monthly histories of this Squadron have been submitted. This history has been inspected and verified by the undersigned.

2. The material submitted was prepared, edited and written by Sergeant Morry Worshill, 36058738, assisted by 1st Lieutenants Weston F. Maughan, O-26072, and Egbert B. Glose, O-800837. Most of the factual information was taken from the files of the 89th Bombardment Squadron Intelligence and Operations Offices. Facts and observations included in the narrative and not otherwise accredited are based on the personal knowledge and opinions of Sergeant Worshill.

Roy D. Burkhardt
ROY D. BURKHART,
Captain, Air Corps,
Commanding.

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INTRODUCTION

This is the story of the 89th Bombardment Squadron, (Light), from the day of its activation to 31 March, 1944. *26 Nov 46*

There are five main Parts. The first - NARRATIVE HISTORY - has been written to a certain extent from information contained in the 89th Squadron Diary, but is principally the eyewitness account of the Squadron's life and times as seen by Sergeant Morry Morshill, 36658738. In writing this record - which embraces such phases as details of administration, movements from old to new bases, the daily hardships and problems the men faced in their unending fight against the jungle and primarily, of course, the Japs - Sergeant Morshill has given a very realistic picture. The photographs included in this section add weight to his narrative, and were selected as the best and most descriptive available.

The Second Part, entitled MISSION DATA AND STATISTICS, is the record of all known strikes and missions in which the 89th Squadron participated in the war against the Japanese. The bulk of this information has been taken from Final Mission Reports on file in the 89th Squadron Intelligence Office. Exhaustive cross-checking of dates, number of planes involved, Field Order Numbers, and compilation of missions flown has been accomplished, with the accurate Operations Orders of the 89th Bombardment Squadron (L) accepted as final authority. In some cases, quotations have been taken from the 89th Squadron Diary to give more complete descriptions of the Squadron's more outstanding strikes.

In this section, every means has been taken advantage of, to record the facts of all known missions flown by the 89th. However, due to lack of information, some important missions, and many lesser ones, have been impossible to include. Files dealing with combat and other Squadron activities during the early days of the war were lost when a B-25 freighting this data from Port Moresby, N.G. to Charters Towers, Australia, crashed in the Coral Sea in the winter of 1942. Also not listed are flights where planes did not reach the target and returned without incident to the home base.

Damage done by the Squadron strikes has been almost always difficult to assess. Throughout the New Guinea campaign, for example, the targets were invariably obscured by dense jungle

growth. Exceptions were the attacks on shipping and Jap airdromes. And even then the airdrome dispersal areas were located in palm groves. Most aerial observation and aerial photographs revealed only that the designated areas had been hit. It was the ground forces, who, by frequent praise and commendation, told us of the devastation inflicted on enemy troops, equipment and supplies by our low-flying A-20's.

Part III is self-explanatory. Perhaps more clearly than anything else, these lengthy citation lists reveal the character of the 89th Squadron. Many of the awards were given posthumously. In Parts IV and V (respectively the APPENDIX and BIBLIOGRAPHY) are included maps, photographs, tables of organization, and references pertinent to the period covered.

Lieutenants Weston F. Maughan, O-26072 and Egbert B. Close, O-800837, assisted Sergeant Worshill in the compilation, writing and editing of this record.

PART I
NARRATIVE HISTORY

“AND SO IT BEGAN”



Minimum Altitude at Lae

The 89th Bombardment Squadron (L), formerly known as the 10th Reconnaissance Squadron (L), GHQ, Air Force, was activated on 15 January 1941 at Savannah Army Air Base, Savannah, Georgia, per Immediate Action Letter AF 322,082 (12-5-40), and G.O. #2, SAAB, Savannah, Georgia, dated 14 January 1941.

The cadre organization was composed of 1 Officer and 40 Enlisted Men*, with Captain Kermit Douglas Stevens, commanding. Several changes in command took place within the next few months with Major Leon Johnson, Captain Robert I. Fletcher and Captain Charles Craig acting in the command capacity. There was a gradual increase in the number of personnel which reached a total of 98 by the end of August 1941. The Squadron was then supplied with its own planes, A-20-A's, and a new unit was thus on its way toward achieving finished combat form.

On 25 August 1941, the Squadron was redesignated the 89th Bombardment Squadron (L), and became a part of the 3rd Bombardment Group (L), with a personnel roster consisting of 12 Officers and 228 Enlisted Men.

With the declaration of war on 8 December 1941, began the extensive preparations which were necessary to prepare the unit for active service, probably for duty in either the Western Coastal Defense Command or in the overseas theatre. A temporary change of station was effected on 29 December to Augusta, Georgia, with a hasty recall to Savannah on 3 January 1942. With "hot" rumors and "real dope" alternating, the order to ship did not come until 19 January as pursuant to S.O. #17, Headquarters, Savannah Army Air Base, dated 17 January 1942 per authority contained in Secret Letter AG 370.5 (1-7-42) M5C-C-M, dated 7 January 1942, Subject: Movement Orders, Shipment 4580, and in Secret Letter 3rd AF dated 11 January 1942 with same title and subject. On 19 January 1942 at 12:30 P.M., the 89th started on its way for San Francisco, California, the P.O.E. . A notable attitude was observed in the good morale and high spirits of all members of the Squadron upon leaving Savannah, and the interested spectators were favorably impressed. Deducting the cadre left behind, the Squadron departed Savannah with a strength of 11 Officers and 146 Enlisted Men.

Arriving at Oakland, California, after the long and tiresome trip across the country where the train was greeted by many enthusiastic well wishers, the 89th was furnished quarters at the International Harvester Company's warehouse located near the docks. Despite the uncomfortable billet and sparse issues of food, the men were happy and cheerful and made no evident gripes. But little time was allowed for relaxation. Traveling in a

convoy of ten ships with escort, the 89th Squadron left the Golden Gate on 31 January 1942 loaded aboard the USAT, ANCON, bound for an unknown destination.

1st Lieutenant Donald P. Hall, later Major, then to become Colonel and Group Commander was our Squadron C.O. at this time having relieved Captain Craig on 19 January 1942. He was being very ably assisted by Lieutenant Christian Petri, the Squadron Operations Officer.

After 25 days of blue skies and calm seas, the convoy arrived at Brisbane, Queensland, Australia and the camp was set up at Ascot, a suburb of Brisbane. Then came several weeks of getting acquainted with our Aussie Allies and their ways of life, which caused great excitement to both. The enthusiastic welcome and their sincere appreciation of our being there was happily received by the 89th.

Upon our arrival in Australia, we had only 13 Officers and 140 Enlisted Men, with approximately 20% of this total thoroughly trained. It looked like it would be a momentous task to turn out a real tactical unit in a short space of time but no doubted that we could.

On 8 March 1942, the Squadron was separated from the Group and moved to Townsville, Queensland on detached service to work with the Royal Australian Air Force. This was the first time that they were brought into actual contact with war time conditions and the men threw themselves into their work with a true and fervent spirit. They cooperated with the RAAF on bombing missions in the vicinity of Port Moresby, New Guinea and Horn Island. The missions were so successful that they were commended by Headquarters, Southern Bomber Command in appreciation of the help rendered. During this period of activity since we had no planes of our own, we were kept busy on the servicing and maintenance of the B-17's which had come out of the Philippines and Java. These were now being used desperately to halt the invading Jap hordes in the Indies. Despite the newness of the B-17 to our mechanics and maintenance men, the job was well done and appreciated by the pilots flying the planes. When the 19th Bombardment Group arrived and took over the planes, our term of service was finished.

The Squadron was ordered to join the rest of the Group at Charters Towers, Queensland on 30 March and a nice camp was set up in a beautiful wooded area a few miles from town. The men were able to indulge their social and romantic tendencies by the purchase of bicycles which were quite inexpensive there at that time and since the surroundings were pleasant, the life wasn't half bad.

In April, we were assigned some A-20-A's and a detachment of 20 men was sent to Brisbane to assist in the assembling of these planes as they had come from the States by water. During this time, the Squadron did not fly any missions as an unit but the personnel flew with the other squadrons on raids over enemy territory in New Guinea. On the return from one flight, some of the Squadron members saw wreckage from the great Coral Sea Battle, strewn over miles of open sea.

The 25 May saw the Squadron's first casualties since its arrival overseas with the death of T/Sgt. Arthur G. Kelly, killed in action while flying on a mission with the 90th Squadron and serving as a bombardier. Also, on the same flight, T/Sgt. Ivan Wright was shot down and never heard from again.

On 30 May, the Group was honored by a visit from General Brett, at which time a Court of Honor was held and presentations of decorations, citations and awards were made. Among those receiving awards were 1st Lieutenant James R. Smith, and 2nd Lieutenants Thomas C. Tally and Donald E. Good, all receiving the Silver Star.

The Squadron was again grieved, this time at the deaths of Lieutenant Sidney W. Jacobson and Lieutenant Theodore G. Wuerpel, killed in action during and while on a mission over New Guinea.

The month of June was taken up with an extensive program of training and test flights to completely familiarize everyone with the A-20-A.

July, brought the return of Private James H. Webb, who had been shot down in New Guinea on 25 May and had made his way to the village of Ioma from where he had been rescued and returned to the squadron in Australia.

On the move again. The order for our departure was Services of Supply Movement Order No. 15, dated 11 August, 1942, Headquarters, United States Army Southwest Pacific Area, Base Section 2, A.P.O. 922. The 11th of August dawned and three motor convoys were set up to convey the 89th to Townsville as the initial stop on the way to Port Moresby which had been scheduled as our next base. As the transport was not yet in the harbor when we arrived, camp was set up at Armstrong's Paddock Staging Area and the men set out to renew old and make new acquaintances with the populace of Townsville.

The morning of August 17th we all rolled out at 4 a.m. and boarded the M.S. Metsuycker-Batavia, a ship of Dutch registry and manned by a Javanese crew. The pilots and crew members were left behind to fly up the planes. At 8:50 a.m.

we bid a fond farewell to Australia and set our faces towards Port Moresby and the real action of war. The voyage was just like the one from the States but shorter and on the morning of 20 August we sighted Moresby.

At first sight, in the morning sunlight, it seemed like a picture from a commercial advertisement for tourists in the South Seas. A town nestled in the foothills along the shores of a tropical island. In spite of the numerous raids, the Nips seem to have done little damage except in ruining some of the civilian houses. At 8:30 a.m., we set foot on New Guinea soil and were transported rather quickly to our new home atop a ridge of hills overlooking a small valley where 3-Mile Strip lay, so called because of its distance from the town but really named Kila Kila Drome after its valley. The heat was very evident and the constant presence of numerous flies and mosquitoes annoying but the ship was unloaded very quickly in anticipation of one of the then prevalent Jap air raids.

Camp was quickly set up and the feeling of a temporary home pervaded the area. There were two native villages close by but most of the natives had left for the interior due to fear of the air raids. However, a few of them came around selling native souvenirs and found many willing and interested customers amongst our personnel. The entire area bristled with field equipment and barbed wire entanglements along the beaches in preparation for any attempted landings by the enemy.

The American troops were definitely in the minority and much help was necessary from the Australians in the way of food and supplies although these were very limited. As the civilians had left in a great hurry, many of their personal belongings were left behind and sold by the Aussie Infantry to our men. A good bargain was obtained by Private Drabic of the Parachute Section in the purchase of a Singer Sewing Machine for use in his work as the Squadron tailor and seamstress. The Sewing machine is still in the Squadron and in constant use.

As the ground forces were battling with the enemy a short distance from Moresby, many Japs infiltrated at night and caused much damage to personnel and equipment. But the 89th was very fortunate in this respect and suffered no losses or damage. The days were long and full of labor and the nights were short and full of air raids. We became well acquainted with the uses and functions of a foxhole and many were constructed some along very unusual and de luxe lines. The comforts found therein were unsurpassed during the ever increasing nightly raids.

The 29 August brought the air echelon with all of the



LAE

planes and the remaining personnel, 13 A-20-A's ready to begin the battle for the reconquest of New Guinea. They were quickly serviced and loaded with bombs and ammunition in preparation for their first mission.

The 31st August saw the beginning of the real combat history of the 89th with its first mission. The target slated for the strike was Lae from low altitude. The mission was a coordinated strike with B-26's from the 22nd Bomb Group and was to be assisted by pursuit escort from Cape Warie on the return flight. The flight was led by Captain Donald P. Hall, Squadron Commander, assisted by Captains Christian Petri and James R. Smith and Lieutenants Donald E. Good, Thomas P. Tally and Charles S. Brown. The course to the target led to Kerema from Port Moresby, then through the Markham Valley and thus approaching Lae Airdrome from the west. The B-26's went in at 3700 feet one minute before the A-20's and immediately following the burst of their bombs, the low flying A-20's dove in at from 10 to 30 feet altitudes thoroughly strafing AA positions, planes, and personnel and headquarters buildings. The damage done was considerable with 4 aircraft destroyed on the ground, 2 heavy and 1 light AA positions silenced and 4 vehicles knocked out near enemy headquarters. In addition many casualties were observed and Lt. Brown strafed small shipping in Lae harbor and damaged two small sloops. Following this combined raid, fires were visible for 80 miles and the Japs now knew that the attack bombers were after them. All planes returned safely and the mission was considered very successful. Thus the 89th was launched on what was to prove a very successful combat career.

Missions were being flown almost daily during September and despite the tremendous odds we worked against in lack of equipment and supplies, we kept on, sometimes working far into the night and with all personnel giving their utmost in cooperation.

September 3 brought us a commendation from Brigadier General Ennis C. Whitehead for outstanding attacks against the enemy in the face of adverse weather conditions.

On 11 September, Lt. C. S. Brown, returning from a raid on Buna, crash landed in the vicinity of Fall River while on the same day, Lt. Messick and Cpl. Taylor crash landed in the ocean near Moresby, were picked up and taken to the hospital for observation and treatment.

Administrative difficulties increased with our arrival at Port Moresby as all communications had to be radioed down



Lae

to the Group Headquarters at Charters Towers, Australia. This might have resulted in some confusion but on the whole, things progressed along very well. In many instances, however, decisions had to be made by our Squadron Commander and the Group had to stand back of him. We were working in very close coordination and cooperation with the Australian Military Authorities and had an Aussie Intelligence Officer assigned to and living with us. He took care of all liason work and furnished us with invaluable information as to the location of Jap units, supply dumps, etc., because he had good contact with the natives being used for field intelligence and the only maps and charts available at the time were those that had been prepared by the Australians. Friendly relations always seemed to exist between the American and Australian Forces because both knew just what had to be done and that it had to be accomplished with the fullest cooperation from all concerned.

On 12 September, the 89th again made history as the first air unit to use parafrag bombs on the enemy in this World War. The target was Buna airstrip and 17 Zeros were destroyed on the ground, a fuel dump set afire, and all AA and MG positions were silenced. When the parachutes slowly and gracefully opened, after being dropped from an altitude of 70 feet, the Japs fled in terror expecting a paratroop landing. The excellence of the parafrag bomb was again proved and the damage done made it very conclusive. After the bombs had been dropped, the planes swept back in a terrific strafing run. The entire raid was consummated in a period of two hours and all returned safely to the home base.

These were days not only of great danger to one's life but days of many trials and tribulations in the way of food and materiel for maintenance and repair. It was then that the American ingenuity asserted itself in the mechanical work necessary to keep the planes flying. It was a standing joke that some of the planes were being held together with baling wire. The food situation was very bad. Our supplies were drawn from an Australian Commissary and consisted mainly of bully beef and beans. A tin of canned fruit was a highly prized luxury and the event of a bakery serving bread was like a reprieve from a jail sentence. The men supplemented the issued rations with repeated fishing trips out into the bay and brought back enough fish to feed the Squadron. There were several wild boar hunts organized but none seemed fortunate to be in at the kill.

By the 19 September, raids over Buna and Lae failed to disclose very much enemy activity and he seemed to have been beaten to a standstill, temporarily at least.

The situation seemed to have taken a turn for the better



**FAMOUS LAST WORDS
DURING A RED ALERT!**

as the rainy season had set in on the Owen Stanley Ranges where the Japs were making their offensive towards Port Moresby, whereas we hadn't expected rain until December. The Australians in falling back from Kokoda seemed to have made allowance for this fact for the Jap advance had already been influenced by the fact that their airfield at Buna wasn't being used much at this time. Our job then was to seek out and destroy enemy supply lines through the Pass in the mountains. They traveled by carrier and pack mule from a supply depot around Buna. The 89th sent out many planes that squirmed and twisted through the rugged mountain terrain in an all out effort to destroy the Jap supplies and equipment coming over the mountains and through the hills. The Japs were indeed in a sad state from their lack of food and medical supplies and the everpresent dangers of malaria, scrub typhus, typhoid and dysenteries which were so prevalent that as the Aussie Infantry began its slow advance, they found many dead and dying enemy troops laying alongside the trails.

A short but pleasant era of peace and quiet set in with little or no raids and we were all more or less content. The harbor was full of ships bringing men and equipment in a ceaseless stream for dispersal to the areas needing them. American Infantry rolled in, dressed in uniforms that were camouflaged with green paint and jungle coloring, ready for the advance through the mountains to push the Japs back where they came from. The opening of Canteens and the more regular delivery of mail were a great boost to morale, and the men worked well with these added comforts.

The night of 24 September brought a hilarious sequence into our lives there at Moresby. The moon was almost full and bright and there had been a definite lack of raids and alerts so that we were all lulled into a false sense of security. Around midnight, there was an alert to which few paid attention. Most rolled over in their beds and went back to sleep. Suddenly, like a bolt from the blue, the big guns on all the surrounding hills began to bark with a vengeance. Warning guns from all of the camps now cut loose through the silence of the tropical night. Flashes of light from the guns and the slow steady roar of a plane's engines brought thoughts of impending disaster.

The 89th leaped into action and the fun started. Six men in a tent would all reach the door at the same time and upon perceiving the jam there, cut open other avenues of escape. Mosquito bars, tucked snugly under blankets were ruthlessly torn down in the endeavor to escape. Men ran into tent poles and other supporting objects. One entire tent folded up submerging its occupants. Bare feet received a terrific pummeling from sharp stones,



"SIR, YOU HAVE JUST MISSED THE SECOND LARGEST ISLAND
IN THE WORLD."

pieces of wood and wire, broken bottles, and miscellaneous other objects and obstacles. Dress was very informal, many men completely neglecting it as time was too precious. The medical department was to be in for a rushing business when this was all over with the skinned shins, bruised flanks, bare rumps injuries caused by sliding into foxholes and trenches in record time. It all proved to be nothing but an American plane coming in wrong and it was a disgruntled group of 89'ers that returned to their beds after paying a short call to the dispensary.

Now came a change in the designation again. We were re-designated the 89th Bombardment Squadron (D) without change of station or assignment per War Department Radiogram NR 2218, dated 29 September 1942 and General Order No.12, Headquarters, Fifth Air Force, dated 1 October 1942 (Secret).

October of 1942 saw a slump in operations due to bad weather and other conditions. The enemy at this time was annihilated at Milne Bay, and forced to defensive tactics in the Pass of the Owen Stanleys, and under constant and destructive bombing at Buna seemed to have been beaten to a standstill for the present. The best missions were those devoted to close ground support with the Australian troops who were steadily pushing the Japs back through the Pass along the Kokoda Trail. These strikes were clearly evident of the complete and devastating power of the low-level flying tactics of the A-20. Rumors began to fly thick and fast that we were to be relieved, a fantasy that was to continue to the present day. Strength of the Squadron increased with the arrival of new men from the States to bring our total to 40 Officers and 240 Enlisted Men who were all assimilated into a good, strong, fast, hard-hitting combat team.

One day, we went on a "Wallaby Hunt" for a recreational activity. There were enough of these bounding creatures so that the Australian Government offered little or no objection to their being shot for sport. Usually the dead ones were turned over to the natives for food supply. The Wallaby is a small species of kangaroo. Physically, it is exactly alike in appearance but is a much more sensitive and flighty creature. We went a short distance into the hills, and before the morning was over had shot and killed a pair of the animals. The disposal of these was no great problem as the natives were very fond of Wallaby meat, but the way they prepared it would hardly have pleased the least fastidious of Americans. We turned the animals over to a group of natives who were highly enjoyed at the prospect of such a meal and sat around watching them prepare



Sanananda

it. First, a large fire was prepared, while some of the natives sat about dissecting the Wallabies. The animals were cut up into pieces, hooves, intestines, skin and all. This entire mess was thrown into a huge pot, water added and then set to boil. The resulting mess did not appeal to any of us so we left the banquet for more sensible fare.

Another tidbit of the native palate were the large rodents of the area, called Kangaroo Rats, which were also prepared in a stew fashion. These were very large and as numerous as flies around an open latrine. They prowled through and around the tents in the camp areas and were quite a problem.

A problem as far as the natives were concerned was the protection of our pet dogs. These were esteemed by the native population as being a delectable addition to their diet. A close guard over the Squadron dogs was very necessary as no one liked to think of his pet being part of a Papuan banquet.

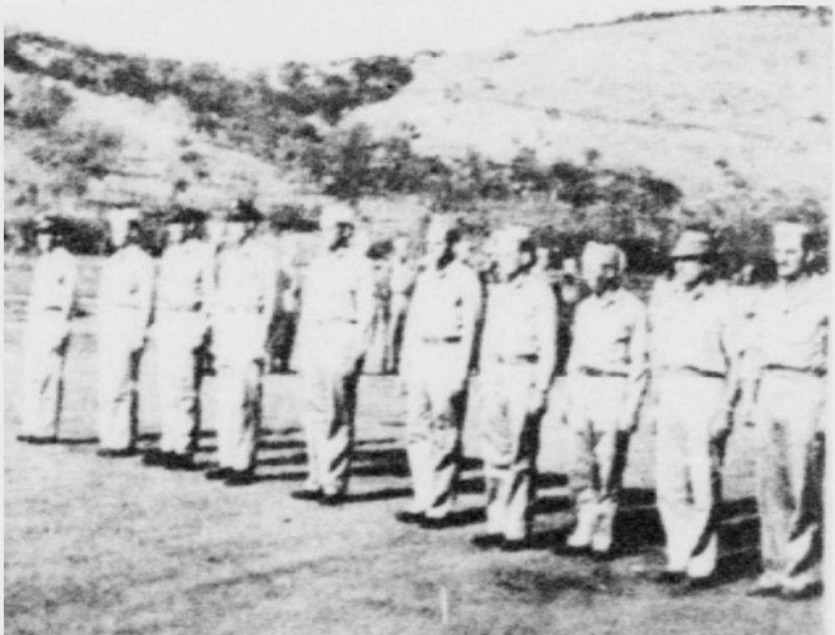
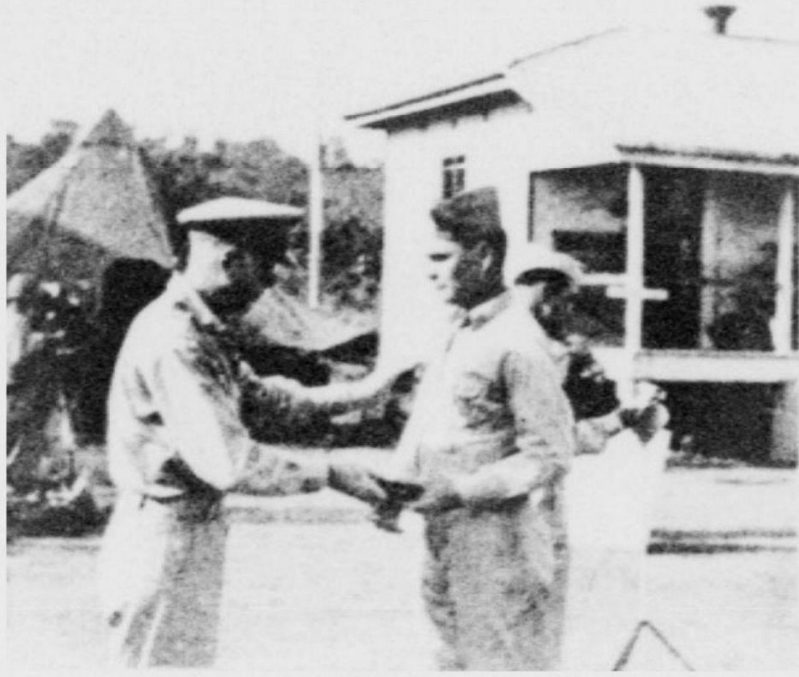
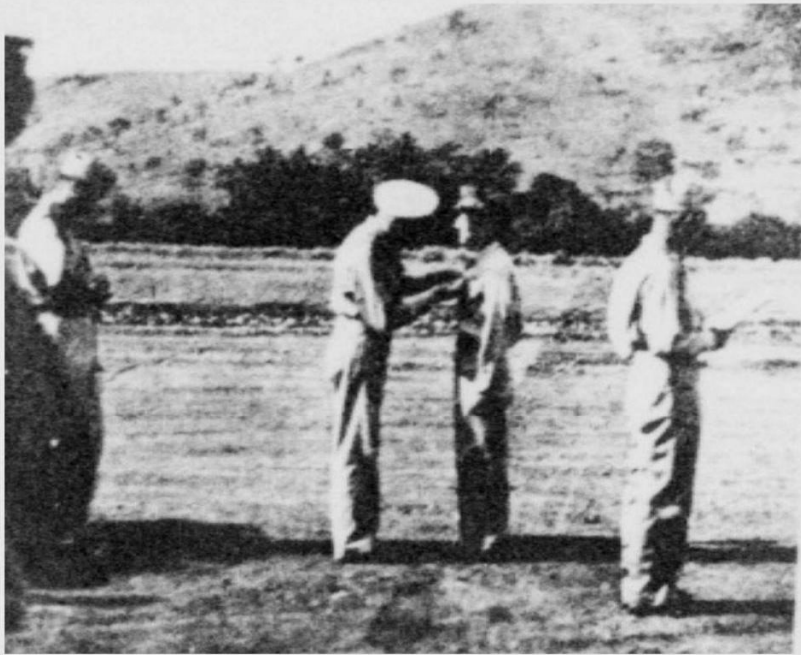
November of 1942 saw the intensification of the Buna campaign which was to end in the loss of that powerful stronghold for the Sons of the Rising Sun. Bombing and strafing missions were pulled almost daily to points all the way up the coast as far as Salamaua and Sanananda Point with a trail of destruction marking where the A-20's hit.

A presentation of awards was made by Major General George C. Kenney including the Silver Star to Major Donald P. Hall, our Squadron Commander, and Captain Edward Lerner, on the 12th of the month and all the personnel turned out.

At this time we had a local change in command with Captain Christian Petri succeeding Major Hall as the Squadron Commander and the appointment of Captain Glen W. Clark as the Operations Officer. The men chosen to lead the Squadron were always men of good experience, combat and otherwise.

Living conditions were somewhat improved by this time and the native ingenuity of the G.I. began to show itself in the construction of shacks, water systems and improved living and recreational quarters.

By this time the men were all well acquainted with and thoroughly accustomed to the Aussie soldier's custom or habit of "Smoko", which consisted originally of preparing a bucket of hot tea at almost any hour of the day or night. This custom



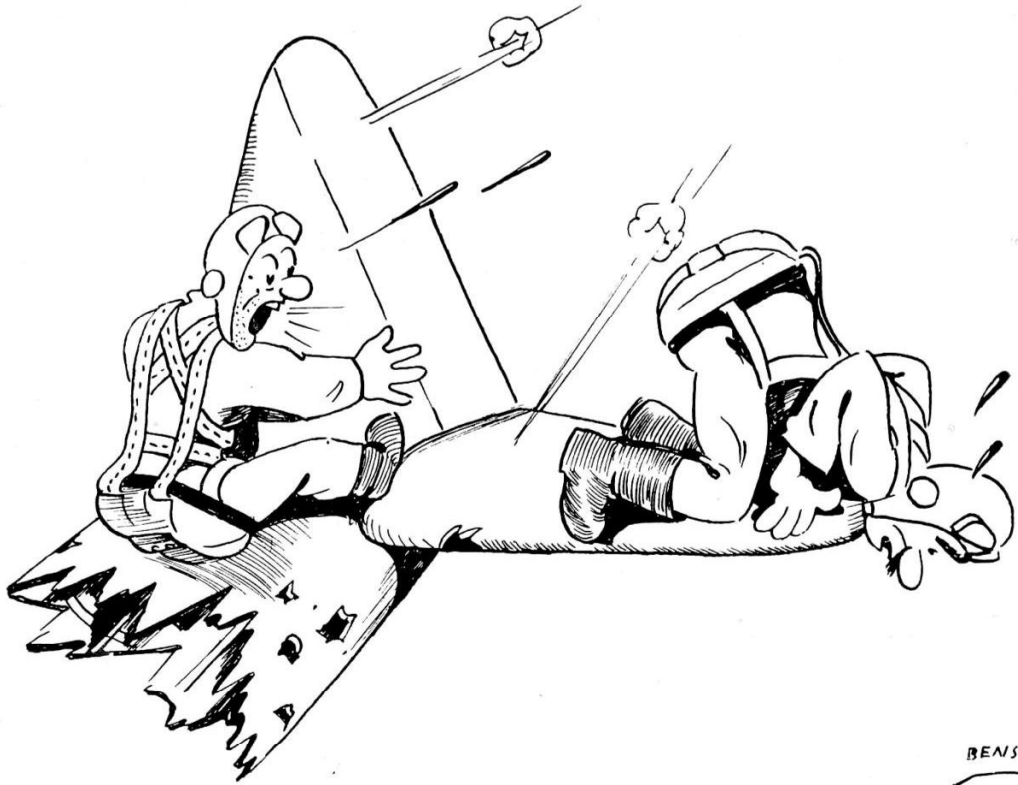
PRESENTATION OF AWARDS

was elaborated on by us in the preparation of coffee or hot chocolate and the introduction of a light snack along with the liquid refreshment. Carried out to the present day, "Smoko" was facilitated by small gasoline stoves obtained from Australia as time went on.

December arrived. It had been almost a year since the war started. We carried on an ever-increasing number of missions learning first hand of the damage we had done to the enemy as the Aussie and American ground troops were steadily advancing across the ground that had once been the focal point of our attacks. The thoroughness with which the 89th continually bombed and strafed Jap targets in the Buna, Sanananda and Salamaua area were mute evidence of the constant drive we were maintaining to knock out Jap installations and push the enemy into the sea.

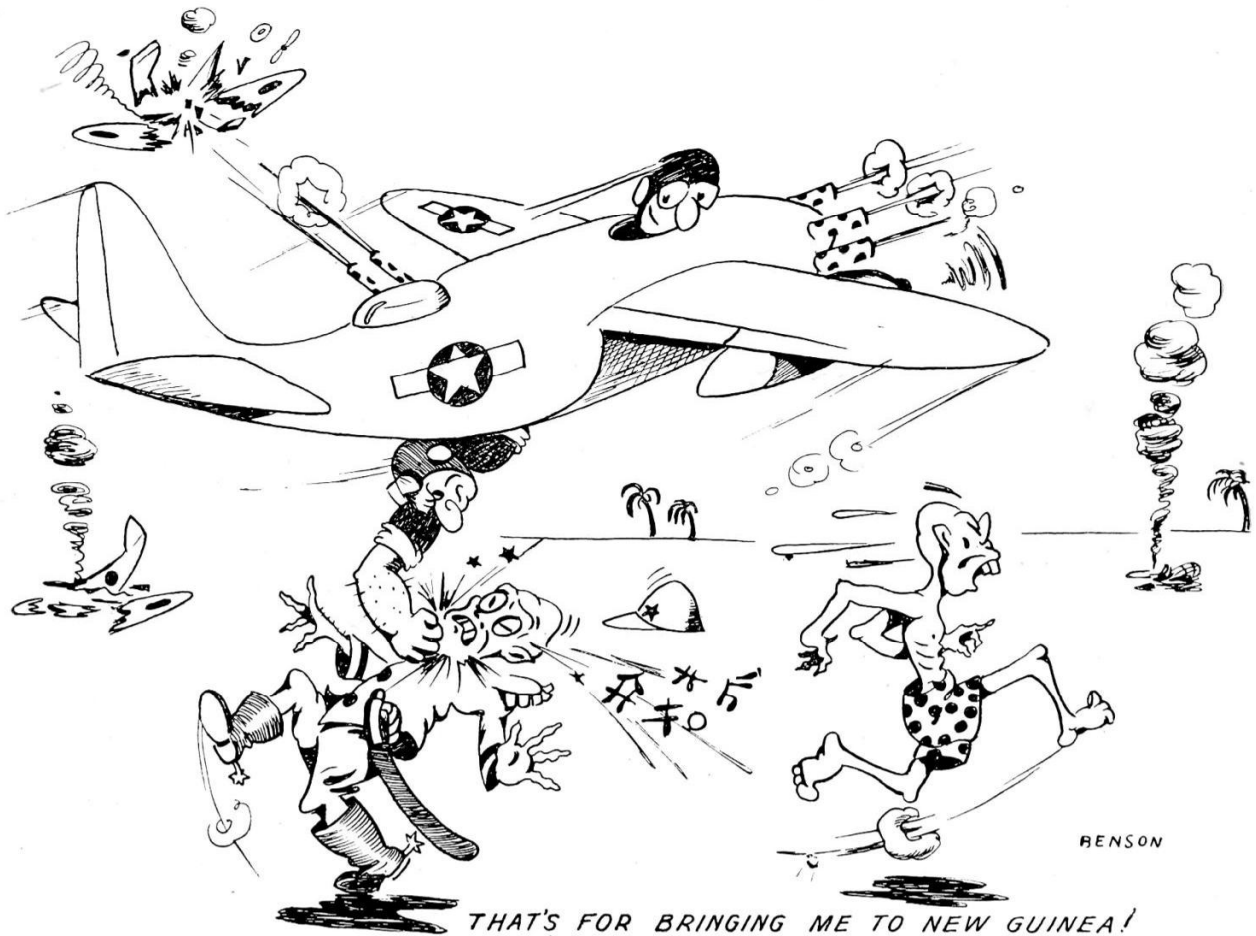
On the first anniversary of the entry of the United States into the Second World War, we all paused to listen to the President's speech and message of reassurance, convinced that despite the almost insurmountable obstacles we had done something towards ending war for all time.

Our biggest day in the Squadron's history was 14 December 1942 for it was on that day that we pulled nine complete missions. The work entailed was greater than we thought possible but all personnel cooperated and coordinated in helping to make it "The Great Day". As fast as the planes returned from one mission, they were gassed and bombed-up for the next. From the C.O. of the Squadron down to the last K.P., every man went all-out to do what had to be done. The results were well worth while. The raids extended over an area from Buna itself to the mouths of the Kumasi and Mambare Rivers where there were large troop and supply installations. The damage done was evidenced by fires and much floating debris. There were many drums seen floating in and around the mouths of the rivers, a large number of which were sunk and exploded by our direct hits. It was later learned that these drums contained food, clothing, and other supplies. Several Jap barges were sunk and personnel seen swimming in the water but received the attention of our pilots on some personalized strafing runs. Barges and boats on the beaches were left in an unserviceable condition. Trails were observed leading to probable covered supply installations away from the beaches. One plane landed at Dobooura on its way home due to damage done when one of its own bombs exploded beneath it, otherwise all returned intact and with no personnel injured. The accomplishments of the Squadron on this day were worthy of commendation and yet the men involved expected no praise other than the realization of a job well done.



BENSON

"OKAY — SO MAYBE THEY CAN SHOOT!"



BENSON

THAT'S FOR BRINGING ME TO NEW GUINEA!

And so the missions were flown, every day or every other day, with all working together, and well, to achieve maximum success for each strike. Towards the end of December the missions were limited to reconnaissance patrols. Then came Christmas Day.

Home was close to us this day- in our hearts at least. This was our first Christmas overseas, a day when we all wanted to be back with our families and loved ones at our own hearths instead of in this wretched tropical island paradise.

Duties were carried on as usual. But our spirits were lifted by several significant events. First came the hundreds of packages, letters, cards and well wishes from the folks back home. Then came the Christmas dinner in which our "chers" out-did themselves. Despite the fact that a special dinner was supposed to arrive from Australia but failed to show, the cooks prepared a delectable meal consisting of ham, French fries, gravy, sliced tomatoes and diced carrots with apple tarts, sliced pineapples and oranges rounding out the meal with a stomach-warming completeness. Many attended special church services held in Port Moresby or at other camps as we had no Chaplain. Our golden bubble of "HOME FOR CHRISTMAS" had burst and was redated 1943.

Our losses for the year 1942, while not many, were still sad. They included: Lt. Sidney W. Jacobson, Lt. Theodore G. Muerpel, T/Sgt. Arthur G. Kelly, S/Sgt. Richard E. Chapman, all killed in action and S/Sgt. Joe Hagan injured in a plane accident occurring upon takeoff.

The advent of the rainy season brought with it the hordes of mosquitoes that had been predicted and made wearing of shorts and light clothing unbearable. The dining hall had become the center of evening activities as it was screened in and had a radio which picked up short wave broadcasts from all over the world. The favorite was swing music from San Francisco.

An interesting program which had gained popularity was the one conducted by "Tokyo Rose" who tried to tell the G.I. why he should lay down his arms and surrender because it was no use fighting the might of Imperial Japan and her satellites. The commentator, a female renegade of probable British or American origin, spoke in a low, sweet, melodious with such obviously ridiculous propaganda that the men were highly amused and entertained and looked forward to the broadcasts. Also, she had the latest recordings from the States and this meant a good deal.



Lae May 1943

Another formation was held on the 27 December where more awards and decorations were made. Our men were not only awarded decorations for combat services but as in the cases of Captain Beavers, Lieutenant Lauer, Master Sergeant Deal and Private First Class LeClair, for causes above and beyond the call of duty. They had been involved in the rescue of personnel from a B-25 which crashed and burned on the strip at Kila Kila, dashing into a flaming plane, rescuing the crew, treating them and then taking them to the hospital.

The year 1942 ended with our delayed Christmas dinner brought to us from Australia in the Group transport plane, 'Not in Stock' and included real turkey and a bottle of Coca Cola apiece.

1943 started off with a bang with the object for destruction being Lae and it seemed to be the beginning of the end for that powerful Jap base on New Guinea. The Japs were making repeated attempts to reinforce Lae so that they could renew their offensive but our Air Force kept up a continuous hammering at them there to prevent use of the Drome for attacks against us.

January also brought to us an idea and its fulfillment for additional recreational comforts in the way of the "Club Iakanuki", which was built by a volunteer battalion of men for social use only. Built of plain lumber and trees, it had a thatched roof of reeds taken from the walls of native huts and was divided into two parts. One part had a ping pong table and three card tables and the other six tables for writing or reading, a dozen colorful beach chairs for comfortable lounging, a radio for short wave broadcasts and a phonograph supplied by the Red Cross and Special Services. There was also an accumulation of magazines and books supplied mostly by the members themselves with a few received from Special Services.

The month of January again brought home to us, death in a very tragic manner. Lieutenant Williamson was killed in the following manner. While taking off on a mission to Lae, his plane nosed over. He was trapped in the cockpit and instantly perished. The gunner, Sergeant Joe Hagan, made a miraculous escape by extricating himself from the wrecked and burning plane.

With the passing of January, our first year of foreign service ended and we were beginning to feel the responsibility of veterans. The rest of the Group moved up to Port Moresby from Charters Towers and our combined organization was complete.

February came into being with the usual steady flow of missions and the christening of our future air supply ship.



Our Club



Steak & Eggs Begins

With the great success of the Group transport, "Not in Stock", our Squadron Commander conceived the idea of building an A-20 from odd parts and scraps from the plane graveyards. S/Sgt. Hawkins was assigned as Crew Chief and construction engineer and he acquitted himself nobly. For over a month he and his men were to be seen at all hours of the day and night rummaging around in all scrap piles in the Moresby area for anything that might be used to construct an airplane. It looked like a big job at first and it was. The fuselage was mounted on empty gas drums and the remaining parts of the plane tacked on to that. After many days and nights of arduous labor the plane was finished and a coat of foliage green paint put on. The engines were run up on the 3rd of February and the electrical system developed a little trouble which was very quickly remedied. The afternoon of the 4th was the official time set for the christening and maiden flight. The plane was rolled out and Lieutenant Cecil P. Jones, the Mess Officer, let fly with a precious fresh egg and thus appropriately christened her the "Steak and Eggs" Special. Major Petrie slowly taxied her out to the strip and with the entire Squadron as interested spectators, lifted her plexiglass nose gracefully into the blue on a successful test flight, thus assuring us a future of better chow and the consciousness of a job well done - a job no one had done before under similar conditions.

On the 21st February, "Steak and Eggs" left for Australia on its first cross country flight carrying two men on furlough and the Mess Officer with 200 pounds to purchase some very necessary eatables for refurbishing our larder.

Missions continued and work went on, the rains were still with us but by this time we had reached the state where we were able to accept these conditions and the griping and complaints though continuous were not extensive. The promise of good food from Australia was like a lighted beacon and kept the morale at a high peak. Working conditions were none too good due to the lack of proper supplies and equipment and the mechanics showed extreme ingenuity in their own modifications of necessary parts for the planes in an effort to keep them flying. The maintenance record was excellent and every man in the Squadron was intensely interested in keeping it high despite the cost in personal labors.

13 February brought to us a new Squadron Commander in the person of Captain Glen W. Clark, soon to receive his majority. He was very ably assisted by Captain Donald E. Good as the Operations Officer.

The return of our applecart, "Steak and Eggs" on 24

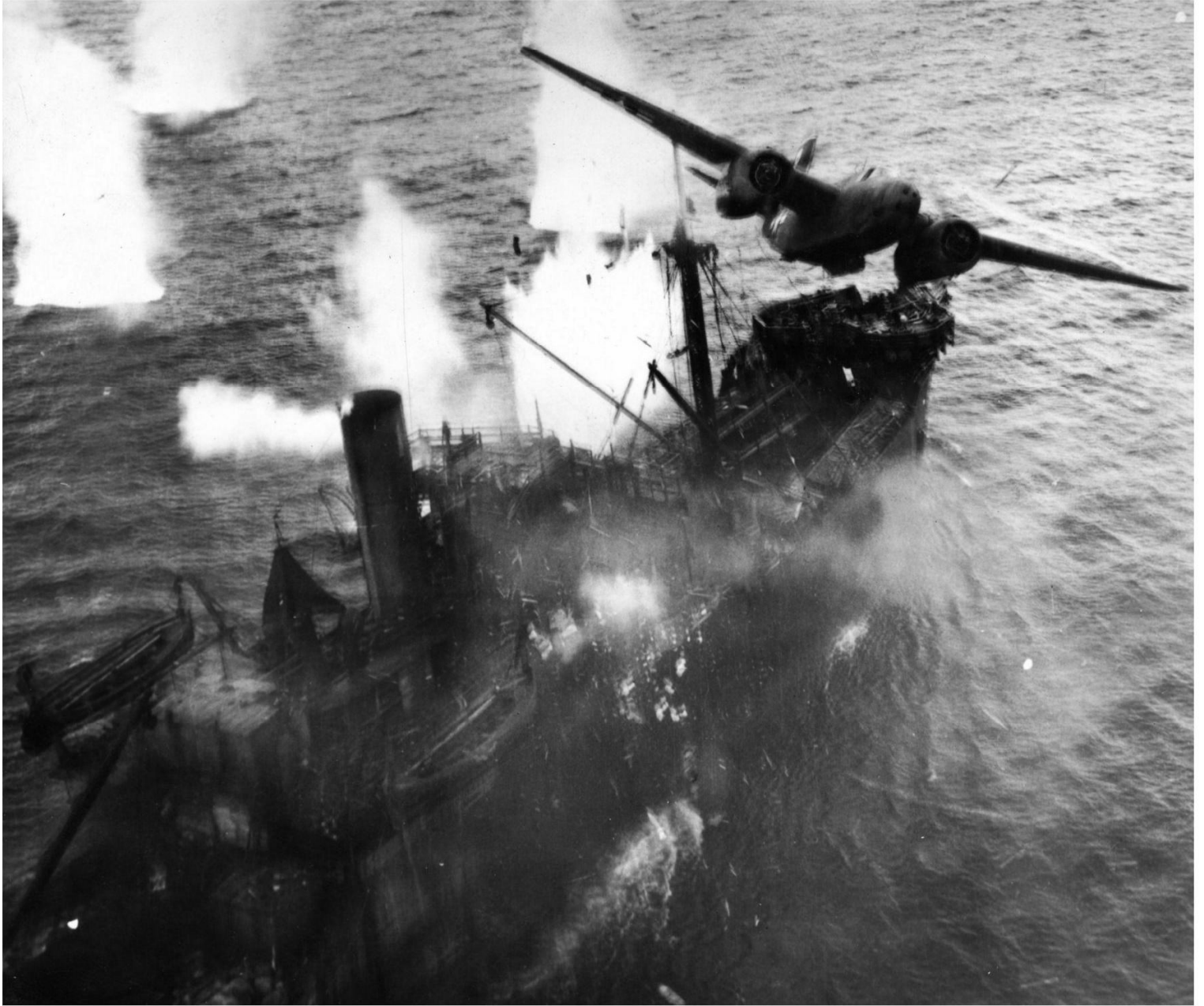


February was really an event, with Lieutenant C.S. Brown reporting a very successful trip. However, she didn't live up to her name because the cargo did not include eggs. The meal furnished by this initial flight was excellent and we gorged ourselves on steak and fresh fruit and vegetables. It was evident that the builders of the plane knew what they were doing when they put it together.

An increasing number of photos were being taken by our planes which not only showed damage done on missions but also recorded facts which were handed over to the Australian Army Intelligence Officer quartered with the Squadron. The knowledge of terrain and contours was very limited at that time and the advancing Allied Forces were able to overcome many obstacles due to photos taken by the 89th and other units there in the early days of the New Guinea campaign.

The beginning of March placed us on the alert for the supposedly large Jap convoy which was said to be on its way to reinforce Lae. All were eagerly awaiting the order to strike and do the damage and the men were intensely aware of the importance of the convoy and how its destruction would effect the war in this part of the world.

March 3, 1943: This was The Glory Day- the Bismarck Sea Battle- and what a "Day" it was. Our mission assignment came and we were ready for it. We were the 7th wave to strike the convoy, our job being to bomb and strafe. Preceding us were waves of innumerable planes, all types, and then the 7th wave-our flight of 12 A-20's- unequaled by any. When our planes arrived over the convoy, they were gratified to find that this was one mission where we had adequate aircraft flying over the target at the prescribed altitudes for the most ideal operations and all were properly armed to carry out the assigned strikes. The skies were filled with American planes, all anxious to completely annihilate the entire force of Nips. As each formation pressed home the attack, it was a beautiful sight to see cargo, transport and naval vessels receive direct hits, smoke and explode, while the Sons of Heaven hit the drink by the hundreds. The size of the convoy was estimated at 5-6 transport ships escorted by 5-6 naval vessels. The 89th proudly claimed its share with 12 hits on 7 ships. We don't claim definite sinkings but from the knowledge of the damage necessary to sink a ship, it was felt that not one of those hit could possibly reach shore. Giving due part to all taking part in the attack, we feel that the part played by the 89th was a very definite factor in the reported eradication of the convoy.



We Came In Low

American radio audiences listening to broadcasts of the story of the Bismarck Sea Battle were told that it was the greatest and most successful battle of land based planes against sea power, in the history of warfare. (Note: The American Navy was not present). Conratulatory messages were received from General Mac Arthur and General Kenny and these were highly appreciated by all. A second mission sent out later that day to attack the remains of the convoy had to return because of bad weather.

The day was completed in our own camp area with the presentation of the first USO Show we had ever seen. It was an all male troupe direct from the States and despite the fact that the lovelies were missing, we enjoyed it very much. It was held in the Squadron Motor Pool area and included jugglers, a marionette show, an accordion player, some "Gay Nineties" harmony and the usual other musical numbers and witty sayings. This was the first of these shows to reach this war zone.

March 7 brought another Letter of Commendation from Brigadier General Ennis C. Whitehead, Fifth Air Force, for the 89th's outstanding performance during the Bismarck Sea Battle. We were also commended for this action by Generals Arnold, Lovett, Blamey, Mackay and Emmons.

It looks like we are on the move again. An advance detail left on the 10 March for Dobodura and the larger advance echelon was placed on readiness pending further developments.

The scythe of the grim reaper swept the 89th again. On 12 March while returning from a mission over the Guadalcanal Gap area, Lieutenant Kendrach with S/Sgt. Otha M. France and Lieutenant Nichols, a paratroop officer, became lost from the rest of the flight and were never seen or heard from again. They were last seen in the vicinity of Mount Murray and we are still praying for them.

18 March saw the return of "Steak and Eggs" with a load of liquid as well as solid refreshments. Promise was a "REAL" party soon.

19 March brought Party Nite and we were all ready. Punch was concocted from materials brought up in our own plane and whistles were thoroughly wetted, after which we realized what a long dry spell we had had. The affair

was held on the site of the new Mess Hall, atop the hill, and the electricians had strung lights for the musicians who came from the 135th Medical Regiment and presented an all around program of sweet and swing music. Lacking feminine partners some dance addicts were seen tripping the light fantastic around the floor with members of their own sex. Extra weight in the feet, caused by army brogans, was counterbalanced by the lightness in the head, which could always be blamed on the punch but did not detract from the enthusiasm of the participants. A real and not to be forgotten treat was furnished by Lieutenant Montagano, a musician from civilian life, who rendered a few vocal numbers, beat it out on the bass, and swung out on the violin. The party broke up at midnight and was accounted by all a real and howling success.

The days rolled by and the missions continued, none seemed too outstanding in itself yet the sum total of all played a vital part in the campaign to rid the island of the detested Nips.

A sea search was the scheduled mission on the 27 March, led by Captain Good with a secondary target of Salamaua. The Malahang Wreck was mistaken for the target and attacked. Captain Good's plane was hit by AA and caught fire in the air. The gunner, S/Sgt. Joseph Fox, and the photoman, Private Ramsey, battled the fire desperately and finally put it out but the heat had become so intense that they decided to jump and did. Photos taken by another plane in the flight indicated that they bailed out some 2 miles out to sea off the coast of Lae. Even if they managed to make the shore they would be in Jap hands. Captain Good was forced to crash land his plane after a terrific struggle with the controls and he went down in the sea near Labu but escaped safely in his rubber life raft. Captain Downs, another member of the flight, dropped him food and other necessities and went back to send out the rescue ships.

An interesting sequel to this accident was the discovery of a Jap officer's diary after the capture of Lae some months later in which he mentions an American airman swimming to the shore and being captured by the Nips, incarcerated and subsequently executed. This, according to reports, was assumed to be S/Sgt. Fox as the dates and description fitted well and nothing else was ever heard from him. Captain Good was rescued and returned safely to the Squadron.

Thus ended our 14th month of overseas duty with just half



of that time spent in New Guinea.

April, 1943, opened as usual with our almost daily missions and we kept up a steady stream of strikes on the Jap strongholds on the other side of the island.

The most sensational raid the Nips pulled over New Guinea took place on 12 April when they came over with about 100 planes and gave us concrete evidence of the striking power of the Jap Air Force. The Red Alert came at 9:30 a.m., which was called off and then repeated at 10:30 a.m. . It became evident that something big was on the way. There seemed to be a tenseness in the air and the quiet blue of the sky brought out the thought that it was only the calm before the storm. The raid was by far the greatest ever pulled in the Moresby area and since we hadn't had a daylight raid since 22 September 1942, it was really an event. They came in at an altitude of from 22,000 to 25,000 feet and our fighters went up to meet them. They only made one pass over the targets and then headed for home with their fighter escorts. Since they weren't directly overhead at first, we sat on the edges of our foxholes and watched the dog fights in progress. However, this soon changed when they came towards us and then the sound of the falling bombs sent us diving into our holes for cover. Three bombs fell about 300 yards from the Orderly Room, two of them setting fire to the Australian gas dump and one destroying a tent in the Group Headquarters area. As soon as it was evident that the enemy had gone we all piled out of our holes and began rolling the gas drums away from the line of fire to prevent it from spreading. Giant flames were billowing up toward the sky and there were many short explosions which hurled the drums around, yet we worked on to prevent added destruction. We in the Squadron suffered no casualties but 3 or 4 Aussie truck drivers were burned to death while trying to pull out of the flaming inferno. Within a few hours, however, the flames burned out and it remained only a lasting memory. The enemy suffered 23 planes lost or destroyed but the damage done to our air-dromes and camp areas was by no means slight although the 89th came out of it with very little destroyed and no casualties.

The "Coral Club"- the Officers' answer to our "Club Iakanuki"- was now completed and proudly displayed a bar, refrigerator, library, writing and reading tables, ping pong tables, and a glamorous, glorious coat of bright blue paint. Our new Mess Hall was practically completed after many trials and interruptions due to lack of material- an imposing structure gracing



the highest point in the camp area and built in the shape of a large "T". The EM's Mess formed the crossbar, supported by the kitchen itself, with the Officers' Mess at the bottom of the "T". A store room and water tank for the cooks' use adjoined the kitchen. The old kitchen had been transformed into a bakery and we enjoyed hot rolls, biscuits and cinnamon rolls baked by volunteers, Corporals Katz and Reynolds.

Another addition to Squadron equipment is a public address system recently purchased in Australia, and now installed in the area. Five speakers were connected to the broadcaster which was operated from the Orderly Room and carried voice and radio broadcasts.

Not to be outdone in civilized ways of living, Lieutenant Lyon set up a prefabricated hut for the use of Squadron members for developing and printing of films. This work was done by Private Botte for a small sum or by any man who wanted to do the work himself.

The Army had finally designated a spot in Australia for a leave center. This was good news to all and Mackay, Queensland was selected for the town for Air Force troops only. Quite a modern, lively, clean little town, it offered plenty of good food, women, liquor, and sunshine.

"Steak and Eggs" continued its errands of mercy in the shuttling back and forth between our strip and Australia bringing good, fresh food.

On 21 April came another presentation of awards, this time by General Kenny, but we were already getting used to these formations and they ceased to thrill us as the first one had.

The Advance Echelon left by C-47 for Dobodura on the morning of the 7th of May.

We now began to pull our missions farther afield. Planes staged out of Dobodura and made a strike on New Britain in the Cape Gloucester area and bombed and strafed barges along the coast.

The Squadron was gradually being moved to the new station, a few transport loads each day. On 20 May the final group left the old area and said farewell to Moresby and Kila Kila, arriving at Dobodura at 6:50 a.m. . Camp had been set up in an impressive



Kila Kila - 3 Mile



Gunners & Armorers - 1943

woodland, about five miles from the Drome. The area had been occupied by an Australian hospital unit and we were lucky in having a Mess Hall, 10 or 12 shacks and showers already constructed. Work had been started clearing the rest of the area, installing telephone and light connections and building the many small items of nondescript nature necessary for a comfortable life in the field. The men were given the privilege of building their own platforms for tents in groups of 5, or securing 20 men and erecting a modified form of barracks. Living quarters were of necessity raised off the ground two feet or more to avoid the dampness of the ground and the rats, who seemed to lead a lively, frisky life around this part of the world. Platforms were made of logs and the flooring secured by splitting a certain kind of palm tree into suitable strips. This was quite a job as forays had to be made into the surrounding swamp and jungle areas for such trees and there were innumerable kinds of insects, bugs and whatnots, all anxiously awaiting a long draught of fresh human blood. The most bothersome of these was the chigger, a minute little devil that burrows into the skin and lives there setting up an itch that far surpasses the worst mosquito bites. There was no known protection against them as they seemed to crawl above and into leggings and the eyelets of shoes. After being bitten, however, kerosene was applied and a prayer for their death sent up. There were also many enormous red ants present that raised large welts on the skin which were mighty painful. We were even unfortunate enough to run across a giant python about 22 feet long swaying from a huge tree in the jungle. All beat a hasty retreat and left him hanging there ALONE. Natives were at work in the area and filled the air with the odd tones of their peculiar singing. These people were hired out by the Australian Government at a wage of 1/2 pound per month plus food. Some of them had been to school at the London Mission, located inland along the Kokoda Trail and were quite intelligent and good conversationalists.

Atabrine once a day became a religious rite and it paid dividends with few cases of malaria in evidence. A small but swift running stream ran at the back of the camp area and offered a delightful treat after a particularly hot sweaty and uncomfortable afternoon. There were occasional alerts but the planes never seemed to get this far inland. Firing of small arms was prohibited as the Infantry at this time still patrolled the area and misunderstandings might have arisen.

May 22 1943 opened a new era in the history of the Squadron overseas with a wonderful morale booster. Men were actually



going home. Four flying officers and 14 gunners were relieved and transferred to the 11th RCD and ordered back to Brisbane, to await transportation to the States. We were all glad to see them go as it meant, at last, that there was a chance that we too, might be relieved.

Another notable change took place on 27 May as pursuant to authority under S.M. No. 51, Headquarters, Fifth Air Force, dated 27 May, 1943, the 3rd Bombardment Group became the 3rd Attack Group as it had been known way back before the days of the 89th, at Barksdale Field.

The end of May brought new combat personnel to replace those who had been sent home. Among the newcomers were three Flight Officers, a new rank as far as the 89th was concerned.

"Steak and Eggs" still continued its belly-warming runs to and from Australia and was our pride and joy.

June 9, 1943, saw the inauguration of a new type of service for the 89th. We sent one plane on a "mail-dropping" mission to our letter-starved infantry men in the Morobe River and Mambare River areas.

It was around this time that we began to receive special attention from Tokyo Rose in her nightly broadcasts. She seemed to have a particular grievance against our organization. She knew and told us just where we were located, how our camp was set up, and other information which was so exact that it amazed us. Her continued threats for our destruction kept us in an amused state.

We had an air raid this evening, 12 June, that was really a morale booster. The reason is that now we have adequate protection in the way of searchlight batteries, Bofor guns, MG companies and a few 90 mm. AA setups. The searchlights caught and held two would-be attackers from start to finish while the Bofors exhibited a beautiful display of tracers. Heavy AA fire burst amongst the planes but they were still in flight when last seen. Jap raiders seemed to prefer moon-lit nights and we could always expect a few alerts when this time of the month rolled around. The area was vulnerable to a paratroop attack and the Group worked busily to set up a defense plan.

By the end of June at our Dobodura encampment, barracks in



Communications



Communications

and buildings out on the line were completed, just awaiting the operation of the sawmill for lumber for the flooring.

An addition to the Squadron about this time was a library, stocked by members of the unit and with books drawn out and returned on the honor system. For the opening, close to 200 books, both fiction and non-fiction were in stock. Lieutenant Maddell was appointed Library Officer and Sergeant Flanjak Librarian. It took no small amount of work to build the shack, the shelves, and then to collect the books. Due credit should be given to those who volunteered their services.

We had the third in the series of Squadron Parties on the 15th of June and this was even better than the others. The Officers took charge of the program and brought to us imitations of such personalities as Jack Benny, the Andrews Sisters, a pantomime of Sad Sack vs. the Medical Corps, a farce on a typical A-20 mission, and a mock trial concerning the troubles of an Australian girl of ill repute and an American G.I. . Music was furnished by the "Jive Five", who were prominent in DoboDura music circles. The program got off to a late start due to Tojo's wandering around overhead. Liquid refreshments were served and then Major Hall, the new Group Commander, made a few remarks and presented the following awards: Captain Good received the award of The Palm Tree, for successfully destroying one of the same on a recent mission; Captain Conner, Squadron Surgeon, awarded the royal title of Quack, for heroically serving the sick, administering codein and aspirin to the lame, blind and mentally unfit. Lieutenant Richardson was given a decoration for landing one plane in Bootless Bay- iron Premier Tojo- and Lieutenant Copeland was honored with the Scroll of Status Quo with red and blue lines. Last but not least, the 1st Sergeant was appropriately slaughtered by one of his slave driven detail and respectfully put away.

Captain Good and Major Hall opened a new era in 89th Operations on this day, the 16th June. The Captain took off at 2000 hours in bright moonlight looking for Jap barges reported to be moving supplies into Lae and Salamaua under cover of night. Major Hall got off on a similar mission at midnight. Both were very successful as between them they sighted 14 barges and sank or damaged 6 of them. The 89th had added something new to its bag of tricks.

On the 19th June we learned another lesson. Six Hip

bombers came over our camp area and as usual, most of the Squadron was lined up along the river bank watching the show put on by our AA guns. The peanut gallery was rudely scattered by a sudden rain of bombs. Some watchers went over the cliff, others under logs and the rest into ditches. The bombs were just close enough to completely frighten us all.

Night reccos and barge sweeps became more popular and effective and this soon convinced the Japs that they were not free from air attack by us even in darkness.

Our ground troops were closing in for the kill around the Salamaua and Lae sectors and the raids were being intensified as the desperate Nipponese tried to bring in troops and supplies of all kinds.

Luck was still with the 89th as two of her men had almost miraculous escapes from death or at least wounds, when on 11th of July in a raid on Salamaua, we received intensive AA and MG fire from the enemy. Lieutenant Roan was one of the lucky ones; he removed a 7.7 bullet from his chute just about one inch from his body. Also, Sergeant George Hall who was lying on the floor with a camera, was hit by a .60 cal slug which went through the seat of his trousers without even grazing the skin.

The month of July seemed to be a month for accidents and more good fortune. After returning from a mission over Oroquieta, Flight Officer Weidler had trouble with one engine over the target and as he was turning on the base leg at the home strip, his engine caught fire. Miraculously, he managed a landing with the turning plane and he and his gunner got out without any serious effects other than a bad scare. Prompt fire-fighting technique enabled the plane to be repaired for future use.

Just a few days later, Lieutenant Dow had engine trouble over the same target and operating on one engine had trouble holding altitude, so he crashed near Morobe Harbor. The pilot and gunner, S/Sergeant Clarke, were both uninjured but their passenger, Captain Shropshire, received slight injuries. The three were guided by friendly natives to Morobe and the Captain was put into the hospital there. The other two men caught a coastal vessel to Oro Bay and from there hiked back to Dobocura little the worse for wear.

A commendation arrived on 26 July from the Australian Brigadier Moten, in command of forces in New Guinea. The Brigadier complimented the 89th for an action against Romiatum in support of ground troops.



Bismark Sea Pilots

August brought no decrease in missions but many were farther afield than they had been. Strikes were flown against New Britain and as far up the New Guinea coast as Finschafen.

The 89th celebrated its first year in New Guinea and a routine mission was flown and a normal day's work took place. The Squadron scoreboard however revealed plenty. The totals were; 19,017 bombs dropped plus 955,285 rounds of ammunition fired. Bomb tonnage amounted to 278 tons. Also released over Hip heads were three bomb bay tanks, one set of twin 30's, four cameras and one parachute. We felt this to be quite a record.

The 89th Softball League was now under way, with eight teams participating. The competitors looked very good and an interesting season seemed forthcoming.

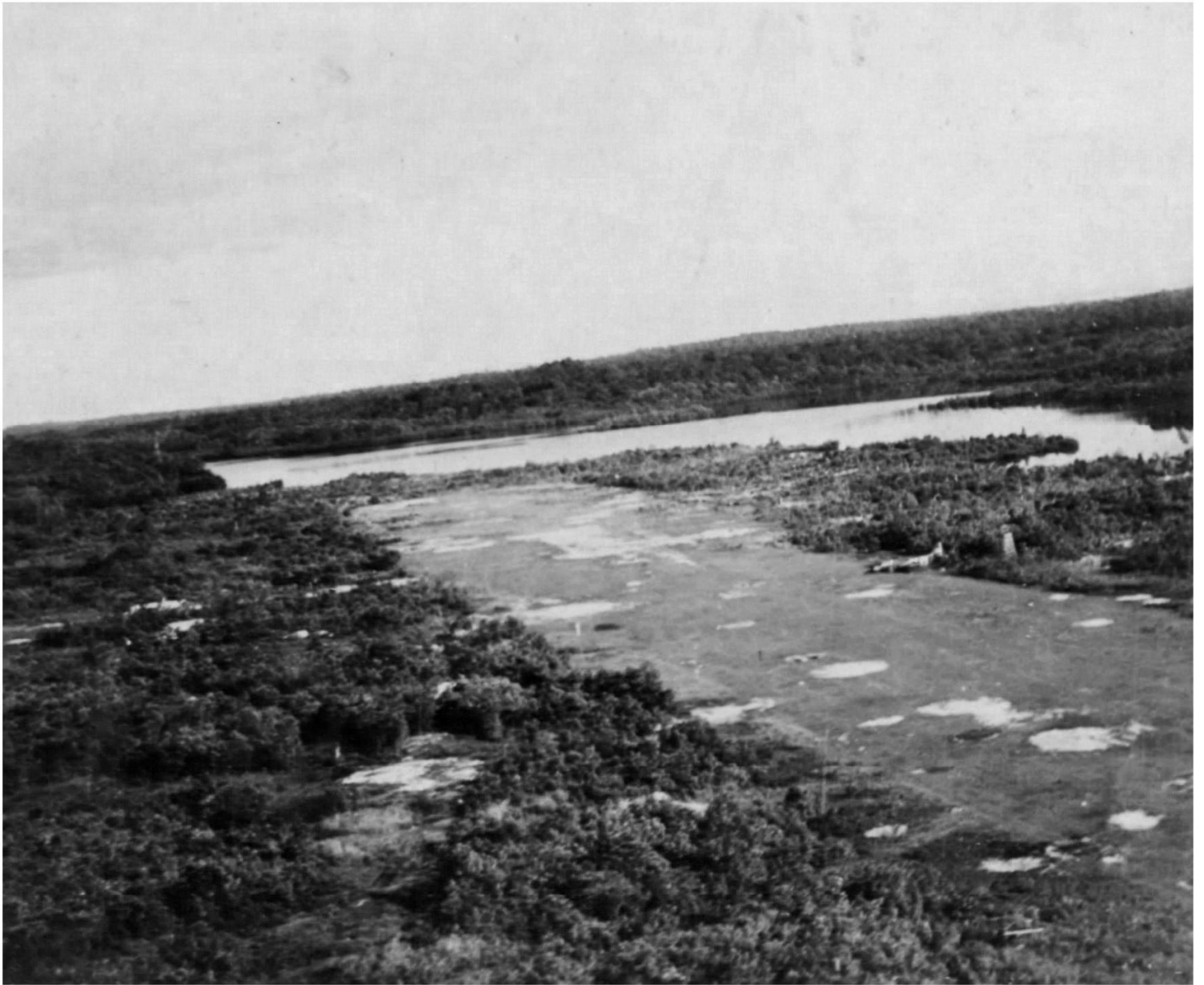
In the early part of September, reports reached us that our forces had landed on the beaches below Lae and we were finally going to see the culmination of our efforts of the past months with the capture of the principal target.

September 5 we were privileged to take part in the paratroop landings at Nadzab in the Markham Valley, just 28 miles inland from Lae. In a beautifully timed landing operation, the B-25's went in and bombed and strafed the landing area. Close on their heels came the A-20's of the 89th with their smoke screening in precisely the required spots. And then, in went the transports- 62 of them. Some 1600 men were landed, and with this operation the Japs at Lae were surrounded.

To us went the honor of pulling the last air attack on Lae. It was on the 16th September after the ground troops had captured Salamaua and then closed in around Lae. Our troops were waiting to strike within a few hundred yards of the Airdrome when we hit it; using parairags and making three bombing and strafing runs with no AA fire received. Lae, at long last, fell to the Allied ground forces.

The 22 September saw the invasion of Finschafen and we were there, too. Seven of our planes worked over the area with 100# bombs to pave the way for the Allied advance. The rest of the month was spent in missions near and around the Finschafen area helping the ground forces clean up the town and surrounding villages.

The first 8 days of October was a happy period for us. It was spent in ferrying up the new A-20-G's from Australia. Everyone was glad to see them arrive as the old A-20-A's were just about



Gasmata

finished and despite the excellent care that they had received, the lack of proper equipment and supplies could not keep them operating much longer.

The next week or so was spent in hammering the Sattelberg area where were located the retreated Jap troops from Finschhafen. In between we hit Cape Gloucester and it was there that we had a misfortune. Two gunners were wounded on one mission and the plane, piloted by Captain J. Moore was hit in the engine over the target and he had to feather the prop. Everything movable in the plane, including guns, ammunition and camera were jettisoned. The traditional stamina of the A-20 stood in good stead and the plane limped safely back to Lae.

The closing days of October saw many of the new G's put into operation and baptized in combat. By the 1 November, all of the old A's had been transferred to the Aussies. They had served us well and faithfully for many months and despite the complaints of the mechanics while we had them, more than one man was sad at seeing them sent away.

A number of new pilots were added to our roster and since many of them had never flown an A-20, we had been busy in checking them out in the A-20 tactical style of flying.

Eleven of our planes had an enjoyable time on the 9th of November when they paid the first call on our little brown brothers up at Alexishafen. The Japs were caught in a very unprepared state and had their planes lined up along the runway. Twelve of them were so badly damaged by our fire breathing A-20's that they were made unfit to fly again. AA positions which had little opportunity to get into action were unmercifully wiped out by our straining. Captain Brown led this highly successful strike with Captains Kelly, Solomon and Richardson as his Flight Leaders. All of our planes landed at Maczab for refueling and then returned to Dobocura.

November rolled along with missions flown daily against the Sattelberg or Alexishafen areas. A near-record for Strikes flown showed this month's pace. Aussie Intelligence discovered that the natives in and around Kulungutu were supplying the Japs at Sattelberg with food grown in the well kept gardens around these villages and we were sent up to persuade them not to - with bombs. Propaganda leaflets were interspersed with the TNT dropped.

We ended the month of November with missions concentrating



"PILOT REPORTING — ACK ACK LIGHT, SLIGHT,
AND INACCURATE!"

in the hills back of Finschafen to cut off the retreating, holed in Nipponese and they were apparently successful because the Allied ground forces made better progress afterwards.

At this time came a change in our administration with Captain Joseph Moore assuming command on the 18th November, relieving Major Ernest B. Henneman.

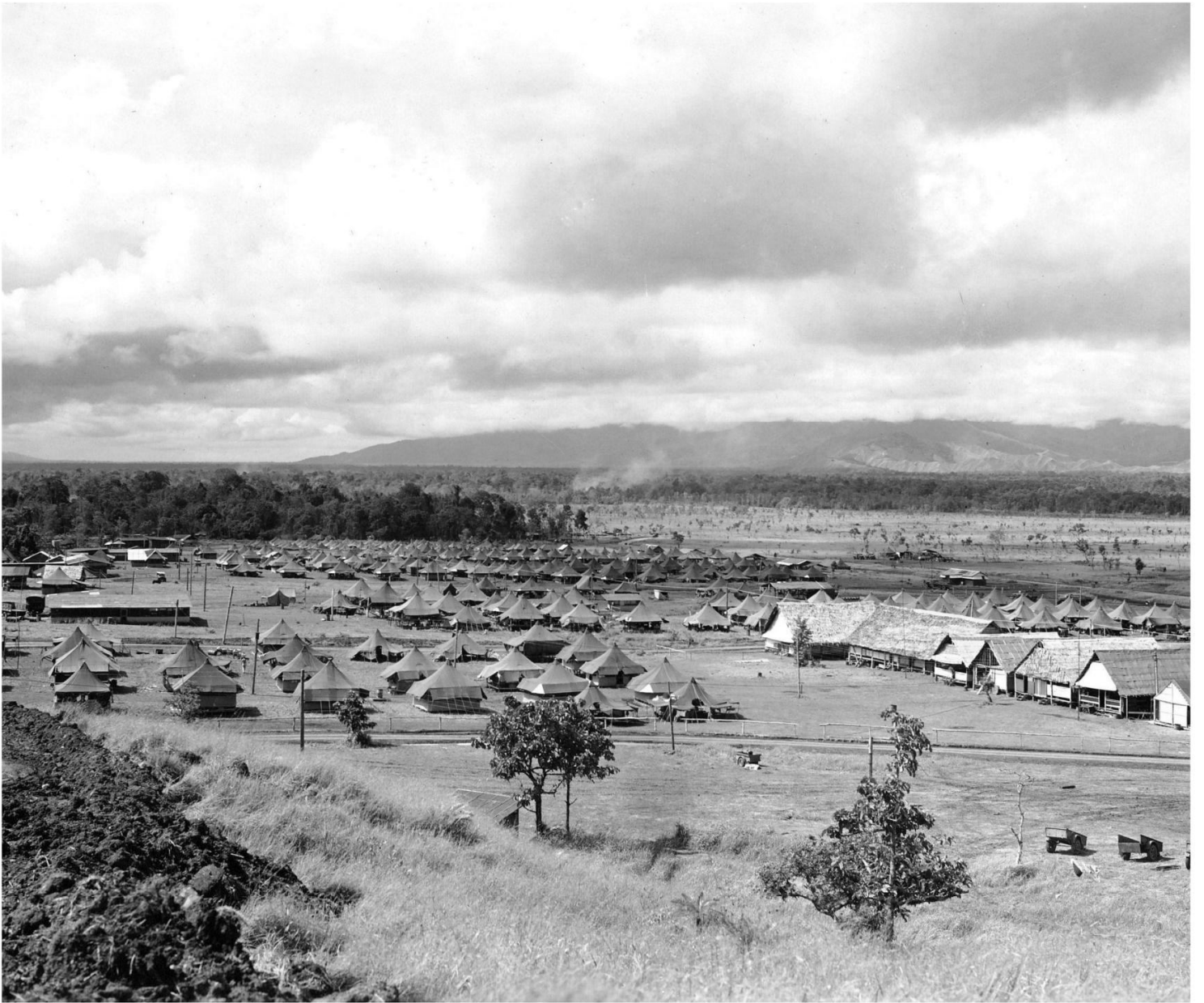
The month of December, in addition to our regular missions brought preparations for our move to Madzab. The heavy equipment and vehicles were sent up by ship to Lae, unloaded and trucked inland to Madzab. The advance echelon of 35 men was sent up to lay the foundations for the construction of a camp area. They had just about finished with the construction of a mess hall, showers, latrines and a dispensary on west side of the valley at Madzab when word was received to abandon camp because that particular area was unhealthy. The men who had worked so hard to ably accomplish this were deeply disappointed, especially when a Squadron of the 22nd Bomb Group moved in and took over. They were then sent over to a new area on the other side of the valley right in the foothills where a new camp was started.

Pearl Harbor Day brought the Japs an attack by us on the Mandokai area, with 40 500# bombs dropped which started numerous blazing patches of supplies and equipment.

Christmas Day of '43 was celebrated in better style than the previous holiday and a real turkey dinner with all the trimmings was served. The advance echelon up at Madzab did all right too, with the addition of a few cases of liquid refreshments.

And so another year had passed. We were still overseas, felt very little hope of being replaced and sent home despite the fact that rotation was supposedly in effect. Morale wasn't what it had been but our efficiency still rated with the best in the entire 5th Air Force. Men were not only physically, but mentally, worn out and needed a change of scenery to a more temperate climate. The furloughs to Australia were too irregular in character to do much for our spirits.

The new planes, the A-20-G's, were performing well but most of the flying men were dissatisfied with the turret and the dangers of not being able to get out of it in case of an accident. Many "U.R.'s" were written as the disadvantages of this turret outweighed the advantages. But without result.



Nadza b

The dawn of a new year led us to take stock of a few happenings of the old. The following casualties were noted during this past year: Lieutenants Turner Williamson and Dick Harris, and Flight Officer Ira J. Weidner were killed in action or in operational accidents; Lieutenant Edmund D. Montagnano and Sergeants Francis J. Larkin and Steve Marsinek, wounded in action; while Lieutenant Paul Kandrach and Staff Sergeants Otha M. Pierce and Joseph Fox were missing in action.

Despite the recommendation and instruction by the Douglas Aircraft Co. which says that an A-20 is only good for from 250 to 350 combat hours, when we turned over our A-20's there were 5 aircraft with over 500 hours and 6 aircraft with over 400 hours. These planes were kept in the air due solely to the excellent servicing and maintenance of the members of the Squadron who in many cases worked with hand-made tools, and without proper parts. Many parts were hand-made substitutes.

January 1944 brought the war even closer to the Japs. Our flow of supplies from the States and the mainland of Australia increased and things seemed to be on the upgrade although the food situation was still bad and if it had not been for the Group transports we would have had to exist on the eternal bully beef and beans for our diet.

Missions were coming and going from our base here at Bobodara and others staging out of Nadzab. Word came back to us that the advance operation was going along very well in the construction of the new camp area at Nadzab and we felt that when we finally did arrive there everything would be fine.

Rumors began to grow towards the end of January that we were to move on up and join the advance detail at Nadzab and by the first of February we knew it was a reality.

On the 3rd of February, the Squadron, completely packed and ready to go, boarded C-47's and flew to Nadzab to set up the new area. Usual combat operations were carried out before, during and after the move.

When we arrived at Nadzab we found that a Mess Hall, showers, and latrines had already been constructed and then with the addition of the tents for living quarters, we were able to say that we had a camp area. Then began the construction of the other Squadron buildings such as the dispensary, orderly room and a Squadron supply and PX combined.



THE GUNNERS

to Nadzab by 5th Air Force and V Bomber Command Headquarters, it was apparent to all that the base would be the largest since Moresby.

March rolled in. It proved a month of fewer missions, those that we did take part in being mostly in the Wewak and Hansa Bay districts. The strikes were conducted by now along routine lines and the same success we had had in other parts of Guinea was achieved against these targets.

The work of building up the camp area continued and more comforts and improvements were added until it resembled quite a pleasant base, at least as any to be found anywhere in the jungle areas.

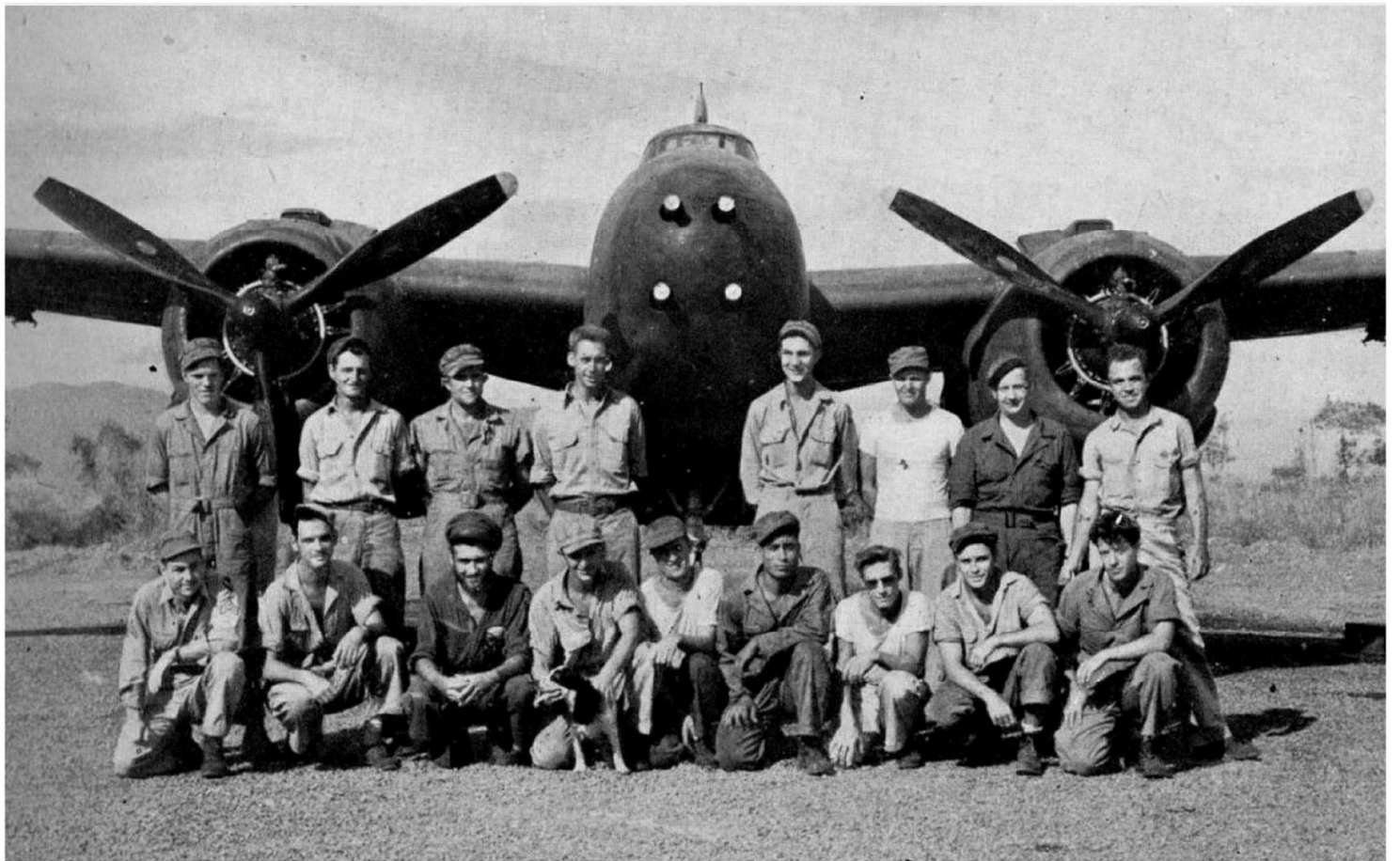
There was a good deal of trouble at Nadzab with skin infections and irritations, contracted from the various forms of plant life with which we came in contact. Foremost was the disease known as "Guinea Crud", a form of dermatitis and many of us suffered from it for a long time. It came from touching plants in the jungle when we went in to cut down the trees to be made into flooring for our shacks. Also, the water in our showers, which came from a small creek, caused numerous cases of fungus infection in the ears.

During March 1944 we were fortunate in having two stage shows. One was a USO performance- not very good. Perhaps, this was simply disappointment at the non-appearance of the female members of the show. The other was a G.I. Band plus sundry local acts- including one of our own 89'ers, "Curly" Millay, who delivered a very "hep" exhibition of tap dancing.

The food was good those days and the serving of ice cream once every fifth day was a looked-for event in our trips to the Mess Hall.

Rumors were flying about thick and strong that Men (ground personnel) were to be sent home on the Rotation Plan and all were anxiously awaiting the announcement of the first list of lucky ones.

And now, at the conclusion of March 1944, this narrative about the 89th Squadron, up to this time, comes to an end. Truly was this period in the War of the Southwest Pacific, one to "try men's souls". Words are weak things with which to express



Engineers

the hell of jungle living; or the fatigue of brain and muscle that comes from working night after night to put one additional airplane up for the next day's strike. No historian can completely record the intangible but rock-hard something called Spirit; or the essence that is teamwork.

Yet-these belong in the narrative as much as do dates and names and facts. Because without them, statistics about bombs and bullets and missions would not have been.

So enough be it to say that the 89th came through it all with valor. There were always advances, never a retreat. From the beginning to the end, the Spirit was there, and the constant devotion of the men to their duty was unsurpassed by any other unit.

PART II
MISSION DATA
AND
STATISTICS

AUGUST 1942

31 Aug. KK1: Today, after long months of preparation, the 59th SQUADRON, 3rd ATTACK GROUP entered the PACIFIC WAR a vital slashing, hell-for-leather, combat team of good men and planes that were a pilot's and a fighter's dream.

This was no large scale operation, as EUROPEAN WORLD WAR II standards go. A total of 6 A-20's flying in cooperation with 4 B-26's from the 22nd GROUP, took part in all. Yet it was the start of the avalanche, the first rain of spring that augurs the flood. Carried out in the classic minimum-altitude style of most A-20 strikes it gave the Japs a preview of what they might expect in the future from our swift, deadly, attacks.

LAS STRIP receive the hit. The 10 planes strafed and bombed headquarters buildings, and aircraft on the ground. Several ZERO'S and a dive-bomber were severely damaged, 2 heavy and 1 light AA positions silenced, and 4 motor vehicles knocked out. In the harbor two 60-foot luggers were damaged by strafing.

SEPTEMBER 1942

- 1 Sept. KK2: KOKUDA bombed and strafed by 6 planes.
- 2 Sept. KK3: Buildings and airdromes at ALLOLA and ISUKAVA hit by 9 planes with 44 x 100# demos; 2500 x .50 and 3500 x .30.
- 3 Sept. KK4: 7 planes dropped 33 x 100# demos on HELKEL and runway at SALAKAUA.
- 5 Sept. KK6: In two strafing runs 12 A-20's destroyed 1 landing barge, and from 1500' released 47 x 100# demos and 105 x 20# frags on BUNA STRIP. 21,400 x .30 and .50 expended strafing.
- 5 Sept. KK7: 9 planes bombed and strafed BUNA AIRFIELD.
- 6 Sept. KK8: LYOLA LAKE and IOLA CREEK bombed and strafed heavily by 9 A-20's, all bombs falling in the target area.

- 7 Sept. KK9: 8 A-20's bombed and strafed EFOGI area, using 64 x 100# demos, and 6,000 x .50, 5,000 x .30.
- 7 Sept. KK10-2: KOKODA PASS bombed and strafed by 9 A-20's, using 8 x 100# demos and 280 x 20# frags. No count on ammunition expended.
- 9 Sept. KK11: 8 A-20's again struck EFOGI area with 160 x 20# frags, and 2 x 100# frags, 3500 x .50 and 6800 x .30.
- 11 Sept. KK12: Grounded aircraft at BUNA STRIP were strafed by 13 A-20's using 3500 x .50 and 7500 x .30. Casualties in adjacent huts were observed and boats in the harbor were strafed. 25 x 100# demos were dropped. Two planes forced to crash-land in the sea were ditched successfully and the crews rescued.
- 12 Sept. KK13: 8 A-20's bombed and strafed BUNA STRIP destroying 17 huts. During this operation parafrags were used for the first time. 320 x 23# parafrags were used as well as 7,000 x .50 and 14,000 x .30.
- 13 Sept. KK14: One A-20 used 8 x 100# demos on huts near MYOLA.
- 14 Sept. KK15: Two A-20's made armed recon to MAURO and EFOGI, looking for lost ALLIED battalions which were never found.
- 15 Sept. KK15-1: One plane dropped 8 x 100# demos and spent 1800 x .50 on MAURO and MAURO areas.
- 19 Sept. KK19: JACOBSON'S PLANTATION on MAURO ROAD strafed by six planes using 4200 x .50 and 8,000 x .30.
- 20 Sept. KK20: 9 planes bombed and strafed BUNA-KOKODA ROAD using 120 x 23# frags, 16 x 100# demos, and 8 x 100# d.mos, and 8 x 100# incendiary, firing what was believed to be a supply train. 4,000 x .50 and 5,000 x .30 were used.
- 22 Sept. KK21: 6 planes hit targets of opportunity on the MAURO to YODDA trail using 210 x 20# frags, 4200 x .50 and 6,000 x .30.
- 24 Sept. KK25: MUBO VILLAGE bombed and strafed by 6 planes using 100 x 20# frags, and 8 x 100# demos from 1500' and 3,000 x .50 and 4,000 x .30 from minimum altitude.
- 26 Sept. KK26: 3 planes made close-support mission in vicinity of IABORIVA using 120 x 20# frags, 1,000 x .50 and 2,000 x .30.

- 27 Sept. KK27: 7 planes struck KAGI-IRABORIVA using 221 x 20# frags, 4,000 x .50 and 6,000 x .30.
- 29 Sept. KK--: MYOLA bombed and strafed by 3 planes.
- 30 Sept. KK28-1; KK28-2; KK28-3: On three separate missions this date, 7 planes bombed and strafed MANARI using 240 x 20# frags, 3,000 x .50 and 4,000 x .30.

MONTHLY TOTALS

22 MISSIONS

157 SORTIES

461 TONS OF BOMBS

169,085 x .50 and .30 CAL. AMMUNITION EXPENDED

OCTOBER 1942

- 2 Oct. KK29: 3 planes hit MYOLA LAKES #1 and #2 with 120 x 20# frags, 900 x .50, 3,000 x .30 observing hits on huts and personnel.
- 3 Oct. KK30: MFOGI and MYOLA LAKE #1 were hit by 3 planes using 120 x 20# frags, 2300 x .50, 4500 x .30.
- 5 Oct. KK31: Though AA was heavy and accurate, 6 A-20's strafed the village and barges at SANANANDA POINT destroying 2 barges and using 100 x 20# frags, 10 x 100# demos, 2,000 x .50 and 3,500 x .30. One plane landed at GURNEY.
- 8 Oct. KK33: 3 planes hit the area near WAIKOPE BRIDGE using 26 x 20# frags, and 3 x 100# demos, 400 x .50 and 1,000 x .30.
- 10 Oct. KK34: KOKODA-BUNA track hit by 3 planes using 63 x 20# frags, 2 x 100# demos, 400 x .50 and 1600 x .30.
- 11 Oct. KK35: 3 planes on armed recco hit at ASISI VILLAGE with 80 x 20# frags, 1200 x .50 and 2,000 x .30.
- 12 Oct. KK37: 2 planes hit ISIVITA VILLAGE with 80 x 20# frags, from 2,000' altitude, expending 400 x .50 and 500 x .30 in strafing.
- 14 Oct. KK39: 3 A-20's in conjunction with 7 P-40's strafed the enemy forward positions south of TEMPLETON'S CROSSING using 1300 x .50 and 1800 x .30.
- 15 Oct. KK40: 3 planes again hit TEMPLETON'S CROSSING to bomb and strafe.
- 16 Oct. KK41: BUNA-KOKODA TRAIL hit by 3 planes donating 32 x 100# demos and 80 x 20# frags, 1500 x .50 and 4,000 x .30.
- 23 Oct. KK44: 6 planes with an escort of 8 P-40's, bombed and strafed the DENIKI-KOKODA track, using 24 x 100# demos, 120 x 20# frags, 3500 x .50 and 10,000 x .30. Results were unobserved.
- 25 Oct. KK46: West Bank of the KUMUSI RIVER near ASISI hit by 3 planes using 119 x 20# frags, 1600 x .50 and 4,000 x .30.
- 25 Oct. KK46: 3 planes struck ISUNAVA and KOKODA with 16 x 100# demos, 1750 x .50 and 2,000 x .30.
- 26 Oct. KK48: 2 planes strafed ALOLA with 600 x .50, 1400 x .30 and dropped 80 x 20# frags from 1500'.

- 27 Oct. KK49: 2 planes with an escort of 4 P-40's bombed ALOLA, ABURI and ISURAVA with 80 x 20# frags from 7,000'.
- 28 Oct. KK50: 3 planes bombed and strafed AMORGA CROSSING.
- 29 Oct. KK51: Track from ISURAVA to DENIKI and ABUARI to KAILE bombed and strafed by 3 A-20's with 120 x 20# frags, 2800 x .50, and 5300 x .30.
- 29 Oct. KK52: 3 planes with an escort of 8 Aircobra's hit NAURO area with 120 x 20# frags from 1000'.
- 31 Oct. KK53: NAURO again hit by 3 planes using 120 x 20# frags, 500 x .50 and 1600 x .30.

MONTHLY TOTALS

19 MISSIONS

62 SORTIES

17 TONS OF BOMBS DROPPED

56,500 x .50 and .30 CAL. AMMUNITION EXPENDED

NOVEMBER 1942

- 1 Nov. KK7: 14 planes escorted by 16 P-40's strafed LAE Brome with 2,000 x .30. Formation intercepted by 15 to 20 Zekes with gunners claiming one probably destroyed.
- 4 Nov. KK8: 3 A-20's bombed and strafed OIVI.
- 4 Nov. KK8-2: Beach on SALAMAUA ISTHMUS hit by 9 A-20's using 321 x 20# frags, 1600 x .50 and 400 x .30.
- 7 Nov. KK9: 3 planes bombed and strafed KADANDETTA and SOPUTA using 115 x 20# frags, 1800 x .50 and 2100 x .30. Propaganda leaflets also dropped.
- 8 Nov. KK10: OIVI received 83 x 20# frags, from 1200'. 1300 x .50 and 2900 x .30 were used from 3 planes at minimum altitude.
- 9 Nov. KK11: 6 planes bombed and strafed OIVI.
- 10 Nov. KK12: 3 planes bombed and strafed AA positions at SOPUTA.
- 11 Nov. KK15: 3 planes hit enemy troops at WAIROPE using 120 x 20# frags, 1400 x .50 and 3500 x .30 in 15 passes.
- 21 Nov. WARDS 15: 12 planes struck BUNA ALONGONE at minimum altitude using 323 x 20# frags, 6100 x .50 and 10,000 x .30, with excellent results. Ack-Ack was very heavy and accurate, causing one plane to land at PONGANI with right aileron, wing and engine hit. Second aircraft crashed at base with nose section, fuselage, left engine and hydraulic system badly shot. Other planes were holed.
- 21 Nov. WARDS 16: SANANANDA POINT hit by 3 airplanes using 120 x 20# frags, 2,000 x .50 and 2500 x .30.
- 21 Nov. WARDS 17: 2 planes bombed in vicinity of BUNA.
- 21 Nov. WARDS 18: 7 planes hit troop concentrations at BUNA donating 8 x 23# parafrags, 120 x 20# frags, 400 x .50 and 1200 x .30.
- 22 Nov. WARDS 38: 5 A-20's bombed and strafed SANANANDA POINT area dropping 178 x 20# frags, and using 2,000 x .50 and 2700 x .30 while strafing.

- 22 Nov. WARDS 38: A second mission by 5 A-20's strafed and bombed SANANANDA POINT area using 188 x 23# parafrags, 1100 x .50 and 3700 x .30. Propaganda leaflets also dropped.
- 23 Nov. WARDS 39: SANANANDA POINT area hit by 3 planes dropping 120 x 20# frags, and using 1700 x .50 and 2100 x .30. Propaganda leaflets were also dropped.
- 24 Nov. WARDS 40: 6 A-20's unable to take off on mission as a Hudson bomber crashed on strip before takeoff.
- 26 Nov. WARDS 3: 3 planes struck BUNA DROME dropping 40 x 20# frags and using 1200 x .50 and 2900 x .30 against aircraft.
- 26 Nov. WARDS 3-2: 3 planes struck dispersal areas and fuel dump at BUNA DROME dropping 119 x 20# frags and using 2100 x .50 and 7200 x .30 in 17 strafing passes. Ack-Ack was intense and heavy.
- 26 Nov. WARDS 3-3: BUNA DROME area again hit by 3 planes using 120 x 20# frags, 1600 x .50 and 2700 x .30.
- 26 Nov. WARDS 3-4: 3 planes again hit BUNA DROME and its dispersal areas dropping 100 x 20# frags, and using 2000 x .50 and 3850 x .30 in 16 passes.
- 26 Nov. WARDS 4: 5 planes struck south side of BUNA DROME using 107 x 20# frags, 850 x .50 and 100 x .30, flying through intense and heavy Ack-Ack fire.
- 28 Nov. WARDS 11: LAE DROME hit by 7 A-20's dropping 127 x 23# parafrags and using 450 x .50 and 1300 x .30. Bombs were dropped and seen to make direct hits on 2 Jap planes and near misses on 9 others. Large numbers of personnel were strafed.
- 29 Nov. WARDS 16: With weather forcing back # of 9 planes, 1 A-20 attacked LAE AIRDROME dropping 40 x 23# parafrags and using 150 x .50 and 1100 x .30.
- 29 Nov. WARDS 18: GONA DROME attacked by 3 planes dropping 97 x 20# frags, 1600 x .50 and 3700 x .30.

MONTHLY TOTALS

24 MISSIONS

124 SORTIES

30 TONS OF BOMBS DROPPED

102,050 x .50 and .30 CAL. AMMUNITION EXPENDED

DECEMBER 1942

- 1 Dec. WARDS 24: 6 planes struck BUNA DROME using 160 x 20# parafrags, 1330 x .50, 3100 x .30. One plane landed at Dobodura with the right engine feathered.
- 2 Dec. Wards 36: BUNA DROME bombed and strafed by 6 planes using 229 x 20# frags, and expending 2,000 x .90 and 700 x .50. All ships were damaged by AA fire.
- 2 Dec. WARDS 37: 6 planes fired dumps in CAPE KILLERTON area, dropping 240 x 20# frags, and expending 2,000 x .50, and 4,700 x .30.
- 3 Dec. WARDS 44: 6 planes hit SANANANDA POINT dropping 141 x 20# frags, and strafing with 4,400 x .50 and 2,250 x .30.
- 3 Dec. WARDS 45: 5 A-20's bombed and strafed BUNA using 172 x 23# parafrags, 7,800 x .50 and 3,850 x .30. One gun position destroyed, 1 Zeke destroyed and personnel observed to be hit.
- 5 Dec. WARDS 13: 6 ships bombed and strafed BUNA, dropping 186 x 23# parafrags. 1,650 x .50 and 3,900 x .30 were expended by strafing.
- 5 Dec. WARDS 14: 3 planes hit SANANANDA POINT. 119 x 20# frags were released and 1,800 x .50 and 3,800 x .30 expended.
- 8 Dec. WARDS 27: 4 A-20's escorted B-25's to BUNA, strafing with 800 x .50 and 2,400 x .30. All planes holed with one plane being forced to land at Jackson with hydraulic system shot out.
- 9 Dec. WARDS 31: 3 x 500# demos, 1,400 x .50 and 1,500 x .30 were used by three planes.
- 12 Dec. KK2: Barge sweep by 3 A-20's using 1,300 x .50 and 1,400 x .30. Barges badly damaged.
- 13 Dec. KK4: Bombed and strafed CAPE KILLERTON in 6 A-20's using 240 x 20# frags, 4,100 x .50 and 9,500 x .30.
- 14 Dec. KK6-A: On this day nine separate and successful strikes were flown, a record for the Group. In 24 passes at CIVI, 3 A-20's released 54 x 20# frags, used in strafing 1,820 x .50 and 2,450 x .30.

- 14 Dec. KK6-B: 3 planes bombed and strafed mouth of the MAMBARE RIVER using 88 x 20# frags, 2,500 x .30 and 1,300 x .50.
- 14 Dec. KK6-C: Mouth of the KUMUSI RIVER bombed and strafed by 3 A-20's. Barges hit as 60 x 20# frags were dropped, 375 x .50 and 750 x .30 expended. One aircraft crash-landed at Dobodura.
- 14 Dec. KK6-D: MAMBARE RIVER bombed and strafed by 3 A-20's using 120 x 20# frags, 1,350 x .50 and 2,300 x .30 . 18 strafing passes were made.
- 14 Dec. KK6-E: KUMUSI RIVER area again hit with 116 x 20# frags, 1,800 x .50 and 3,000 x .30.
- 14 Dec. KK6-F: 3 A-20's dropped 96 x 20# frags, expended 2,200 x .30 and 1,100 x .50 in 12 strafing passes. 1 barge was destroyed.
- 14 Dec. KK6-G: 3 A-20's dropped 120 x 20# frags, shot 4,000 x .30 and 1,700 x .50 while bombing and strafing MAMBARE RIVER mouth.
- 14 Dec. KK6-H: 2 A-20's used 80 x 23# parafrags, 300 x .30 and 1,400 x .50 while making strafing passes at MAMBARE RIVER.
- 14 Dec. KK6-I: 79 x 20# frags were released and 1,000 x .50, 5,100 x .30 expended as 3 A-20's hit the mouth of MAMBARE RIVER.
- 15 Dec. KK9: Targets at mouth of the KUMUSI RIVER strafed and bombed by 3 A-20's on armed recco using 86 x 20# frags, 435 x .50 and 1,200 x .30.
- 16 Dec. KK11: All bombs dropped in target area as 3 planes on armed recco hit mouth of the KUMUSI RIVER.
- 18 Dec. KK14: KURENADA VILLAGE located near mouth of the KUMUSI RIVER, bombed and strafed by 3 aircraft using 136 x 20# frags, 2,200 x .30 and 950 x .50. Some AA encountered in the vicinity of Salamaua.
- 19 Dec. KK15: BUNA MISSION attacked by 13 A-20's which strafed huts containing personnel and dropped 476 x 20# frags, all in target area. Expended were 7,800 x .50 and 13,400 x .30. Inaccurate AA fire caused no damage.
- 20 Dec. KK17: Using 255 x 20# frags, 3,150 x .50 and 6,300 x .30, 6 planes struck at GILOPI POINT.

- 24 Dec. KK20: In a coastal sweep from KUMISI RIVER to SALAMAUA 3 A-20's straddled KEL KEL VILLAGE and 2 canoes each containing 3 or 4 Japs. All but 2 Japs considered casualties. 1600 x .50 and 3,900 x .30 expended.
- 29 Dec. 52-E: 3 planes straddled tracks near West Bank of AMBOGO RIVER mouth. 900 x .30; 1000 x .50 expended.
- 30 Dec. 53-G: While patrolling coast from BUNA to IAE, 3 planes sighted and attacked a motor launch, also straddled targets from extreme low-level at DURIVA CREEK, making 3 runs and using 1200 x .30 and 1500 x .50.
- 31 Dec. 54-E: In 4 straddling runs over the target, 3 A-20's straddled at SANANANDA POINT and GIRIWA, firing 3,000 x .50 and 2,500 x .30.
- 31 Dec. 54-H: Coordinating their attack with a flight of B-25's, 6 planes straddled troop concentrations, AA positions, and grounded aircraft at IAE. Pressing the strike against M/G fire and heavy, light but inaccurate AA opposition, pilots saw bursts enter 5 bombers and a Zeke, with one Betty left smoking and probably a fire.

MONTHLY TOTALS

31 MISSIONS

127 SORTIES

35 TONS OF BOMBS DROPPED

103,100 x .30 CAL. AMMUNITION EXPENDED

38,900 x .50 CAL. AMMUNITION EXPENDED

STATISTICS FOR YEAR OF 1942

95 MISSIONS

469 SORTIES

126.8 TONS BOMBS DROPPED

199,100 x .30 CAL. AMMUNITION EXPENDED

136,650 x .50 CAL. AMMUNITION EXPENDED

JANUARY 1943

- 2 Jan. 1-F: 6 planes strafed LAE DRONE using 2400 x .50 cal; 5450 x .30 cal. in six passes.
- 3 Jan. 2-G: 6 planes searched northern coast for Pannaces (small sailing vessels) from LAE to MOROBE with nil sightings.
- 4 Jan. 3-H: 6 planes strafed LAE DRONE using 2700 x .50 and 700 x .30 in six passes.
- 6 Jan. 5-E: 6 planes strafed LAE DRONE using 2000 x .50 and 3700 x .30.
- 7 Jan. 6-O: weather prevented planes from reaching site of landings of Jap reinforcements near LAE.
- 8 Jan. 7-I: 13 planes strafed and bombed trucks, supplies, a 6000 ton cargo ship and MLC near LAE. 490 x 20# fragfrags; 2000 x .50 and 4500 x .30 were used. Attempted interception by 2 fighters with one enemy hit by his own AA. This was a coordinated attack with B-25's, B-26's and Aussie Beau-Fighters.
- 8 Jan. 7-S: 11 planes returned because of weather.
- 9 Jan. 8-G: 11 planes strafed and bombed LAE DRONE. As the pilots destroyed one ZEKE and one OSCAR attempting to take off, the gunners destroyed one OSCAR trying to intercept the squadron. 440 x 20# frags, 2700 x .50 and 1050 x .30 expended.
- 13 Jan. 12-F: 3 planes bombed and strafed SARAHANDA POINT and track. 120 x 20# frags, 1700 x .50 and 2900 x .30 were used in twelve passes.
- 14 Jan. 13-F: 6 planes hit LABU and LARATOIS at SACHEN BAY. 2075 x .50 and 2950 x .30 expended.
- 15 Jan. 14-K: 3 planes bombed and strafed SARAHANDA POINT and MOTOR TRANSPORT ROAD. 120 x 20# frags, 1000 x .50 and 3100 x .30.
- 16 Jan. 15-J: 3 planes struck KUMESI RIVER delta and KURONADA with 120 x 20# frags, 2050 x .50 and 2500 x .30.

- 16 Jan. 15-I: 3 planes strafed SOPUTA-SAMANANDA TRAIL using 2300 x .50 and 3900 x .30. This was the second mission where smoke was used by ground troops for target location, with highly satisfactory results.
- 17 Jan. 16-E: 3 planes strafed MAMBARE and from BACUMBARE to SALAMAUA using 1450 x .50 and 3300 x .30.
- 19 Jan. 18-E: 3 planes struck KURENADE VILLAGE with 1050 x .50 and 3050 x .30.
- 22 Jan. 21-I: 3 planes strafed canoes from GONA to SALAMAUA. 200 x .50 and 375 x .30 were expended.
- 25 Jan. 24-F: 3 planes strafed barges and small ships at mouth KUMUSI and DURIVA CREEKS with 1000 x .50 and 1200 x .30.
- 26 Jan. 25-F: 5 planes struck LAE DROME and adjacent supply dumps expending 2550 x .50 and 4300 x .30. One plane crashed on takeoff killing the pilot and injuring the gunner.
- 27 Jan. 26-E: 6 planes struck MUBO, GARRISON HILL and track to KOMIATUM with 16 x 100# demos; 1200 x .50 and 4250 x .30.
- 28 Jan. 27-F: 3 planes struck MUBO and GARRISON HILL and track KOMIATUM using 6 x 300# demos, 900 x .50 and 3400 x .30.
- 30 Jan. 29-I: 3 planes struck MUBO, GARRISON HILL and track to KOMIATUM using 24 x 100# demos, 1250 x .50 and 2200 x .30.

MONTHLY TOTALS

20 MISSIONS

112 SORTIES

15.8 TONS BOMBS DROPPED

33,075 x .50 CAL. AMMUNITION EXPENDED

55,375 x .30 CAL. AMMUNITION EXPENDED

FEBRUARY 1943

- 2 Feb. 32-H: 3 planes made recco flight along north coast to SALAMUA.
- 4 Feb. 34-G: 3 planes struck MUBO and KOMIATUM; swept from SALAMUA to ZAKA. 24 x 100# demos; 1450 x .50 and 5350 x .30.
- 4 Feb. 34-L: 6 planes strafed grounded aircraft at LAE. AA positions and a launch in the harbor were also strafed. 2060 x .50 and 3000 x .30 expended.
- 5 Feb. 35-G: 3 planes struck north coast of NEW GUINEA hitting targets at ZAKA, SAPPA, BAU, KOCO and DONA. 24 x 100# demos; 2100 x .50 and 2700 x .30.
- 5 Feb. 35-I: 1 plane reccoed MAU, MUBO and KOMIATUM.
- 8 Feb. 38-D: 6 planes bombed and strafed troops on the track to GUADAGASCAL, MUBO, KOMIATUM to SALAMUA. 48 x 100# demos; 3375 x .50 and 7000 x .30.
- 13 Feb. 43-H: 6 planes strafed the track from GUADAGASCAL, MUBO, KOMIATUM to SALAMUA; and bombed supply dumps at MUBO. 48 x 100# demos; 2600 x .50 and 4700 x .30.
- 15 Feb. 45-H: 6 planes struck supply dumps at MALABANG with 48 x 100# demos; 3650 x .50 and 5900 x .30. Propaganda leaflets also dropped.
- 19 Feb. 49-B: 11 planes bombed BULISUM II and ANGARI with 432 x 20# frags.
- 20 Feb. 50-H: 1 plane reccoed SALAMUA, KOMIATUM, MUBO, KEL and MOROBE.
- 22 Feb. 52-I: 1 plane took photos of MAU-MUBO-SALAMUA area.
- 22 Feb. 52-M: 6 planes struck BUIBAINING, MAIPALI, and GUADAGASCAL with 48 x 100# demos; 2450 x .50 and 7000 x .30.
- 3 Feb. 53-G: 3 planes bombed and strafed track BUIBAINING, MAIPALI, GUADAGASCAL SADDLE to MUBO. 16 x 100# demos; 24 x 20# frags; 1750 x .50 and 2750 x .30 expended.

- 23 Feb. 53-G(b): 3 planes struck Jap camp between BUIBAINING ~~area~~ and WAIPALI. 17 x 100# demos; 1950 x .50 and 3400 x .30 were released.
- 23 Feb. 53-G(c): 3 planes again struck BUIBAINING, WAIPALI and GUADAGASCAL using 17 x 100# demos, 3400 x .30 and 950 x .50.
- 24 Feb. 54-J: 1 plane photographed WAU area; mission accomplished but weather forced pilot to land on beach ~~area~~ at RIDSCAR BAY.
- 25 Feb. 55-F: 6 planes struck the GUADAGASCAL SADDLE using 240 x 20# frags; 2840 x .50 and 5850 x .30. One of our planes was forced to land at DOBODURA and did not reach the target.
- 26 Feb. 56-G: 3 planes hit WAIPALI-BUIBAINING area with 16 x 100# demos; 650 x .50 and 2400 x .30.
- 28 Feb. 58-G: 1 plane photographed WAU area and landed at 7-MILE DROME on return because of mechanical failure.

MONTHLY TOTALS

19 MISSIONS

73 SORTIES

20.6 TONS OF BOMBS DROPPED

24,825 x .50 CAL. AMMUNITION EXPENDED

53,550 x .30 CAL. AMMUNITION EXPENDED

MARCH 1943

- 1 March 59-D: 3 planes dropped bombs and strafed at GUADAGASCAL SADDLE using 24 x 100# bombs; 1450 x .50 and 6150 x .30 in twelve passes.
- 2 March ----: All men and planes were held on the alert to strike a reported convoy believed to be headed to reinforce LAE.
- 3 March 61-B: An even dozen of our A-20A's participated in the BATTLE of the BISMARCK SEA this date. Two ships attacked a 6,000 ton AK, 2 hits, as verified by gunner, resulting in smoke and flames, two misses. Two ships attacked 6,000 ton AK, 3 hits, as verified by one pilot and one gunner, resulting in smoke, flames and an explosion. One plane attacked a 6/8000 ton AK, one or two hits, as verified by pilot, photographer and gunner, who observed smoke and flames. One plane attacked 10,000 ton AF scoring one hit, as verified by a pilot and a photographer. Two A-20's scored two hits near stern on small ship 100/150 feet long, verified by pilot and two gunners; pilot reported vessel exploded in one large blast. One plane scored a hit on a 6,000 ton AK, verified by wingman, resulting in smoke and flames. Total: 12 hits on a 10,000 ton AF were seen as one pilot strafed heavily. 12 hits on 7 ships. Some strafing was done. The following quotation is from the 89th Squadron Diary of 3 March 1943: "This was our glory day! And what a day it was--after being held on the alert all day yesterday we finally received our mission assignment. We were the 7th wave to strike the convoy, our task being to bomb and strafe, and we did a job second to none in accomplishing the task. Preceding us over the target were waves of innumerable planes, composed of B-17's from the 43rd Group, B-24's from the 321st Squadron, and B-25's from the 38th Group, B-25's from the 90th Squadron and then our unequalled flight of 12 A-20A'S. Our planes were piloted by Capt. Glen W. Clark, our C.O., Lts. Richardson, Conn, Messick, Taylor, Beck, Neel, Montagano, Mayo and Captains Dunbar and Chudoba, and Lt. Auby of the 8th Bomb. Squadron. When our

planes arrived over the convoy, they were gratified to find that this was one mission where they had adequate aircraft flying at their prescribed altitudes for the most ideal operations, and all were armed properly to carry out their assigned missions. The skies were filled with planes all anxious to score direct hits and completely annihilate this force of Nips. Each and every formation pressed home their attack to the utmost and it was a beautiful sight to see cargo, transport and naval vessels receive direct hits, smoke and explode while the Sons of Heaven hit the drink by the hundreds. Our estimate of the convoy was 5-6 cargo and transport ships, escorted by 5-6 naval vessels. And we got our share with 12 hits on 7 ships. We don't claim definite sinkings, but from knowledge of the damage necessary to sink a ship we feel that not one of those hits could possibly reach shore. Giving due credit to the other flights, we still feel our part largely contributed to the now completely reported eradication of the convoy and the large number of enemy casualties resulting. Radio listeners of the BISMARCK SEA BATTLE say the people at home feel it the greatest and most successful battle of land-based planes over shipping in the history of the world. Incidentally, the Navy wasn't along. Congratulatory messages were received from General MacArthur and General Kenney, and we certainly appreciate such recognition from our commanders. Our second mission of 12 A-20's sent to attack the remaining debris of the convoy was led by Major Petri, but was forced to return without reaching the target due to bad weather over the range."

- 4 March 62-L: 12 planes carried out a recon mission from LAE to FINSCHAFEN and spent 3850 x .50 and 8900 x .30 on grounded aircraft on LAE DRONE.
- 5 March 63-G: 6 planes again strafed LAE DRONE using 1950 x .50 and 4250 x .30.
- 6 March 64-H: 6 planes were to strike GUADAGASCAL. 3 aborted and landed at DOBODURA because of weather. 3 planes expended 24 x 100# bombs; 1200 x .50 and 5200 x .30. One plane ditched in BOOTLESS BAY.
- 7 March 65-H: 6 planes made 31 passes on GUADAGASCAL area using 48 x 100# bombs; 3900 x .50 and 7300 x .30.

- 11 March 69-H: VICKERS RIDGE was attacked by 3 planes. 24 x 100# demos; 1250 x .50 and 2100 x .30.
- 12 March 70-H: 3 planes struck GUADAGADAL area with 24 x 100# demos; 1,000 x .50 and 1,000 x .30. 1 plane was reported missing after entering clouds over Mt. Murray on return.
- 13 March 71-H: 1 plane made recco over RANGE area.
- 15 March 73-J: 1 plane took photos of DOBODURA area.
- 16 March 77-G: MUBU area struck by 3 planes. 144 x 20# cluster frags, 1,750 x .50 and 2,600 x .30 were expended.
- 22 March 80-H: 1 plane took photos of DOBODURA and area.
- 23 March 81-C: 6 planes struck MUBU area with 288 x 20# frags and used 3,350 x .50 and 6,100 x .30.
- 24 March 82-F: DOBODURA and area again photographed by 1 plane.
- 25 March 83-K: Tracks southeast of SALAMAUA photographed by 1 plane.
- 26 March 84-A: 3 planes hit KITCHEN CRACK area with 8 x 100# wire-wrapped demos, and used 1,850 x .50 and 2,900 x .30.
- 26 March 84-L: 6 planes made an armed recco of HUON GULF and attacked MALANANG BRICK. One plane was badly shot up and wrecked and ditched. Captain Good landed in the water off DUMA and was rescued. His Gunner and photo rapher bailed out but were not recovered. Later Intelligence reports indicated that Sgt. Fox swam ashore and was captured by the Japs at LAE but no further evidence uncovered his fate.
- 30 March 86-K: A dozen planes bombed and strafed PITHIAPAI dropping 12 x 500# demos; 4,350 x .50 and 6,200 x .30.
- 31 March 89-A: SALAMAUA attacked by 6 planes, using 8 x 300# demos, also 500 x .50 and 900 x .30.
- 31 March 89-B: Fort; photos of MOUTON HARBOR area were taken by 1 plane.

MONTHLY TOTALS

21 MISSIONS

94 SORTIES

21.8 TONS OF BOMBS DROPPED

30,140 x .50 cal. ammunition expended

59,750 x .30 cal. ammunition expended

APRIL 1943

- 1 April 90-K: 1 plane reconed MONOBE HARBOR area.
- 2 April 91-E: KITCHEN CREEK hit by 3 planes using 96 x 20# frags, and 550 x .50 and 1500 x .30.
- 3 April 92-J: 3 planes hit KITCHEN CREEK with 96 x 20# frags; 3,650 x .50 and 1,850 x .30 also expended.
- 4 April 93-G: KITCHEN CREEK again hit by 6 A-20's using 288 x 20# frags, 2420 x .50 and 5,950 x .30.
- 9 April 98-H: MUBO and KITCHEN CREEK hit by 6 planes using 288 x 20# frags, 3,000 x .50 and 5,950 x .30.
- 13 April 102-C: 3 plane's hit junction of SICE RIVER and BUNGAP CREEK using 168 x 20# frags and 1300 x .50 and 2700 x .30.
- 14 April 103-G: 1 plane took 182 photos in 20 runs covering the LAB-SILANON area.
- 22 April 111-A: Three small villages south of DUALI and LABABIA ISLAND struck by 4 RA-20-A's. 192 x 20# frags as well as 2,620 x .50 and 6,000 x .30 were used in this operation.
- 24 April 113-F: Four RA-20's hit GABANO HILL with 32 x 100# bombs and 2,150 x .50 and 1500 x .30.
- 25 April 114-C: GABANO HILL again hit by three RA-20's using 144 x 20# frags, 1050 x .50 and 4,250 x .30.
- 27 April 116-H: Three RA-20's hit Jap mountain artillery position using 144 x 20# frags and 1700 x .50 and 3,250 x .30.
- 29 April 118-E: 1 plane photographed BOBODORA and area.

MONTHLY TOTALS

12 MISSIONS

37 SORTIES

17.2 TONS OF BOMBS DROPPED

19,440 x .50 cal. AMMUNITION EXPENDED

37,100 x .30 cal. AMMUNITION EXPENDED

MAY 1943

- 6 May 125-B: Three planes made 20 runs on PIMPLE area using 120 x 20# frags, 1900 x .50 cal. and 3700 x .30.
- 7 May 126-B: Three planes again hit PIMPLE area using 144 x 20# frags 1,525 x .50 and 2,500 x .30.
- 7 May 126-F: One plane made a photo flight from HEATHS PLANTATION to MOLLING and from MOLLING BACK to MISSION POINT to the coast.
- 10 May 129-A: Barge hide-outs in LABA LAGOON hit by 6 planes. 288 x 20# frags, 2,950 x .50 and 4,500 x .30 were used.
- 13 May 132-C: Five planes struck landing strips on CAPE GLOUCESTER. 39 x 100# frags, 2,800 x .50 and 2,950 x .30 were expended.
- 15 May 134--: Eleven planes hit four serviceable ZEBBS and six possibly serviceable BETTY'S at LAE DRUM. 3,750 x .50 and 2,950 x .30 used, in this operation.
- 22 May 141-A: 1 plane made photo mission from MISSION POINT to PILLUNG.
- 23 May 142-C: Twelve planes hit GASLATA STRIP. 576 x 20# frags, 5,950 x .50 and 12,500 x .30 were expended.

MONTHLY TOTALS

8 MISSIONS

42 SORTIES

13.2 TONS OF BOMBS DROPPED

16,695 x .50 cal. AMMUNITION EXPENDED

33,650 x .30 cal. AMMUNITION EXPENDED

JUNE 1943

- 5 June 155-AA: 12 planes donated 263 x 23# parafrags; 2 x 500# demos; 14 incendiaries; 2,150 x .50 and 4,000 x .30 on stores and supplies at LOGGI VILLAGES.
- 16 June 166-BB: 2 planes made a night recon on north NEW GUINEA coast using 9 x 300# demos plus 1,450 x .50 and 3,500 x .30 on small Jap held villages.
- 18 June 168-AA: 1 plane made same night recon using 39 x 23# parafrags 10 x 4# incendiaries and 700 x .50 and 1400 x .30 on small villages.
- 19 June 169-BB: 5 planes bombed and strafed 6 barges near HOPLI with 200 x 23# parafrags, 1450 x .50 and 2800 x .30.
- 20 June 170-BB: 9 RA-20-A's hit LAE DROME destroying 3 planes with 2 x 500# demos, 293 x 23# parafrags and 2,950 x .50 and 6,450 x .30.
- 20 June 170-AA: 1 plane made a night recon along coast to FINSCHAFEN using 40 x 23# parafrags, 15 x 4# incendiaries and 650 x .50 plus 1700 x .30 on small villages.
- 21 June 171-CC: 12 planes struck Lae and MALAKANG strips bombing and strafing 12 A/C using 258 x 23# parafrags, 5,025 x .50 and 9,580 x .30.
- 23 June 173-AA: 1 plane made a photo run over LOKANU and NATTER BAYS and LABANGA ISLAND.
- 27 June 177-AA: 6 planes strafed barges in LABU LAGOON using 2650 x .50 and 9,600 x .30.
- 28 June 178-AA: 2 planes made a recon over DUALL VILLAGES.
- 29 June 179-DD: 10 planes made 46 passes over Jap camp on south side of KASSAU donating 79 x 100# demos, 6,675 x .50 and 1400 x .30.

MONTHLY TOTALS

11 MISSIONS

66 SORTIES

19.5 TONS OF BOMBS DROPPED

23,900 x .50 cal. AMMUNITION EXPENDED

53,030 x .30 cal. AMMUNITION EXPENDED

JULY 1943

- 1 July 181-AA: Six planes bombed and strafed DUALI, using 4,900 x .50, 6,700 x .30 and 41 x 100# aces in 32 passes.
- 1 July 181-BB: Twelve planes were to strafe IAS DROME. One returned with motor trouble prior to reaching the target, and the other eleven expended 4000 x .50 and 7,500 x .30.
- 4 July 184-BB: Six RA-20-A's strafed grounded A/C at IAE and concentrated on AA positions. 2400 x .50 and 4,000 x .30.
- 7 July 185-BB: Six planes were to hit barges at SALUS. One crashed on takeoff, one did not take off due to engine trouble and the other four returned because of weather.
- 11 July 191-BB: Nine planes attacked trail from LOGUI #2 to KENNEDY'S CROSSING. 35 x 23# parafrags: 3800 x .50 and 7200 x .30.
- 11 July 191-DD: Six planes hit barges at KEHI POINT. 2,900 x .50 and 5,000 x .30 were used.
- 13 July 193-AA: Photo mission by one plane from KOMIATUM to GOODVIEW JUNCTION.
- 14 July 194-AA: Two planes dropped life rafts to a pilot downed 4 miles NE of LASAUGA ISLAND. This is the first time known, aside from merely locating downed crew members, that A-20's have actively participated in air-sea rescue.
- 14 July 194-BB: Seven planes thoroughly strafed ORODUKI using 43 x 100# aces. 3,720 x .50 and 4,700 x .30. The eighth plane of the mission returned safely though it caught fire just before landing.
- 17 July 195-AA: KOMIATUM-ORODUKI track was given 44 x 100# aces, 2,570 x .50 and 6,800 x .30 by seven of our planes.
- 18 July 198-CC: DOT ISLAND, ORODUKI, BOBDUBI, and trail from LOKANA #1 to BOISE were photographed by one plane.
- 20 July 200-AA: Six planes hit KOMIATUM bivouac areas using 35 x 100# aces, 2,500 x .50 and 3,000 x .30. One plane was hit over target and ditched in MCGIBB HARBOR.
- 22 July 202-BB: One plane reconed KOMIATUM to GOODVIEW JUNCTION.

- 23 July 205-BB: One plane sent to search for A/C survivors ten miles north of LISANGA ISLAND.
- 30 July 210-AA: Nine planes attacked twelve barges at CAPE GERHARDS, LANGEMAK BAY, FINSCH HARBOR and MARTEN HARBOR. Two barges sunk. 04 x 100# aeras (18 failed to explode) 7,000 x .50 and 13,000 x .30.
- 31 July 211-BB: Seven planes shot and bombed seven barges at ULAMAINGI, destroying two of them. 55 x 100# aeras, 3,425 x .50 and 5,950 x .30 were expended.

MONTHLY TOTALS

15 MISSIONS

91 SORTIES

15.7 TONS OF BOMBS DROPPED

28,210 x .50 cal. AMMUNITION EXPENDED

28,250 x .30 cal. AMMUNITION EXPENDED

AUGUST 1943

- 2 Aug. 213-AA: Nine planes hit barges near LAE, BUIABUM and LOKANU. One barge badly damaged. 60 x 100# aemos, 4,425 x .50 and 8,400 x .30 were used.
- 7 Aug. 218-DD: Six planes made an armed recce search for barges but returned with all bombs and ammo.
- 10 Aug. 221-CC: Barges in LABU LAGOON hit by 6 planes using 48 x 100# aemos, 3,250 x .50 and 6,500 x .30.
- 11 Aug. 222-BB: Six planes made a fruitless search for barges near HOPOI.
- 14 Aug. 225-BB: Four barges near KASANGA strated by 6 planes using 1400 x .50 and 2500 x .30.
- 17 Aug. 228-AA: Five planes again struck barges near SAIAUAUA using 27 x 100# aemos, 2380 x .50 and 7800 x .30. One plane caught fire when hit in both engines. The plane was ditched and all personnel rescued.
- 20 Aug. 231-CC: Six of our planes dented 48 x 100# aemos, 3,350 x .50 and 7,200 x .30 on the Jap staging area near KENNEDY'S CROSSING. The following in quote is from the 89th Squadron Diary. " With one year of work in NEW GUINEA behind it, the 89th scoreboard stands at 19,017 bombs dropped on Nip necks plus 955,285 rounds of ammunition fired. Tonnage of bombs dropped amounts to 278 tons and 1900 pounds. Also dumped on the enemy were three bomb bay tanks, one set of twin 30's, four camera's and one parachute. The Squadron took little notice of the anniversary. It was just another day of work.
- 23 Aug. 234-DD: Three planes made recce over LAE.
- 27 Aug. 238-CC: 40 x 100# aemos and 29 strafing runs made on 6 barges in LANGEMAK BAY by 6 of our planes. 3,175 x .50 and 7,500 x .30 were used in the operation also.
- 28 Aug. 239-BB: Six planes attacked barges and shipping in SAMOK HARBOR and LABU LAGOON using 48 x 100# aemos, 3,100 x .50 and 9,350 x .30.
- 30 Aug. 241-CC: On one of the best barge hunting days to date, six planes destroyed 3 barges and probably sank another in the mouth of the MAPS RIVER. 4800 x .50 and 3,750 x .30 besides 48 x 100# aemos were expended in the task.

MONTHLY TOTALS

17 MISSIONS

83 SORTIES

11.5 TONS OF BOMBS DROPPED

19,100 x .50 cal. AMMUNITION EXPENDED

40,700 x .50 cal. AMMUNITION EXPENDED

SEPTEMBER 1943

- 5 Sept. 247-G: Seven planes participated in the paratroop operation at NADZAB laying 28 x 305# tanks of FS smoke to screen the operation. LABU ISLAND was given 2700 x .50 and 5050 x .30. (The following quotes concerning the mission are from the 89th Squadron Diary): "Amphibious landings were made on several beaches some 15 miles to the east of the strip. (LAE) These landings were successful, though the Nips managed to damage several barges in the first wave. Our seven planes, flying out of PORT MORESBY participated in the paratroop landing operations at NADZAB, west of the LAE STRIP about 20 miles. Our fighters claimed 25 Nips out of the attacking Jap formations. In a beautifully timed operation, the B-25's went in and bombed and strafed the landing area thoroughly. Close on their tails came the A-20's, laying smoke-screens in three spots. The transports— 82 strong— swept in over the tree tops, and before the smoke had reached the ground in all spots, the paratroopers were going overboard. Some 1,000 with their equipment were dumped out in a few moments. They landed wholly without opposition and took possession of NADZAB AIRFIELD. Engineers that jumped with them went to work immediately and in a few hours, transports were landing there." The 89th was recommended for their split-second timing with which the mission was run off.
- 8 Sept. 250-CC: Six planes made 35 runs on the track south of LAUPUI POINT dropping 48 x 100# bombs and using 3850 x .50 and 10,700 x .30 and 7 x .45.
- 10 Sept. 258-BB: At extreme minimum altitude, 9 planes hit LAE in close support (100 yards) of allied troops. 371 x 20# frags, 5,080 x .50 and 8,100 x .30 were expended.
- 18 Sept. 260-BB: 9 A-20's made 48 passes on KALAL and WOMAN ISLANDS, dropping 384 x 20# frags and expending 5,800 x .50 12,400 x .30.
- 21 Sept. 265-CC: KALAL ISLAND again strafed by 7 planes using 50 x 100# bombs, 4,050 x .50 and 8,450 x .30. Every hut and village believed to be damaged.
- 22 Sept. 264-CC: 7 planes made 35 runs on LOGAWENG and WASUTIENG VILLAGES, badly damaging most buildings by use of 50 x 100# bombs, 4,950 x .50 and 12,050 x .30.

- 25 Sept. 267-CC: 8 planes attacked FINSCHAFEN dropping 64 x 100#
demos, using 2900 x .50 and 5800 x .30.
- 28 Sept. 270-AA: FINSCHAFEN and MAPE RIVER attacked by 8 planes which dropped
50 x 100# demos, 3,825 x .50 and 6,650 x .30. Two barges damaged
and troops seen straggled.
- 28 Sept. 270-BB: Tracks near MAPE RIVER were struck by 8 A-20's which
dropped 64 x 100# demos in the target area and used 5,550 x .50
and 6,400 x .30.

MONTHLY TOTALS

10 MISSIONS

87 SORTIES

20.5 TONS OF BOMBS DROPPED

30,780 x .50 cal. AMMUNITION EXPENDED

64,300 x .30 cal. AMMUNITION EXPENDED

OCTOBER 1943

- 1 Oct. 273AA: FINSCHAFEN and TAMI ISLANDS were hit by 8 planes which dropped 64 x 100#, expending 3,550 x .50 and 5,900 x .30.
- 9 Oct. 281CC: 9 planes attacked SATELBERG using 9 x 100# and strafing with 1,050 x .50 and 21,000 x .30.
- 10 Oct. 282CC: 9 planes dropped 72 x 100#, 4,525 x .50 and 7,150 x .30 on SISI VILLAGE. One very large explosion was noted in the target area.
- 16 Oct. 288BB: Strip #2 at CAPE GLOUCESTER was struck by 8 planes which destroyed 3 Bettys and 4 fighters by dropping 41 x 100# and using 3,050 x .50 and 8,250 x .30. AA was intense and accurate, and several of our planes were badly hit. All returned safely.
- 17 Oct. 289BB: Defense positions near SATELBERG were hit by 7 A-20As and 2 A-20G's which released 7 x 250#, 56 x 100# and strafed with 7,100 x .50 and 6,930 x .30. Target was well beaten up and propaganda leaflets dropped. This is the first mission in which A-20G's were used and also the first mission where expenditure of .50 caliber ammo exceeded that of .30 caliber.
- 19 Oct. 291AA: An unnamed village near SATELBERG was very heavily damaged by 9 planes which dropped 49 x 100#, 6 x 250# and expended 6,750 x .50 and 4,800 x .30.
- 24 Oct. 296CC: 9 planes struck an unknown village on track to SATELBERG dropping 19 x 250#, 32 x 100# and strafing with 7,375 x .50 and 3,700 x .30.
- 25 Oct. 297AA: LAKONA and bank of the MASAWENG RIVER were struck by 9 planes which dropped 32 x 100# and 20 x 250#. In strafing, 6,950 x .50 and 3,800 x .30 were fired. Several fires started in target area. Propaganda leaflets were dropped.

MONTHLY TOTALS

8 MISSIONS

64 SORTIES

24.3 TONS BOMBS DROPPED

46,060 x .50 CAL. AMMUNITION EXPENDED

33,050 x .30 CAL. AMMUNITION EXPEND

NOVEMBER 1943

- 2 Nov. 305CC: 9 A-20's struck a staging area near MASANENG RIVER, dropping 29 x 300# and using 7,500 x .50. Maps of this area were very poor and targets difficult to locate.
- 9 Nov. -----: 11 A-20's escorted by 12 P-47's attacked ALEXISHAVEN STRIPS #1 and #2 dropping 43 x 500# and expending 13,700 x .50. Fourteen Jap planes confirmed as destroyed. One large fuel dump set afire and one hangar hit by 4 x 500#.
- 10 Nov. FFC7: Ten planes hit grounded aircraft at ALEXISHAVEN. Six planes strafed and bombed with one Betty destroyed and five other Jap planes damaged. Bombs were dropped on coconut grove where 14 planes were dispersed, but damage unassessable. 8 bombs hit fuel dump between the strips. 39 x 500# demos; and 15,000 x .50 were expended.
- 19 Nov. 322BB: 9 A-20's hit two bivouac areas with 31 x 300# and 11,300 x .50.
- 20 Nov. 323CC: HARDENBERG POINT hit by 9 A-20's dropping 34 x 500# on AA positions and sinking one barge with 5,650 x .50.
- 21 Nov. 324AA: 11 planes struck MASANKOC, FIOR and WAREO VILLAGES using 28 x 500# and 9,900 x .50.
- 22 Nov. 325AA: WALINGAI and AGO VILLAGES received 15 x 300#, 7 x 500# and 7,900 x .50 from 6 planes. Several fires started in villages.
- 23 Nov. 326AA: 6 planes hit JOANGENG, BOPONG, and KULUNGTUFU badlydamaging 4 new buildings and dropping 8 x 250#, 16 x 300# and strafing with 7,100 x .50 and 8 x 20mm. This was the first known instance where A-20 type aircraft used 20mm weapons against the enemy.
- 24 Nov. 327CC: 6 planes hit KALASA dropping 19 x 300# and using 6,200 x .50.

30 Nov. 333BB: LAKONA and nearby areas bombed and strafed by
11 planes which dropped 43 x 300# and used
1,600 x .50.

MONTHLY TOTALS

11 MISSIONS

97 SORTIES

71.8 TONS BOMBS DROPPED

123,000 x .50 CAL. AMMUNITION EXPENDED

8 x 20mm. AMMUNITION EXPENDED

DECEMBER 1943

- 1 Dec. 334CC: 9 planes hit villages between CAPE GAUFFRE and BOUGEN BAY destroying manyhuts by the use of 26 x 300# demos, and 7,200 x .50.
- 4 Dec. 337AA: Dump area on SANGA RIVER received the attention of 12 of our A-20's which delivered 46 x 300# and 16,250 x .50.
- 5 Dec. 338AA: 6 planes hit defense positions near LAKONA, dropping 20 x 300# and 8,100 x .50. The target was exceptionally well covered by both bombing and strafing. Propaganda leaflets were also dropped.
- 7 Dec. 340AA: On the Dec. 7 of this year, it was the Allies who were doing the bombing, and we did our part in a routine but symbolic strike by 11 planes against suspected bivouac and known dump areas between HUBIKA and SIALUM. The attackers used 41 x 500# and 17,200 x .50.
- 13 Dec. 346EE: 12 planes dropped 47 x 300# demos, and 12,100 x .50 on YAULA.
- 14 Dec. 347BB: AMALUT PLANTATION on CAPE MERKUS was hit by 12 planes which used 46 x 500# and 13,650 x .50.
- 14 Dec. 347FF: AMALUT PLANTATION was struck for the second time this day. 11 planes dropped 42 x 500# and used 15,500 x .50.
- 16 Dec. 349GG: 6 planes made armed recco over ARANE area but returned with all bombs and ammo.
- 19 Dec. 352JJ: Bivouac area on CAPE KING WILLIAM was hit hard by 12 planes dropping 43 x 250# and 4 x 300# demos, and expending 19,450 x .50.
- 20 Dec. 353kk: 12 planes bombed and strafed the coastline between PULIE and SIGUL RIVERS, dropping propaganda leaflets along with 44 x 500# and strafing with 15,400 x .50.
- 21 Dec. 354GG: SAGSAG and adjacent villages on CAPE GLOUCESTER were hit by 12 planes which dropped propaganda leaflets. 44 x 500# and 14,200 x .50 were used.

- 22 Dec. 355CC: 38 x 500# demos and 13,150 x .50 were expended on CAPE GLOUCESTER targets, 11 planes participating. Eleven barges were badly battered.
- 22 Dec. 355EE: CAPE GLOUCESTER hit the second time this day by 13 planes dropping 49 x 500# and firing 15,600 x .50.
- 23 Dec. 356L+: Barge hide-out on NAMBARIWA RIVER very thoroughly bombed and strafed by 12 planes dropping 48 x 500# and using 15,350 x .50.
- 24 Dec. 357JJ: CAPE GLOUCESTER struck by 12 A-20's which used 47 x 250# demos, and 17,675 x .50.
- 24 Dec. 357PP: 11 planes hit barge hide-out on NAMBARIWA RIVER, damaging 3 barges and using 42 x 250# and 19,500 x .50.
- 25 Dec. 358HH: TAUALI on CAPE GLOUCESTER hit by 9 planes dropping 33 x 250# and firing 17,150 x .50.
- 25 Dec. 358II: 9 planes strafed and bombed the area between the DIDMOF and PULIE RIVERS using 31 x 250# demos and 7,150 x .50.
- 26 Dec. 359GG: 12 planes hit HILL 660, BORGAN BAY using 45 x 250# demos and 8,745 x .50.
- 27 Dec. 360GG: 12 planes hit an ammo dump on Jap supply trail on CAPE GLOUCESTER using 46 x 500# and 15,370 x .50.
- 30 Dec. 363HH: Troops near MT. LANGLA struck by 12 A-20's which used 46 x 250# demos, 15,300 x .50. Target was very thoroughly covered by both bombs and bullets.
- 31 Dec. 364JJ: Troop concentrations were once again hit in BORGAN BAY area by 13 planes which used 48 x 250# demos and 21,995 x .50.

MONTHLY TOTALS

22 MISSIONS
 235 SORTIES
 157.1 TONS BOMBS DROPPED
 305,000 x .50 CAL. AMMUNITION EXPENDED.

STATISTICS FOR YEAR OF 1943

172 MISSIONS

1076 SORTIES

409. TONS BOMBS DROPPED

708,231 x .50 CAL. AMMUNITION EXPENDED

489,050 x .30 CAL. AMMUNITION EXPENDED

8 x 20mm. AMMUNITION EXPENDED

7 x .45 CAL. AMMUNITION EXPENDED

JANUARY 1944

- 1 Jan. 1-L-1: 11 A-20's attacked troop concentrations reported near BORGAN BAY area using 40 x 250# demos and straining with 17,010 x .50. All bombs were dropped in target area.
- 2 Jan. 2-E-1: In support of SAIDOK landing, 15 A-20's bombed and strained track from mouth of BADING RIVER to MICH. 49 x 500# demos dropped and 21,000 x .50 expended while straining. The bombing was excellent.
- 3 Jan. 3-A-1: Two 6 plane flights attacked targets at NAMURAMUNGA and KOKOPO MISSION in bombing and straining runs. These CAPE GAUFFRE N.B. targets were hit with 45 x 250# demos and 19,000 x .50.
- 6 Jan. 6-B-1: Striking the BOGADJIM-RAMU VALLEY ROAD at minimum altitude, 12 A-20's dropped 31 x 250# demos, 15 x 300# demos and expended 17,000 x .50 in straining.
- 7 Jan. 7-I-1: Answering a request by ground troops for strikes against Jap gun positions at AMALUT PLANTATION, ARAME area, 11 planes released 43 x 300# demos, 4 x 250# demos and fired 15,035 x .50. All bombs but one hit the target. Although IFF was operating, AMERICAN IST opened heavily with accurate AA, hitting several aircraft and causing one to crash-land without casualties.
- 10 Jan. 10-D-1: Camps, staging areas and the SIO MISSION, SIO, New GUINEA received many hits when bombed and strained by 12 A-20's. Two 6-plane elements attacking in trail dropped 45 x 250# demos and expended 19,875 x .50 in straining.
- 13 Jan. 13-C-1: 13 A-20's covered the BOGADJIM ROAD area from BRIDGE #23 NORTH to ocean, bombing and straining camps, dump areas, and bridges. 42 x 500# demos and 1 x 250# demo were dropped, nine falling on or near GORI BRIDGE which was damaged in the center. Weather hampered operations.
- 16 Jan. 16-C-1: In a strike along the BOGADJIM ROAD, 12 A-20-G's hit camp and dump areas with 45 x 250# demos and 22,250 x .50. Propaganda leaflets were also dropped.
- 21 Jan. 21-E: Assigned the primary target of INDAGEN VILLAGE-- home of hostile KANAKAS who had ambushed a ground patrol-- 13 A-20-G's were forced by weather to attack the secondary objective of ROINJI. Striking in trail the entire village was destroyed in 5 passes using 49 x 500# demos, 1 x 300# demo, 2 x 250# demos and 27,705 x .50. Motion pictures were taken of the attack which was highly effective.

- 22 Jan. 22-M-1: When shipping reported oil KOKCPO was not found, 12 A-20-G's made 100% hits on targets at IBOKI PLANTATION, dropping 30 x 250# demos and straining with 19,300 x .50.
- 23 Jan. 23-L-1: In close ground support operations, 13 A-20-G's struck pill-boxes at NATAMO POINT. Attacking singly in trail, the planes made 6 passes, using both skip-bombing and dive-bombing techniques. 01 50 x 250# demos dropped, 45 hits were made, while 22,900 x .50 were expended straining. Ground troops reported excellent bombing.
- 26 Jan. 26-J-1: Coordinating ground-air attacks for the purpose of obtaining prisoners, 12 A-20-G's bombed and straided enemy concentrations at OLD YAGOMI and GALI with such excellent results that 2 Japanese were taken and many killed. Substantial hits made using 47 x 500# demos, 2 x 250# demos and 17,960 x .50.
- 27 Jan. 27-G-1: Making 4 passes in which 43 x 500# demos and 4 x 250# demos were released and 18,175 x .50 expended, 12 A-20-G's struck AMELE PLANTATION, gunning for residence and person of a Nip Lt. General--C.O. of the Madan g area Japs--whose headquarters were reported to be there. Accurate bombing of the AMELE MISSION was achieved, though weather hindered attack and observation.
- 29 Jan. 29-G-1: 12 A-20-G's went after an enemy camp discovered in the CAPE BUSHING area by an ANGAU ground patrol whose leader rode in the lead plane as guide. The attack was made in 2 6-plane elements with unobserved results. 46 x 500# demos, 4 x 250# demos and 19,080 x .50 were used. Propaganda leaflets were also released.

MONTHLY TOTALS

15 MISSIONS

189 SORTIES

121 TONS OF BOMBS DROPPED

286,065 x .50 cal. AMMUNITION EXPENDED

FEBRUARY 1944

- 2 Feb. 34-B-2: Taking off from DOBODURA, 12 A-20-G's attacked NOBONCE MISSION with 39 x 500# demos, 2 x 250# demos and 17,650 x .50 returning to new base at NADZAB.
- 3 Feb. 34-B-2: Failing to sight a reported convoy in the HANSA BAY area, 11 A-20-G's attacked villages and plantation between HANSA POINT and ULIGAN HARBOR. Intense, accurate and inaccurate AA encountered which holed several aircraft but all returned safely. Released were 29 x 500# demos, 1 x 500# demo and 10,400 x .50 expended straining.
- 4 Feb. 35-A-2: Today, a barge factory at MARIENBERG received the attentions of 11 A-20-G's which struck excellent results, in 3-4 passes, using 4 x 250# demos, 33 x 500# demos, 2 x 500# delay demos, 30 parafrags and 10,900 x .50.
- 5 Feb. 36-A-2: Following a rendezvous with A-20's from the 8th and 13th Squadrons, and B-2's from the 34th Group, 12 A-20's hit dump areas at HANSA BAY, strafed the NUBIA STRIP and attacked targets at BOGIA HARBOR. One pass with two elements of 6 planes in trail was made using 43 x 500# demos and 15,000 x .50.
- 6 Feb. 37-A-2: Striking with elements of 5 and 6 planes abreast, 11 A-20's bombed and strafed barges, ships, and camps at MUSCHU ISLAND. Several planes were holed by intense, accurate M/G fire while pressing the attack. A large number of barges were sunk or damaged. 36 x 500# demos and 15,000 x .50 were expended.
- 8 Feb. 39-A-1: Two elements in echelon totaling 12 planes struck dump areas at ALEXISHAFEN, also hit #2 AIR STRIP. 11,700 x .50 expended straining and 40 x 500# demos were released.
- 9 Feb. 40-B-2: 12 A-20-G's attacked enemy troop concentrations at MINDIRI VILLAGE between SIO and SAIDOR making 3 passes in trail and dropping 46 x 500# demos and expending 20,925 x .50.
- 10 Feb. 41-2: Weather prevented the successful completion of the SAIDOR AREA N.G. recon missions attempted by 2 A-20's. Taking off separately the planes made individual sorties, but were forced to return to base, one plane first dropping 4 x 500# demos at MADANG.
- 12 Feb. 2-B-309: Two passes in which 42 bombs and 15,105 x .50 were expended, were made by 12 A-20-G's to hit suspected warehouses at DARAPAP and KARAN in MURIK LAGOON area. Also, one grounded Nip fighter was strafed and set afire.

- 14 Feb. 14-B-309: In an attack that completely surprised the enemy, 10 A-20-G's in two 5-plane elements abreast bombed and strafed gun positions, LILY'S and lighters on the strip at DAGUA DROME. 72 x 100# demos were released, 12,900 x .50 were expended also. M/G fire was intense, accurate, and inaccurate opposed from both ends of the strip. Weak interception by 12 ZEROS and OSCARS during the return to the base was broken off by gunners fire.
- 15 Feb. 15-B-309: 12 A-20-G's, staged out of FINSCHAFEN because of overlong distance to the target, attacked shipping in KAVIENG HARBOR. Two waves of 3 2-plane elements abreast scored direct hits on 1 FOX TARE CHARLEY and 2 small SUGAR CHARLIES--- all left burning--- using 39 x 500# demos and 8,500 x .50. Light and Medium AA fire, moderate to intense and accurate was encountered, during which 3 planes were hit, a gunner was wounded also.
- 21 Feb. 21-B-309: 12 A-20-G's took off for a shipping search of HANSA BAY and WEWAK area, and to strike MANAM ISLAND. Of shipping found, 1 lugger and 2 barges were destroyed, 2 barges damaged. 40 x 500# demos and 11,000 x .50. No damage resulted from the enemy's heavy and accurate AA fire.
- 24 Feb. 24-A-2: One bombing and strafing pass made by 11 A-20-G's in two columns of 3-ship Vees completed this mission at BURIU VILLAGE and airstrip. 41 x 500# demos were released and 13,200 x .50 expended.
- 25 Feb. 25-B-2: Striking at BUT AIRDROME, supply dumps, AA positions dispersal and revetment areas and grounded planes, 9 A-20's encountered intense but inaccurate AA fire. 27 x 500# demos were dropped as the planes swept the targets in two waves of 4 and 5 plane elements. Barges, lighters and bombers on the ground were hit with results obscure.
- 26 Feb. 26-D-2: 41 x 500# demos and 13,700 x .50 were used in making one pass at AA positions and stores at BORAM and WEWAK DROMES. AA was intense, accurate and inaccurate with especially heavy M/G fire. 3 planes were hit but all returned safely.
- 29 Feb. 29-C*-: 12 A-20-G's bombed and strafed stores, personnel and AA positions at NUBIA VILLAGE in the HANSA BAY area. In the single pass made, 39 x 500# demos were released, 11,700 x .50 also expended. AA fire did no damage.

MONTHLY TOTALS

15 MISSIONS

159 SORTIES

128.1 TONS OF BOMBS DROPPED

180,375 x .50 cal. AMMUNITION EXPENDED

MARCH 1944

- 11 March 71-C: Pressing the attack against the heaviest AA fire many of the crew had ever seen, 12 A-20's made one pass in ~~two~~ flights of six abreast, dropping 42 x 500# on AA positions, dispersal and revetment areas and stores and fuel dumps at BORAM STRIP. One TONY in warm-up position at the end of the runway was hit and set afire. Five of our planes were hit by M/G and 20mm fire, several seriously but all landed safely. 20,585 x .50 expended strafing.
- 12 March 72-G: Striving at BORAM STRIP for the second day in a row, but saving one bombsper plane for a run against WENAK MISSION, 12 A-20's hit in two flights of six each. AA positions, dispersal areas and personnel were the targets. Several of our planes were holed by intense AA fire but all returned safely. 44 x 500# demos and 23,100 x .50 expended.
- 13 March 73-F: BRANDI PLANTATION slashed by 10 A-20's in two waves of 6 and 4 abreast. Two planes aborted due to engine trouble enroute to target. 38 x 500# dropped and 14,600 x .50 expended.
- 14 March 74-B: Oil dumps were hit by 12 A-20's in one pass at BRANDI PLANTATION as 48 x 500# demos were released and 19,100 x .50 used strafing.
- 15 March 75-E: With 12 A-20's taking off, but one aborting, KAIRIRU VILLAGE was thoroughly bombed and strafed with unassessed results. Enemy fighters were in the vicinity but no interceptions were attempted as attacks were made on luggers in the harbor, on jettys and the village. Moderate, light AA fire--20mm and M/G--encountered over the target. One plane was holed 61 times, with others hit, and two gunners wounded slightly. All planes returned safely. 38 x 250# were dropped and 10,900 x .50 used strafing.
- 17 March 77-D: Storehouses and huts well strafed and bombed at MOEM PLANTATION as 12 A-20's without opposition released 44 x 500# demos and fired 20,200 x .50. Results inassessable.

- 18 March 78-C: BRANDI PLANTATION attacked by 12 A-20's with unknown results as 48 x 500# and 13,400 x .50 were unloosed. One ship holed by bomb frags but all planes returned safely.
- 19 March 79F: 12 A-20's hit AA positions, stores and personnel areas at CAPE MOKA. In one pass, two waves of 6 planes abreast dropped 43 x 500# in target area and strafed using 19,900 x .50. Heavy AA fire holed one airplane.
- 20 March 79-L: Sent out against a convoy estimated at about 5 naval and merchant vessels, plotted about 70 miles NW of NEWAK, 11 A-20's spotted their prey and pressed the attack. Striking in 3-plane elements in trail, our planes used 15 bombs in sinking one corvette. A beam attack was then made on a FOX TARE CHARLIE, 17 bombs being dropped, with 4 direct hits, 1 probable, and 12 near misses, causing the ship to sink. A corvette just sunk by B-25's was thoroughly strafed. A total of 32 x 500# and 10,900 x .50 was expended. One A-20 piloted by Lt. Soloc, under which a bomb was seen to burst while over the target, made a forced landing some 20 miles away. A life raft with one person aboard was located near the wreck and rescue forces notified. (Lt. Soloc was later picked up, his crew however was lost in the ditching operation).
- 21 March 81-B: 10 A-20's made one pass at BRANDI PLANTATION dropping 36 x 500# and strafing with 11,000 x .50. Results unassessed.
- 22 March 82-D: In a successful operation against shipping in the NEWAK vicinity, 10 A-20's made runs on two barge luggers near MALIS ISLAND. One lugger was sunk by our planes, while B-25's attacking at the same time apparently got the other. Bomb blasts from B-25's holed 2 A-20's. Expended were 35 x 500# and 12,600 x .50.
- 25 March 85-F: 9 A-20's struck CAPE MOKA with 36 x 500# and 14,700 x .50. Bombs dropped substantially in the target area.

27 March 87-B: CAPE WOM and bridge on EAST SIDE hit by
8 A-20's using 32 x 500# and 10,300 x .50.
Bridge destroyed.

31 March 91-A: Bombs were seen to burst on 5 large ware-
houses as 9 A-20's mauled Jap personnel
and storage areas on MUSCHU ISLAND.
Attacking 9 abreast, our planes dropped
80 x 100# para-demos and fired 15,500 x
.50. Damage unassessed.

MONTHLY TOTALS

14 MISSIONS

151 SORTIES

129 TONS BOMBS DROPPED

226,700 x .50 CAL. AMMUNITION EXPENDED

STATISTICS THROUGH MARCH 1944

44 MISSIONS

499 SORTIES

378.1 TONS BOMBS DROPPED

693,140 x .50 CAL. AMMUNITION EXPENDED

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PART III

AWARDS AND
DECORATIONS

DISTINGUISHED SERVICE CROSS



Hall, Donald F., Colonel
Smith, James R., Captain
Kelley, Arthur G., I/Sgt.

SILVER STAR



Brown, Charles S., Captain
Carter, George A., Captain
Klatt, Fred W., Captain
Larner, Edward L. Captain
Petri, Christian Jr., Major
Salvatore, Alex. R., 1st. Lt.
Smith, James R., Captain
*Talley, Thomas F., Captain
Webb, James H., Sgt.
West, Howard W., 1st. Lt.
Wright, Ivan W., T/Sgt.
Boswell, Hilary W., M/Sgt.
Brown, Hayes D., Captain
Clark, Glen W., Major
Conn, John C., Captain
*Good, Donald E., Major
*Hall, Donald F., Colonel
Mayo, Charley H., Captain
Montagano, Edmund D., 1st. Lt.
Nenneman, Ernest B., Major
Simon, John H., S/Sgt.
Soloc, John, 1st. Lt.

*Also received Oak Leaf
Cluster to the Silver Star.

LEGION OF MERIT



Keszler, Edward A., Major
Lauer, Robert D., 1st. Lt.
Morgan, Jack, M/Sgt.
Robinson, Garland J., Major
Senn, Garvin D., M/Sgt.
Sevcik, Louis F., M/Sgt.
Ward, Kenneth G., M/Sgt.

SOLDIER'S MEDAL



Beavers, Alonzo J., Col.
Ackerman, Russel H., Sgt.
Clark, Alfred E., S/Sgt.
Conner, George R., 1st. Lt.
Crist, Edgar E., T/Sgt.
Jones, Alonzo J., T/Sgt.
LeClair, John, Pfc.
Lauer, Robert D., 1st. Lt.

LEGION OF MERIT



Keszler, Edward A., Major
Lauer, Robert D., 1st. Lt.
Morgan, Jack, M/Sgt.
Robinson, Garland J., Major
Senn, Garvin D., M/Sgt.
Sevcik, Louis F., M/Sgt.
Ward, Kenneth G., M/Sgt.

SOLDIER'S MEDAL



Beavers, Alonzo J., Col.
Ackerman, Russel H., Sgt.
Clark, Alfred E., S/Sgt.
Conner, George R., 1st. Lt.
Crist, Edgar E., T/Sgt.
Jones, Alonzo J., T/Sgt.
LeClair, John, Pfc.
Lauer, Robert D., 1st. Lt.

AIR MEDAL



McCain, Arthur W., S/Sgt.
Powell, Darrell L., S/Sgt.
Ralls, William C., T/Sgt.
Salvatore, Alexander R., 1st. Lt.
*Talley, Thomas P., Capt.
Yerger, Edwin J., S/Sgt.
Bass, George F., S/Sgt.
Benfer, George K., S/Sgt.
*Brasswell, Gettys F., S/Sgt.
Brown, Charles S., Capt.
Brown, Harvey N., Capt.
Dunbar, Roger D., Capt.
Forman, Arvil L., 1st. Lt.
Fox, Joseph, S/Sgt.
Higgins, John K., S/Sgt.
Kendrach, Paul, 1st. Lt.
Klatt, Fred W., Capt.
*Marion, Herbert A., S/Sgt.
Bonis, Mark J., S/Sgt.
Collins, Robert F., S/Sgt.
Hagenbuck, Samuel C., S/Sgt.
Hughmanick, Douglas B., Capt.
Jenko, Frank J., S/Sgt.

*Denotes an Oak Leaf Cluster
to the Air Medal.

Merchant, Donald R., S/Sgt.
 *Messick, Turner P., Capt.
 **Miller, Raymond, 2nd. Lt.
 **Monroe, Horace B., Capt.
 Montagano, Edmund D., 1st. Lt.
 *Moore, Joseph E., Major
 Morgan, William M., 1st. Lt.
 *Morris, George E., S/Sgt.
 Mosley, Robert L., 1st. Lt.
 *Neel, William W., Capt.
 *Nelson, Melvin L., 1st. Lt.
 Nenneman, Ernest B., Major
 Nycum, Robert A., Cpl.
 *O'Neal, George F., 1st. Lt.
 *Orr, Will J., M/Sgt.
 *Pack, Lawrence H., T/Sgt.
 Pelo, Harold I., S/Sgt.
 *Phillips, Frank L., S/Sgt.
 *Phillips, James D., Jr., S/Sgt.
 Poole, Damon C., S/Sgt.
 Prochnicki, Joseph L., S/Sgt.
 *Richardson, Edward R., 1st. Lt.
 Rogers, James M., S/Sgt.
 *Roan, Jarrett B., 1st. Lt.
 *Rutland, Rix., 1st. Lt.
 Scott, Lewis K., S/Sgt.
 Setterstett, Donald J., Pvt.
 Shackelford, Jesse B., S/Sgt.
 *Shallenberger, Clark B., S/Sgt.
 Sherman, William M., S/Sgt.
 *Sibilia, Joseph F., S/Sgt.
 Silva, Sylvester B., Sgt.
 Simon, John H., S/Sgt.
 Smith, Ralph E., 1st. Lt.
 *Soloc, John, 1st. Lt.
 *Sonnabend, Harold W., S/Sgt.
 *Sorenson, Hubert T., S/Sgt.
 *Spangler, Lowell G., S/Sgt.
 *Suor, Edmund C., Capt.
 Taft, George C., S/Sgt.
 Taylor, Archie H., S/Sgt.
 *Taylor, Floyd E., S/Sgt.

*Denotes an Oak Leaf Cluster
 to the Air Medal.

Kester, Donald E., 1st. Lt.
 **King, Walter S., Major
 Morrill, Donald H., S/Sgt.
 Palmos, Peter G., Capt.
 Ptolomey, James L., S/Sgt.
 *Reading, Thomas J., Capt.
 Rupp, Albert G., S/Sgt.
 Sakosky, Joseph M., S/Sgt.
 Schaeffer, Fred R., S/Sgt.
 Strouse, Robert L., Capt.
 Truesdale, Harvey O., Capt.
 Watkins, Joe W., S/Sgt.
 Wilson, Marion P., 1st. Lt.
 *Akers, George M., 1st. Lt.
 **Anderson, Charles J., Capt.
 Baker, Mayo J., 1st. Lt.
 Bell, Bruce R., 2nd. Lt.
 *Berube, Robert E., Sgt.
 Black, William F., Sgt.
 Blackburn, Harry P. Jr., T/Sgt.
 *Bocchino, Ceasar F., S/Sgt.
 Boswell, Hilary M., M/Sgt.
 *Bowen, George K., S/Sgt.
 ***Brown, Hayes, D., Capt.
 Bryant, Meredith F., S/Sgt.
 Burk, Grealie A., S/Sgt.
 Burke, Albert G. Jr., 1st. Lt.
 *Clark, Alfred E., S/Sgt.
 **Clark, Roger A., S/Sgt.
 Clements, Adolphus T., Sgt.
 *Cline, Joseph H., S/Sgt.
 Cock, Burke L., Sgt.
 *Conn, John C., Capt.
 *Craig, Jack B., 1st. Lt.
 *Cunningham, Mack, S/Sgt.
 *Dow, Robert N., Major
 Egelhofer, Raymond A., Capt.
 *Field, John D., 1st. Lt.
 Fizzano, Thomas, S/Sgt.
 *Folse, James L., Capt.
 ***Fones, William H., Capt.

*Denotes an Oak Leaf Cluster
 to the Air Medal.

Ford, Clyus L., S/Sgt.
 Forman, Vernon T., S/Sgt.
 *Fowler, William A., 1st. Lt.
 Gann, George L., Pfc.
 *Geigus, John J., S/Sgt.
 Gilson, John I., S/Sgt.
 Glosup, Robert R. Jr., S/Sgt.
 **Gormely, Thomas A., 1st. Lt.
 Hagan, Joe, S/Sgt.
 Hall, Donald P., Col.
 *Hall, George J., Sgt.
 **Heyer, Walter L., Major
 *Hickam, Elliot, 1st. Lt.
 Humphrey, Jimmy L., T/Sgt.
 Johnson, George L., S/Sgt.
 *Johnson, George W., Sgt.
 *Johnson, Glenn E., S/Sgt.
 Kelly, John G., Capt.
 **Klatt, John, Sgt.
 *Langley, William J., Capt.
 *Larkin, Francis J., Pfc.
 **Lemoyne, James H., S/Sgt.
 *Lettsome, Warren K., Sgt.
 Lindsley, Sidney F., S/Sgt/
 Lockwood, George A. Jr., 1st. Lt.
 Loftus, Richard R., 1st. Lt.
 *Lorton, Wilford T., Sgt.
 Luttrell, James E., S/Sgt.
 *Lyon, Risdan A., 1st. Lt.
 Lysek, Victor F., T/Sgt.
 *McEvoy, James T., Capt.
 McFadden, Samuel A., Capt.
 Maddux, Walter K., 1st. Lt.
 **Maki, George A., 1st. Lt.
 Manzella, Paul J., S/Sgt.
 *Marlar, Harry W., S/Sgt.
 *Marricle, Thomas W., S/Sgt.
 Marshall, Thomas J., 1st. Lt.
 Marsinek, Steve, Pfc.
 *Martin, Wendell J., Capt.
 Mattoon, Clair E., S/Sgt.
 Mayo, Charley H., Capt.
 *Meadows, Milton B., S/Sgt.

*Denotes an Oak Leaf Cluster
 to the Air Medal.

*Taylor, John F., 1st. Lt.
*Taylor, Mark H., S/Sgt.
*Vukelic, Rade, Capt.
Ward, Kenneth C., Pfc.
**Walters, Leland H., 1st. Lt.
Weidler, Ira J., P/C
Wentz, Frank H., Sgt.
*White, Thomas L., Sgt.
*Willock, Paul L., S/Sgt.
Witten, Wesley H., S/Sgt.
*Wolfer, Willard C., S/Sgt.
Wright, Edmund A., Capt.
*Wright, Wade H., T/Sgt.
*Yaniga, Andrew B., S/Sgt.
Yenoska, Mitchel G., Cpl.
Zahn, Edward F., S/Sgt.

*Denotes an Oak Leaf Cluster
to the Air Medal.

PURPLE HEART



Brown, Charles S., Capt.
Owens, Claude, Pfc.
Powell, Darrell L., S/Sgt.
Talley, Thomas F., Capt.
Kester, Donald E., 1st. Lt.
Reading, Thomas J., Capt.
Beatty, Joseph R., S/Sgt.
Berube, Robert E., S/Sgt.
Bochhino, Ceasar F., S/Sgt.
Clements, Adolphus T., Sgt.
*Cock, Burke L., Sgt.
Cunningham, Mack, S/Sgt.
*Folse, James L., Capt.
Ford, Clyus L., S/Sgt.
Forman, Vernon T., S/Sgt.
Hagan, Joe, S/Sgt.
Hall, Donald F., Col.
Humphrey, Jimmy L., T/Sgt.
Johnson, George L., S/Sgt.
Jones, Alonzo J., T/Sgt.
Larkin, Francis, Jr., Pfc.
Manzella, Paul J., S/Sgt.
Marsinek, Steve, Pfc.
Mayo, Charley H., Capt.
Messick, Turner F., Capt.
Monroe, Horace B., Capt.
Montagano, Edmund B., 1st. Lt.
Morris, George E., S/Sgt.
Nenneman, Ernest B., Major
O'Neal, George F., 1st. Lt.
Pelo, Harold I., S/Sgt.
Roy, Ernest V., Sgt.
Rutland, Ricks, 1st. Lt.
Silva, Sylvester B., Sgt.
Simon, John H., S/Sgt.

*Also received Oak Leaf Cluster
to the Purple Heart.

*Smith, Kenneth L., S/Sgt.
Soloc, John, 1st. Lt.
Sonnabend, Harold W., S/Sgt.
Suit, Charles F., S/Sgt.
Suor, Edmund C., Capt.
Taylor, Archie H., S/Sgt.
Vucelic, Rade, Capt.
Webster, William H., 1st. Lt.
*Willock, Paul W., S/Sgt.
Wright, Edmund A., Capt.
Zahn, Edward F., S/Sgt.

-

*Also received Oak Leaf Cluster
to the Purple Heart.

PART IV
APPENDIX

CADRE ORGANIZATION OF THE 89TH BOMBARDMENT SQUADRON

Assigned from the 90th Bombardment Squadron:

Captain Kermit Douglas Stevens
S/Sgt. Avril L. Foreman

Assigned from the 13th Bombardment Squadron:

S/Sgt. Walter N. Medberry
S/Sgt. Charles B. Jackson
Sgt. AM 1 Cl Michael Hembree
Cpl. Fred M. Roberts
Cpl. John W. Slatten
Cpl. James H. LeMoyné
Pvt. 1 Cl Spec 5 Cl Donald L. Devlin
Pvt. 1 Cl Spec 4 Cl Frank A. Racine
Pvt. AM 1 Cl Columbus G. Pelham
Pvt. Shellie H. Green
Pvt. Fred T. Coody, Jr.
Pvt. Gettys F. Braswell
Pvt. Jessie Brown
Pvt. Loy H. Comer

Assigned from the 8th Bombardment Squadron:

T/Sgt. Joseph G. Pearson
T/Sgt. William C. Weiner
S/Sgt. Charles E. Bresee
Sgt. AM 1 Cl Woodrow W. Gentry
Sgt. AM 1 Cl Laurence J. Brogan
Sgt. Baxter C. Walters (appointed 1st Sergeant 22-1-41)
Cpl. AM 1 Cl Theodore R. Smith
Cpl. AM 1 Cl Hughey D. Cathey
Pvt. AM 2 Cl Howard W. Deal
Pvt. 1 Cl Spec 3 Cl Lawrence H. Pack
Pvt. 1 Cl Spec 4 Cl Karie C. Magee
Pvt. 1 Cl Spec 4 Cl Shelby L. Tanner
Pvt. 1 Cl Spec 4 Cl Garwin D. Senn
Pvt. 1 Cl Spec 6 Cl David R. Derbes
Pvt. Lloyd M. Jones
Pvt. George H. Lauman

Assigned from Hq and Hq Squadron, 3rd Bombardment Group

Pvt. 1 Cl Spec 4 Cl Robert Reynolds

Pvt. 1 Cl Thomas Le Blanc
Pvt. 1 Cl Frank D. Lowrey
Pvt. Spec 6 Cl Richard W. Hendrix
Pvt. Ernest B. Hancock
Pvt. Wade P. Cole
Pvt. 1 Cl Spec 5 Cl Roy L. Eaves
Pvt. Spec 5 Cl William C. Ralls
Pvt. James H. Cole

SQUADRON COMMANDING OFFICERS

I-Captain Kermit Douglas Stevens
15 January 1941- 9 May 1941

II-Major Leon W. Johnson
9 May 1941- 9 August 1941

III-Captain Robert I. Fletcher
9 August 1941- 2 September 1941

IV-Captain Charles H. Craig
2 September 1941- 19 January 1942

V-Major Donald P. Hall
19 January 1942- 19 November 1942

VI-Major Christian Petri, Jr.
19 November 1942- 13 February 1943

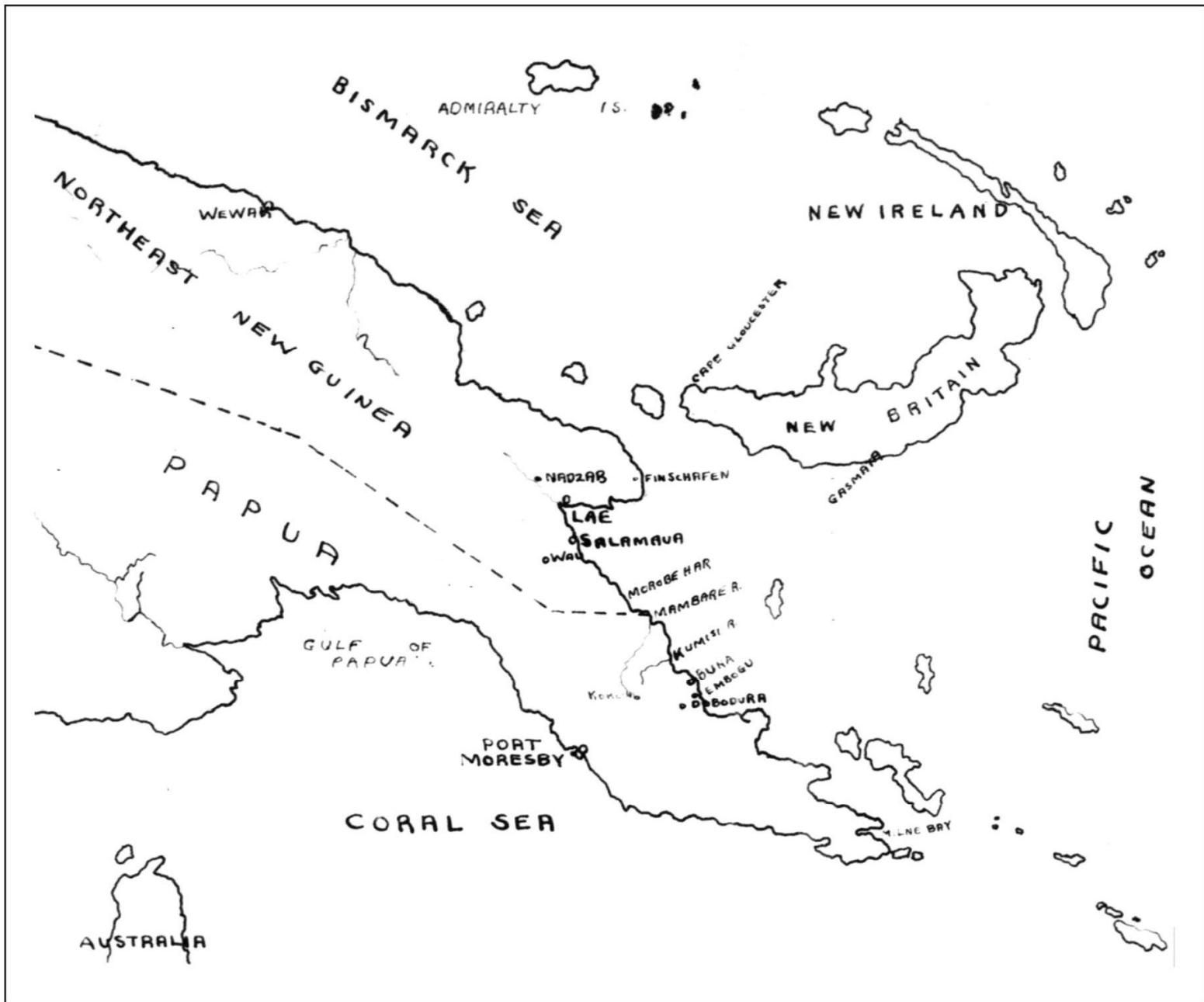
VII-Major Glen W. Clark
13 February 1943- 27 May 1943

VIII-Captain Donald E. Good
27 May 1943- 6 October 1943

IX-Major Ernest B. Nenneman
6 October 1943- 18 November 1943

X-Major Joseph E. Moore
18 November 1943- 8 March 1944

XI-Major Robert N. Dow
8 March 1944-





89TH ATTACK SQUADRON

FEBRUARY 1944

89TH BOMBARDMENT SQUADRON (L)
3D BOMBARDMENT GROUP (L) AAF

APC 923

10 November, 1942.

SUBJECT: History of Air Force Organization in Australia.

TO : Headquarters, Fifth Air Force, APC 923.

1. In compliance with AG 1314.7 Letter, Your Headquarters, Subject as above, 2 November, 1942, the following report is submitted on this organization:

- a. 89th Bombardment Squadron (Light), 3rd Bombardment Group (Light), left Savannah Army Air Base, Savannah, Georgia on January 19, 1942, for port of embarkation, San Francisco, California, and departed from same on January 31, 1942.
- b. Squadron and Group arrived in Australia at Brisbane on February 25, 1942.
- c. Camp Ascot, Brisbane, Id, Townsville, Id, Charters Towers, Id, back to Townsville, Id, Port Moresby, New Guinea.
- d. 1st Lieut. (Now Major) DONALD P. HALL, O-321890 to date.
- e. Upon arrival in Australia this organization had 13 officers and 143 enlisted men and of this personnel approximately 20% were thoroughly trained.
- f. The Squadron was sent from Camp Ascot, Brisbane, Id to Townsville, Id, March 10, 1942 and quartered at Garbutt Aerodrome where they ground crewed and serviced B-17 aircraft belonging to the 19th Bombardment Group, which were flying missions over New Guinea and were minus their own personnel. The Squadron received commendation from Headquarters, Southern Bomber Group signed by RICHARD H. CANNICHALE, Major, Air Corps Commanding; for assisting in maintaining a most rigorous flight schedule which caused extensive damage to the enemy. When the 19th Bombardment Groups ground crews arrived to take over the servicing of their aircraft, the Squadron was relieved and rejoined the Third Bombardment Group at Charters Towers, Id on March 31, 1942. Although the air echelon personnel was with the Squadron continuously, the Squadrons' airplanes, type A-20-A, did not arrive until April 21, 1942 when operations commenced. The Squadron departed from Charters Towers, Id, August 11, 1942 per Services of Supply Movement Order No. 15, dated 11 August, 1942, Headquarters, United States Army Southwest Pacific Area, Base Section no. 2, A.S.O. 922, and was stationed at Armstrong Paddock, Townsville, Id while awaiting further orders.

The air echelon remained at Charters Towers, and to join the Squadron upon arrival at their new base. On August 17, 1942 the organization embarked for Port Moresby, New Guinea, per Movement Order No. 15, Hq., United States Army Services of Supply, Southwest Pacific Area, Base Section no. 2, APO 922 dated August, 1942 and made camp at Kila Aerodrome, otherwise known as three mile strip. Here the air echelon rejoined the Squadron. The 89th Bombardment Squadron (Light), 3rd Bombardment Group (Light) was redesignated 89th Bombardment Squadron (D), 3rd Bombardment Group (D), without change of station or assignment per War Department Radiogram Wn 221c, dated 29 September, 1942 and General Order No. 12, Headquarters Fifth Air Force dated 1 October, 1942 (Secret). The A-20-A's have been very effective in ground strafing of enemy troops and ground positions and have had a fair share in the defeat of the enemy offensive towards Port Moresby. The Squadron has been in combat for eight months, and has been officially credited with the destruction of 17 enemy aircraft, without loss of any aircraft or personnel.

Donald P. Hall

DONALD P. HALL,
Major, Air Corps,
Commanding.

89TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)

APO 713, Unit 1,
18 Mar 44.

UNIT HISTORY FOR MONTH OF FEBRUARY

1. Changes in organization: No changes.
2. Strength, commissioned and enlisted:
 - (a) 1st of month: Officers: 37
Enlisted Men: 234
 - (b) Net increases or decrease each month: Increase: Officers: 3
Enlisted Men: 14
 - (c) End of month: Officers: 40
Enlisted Men: 248
3. Stations (perm or temp) of units or parts thereof, (Show place and APO NO.):
 - (a) Date of arrival at each station:
May 20, 1943, arrived at Dobodura, N.G., APO 503.
February 3, 1944, arrived at Nadzab, N.G., APO 713, Unit 1.
 - (b) Date of departure from each station:
February 3, 1944, departed from Dobodura, N.G., APO 503.
4. Training:
 - (a) Aircraft, numbers, types, serviceable and not. 1st of month and end of month:

A20G - 16 planes, 16 serviceable, 1 Feb 44.
A20G - 23 planes, 23 serviceable, 29 Feb 44.
 - (b) Number of trained and untrained pilots and crews, number of crews, etc:
Trained Pilots: 25 on 1 Feb 44; 29 on 29 Feb 44.
Trained Crews : 25 on 1 Feb 44; 29 on 29 Feb 44.
Untrained Pilots and Crews: None.
 - (c) Policies for training pilots and crews: Bombing and strafing practice carried out on island in local lake. Daily formation flying.
 - (d) Remarks (or other pertinent data): None.
5. Group Commanding Officers: No Change.
6. Squadron Commanding Officers: No Change.

Unit History for Month of February, 89th Bomb Sq (L), 18 Mar 44.

7. Outstanding missions:

- (a) Type: Routine Mission.
- (b) Target and location: Wewak, New Guinea.
- (c) *Supporting what campaign and/or battle?
- (d) Date: 6 February, 1944.
- (e) Number and types of aircraft used: 12 A-20G.
- (f) Number and weight of bombs and ammunition expended: 38 x 500 Lb. bombs- 19,000 pounds; 13,780 rounds .50 calibre ammunition.

- (1) Dropped on target: All bombs in target area.
- (2) Jettisoned: None.
- (3) Brought back: None.

(g) Interception:

- (1) No. and types of enemy planes: None.
- (2) Method of attack: None.
- (3) Results to enemy planes: None.

- (h) Results obtained: 18 barges, 3 Luggers, 1 Sugar Charlie bombed and strafed, 2 fuel fires started and machine gun positions silenced.

- (a) Type: Routine Mission.
- (b) Target and location: Dagua Airdrome, Wewak, New Guinea.
- (c) *Supporting what campaign and/or battle?
- (d) Date: 14 February, 1944.
- (e) Number and types of aircraft used: 10 A-20G.
- (f) Number and weight of bombs and ammunition expended: 78 x 100 Lb. bombs- 7,800 pounds; 12,985 rounds .50 calibre ammunition.

- (1) Dropped on target: All bombs in target area.
- (2) Jettisoned: None.
- (3) Brought back: None.

(g) Interception:

- (1) No. and types of enemy planes: 12 Zekes.
- (2) Method of attack: From 3 and 6 o'clock.
- (3) Results to enemy planes: None.

- (h) Results obtained: 2 lilys, 1 Sally destroyed on ground, 6 Tonys, 2 Zekes, and 7 unserviceable planes damaged; Machine gun positions silenced and gas dumps set on fire.

- (a) Type: Routine Mission.
- (b) Target and location: Kavieng, New Ireland.
- (c) *Supporting what campaign and/or battle?
- (d) Date: 15 February, 1944.
- (e) Number and types of aircraft used: 12 A-20G.

Unit History for Month of February, 89th Bomb Sq (L), 18 Mar 44.

(f) Number and weight of bombs and ammunition expended: 44 x 500 Lb. bombs- 22,000 pounds; 8,400 rounds .50 calibre ammunition expended.

- (1) Dropped on target: All bombs in target area.
- (2) Jettisoned: None.
- (3) Brought back: None.

(g) Interception:

- (1) No. and types of enemy planes: None
- (2) Method of attack: None.
- (3) Results to enemy planes: None.

(h) Results obtained: Direct hits on 1 Sugar Charlie, 1 Sugar Baker, and 1 Fox Tare Charlie; gas drums on jetty; China Town; Kavieng Town, Nusa Island, Musauk Island; Selapin Island, causing fires and explosions.

(a) Type: Routine mission.

(b) Target and location: But Airdrome, Wewak, New Guinea.

(c) *Supporting what campaign and/or battle?

(d) Date: 24 February, 1944.

(e) Number and types of aircraft used: 10 A-20G.

(f) Number and weight of bombs and ammunition expended: 27 x 500 Lb. bombs- 13,500 pounds; 6,890 rounds .50 calibre ammunition expended.

- (1) Dropped on target: All bombs in target area.
- (2) Jettisoned: None.
- (3) Brought back: None.

(g) Interception:

- (1) No. and types of enemy planes: None.
- (2) Method of attack: None.
- (3) Results to enemy planes: None.

(h) Results obtained: 1 direct hit on loaded barge and 9 loaded barges strafed. 9 twin engined planes and 5 fighters strafed. A/A positions silenced, supplies strafed, and entire area damaged.

* All missions in support of New Guinea Campaign.

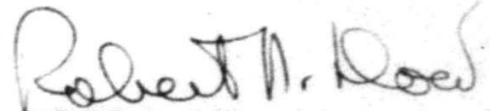
8. Enemy aircraft and shipping:

- (a) Destroyed: Aircraft: 24 on ground; in air: None.
Shipping: 31 Barges, 3 Luggers, 5 Sugar Charlies bombed and strafed.
- (b) Probably destroyed: Aircraft: None.

Unit History for Month of February, 89th Bomb Sq (L), 18 Mar 44.

9. Losses in action, officers, enlisted men, and aircraft: None.
10. Present members who distinguished themselves in action:
 - (a) Engagement or mission: None.
 - (b) Names: None.
 - (c) Action: None.
 - (d) Awards: Distinguished Flying Cross for 50 combat missions.
1st Lt HORACE B. MONROE, O-888783, GO #99, Hq, Fifth Air Force,
18 February, 1944.
1st Lt GEORGE P. CALDWELL, O-888790, GO #99, Hq, Fifth Air Force,
18 February, 1944.
11. Photographs of personnel, important scenes of events, etc. of airdromes, aircraft, targets, enemy shipping, etc: None available.
12. Narrative report: See attached sheet.

- 1 Incl.
Incl 1. Narrative Report.

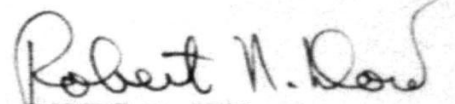

ROBERT N. DOW,
Captain, Air Corps,
Commanding.

89TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)

APO 713, Unit 1,
18 Mar 44.

NARRATIVE REPORT

During the period 1 February to 3 February, 1944, the squadron was engaged in preparation for movement from Dobodura to Nadzab, New Guinea. On 3 February, 1944, squadron personnel and equipment was moved by air from Dobodura and arrived at Nadzab on the same date. Usual combat operations in support of the New Guinea Campaign were carried out before and during the move, which involved bombing and strafing of enemy targets at Wewak, New Ireland, and adjacent islands, without loss of personnel or serious damage to equipment. During the period 4 February to 29 February, 1944, the squadron continued combat operations and construction of camp area.


ROBERT N. DOW,
Captain, Air Corps,
Commanding.



89TH ATTACK SQUADRON

MARCH 1944

89TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)

APO 713, Unit 1,
5 April 44.

UNIT HISTORY FOR MONTH OF MARCH

1. Changes in organization: No changes.
2. Strength, commissioned and enlisted:
 - (a) 1st of month: Officers: 43
 Enlisted Men: 248
 - (b) Net increases or decrease each month: Increase: Enlisted Men: 18
 Decrease: Officers: 2
 - (c) End of month: Officers: 41
 Enlisted Men: 256
3. Stations (perm or temp) of units or parts thereof, (Show place and APO No.):
 - (a) Date of arrival at each station: No change.
 - (b) Date of departure from each station: No change.
4. Training:
 - (a) Aircraft, numbers, types, serviceable and not. 1st of month and end of month:

A20G - 23 planes, 23 serviceable, 29 February 1944.
A20G - 13 planes, 13 serviceable, 31 March 1944.
 - (b) Number of trained and untrained pilots and crews, number of crews, etc:

Trained Pilots: 29 on 29 Feb 44; 28 on 31 Mar 44.
Trained Crews: 29 on 29 Feb 44; 28 on 31 Mar 44.
Untrained Pilots and Crews: None.
 - (c) Policies for training pilots and crews: Bombing and strafing practice carried out on island in local lake. Formation practice, when tactical situation permits.
 - (d) Remarks (or other pertinent data): None
5. Group Commanding Officers: No change.
6. Squadron Commanding Officers:
 - (a) Name and Rank: Robert M. Dow, Captain.

6. Squadron Commanding Officers, Continued.

- (b) Source (from what organization): 89th Bombardment Squadron (L).
- (c) Outstanding qualifications: Outstanding ability and experience.
- (d) Reason and authority for new assignment: Appointed by Group Commanding Officer per Special Order number 27, Headquarters, 3rd Bombardment Group (L) dated 6 March, 1944.
- (e) Place and date assumed command: Nadzab, New Guinea, APO 713 Unit 1, March 6, 1944.
- (f) Place and date relieved: Still in command.
- (g) Reason and authority for relief: None.
- (h) Where sent on relief:

7. Outstanding missions:

- (a) Type: Enemy shipping.
- (b) Target and location: 2 Corvettes and 1 Fox Tare Baker; 70 miles Northeast of Wewak, New Guinea.
- (c) Supporting what campaign: Supporting the New Guinea Campaign in a blockade of Wewak, New Guinea.
- (d) Date: 19 March, 1944.
- (e) Number and types of aircraft used: 11 A-20G.
- (f) Number and weight of bombs and ammunition expended: 32 x 500 lb. Demo bombs- 16,000 pounds; 18,000 rounds .50 calibre ammunition.

- (1) Dropped on target: All bombs in target area.
- (2) Jettisoned: None.
- (3) Brought back: 8 x 500 lb. Demo bombs.

(g) Interception:

- (1) No. and types of enemy planes: None.
- (2) Method of attack: None.
- (3) Results to enemy planes: None.

- (h) Results obtained: 1 Corvette and 1 Fox Tare Baker destroyed and 1 Corvette damaged.

8. Enemy aircraft and shipping:

- (a) Destroyed: Aircraft: 1 Tony on ground; in air: None.
Shipping: 1 Fox Tare Baker, 1 Corvette, 1 Lugger.
- (b) Probably Destroyed: Aircraft: None.

9. Losses in action, officers, enlisted men, and aircraft:

- (a) Engagement or mission: Convoy off Wewak, New Guinea, 19 March, 1944.
- (b) Names: S/Sgt Donald L. Bradley, Gunner.
- (c) Killed, circumstances A/A, enemy A/C bombing: Killed in action. The plane S/Sgt Bradley, gunner, was flying in made a strafing and bombing run on a Fox Tare Baker when the right engine was either hit by M/G fire or by flying debris. The engine was loose in its mount disabling the plane to hold altitude and necessitating

Unit History for Month of March, 89th Bomb Sq (L), 5 Apr 44.

9. Losses in action, Continued:

a crash landing in the water. On landing the plane went under almost immediately, taking Sergeant Bradley with it.

(d) Wounded: By A/A fire: S/Sgt Paul M. Willock hit in left leg; S/Sgt Ceasar F. Bocchino hit in left leg.

(e) Missing: None.

(f) Taken prisoner: None.

(g) Aircraft lost or badly damaged (circumstances): 1 A-20G lost in a water landing. The plane is the same as described in 9 (c).

10. Present members who distinguished themselves in action:

(a) Engagement or mission: Convoy off Newak, New Guinea.

(b) Names: 1st Lieutenant John Soloc.

(c) Action: While beginning a bombing run on a Fox Tare Baker, Lieutenant Soloc's plane was hit in the right engine by M/G fire or by flying debris knocking the engine loose from its mount and rendering the plane unflyable. Lieutenant Soloc directed his crippled plane to and over the Fox Tare Baker dropping his bombs and making one hit before crash landing moments later.

(d) Awards: None.

11. Photographs of personnel, important scenes of events, etc. of airdromes, aircraft, targets, enemy shipping, etc: None available.

12. Narrative report: See attached sheet.

Robert N. Dow

ROBERT N. DOW,
Captain, Air Corps,
Commanding.

1 Incl.

Incl 1. Narrative Report.

89TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)

APO 713, Unit 1,
5 April 1944.

NARRATIVE REPORT

This month's (March) operational activity was centered chiefly on Wewak, New Guinea: The strips, supply areas, A/A positions, and personnel areas. At the beginning of the month, Wewak was still sufficiently strong to make a somewhat effective defense. Today this base is in a devastated and precarious condition- the destruction of which the 89th Bombardment Squadron (L) added largely through its consistent strikes there.

Considering the formidable nature of the target during this month, losses were slight: One gunner and one plane lost.

Several members of the squadron fell into rather harrowing experiences in the period March 1 to March 31. Eight men on a flight to Sydney in the trust of a C-47 transport were forced to bail out at extremely low altitude. Seven men barely escaped with their lives- one wasn't as fortunate; Sergeant Turpin's parachute failed to open. He was killed instantly.

After escaping from his submerged plane, Lieutenant John Soloc spent 17 hours in a life vest until he was rescued by a Catalina. Sharks paid him frequent visits during the time but did not appear to be too hungry for he was able by splashing and kicking to keep them at a safe distance.

Robert N. Dow

ROBERT N. DOW,
Captain, Air Corps,
Commanding.

SECRET

BIBLIOGRAPHY

BIBLIOGRAPHY

- * 89th Bombardment Squadron Diary
- # 89th Bombardment Squadron Operations Orders
- * Final Mission Reports
- * Narrative Mission Reports
- * Photographs from the 89th Squadron Album -- entitled "ALTITUDE MINIMUM" -- printed Summer 1944.

Eyewitness account of
Sergeant Morry Morshill, 36658738

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- * Located in the files of the 89th Bombardment Squadron Intelligence Office.
- # Located in the files of the 89th Bombardment Squadron Operations Office.