

BOOKER - FORTUNATO
CREW

307th BOMB. GROUP
372nd BOMB. SQDN.

13th AIR FORCE
SOUTHWEST
PACIFIC AREA

Dec. 1944-Jul. 1945

Compiled by
JACK SLOAN

A DIARY OF THE
BOOKER - FORTUNATO B-24 CREW
307th BOMB. GP. (Hv) - 372nd BOMB. SQDN. (Hv)

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Nose Gunner on the Crew
1992
Swanton, Ohio

I want to thank my wife, Marge, for all of the hours and hours that she spent on the typing and working on this project, and for all of the encouragement she gave me. To my daughter, Jana, for the fine indexing job she did. Thanks to my son-in-law, Gene, for bringing me a copy of the B-24 Commemorative Book of the 50th Anniversary of the B-24, and for the interest both he and Jana have shown.

A big thanks to Jim Kendall, Historian of the 307th Bombardment Group Association for sending me the microfilm reels (twice) and for supplying the black and white negatives for the B-24 snapshots.

I want to apologize for any names that are misspelled. Transcribing from the microfilm is not the easiest job in the world, plus names were spelled differently from Loading List to Loading List.

Last, but not least, to my granddaughter, Lindsay, to whom this is dedicated, I love you.

I'm going to write a little story for my granddaughter, Lindsay, nothing earth shattering, just some thoughts and events that have occurred in my sixty-six years, some good, some not so good and some indifferent. What it was like growing up in a different era, what you did as a child to have fun and yes, you could and did survive without TV and electronic games. Where you were allowed to use the family car, maybe once a month to go to a movie in Toledo, and then to the Polar Bear for a frozen custard and a hot dog. I'm getting too far ahead.

I was the fourth and last of four sons. My oldest brother was Pearle, 14 years older; Kenneth, 10 years older and Junior, 6 years older. Now, already you can see trouble, right? When you have brothers that much older, you know they don't want the little kid tagging along.

I always wore bibb overalls in the summer (my Mom said I didn't have enough butt to hold up regular jeans) and my brothers had a favorite "thing" they did with me. One would grab hold of me and lift me up to the clothes line post. Another brother unfastened my suspenders, hooked me over the clothes line post, leaving me dangling, kicking and yelling for Mom. She used to come right out and unhook me so I could get down, but I noticed later on in the summer, she didn't come out to get me down quite as fast.

My mother was the only woman that I can remember who would be out sweeping the front steps and sidewalk at 7:30 in the morning, with an apron, a fresh, clean housedress and earrings. If cleanliness was next to Godliness, we were the Holiest family on West Garfield. I don't know of all the things that my brothers did to give her gray hair, but I'm sure I did my share. Like in the summertime the Street Department, which was Mr. Hollis, would come down our street to repair the cracks. This consisted of putting tar in the cracks and then sprinkling fine stone on the tar. Now, I always had to "help" Mr. Hollis. He would pour the tar in the cracks and I always managed to get in the wet tar barefoot before he could get the stones on. I had it on both feet and on my legs. Mr. Hollis would look at me and say, "Golly, gee, Jackie, your mother sure is gonna be mad at us." I don't know how my mother always saw me coming to the house, 'cause she always met me at the back door and said, "Get the coal oil can from the garage and clean all of that tar off. No dinner until you clean off every speck." It was always the same...one vegetable brush, a tin can for the coal oil, an old washrag, a bar of Fels Naptha soap and an old towel.

We had so many neat places to play. Right behind our house was the New York Central reservoir and for a few years when I was little, Eckley's Ice House. Then across the street was Swanton Memorial Park with two good clay tennis courts, a ball diamond, swings and slippery slides. My two older brothers were really great tennis players, probably two of the better ones in the County, but, Lordy, did they have tempers! I think Connors and McEnroe are my brothers reincarnated. Both of my brothers kept our dad broke buying them tennis rackets, so he bought each of them Dayton steel rackets. The ad in the paper said that those were the very latest in rackets and were practically indestructible. Whoa, they didn't

know the terrible-tempered Sloan Brothers. They kept bending the rackets over the posts that held the net whenever they hit a bad shot. Well, our dad got tired of straightening them every night, so one morning he took them to work (I can just picture my dad walking to work at 6:30 in the morning with two tennis rackets under his arm), and he welded a thin piece of steel in the throat of the rackets. This helped considerably, but I think the talk he had with them when he gave the rackets back to them, helped more - something about not acting like a couple of idiots on the tennis courts, and if the rackets ever got bent again, they would really be hitting trick shots with curved rackets, 'cause that was the last time he would ever touch them.

On the 4th of July, we almost always had some type of fireworks. I got the Snakes, Sparklers and those little Lady Finger fire crackers. Do you remember the Torpedoes? I'll bet those were the things that got fireworks banned. These were about one to one and a half inches in diameter. You would throw them up in the air, and when they landed on the sidewalk or in the street, they would explode with considerable force and noise. Well, Kenneth and Pearle started tossing one back and forth underhanded, and each one kept backing up until they were throwing it overhanded. Pearle forgot that he had a ring on, and they must have been twenty to twenty-five from one another, when Kenneth threw the Torpedo to Pearle. It hit his ring and exploded. We thought he had lost his hand. A powder burn is bad, and it took him well into the Fall to recuperate.

We were very fortunate during the Depression, as my dad always had a good job. (As shop Foreman for the Pilliod Company.) They manufactured gears and rods for steam locomotives. Almost every railroad used them, both in the States and some were shipped overseas. A man by the name of A.D. Baker invented this gear. He had a shop near where my dad worked and sometimes he would come over to the Pilliod Company and I would see him when I went to meet my dad after school. My dad told me that he had met Henry Ford when he came down from Detroit to see Mr. Baker.

I remember one summer afternoon I misbehaved, can't remember what I did, but my mother was not at all happy with me. She said, "Just wait 'til your dad gets home." As soon as he walked in the door, my mother told him and he came into the living room and said I was to go with him to the basement. I don't think my dad ever gave me a spanking in my entire life, but I thought that was coming to a screeching halt right then. He had a big workbench and he told me to come over and stand by him. He reached for a yardstick and slapped the workbench with it about 3 or 4 times, and he leaned down and told me to yell. Boy, did I ever! I guess it was from relief. Before we went upstairs he said, "You mind your mother, or next time it will be for real."

My good buddy was Don Haynes, who lived across the street from us. We played together with our Tootsie Toy trucks, we made roads and lakes and tunnels and towns, and I don't know what all! We played in the park, under the Garfield Street bridge, at the reservoir, at the pond where we caught frogs and up on the race track in back of his house. My dad told me Barney Oldfield used to race there. At one time it had a large grandstand and an infield where they used to play football.

One day Don was at his grandpa's workshop, (his grandparents lived next door to us) and he found some wire out of an old car battery. This was the thinnest wire I ever saw, just like fine thread. We were sitting on our back step wondering what we could do with this neat wire, when all of a sudden, we got the best idea that we had all summer, up to that point! Ten feet from where we were sitting was this flowering crab apple tree, in full bloom, with a whole flock of bumble bees going over the flowers like miniature vacuum cleaners. Now, we used to get a glass jar with a lid and catch these babies, and then get some kitchen matches, light them and drop the match in to stun the bees, and then let them go. Well, this time we took this new-found treasure, the wire, made a slip knot, and slipped it over the bees after we had stunned a couple of good sized beauties. We cut about fifteen feet of the wire off and after a little while, the bees started to come to, and we discovered that we each had a remote controlled bee. We both decided what better place to try our flying skills, than up town. So, off we went, our bees flying out in front of us in formation, and we were piloting them in the direction that we wanted them to go. We went to Clark's Barber Shop, right on Main Street, and plunked ourselves down on the big steps right by the barber pole. We got our bees headed down the sidewalk as people were coming toward us. We'd get our bees flying towards their faces, and then we'd pull them back and shorten up on the wire. Man, were we ever having a ball! I'll bet we did that to seven or eight people, and we were laughing 'til we almost had tears. We saw two women coming up the sidewalk and we let the bees go toward them. The bees got close to the women's faces and they started swatting at them. All at once, Don and I discovered that we had made a fatal error. These two women were our Mothers headed toward the bakery for a soda. We not only lost our bees, but we got our butts paddled right there on Main Street, and they never even asked us to go with them for a soda.

I had two of the best parents a kid could ever ask for. They taught us right from wrong and they gave us a set of values. We learned by example.

My mother, who was truly a grand lady, died in 1967 at the age of 74, and my father, with the wonderful sense of humor, died in 1978 at the age of 90.

One last story about my dad. After my mother died, we would have him out for dinner a couple of nights a week, as did my brothers. He very seldom ate an evening meal alone. This particular night, I fixed salmon steak, broiled with lemon and butter. After dinner, I asked him what he thought of the salmon steaks? He thought a minute and said, "Well, I wouldn't order them out."

1943 was a very exciting year to be seventeen and a Senior in high school. It was right in the middle of WWII, and you knew what you would be doing soon after graduation. I dreamed of being a fighter pilot in the Army Air Corps, but one of my worries was whether I was tall enough, being only 5'2½". I hoped the war wouldn't end before I could enlist in Aviation Cadets.

By the time I had graduated in May, I believe I had convinced Mom and Dad that I would be a lot better off enlisting in Cadets, rather than being drafted and ending up in the Infantry. So, with their blessing, I went to Toledo and took the mental part of the exam. It seemed like it took forever before I heard that I had passed. On my 18th birthday, September 14th, I was notified to report to Cleveland for my physical. I made the height requirement by one-half an inch. Two weeks later, I was sworn in. Active duty started October 17th at Jefferson Barracks, Missouri.

My career in Aviation Cadets didn't last long. A whole bunch of us were washed out in one "Fell Swoop." We went through Basic Training, we learned our left foot from our right, we marched, we ran, and then we had P.T. (Physical Torture). We slept in tents until mid November with coal stoves for heat. The fire always went out before morning, and I learned to dress while still in bed under the covers. Finally, we moved into barracks, and what a relief that was!

I had written to my folks to send my horn to me. I had played trumpet in the band at school, and we also had a dance band. One evening at Jefferson Barracks, I was sitting on my cot playing my trumpet, and this big guy walked over to me and asked me, "Would you like to get out of P.T. tomorrow." I said I sure would and he told me to bring my horn over to the Day Room at 2:30.

So, the next afternoon I went to the Day Room and the guy that had the band was passing out the orchestrations. In glancing through them, I realized that it was all Glenn Miller stuff; "Moonlight Serenade", "Little Brown Jug", "String of Pearls", "Kalamazoo", etc. I had been a Miller freak since I first heard "In the Mood". We practiced quite a bit the next few weeks, and one afternoon the leader told us that we had a job in St. Louis and would be paid \$2.00 per night, paid for by the U.S.O. We played for many dances throughout December, January and most of February before we moved to Truax Field, Madison, Wisconsin. Our whole band moved intact, and we started playing at the University of Wisconsin three nights a week. Remember, we made \$2.00 per night, and our Army pay was \$21.00 per month. The University of Wisconsin had the most beautiful campus I've ever seen. There were several lakes, as I recall, throughout the many acres of the campus.

As all good things do, our time at Truax Field ended in March, as we were transferred to Scott Field to go to Radio School. The word was that we were to be in AACCS (Army Airways Communication System).

Once again our dance band started playing for U.S.O. dances, and one night in particular stands out, when several bus loads of girls from Stephens College attended the U.S.O. dance. I never will forget, when we started the "Moonlight Serenade" theme and all of the people crowded around the bandstand, not dancing, but just listening. Our band got a nice write up in "Downbeat" Magazine. "The closest sound to the original Miller Band that this writer has yet heard".

We were at Scott Field until May, when we were shipped to Harlingen, Texas to become Aerial Gunners, or "Sharpshooters in the Sky." We never did find out what happened with AACS.

What an ungodly place Harlingen, Texas was! I had heat rash so bad, and I was miserable until I left the place. I swore that if the United States ever needed an enema..... Anyway, we did our thing at Gunnery School, learned how to fire a 50 caliber machine gun, how to shoot skeet with a hand-held shot gun, and with one mounted in a turret. That was like shooting fish in a barrel, once you learned how to use the sight. I had never shot anything before, except my Red Ryder BB Gun, and the first time I fired that hand-held shot gun, I thought I had been in the ring with Billy Conn and caught a left to my jaw.

Finally, we saw some airplanes, after all, that's why I joined the Air Corps. We had 48 hours of air to air and air to ground firing. I had never flown before and I liked it. What a feeling, just like when I was a kid and would see airplanes go over our house, trying to imagine what it looked like from up there. I remember when the Italian, Balboa, (I think that was his name) led a flight of Italian Army Planes from Italy to the Chicago World's Fair. They went right over our house, a flight of bombers in formation. This must have been 1933 or 1934.

Once on a Sunday morning, two of us got a Special Detail. We had to release the clay pigeons so the officers could have their weekly Skeet Shoot and bet a little money. One of the guys that had this detail once before told me about a little trick that he used, and he said he was never asked to be on this Detail again. If you would gently tap the center of the clay pigeon and keep turning it, the center would fall out and leave a nice round hole in the clay pigeon. It took a little practice, but surprisingly, it worked. So, right after we got to the range, I fixed a couple of these pigeons. After about 10 or 15 minutes, I put one of these babies in, and this officer yelled, "Pull", and I let it go. Now, normally when a clay pigeon is released, it just goes out in an arc pretty much at the same speed, and whoever is firing at it has no trouble tracking it. However, when the center is removed from the pigeon, it doesn't really go in a complete arc, but just about half way, and it slows up so quickly, that you can't follow it with a gun. This officer fired at the pigeon, but he missed by a mile. You should have heard the other three officers! They were hollering and laughing their fool heads off, but not the victim. He came down to the pit where we were, still carrying his shotgun. Lordy, we thought we were going to be casualties before we ever got into combat. Postscript - Neither of us got this Detail again!

From Harlingen, we got a 15 day Delay Enroute before reporting to LeMoore Field, California.

What a train ride from Texas to Chicago!! I had no seat, except on barracks bags in the vestibule, and it was hot, sooty and uncomfortable. I don't remember how many days it took to get to Chicago, but I do remember trying to wash, shave and change into clean Khakis in the LaSalle Street Station so I would look a little more presentable to my folks.

The Engineer on the New York Central Eastbound must have had a heavy date, because we were in Angola, Indiana in nothing flat. Then, he started slowing the train down to a crawl, and I thought, "If we go through Swanton this slow, I'll throw my barracks bags out and jump off." You could see our house from the train tracks. That Engineer must have read my mind, 'cause when we went through Swanton, our house was just a blur. Anyway, my folks met me at Toledo Union Station, and I must say, I didn't know how much I had missed them!

I had a wonderful furlough, saw a lot of relatives, ate a lot of good home cooking, went out with some of the girls I had graduated with, and some that I hadn't. Time passed all too quickly, and I really hated to get on that train to LeMoore Field, because I know where we were going...ETO or the Pacific. I certainly didn't tell my folks that.

The train ride to California was much better than the one from Texas to Chicago. I can't remember how long it took, but it was a much more comfortable trip.

I don't recall how long I was at LeMoore Field before I was assigned to a crew, maybe a week or two. I vaguely remember it was sort of a piecemeal effort. We did not get our Navigator until we were at March Field for a while. We left LeMoore in early September for March Field at Riverside, California. This was one of the nicest bases I had been assigned to yet.

Our Pilot was George W. Booker, "Book", 1st Lt., a big soft-spoken guy from Jonesboro, Arkansas. He reminded me of a big brother, someone you had confidence in. I found out later that he had been assigned to Fighters (P-39's), but he got too big for them and was sent to Multi-Engine School. Our Co-Pilot was Steven Fortunato, "Luigi", 2nd Lt. from Wilmington, Delaware, a quiet, cool-headed, competent individual that you knew you would fly with anywhere he wanted to go. Our Bombardier was Albert Yelland, 2nd Lt. from Hancock, Michigan, a little on the heavy side, hence the name "Butterball". He had a great sense of humor. Andy Walker, our Engineer, was from Hamtramck, Michigan. I always thought that he looked like Clark Gable. He was a rough, tough guy you wanted on your side. Being around Andy when we were flying, you knew he was a damned good Engineer, and really knew his job inside out. Edwin Sheldon, from Oklahoma City was our Radio Operator. He also knew his job. He and Andy were drinking buddies. More later. Manfield Pressey, T/Sgt. from Muskegon, Michigan, was the old timer on the Crew, at the age of 34. Pressey was Armour-Gunner and flew Ball Turret. William Ward, from Montclair, New Jersey, was Top Turret Gunner. Bill was a very quiet person. Fred L. Goff from Nitro, West Virginia, was our Tail Gunner. Fred and I were the youngest on the Crew, at Nineteen. Fred's favorite singer was Jimmy Durante. Does that tell you something? I was the Nose Gunner on this motley Crew. A few weeks later, our Navigator arrived. We were told by Book that we would get our Navigator the next day. We were in the locker room the next day getting into our flight suits and this 2nd Lt. walked over and asked if this was Booker's Crew. Someone said yes, it was, but no one was really paying any attention to

him. His face was getting redder by the second, when he reached into his shirt pocket and pulled out some name cards and handed one to each of us. It said, "Lt. William S. Springer, Navigator, U.S. Army Air Corps". We all looked at the card and as if on cue, we all said, "Hello, Lt. William S. Springer, Navigator, U.S. Army Air Corps." When we all settled down, after the laughter (including him), we shook hands and welcomed him aboard.

We did a lot of flying, including night flights. I can remember flying over Ontario, Pamona and Riverside on Friday nights when the high schools were playing football, and you could see the teams on the field.

As our training continued, you could feel and see how we were becoming a team. Everything started to fit together, like a well-oiled machine. We did our share of formation flying, and sometimes that got a little hairy in the turbulence. It wasn't so bad when your wingman was moving up or down with you, but if you were going up and he was going down, that was bad news! This was when we found out that Al, our Bombardier, didn't like Formation Flying. We flew out to the desert, and we flew in the Grand Canyon. Yes, in the Grand Canyon, below the rim. I guess it was pretty, but all I know was, we were bouncing around like a cork in a rough sea. The intercom was rather busy with comments like, "Okay, already, we've seen enough", and "The color is pretty from down here, but I'll bet it's just as pretty 1,000 feet up." Book was the only one enjoying the view.

One morning, when we weren't flying, we were in the upper bay of our barracks, and we heard an airplane that obviously was having trouble. We looked out of the window and could see this B-25 coming in quite low. We all ran down the stairs, went outside and watched, as the plane was going by. We heard a couple of small explosions and the tail blew right off the fuselage. The plane came down between two barracks about two or three blocks down the street and exploded, the tail section coming down next to the theatre. All aboard were killed. What a sobering experience! That was the first time we had experienced anything of this nature, but not the last.

At March Field, we got an R.O.N. That is, the Crew got to take the plane a reasonable distance from March Field and remain over night. I'm not sure where we went, maybe to Arizona. Anyway, one crew I think went to San Francisco and they took a hitch hiker with them from March Field. He was a Paratrooper going to San Francisco on leave. As they were making their approach to land, one engine caught fire. The Paratrooper was the only one on intercom, and he heard the Pilot tell the Crew that one engine was on fire. The Paratrooper snapped his chute on, opened the camera hatch, and bailed out. Two Gunners in the Waist saw what was happening, got their chutes on, and also went out the camera hatch. Unfortunately, they were at such a low altitude, that neither chute opened. Their names were Hoffman and Baldwin. I'll never forget "Baldy" Baldwin. We used to go to the NCO Club to have a beer, and he always played "What a Difference a Day Makes" on the juke box. He already knew what he was going to do after the war. His dad had a flying school back East, "Baldy" already had his pilot's license, and he was going to join his dad in the flying school.

On one of our last Gun Camera Missions to the desert, we were told that there would be fighters making passes at the Formation. All the Gunners were in the turrets, cameras were working, and Booker informed us to be alert, as fighters were in the area. I picked up a speck at 12:00 and closing fast. Before I knew what happened, it was long gone. Booker came on intercom and said, "Fellows, you just saw your first jet fighter." After we landed, the consensus was that we wanted no part of that new fangled airplane!

After an afternoon's flight, Book called the crew together and told us that we were going to have a crew meeting at their B.O.Q. at 7:30 that night. We couldn't figure out what this was all about. We were there promptly at 7:30 and Book said we were going to have a discussion as to where we would be going overseas. (I never thought you had a choice). We talked about the pros and cons of ETO, and the same about the South Pacific. We discussed the long over water flights, and about the German Air Force and the heavily defended targets. Then, we voted on the two Theaters. South Pacific won.

Booker told us that we would be leaving for Hamilton Field, California any day. On November 24th, with our bags packed, we boarded a plane for Hamilton Field. We got all of our shots, got our records up to date, and went to an operetta in San Francisco. Book thought we needed a little "culture", so we took a couple of cabs, went out for dinner, and then we saw "The Mikado". Really! Just sitting next to Andy Walker through this was much more entertaining than the operetta. All Andy wanted was, out, a beer, and a cigarette. Intermission finally came, and we went to the foyer for a cigarette. Booker told all of us to keep an eye on Andy, and that he had better not come up missing.

One night Andy and Sheldon decided to go into San Francisco for one last Stateside blast. Now, you know you are going to see a lot of sailors in the bars in San Francisco. That's exactly what they saw, except Andy had to take exception to all the sailors and said so in so many "Expletives" to a tablefull of sailors. Needless to say, a couple of Navy Shore Patrol were called and a night stick brushed across Andy's ankle, causing a slight break. Corporal Walker ended up in the hospital and 1st Lt. Booker had to go to the hospital and practically kidnap Private Walker, our Engineer, to take him overseas. You see, Walker got busted in Two places; Sheldon, only one.

As we boarded a C-54 at Hamilton Field for Hawaii, it's a wonder that the Post Band and the Commanding General of the 4th Air Force didn't come out to wish us Bon Voyage. What a motley Crew going up the steps; 2 Privates, one of them on crutches barely able to make the steps; 1 T/Sgt. (Pressey); 3 Corporals that tried to look nonchalant; and the 4 Wheels.

After we were airborne for two hours, Book informed us that we could open our Orders. I opened my envelope, and here was a green ticket, A 320029, "Good for one-way passage to Biak." Fred L. opened his, looked at it for a while, and asked me where "Buyak" was? I told him, since Geography was not my strong suit in school, that I had no idea.

After 12 hours in the air, we landed at Hickam Field, Hawaii, where we stayed in a transient camp for four days. We went into Honolulu, but I certainly wasn't impressed.

We boarded a C-46 on December 12th for a six-hour flight to Christmas Island. The trip was uneventful and so were the few hours that we were there. Sure glad I didn't have to spend the rest of the war there.

The next morning, we boarded the C-46 again for the next leg to Canton Island. What a God forsaken place this was! There was one tree on the entire island, and everything about the island was depressing. Oh, one thing, I met a fellow at the Mess Hall that evening who was at Scott Field (Radio School) when I was there. He had completed the course and was assigned to Canton Island AACCS (Army Airways Communication System) for two years. How lucky could I be!!

We boarded our C-46 on the morning of the 14th for our trip to Tarawa, another six-hour flight. I was excited about going to Tarawa, as I remembered seeing the News Reels and Life Magazine articles about the landing at Tarawa, and the bloody battles that ensued. Looking out the windows of the plane as we approached the landing strip, you could see the beached LST's and other remains of the battle. After we landed and were assigned to a tent, we made a tour of the beach. The tops of the palm trees were blown off. All that remained were the trunks standing nakedly embarrassed by the vicious battle that had taken place months before.

On December 15th, after a seven hour flight, we landed at Guadalcanal, another historic site remembered from the News Reels and Life Magazine. There was more destruction here, LST's rusting in the water, palm trees blown away and the cement blockhouse that the Japs occupied. The Marines burned them out with their flame throwers, and you could see the burned areas by the door and the openings where the Japs stuck their guns out. There was a brass plaque on the front of the blockhouse telling about some U.S. battleship that was so many miles off shore, firing big shells into this blockhouse, and very little damage was noted. At one end of the island, Army Engineers used bulldozers to push all of the Japanese remains, guns, tanks, etc. into big piles. What a sight this was!

Our next leg was to Finchhafen, a five hour flight on the 16th of December.

On the 18th, we had a one hour trip to Nadzab, New Guinea, which would be home for about a month. This is where we went to Survival School and learned how to cope with "Jungle Life".

On January 2nd, we flew a mission to Rabaul, New Guinea. In the early part of the war, Rabaul was a very major Japanese port and air base, very heavily defended, both by anti-aircraft and fighters. Our mission was 7 hours and 20 minutes long. Someone asked what our target was, some smart alec on the crew said, "Japanese Victory Gardens." Again, on January 15th, we flew a 5:25 mission to Wide Bay (Putt-Putt Plantation). A thought aside from all this...Is this where Arnold Palmer got his idea for miniature golf courses?

On January 19th, we flew in a B-24 for six hours to our destination. (On our green ticket, when we opened our Orders two hours out over the Pacific on December 8th, it said, "One Way to Biak.) We had finally arrived at Biak, New Guinea. It took us one month and eleven days.

January 20th we flew five hours to our Base in Morotai that would be our home for the next 5½ months. No one on the crew could envision what it would be like for the next several months. We had no idea where the targets would be, what the routine was, how many missions we would fly in a month, or how many missions before our tour was over. We had heard it was 25 in E.T.O. What were the living conditions like, and how was the food?

I can't remember what crew we replaced, but we sure inherited a nice tent. I bought a special cot. It had all of the canvass removed and wide strips of rubber cut from some large innertube, woven and attached to the cot frame. This was like my own bed at home, the best \$35.00 investment I ever made. (That day). Later on we scavenged a large piece of plywood and made a round table, cut a hole in the middle for the center tent pole, covered the table with a blanket, and spent many an evening playing cards and also writing many letters home. All of us chipped in and we bought a radio from some crew that was going home. Every time a crew got ready to return to the States, it was like having a garage sale. About this time, we got a parachute somehow. This was good insulation for the heat during the day. After all, we were only 2 to 2½ degrees from the Equator. We suspended the parachute about 3 inches below the tent ceiling, and you'd be surprised, it did make it cooler. After we put the parachute up, we discovered that we had a little mascot. Every night we would see something moving on the top of the parachute. One night we saw him (her). It was a little Chameleon about four inches long. I can't remember what we named it. About the radio that we bought, every Saturday night we would listen to Tokyo Rose, and it was okay if you just listened to the records. She played a lot of Miller recordings that brought back a lot of memories for me. You didn't want to listen to her chatter, because she would remind you that it was Saturday night and she wondered where your wife or girl friend was tonight, maybe out with your best friend? She was entertaining!

We had exactly two weeks to get acclimated, having been assigned to the 307th Bomb Group, 372nd Bomb Sqdn. We found the mess hall, showers, Operations, Intelligence, the PX, and we met members of other crews and sat around and talked to them.

Our first mission was on 1/29/45 to Cavite on Canacao Point in Manila Bay. We bombed from 14,000' and carried five 1,000# bombs. Our plane number was 1544, and we flew in B-2 position. I'm sure everyone on the crew was apprehensive as the plane rolled down the steel matted runway on our first takeoff. After our lift off and the gear came up, you could almost "hear" a collective sigh of relief. We didn't know what to expect over the target. Would there be Ack-Ack? What about interception?

The pilot told all gunners to go to their positions and get ready to test fire their guns. We began to circle, and almost before

we knew what was going on, we were in Squadron Formation, then Group Formation, and then we were on our way to the target. I kept looking and looking for enemy fighters and Ack-Ack, but saw neither. All of a sudden, the plane jumped up, the wing tips were moving, and we heard "Bombs Away"! Then we made a sharp turn, and we were on our way home. After a while we left our turrets and had the first of 38 flight lunches. Guess what? The 38th lunch was just like the first! A loaf of bread, a tin of Spam, fruit cocktail and gook juice. Al, Fred, Ward, Pressey and I were back in the Waist on the way home, all very relaxed. Booker put "Big Bird" down like a hand going into a glove, real smooth.

What a happy trip going back to de-briefing, knowing that the first mission was finished, and hoping that all of the rest would be exactly as this one.

We had two days off before our next mission, so we rested and wrote letters. I'm not sure when we started getting mail, but it seems like it took about six weeks to catch up. I know I got a whole bunch the first time.

We each got a double shot of combat whiskey after each mission, (had to go to the Dispensary to get it). Fred and I were in line with our canteen cups, (this was after our first mission to Cavite) the Aid poured our allotted amount into our cups, and Fred and I played our John Wayne bit to the hilt. We toasted each other, bumped our canteen cups together and sorta swaggered a bit (like we just got off a big cattle roundup). We tipped those canteen cups, and it was "Bottoms Up". Both of us went cough, cough, gag, spit, gag, and spit some more. God, it was horrible, just like you would imagine varnish remover would taste. Right then and there we made a vow that combat booze would never again touch these lips. We went out and found an empty Four Roses whiskey bottle, rinsed it out a little, being very careful not to disturb the label, because we had plans for this baby. We would put our double shots in the bottle, hide it from Andy Walker, and then we would sell this sucker to some unsuspecting Infantry guy for a few Yankee Dollars!

Our next mission on 2/1/45 was again to Cavite. This time, however, we hit the old Pan-Am Seaplane Base. This is where the Pan-Am Clippers left from, pre WWII. Again, there was no Ack-Ack nor fighters. Mission #2 was completed, and our double shots went into the bottle!

On the 4th of February, we got our first real look at Corregidor. We bombed the gun batteries on the rock. No Ack-Ack. No fighters - Booze in the bottle.

About this time, I discovered a good way to relax, quite by accident. I got a one-man life raft and walked over to the other side of the island. It was a nice beach with no one around, and it was quiet. I pushed the raft out upside down, crawled on, and paddled out about 150 yards. There was a drop off of about twelve to fifteen feet, and a small coral reef. All of sudden, a school of small, brightly colored fish came in to feed. While I was watching them, another school of different colored ones moved in. All in all, I think there were three or four different species that came in to feed while I was there. Time passed very quickly, as

I was there for over two hours. I used to go over there at least once a week and watch "My Fish". That was my introduction into salt water fish. Now we have a salt water aquarium, and the fish are just as beautiful as I remembered them.

After two days off, we were scheduled for Sepinggan Air Drome in Borneo. This was just six miles north of Balikpapan oil refinery, referred to as the "Ploesti of the Pacific".

The schedule for the next day's mission was usually posted in late afternoon, along with the target. We would go over to Operations around 5 o'clock to see if we were one of the lucky six crews for the next day's mission. Since we were the new crew, we didn't know much about the targets and what to expect. It didn't take long for us to find out, as there were other crew members also checking, and they told us real quick that we could expect heavy Ack-Ack and fighters. Needless to say we didn't have a real sound sleep that night. Wake up was usually around 3:30 or 4:00 in the morning. We got dressed and went to the mess hall for breakfast. "How do you like your powdered eggs this morning, Corporal?" And black coffee, Yuk! I always had cream and sugar!

We boarded the trucks to take us to the flight line, hopped off the trucks, got our gear aboard, did some checking on board, and went back out for our last cigarette before take off. Booker yelled, "All Aboard", just like he was the conductor on the "Orient Express". We boarded through the camera hatch and the bomb bay. The engines started one by one, and we pulled out onto the taxi strip and started bouncing down to take off position. Book ran up #1, #2, #3 and #4, hauled them back, and turned onto the runway in take off position. The brakes locked and up went all four engines until we thought the fuselage was going to separate from the gear. All at once the brakes were released, and we started picking up speed. As I was sitting back in the Waist with my back against the Aft Bulkhead, many things went through my mind, especially that special prayer on every take off. Finally, we could feel the weight of the plane get off the gear, and in moment, we were airborne and the gear came up. It was another successful take off.

Everything was normal to the Rendezvous Point, and we formed up in Squadron, then into the Group Box. The closer we got to the target, the tighter the Squadron Formation got. All of a sudden, we started to see black puffs of smoke and then an occasional purple burst. This was an altitude marker, the enemy wanting to find out whether they were above or below the Formation. The next black puff was above us, the next one was below us. Look out for next one! While we were worrying about flak, the voice of the Top Turret Gunner, Bill Ward, rang in our ears, "Fighters at 10 o'clock. I turned the turret and picked them up coming head on, 1,500 yards, 1,000 yards. I opened fire, squeezed off a few rounds, let up and fired again. They were close enough that I could see something fly off the front of the plane. In an instant two fighters went over the Formation and two dove under. Al called "Bombs Away", the plane jumped up and we made our turn for home. After a while, we crawled out of the turrets, and we headed for yet another flight lunch. Ugh! After the wonderful gourmet lunch, we headed for the Waist area, where we talked about our baptism that day.

After landing, we headed back for de-briefing. In the course of interrogation, I told the Intelligence Officer that I thought I got a hit on a fighter. "How so?" he asked. I told him that I squeezed off a few and I saw something flying off his aircraft. The de-briefing Officer said, "Did it ever occur to you that he was shooting at you, and what you saw were shell cases being expended?" I answered, dumfoundedly, "He wouldn't dare!" Fred and I poured two more doubles in the bottle.

The next three missions were the gun batteries at Corregidor on 2/9, 2/12 and 2/14. After 47 years, I'm still not certain about the date of the re-invasion of Corregidor. In my diary this is what I wrote: "When we got over the target, we had to circle because the Navy was shelling Corregidor." When they were through, they backed off and we bombed. We moved out, but still circled, as Booker told us to watch the Paratroopers drop. I've read that the invasion was on 2/16/45, however, on 2/16/45, we did not fly, according to the micro-film reel A0592.

We closed February with a mission on 2/19 to Miri A/D, and Tawao on 2/25. Both missions were routine. More booze in the bottle.

March started with a bang. On 3/2, we hit Sepinggan A/D again. Four fighters came up to greet us, and we had some inaccurate flak. This was without a doubt the easiest mission we had on Sepinggan, overall.

The mission of 3/5 was a short one of 5:25 to Licanan, where we hit the dispersal area with 260# Frags.

On 3/9, the target was the shore defenses at Zamboanga. On the bombing run, a B-24 from the 5th Group came in below and at right angles to our formation, and was hit with a bomb and crashed. No one knew where it came from. Fred saw this happen from the Tail Turret.

Our mission on 3/13 to Clinan Town was another short one, being only 4:25. We hit the personnel area with 260# Frags.

We had five days off, after having flown twelve missions since the first of February. I made a couple of trips over to the other side of the island to see my fish. How relaxing these visits were! Just like getting your batteries charged. On one of my treks to the other side of the island, I found some small (about one inch long) peppers, red and green. I picked a handful of each and took them back to the tent. I crushed them, put them into a bottle, and went down to the mess hall to borrow some vinegar (just like going to the neighbors and borrowing a cup of sugar), which I added to the bottle. Since there was no catsup to put on the powdered eggs or Spam, I used my pepper and vinegar sauce. At least it changed the taste a bit. Our Mess Sergeant tried to disguise the Spam by cutting it in different shapes - round, square, rectangular and julienne. Since everyone played in his food, instead of eating, we put his jigsaw puzzle back together and it came out just as before...a rectangular piece of Spam. We were no dummies!

One afternoon, after not having any fresh provisions for a long time, word spread through our area that we were having fried chicken for our evening meal. You never saw such a line! Guys that hadn't eaten an evening meal at the mess hall in months were there with their shiny mess kits. You could tell they hadn't eaten there, because the powdered eggs would have turned their mess kits green! The line started to move, and I'll bet it wasn't five or six minutes, when guys started coming out of the mess hall, dumping the contents of their mess kits in the G.I. cans, and bitching their heads off about the (expletive deleted) chicken. Seems like the C-47 that brought the chicken in from Australia had landed at 3:00 A.M., and wasn't unloaded until close to noon. Consequently, the chicken "sorta" got a little wormy. They fried it, and when the first few guys cut through the skin, well...it kinda moved, and so did the guys. They moved right out to the garbage cans, and the rest of us in line moved to the PX, where we had a couple of waxy Baby Ruth candy bars for our evening meal. I'm sure if we could have found out who was responsible for this fiasco, we would have taken them on a mission to Borneo, with an open camera hatch.

About this time, we discovered Australian beer. It came in green or brown quart bottles, and the price was \$3.00 a quart. A guy in the tent next to us made a cooler. He dug a hole in the coral, lined it with some insulation, confiscated a compressor from some unknown source, and he became a professional beer cooler. For every five bottles of beer we took to him to cool, he kept one and sold it for \$6.00 a quart. I'm sure he went home with many Guilders in his duffel bag. One of the ground crew guys was very good at drawing and painting, so his thing was painting A-2 leather jackets for combat crews. He would put your Squadron insignia and the 13th Air Force Logo on the front of your jacket for a mere \$35.00. Other ground personnel were making P-38's out of 30 and 50 caliber bullets. These babies were highly polished brass and copper with a brass wing, and were then mounted on a brass base. These were sold for a piddling \$70.00. If Neiman-Marcus could have had those in their Christmas catalog, these guys would never have gotten our B-24's off the ground.

These same entrepreneurs were the first in line when a Mac Donald's Franchise was ready to open up in their home town, with ready cash to buy them. They probably retired, owning ten Mac Donalds each at the ungodly age of 30!

One morning about 3:00 or 4:00 A.M., we were awakened by a blood-curdling scream in our tent. We thought that a Jap had come down out of the hills and was slitting Sheldon's (Radio Operator) throat. Someone jumped out of his mosquito netting without getting all entangled in same, and turned on the light. There was Sheldon with his bedding all rolled up in his arms, heading for the tent opening. He threw his bedding on the ground and started jumping on it. Now, Sheldon was from Oklahoma, and we thought that maybe his real name was "Eagle Fly Farther", and this was some kind of Indian ritual that only occurred at 3:00 A.M. on the night of a full moon in the Tropics, so there, too! Alas, it was not to be, 'cause in the morning we found a four inch scorpion trampled to death outside where "Eagle Fly Farther" was doing his dance earlier. We tried to calm Sheldon down, but he had insisted that something was

in bed with him and crawling over his body. We tried to tell him it was Betty Grable, maybe, but he didn't buy it.

On 3/18, it was back to business as usual and wouldn't you know, we got Sepinggan again. We dropped seven 1,000# bombs on the A/D and man, they really threw the kitchen sink at us that day. There was Ack-Ack all over and we were really getting bounced around. This was the closest yet! We must have had an eleventh person aboard that day.

The mission to Liloan Town on 3/22 was downright boring. This was Booker's last mission with us, as he was appointed Assistant Operations Officer. Steve F. became our pilot.

On 3/26, we covered the invasion of Cebu City. This was one of the prettiest cities that we had flown over yet, very colorful. When we returned from the mission, we put more booze in the bottle.

3/28 found us over the A/D at Oelin, Borneo. This was our next to the longest mission at 12:50. It also was our first encounter with phosphorous bombs dropped from enemy fighters. Four fighters came in dead on the Nose, two went above the formation and two below, but before they did, they dropped their phosphorous bombs. The theory behind the bombs was, when the bombs exploded, they looked like a giant octopus, and at the end of each tennacle was a good sized hunk of phosphorous. When a plane would fly through this, the phosphorous could adhere to the plane's surface and burn a hole through the metal, starting a fire. Hopefully, it was supposed to stick to the wing, burn into the fuel tanks and ignite them, causing an explosion, and blowing the airplane out of the sky. Believe me, flying through these octopi, or octopussies, was no fun. I had my turret cranked as far right and left as I could go, trying to check the wing surfaces for pieces of burning phosphorous. Obviously, none stuck.

Earlier Fred L. had gone down to Intelligence and had asked how many planes had been lost to phosphorous bombs being dropped on the Formation, and they said, "None." When we got back after the mission, I said something to Fred about flying through those bombs and that I had swung the turret around to see whether any pieces had stuck to the wings. I never had heard anything about phosphorous bombs. He said that he had, and told me about his trip down to Intelligence. I asked him why he hadn't said anything about the bombs, and he said, "Well, we never lost any planes, so why bother."

On one of our missions in March, can't remember now which one it was, but when we got to the flight line, I noticed the plane had a Consolidated Nose Turret instead of my usual Emerson Electric. I didn't think any more about it, as I had been checked out in the Consolidated some time ago. We took off and after a while, Booker told all Gunners to get into the Turrets to test fire the guns. I went up front, opened the doors to the Turret, and crawled in. Now, I had my usual gear on...chute harness, Mae West and flak suit. I didn't have the flak suit strap hooked up, nor did I close the Turret door when I first got in, thinking I would do it later! I reached down to open the hydraulic valve, and Bingo!, the Turret

immediately swung to the left. (Something else I hadn't done - I hadn't plugged in to the intercom). Now, remember, I hadn't closed the turret doors, and the turret had swung 90° to the left, my flak suit strap was banging against the side of the fuselage, and I wasn't on intercom. I couldn't hear Booker calling me to see if I was okay! It finally dawned on me to get hooked up to the radio and just as I did, I heard Book tell Al to check and see if I had blown out of the airplane.

We had 7 days off between our last mission in March 'til we flew again on 4/6 to Jolo. On my days off, I caught up on sack time, wrote a lot of letters and went over to see my salt water fish.

On our 4/6 mission to Jolo, we dropped seven 1,000# bombs in the supply area, with good results.

The 4/10 mission to Liang was uneventful. We dropped 250# general purpose bombs on the airdrome area.

The strike of 4/13 was to Davao, where we dropped five 1,000# bombs on the city. The important event on this mission was when we landed. The ground crew told us that F.D.R. was dead. It's difficult to convey how I felt, like there was a tremendous loss. I could only remember one other President in my life, Herbert Hoover. Would the war continue to be fought the way it had been, or would there be a lull until Truman set his policy?

We flew again on 4/17 to Kabacan, and we then knew that there was no interruption of our regular schedule with the passing of the President. We bombed the city with six 1,000# bombs.

We hit Sepinggan on back to back missions on 4/20 and 4/23. Talk about identical missions - ten hours and ten minutes and ten hours and twenty minutes; six 1,000# bombs; three 2,000# bombs. We had very heavy Ack-Ack on both, however, on the second mission of 4/23, we were holed in the tail. Fred showed all of us the holes in the tail section when we got back. He was mighty upset that they had singled him out.

The 4/23 mission was our twenty-fifth, and we considered ourselves very fortunate to have flown this many missions with so few problems. We probably had another ten or twelve to go before we were to be replaced.

On 4/27 we had quite an experience. We had a very early morning take off, and it was still very dark when we became airborne. As soon as the gear came up, we started smelling gas. I stuck my left arm out of the left Waist window and it was immediately soaked with gasoline. I got on intercom and told Andy, our Engineer, that we had a tremendous gas leak. He told Steve, our Pilot, who came on intercom and told us no smoking, to get our Mae Wests and parachutes on, to open the Camera Hatch, and to wait for his word to "Bail Out"! This was for Real! Andy came back to the Waist with a flashlight and looked at the left wing gas cap. It wasn't there. It had blown off, because someone hadn't safety-wired it on. The air turned blue, as Andy was more than a little upset. Andy transferred gas from the left wing tank to the bombay tank, and the level was low enough in the left wing

tank that it had quit siphoning out. Our immediate problem was over, but we now knew that we didn't have enough fuel aboard to hit either the primary or secondary target. This left us to hit the Manado Town bridge. No one, I mean, no one had been able to get this sucker in months and months. Well, they hadn't had a Bombardier like our "Butterball" Yelland. We hit that bridge from 8,400'. Al dropped three 1,000# bombs on the first run and the middle bomb got a direct hit on the north span. We made a reciprocal run, and again, Al dropped three more 1,000# bombs. Once again, the middle bomb scored a direct hit on the southern span. Albert was a Hero, the scourge of Manado Town! When we got back to base and the word got out that Fortunato's Crew got the Manado Town bridge, friends and neighbors brought us each a quart of cold Australian beer.

On the next day, 4/28, we were off to Masamba, because the Manado Town bridge raid was only four hours and they didn't think we had flown long enough to earn our pay. Ah, so, fame is so fleeting. Everyone is a hero for 15 minutes of their life. Albert was again over the bombsight.

Somewhere along the way, Fred L. and I borrowed a Jeep, dug out our bottle of Four Roses that had become full, the one we had stashed from Andy for those many months, and we took a ride down to the other end of the island. We had found out that there was an Infantry outfit located there. Well, we talked it over and thought that we might be able to raise their spirits a little with some of our spirits. We just "happened" to get there at chow time, and we just "happened" to pull up by the mess hall, where there just "happened" to be quite a line. (Do you get the picture?) Well, Fred L. sorta flashed the bottle, a few fellows walked over and asked if we were selling. Fred L., with the best "Snake-oil" charm I'd ever seen, said, "What's it worth?" (This was just like Wheel of Fortune, waiting for the big bucks to come up). The bid was \$35.00, \$50.00, \$60.00, and we sold it at \$70.00. Needless to say, we didn't stay around to help them taste it. We probably would still be hanging from the tallest palm tree on Morotai Island when they found out that it wasn't Four Roses, but, combat booze! Ah, well! Caveat Emptor!!

The next two missions were convoy cover on 5/4 and 5/8. They were uneventful, but different. We went out and flew over our ships for 12:00 and 8:00, looking for submarines. Well, they still counted as missions, and two more closer to going home.

May 13 was the longest mission that we flew, 13:30, to Tabanio, Borneo. We led the Squadron for the first time.

On 5/16, we again led the Squadron...two in a row. This time we went to Manggar, one of the fighter strips covering Balikpapan oil refinery. We had some flak, but it wasn't very accurate, with no fighter interception.

5/20 was the date of our thirty-second mission. It was a memorable day for two reasons. First, we always knew that we would have heavy flak over Balikpapan. That day was no exception. We were flying B-1 (lead plane in the Second Element.) Our target was

a large ship tied up at a pier in Balikpapan Harbor. On the way in, we started to get very heavy and accurate flak. Just before "Bombs Away", the plane sort of shuddered and bounced like a wounded elephant. Since we were flying B-1, which is just a little below the three planes in the First Element, I thought some idiot in the First Element had thrown out a whole box of "Window" (lead foil with a weight in the middle, like a roll of tape. This unwound and screwed up the Japanese Radar), and it had hit our plane. Just then, Al shouted "Bombs Away", and we made a sharp turn for home. After we came out of our turn, Al said into the intercom, "I think I got the Purple Heart." I started to unhook to get out of the turret to check Al out, when Steve told me to hurry and attend to him. When I crawled out, Al had his hanky over his face. I pulled it down, and he looked like he had crawled through a briar patch. His face was all scratched. I asked him what had happened, and he pointed to a hole in the plexiglass just about a foot left of the bombsight, and a foot below where my fanny had been when I was in the turret. He had just straightened up, moved his head from the bombsight, when a piece of flak entered through the nose window directly over the bombsight, and went out the Navigator's window. After we landed, we got on Al as to whether he was going to accept the Purple Heart for his war wounds, and he said, "You bet your sweet 'Bippy'", or words to that effect. "After all" he said, "that's five more points than you guys have toward going home and getting out of service!"

We learned later that we had gotten an 8,000 ton freighter-transport ship in the harbor.

5/24 we hit the barracks area at Tawao. This was uneventful, just a long mission of eleven hours and forty minutes.

We had another mission to Balikpapan on 5/28. Anti-aircraft guns were the target and per usual, we encountered heavy flak.

June started out with a 6/2 mission to Tarakan Island in Northeast Borneo. This was to take out targets prior to the invasion. Again, we led the Squadron.

On 6/6, we hit the personnel area at Labuan in Northwest Borneo. This was our thirty-sixth mission - not many more to go!

After the 6/6 mission, I was grounded for nearly three weeks, due to a severe shortage of ground personnel being rotated to the States. All Assistant Radio Operators (I was Assistant Radio Operator), and Assistant Engineers were taken off their crews and assigned to work elsewhere. It would not affect their going home when it was their crew's time to rotate to the States. I worked in Squadron Operations. Someone asked me if I could type, and I said that I had taken typing in high school. So, I was elected, not selected. I didn't fly again until June 27th, and again, it was Balikpapan beach defenses, and once again, we had very heavy and accurate flak. The missions the past couple of weeks had been Balikpapan and the immediate area around it, getting ready for the July first invasion.

Fred and I hadn't flown together since 6/6. He flew on 6/9, 6/13, and 6/16, while I was in Operations, "typing."

My next mission, the thirty-eighth, was on July 10th to Donggala. Walker, Ward, Sheldon and I flew with Captain McDonald's crew and Al flew with Lt. Boyd's crew.

We didn't know until we got back to the area, when Fred told us, that our crew had been replaced. To know that we had flown our last mission, was unbelievable. It's impossible to convey what I was thinking at that precise time. It was total and complete relief that we had made it, and there would be no more hazardous take offs, and no more fighters to contend with. The war was over for us! I walked around in a daze and just grinned for a week.

We made orders on 7/14, cleared on 7/21 and left on 7/24 for Manila. Before we left, we got rid of our accumulated stuff. (junk) I sold my customized cot for \$50.00. (I made \$15.00 on this deal). We sold the radio and parachute, and split the money. I bought a new A-2 jacket and a B-4 bag. There would be no need for barracks bags now. Sure wish I had that leather jacket now, but it probably wouldn't fit.

Six of us flew to Manila in a C-47. There were four of our crew, Sheldon, Ward, Goff and I. We didn't know when Walker, Pressey, or Steve, Al and Willie left Morotai. After we got settled in Manila, we went to a restaurant for dinner. I had a very small pork chop, a boiled potato and a tossed salad. The salad was a little piece of lettuce and a very thin slice of pink tomato. The price was \$2.30, a lot of money at that time. We didn't eat out again. I believe we were in Manila until August 3, when we boarded a very large banana boat for home. I don't know the name of the ship, but as we were boarding, there were navy personnel checking us in from their list. Once again, I was asked if I could type. I said, "Yes", and this guy told me to go with a Navy-type guy and take my bag. I didn't have to go below where everyone else did. Instead, he showed me to a room on deck with four beds, and told me that I would be assigned to the ship's newspaper, and would have access to any place on the ship. I also would eat with the ship's crew. My God, how lucky could I get? Wow!! We put out a mimeographed paper every other day and passed it out all over the ship. I even got to go up on the bridge and interview the Captain. The only bad thing about this whole deal, if you can call it bad, was the continuous zig-zagging of the ship to avoid submarines. We did this until we got close to the West coast of the United States.

We were three days out of Seattle when the war was over, and we put out a special edition of the paper, which was called "The Pacific Express." This was August 14, 1945.

On August 17th, we landed in Seattle. What a beautiful, glorious sight to be back in the States. After disembarking and getting settled, I called Mother and Dad and told them that I would be home soon, that I would be on a train to Camp Atterbury, Indiana, and I would call from there. As it turned out, I left Camp Atterbury for home on August 23rd. I called and told my folks

I would arrive at the bus station at 9:30 P.M. the same day in Toledo. Instead, they checked the bus schedule and found out it stopped in Maumee before continuing in to Toledo. (Maumee is only 15 minutes from Swanton). My dad, two brothers, and two sisters-in-law were waiting for me when I got off the bus. My gosh, how glad I was to see them all. I got a great big hug from Dad, but Mother wanted to wait at home for me. I got my bag from the bus and we were gone...15 more minutes to home. When we arrived, I was the first one into the house, and there was my mom, standing there crying, and so was I. My Lord, the neighbors and friends came and there was so much food, I couldn't believe it. My dad went out to the kitchen and came in with two beers. That was the first time that my dad and I ever had a beer together, but it wasn't the last time.

My brother, Junior, was home from France, and we had to compare the merits of his 9th Air Force and my 13th Air Force. I slept in the next morning and my mother fixed breakfast for me. We just sat and talked and talked. I had a 30 day furlough and had to report to San Antonio, Texas after it was up. Thirty days seemed like an eternity. I went to some high school football games, dated, went out for dinner, saw a lot of friends and relatives and ate and ate good home cooking. I gained the 20 pounds back in short order, and I grew 3½ inches while I was in service. My mother couldn't believe this. That was the first thing she told me when I walked in. "You've grown!"

Pressey stopped in to spend the night. He was enroute from Muskegon, Michigan to some place in Maryland for his discharge. Pressey was the last crew member I saw until 46 years later. He died within four or five years after the war.

I wired San Antonio and got a 15 day extension, and when my furlough was up, my folks took me to Union Station in Toledo for the trip to San Antonio. When I boarded the train, the conductor took my ticket and showed me to a compartment. I told him that I thought he had made a mistake and he assured me that he hadn't, and that the compartment was mine. What luxury! I could have traveled all over the U.S. My meals were in the dining car, a beer in the club car, and I wasn't even 21 yet.

I came back to reality when I arrived in San Antonio, where I was assigned to a barracks and was told to watch the bulletin board for assignments. Sure enough, before long I was on K.P. at an Officers' mess. The instructions were for the evening meal, clean khakis, wear your ribbons and wings. I was on the serving line, and I got a lot of looks and some questions; like, "Were you overseas?" "You look too young to be a Staff Sergeant", etc. I was called over to one of the tables, where several Officers were eating. They invited me to sit down and have a cup of coffee. Then I really got quizzed. "What kind of plane were you on?" "Where were you?" "How many missions did you have?" "How long were the missions?" "What are the ribbons?", etc., etc.

I was finally discharged on 10/31/45 and headed for home immediately. My Army Air Corps career was exactly two years and 13 days,

many miles, many States and a whole lot of the South Pacific.

I'll always remember our crew, and to be a part of that team has been an honor and a privilege that I'll never forget. I'm sorry that I didn't make more of an effort to stay in touch with Bill Springer, Bill Ward, Steve Fortunato and George Booker. A few years after the war, I sent Christmas cards to everyone on the crew with a little note. I didn't hear from Ward or Springer. A couple of years later, I heard from Andy's wife that he had died of Lukemia. I think the following year, I heard from Pressey's wife that he had passed away. In 1990 I had written to Steve to tell him about the 307th Bomb Group Association, and I received a letter from his wife that he had died in January, 1990.

In April of 1990, Fred L. sent my name in to the 307th Bomb Group Association and paid my first year's dues. Fred heard about the existence of the Group from one of his patients. I received a large manila envelope with news letters and a covering letter from the secretary advising me what Fred had done. I called Fred and thanked him for this fine gesture. He was the first person on our crew that I had talked to in 45 years. We talk to each other on a regular basis and I finally talked him into coming up from West Virginia for a visit, which he did in October of 1990. What a reunion, after 45 years! We called Al Yelland in Ontario, California and had a wonderful three-way conversation. I've been corresponding with Al for several years, but had never called him until then. Since then, we have been in touch by phone several times.

Last August, 1991, I got in touch with Booker and advised him of the 307th Bomb Group Association. It was just fantastic hearing Book again, after all these years. Listening to Fred, Al and Book on the telephone, they sound the same as they did in 1945!

There will be a 307th Reunion in Dayton in May, 1992. I know Fred and his Mary Jane will be there. We're trying to talk Al and Harriet to come from California, but we're not sure whether Booker will be able to make it, as he has a health problem.

My son-in-law, Gene Broglin, who is a corporate pilot, returned from a trip to Pueblo, Colorado recently and he told me that while he was waiting for the return trip, he went to a B-24 Museum. While browsing at the Museum, he bought me a copy of the 50th Anniversary of the B-24 Liberator, a commemorative book of the reunion that was held in Ft. Worth, Texas in 1989.

While reading this, I came across an article entitled, "The People." After reading this, I pushed the book over to my wife, and could hardly get the words, "Read this" out. After a few minutes, I looked over at her and tears were running down her cheeks.

There is no author listed for this article. I wish there were, as I would like to compliment this person for one of the finest tributes I have ever read. This article had to be included, and I hope you enjoy and appreciate it as much as we did.

The article is as follows:

"An Anniversary 'salute,' to each of you, the dedicated men, women and supportive families back home, who gave life, blood and sinew to the remarkable Liberator Units of World War II, and their ever-formidable B-24 airplane. The golden autumn-eve of a Fiftieth Anniversary of memories, then and since...comes softly and quietly now in a warming glow of remembrances of those trying times of World War II. The bonds and sharing, a comraderie of men, women and machines both ground and air melded together in times then -- the kinships of which are never quite expressable and the deeply etched memories which will never be forgotten.

The unselfish mark of valor was tradition in each of you, never forced or contrived in whatever difficult tasks you had to do then. A proud country, quietly, will always salute and hold close all of you. Those who still touch and rekindle each other's lives in the treasured, fleeting moments of a reunion and those of friends and family dearly remembered but now gone, who will never pass our earthly way again. This Anniversary tribute, so sincerely meant but inadequately spoken is for each of you, and what you gave...when the chips went down for all of America and its allies throughout the world. Now, in the sunset of many wistful memories, that tradition on your behalfs will never perish. It will always flourish in many ways as this memorable Reunion '89 hallmarks.

In the dimming twilight of a memory...may it be asked after all these many years...from where did you come...who were you then? As an answer begins to focus on that long

"The People" continued:

ago and far away it may be said most assuredly that you came from the solid, humble roots of honest and simple families throughout every Allied country...and an America, just arising from the dust of a great depression...from every cross-roads, big and small, rural or citified...and the middle-core roots of your country. You came with great uncertainties in a time of urgent need...you came with determined willingness along with those who fell in along side of you to do what you were asked to do for the 'Duration Plus' for however long that might be, God only knew. You came and entered into a threatening, unforgiving and deadly personal world of sudden change where supreme demands would be asked of you both on the ground and in the air. The willingness to lay your lives on the line, each day, you did not know when that might be. By your unselfish givings you grew up quickly to proven adulthood before your time, doing all the essential daily mission tasks demanded on the ground and in the criss-crossed, contrail streaks across a hostile sky the world over. Your well-deserved heritage recognition with the B-24 Liberator airplane is written indelibly in history for all time.

As we reflect now there were many things you accomplished then in the gruelling daily struggles of a mission-oriented group at war, things which you may never had done before, or perhaps, thought you could ever do. Maybe it was never being able to replace a light bulb at home, but now, you and all the other maintenance, supply and specialist co-workers could make that growling quartet of R-1830 P&W engines of your Liberators purr in harmony and perfection and insure their aircrews and systems were combat ready and always reliable. Or, maybe a game hunter you never were, or you never owned or fired a gun, but, now suddenly, the twin-fifties of the B-24 you nourished daily and knew blind-folded and intimately 'by the book,' extolled you as the best aerial gunners and ground armament experts anywhere in the world. And perhaps, you could never bare the sight of the family ritual in wringing a pet chicken's neck for the Sunday pot but now, as medical team professionals...doctors, nurses and corpsmen...you came quickly and capably to administer to the sick, airbattle wounded, and the dying, whenever or wherever your duty demanded. Or, the table you set in the tiny, smoke-filled mess-halls and scrubby tents, especially at holiday times, with bountiful food and goodies, never belied the fact that you maybe could never boil water well, or even make a cup of coffee before. And, the mission-ending Red Cross greetings and blessings of hot food and beverage given to the tired, scared and battle weary, were thanksgiving so often unsung, but always appreciated. And, yes...just maybe you may never had two pennies before to rub together or even a pen to write with or a stamp to use, but you were always the kings and queens as competent paymasters and mighty morale boosters of the V-mail caretakership in everyone's life then...so far away from home.

"The People" continued:

Lastly, but not forgotten and maybe for many, the prize early...may have been the treasured thoughts of having the privilege of driving the family's one and only automobile which came so seldom, or maybe not at all, to take that special lady friend out in those early, fanciful spring-time days of youth, now, long ago and far away. But suddenly one day later, an Uncle Sam believed in you, asked and entrusted you with the lives of nine others to pilot, navigate, defend and destroy an enemy from a one half-million dollar bomber called the 'Liberator' in a battle-order unison your unit had been trained so rigorously to do. You...these many airmen...who came quickly and suddenly, left your combat groups in stays that so often were cut so short, successful mission tour completions -- or, grim circumstances over which you had little control in the gut-wrenching, stressful times of combat. The humble thanks goes silently but truly to you all, each and everyone, from the training personnel who prepared all crewmembers for combat; to those who then, went to war.

These humble tribute remembrances given to each of you in the golden glow of an autumn's memories of everyone now and times of then will remain always, even after the days of reunion are no longer. The magnificent men and women, and one legendary, long ago airplane, will be remembered unflinching into the distant future of history. The gratitude of a grateful nation and its people could never be said in words of deed for your having passed this way, one very special, trying and youthful time of your lives a very long time ago. You truly are a legendary 'Gathering Of The Liberators' and may God bless you all...and hold you in His hands always."

ATC FT48

US 21

RESTRICTED
ARMY AIR FORCES
AIR TRANSPORT COMMAND

A320029

TICKET

Pursuant to provisions of existing regulations, the following named individual is authorized to travel on aircraft operated for, by or under the control of the Air Transport Command between stations shown hereon, and shall be subject to all established rules and regulations. Deviations from the normal course of travel to accomplish official business will be honored only when such deviations are noted hereon.

Priority Identification No.
2-29233 AAF

RESTRICTED



CPL. SLOAN, J. D. Passenger's Name (Print)
15127505 Serial Number
AAF Arm. Service or Organization

Weight of Passenger 139 No. Pieces of Baggage 2 Baggage Weight: Authorized 86 Actual 71

GOOD FOR ONE-WAY PASSAGE

FROM HAM. TO BIAK

Via. Via. Via.
Via. Via. Via.

Issued By (Signature) MAJ. AC
HAM. Grade 8 DEC. 1944 Organization
Station Issuing Date Issued

This ticket will be surrendered upon arrival at final A. T. C. destination.
NOTE: FORM WILL BE PREPARED IN INDELIBLE PENCIL, INK OR TYPEWRITER
RESTRICTED



FRONT: P, George Booker; CP, Steven Fortunato; N, William Springer; B, Albert Yelland;

BACK: E, Andy Walker; A, Manfield Pressey; R, Edwin Sheldon; N, Jack Sloan; T, Fred Goff; TTG, William Ward

372nd BOMBARDMENT SQUADRON (H)

307th BOMBARDMENT GROUP (H)

APO #719

COMBAT FLYING TIME

NAME

RANK

ASN

DUTY

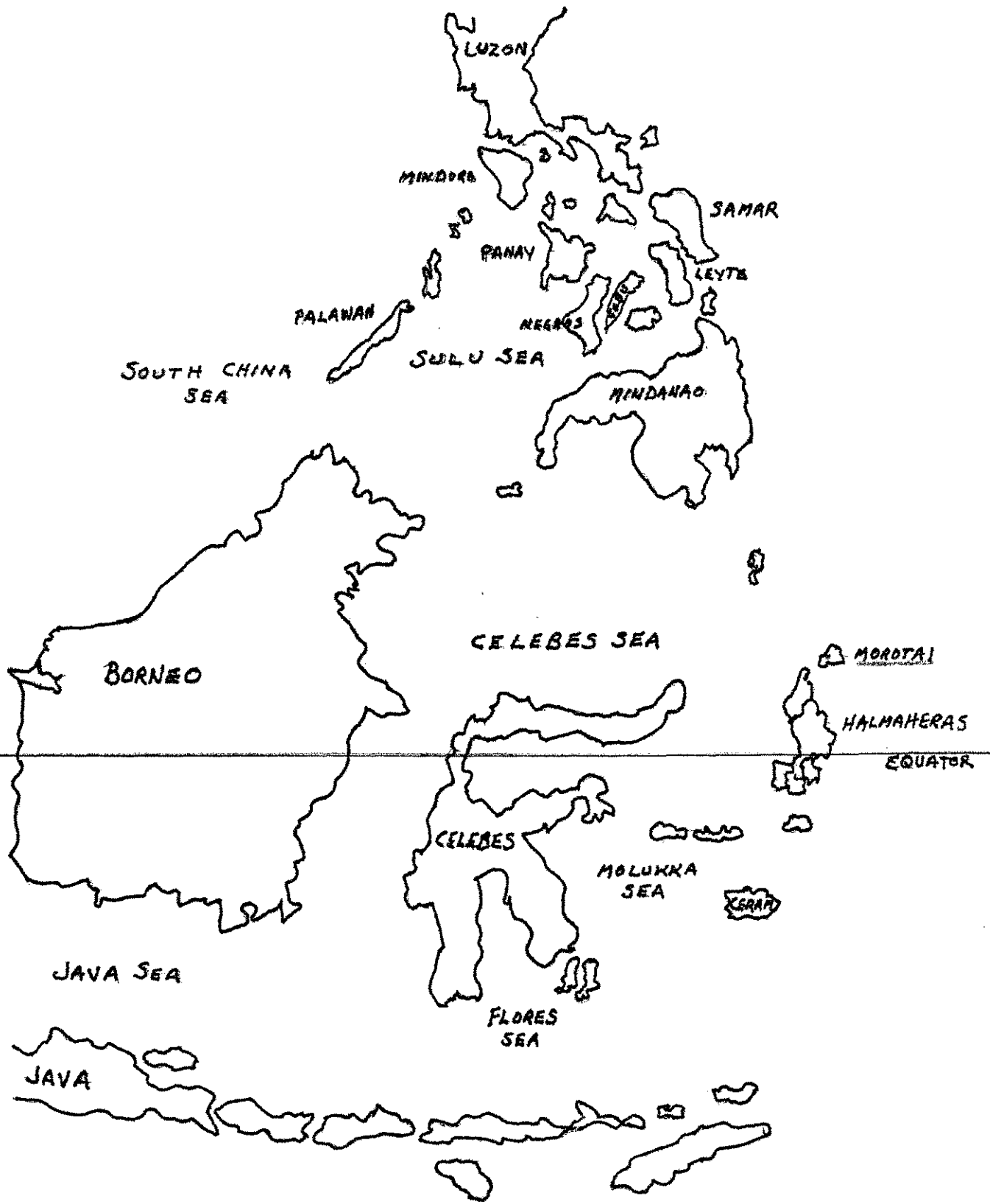
Sloan, Jack D.

S/Sgt.

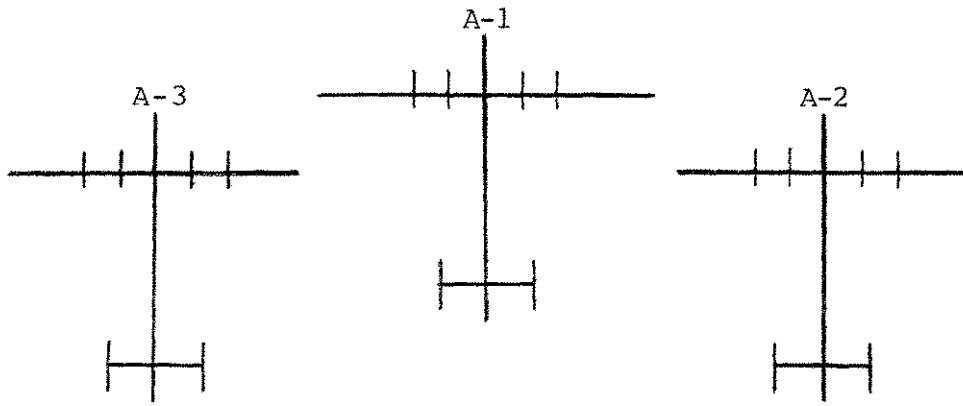
15127505

Nose Gunner

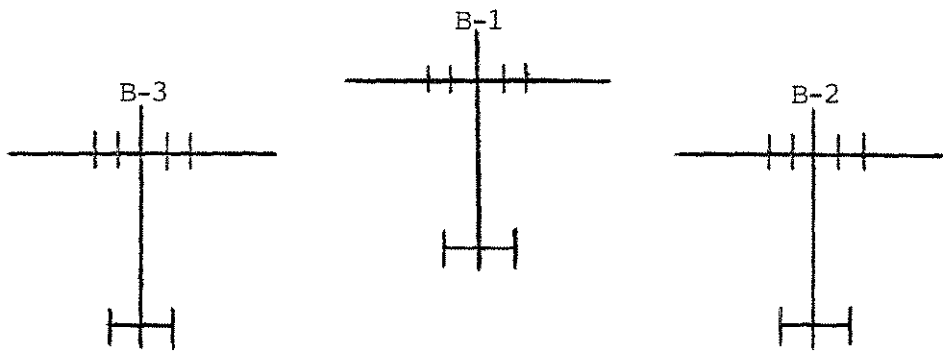
DATE	TARGET	HOURS	ALT	ARMAMENT	PLANE#	FCS	REMARKS	MISS #
1-02-45	RABAU	7:20				IND	Practice Mission	1
1-14-45	WIDE BAY	5:25				A-2	" "	2
1-29-45	CAVITE	12:35	14100'	5-1000#	1544	B-2	Canacao Point	3
2-01-45	CAVITE	12:20	14000'	5-1000#	0862	B-3	Old Pan-Am Seaplane Base	4
2-04-45	CORREGIDOR	12:25	13300'	5-1000#	0535	B-3	Gun Batteries	5
2-06-45	SEPINGGAN	9:10	10000'	15-260#FRAGS	1544	B-3	Air Drome - Heavy Flak	6
2-09-45	CORREGIDOR	12:00	10300'	5-1000#	0535	B-3	Gun Batteries	7
2-12-45	CORREGIDOR	11:55	10000'	15-260#FRAGS	0862	B-3	" "	8
2-14-45	CORREGIDOR	11:50	8000'	500# & 260# FRAGS	0862	B-2	" " - Invasion	9
2-19-45	MIRI A/D	12:25	9900'	260# FRAGS	535	B-1	Air Drome	10
2-25-45	TAWAO	9:00	9500'	8-1000#	1354	B-2	City	11
3-02-45	SEPINGGAN	10:25	15000'	5-1000#	9794	A-3	A/D Target - Fighters & Flak	12
3-05-45	LICANAN	5:25	11300'	260# FRAGS	567	B-2	Dispersal Area - Flak	13
3-09-45	ZAMBOANGA	7:00	11900'	1000#	0862	A-3	B-24 from 5th AF hit Shore Defenses -with bomb from 13th	14
3-13-45	CLINAN TOWN	4:25	9500'	260# FRAGS	9749	A-3	Personnel Area	15
3-18-45	SEPINGGAN	10:25	13600'	7-1000#	0535	B-2	Air Drome - Heavy Flak	16
3-22-45	LILOAN TOWN	9:30	3150'	230# G.P.	9749	A-3	Town	17
3-26-45	CEBU CITY	9:35	8350'	5-1000#	0862	A-3	City - Invasion	18
3-28-45	OELIN	12:50	10900'	7-500#	0535	A-3	Phosphorus bombs Air Drome -from fighters	19
4-06-45	JOLO	8:00	7000'	7-1000#	0862	B-1	Supply Area	20
4-10-45	LIANG	6:50	10100'	250# G.P.	1621	B-1	Air Drome	21
4-13-45	DAVAO	6:20	10150'	5-1000#	133	B-2	City - F.D.R. dead	22
4-17-45	KABACAN	6:30	8700'	6-1000#	1153	A-3	City	23
4-20-45	SEPINGGAN	10:10	15100'	6-1000#	802	A-2	Air Drome - Heavy Flak	24
4-23-45	SEPINGGAN	10:20	15000'	3-2000#	9749	A-3	" " - " " holed in tail	25
4-27-45	MANADO TOWN	4:00	8400'	6-1000#	1620	IND	Lost gas cap left wing tank - Lost a lot of gas-Tertiary target got bridge	26
4-28-45	MASAMBA	10:00	8250'	4-1000#	1838	B-1	Air Drome	27
5-04-45	CONVOY COVER	12:10			1627	IND		28
5-08-45	" "	8:00			1843	IND		29
5-13-45	TABANIO	13:30	3100'	260# G.P.	1621	A-1	Air Drome	30
5-16-45	MANGGAR	11:20	13550'	500#	733	A-1	Air Drome - Flak	31



FIRST ELEMENT



SECOND ELEMENT



HISTORICAL DATA

372nd BOMBARDMENT SQDN (Hv)
OFFICE OF THE COMMANDING OFFICER
APO #719 c/o POSTMASTER, SAN FRANCISCO, CALIFORNIA

10 February 1945

SUBJECT: HISTORICAL RECORD

TO: Commanding General, Thirteenth Air Force, APO #719

ATTENTION: Historical Officer (Thru Commanding Officer,
307th Bombardment Group, (Hv), APO #719.

1. In compliance with AR345-105, as amended, AAF Regulation 20-8, and Thirteenth Air Force Regulation 80-15, and pursuant to instructions contained in Overseas Historical Officers' Circular #1, HQ AAF, Thirteenth Air Force Historical Officers' Circular #1 to 5, and letter FEAF, (File AG 314.7), dated 21 July 1944, the following Historical Record of this Organization for the period 1 January 1945 to 31 January 1945, inclusive, is herewith submitted.

PART I

OUTLINE FACTS

a. Organization of Unit:

- (1) Original Designation - Previously submitted.
- (2) Mission or alteration of mission - Previously submitted
- (3) Date and place of activation of Unit- Previously submitted
- (4) Sources from which personnel are drawn-Previously submitted
- (5) Changes by T/O - No changes

(6) Strength, personnel	<u>FLYING</u>		<u>GROUND</u>	
	EM	0	EM	0
(a) At beginning of Period	164	113	435	16
(b) Net increase or decrease	+8	+2	-10	
(c) At end of Period	172	115	425	16
(7) Strength, Airplanes	B24J	B24L	B24M	C-47A
(a) Number at Beginning of Period	10	3	1	1
(b) Net increase		2		
(c) Net decrease				
1. Through combat		1		
2. On ground through Enemy action				
3. Through accident, wear, age or transfer	1	2		
(d) Number at end of period	8	3	1	1

(8) Names of Key Personnel and changes during period - Major Warren E. Scarr continued as Commanding Officer of the Unit throughout the month. His Staff at present includes Major Patrick A. Rickard, Executive Officer; Captain Veris F. McFall, Flight Surgeon; Captain Lyle A. Houk, Squadron Adjutant (S-1); Captain Lex K. Souter, Intelligence Officer (S-2); 1st Lt. Thomas C. Harris, Jr., Operations Officer (S-3); and 1st Lt. William F. Brenizer, Supply and Transportation Officer (S-4).

(b) Command Relationships - There were no changes in Command Relationships during the month.

(c) Resume' of Movements - The Organization remained based on Morotai Island in the Molucca Islands, Netherland East Indies, during the month.

(d) Name of Campaign participated in - This Squadron was actively engaged in the Philippine Liberation Campaign during the period covered by this Report.

(e) Chief Military Missions, Sorties, Engagements, with dates, Places and names of Commanders participating.

(1) The First Mission of the month was carried out on 1 January against the Ammunition Dump on Miti Island in the Northern Halmaheras. 1st Lt. William D. Bowles, Flight Leader, led the mission.

(2) On 2 January, Lt. Robert E. Connell led the Squadron in an attack against the Barge Hideout in Northeast Wasile Bay in the Northern Halmaheras.

(3) An armed Shipping Reconnaissance of the East and West Coast of Northern Borneo was carried out by one airplane piloted by Lt. Harry Bloomer, on 3 January.

(4) A Second Mission on 3 January, directed against the Personnel and Supply Areas of Djailolo Airdrome on Halmahera Island was led by Lt. Joseph A. Blauvelt.

(5) On 4 January, Runway No. 1 at Puerto Princessa Airdrome on Palawan Island, P.I. was attacked with Lt. Thomas C. Harris, Squadron Operations Officer, flying the lead ship.

(6) The Barracks Area at Miri Airdrome on the Northwest Coast of Borneo was struck on 5 January by our Squadron which was led by Lt. Leon W. Steffy, Jr., Flight Leader.

(7) On 6 January, Lt. Charles A. Dyer, Flight Leader, led the Squadron on a mission over Nielson Airdrome, Luzon Island, P.I.

(8) Two targets were hit on 7 January. Two aircraft struck Nielson Airdrome while three of our ships attacked Batangas Airdrome. Both of these targets were on Luzon Island, P.I. Major Warren E. Scarr, Squadron Commander, led the formation.

(9) Nielson Airdrome was hit again on 8 January by a formation from this Organization, led by Lt. C. J. Lewis.

(10) For the fourth consecutive day Nielson Airdrome, on 9 January, the Dispersal Area was hit by a Formation of Aircraft from this Squadron, led by Lt. Harris.

(11) On 10 January, the Runway at Grace Park Airdrome on Luzon, P.I., was attacked by our ships. The Formation was led by Lt. Blauvelt.

(12) San Vicente and Batangas Airdromes on Luzon and Fabrica Islands, P.I. were bombed by this Squadron on 11 January. Major Scarr led this Formation to and from the targets.

(13) The following day, 12 January, the Bivouac Area at Muzon Town, Luzon Island, P.I. was struck by a Formation of B-24's led by Lt. Eric E. Muller piloting the lead ship.

(14) On 14 January, Lt. Edwin H. Nowak, Jr., Assistant Squadron Operations Officer, led a Formation over Miti Airdrome on Halmahera Island.

(15) Jesselton Airdrome on the Northwest Coast of Borneo was attacked by our Squadron on 15 January. Major Scarr flew the lead ship on this Mission.

(16) Captain Robert W. Kimmerly led our Squadron over Miri Airdrome, Borneo, on 16 January.

(17) The Talisay Sugar Central on Negros Island, P.I. was attacked by our Squadron on 17 January. Lt. Muller led the formation.

(18) On 18 January, Lt. Paul W. Kimble led our Squadron in an attack against Miti Airdrome Personnel and Dispersal Area in the Northern Halmaheras.

(19) Major Scarr led the Squadron in a strike directed against the Dispersal Area at LaCarlotta Airdrome on Negros Island, P.I. on 19 January.

(20) Lt. Nowak led six ships over Fabrica Runway on Negros Island, P.I. on 20 January.

(21) On 21 January, Six of our aircraft struck Zabian Airdrome on Luzon Island, P.I. and Silay Airdrome on Negros Island, P.I. The Squadron was led by Lt. Blauvelt.

(22) The Runway at Fabrica Airdrome on Negros Island, P.I. was attacked by Six of our aircraft, led by Lt. Muller, on 22 January.

(23) Major Scarr led our Squadron, composed of Four aircraft in an attack on the underground Storage Area on Corregidor Island in the middle of Manila Bay on 23 January.

(24) The Seaplane Ramp at the old United States Navy Base at Cavite on Canacao Peninsula off the Southeastern Shore of Manila Bay was bombed by Five of our B-24's on 24 January. The Formation was led by Lt. Kimble.

(25) A return attack was made on Corregidor Island on 25 January by a Six-Plane Formation under the leadership of Lt. Nowak.

(26) Binalbagen Sugar Central on Negros Island was attacked on 26 January by Six of our Ships led by Lt. Blauvelt.

(27) on 27 January, Major Scarr led Six of our Ships over Canacao Point Installations.

(28) The Canacao Seaplane Base and Corregidor Island were bombed by a force of Six B-24's from this Squadron on 28 January. Lt. Muller led the Formation.

(29) Canaco Point was again hit on 29 January. Lt. Bowles was the Flight Leader assigned to this Mission.

(30) On 30 January no targets were bombed due to the Primary, Secondary, Tertiary and Quaternary Targets closed in by the weather. Lt. Muller led Four of our ships in a fruitless search for our target.

(31) The Final Mission of the month was directed against Canacao Point. Five ships struck the target with Major Scarr in the lead ship.

(f) LOSSES IN ACTION. One Enlisted Man was killed and Four Officers and Five other Enlisted Men injured on 10 January when an airplane of this Squadron, returning from a Mission in the Philippine Islands, was forced to make a crash landing in Zamboanga Province on the Island of Mindanao, P.I. Cpl. James Moody, Ball Turret Gunner, was rendered senseless upon landing and was unable to escape from the plane, which burned after the crash. The exact cause of his death, however, is unknown. Other crew members who were injured in the landing, were 2nd Lts. Winston W. Brown, John C. Rodenburg, Alfred Bertin, 1st Lt. Alfred R. St. John, Cpls. Vern R. Boles, Sherwood P. Jones, William R. Mathis, Royce A. Tasker, and Pvt. Ray L. Birkel.

(g) AWARDS TO AND DECORATIONS OF MEMBERS OF REPORTING UNIT. On 22 January Officers and Enlisted Men of this Organization were presented with awards of the Purple Heart, Air Medal and Clusters by Brigadier General William A. Matheny, Commanding General of the XIII Bomber Command. The Ceremony was held in the 307th Bombardment Group Ball Park. The list of personnel awarded with Decorations is made a part of this Report as Enclosure No. 6. Brigadier General Jared B. Crabs, Commanding General of V Bomber Command, sent a congratulatory message to Brigadier General Matheny on 15 January. General Matheny congratulated the "Long Rangers" after the raid of 23 January, which this Squadron led over Corregidor in a message on 25 January. Lt. General Barney M. Giles sent New Years Greetings and Congratualtions to the Commanding General of the Thirteenth Air Force. General Henry H. Arnold, Commanding General of the Army Air Forces, sent Greetings and Congratulations to the Thirteenth Air Force on the occasion of our Second Birthday on 13 January. These messages are all included in Enclosure No. 6.

PART II

NARRATIVE ACCOUNT

The Philippine Islands, Borneo and the Northern Halmaheras continued to receive the brunt of this Squadron's bombardment activities during the period by this Report. The major portion of our Offensive was directed against installations in the Philippines. The entire Offensive was carried on as our part in the Philippine Liberation Campaign.

During the first Twenty-two days of the month, the principal targets were Japanese-held Airdromes in the Philippines. Nielson Airdrome, just outside Manila, was struck Four days in a row, from the 7th to the 10th. This Airdrome was left in an unserviceable condition. Puerto Princessa on Palawan Island, Silay, LaCarlotta and Fabrica Airdromes on Negros Island were hit sporadically, and Batangas, Grace Park, San

Vicente and Zablan Airdromes on Luzon Island were also hit. Muzon Town on Luzon Island where Supply and Personnel were dispersed, was struck once.

Japanese installations on Canacao Peninsula on Sangley Point in Manila Bay were subjected to devastating attacks from the 24th to the 31st. The former United States Naval Base at Cavite on this Peninsula was among the targets destroyed. This target involved "Pin-Point" bombing and photographs and Bomb Plot Charts bear out the excellent results obtained. Buildings, wharves, storage tanks, seaplane ramps, and miscellaneous installations were left in shambles and were useless to the Japanese. Corregidor Island was hit twice in conjunction with attacks on Canacao Point, the first on 23 January and again on the 25th. Later sorties over the island showed that the principal part of the enemy garrison had been reduced to shambles. Practically the entire center of the island erupted on 23 January when an underground storage tank or dump was hit. Debris from this explosion was seen to fall 1000' out into the Bay. It was a month of destruction for our ships and the results were extremely gratifying. All raids in the Philippines during the month were in support of the Amphibious Operations by General MacArthur in the islands.

Thirty-one missions in all were flown during this period. On these missions, a total of 149 aircraft were scheduled. A new high in turn-backs and failure to reach the target by Ten aircraft was the one discouraging feature of the month. This was due, probably, to the fact that a mission was flown every day of the month except 13 January. Although in the past, we have registered more missions during a monthly period, never before have demands been made on the Engineering Section for such continuous operation. The efficiency of the Section has not diminished one iota; But to keep Six aircraft in the air every day when only Twelve are available, is a task which is extremely difficult to fulfill. Under existing conditions, this Squadron has done an admirable job as far as Combat Operations are concerned.

Everyone of the Missions flown, with the exception of One Armed Reconnaissance on 3 January, were of the high-level bombardment type. The Formation employed over the target was Javelin Down within the Squadron and Squadrons in Trail within the Group. The usual procedure was for individual aircraft to fly to the rendezvous point, then from a Group Combat Box and at the turning point, form into Squadrons-in-trail Formation. This type of Formation is ideal for precision bombing. Types of Formation are shown in Enclosure No. 8.

Enemy fighters were only encountered on One Mission and that was over Jesselton Airdrome on Borneo. The absence of fighters in the Philippine Area is undoubtedly due to the fact that our "Heavies" had given every airdrome within fighter range a terrific pounding during the preceding 60 days.

A total of Three Hundred Twenty-five and One-Quarter tons of bombs were dropped during this month. Of this total, Two Hundred Seventy-three and Three Quarter tons were Demolition General-Purpose Bombs weighing from 100 to 1000 pounds. Fifty-one and One-Half tons were Fragmentation Clusters. Two Hundred Seventy-Three and Three-Quarter tons of Demolitions and Thirty-eight and Three-Quarters tons of Fragmentation Bombs were reported to have landed in the target area. Two

Hundred One and One Quarter tons of Demolition and Fifty-one and One Quarter tons of Fragmentation Bombs were dumped over the Philippines. Forty-five tons of Demolition Bombs were dropped on the Halmaheras, while Borneo received Twenty-seven and One-half tons of Demolition Bombs. 15,000 rounds of .50 caliber Aircraft Machine Gun Ammunition were expended for test firing. Propaganda Leaflets were dropped on several Missions. These leaflets are enclosed as Inclosure No. 7.

None of our aircraft were lost in engagements with the enemy; although one B-24 washed-out and burned upon landing near Sindgagen, Zamboanga Province, Mindanao Island, P.I. No enemy fighters were shot down during the month. A new low of .067 was reached in the percentage of aircraft lost to aircraft dispatched on Missions.

Aerial attacks on the Island of Morotai, where the Squadron was based, have dwindled to the point where "Red" Alerts are a rarity. Most of the Alerts now are due to friendly aircraft failing to give proper recognition signals.

The Ammunition Dump on Miti Island in the Northern Halmaheras was the recipient of an attack by Three B-24's from this Squadron on 1 January. Results of the bombing were excellent, despite the fact that smoke from Gem Konoro Volcano hanging over the I.P. prevented accurate sighting. One aircraft made Seven individual runs over the target, dropping a few bombs each time, all which fell in the assigned target area. A total of Sixty 250 pound Demolition Bombs were dropped from an altitude of 10,300 to 10,800 feet. Two huge explosions, followed by flames 500 feet high and heavy, black smoke 4,000 feet high, Six small fires and numerous ammunition explosions were noted after the bombing. There was no enemy interception.

On 2 January, Three aircraft from this Organization attacked the Barge-Hideout in Northeast Wasile Bay in the Northern Halmaheras. 90% of the bomb hits were noted in the assigned target area. Two large fires, four small fires and One large explosion were observed. The bombing was done from an altitude of 12,600 to 13,300 feet. This altitude was too high to observe any resultant damage, although Three strings trained directly across where the barges were reportedly hidden. There was no fighter interception. The Anti-Aircraft fire encountered was of heavy caliber, slight to moderate in intensity, and accurate. The third plane over the target was rocked by Eight to Ten bursts directly below and to the right side. The AA fire came from one position on the Eastern tip of Hatetabako Island and from a position 4500' Northeast of the target area. There was no damage to any of our ships.

An armed shipping reconnaissance of the East and West coasts of Northern Broneo, which proved negative, was carried out on 3 January by One B-24 from this Squadron in conjunction with an airplane from the 371st Bombardment Squadron (Hv). When nothing was sighted, the Two ships bombed the dock installations at Labuan, Borneo. The bombing by our airplane was done at an altitude of 7680 feet and Nine 250 pound Demolition Bombs trained across a row of warehouses along the waterfront in the assigned target area. Psychological leaflets were scattered over native villages along both coasts of Borneo during the search.

A second mission carried out on 3 January found Three of our B-24's striking the Personnel and Supply Area at Djailolo Airdrome on Halmahera Island. The Three ships bombed individually at altitudes ranging from 8650 to 9250 feet. 90% of the bombs struck in the assigned target

area. Two and a Half strings fell in the Personnel Area in the Eastern portion of the target. The remaining Half string struck in the Southwest corner, just South of the Supply Area. Twenty 250 pound Demolition Bombs were dropped by each of the Three aircraft and no Interception was encountered.

On 4 January, Six aircraft from this Squadron struck Runway No. 1 at Puerto Princessa Airdrome on Palawan Island, P.I. Each of the Six aircraft dropped Twelve 500 pound Demolition Bombs from an altitude of approximately 9400 feet. 85% of the bomb hits were in the assigned target area. Two strings trained across the runway within 300 feet of the West turning circle. The other 4 strings trained across the apron South of the West One-third of the runway. A direct hit was scored on an unidentified twin-engine airplane. The airplane exploded and burned, sending up black smoke to a height of 500'. There was no enemy interception encountered.

Five B-24's from this Squadron struck the Barracks Area at Miri Airdrome on Borneo on 5 January. Each of the aircraft dropped Thirty 100 pound Napalm (Fire) Bombs over the target. However, on the turn away from the target, Four buildings were seen to be in flames. The Japanese offered no resistance to the attack. Six airplanes took off on this Mission, but one was forced to turn back due to a gas leak in the Bomb Bay.

Our first Mission in the vicinity of Manila, P.I. was carried out on 6 January when Six of our aircraft struck Nielson Airdrome, located near Manila proper. The bombing was excellent with 90% of the One Hundred 120 pound Fragmentation Clusters that were dropped, landing in the assigned target area. They were concentrated in a pattern which centered on a large rectangular building 1000 feet Northeast of the runway intersection. A large amount of bomb smoke, quite natural following a Fragmentation attack, obscured the target, preventing accurate observation of the damage inflicted. Close perusal of the target photographs and bomb plot charts, however, indicates the overall excellence of the bombing. No fighter interception was encountered. The Anti-Aircraft fire was the most highly concentrated to date this month. Fire was received from Nichols Field on the approach, from Nielson Field on the bomb run and from the City of Manila and Airdromes to the East on the breakaway. In addition, a flak ship was observed firing from Manila Bay. None of our ships were damaged, although several were rocked by bursts. One of our aircraft did not drop its bombs due to malfunction of the bomb bay door rollers.

On the following day, Nielson Airdrome was again assigned as the Primary Target. Only Two ships however, dropped on this target, as cloud cover prevented accurate sighting for all ships. Three of the Four remaining ships dropped their bombs on Batangas Airdrome, also on Luzon Island. Batangas was the Tertiary target and was chosen, as Nichols Field, the Secondary target, was also "Socked" in. The bomb hits on Nielson were unobserved, due to the aforementioned cloud cover. The results of the attack on Batangas were excellent, 60% of the bombs striking within 1,000' of the target. Two strings trained Southeast across the Southern One-quarter of the target. The Third string was unobserved. The lead ship did not drop its bombs on either target because on all runs the Bombardier was unable to sight on military installations. Fighter cover was scheduled, but only Two P-38's showed up over the target. However, there was no fighter interception. The Anti-Aircraft fire was moderate, of heavy caliber and inaccurate.

Guns were seen firing throughout the Airdrome South and East of the City of Manila and from two unidentified vessels in Manila Bay. One of our ships was holed by flak in the fuselage near the nose wheel.

The dispersal area of Nielson Field was the target on 8 January with Five of our ships striking from an altitude of 17,500 feet. Two of the ships experienced malfunctions over the target and did not drop bombs. The remaining Three ships dropped Thirty 120 pound Fragmentation Clusters each, 90% of which fell in the assigned target area. The Three strings made a concentrated pattern along the South side of the main runway from the East and to the West end of the South taxi loop. Damage to enemy aircraft and installations was not observed. No enemy fighters were encountered; but the anti-aircraft fire was extremely accurate. The bursts started 1,000 feet below the Formation and climbed to correct altitude. Bursts were noted all around and within the Formation. Two of our B-24's were hit by flak, One in the left elevator and the other in the left wing and the fuselage above the waist window. One B-24 from another Squadron was seen to explode and hit the ground.

For the Fourth day in succession, Nielson Airdrome was struck by our Squadron. On 9 January, Five of our aircraft took off to hit the important Luzon Field. Only Three of the ships, however, bombed Nielson, as one airplane took off late and could not catch the Formation and another developed an oxygen leak before reaching the target. 90% of the Ninety 120 pound Fragmentation Clusters dropped fell within the assigned target area. The Three strings fell in a concentrated pattern starting 2,000 feet Southeast of the Northeast taxi loop and trained Northwest to within 100 feet of the taxi loop. No results other than bomb smoke were observed. The Two ships that did not reach the Primary Target with the Formation attempted to bomb the Tertiary Target, Batangas Airdrome, individually. Batangas was closed in and both ships jettisoned their bombs in the open sea. The Anti-aircraft fire was of heavy caliber, but inaccurate. The bursts were on course and altitude, but led the Formation. None of our ships were hit by flak and no fighters were observed.

Grace Park Airdrome on Luzon Island, P.I. was hit by Five aircraft from this Squadron on 10 January. Forty-five 500 pound Demolition Bombs were dropped by the Five aircraft with 85% of the load falling in the assigned area. The Five strings formed a pattern training across the runway at a point 2,000 feet North of the South end of the runway. An estimated 15 direct hits were observed on the paved strip. Over the target, the Anti-aircraft fire was moderate, medium and heavy and generally inaccurate with the majority of bursts 1,000 to 1,500 feet low on the breakaway. Heavy fire was received from Five new gun positions Southwest of Baygum Bayan. The fire from these Five positions was accurate both as to altitude and course. None of our ships were damaged.

While over Negros Island on the return trip to Morotai, the pilot of the airplane flying in the B-3 Position computed his gas supply according to cruise control charts and compared the results with the supply shown on the fuel gauges. The gauges showed considerable less than the cruise control figures called for. The pilot recalled being told that several crews had been misled by erroneous fuel gauges and decided to return to Morotai. The pilot continued to check the fuel supply and upon reaching a point 100 miles South of Dipolog, he decided

it would be impossible to make Morotai. The course was altered and a heading taken on Dipolog. While the ship was over the Moro Gulf, the weather closed in with mist and heavy rain that reduced visibility to zero. About 45 miles Southwest of Dipolog, the weather cleared sufficiently to allow the Pilot to follow the shore line. Thirty-five miles Southwest of Dipolog, the gas gauges showed less than 50 gallons in each tank. About this time, a large rice paddy was spotted and again, as the visibility was lowering and landmarks becoming indistinct, the Pilot decided to crash land with the gear up, in the rice paddy. All switches were cut immediately upon landing, and the ship slid about 600 feet to a smooth stop. However, the ship landed tail first, causing the men in the rear to lose their hand-hold. One of these men, Cpl. James Moody, was knocked unconscious by the impact and was unable to escape from the ship when fire broke out in the Bomb Bay immediately after landing. Fire broke out on the right side of the Bomb Bay and the door leading from the Bay to the Flight Deck opened, creating a natural draft. The flames quickly spread. All of the men, with the exception of Cpl. Moody, were able to escape. Flames and exploding ammunition made rescue of the Ball Turret Gunner impossible. The men walled through mud and water, Eighteen and Thirty-six inches deep, to higher ground about 300 yards away. Approximately 200 natives met the men. One of the natives spoke English and led the party to safety where they were treated for their burns. As soon as the fire burned itself out, the natives went after Cpl. Moody. They found him lying face forward over the Ball Turret. He was not badly burned, but severe lacerations were visible on his head. The following day, he was buried in a coffin constructed by the natives, who also fashioned a cross. The burial took place in the local cemetery at Singdagen, Zamboanga Province, Mindanao Island, P.I. The Reverend Manuel F. Singuillo presided. In addition to Crew Members, scores of natives attended the funeral.

Six members of the crew returned to Morotai by Catalina on 13 January. These men were picked up on the beach Thirty-five miles Southwest of Dipolog on 12 January, spending that night at Dipolog. The Pilot and Co-Pilot were returned to Morotai on 20 January. The Armorer-Gunner, Cpl. Vern R. Boles, was taken to Leyte and hospitalized. All members of the crew who returned to Morotai were hospitalized in the 155th Station Hospital. Cpls. William R. Mathis and Royce A. Tasker were evacuated to a hospital in the rear area 26 January.

Members of the crew were in the hands of Philippine Partisans for Eight days and received excellent treatment. All members of the crew were high in their praise of the Partisans, Farmers and Townspeople.

San Vicente Airdrome and Batangas Airdrome on Luzon, P.I. and Fabrica Airdrome on Negros Island were struck by aircraft from this Organization on 11 January. San Vincente Airdrome was assigned as the Primary target; but Two aircraft lost the Formation, another ran out his ETA, and another unable to locate the Primary Target, returned to attack Batangas. The Pilot, who ran out his ETA, jettisoned his bombs in the ocean, as did one of the ships that lost this Formation. The other ship that lost the Formation took a heading to Fabrica Airdrome on Negros Island. The remaining Two ships went on to the Primary Target and did an excellent job of bombing. Both strings fell along the Northern edge of Muzon Town, which adjoined the dispersal area of San

Vincente Airdrome. The One string of bombs which were dropped on Fabrica, trained due South of the taxiway adjoining the East edge of the runway and crossed the main taxi loop intersection. The bombing of Batangas cannot be rated, as the bombs were dropped through a hole in the clouds, which prevented observation of hits. No interception of any kind was encountered on the strike. A total of One Hundred Twenty 120 Fragmentation Clusters were dropped on the Three targets.

On 12 January, Four of our aircraft attacked the Bivouac Area at Muzon Town, Luzon Island, P.I. One Hundred Twenty 120 pound Fragmentation Clusters were dropped over the target from an altitude of 8,500 feet. There was no interception and the results of the bombing were excellent. 90% of the bombs hit in the assigned target area in a concentrated pattern. The Four strings of bombs started at the West edge of town and trained across the town to a point 200 feet East. Bomb smoke and dust from the explosion were the only results noted. On the First run over the target, cloud cover made accurate sighting impossible. A Second run, during which the Four aircraft dropped their bombs, was made on a reciprocal heading. Five aircraft took off on the Mission, but One ship was forced to jettison its bomb load and return to base shortly after take-off when the No. 4 engine caught fire and had to be feathered. The engine could not be restarted.

The next Mission held was carried out on 14 January with Five of our airplanes striking Miti Airdrome in the Northern Halmaheras. One airplane bombed the Dispersal Area from an altitude of 10,500 feet. The ship dropped Thirty 120 pound Fragmentation Clusters across the center of the target, 700 feet East of the runway. The remaining Four aircraft dropped a like number of bombs each on the Southern tip of the Island, One hitting the Personnel Area and the other Three dropping in a pattern, which started near the Ammunition Dump and ended 500 feet North of the Communication Building. Five or Six buildings were either hit or closely bracketed by these last Four strings. Three of these ships bombed in a single element, while the Fourth ship went over the target individually. All Four ships dropped from approximately 8,500 feet. There was no interception of any kind offered by the enemy.

Five aircraft from this Squadron attacked Jesselton Airdrome on the Northeast coast of Borneo on 15 January. The Five B-24's dropped Fifteen 250 pound Demolition Bombs each on the target from 10,300 feet with excellent results. The pattern started 800 feet West of the runway intersection and trained across the South One-third of the strip and aprons. One twin-engine aircraft on the East edge of the runway received a direct hit and was seen to explode. No Anti-aircraft fire or fighter interception was encountered. One airplane, which took off from Morotai, lost the No. 1 engine 5 minutes after take-off when the oil pressure dropped to zero. This airplane turned back and jettisoned the bomb load in the open sea.

The runway at Miri Airdrome on Borneo was attacked by Six B-24's of this Organization on 16 January. The Six planes dropped Fifteen 250 pound Demolition Bombs each. The Squadrons were in trail over the the target with this Squadron in the No. 3 Position. At an altitude of 9,000 to 9,800 feet, 75% of the bomb hits were registered in the assigned target area. The pattern started at the South edge of the runway about 500 feet East of the shoreline and trained Northeast across the runway to the buildings near the central taxi strip on the North

apron received a direct hit and exploded. Another twin-engine airplane was bracketed by Two of our bombs. One of our aircraft became separated from the remainder of the Formation due to weather immediately after the bomb run. When this ship broke into the clear, Two Zekes were sighted. The first enemy fighter made a pass from 10:30 High and pressed in to about 500 yards before our ship skidded into a cloud. Breaking out of the cloud Ten minutes later, the second Zeke spotted our ship and made a pass from 8:00 High. Once more the B-24 took evasive action into a cloud and when it broke out the second time, both Zekes were gone. There was no Anti-aircraft fire encountered and the ship was not damaged by the fighters.

On 17 January, Talisay Sugar Central on Negros Island, P.I. was struck by Five of our ships. One airplane was forced to turn back immediately after take-off because of a bad fuel leak in the No. 3 engine. The Five ships that reached the target dropped Fifteen 300 pound Demolition bombs each on the target, 100% coverage being recorded. The pattern started at the North-South road West of the target and trained across the building area in the North half of the target, ending 1100 feet East. One large explosion, apparently an alcohol distilling plant, with flames rising 800 feet and accompanied by dark gray and white smoke rising in billows to 2,000 feet and Eight to Ten small and medium fires were started in the North half of the target area. There was no Anti-aircraft fire or fighter interception encountered. The altitude of attack was 9,400 feet.

A short run to the Northern Halmaheras with Miti Airdrome personnel and dispersal areas as the target, was carried out on 18 January. The Mission was successful, as evidenced by the fact that 85% of the bomb hits were recorded in the assigned target area. Practically the entire area between the shoreline and the woods East of the North-South road was saturated. Four fires with black smoke and flames were observed in the target area. Six of our ships participated in this Mission and dropped Fifteen 300 pound Demolition bombs each from an altitude of 8,000 feet. There was no interception encountered.

Due to the fact that both the Primary Target (Silay Dispersal Area) and the Secondary Target (Fabrica Airdrome) were obscured by clouds, the Tertiary Target, LaCarlotta Airdrome on Negros Island was struck by Six of our B-24's on 19 January. Thirty 120 pound Fragmentation Clusters were dropped from an altitude of 11,000 feet with 75% of the hits in the target area. No results other than bomb smoke were observed. There was no interception.

Cloud cover again obscured the Primary and Secondary Targets (Nielson Airdrome) on 20 January, and the Tertiary Target of the runway at Fabrica Airdrome on Negros Island, P.I. was struck by Six of our aircraft. The Mission was rated as "Good". Each airplane dropped Fifteen 300 pound Demolition Bombs on the target from an altitude of 10,100 to 10,700 feet. Seven bombs hit the runway proper, with the main concentration covering the triangular intersection 600 feet West of the North end of the target. Again, there was no interception.

On 21 January, Five of our aircraft struck Zablan Airdrome on Luzon Island, P.I. and One airplane attacked Silay Airdrome on Negros Island. Each of the Five ships that bombed Zablan, dropped Fifteen 300 pound Demolition Bombs on the target with excellent results. The pattern covered the North end of the runway and taxiways to the East. Twenty to Twenty-six direct hits were observed on the strip. One twin-

engine bomber, thought to be a "Betty", was straddled by our bombs. The airplane that hit Silay could not catch the Formation in time to strike Zablan, consequently it returned to base via Silay. The bombing of this ship was also rated "Excellent", the string training across the runway 400 feet West of the middle. Eight direct hits were noted on the runway. There was no interception over either target.

Six of our aircraft attacked the runway at Fabrica Airdrome on Negros Island, P.I. on 22 January. Fabrica was the Tertiary Target and was bombed because the Primary (Nielson Field) and Secondary (Zablan Airdrome) were obscured by cloud cover. Five of the ships dropped Nine 500 pound Demolition Bombs and one ship dropped Fifteen 300 pound Demolition Bombs on the target from an altitude of 10,000 to 12,350 feet. The difference in altitude of release was due to the fact that Four of our aircraft bombed by individual planes, and Two others in a Three 'plane element with an unidentified B-24. The results of the bombing were excellent with 65% of the bombs falling within 1,000 feet of the assigned target area. Four strings struck between Nimicaan River and the West edge of the runway. Four direct hits were noted on the strip. There was no enemy interception.

A target long-dreamed of by Combat and Ground Personnel alike, Corregidor Island in the middle of Manila Bay, was struck by Four of our aircraft on 23 January. Corregidor was the Secondary Target and was bombed when the Primary Target, Cavite Seaplane Base, was 100% "socked in". Certainly the First Thirteenth Air Force "Heavies" over the Japanese stronghold, and thought to be the First Allied Bombardment Aircraft over, our Squadron enjoyed a "Field Day", with 90% of the bombs falling in the target area. To the Nose Gunner of the lead ship, T/Sgt. Thomas Wintringham, goes the honor of the First man over the target as our Squadron was leading the Formation. Appropriately enough, the Squadron Commander, Major Warren Scarr, was piloting the ship.

Each of the Four ships dropped Nine 500 pound Demolition Bombs in going over the target in a Javelin Down Formation, with the remainder of the Group in Trail, at an altitude of 17,200 feet. There was no enemy interception either by fighters or Anti-aircraft fire. The latter was due probably to the fact that the ships approached under cloud cover and shortly after turning away from the bomb run, went back into the clouds. The bomb pattern started about 300 feet inland from the North shore and ended with One or Two direct hits on the pier to the South. A tremendous explosion, 500 feet North of the pier, with rose-red flames and yellow smoke, was observed. The flames rose at least 500 feet in the air, while debris was seen falling 500 to 1,000 feet out into the Bay proper. White smoke covered the entire target area after this explosion. Smoke was still visible over the entire island for the next Two days. Intelligence identified the explosion as an underground storage dump, probably ammunition and other explosives. Brigadier General William A. Matheny, Commanding General of the XIII Bomber Command, was quick to commend the Group for the excellent job. His Commendation is made a part of this Report as part of Inclosure No. 6. General Matheny described the Mission as a "Holocaust".

Returning for another try at Cavite Seaplane Base on Canacao Peninsula on Sangley Point, located on the Southeastern shore of Manila Bay, Five of our ships turned in an excellent Mission on 24 January.

Four of the ships dropped Fifteen 300 pound Demolition Bombs and the Fifth ship dropped Nine 500 pound Demolition Bombs on the target from an altitude of 16,000 feet. The Squadron was in a Javeline Down Formation and was No. 3 in the Squadron-in-Trail Group Formation. 80% of the bomb hits showed to be in the target area. Two strings of bombs fell in the central portion of the target, One string in the West central portion, One across the Seaplane Ramp in the East corner of the area, and the Fifth string struck the tip of the Peninsula, scoring a direct hit on the Easternmost fuel tank. The tank was blown up, but apparently it was empty at the time, as no fire took place. One large explosion was noted in the South Central portion of the target, causing a billow of gray smoke that covered the immediate area. Meager Anti-aircraft fire was encountered, which was very inaccurate, although of heavy caliber. No enemy fighters were observed.

The following day, 25 January, Cavite was again assigned as the Primary Target, but cloud coverage forced the Squadron to attack the Secondary Target, Corregidor Island. Once again, excellent results were obtained by our Six ships, as 80% of the bomb hits were registered in or within 1,000 feet of the assigned target. The pattern started with almost all of One string in the water North of the target. The remaining 5 strings trained across the North nine wharf and the Northwest corner of the target area, ending 500 feet North of the South shore of the island. Two direct hits were observed on the nine wharf and Five medium sized explosions occurred 500 feet South of the nine wharf. These explosions emitted red flame and gray smoke, rising to 500 feet. No enemy fighters were seen, but Two peculiar bursts of Anti-aircraft fire that were white in color and hung in the air for several minutes were observed to the left and in front of the lead ship.

On 26 January, poor weather prevented bombing either the Primary, Secondary or Tertiary Targets, and also obscured vision so results could not be ascertained of the bombing of the Quaternary Target, Binalbagen Sugar Central on Negros Island, P.I., which was bombed. "Before and After" observations by the Lead Bombardier, led to the belief that Three or Four buildings were destroyed. These buildings were visible shortly before the bomb run and shortly after. At the latter time, they were in flames. Six of our aircraft participated in this Mission, dropping Five 1,000 pound Demolition Bombs each.

The Canacao Peninsula Installations on Sangley Point were struck on 27 January by Six of our aircraft. Each of the Six ships dropped Five 1,000 pound Demolition Bombs on the target from an altitude of 17,200 to 17,500 feet. Our Squadron led the Group Formation, which was in Trail, with the Squadron in a Javelin Down Formation. Results of the bombing were excellent, as 80% of the bombs fell within 1,000 feet of the assigned target area. Two runs were made over the target, due to the fact that the 5th Bombardment Group passed directly under our Formation. Two of our ships released on the first run, as they did not receive the signal from the Lead Bombardier on time. Four of the bombs dropped on the first run hit just West of the West H-shaped building on Sangley Point, starting a fire. The balance of the first string fell in the water. On the Second run, two strings trained down

the South center of the point, destroying a large oil tank. One bomb hit a small tip of land opposite the storage tank, starting a fire. One bomb hit the Wharf Area near the tip of the point. There was no Anti-aircraft or fighter interception.

Canacao was again struck the following day by Four of our aircraft. Two other B-24's in the same Formation bombed Corregidor Island. Nine-tenths undercast over the Primary Target made a second run necessary. On the second run, the Lead Bombardier was still not satisfied with the vision, but he was unable to close his bomb bay doors before the Formation reached the release line. He attempted to call the remainder of the ships on VHF, but contacted only One other Bombardier and the other Four dropped at the release line. The Two ships that did not release went on to Corregidor. The attack on the Primary Target was rated "Excellent" with Thirteen of the Twenty bombs dropped falling within 1,000 feet of the assigned area. Flames from a small fire were seen emanating from a group of buildings in the Northwest corner of the target. Each of the Six ships dropped Five 1,000 pound Demolition bombs over their target. Results of the bombing on Corregidor were unobserved.

No fighters were encountered on this strike, but Twenty to Twenty-five bursts of Anti-aircraft fire were observed over Corregidor. Most of the bursts were either high or leading, or low and trailing. Two bursts of Phosphorous were noted 4,000 feet below the Formation. One of our ships was holed in the No. 2 engine cowling by the AA fire. There was no other damage.

On 29 January, the Canacao Point Installations were struck by Six of our aircraft from an altitude of 14,100 feet. Each of the ships dropped Five 1,000 pound Demolition Bombs. 85% of the bombs hit in a concentrated pattern with the target area. The pattern started a few Hundred feet West of the Westernmost "H" shaped building and trained on into the tank area. The middle barracks building was set on fire, as were the Two storage tanks, which exploded. Anti-aircraft fire was observed coming from Corregidor Island, but no results of this fire was observed. Propaganda leaflets were dropped over San Antonio on Luzon Island and Southeast Cavite.

No targets were bombed on 30 January due to the fact that the Primary (Canacao Shipyards), Secondary (Corregidor Island), Tertiary (Nichols Airdrome) and Quaternary (Banago Wharf, Negros Island, P.I.) Targets were all "Socked In". The bomb load was jettisoned "Safe" in the open sea. Four ships participated in this "Cook's Tour".

The final Mission of the month was directed against the oft-bombed Canacao Installations on Sangley Point on 31 January. Five of our aircraft struck the Base from 11,000 feet and dropped Five 1,000 pound Demolition Bombs each. Our Squadron led the Group Formation, which was Squadrons-In-Trail. The Squadron was in a Javelin Down Formation. 75 to 80% of the bomb bursts were noted within 1,000 feet of the assigned target area. The pattern started at the Seaplane Ramp and ended with Four bombs in the water off shore near the "H" shaped buildings near the North shore. One explosion, accompanied by heavy, black smoke, rising to 300 feet was seen in the tank area on the North tip of the Peninsula. One crew reported a bomb hit Ten of Fifteen feet off the

beam of a small tanker tied up to a pier. Flames and heavy black smoke covered the center section of the ship. No Anti-aircraft fire or fighter interception was encountered.

All claims made in the Report as to percentage of bomb hits, damage to targets, etc. have been made from close perusal of bomb plot charts, target photographs and reports of Crew Members. Substantiating evidence for the narrative of the Missions may be found in Flight Schedules, Mission Reports, Bomb Plot Charts and Photographs, and Route Maps, all of which are made a part of this Report and enclosed as inclosures No. 1 to 4 respectively.

No practice bombing or other Missions were flown during the month. Training consisted of lectures for all Combat Crew Members. Added impetus has been placed on the training of individual Bombardiers. Although figures are not available on the average "Circular Error" for the month, a gradual decrease has been noted. A series of training films covering first aid, gunnery, proper "Ditching" procedure and use of personal equipment in aircraft has been shown at the Group Theatre.

One of the new B-24M Series Aircraft has been assigned to this Squadron. The B-24 is not equipped with a Ball Turret, but has "Tunnel Guns". The Waist Windows are full plexiglass and remain closed while firing. This enables the Waist Gunners to maintain better control of their guns and also eliminates wind blast. Tracks to ammunition boxes on the Command Deck have been provided, allowing for additional ammunition to be carried. Latest information has revealed that the B-24M is the last of the present type of B-24 Bombardment Aircraft. The B-24N is a single fin model with added length forward of the main wing. It is presumed that the B-24N will be received by this Squadron within the next few months.

An issue of One case of beer per man was made during the month. This was the first beer that the majority of men had received since coming to this Base. To say that the beer was enjoyed, is a gross understatement. Naturally, it is hoped that future issues will come a little more often.

A Ten-page mimeographed book, containing the names and addresses of all Members of this Organization who came overseas together, the names of all Commanding Officers and dates which they led the Squadron, and the principal targets struck during the last Two years, was published and presented to all Twenty-eight Month Men. It is felt that this book will be of unestimable value during the years to come. A copy of this book is added to this Report as inclosure No. 10.

No new problems were encountered by the Organization during this month. Additional construction has been curtailed, due to an anticipated move, and maintenance of the area is a minor detail. The policy of this Organization is, and always has been, to let the Personnel operate their own area. The men have been give full sway in planning and erecting their own tents, offices and shops. Considerable ingenuity has been displayed and all Inspection Officers have been lavish in their praise of the area.

The Thirteenth Air Force Inspector General made his annual visit to the Squadron during the first few days of the month. The general rating for the enter Organization was "Very Satisfactory". The administering was rated "Excellent". Both of these ratings were very gratifying to all.

QUANTITATIVE SUMMARY

NUMBER OF MISSIONS - 31
AIRCRAFT DISPATCHED ON MISSIONS - 149
AIRCRAFT TO REACH TARGET - 139
INTERCEPTION - 2 Zekes on 16 January
TONS OF BOMBS DROPPED - Philippines (252 3/4); Halmaheras (45);
Borneo (27 1/2)
TONS ON TARGET - Philippines (197 3/4; Halmaheras (42); Borneo (21)
AMMUNITION EXPENDED - 15,000 rounds of caliber .50 Aircraft Machine gun
ENEMY AIRCRAFT DESTROYED - Three twin-engine aircraft on ground
ENEMY AIRCRAFT DAMAGED - None
ENEMY SHIPPING DESTROYED - One small tanker
ENEMY SHIPPING DAMAGED - None
INSTALLATIONS DESTROYED - Four barracks, underground storage dump,
Four storage tanks, One wharf, Four buildings
OWN LOSSES - One B-24 "Washed Out" in crash landing
PERCENTAGE OF LOSSES TO AIRCRAFT DISPATCHED ON MISSIONS - .067
PROPORTION OF LOSSES TO ENEMY LOSSES IN COMBAT - 0 to 0

h. This Report prepared by 1st Sgt. Charles T. Scott of this Organization.

Warren E. Scarr
Major, Air Corps
Commanding

Lex K. Souter
Captain, Air Corps
Historical Officer

10 Incls:

- Incl - 1 - Field Orders
- Incl - 2 - Mission Reports
- Incl - 3 - Bomb Plot Charts & Photographs
- Incl - 4 - Route Charts
- Incl - 5 - Photographs of Station life and events
- Incl - 6 - Awards and Commendations
- Incl - 7 - Propaganda Leaflets
- Incl - 8 - Formation Chart
- Incl - 9 - Jap Cargo Vessels
- Incl -10 - Squadron Book "My Buddies"

Secret -Auth. 13th A.F. Regulations 80-15

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372nd BOMBARDMENT SQUADRON (Hv) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
29 January 1945

NARATIVE COMBAT REPORT OF MISSION #307-437

- A. MISSION: 307-437, 29 January 1945, 372nd Bombardment Sqdn (H) Six of Six scheduled B-24's bombed the Primary Target together with elements of the 370th, 371st and 424th Bombardment Sqdns (H).
- B. TARGET: Canacao Point Installations, Luzon, P.I. were bombed by Six B-24's.
- C. TIME OF ATTACK: 1308 -8/I from 14,100' to 14,300' True.
AND ALTITUDE
- D. RESULTS OF: Excellent, 88% of our Squadron's bombs hit in a concentrated pattern within the assigned target. The pattern started within a few Hundred feet West of the Western most "H" Building and trained on 100° MAG into the oil tank area. One string of Five bombs struck in the water South of the tip of the Point. The Middle Barracks Building was set on fire, as well as Two storage tanks, which exploded and a building beyond to the East was set on fire also. Smoke from the tanks was black and billowy, rising immediately to 300'.
Enemy Losses: Two storage tanks.
Friendly Losses: Nil.
- E. INTERCEPTION: Nil
- F. BRIEF DETAILS: Nil
OF COMBAT
- G. ANTI-AIRCRAFT: Five bursts of heavy AA, 2,000' low and to the left
ENCOUNTERED were observed coming from Corregidor as our planes were over Ternate. 20-25 bursts were aimed at the First Squadron from Corregidor, but accuracy was not determined.
- H. PHOTOS: A/C #954, 544 and 236 took photos over the target.
- I. ROUTE AND: ROUTE - By individual planes to Olutanga Point to
SIGHTINGS Ambulong Island, where Group Box was formed and flown to Cape Santiago, the first turning point, where Squadrons formed in Trail; to Second turning point to IP to Target, where bombs were dropped on the first run. Planes returned direct to base.
SIGHTINGS: 1. Three large warships taking evasive action at (14°37'N - 120°15'E)
2. Two possible Sugar Dogs S of Canacao Point 3,000' off shore.
3. Las Pimas and Mariveles R/W appeared serviceable. No aircraft sighted.
- J. WEATHER: Base to Target .3 to .5 Cumulus, tops 4,000 to 7,000'; also Stratus to Stratus .3 base 7,000', tops 9,500', also Stratus .6 to .7, Base 13,000 - 14,000'. Visibility

29 January 1945 continued

good except in Stratus clouds over N. Central part of W. Mindanao.

Over Target-Alto Cumulus .3 - .4 tops 12,000';
Visibility CAVU.

Target to Base- .2 Cumulus, 2,000 - 3,000', .4 Strato
Cumulus, 6,000 to 9,000', Alto Cumulus .4 to .8
12,000 p 14,000'.

K. GENERAL REMARKS: 1. #4 Squadron over target, Squadrons in Trail.

2. Bombs dropped on First run.

3. No fighter cover was scheduled.

4. Propoganda leaflets dropped from 13,000' (T) over San Antonio, Luzon Island and Cavite.

L. BOMBS DROPPED: Six B-24's each dropped 5 X 1,000# of bombs, .1 Nose
.025 Tail fusing on the Primary Target.
Ammunition expended for test fire only.

M. BOMBING DATA: FORMATION: #4 Sqdn, Sqdns. in Trail
BOMB RUN: 93° - 104°
BOMB TRAINS: 1,200' Train
SIGHTING: Lead Bombardier only sighted for range and
deflection, other ships sighted for range
only.
APCE: Used by lead Bombardier only.
AIMING POWER: Between HW and SW Tanks and opposite
Western most "H" shaped barracks building.
TARGET: Canacao Point Installations, Luzon, P.I.

Clark R. Nesbitt
Captain, Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (Hv)

OFFICE OF INTELLIGENCE OFFICER

APO #719
29 January 1945NARRATIVE COMBAT REPORT OF MISSION 307-437

LOADING LIST

AP-1370 - A-1

Lt. Bowles
 Lt. French
 Lt. Reed
 Lt. C. Scott
 T/Sgt. Mimms
 S/Sgt. Caputo
 T/Sgt. D. Connelly
 S/Sgt. Bredensteiner
 S/Sgt. Rehnert
 S/Sgt. Geris
 S/Sgt. Meckler

AP-0954 - A-2

Lt. Connell
 Lt. Russell
 F/O Burns
 Lt. Drollinger
 T/Sgt. Van Gorder
 S/Sgt. Wingert
 T/Sgt. Rodriguez
 S/Sgt. Morrison
 S/Sgt. W.W. Smith
 S/Sgt. Blake
 S/Sgt. Davis

AP-1700 - A-3

Lt. Bailey
 Lt. Hideman
 Lt. Gonberg
 Lt. Knox
 S/Sgt. Babina
 S/Sgt. E. Brown
 T/Sgt. Stallknecht
 S/Sgt. Rock
 S/Sgt. Huffman

AP-1749 - B-1

Lt. Franklin
 Lt. Durrin
 Lt. Gray
 Lt. Durst
 T/Sgt. Hostetler
 S/Sgt. Haag
 T/Sgt. Skidas
 S/Sgt. McCurry
 S/Sgt. Kehayias
 S/Sgt. Brena
 T/Sgt. Lightle

AP-1544 - B-2

Lt. Booker
 Lt. Nowak
 Lt. Springer
 Lt. Yelland
 T/Sgt. Windfelder
 Pvt. Walker
 Pvt. Sheldon
 Cpl. Sloan
 Cpl. Goff
 T/Sgt. Pressey
 Cpl. Bukovatz

AP-1236 - B-3

Lt. Crain
 Lt. Cummings
 F/O Laverty
 F/O Goundry
 Sgt. Kresyman
 Cpl. Majauckas
 Sgt. Robinson
 Cpl. Fitch
 Cpl. Veneski
 Cpl. Astin
 Pfc. Herdan

HISTORICAL DATA

372nd BOMBARDMENT SQDN (Hv)
 OFFICE OF THE COMMANDING OFFICER
 APO #719 c/o POSTMASTER, SAN FRANCISCO, CALIFORNIA

4 March 1945

SUBJECT: HISTORICAL RECORD

TO: Commanding General, Thirteenth Air Force, APO #719

ATTENTION: Historical Officer (Thru, Commanding Officer,
 307th Bombardment Group, Hv) APO #719)

1. In compliance with AR345-105, as amended, AAF Regulation 20-8, and Thirteenth Air Force Regulation 80-15, and pursuant to instructions contained in Overseas Historical Officers' Circular #1, HQ AAF, Thirteenth Air Force Historical Officers' Circular #1 to 5, and letter FEAF, (File AG 3314.7), dated 21 July 1944, the following Historical Record of this Organization for the period 1 February 1945 to 28 February 1945, inclusive is herewith submitted.

PART I

OUTLINE FACTS

a. Organization of Unit:

- (1) Original Designation - Previously submitted.
- (2) Mission or alteration of Mission - Previously submitted
- (3) Date and place of activation of Unit-Previously submitted
- (4) Sources from which personnel are drawn-Previously submitted
- (5) Changes by T/O - No changes

(6) Strength, personnel	<u>FLYING</u>		<u>GROUND</u>	
	EM	O	EM	O
(a) At beginning of Period	172	115	426	16
(b) Net increase or decrease	+10	+2	-39	+2
(c) At end of Period	162	117	387	18
(7) Strength, Airplanes	B-24J	B-24L	B-24M	C-47A
(a) Number at Beginning of Period	8	3	1	1
(b) Net increase	1			
(c) Net decrease				
1. Through Combat				
2. On ground through Enemy action				
3. Through accident, wear and transfer				
(d) Number at end of period	9	3	1	1

(8) Names of Key Personnel and changes during Period - Major Warren E. Scarr continued in command of the Unit during the month of February. 1st Lt. Thomas C. Harris, Jr., Operations Officer, was promoted to Captain, as were 1st Lt. Leon W. Steffy, Jr., 1st Lt. John W. May, Jr., 1st Lt. Charles A. Dryer, Flight Leaders, and 1st Lt. Lyle S. Olson, Squadron Navigator. Captain Lex K. Souter, Squadron Intelligence Officer, was placed on temporary duty with the Army Air Forces Radar Intelligence School at Langley Field, Virginia. 1st Lt. William B. Holmes was transferred in from HQ. 307th Bombardment Group (Hv), to assume the duties vacated by Captain Souter.

(b) Command Relationships - There were no changes in Command Relationships during this Period.

(c) Resume of Movements - All rumors notwithstanding, the Squadron remained based on Morotai Island in the Moluccas Group during the month.

(d) Name of Campaign participated in - Continuing its activities of the Three preceding months, the Squadron engaged in the Philippine Liberation Campaign. During the latter part of the month, our aircraft were busy attacking targets in the Borneo Area. As far as is known at this time, this Campaign is without a name, at least a name that is fit to print. Many references have been made to the Missions over Borneo, but it is unlikely that the War Department will see fit to accept any of these Cognomens.

(e) Chief Military Missions, Sorties, Engagements, with dates, Places and names of Commanders participating.

(1) The First Mission of the month, carried out on 1 February, was directed against the old Pan American Airways' Sea-plane Base on Canacao Peninsula. Six aircraft, led by Lt. Joseph A. Blauvelt, participated in this strike.

(2) Lt. Eric E. Muller flew the lead ship in a flight of Six aircraft over Cavite and Corregidor on 2 February.

(3) Canacao Point received the attack from Four of our B-24's on 3 February. Lt. Paul W. Kimble led the formation.

(4) Lt. Robert L. Franklin, Jr., piloted one airplane from this Organization in an Anti-Submarine Convoy on 3 February.

(5) The Squadron Commander, Major Warren E. Scarr, led our Formation, composed of Six aircraft, against Corregidor Island on 4 February.

(6) Another Anti-Submarine Patrol for a Naval Convoy was carried out by one of our airplanes on 4 February. This airplane was piloted by Lt. Robert R. Whitehead.

(7) Sepinggan Airdrome on Borneo and Manado Town on the Celebes were attacked by Six of our aircraft on 5 February. This Formation was led by Lt. Muller.

(8) Major Scarr took Six of our aircraft over Sepinggan Airdrome on 6 February.

(9) Six of our B-24's struck Tawau Airdrome on Borneo and Manado Town on the Celebes on 7 February. Major Scarr flew in the A-1 Position.

(10) Manggar Airdrome and Sepinggan, both on Borneo, were hit by Six of our aircraft on 8 February. Major Scarr flew in A-1 Position.

(11) The First of a series of attacks against coastal defense gun on Corregidor Island was carried out on 9 February. Captain Clarence V. Lawson, Veteran of the Aleutians' Campaign, acted as Flight Leader for Six of our B-24's.

(12) On 10 February, Six of our aircraft, led by Lt. Blauvelt, struck the gun positions on Corregidor.

(13) Four of our aircraft struck Corregidor on 11 February and One ship, unable to reach the Primary Target, attacked Djailolo Village in the Northern Halmaheras. The flight was under the leadership of Lt. William G. Dodd.

(14) The gun batteries on Corregidor received another pounding on 12 February when Major Scarr led 6 ships over the oft-bombed target.

(15) On 13 February, Captain Lawson led a Six Ship Formation over gun batteries on Corregidor Island. One airplane was forced to turn back and bombed the last resort target of Beo in the Talaud Islands.

(16) Major Scarr returned to Corregidor Island for another attack on the gun batteries on 14 February. There were Six aircraft in the Formation.

(17) Lt. Edwin H. Nowak, Assistant Squadron Operations Officer, piloted One airplane on a Radar Bombing Mission over Beo in the Talaud Islands on 14 February.

(18) On 15 February, Lt. Kimble led a Six Ship Formation over Battery Way on Corregidor.

(19) Miri and Tawau Airdromes on Borneo were the recipients of an attack by Six of our B-24's on 17 February. Major Scarr directed operations from his plane in the lead ship.

(20) Six of our aircraft struck Labuan Airdrome on Borneo on 18 February. Lt. Blauvelt led the Formation over the target.

(21) Miri Airdrome on Borneo was struck by Six ships from this Squadron on 19 February. Major A.W. McIlwain, 307th Bombardment Group Operations Officer, led the Formation in the lead ship.

(22) Major Scarr returned to action on 21 February when he led Six aircraft over Sandakan Airdrome on Borneo.

(23) Tarakan runway was hit by a Formation of Six B-24's from this Organization on 22 February. Captain Lawson led the Formation.

(24) Captain Charles A. Dryer, Flight Leader, led his First Mission since promotion to Captain, over Sandakan Airdrome on 23 February. Six aircraft participated in the bombardment.

(25) One airplane, piloted by Lt. Whitehead, carried out a Radar Bombing Mission over Manado Town in the Celebes on 24 February.

(26) On 25 February, Captain Lawson led Five aircraft over Tawau Town on the Northeast coast of Borneo.

(27) Captain Leon W. Steffy, Jr., Flight Leader, led Six of our B-24's over Manggar Airdrome on 26 February.

(28) Tarakan Airdrome on Tarakan Island, Borneo, was hit by Seven of our aircraft, led by Captain John W. May, Jr., on 27 February. This was the Final Mission of the month for our Squadron.

(f) LOSSES IN ACTION - The Squadron suffered no losses or injuries to Personnel in combat during this period covered by this Report.

(g) AWARDS TO AND DECORATIONS OF MEMBERS OF THIS REPORTING UNIT - On 16 February, Major General St. Clair Street, Commanding General of the Thirteenth Air Force, presented Purple Hearts, Air Medals and Clusters thereto Twenty-nine Officers and Five Enlisted Men of this Organization. The Ceremony took place on the 307th Bombardment Group baseball diamond. List of Personnel who received Decorations is enclosed as Incl. NO. 7.

PART II

NARRATIVE ACCOUNT

Continuing to carry the fight to the enemy, our Squadron's B-24's ranged Northward to the heart of the Philippines and Westward to the Japanese backyard of Borneo. Intermediate attacks were made on the Talaud Islands, midway between Home Base at Morotai and the Philippines; and on the Halmaheras and the Celebes, Southwest of Morotai. No new targets were struck, as a fairly complete coverage of all Japanese Installations within range of our Liberators has been made since arrival at this Base Four months ago.

Our Primary Mission remains the destruction and neutralization of Japanese Airdromes and installations. Three Japanese-held Fields in Borneo were left with unserviceable runways following strikes. These runways were Tarakan, Manggar and Tawau. In addition, buildings and warehouses at Beo in the Talaud Islands, Djailolo in the Halmaheras, Corregidor Island in Manila Bay, Sepinggan on Borneo, Manado Town in the Celebes, were either destroyed or damaged.

One of the most important targets assigned to this Organization in many months was the Canacao Point Area. This region lies on the Canacao Peninsula and embraces the Cavite Naval Base (Former United States Navy Garrison) and the Pan American Airways Seaplane facilities. Located on the Southeastern shores of Manila Bay, only a short distance from the heart of Manila proper, Canacao Point was a strategic and all-import Base to the Japanese. We were assigned targets on the Point from 24 January to 3 February 1945, hitting the enemy stronghold Eight times. Thirty-eight aircraft were over the target, dropping Ninety-one and a Half tons of 100, 300, 500 and 1,000 pounds of General Purpose Demolition Bombs. Of this total, Sixty-six and One Quarter tons fell in the assigned target area.

On these raids, Four oil tanks were blown, a barracks building was destroyed, One small boat was destroyed, Two damaged, and One small tanker was set afire. The PAA Pier was also destroyed. In addition, Two large explosions were noted, and Three fires, One of which was in the middle of a group of several buildings, were started. One of the explosions was observed in the middle of the tank farm.

A remarkable series of photographs, showing Canacao Point before, during and after the raids and a bomb plot chart showing damage done, is included in this Report as Incl. No. 5

The attacks on Canacao and the excellent results obtained, rank high in this Unit's achievement. It has joined the imposing list of targets successfully attacked, such as Wake Island, Nauru, Tawara, The Northern Solomons, Truk, Rabaul, Borneo, Yap and Palau.

Second to the Canacao "incident", only in chronological sequence, was our series of attacks on the Japanese Manila Bay stronghold of Corregidor Island. Eleven times our B-24's carried out strikes against the enemy garrison, and Eleven times ruin and destruction were left in their wake. Fifty-five of our aircraft participated in these Eleven Missions, dropping One Hundred Twenty-two and One-Quarter tons of 100, 250, 300, 500 and 1,000 pounds of General Purpose Bombs and 260 pound Fragmentation Bombs. One Hundred Four and One-Quarter tons of these bombs found their way into the assigned target areas.

The Missions against Corregidor were staged between 23 January and 14 February. From 9 February to the 14th, the bombardment was carried out in conjunction with Naval shelling and low altitude bombing by medium bombers. These attacks were in support of the amphibious attacks by Ground Forces at the same time.

As usual, the bombing of these Two targets with our Three Sister Squadrons of the 307th Bombardment Group and with our Contemporary Units in the 5th Bombardment Group.

A total of Twenty-eight Missions were flown during the month. Two days were taken off from flying, but added Missions on other days, brought the total up to the average of One Mission per day. In direct contrast to the month of January, when 10 turn-backs and failure to reach assigned targets marred an otherwise excellent record, not One single airplane failed to bomb a target. 145 aircraft were dispatched on Missions and 145 returned to Base after dropping their bomb load. In addition, no aircraft were lost, nor were any Personnel injured. This is the First month since this Organization has been in combat that the debit side of the ledger remained a blank. We point to this record as an achievement of which we may well be proud. Close co-operation between Ground and Air-crew Personnel, plus a personal desire by each and every individual connected with the Organization to carry out his work in a superior manner, is the only formula for this outstanding success. True, enemy resistance has lessened at some points until it has almost reached a negative quantity; but here, too, we claim credit, for it has been our incessant pounding of these bases that has reduced the Japanese defense.

With the exception of Anti-Submarine Convoys, all of the Missions were of the High Level Bombardment Type. The Formation employed was ordinarily individual planes to the Rendezvous Point, Group Combat Box to the Turning Point, Squadrons in Trail to the target, and Combat Box after leaving the target to a spot where the Formation was out of the danger zone, and then individual Squadrons back to Base. During the latter stages of the month, bombing was by individual airplanes and gratifying results were obtained. One of the weirdest Bombing Formations ever seen in this Theatre, was staged on 15 February over Corregidor Island. The Group arrived at the I.P. and was told

to circle until the heavy traffic, already over the target, had lessened. Our aircraft went into a Traffic Circle for Thirty minutes before permission was granted by the unseen Commander of Operations to enter on the bomb run. The Squadron was bombing in Two elements and "B" Element bombed first, making Two runs. "A" Element followed and made Three runs. In addition to this orderly confusion, we were forced to go into a heading other than that which were on both sides of the target, shelling shore positions. "Stay with the 372nd and see everything" was certainly confirmed on that day.

On Two occasions, both over Borneo, Sepinggan on 8 February and Miri on 17 February, enemy fighters were encountered. In neither instance did the Jap show any inclination to fight. Over Sepinggan, Four Oscars nosed around the Formation like inquisitive puppies and haphazardly tossed a few phosphorous bombs in our general direction. Three Tojos showed up over Miri and after they had buzzed the Formation from a Thousand yards below, disappeared into the clouds.

Three Hundred Thirty-nine tons of bombs were dropped by this Squadron's aircraft during the month. Of this total, Two Hundred Sixty-one tons were Demolition General-Purpose Bombs of weights varying from 100 to 1,000 pounds. 78 tons were Fragmentation Bombs. 285½ tons of this total bomb load is reported to have landed in the assigned target areas. Targets in the Borneo Sector received the brunt of the bombs dropped during the month, 199 tons being unloaded in that area. 131 tons were dropped over the Philippines, 5 3/4 tons over the Celebes, 4½ tons on the Halmaheras, an 2 3/4 tons over the Talaud Islands. Maximum bomb loads of 8 - 1,000 pound Demolition Bombs per ship were carried on the last Four Missions over Borneo.

15,000 rounds of Caliber .50 Aircraft Machine Gun Ammunition were expended during the month for test firing and far-ranging shots on intercepting enemy aircraft.

None of our aircraft were lost, nor were any Crew Members injured in combat. However, Captain Robert W. Kimberly was killed on 17 February while piloting a P-38 type airplane on a routine flight over the Island of Morotai.

Two "Red Alerts" took place during the month. Both of these were believed to have been caused by Friendly Aircraft failing to give proper recognition signals.

Continuing the previous month's attacks on Canacao Peninsula, our Squadron struck the old Pan American Seaplane Base on 1 February. Six aircraft dropped a total of Fifteen tons of 1,000 pound Demolition Bombs on the target from an altitude of 14,000 feet. The Squadron was in a Javelin Down Formation with the Group "In Trail". 50% of the bombs fell in the assigned target area, with all bombs within 1,000 feet of the target. The PAA Pier received a direct hit. There was no anti-aircraft or fighter interception encountered.

The SEcond Mission of the month was directed against the Cavite Installations and Corregidor Island, taking place on 2 February. Cavite was assigned as the Primary Target, but smoke from previous bombing made sighting difficult. However, Two of our ships did not see the Lead Plane close the Bomb Bay Doors, and dropped on the First run. A Second run was made over Cavite, but the heading taken was too short for a satisfactory bomb run. Consequently, our Squadron

followed another Squadron in the Group over Corregidor and the remaining Four ships dropped their bomb load on that target. Each of the aircraft dropped Thirty 100 pound Demolition Bombs from an altitude of 12,000 feet over their respective targets. The Two strings toggled out over Cavite and both fell in the water, 2,500 feet Southwest of the target. Of the bombs dropped over Corregidor, 90% fell in the assigned target. 12 or 14 of the bombs tumbled and fell wide of the target. The Bomb Pattern started just North of the target and ended near the South mine wharf. No results other than bomb bursts were noted. The Squadrons were in Trail over the target, with our Squadron being No. 4 over the Primary and No. 2 over the Secondary. No interception of any type was offered by the Japanese.

Four of our aircraft dropped a total of 20 - 1,000 pound Demolition Bombs on the Canacao Point installations on 3 February. The target area was very small, measuring only 1,000 feet on each side. However, the Bombardiers had their "eye" and 17 of the 20 bombs fell in the assigned area. The remaining Three bombs fell within 300 feet of the shoreline, One scoring a direct hit on a small boat and a Second one fell between Two small boats, damaging both. One fire with black smoke rising to 8,000 feet was started in the target area. The Squadron went over the target area at 12,000 feet, bombing by Flights. Again no interception was encountered.

An Escort Mission for a Naval Convoy was flown on 3 February by One of our planes. The B-24 circled the Convoy along the East coast of Morotai Island until the ships were well underway. No sightings were made.

Dense fires were flaming in the City of Manila producing heavy smoke, which precluded the bombing of the Primary target, Canacao Point, on 4 February. As a result, the Secondary target, Corregidor Island, was attacked. Six of our aircraft dropped 5 - 1,000 pound Demolition Bombs each on the Island. 90% of the bomb hits were noted in the assigned target area. Two small explosions were observed in the center of the target. Smoke from the explosions mingled with the bomb smoke and fires were not visible. The Squadron went over the target at approximately 13,000 feet individually, broken up into Two Elements in Trail.

Another Anti-Submarine Convoy for Naval Vessels was flown 4 February. One ship circled the Convoy for 4 hours. Again no sightings were made.

Traveling to the Netherlands East Indies Island of Borneo for a strike on 5 February, 5 of our B-24's turned in an excellent Mission, dropping 18 - 260 pound Fragmentation Bombs each on the runway and dispersal area at Sepinggan Airdrome. 85% of the bombs fell in the assigned target area, the pattern covering the East end of the runway, the Hardstand North of the runway and the dispersal area 200 feet South of the strip. One string passed over 4 unidentified twin-engine aircraft parked on the Hardstand. Three of them were seen to explode and burn with heavy, black smoke. The bombing was done from an altitude of 13,000 feet, with the Squadron Javelin Down in a Group Box. We were the No. 3 Squadron over the target. Anti-aircraft was encountered for the first time during the month on this Mission. The fire over the target was of heavy caliber and came in moderate amounts and was on course and altitude, bursting around the Formation. One

B-24 reported slight damage to the fuselage.

Six ships took off from Morotai on this Mission, but One of the planes developed a runaway turbo on No. 3 engine shortly after take-off. The Artificial Horizon became inoperative about the time the ship got on course and the remaining Flight Instruments became erratic. Upon instructions from the Tower, this ship proceeded directly to Manado Town, in the Northern Celebes, bombing the storage and personnel area. 90% of the bombs dropped trained directly across a group of buildings in the North Section of the target. Bomb smoke prevented accurate observation of results.

The Sepinggan Airdrome Personnel and Supply Area was the target for Six of our Liberators on 6 February. The Squadron was No. 2 over the target with the Group "In Trail", and dropped a total of 19,680 pounds of Fragmentation Bombs and 4,500 pounds of 300 pound Demolition Bombs from an altitude of 15,000 feet. At least 80% of the bombs fell in the target area. The Pattern started at the West edge of a Group of buildings in the East end of the target. Three direct hits were scored on a large warehouse in the Northeast corner and another large building in the center of the target exploded when bracketed by our bombs. Hits and near misses were observed on Four other buildings. Light, gray smoke was seen rising 5,000 feet after the ships broke away from the target. One of the aircraft was holed by anti-aircraft, which although generally inaccurate, was moderate to intense and heavy in caliber. Most of the bursts were accurate as to altitude, but off course.

On 7 February, Three targets, the Secondary, Tawau Airdrome the tertiary, Manado Town, and the last resort, Djailolo, in the Northern Halmaheras, were struck by Six of our aircraft. The Primary Target, a convoy consisting of One aircraft carrier, and Two merchant vessels, supposedly in the vicinity of Sibuko Bay, Borneo, was not sighted and Four of our B-24's hit Tawau, One hit Manado Town, and One hit Djailolo. All Three bombings were rated "Excellent". Each ship dropped 5 - 1,000 pound Demolition Bombs on their target from altitudes ranging from 6,300 feet over Djailolo to 9,600 feet over Manado Town and 11,500 feet over Tawau. At Tawau, all bombs hit within 1,000 feet of the target, the Pattern being concentrated East of the North-South Runway and North of the East-West Runway. One string walked across the North 1/3 of the strip, scoring 4 direct hits. No other results were observed, due to bomb smoke. All Five of the bombs dropped on Manado Town struck in the Northwest corner of the target area, training across the building area. Two buildings were severely damaged. At Djailolo, the bombs walked across the river from East to West into the building area, damaging One building South of the road. Two bombs fell close to the bridge. No interception was encountered over any of the Three targets.

An Armed Shipping Search for a Japanese Aircraft Carrier in the Makassar Straits was carried out, with negative results on 8 February. Following the fruitless search, our Six aircraft split up and bombed Three different targets. Two of the ships hit the Secondary Target, Sepinggan Airdrome on Borneo; Three hit the Tertiary Target, Manggar Airdrome, also on Borneo; and One hit the target of last resort, Manado Town in the Northern Celebes.

100% of the bombs dropped on Sepinggan from an altitude of 12,500

feet, landed in the target area. Both strings of 5 - 1,000 pound Demolition Bombs trained across the runway, with 4 direct hits on the strip. The 3 ships that struck Manggar dropped 13,500 pounds of Demolition Bombs with 60% landing within 1,000 feet of the East runway. One string trained across the center of the runway at the center taxi strip, another 4 or 5 Hundred feet West of the runway, and the Third String fell short in the water. Three direct hits were scored on the strip. All 5 1,000 pound bombs dropped over the target of last resort hit in the assigned target area. No fires or explosions were noted, but greenish-yellow smoke was observed through the bomb smoke.

Four enemy fighters, believed to be Oscars, intercepted the Three plane Formation over Manggar. The 4 Oscars attacked in Trail from Eleven o'clock high out of the clouds and dropped Three Phosphorous bombs, which burst 100 feet above and 150 feet out at Nine o'clock. Our Gunners fired, but no hits were observed. This was the First fighter interception encountered during the month. Anti-aircraft fire was met over Sepinggan, with several bursts noted around One aircraft, but no damage was caused.

The gun positions 1,000 feet West of the North mine pier on Corregidor Island, P.I. was struck on 9 February. Six of our aircraft went over the Jap Island Base at an altitude of 10,000 feet, dropping 29 - 1,000 pound Demolition Bombs. The Squadron bombed individually in Two Three-Plane Elements. Six of the bombs fell within the assigned target area, which was a space 400 X 200 feet, and all of the bombs fell within 1,000 feet of the target. One building just South of the target received either a direct hit, or a near miss and was demolished. Two explosions, followed by heavy, black smoke were seen on the road loop on the Southwest edge of the target. No fighters were met and, although gun flashes were noted on Bataan, no bursts were seen near the Formation.

The Squadron returned to Corregidor on 10 February and struck Battery Smith, a coastal defense position. Six of our B-24's dropped 15 tons of 1,000 pound Demolition Bombs over the target from an altitude of 10,000 feet. One of our ships reported the bombs "Sweating" and asked permission to proceed directly to the target from the Rendezvous Point and bomb first. This permission was granted, but the bombs were not dropped until the Sixth run, because of smoke. The remaining 5 aircraft made Three runs over the target, with Two ships dropping on the Third run. The other Three ships made additional runs, due to cloud cover and smoke. 80% of the bombs fell within 1,000 feet of the assigned target area. No results other than bomb bursts were noted, due to the aforementioned smoke. No interception was encountered.

Two targets, Battery Smith on Corregidor, and Djailolo Village in the Northern Halmaheras were attacked on 11 February. Battery Smith was assigned as the Primary Target, but One of our airplanes was forced to turn back, due to a gas leak, and struck Djailolo. Four ships hit the Primary Target and dropped 15 - 250 pound Demolition Bombs each from an altitude of 10,500 feet. The results were excellent, with 75% of the bombs hitting within 1,000 feet of the assigned target. One string trained across the Battery, another trained along side the Battery 200 feet West, One struck 200 feet North and the remaining string hit 1,500 feet North of the gun position.

No results other than bomb smoke were observed.

Two runs were made over Djailolo Village by the remaining airplane. 8 - 250 pound Demolition Bombs were dropped into the East end of the Village on the First run and 7 were dropped on the West end on the Second run. All bombs hit the Village proper. Two buildings were seen to be hit and destroyed. No other results were noted. This ship went over the target at an altitude of 8,400 feet.

On 12 February, Six aircraft dropped 15 - 260 pound Fragmentation Bombs on a target encompassing Battery Smith and Battery Grubbs on Corregidor Island, P.I. The Squadron went over the target in Two Elements at 9,900 feet and 10,250 feet. "A" Element registered a concentrated pattern, which started 200 feet West of Battery Smith No. 2 and trained West Northwest across Battery Smith No. 1. The "B" Element pattern started at the intersection Northeast of Battery Smith No. 2 and trained West across the South Section of Battery Grubbs. Due to this being a Frag Mission, it was difficult to ascertain other results, as bomb smoke was exceedingly heavy. There was no anti-aircraft fire or fighter opposition offered by the Japanese.

The Squadron returned to Corregidor to attack Battery Smith and Grubbs again the following day, 13 February. Six aircraft participated in the Mission, but One ship was forced to turn back, due to No. 3 engine failure. However, this ship bombed Beo in the Talaud Islands on the return to Base. 45 - 500 pound Demolition Bombs were dropped over Corregidor, with 85% of the hits recorded in the target area. One string started 200 feet West of the center of the East end of the target and trained West. One string fell along the North portion of the target, registering a direct hit on Battery Grubbs. A Third string fell through the South side of the target, scoring a direct hit on Battery Smith No. 2. The remaining 2 strings covered the center portion of the target without visible results. The bombing was done from an altitude of 9,500 feet, with the Squadron in No. 2 Position in the Group Formation. The Squadron itself was Javelin Down and bombed by Flights.

The lone ship that bombed Beo on Three engines, dropped 9 - 500 pound Demolition Bombs from an altitude of 6,200 feet. The string started on the shore at the North end of the Target and trained across the main dock road, damaging Two large and One small building in the North end of the target.

Under the leadership of the Squadron Commander, Major Scarr, the Squadron again attacked Battery Grubbs and Battery Smith No's. 1 and 2 on 14 February. 12 tons of 260 pound Fragmentation Bombs and 2 $\frac{1}{4}$ tons of 500 pound Demolition Bombs were dropped on the target. The Mission was rated "Excellent", as 80% of the bomb hits were noted in the target area. The bomb pattern was concentrated in the North half of the target area, with Two strings walking across Battery Grubbs. One string started just East of Battery Grubbs and walked West. No results, other than bomb smoke, were observed. Six ships participated in the strike and hit from an altitude of 8,000 feet, with the Squadron Javelin Down within a Squadron-in-Trail Group Formation. There was no interception.

One of our B-24's carried out an individual Radar Bombing Mission over Beo in the Talaud Islands on 14 February. The runs were made over the target at an altitude of 12,600 feet, the airplane staying

over the target for One hour and Forty-two minutes. Two of the bomb runs were "Dry Runs", due to cloud cover, and bombs were dropped on only Eight of the runs. Two bombs fell 250 feet North of the target, Three bombs fell 400-500 feet East of the middle of the target, One bomb fell 1,300 feet Northwest of the shore end of the pier, Three bombs fell 1,500 feet West of the South end of the target, One bomb fell 500 feet North of the middle portion of the target, and One bomb fish-tailed into the water. Four other bombs were dropped, but clouds prevented observation of the hits. No damage to any installations were observed.

On 15 February, Six of our aircraft bombed Battery Way on Corregidor Island from an altitude of 9,000 feet, dropping 14 tons of 260 pound Fragmentation Bombs. 80% of the bombs dropped in or within 1,000 of the assigned target. The Squadron went over the target in Two Elements, "B" Element's bombs burst on Battery Way and its immediate vicinity, scoring Two or Three direct hits and starting Two small fires of brief duration. $2\frac{1}{2}$ strings of "A" Element's bombs struck 600-800 feet North of the Gun Battery. The remaining $\frac{1}{2}$ string hung up and fell 2,200 feet Northeast of the target. There were no visible results other than bomb bursts and the 2 small fires.

The Squadron was given a small respite from flying on 16 February but returned to action on the 17th, with attacks against Miri Airdrome and Tawau Airdrome on Borneo. Six ships went over the Primary Target, Miri, but One of our B-24's blew an intervalometer fuse and could not drop its bombs. Fighters were in the vicinity, so the ship remained in the Formation to the East coast of Borneo, where they pulled out and hit Tawau. Each of the Six ships dropped 9 500 pound Demolition Bombs and of the bombs dropped on Miri, 90% were direct hits on the runway. The Pattern was concentrated in the central portion of the strip. Due to .8 cloud coverage over Tawau, no observation of bomb hits were made on that target. The results of the bombing of Miri were most gratifying, with the attack being carried out from an altitude of 11,500 feet. Our Squadron led the Group, Squadron-in-Trail Formation. During the bomb run, Three enemy fighters, reported to be Tojos, passed under the Formation from Three o'clock to Nine o'clock. The fighters climbed to level and disappeared. Only a few bursts were fired by our Gunners, as the Tojos were out of range.

The Southeast dispersal area at Labuan Airdrome on Labuan Island off the Northeast coast of Borneo, was attacked by Six B-24's from this Organization on 18 February. 114-260 pound Fragmentation Bombs were dropped over the target from an altitude of 10,400 feet. Excellent weather conditions, plus the fact that the Bombardiers were on the "Ball", resulted in excellent bombing by the Squadron. 90-95% of the bombs fell in the assigned target area. The Pattern covered the South $\frac{2}{3}$ of the Dispersal Area. No results, other than bomb bursts, were noted. Propoganda Leaflets were dropped over Labuan Town and Labuan Airdrome.

The 200 pound Fragmentation Bomb was tried again the following day, when Six of our aircraft dropped 110 of them over the South runway and dispersal area at Miri Airdrome. This bombing was carried out at an altitude of 10,000 feet, with Squadron Javelin Down within a Group Combat Box. 85% of the bombs fell in or within 1,000 feet of

the assigned target. The pattern was concentrated in an area starting at the South edge of the South runway, 300 feet East of the center and trained Northeast, ending 100 feet East of the main North taxi strip. No results other than bomb bursts and smoke were observed, although our bombs bracketed an unidentified twin-engine airplane parked near the junction of the North taxi strip and the runway. No interception was encountered.

Taking the 20th off for a one day "break", the Squadron went back into action on the 21st with an attack against Sandakan Airdrome on Borneo. Fifty-four 500 pound Demolition Bombs were dropped on the target with 80-85% of the hits on the runway proper. The pattern covered all but the extreme ends of the strip. The attack was carried out from an altitude of 10,500 feet with Squadron "In-Trail". Our Squadron, in a Javelin Down Formation, was No. 3 over the target.

Seventy-two 500 pound Demolition Bombs were dropped on the runway at Tarakan Airdrome, Borneo by six of our B-24's on 22 February. The Mission was a complete success with 80-85% of the bomb hits along the Northeast half of the strip. The runway was pronounced unserviceable after this strike. The Squadron was Third over the target and bombed by individual planes from 11,000 feet. Psychological Warfare Leaflets were dropped over Tarakan Town.

Continuing the attacks on Borneo Airdromes, the Squadron hit Sandakan runway on 23 February with six ships carrying forty-seven 1,000 pound and one 300 pound Demolition Bombs. There was no definite pattern of bomb hits, although the strings fell very close and along side of the strip. Approximately 12 bombs fell on the runway proper. A large flash was noted just West of the center of the runway. Individual runs were made over the target, due to cloud cover.

The second radar practice bombing Mission of the month was undertaken on 24 February. One of our ships hit Manado Town in the Celebes with fifteen 100 pound Demolition Bombs. Eight runs were made over the target at 12,200 feet, dropping one, two or three bombs on each run. Approximately 85% of the bombs hit within 1,000 feet of the target. Six bombs burst 100-500 feet due south of the target, three in the water offshore, one fell 100 feet south of the bridge across the Manado River and two bursts were noted 400 feet north of the bridge. Three bomb hits were unobserved, due to cloud cover. Although the bombs fell in a building area, no results were observed. There was no interception of any type, although the airplane remained in the vicinity of the target for an hour and a half.

On 25 February, the runway at Tawau Airdrome on Borneo was struck by five of our Liberators. Each ship carried a maximum load of eight 1,000 pound Demolition Bombs and dropped them from an altitude of from 9,400 feet to 10,450 feet. 75% of the bombs hit within the assigned target area and 15 direct hits were noted on the strip. No results other than bursts and smoke were observed, although the runway was left in an unserviceable condition after the Mission. Bombing was done by individual planes with our Squadron first over the target. There was no interception over the target or any of the enemy territory.

The third runway to be rendered unserviceable was the No. 2 strip at Manggar Airdrome on Borneo. This field was hit on 26 February by six of our aircraft, which dropped forty-eight 1,000 pound Demolition Bombs over the target from an altitude of 10,500 feet. 80% of

the bombs were reported to have landed in the assigned target area. The pattern started 500 feet South and East of the North end of the strip, crossed the runway near the center taxi strip and ended 500 feet North and West of the South end. Propaganda leaflets were dropped over the target area.

The final Mission of the month was directed against the Southwest half of the runway on Tarakan Airdrome on Borneo. The bomb load carried, 28 tons of 1,000 pound Demolition Bombs, was the heaviest load ever carried by this Squadron. Seven ships participated in this Mission, and, as eight 1,000 pound Demolition Bombs is the maximum bomb load which may be carried in the present B-24, this made a record load. The results of the bombing were rated "Excellent", as an estimated 80% of the bombs fell within the target area with 20 hits on the strip itself, the Southwest two-thirds of the runway was well covered. One small fire, followed by black smoke was seen East of the Southwest end of the runway. Following the example set by other targets in the Borneo Sector during the month, no opposition was offered by the enemy. All bombing was by individual aircraft.

Target photographs and bomb plot charts are introduced as part of this Report to substantiate claims and statements made in the foregoing narrative. They are included as Incl. No. 3. Preparation of Missions as explained by use of Field Orders, copies of which are attached to this Report as Incl. No. 2. Mission Reports, written after interrogation of all crews participating in the Mission, are included as Incl. 1. Route Charts showing routes taken on each Mission are included as Incl. No. 4, along with a larger map showing the scope of operations during the month.

Photographs of station life, obtained from the 307th Bombardment Photo Lab, are made a part of this Report as Incl. No. 6. These Photographs have been taken for various reasons, such as Public Relations, the Group Year Book and various Army Air Force Agencies. The Group Lab has been exceptionally cooperative in furnishing this office with prints.

The regular monthly inspection of the Organization by the Group Air Inspector resulted in an "Excellent" rating for the Squadron. Administration, Supply, Maintenance and Operations have remained on a high level.

Two Radar Bombardment Training Missions were flown during the month. Unfortunately, poor weather conditions precluded accurate observation of results. Several runs were made over both targets, dropping a few bombs each time. Pin-point precision is required when dropping only 1 or 2 bombs; but on the other hand, a string of bombs brings the law of averages into existence, and a better percentage of hits is possible. It has been proven, however, that Radar Bombing is very feasible and when employed by an entire Squadron, dropping maximum loads, excellent results should be obtained. Other training included training for Navigators, Bombardiers, Pilots and Radio Operators. Transition flying was rather extensive during the month, and several Co-Pilots were checked out as "Restricted-Pilots".

Nine outstanding Enlisted Members of the Squadron were transferred to the United States for training with a very Heavy Bombardment type airplane. These men included the Line Chief, Air Inspector, Two Flight Chiefs, Four B-24 Crew Chiefs, and the C-47 Crew Chief.

Other men who had performed their duties in an outstanding manner for the past three years were moved up in position accordingly. It is gratifying to note that Line Maintenance has not lessened.

The anticipated move to a new station failed to materialize and higher Headquarters has advised this Organization to resume construction. New latrines have been built for both Officers and Enlisted men and several improvements have been made in the Mess Hall and general appearance of the Squadron.

An Order from Higher Headquarters to discontinue third and fourth echelon maintenance on motor vehicles has halted a continuous monthly and mileage record for no "Deadlined" vehicles that has existed since April 1943. All vehicles requiring such maintenance are now sent to the Service Group for repair. This has resulted in an acute shortage of transportation in the Squadron.

An unfortunate accident on Sunday, 16 February resulted in the hospitalization of our Mess Sergeant and Truck Mechanic. They were attempting to fill the Reefer Box in the Mess Hall with Freon, when the copper tubing leading to the Reefer Box burst. A terrific explosion followed and both men were rushed to hospital. The Mess Sergeant has been evacuated and the Mechanic returned to duty. No safety regulations were being violated and the accident was a direct result of faulty construction of the copper tubing.

NARRATIVE SUMMARY

Number of Missions - 28

Aircraft dispatched on Missions - 145

Aircraft to reach target - 145

Interception - 4 Oscars 8 February, 3 Tojos 17 February

Tons of bombs dropped - Borneo (199); Philippine Islands (131);
Halmaheras (4½); Celebes (5 3/4)

Tons on target - Borneo (171); Philippines (104½); Halmaheras (4½);
Celebes (5½)

Ammunition expended - 15,000 rounds of Caliber .50 Aircraft ammunition

Enemy aircraft destroyed - 3 unidentified twin-engine on ground

Enemy shipping destroyed - 1 small boat

Enemy shipping damaged - 2 small boats

Installations destroyed - 2 warehouses, 2 buildings

Installations damaged - 1 pier, 7 buildings, Tarakan Runway, Tawau
Runway and Manggar Runway

Own Losses - 0

(h) This Report prepared by 1st Sergeant Charles
T. Scott, Jr., of this Organization.

Wilferd V. Gill
1st Lt. Air Corps
Historical Officer

Warren E. Scarr
Major Air Corps
Commanding

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372nd BOMBARDMENT SQDN. (Hv) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
1 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-440

- A. MISSION NO. : 307-440 1 February 1945, Six of Six scheduled B-24's bombed the Primary Target.
- B. TARGET : Six aircraft bombed Primary Target, The Pan American Seaplane Base on Canacao Point, Luzon Island, P.I.
- C. TIME OF ATTACK AND ALTITUDE : Five aircraft bombed at 1208 - 1209/I from 13,600' - 14,000' True. One plane bombed at 1233/I from 14,000' True.
- D. RESULTS OF BOMBING : Excellent- 50% of our bombs fell in the assigned target area. All bombs dropped within 1,000' of assigned target. Pattern covered South portion of target with 8-10 bombs in the water. Pan American Pier received one direct hit. Enemy losses - 1 pier damaged. Friendly losses - Nil.
- E. INTERCEPTION : Nil
- F. BRIEF DETAILS OF COMBAT : Nil
- G. A/A ENCOUNTERED : Nil
- H. PHOTOS : A/C #700, 567, 862 - took photos over target.
- I. ROUTE & SIGHTINGS : Route - By individual planes to Olutanga Point to Ambulong Island where the Group Box was formed and flown to Cape Santiago. Squadrons-in-Trail to I.P. to Target. Returned direct to base.
SIGHTINGS:
1. One Fox Able in Bacoor Bay
2. Six fires with black and white smoke to 6,000' over Cavite, results of bombing by another Group
3. Four SSF taking off from Bacolod A/D on Negros Island, P.I. from 10,000' at 1400/I
- J. WEATHER : BASE TO TARGET .2 - .6 Cumulus, Tops 3-6000', .2-.4 Alto Stratus, Base 12,000', Visibility 12 miles.
OVER TARGET .3 Cumulus, tops 5,000', .2 Alto Stratus, Base 16,000', Visibility CAVU; Winds 135°, 14 knots.
TARGET TO BASE .1-.8 Cumulus and Strato Cumulus 6-12,000' tops; .1 to .8 Alto Stratus, Base 14-17,000'.
- K. GENERAL REMARKS : 1. No fighter cover was scheduled.
2. Due to bombsight malfunction A/C #567 Lt. Apple, Pilot, was unable to release bombs on the first run when the rest of the Squadron dropped and made two runs solo.
3. #3 Squadron, Squadrons-in-Trail.

L. BOMBS DROPPED : Five aircraft each dropped 5X1000# of bombs and one aircraft dropped 4X1000# and 1X500# B.P. Bomb. .1 Nose and .025 Tail Fusings over the primary target. A/C 567 bombed the primary target solo. Ammunition expended for test fire only.

M. BOMBING DATA : FORMATION - #3 Squadron, Squadrons-in-Trail.

BOMB RUN - Five planes 20-24° - One plane 06°

BOMB TRAINS - 400'

SIGHTING - Lead Bombardier sighted for range and deflection. Four aircraft for range only. One A/C sighted for range and deflection.

AFCE - Used by lead Bombardier only.

AIMING POINT- For range and deflection on the bridge across the river West of the Pan-AM Seaplane Base. A/C 567 for range and deflection on the bend in main road in center of target and opposite the causeway to Cavite.

TARGET - Target area, 500' X 1200' Pan-AM Seaplane Base Luzon Island, P.I.

Clark R. Nesbitt
Capt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
1 February 1945

NARRATIVE COMBAT REPORT OF MISSION 307-440

LOADING LIST

AP-1838 - A-1

Lt. Blauvelt
Lt. Scott
Lt. Newby
Lt. Smitherman
T/Sgt. Smith
S/Sgt. Brown
T/Sgt. Epp
S/Sgt. Posner
S/Sgt. Hanson
S/Sgt. Buckholz
S/Sgt. McClellan

AP-1133 - A-2

Lt. Toon
Lt. Cummings
Lt. Williams
Lt. Buckman
T/Sgt. Houchin
S/Sgt. Cletfelter
S/Sgt. Keenan
S/Sgt. Carson
S/Sgt. Collins
S/Sgt. Luy

AP-0567 - A-3

Lt. Apple
Lt. Bolt
F/O. Martinez
F/O. Holt
S/Sgt. Schuyler
S/Sgt. Etheredge
S/Sgt. Quigley
S/Sgt. Gladesperger
S/Sgt. McDaniel
S/Sgt. Berry
S/Sgt. Davis

AP-0941 - B-1

Lt. Bailey
Lt. Lewis
F/O. Zimmerman
F/O. Buckalew
S/Sgt. Nealon
S/Sgt. Throop
S/Sgt. Larson
S/Sgt. Paulin
S/Sgt. Dellesso
S/Sgt. Smith J.W.

AP-1700 - B-2

Lt. Crain
Lt. Freedman
F/O. Laverty
F/O. Goundry
S/Sgt. Kresyman
Sgt. Majauckas
S/Sgt. Robinson
Sgt. Fitch
Cpl. Veneski
Cpl. Astin
T/Sgt. Jerrett

AP-0862 - B-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Pvt. Walker
Cpl. Ward
Pvt. Sheldon
Cpl. Sloan
Cpl. Goff
T/Sgt. Pressey
Cpl. Buckovatz

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372nd BOMBARDMENT SQDN. (Hv) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
4 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-443A

- A. MISSION NO. : 307-443A, 4 February 1945, 372nd B.S. (H). Six of Six scheduled B-24's hit the Secondary target.
- B. TARGET : PRIMARY TARGET: Canacao Installations, Luzon, P.I. Not bombed because smoke obscured target.
SECONDARY TARGET: Corregidor.
- C. TIME OF ATTACK AND ALTITUDE : 1302-1304/I - 12,700' - 13,300' True
- D. RESULTS OF BOMBING : Excellent: 80% of our bombs dropped within the assigned target area; One plane salvoed 200' off shore West of target. The pattern covered center of target. Two small explosions were noted in center of target, smoke mingled with bomb smoke and no fires were visible.
ENEMY LOSSES - Nil
FRIENDLY LOSSES - Nil
- E. INTERCEPTION : Nil
- F. BRIEF DETAILS OF COMBAT : Nil
- G. ANTI-AIRCRAFT ENCOUNTERED : Nil
- H. PHOTOS : A/C #601, 354, 535 took photos over the secondary target.
- I. ROUTE AND SIGHTINGS : ROUTE - Individual planes from Base to Oluntanga Point to Magaran Point where the Squadron was formed and flown to the turning point where it separated into two Elements-in-Trail and proceeded to Primary Target. Three runs were made on the Primary, and one run on the Secondary, and aircraft returned direct to base.
SIGHTINGS:
1. Possible life raft at 1056/I, 10,000', 8°55' 5 - 122°46'E. Color undetermined. Three unidentified small vessels were converging on it so it was not investigated.
2. Large fire in West center of target.
3. Another fire with smoke to 500-1000' was burning in the SE Section of the island.
4. 12-15 barges along shore of Dinahican Point, East coast of Luzon Island, P.I.

5. Several large fires were observed in Manila City with black smoke rising to 5,000-8,000'. It was the smoke from these fires that obscured the Primary Target.

6. Las Pimas A/D appeared to be unserviceable - No aircraft were sighted.

- J. WEATHER : BASE TO TARGET .3-.4 Cumulus tops 6-7000', .5-.6 Alto Stratus tops 12-14,000'.
OVER PRIMARY .7-.8 Smoke & Stratus, tops 8,000' .3 Alto Stratus Base 15,000'
OVER SECONDARY .3 Stratus tops 8,000', .3 Alto Stratus, Base 15,000'
TARGET TO BASE .5 Cumulus, tops 5,000', with scattered Cumulus built up. .4-.5 Alto Stratus, Base 12-14,000'. A moderate frontal area was encountered along the West coast of Mindanao.
- K. GENERAL REMARKS : 1. No fighter cover was scheduled.
2. No. 1 Squadron over target
3. 3 runs were made on the Primary, two on Briefed Heading, one on Reciprocal, but a smoke layer hanging over target obscured it and prevented bombing. Only one run was made on Secondary.
- L. BOMBS DROPPED : 1. Six planes dropped 5X1000# of bombs fused .1 Nose, .025 Tail.
2. Ammunition expended, 3000 rounds of .50 Caliber for testing and practice firing.
- M. BOMBING DATA : FORMATION: Individual Squadrons, Two Elements-in-Trail #1 Squadron.
BOMB RUN: 283-290° MAG.
BOMB TRAINS: 800'
SIGHTING: Lead Bombardier of each Element sighted for range and deflection. All others, range only.
AFCE: Used by Lead Bombardier, each Element.
AIMING POINT: Lead Bombardier of "A" Element sighted for deflection slightly to right of cleared area atop the hill in the East end of target. Range just short of cleared area. Lead Bombardier of "B" Element sighted for deflection 280' Left of cleared area.
TARGET: An area 1500'X800' West of waterworks on north central portion of Corregidor Island, P.I.

Clark R. Nesbitt
Capt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO #719

4 February 1945

NARRATIVE COMBAT REPORT OF MISSION 307-443A

LOADING LIST

AP-700 - A-1

Maj. Scarr
Lt. Toon
Lt. Newby
Lt. Aldridge
T/Sgt. Neuchin
S/Sgt. Vogel
T/Sgt. Ottinger
S/Sgt. Carson
S/Sgt. Luy
S/Sgt. Collins
S/Sgt. Weider

AP-601 - A-2

Lt. Blauvelt
Lt. Scott
Lt. Gudger
Lt. Smitherman
T/Sgt. Smith
S/Sgt. Brown
T/Sgt. Epp
S/Sgt. Posner
S/Sgt. Hanson
S/Sgt. Buckholz
S/Sgt. Davis

AP-179 - A-3

Lt. Bailey
Lt. Lewis
F/O. Zimmerman
F/O. Buckalew
S/Sgt. Nealon
S/Sgt. Throop
S/Sgt. Larson
S/Sgt. Paulin
S/Sgt. Dellesso
S/Sgt. Smith

AP-354 - B-1

Lt. Lord
F/O. Nichols
Lt. Wagner
Lt. Wright
T/Sgt. Butler
S/Sgt. Gabrielle
T/Sgt. Rumstetter
S/Sgt. Borowick
S/Sgt. Hoenlein
S/Sgt. Clark
T/Sgt. Jerrett

AP-062 - B-2

Lt. Crain
Lt. Freedman
F/O. Laverty
F/O. Goundry
S/Sgt. Kerryman
Sgt. Majauckas
S/Sgt. Robinson
Sgt. Fitch
Cpl. Veneski
Cpl. Astin

AP-535 - B-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Pvt. Walker
Cpl. Ward
Pvt. Sheldon
Cpl. Sloan
T/Sgt. Pressey
Cpl. Goff
Pfc. Oliveria

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372nd BOMBARDMENT SQDN. (Hv) AAF

OFFICE OF INTELLIGENCE OFFICER

APO #719
6 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-445

- A. MISSION NO. : 307-445 6 February, 1945 372nd Bomb Sqdn. (H) 6 of 6 scheduled B-24's bombed the Primary Target with Elements of the 370th Bomb Sqdn. (H)
- B. TARGET : Primary Target - Sepinggan Personnel and Supply area bombed by 6 A/C.
- C. TIME OF ATTACK AND ALTITUDE : 1256 to 1257/I - 14,700 to 15,080' True
- D. RESULTS : Excellent: At least 90% of our Squadron's bombs fell into the target area. The pattern started at the West end of the group of buildings at the East end of the target. Three direct hits were scored on one large warehouse on the Northeast corner of the target, and another large building in the center of the target exploded when covered by our bomb pattern. Light gray smoke from these buildings was seen at 5000' 15 minutes after breakaway. Hits or near misses were scored on at least 4 other buildings.
- FRIENDLY LOSSES - A/C 749 was holed by flak.
- ENEMY LOSSES - At least 2 warehouses destroyed and 4 others damaged.
- E. INTERCEPTION : Nil
- F. DETAILS OF COMBAT : Nil
- G. A/A FIRE : Moderate to intense heavy A/A was generally inaccurate. The fire was inaccurate as to altitude but off course slightly to the right. One A/C was holed.
- H. PHOTOS : A/C 370, 941 and 544 took photos over target.
- I. ROUTE AND SIGHTINGS : Individual planes flew to Batoedaka Island, Group Box was flown to T.P. at (01°19'S) - (117°35'E) from this point we flew Sqdn.-in-Trail to target. Return was direct to base.

SIGHTINGS:

1. 1050I at 10,500' one small boat was seen to right of course at (00°36S - 122°28'E). The wake of this vessel was short but distinct.
2. 1 large Fox Uncle, 2 medium Fox Uncles and 4 small boats were seen in the harbor of Balikpapan.

3. 1355I from 12,600' three white flares were seen at (00°-40'S - 119°22'E) Pilot called Sqdn. leader. Message was intercepted by Group Leader, who ordered all A/C to be on lookout for source of flares.

- J. WEATHER : BASE TO TARGET: .6 to .8 Cumulus tops 6,000' to 8,000' - Alto Stratus .5 to .8 base 10,000'. Visibility 10-15 miles.
TARGET: CAVU .3 to .5 high Stratus and Cirrus at 18,000'. Visibility unrestricted.
TARGET TO BASE: .2 Cumulus tops 3,000'. .9 Cumulus Tops 11,000' over land. Visibility CAVU.
- K. REMARKS : Our Sqdn. was second in-Trail over target, but flew in 4th position in Group Box. Fighter cover was scheduled for this MISSION, but did not fly over our Formation.
- L. BOMBS DROPPED : 6 A/C each dropped 15 X 250# G.P. Bombs with instant fusions over the target. 50 Caliber ammo used for test firing only.

Lex Souter
Capt. Air Corp
Intelligence Officer

372 BOMBARDMENT SQUADRON (H) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
6 February 1945NARRATIVE COMBAT REPORT OF MISSION 307-445LOADING LISTAP-1838 - A-1Maj. Scarr
Capt. Lawson
Lt. Trost
Lt. Meacham
T/Sgt. Wilbur
S/Sgt. Van Anda
T/Sgt. Buckmann
S/Sgt. Costas
S/Sgt. Hagendorff
S/Sgt. Ghering
T/Sgt. YatesAP-1370 - A-2Lt. Kimble
Lt. Courteis
Lt. Melnick
Lt. Pfirman
Pfc. Foster
Pvt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Rennaker
T/Sgt. EwingAP-1749 - A-3Lt. Crain
Lt. Johnson
F/O. Laverty
Lt. Evans
S/Sgt. Kresyman
Sgt. Majauckas
S/Sgt. Robinson
Sgt. Fitch
Cpl. Veneski
Cpl. AstinAP-0941 - B-1Lt. Whitehead
Lt. Staley
Lt. Wagner
Lt. Herbst
S/Sgt. Pilette
S/Sgt. Richmond
S/Sgt. Trivelpiece
S/Sgt. Schley
S/Sgt. Hare
S/Sgt. Wiencek
T/Sgt. PowersAP-0535 - B-2Lt. Rathjen
Lt. Reed
Lt. Metzger
F/O. Dove
S/Sgt. Meinertzhagen
Cpl. Clark
Cpl. Inman
Cpl. Watman
Cpl. Kalina
Cpl. WadsworthAP-1544 - B-3Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Pvt. Walker
Cpl. Ward
Pvt. Sheldon
Cpl. Sloan
T/Sgt. Pressey
Cpl. Goff
Cpl. Connelly

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372nd BOMBARDMENT SQDN. (Hv) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO #719

9 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-448

- A. MISSION NO. : 307-448 9 February 1945, 372nd Bomb Sqdn. (H) 6 of 6 B-24's bombed the Primary Target in Elements of Three.
- B. TARGET : Primary Target. Gun positions 1000' West of North Nine Pier was bombed by 6 aircraft, Corregidor Island, P.I.
- C. ATTACK TIME AND ALTITUDE : 1236I to 1304I - 10,600' to 10,800' True
- C. RESULTS : Excellent. All bombs were within 1000' of the target, 6 bombs fell within the assigned 200'X 400' area. One string fell in water 400' Northwest of the target. 3 strings trained on a 286° Mag heading just Southwest of the target. 1 building in the row South of the target suffered either a direct hit or a near miss. 2 explosions accompanied by heavy black smoke were seen on the road loop on the Southwest edge of the target. This smoke rose to only 300' due to a strong wind.
- ENEMY LOSSES - 1 building damaged.
- FRIENDLY LOSSES _ Nil
- E. INTERCEPTION : Nil
- F. COMBAT TACTICS : Nil
- G. A/A FIRE : Gun flashes from 4 positions were seen on Bataan. No A/A bursts were seen.
- H. PHOTOS : A/C 749 and 862 took photos on run.
- I. ROUTE AND SIGHTINGS : Individual planes from base to Tuna Point to Saldan Point. The Rendezvous at Semirara Island where "A" and "B" Elements formed and flew in 3 plane Elements to target. The "B" Element reached the target first and bombed on the first run. "A" Element was second over the target and due to haze and clouds to the South and East of the target were unable to bomb on their first two runs, which were made on Briefed Heading. "A" Element then circled over Bataan and attacked the target 90° to the Briefed Heading. Return to base was direct.

SIGHTINGS:

1 SAF was seen near edge of woods Southwest of the West end of runway on Corregidor. It did not appear operational.

- J. WEATHER : BASE TO TARGET: Strato Cumulus .3 to .5 5000' to 6000'. Alto Stratus .6 to 10/10, 12,000'. Cirrus .2 to .4 16,000'. Visibility unrestricted. Passes thru 2 fronts, 1st near Talaud Island and 2nd West of Panay.
- TARGET, PRIMARY - Stratus .4 - 4000'-Winds 360° - 15 knots. Unrestricted visibility, 15 miles. Haze lay South and East of target.
- TARGET TO BASE - Strato Cumulus .3 to .5 6000' Alto Stratus .6 to 10/10, 12,000'. Visibility unrestricted. Winds 360° at 15 knots 135° at 10 knots. Same 2 fronts on way back.
- K. REMARKS : Weather over Rendezvous made Squadron assembly impossible. "A" and "B" Elements assembled separately and attacked in plane Elements. "B" Element attacked first and dropped on the first run. "A" Element was second over target and made first two runs on Briefed Heading. Clouds and haze made sighting extremely difficult. However, one aircraft in "A" Element did not see the leader close his bomb bay doors in time to hold his bombs, so he dropped in the water just short of the target on the 1st run. Weather spoiled the second run on Briefed Heading and the Element made a successful third run with 2 A/C attacking the target 90° to Briefed Heading. Fighter cover was not scheduled for this Mission.
- L. BOMBS DROPPED : 5 A/C each dropped 5X1000 pounds of bombs with Inst. fusing over the primary target. 1 A/C dropped 4X1000 pound and 1X500 G.P. bombs Inst. fusing over the Primary Target. .50 Caliber ammunition was used in test firing only.
- M. BOMBING DATA : 1. FORMATION: Individual Squadron bombed in two 3 plane Elements.
2. BOMB RUN: Mag Heading of "A" Element 1st and 2nd run 260° to 265°. 3rd run 162°. Mag Heading of "B" Element 282° to 290°.
3. BOMB TRAINS: 400'
4. SIGHTING: Flight leaders killed for both range and deflection while wing planes killed for rate only.
5. AFCE: Was used by Flight Leaders.
6. AIMING POINT: Lead Bombardier of "A" Element killed for rate and deflection on road loop and A/A Revetment in center of the target area. Lead Bombardier of "A" Element killed for range 200' West of the base of "L" shaped pier and for deflection on tip of same pier.
7. TARGET: Was A/A positions in a 200x400' aread that began 600' Southwest of the tip of "L" shaped pier on North Shore of Corregidor Island, P.I.

372 BOMBARDMENT SQUADRON (H) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
9 February 1945NARRATIVE COMBAT REPORT OF MISSION 307-448LOADING LISTAP-838 - A-1

Capt. Lawson
Maj. Casper
Lt. Trost
Lt. Meacham
S/Sgt. Wilbur
S/Sgt. Van Anda
S/Sgt. Buckman
S/Sgt. Costas
S/Sgt. Hagendorff
S/Sgt. Ghering
Capt. Souter

AP-749 - A-2

Lt. Bloomer
Lt. Harmon
Lt. Cohen
Lt. Dickinson
T/Sgt. Harris
S/Sgt. Wikel
T/Sgt. Backman
S/Sgt. Crowe
S/Sgt. Wilson
T/Sgt. Wintringham

AP-370 - A-3

Lt. Whitehead
Lt. Staley
Lt. Wagner
Lt. Waldo
S/Sgt. Pilette
S/Sgt. Richmond
S/Sgt. Trivelpiece
S/Sgt. Schley
S/Sgt. Hare
S/Sgt. Wienczek

AP-941 - B-1

Lt. Crain
Lt. Nowak
F/O. Laverty
F/O. Goundry
S/Sgt. Kresyman
Sgt. Majauckas
S/Sgt. Robinson
Sgt. Fitch
Cpl. Veneski
Cpl. Astin
T/Sgt. McCaughey

AP-862 - B-2

Lt. Rathjen
Lt. Wood
Lt. Metzger
F/O. Dove
S/Sgt. Meinertzhagen
Cpl. Clark
Cpl. Inman
Cpl. Watman
Cpl. Kalina
Cpl. Wadsworth
Sgt. Hiltner

AP-535 - B-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Pvt. Walker
Cpl. Ward
Pvt. Sheldon
Cpl. Sloan
Cpl. Goff
T/Sgt. Pressey
Cpl. Connelly

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372 BOMBARDMENT SQDN. (Hv) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
12 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-451

- A. MISSION NO : 307-451, 12 February 1945, 372nd Bombardment Sqdn.(H).
6 of 6 scheduled B-24's bombed the Primary Target together with Elements of the 370th, 371st and 424th Bombardment Sqdns. (H).
- B. TARGET : Primary - Battery Smith #1 and #2 and Battery Grubbs (C/D Guns) Corregidor Island, P.I.
- C. ATTACK TIME : 1201/I
AND ALTITUDE : 9,900' to 10,250' True
- D. RESULTS : Excellent. 89% of our Squadron's bombs in or within 1,000' of the assigned target. "A" Element had a concentrated Pattern, which started 200' West of Battery Smith #2 and trained West Northwest across Battery Smith #1. "B" Element's Pattern started at the triangular road intersection Northeast of Battery Smith #2 and trained West across the South end of Battery Grubbs. No results, other than bomb smoke, were observed.
- ENEMY LOSSES - None observed
FRIENDLY LOSSES - Nil
- E. INTERCEPTION : Nil
- F. COMBAT TACTICS : Nil
- G. A/A FIRE : Nil
- H. PHOTOS : A/C #749, 838 and 862 took photos over the target.
- I. ROUTE AND SIGHTINGS : Route - By individual planes to Olutanga Point to Magaran Point where Squadron assembled and proceeded to AYA to I.P. (14°19'N - 120°46'E) and to target. Return route was reciprocal of route out.
- SIGHTINGS:
At 1220/I from 10,000', 6 barges were sighted in Balayan Bay off Anilao.
- J. WEATHER : BASE TO TARGET - .6 - .8 Cumulus and Strato Cumulus 6,000 - 14,000', .2 to .7 Alto Stratus Base 15,000'. Visibility unrestricted.
- TARGET - Clear .2 Cumulus, tops 4,000' in general area, .9 Strato Cumulus, Base 14,000'.
- TARGET TO BASE - .5 to .8 Cumulus and Strato Cumulus tops 8,000 to 14,000', .2 to .9 Alto Stratus, Base 15,000'. Mild frontal conditions between base and Talaud Island.
- K. REMARKS : 1. No fighter cover was scheduled.
2. First Squadron over target and all bombs dropped on first run.

3. The "A" Element was 20° off the Briefed MAG Heading of attack because cloud coverage necessitated a turn short of the I.P.

L. BOMBS DROPPED : 6 aircraft each dropped 15x260 Frag Bombs, fused instantaneous. Ammunition expended for test fire only.

M. BOMBING DATA : 1. FORMATION: Individual Squadrons, #1 Squadron Javelin Down.

2. BOMB RUN: "A" Element - 288° MAG.

"B" Element 274° MAG.

3. BOMB TRAIN: 1400'.

4. SIGHTING: Lead Bombardiers of "A" and "B" Elements each sighted for range and deflection and used AFCE. All others sighted for rate only and did not use AFCE.

5. AIMING POINTS: "A" Element - Range and Deflection on Battery Smith NO. 2. "B" Element --Range, triangular road intersection East of the Target. Deflection, Battery Grubbs.

6. TARGET: Area 1000'x1500' embracing Battery Smith #1 and #2 and Battery Grubbs, Corregidor Island, P.I.

Wilfred V. Gill
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
12 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-451

LOADING LIST

AP-700 - A-1

Maj Scarr
Lt. Kimble
Lt. Qualle
Lt. Pfirman
Pfc. Foster
Pvt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Rennaker
S/Sgt. Posner
S/Sgt. Bredensteiner

AP-838 - A-2

Lt. Muller
Lt. Kenyon
Lt. Elden
Lt. Klein
T/Sgt. Hauten
S/Sgt. Bernemann
T/Sgt. Van Geem
T/Sgt. Kendall
S/Sgt. Biosell
S/Sgt. Hicks
Sgt. Young

AP-941 - A-3

Lt. Whitehead
Lt. Staley
Lt. Wagner
Lt. Herbet
S/Sgt. Pilette
S/Sgt. Richmond
S/Sgt. Trivelpiece
S/Sgt. Schley
S/Sgt. Hare
S/Sgt. Wiencek
T/sgt. Lightle

AP-749 - B-1

Lt. Bloomer
Lt. Harmon
Lt. Cohen
Lt. Dickinson
T/Sgt. Tinney
S/Sgt. Smelcer
T/Sgt. Bachman
S/Sgt. Crowe
S/Sgt. Wilson
S/Sgt. Boddicker
Cpl. Waskowsky

AP-954 - B-2

Lt. Rathjen
Lt. Wood
Lt. Metzger
F/O. Dove
S/Sgt. Meinertzhagen
Cpl. Clark
Cpl. Inman
Cpl. Watman
Cpl. Kalina
Cpl. Wadsworth

AP -862 - B-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Pvt. Walker
Cpl. Ward
Pvt. Sheldon
Cpl. Sloan
Cpl. Goff
T/Sgt. Pressey
S/Sgt. Hiltner

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372nd BOMBARDMENT SQDN. (H) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
14 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-453A

- A. MISSION : 307-453A, 14 February 1945, 372nd Bombardment Sqdn.(H).
6 of 6 scheduled B-24's bombed the Primary Target,
together with Elements of the 370th, 371st and 424th
Bombardment Sqdns. (H).
- B. TARGET : Primary Target - Grubbs Battery and Smith Batteries
#1 and #2, Corregidor Island, P.I., Bombed by 6 B-24's.
- C. ATTACK TIME : 1213/I and 1214/I
AND ALTITUDE : 7,900' to 8,200' True
- D. RESULTS : Excellent. 80% of our bombs dropped in the target
area. Bomb Pattern was concentrated in the North
half of the target area with 2 strings walking across
Grubb Battery. One String started just East of
Grubbs Battery and walked West out of target area.
One bomb hung up and was salvoed in the water just off
shore West of the target area. No results other than
bomb smoke were observed.
- ENEMY LOSSES - Nil
FRIENDLY LOSSES - Nil
- E. INTERCEPTION : Nil
- F. COMBAT TACTICS : Nil
- G. A/A FIRE : Nil
- H. PHOTOS : A/C #749 and #838 took Photos over target.
- I. ROUTE AND : By individual planes from Base to Olutanga Point to
SIGHTINGS : Bibay Island to Turning Point of AYA to I.P. (14°23'N-
120°42'E) to target. Return route was direct.
- SIGHTINGS: Nil
- J. WEATHER : BASE TO TARGET - .3 to .4 Cumulus - tops 3,000' to
5,000' .5 to .7 Stratus, tops 8,000'.
OVER TARGET - .3 to .4 Cumulus, tops 3,000 to 4,000'
.3 Stratus 5,000'. Visibility unlimited. Winds 90°
at 14 knots.
TARGET TO BASE- .3 to .4 Cumulus, tops 3,000 to 5,000'
.3 to .5 Stratus, tops 8,000', .2 Cirrus, tops
20,000'. Weak frontal area South of Talaud Island.
- K. REMARKS : 1. #4 Squadron over the target. All bombs dropped on
first run.
2. No fighter cover was scheduled for this Mission.
3. One bomb from A-1 Ship hung up and was salvoed in
water West of target.

- L. BOMBS_DROPPED : Four A/C each dropped 19x260 pound Frag Bombs. One A/C dropped 17x260 pound Frag Bombs. One A/C dropped 9x500 pound G.P. Bombs. All fusings, Nose and Tail were instantaeous. .50 Caliber Ammunition expended for test firing only.
- M. BOMBING DATA : FORMATION: Individual Squadrons-in-Trail, Javelin Down.
BOMB RUN: 258°-263° MAG.
BOMB TRAINS: Five Planes - 990'.
One Plane - 650'.
SIGHTING: Lead Bombardier of "A" and "B" Elements sighted for range and deflection and used AFCE. All others sighted for range only and did not use AFCE.
AIMING POINT: "A" Element. Range just short of road intersection East of Target. "B" Element range - half way between road intersection East of target and Smith Battery #2. Both Elements sighted for deflection on Grubbs Battery.
TARGET: An area 1100x1400' encompassing Smith Batteries #1 and #2 and Grubbs Battery.

Clark R. Nesbitt
Captain Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
14 February 1945NARRATIVE COMBAT REPORT OF MISSION #307-453ALOADING LISTAP-1700 - A-1Maj. Scarr
Lt. Blauvelt
Lt. Kristie
Lt. Smitherman
T/Sgt. Smith
S/Sgt. Brown
T/Sgt. Epp
S/Sgt. Posner
S/Sgt. Buckholz
S/Sgt. RennakerAP-1838 - A-2Lt. Nickerson
Lt. Cummings
Lt. Morrison
Lt. Fay
T/Sgt. Cochran
S/Sgt. Farmer
T/Sgt. Bradford
S/Sgt. Helder
S/Sgt. Rain
S/Sgt. Lewis
Cpl. BuckovatzAP-1370 - A-3Lt. Toon
Lt. Scott
Lt. Burns
Lt. Buchsa
T/Sgt. Houchin
T/Sgt. Haulton
T/Sgt. Ohinger
S/Sgt. Carson
T/Sgt. Babina
S/Sgt. Luy
Pvt. WintersAP-1749 - B-1Lt. Dodd
Lt. Faist
Lt. Hart
Lt. Eggers
T/Sgt. Correll
S/Sgt. Brower
T/Sgt. Kramer
T/Sgt. Walters
S/Sgt. Sheldon
S/Sgt. Fink
T/Sgt. PowersAP-1175 - B-2Lt. Apple
Lt. Bolt
F/O. Martinez
F/O. Holt
S/Sgt. Schuyler
S/Sgt. Etheredge
S/Sgt. Quigley
S/Sgt. Gindlesperger
S/Sgt. McDaniel
S/Sgt. Berry
S/Sgt. KegleyAP-862 - B-3Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Amtower
Pvt. Walker
Cpl. Ward
Pvt. Sheldon
Cpl. Sloan
Cpl. Goff
T/Sgt. Pressey

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372nd BOMBARDMENT SQDN. (H) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
19 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-458

- A. MISSION NO. : 307-458, 19 February 1945, 372nd Bombardment Squadron (H). 6 of 6 scheduled B-24's bombed their Primary target together with Elements of the 370th and 371st Bombardment Squadrons (H).
- B. TARGET : South runway and dispersal area, Miri A/D, Borneo, N.E.I.
- C. ATTACK TIME AND ALTITUDE : 1228/I to 1229/I
9,900' to 10,600' True
- D. RESULTS : Excellent. 80% of our Squadron's bombs fell in or within 1,000' of the assigned target in a concentrated pattern which started at the South edge of the South runway, 300' East of the center, and trained Northwest, ending 100' East of the main North taxi strip, near the East end of the runway. No results other than bomb bursts were observed although our bombs bracketed a W/1, T/E Aircraft parked near the junction of the North taxi strip and the runway.
- FRIENDLY LOSSES - Nil
ENEMY LOSSES - Nil
- E. INTERCEPTION : Nil
- F. COMBAT TACTICS : Nil
- G. A/A FIRE : Nil
- H. PHOTOS : A/C #175 and 941 took photos of the bombing by our own Squadron at 1229/I.
C/C #535 took photos of the bombing by the 370th Squadron Element which included 2 of our planes at 1228/I.
- I. ROUTE AND SIGHTINGS : ROUTE - By individual planes from base to Bun-Bun Island to Silama Island where a Group Box was formed and proceeded to T/P (06°05'N - 115°00'E) to (04°30'N - 113°30'E) to I/P to target. Return route was direct to base.

SIGHTINGS:

1. At 1210/I between Brunei Bay and Miri one Jap plane was sighted several miles North of the Formation, heading toward Labuan Island.
2. At 1240/I, 30 miles West of Miri another plane, possibly an Oscar, was sighted at 9 o'clock high about 2500 yards away. It stayed in the vicinity for 10 minutes, but did not attack.

- J. WEATHER : BASE TO TARGET - $\frac{1}{2}$ to .4 Cumulus at 4000' occasional buildups to 8000', .3 to .7 Alto Stratus at 13,000', TARGET - .7 Cumulus at 3000' over land, water area and coastline open, 10/10 Alto Stratus at 14,000', and 10/10 overcast and 10/10 undercast, Weak Front running Southwest and Northeast 70 miles West of Sanghe.
- K. REMARKS : 1. Two of our planes flew A-3 and B-1, as scheduled with the 370th B.S., which was #3 Squadron in the Group Box. The remaining 4 planes flew as #4 Squadron.
2. No fighter cover was scheduled.
3. Psychological Warfare Leaflets were dropped over Miri Town and A/D.
- L. BOMBS DROPPED : 4 A/C each dropped 19x260# Frag Bombs.
2 A/C each dropped 17x260E Frag Bombs.
All bombs were fused instantaneous, ammo expended for test fire only.
- M. BOMBING DATA : 1. Formation-Group Box, #4 Sqdn. Javelin Down, 2 planes flew in #3 Sqdn. in A-3; B-1.
2. Bomb Run - 93° MAG.
3. Bomb Train - 980'
4. Sighting - Only lead Bombardier sighted for R and D and used AFCE.
5. Aiming Point - Course - Across T/E Plane parked at the West edge of the Northeast taxi strip, 100' North of the runway.
6. Target - An area 1600'x500' around the East half of the South runway Miri A/D, Borneo, N.E.I.

Wilfred V. Gill
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO#719
19 February 1945NARRATIVE COMBAT REPORT MISSION #307-458LOADING LISTAP-700 - A-1Capt. McIlwain
Lt. Harris
Lt. Melnick
Lt. Pfirman
Cpl. Foster
Cpl. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Rennaker
S/Sgt. YanosAP-370 - A-2Lst. Bloomer
Lt. Friedman
Lt. Cohen
Lt. Dickinson
T/Sgt. Tinney
S/Sgt. Smelcer
T/Sgt. Backman
S/Sgt. Crowe
S/Sgt. Wilson
S/Sgt. Boddicker
Sgt. MillerAP-175 - A-3Lt. Schuster
Lt. Courteis
Lt. Newby
Lt. Mayer
S/Sgt. Taylor
T/Sgt. Coltfeiter
Sgt. Biggs
S/Sgt. Oakley
S/Sgt. Rohrbouck
Cpl. BaskowskiAP-749 - A-3 (370th Sq)Lt. Rathjen
Lt. Wood
Lt. Metzger
F/O. Dove
T/Sgt. Meinertzhagen
Sgt. Clark
Sgt. Inman
Sgt. Watman
Sgt. Kulina
Sgt. WadsworthAP-941 - B-1Lt. Whitehead
Lt. Staley
Lt. Wagner
Lt. Hurbst
T/Sgt. Pilette
S/Sgt. Richmond
T/Sgt. Trivelpiece
S/Sgt. Schley
S/Sgt. Hare
S/Sgt. Wiencek
T/Sgt. PowersAP-555 - B-1 (370th Sq)Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Amtower
Cpl. Walker
Sgt. Ward
Cpl. Sheldon
Sgt. Sloan
Sgt. Goff
T/Sgt. Pressey
Cpl. Herdan

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372nd BOMBARDMENT SQDN. (H) AAF
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
25 February 1945

NARRATIVE COMBAT REPORT OF MISSION #307-464

A. MISSION : 307-464, 25 February 1945
AIRCRAFT : Five of five Liberators bombed the Primary Target with Elements of the 424th and 371st Bombardment Squadrons (H).

B. TARGET : Primary - South half of Tawao runway, Borneo, N.E.I.

C. ATTACK TIME : 1039/I - 1041/I
AND ALTITUDE : 9,400' - 10,450' True

D. RESULTS : The bombing is rated Excellent. An estimated 76% of the bombs fell within the target area, with 16 hitting directly on the runway. No results other than bomb bursts were seen. The runway was rendered un-serviceable.
ENEMY LOSSES - Nil
FRIENDLY LOSSES - Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : All planes took photos

I. ROUTE AND FORMATION : The planes flew individually to T/P (03°30'N - 118°18'E) to I.P. (04°09'E - 117°04'N) and then to target. Individual runs were made on the return a search was flown at 4000 to 5000'. Course was generally a reciprocal of route out.

SIGHTINGS:

1. Two Jap planes were seen on A/D. One on Southeast corner of the runway, the other East of center of runway.
2. Four barges seen East of pier South of Tawao runway.

J. WEATHER : BASE TO TARGET - .6 - .7 Cumulus, tops 6000 - 9000', .9 - .10 Alto Stratus at 12,000'.
TARGET - .2 - .3 Cumulus, tops at 6000'
TARGET TO BASE - Same as route out. Mild frontal conditions existed to within 30 miles of target.

K. REMARKS : 1. Scheduled #1 bombing by individual planes.
2. The search for a life raft and a downed A-20 was negative. The weather hindered the search considerably. The area searched was bounded by the

following points (03°25'N - 119°00'E) (02°25'N - 127°00'E), (02°36'N - 127°00'E) and (03°15'N - 119°00'E)

3. No fighter escort was scheduled.

4. About eight of the bombs dropped were duds.

L. BOMBS DROPPED : 40x1000# G.P. bombs with .1 second delay nose and .01 second delay tail fuse were dropped over the primary ammo was expended for test fire only.

William B. Holmes
1st Lt. Air Corps
Intelligence Officer

372nd BOMBARDMENT SQUADRON (H) AAF

OFFICE OF THE INTELLIGENCE OFFICER

APO#719
25 February 1945

NARRATIVE COMBAT REPORT MISSION #307-464

LOADING LIST

AP-370 - A-1

Capt. Lawson
Lt. Kenyon
Lt. Trost
Lt. Meacham
T/Sgt. Wilbur
S/Sgt. Ghering
T/Sgt. Buckmann
S/Sgt. Costas
S/Sgt. Thiele
S/Sgt. Hagendorff
S/Sgt. Powers

AP-838 - A-2

Lt. Rathjen
Lt. Wood
Lt. Metzger
Lt. Rodabaugh
T/Sgt. Meinertzhagen
Sgt. Clark
Sgt. Inman
Sgt. Watman
Sgt. Kulina
Sgt. Wadsworth
Sgt. Connelly

AP-133 - A-3

Lt. MacDonald
Lt. Johnson
Lt. Williams
Lt. Black
T/Sgt. Johnson
S/Sgt. Casale
T/Sgt. Gonzales
S/Sgt. Cletfelter
S/Sgt. Allen
T/Sgt. Lightle

AP-354 - B-1

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Cpl. Walker
Sgt. Ward
Cpl. Sheldon
Sgt. Sloan
Sgt. Goff
T/Sgt. Pressey
Cpl. Oliveria

AP-535 - B-2

Lt. Boyd
Lt. Meehan
F/O. Dresser
F/O. Overose
Cpl. Smith
Cpl. Cornelius
Cpl. Freshel
Cpl. Blotzer
Cpl. Bright
Cpl. Boone
T/Sgt. Jerrett

HISTORICAL DATA

372nd BOMBARDMENT SQDN (Hv)
 OFFICE OF THE COMMANDING OFFICER
 APO #719 c/o POSTMASTER, SAN FRANCISCO, CALIFORNIA

10 April 1945

SUBJECT: HISTORICAL RECORD

TO: Commanding General, Thirteenth Air Force, APO #719

ATTENTION: Historical Officer (Thru Commanding Officer,
 307th Bombardment Group, (Hv) APO #719)

1. In compliance with AR345-105, as amended, AAF Regulation 20-8, and 13th Air Force Regulation 80-15, the following Historical Record of this Organization for the period 1 March 1945 to 31 March 1945, inclusive, is herewith submitted:

PART I

OUTLINE FACTS

a. Organization of Unit:

- (1) Original Designation - Previously submitted.
- (2) Mission or Alteration of Mission - Previously submitted.
- (3) Date and Place of activation of Unit - Previously submitted.
- (4) Sources from which Personnel are drawn - Previously submitted.
- (5) Changes by T/O - No changes

(6) Strength, Personnel

<u>FLYING</u>		<u>GROUND</u>	
EM	0	EM	0

(a) Beginning of period	182	117	386	18
(b) Net increase or decrease	+10	+1	-43	
(c) End of period	192	118	343	18

(7) Strength, Aircraft

B-24J	B-24L	B24-M	C-47A
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(a) Beginning of period	9	3	1	1
(b) Net increase		1		
(c) Net decrease	2			
1. Through combat				
2. On ground through enemy action				
3. Through accident, wear, age, transfer	2			
(d) At end of period	7	4	1	1

(8) Names of Key Personnel and changes during period. Major Warren E. Scarr continued in command of the organization during the period covered by this report. 1st Lt. Edwin H. Nowak, Operations Officer, was reassigned to Headquarters 307th Bombardment Group to occupy the position of Group Operations Officer. 1st Lt. George W. Booker was appointed to fill the vacancy in the Squadron.

b. Command Relationships:

There were no changes in Command Relationships during the month.

c. Resume of Movements:

The Squadron remained based on Morotai Island during the entire month.

d. Name of Campaign Participated in:

Several of our missions were directed against targets in the Philippine Island Group as part of the Philippine Liberation Campaign. Other Missions were carried out against targets in the Borneo and Celebes area.

e. Chief Military Missions, sorties, engagements, with dates, places, and named of Commanders participating:

(1) Six ships struck Tarakan Airdrome on Tarakan Island, Borneo on 1 March. Captain Thomas C. Harris, Jr., led the Mission, the First for the month.

(2) 1st Lt. Paul W. Kimble led 5 of our B-24's in a strike directed against Sepinggan Airdrome, near Balikpapan, Borneo on 2 March.

(3) On 3 March, 7 aircraft from this Squadron bombed the supply area in Tarakan Town, Borneo. The seven ships were led by Captain John W. May, Jr., Flight Leader.

(4) Captain Charles A. Dryer flew the lead ship of a 6 ship formation, which attacked the barracks area at Zamboanga, Mindanao Island, P.I. and Zettlefield Airdrome on Jaco Island on 4 March.

(5) The dispersal area at Licanan Airdrome on Mindanao Island was hit by 6 of our ships, led by our Squadron Commander, Major Warren Scarr on 5 March.

(6) One airplane, piloted by Lt. Harry Bloomer, participated in a Radar practice bombing mission directed against the automatic anti-aircraft positions near San Roque Airdrome on Mindanao Island. This raid took place on the nights of 5 - 6 March.

(7) On 6 March, six of our aircraft struck the personnel area North of San Roque Airdrome. The flight was led by Captain Leon Steffy, Jr.

(8) Captain May led 6 B-24's in an attack against the warehouse and personnel area at Zamboanga Town, Mindanao, P.I. on 7 March.

(9) On 8 March Captain Clarence V. Lawson, led 6 of our ships in a strike against Zamboanga Town, followed by a search along the Southern coast of Mindanao Island.

(10) A weather recon from Morotai Island to Zamboanga Island was flown by one of our aircraft on 8 March. Lt. Charles Rathjen was at the controls of the B-24.

(11) The shore defenses at Zamboanga were attacked by 6 of our aircraft, led by Captain Harris on 9 March.

(12) Lt. Floyd A. Lord flew one of our ships in a weather recon, involving 2 round trips between Morotai and Mindanao on 10 March.

(13) A recon for enemy activity on the Zamboanga Peninsula was flown by one of our aircraft on 10 March. This ship was piloted by Lt. George Boyd.

(14) 7 of our ships, led by Captain Dryer, carried out an attack on Sanga Sanga Island in the Sulu Archipelago on 11 March.

(15) Captain Steffy led a flight of 6 B-24's in a strike against Lagao Town, Mindanao, on 12 March.

(16) The Clinan Town personnel area on Mindanao Island was struck by 5 of our aircraft on 13 March. Captain Lawson was lead Pilot.

(17) on 14 March, Lt. Robert FRanklin, Jr. led a flight of 5 B-24's over targets on Mindanao Island.

(18) Beo Town in the Talaud Islands was attacked by 4 ships from the 372nd on 15 March. Lt. William G. Dodd was leader.

(19) Lt. William Apple piloted one of our B-24's on an armed recon of Tag Sulu Archipelago on 16 March.

(20) 6 Liberators from the Squadron bombed the Lahud Data area on 16 March. The sextet of ships was directed against the Borneo target by Captain Dryer.

(21) A combined search of the North Borneo region and bombing of Sandakan Airdrome was carried out by one of our ships, flown by the Squadron Operations Officer, Lt. Edwin Nowak, Jr., on 17 March.

(22) Captain Lawson flew one airplane on a weather recon from Morotai Island to Mindanao on 17 March. Two round trips were flown.

(23) Major Scarr led 5 ships over Sepinggan Airdrome, Borneo and Manado Town, Celebes on 18 March.

(24) The Pangan personnel and supply area on Cebu Island, P.I. was struck by 6 of our B-24's, led by Captain Steffy on 19 March.

(25) Captain Lawson flew lead plane in a flight of 6 aircraft over Cebu City personnel and supply area on 20 March.

(26) Mabolo Town on Cebu Island was attacked by 6 B-24's on 21 March. The formation was led by Captain May.

(27) 6 ships from this Squadron struck Liloan Town on Cebu Island on 22 March. The Mission was led by Captain Harris.

(28) On 23 March, six of our aircraft, led by Lt. Bloomer, bombed Cebu City.

(29) The underground storage area on Cebu Island was attacked by 6 B-24's from this Organization on 24 March. Captain Lawson led the Formation.

(30) Two Liberators, piloted by Lt. Robert Whitehead and Lt. C.J. Lewis, attacked shipping along the coast of Borneo on 25 March.

(31) The revetment area at Kuching Airdrome on the Southwest coast of Borneo was also attacked on 25 March by two of our ships. These two airplanes were piloted by Lts. Apple and Carrol Faist.

(32) On 26 March, Captain May led a 6 ship formation over Cebu City.

(33) 7 B-24's attacked Sanga Sanga Airdrome on 27 March. Flight was led by Captain Steffy.

(34) Captain Lawson led 6 ships on a strike directed against Jesselton Airdrome on Borneo and Manado Town in the Celebes on 28 March.

(35) During the afternoon and evening of 28 March and early morning of 29 March, three of our ships, led by Lt. John P. Jonas, participated in an armed shipping search near the Celebes.

(36) A third Mission was carried out on 28 March by 2 aircraft, flown by Lts. Whitehead and Lewis, and was directed against shipping along the South and West coast of the Celebes.

(37) On 30 March, Captain Dryer led 5 of our aircraft in an attack on Oelin Airdrome, Borneo.

(38) Oelin Airdrome was again hit on 31 March, when 6 of our B-24's attacked, with Captain Lawson in the lead ship.

(39) The final Mission of the month was also carried out on 31 March, when Captain Steffy and Lt. MacDonald flew two ships in an armed recon of the East and West coasts of the Southwest arm of the Celebes.

f. LOSSES IN ACTION - There were no losses in action by the Organization during the month.

g. AWARDS TO AND DECORATIONS OF MEMBERS OF THIS REPORTING UNIT. Awards of the Air Medal and Clusters thereto have been recommended for all combat personnel earning these Decorations during the past 30 days.

PART II

NARRATIVE ACCOUNT

Targets bombed during the month of March included several on Borneo, Tarakan Island, just off the East coast of Borneo, Sanga Sanga and Jolo Islands in the Sulu Archipelago, Cebu and Mindanao Islands in the Philippines, the Talaud Islands, the Halmaheras and the Celebes.

A total of 39 Missions, which incidentally is the highest number of Missions flown by this Squadron in a single month, were flown during the period covered by this report. 180 aircraft were dispatched on these Missions, with all but two reaching one of the assigned targets. Both of these latter figures also represent new "highs" for a monthly period. The majority of these Missions were of the high level bombardment type with both the Javelin Down and individual type formations used over the target. On searches and armed reconnaissance missions, low level bombing and strafing were employed.

Five enemy fighters were encountered during the month. On 2 March, over Sepinggan Airdrome, four Nips intercepted our formation. On 30 March, one unidentified fighter approached the Squadron while on the bomb run over Oelin Airdrome, Borneo. The absence of enemy interception indicates the overwhelming air superiority which we enjoy in this sector of the Pacific Theatre.

522 tons of bombs were dropped on enemy airdromes, installations and shipping during the month. 455½ tons of these were Demolition type bombs, 52½ tons were Fragmentation bombs, with the remaining 14 tons composed of 100 pound Napalm Fire bombs. Of the total bombs dropped, 453¼ tons were reported to have landed within the assigned target areas. 30,000 rounds of machine gun ammunition were expended during the month in strafing and test firing of guns.

The first mission of the month was carried out on 1 March against the runway at Tarakan Airdrome on Tarakan Island, just off the Northeast coast of Borneo. Six aircraft, carrying a total of 42X1000 pound General Purpose Demolition type bombs and 6X500 pound Demolition type bombs participated in the strike. 7X1000 pound and 1X500 pound fell from one airplane accidentally in Train and started bursting in the water and

walked on to the Northeast shore of the island. The malfunction was apparently due to a short circuit in the toggle switch, as the bomb bay doors had been open and the switches on for several minutes. 90% of the remaining bombs fell in the target area, with 12 hits scored on the runway proper. Three strings walked down and across the East portion of the strip and the other two strings trained along the runway, one on either side. No results other than bomb craters were observed.

The Formation went over the target at 10,500' by individual planes. Our Squadron was second over the target. There was no interception offered by the enemy. The return trip was made on a reciprocal of the route out, with a slight variance to the South to search for the crew of a lost B-24. This search proved negative.

On 2 March, Sepinggan Airdrome, near Balikpapan, Borneo, was struck by 5 of our aircraft. Each ship carried 7 - 1000 pound and 1 - 500 pound Demolition bombs, which were dropped from an altitude of 15,000'. 80% of the bombs fell in a concentrated pattern along the Southeast edge of the Northeast $\frac{1}{2}$ of the runway. An undetermined number of hits were registered on the strip. No results other than bomb bursts and craters were observed.

Four unidentified fighters attacked in pairs, coming from one-o'clock high and dropping three phosphorous bombs. The bombs burst on altitude and course between the first and second Squadrons and one of our aircraft flew through the streamers. No damage was caused. The enemy fighters did not press their attack, disappearing after performing acrobatics under the Squadron. The anti-aircraft fire was of heavy caliber, but inaccurate and of moderate intensity. Most of the bursts, although on altitude, were slightly to the right and ahead of our Squadron formation.

The shore defenses at Zamboanga were bombed on 9 March by 6 of our ships. The Formation attacked at 12,000' and dropped 48-1000 pound demolition bombs, with only 2 bombs reported out of the target area. Both of these bombs fell short. No results other than bomb bursts were noted. The Japanese failed to offer any resistance.

Three targets were hit on 14 March by our aircraft. Capican Town on Mindanao Island, was struck by 4 ships, Beo Town in the Talaud Islands, was hit by 2 planes, while one plane attacked Djailolo Airdrome personnel and supply area on Halmahera Island.

The attack on Capican Town was in coordination with infantry attacks and the target was set up by the ground control station. The only guide to the bombing was visual through the observation of smoke shells fired by field artillery batteries. The bomb pattern was in close proximity to the smoke shells. The attack came from an altitude of approximately 8,500' with 104-250 pound Fragmentation Bombs being dropped.

Matina Airdrome on Mindanao was assigned as the secondary target, but was not struck, as the formation was forced to remain in the vicinity of the primary target for a considerable length of time. The tertiary target assigned was Beo Town in the Talaud Islands, which lay on a direct return to Morotai. 68-260 pound Fragmentation Bombs were dropped over Beo Town from altitudes of 3100' to 7150'. One of the 2 ships dropped all but 2 of its bombs in the target area. One building was set on fire and the bomb pattern walked from the area down the main road. The results of the remaining ships bombing were indistinct.

One of the ships in the original Formation was unable to retract the left main landing gear and upon instructions from the tower, proceeded to Djailolo Town in the Halmaheras and bombed the personnel area. The bombs were seen to walk through the area, but other results were unobserved. 36-260 pound Fragmentation bombs were dropped from an altitude of 8530'.

On 15 March, one of our ships carried out an armed recon of the Sulu Archipelago, the Northeast and the Northwest coasts of Borneo and the North coast of the Celebes. Zettlefield Airdrome on Jolo Island was bombed. The bombing, carried out from an altitude of 5000' was rated "Excellent". The bomb pattern started along the Northeast edge of the runway 1000' Southwest of the Northwest end and trained to the end of the strip. No results other than bomb bursts were noted.

A Japanese float-type plane (Pete) was strafed in the water just off the coast of Tawi Island. The Pete appeared to be in serviceable condition before the strafing. The Nose Gunner saw tracers enter the ship and the plane is claimed as damaged.

Two motor launches anchored off the wharf at Mengatal Town, Northwest of Borneo. Both launches are claimed as damaged, as the Nose, Tail, Right Waist and Ball Gunners observed direct hits. One crew member reported the two vessels settling in the water as our ship withdrew.

On 17 March, Sandakan runway was bombed and Jesselton Airdrome was strafed. Both of these targets are on Borneo. Sandakan was bombed from 6,280' with 6-500 pound Demolition Bombs being dropped. All 6 of the bombs fell on the strip. No other results were observed. At Jesselton, one operational twin-engine bomber (Betty) was strafed from 500'. Hits were observed and the Betty was soon to catch fire and burn. A group of buildings were also strafed, without visible results, however. There was no interception.

Venturing up into the Philippines on 19 March, the Squadron attacked the Pangdan supply and personnel area on Cebu Island, P.I. 6 ships dropped 4100 pounds of Demolition Bombs 4050' to 6150'. The bombing was rated "Excellent", as an estimated 85% of the bomb bursts were recorded in the target area. The greatest concentration of bombs was centered near the road's intersection in the South center of the target and throughout the area within a 500' radius of that point. Over 100 explosions and fires were noted. These explosions were accompanied by flashes of orange-red flames and black smoke rising to 5000' and continued for ten to fifteen minutes. No other results were observed.

Two of our ships participated in individual armed shipping searches along the East coast of Borneo on 25 March. The ships reached the coast of Borneo at Cape Mangkalihat and searched the entire coast to Cape Logar on the Southern tip of Laoet Island making 3 separate attacks on shipping along the course.

A Sugar Charlie and two Sugar Dogs were attacked by one of our ships just below Sonipah. The first pass was made on one of the Sugar Dogs with all gun positions strafing. There was a flash of flame, followed by gray smoke near the stern of the vessel. On the second pass, the Sugar Charlie was strafed and 3 bombs were dropped. On the next three passes, bombs were dropped on both Sugar Dogs and all three of the ships were strafed. All three vessels were claimed as damaged.

Just North of Manggar one of our aircraft attacked a barge which was strafed and left sinking. 3 runs were made and the barge was well covered

by machine gun fire. Just South of Kloempang Bay this same aircraft attacked one Fox Tare Dog, two Sugar Dogs and two Luggers. All of the vessels were strafed and a total of 10 bombs dropped during 7 different runs. The 5 Japanese craft were claimed as damaged.

Light, moderate anti-aircraft fire was received by both of our attacking aircraft from the vessels. No damage was reported by our ships, however.

2 ships were sent over Kuching Airdrome on 25 March. The entire flight involved a trip of 3200 nautical miles. The 2 ships bombed the revetment area on the airdrome individually, the first ship going in at 10,500', with the second trailing at 6,500'. The second ship dropped down to 50' to strafe the strip, as no interception was encountered. Tracer fire was seen to hit 20 aircraft parked in the revetment area.

During the afternoon, evening and night of 28-29 March, 3 Liberators from this Squadron participated in an armed shipping search in the Gulf of Bone between the lower Western and Eastern arms of the Celebes. The search as set up was not completed, but shipping was located and attacked by two of our aircraft. Five ships in the Group Formation located a Japanese destroyer underway just East of Cape Pakar. One of our ships participated in the attack, being the third ship to bomb. Just after "Bombs Away", the destroyer turned to port and the bombs trained along the center two-thirds of the port side. The splashes were observed to be within 20 to 30 feet of the enemy ship. Prior to the attack by our plane, the destroyer had been taking violent evasive action, but thereafter continued to proceed in a hard right turn. The fifth ship over scored a direct hit and sunk the destroyer.

Another of our ships attacked a Sugar Charlie just South of the Spermonde Archipelago in Makassar Strait West of the lower Western arm of the Celebes. The Japanese vessel was bombed and strafed from an altitude of 200'. The bombs fell long and results of the strafing were unobserved. Night was falling rapidly and this fact precluded further attack or observation on the surface craft.

On 31 March, two of our ships participated in an armed shipping search and recon off the Gulf of Bone and the East and West coasts of the Southwest arm of the Celebes. Three schooners and two luggers were strafed Northwest of Cape Patiro and one Fox Tare Dog and two Sugar Charlies were bombed in Pare Pare inner bay.

Both aircraft attacked the three schooners with ships of other Squadrons, making several strafing passes at altitudes of between 100 and 200'. A total of 4,000 rounds of ammunition were expended. The boats were all damaged and one was left going down by the bow as the ships left the area. One of our planes alone strafed the two luggers with 1,000 rounds of ammunition. Both luggers were damaged.

The Fox Tare Dog was bombed by one of our ships, which made 2 runs over the vessel. Five bombs were dropped on the first run and four on the second, the closest falling 15' short of the stern. The vessel was claimed as damaged. Our other airplane bombed the two Sugar Charlies, dropping four bombs on the first run and five on the second. The first Jap ship received two direct hits and immediately sank. The other vessel was undamaged.

Target photographs and bomb plot charts of all targets hit during the month are added to this report as Incl. #3. Mission Reports and Field Orders are made a part of this Report as inclosures No. 1 and 2. Inclosure No. 4, Route charts show the route taken by each of our aircraft on the strike missions. Attention is invited to each of these inclosures, as they are an integral part of this Report.

Photographs of Station life and events, disclosing various activities of the Squadron, have been carefully selected for their human interest, as well as historical value, and are listed as inclosure No. 5.

Training of all types has continued throughout the Squadron during the month. All combat crew members have been given additional training in the operation and maintenance of their particular assigned equipment. Co-Pilots continue to be checked out as First Pilots and Assistant Engineers are being thoroughly schooled and checked out in duties of the First Engineer. Bombardiers are assigned regular hours on the Group Bomb Trainer.

Although our combat activities have become increasingly more easy to cope with; the situations which normally confront the Ground Personnel have not lessened. Maintenance and care of aircraft and equipment must be carried on, as well as upkeep of the Squadron and general "Housekeeping". It is difficult to place a finger on the exact status of the Squadron morale.

QUANTITATIVE SUMMARY

Number of Missions - 39

Aircraft dispatched on Missions - 180

Aircraft to reach target - 178

Interception - 4 fighters 2 March; 1 fighter 30 March

Tons of bombs dropped - 522

Tons on Target - 453 $\frac{1}{4}$

Ammunition expended - 30,000 rounds .50 Caliber

Enemy aircraft destroyed - 1 Betty

Enemy aircraft damaged - 1 Pete, 20 Misc. fighters and bombers

Enemy shipping destroyed - 1 barge, 1 Sugar Charlie, 1 schooner

Enemy shipping damaged - 5 Sugar Dogs, 5 Luggers, 2 Launches, 3 Fox Tare Dogs, 1 Sugar Charlie, 1 Destroyer, 1 Destroyer escort, 1 Sugar Uncle, 1 Schooner

Installations destroyed - 6 buildings

Installations damaged - Sanga Sanga runway, 8 buildings

Our losses - None

Warren E. Scarr
Major Air Corps
Commanding

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
2 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-469

- A. MISSION : #307-469 2 March 1945, 372nd Bombardment Sqdn.(Hv)
5 of 5 scheduled B-24's bombed primary target together
with elements of the 370th and 424th Bomb. Sqdns.
- B. TARGET : Runway at Sepinggan A/D, Borneo, N.E.I.
- C. ATTACK TIME : 1135/I
AND ALTITUDE : 15,000' to 15,500' True
- D. RESULTS : Excellent. 80% of bombs fell in a concentrated pattern
along Southeast edge of Northeast $\frac{1}{2}$ of runway and
Southeast of next loop. An undetermined number of hits
were scored on the runway. No results other than bomb
bursts were observed.
- ENEMY LOSSES - Nil
- FRIENDLY LOSSES - Nil
- E. INTERCEPTION : 4 unidentified fighters attacked in pairs at 1132/I
from one-'o'clock high and dropped 3 phosphorous bombs
which burst on altitude between first and second
Squadrons. The A/C did not press the attack and after
performing some acrobatics, disappeared from sight.
Accuracy of aerial bombing demonstrated by fact that
one plane flew through phosphorous streamers.
- F. COMBAT TACTICS : Nil
- G. A/A FIRE : Moderate, heavy and inaccurate. Most of it was on
altitude slightly right of course and leading our
Squadron.
- H. PHOTOS : A/C #320 took photos over target.
- I. ROUTE : By individual planes from base to Northern tip of
Halmahera to turning point (00°00' - 124°00'E) to Cape
Parang, where Squadrons were formed. Squadrons then
formed a Group Box and flew to turning point (00°
54'S - 117°26'E) and then over target. Group Box was
reformed and flown for about $\frac{1}{2}$ hours. Return to base
was on a reciprocal of route out.
- AND SIGHTINGS : 1. 4 ships were seen in Balikpapan Harbor. One ship
appeared to be further up the bay than when for-
merly sighted.
2. Three smoke generators were seen to start up in
the tank farm area at Balikpapan 10 minutes be-
fore bombs away, and produced a white smoke screen
that hung low over Eastern coast of refinery area.
3. At 1420/I two fighters and one twin-engine air-
craft, possibly serviceable, were seen in an open
area North of runway #1.

- J. WEATHER : BASE TO TARGET - .2 to 10/10 Cumulus tops 5000'. 10/10 in area of Northeast arm of the Celebes. .9 to 10/10 Alto Stratus, Base 16,000'.
TARGET - .1 Cumulus at 3000'. 10/10 Alto Cumulus, Base 18,000'.
TARGET TO BASE - 10/10 Cumulus, tops 4000' on most of return route, which occasionally dissipated to .3 - .9 to 10/10 Alto Stratus, Base 14,000'.
- K. REMARKS : 1. Although fighter cover was scheduled, no friendly fighters were seen in the target area. However, our Formation attacked the target 15 minutes before scheduled attack time.
2. Number 3 Squadron over target in Squadron-in-Trail Formation.
3. A/C #535 of the 370th Squadron bombed in B-3 Position with this Squadron.
- L. BOMBS DROPPED : 35X1000 pound G.P. and 5X500 pound G.P. Bombs.
.1 Delay Nose and .01 Delay Tail Fuse were dropped over primary target. Ammunition expended was test only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
2 March 1945

NARRATIVE COMBAT REPORT OF MISSION 307-469

LOADING LIST

AP-862 - A-1

Lt. Kimble
Lt. Courteis
Lt. Melnick
Lt. Perman
Sgt. Foster
Sgt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Rennaker
S/Sgt. Yanos

AP-370 - A-2

Lt. Jonas
Lt. Stoll
Lt. Pugh
T/Sgt. Brady
S/Sgt. Neuhacueller
T/Sgt. McClellan
S/Sgt. Dougherty
S/Sgt. Helder
Sgt. Buckovatz

AP-749 - A-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Sgt. Walker
Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
S/Sgt. Ward

AP-0862 - B-1

Lt. MacDonald
Lt. Johnson
Lt. Williams
Lt. Black
T/Sgt. Johnson
S/Sgt. Casale
T/Sgt. Gonzales
S/Sgt. Cletfelter
S/Sgt. Brass
S/Sgt. Allen
T/Sgt. Powers

AP-354 0 B-2

Lt. Rathjen
Lt. Wood
Lt. Metzger
Lt. Mayer
T/Sgt. Meinertzhagen
S/Sgt. Clark
S/Sgt. Inman
S/Sgt. Watman
S/Sgt. Kulina
S/Sgt. Wadsworth

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
5 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-472

A. MISSION : 307-472
DATE : 5 March 1945
AIRCRAFT : 6 of 6 scheduled Liberators bombed the primary target with Elements of the 370th and 424th Bomb Sqdns (H)

B. TARGET : Dispersal area Lincana A/D Mindanao, P.I.

C. ATTACK TIME : 1015/I - 1016/I
AND ALTITUDE : 11,300' - 11,600' and 11,800' True

D. RESULTS : The bombing is rated Excellent. Better than 95% of the bombs were in the target area. Only 2 bombs were reported outside the target and they fell Northwest of the North end of the East runway. The greatest concentration was in the South 2/3 of the West 1/2 of the target. No results other than bomb bursts were seen.
ENEMY LOSSES - Nil
FRIENDLY LOSSES - Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS: Nil

G. A/A FIRE : Slight/Medium and Heavy/inaccurate.
About 10 bursts were seen low and trailing.

H. PHOTOS : Three aircraft took photos A/C #175, 367 and 535.

I. ROUTE AND FORMATION : The Squadron was formed over the base and flown loosely to the I/P (06°45'N - 126°10'E). There it was tightened up before going to the T/P (07°47'N - 125°41'E) and then over target. Return to base was on a reciprocal of the route out.
SIGHTINGS
1. The runways at Licana looked serviceable, as did Koroal R/W and Davao runway #2.
2. 6 unidentified aircraft were seen on Davao R/W#2. It was not possible to determine type or serviceability.
3. 2 possible twin-engine transports and 1 fighter were seen on Lincana A/D, probably unserviceable.

J. WEATHER : BASE TO TARGET - .4 - .5 Cumulus, bases at 3000' tops at 5000' - .5 - .6 Alto Stratus based at 11,000'
TARGET - .1 to .2 Cumulus to 2000'

TARGET TO BASE- Same as route out with a very weak front at Talaud Island.

- K. REMARKS : 1. This Squadron was 1st over target.
2. No fighter cover was scheduled.
3. A/C #338 could not release its bombs on 1st run because of a blown fuse. A second successful run was made, accompanied by A/C #567 to photograph the bombing.
4. The location of the primary was inaccurate. The heading from the I/P is 348° - 350° not 338°.
- L. BOMBS DROPPED: 180X260 Frag. Bombs all instantaneously fused, were dropped over the primary. Ammunition expended test fire only.

William B. Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
5 March 1945

NARRATIVE COMBAT REPORT OF MISSION 307-472

LOADING LIST

AP-1838 - A-1

Major Scarr
Lt. Kimble
Lt. Melnick
Lt. Aldridge
Sgt. Foster
Sgt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Rennaker
S/Sgt. Yanos

AP-1175 - A-2

Capt. Lawson
Lt. Brown
Lt. Trost
Lt. Meacham
T/Sgt. Wilbur
S/Sgt. Ghering
T/Sgt. Buckman
S/Sgt. Costas
S/Sgt. Hagendorff
Lt. Miller
Sgt. Connelly

AP-0954 - A-3

Lt. Whitehead
Lt. Staley
Lt. Wagner
Lt. Herbet
T/Sgt. Pilette
S/Sgt. Richmond
T/Sgt. Trivelpiece
S/Sgt. Schley
S/Sgt. Hare
S/Sgt. Wiencek

AP-0862 - B-2

Lt. Connell
Lt. Bailey
Lt. Kristie
Lt. Drollinger
T/Sgt. VanCorder
S/Sgt. Wingert
T/Sgt. Rodriguez
S/Sgt. Allen
S/Sgt. Posner
S/Sgt. Weider
Sgt. Barthelemy

AP-567 - B-2

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Sgt. Walker
S/Sgt. Ward
Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Sgt. Jerrett

AP-0535 - B-3

Lt. Rathjen
Lt. Wood
Lt. Metzger
Lt. Pfirman
T/Sgt. Meinertzhagen
S/Sgt. Clark
T/Sgt. Inman
S/Sgt. Watman
S/Sgt. Kulina
S/Sgt. Wadsworth
Sgt. Powers

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372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
9 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-476

- A. MISSION : 307-476
DATE : 9 March 1945
AIRCRAFT : 6 of 6 scheduled Liberators bombed the primary target with Elements of the 370th, 371st and 424th Bomb. Sqdns (H).
- B. TARGET : Shore defenses at Zamboanga, Mindanao, P.I.
- C. ATTACK TIME : 1044/I - 1048/I
AND ALTITUDE : 11,900' to 12,000' True
- D. RESULTS : The bombing is rated excellent. An extremely tight pattern of bombs extended from the center of the Southwest end of the target Northeast to the opposite end of the target area. A maximum of 2 bombs were short of the target, which places 95% or more in the target itself. No results other than bomb bursts were seen.
ENEMY LOSSES - Nil
FRIENDLY LOSSES - Nil
- E. INTERCEPTION : Nil
- F. COMBAT TACTICS: Nil
- G. A/A FIRE : Nil
- H. PHOTOS : 3 A/C took photos
- I. ROUTE AND FORMATION : The Squadron Formation was accomplished enroute to the target. Bombing was by individual Squadrons. The Squadron went to the T/P (06°37'N - 121°47'E) to the I/P (06°51'N - 121°54'E) and then over the target. Return was direct to base.
SIGHTINGS
1. Five minutes after bombs away, a B-24 in Formation behind this Squadron was seen to explode over the target and fall in pieces. It is believed to have been a 5th Air Force plane. No parachutes were reported.
2. Allied shipping was seen off shore.
- J. WEATHER : BASE TO TARGET - .3 to .4 Cumulus Base 3000' tops 8000' and .7 Alto Stratus 11,000' to 12,000'. Some precipitation from base to Sangthe Islands.

TARGET - .1 TO .2 Cumulus to 3000'

TARGET TO BASE - Same as route out except that Stratus layer averaged .8 to .9

- K. REMARKS : 1. This Squadron was scheduled in No. 1 position, it is believed that it actually bombed second.
2. No fighters were scheduled.
3. Jamming on "A" Channel was very evident 1½ hours out of base (02°23'N - 125°25'E) on return. It was very loud. B, C and D Channels were clear.
- L. BOMBS DROPPED : 48X1000 pound G.P. Bombs all instantaneously fused were dropped over the primary. Ammunition expended was for test firing only.

William B. Holmes
1st Lt. Air Corps
Intelligence Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
9 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-476

LOADING LIST

AP-700 - A-1

Capt. Harris
Lt. Kimble
Capt. Olson
Maj. Mitchell
Sgt. Foster
Sgt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Rennaker
S/Sgt. Yanos
Capt. VanDyke

AP-175 - A-2

Lt. Jonas
Lt. Stoll
Lt. Hart
Lt. Pugh
T/Sgt. Brady
S/Sgt. Neuhacueller
T/Sgt. Reider
S/Sgt. McClellan
S/Sgt. Dougherty
S/Sgt. Landers
T/Sgt. Powers

AP-862 - A-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Sgt. Walker
S/Sgt. Ward
Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Lt. Edson

AP- ? B-1

Lt. MacDonald
Lt. Johnson
Lt. Williams
Lt. Black
T/Sgt. Johnson
S/Sgt. Casale
T/Sgt. Gonzales
T/Sgt. Ewing
S/Sgt. Brass
S/Sgt. Allen
S/Sgt. Waskowsky

AP-749 - B-2

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Hale
Pvt. Pavlonnis
T/Sgt. VanGeem
Cpl. Kegan
Cpl. Smith
Cpl. Foster
Cpl. Caldwell
Lt. Vegan

AP- ? B-3

Lt. Blackman
Lt. Hasselbach
F/O. Burtard
Lt. Knox
T/Sgt. Haulton
Cpl. Fulmer
Cpl. Shaw
Cpl. Hinkel
Cpl. Perisic
Cpl. Content
T/Sgt. Jerrett

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372 BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
13 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-480

A. MISSION : 307-480
DATE : 13 March 1945
AIRCRAFT : 5 of 5 scheduled Liberators bombed the primary target with Elements of the 370th, 371st and 424th Bomb. Sqdns. (H)

B. TARGET : Clinan Town, personnel area, Mindanao, P.I.

C. ATTACK TIME : 1011/I - 1013/I
AND ALTITUDE : 9000' to 9600' True

D. RESULTS : The bombing is rated excellent. Over 90% of the bombs fell in the Western 1/3 of the target area. One small explosion and one larger explosion were seen.
ENEMY LOSSES - Nil
FRIENDLY LOSSES - Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS: Nil

G. A/A FIRE : Nil

H. PHOTOS : A/C #175 and 954 took photos

I. ROUTE : The Squadron formed while flying from the base to I/P (6°02'N - 125°09'E) to the target. One bomb run was made and the Squadron returned on a reciprocal of the route out.
SIGHTINGS - Nil

J. WEATHER : BASE TO TARGET - .3 to .5 Cumulus, tops 8000'. .5
- 10/10 Alto Stratus, Base 10,000'
TARGET - .3 Cumulus, tops 4,000'
TARGET TO BASE - .8 Strato Cumulus, tops 9,000' .9
Alto Stratus, Base 10,000'

K. REMARKS : 1. This Squadron bombed #1 as scheduled.
2. Bombing by individual Squadrons.
3. No fighter cover was scheduled.

L. BOMBS DROPPED : 180X260 Frag Bombs were dropped over the primary target. All the bombs were instantaneously fused. Ammunition expended was for test firing only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
13 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-480

LOADING LIST

AP-621 - A-1

Col. Brock
Capt. Lawson
Lt. Trost
Lt. Meacham
T/Sgt. Wilbur
S/Sgt. Ghering
T/Sgt. Buckman
S/Sgt. Costas
T/Sgt. Haulton
S/Sgt. Hagendorff
Capt. Wyman

AP-175 - A-2

Lt. Jonas
Lt. Stoll
Lt. Hart
Lt. Pugh
T/Sgt. Brady
S/Sgt. Neuhacuelier
T/Sgt. Heiber
S/Sgt. McClellan
S/Sgt. Dougherty
S/Sgt. Landers
Pvt. Upperman

AP-749 - A-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
Sgt. Walker
S/Sgt. Ward
Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP-954 - B-1

Lt. MacDonald
Lt. Johnson
Lt. Williams
Lt. Black
T/Sgt. Johnson
S/Sgt. Casale
T/Sgt. Gonzales
S/Sgt. Boramann
S/Sgt. Brass
S/Sgt. Allen
T/Sgt. Powers

AP-862 - B-2

Lt. Lewis
Lt. Brown
F/O. Zimmerman
F/O. Buckalew
T/Sgt. Nealon
S/Sgt. Throop
T/Sgt. Larson
S/Sgt. Paulin
S/Sgt. Dellezzo
S/Sgt. Smith

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372 BOMBARDMENT SQDN. (Hv)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
18 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-485B

- A. MISSION : 307-485B
DATE : 18 March 1945
AIRCRAFT : 372nd Bomb. Sqdn. (Hv) 4 of 5 scheduled B-24's bombed the primary target, together with Elements of the 371st and 424th Bombardment Sqdns. (Hv). One B-24 bombed the target of last resort.
- B. TARGET : Primary - runway at Sepinggan Airdrome, Borneo, N.E.I. bombed by 4 aircraft. Last resort - Bridge at Manado Town, Celebes, N.E.I. Bombed by one A/C (See Remarks)
- C. ATTACK TIME : Priamry 1157/I - 1158/I from 13000' to 13700' True
AND ALTITUDE : Last resort - 0835/I from 5300' True
- D. RESULTS : Primary - this bombing rated excellent. 95% of our bombs fell in or within 1000' of the assigned target. The bomb pattern covered the Southwestern $\frac{1}{2}$ of the runway and aprons, with a large but undetermined number of direct hits on the surfaced strip. No results other than bomb bursts were observed.
- Last Resort - This bombing is rated as excellent. The string of bombs trained across the "T" road intersection, 50' to 100' South of the South end of the bridge across the Manado River with no visible results other than bomb bursts.
- ENEMY LOSSES - Nil
- FRIENDLY LOSSES - Nil, but two B-24's were holed by A/A fire.
- E. INTERCEPTION : Nil
- F. COMBAT TACTICS: Nil
- G. A/A FIRE : Primary - Moderate, heavy and accurate. Bursts on altitude and all around the Formation. All ships reported being rocked by several bursts.
- Last Resort - Nil
- H. PHOTOS : A/C #535 and 749 took photos over targets
- I. ROUTE : By individual planes from base to North tip of Halmahera to Cape Karang, where the Squadron assembled and the Group formed in Squadron-in-Trail Formation. The group proceeded to a turning point (00°34'N - 117°25'E) to I/P to target. Two runs were

made on the target. Return route was a reciprocal of the route out. A/C #749 flew solo direct from base to Manado Town and return.

SIGHTINGS

at 1155/I, white smoke, apparently from a smoke generator, was seen to begin rising from a point between the runway and shoreline, opposite the Northeastern 1/3 of the runway at Sepinggan A/D.

J. WEATHER : BASE TO TARGET - .3 to .4 Cumulus, base at 4000' .1 towering Cumulus, tops 9000'. .3 to .5 Alto Stratus, base at 12,000'.
PRIMARY TARGET - .2 Cumulus, base 4,000' and .3 Alto Stratus, base 15,000'.
LAST RESORT TARGET - .7 Stratus, base 6,500'. Scattered high clouds.

TARGET TO BASE - .3 to .5 Cumulus, base 4,000' to 5,000'. .3 Stratus, base 12,000'. Weak front between Celebes and base.

K. REMARKS : 1. P-38 fighter cover was in the primary target area.
 2. Scheduled #1 Squadron over the target in Squadron-in-Trail Formation, but bombed as #3 Squadron. Our Squadron leader called for a dry run on the first approach to the target because a large Cumulus cloud was hanging over the airdrome, and he thought it would affect the bombing. However, the other 2 Squadrons dropped on that run. All of our planes dropped on the second run.
 3. A/C #749, Lt. Lord, Pilot, had the prop governor on #2 engine stuck at 2600 R.P.M.'s soon after leaving base and was unable to free it, so bombed the last resort target.

L. BOMBS DROPPED : Primary - 4 A/C each dropped 7X1000 pound G.P. Bombs fused .1 Sec. delay Nose and .01 Sec. delay Tail.
 Last Resort - 1 A/C dropped 7X1000 pound G.P. Bombs with the same fusing. Ammunition expended test fire only.

Wilfred V. Gill
 1st Lt. Air Corps
 Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
18 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-485B

LOADING LIST

AP-370 - A-1

Major Scarr
Lt. Harmon
Lt. Kristie
Lt. Pfirman
S/Sgt. Foster
S/Sgt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Yanos
S/Sgt. Rennaker

AP-838 - A-2

Lt. Jonas
Lt. Stoll
Lt. Hare
Lt. Pugh
T/Sgt. Brady
S/Sgt. Neuhacueller
T/Sgt. Heiber
S/Sgt. McClellan
S/Sgt. Dougherty
S/Sgt. Landers

AP-749 - A-3

Lt. Lord
Lt. Faust
Lt. Wagner
Lt. Wright
T/Sgt. Butler
S/Sgt. Gabrielle
T/Sgt. Rumstetter
S/Sgt. Borowick
S/Sgt. Hoenlein
S/Sgt. Clark
T/Sgt. Jerrett

AP-175 - B-1

Lt. Franklin
Lt. Durrin
Lt. Gray
Lt. Durst
T/Sgt. Hostetler
S/Sgt. Haag
T/Sgt. Skidas
S/Sgt. McCurry
S/Sgt. Kahayias
S/Sgt. Brena
Maj. Bradstreet

AP-535 - B-2

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
S/Sgt. Walker
S/Sgt. Ward
S/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Sgt. Waskowsky

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372ND BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
22 March 1945

NARRATIVE REPORT OF COMBAT MISSION #307-489

- A. MISSION : 307-489
DATE : 22 March 1945
AIRCRAFT : 6 of 6 scheduled B-24's bombed the primary target, together with elements of the 370th, 371st and 424th B.S. (Hv).
- B. TARGET : Liloan Town, Cebu Island, P.I.
- C. ATTACK TIME : 1038/I - 1042/I
AND ALTITUDE : 3150' to 5250' True
- D. RESULTS : The bombing is rated excellent. Visual observations placed at 95% of the bombs in the assigned target area. Although the planes bombed individually, the definite patterns were formed by three aircraft. The first started just North of the Southwest corner of the target. Two bombs were long and fell in the water. Two buildings along the shore road suffered direct hits. The second pattern was concentrated about the large warehouse buildings in the Northwest corner. Three of these buildings were badly damaged. Wood and splinters were seen to fly in all directions. There were no fires or explosions, which would indicate that the buildings were empty.
- ENEMY LOSSES: Nil
FRIENDLY LOSSES: Nil
- E. INTERCEPTION : Nil
F. COMBAT TACTICS: Nil
G. A/A FIRE : Nil
H. PHOTOS : A/C #354, 175 and 838 took photos over the target.
- I. ROUTE AND FORMATION : The Squadron formed from base to Plooha Point (07°25'N-123°25'E) and then flew to the I/P (10°11'S - 124°13'E) Between there and the I/P (10°21'N - 124°07'E) planes formed "In Trail" and flew over the target individually. No one released on the first run due to an almost solid undercast. From here on, each plane was on its own. One stayed in the area 1½ hours before it was able to bomb. 4 planes flew the search route on the return to base. Individually, the other two returned on a reciprocal of the route out.
- SIGHTINGS : 1. At 0851/I from 6,000' (A/C #749 piloted by Lt. Booker) what appeared to be a one-man life raft was sighted, Position (06°40'N - 123°53'E). The plane circled once, but could not pick it up again.

2. One large and several small fires were seen in Cebu City. Three small fires were spotted 3500' of the target area. They gave off white and gray smoke. These were seen by all the crews while endeavoring to make their bomb runs.

J. WEATHER : Base to Target - .7 to .9 Cumulus tops at 4,000' .6 to 1.0 Stratus, overcast at 10,000'. Frontal condition existed to Talaud Island with rain and turbulence.

Target - .9 to 1.0 Strato Cumulus layers based at 4,000' tops at 10,000' with precipitation.

Target to Base - Same as route out.

- K. REMARKS :
1. This Squadron was scheduled to bomb first but conditions at the target made it impossible to determine how our planes bomb in relation to the other Squadrons.
 2. Due to a Strato Cumulus layer over the target area, it was necessary to drop down to 5,000' or even 3,000' to see the target.
 3. The search for the downed navy plane was negative.
 4. No fighter cover was scheduled.

L. BOMBS DROPPED : 120X250 pounds of bombs dropped.

William B. Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
22 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-489

LOADING LIST

AP-1370 - A-1

Capt. Harris
Maj. McIlwain
Lt. Kristie
Lt. Pfirman
Maj. Standard
T/Sgt. Foster
S/Sgt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Rennaker
S/Sgt. Yanos

AP-1838 - A-2

Lt. Jonas
Lt. Stoll
Lt. Hart
Lt. Pugh
T/Sgt. Brady
S/Sgt. Neuhacueller
T/Sgt. Heider
S/Sgt. McClellan
S/Sgt. Dougherty
S/Sgt. Landers
S/Sgt. Waskowsky

AP-9749 - A-3

Lt. Booker
Lt. Fortunato
Lt. Springer
Lt. Yelland
S/Sgt. Walker
S/Sgt. Ward
S/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP-1175 - B-1

Lt. Franklin
Lt. Durrin
Lt. Gray
Lt. Durst
T/Sgt. Hostetler
S/Sgt. Haag
T/Sgt. Skidas
S/Sgt. McCurry
S/Sgt. Kahayias
Sgt. Herdan
Sgt. Brena

AP-0954 - B-2

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Hale
Pvt. Pavlonnis
S/Sgt. Gordy
Sgt. Keegan
Cpl. Smith
Sgt. Foster
Sgt. Caldwell
Sgt. Longo

AP-1354 - B-3

Lt. Daly
Lt. McCabe
Lt. Lyle
Lt. DeFrancesca
Cpl. Abate
Cpl. Crump
Cpl. Carter
Cpl. Houkins
Cpl. Kim
Cpl. Johnson
Pfc. Millard

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372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719

26 March 1945

NARRATIVE REPORT OF COMBAT MISSION #307-493B

A. MISSION : 307-493B
DATE : 26 March 1945
AIRCRAFT : 6 of 6 scheduled B-24's bombed the primary target, together with elements of 370th and 424th Bomb. Squad. (Hv).

B. TARGET : Cebu City, P.I.

C. ATTACK TIME : 0959/I to 1010/I
AND ALTITUDE : 8350' to 8390' True

D. RESULTS : The bombing is rated excellent. An estimated 85% of the bombs fell within the 6 city blocks in the center of the target. Three buildings in the center of the target were seen to be hit. The very large building was located in the Northwestern part of the center blocks, and from which a very large explosion occurred. A smaller building in the East central block was seen to disintegrate, with no explosion.
FRIENDLY LOSSES: Nil
ENEMY LOSSES: Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS: Nil

G. A/A FIRE : Nil

H. PHOTOS : A/C #725 and 749 took photos over target

I. ROUTE AND FORMATION : Individual planes flew from base to Plecha Point (07°25'N - 123°25'E) and then to the Northern tip of Siquijor Island where the Squadron formed. They flew to the vicinity of the target, but made two circles to the right before going to the I/P (10°10'N-123°55'E) and then to the target. The aircraft bombed individually on the second run. The return to base was a reciprocal of the route out.

SIGHTINGS : Nil

J. WEATHER : Base to Target - .3 to .6 Cumulus, tops 9,000'.
.4 to 10/10 Alto Stratus, Base 15,000'.
Target - .2 Cumulus to 3,000'.
Target to Base - .5 - 10/10 Cumulus, tops 6,000'.
.4 - 10/10 Alto Stratus, base 15,000'. Rain, low visibility and slight turbulence between Talaud Island and base.

- K. REMARKS : 1. This Squadron bombed first as scheduled.
2. No fighter cover scheduled.
3. A/C #945 bombed individually because the bomb bay doors would not open, due to a malfunction of the hydraulic system. It circled until the repairs were made and the bombs were dropped on a heading of 60°. This heading was used because clouds were beginning to cover the target and the Bombardier did not want to chance the restricted wharf areas.
4. The Squadron waited 29 minutes after the briefed attack time on instructions from "Cracker" before bombing.
- I. BOMBS DROPPED : 46X1000 pounds of bombs, .1 second delay fuse Nose, .025 second delay Tail fusing, were dropped over target.
- AMMUNITION : Expended in test firing only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
26 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-493B

LOADING LIST

AP-370 - A-1

Lt. Col. Brock
Capt. May
Lt. Kristie
Lt. Dickinson
T/Sgt. Foster
S/Sgt. Marchelle
T/Sgt. Walters
S/Sgt. Vogel
S/Sgt. Bornemann
S/Sgt. Yanos
Lt. McCoy

AP-725 - A-2

Lt. Jonas
Lt. Stoll
Lt. Hart
Lt. Pugh
T/Sgt. Brady
S/Sgt. Neuhacuelier
T/Sgt. Heider
S/Sgt. McClellan
S/Sgt. Dougherty
S/Sgt. Landers
S/Sgt. Wakowsky

AP-862 - A-3

Lt. Connell
Lt. Fortunato
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP-729 - B-1

Lt. Franklin
Lt. Durrin
Lt. Gray
Lt. Durst
T/Sgt. Hostetler
S/Sgt. Haag
T/Sgt. Skidas
S/Sgt. McCurry
S/Sgt. Kahayias
S/Sgt. Brena
S/Sgt. Hiltner

AP-480 - B-2

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Hale
Pvt. Pavlonnis
S/Sgt. Gordy
S/Sgt. Kegan
Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell
Cpl. Leighten

AP-945 - B-3

Lt. Daly
Lt. McCabe
Lt. Lyle
Lt. DeFrancesca
Cpl. Abate
Cpl. Crump
Cpl. Carter
Cpl. Houkins
Cpl. Kim
Cpl. Johnson
Pfc. Millard

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
30 March 1945

NARRATIVE REPORT OF MISSION #307-497

- A. MISSION : 307-497
DATE : 30 March 1945
AIRCRAFT : 5 of 6 scheduled B-24's bombed the primary target together with elements of the 370th, 371st and 424th Bomb. Sqdn. (H). One aircraft turned back.
- B. TARGET : Runway at Oelin Airdrome, Borneo, N.E.I.
- C. ATTACK TIME : 1331/I
AND ALTITUDE : 10,900' 0 11,060' True
- D. RESULTS : The bombing was rated excellent. An estimated 95% of the bombs fell in the target area. The bombs fell in the Eastern $\frac{1}{2}$ of the #1 runway, beginning at the road which crossed the North end of the runway and continuing up the length of the runway. There were no results other than bomb bursts.
ENEMY LOSSES - Nil
FRIENDLY LOSSES - Nil
- E. INTERCEPTION : one unidentified fighter was seen after bombs away, at about 1333/I. The plane flew parallel and to the left of the Formation at about ten-o'clock at an altitude of 16,000'.
- F. COMBAT TACTICS: The A/C came in from 11 o'clock to about 900 yards, where it dropped one phosphorous bomb, which exploded about 2,000' above, ahead and to the left of our Formation. The A/C did not press the attack any further and disappeared into the clouds.
- G. A/A FIRE : Nil
- H. PHOTOS : A/C #162 and #200 took photos over the target.
- I. ROUTE AND FORMATION : Individual planes flew to the Northern tip of the Halmaheras (00°20'N - 124°38'E) to (00°40'N - 119°40'E) thence to I/P and on to target. A reciprocal heading was flown back to base as the one on the route out.
- J. WEATHER : Base to Target - .4 Cumulus, base 3,000', tops 5,000'.
.2 Stratus, .4 Alto Stratus, base 12,000'. Cumulus buildup Southeast of Laost Island and along South-eastern coast of Borneo up to target.
At Target - .7 to .9 Cumulus tops up to 12,000' with a clear area North of target.
Target to Base - Same as to target, except that a frontal condition existed East of the Celebes.

- K. REMARKS : 1. This Squadron led the Formation of Squadron-in-Trail over the target.
2. No fighter cover was scheduled.
3. A/C #862 jettisoned its bombs in a jungle area (03°38'S - 115°60'E) because the #4 propeller ran away and had to be feathered. The A/C began losing altitude and the Squadron Leader instructed the pilot to turn back to base.
4. The Squadron bombed on a reciprocal heading because of cloud cover over the target.
- L. BOMBS DROPPED : 45X500 pound G.P. Bombs were dropped over the target. All bombs were .1 fused nose and .01 tail fused. 1050 rounds of ammunition were used for test firing.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
30 March 1945

NARRATIVE COMBAT REPORT OF MISSION #307-496

LOADING LIST

AP-725 - A-1

Capt. Dryer
Lt. Harmon
Lt. Cohen
Lt. Dickinson
T/Sgt. Tinney
S/Sgt. Smelcer
T/Sgt. Jackmann
S/Sgt. Crowe
S/Sgt. Wilson
S/Sgt. Boddicker

AP-700 - A-2

Lt. Dickman
Lt. Rodenburg
Lt. Gonberg
Lt. Evans
T/Sgt. Windfelder
S/Sgt. Brown
T/Sgt. Stallkrot
S/Sgt. Brickbaker
S/Sgt. Buck
S/Sgt. Waskowsky

AP-535 - A-3

Lt. Connell
Lt. Fortunato
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP-621 - B-1

Lt. Crain
Lt. Freedman
F/O. Laverty
F/O. Goundry
T/Sgt. Krenyman
S/Sgt. Majauckas
T/Sgt. Robinson
S/Sgt. Fitch
S/Sgt. Veneski
S/Sgt. Astin
S/Sgt. Hiltner

AP-364 - B-2

Lt. Boyd
Lt. Meehan
F/O. Dresser
F/O. Overose
S/Sgt. Smith
S/Sgt. Cornelius
T/Sgt. Ammuno
S/Sgt. Blotzer
S/Sgt. Bright
S/Sgt. Boone

AP-862 - B-3

Lt. Daly
Lt. McCabe
Lt. Lyle
Lt. DeFrancesca
Cpl. Abate
Cpl. Grump
Cpl. Gerber
Cpl. Hockins
Cpl. Kime
Cpl. Johnson
T/Sgt. Powers

HISTORICAL DATA

372nd BOMBARDMENT SQDN (Hv)
 OFFICE OF THE COMMANDING OFFICER
 APO #719 c/o POSTMASTER, SAN FRANCISCO, CALIFORNIA

14 May 1945

SUBJECT: HISTORICAL RECORD

TO : Commanding General, Thirteenth Air Force, APO #719

ATTENTION: Historical Officer (Thru Commanding Officer,
 307th Bombardment Group, (Hv) APO #719)

1. Under the provisions of AR345-105, as amended by changes 1 and 3, of Regulations 20-8, Thirteenth AF Regulations 80-15, and pursuant to instructions contained in Overseas Historical Officers' Circular No. 1, HQ AAF, Thirteenth Air Force Historical Officers' Circular No. 1 to 5, and Letter (File AG 314.7) HQ FEAF, dated 21 July 1944, the following Historical Record of this Organization for the period 1 April to 30 April 1945, inclusive, is herewith submitted.

PART I

OUTLINE FACTS

a. Organization of Unit:

- (1) Original Designation -Previously submitted.
- (2) Mission or Alteration of Mission - Previously submitted.
- (3) Date and Place of Activation of Unit - Previously submitted.
- (4) Sources from which Personnel are drawn - Previously submitted.
- (5) Changes caused by T/O - No changes
- (6) Strength, Personnel

	<u>FLYING</u>		<u>GROUND</u>	
	EM	0	EM	0
(a) Beginning of period	192	124	349	18
(b) Net increase or decrease	-9	-6	-6	
(c) At end of period	284	228	343	18
(7) Strength, Airplanes	B-24J	B-24-L	B-24M	C-47A
(a) At beginning of period	7	4	1	1
(b) Net incese		2	3	
(c) Net decrease				
1. Through combat				
2. On ground through enemy action				
3. Through accident, wear, age and transfer		4		
(d) At end of period	3	6	4	1

(8) Names of Key Personnel and changes during period. Major Patrick A. Rickard, Squadron Executive Officer since December 1944, was relieved from the Squadron and assigned to the American Military

Government School at Charlettsville, Virginia. Captain Everett S. Elmore, former Adjutant of the 370th Bombardment Squadron (Hv), was assigned to the Squadron on 14 April to assume Major Richard's former duties.

- b. Command Relationships: There was no change in Command Relationships during the period covered by this report.
- c. Resume of Movements: On 3 April, 30 officers and 56 enlisted men departed for Palawan Island, P.I. to participate in bombardment missions against enemy installations on Borneo. Failure of the runway forced the Squadron to return to base on 5 April after only 2 missions.
- d. Name of Campaign Participated in: "Softening Up" raids against the Island of Mindanao in preparation for the invasion of that island on 20 April, were scheduled from 12 April to the invasion date. The remainder of the month was spent in pre-invasion raids on Borneo and shipping searches, and attacks on and around miscellaneous targets in Borneo, The Celebes and The Halmaheras.
- e. Chief Military Missions and Sorties, Engagements, with Dates, Places and Names of Commanders Participating:
 - (1) The first mission of the month was carried out against Sandakan ship building area on Borneo. Captain John W. May, Jr. led 3 of our aircraft over the target on 1 April.
 - (2) Gun positions on Bangao Island in the Sulu Archipelago were struck by 5 of our ships on 2 April. The mission was led by Captain Charles A. Dryer.
 - (3) On 4 April, 1 airplane, piloted by Lt. Richard E. Dolt, Jr., bombed the Tarakan personnel area on North Borneo.
 - (4) The shipyards at Kuching on the West coast of Borneo, were attacked by 6 of our aircraft under the leadership of Major Warren Scarr, Squadron Commander on 4 April.
 - (5) On 5 April, 6 of our ships struck the Pamoesian Oil Field on Tarakan Island, Borneo. The Formation again was led by Major Scarr.
 - (6) Captain Dryer took 6 of our B-24's over the supply and personnel area on Jolo Island on 6 April.
 - (7) A Japanese light cruiser and 4 destroyer-escorts were assigned as the primary target on 7 April. However, the Formation led by Captain May, was unable to locate the shipping, and struck Bima A/D on Soembawa Island.
 - (8) The personnel and supply area on Jolo Island was hit by 6 of our ships, led by Captain Steffy, on 8 April.
 - (9) 6 ships returned to Jolo Island on 9 April. Lt. Connell led the Formation.
 - (10) Lian A/D on Ambon Island, was struck by 5 of our B-24's on 10 April. Captain Dryer flew lead plane.
 - (11) On 12 April, Major Scarr led a Formation of 6 aircraft over the supply and personnel area near Davao Town on Mindanao Island, P.I.
 - (12) One Liberator from this Squadron, piloted by Lt. Rather, carried out a high altitude radar practise bombing mission against Miti A/D in the Halmaheras on 12 April.

- (13) Captain May led 5 B-24's from the Squadron over Davao City targets on 13 April.
- (14) Lt. Rather flew one ship on an armed shipping search along the Southeastern coast of Borneo on 13 April.
- (15) Davao City targets were hit again on 14 April by 5 of our ships, led by Lt. Whitehead.
- (16) On 16 April, defense positions in the hills near Cotobata, P.I., were struck by 6 of our B-24's. Lt. Connell led the mission.
- (17) Kabalan Town on Mindanao Island, P.I., was attacked by 7 of our ships on 17 April. The formation was led by Major Scarr.
- (18) One of our ships participated in a shipping search in the Ambon Ceram area on 18 April, unable to find a suitable target, the plane, piloted by Captain Earl Stevens, bombed Haraokoe Island.
- (19) Beo Town in the Talaud Islands was bombed by 5 ships from this Squadron on 18 April. The Formation was led by Captain Dryer.
- (20) Captain Steffy led a 6 ship Formation over Cagayan Airdrome on Mindanao Island on 19 April.
- (21) Sepinggan A/D, near Balikpapan, Borneo, was struck by 5 of our B-24's on 20 April. The Flight was led by Lt. Connell.
- (22) Six of our Liberators returned to Sepinggan on the following day, 21 April. These ships were led by Lt. Apple.
- (23) Lt. Richard Crain, Jr. led 6 of our planes against shipping in Balikpapan Harbor region on 22 April. The shipping was not located and 5 of the ships bombed the personnel area at Manggar A/D, with the remaining ship attacking the bridge at Manado Town in the Celebes.
- (24) On 23 April, Lt. George W. Booker, led a 6 ship Formation over Sepinggan Airdrome.
- (25) Bee Lee Doang A/D in South Borneo was struck by 5 of our B-24's on 25 April. Lt. Blackman flew the lead ship.
- (26) Lt. Crain led a Formation of 6 A/C over Limboeng Airdrome in the Celebes on 26 April.
- (27) The runway at Mandai A/D in the Southwest Celebes was hit on 27 April by 6 of our ships. The Formation was led by Lt. Apple.
- (28) Two targets in the Celebes, Malimpeong A/D and Masamba A/D, were attacked on 28 April. Three ships hit each target, with the entire Formation led by Captain Stevens.
- (29) 6 of our aircraft returned to Mandai A/D on 29 April. This Formation was led by Captain Dryer.

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- (14) Lt. Rather flew one ship on an armed shipping search along the Southeastern coast of Borneo on 13 April.
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- (24) On 23 April, Lt. George W. Booker, led a 6 ship Formation over Sepinggan Airdrome.
- (25) Bee Lee Doang A/D in South Borneo was struck by 5 of our B-24's on 25 April. Lt. Blackman flew the lead ship.
- (26) Lt. Crain led a Formation of 6 A/C over Limboeng Airdrome in the Celebes on 26 April.
- (27) The runway at Mandai A/D in the Southwest Celebes was hit on 27 April by 6 of our ships. The Formation was led by Lt. Apple.
- (28) Two targets in the Celebes, Malimpeong A/D and Masamba A/D, were attacked on 28 April. Three ships hit each target, with the entire Formation led by Captain Stevens.
- (29) 6 of our aircraft returned to Mandai A/D on 29 April. This Formation was led by Captain Dryer.

- (30) The final mission of the month found one of our ships participating in an anti-submarine convoy from a point just off Gila Point on Morotai Island along the East coast of the island for approximately 60 miles.
- f. LOSSES IN ACTION - There were no losses suffered by the Organization during the period covered by this report.
- g. AWARDS TO AND DECORATIONS OF MEMBERS OF REPORTING UNIT - Five Formations were held during the month, at which the Group Commander awarded Air Medals and Clusters to Members of this Squadron. (Incl. #6 lists personnel awarded)

PART II
NARRATIVE ACCOUNT

Mindanao Island in the Philippines; Jolo and Sanga Sanga Islands in the Sulu Archipelago, Borneo; The Celebes; The Halmaheras; and Soembawa in the Java Group, all furnished targets for our Long Range Bombers during the month of April.

Targets on Mindanao were hit to soften up defenses and neutralize supply areas for the invasion by our ground forces on 20 April. Borneo targets, principally those on or near Tarakan Island, were struck in anticipation of Allied landings at a later date.

A total of 30 Missions, as outlined in Part I, were carried out during the month. The majority of these were high-level bombardment type air attacks, with a few scattered armed recon flights being flown at altitudes of 50' to 200' for low-level bombing and strafing of enemy surface craft.

Only one enemy airplane was encountered during the month. On 25 April over Bee Lee Doan A/D in South Borneo, one float type (Probably a Rufe) was seen at a distance of 1500 yards. The fighter made 8 or 9 feeble passes, never coming closer than 1000 yards. Lack of fighter interception attests to the success of the attacks our bombers have been making against enemy airdrome and installations.

A total of 432 tons of bombs were dropped on enemy installations during the month. Of this total, 398½ tons were Demolitions Bombs varying in weight from 100 pounds to 2,000 pounds. 12 tons were 100 pound Fragmentation Bombs, 18 tons were 500 pound Incendiary Bombs, and 3½ tons were 100 pound Napalm Fire Bombs. Approximately 18,000 rounds of Caliber .50 aircraft machine gun ammunition were expended in test firing of guns.

One Sugar Dog was damaged on the raid of 1 April, which was directed against the Sandakan ship building yards on Borneo. Three ships dropped a mixed load of 100 pound Demolition Bombs and 100 pound Napalm Fire Bombs from altitudes ranging from 3000' to 7500'. The bombing was done by individual planes. An estimated 90% of the bombs fell in the target area. One bomb fell long, hitting the stern of the Sugar Dog moored at a pier 100' Southwest of the target area. The vessel was left burning. Several other fires were noted throughout the target area, and one large explosion was noted in the shipyard shops.

On 3 April, 6 of our ships and crews went to Palawan Island, P.I. to operate from that base for several missions. Only 2 missions were carried out, however, due to failure of the runway.

The first mission out of Palawan, carried out on 4 April, was directed at the shipyards at Kuching, Borneo, and was the first formation of Allied aircraft over the target since early 1942. The bombing was rated "Excellent" and 15 minutes after "Bombs Away", the Formation passed near the target again and the Eastern 2/3 of the shipyards was afire. The bombing was done from an altitude of 10,000' and no interception was encountered.

The following day, 5 April, the same 6 aircraft that had carried out the raid against Kuching the previous day, departed from Palawan to return to base and bombed the Pamoesian Oil Fields on the way. This bombing also proved to be excellent, with a tight pattern, comprising 70% of the load, concentrated in the target area. There was no interception.

On 7 April, our aircraft ranged down to 8 and $\frac{1}{2}$ degrees South of the Equator, to strike at Bima Airdrome on Soembawa Island in the Java Group. No results other than bomb bursts were noted, although the bombing was rated "Excellent". Heavy anti-aircraft fire was encountered, although no ships were hit.

A Corvette, two small escort vessels and a Sugar Charlie were damaged by one of our ships on 13 April off the Southwestern tip of Borneo in the North Java Sea. All four of the surface craft were hit by strafing fire and received near misses on the bomb runs. On the second pass over the ships, our airplane received a hit in the main fuel cell and a serious leak developed. The ship was also holed one other time by the intense, light and accurate anti-aircraft fire. After receiving the hit in the fuel cell, our ship returned to base.

On 27 April, 3 targets were struck by aircraft from this Squadron. Six ships participated in the mission, with 5 bombing Mandai A/D in the Southwest Celebes. This attack was made from an altitude of 10,000' and 40 X 1000 pound Demolition Bombs were dropped. 65% of those bombs fell within the assigned target area, with the pattern covering the North side of the Northwest half of the runway. The strip was rendered unserviceable by this attack.

On the route out to the target, these 5 aircraft had sighted a Sugar Dog and 3 barges West of Padamarang Island in the Gulf of Bone between the East and West lower arms of the Celebes. These vessels were attacked on the return route with gratifying results. The barges were filled with what appeared to be crushed stone and were in tow to the Sugar Dog. The first strafing pass was made by ships in Formation. After that, each ship made 4 to 6 individual passes. One barge sank immediately, with the other 2 settling in the water after the attacks. The Sugar Dog was hit with numerous rounds of .50 Caliber aircraft machine gun fire and was set afire near the bow and amidships. The vessel exploded and sank a few moments later. Japs from the Sugar Dog jumped from the ship and climbed into a nearby native boat, forcing the natives into the water. This canoe was strafed without visible results.

One airplane from the original Formation, piloted by Lt. Steven Fortunato, discovered gas siphoning from one of the main fuel tanks shortly after takeoff. He realized he would not have sufficient fuel to reach the primary target, and he decided to strike the target of last resort, the bridge at Manado Town on the Northwest tip of the Celebes. This bridge had long been a nemesis of the 307th Bombardment

Group. Two runs were made on the target, with the second bomb dropped on the first run scoring a direct hit on the bridge just off the North bank of the river. Three bombs were dropped on the second run, and once again, the second bomb scored a direct hit. When the plane left the target, the North span was split in two, with the ends of the span in the water. The South end of the bridge was sagging almost to the water. Bombardier, Lt. Albert Yelland, dropped 6 X 1000 pound bombs on the bridge from an altitude of 8,400'. There was no interception encountered over any of the 3 targets.

Target photographs, bomb plot charts, mission reports and route charts are enclosed and made a part of report to give further information regarding the bombardment activities of the Squadron for the month.

Photographs of station life and events are introduced as a part of this report to comply with the old adage that "One picture is worth 1000 words."

The monthly Administrative, Tactical and Technical Inspections by the 307th Bombardment Group Air Inspector's Office resulted in an excellent rating for the Squadron. The area as a whole showed immense improvement and very little was found "Out of Order."

Training of all combat personnel has been carried on very extensively. Bombardiers have been kept busy on the Bomb Trainer. All Pilots and Co-Pilots have been given transition, instrument and night-flying training. Co-Pilots are checked out as First Pilots as rapidly as possible and given crews of their own. Assistant Engineers have been checked out as First Engineers by both flight and ground training. Radio Operators have been given additional training in maintenance and operation. Gunners are being sent to the gunnery range whenever time is available.

The Squadron has completed and opened a basketball court, where 2 or 3 games are played every night. 12 teams have been formed within the Squadron, and there are 2 Squadron teams which play 2 games a week against outside competition.

QUANTITATIVE SUMMARY

Number of Missions - 30
A/C dispatched on Missions - 148
A/C to reach target - 147
Interception - One Rufe on 25 April
Tons of bombs dropped - 432
Tons on target - 367½
Ammunition expended - 18,000 rounds .50 Caliber A/C MG
Enemy A/C destroyed - None
Enemy shipping destroyed - Three barges, One Sugar Dog
Enemy shipping damaged - Two Sugar Dogs, One Sugar Charlie, One Corvette,
Two Escorts.
Installations destroyed - One shipyard, One pier, Thirteen buildings,
One bridge.

HISTORICAL RECORD 372nd BOMB. SQDN. (Hv) APO #719, April 1945 continued

Installations Damaged - Misc. buildings and shops, Mandai A/D unservice-
able.

Own losses - None

Charles T. Scott, Jr.
1st Sgt. 372nd Bomb. Sqdn. (Hv)
Historian

Warren E. Scarr
Major Air Corps
Commanding

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
6 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-503

A. MISSION : 307-503
DATE : 6 April 1945
AIRCRAFT : 6 of 6 scheduled Liberators bombed the primary target with Elements of the 370th and 424th Bomb. Sqdns.(Hv)

B. TARGET : Supply and personnel area, Jolo Island

C. ATTACK TIME : 1028/I 1045/I by individual A/C
AND ALTITUDE : 7,000' to 7,600' True

D. RESULTS : The bombing is rated excellent. An estimated 80% of the bombs fell in the target area. The bombs walked across the center of the target from North to South. Those bombs not in the target fell beyond up to 600' away from the area. No results other than bomb blasts were observed.

ENEMY LOSSES : Nil
FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : A/C's #175, 370 and 954 took photos over target

I. ROUTE AND FORMATION : The planes flew individually from base to Tapul Island (06°40'N - 120°55'E) where a Group Box was formed and the Squadron flew to the T/P (06°48'N - 120°38'E) to the I/P (06°13'N - 120°03'E) to the target. The route back was a reciprocal of route out.

SIGHTINGS : Nil

J. WEATHER : BASE TO TARGET - .3 Cumulus, tops 5,000' .4 Alto Stratus, tops 11,000'
AT TARGET - .2 Cumulus, tops 6,000'
TARGET TO BASE - .2 - .3 Cumulus, tops 4,000' to 9,000' .3 Alto Stratus, tops 11,000'

K. REMARKS : 1. No fighter cover scheduled.
2. A/C #175 bombed individually because it failed to meet the rest of the Squadron at the Rendezvous Point and was unable to catch up with the Squadron.

L. REMARKS : 35 X 1,000 pound G.P. Instantaneously Fused, and
12 X 500 pound G.P. Instantaneously Fused were
dropped over the primary target. Ammunition expended
test fire only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
6 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-503

LOADING LIST

AP-621 - A-1

Capt. Dryer
Lt. Dickman
Lt. Hale
Lt. Evans
T/Sgt. Windfelder
S/Sgt. Brown
T/Sgt. Stallknecht
S/Sgt. Brodhacker
S/Sgt. Hock
S/Sgt. Huffman
Lt. Miller

AP-370 - A-2

Lt. Whitehead
Lt. Staley
Lt. Wagner
Lt. Mayer
T/Sgt. Pilette
S/Sgt. Richmond
T/Sgt. Skidas
S/Sgt. Schley
S/Sgt. Harte
S/Sgt. Wienczek
S/Sgt. Buckovatz

AP-354 - A-3

Lt. Cummings
Lt. Bolt
F/O. Martinez
F/O. Holt
T/Sgt. Foster
S/Sgt. Etheredge
T/Sgt. Ewing
S/Sgt. Gindlesperger
S/Sgt. McDaniel
S/Sgt. Berry

AP-175 - B-1

Lt. Blackman
Lt. Hasselbach
F/O. Burtard
F/O. Guido
Sgt. Willard
Sgt. Fulmer
Sgt. Shaw
Sgt. Hinkel
Sgt. Perisic
Cpl. Content
S/Sgt. Waskowsky

AP-862 - B-2

Lt. Fortunato
Lt. Stoll
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Sgt. Ivler

AP-954 - B-3

Lt. Gwynn
Lt. Strain
Capt. Austin
Lt. Glugover
Cpl. Hubner
Cpl. Cooper
Cpl. Buck
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle
Sgt. Herdan

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
10 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-507C

A. MISSION : 307-507C
DATE : 10 April 1945
AIRCRAFT : 5 of 6 scheduled Liberators bombed the primary with Elements of the 424th Bomb. Sqdn. (Hv). One plane jettisoned in the water. (See Remarks)

B. TARGET : PRIMARY - Liang runway, Ambon Island, N.E.I. bombed by 5 A/C.
: SECONDARY - Haroekoe runway, Haroekoe Island, N.E.I.
: LAST RESORT - Djailolo Bridge, Djailolo, Halmahera Island, N.E.I.

C. ATTACK TIME : 1115/I to 1145/I
AND ALTITUDE : 10,100' to 10,500' True

D. RESULTS : The bombing is rated excellent. Four strings formed a good pattern covering the Northern half of the target area. 75 - 80% of those bombs were to the West. The fifth string was unobserved. No results other than bomb bursts were seen.

FRIENDLY LOSSES: Nil
ENEMY LOSSES : Nil

E. INTERCEPTION : Nil
F. COMBAT TACTICS : Nil

G. A/A FIRE : One round of heavy A/A was aimed at the individual plane at about 1135/I. It burst 400' to the right and 400' low.

H. PHOTOS : A/C #'s 621, 749 and 954 took photos over the target.

I. ROUTE AND FORMATION : The planes flew in a loose Formation to Ceram Island where they closed up before proceeding to the I/P (03°23'N - 128°15'E). After flying over the Primary and Secondary targets which were completely socked in, a course was set for the Last Resort Target. The planes split up in a weather penetration over the Ceram Sea. 5 of the planes reformed over the Obi Islands and then returned to the Primary, going to the I/P before making the bomb run.

SIGHTING : 1. A possible sod strip was seen at Toniwol.
2. A crew member reports sighting a single engine plane flying on a 06° heading at 1,000'.

- J. WEATHER : BASE TO TARGET - .3 to .5 Strato Cumulus, tops at 3,000'. Haze throughout the Halmaheras and a small line lay across the Ceram Sea.
TARGET - Complete undercast.
TARGET TO BASE - Same, except the front over Ceram Sea was stronger.
- K. REMARKS : This Squadron was second to bomb the Primary. There was a complete undercast over Primary, and the planes were on their way to Target of Last Resort when the 424th reported Primary was clear. The Planes returned and bombed the Primary.
- L. BOMBS DROPPED : 190 X 250 pound G.P. Bombs were dropped on the Primary. These were fused at .1 Nose and .01 Tail. Ammunition expended, test fire only.

William Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
10 April 1945

NARRATIVE COMBAT REPORT OF MISSION 307-507C

LOADING LIST

AP-725 - A-1

Capt. Dryer
Lt. Brown
Lt. Trost
Lt. Meacham
T/Sgt. Johnson
S/Sgt. Casale
S/Sgt. Cletfelter
S/Sgt. Biggs
S/Sgt. Allen
S/Sgt. Brass
Lt. Herbst

AP-964 - A-2

Lt. Durrin
Lt. Goodwin
Lt. Bertin
Lt. Durst
T/Sgt. Hostetler
S/Sgt. Haag
T/Sgt. Skidas
S/Sgt. McCurray
S/Sgt. Kahayias
S/Sgt. Brena
S/Sgt. Oliveria

AP-370 - A-3

Lt. Lord
Lt. Rodenburg
Lt. Wagner
Lt. Wright
T/Sgt. Butler
S/Sgt. Gabrielle
T/Sgt. Rumstetter
S/Sgt. Berowicz
S/Sgt. Hoenlein
S/Sgt. Clark
Lt. Holmes

AP-621 - B-1

Lt. Fortunato
Lt. Broderick
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
T/Sgt. Jerrett
T/Sgt. Sheldon

AP-749 - B-2

Lt. Cummings
Lt. Bolt
Lt. Martinez
F/O. Holt
T/Sgt. Foster
S/Sgt. Etheredge
S/Sgt. Gindlesperger
S/Sgt. McDaniel
S/Sgt. Berry
Pvt. Upperman

AP-862 - B-3

Lt. Gwynn
Lt. Strain
Capt. Austin
Lt. Glugover
Cpl. Hubner
Cpl. Buck
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle
Lt. Pugh

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
13 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-510A

A. MISSION : 307-510A
DATE : 13 April 1945
AIRCRAFT : 5 of 5 scheduled Liberators bombed the Primary Target with Elements of the 371st and 424th Bomb. Sqdns. (Hv)

B. TARGET : Davao City, Mindanao Island, P.I.

C. ATTACK TIME : 0945/I to 0959/I
AND ALTITUDE : 10,150' to 10,450' True

D. RESULTS : The bombing is rated excellent. An estimated 85% of the bombs dropped were in the assigned target. The pattern extended from the Northwest corner diagonally across the target along the prominent road. Only one bomb was reported short and the rest of those outside the target area were long, A salvo hit along the Western edge. No results other than bomb bursts were seen.

ENEMY LOSSES : Nil
FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil
F. COMBAT TACTICS : Nil
G. A/A FIRE : Nil
H. PHOTOS : Aircraft #133, 175 and 862 took photos over the target.

I. ROUTE AND FORMATION : The planes formed Squadrons-in-Trail enroute and went into Elements-in-Trail 8 minutes before going over the Target. They flew to T/P (06°00'N - 125°00' E) to I/P (07°16'N - 124°40'E) to T/P (07°22'N - 125°16'E) to I/P (07°07'N - 125°38"E) before attacking. The "A" Element made one dry run. Return was direct to base.

SIGHTINGS : 1. An unidentified A/C was seen on a reciprocal heading while on the bomb run. It was at 10,000' altitude.
2. Several barges were seen in the mouth of the Davao River.

J. WEATHER : BASE TO TARGET - .4 Cumulus, bases at 2,000', tops 7,000'.
TARGET - .3 Cumulus at 4,000'.

TARGET TO BASE - Same as route out.

- K. REMARKS : 1. This Squadron bombed first.
2. The "A" Element made a second run because the lead Bombardier was not satisfied.
- L. BOMBS DROPPED : 28 X 1,000 pound G.P. Bombs were dropped over the Primary. 12 X 500 pound G.P. Bombs were dropped over the Primary. All bombs were fused .1 delay nose and .01 delay tail. Ammunition expended was test fire and practice.

William B. Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
13 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-510A

LOADING LIST

AP-621 - A-1

Captain May
Lt. Bolt
Lt. Trost
Lt. Meacham
T/Sgt. Wilbur
S/Sgt. Ghering
T/Sgt. Buckman
S/Sgt. Costas
S/Sgt. Thiele
S/Sgt. Hagendorff
Capt. Orr
M/Sgt. Hunt

AP-862 - A-2

Lt. Cummings
Lt. Drager
Lt. Martinez
F/O. Holt
T/Sgt. Foster
S/Sgt. Etheredge
T/Sgt. Ewing
S/Sgt. Gindlesperger
S/Sgt. McDaniel
S/Sgt. Berry
T/Sgt. Jerrett

AP-749 - A-3

Lt. Gwynn
Lt. Strain
Capt. Austin
Lt. Glugover
Lt. Pugh
Cpl. Hubner
Cpl. Cooper
Cpl. Buck
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle

AP-175 - B-1

Lt. Blackman
Lt. Hasselbach
F/O. Burtard
F/O. Guido
S/Sgt. Willard
S/Sgt. Fulmer
S/Sgt. Shaw
S/Sgt. Hinkel
S/Sgt. Perisic
Sgt. Content
Cpl. Werley

AP-133 - B-2

Lt. Fortunato
Lt. Harrison
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
S/Sgt. Oliveria

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO#719
17 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-514A

A. MISSION : 307-514A
DATE : 17 April 1945
AIRCRAFT : 7 of 7 scheduled Liberators bombed their Primary Target with Elements of the 370th and 424th Bomb. Sqdn. (Hv)

B. TARGET : Kabacan Town, Mindanao, P.I.

C. ATTACH TIME : 0940/I - 0941/I, 0949/I to 1010/I
AND ALTITUDE : 8,700' - 8,900', 9,365' and 8,900' True

D. RESULTS : The bombing is rated excellent. An estimated 40% of the bombs fell within the target area. Five planes formed a concentrated pattern to the South of the fork in the road. About 5 bombs were in the assigned target, while others scored direct hits on Sayre Highway. No other results were observed.

ENEMY LOSSES : Nil
FRIENDLY LOSSES : Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : A/C #133 took one photo of fighters in the area, plus one photo of the bombing.
: A/C #'s 370 and 749 took photos over the target.

I. ROUTE AND FORMATION : From base to T/P (06°30'N - 123°55'E) to assembly point. (06°45'N - 124°00'E) to I/P (07°04'N - 124°43E) and then over target. A dry run was made because of clouds, so a second run was necessary. One plane had a malfunction, so a third run was made. Return was direct to base.

SIGHTINGS : Nil

J. WEATHER : BASE TO TARGET - .4 - .5 Cumulus, tops at 5,000' and .0 alto Stratus based at 10,000', reducing to .3 near Mindanao.
TARGET - .5 - .6 Cumulus at 4,000'.
TARGET TO BASE - .2 - .3 Cumulus, tops at 8,000' and .2 altostratus at 14,000'.

- K. REMARKS : 1. This Sqdn. was the first to bomb Primary.
2. A/C #870 flew in B-2 position with the 370th Bomb.
3. No fighters were scheduled
4. Clouds interfered with the first bomb run
5. A/C #862 had a malfunction with its bomb bay doors, which made a third run necessary
6. This Mission was in support of landing operations near Cotabato. A/C #621 carried a combat movie cameraman, who photographed the action
- L. BOMBS DROPPED : 62 X 1,000 pound B.P. Bombs, all instantaneously fused, were dropped over Primary. Ammunition expended in test firing only.

William B. Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
17 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-514A

LOADING LIST

AP-1621 - A-1

Maj. Scarr
Lt. Booker
Lt. Wagner
Lt. Pugh
T/Sgt. Johnson
S/Sgt. Casale
S/Sgt. Cletfelter
S/Sgt. Wiggs
S/Sgt. Brass
S/Sgt. Allen
Cpl. Adams

AP-0862 - A-2

Lt. Blackman
Lt. Hasselbach
F/O. Burtard
F/O. Guido
S/Sgt. Willard
S/Sgt. Fulmer
S/Sgt. Shaw
S/Sgt. Hinkel
S/Sgt. Perisic
Sgt. Content
S/Sgt. Murphy

AP-1133 - A-3

Lt. Fortunato
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
T/Sgt. Jerrett

AP-1370 - B-1

Lt. Rather
Lt. Hector
Lt. Wiley
Lt. Hale
Sgt. Pavlonnis
S/Sgt. Gordy
T/Sgt. Regan
S/Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell
S/Sgt. Oliveria

AP-9749 - B-2

Lt. Gwynn
Lt. Strain
Capt. Austin
Lt. Glugover
Cpl. Hubner
Cpl. Cooper
Cpl. Buck
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle
Cpl. Worley

Ap-1870 - B-3

Lt. Drager
Lt. Valentino
Lt. Scull
Lt. Harned
Cpl. Marshall
Cpl. Cobb
Cpl. Buysee
Cpl. Turner
Cpl. Huey
Cpl. Lacerte
Lt. Durst

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
20 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-517A

A. MISSION : 307-517A
DATE : 20 April 1945
AIRCRAFT : 5 of 6 scheduled Liberators bombed Primary Target with Elements of 370th Bomb. Sqdn. (Hv). For 6th plane, see Remarks.

B. TARGET : Sepinggan runway, Borneo, N.E.I.

C. ATTACK TIME : 1152/I - 1154/I
AND ALTITUDE : 15,100' - 15,300' True

D. RESULTS : The bombing is rated excellent. A good pattern of bombs started 1,300' from the East end of the runway and covered it to within 800' of the West end. The pattern was not exactly the axis of the runway, but slightly Northeast to Southwest. One bomb was North of the target to the East and about 4 bombs were to the South and West. This places 85% of the bombs in the assigned target. Two small fires were started South of the runway, which emitted gray smoke. No other results were observed.

FRIENDLY LOSSES: Nil
ENEMY LOSSES : Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : One or two bursts of heavy A/A fire were seen 500' high at 2 o'clock.

H. PHOTOS : A/C #602 took 3 photos of enemy A/C going into Manggar A/D and photos over target. A/C #370 also took photos over target.

I. ROUTE AND FORMATION : The planes flew in loose formation to Cape Karang (00°38'N - 119°40'E), where a rendezvous was effected with the 370th Bomb. Sqdn. They then proceeded across Makassar Strait in-Trail to the T/P (00°45'N - 117°35'E). Thence to the I/P (01°14'N - 117°00'E), & finally over the target. Return to base on a reciprocal of the route out.

SIGHTINGS : 1. At 1145/I from 15,500', 3 unidentified A/C fighter planes were seen flying to the Northwest. They were over land when sighted and continued on course.

2. At 1155/I from 15,000', 2 unidentified fighter planes were seen flying a mile or so in-trail of 3 B-24's. All were over Makassar Strait at the time and headed toward Manggar A/D on a North-west heading.
3. At 1153/I from 15,200', 5 small boats were seen in Balikpapan Harbor. They were moving rapidly to the North and were just North of the FFA and Su, which were still present in the harbor. An estimated 15 other vessels of various sizes were scattered about in the harbor.
4. Just after bombs away, 4 A/K's were seen off shore and Southeast of Sepinggan A/D.

J. WEATHER : BASE TO TARGET .3 - .5 Cumulus, tops varying from 5,000' to 7,000' and .2 to .3 Alto Stratus 12,000' to 15,000'.

TARGET .6 Cumulus built up over land, but back from the shore line, the target was open.

TARGET TO BASE - The same as on the route out.

K. REMARKS : 1. This Squadron was second over the target.
2. No fighter escort was scheduled.
3. Propaganda leaflets were dropped after bombs away.
4. A/C #133 had a malfunction with its bomb bay doors. This was discovered 20 minutes before Target was reached. Efforts were made to correct it, but to no avail. This plane left the Formation before it went on the bomb run. At 1230/I, after being able to open one door, 4 bombs were jettisoned manually in the open sea. The other door would not open, so 2 bombs were returned to base.

L. BOMBS DROPPED : 36 X 1000 pound G.P. were dropped over the Primary.
4 X 1000 pound G.P. bombs were jettisoned in the water. The 36 bombs dropped over the target were fused .1 second delay nose, and .01 second delay tail. Ammunition expended in test firing only.

William B. Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
20 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-517A

LOADING LIST

AP-725 - A-1

Lt. Connell
Lt. Hoff
Lt. Kristie
Lt. Drollinger
T/Sgt. VanGorder
S/Sgt. Wingert
T/Sgt. Rodriguez
S/Sgt. Harrison
S/Sgt. Smith
S/Sgt. Blake

AP-135 - A-2

Lt. Dickman
Lt. Russell
Lt. Hinkle
Lt. Evans
T/Sgt. Windfelder
S/Sgt. Stallknecht
S/Sgt. Brodhacker
S/Sgt. Houk
S/Sgt. Huffman
Cpl. Worley

AP-838 - A-3

Lt. Gwynn
Lt. Crain
Capt. Austin
Lt. Glugover
Cpl. Hubner
Cpl. Cooper
Cpl. Buck
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle

AP-370 - B-1

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Hale
S/Sgt. Pavlonnis
S/Sgt. Gordy
T/Sgt. Regan
S/Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell
S/Sgt. Oliveria

AP-602 - B-2

Lt. Fortunato
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
T/Sgt. Jerrett

AP-675 - B-3

Lt. Drager
Lt. Valentino
Lt. Harned
Lt. Knox
Cpl. Marshall
Cpl. Cobb
Cpl. Buysee
Cpl. Turner
Cpl. Huey
Cpl. Lacerte

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
23 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-520A

A. MISSION : 307-520A
DATE : 23 April 1945
AIRCRAFT : 6 of 6 scheduled B-24's bombed the Primary target with elements of the 370th and 424th Bomb. Sqdn. (Hv)

B. TARGET : Supply and personnel area near Sepinggan A/D, Borneo, N.E.I.

C. ATTACK TIME : 1118/I - 1119/I
AND ALTITUDE : 15,000' - 15,300' True

D. RESULTS : This mission could not be rated. Bomb hits could not be observed because of a complete undercast.
ENEMY LOSSES : Nil
FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Moderate, heavy and inaccurate A/A fire was received over the Primary. For the most part, bursts were leading and to the left. They varied from 300' low to on altitude. A few bursts were reported 3,000' low. Gun flashes were also reported at the East end of the airdrome, which would indicate these medium positions were active.

H. PHOTOS : A/C's #838, 621 and 941 took photos over target.

I. ROUTE AND FORMATION : From base to T/P (00°20'N - 124°30'E) to Manibaja Point (00°00'N - 119°40'E), where a Group Box was formed and flown to T/P (01°43'N - 117°22'E). Here Squadron formed In-Trail and headed toward the I/P (01°21'S - 116°56'E), but actually went West of it. They saw their mistake in time and turned East short of the coast. The run was off the briefed heading for this reason. Return to base was on a reciprocal of the route out.

SIGHTINGS : Nil

J. WEATHER : BASE TO TARGET - .4 - .6 Cumulus, tops at 12,000', .9 Alto Stratus based between 12,000' to 14,000'.
TARGET - The shoreline was clear, but 10/10 clouds covered the land.

TARGET TO BASE _ Same as route out.

- K. REMARKS : 1. This Squadron was second to bomb.
2. No fighter cover was scheduled.
2. The Bombardiers were able to pick up the target on the run, but had to estimate the range from the shoreline or points between it and the target. The target was not visible at Bombs Away.
- L. BOMBS DROPPED : 18 X 2000 pound B.P. bombs, all instantaneously fused, were dropped on Primary. Ammunition used for test fire only.

William B. Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
23 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-520A

LOADING LIST

AP-700 - A-1

Lt. Booker
Lt. Russell
Lt. Springer
Lt. Pugh
T/Sgt. Windfelder
S/Sgt. Neuhausler
T/Sgt. Heiber
S/Sgt. McClellan
S/Sgt. Rohrback
S/Sgt. Dougherty

AP-838 - A-2

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Hale
S/Sgt. Pavlonnis
S/Sgt. Gordy
T/Sgt. Regan
S/Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell
T/Sgt. Jerrett

AP-749 - A-3

Lt. Fortunato
Lt. Goodwin
Lt. Hinkle
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Sgt. Ivler

AP-621 - B-1

Lt. Lewis
Lt. Rodenburg
F/O. Zimmerman
F/O. Buckalew
T/Sgt. Nealon
S/Sgt. Throop
T/Sgt. Larson
S/Sgt. Paulin
S/Sgt. Dellesso
S/Sgt. Smith
Cpl. Morley

AP-941 - B-2

Lt. Gwynn
Lt. Strain
Capt. Austin
Lt. Glugover
S/Sgt. Hubner
Cpl. Cooper
Cpl. Buck
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle
S/Sgt. Oliveria

AP-175 - B-3

Lt. Drager
Lt. Valentino
Lt. Scull
Lt. Harned
Lt. Evans
Cpl. Marshall
Cpl. Cobb
Cpl. Buysee
Cpl. Turner
Cpl. Huey
Cpl. Lacerte

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
27 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-524A

A. MISSION : 307-524A
DATE : 27 April 1945
AIRCRAFT : 5 of 6 scheduled aircraft bombed the Primary target with elements of the 371st and 424th Bomb. Sqdn. (Hv). One plane bombed target of last resort.

B. TARGET : Primary - Mandai runway #2, Southwest Celebes, N.E.I.
Last resort - Manado Town bridge, Manado, Northeast Celebes, N.E.I.
Opportunity -1 SD and 3 barges (04°05'S - 121°20'E)

C. ATTACK TIME : 1144/I - 1156/I, 9,850' to 10,000' True - Primary
AND ALTITUDE : 0759/I - 0813/I and 0821/I All 3 runs at 8,400', Last resort.

D. RESULTS : Primary - The bombing is rated excellent. An estimated 85% of the bombs dropped fell within the target limits. The pattern covered the North side of the Northeast half of runway #2 and spread off the runway to the South. The strip was rendered useless. Bomb bursts were the only results observed.
Last resort target, Manado Town bridge. The bombing is rated excellent. Three runs were made. On the first run, 3 bombs were dropped. The middle one scored a direct hit on the bridge South of the North shore. On the second run, 3 bombs were released and once again, the middle bomb hit the bridge, this time to the North of the South shore line. The remaining 2 bombs were dropped on the 3rd run and struck near the South end of the span. One was in the water and the other on land. The plane went down to 5,000' and reports the hit to the North, split the span in two. The ends were in the water. To the South, the bridge was merely sagging into the water. It had not parted in two.
Opportunity - The S/D with 3 barges in tow had been sighted on the route out at 1017/I. The barges were filled with what appeared to be crushed stone. On the return to base, they were sighted again and attacked by 3 of our planes. The first strafing pass was by A/C #'s 700,941 and 838 in formation. After that, each plane made from 4 - 6 individual passes. One barge sank almost immediately and the

other two were "sieved". They were slowly sinking as the planes left the area. The S/D was severely hit by .50 caliber and started to burn near the bow and amidships. It finally exploded and black smoke and flames billowed to 500'. After this, it sank. Japs from the S/D climbed into a native canoe, forcing the natives into the water. This craft was strafed, with no visible results.

ENEMY LOSSES : 1 bridge destroyed.
 1 S/D and 1 barge sunk
 2 barges probably sunk

FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : A/C #'s 854, 370 and 838 took photos over target.

I. ROUTE AND FORMATION : The Squadron assembled enroute from base to Cape Patiro (04°40'S - 120°28'E), where the Group assembly was effected. They then flew to the T/P (05°07'S - 119°56'E) and I/P (05°10'S - 119°40'E) and finally to the target. This Squadron led the 371st after the T/P. (The 424th had a separate target), but did not bomb on the first run. It passed to the left of the target and circled right, in order to make a second run. Return was direct to target of opportunity, then to base.

SIGHTINGS : 1. 3 S/D's and numerous small craft and sail boats were in Makassar Harbor.
 2. At 1115/I, a Jap fighter was seen flying East of Cape Patiro at 10,000'. It flew out over the water, where it was lost from view.
 3. At 0934/I, 3 S/D's were seen at anchor near the shoreline.

J. WEATHER : BASE TO TARGET - .7 Cumulus, tops to 2,000' to 10,000'
 .5 Alto Stratus based at 16,000'. Frontal conditions through center of Celebes.

TARGET - Primary - .4 Cumulus, tops at 6,000'

Last Resort - .3 Cumulus, tops at 5,000'

Opportunity - CAVU

TARGET TO BASE - Same as route out

K. REMARKS : 1. This Squadron 3rd to bomb
 2. A dry run was made, as lead Bombardier was not satisfied.
 3. A/C #621 began to siphon gas through the #1 tank cap shortly after take off. The Pilot determined

they had lost 200 - 250 gallons after being on course 5 minutes. Therefore, they went directly to Target of Last Resort. No fighter cover scheduled.

L. BOMBS DROPPED : 40 X 1,000 pound G.P. dropped over Primary.
6 X 1,000 pound G.P. dropped over Last Resort Target.
All bombs fused with .1 second delay nose and .01 second delay tail. 6,000 rounds of 50 caliber ammunition expended for strafing and test firing.

William B. Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
27 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-524A

LOADING LIST

AP-700 - A-1

Lt. Apple
Lt. MacDonald
Lt. Springer
Lt. Knox
T/Sgt. Tinney
S/Sgt. Sheller
T/Sgt. Stallknecht
S/Sgt. Crowe
S/Sgt. Wilson
S/Sgt. Boddicker

AP-838 - A-2

Lt. Rathjen
Lt. Wood
Lt. Metzger
Lt. Dove
T/Sgt. Meinertzhagen
S/Sgt. Clark
T/Sgt. Inman
S/Sgt. Watman
S/Sgt. Kulina
S/Sgt. Wadsworth
T/Sgt. Jerrett

AP-621 - A-3

Lt. Fortunato
Lt. Goodwin
Lt. Marra
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
S/Sgt. Oakley

AP-854 - B-1

Lt. Lewis
Lt. Rodenburg
Lt. Zimmerman
F/O. Buckalew
T/Sgt. Nealon
S/Sgt. Throop
T/Sgt. Larson
S/Sgt. Paulin
S/Sgt. Dellezzo
S/Sgt. Smith
Cpl. Worley

AP-370 - B-2

Lt. Gwynn
Lt. Strain
Capt. Austin
Lt. Glugover
Sgt. Hubner
Sgt. Brock
Cpl. Cooper
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle
S/Sgt. Oliveria

AP-941 - B-3

Lt. Drager
Lt. Valentino
Lt. Scull
Lt. Harned
Cpl. Marshall
Cpl. Cobb
Cpl. Buysee
Cpl. Turner
Cpl. Huey
Cpl. Lacerte
Lt. Herbet

MISSION OF 4/27/45 THE MANADO TOWN BRIDGE

One airplane of the original formation, #621, piloted by Lt. Steven Fortunato, discovered gas siphoning from one of the fuel tanks shortly after take off. The pilot realized that he would not have sufficient fuel to reach the Primary Target, and he decided to strike the Target of Last Resort, the bridge at Manado Town on the Northwest tip of the Celebes. Three runs were made on the target, with the second bomb dropped by the Bombardier, Lt. Albert Yelland on the first run, scoring a direct hit on the bridge, just off the North bank of the river. Three bombs were dropped on the second run, and once again the second bomb scored a direct hit. When the plane left the target, the North span was split in two, with ends of the span in the water. The South end of the bridge was sagging almost to the water. Six 1,000 pound bombs were dropped on the bridge from an altitude of 8,400 feet.

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
28 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-525B

A. MISSION : 307-525B
DATE : 28 April 1945
AIRCRAFT : 3 of 6 scheduled B-24's bombed the Primary with Elements of the 371st Bomb. Sqdn. (Hv). The remaining 3 planes bombed the Secondary target with Elements of the 424th Bomb. Sqdn. (Hv)

B. TARGET : Primary - Malimpoeng, West runway, S.W. Celebes, N.E.I.
Secondary - Masamba runway, Central Celebes, N.E.I.

C. ATTACK TIME : 1141/I - 1152/I, 9300' - 9440' True, Primary
AND ALTITUDE : 1145/I - 1152/I, 9250' - 9375' True, Secondary

D. RESULTS : Primary - The bombing is rated excellent. All of the bombs fell within 1,000' of the target, although 80% of the bombs fell within the limits of the target. The principle concentration of bombs fell from the center to the Northern end of the runway. Those out of the target were just East of the West runway, beginning parallel to the Southern end and stopping approximately parallel to the center of the runway. No results other than bomb burst.
: Secondary-The bombing is rated as excellent. All of the bombs fell within 1,000' of the runway. An estimated 30% of the bombs fell in the target area. Those bombs outside the target, fell about 100' West of the runway parallelling the middle 1/3. No results other than bomb burst.

ENEMY LOSSES : Nil
FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil
F. COMBAT TACTICS : Nil
G. A/A FIRE : Nil
H. PHOTOS : A/C #749 and 838 took photos over Secondary
A/C #854 took photos over Primary

I. ROUTE AND FORMATION : Individual planes flew to assembly point (03°15'S - 120°25'E), where Sqdns. were formed. They then flew to Cape Siwa (03°45'S - 120°25'E) to I/P (03°35'S - 119°50'E) and back to assembly point

(03°15'S - 120°25'E). Here A/C #'s 838, 941 and 749 went to the Secondary Target and dropped their bombs, returning direct to base. A/C #'s 175, 621 and 854, returned to the Primary and dropped their bombs, returning to base on a reciprocal heading of the route out.

- SIGHTINGS : Nil
- J. WEATHER : BASE TO TARGET - .5 to .6 Cumulus, tops 3,500'.
.4 to .5 Alto Stratus, base 4,500.
Cirrus above 20,000'.
PRIMARY TARGET - .7 to .8 Cumulus, tops 9,000'
SECONDARY TARGET - .3 Cumulus, tops 4,000.
TARGET TO BASE - .2 to .4 Cumulus, tops 4,000'.
.2 to .10 Cirrus at 18,000'
- K. REMARKS : 1. No fighter cover scheduled.
2. A/C #'s 749, 838 and 941 bombed Secondary because of weather.
3. A/C #'s 175, 621 and 854 returned to Primary the second time and found the weather clear enough to bomb.
- L. BOMBS DROPPED : 24 X 1,000 pound bombs .1 nose and .01 tail, dropped on both Primary and Secondary. 3,000 rounds of ammunition were expended for test firing.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
28 April 1945

NARRATIVE COMBAT REPORT OF MISSION #307-525B

LOADING LIST

AP-1621 - A-1

Capt. Stevens
Lt. Vincent
Lt. Margosian
Lt. Otterman
T/Sgt. Jones
S/Sgt. Maas
Cpl. Kushmarick
S/Sgt. Hill
S/Sgt. Versil
S/Sgt. Smith

AP-1854 - A-2

Lt. Blackman
Lt. Hasselbach
F/O. Burtard
F/O. Guido
T/Sgt. Willard
S/Sgt. Fulmer
S/Sgt. Shaw
S/Sgt. Hinkle
S/Sgt. Perisic
S/Sgt. Oakley
Cpl. Upperman

AP-1175 - A-3

Lt. Dole
F/O. Hoff
F/O. Kerstetter
F/O. Birdwell
T/Sgt. Oswald
S/Sgt. More
T/Sgt. Pole
S/Sgt. McCormick
S/Sgt. Talley
S/Sgt. Greenstein
Sgt. Ivler

AP-1838 - B-1

Lt. Fortunato
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
S/Sgt. Waskowsky

AP-0941 - B-2

Lt. Boyd
Lt. Meacham
F/O. Dresser
F/O. Overose
T/Sgt. Smith
S/Sgt. Cornelius
T/Sgt. Amons
S/Sgt. Blotzer
S/Sgt. Bright
S/Sgt. Boone
Cpl. Obstein

AP-9749 - B-3

Lt. Harrison
Lt. Heritage
Lt. Jensen
Lt. Johnson
Cpl. Evans
Pvt. Crawford
Cpl. Vinje
Cpl. Keesee
Cpl. Shehane
Cpl. Larios
S/Sgt. Buckovatz

372nd BOMBARDMENT SQUADRON (Hv)

OFFICE OF THE COMMANDING OFFICER

APO #719

SUBJECT: AWARDS AND DECORATIONS

TO : Historian, 372nd Bomb. Sq. (Hv), APO #719

1. The following named Officers and Enlisted Men of this Organization were awarded the Air Medal or appropriate Cluster thereto by the Commanding Officer of the 307th Bombardment Group (Hv) on 25 April 1945.

FIRST LIEUTENANTS

Steven L. Fortunato
Donald A. MacDonald
George W. Booker
William J. Mayer

TECHNICAL SERGEANTS

Martin F. Epp
Warren O. Larson
Edwin H. Sheldon
Manfield J. Pressey

SECOND LIEUTENANTS

Fulton J. Wood
Charles H. Rathjen

STAFF SERGEANTS

Marvin E. Paulin
Paul W. Richmond
Maurice P. Connelly
Fred L. Goff
Jack D. Sloan
Cezar G. Marchelle
Lawrence E. Wiggs

FLIGHT OFFICERS

James F. Laverty
Donald A. Goundry

2. The following named Officers and Enlisted Men of this Organization were awarded the Air Medal or appropriate Cluster thereto by the Commanding Officer of the 307th Bombardment Group (Hv) on 26 April 1945.

2nd Lieutenant William S. Springer
T/Sgt. Raymond M. Jerrett

2nd Lieutenant Albert E. Yelland
S/Sgt. William E. Ward

For the Commanding Officer

Mylo C. Binley, Jr.
1st. Lt. Air Corps
Adjutant

HISTORICAL DATA

372nd BOMBARDMENT SQDN (Hv)
 307th BOMBARDMENT GROUP (Hv)
 OFFICE OF THE COMMANDING OFFICER
 APO #719 c/o POSTMASTER, SAN FRANCISCO, CALIFORNIA

3 June 1945

SUBJECT : HISTORICAL RECORD
 TO : Commanding General, Thirteenth Air Force, APO #719
 ATTENTION: Historical Officer
 (Thru Channels)

1, Under the provisions AR345-105, as amended by changes 1 and 3 AAF Regulations 20-8, Thirteenth Air Force Regulation 80-15, and pursuant to instructions contained in Overseas Historical Officers' Circular #1, Hq AAF, Thirteenth Air Force Historical Officers' Circular Nos. 1 - 5, and Letter (File AG 314.7) Hq FEAF, dated 21 July 1944, the following history of this Organization for the period 1 May to 31 May, 1945, inclusive, is herewith submitted.

PART I
OUTLINE FACTS

1. Organization of Unit
 - a. Designation - Previously submitted.
 - b. Mission - Previously submitted.
 - c. Date and Place of Activation - Previously submitted.
 - d. Sources from which Personnel are drawn - Previously submitted.
 - e. Changes caused by T/O - No changes.
 - f. Strength, Personnel

	<u>FLYING</u>		<u>GROUND</u>	
	EM	0	EM	0
(1) At beginning of period	183	118	343	18
(2) Net increase or decrease	20	12	-60	0
(3) At end of period	203	130	283	18
g. Strength, Airplanes	B-24J	B-24L	B-24M	C-47A
(1) At beginning of period	3	6	4	1
(2) Net increase		1	2	
(3) Net decrease				
(a) Thru combat	0	0	0	0
(b) On ground through enemy action	0	0	0	0
(c) Thru age, wear, tear	1	2	0	0
(4) At end of period	4	5	6	1

h. Changes in Key Personnel - Biographical sketches appear as Incl.#1.

- (1) 1st Lt. Mylo C. Binley, Jr., Asst. Adjutant of the Squadron since June 1944, was appointed Squadron Adjutant, Lyle A. Houk relieved. Captain Houk left the Unit in March 1945 on TD to States for rest and recuperation. (This Personnel change occurred in March 1945, but was not reported in the History for that month).
- (2) Captain Earl L. Stevens was appointed Squadron Operations Officer, Captain Thomas C. Harris relieved. Captain Harris returned to the States, having completed his tour of duty.

2. COMMAND RELATIONSHIPS - No change

3. RESUME OF MOVEMENTS - None accomplished this month

4. CAMPAIGN - Tactical air support for the invasion of Tarakan Island, N.E.I. Borneo, by Australian Imperial Forces was carried on from 1 May, the date of invasion, through 30 May. In addition, the Squadron assisted in the maintenance of the air blockade around South Borneo and the Southern Celebes.

5. CHIEF MILITARY MISSION:

DATE	TARGET	NO. OF PLANES	FLIGHT COMMANDER
1 May 1945	Lingkas area, Tarakan Island N.E. Borneo	5	Lt. George Booker
5 May 1945	Enemy shipping, South Makassar Straits, South Barito Shipyards, S.E. Borneo	2 5	Capt. Earl Stevens
7 May 1945	Bingkalapa R/W S. Celebes	6	Major Warren Scarr
8 May 1945	Enemy shipping, Laoet Strait S.E. Borneo	1	Capt. Earl Stevens
	Samarinda Shipyards, S. Borneo	2	
	Mapanget R/W N.E. Celebes	1	
10 May 1945	Dock area, Makassar Harbor, S.W. Celebes	6	Lt. Blackman
11 May 1945	Mandai R/W S.S. Celebes	6	Lt. Donald A. MacDonald
12 May 1945	Enemy shipping Laoet South Makassar Straits	2	Capt. Stevens
	Samarinda shipyards S. Borneo	2	
13 May 1945	Tabanio R/W, South Borneo	6	Lt. Booker
14 May 1945	Sepinggan R/W S. Borneo	3	Lt. MacDonald
	Sidate R/W N.E. Celebes	2	
16 May 1945	Fox Tare Able, Pier #5 Balikpapan, Borneo	1	Major Scarr
	Manggar R/W S. Borneo	3	
17 May 1945	Sidate R/W N.E. Celebes	4	Capt. Stevens

DATE	TARGET	NO. OF PLANES	FLIGHT COMMANDER
18 May	Ground Support, Tarakan Is.	6	Lt. Blackman
20 May 1945	Fox Tare Able, Balikpapan, Borneo	6	Lt. Booker
21 May 1945	Ground support, Tarakan Is.	6	Capt. Nowak
22 May 1945	Ground support, Tarakan Is.	6	Maj. Scarr
24 May 1945	Barracks area, Tawao A/D Borneo	6	Lt. MacDonald
26 May 1945	Ground support, Tarakan Is.	6	Capt. Stevens
27 May 1945	Ground support, Tarakan Is. Warehouse area, Tawao A/D, Borneo	5 1	Lt. William Apple
28 May 1945	A/A Gun positions, Balikpapan Borneo	6	Lt. Booker
29 May 1945	R/W #3 Oelin A/D S.E. Borneo	5	Capt. Stevens
30 May 1945	Warehouse area, Tawao A/D Borneo	6	Lt. Blackman

6. LOSSES IN ACTION - No losses this month

7. AWARDS AND DECORATIONS - Ten Officers and Eleven Enlisted Men were awarded Air Medals by the Group Commander at a Formation held on 25 May 1945. (Inclosure #2 lists Personnel awarded.)

PART II NARRATIVE ACCOUNT

BACKGROUND OF OPERATIONS

The invasion of Tarakan Island, off N.E. Borneo, was the primary concern of this Squadron during the month of May. During the last week in April, our air campaign started with the neutralization of 7 enemy A/D's in Southern Borneo and the Celebes to seal off the invasion area from the enemy planes based there and on the islands to the South. On 1 May, we participated in the pre-invasion strike on Tarakan Island itself. The Australian Imperial Forces made their landing immediately following the air strike and were virtually unopposed. From the invasion date until 18 May, our planes continued their neutralization strikes on Borneo and Celebes airfields, and furnished air cover for seven convoys plying between Tarakan and the supply base at Morotai.

18 May marked the beginning of a new phase of operations in connection with the Tarakan invasion. Our planes were called to furnish close support to the ground forces. Acting as mobile artillery to supplement the limited materiel available to the A.I.F., for 6 days we blasted enemy strong points on the perimeter and drove the Japs back out of their heavily fortified positions, which were immediately re-occupied by the A.I.F. Close support operations like these are notably difficult for heavy bombers in formation, because of the presence of friendly ground forces only a few hundred yards from the target. However, the success of our operations was complete, and they won unstinting praise from the Australians. (See inclosure #3, Memo #19 Aust. Sqn. AL Sec, 307th Bomb. Gp. (Hv), 4 June 1945. Sub. close support Tarakan by B-24's)

The strategic importance of the Tarakan landing far exceeded the tactical scope of the operation, which was relatively minor. It marked the first movement Westward in the Southern portion of the Theatre since landing on Morotai, and the beginning of the re-occupation and rehabilitation of the important Borneo oil fields. If a serviceable airstrip can be constructed on Tarakan, it will bring all of Borneo and Java and the important parts of Sumatra, Malaya and Indo-China within easy range of our heavy bombers.

Second in importance to the Tarakan operations, but still a primary concern of this Unit, was the maintenance of the air blockade of Makassar Strait and the waters around South Borneo and the Southern Celebes. The progressively fewer sightings of enemy shipping in the blockaded area for the past several months, attests to the effectiveness of the anti-shipping operations of our Long Rangers.

SUMMARY OF ACHIEVEMENT

Thirty Missions, comprising 143 individual sorties, were flown during the month of May. Since Nine of these were routing convoy cover, however, the actual number of strikes during the month was the lowest since October 1944. This was due to the fact that only a few Squadrons of the Group were required each day in the ground support operations at Tarakan, and few other lucrative targets were available. The majority of the strike missions were high-level bombing attacks, with a few scattered armed recons being flown at Altitudes of 50' to 200' for low level bombing and strafing of enemy shipping. The ordinary bombing Formations was the Squadron in two Elements Javelin Down. On a few Missions, however, the Squadron bombed as individual three-plane Elements-in-Trail or as individual planes.

Only six enemy planes were encountered during the period covered by this report. On 5 May near the South Barito shipyards, S.E. Borneo, one Rufe float plane, painted two-tone green, made a single pass at one of our Liberators, which was flying alone on a search for enemy shipping. The Rufe came in from 12:30 o'clock to a distance of about 100 yards without firing a shot and broke away at 3:00 o'clock. Although our plane's guns were on target, no visible damage was done to the Rufe. On 10 May, over Makassar, Celebes, the Squadron was attacked by Two Oscars, which made 3 ineffective passes and dropped one phosphorous bomb inaccurately. Again, no machine gun fire was seen to come from the enemy fighters. Our tracers bounced off the armored belly of one Oscar, but caused no visible damage. A third plane, an unidentified biplane, was seen about 2 miles to the West of the Formation. This plane was at the same altitude and on the same course as our planes as they approached the target, and was believed to be an anti-aircraft spotter. Again on 12 May, the same curious circumstance occurred, of interception without the enemy firing a shot. Two airplanes, variously described as two Rufes, or one Rufe and one Oscar, each made one pass on our Formation over Makassar, without firing and our gunners did no visible damage to them.

A total of 297.27 tons of bombs were dispatched on Missions during the month, of which 264.40 tons were dropped on targets. Actually, 96.3% of the bombs dispatched were dropped on targets, because 22.87 tons of depth charges and General Purpose Bombs were returned to base from routine convoy cover missions, and the amount jettisoned was only 10 tons. Of

the tonnage dropped, 89.25 tons were dropped on strong points on Tarakan Island, 100.20 tons on shipbuilding installations, gun positions, supply and personnel areas and airdromes in Borneo, and 16.55 tons on enemy shipping. Except for 25.2 tons of 120# Fragmentation Clusters and .33 ton of 325# Depth Charges, all bombs were general purpose Demolition Bombs from 100# to 1,000# in size. 39,000 rounds of 50 caliber ammunition were expended in combat firing and strafing. (A tabular summary of achievement is appended to this Report as inclosure #4).

OTHER COMBAT ACTIVITIES

None engaged in this month.

OUTSTANDING AND UNUSUAL MISSIONS

The preinvasion bombing of Tarakan Island on 1 May 1945 was carried out with excellent results. Our planes were assigned the Lingkas area, which was immediately behind the landing beaches and wharves. 200 clusters of six 20# Frag Bombs plastered the target and caused three small and one very large explosion in the target area, all of which appeared to be oil storage installations. One plane did not rendezvous with the Formation, so they bombed the Tertiary, a personnel and supply area at Dawao, Borneo, and destroyed several small buildings in the target area.

On 3 May, four B-24's performed photo recon. Two at Malimpoeng, Limboeng, Boeloedoang and Bingkalapa Airdromes and Bonbopano Town in the Southwest Celebes. One each at Oelin, Tabanio Airdromes in Southwest Borneo, and one each at Asa and Melak Airdromes in central Borneo. The photo recon was completed as briefed. The 2 A/C covering the Southwest Celebes bombed Bingkalapa runway with excellent results. The plane covering Southwest Borneo was weathered out of its Primary and Secondary Targets, so they attacked targets of opportunity. Three bombs were dropped on a bridge, which was demolished. The remaining bombs were dropped on a dock area, and at least one hit was observed in the dock area. The 4th plane bombed Melak Runway and put 50% of its bombs on the Northwest central edge of the runway. This plane also strafed East along the Koetai River from Samarinda, Borneo to Marian. Docks, shipbuilding yards, a large oil tank and a camouflaged S/D were attacked with undetermined results. Slight, light to medium, inaccurate A/A fire was received from positions on the river bank during this strafing run, but no damage was incurred.

Of the 9 convoy cover missions flown during the month, only one was marred by any incident whatsoever, and this was only humorous. Lt. Harrison, performing anti-submarine patrol over a west bound convoy, "Gingham", on 3 May 1945, ran into what appeared to be a "Wolf Pack" of enemy submarines. He immediately brought two of them under attack, dropping two 325# depth charges. It was then ascertained, to his chagrin, that he had been hunting whales out of season.

A search for enemy shipping along the Southeast coast of Borneo by 6 planes on 5 May, proved negative, except for one plane, which dropped one bomb on a Sugar Dog, which was occupied in the construction of a river block in the Barito River, South Borneo. The bomb fell about 10' starboard of the boat, with no visible results. 5 of the planes bombed their Secondary Target, the South Barito Shipyards, Southeast Borneo,

putting 65% of their bombs in the target.

A Prahau boat basin at Makassar, Celebes, was the target for 6 planes on 10 May. 60% of the 180 One Hundred Pound B.P. bombs dropped fell on the basin and docks and apparently caused considerable damage. One large oil explosion and fire was caused at a point 500' South of the target, and 2 other fires occurred, one to the North of the target, and one to the East. Our planes did not go unscathed. At the time of Bombs Away, a small barrage of heavy A/A fire burst dead on our Formation, and all six planes were holed in several places. Two planes each had an engine knocked out. However, no crew members were injured. Also, the Squadron was attacked by two Oscars, which made 3 ineffective passes and dropped 1 phosphorous bomb inaccurately. Again, no machine gun fire was seen coming from the enemy fighters. Our tracers were seen to carom off the armored belly of one Oscar fighter, causing no visible damage. After bombing, 4 of our B-24's carried out a shipping search along the West coast of the South Celebes and the Gulf of Bone, and damaged a total of 19 two-masted schooners and one barge by strafing. One of these planes was holed by a 20 MM shell from Pare Pare Town, Celebes, while making a strafing run.

On 20 May, after aborting attacks on the 14th and 16th, our planes returned to Balikpapan Harbor, Borneo, and successfully attacked an 8,360 ton Fox Tare Able, which was berthed at Pier #5. Visual observation reported that we scored 9 direct hits and caused 4 explosions on the stern of the vessel. However, photo interpretation of the strike pictures indicated that most of our bombs were very near misses, which undoubtedly did severe underwater damage. At any rate, the cumulative damage caused by the 3 Squadrons in the Formation, disposed of the vessel, for it had disappeared when a photo plane covered the area the next day. 4 of our planes were holed by intense, heavy and accurate anti-aircraft fire over the harbor. 1st Lt. Albert E. Yelland, Bombardier on Lt. Steven Fortunato's crew, was slightly wounded. He escaped serious injury or death by a minor miracle. While on the bomb run, he had just moved his head back from the bomb sight, when flak burst through the nose window, just below the Nose Gunner's turret, passed over the bomb sight, and out the astrodome. His only injuries were slight cuts on the forehead and right hand from flying glass, and he returned to the Sight in time to perfect his sighting before Bombs Away. Had he been leaning over the Sight at the time the plane was hit, his story would have had a different ending.

Thirty-six 1,000 pound G.P. Bombs were dropped on a warehouse area at Tawao, Borneo, on 30 May, when our planes were weathered out of Tarakan, which was the Primary Target. By photo interpretation, 50% of the bombs fell in the assigned target. A large warehouse in the center of the target, apparently used for ammunition storage, erupted with a huge explosion as a result of direct hits from our bombs. Excellent photo coverage of this Mission is appended to this Report.

GOVERNING POLICIES AND VIEWS OF KEY PERSONNEL

No changes during this period.

PROBLEMS AND NEW TECHNIQUES

The monthly Administrative, Tactical and Technical Inspection by the 307th Bombardment Group Air Inspector's Office resulted in an excellent rating for all branches, except the Administrative. In this Branch, all Sections received excellent or superior ratings, except

Personnel Supply, whose rating was only satisfactory, due to inadequate records. Supply records are now undergoing a reorganization and are expected to be in shape in the very near future.

TRAINING

Training of Combat Personnel was increased in the month of May. In addition to regular forms of training carried on in previous months, a course in ditching and bail-out procedure was inaugurated by the Personnel Equipment Section. This course is practical in nature. The crews are taken out on the water and given demonstrations and practice in the use of their emergency equipment. Bombardiers were also given increased training. Lead Bombardiers and Bombardiers whose ratings were low, were taken out on actual practice bombing missions to Miti Island to sharpen them up. This will be a continuing policy.

STATION LIFE AND MORALE

Morale in the Unit had several shots in the arm this month. The end of the war in Europe was not an occasion for wild rejoicing and celebration, but to all personnel came the feeling, "Now we'll be able to finish it off out here." All of us could help but feel that the Pacific War would fold up soon after the arrival of the huge quantities of men and materiel that were released by the end of the war with Germany.

The biggest boost to morale however, came with the announcement of the War Department's Demobilization or Readjustment Plan. It struck like a bolt from the blue amongst these men, who long ago had put Rotation in the "Never-Never" category, along with milk shakes and blondes. "Points" under the new plan are still the chief topic of conversation throughout the Organization.

During this month, the Enlisted Men, spark plugged by Cpl. John Zulia, of the Engineering Section, completed a Non Com's Club, which is probably the first on Morotai Island. The building materials were all secured by the men themselves and the work was voluntary. A Grand Opening was held on 19 May with a party at which soft drinks, turkey, chicken and ham sandwiches were served. An election of officers was held, which resulted as follows: Sgt. Glenn Bailey, President; Cpl. John Zulia, Vice President; Sgt. Earl Soldberg, Secretary-Treasurer; and T/Sgt. Frank Craven, Jr., Chairman of the Board. The Club was in continuous use throughout the remainder of the month, and some kind of refreshments were served every night. On 30 May, Miss Helen Mac Inroy of the Red Cross Detachment, 13th Air Force Headquarters, entertained us with songs.

An all-island basketball tournament was sponsored by Colonel Clifford H. Rees, Group Commander, with 36 teams participating. It ran for 5 nights, from the 18th to the 23rd of the month, and evoked a considerable amount of interest among the personnel of the Squadron. Although our Squadron "A" Team lost to the team of the 424th Bombardment Squadron, in the semi-finals, the basketball tournament furnished the men a great deal of entertainment.

PART III SUPPORTING DOCUMENTS

Mission reports, bomb plot charts and strike photos of important missions, route charts, mission plans, special target maps, and photos of station life are enclosed with this Report to give further information regarding the activities of the Unit during May 1945.

Wilfred Gill
1st Lt. Air Corps
Historical Officer

Warren E. Scarr
Major, Air Corps
Commanding

10 Inclosures

- Incl. 1. Biographical sketches
- Incl. 2. List of Awards
- Incl. 3. Memo, 19 Aust. Sqdn. A.L. Sec. DD. 4 June 1945
- Incl. 4. Tabular Summary of Operations
- Incl. 5. Mission plans
- Incl. 6. Mission Reports
- Incl. 7. Route Charts
- Incl. 8. Special Target Maps - Tarakan Island
- Incl. 9. Bomb Plot Charts and Strike Photos
- Incl. 10. Photos of Station Life

SECRET
19 Aust. Sqdn. AL Sec.
To: 307th Bomb. GP (H)
4 June 1945

SUBJECT: CLOSE SUPPORT TARAKAN BY B-24's

1. On the return of one of our Majors from Tarakan and the receipt of his personal report, it is desired to inform you of the effects of bombing by aircraft from the 307th Bomb. Gp. (H) in the Tarakan area.

ACCURACY

2. Except when Cumulus clouds made bombing difficult, the accuracy of B-24's on close support targets was of a very high order, and ground troops became completely confident and prepared to remain very close to targets during attacks.

RESULTS

3. It was found that the enemy had chosen the ground for defence very very skillfully. Heavily tunnelled and entrenched ridges were his main strength. These ridges were narrow. (Down to 8' wide) and very steep. Frequently, there was only one approach possible to ground troops, and this, up a narrow spur on which only two men could move at once. The whole area was, at the same time, heavily timbered and covered with dense scrub.
4. Under these conditions, it will be obvious that there were many positions where a small number of enemy could hold up large forces indefinitely.
5. The only method of attack which was conclusive in itself was attack by heavy bombers with 500 to 1,000 pound bombs. The accuracy of the B-24's made it certain that, with a sufficient number of aircraft, a ridge would be made untenable. On every occasion that 12 or more B-24's hit a ridge accurately with heavy bombs, our troops captured the target with no (or few) casualties. Every ridge which was so struck, was found to be stripped of timber and cover and enemy defences found destroyed utterly.
6. There is no doubt that this bombing was one of the greatest factors in clearing the enemy from the vital area of Tarakan.

MacMillan - Lt.
19 Aus. Sqdn AL Sec.

TABULAR SUMMARY OF ACHIEVEMENT

Number of Missions	30
Strike	20
Photo recon and strike	1
Convoy cover	9
Aircraft dispatched on Missions	143
Aircraft to reach target	135
Aircraft not to reach target	8
Mechanical difficulty	1
Weather	4
Convoy not located	3
Tons of bombs dropped	297.27
Tons jettisoned	10.00
Tons returned to base	22.87
Tons dropped on targets	264.40
Ammunition expended	39,000 rounds
Interception 5th May	One Rufe
10th May	Two Oscars
13th May	One Rufe
	One Oscar
Enemy aircraft destroyed	
In air	None
On ground	One U/I
Enemy aircraft damaged	None
Enemy shipping destroyed	One FTA (8360 tons) (With 370th and 321st)
Enemy shipping damaged	3-SD's, 22-2 master schooners One dredge, one barge
Installations destroyed	One barge, 8 bldgs., 2 oil tanks
Installations damaged	1 dock, 18 bldgs., 2 oil Install.

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
4 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-531D

A. MISSION : 307-531D
DATE : 4 May 1945
AIRCRAFT : Two Liberators scheduled to perform anti-submarine patrol.

B. TARGET : Convoy cover (Punjab 8 East bound)
No contact, visual or otherwise, was made by either plane.

C. ATTACK TIME : A/C #627 searched from 0614/I to 1300/I - Lt. Fortunato Crew
: A/C #175 searched from 1240/I to 1747/I - Lt. Hall Crew

AND ALTITUDE : Average altitude 1500' - 2000'

D. RESULTS : Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : A/C #627 took photos of Manado Town Bridge at 1420/I from 5000'

I. ROUTE AND FORMATION : A/C #627 from Base to (02°32'N - 126°50'E) to Siao Island. From there double drift with 9 mile legs were flown to Boi Island, (02°10'N - 127°50'E), then to a point 20 miles North of Siao Island and next to (02°26'N - 126°50'E) and then to Boi Island. After this to Manado Town (01°36'N - 124°52'E) then to base.

J. WEATHER : The same all day for all area covered - .2 to .4 Cumulus based at 2600' tops to 5000'. Visibility unlimited.

K. REMARKS : 1. Both planes put forth maximum effort to locate the enemy, to no avail.
2. After A/C #627 had completed their search, they flew on to Manado Town to photograph the bridge that had been destroyed by their crew on 27 April.

William Holmes
1st Lt. Air Corps
Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
4 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-531D

LOADING LIST

AP-627

Lt. Fortunato
Lt. Goodwin
Lt. Burtard
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP-175

Lt. Hall
F/O. Broderick
Lt. Fitzgerald
Lt. Livesay
Sgt. Wilkinson
Cpl. Stover
Sgt. Sinder
Cpl. Kuzniak
Cpl. Tillack
S/Sgt. Schaefer

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372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
8 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-535B

A. MISSION : 307-535B
DATE : 8 May 1945
AIRCRAFT : 2 scheduled B-24's performed anti-submarine patrol

B. TARGET : Convoy cover for East bound "Baritone" from
(02°30'N - 126°41'E) to Morotai

C. ATTACK TIME : 1. A/C #843 covered "Baritone" from 0610/I to
AND ALTITUDE 1230/I at 1500'
: 2. A/C #941 covered "Baritone" from 1157/I to
1700/I at 1000'

ENEMY LOSSES : Nil
FRIENDLY LOSSES: Nil

D. RESULTS : Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : Nil

I. ROUTE AND : 1. A/C #843 - Morotai to (02°30'N - 126°41'E)
FORMATION making a circling search over the convoy.
Search was conducted as far East as (02°30'N -
127°30'E) at which time this A/C was relieved.

SIGHTINGS : Nil

J. WEATHER : .3 to .4 Cumulus, base 1500'. .2 to .3 Alto-
stratus, base 12,000'. Visibility 25 miles.

K. REMARKS : A/C #843 contacted convoy on "B" Chanel of VHF
on arrival. Convoy was not contacted upon de-
parture because relief aircraft was there and
radio had gone out.

L. BOMBS DROPPED : 18 X 350# depth charges were returned to base.
AMMUNITION : None expended.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
8 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-535B

LOADING LIST

AP-1843

Lt. Fortunato
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP-0941

Lt. Hall
F/O. Broderick
Lt. Fitzgerald
Lt. Livesay
Sgt. Wilkinson
Cpl. Stover
Cpl. Sinder
Cpl. Kuzniak
Cpl. Tillack
S/Sgt. Schaefer

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
13 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-540C

A. MISSION : 307-540C
DATE : 13 May 1945
AIRCRAFT : 6 of 6 scheduled A/C bombed the Secondary target.

B. TARGET : PRIMARY-Runway #3 Oelin A/D, Borneo, was not bombed because of cloud cover.
SECONDARY-Runway, Tabanio A/D, Borneo was bombed by 6 planes.

C. ATTACK TIME : 1339/I - 1345/I
AND ALTITUDE : 3100' - 3600' True

D. RESULTS : This bombing rated excellent. 90% of our Squadron's bombs fell within 1000' of the assigned target. The bombs of 4 A/C trained across the center of the coral strip opposite the middle taxiway and scored about 15 direct hits on the strip. One unidentified A/C, which was parked near the center of the West apron received a direct hit and presumed destroyed.

ENEMY LOSSES : One plane destroyed
FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : 3 A/C took photos over target

I. ROUTE AND FORMATION : From base by individual planes, around Northern tip of Halmaheras to (00°00' - 124°00'E) to Karang Point to alternate assembly point at (04°10'S - 114°40'E) where Squadrons assembled and the Group formed into Squadrons-in-Trail and proceeded toward Primary target. The target was closed in, so the Group turned back and bombed the Secondary Target. Return route was direct to base, due to a shortage of gas.

SIGHTINGS : Nil

J. WEATHER : BASE TO TARGET - .5 to .7 Cumulus and towering Cumulus, tops to 12,000' and .7 to .9 Alto Stratus, base 13,000'.
PRIMARY TARGET - 10/10 Cumulus, Base 3000', tops 7000'.

SECONDARY TARGET - Open below 3000' 10/10
Cumulus, base 3500'.

TARGET TO BASE - .5 to .8 towering Cumulus, with
rain and strong turbulence, and .8 to .9 Alto-
stratus, base 12,000' to 14,000'.

- K. REMARKS : 1. Primary target was not bombed because 10/10
cloud cover. Our Squadron circled 30 minutes
over water to the Southwest of the target and
lost altitude to 3500' in an attempt to get
under the clouds, but finally was directed by
the Group Leader to bomb the Secondary Target.
2. Our planes bombed as an individual Squadron.
3. Psychological warfare leaflets were dropped
over Tabanio A/D, Borneo from an altitude of
3000'.
4. No fighter cover scheduled.
- L. BOMBS DROPPED : 90 X 260# G.P. Bombs were dropped on Secondary
Target. All bombs were fused .01 second delay
nose and .01 second delay, tail.
- AMMUNITION : For test firing only.

Wilfred V. Gill
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
13 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-540C

LOADING LIST

AP-1621 - A-1

Lt. Booker
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP- - A-2

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Hale
S/Sgt. Pavlonnis
S/Sgt. Gordy
T/Sgt. Regan
S/Sgt. Smith
S/Sgt. Caldwell
S/Sgt. Stanhope

AP-9749 - A-3

Lt. Russell
F/O. Eckstein
Lt. Hinkle
Lt. Wright
T/Sgt. Windfelder
S/Sgt. Thiele
T/Sgt. Epp
S/Sgt. Harrison
S/Sgt. Smith
S/Sgt. Blake

AP-1854 - B-1

Lt. Lewis
Lt. Rodenburg
Lt. Zimmerman
Lt. Buckalew
T/Sgt. Nealon
S/Sgt. Throop
T/Sgt. Carson
S/Sgt. Paulin
S/Sgt. Dellesso
S/Sgt. Smith
Cpl. Hilliard

AP-1133 - B-2

Lt. Boyd
Lt. Meacham
F/O. Dresser
F/O. Overose
T/Sgt. Smith
S/Sgt. Cornelius
T/Sgt. Ewing
S/Sgt. Blotzer
S/Sgt. Bright
S/Sgt. Boone

AP-1175 - B-3

Lt. Harrison
Lt. Heritage
Lt. Jensen
Lt. Johnson
Cpl. Evans
Pvt. Crawford
Cpl. Vinje
Cpl. Keesee
Cpl. Shehane
Cpl. Larios

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372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
16 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-543B

A. MISSION : 307-543B
DATE : 16 May 1945
AIRCRAFT : One of 4 scheduled Liberators bombed the Primary Target. 3 A/C bombed the Tertiary with Elements of the 370th Bomb. Sqdn. (Hv).

B. TARGETS : PRIMARY - Shipping in Balikpapan Harbor, Borneo, N.E.I.
SECONDARY - Sepinggan runway, Borneo, N.E.I. Not bombed.
TERTIARY - Manggar runway, Borneo, N.E.I.

C. ATTACK TIME : PRIMARY - 1206/I, 13,500' True.
AND ALTITUDE : TERTIARY - 1206/I to 1225/I 12,800' to 13,700' true.

D. RESULTS : PRIMARY - Bombing is rated excellent. The bombs fell short, training within 30' of the portside of the ship at Pier #5. There were no results other than bomb bursts.
: TERTIARY - Bombing is rated excellent. Approximately 50% of the bombs fell on the runway, all falling within 1000' of the target. All of the bombs were in the Northern end of the runway. No results other than bomb bursts were observed.

ENEMY LOSSES : Undetermined
FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil
F. COMBAT TACTICS : Nil

G. A/A FIRE : A/C #749 received heavy, moderate and accurate A/A over Balikpapan. About 30 bursts were counted, most of them from 50' to 100' low and directly under the plane. The plane was not damaged. Evasive action was taken before and after the bomb run.

H. PHOTOS : A/C's #749 and #700 took photos over targets.

I. ROUTE AND : The planes flew individually from base to (00°38'S - 119°45'E). Here the Squadrons were to have Formed-in-Trail. However, only 3 of our planes formed and flew to Balikpapan, where they made 4 approaches to the target, not being able

to get in because of weather. They then flew on to the Tertiary Target, Manggar A/D. One A/C flew back to Primary, making several approaches before being able to bomb. All the planes returned direct to base.

- SIGHTINGS : 1. Long, new building, appearing to be hangars, were seen at Cape Karang on the Paloe River shore.
- J. WEATHER : Base to Primary - .4 Cumulus at 5,000', .8 Stratus at 15,000'. Showers enroute, Balikpapan .8 to .9 Strato Cumulus at 14,000', Sepinggan .10 Strato Cumulus and Cumulus, Manggar .9 Strato Cumulus at 13,000'.
- Target to Base - .5 to .7 Alto Stratus at 15,000' Cumulus buildups to 20,000'.
- K. REMARKS : 1. No fighter cover scheduled.
2. The Primary Target was bombed by one A/C only, because of cloud cover. Four attempts were made to go in, but it was decided that a successful bombing could not be made. The planes flew past Sepinggan, which was completely closed in. They then bombed the Tertiary Target.
- L. BOMBS DROPPED : 9 X 5000# of G.P. bombs were dropped on Primary. 27 X 500# of G.P. bombs were dropped on the Tertiary. All bombs .1 second delay, nose and .01 second delay on tail. All ammunition expended for test firing only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)
OFFICE OF THE INTELLIGENCE OFFICER

APO#719
16 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-543B

LOADING LIST

AP-733 - A-1

Maj. Scarr
Lt. Apple
Capt. Austin
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Lt. Herbst

AP-700 - A-2

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Hale
S/Sgt. Pavlonnis
S/Sgt. Gordy
S/Sgt. Regan
S/Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell
Cpl. Hilliard

AP-749 - A-3

Lt. Gwynn
Lt. Strain
F/O. Maria
Lt. Glugover
Sgt. Hubner
Cpl. Cooper
Cpl. Bock
Cpl. Morgan
Cpl. Boudreault
Cpl. Kazarcek
Cpl. Valle

AP-621 - B-1

Lt. Prescott
Lt. Stacey
F/O. Hunter
Lt. Stegman
Cpl. Helis
Cpl. Wade
Cpl. Mankowski
Cpl. Maneke
Cpl. Hickey
S/Sgt. Murphy

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372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
20 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-547B

A. MISSION : 307-547B
DATE : 20 May 1945
AIRCRAFT : 6 of 6 Liberators bombed the Primary Target, together with Elements of the 370th and 371st Bomb. Sqdns. (Hv).

B. TARGET : Ship at Pier #5, Balikpapan Harbor, Borneo, N.E.I.

C. ATTACK TIME : 1112/I to 1113/I
AND ALTITUDE : 14,700' to 14,850' True

D. RESULTS : The bombing is rated excellent. All of the bombs fell within 100' of the ship, with approximately 9 direct hits. 4 explosions were seen on the stern of the ship, with black smoke rising to 1000'. Some of the bombs fell in the water off the port side of the ship, most of which were near misses. Other bombs fell on the dock at the Southwest corner. A few of the bombs fell on and near the road leading away from the East part of the pier. There were no visible results, other than the explosions on the ship.

ENEMY LOSSES : 1 ship badly damaged.
1 dock damaged.

FRIENDLY LOSSES: 4 of our aircraft holed by A/A fire. One Bombardier slightly wounded.

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Heavy, intense and accurate A/A fire was received over Balikpapan. The first bursts were high, then low, and finally at altitude. Purple, green and orange bursts were seen. Bursts occurred all through the Formation. 4 of our ships were holed. Aircraft #363, piloted by Lt. Fortunato, had 3 holes, one in the left wing, one in the nose and one in the top turret. The Bombardier, Lt. Yelland, was slightly wounded. A/C #700 had 2 holes in the fuselage. A/C #726 had 3 holes, one in the nose turret, one in the left stabilizer and one in the elevator. A/C#854 had 2 holes, one in the wheel well, blowing out a tire, and one under the radio table. Six white phosphorous bursts were seen over Balikpapan.

Four bursts were seen off the left wing about 25' away on altitude and 2 were seen 200' high on the right about 100' away. No damage was done from the phosphorous bursts.

- H. PHOTOS : A/C's #363, 700 and 726 took photos over target.
- I. ROUTE AND FORMATION : Two planes flew individually to the A/P (00°40'S - 119°45'E) which was weathered in. They then flew to the alternate A/P (00°40'S - 117°30'E), where the Group assembled and flew by Squadrons-in-Trail to the T/P (01°21'S - 116°30'E) to T/P (01°14'S - 116°33'E) to the I/P (01°14'S - 116°43'E) to the target on a heading of approximately 100° MAG., breaking sharply to the right, after Bombs Away, and returning direct to base.
- SIGHTINGS : 5 A/C, probably enemy fighters, were seen over Balikpapan, flying West at a considerable distance away. Because of the speed and distance, positive identification was impossible.
- J. WEATHER : Base to Target - .3 to .8 Cumulus, tops 5000' to 8000'. .6 thin Alto Stratus at 14,000'.
At target - .4 Cumulus, tops 5000'. Scattered buildups to 15,000'.
Target to Base - .6 to .8 Cumulus, tops 8000'. .4 to .9 Alto Stratus at 14,000'.
- K. REMARKS : 1. No fighter cover scheduled.
 2. Lt. Yelland, Bombardier on A/C #363, piloted by Lt. Fortunato, was slightly injured in the forehead and right hand, when a flak burst broke the nose window just below the nose turret, just before the bomb release line. The concussion knocked him down, but he was able to return to the bomb sight in time to re-center the cross hairs before the bombs went away.
 3. A/C #854 was forced to make a landing at the base with a blown tire because it had been blown out by flak.
 4. This Squadron led the Group Formation over the target.
- L. BOMBS DROPPED : 90 X 250# G.P. bombs were dropped over the target. Ammunition expended, test fire only.

Donald C. Edson
 1st Lt. Air Corps
 Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
20 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-547B

LOADING LIST

AP-621 - A-1

Lt. Booker
Lt. Rather
Lt. Wiley
F/O. Hale
S/Sgt. Pavlonnis
S/Sgt. Gordy
T/Sgt. Regan
S/Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell

AP-725 - A-2

Lt. Gwynn
Lt. Strain
Lt. Maria
Lt. Glugover
Sgt. Hubner
Cpl. Cooper
Sgt. Bock
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle

AP-627 - A-3

Lt. Teichman
Lt. McGinnis
Lt. Newell
Lt. Williams
Sgt. Klitch
Sgt. Jones
Sgt. Mack
Sgt. Holt
Sgt. DeLucas
Sgt. Ewalla

AP-363 - B-1

Lt. Fortunato
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Sgt. Mazaruck

AP-854 - B-2

Lt. Sorem
Lt. Hector
Lt. Kulig
Lt. Helder
Cpl. Kahl
Cpl. Distasio
Cpl. Leffelholz
Cpl. Gatenby
Cpl. Johnson
Cpl. Anderson

AP-700 - B-3

Lt. Prescott
Lt. Boeglin
F/O. Hunter
Lt. Stegman
Cpl. Wells
Cpl. Wade
Cpl. Mankowski
Cpl. Maneke
Cpl. Hickey
S/Sgt. Thiele
Cpl. Hilliard

5/20/45 MISSION TO BALIKPAPAN

Four of our planes were holed by intense, heavy and accurate AA fire over the harbor and 1st Lt. Albert E. Yelland, Bombardier on A/C #363, piloted by Lt. Steven Fortunato, was wounded slightly. He escaped serious injury or death by a minor miracle. While on the bomb run, he had just moved his head back from the bomb sight, when flak burst through the nose window just below the Nose Turret occupied by S/Sgt. Jack Sloan, passed over the sight and out the astrodome. His only injuries were slight cuts on the forehead and right hand from flying glass, and he returned to the sight to perfect his sighting before bombs away. Had he been leaning over the sight at the time the plane was hit, his story would have a different ending.

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372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
24 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-551A

A. MISSION : 307-551A
DATE : 24 May 1945
AIRCRAFT : 6 of 6 scheduled Liberators of the 372nd Bomb. Sqdn. (Hv) bombed the Secondary Target. The Primary Target was not bombed. (See Remarks)

B. TARGETS : Primary - Tarakan, Borneo, not bombed.
Secondary - Barracks area, Tawao, Borneo.

C. ATTACK TIME : 1001/I to 1016/I
AND ALTITUDE : 5,220' to 6,450' True.

D. RESULTS : The bombing is rated excellent. Approximately 60% of the bombs fell within 1,000' of the target area, causing 3 buildings to be destroyed. Those bombs not in the target area were short. One string walked up to the Southeast corner of the target. Another string landed about midway between the #2 runway and the target, crossing a river. Another string hit a barracks area just North of runway #2 and Southwest of the assigned target. 2 buildings were seen to be destroyed here, and a column of black smoke was seen to rise to 1,000'.

ENEMY LOSSES : 5 buildings destroyed.
FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : NIL

G. A/A FIRE : Nil

H. PHOTOS : A/C#'s 363, 700, and 843 took photos over Secondary Target.

I. ROUTE AND FORMATION : The planes flew from base to the A/P (02°55'N - 117°41'E), where the Squadron was to have formed. The planes continued to fly individually however, and went to the I/P (03°11'N - 117°36'E) to the target. After circling several times, not being able to get in because of weather, they went on to the Secondary Target. The return to base was direct.

SIGHTINGS : 1. A single radial engine A/C was seen by three crew members at (02°18'N - 127°05'E) in the water, but intact at 1419/I, from 3,900'.

No other identification could be given and no activity was seen around it. A/C #623 saw the plane.

2. A twin engine, single-tailed A/C was observed to be intact at Biaro Island off the Northwest shore near Lanangeo and in the water. A/C #700 saw the plane at 1339/I from 6,000'.

J. WEATHER : Base to Primary Target - .3 to .6 Cumulus, tops 5,000'. .4 Alto Stratus at 18,000'. Visibility 15 to 20 miles.

Primary Target - 10/10 Cumulus from ground to 15,000'.

Target to Base - .6 Cumulus, tops 7,000'. .3 Alto Stratus, base 18,000'.

- K. REMARKS :
1. No fighter cover scheduled.
 2. The planes began to arrive at the Primary Target at 0730/I. Ground fog hung over the island, but began to clear as the planes assembled into Formation. Before they were formed, however, a Cumulus buildup had formed over the area and ground control gave permission to go on to the Secondary Target.
 3. This bombing was done by Elements.
 4. This Squadron was the only one assigned this target.

L. BOMBS DROPPED : 36 X 1,000# G.P. bombs were dropped over the Secondary Target. All bombs were instantaneously fused. Ammunition expended, test fire only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
28 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-555A

A. MISSION : 307-555A
DATE : 28 May 1945
AIRCRAFT : 6 of 6 Liberators bombed the Primary Target, together with Elements of the 370th, 371st and 424th Bomb. Sqdns. (Hv).

B. TARGET : Gun positions inland from Pier #5, Balikpapan, Borneo.

C. ATTACK TIME : 1259/I
AND ALTITUDE : 16,310' to 16,500' True.

D. RESULTS : The bombing is rated excellent. An estimated 88% of the bombs fell in the target area. The main concentration covered the entire target. The bombs not in the boundries fell just short of and walking into the target. One large explosion occured, causing a fire. Three other fires also resulted. Smoke rose from the oil explosions to 3,000'.
ENEMY LOSSES : 2 oil tanks destroyed.
2 unidentified oil storage installations burning.

FRIENDLY LOSSES: Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Heavy, moderate and inaccurate A/A fire was received on the bomb run at the target. The bursts occured all around the Formation and were both high and low. Purple and white bursts also occured. No damage was done to any of the A/C. The A/A fire ceased just before the bombs hit the ground.

H. PHOTOS : 3 A/C took photos over the target.

I. ROUTE AND FORMATION : The planes flew individually from base to T/P (00°00' - 124°00'E) to Cape Karang (00°38'S - 119°45'E) to Cape Mandoe (01°48'S - 116°28'E), where the Group assembled into Squadrons-in-Trail Formation. From there, they flew to I/P (01°21'S - 116°45'E) and to the target on a

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
24 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-551A

LOADING LIST

AP-854 - A-1

Lt. MacDonald
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Lt. Chambers

AP-395 - A-2

Lt. Rather
Lt. Hector
Lt. Wiley
F/O. Guido
S/Sgt. Pavlonnis
S/Sgt. Gordy
S/Sgt. Regan
S/Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell

AP-383 - A-3

Lt. Drager
Lt. Valentino
Lt. Scull
Lt. Harned
Cpl. Marshall
Cpl. Cobb
Cpl. Buysee
Cpl. Turner
Cpl. Huey
Cpl. Lacerte
Pvt. Gandy

AP-700 - B-1

Lt. Boyd
Lt. Jones
F/O. Dresser
F/O. Overose
T/Sgt. Smith
S/Sgt. Cornelius
T/Sgt. Ewing
S/Sgt. Blotzer
S/Sgt. Bright
S/Sgt. Boone

AP-843 - B-2

Lt. Prescott
Lt. Boeglin
F/O. Hunter
Lt. Stegman
Cpl. Wells
Cpl. Wade
Cpl. Mankowski
Cpl. Maneke
Cpl. Hickey
S/Sgt. Marchelle
S/Sgt. Herdan

AP-693 - B-3

Lt. Stevie
Lt. Meacham
Lt. Rousek
Lt. Konrardy
Cpl. Cameron
Cpl. Seivers
S/Sgt. Epp
Cpl. McConemy
Cpl. Rutledge
Cpl. Petersen
Cpl. Kelett

heading of 10°. The return was direct to base.

SIGHTINGS : 1. Two heavy light gray smoke streamers rose on the coast near Signal Hill. They appeared to be an attempt at screening the target area.
2. Two ships were anchored at Pier #2. They were observed from 16,500'.

J. WEATHER : Base to Target - .2 to .5 Cumulus, tops at 5,000' to 9,000', with Cumulus buildups over land. .8 to 10/10 thick Alto Stratus at 12,000' from base to Cape Flesko.

Target - .3 to .4 Cumulus, tops 7,000' with immediate target clear.

Target to Base - .5 to .7 Cumulus, tops 6,000' to 8,000'.

K. REMARKS : 1. No fighter cover was scheduled.
2. P-38's were in the area at low altitude at the same time.
3. The heading was changed from 27° to 10° because of a cloud formation.
4. Window was dropped by our aircraft.
5. This Sqdn. was the only one assigned to the target.

L. BOMBS DROPPED : 120 X 100# Frag. Clusters, instantaneously fused, were dropped over the target. Ammunition expended in test firing only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (H)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
28 May 1945

NARRATIVE COMBAT REPORT OF MISSION #307-555A

LOADING LIST

AP-432 - A-1

Lt. Booker
Lt. Rather
Lt. Wiley
F/O. Hale
S/Sgt. Pavlonnis
S/Sgt. Gordy
T/Sgt. Regan
S/Sgt. Smith
S/Sgt. Foster
S/Sgt. Caldwell
Capt. Scott

AP-725 - A-2

Lt. Gwynn
Lt. Strain
Lt. Metzger
Lt. Glugover
Sgt. Hubner
S/Sgt. Thiele
Sgt. Bock
Cpl. Morgan
Cpl. Boudreault
Cpl. Valle
Lt. Herbst

AP-627 - A-3

Lt. Drager
Lt. Valentino
Lt. Scull
Lt. Harned
Cpl. Marshall
Cpl. Cobb
Cpl. Buysee
Cpl. Turner
Cpl. Huey
Cpl. Lacerte
Cpl. Stanhope

AP-843 - B-1

Lt. Fortunato
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
Cpl. Upperman

AP-893 - B-2

Lt. Hector
Lt. Heritage
Lt. Jensen
Lt. Johnson
Cpl. Evans
Pvt. Crawford
Cpl. Vinje
Cpl. Keese
Cpl. Shehane
Cpl. Larson

AP-621 - B-3

Lt. Prescott
Lt. Boeglin
F/O. Hunter
Lt. Stegman
Cpl. Wells
Cpl. Wade
Cpl. Mankowski
Cpl. Maneke
Cpl. Hickey
S/Sgt. Marchelle

372nd BOMBARDMENT SQDN. (Hv)

307th BOMBARDMENT GROUP (Hv)

APO #719

6 July 1945

(1) Captain Harry E. Stengle III was assigned from the 370th BOMB SQDN, FEAF, APO 925.

(2) Captain Stengle acted as Operations Officer for 6 days. Then was reassigned as Commanding Officer. Major Warren E. Scarr, who had commanded the squadron since 28 August 1944, was relieved from command for rotation to the United States, having completed his tour of duty. Captain Stengle became the 7th Commanding Officer of the 372nd.

(3) Captain Harold A. Twist, Jr. was transferred from the 371st B.S. (Hv) to assume the duties of Squadron Executive Officer.

(4) Captain George W. Booker, formerly Asst. Operations Officer in this SQDN, replaced Captain Stengle as Operations Officer.

(5) First Lt. William F. Brenizer, formerly Supply and Transportation Officer, was reassigned as SQDN Adjutant to replace 1st Lt. Mylo C. Binley, Jr., who was appointed Supply and Mess Officer.

Command Relationships. - No change.

Resume of movements - None accomplished this month.

Campaign. Preinvasion bombing of personnel and supply installations in the vicinity of Brunei Bay, N.W. Borneo, was carried on from 1 June through 10 June, the date of invasion by the Australian 9th Division. From 13 June through 30 June a similar campaign was undertaken against anti-aircraft gun positions and beach defenses at Balikpapan, Borneo to soften it up for the invasion of 1 July.

Chief Military Mission:

<u>DATE</u>	<u>TARGET</u>	<u>NO.OF PLANES</u>	<u>FLIGHT COMMANDER</u>
1 June 1945	Personnel Area Labuan Is. N.W. Borneo	5	Lt.Col. Russell K. Brock
2 June 1945	Ground Support Tarakan Is.N.W.Borneo	6	Capt. Alvin Fisher
3 June 1945	Warehouse & Supply Area Brunei Bay, Borneo	4	1st Lt. William Apple
4 June 1945	AA gun positions Balikpapan	5	1st Lt. George Booker
5 June 1945	Native Village, Labuan Island N.W. Borneo	4	1st Lt. William Blackman
6 June 1945	Personnel & Supply Labuan Island	6	1st Lt. Philip Gwynn
7 June 1945	Barracks area Musra Island, Borneo	5	Capt. Harry Stengle III
8 June 1945	AA positions Balikpapan, Borneo	6	Lt. Blackman
9 June 1945	Supply & Personnel Labuan Island, Borneo		Lt. Gwynn
10 June 1945	Ground Support N.W. Labuan Island, Borneo	6	1st Lt. George Rather
11 June 1945	Ground Support Tarakan Island, Borneo	6	Col. Clifford Rees

HISTORICAL RECORD 372nd BOMB. SQDN. (Hv)		APO #719, June 1945 Cont'd.	
13 June 1945	AA Gun Positions Sepinggan A/D, Borneo	6	Col. Troop Miller, Jr.
14 June 1945	AA Gun Positions Balikpapan, Borneo	6	Capt. Fisher
15 June 1945	AA Gun Positions Balikpapan, Borneo	5	1st Lt. George Booker
16 June 1945	Radar & AA Positions Balikpapan, Borneo	6	Lt. Gwynn
17 June 1945	AA Gun Positions Balikpapan, Borneo	4	Lt. Rather
18 June 1945	Balikpapan, Borneo	6	Lt. Blackman
19 June 1945	AA Gun Positions Balikpapan, Borneo	6	Lt. Gwynn
20 June 1945	Balikpapan, Borneo	6	Col. Rees
21 June 1945	AA Gun Positions Balikpapan, Borneo	5	Lt. Richard Dole
22 June 1945	Personnel Area Balikpapan, Borneo	6	Lt. Gwynn
23 June 1945	Balikpapan, Borneo	5	Lt. Rather
24 June 1945	Beach Defenses Balikpapan, Borneo	6	Col. Rees
25 June 1945	Beach defenses Manggar A/D Borneo	6	Capt. Apple
26 June 1945	Manggar A/D Beach defenses	5	Lt. Rather
27 June 1945	Beach defenses Balikpapan, Borneo	6	Capt. MacDonald
28 June 1945	Beach defenses Balikpapan, Borneo	6	Capt. Stengle
30 June 1945	Sepinggan A/D Borneo	6	Lt. Rather

Losses in Action: Two officers were killed and one officer and one enlisted man are missing.

On 22 June 1945 while returning from a mission to Balikpapan, Borneo, A/C #843 piloted by Lt. Douglas Sorem, lost oil pressure in #4 engine, which had to be feathered. When #1 engine stuck at 2000 RPM's and 30 inches manifold pressure, the plane began to lose altitude and it was determined that they could not make it back to base. Lt. Sorem directed all crew members except his co-pilot to bail out when they reached Cape Flesko on the N.E. arm of the Celebes. He and the co-pilot, F/O Albert Lorenz, were to ditch the plane. All men except Lt. Arthur Helder, Bombardier, and Sgt. John Distasio, Asst. Engineer, were seen to jump over Cape Flesko and landed safely. Lt. Sorem and F/O Lorenz ditched the plane successfully on a reef off Cape Flesko and joined the other crew members on the beach.

One and a half hours later a rescue PB2Y took all survivors aboard (Lt. Helder and Sgt. Distasio were not found) However, when the rescue Catalina tried to take off, it crashed, due to rough water. All of

the survivors except Lt. Sorem and F/O Lorenz were soon rescued by a second Catalina, but the above named two are believed to have been killed in the crash of the first Catalina. Rescue Catalinas sent out on the following days to search the crashed B-24 and Catalina at Flesko were unable to land due to rough water, so the bodies of Lt. Sorem and F/O Lorenz were not recovered. No trace has been found of Lt. Helder and Sgt. Distasio and they are missing in action.

Awards and Decorations:

Fifteen officers and twenty-one enlisted men were awarded Air Medals by the Group Commander at formation on 21 and 22 June 1945.

NARRATIVE ACCOUNT

BACKGROUND OF OPERATIONS

June saw the beginning of invasion operations against the mainland of Borneo. Again, as in the previous month, our heavy bombers were assigned to soften up the enemy's defenses. This time, however, planes from other units effected the neutralization of surrounding air/dromes and our outfit concentrated on the scene of operations itself, preceding the invasion of 10 June at Brunei Bay, N.W. Borneo, we flew 6 strikes against supply and personnel targets on Labuan Island and Muara Island, the enemy strong points that controlled the North and South approaches to the bay.

On 10 June 1945, the A.I.F. made landings at Victoria Town on Labuan Island, Musra Island and at Broketon on the Southwest point of Brunei Bay. As the first landing wave started for the shore at Victoria Town, our heavies struck at defense positions on Labuan Island close to the landing beaches. The landings were made without opposition and the Aussies quickly secured their beachheads and moved inland. Labuan airstrips were captured and within a few days, the troops stepped over to the Borneo mainland and started moving North from Weston along the railroad to Jesselton. The other half of the Aussie forces moved South from Broketon and captured Brunei Town and airstrip. Part of their force hopped down the coast and grabbed Seria and Miri oil fields and the big Lutong refineries. Jap opposition was apathetic throughout the Brunei operation.

Meanwhile, on Tarakan Island, although the month-old campaign was in the mopping up stages, a few strong points still held out and again on 2 June and 11 June, our heavies were called into play to blast the Japs out of their tunnels and caves.

The invasion of Balikpapan, Borneo presented a problem completely different from Brunei. Here between Balikpapan and Manggar A/D there were known to be 28 heavy A/A guns of calibres up to 127 M/M, 46 medium and 34 light guns, all of which would be effective against ground and naval forces, as well as aircraft. In addition, the beaches at Balikpapan were strongly defended with underwater mines and barbed wire obstacles. Consequently, our pre-invasion targets were the guns and beach defenses. This assignment was accepted not without trepidation on the part of our crews, who knew from past experience that the Japs at Balikpapan were first team gunners. However, the guns were knocked out and the beaches were opened up for the landing of 1 July.

SUMMARY OF ACHIEVEMENT

Once again the "Scotty" Squadron scored as the best bombing Squadron in the 307th Bom Group (Hv). An average of 56% of the bombs dropped fell

in the assigned target and the average circular error of the bombing was 242 feet. The finest examples of pinpoint bombing were the strikes against Labuan and Muara Islands on the 1st, 3rd and 7th of June.

Thirty-nine missions comprising 169 individual sorties were flown during the month of June, which was a substantial increase over operations in the previous month. 28 missions were formation bombing strikes and the other five were individual planes performing anti-submarine convoy cover. All strikes were high-level bombing attacks carried out in a squadron formation of two elements javelin down. For the first time in many months, this squadron did not engage in armed shipping reconnaissance.

A total of 429.0 tons of bombs were dispatched on missions, considerably more than the 297.27 tons dispatched in May. Of this total, 417 tons or 97% were dropped on targets, 4.8 tons were jettisoned and 7.2 tons were returned to base. Of the tonnage, 68.3 tons were dropped on personnel and supply areas in the Brunei Bay sector and 313.0 tons on A/A gun positions, beach defenses and supply areas in the Balikpapan area. The remaining tonnage was dropped on Tarakan Island and on Sidate A/D N.E. Celebes. The majority of bombs dropped were of 260# fragmentation type, but 120# Frag. clusters, 100#, 250#, and 1000# general purpose bombs, 350# depth charges, and 55 Cal. Napalm bombs were also used. 10,000 rounds of .50 caliber ammunition were expended.

No enemy aircraft were encountered during the month of June. Anti-aircraft holed 4 of our bombers, but only slightly. One Liberator was lost in combat, but not due to enemy action and one officer and one enlisted man are missing in action.

Three Jap two-masted schooners were damaged by strafing near the Celebes on return from a strike mission. Six large barracks, four small and six medium buildings, one gun position, four ammunition dumps and one oil tank were known to be destroyed by our bombs and two small buildings, seven medium buildings and one gun position damaged.

OTHER COMBAT ACTIVITIES

None engaged in this month.

OUTSTANDING AND UNUSUAL MISSIONS

The first mission of the month, on 1 June, set the pace for all subsequent missions when our squadron led the 307th Group over a personnel target on Labuan Island, Borneo and dropped 95% of a load of 150 X 100# GP bombs through the center of the target. Four large barracks and four smaller buildings were destroyed by direct hits and a small explosion occurred near the center of the target area.

A different shoreline target on Muara Island was plastered with 240 100# on 3 June. The bombs trained through the warehouse area, destroyed one building and started a fire in the center of the target area. 73% of the bomb blasts counted by photo interpretation were in the target. Lt. Huber's plane was forced to jettison its bomb load when #1 engine cut out on the way to the target and it began losing altitude.

4 June marked the first of the strikes against the anti-aircraft positions at Balikpapan. While the Squadron was assembling at Cape Mandoe, our lead plane piloted by Captain Booker lost #4 engine, so the lead was turned over to Lt. Boyd. The planes encountered moderate to intense AA fire in barrage pattern as they turned in from I.P. onto the bomb run. However, the gunners couldn't seem to make up their minds which squadron

to aim at for the barrage burst almost equidistant between ours and the next squadron to the right. Here the benefits of good mission planning were evident. By dropping "Window" to snafu the gun-laying radar and peeling off the four squadrons of the Group in close sequence from separate IP's, onto individual targets, even the first team Balikpapan gunners were deceived and our planes escaped without a scratch. Our bombing pattern was excellent. Although it started short, it trained dead across the two 127 M/M guns on Cape Barde that were the assigned target.

The pin point target on 7 June received such a concentrated bombing that there could not be a foot of ground untouched. 85% of the 75 X 250# burst in the target area and covered the two long barracks and several smaller buildings. So close was the bomb pattern, that only 44 of the 75 bombs could be counted by photo interpreters.

An attempt on 13 June to bomb a Sugar Charlie Love at Pier #4 Balikpapan was all fouled up. The plan was for the other three squadrons of the Group to go in first to bomb anti-aircraft gun positions and for us to tail them in and get the ship. But the third squadron had difficulty assembling and getting in over the target. By the time we could go in, oil fires started by the lead squadron's bombing were belching black smoke which covered the ship better than a Jap smoke screen. Two day runs were made, but since it was obvious that the target would not open up, our planes turned off to the secondary. Results on the secondary were excellent, but we never did get that Sugar Charlie.

The mission of 22 June was noteworthy only because it resulted in our first combat tragedy in more than five months. While returning from a successful strike on Balikpapan, at about 1200/1 #4 engine A/C #843, piloted by Lt. Sorem, began to smoke and after 20 minutes, it had to be feathered. At about the same time, it was found that number one engine was stuck at 2000 RPM's and 30" manifold pressure. Lt. Sorem could not maintain altitude and had to ditch off Cape Flesko, N.E. Celebes. After a perfect job of ditching, in which he and F/O Lorenz escaped uninjured, fate stepped in and they both were killed when the rescue Catalina cracked up on take off. All other crew members, except Lt. Helder, the Bombardier, and Sgt. Distasio, the Tail Gunner, bailed out of the Liberator safely before it was ditched. The latter two were last seen in the waist of the plane and it is believed that they must have ridden the plane down and been killed during the ditching. However, the fact cannot be ascertained, and they are listed as missing. All planes of the Group searched the ditching area on their return from strike missions for a period of several days, but no trace of the missing men was seen. Two rescue Catalinas sent out on subsequent days to inspect the wreckage were unable to land due to rough seas.

By 24 June the once-vaunted anti-aircraft guns at Balikpapan had been silenced and our planes dropped down from 17,000' to 5,500' and began working over the beach defenses. 69 X 325# depth charges were dropped just off shore at Klandasan Beach to explode underwater mines and make breaks in the barbed wire obstacles. Results of this day's bombing were not successful, mainly because several bombardiers used the wrong road intersection as a reference point and dropped their depth charges almost $\frac{1}{2}$ mile down the beach from the assigned area.

However, our boys got back on the ball on the 25th, 26th, 27th, 28th and 30th of June and did such an accurate job of bombing on beach targets that the ground controller afloat, "Magpie", who was supervising the pre-invasion operations was unstinting in his praise of their work.

GOVERNING POLICIES AND VIEWS OF KEY PERSONNEL

Captain Stengle assumed command with a clear-cut plan of administration. It is his policy to delegate full authority to subordinates and to require that they assume responsibility for the work under their direct control. This extends not only to the heads of the sections handling administrative, technical and tactical operations, but within the tactical section it applies to flight commanders, who are held responsible for the actions of the combat crews in their flights both in the air and on the ground. It is Captain Stengle's view that with increased responsibility goes increased interest and a salutary measure of competition.

To further increase interest and cooperation between the sections, it is his desire that the administrative and technical sections be kept informed currently of the successes and failures of our tactical operations.

And, finally, any breaches of duty by officers or enlisted men are to be followed by immediate disciplinary action.

PROBLEMS AND NEW TECHNIQUES

Assignment of combat crew members to regular duty and detail has in the past come from several sections, which has resulted in misunderstandings and conflict. This month all such assignments have been channeled through operations, which publishes them in a daily operations order.

The Squadron Mess, which has in the past been the target of very serious criticism, was reorganized completely. A new Mess Sergeant was appointed and given carte blanche to dress up the food and the mess hall. As a result, extensive alterations have been made in the mess hall, which provide a much better atmosphere, and the food is improving steadily.

The appearance of the Squadron Area up till this month left much to be desired, particularly toward the seaward and water would collect after heavy rains, since the area was actually below high-tide level. This month, area inspection was increased and Flight Commanders were charged with the inspection and upkeep of the areas inhabited by their Flights. A number of loads of coral were spread in the low areas and there has been a noticeable improvement in the overall appearance.

In addition to the foregoing, Captain Stengle realigned the assignment of Officers to Supply, Mess, Ordnance and Transportation on a more functional basis. Instead of having an Ordnance Officer, Supply and Transportation Officer, and Adjutant and Mess Officer, the work is now divided into, Adjutant, Supply and Mess and Ordnance and Transportation.

A very serious shortage of Ground Personnel occurred in the latter part of the month, due to the loss of 90-odd men by rotation. Since a large percentage of these men were Section Heads and key men, most Sections required reorganization. But all Sections were too far understrength to operate, so Enlisted Combat Crew members were drafted. The Assistant Engineer and Assistant Radio Operator on each crew were grounded for 30 days to help out on the line and our planes flew 8-man crews. These men were assured that their loss of missions would not affect their places on the rotation roster.

Crew Engineers worked on Ground Crews each day they were not assigned to fly. Some other Crew Members, especially those awaiting rotation orders, received semi-permanent assignment to the S-1, S-2 and S-3 Sections and to Technical Sections on the Line. The comparatively few ground personnel left became key men, so it was necessary to pull them off KP and run a KP Roster and Duty Roster of the Combat Crewmen.

The reponse of the Combat Crews to this additional duty was satisfactory and in many cases spirited. In Almost every case, the men demonstrated interest in their work and there was little griping.

BIOGRAPHICAL SKETCHES

George W. Booker, Captain A.C.

Captain Booker is 24 years old and hails from Jonesboro, Arkansas. He graduated from Arkansas State College in 1942 and was commissioned directly in the Field Artillery. He served a year with the 44th Infantry Division, where he was a Battery Executive Officer and was promoted to 1st Lt. In April of 1943, Captain Booker transferred to the Air Corps for Flight Training. He took Preflight at Santa Ana, California, Primary at Wickenburg, Arizona. He was assigned to the 328th Fighter Group, Santa Rosa, California, where he flew P-39's. Captain Booker was found to be too big and burly for a Fighter Pilot and finally transferred to 4 Engine Bombers.

He came overseas in December of 1944 and was assigned to the 372nd as Pilot on a Combat Crew. In April 1945 he was appointed Assistant Operations Officer, and on 8 June 1945 became Operations Officer. He has a total of 29 Strike Missions and 280 hours of combat flying to his credit.

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
2 June 1945

NARRATIVE COMBAT REPORT OF MISSION 307-560B

A. MISSION : 307-560B
DATE : 2 June 1945
AIRCRAFT : 6 of 16 scheduled Liberators bombed the Primary Target, together with Elements of the 371st and 424th B.S. (Hv).

B. TARGET : Tarakan Island

C. ATTACK TIME : 1030/I to 1031/I
AND ALTITUDE: 5,500' to 6,350' True

D. RESULTS : The bombing is rated excellent. An estimated 85% of the bombs fell in the target area. Although Ground Control "Bonding" stated that all the bombs were in the target, it is believed 3 were over 1,000' long, and 2 were just short of the target. There were no results other than bomb bursts.

ENEMY LOSSES: Undetermined

FRIENDLY LOSSES : Nil

E. INTERCEPTION: Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : 3 A/C took photos over target

I. ROUTE AND FORMATION : The planes flew individually from base around the Northern tip of Halmaheras to A/P, which was over Tarakan Island. They then formed into Squadron-in-Trail Formation, dropped the bombs and returned to base.

SIGHTINGS : Nil

J. WEATHER : Base to Target - .3 to .6 Cumulus, tops 8,000'.
.7 Strato Cumulus at 10,000'.
Target - .3 to .4 Cumulus, tops 4,000'.
Target to Base - .6 Cumulus, tops 9,000' - 10,000'.

K. REMARKS : 1. No fighter cover scheduled.
2. This Sqdn. bombed third as briefed.
3. Ground Control directed the bombing by smoke signals.

L. BOMBS DROPPED : 33 X 1,000# G.P. bombs fused instantaneous nose,
non-delay tail fused, were dropped over the
target. Ammo test fire only.

Donald C. Edson
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (Hv)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
2 June 1945

NARRATIVE COMBAT REPORT MISSION

LOADING LIST

AP - 395 - A-1

Capt. Fisher
Lt. Goodwin
Lt. Springer
Lt. Yelland
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey

AP - 725 - A-2

Lt. Rathjen
Lt. Wood
Lt. Metzger
Lt. Dove
T/Sgt. Meinertzhagen
S/Sgt. Clark
T/Sgt. Inman
S/Sgt. Watman
S/Sgt. Kulina
S/Sgt. Wadsworth
Lt. Horost

AP - 363 - A-3

Lt. Hasselbach
Lt. Heritage
Lt. Jensen
Lt. Johnson
Sgt. Evans
Pvt. Crawford
Sgt. Vinje
Sgt. Keesee
Sgt. Shehane
Sgt. Larios
Cpl. Kealey

AP - 593 - B-1

Lt. Drager
Lt. Valentino
Lt. Scull
Lt. Harned
Sgt. Marshall
Sgt. Cobb
St. Buysee
Sgt. Turner
Sgt. Huey
S/Sgt. Lacerte
S/Sgt. Stanhope

AP - 442 - B-2

Lt. Prescott
Lt. Boeglin
F/O Hunter
Lt. Stegman
Cpl. Wells
Cpl. Wade
Cpl. Mankowski
Cpl. Maneke
S/Sgt. Marchelle
Cpl. Hickey

AP - 654 - B-3

Lt. Traendly
F/O Eckstein
Lt. Wahlon
Lt. Taucher
Sgt. Dugan
Sgt. Banicus
Sgt. Batten
Sgt. Daly
Sgt. McNahara
Sgt. Zimmerman

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
6 June 1945

NARRATIVE COMBAT REPORT OF MISSION #307-564A

A. MISSION : 307-564A
DATE : 6 June 1945
AIRCRAFT : 6 Liberators scheduled with Elements of the 370th, 371st and 424th Bomb. Sqdn. (Hv). All planes bombed the Primary Target.

B. TARGET : Personnel and supply area to the North of Victoria Town, Labuan Island, Brunei Bay, Borneo.

C. ATTACK TIME : 1142/I to 1143/I.
AND ALTITUDE : 10,400' to 10,950' True.

D. RESULTS : The bombing is rated excellent. An estimated 80% of the bombs released fell within the assigned target area. A fire was started in the middle of the main pattern. Flames were visible and black smoke rose to 1,000'. One building was destroyed 500' East of the target.

ENEMY LOSSES : One building destroyed.
FRIENDLY LOSSES : Nil

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : 2 A/C took photos over target area.

I. ROUTE AND FORMATION : Individual planes from base around the Northern tip of the Halmahera Islands, A/P (06°36'N - 116°36'E). A 3 plane Element and a 2 plane Element left there and headed for the T/P (06°11'N - 115°34'E). they finally contacted each other and formed one Squadron. One plane that took off late also joined the Formation. After making a 360° turn, they went to the I/P (06°18'N - 116°21'E) and finally over the target. Return to base was direct.

J. WEATHER : Base to Target - .7 Cumulus, tops at 7,000'.
.8 - .9 Alto Stratus based at 12,000'.
Target - CAVU

Target to Base - .6 Cumulus, tops at
6,000'. Light Stratus base at 11,000'.

K. REMARKS : 1. Due to the difficulty in getting the Sqdn.
together, they bombed fourth, instead of
second, as scheduled.
2. No fighter cover scheduled.

L. BOMBS DROPPED : 130 X 260# G.P. bombs instantaneous fused,
were dropped over the target.

AMMO : Expended in test firing only.

Wilfred V. Gill
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (Hv)
OFFICE OF INTELLIGENCE OFFICER

APO #719
6 June 1945

NARRATIVE COMBAT REPORT MISSION

LOADING LIST

AP - 396 - A-1

Lt. Gwynn
Lt. Strain
Lt. Lyle
Lt. Yelland
Sgt. Huber
Sgt. Cooper
Sgt. Bock
Sgt. Morgan
Sgt. Boudreault
Sgt. Valle

AP - 725 - A-2

Lt. Fortunato
Lt. Goodwin
Lt. Springer
Lt. Glugover
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Goff
T/Sgt. Pressey
S/Sgt. Marra

AP - 832 - A-3

Lt. Stevie
Lt. Jones
Lt. Rousek
Lt. Konrardy
S/Sgt. Cameron
Cpl. Sievers
S/Sgt. Cautier
Cpl. Rutledge
Cpl. Petersen
Cpl. Bennett

AP - 893 - B-1

Lt. Daly
Lt. McCabe
Lt. Lyle
Lt. DeFrancesca
T/Sgt. Abate
T/Sgt. Gerber
S/Sgt. King
S/Sgt. Johnson

AP - 843 - B-2

Lt. Huber
Lt. Kridler
Lt. Sims
Lt. Detar
Cpl. Rogers
Cpl. Croepel
Cpl. Hull
Cpl. Matthews

AP - 617 - B-3

Lt. Britt
Lt. Gardner
F/O D'Amico
Lt. Wilson
Cpl. Beer
Cpl. Grab
Cpl. Hensley
Cpl. White

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
27 June 1945

NARRATIVE COMBAT REPORT OF MISSION #307-585B

A. MISSION : 307-585B
DATE : 27 June 1945
AIRCRAFT : Six of Six scheduled Liberators bombed the Primary Target with Elements of the 370th, 371st and 424th Bomb. Sqdns. (Hv).

B. TARGET : Klandasan beach defenses, Balikpapan, Borneo.

C. ATTACK TIME : 0820/I - 0821/I.
AND ALTITUDE : 3,100' to 3,650' True.

D. RESULTS : This bombing rated excellent. 65% of the bombs fell in the assigned target and saturated the area between the shore road and the beach. No results other than bomb bursts were observed.

FRIENDLY LOSSES : Nil
ENEMY LOSSES : None observed

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Slight, medium inaccurate A/A fire was received from 4 - 5 guns, which were seen firing from the hills 2,500' from the target.

H. PHOTOS : 3 A/C took photos over target.

I. ROUTE AND FORMATION : From base by individual planes around Northern tip of Halmahera to T/P (00°00' - 124°00'E) to Cape Bajor (00° 42'S - 117°37'E) to the Balikpapan area. The Formation circled the area 4 times because of weather and other planes that were attacking, then made its bomb run. Return route was direct to Cape Karang, then along the South shore of the Celebes searching for downed airmen, then direct to base.

OBSERVATIONS : None

J. WEATHER : Base to Target - .2 to .5 Cumulus tops 4,000' and .4 to 10/10 Alto Stratus based at 16,000'
Target - .4 to .5 Cumulus tops 4,000'-6,000'.
Rain in the general target area, with 10/10 Alto Stratus based at 11,000'.

Target to Base - .4 to .6 Cumulus tops 6,000' and 10/10 Alto Stratus based at 11,000'. Thick Cumulus and rain were encountered over Makassar Straits and a heavy line East of Cape Karang, another line East of Togian Islands.

- K. REMARKS : 1. This Squadron was assigned in #2 Position, but was first to bomb its assigned target. 4 circles were made in the Balikpapan area because of weather and the fact that B-25's were bombing and strafing in the vicinity of our target. The bomb run was finally made at 3,500' because of the low clouds.
2. Clearance to bomb was secured from the Controller "Magpie" and following the bombing, "Magpie" reported that the 371st and this Squadron had done a "Swell Job."
3. All planes searched the South coast of the North area of the Celebes on their way home, looking for missing members of Lt. Sorem's crew, but with negative results.
4. No fighter cover scheduled.
- L. BOMBS DROPPED : 174 X 260 Frag Bombs with instantaneous fusing were dropped on the Primary Target.
- AMMO : Expended for test firing only.

Wilfred V. Gill
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (Hv)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
27 June 1945

NARRATIVE COMBAT REPORT MISSION

LOADING LIST

AP - 1627 - A-1

Lt. MacDonald
Lt. Blackman
F/O Burtard
F/O Guido
T/Sgt. Willard
S/Sgt. Murphy
T/Sgt. Shaw
S/Sgt. Hinkel

AP 2432 - A-2

Lt. Fortunato
F/O Hoff
Lt. Newell
Lt. Yelland
T/Sgt. Meinertzhagen
S/Sgt. Clark
T/Sgt. Sheldon
S/Sgt. Sloan

AP - 843 - A-3

Lt. Harrison
Lt. Heritage
Lt. Jensen
Lt. Glugover
Sgt. Evans
Sgt. Crawford
Sgt. Vinje
Sgt. Keesee
Sgt. Wazaruk

AP - 1693 - B-1

Lt. Drager
Lt. Valentino
Lt. Scull
Lt. Harned
Sgt. Marshall
Sgt. Cobb
Sgt. Buysee
Sgt. Turner

AP - 1838 - B-2

Lt. Key
Lt. Conklin
F/O Humphrey
Lt. Dixon
Sgt. Urenovitch
Sgt. DeJohn
Sgt. Kuntz
Sgt. Spitz
Sgt. Hilliard

AP - 0941 - B-3

Lt. Traendly
F/O Eckstein
Lt. Wahlon
Lt. Taucher
Sgt. Dugan
Sgt. Bankus
Sgt. Batten
Sgt. Daly

CONFIDENTIAL

372nd BOMBARDMENT SQDN. (Hv)

OFFICE OF THE INTELLIGENCE OFFICER

APO #719
10 July 1945

NARRATIVE COMBAT REPORT OF MISSION #307-597A

A. MISSION : 307-597A
DATE : 10 July 1945
AIRCRAFT : 6 of 6 scheduled Liberators bombed the
Primary Target.

B. TARGET : Warehouse area, Donggala, Celebes.

C. ATTACK TIME : 0916/I - 0917/I
AND ALTITUDE : 6,720' - 6,950' True

D. RESULTS : The bombing is rated excellent. 85% of the
bombs fell in the target. Bomb smoke was so
heavy that no results other than bomb bursts
could be observed.

ENEMY LOSSES : None observed
FRIENDLY LOSSES : None

E. INTERCEPTION : Nil

F. COMBAT TACTICS : Nil

G. A/A FIRE : Nil

H. PHOTOS : 3 A/C took photos over target.

I. ROUTE AND FORMATION : From base by individual planes around the
Northern tip of Halmahera to T/P (00°00' -
124°00'E) to Cape Bajor (00°42'S - 117°37"E),
where the Squadron assembled and proceeded
back to Donggala. Return route was direct to
base.

OBSERVATIONS : None

J. WEATHER : Base to Target - .4 Cumulus tops 4,000', .9
Alto Stratus based at 12,000'.
Target - .3 Cumulus tops 4,000'. Target open.
Target to Base - Same as route out, except
overcast. Broke to .7 Alto Stratus.

K. REMARKS : 1. Target bombed by individual Squadron.
2. No fighter cover scheduled.

L. BOMBS DROPPED : 30 X 1000# bombs were dropped on target. No
nose fusing, instantaneous tail. Ammo expend-
ed test fire only.

Wilfred V. Gill
1st Lt. Air Corps
Asst. Intell. Officer

372nd BOMBARDMENT SQUADRON (Hv)
OFFICE OF THE INTELLIGENCE OFFICER

APO #719
10 July 1945

NARRATIVE COMBAT REPORT MISSION

LOADING LIST

AP - 1700 - A-1

Capt. MacDonald
Lt. Bolt
Capt. Austin
Lt. Hale
T/Sgt. Walker
S/Sgt. Ward
T/Sgt. Sheldon
S/Sgt. Sloan
S/Sgt. Murphy

AP - 2432 - A-2

Lt. Boyd
Lt. Meehan
Lt. Margosian
Lt. Yelland
T/Sgt. Smith
S/Sgt. Cornelius
T/Sgt. Ewing
S/Sgt. Boone
Lt. Gill

AP - 2303 - A-3

Lt. Britt
F/O. Gardner
F/O. D'Amico
Lt. Wilson
Sgt. Beer
Sgt. White
Sgt. Grab
Sgt. Hensley
Sgt. Bennett

AP - 1693 - B-1

Lt. Sweeney
Lt. Gustafson
Lt. Campbell
Lt. Walker
Sgt. Kulewicz
Sgt. Nelson
Sgt. Kamal
Sgt. McAfee
Pvt. Cowley

AP - 1627 - B-2

Lt. Hasselbach
Lt. Boeglin
F/O. Hunter
Lt. Stegman
S/Sgt. More
S/Sgt. Wade
T/Sgt. Trivelpiece
S/Sgt. Maneke
Cpl. Kelly

AP - 2395 - B-3

Lt. Tompkins
F/O. McDonough
Lt. Adair
Lt. Stanley
Pvt. Johnson
Cpl. Crackel
Sgt. Pettis
Cpl. Long
Maj. Warlow

19 July 1945

1. COMMENDATION: The following teletype as received from the Commanding General Australian First Tactical Air Force, Balikpapan is quoted for information:

"Your ready willingness to fulfill all demands and the excellent execution of strikes has in my opinion been a major factor in the success of this operation. Accept grateful thanks."

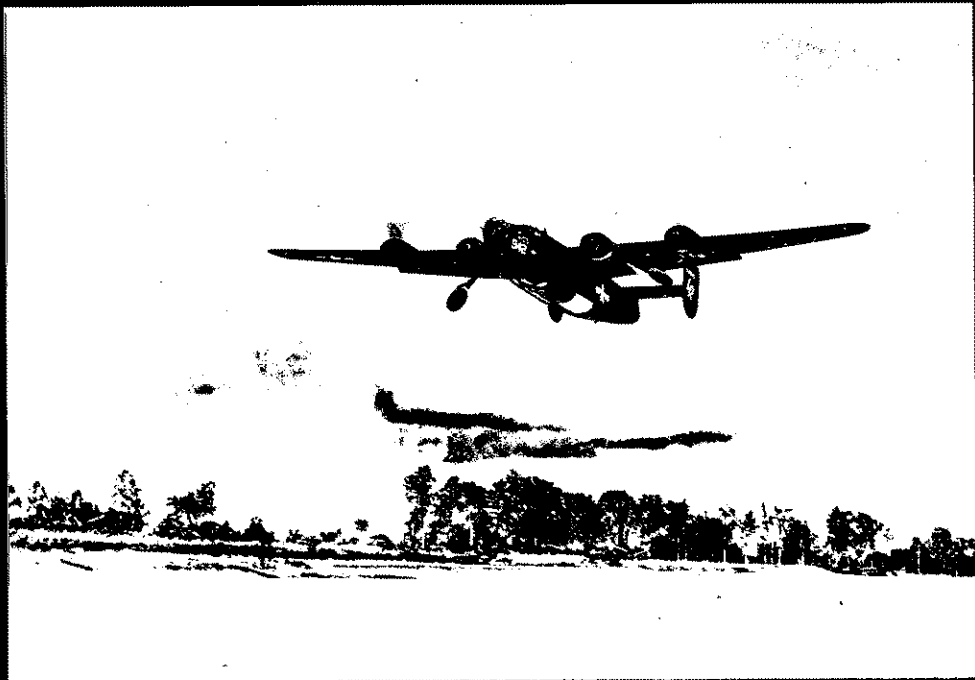
This Command.

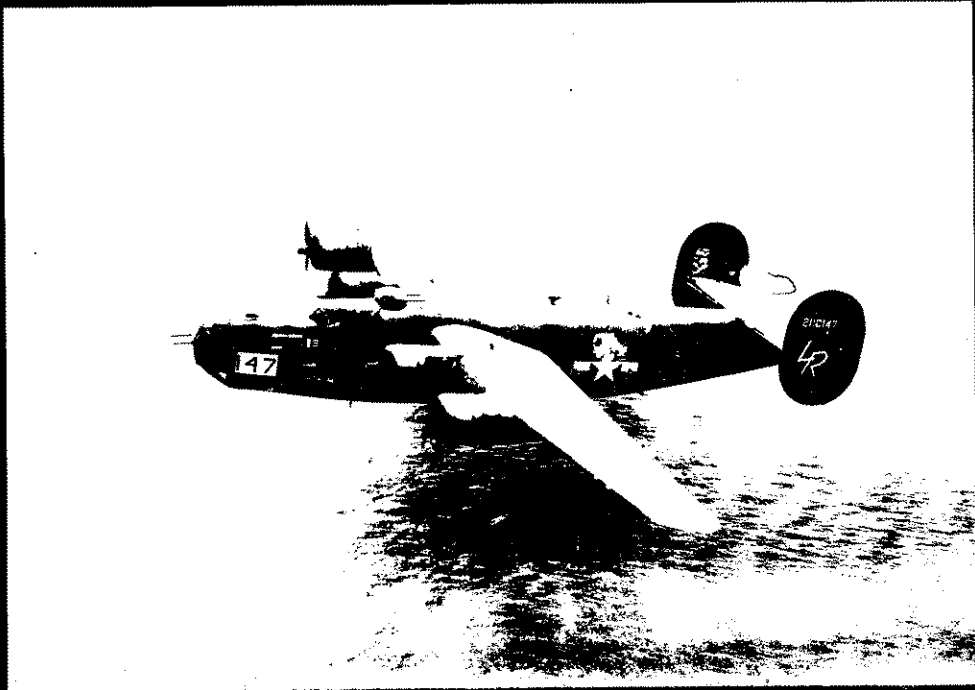
39 Aust. Sqdn. AL Sec.
307th Bomb. Gp. Hv
4 Aug. 1945

SUBJECT: Close support by Heavy Bombers Balikpapan

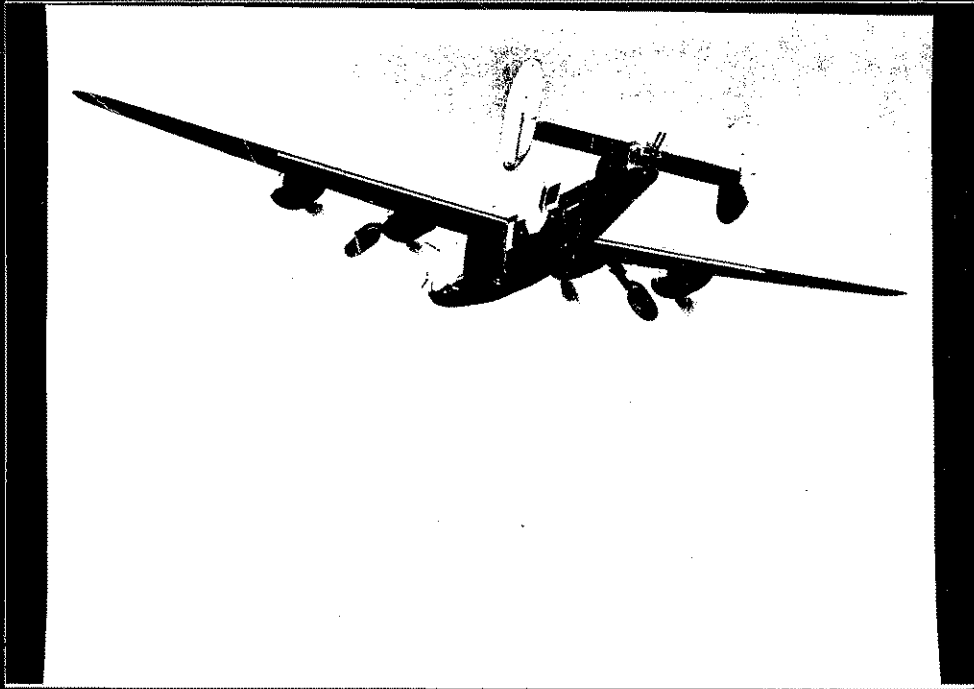
1. Following is an extract from a report by the Air Liaison Officer attached to the RAAF Air Support Section during operations at Balikpapan.
2. Bombing by B-24's of 13th Bomber Command was excellent. They played a vital part in the destruction of very strong enemy defensive positions and were responsible to a very large extent, for the rapid advance of our troops. The confidence that front line troops had in their ability to bomb accurately and the enthusiasm they displayed when they were informed that these aircraft would be engaging a target in close support is, I feel, the highest praise that could be offered to any Air Force.

/s/ T.E. McMillen, Capt.
39 Aust. Sqdn. AL Sec.





Planes of the 370th Bomb Squadron accompany us and here's their formation.



GENERAL ORDERS)

No. 1026)

HEADQUARTERS,
FAR EAST AIR FORCES,
APO 925 - 5 June 1945

AIR MEDAL (OAK-LEAF CLUSTER)

By direction of the President, in addition to the Air Medal awarded to the following named officer and enlisted men by the Commanding General, Far East Air Forces, as published in General Orders No. 359, Headquarters, Far East Air Forces, 9 March 1945, Bronze Oak-Leaf Clusters are awarded to them by the Commanding General, Far East Air Forces, under the provisions of Executive Order No. 9158, 11 May 1942 (Bulletin 25, WD, 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bulletin 49, WD, 1942).

1. OAK-LEAF CLUSTER.

First Lieutenant GEORGE W. BOOKER, (0439386), Air Corps, United States Army. For operational flight missions from 19 February 1945 to 6 May 1945. Home address: Mr. Jesse Booker (Father), 1011 W. Monroe Ave., Jonesboro, Ark.

Staff Sergeant CEZAR G. MARCHELLE, (42013122), Air Corps, United States Army. For operational flight missions from 22 February 1945 to 7 May 1945. Home address: Mrs. Mary Marchelle (Wife), 252 Farnham Ave., Lodi, N. J.


2. SECOND OAK-LEAF CLUSTER.

Staff Sergeant FRED L. GOFF, (35775139), Air Corps, United States Army. For operational flight missions from 13 April 1945 to 20 May 1945. Home address: Mr. Charles Goff (Father), 1029 Valley Road, Charleston, W. Va.

Technical Sergeant MANFIELD J. PRESSEY, (36159152), Air Corps, United States Army. For operational flight missions from 13 April 1945 to 20 May 1945. Home address: Mrs. Margaret S. Pressey (Wife), 294 Ottawa Ave., Muskegon, Mich.

Technical Sergeant EDWIN H. SHELDON, (38403472), Air Corps, United States Army. For operational flight missions from 13 April 1945 to 20 May 1945. Home address: Mrs. Minnie L. Sheldon (Wife), 501 East 15th St., Oklahoma City, Okla.

Staff Sergeant JACK D. SLOAN, (15127505), Air Corps, United States Army. For operational flight missions from 13 April 1945 to 20 May 1945. Home address: Mrs. Kathryn Sloan (Mother), 204 W. Garfield Ave., Swanton, Ohio.



**NEWS OF OUR
MEN and WOMEN
IN UNIFORM**

The following is a letter from George C. Kenny, Lieut. Gen, U. S. A., Commander, about the Air Medal that Sgt. Jack Sloan, son of Mr. and Mrs. Dan Sloan, received.

March 29, 1945

Dear Mrs. Sloan,

Recently your son, Staff Sergeant Jack D. Sloan, was decorated with the Air Medal. It was an award made in recognition of courageous service to his combat organization, his fellow American airmen, his country, his home and to you.

He was cited for meritorious achievement while participating in aerial flights in the southwest Pacific Area from January 2, 1945 to February 19, 1945.

Your son took part in sustained operational flight missions during which hostile contact was probable and expected. These flights included bombing missions against enemy installations, shipping and supply bases, and aided considerably in the recent successes in this theatre.

Almost every hour of every day your son, and the sons of other American mothers, are doing just such things as that here in the Southwest Pacific.

Theirs is a very real and very tangible contribution to victory and to peace.

I would like to tell you how genuinely proud I am to have men such as your son in my command, and how gratified I am to know that young Americans with such courage and resourcefulness are fighting our country's battle against the aggressor nations.

You, Mrs. Sloan, have every reason to share that pride and gratification.

Sincerely,
George C. Kenny, Lt. Gen.

Kenney Proves 'Idea Man' Of Pacific Air War

By HAROLD STREETER

SAN FRANCISCO, June 2 (AP)—
In the Pacific's broad reaches,
where his air force dominates 3,-
000,000 square miles, he is known
everywhere as "the idea man."

"He's always coming up with
some new idea," a flier said.

"You'd bet your last dollar at
times the idea wouldn't work—
but it always does."

He was speaking of Gen.
George C. Kenney, commander of
the Far Eastern air force.

Jungle Air School

Nadzab, British New Guinea,
is one of Kenney's many ideas
which clicked. It is a unique
jungle air training school where
American fliers learn how to
fight the Pacific's unique type of
air war. They go out on combat
missions and polish up their tech-
nique by bombing attacks on
such bypassed Japanese garri-
sons as the one near Wewak.

On a recent air tour of Pacific
bases by a group of American
war correspondents, we saw more
of Kenney than any other leader.

We first saw him at headquar-
ters of Maj. Gen. Willis Hale,
commander of army air forces,
Pacific ocean areas, in the Mari-
anas. Perhaps significantly, it
was just after Gen. Douglas
MacArthur—Kenney is one of
MacArthur's right hand men—
had been appointed to his new
high command post.

When we reached Leyte in the
Philippines, Kenney was there.
When we walked into MacAr-
thur's headquarters in Manila—
Kenney walked in after us.

Always Changing

Days later, at a time when
little Morotai island, 300 miles
south of the Philippines, was
staging base for the invasion of
Borneo, we arrived there—and
Kenney came in right behind.

He gets around. He gets ideas
that way.

Kenney wears his four-star
general rank with consummate
ease.

Kenney helped perfect the
skip-bombing method of attack-
ing Japanese shipping. Today he
has replaced that with an even
more effective method of attack.
He's always changing. Conse-
quently, his theater probably has
undergone more modifications in
air attack than any other. Such
change-about's can only prove be-
wildering to the Japanese who
do not go in for many innova-
tions.

Perfected Bomb Use

Kenney perfected use of the
parachute fragmentation bomb,
responsible for widespread de-
struction of Japanese planes
caught on the ground. He also
has perfected use of planes in
mountain and jungle terrain as
aircraft artillery.

Kenney's Far Eastern air
force, comprising of the Fifth
and 13th, has sunk more than 1,
000,000 tons of Japanese ships.



GEN. GEORGE KENNEY

Do I get where you are?

Allied Fleet Approaching Borneo Oil Port, Japs Say

Australian 'Rats of Tobruk,' Who Fought In Africa, Drive Toward Prize on Island

BRUNEI BAY, June 16 (AP)—The African-experienced Australian "Rats of Tobruk" drove toward prized west Borneo oil fields today as an unconfirmed enemy broadcast reported an Allied fleet, led by three battleships, was approaching the oil refinery center of Balikpapan.

Tokyo said a fleet of three battleships, an aircraft carrier, 16 destroyers and "other warships" was moving in on Balikpapan, on the east central coast.

Gen. Douglas MacArthur's communique today said only that Balikpapan's defense guns and airdromes were pounded by more than 50 fighter-escorted Liberators.

Grasp for Refineries

(Any Allied move on Balikpapan would be a grasp for some of the biggest refineries in the East Indies.)

MacArthur said the raiders from the 13th (Jungle Fightin') Air Force "concentrated 76 tons of bombs on Balikpapan gun positions, destroyed two fuel tanks and hit nearby airdromes at Manggar and Seppingan."

The enemy report came less than a week after the Australian 9th Division invaded the Brunei Bay area of northwest Borneo under

the guns of the U. S. 7th Fleet and bombs and rockets of the 13th and Royal Australian Air Forces.

Fought in Africa

The "Rats of Tobruk," who fought the Germans in North Africa, overran three airfields—within 800 miles of Singapore—seized the capital city of the sultanate and now are moving south toward the enemy-fired Seria and Miri oil fields.

Melbourne reports said the Aussies were pushing into the state of Sarawak, within 18 miles of the Toutong oil refinery.

Today's communique announced the occupation of the 3,600-foot Timbalai airfield on Labuan Island and complete security of that island commanding entrance to the fleet anchorage of Brunei Bay.

Balikpapan is 300 miles south of Tarakan Island where Australian forces opened the reinvansion of Borneo. Tarakan has been virtually conquered in a bitter campaign which opened May 1.

Yank Fliers Pound Targets On Borneo

Aussies Mopping Up Enemies on Tarakan

MANILA, June 1 (AP)—The U. S. 13th Air Force stepped up its assaults on oil-rich Borneo as Australian invasion forces wound up their initial operation on its northeastern island of Tarakan.

Today's communique reported raids which extended through a third straight day the aerial pounding of airfields, waterfronts, shipyards and other installations on Borneo.

With more than 100 bombers and fighters taking part each day, the 13th raiders struck Monday, Tuesday and Wednesday at Brunei Bay on the northwest coast, Balikpapan on the east central coast and Banjarmasin on the south coast.

The Aussies, who landed on Tarakan May 1, presently are finishing off enemy holdouts in caves.

SGT. JACK SLOAN HAS BEEN POISON TO JAPS

Nose Gunner, Now Home On Furlough, Has 41 Missions

→ ERROR - 38

Staff Sergeant Jack D. Sloan of 204 West Garfield avenue, Swanton, veteran of 41 missions and over 370 hours of combat flying against the Japs, has completed his first tour of duty overseas and is home on furlough.

- 38

The nose gunner of a B-24 Liberator in the 13th AAF's famed "Long Rangers", Sgt. Sloan left the U. S. over eight months ago as a corporal. He has been presented the Air Medal with two Bronze Oak Leaf Clusters, and holds the Philippine Liberation Ribbon and the Asiatic-Pacific Campaign ribbon with five battle stars, as well as the Good Conduct medal.

Striking from Jungle Air Force bases in the Netherlands East Indies, Sgt. Sloan has bombed the Japs in the Philippines, Celebes, Halmaheras and Borneo, in addition to harassing their shipping in the Makassar Straits.

Giving close support to American invasion forces on five different beachheads, notably Mindanao and on the Island of Cebu in the Philippines, were highlights of his combat tour, but the most memorable mission flown by Sgt. Sloan was against shipping in the harbor at Balikpapan. Catching an 8000 ton freighter-transport tied up at the wharf, direct hits from his plane left the ship in flames and sinking, but not before his plane had been severely damaged and the bombardier wounded by intense and accurate flak.

Sgt. Sloan's most exciting raid was knocking out a bridge on Halmahera Island that had defied "Long Rangers" bombings for several months. It had finally been declared a "snafu" target, to be bombed by any plane not able to complete its mission. Such an occasion happened to his crew, so they dropped on the bridge. It ceased to exist as their bombs walked diagonally across the bridge, demolishing both approaches and spans.

A graduate of Swanton High School, Sgt. Sloan was employed at The Pilliod Company prior to entering the AAF in August 1943. He was graduated from Scott Field, Illinois and received his gunner's wings from the AAF Flexible Gunnery School, Harlingen, Texas.

Son of Mr. and Mrs. Dan Sloan, Sgt. Sloan is spending his furlough with his parents before reporting for reassignment.

Steven L. Fortunato, developer, home builder

WILMINGTON — Steven L. Fortunato, a developer and home builder for more than 40 years with Fortunato Homes and Fortunato Construction Co., died Thursday of cancer at home. He was 66.

Mr. Fortunato, of 309 Hannam Road, Duncan Glen, Wilmington, was a principal developer of Pike Creek Valley. His firm was responsible for building sections of McDaniel Crest, Devon, Sharp-ley, Edenridge, Tavistock, Morgan Hollow, Stirrup Farms and Lambeth Riding. He also developed Darley Woods, Highland West, Crossgates, Duncan Glen, Linden Hill Village, Linden Heath, Kingsridge, Foulkside, and London Britain Farms in Landenberg, Pa.

He became the first home builder to serve on the New Castle County Regional Planning Commission when he was appointed in 1959 by Wilmington Mayor Eugene Lamot. He served through 1966 and was commission chairman. He was a member of the New Castle County Planning Board from 1967 to 1970; the Civic League of New Castle County; and the New Castle County Comprehensive Plan Committee.



MR. FORTUNATO

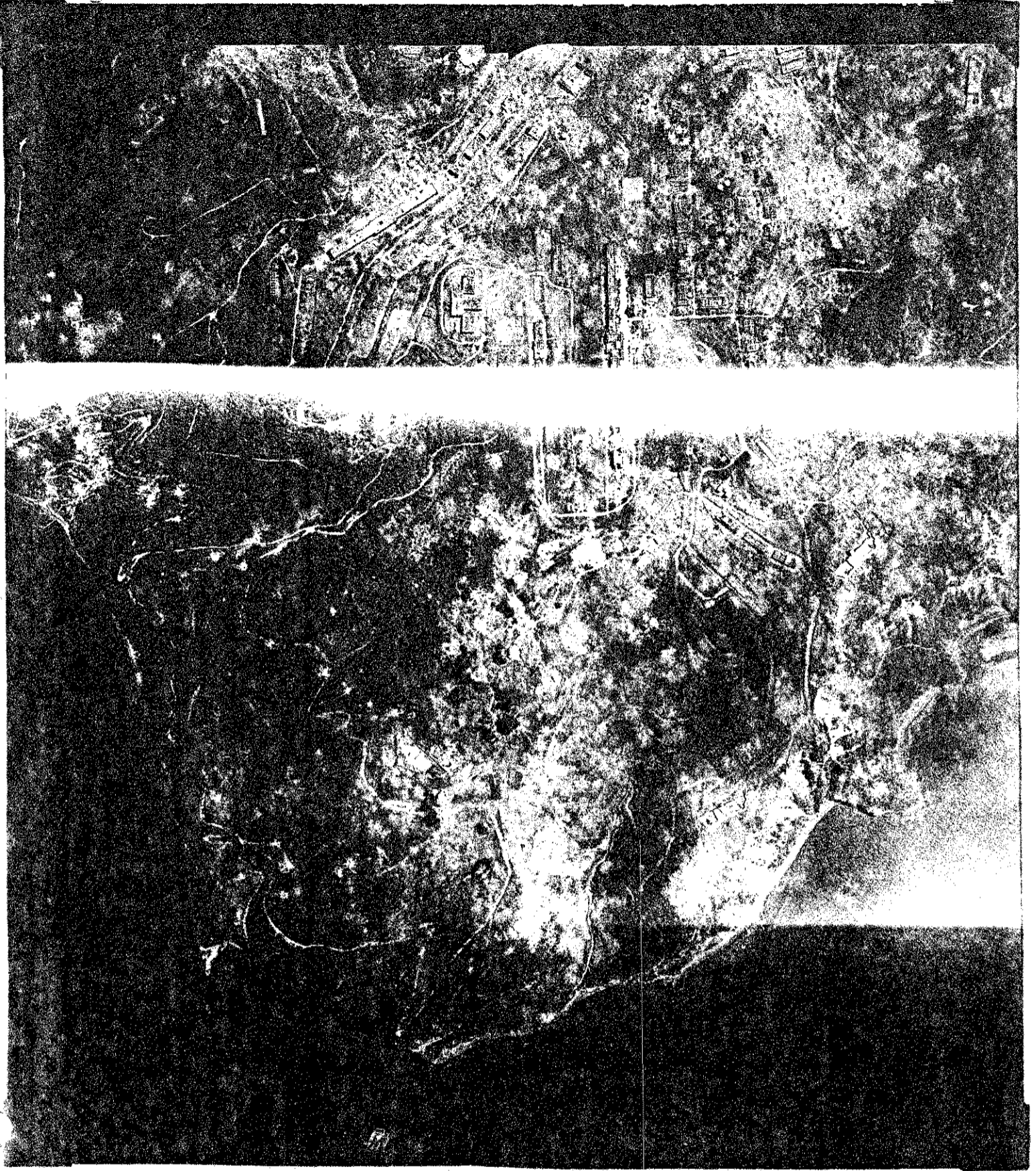
He was a pioneer of the Home Builders Association of Delaware, where he was president in 1970 and served on several committees and was a life director. He served on the board of directors of Home Builders and the Home Owners Warranty Program of Delaware.

He received his bachelor's degree and his master's degree from Pennsylvania State University in architectural engineering. He became a registered professional engineer in Delaware in 1953. He was an Army Air Corps veteran of World War II.

He is survived by his wife, Christine H. Lutz Fortunato; two sons, Howard L. and Frederick T., both of Wilmington; two daughters, Elizabeth M. Fortunato of Delray Beach, Fla. and Stephanie Blewitt of Wilmington; a brother, Francis P. of Wilmington; and a sister, Roseanne Dougherty of Colonial Heights, Va.

Mass of Christian Burial will be offered at 10 a.m. Monday in St. John the Beloved Catholic Church, 907 Milltown Road, Sherwood Park. Friends may call after 7 tonight in Charles P. Arcaro Funeral Home, 2309 Lancaster Ave., Wilmington. Burial will be in All Saints Cemetery, Kirkwood Highway.

Instead of flowers, the family suggests contributions to Delaware Curative Workshop, 1600 Washington St., Wilmington, 19802.



CORREGIDOR ISLAND



CAVITE NAVAL BASE IN MANILA BAY



BALIKPAPAN, BORNEO

GENERAL HEADQUARTERS
ARMED FORCES OF THE PHILIPPINES
Camp General Emilio Aguinaldo
Quezon City

AGMD4

Mr. Jack D Sloan
2241 U.S.A. A-20, Swanton
Ohio 43558, U.S.A.

Dear Mr. Sloan:

In response to your letter to Her Excellency, our President CORAZON C. AQUINO, dated January 2, 1991, enclosed is one (1) set of Philippine Liberation Medal which you are entitled to.

It is always our pleasure to serve veterans who fought and sacrificed for our freedom.

Please acknowledge receipt.

Very truly yours,

FOR THE CHIEF OF STAFF:

JORGE P. AGCAOILI
Colonel, PAF (GSC)
The Adjutant General



JACK SLOAN AND FRED GOFF

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