THIS PAGE DECLASSIFIED IAW EO12958

SCANNED BY ACD
2006

RESTRICTED

000500410

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

SG-BOMB-822-H1
Oct 44

SECRET

UNIT HISTORY

DESIGNATION SHEET

FAR EAST AIR FORCES

FIFTH AIR FORCE

V BOMBER COMMAND

38TH BOMBARDMENT GROUP (M)

822ND BOMBARDMENT SQUADRON (M)

October 1944

P.R.C.

A.P.O. 926

THE SECURITY CLASSIFICATION OF THIS MATERIAL HAS BEEN CHECKED.

00050046

SECRET

SECRET

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

SECRET

822ND BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES

A.P.O. 926,
1 November, 1944.

SUBJECT: Unit History.

TO : Commanding General, Army Air Forces, Washington, D.C.
(Thru VBC)

1. October history for this Squadron in accordance with AR 345-105 and Fifth Air Force Reg. 20-8 is transmitted herewith.

For the Squadron Commander:

Karl D Henze

KARL D. HENZE,
1st Lt., Air Corps,
Squadron Historical Officer.

SECRET

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

SECRET

OCTOBER HISTORY

TABLE OF CONTENTS

1. Operations ---------- Page 4 to 8

2. The Water Echelon - August 25 to October 31- Page 9 to 15

3. Appendix

Organization ---------- Page 16

Strength ---------- Page 16

Station ---------- Page 16

Equipment, Operations and Training ------- Page 16

Awards ---------- Page 17

Squadron Events ---------- Page 18 and 19

4. Bibliography ---------- Page 20

SECRET

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

OCTOBER OPERATIONS

The first few days of the month were used for barge sweeps at Ceram and the Southern Halmaheras. On the 1st Captain Thompson and Lieutenant Mealka led four airplanes in a barge sweep of the North and South coasts of Ceram. They took-off in second place in the Group at 0600/I and Captain Thompson's flight took the North side and Lieutenant Mealka's flight the South side. They found a few boats and barges, bombed and strafed them, destroying some and damaging them all. Several villages were bombed and strafed.[1] No photos were considered worth inclusion here. Next day four airplanes led by Lt's. Fitzsimmons and Capt were to take-off on a barge sweep of Batjan and Obi Major Islands The 71st Squadron had found nothing there the day before. Lt. Wilhelm's airplane was found to have a deep cut in the main wheel tire so the three airplanes made one flight and searched both islands. They found no barges so dropped their 100 pound para-demos on the Malay type houses at Lobocha blowing up nine and setting fire to four. Two airplanes dropped half their bombs and returned the rest to base. We had been ordered to refrain from attacking native canoes and boats. Airplanes refueled at Middleburg. Again our photos did not turn out.[2] Lt. Tate flew tedious courier mission to Owi, Noemfoor and Sansapor but couldn't report weather because his radio failed.[3] Captain Davis flew the C-47 back from our old base with one of Group's jeeps. Five local flights were made to train new pilots. On the third Captain Davis spent several hours checking Lt. Mealka, and a pilot from another Squadron, out in the C-47. Six crews flew local formation that afternoon and one airplane was test hopped.

The hunt for barges was resumed on the fourth with this Squadron assigned to the North side of Ceram. We took-off at 0300/I in four airplanes led by Captain's Thompson and Davis so as to reach Ceram at daybreak. We hoped to catch the barges out of their hideouts. The moon was full but the air was s o hazy we were on instruments 90% of the time. Daylight caught us at Dampier Straits and the sun was just rising as we reached Ceram. Captain Thompson took the half of the coast from Seleman Bay West. Captain Davis and Lt. Tate found a couple of barges in the Masiwang River on the East end of Ceram but their bombs overshot. Captain Davis sank a couple of 30 foot motor

1 - VBC, FFO 275-A-1 - VBC A-2 Report 275 pages 2 and 19. The strike is apparently omitted from Intelligence Summary 245 Hq AAF SWPA which covers this period 1 to 7 October.

2 - VBC FFO 276-A-1, VBC A-2 Report 276 pages 2 and 15. Intelligence Summary 245 Hq AAF SWPA page 2c.

3 - VBC FFO 276-A-9, VBC A-2 Report 276 page 3.

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

sail boats with bombs and strafing. They strafed several more sail boats and a couple of barges. The first flight found nothing and as we were prohibited from bombing any native installations or boats they brought their bombs back to base. The other airplanes returned six bombs apiece. Lt. Tate had to refuel at Sansapor. No photos were obtained.4 Lt. Mealka left the same day in the C-47 with a load of officers and men going on leaves and furloughs.

After a couple of days of local transition and instrument flights, test-hops of the airplane equipped with the new DDT spray tank, a courier5 and weather recco6, we started out for Amboina Island. This island afforded the best targets in our range at this time. On the seventh six airplanes led by Lt's. Fitzsimmons and Capt took-off at 0910/I to hit supplies and personnel in a patch of woods Northwest of Soeli Village at the head of Bagaeala Bay on the East side of Amboina. We flew in second place in the Group out and back by Bentoni Bay and MacCluer Gulf rounding Cape Goele-Goele on the Southeast tip of Ceram. From here to the target they were on the deck. Bombing was excellent and withdrawal well executed despite a low ceiling and haze which impaired visibility seriously. Lt's. Theis and Wilhelm refueled at Kornasoren. Photos were good but no prints are available for this history.7 Lt. Tate flew a DDT spray tank equipped airplane to Oro Bay for four days of demonstration.

While we were hitting Soeli Village area another supply and personnel area presenting a much more attractive target was found by the photo reccos on the Southeast side of the head of Binnen Bay around Lateri Village. The A/A at Halong seaplane base a scant mile and a half Southwest on the same side of the bay could reach airplanes attacking this target and withdrawing from it. It was decided to hit the A/A with one Squadron and the supply area with the other three Squadrons simultaneously. We were to lead the group on an attack on this target next day, take up a six airplanes in line abreast formation as we approached the island from the East, pass squarely over Cape Riki and fly a carefully scaled heading for about 5 miles to Halong. A ridge about 1000 feet high had to be crossed and Cape Riki was the last check point possible if we were to stay on the tree tops. We would hit the A/A, strafe across the bay and the opposite shore and pull out to the North through a 1000 foot pass, when we reached the sea we would turn left and withdraw around the Southside of Amboina and Ceram. It promised to be a good mission but rain just before the crews left for the line forced Bomber Command to call it off.8 All

4 - VBC FFO 278-A-1, VBC A-2 Report 278 pages 2 and 12.
Intelligence Summary 245 Hq AAF SWPA page 2f.
5 - VBC FFO 280-A10, VBC A-2 Report 280 page 3.
6 - VBC FFO 280-A-6, VBC A-2 Report 280 page 2.
7 - VBC FFO 281-A-6, VBC A-2 Report 281 page 2, 13 and 14.
This raid may be included in the last paragraph on page 2k
Intelligence Summary 245, Hq AAF SWPA.
8 - VBC FFO 282-A-1, VBC A-2 Report 282 page 1.

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

SECRET

combat crews attended a fascinating lecture on escape from the Philippines in the afternoon by an officer who had done it.

The following day (the 9th) Captain Davis and Lt. Fitzsimmons led our six airplanes on the same mission. They had to circle and climb to 10,000 feet to get over towering cumulus clouds covering the head of Bentoni Bay and sloping over into Geelvink Bay. Then down under the bases of these clouds at 2500 feet. The clouds became a solid overcast as they flew West and the base gradually dropped till it was 300 feet over Ambon. It was raining over Amboina and a line of rain squalls lay North and South across it. It was impossible to make the run across the mountain for visibility even below the cloud base was not more than two miles. They retraced their route to Cape Goele-Goele and then turned North to Sansapor. From there the weather back to base was good. They were out a tiresome 8 hours. Lt. Cridebring had turned back from MacCluer Gulf because his engines were consuming gas at an abnormal rate. Lt. Theis had 15 gallons when he landed at Noemfoor to refuel.[9] Lt. Wilhelm left early that morning in "Hardships" for Cairns to pick up some fresh food for the 345th Group. A red alert at 0315/I got us up for a few minutes.[10] Our water echelon at APO 926 finally disembarked after lying off shore for eleven days.

The next morning (the 10th) we had another red alert and lots of A/A guns announced it, but few men arose and went to their slit trenches. Six airplanes practiced Group formation in the morning and six more in the afternoon. Lt's. Henry and Mealka brought up the C-47 loaded with fresh food for the crews on the line. Major Paquin flew one of our airplanes to APO 926. The 500th Squadron began tearing down their tents and buildings preparatory to a movement of their water echelon.

The following day heavy rain prevented the scheduled Group formation from taking off but the crews were thoroughly soaked. A couple of C-47's were loaded with section equipment in the early night for early take-off next morning to APO 926.

On the 12th Lt. Mealka flew the C-47 to Finschafen and Lt. Henry ferried some officers to Hollandia and remained over night with the 3rd Attack Group. Six crews flew in Group formation practice in the morning. Late in the afternoon Lt. McClanahan cooperated with a catalina in searching an area East of Helen Island for a couple of life rafts. He found nothing and was out so late he had to made a night landing.[11] Lt. Wilhelm returned from Cairns and three airplanes were on local transition flights in the afternoon. Several more C-47's were loaded for early take-off to APO 926.

9 - VBC FFO 283-A-1, VBC A-2 Report 283 page 1.
10 - VBC A-2 Report 283 page 4 "Owi Red alert 0308/9/I all clear 0405/9/I".
11 - VBC FFO 286-A-4, VBC A-2 Report 286 page 2.
VBC A-2 Report 287 page 2 "at 0803/I (13th October) - sighted 2 life rafts at 03°00'N-134°15'E, (Lt. McClanahan was ordered to search the area around 03°00'N-133°20'E) remaining in

SECRET

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

[redacted]

Friday the 13th lived up to its reputation with the hard luck we had on a six airplane strike Panasen Village near Langoan in the North-east Celebes. Our airplanes took-off from base at 90 second intervals starting at 0435/I and flew individually to Middleburg and refueled. Captain Davis' airplane couldn't be started so Lt. Capt took his place and our 5 airplanes took-off in last place at 0735/I. They had to circle to climb over heavy cumulus clouds to 8000 feet over the Halmahera Sea. About the time they started to climb Lt. Clark had a cylinder on one engine go out and the power output failed seriously. He immediately jettisoned his bombs and flew to Morotai where he made a wheels down landing. Fortunately a 71st Squadron airplane happened to be there so he returned to base in it. The remaining four airplanes found better weather over the Molucca Passage and made theirland-fall near Bentanen Island. They swung around the base of Soepaton Mountain. to the right and took up spacing and line abreast formation. Lt's. Capt and Willmott hit the villages of Panasen and Kakas. Lt. Theis dropped on a village several miles West of the target and Lt. Cridebring couldn't make his racks work over the target and jettisoned his bombs at sea. Little damage could be seen and the photos showed none. Airplanes refueled at Middleburg. Captain Davis' airplane was partially repaired and he flew it back to base in the early afternoon.[12]

Lt. White flew seven men being sent home and 3 men returning to the States for a 30 day furlough to Hollandia. Five C-47's were loaded for APO 926.

No mission was scheduled next day and by evening it was clear that operations from this base had ceased. All men and equipment except that necessary for manning and servicing the 16 airplanes were to be sent to APO 926 mostly by C-47. Three airplanes flew local transition during the morning. Lt. Wilhelm couldn't bring his wheels up or put them down. Finally he worked the hydraulic system until each was extended about 18 inches. Our strip was closed by a burning fuel truck so he brought it in on an adjacent strip. He feathered the props at the last instant and set it down without injury to anyone or serious damage to the airplane. This was the end of training and operational flights. Lt. Tate returned from his spray demonstration late in the evening.

During the balance of the month Lt. Mealka flew to APO 926 with seven loads of men and equipment in addition to making a trip to Finschafen and Cairns, Queensland for fresh food and beer. This was flown to APO 926 for the use of the Group. Only seven or eight local flights were made. On the 25th all airplanes, personnel and equipment were transferred to an airstrip on a nearby island (APO 920) where

11 - (cont'd) contact with them until 1045/I when they were lost in squalls. Gibson girl and emergency provisions were dropped. Rafts contained 5 men, 1 prone". No further reports on their rescue have been found.

12 - VBC FEO 287-A-6, VBC A-2 Report 287 pages 2 and 16 Intelligence Summary 246, Hq SWPA page 2K.

[redacted]

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

personnel much to their disgust and discomfort were quartered in a transit camp. Fourteen trips were made with B-25's loaded with men or equipment to APO 926. Lt. White made one flight to Hollandia. Lt. Henry made a trip to Finschhafen for PX supplies but picked some up at Hollandia on return. Lt. Piper flew a airplane from Townsville to our temporary base on return from leave in Sydney. Captain Drake and Lt. Henry made one trip to Nadzab and brought another airplane back.

On the last day of the month orders were received to fly to APO 926 but were cancelled. As the month wore on everyone became increasingly impatient that we were doing no combat flying while the 71st and 823rd Squadrons were flying six airplanes everyday and actually much in need of a rest.

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

[redacted]

THE WATER ECHELON

The air echelon had left APO 713, Unit I on 25 to 26 August. The water echelon consisting of three officers and 83 enlisted men under command of Captain Taylor, executive officer, during the next week tore down all structures except the mess hall, salvaged the building material and loaded it on the SS W.W. MacCracken at a port about 25 miles away. All heavy equipment, trucks, gasoline trailers, tractors, mess equipment and supplies were also loaded. Men were continuously on the alert to load the vessel as the availability of trucks was never known until they arrived. Once a good movie was missed because the trucks came. Several tents were left standing for eight enlisted men and four officers who had been grounded and were awaiting orders to return to the United States. The mess hall was used to quarter the men until the boat was loaded and meals were served in the 405th mess hall.

From late afternoon of the 3rd of September to 0430/K on the 4th all vehicles were loaded on deck and all personnel came on board. The hatches were closed and battened down. We sailed late in the morning and anchored late that afternoon off Finschhafen.

A detail of seven men were left behind to clean up the area and tear down the mess hall. The 8 enlisted men awaiting orders to go home were ordered to help them. The detail rejoined the air echelon at APO 920.

All water echelon personnel of the 809th Chemical Company, the 823rd Squadron and ourselves were assigned to two holds for quarters. The lack of ventilation and the stifling heat made most of the men set up their cots where they could find some tiny scraps of space in or between or underneath the pieces of motor and heavy equipment that jammed the main deck. Moving about on deck had been difficult but with the cots scattered about it became a hazard worse than any obstacle course that ever confronted a G.I. One group quartered themselves on the roof of the kitchen amidships.

Enlisted men were assigned to continuous duties; 4 as KP's with the ships crew's mess, 2 on lister bag detail, drinking water guards for a short time and 14 men to the naval gunnery crews. These were in charge of S/Sgt. Gimple and stood two watches of two hours each per day and of course on the sounding of general quarters all of them went to their battle stations. Cooks and KP's alternated among the three outfits. We were attached to the 809th for rations. The food was terrible, nothing fresh, no bread and not even hardtack. Six men secured duties around the ship's galley and were able to eat with the ship's crew to the red eyed envy of all. Officers shared the poor food. The comparative luxury enjoyed by the ships crew and their inability to keep from displaying that luxury soon earned them the contempt of our men.

[redacted]

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

[redacted]

About 1115/I on the 5th we sailed and anchored among a number of various classes of ships in Humboldt Bay at 0900/I on the 7th. We had a chance to send our mail here and received some by airplane from our air echelon. Some magazines and books were obtained. No one was allowed off the boat though we were anchored there ten days.

At 1730/I on the 17th we sailed and dropped anchor not long after sunrise in Maffin Bay. Here several men went ashore and visited our troops and their zone of contact with the Japs. On most of the nights we were there artillery and mortars fired over the ship at Jap positions on Sarmi Peninsula. The artillery cub buzzed the ship regularly.

We left Maffin Bay at 0945/I on the 23rd and joined some LST's escorted by several DD's.

On the following day a seaman, Glendon A. Carter, set fire to some gasoline in a life boat and the flames spread to his gasoline soaked trousers. He jumped out of the boat in panic and started to run for the companion way. Lt. Franz, 823rd Squadron, and Captain Taylor, 822nd, threw him to the deck and smothered the fire. Lt. Franz then assisted in putting out the fire in the life boat and Captain Taylor assisted Carter to the sick bay.

On the night of the 25-26th the leading destroyer dropped several depth charges which made our ship tremble but we did not find out the result.

Reading, card playing, gambling with dice and cards, bingo, fishing and three movies while at Hollandia provided the only amusements. Some mail came on the 26th the first since we anchored at Hollandia and the second since we started.

On the 27th at 0800/I we anchored off Tg Gila. We waited until the 9th of October to be unloaded and red alerts and air raids provided more robust amusement.

During the first few days natives came out to the ship in their outrigger canoes to trade Jap Invasion money for GI clothing. There was an Aussie interpreter with one group but the women handled the money and did the trading.

Finally an order was posted that GI clothing could not be traded with natives.

The trip and time spent on the ship in the several anchorage was far from being comfortable and convenient and while it used to be the custom to say "You should have been with us at Thirty Mile when it was rough" it was now common to hear "Were you on the SS MacCracken-well brother-thats where things were rough".

[redacted]

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

[redacted]

The landing of our forces was made on 15th September, we anchored off Cape Gila 12 days later. The 809th Chemical Company recorded four red alerts between 1800 and 2330/I but no airplanes sighted in their morning report. They did see the A/A and some bombs must have hit close.[13] An alert next morning and two alerts and one raid about sundown kept up the initial tempo.[14]

13 - Intelligence Summary 244 Hq AAF SWPA page 2q.
"Between 1825-2052/I on 27 September, 3 alerts -- two raids--One or two airplanes--each time. At 1825/I two small bombs missed an allied naval vessel by 500 yards. At 2052/I--bombs missed the vessel by 1000 yards.-- 13 bombs and 5 parachute bombs--in Pitoe Bay. One--on airdrome--also strafed wounding one man."
Weekly Intelligence Review Hq Fifth Air Force Annex to Nos 40-44.
"1808/I - 3 U/I airplanes dropped bombs.
2035/I - airplanes dropped 13 bombs.
2200/I - No bombs dropped.
2350/I - one airplane dropped one bomb, one enemy airplane destroyed, no damage reported."
VEC A-2 Report no. 272 page 3: "Anti-aircraft guns definitely shot down one enemy airplane during last nights (presumsably 27 September) raids".

14 - VEC A-2 Report No. 272 page 3:
"Red alert 1724/28/I all clear 1746/28/I.
Red alert 1812/28/I all clear 1857/28/I - one bomb dropped - one airplane shot down.
Red alert 2130/28/I all clear 2148/28/I.
Intelligence Summary No. 244 Headquarters, AAF SWPA page 2q:
"At 0615/I on 28 September -- dropped a bomb near Cape Djodjefa (about 25 miles Northwest of our roadsted).
"--Pitoe Bay: 1806/I two airplanes dropped two bombs.
2003/I three airplanes dropped 19 bombs.
2255/I-2320/I red alert - two airplanes indicated.
2359/I-one airplane dropped an unknown number of bombs.
"--1825/I--one small bomb -- 50 yards-- from a sea-plane tender--no damage--one Judy made a run toward an LSD--driven off by destroyer A/A. Two strafed Gila Peninsula-two bombs near old Jap strip-without damage. Navy reports one of these destroyed by A/A. At 1814/I 2 Zeros dropped two bombs and strafed the shoreline. One was destroyed by A/A.
Weekly Intelligence Review Hq Fifth Air Force Annex to Nos 40-44 " 6 U/I airplanes bombed, 1 U/I airplane destroyed by A/A. No damage reported."

[redacted]

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

On the early evening of the 30th our ship and the SS Charles W. Berth were strafed by one airplane but no damage or casualties were suffered. Men took refuge in the holds. Three other alerts were sounded.[15] Three red alerts on the evening of the first and three in early morning and evening of the second were called but no airplanes appeared.[16] But at dawn on the third they had a raid on the island and two red alerts that evening.[17] A red alert at 0600/I and one at 2235/I on the fourth seemed pretty tame as no airplanes appeared.[18] Again early on the morning of the fifth a red alert was given but nothing appeared.[18] The next day was quiet but two alerts were sounded in the small hours of the seventh.[19] Then on the morning of the eight we had our chance. At 0230/I we had a red alert, another at 0450/I, about 0500/I two Bettys attacked Pitoe Harbor. The shore batteries opened fire and the No. 5 gun on the SS MacCracken (manned in part by personnel of the 823rd Squadron) opened fire a few seconds later, on a Betty flying over our ship. We set its left engine on fire and other guns on the ship and guns on other ships opened fire on it. The searchlights caught the airplane after our number 5 gun opened fire and before it passed overhead. The airplane lost altitude and passed Cape Gila and the searchlights went out and the firing ceased. The airplane crashed about eight miles away and flames leapt up on the horizon. The noise of the explosion reached us a few second later amid loud cheers from crews all over the harbor. It seems certain that our No. 5 gun shot it down.[20]

15 - Intelligence Summary 244 page 2r and Intelligence Summary 245 page 2n. No. 244: "1834/I-1925/I--one Betty dropped one bomb at 1830/I/? -- several U/I airplanes bombed and strafed a seaplane tender and merchant vessel in Pitoe Bay. A/A destroyed one -- and probably destroyed one. Four soldiers were wounded. 1927/I-2035/I several indications received but no airplanes closed. No. 245: "1730/I -- three airplanes bombed and strafed -- shore without damage. One -- destroyed and one -- probably destroyed by A/A.

16 - See Intelligence Summary 244 page 2m.

17 - VBC A-2 Report 277 page 5 "Red alert 0540/3/I all clear 0656/3/I. One 2 E/B -- from Northwest -- one bomb on blue beach. One U/I airplane S/E type approached from the South. No damage or casualties.

Red Alert 2040/3/I all clear 2100/3/I.
Red Alert 2236/I all clear 2258/I

Intelligence Summary 245 page 2m "Two -- airplanes -- one bomb on the strip and strafed Pitoe Bay between 0555/I to 0556/I".

18 - No Intelligence Reports on these alerts are available. They are not reported in the above references.

19 - Intelligence Summary 245 page 2m "A+ 0323/I -- one airplane--4 bombs North of Wawama (Wama) killing one and wounding six. One truck damaged. All clear -- 0430/I. A--red alert--at 0430/I but the airplane did not close".

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

Possibly the excitement and work involved in disembarking part of the echelon next morning made them forget an early morning raid by two Jap bombers on Pitoe Bay.[21]

Things were quiet until late evening on the 11th when two bombers dropped 8 bombs on a petroleum dump and the beach. The blaze from the dump lit up our area. Cpl. Nanfeldt had moved his cot to the top of the cook shack on the boat as he was waiting there to disembark with some kitchen equipment and when the red alert sounded he forgot where he was and walked off the roof. He fell about 8 feet to the steel deck breaking his arm. He was hospitalized for about two weeks. The dump burned for half an hour.

On the night of 22nd October heavy artillery fire was laid on some Japs apparently along the Northwest sector of the perimeter. The noise was not as sharp as heavy A/A but was impressive in its volumne.[23]

Things began to warm up again for about 2156/I on the 23rd an enemy airplane dropped two phosphorus bombs and strafed a Liberty Dock. Two men were killed and 20 wounded of the dock detail. It came in too fast for A/A to fire.[24] Red alerts became frequent but no A/A engaged except about 2305/I-2345/I on the 26th but even then there were no airplanes to be seen or bombs heard dropping. A red alert stopped the show one night and another broke our sleep in the wee small hours of Sunday the 29th.

But in the morning of the 31st we had our first real taste of a raid that seemed to come close to our area. The alert sounded at 0330/I and as we tumbled out of bed we saw our A/A tracers low over the fighter strip in contrast to a Nip's yellow tracers as he strafed East and turned

19 - (cont'd) On page 2L: -"0323/I-0411/I, one TBM dropped six bombs killing one man and injuring six". Intelligence Summary 246 "P-61 probably destroyed a bomber 10 miles South of Morotai at 0330/I". Weekly Intelligence Summary 45, Hq Fifth Air Force, page 2-"The enemy attacking four times 0001/I/1 to 2359/I/7--losing one airplane definitely by A/A and 2 probably destroyed by night fighters and shore fire. Only on the raid on the night of 6-7 October was there any damage to us -- one man was killed and six wounded."

20 - Intelligence Summary 246 page 2r "0442/I-0625/I -- bombed by two Bettys, one --shot down by A/A. Several personnel were killed and wounded and an unstated number of vehicles damaged."

21 - Intelligence Summary 246 page 2r - "0404/I two bombers -- four bombs inaccurately in Pitoe Bay."

22 - Intelligence Summary 246 page 2r --"Tents and three trucks were damaged -- one man was wounded."

23 - Daily Preliminary Intelligence Summarys, Hq 310th Bombardment Wing (M) dated 23 & 24 October. "Small arms

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

North before he reached us. About 15 minutes later the light A/A on the bomber strip to the North opened up and an aerial burst bomb flashed near there. A Jap fighter trailing smoke was flying just over the tree tops a little to the West of us. As he passed overhead there was a heavy burst of flame as if a tank had been hit and exploded. The A/A men said it crashed a few hundred yards off shore. Another burst of red tracers from our A/A on the fighter strip showed up low and off shore but we saw no airplanes. There was a solid overcast and it was raining lightly. Reports are that six Zekes and one Val strafed and dropped 3 or 4 incendiaries but there was no material damage (a dog was killed in the 71st area). Four are reported shot down.[25]

From the time we disembarked on the 9th of October to 14th of October we were unloading the ship. Until about October 12th we ate with the 38th Group Headquarters mess. The Orderly Room and a few tents for living quarters were set up the first day in the present Squadron area in a coconut grove South of Route #5 and 3/4ths of a mile East of the East end of the fighter strip. About a third of the men worked in the area cleaning out the underbrush and grass. A bull-dozer was obtained for three days and most of the clean up was accomplished with it. The ground was level North of the telephone line and road and the coral is covered by a foot or so of red earth. South of the line the coral outcrops and the surface is undulating.[26]

Some of the material and supplies were unloaded into ducks and a beach detail of 7 men was maintained to guide them to the area. Driver's were assigned to each piece of our rolling stock and each one stayed on the boat until his vehicle was unloaded.

Our mess was set up temporarily in a tent on the 12th and unloading was finished on the 14th. From then on work on the mess hall, the section tents and areas went ahead six days a week. The men worked with a will and had all of Sunday the 22nd off. Work was started on a shower and laundry and these were much delayed by difficulty in obtaining a tank and pipe but were in operation about the last of the month. The mess hall was first used to cook meals in on the 22nd but men ate in it from the 20th.

23 - (cont'd) fire was received--Artillery fire was placed on the enemy and fourteen Japs -- found dead". "--engaged in a fire fight at 2030/I/22 with an unknown number of the enemy. At 0320/I/23 an estimated one hundred Japs -- made an attack on the perimeter -- at Pilowa. -- repulsed with 37 Japs killed by a bangalore torpedo, small arms and artillery fire."

24 - Daily Preliminary Intelligence Summary of 1800/I on 23/24.

25 - Intelligence Summary 249 of 12 November, 1944 page 2z.

26 - A sketch of the area is enclosed.

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

Men used their spare time to build up their pyramidal tents but flying officers were able to devote all their time to their quarters. Swimming in the ocean and volley ball provided recreation. Group was able to show movies about 3 times a week but the films had been shown at the old base. Mail was good. The first PX supplies arrived on the 23rd.

By the end of the month the area was well set up and cleaned up. We believed we had the most attractive site of all the units of the Group and that we have developed it advantageously.

Artillery, automatic weapons and small arms fire being placed on the Japs attacking our perimeter from time to time and air raids provided entertainment.

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

[redacted]

APPENDIX

OCTOBER HISTORY

1. No changes were made in organization.

2. Strength

	Officers and W/O	Enlisted Men
a. 1 October	85	299
b. Net Change	0	-12
c. 31 October	85	287

3. The station of the organization was changed from APO 920 to APO 926 effective 15 October, 1944.

4. Equipment, Operations and Training.

a. Airplanes

	Serviceable		Not serviceable	
	1 Oct.	31 Oct.	1 Oct.	31 Oct.
B-25-D	1	0	0	0
B-25-D-2	8	6	3	0
B-25-J	6	10	0	0
C-47	1	1	0	0

b. Air Crews

	Pilots	Other than Pilots
1 October	21	21
31 October	22	18

c. Missions and Sorties covered by Fragmentary Field Orders.

	Missions	Sorties
1. Reconnaissance-Combat	1	1
Reconnaissance-Weather	1	1
2. Courier-Weather	0	0
3. Bomb and Strafe at minimum altitude	7	33
complete	6	30
incomplete	1	3
4. Training and Non-Operational Sorties		193
Airplane hours combat		209.10
Airplane hours non-combat		418.50

d. Bombs dropped armed over enemy targets.
100 pound demolition - parachute 19,000 pounds

e. 24,550 rounds of .50 calibre ammunition were used in strafing enemy targets.

f. Training.

Early in the month nine sorties were flown providing transition for new pilots. Six airplanes flew in local Group formation one morning. Although crews and airplanes were idle the last half of the month no training flights could be made.

[redacted]

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

SECRET

5. Awards

a. 9 recommendations for awards were submitted during the month.

b. The following awards appeared on General Orders:

NAME	AWARD	DEED	G.O.	DATE
S/Sgt. Robert W. Leese, 13092963	Oak Leaf Cluster in lieu of Air Medal	100 hours of operational flights from 5/Apr/44 to 29/May/44	226 FEAF	1 Oct 44
1st Lt. Edgar A. Riehl, O-806147	Oak Leaf Cluster in lieu of Air Medal	100 hours of operational flights from 5/Apr/44 to 9/Jul/44	230 FEAF	2 Oct 44
S/Sgt. Roy L. Stallsmith, 15075098	Oak Leaf Cluster in lieu of the Air Medal	100 hours of operational flights from 25/Feb/44-29/Jun/44	229 FEAF	2 Oct 44
T/Sgt. Theodore V. Lorenzetti, 11055031	Oak Leaf Cluster in lieu of the Air Medal	100 hours of operational flights from 22/Feb/44 to 29/Jun/44	226 FEAF	1 Oct 44
T/Sgt. Fred L. Kimpel, 16008916	Air Medal	100 hours of operational flights from 16/Oct/43-16/Jan/44	252 FEAF	11 Oct 44
1st Lt. Herbert C. McClanahan Jr.	Oak Leaf Cluster in lieu of the Air Medal	100 hours of operational flights from 16/Jan/44-28/Jul/44	237 FEAF	5 Oct 44
T/Sgt. James A. Bacon Jr. 34724654 (KIA)	Air Medal	100 hours of operational flights from 11/May/44-3/Sept/44	264 FEAF	19 Oct 44
S/Sgt. Enos J. Clark, 34161407	Oak Leaf Cluster in lieu of the Air Medal	100 hours of operational flights from 26/Jan/44-1/Sept/44	277 FEAF	28 Oct 44
S/Sgt. William A. Gay, 14119723	Oak Leaf Cluster in lieu of the Air Medal	2/Mar/44-1/Sept/44 100 hours of operational flights	277 FEAF	28 Oct 44
S/Sgt. Stephen (NMI) Glowacki, 31076284	Oak Leaf Cluster in lieu of the Air Medal	100 hours of operational flights from 2/Mar/44-6/Sept/44	277 FEAF	28 Oct 44
S/Sgt. Karl A. Conradson, 35308227	Oak Leaf Cluster in lieu of the Air Medal	100 hours of operational flights from 21/Mar/44-6/Sept/44	266 FEAF	19 Oct 44

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

[redacted]

6. Squadron Events.

Captain Bailey was placed on D.S. with 5th Air Force. 2nd Lt's Kendall, Koerner, Swingle, Fitzgerald, Schafer and Sweenek were placed on T.D. with the 54th Troop Carrier Wing.

The following personnel were assigned to the Squadron.
Pilots: 2nd Lt's. Bleick, Walker, Martin, Russell, Rowland, Ahern, Mueller and Holton.
Navigators: 2nd Lt's Ward, Smith, Catta and Halbig; F/O Ventre.
Radio-Gunners: S/Sgt. Burton, Cpl. Hering, S/Sgt. Phares, Cpl. Kosequat.
Engineer-Gunners: Sgt. Dolan, Pvt. Kevelson, Sgt. Olsen, Cpl. Kelly and Cpl. Wheatley.
Armament-Gunners: Sgt. Fotperman, Cpl. Evans, Sgt. Kuzla, Cpl. Dipaola and Cpl. Darrow.
Photo-Gunner: Sgt. Perrine.
Ass't Intelligence Officer: Lt. Wood.
Armament: Pvt. Chapman.
Duty N.C.O.: Sgt. Grigg.
Intelligence Section: Pfc. Kaplan.

Four officers departed on leave; including Captain McLean, Squadron Commanding Officer, 17 returned from leave. 22 Enlisted Men started on furlough while 23 men returned.

The following officers and enlisted men, most of whom were at APO 920 with the Squadron rear echelon started on their way home.
Combat Crews:
Navigator-Bombardier: 1st Lt's Hof and Zweygart
Radio-Gunners: T/Sgt's. Hull, Flaherty, McPherson, Lorenzetti and Stewart.
Aerial-Gunners: S/Sgt's. Glowacki, Shaw, Clark, Gay, Bertrand, Leese, Stallsmith and Sokoll.

M/Sgt. Bokoles, Communications; M/Sgt's. McFalls and Sardam, Engineering returned to the United States for a 30 day furlough under a new plan allowing men with over 18 months overseas duty to return home for 30 days and then rejoin their Squadrons.

Captain Taylor was in Command of the advance (Water) Echelon at APO 926 until Captain Whiteman, acting Squadron Commander, arrived. Captain McLean returned from leave and resumed Command of the Squadron.

Lieutenant Hershkowitz was appointed Squadron Navigator and Lieutenant Breerwood appointed Squadron Bombardier as primary duty. First Lieutenant Henze was appointed Intelligence Officer and Lt. Wood Assistant Intelligence Officer. Lieutenant Polansky was appointed Rescue Coordination Officer and Lieutenant Marshall was promoted to Captain and transferred to Group Intelligence. Lieutenant Fix was promoted to Captain and 2nd Lt. Konen to 1st Lt.

[redacted]

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

[redacted]

The following Enlisted Men were promoted:
To Technical Sergeant: Floyd, Communications.
To First Sergeant: Di Tullio
To Staff Sergeant: Serino, Intelligence: Jenkins and Thompson, Engineering;
To Sergeant: Coon, Orderly Room; Brown, Ordnance; Dodds, Communications;
Eischen, Flandorffer, Cox, Engineering; Frosch and Maloney Armament.
To Corporal: Hamrick and Jones of Armament; Lameli, Ordnance.

The air echelon at APO 920 had little mail until about the 11th when mail was brought down from APO 926 by returning airplanes. Several good movies were seen there and early in the month a stage show with several women entertainers was given in addition to the movie. The enlisted men's mess hall was graced at supper time by the presence of one of the women. She was much photographed.

Coco-colas were available during the early part of the month. Our meals with the 500th and up to the time the crews were quartered in the transient camp were good with fresh eggs, steak and vegetables frequently. From about the 25th on food was poor. On the 10th the water echelon of the 500th moved out and as the mess hall was torn down everyone ate out of mess kits where ever they could find a place to sit down. A gratuitous destribution of cigarettes was made several times and the 345th's PX obtained some toilet articles and peanuts once.

Early in the month the point system of evaluating combat fatigue easily outweighted all other subjects in the interests of the Combat Men. Later the American landings on Leyte and nearby islands on the 18th and 20th and the Jap-American naval engagement in the Philippines took over as the prime topic of conversation. The election was little discussed and only one or two men made use of the Federal Ballot.

RESTRICTED

[redacted]

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

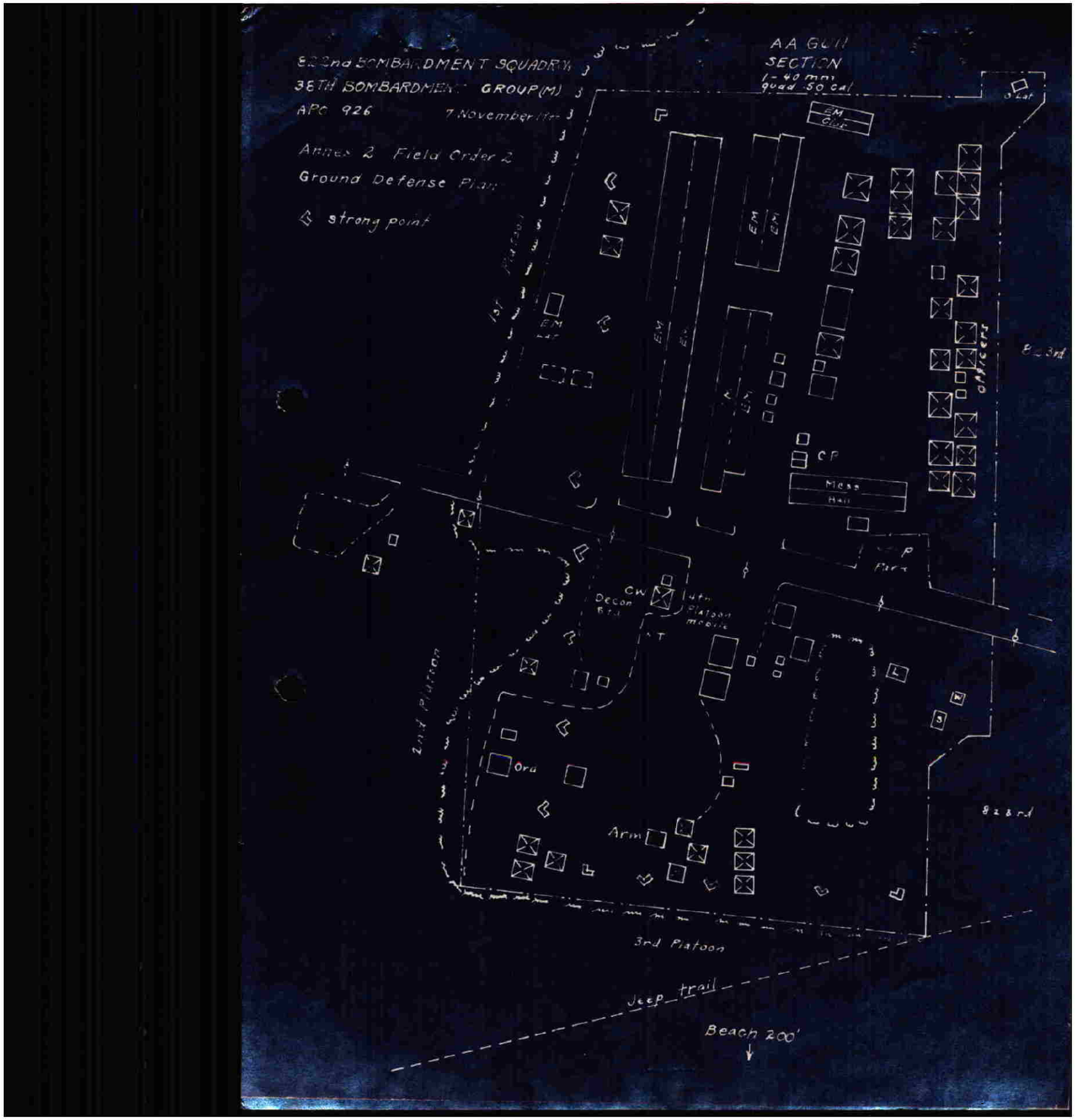
BIBLIOGRAPHY

1. 822nd Squadron Morning Report.
2. 822nd Squadron Statistical Records.
3. V Bomber Command Fragmentary Field Orders.
4. V Bomber Command A-2 Reports.
5. Intelligence Summary's Hq AAF SWPA.
6. Daily Preliminary Intelligence Summary Hq 310th Bombardment Wing (M).
7. 809th Chemical Company Morning Report.

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958