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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.F.O. 926,
27 October, 1944.

SUBJECT: Unit History, June, 1944.

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

1. Enclosed is the Unit History of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), for the month of June, 1944.

Philip M. Traynor

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

1 Incl.
Incl. #1 - Unit History for Month of June, 1944. (In Trip.)

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DESIGNATION

SHEET

AIR FORCE: 5th Air Force
COMMAND: V Bomber Command
GROUP: 38th Bomb Gp. (M)
SQUADRON: 823rd Bomb Sq. (M)

Has security Classification of material been checked? Yes.

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823RD BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
UNIT HISTORY
JUNE, 1944

CONTENTS

1. NARRATIVE

"A" COMBAT
"B" GENERAL

2. APPENDIX

"A" FRAGMENTARY FIELD ORDERS
"B" TARGET MAPS
"C" NARRATIVE MISSION REPORTS

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S E C R E T

823RD BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
APO 713 UNIT #1

COMBAT NARRATIVE

The series of missions out of the advanced base begun in May was continued through the early part of June.

On 2 June, 1944 five B-25G-1 type airplanes participated in a bombing and strafing attack on Babo, Dutch New Guinea, but orders were received en-route to attack the secondary target at Timoeka. Eighty 100 lb. parademos were dropped with forty bombs falling between the strip and the shoreline causing unobserved damage, fourteen along the Northeast side of the strip destroying a parked fuel truck, and causing a black smoke fire of small size near the truck, and twenty bombs falling in Keaukwa Village and on the West Bank of the Keaukwa River destroying three shacks. Six bombs were dropped at a light antiaircraft position on the West side of the Timoeka River with unobserved damage. Medium and light antiaircraft fire was encountered and the lead plane had half of its elevator shot away.[1]

Six planes, on 3 June, took off to participate in an attack on Babo, but again, this time due to bad weather, the secondary target, Timoeka, Dutch New Guinea, was hit. One hundred and six parademo bombs were dropped in the target area with results unobserved. Medium and light antiaircraft fire was encountered and one plane was damaged.[2]

On 6 June, four planes flew to another advanced base at APO 565 from which they participated in a bombing and strafing attack on Borokoe Airdrome, Biak, Schouten Islands. Thirteen 500 lb. demolition bombs were dropped in the wooded areas North and South of the strip with unobserved results. Two 500 lb. bombs fell on the Borokoe Strip. The entire area w as strafed.[3]

On 13 June, two B-25Ds and four B-25G-1s participated in a medium altitude bombing attack on personnel areas near Babiang and Marubian Villages, New Guinea. Thirteen 1000 lb. instantaneous demolition bombs were dropped in the target area with unobserved damage. One bomb fell in the water off the shore.[4]

Three B-25G-1s and three B-25D-1s took off on 16 June to participate in a bombing and strafing attack on Samate and Jefman Airdromes. Two airplanes turned back because of engine trouble before reaching the target. Bombs were dropped in the target area but smoke so clouded the target that damage was not observed. The formation was intercepted and a "Val" and an "Oscar" were shot down. On the return, a "Betty" bomber was sighted and shot down. Heavy Antiaircraft fire was encountered.[5]

1. See App. "A", FFO 154-B, App. "B", Map, and App. "C" Narrative Report.
2. See App. "A", FFO 155-B, App. "B", Map, and App. "C", Narrative Report.
3. See App. "A", FFO 159-J, App. "B", Map, and App. "C", Narrative Report.
4. See App. "A", FFO 163-A-5, App. "B", Map, and App. "C", Narrative Report.
5. See App. "A", FFO 168-E-7, App. "B", Map, and App. "C", Narrative Report.

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COMBAT NARRATIVE (Continued).

On 17 June, two airplanes of this Squadron participated in an attack on enemy shipping at Sorong, Dutch New Guinea. A direct hit was scored on a Sugar Charlie and near misses on two other Sugar Charlies. All three of the boats were damaged. A Fox Tare Charlie was hit at the port bow water line and photos showed it sinking. A lugger was left burning. Intense inaccurate machine gun fire came from Sorong and the mainland to the East.[6]

Four B-25G-1 type airplanes took off to participate in a bombing and strafing attack on shipping in the Sele Strait, Dutch New Guinea, on the 22nd of June. One airplane returned to base due to engine failure. One barge was sunk and bombs were dropped among eight luggers and barges with results unobserved due to rain. A house was destroyed between Biakeong and Mabenta Villages.[7]

On 24 June, three airplanes participated in a ground support attack on Biak Island. Four 1000 lb. demolition bombs were dropped just above the mouth of a cave which was also strafed.[8]

On 25 June, three B-25G-1s carried out a ground support bombing and strafing mission to the Tor River Area, Dutch New Guinea. Six 1000 lb. demolition bombs were dropped in the assigned enemy concentrations.[9]

Three B-25G-1s took off on 26 June to participate in a bombing and strafing attack on enemy shipping on the North coast of Waigeo Island. One airplane returned to base due to engine trouble and weather prevented the others from reaching the primary target so a supply area North of Manokwari was attacked. A black smoke fire was started and damage was caused to tin roofed buildings in the supply area.[10]

On 27 June, three B-25G-1s bombed and strafed Ransiki Airdrome and Dispersal Area, Dutch New Guinea. Two bombing and strafing passes were made and bombs were dropped in the Dispersal Area, on the runway, and among huts South of the runway. Damage was done to at least three huts. One inaccurate burst of medium antiaircraft fire was observed.[11]

Squadron combat statistics for the month of June are:

Number of combat missions - 13	Rounds of .50 cal. expended - 54,420
Number of sorties - 52	Rounds of .30 cal. expended - 4,300
Abhortives - 11	Enemy fighters destroyed in air - 2
Tons of bombs dropped - 35½	Enemy bombers destroyed in air - 1
Per cent of bombs in target - 100%	Combat losses - 0

6. See App. "A", FFO 169-H-8, App. "B", Map, and App. "C", Narrative Reports.
7. See App. "A", FFO 174-E-8, App. "B", Map, and App. "C", Narrative Reports.
8. See App. "A", FFO 176-E-8, App. "B", Map, and App. "C", Narrative Reports.
9. See App. "A", FFO 177-E-7, App. "B", Map, and App. "C", Narrative Reports.
10. See App. "A", FFO 178-E-7, App. "B", Map, and App. "C", Nar rative Reports.
11. See App. "A", FFO 179-E-8, App "B", Map, and App. "C", Narrative Reports.

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GENERAL NARRATIVE

On 1 June, 1944, the Squadron had a strength of sixty-five officers and two hundred ninety-six enlisted men.

On the morning of 3 June, 1944 at approximately 0330/K hours, Major Willmor L. Pavlich, Squadron Commander, and First Lieutenant George J. Maturi, Assistant Operations Officer, were accidentally killed while watching a plane take off on a weather reconnaissance at an advanced base. The plane, flown by First Lieutenant James D. Raine, swerved off the left side of the runway hitting an empty gasoline barrel, causing the right landing gear to fold under. The plane then swerved to the right, crossing the runway and crashed into the "jeep" in which Major Pavlich and Lieutenant Maturi were sitting. Both officers were killed instantly. Major Pavlich's and Lieutenant Maturi's bodies were returned to APO 713 Unit #1 and interred in the Air Force Cemetery. The entire 38th Bomb Group was present at the funeral service which was held at the cemetery. Major Pavlich was married in March, 1944 to Second Lieutenant Rita M. Schneck, ANC, at Milne Bay, New Guinea. Mrs. Pavlich attended the funeral services.

Captain Leonard W. Geissel was appointed Commanding Officer of the Squadron as of 3 June, 1944. The same date, Captain Lorne H. Nelles was appointed Operations Officer.

The following officers and enlisted men joined the Squadron during the month of June, 1944:

2nd Lt. Richard J. Crowley
1st Lt. Martin L. Larsen
2nd Lt. George E. Gwilliam
2nd Lt. Bernard J. Corrigan
2nd Lt. Robert V. Gemmer
2nd Lt. John W. Lupardus
S/Sgt. John D. Akers
Sgt. John F. Cieselka
Sgt. Dean E. Curry
Sgt. James W. Pringle
Cpl. Edward Rubinstein
Pfc. Paul L. Cargill
Pvt. William F. Hollis
Pvt. Daniel G. Rodriguez
Pvt. Emil Klein
Pvt. William H. Murray
Pvt. Richard F. Bastedo
Pvt. Samuel S. Carroll
Pvt. Samuel J. Coniglio
Pvt. Fred C. Dameron
Pvt. Robert A. Dombrowski
Pvt. Louis F. Ivey
Pvt. Buster F. Jones

The following officer and enlisted men were returned to the States:

1st Lt. William F. Felch
T/Sgt. Darrell R. Cecil
S/Sgt. Peter P. Dabravalskie

The following officers and enlisted men received promotions during the month of June:

1st Lt. Lorne H. Nelles promoted to Captain

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GENERAL NARRATIVE (Continued)

1st Lt. Charles W. Richardson promoted to Captain
2nd Lt. Richard J. Crowley promoted to 1st Lt.
S/Sgt. Jack Kaufman promoted to T/Sgt.
S/Sgt. Lloyd O. Robertson promoted to T/Sgt.
S/Sgt. Joseph D. Ross promoted to T/Sgt.
Pfc. Robert L. Gilbert promoted to Cpl.

On 21 June, the Squadron completed its first year of operation. Lieutenant Allen, Executive Officer, organized an appropriate celebration complete with an orchestra and entertainment. Group pictures were taken of the officers and men of the Squadron.

The Squadron strength as of 30 June, 1944 was sixty-seven officers and three hundred ten enlisted men.

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APPENDIX "A"

Missions, with F.F.O. Numbers, carried out by the 823rd Bombardment Squadron (M), 38th Bombardment Group (M) during the month of June, 1944.

FFO 154-B, 2 June, 1944: Bombing and strafing attack on Babo, Dutch New Guinea by five B-25G-1 type airplanes. On orders from V Bomber Command, the squadron, less one plane which returned because of engine trouble, bombed and strafed the secondary target, Timoeka, Dutch New Guinea.

FFO 155-B, 3 June, 1944: Squadron ordered to attack Babo, Dutch New Guinea but due to weather the six B-25G-1s bombed and strafed the secondary target, Timoeka, Dutch New Guinea.

FFO 159-J, 6 June, 1944: Four B-25G-1s carried out tactical bombing of Borokoe Airdrome, Biak Island.

FFO 165-A-3, 13 June, 1944: Two B-25Ds and four B-25G-1s bombed from medium altitude Babiang and Marubian Villages, New Guinea.

FFO 168-E-7, 16 June, 1944: Three B-25G-1s and three B-25D-1s bombed and strafed Jefman and Samate Airdromes, Dutch New Guinea. Two airplanes returned to base before reaching target due to engine trouble. One "Val" and one "Oscar" were shot down over the target. On return flight, a lone "Betty" was sighted and shot down by this squadron.

FFO 169-H-8, 17 June, 1944: Two B-25G-1s joined the 822nd Bombardment Squadron (M), 38th Bombardment Group (M) to attack shipping in the vicinity of Sorong, Dutch New Guinea.

FFO 174-E-8, 22 June, 1944: Four B-25G-1s carried out a bombing and strafing attack on shipping in the Sele Straits, Dutch New Guinea.

FFO 176-E-8, 24 June, 1944: Three B-25G-1s participated in a close ground support bombing on Biak Island.

FFO 177-E-7, 25 June, 1944: Three B-25G-1s carried out a ground support bombing and strafing attack in the Tor River area, Dutch New Guinea.

FFO 178-E-7, 26 June, 1944: Three B-25G-1s participated in a bombing and strafing attack on shipping off the North coast of Waigeo Is. Because of weather squadron hit secondary target, Manokwari, Dutch New Guinea.

FFO 179-E-8, 27 June, 1944: Three B-25G-1s participated in a bombing and strafing attack on Ransiki Airdrome, Dutch New Guinea.

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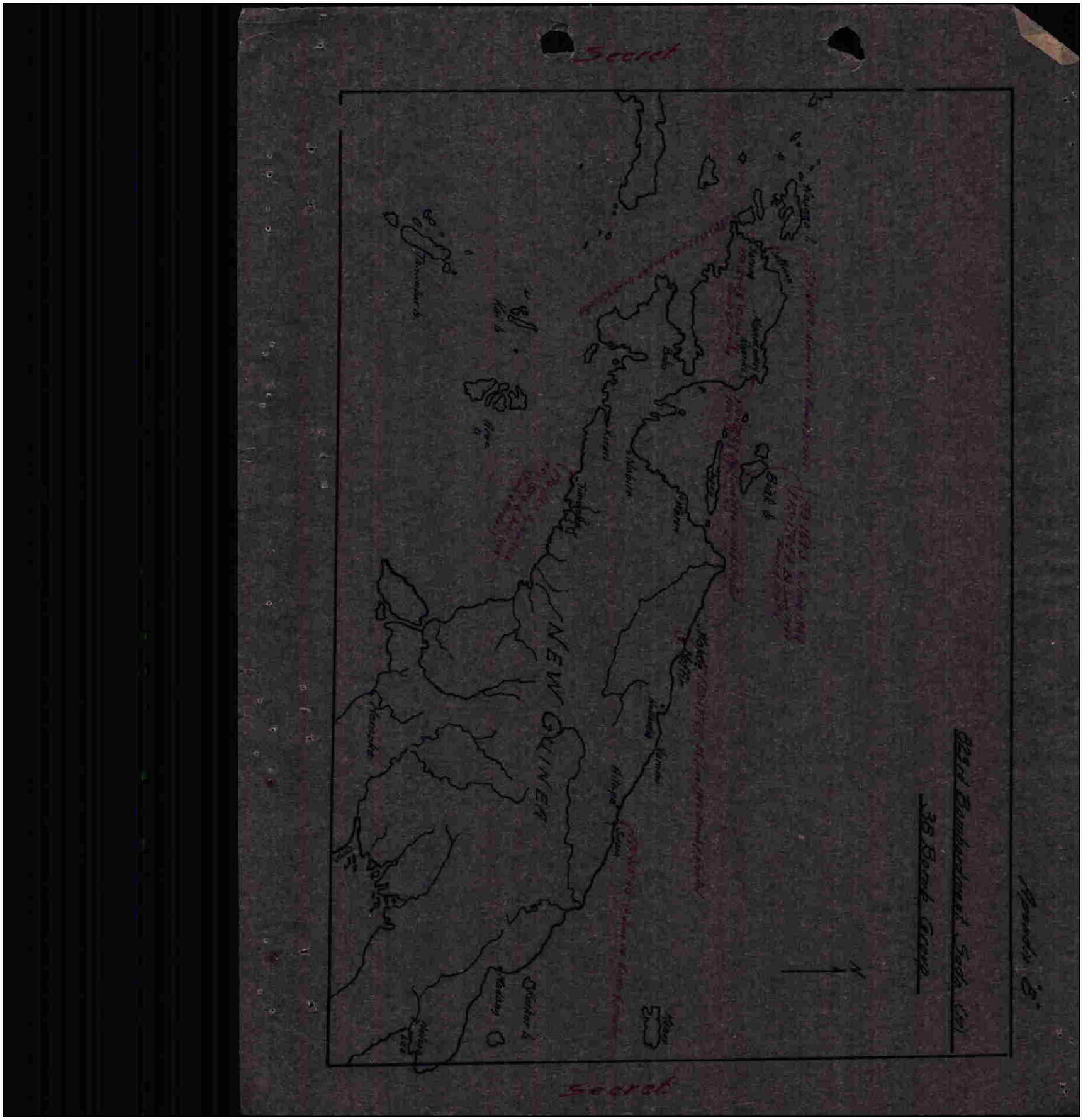

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APPENDIX "C"

S E C R E T

823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
12 June, 1944.

SUBJECT: Narrative Report, Mission No. 154-B, 2 June, 1944.

TO : Commanding General, Fifth Air Force, APO 925, (Attention A.C. of S., A-2).

1. Five B-25G-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M) took off from Merauke Airdrome, Dutch New Guinea at 0800/K to participate in a bombing and strafing attack on Babo, Dutch New Guinea. The formation followed the Southwest coast of New Guinea to the vicinity of Utarom at which point orders were received by the Group Leader from Combomcom to attack the secondary target at Timoeka. One airplane had a right engine failure at 1000/K and returned to base safely on single engine after salvoeing 20 x 100 lb bombs at sea. The sixth airplane scheduled to take off did not do so due to mechanical failure in one engine.

2. Approach to the target was made at 1042/K. The weather was CAVU. 80 x 100 lb. parademo, 8-11 second delay, bombs were dropped from minimum altitude on a heading of 100° in the target as follows: 40 bombs fell between the strip and the shoreline causing unobserved damage; 14 bombs were dropped along the northeast side of the strip destroying one fuel truck parked near the strip. A second black smoke fire of small size was seen near the truck following the bombing. 20 bombs were dropped in Keaukwa Village and among several large shacks on the West bank of the Keaukwa R. destroying at least 3 shacks in Keaukwa V. 6 bombs were dropped at the light A/A position on the West side of the mouth of the Timoeka River causing unobserved dama ge. Intense strafing of the entire target caused the known A/A positions to cease firing intermittently but most of the guns were blazing away when the la st airplane left the target after a total of 6475 x .50 cal. and 400 x .30 cal. rounds were expended in strafing by all airplanes.

3. Medium, moderate and very accurate A/A fire came from the known positions on the East end of Timoeka Strip. The lead airplane had half its left elevator shot away by a 25mm shell. Light, moderate, inaccurate A/A fire came from known positions on the East bank of the mouth of the Keaukwa River and on the East bank of the Timoeka River.

4. There was nil interception.

5. A second truck was seen parked on the strip near the destroyed fuel truck. Crews believe this truck was rendered unserviceable by strafing. 2 built-up mounds, resembling pill-boxes were seen just northeast of the strip. 4 A/A positions on the east end of the strip were south to north as follows: 1 gun 20mm; 1 twin barrel 20 or 25mm.; 1 gun 20mm. or 12.7mm. machine-gun and 1 gun either

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LTR - Narrative Report, Mission No. 154-B, 2 June, 1944, dated 12 June, 1944, (Continued).

20mm. or heavy machine-gun. The strip appeared overgrown with grass but was serviceable for limited operations. A large stack of possible supplies which were heavily camouflaged was seen on the extreme western end of Timoeka Strip.

6. The four airplanes completed their attack at 1148/K and resumed a 4 plane formation and flew along the coast to the mouth of the Digoel River, thence to Merauke. All planes had landed at 1300/K.

s/George H. Puddy
t/GEORGE H. PUDDY,
1st Lieut., Air Corps,
Intelligence Officer.

CERTIFIED TRUE COPY:

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

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S E C R E T

823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S - 2 SECTION

A.P.O. 713 Unit #1,
11 June, 1944.

SUBJECT: Narrative Report, Mission No. 155-B, 3 June, 1944.

TO : Commanding General, Fifth Air Force, APO 925, (Attention A. C. of S., A-2)

1. At 0800/K, from Merauke Airdrome, Dutch New Guinea, the 823rd Bombardment Squadron (M), 38th Bombardment Group (M) sent 6 B-25G-1 type airplanes to participate in a bombing and strafing attack on Babo, Dutch New Guinea. Due to a solid front lieing across the Arafura Sea extending from C. Nambima to the Kai Islands, the secondary target at Timoeka, Dutch New Guinea was attacked.

2. The squadron began strafing villages West of Timoeka at 1058/K. 8/10 cumulus overcast at 1000 feet did not interfere with good visibility. 106 x 100 lb. demo 8-11 second delay and parademo 8-11 second delay bombs were dropped as follows: 6 in Keaukwa Village and 40 in the suspected bivouac and supply area between the Keaukwa R. and Timoeka Strip; 60 in trains along the sides of the Strip and in A/A positions on the East end of Timoeka Strip. Damage was unobserved. Most planes made three strafing passes expending 13,000 rounds of cal. .50 and 2200 cal. .30 rounds of m/g ammunition. A light A/A position on the East side of the mouth of the Keaukwa R. was silenced by strafing. Other strafing results were not observed. One airplane salvoed 14 bombs at sea due to rack failure.

3. One inaccurate burst of medium A/A was seen over the drome. Slight, light, and accurate A/A fire was received from known position at the mouth of the Keaukwa R. at the east end of the strip and from 1 position on the east side of the Timoeka R. 1 airplane was slightly damaged by 20mm. fire.

4. There was nil interception.

5. Built up mounds, possibly pill box positions were seen at the northeast corner of the strip. 2 stacks of supplies were seen in the South revetment area.

6. The 6 airplanes completed the attack at 1105/K, returned to close formation and followed the coast southeast to Princess Marianne Strait, thence to Merauke. The last airplane landed at 1300/K.

/s/George H. Puddy,
/t/GEORGE H. PUDDY,
1st Lieut., Air Corps,
Intelligence Officer.

CERTIFIED TRUE COPY:

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

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APPENDIX "C"

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
14 June, 1944.

SUBJECT: Narrative Report, Mission No. 159-J, 6 June, 1944.

TO : Commanding General, Fifth Air Force, APO 925, (Attention A.C. of S., A-2).

1. Four B-25G-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), participated in a tactical bombing and strafing attack on Borokoe Airdrome, Biak, Schouten Islands. The 38th Bombardment Group (M) took off from Hollandia Airdrome, Dutch New Guinea and flew along the coast northwest directly to the target. The squa dron had been briefed to contact ground station "Ointment" over laison frequency upon reaching the target area but could not do so and the squadron leader elected to attack Borokoe. Immediately after the attack "Ointment" came in perfectly warning us to avoid our troops on the "Cliffs" and repeated instructions to attack Borokoe. It is suggested for future operations that squadron be briefed to contact "Ointment" from off shore South of the Mokmer-Sorido Area where reception is excellent.

2. At 1009/K weather over the target was good; ceiling of 8/10 cumulus at 2000 feet did not effect unlimited visibility. In the bombing and strafing run from northwest to southeast 4 airplanes dropped from minimum altitude, 13 x 500 lb. demolition 8-11 second delay bombs with unobserved results in the wooded areas north and south of the strip; 2 bombs fell on Borokoe Strip. The entire area, including the first two ridges were thoroughly strafed with unobserved results. K- 21 low-oblique photos taken revealed no damage other than bomb bursts inflicted by the strike. 6,200 x .50 cal. and 150 x .30 cal. rounds were expended in strafing.

3. No A/A was encountered.

4. No interception was encountered.

5. Two groups of two barges camouflaged under branches in the mouth of the second large river West of Karembo Village on Cape D'Urville, approximately 0133S - 13735E. Much brown and white smoke on shore in the vicinity of Mokmer Jetty. Slight machine-gun fire from wooded areas between Borokoe and Sorido was directed at the 71st Squadron flying off our right wing.

6. After the attack was completed the squadron took its place in the Group Formation and returned to Hollandia over the same route taken to the target. All airplanes had landed by 1200/K.

s/George H. Puddy
t/GEORGE H. PUDDY,
1st Lieut., Air Corps,
Intelligence Officer.

CERTIFIED TRUE COPY:

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
14 June, 1944.

SUBJECT: Narrative Report, Mission No. 165-A-3, 13 June, 1944.

TO : Commanding General, Fifth Air Force, APO 925, (Attention A.C. of S., A-2).

1. Two B-25D and four B-25G-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), participated in a medium altitude bombing attack on enemy personnel bivouac areas in and near Babiang and Marubian Villages, New Guinea. The squadron joined the 3 other squadrons of the 38th Bombardment Group (M) over the Leron River at 1500 feet after taking off from Strip #1, Nadzab, New Guinea at 0710/K. The formation followed the Markham-Ramu Valleys and crossed the Sepik River near Buriu Village changing their heading to approach the target on a heading of 290°.

2. The squadron was in a formation of 2 flights of 3 airplanes when a dry run was made over the target. After executing a 360° turn the bombing run was made on a 110° heading at 0910/K. A 7/10 strato cumulus overcast at 7000 feet did not effect visibility for the bombing. 14 x 1000 lb. instantaneous demolition bombs were dropped from 4500 feet altitude as follows: 7 bombs hit in and just South of Babiang Village; 6 bombs fell between Babiang and Marubian Villages; 1 bomb hit in water 25 yards off shore Northeast of Babiang causing nil damage. Results of remainder of the bombs were unobserved. K-21 vertical photos disclosed little additional evidence of damage inflicted. Jap propaganda leaflets were dropped in the target area.

3. There was no A/A fire.

4. No interception was encountered.

5. A medium sized barge with aft superstructure was seen next to the bank at the mouth of the Dandriwad River. A small unserviceable lugger was drawn up on the beach near the mouth of the Dana rap River. Ulau Mission was partially destroyed by previous bomb hit. An A-20 was seen to crash and burn in the hills 20 miles Southeast of Bundi at 1020/K. Along the beach West of Cape Djeremm there were signs that the enemy is engaged in much activity. Vehicle tracks and several stacks of possible supplies are dispersed all along the beach.

6. The squa dron continued its course of 110° after the bombing run and returned to Nadzab over the same route taken to the target. All 6 airplanes had landed at 1105/K.

s/George H. Puddy
t/GEORGE H. PUDDY,
1st Lieut., Air Corps,
Intelligence Officer.

CERTIFIED TRUE COPY:

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

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APPENDIX "C"

S E C R E T

823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
20 June, 1944.

SUBJECT: Narrative Report, Mission No. 168E-7, 16 June, 1944.

TO : Commanding General, Far East Air Forces (P), APO 925, (Attention A.C. of S., A-2).

1. Three B-25G-1 and three B-25D-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M) participated in a decisive bombing and strafing attack on Samate And Jefman Airdromes, Dutch New Guinea, conducted by squadrons of the 38th Bombardment Group (M) and the 345th Bombardment Group (M) operating from Hollandia Airdrome, Dutch New Guinea. After take-off at 0815/K the formation flew to Wakde and was joined by six B-25G-1 type airplanes of the 822nd and 823rd Bombardment Squadron (M) which had stopped earlier to have gas tanks topped off. P-38 fighter escort began covering the formation after leaving the Wakde Area. Following a heading of 280°, the airplanes flew directly to the target. Two airplanes of this squadron turned back before reaching the target due to engine trouble.

2. When the squadron approached Samate at 1255/K the visibility was good but there was an 8/10 overcast at 2000 feet. 48 x 100 lb. parademo bombs were dropped in Targets 1X and 1V on Jefman Airdrome through dense smoke caused by preceding squadron's bomb bursts. Black smoke was so thick that the run was made virtually on instruments. Results were not observed. 2 bombs were dropped at 4 barges between Dore Bay and Cape Asi but all overshot. 2 bombs hit a lugger lying between Jefman and Samate causing some damage. One "Val" was shot down by turret gunner after a burst from our nose guns and a pass by 1 P-38 missed. "VAL" was attempting to clear out of the area but appeared bewildered by the aerial onslaught. The "Val" crashed at sea after bursting into flames 200 yards Southeast of Jefman at an altitude of 300 feet. One "Oscar" was shot down between Samate and Jefman by turret gunner when an attack was attempted. This "Oscar" crashed at sea after the engine started smoking. On the return flight near Cape Waiso at 1320/K from an altitude of 300 feet a lone "Betty" was sighted flying westward at 1200 feet. Upon sighting our Group formation, the "Betty" made the tactical error of diving to minimum altitude. Had he continued on course climbing as fast as possible he could have easily out-distanced our airplanes. Several planes in the Group began making passes while the "Betty" took evasive action consisting of sharp turns to left and right. The lead airplane of this Squadron scored hits on the "Betty's" left engine causing black smoke to trail. But "Betty" got even closer to the sea and continued flying until our lead airplane pressed an attack from 6 o'clock on level and bracketted the "Betty" with nose gun fire. "Betty" hit and skidded along the sea, its tail breaking off before it stopped. Wreckage was strafed by other airplanes. 6550 x cal. .50 and 1000 x cal. .30 rounds were expended in strafing and aerial combat. K-21 low oblique photographs were taken

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APPENDIX "C"

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LTR - Narrative Report, Mission No. 168E-7, 16 June, 1944, dated 20 June, 1944. (Continued).

of the bombing and strafing and of the "Betty" crashing at sea.

3. Heavy caliber guns Northeast of Samate were firing after our airplanes, causing large water spouts to 50 feet.

4. Between Samate and Jefman at 200 feet, one "Oscar" attempted a pass from 10 o'clock high at one airplane. Turret gunner scored hits as the "Oscar" closed to 400 feet. "Oscar" was trailing black smoke as it rolled over to right belly upwards, then it went into steep glide and crashed into the sea. The destruction of this airplane was confirmed by crews of two airplanes. Several aerial bombs were dropped high and ahead of the formation causing no damage to our airplanes.

5. Two CL's anchored were seen near Doom Island. These were later identified as CM-6 mine layers. Warships were firing 5.5" shells at random into sea causing water spouts. A large explosion and fuel fire at the center of Jefman Strip on the west side. 3 smaller fires near the Northeast tip of Jefman after the attack. 2 Jap fighters were seen burning and crashing North of Jefman after P-38's attack.

6. After completing the attack the squadron flew northeast following the coastline to Geelvink Bay, thence to Hollandia. All airplanes had landed by 1645/K.

s/George H. Puddy
t/GEORGE H. PUDDY,
1st Lieut., Air Corps,
Intelligence Officer.

CERTIFIED TRUE COPY:

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
20 June, 1944.

SUBJECT: Narrative Report, Mission No. 169-H-8, 17 June, 1944.

TO : Commanding General, Far East Air Forces (P), APO 925, (Attention A.C. of S., A-2).

1. Two B-25G-1 airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M) joined the 822nd Bombardment Squadron (M) to participate in an attack on enemy shipping at Sorong, Dutch New Guinea. Take-off from temporary advanced base at Hollandia was at first light. Rendezvous with the 38th Group and P-38 fighter cover was effected at 1040/K over Wakde Island where our airplanes had landed to have gas tanks topped. The formation continued on a heading of 280° to the target.

2. The attacks began at 1400/K. Visibility was excellent. One airplane attacked with the 822nd Squadron and dropped 3 x 500 lb. demo 4-5 second delay bombs on a large barge East of Ombree Island scoring a direct hit and 2 near misses on 2 Sugar Charlies nearby causing damage to all 3 vessels. The second airplane of this Squadron attacked a 3000 ton Fox Tare Charlie anchored just South of Doom Island. 1 x 500 lb. bomb hit the ship at the port bow waterline and one was a very near miss off the port bow. 2 bombs overshot when the pilot was forced to pull up sharply to avoid the mast. Photos taken subsequent to these hits show the FTC sinking bow first with the port bow caved in by the bomb burst. A 100 ton lugger lying between Ram and Doom Islands was strafed causing a minor explosion as the ship burst into flames. All targets between Cape Sorong and Ombree Island were strafed. 3400 x cal. .50 and 200 x cal. .30 rounds were expended. K-21 photos were taken of the attacks.

3. Intense, inaccurate machine-gun fire came from Sorong and the mainland to the east.

4. There was nil interception.

5. A Sugar Charlie wa s seen blown clean out of the water by a direct hit by a bomb from the preceding squadron. Other sightings were reported by other squadrons of the Group.

6. After the attacks were completed at 1410/K the two airplanes joined the Group formation and returned to base over the same route taken to the target. Both airplanes had landed at Hollandia at 1830/K.

s/George H. Puddy,
t/GEORGE H. PUDDY,
1st Lieut., Air Corps,
Intelligence Officer.

CERTIFIED TRUE COPY:

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
30 June, 1944.

SUBJECT: Narrative Report, Mission No. 174-E-8, 22 June, 1944.

TO : Commanding General, Far East Air Forces (P), APO 925, (Attention A.C. of S., A-2).

1. At 0720/K, 22 June, 1944, four B-25C-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), took off from Hollandia Strip, Hollandia, Dutch New Guinea, to participate in a bombing and strafing attack on shipping in the Sele Strait, Dutch New Guinea. One airplane returned to base 2 hours after take off with engine trouble. Rendezvous was made with fighter escort over Noemfoor Island. From Noemfoor Island the flight proceeded directly to the target.

2. Weather over the target was 8/10 covered at 2000 feet with rain over the Samate and Sorong Areas. Several bombing and strafing attacks were made from minimum altitude on shipping targets and installations in Kaiboes Bay and Sele Strait from 1100/K to 1118/K. 100 lb. parademo bombs were dropped as follows: 4 at one lugger and two barges scoring one hit on the lugger and sinking one barge in Kaiboes Bay; 2 bombs were dropped at another barge in Kaiboes Bay with unobserved results, but tracers were seen to enter this barge damaging it; 8 were dropped among 8 luggers and barges in Sele Straits near Lio Island with unobserved results; 2 were dropped at 2 barges on East coast of Kabra Island but rain o bscured observation of results; 2 were dropped in village on South half of Makmak Island destroying one house; 4 dropped near jetty between Baukeri and Opoejef Villages with unobserved results; 2 destroyed a house between Biakeong and Mabenta villages; 4 fell near a jetty and derrick on Saloenpele Island scoring one possible hit; 4 on jetty near North end of Bo Island with unobserved results. All targets were thoroughly strafed with 8500 x .50 cal. and 100 x .30 cal. rounds of ammunition.

3. This flight was not intercepted by enemy airplanes.

4. No A/A fire was encountered over the target.

5. The following sightings were made: Numerous jettys were seen on small islands in the target area; a possible small drydock was seen on the Southwest coast of Karabaik Island; a lugger was seen sinking in Kaiboes Bay.

6. After the attack the flight returned to Hollandia by way of Geelvink Bay. The last airplane landed at Hollandia Strip, Hollandia, Dutch New Guinea, at 1530/K.

s/Philip M. Traynor,
t/PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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APPENDIX "C"

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
30 June, 1944.

SUBJECT: Narrative Report, Mission No. 176-E-8, 24 June, 1944.

TO : Commanding General, Far East A ir Forces (P), APO 925, (Attention A.C. of S., A-2).

1. At 0700/K, three B-25G-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), took off from Hollandia Strip, Hollandia, Dutch New Guinea, to participate in a ground support bombing and strafing attack on Biak Island. All airplanes landed at Mokmer Strip on Biak Island at 0900/K, for instructions. At 1310/K the flight took off from Mokmer Strip to attack a cave on a ridge 200 yards East of Mokmer Strip.

2. Weather over the target was 3/10 covered at 3000 feet with visibility unlimited. 4 x 1000 lb. 8-11 second delay decmolition bombs were dropped around the mouth of the cave and two more were dropped just above the cave entrance. All airplanes in the flight strafed the cave. 3300 x .50 cal. rounds of ammunition were expended in strafing the target.

3. There was no interception by enemy airplanes.

4. No A/A was encountered over the target.

5. Two oil slicks were seen in the Taborise River mouth.

6. After the attack the flight returned to Hollandia. The last airplane landed at Hollandia Strip, Hollandia, Dutch New Guinea at 1545/K.

s/Philip M. Traynor
t/PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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APPENDIX "C"

S E C R E T

823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1.
30 June, 1944.

SUBJECT: Narrative Report, Mission No. 177-E-7, 25 June, 1944.

TO : Commanding General, Far East Air Forces (P), APO 925, (Attention A.C. of S., A-2).

1. At 1300/K, 26 June, 1944, three B-25G-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), took off from Hollandia Strip, Hollandia, Dutch New Guinea , to participate in ground support bombing and strafing of enemy troops in the Tor River Area. The flight proceeded directly to the target area.

2. Weather over the target was 3/10 cumulus at 2000 feet. The attack was made from the mouth of the Tor River inland at minimum altitude at 1325/K. 6 x 1000 lb. 8-11 second delay demolition bombs were dropped in indicated enemy concentrations. Three of these hit in the headquarters area of the 6th Air Division in Baefarek Village. The target area was strafed with 5300 rounds of .50 cal. ammunition.

3. There was no interception by enemy airplanes.

4. No A/A was encountered over the target.

5. No troops were sighted although the villages indicated as containing enemy concentrations were easily spotted.

6. On leaving the target the flight returned to Hollandia overland. The last airplane landed at Hollandia Strip, Hollandia, Dutch New Guinea at 1600/K.

s/Philip M. Traynor
t/PHILIP M. TRAYNOR,
1st Lieut., Air Corps.
Asst. Intelligence
Officer.

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1,
3 July, 1944.

SUBJECT: Narrative Report, Mission No. 178-B-7, 26 June, 1944.

TO : Commanding General, Far East Air Forces (P), APO 925, (Attention A.C. of S., A-2).

1. At 0730/K, three B-25C-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M) took off from Hollandia Strip, Hollandia, Dutch New Guinea to participate in a bombing and strafing attack on enemy shipping on the North coast of Waigeo Island. One airplane returned to base because of engine trouble before reaching the target. Due to weather, the secondary target, Manokwari Drome, was attacked.

2. Weather at the target was 8/10 cumulus with base at 1200 feet. At 1015/K the supply a rea North of Manokwari was attacked at minimum altitude. 3 x 1000 lb. 4-5 second delay demolition bombs were dropped in Target 18X and one in 19X, causing a black smoke fire. The area was strafed causing damage to tin roofed buildings in the s upply area. Twenty horses were strafed and killed on a road running North from the drome. On the return flight, fishing boats were strafed off Cape Rewasidori on Noemfoor Island. A total of 2020 rounds of .50 cal. ammunition were expended in strafing.

3. There was no interception by enemy airplanes.

4. No A/A fire was encountered by this flight over the target.

5. The following sightings were reported: One lugger was seen at anchor in Andai Bay; a fire was seen in Manokwari Town; there were many corrigated tin roofed houses in the target area.

6. The flight returned directly to its base after leaving Noemfoor Island. The last airplane landed at Hollandia Strip, Hollandia, Dutch New Guinea at 1530/K.

s/Philip M. Traynor,
t/PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 713 Unit #1.
3 July, 1944.

SUBJECT: Narrative Report, Mission No. 179-E-8, 27 June, 1944.

TO : Commanding General, Far East Air Forces (P), APO 925, (Attention A.C. of S., A-2).

1. Three B-25G-1 type airplanes of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), took off at 0950/K from Hollandia Strip, Hollandia, Dutch New Guinea to participate in a bombing and strafing raid on the Rensiki Drome and dispersal area. The flight proceeded directly to the target area.

2. Weather over the target was 10/10 overcast at 3000 feet. Two bombing and strafing passes were made over the target at 1252/K. 9 x 250 lb. parademos and 2 x 100 lb. parademo bombs were drop ped in the dispersal area north of the strip with no apparent damage. One 250 lb. parademo bomb was dropped in the center of the runway. Two 250 lb. parademo bombs were dropped among huts South of the strip causing some apparent damage to at least three huts. The target was strafed with 4750 rounds of .50 cal. ammunition.

3.. There was no interception by enemy airplanes.

4. One inaccurate burst of medium A/A fire was encountered bursting behind the flight after the second pass over the target.

5. The following sightings were reported: There was no activity in the target area; one deserted truck was seen parked on a road running East from the drome; at 1215/K two black smoke columns were rising from the Kamiri drome area on Noemfoor Island.

6. The last airplane landed at Hollandia Strip, Hollandia, Dutch New Guinea at 1600/K.

s/Philip M. Traynor,
t/PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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3. Form 34s, Statistical Section, 823rd Bombardment Squadron (M), 38th Bombardment Group (M), for Month of June, 1944.

4. Morning Report, 823rd Bombardment Squadron (M), 38th Bombardment Group (M), for Month of June, 1944.

5. Special Orders, Headquarters, USAFFE, for Month of June, 1944.

6. Special Orders, Headquarters, 38th Bombardment Group (M) for Month of June, 1944.

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823RD BOMBARDMENT SQUADRON (M), 38TH BOMBARDMENT GROUP (M)
ARMY AIR FORCES
S-2 SECTION

A.P.O. 926,
27 October, 1944.

SUBJECT: Unit History, June, 1944.

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

1. Enclosed is the Unit History of the 823rd Bombardment Squadron (M), 38th Bombardment Group (M), for the month of June, 1944.

Philip M. Traynor

PHILIP M. TRAYNOR,
1st Lieut., Air Corps,
Unit Historian.

1 Incl.
Incl. #1 - Unit History for Month of June, 1944. (In Trip.)

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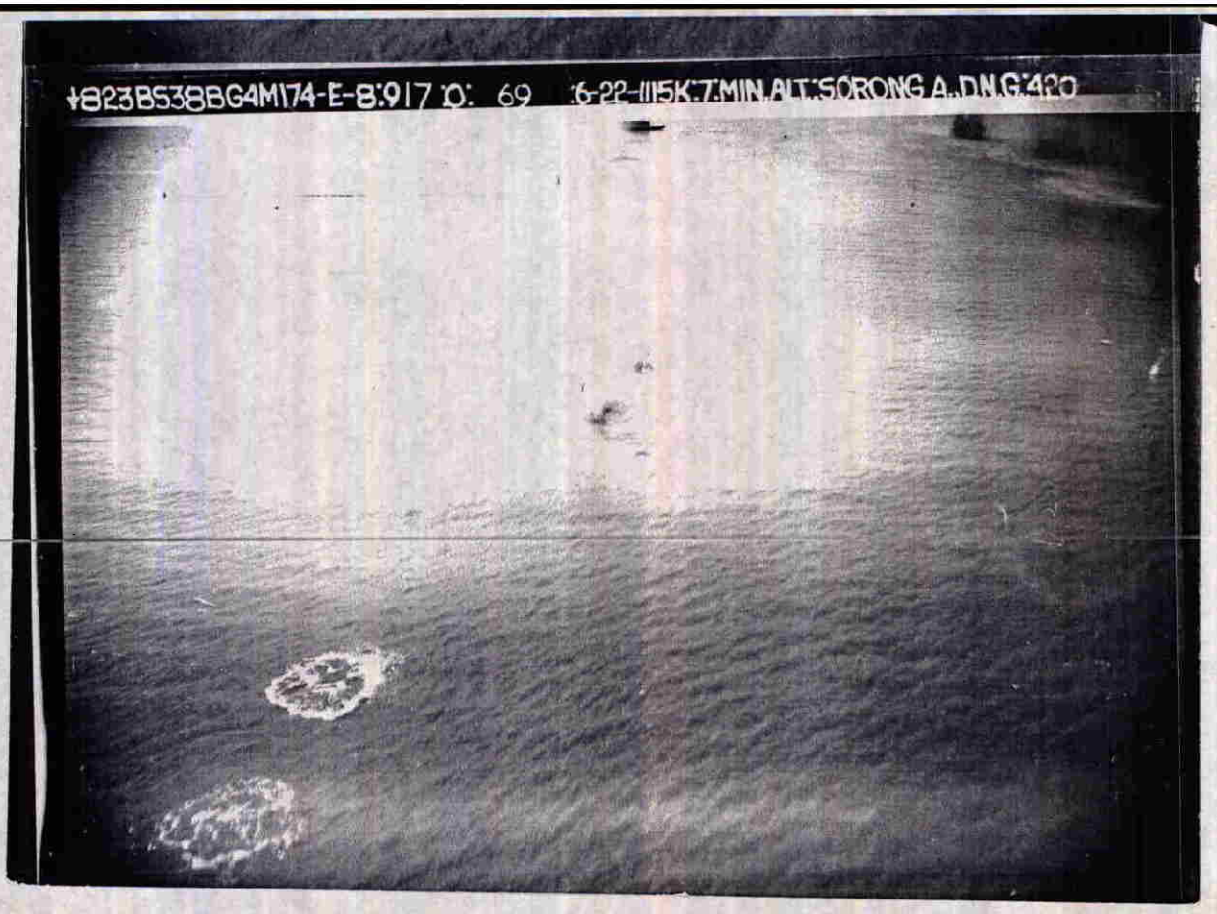

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