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90th Bombardment Squadron (Tactical)
41st Air Division (PacAF)
UNITED STATES AIR FORCE
APO 328 San Francisco, California

P.R.C.
PACAF

2-8361 - KL

REMIT TO

ATTN OF: 900C

23 January 1964

SUBJECT: 90th Bomb Squadron World War II Combat Log

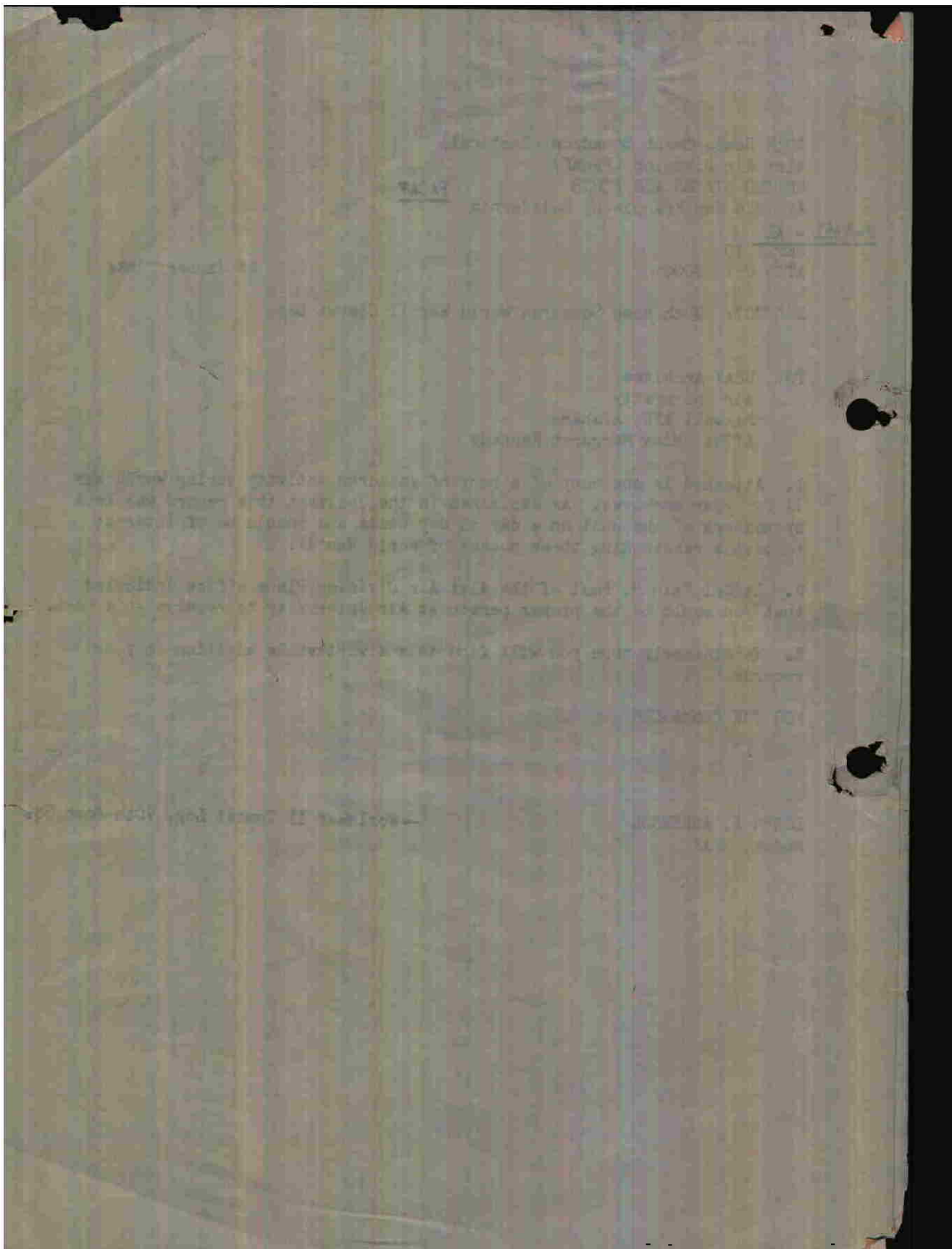
TO: USAF Archives
Air University
Maxwell AFB, Alabama
ATTN: Miss Margaret Kennedy

1. Attached is one copy of a book of squadron activity during World War II for your archives. As explained in the document this record was kept by members of the unit on a day to day basis and should be of interest to people researching these phases of World War II.
2. Lt Col Fain H. Pool of the 41st Air Division Plans office indicated that you would be the proper person at Air University to receive this book.
3. We sincerely hope you will find this a worthwhile addition to your records.

FOR THE COMMANDER

LOREN A. ANDERSON
Major, USAF

--World War II Combat Log, 90th Bomb Sq.



FOREWORD

War stories have become a drug on the market but accurate factual accounts of a unit during the confusion that accompanies combat are rare and should be highly prized. The 90th Bombardment Squadron is indeed fortunate that during a most significant period of a long existence dedicated members stepped forward to accurately record the exploits of this proud organization. For nearly twenty years following World War II the combat log of the 90th Bombardment Squadron has been kept in the Commanders office and relatively few people have had the opportunity to read the contents. Several years of jungle conditions and the resulting delicate condition of this priceless record dictated careful handling during this period. After several months of work by the airmen in the orderly room and the operations section limited publication of the combat log is now possible.

It seems timely and appropriate that the combat log should become more widely known and recognized in a period when the 90th Bombardment Squadron is in a transition phase. Those of us who have had the privilege of serving in the 90th, and indeed all of our fellow citizens, can be proud of the exploits described in such realistic detail in this log. The men of the 90th in World War II established precedents that will serve to mold tradition in the Air Force for many years to come.

For the serious student of Air Force History this record provides a great deal of valuable information and for those who made the ultimate sacrifice while in the 90th this publication is a memorial.

Director
Aerospace Studies Inst
AFHQ, Honolulu
Maxwell AFB, Alabama

RETURN TO:

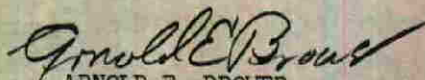
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If our nation should again be faced with a period of dire peril it is my fervent hope that the sacrifice of these brave men of the 90th will be used to inspire a new generation of Air Force Fighting men. The best way to accomplish this is to retain a 90th Bombardment Squadron in the United States Air Force.

December 1963


ARNOLD E. BROWER
Lt Colonel, USAF
Commander

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This book demands respect!

Any person or persons who abuse
it will be confined for two
weeks.

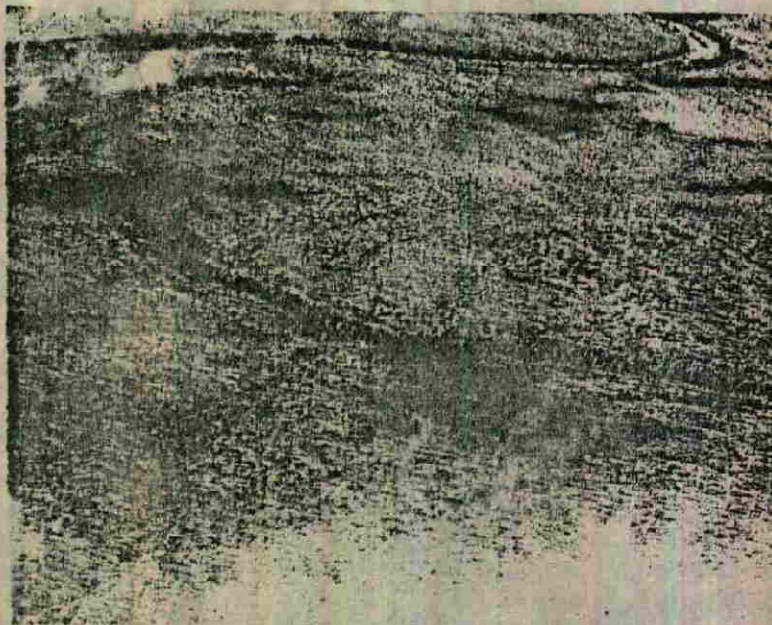
U.S. P. LITHO IN U.S.A. NO. 725

NINETIETH BOMBARDMENT SQUADRON HISTORY

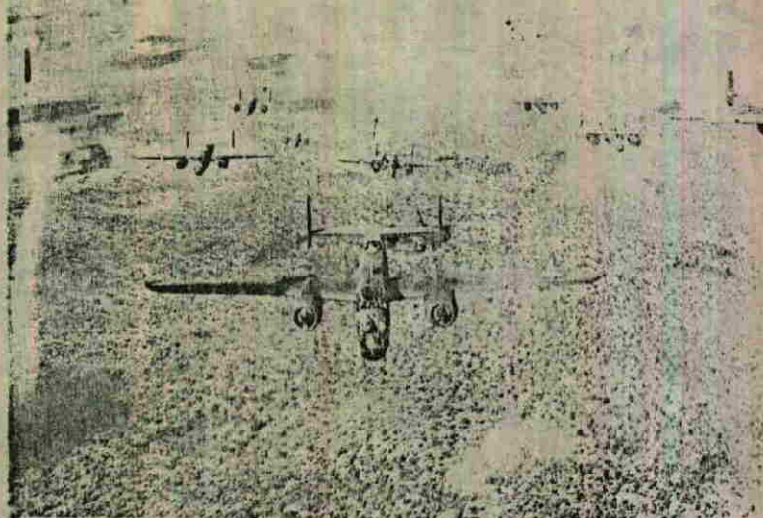
On January 12, 1942 the Ninetieth Squadron was increased in strength by three fledglings, Lt. Miller, Lt. Ogonowiski, and Lt. Richards. On entering the squadron they arrived at a very bad time. The squadron was awaiting orders for movement so Capt. Stevens, at that time Squadron Commander, was very eager that they know what was going on. This was accomplished by assigning the new officers to squadron duties and the new officers soon got to know everybody. During the time, while awaiting for orders to come through, very little flying was done except to train the new officers for twin engine ships. The Squadron was an attack outfit with A-20's and was expecting to take the ships with them. On January 19, the Squadron received orders to move to the port of embarkation, San Francisco, California. At the time we were very much under strength, consisting of nine flying officers, five ground officers, and one hundred thirty enlisted men. Lt. Wilson, at the absence of Capt. Stevens who was unable to come, was Squadron Commander.

The Ninetieth Squadron, less the Cadre remaining behind left Savannah on Sunday, January 19th, at 1:00 PM, with a total of one hundred forty two enlisted men and officers. The train consisted of four pullman cars for the enlisted men and one for the officers, a baggage car for personal equipment, and another baggage car for a kitchen.

On January 20, the train passed through Montgomery, Alabama, then on to Evanston, Illinois, where beer and coco-cola was purchased



... The formation is attacked by A-20s in a simulated attack.... such training as this kept the lads in good trim for the real stuff up North.....



Looking back from the lead ship... this is an excellent shot of an excellent formation... Lt. Richards is leading the 2nd element in the background,... Maj. Garrity leading..

for the Squadron. From Evanston we went on to St Louis, Missouri, then north west through Hastings, Nebraska. January 21st, around midnight, the train passed through Cheyenne, Wyoming. (At this point the stakes of a certain Red Dog game were \$800.00)

On January 22nd, the train stopped for a few minutes at Green River, (Temperature 20 below zero) snow balls were in order. Later in the day we went through Ogden and after a short stop we crossed the Great Salt Lake and entered Nevada. The scenery, coming down from over the Sierras was most beautiful; we often encountered heavy snow.

At 2:00 PM, January 23rd, the Squadron arrived at Oakland, California, our home for the next ten days. On arriving at Oakland, the Squadron was housed in the new Harvester warehouse. The time spent in Oakland passed away very quickly, the Squadron being very busy loading boats and preparing for overseas duty.

On January 31, 1942, the boat, Ancon, left for the port of destination.

On March 18, 1942, the Ninetieth Squadron with the rest of the Third Bombardment Group departed from Ascot Race Course, Brisbane, Queensland, and after three and a half arduous days arrived in Charters Towers, Queensland. Here the unit was left to grub a compsite from the great Australian bush, two miles from an as yet uncompleted airport. Definitely understrength with only fifteen officers and one hundred thirty enlisted men, and without airplanes the Ninetieth set to work organizing a camp area and tending to other administrative details.

On March 30, the Third Group strength was bolstered by the arrival, from Bachelor Field, North Territory, Australia, of the remnants of the Twenty Seventh Group. These twenty five officers and two enlisted men were personnel of the Bastard Son of the Third Group, which had been sent to Manila, Philippine Islands, and which was fighting as infantry on Bataan. Of the organization, Lts. Rose, Birnn, Schmidt, Stafford, Bender, Salvator, and Capts. Hubbard and Stephenson were assigned to the Ninetieth Squadron.

One runway having just been completed the Third Bombardment Group was ordered to receive delivery, at Brisbane, of nine B-25C airplanes belonging to the Dutch. Lts. Schmidt, Wilson, Birnn, Keeter, Rose, Miller, and Richards were among those who returned to Charters Towers with these aircraft; three of which were assigned to the Ninetieth Squadron.

A training program was set up to familiarize the pilots and gunners with their new equipment, especially the new Bendix power turret, which was completely new to all personnel of the Squadron. This program became quite trying to the crews who were eager to get into action.

On April 8, 1942, the Ninetieth Bombardment Squadron sent to Brisbane Capt. Hubbard, Lt. Schmidt, Lt. Birnn, Lt. Bender, Lt. Ketter, and Lt. Wilson. Here in a secret session they learned that they were to conduct a series of raids from the Philippine Islands, along with members of the Thirteenth Bombardment Squadron. While in Brisbane the B-25s they had were to be fitted for the trip. Belly tanks were installed and at first Nose tanks were contemplated but later



Lt Birn

AMERICAN EDITION

GUINEA GOLD

No. 86

In the Field, Saturday, February 13, 1943.

NOT FOR SALE

abandoned. April 11, rolled around and at 1:00 AM Lt. Schmidt and Birnn as a team, Lt. Wilson and Keeter as a team, and Capt Gunn and Lt. Bender with Capt Hubbard as bombardier in ten B-25s of the Third Group, of which three were Ninetieth Manned, took off from Charters Towers in a drizzling rain and were off for the Philippines. Dawn came and the group were strung around the Gulf of Carpentaria. Finally, around 9:00 on the 11th, all of the B-25s had checked in at Darwin and were being refuelled for the long haul to Del Monte, Mindanao. Lt. Schmidt and Birnn blew a tire so did not continue. In flights of three the band started for the Philippines. Past Ambon, now Japanese held, the Ninetieth went, then through violent tropical equatorial fronts and storms and at dusk, past Davao, now Japanese held; and finally into Del Monte. Eventually everyone arrived here and assembled at the Del Monte plantation to make plans for the days to come. The group of five planes were to leave Del Monte at dawn on the 12th, and bomb Cebu City, then return to a hidden field at Valencia.

Dawn came and "Pete" Bender, "John" Keeter, and "Bennett" Wilson were in the planes that carried out a raid on warehouses and shipping at Cebu. The damage that they wrought was heavy but they were not to get off too lightly. Japanese float planes jumped the band and the fight was on. The Nips were none too eager however and one was shot down by the concentrated fire of the whole flight.

Back to Valencia the Ninetieth went to refuel and reload. There were many eager hands there to help as the Air Corps troops there

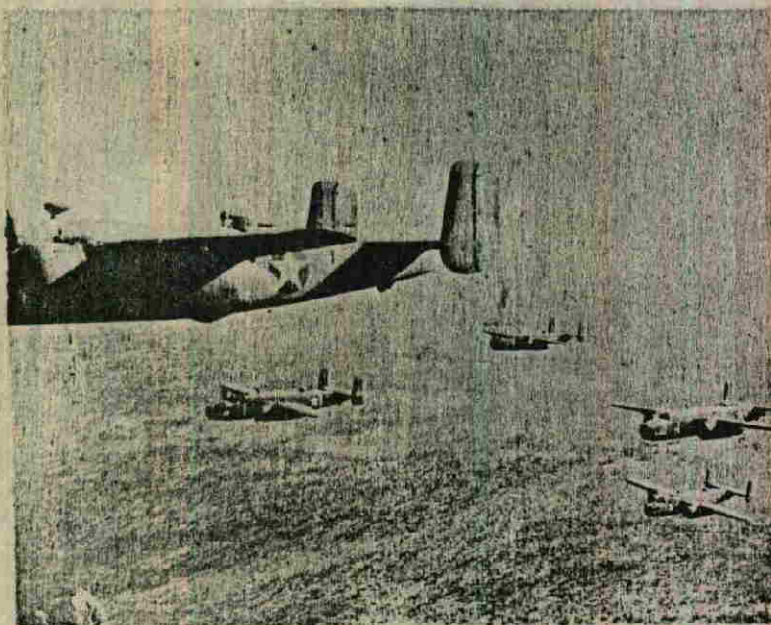


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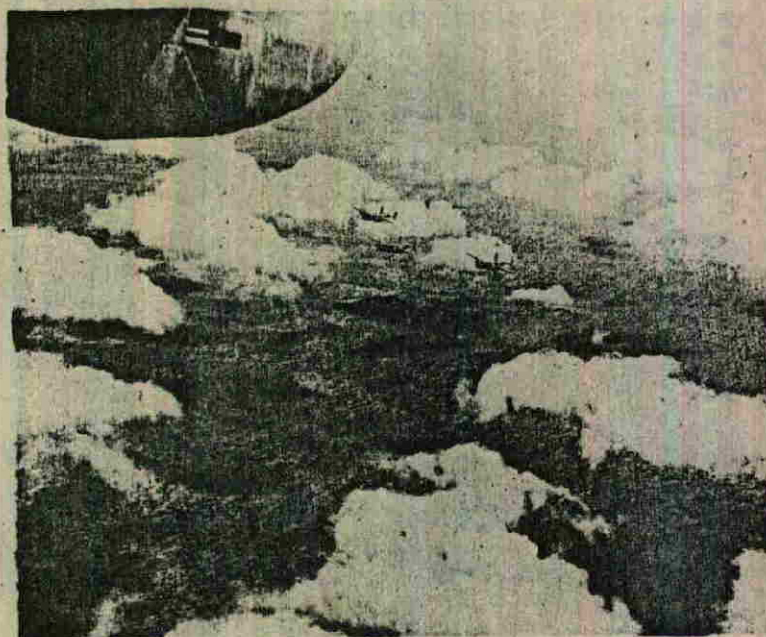
Lt Bennett G. Wilson
Missing in Action May 26, 1942



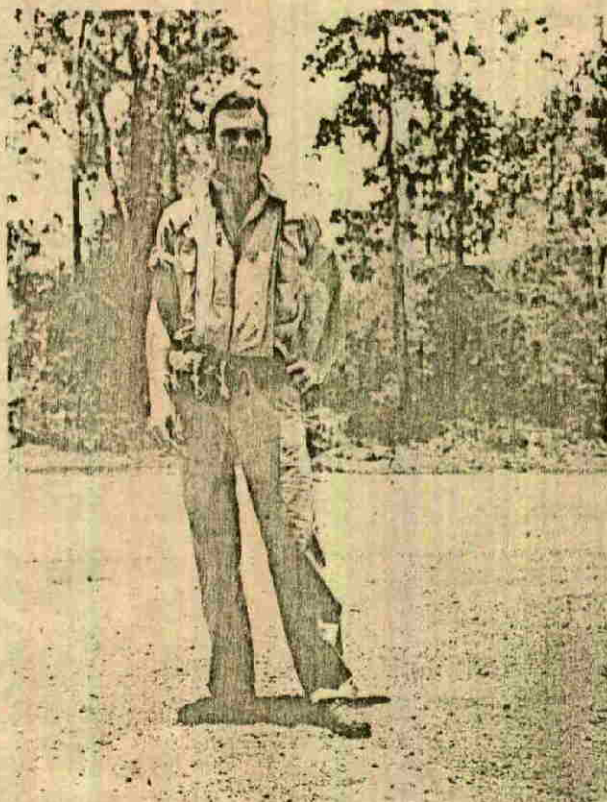
Lt Ralph L.L. Schmidt



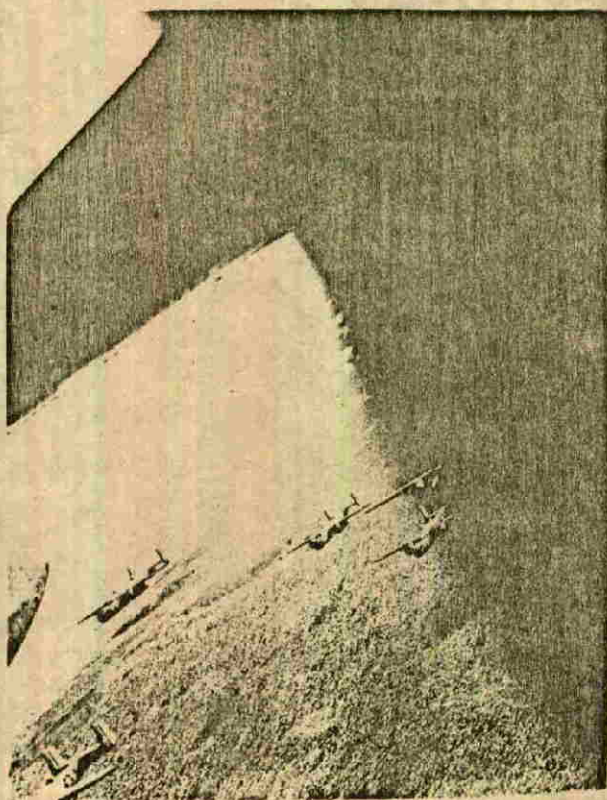
Part of a 14 ship formation that was led over Charters Towers by Major Tom Garrity in Oct..... in many cases, 6-7 B-25s in the close formation that is seen here, have driven off from 25-30 Nip Zeros...



Three ship element "crossing over" into an echelon of elements... The background is Northern Queensland, Australia... Charters Towers is to the left of this picture...

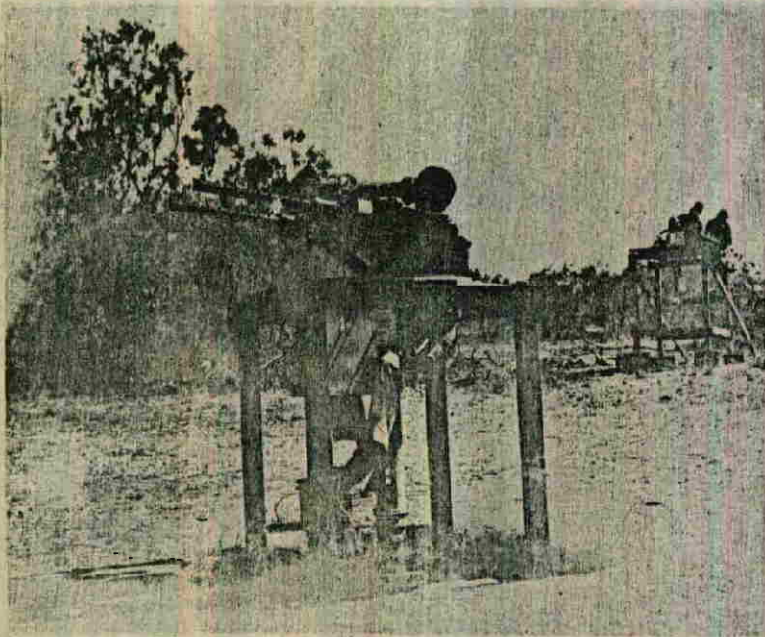


... Sgt Harrell, a bombardier of much ability .. He was recommended for the Silver Star by virtue of a raid carried out when he was with Lt Hawkins and Lt Solomon.....



Formation flying over Charters Towers... Nov 1942 ... The 90th Squadron relied upon good formation in the combat zone to keep the Zeros at a respectable distance.....

10



Gun turret practice... Each neophyte gunner, upon entering the 90th was taught the rudiments of this highly important position in the plane... A man never went on a mission until he was an expert in this department... Such men as Sgt Swain, Sgt Hume, and others helped out a great deal in imparting some of their knowledge to the novices.



Charters Towers Air Base... this was "home" to the men of the 90th for about a year... a former "Ghost Town", this small city thrived under the demands of an insistent 3d Bombardment Group... Looking NE towards the airfield which is in the right background.....

were thrilled to have decent American equipment at hand again. The two P-40s, the entire force from Maramag, a few miles distant, went aloft to cover the operation.

At 4:00 PM the Ninetieth made a second attack on shipping at Cebu and sunk two transports. The Anti-Aircraft from warships was heavy but they went through despite the barrage.

That night the planes were serviced and reloaded again and the crews got a bite to eat and a few hours sleep after two days almost constant operation.

At dawn they went out again, this time to Davao's airport and supplies. The raid was highly successful and a fuel dump was left afire. Later one of the P-40s in delivering its final attack, however, hit the hanger top with its wing but managed to fly back, one wing badly crumpled. That left one P-40 for coverage.

To Valencia the gang raced and laid low while Japanese Bombers and reccos looked hard and far for them. They were not found however so in the afternoon of the 13th, another raid was made on Cebu City shipping. Again another hit on a transport and again a race against enemy planes. This time Zeros from Manila. Dusk was at hand however and the Japs were foiled. Del Monte, the field for friendly assembly that evening, however, had not been left alone. A B-17 was set afire and craters were left to show that the Nips had been there with heavy bombers and dive bombers.

For hours that night planes were reloaded with belly tanks and engines checked for the long flight back to Austrailia. Finally at

three AM the Ninetieth of Wilson and Keeter started for home. Wilson had fourteen people besides 3400 lbs. of gasoline to take off with. In a drizzling rain they came out of Del Monte in the dead of night. Bender had his belly tanks shot up at Del Monte and had to improvise some from a B-18. In fact his take off was finally delayed for another day and he didn't leave till the night of the 14th.

The usual grind followed to Australia. Long sieges of instruments plus storms and tropical fronts. At last Australia was beneath them and the Ninetieth Squadron had written history. The longest bombing raid of all time was finished. The Job - Well Done.

Because of the fall of Bataan and the subsequent assumption of the complete capture of the Twenty Seventh Group, the Twenty Seventh personnel were assigned to the Third Bombardment Group. Capt. R.D. Hubbard then replaced Lt. B. G. Wilson as Squadron Commander and Lt. Wilson became Operations Officer.

On April 19th, 1942 the Ninetieth Squadron was called upon to furnish the first two of numerous ships to perform reconnaissance missions in the New Guinea - New Britain area. Lt. R. L. L. Schmidt with Lt. Birnn co-pilot, T/Sgt Barlow bombardier, Lt. J. A. Riola navigator, carried out a reconnaissance of area D - New Britain and New Guinea with nil sightings. The second ships carried out a reconnaissance mission over a similar area but on returning to Charters Towers encountered extremely bad weather and crashed into a mountain near Cairns, instantly killing the entire mission - Lt. J. J. Keeter-pilot, Capt. G. G. Stephenson-copilot, Lt. E. T. Tisonyai-navigator,

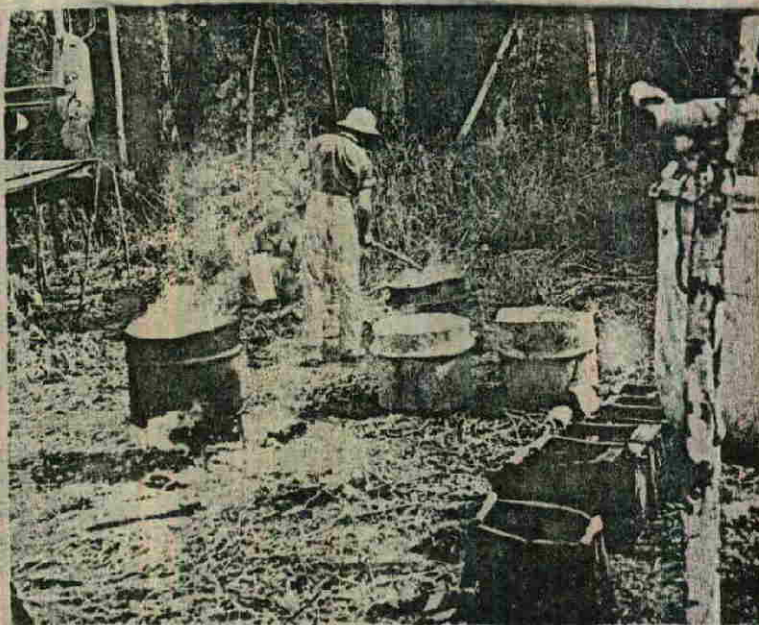
T/Sgt. W. H. Lancaster Jr. - bombardier, S/Sgt's G. C. De Armond-radio gunner and J. P. English-engineer, and Sgt. J. P. Morris - gunner.

On April 24th five B-25C's were ordered to Port Moresby; one returned due to engine trouble. Three of the ships became lost due to severe instrument conditions and landed off the Paupuan coast because of shortage of gasoline. One ship flown by Lt. W. R. Barker exploded when it landed in the water killing Lt. E. S. Ripley, Sgts. W. C. Krueger, R. E. McGill and E. R. White. The top gunner of the ship, Sgt. Hill, was severely lacerated and bruised but returned safely with the crews of the other two ships after several weeks in a British Mission on the Papuan coast. These crews, Lts. Johnson and Baker, S/Sgt. Cooley, Cpls. Perkins and Welch, S/Sgt. Awbery, Sgt Hill, Lt. Bender, Lt. Glover, S/Sgt. Cowand, Cpl. McNamara, S/Sgt. Thompson, and Sgt. Hastie, with the exception of Lt. W. R. Johnson suffered from Malaria contracted there. The other ship flown by Capt. R. D. Hubbard with Lt. H. J. Rose-copilot, T/Sgt. Kirby Neal-bombardier, Lt. Theo. Arter-navigator, Sgts Bumgartner-engineer and D.W. McGill-gunner, and Pvt. O. H. Biddle-gunner prepared to bomb Lae, New Guinea in conjunction with a ship from the 13th Bomb Sqdn. flown by Lt. Maull. On the morning of April 25th just before take off time, an air alert was sounded and because Capt. Hubbard was unable to start one engine Lt. Maull took off for Horne Island. Later the captain was able to start his engine and when he was unable to reach the other ship by radio, he decided to bomb Lae as planned. Although it was known that the Japanese kept a constant 3 plane fighter patrol, a very long run was made

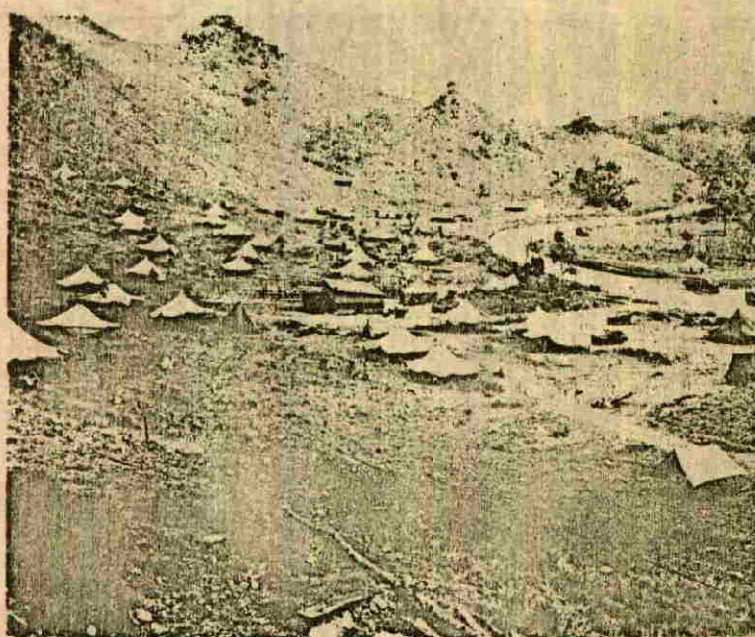
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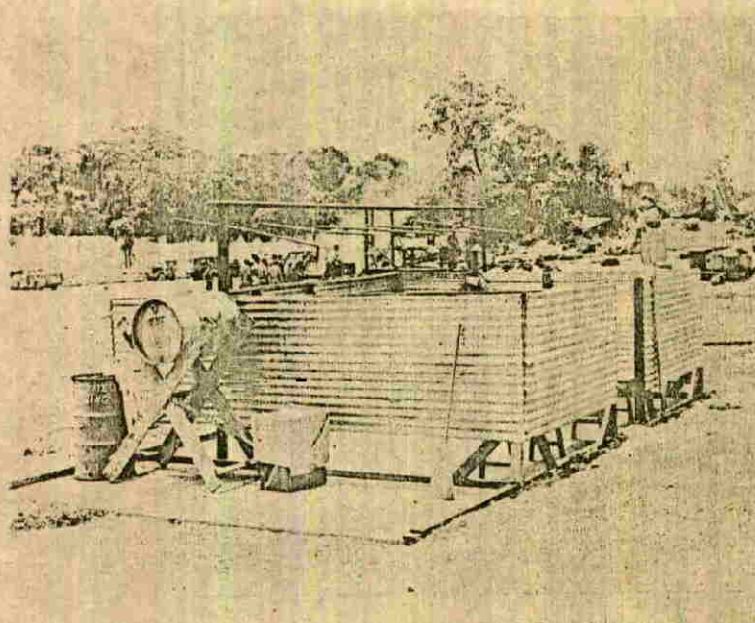
"Brass Hat" hill Port Moresby



Wash day on the line

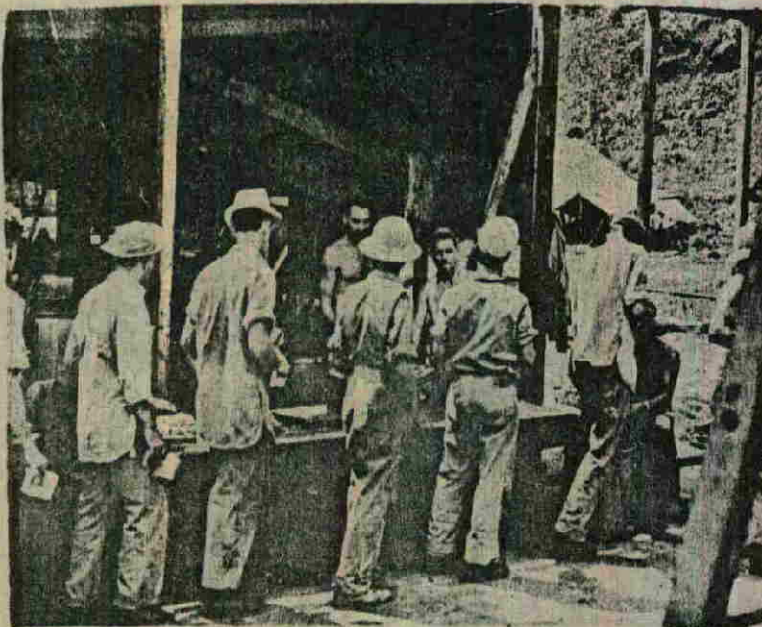


90th area at Port Moresby - Mess Hall, not completed,
in center

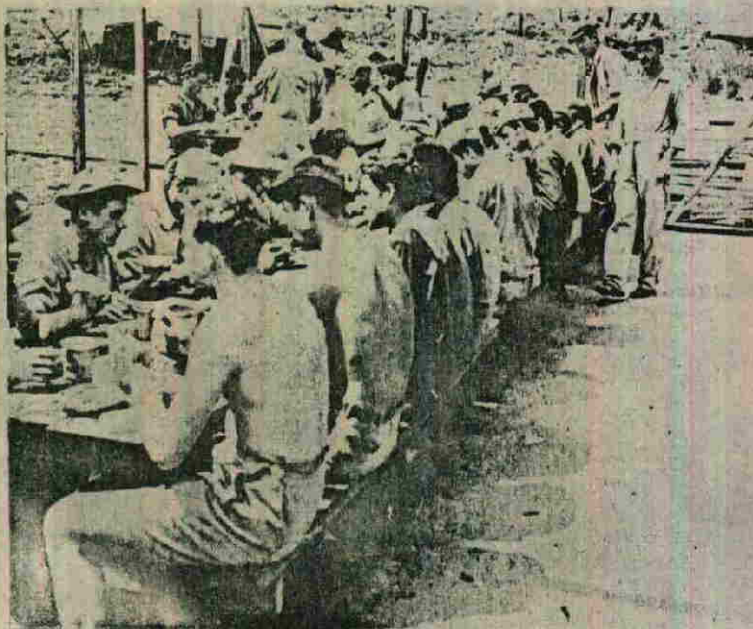


Enlisted men's showers at Port Moresby

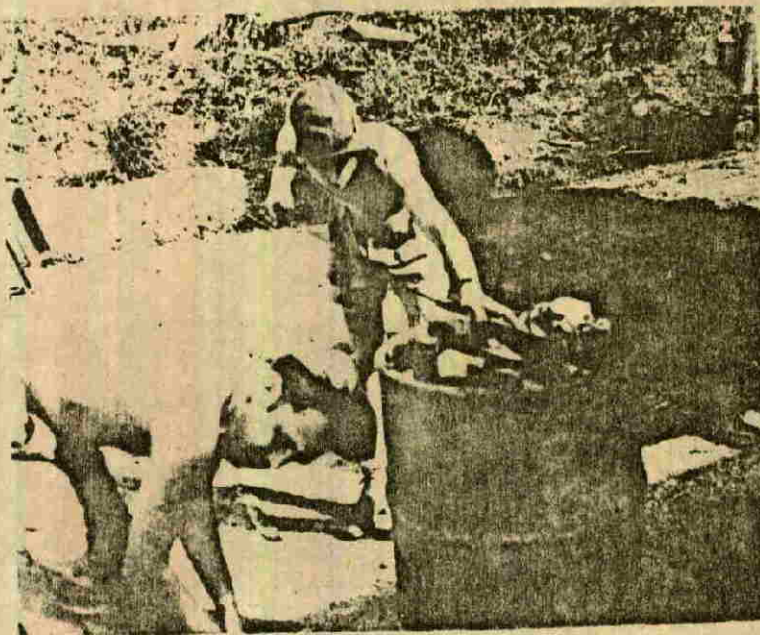
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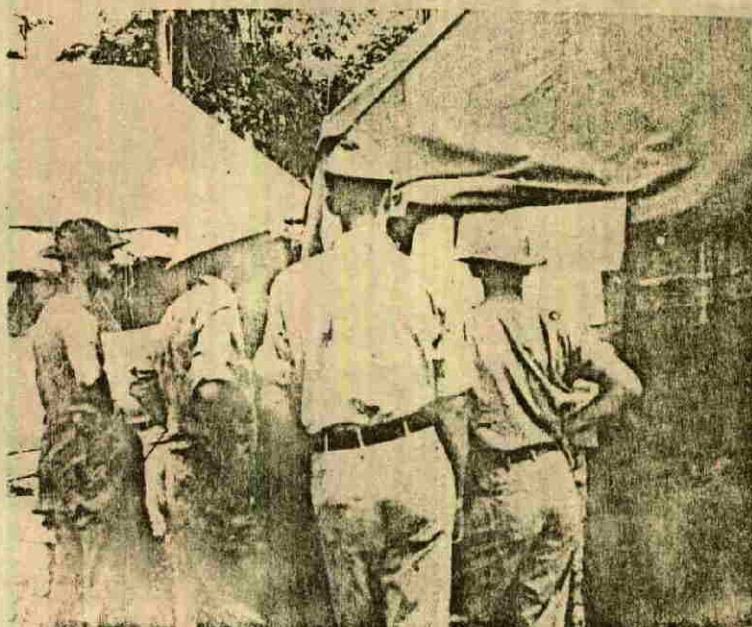
Chow line - Mess Hall not completed



Mess in the open - Mess Sgt Nickelson in background

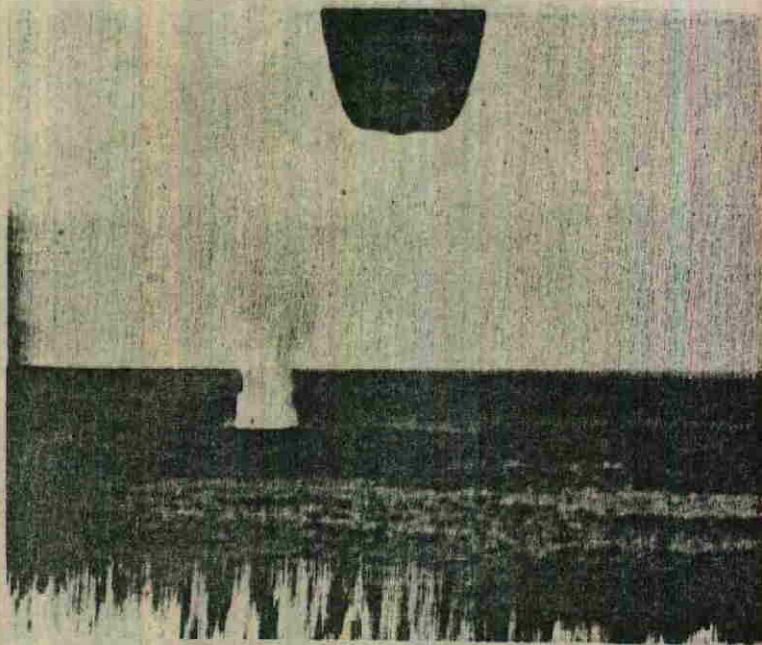


Cleaning guns after a mission

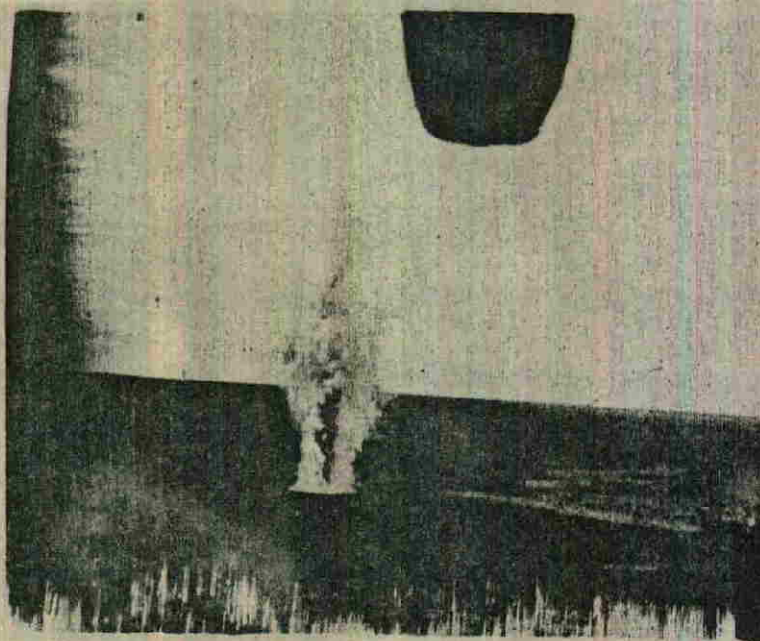


"Who goes out today, Pal?"

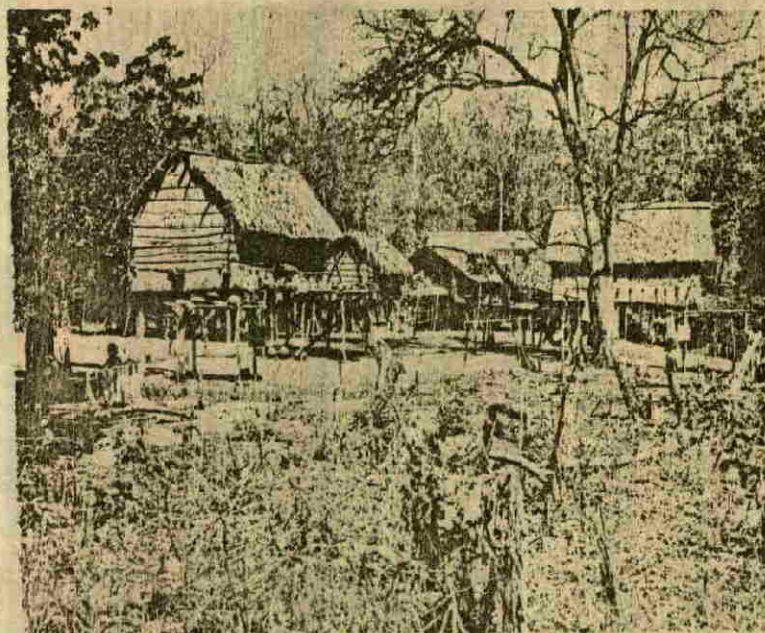
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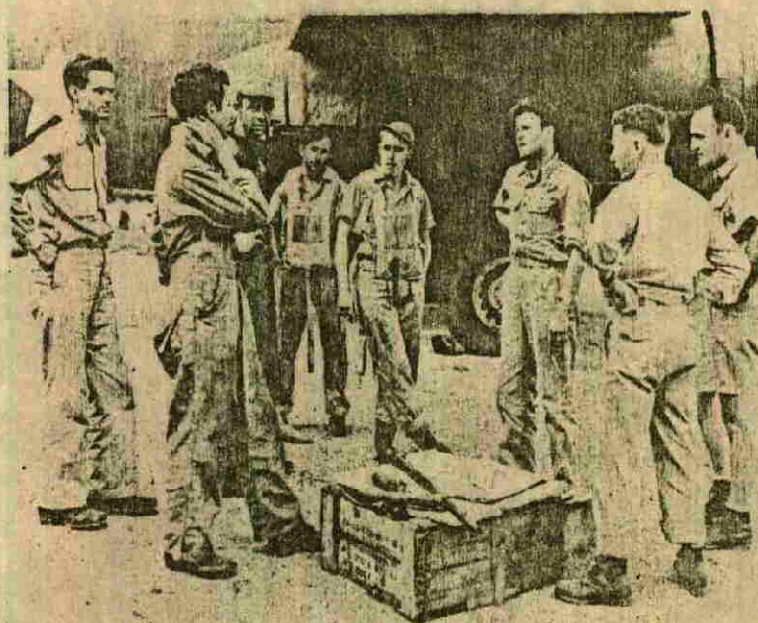
Bombing Port Moresby Wreck



This bomb was dropped prior to Lt Schierloh's disastrous
crash several seconds later 2/5/43

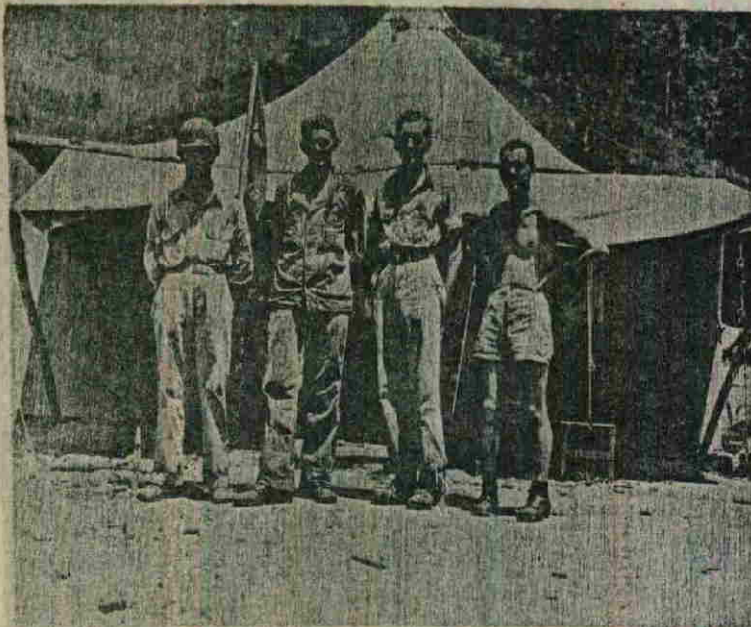


... a native village near 17 Mile Field. The huts are built on stilts in order that the rains won't flood them out... also fear of reptiles: giant snakes, crocodiles, etc, keep them aloft....

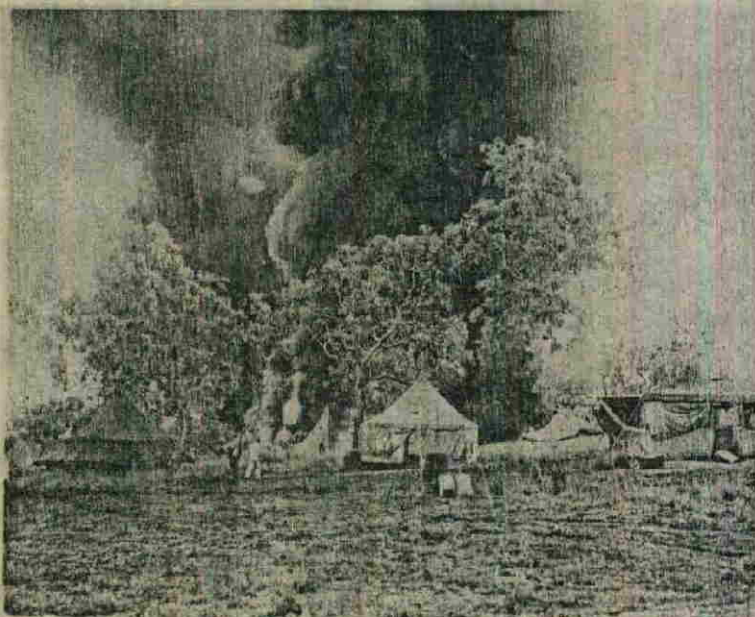


..Prior to a Mission at Port Moresby....."Hashing it over".
L to R..... Lt Keeler, (killed 12/5/42), Sgt Neal, (killed 11/24/42), Lt Miller, Sgt Graham, (missing 11/24/42), Sgt Champagne, (missing 11/24/42), Maj. Garrity, Lt Short, Capt. Gillmore....

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1st Sgt Fortner, Sgt Wendowski, S/Sgt Satterberg ,
S/Sgt Lnenieka



Gas Dump at Port Moresby after Jap raid 12 April 1943

through a cloudless sky and six 500 lbs demolition bombs were dropped neatly on supply dumps and ground installations; one bomb was credited with being a very near miss to a Japanese Headquarters building. Intercepted by one Japanese "O" fighter, Capt. Hubbard eluded three and thru a forty minute running fight so maneuvered as to prevent the Jap from pressing home the attack to effective range. Hubbard was later awarded the Distinguished Flying Cross and the remainder of the crew the Silver Star - all from Lt. General Brett personally.

Because of the shortage of flying personnel, officers and men of the 89th Bomb Sqdn. were temporarily attached to the 90th for combat duty. Lts. H. N. Brown and D. E. Good (89th) with S/Sgt K. N. Gatewood, T. Pardue-bombardier, Cpls. Thigpin and A. H. Smith-gunners carried out reconnaissance flights of area D on April 29 with nil sightings.

The 28th of April the 90th was assigned the duty of keeping four B-25's at moresby for reconnaissance work. The first three crews were:

| | | |
|-----------------|-----------------|--------------------|
| Lt. Schmidt P | Lt. Birnn P | 1st Lt. D. Feltham |
| Lt. Richards CP | Lt. J. C. Poire | Lt. F. R. Thompson |
| Sgt. Nichols E | Sgt. Bilubson | Lt. Riola |
| T/Sgt. Barlow B | T/Sgt. Ward | T/Sgt. Dutrow |
| Sgt. Carter G | Cpl. Swain | Cpl. Taylor |
| Cpl. Wallace G | Cpl. Sheppard | Sgt. Fergusson |
| | | Sgt. Lee |

Each of these ships carried out a reconnaissance flight on the route to Port Morseby. Lt. Birnn sighted a flare signal near Amazon Island, New Guinea and on investigation saw three men in a boat in the bay. These men were identified as being white men and when the report was investigated it was found that they were survivors of the three ships lost on April 24th. Lt. R. L. Schmidt's mission carried

him over Lae, New Guinea, where fifteen bombers and fifteen fighters were sighted on the ground. Leaving Lae, Lt. Schmidt flew through solid clouds for about fifteen minutes and about thirty seconds after breaking out was attacked by one Japanese fighter. Both turrets were out and only by superior flying did Lt. Schmidt escape. This case was the first instance on record of a Japanese fighter following our planes through instrument conditions and after a close examination of the whole crew the enemy plane was identified as a Messerschmidt 109. Although a B-25 is redlined at 350, Schmidt would never agree that it wouldn't take more. He later received the Distinguished Flying Cross for this bit of flying, each of the crew getting a Silver Star.

Near Buna Bay, on April 29th, while returning from a reconnaissance of the New Britain coast, Birnn's ship was attacked by five Japanese Zero fighters. Through out the entire thirty minute running fight Birnn's coordination with his gunners was perfect; they too deserve great credit with turning the fight against such odds, Sgt. Swain's guns accounting for one definitely, Cpl. Sheppard getting credit for a "probable" only because of the clouds covering the mountains into which the Zero undoubtedly crashed. Sgt. Ward's front .30 dissuaded any ambitious frontal attack. Lt. Birnn received the Distinguished Flying Cross; each of the crew received the Silver Star for gallantry.

Lts. Brown and Good (89th) with their 90th Sqdn. crew flew two reconnaissance missions on April 28 and 29th and returned to Charters Towers with the report of nil sightings.

To replace Lt. Schmidt's damaged airplane, Lt. Hall and Ford (89th) proceeded to Port Moresby with a 90th plane and crew consisting of T/Sgt. Barlow, Cpls. Harold Axt and R. A. Poet. They carried out a reconnaissance on the 30th with nil sightings. Returned to Charters Towers on June 1.

On the 30th Lt. Feltham's crew was attacked over Buna Bay by seven of fourteen enemy Zero Fighters apparently on their way to Port Moresby. During the running fight two of the Zeros were definitely shot down and then the B-25 escaped into the clouds.

To replace the crews of Lts. Brown and Hall, the Ninetieth sent two crews - Lt. H. J. Rose - Pilot, Lt. J. R. Miller - Co-pilot, Lt. J. R. Smith - (89) Pilot, Lt. W. E. Dickinson, T/Sgt. Kelly - Bombardier, S/Sgt. Bumgardner - Engineer, Cpls. Goodman and Hume - Gunners, were ordered to Port Moresby May 1st.

On May 2nd, Lt. Smith carried out a reconnaissance mission along the coast of New Guinea and New Britain reporting Nil sightings. Lt. Rose and crew carried out a reconnaissance flight of the Trobriands, Woodlark, and the Southern tip of Bougainville Island. Here engine trouble developed and a direct course to Port Moresby was set. While dodging in and out of thunder storms, this crew came suddenly upon a large Japanese ocean going submarine. Without bombs, three strafing runs were made before the submarine succeeded in crash diving; at least small damage was inflicted by .50 caliber machine gun fire. Lt. Feltham and crew, while reconnoitering the coast of New Britain spotted a small unarmed Japanese freighter. Still mad from the attack by seven zeros on the 30th, many strafing runs were made and deck houses,

bridge and decks were completely riddled by armour piercing .50 caliber machine gun fire.

To replace Lt. Hall's crew, Lt. Christain Petrie Jr. - Pilot, Lt. T. G. Wuerple, T/Sgt. H. M. Rosewell Bombardier, S/Sgt. P. R. Ervine - Engineer, Cpls. Fanta and Wakem - Gunners were ordered to Port Moresby May 2nd.

May 3rd, while flying a cross course search mission from Port Moresby to Bougainville Island and along that coast, Lt. Rose encountered and attacked a Japanese, type 97, serial 43 flying boat. Just as he made his first pass Lt. Smith joined him and it became a race to see who could down the Jap first. Thirty five minutes later two sad but much wiser and more respecting crews disengaged the enemy. Lt. Smith's bombardier succeeded in silencing one 20mm cannon turret, but Lt. Smith had received considerable damage from 20mm cannon shells. Over 2000 rounds were fired at the enemy ship and undoubtedly it suffered considerable damage of a minor nature. Lt. Smith and T/Sgt. Kelly received a Silver Star for gallantry in action in the encounter. Lt. Feltham carried out a reconnaissance mission reporting Nil Sightings on his return to Charters Towers. Lt. Petrie carried out two reconnaissance missions during the day reporting Nil sightings. Lt. Birnn and crew; Lt. Poire, T/Sgt. Ward - Bombardier, S/Sgt. Gatewood - Engineer, and Cpls. Swain and Sheppard - Gunners, were ordered to Port Moresby.

May 4th, Lt. Schmidt returned to Charters Towers. Lt. Birm requested a quiet area for his search mission because his lower turret was out. Seven hundred miles southwest of Bougainville he sighted a Japanese Aircraft Carrier and two cruisers. Having reported their

position, further investigation was impracticable because of the swarm of fighter planes launched by the Carrier. Returning to Port Moresby, Lt. Birnn surprised a Japanese submarine tender refueling two large submarines about forty miles west of the carrier. Both subs crash dived and disappeared. Lt. Rose carried out a reconnaissance of Finchaven and Madang, New Guinea, and Talasea and Gasmata, New Britain, reporting Nil Sightings. Lt. Petrie carried out a reconnaissance of the Louisiade Archipelago and returned to Charters Towers reporting Nil Sightings.

Informed of the impending naval battle, and ordered to shadow the Japanese Carrier and cruisers, on the morning of May 5th, Lt. Rose set out after obtaining a top gunner to replace Sgt. D. W. McGill who had had food poisoning for three days, and repairing his top turret with parts taken from Lt. Birnn's ship. Cpl. A. J. Swain volunteered his services as gunner and performed the necessary repairs to the turret. On May 5th, Lt. Rose and crew located the Carrier and one Cruiser one hundred miles south west of Faisi, Solomon Islands and having reported their position to Port Moresby proceeded to send out radio signals for the B-17 striking force to "home" on. Remaining in this area for one hour and five minutes, this ship was forced to dodge in and out of clouds as the Zero patrol from the Carrier searched for the B-25. Once two Zeros started to dive upon the B-25 and when the top said, "Two ships at 9:00 O'clock", the pilot thought that he meant more boats, this was quickly remedied upon explanation and the B-25 retreated to cloud cover. Forced to leave the area by lack of

fuel, the crew returned to Port Morseby to find that the striking force had never materialized. Lt. Rose later received the Distinguished Service Cross, Cpl. Swain for his gallantry on this and other occasions also received the Distinguished Service Cross.

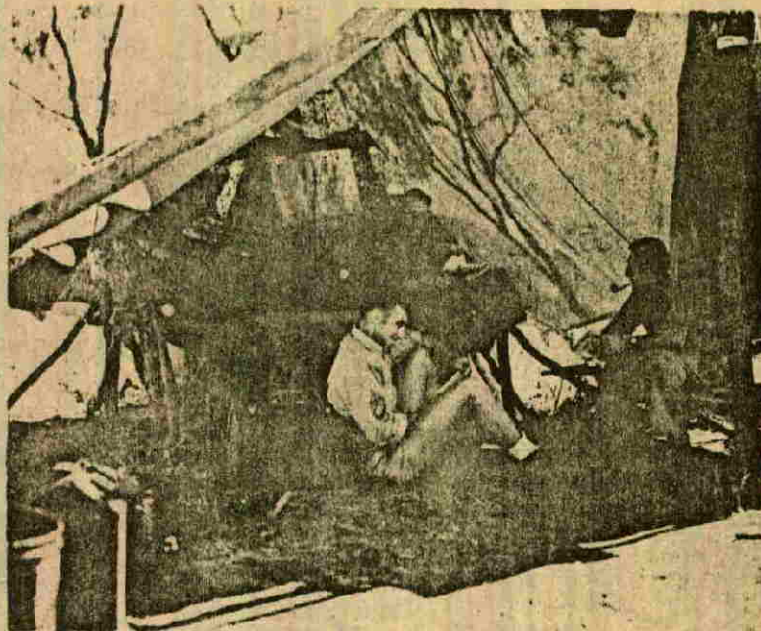
Lt. Birnn returned to Charters Towers and Lt. Schmidt with Lt. Richards-Copilot, T/Sgt. Barlow - Bombardier, Sgt. Carter and Cpl. Wallace - gunners, and Sgt. Lee as Engineer; and Lt. Feltham with Lt. F. R. Thompson, Sgt. A. B. Gibson, T/Sgt. W. E. Dutrow, Cpls. Axt, Ferguson, and Poet returned to Port Morseby.

Relieved in part by the Thirteenth Squadron on May 6th, Lt. Rose and crew returned to Charters Towers. Lt. Schmidt and crew carried out a recon of the Coral Sea reporting Nil Sightings. Lts. A. M. Rulison and R. A. Price with a Thirteenth crew performed a recon flight along the Australian coast line in a Ninetieth Squadron airplane. Lt. W. E. Dickinson, Lt. Wuerple-Copilot, T/Sgt. Loftin-Bombardier, Cpls. A. H. Smith and G. E. Thigpin-Gunners, Sgt. A. G. Nichols -Engineer were attached to a flight of five Thirteenth airplanes on standby orders.

Lt. Wilson, Operations Officer took a load of pilots to Charleville to receive several new airplanes.

May 7th, Lts. Schmidt's and Feltham's crews performed a recon flight from Port Morseby reporting Nil Sightings. Lts. Hall and Ford, Eighty Ninth, with a Ninetieth crew and Lts. Birnn and Poire carried out a recon of the Austrailian coast line hereafter referred to as the "Milkrun".

May 8th, Lt. Feltham and crew, Lt. Schmidt and crew performed a



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Sgt Murphy, Sgt Swain, Sgt Clark, J.H..... "Fat Catting" on the line in one of the engineer's repair tents.



Engineering Department.. 1 to R... Back - Lt Valusek, Sgt Summer, Sgt Johnson, Sgt Machovec, Sgt Tucker. Front - Pvt Davidson, Sgt Sherman, Sgt Caruzzi..... "The most efficient, most dependable, and best-organized engineering unit in the South Pacific Area"... This was the distinction of the 90th squadron..... Back in the old, old days of April 1942, when one couldn't count on the maps one got, the orders one got, and the reports on amount of enemy aircraft in a given territory; the 90th could always count on one thing for a surly... to wit, their planes, thanks to the unceasing effort of Engineering Lads to whom this squadron owes so much.....

recon from Port Morseby reporting Nil Sightings. Lt. Birnn and crew, Lt. Good, Eighty Ninth, and Lt. Reed, Thirteenth, with a Ninetieth crew, Lt. Petrie Eighty Ninth, and Lt. Ferguson Eight, with a Ninetieth Crew made the "Milkrun".

May 9th, Lt. Schmidt and Lt. Feltham were caught on the ground by a surprise enemy raid. Lt. Richards and Sgt Carter both being wounded in the legs. One Ninetieth B-25 was seriously damaged and Lts. Feltham and Schmidt with Barlow, Ferguson and Axt ran a recon mission in the remaining plane reporting Nil Sightings. Late in the afternoon a sudden alert sent Lt. Birnn and crew, Lt. Hesselbarth and J. E. Ferguson, Eighth, Lts. Hall and Ford, Eighty Ninth, Lts. Good and Wilkins all with Ninetieth crews to sea again in search of an enemy carrier. Lt. Dickinson and crew proceeded to Port Morseby from Cooktown, still on standby orders.

May 10, Lt. Rose and crew, Lt. Good - Eighty Ninth - and Lt. Wilkins - Eight - with Ninetieth crew, Lt. Hesselbarth and Lt. Birnn and crews made the local "Milkrun", Nil Sightings. Lt. Dickinson and his crew with five Thirteenth airplanes, bombed and strafed a Japanese seaplane base in the Debeyne Islands, destroying several seaplanes on the water. Lt. Feltham with Lt. F. R. Thompson made a recon to Port Morseby with Nil Sightings. On May 11, Lt. Feltham returned to Townsville bringing Lt. Richards to the Hospital and Picking up there Lts. Johnson, Baker and crew who had just returned after crash landing in New Guinea in April. Lt. Rose and Crew, Lts. Good and Carter - Eighty Ninth - with a Ninetieth crew, proceeded to Port Morseby to

perform reconnaissance. Lt. D. P. Hall, Eighty Ninth, and Lt. Wilkins, Eight, with a Ninetieth crew, Lt. H. N. Brown, Eighty Ninth, and Lt. Farr, Eight, with a Ninetieth crew, Lt. Hesselbarth and Lt. Ferguson, Eight, Lt. I. H. Shearer and J. C. Parker, Eighth, made the local "Milkrun" with nil sightings.

May 12, Lt. D. C. Young, Group Headquarters, and F/L Higgins, RAAF Lt. Petre, Eighty Ninth, and Lt. Farr, Eighth, Lt. Keel, Thirteenth and Lt. Ferguson, Eighth, made the local "Milkruns". Lts. Rose and Miller sighted three small open life boats five miles from Kitava Island undoubtedly containing Japanese survivors from the Coral Sea Battle. Lts. Birnn and Poire reported nil sightings as did Lt. Good.

May 13th, Lts. Rose, Birnn and Good made recons and then returned to Charters Towers - nil sightings. Lts. Hall and Brown, Eighty Ninth, with Ninetieth crews made the "Milkrun" with nil sightings. Six crews, Lt. G. G. Wilson with Lt. P. M. Eckberg, Co-pilot, T/Sgt. Cooly bombardier, Cpls. A. H. Smith and G. E. Thigpin, gunners and Sgt. Nichols, Engineer, leading; Lt. Hesselbarth, Lt. Farr, co-pilot, Sgt. V. J. Ceryanec, Cpls. Barton and Hartman, gunners, T/Sgt. Boswell, Bombardier; Lts. Shearer and Ferguson, Pilots, S/Sgt. Bumgardner, Engineer, T/Sgt. A. G. Kelly, Bombardier, Sgt. Fanta and Cpl. Wakem, gunners; Lt. J. D. Feltham and Lt. H. L. Turk, T/Sgt. Dutrow, Bombardier, Sgt. O. N. Ferguson, gunner, Sgt. A. B. Gibson, Engineer, and Cpl. H. S. Taylor, gunner; Lts. Dickinson and R. G. Boyd, Sgt. Webb, Bombardier, Cpls. Hume and Goodman, gunners, and Cpl. R. G. Boyd, Engineer; Lts. W. R. Johnson and W. B. Jones, Pilots, Sgt. Chesson,

Engineer, and Cpls. Welch and Perkins, gunners departed to Port Moresby, via Cooktown for a bombing mission. Lt. Wilson became bogged at Cooktown and the flight was led on by Lt. Feltham.

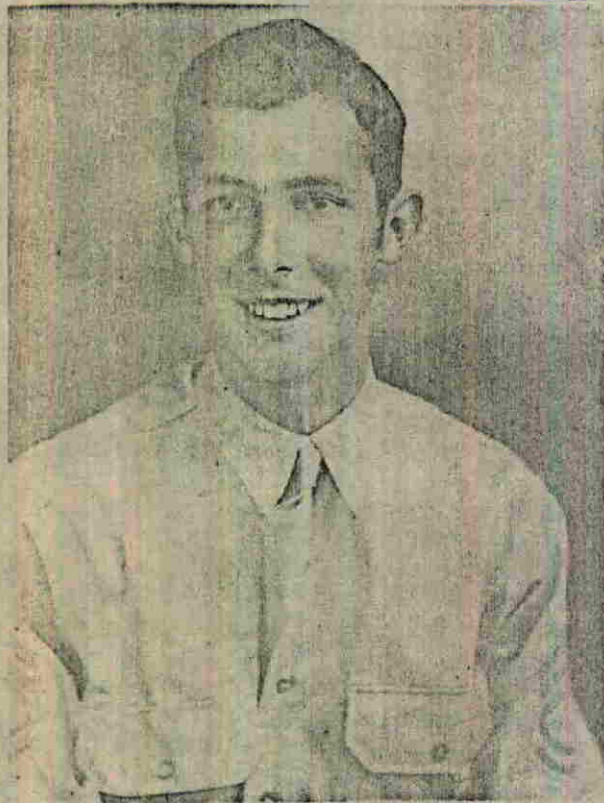
Lt. H. N. Brown, Eighty Ninth, with Lt. C. L. Bowman, co-pilot, and Lt. Hall, Eighty Ninth, and Lt. M. Noelke, co-pilot, made the "Milkrun" with nil sightings.

On the 14th of May, the five ships led by Lt. Feltham bombed Lae, New Guinea, at 7:55 A. M. Forty three hundred pound demolition bombs were dropped from twelve hundred feet and tremendous fires, probably gasoline dumps, were started. One intercepting Zero was outgun and a course was set for Horn Island. About Fifty miles from Lae the formation was again attacked by seven Zeros. Lt. Hesselbarth's ship was hit in the tail section and was unable to keep up with the formation. The Zeros then concentrated on his ship and received more hits in the wing and right engine. Both gunners were severely wounded, Cpl. Barton in the legs, Cpl. Hartman in the shoulder, by a 20mm. cannon shell which exploded between them. Lt. Hesselbarth proceeded to Three Mile Aerodrome, Port Moresby, where he crash landed with his wheels up as his hydraulic system was destroyed and Lt. Dickinson landed at Seven Mile Aerodrome, Port Moresby. Lt. Feltham, Lt. Johnson, and Lt. Shearer proceeded to Horn Island, then returned to Charters Towers.

On May 15th five ships, in conjunction with four from the 13th Squadron, proceeded to Port Moresby each loaded with six - hundred pound oil incendiary bombs and six - hundred pound demolition bombs. The crews were Lt. Feltham, Lt. H. L. Turk, Sgt. Dutrow, Cpl. H. S. Taylor and Sgt. Ferguson, S/Sgt P. R. Ervin; Lts. Wilson and Ecberg,

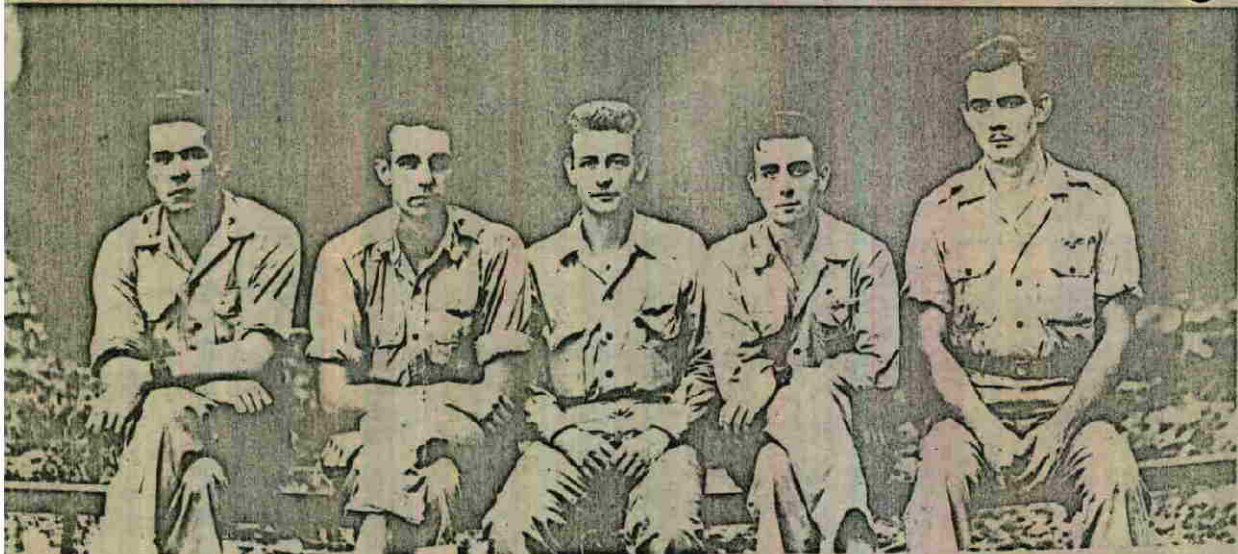
Sgts. Gatzman and Ward, and Cpls. Swain and Sheppard; Lts. Rose and R. F. Miller, Sgt. Neal, Cpl. Axt, Pvt. Biddle and Sgt. H. P. Barnes with Major B. B. Cain observer from General Headquarters G-2; Lts. Dickinson and R. G. Boyd, Sgts. McBroom and Barlow, Cpls. Goodman and Hume; Lts. Birnn and Poire, Sgts. Gibson and Timberlake, Cpls. Thigpin and Smith.

This flight took off at 6:30 A.M. on the 16th for Lae, New Guinea led by Capt. H. F. Lowery of the 13th Squadron. Over Salamaua bad weather was encountered and the first flight split off in search of enemy shipping. Lt. Feltham assumed the lead and by following the coastline from Salamaua to Lae succeed in wading the worst of bad tropical thunder storms. Breaking out of a storm the flight spotted Lae - five miles ahead, just as a "Zero" channelled off the field and came head on at Feltham. Just missing Feltham by no more than six or eight feet the Zero did a vertical 180 degree turn into the rear of the second element. Immediately all guns possible were brought to bear and the Zero shuddered and went into a spin in less than 20 seconds. The bombing run was made at 800 feet and the A/A positions and supply dispersal area were thoroughly covered. On turning the formation was forced to disperse and individual returns to Morseby were made. This flight bombed up with twelve - hundred pound demolition bombs, on return to Port Morseby and at 11:15 K took off again for Lae. An attempt was made to bomb through the clouds but the solid overcast prevented this. Finally the formation of nine proceeded in through a thunderstorm and came out directly in line with Lae dead ahead about



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T/Sgt Luther B. Word



Left to Right - Lt Houser, Capt Rosebush, Lt's Randerson,
Ladd, Ruse

10 miles. Intense but inaccurate light A/A was waiting but without any casualty A/A. runway and dispersal area were bombed from 2400 feet. There was no interception due again to the weather and on return trip Lt. Feltham left the formation to strafe a seaplane base near Salamaua. Lt. Feltham became lost and was listed as missing for a week. (This ship landed 35 miles from Madang in a short emergency field. On landing the nose wheel buckled and the crew was forced to remain.

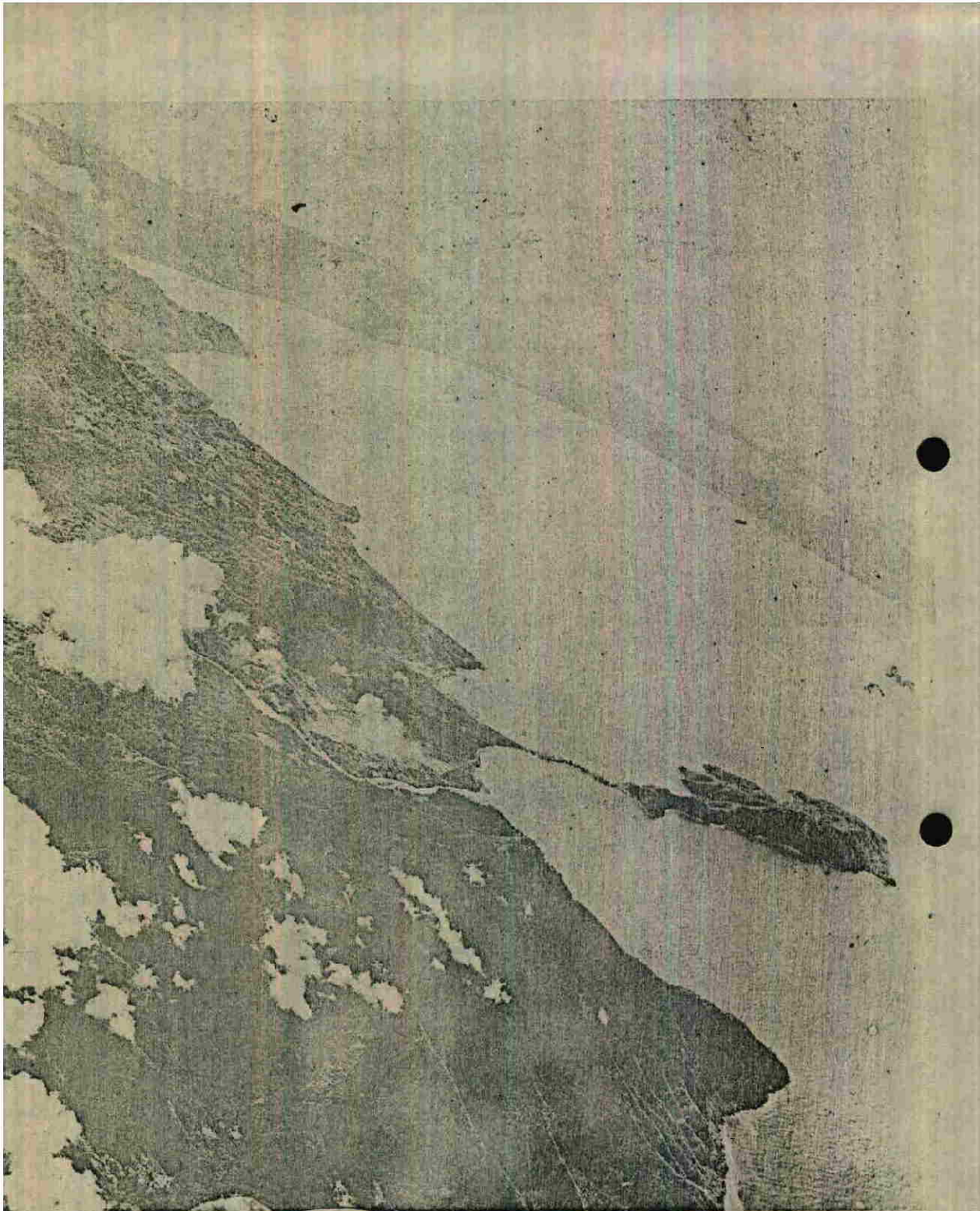
On attempting to rescue these men three A-24's were wrecked, one pilot - J. T. Holcomb - was killed and Major Rogers (both of the Eighth Sqdn) was injured. This crew was returned safely with the exception of Capt. Feltham, who crashed while performing some surveys of New Guinea aerodromes in a 1914 Spartan Trainer and suffered two broken legs.

On May 16, Lt. Shearer and crew - Lt. M. Moelke-copilot, Sgts. Pardue - bombardier and Franklin - gunner, Cpls. R. C. Boyd and Champagne - gunners proceeded to Port Moresby for reconnaissance work.

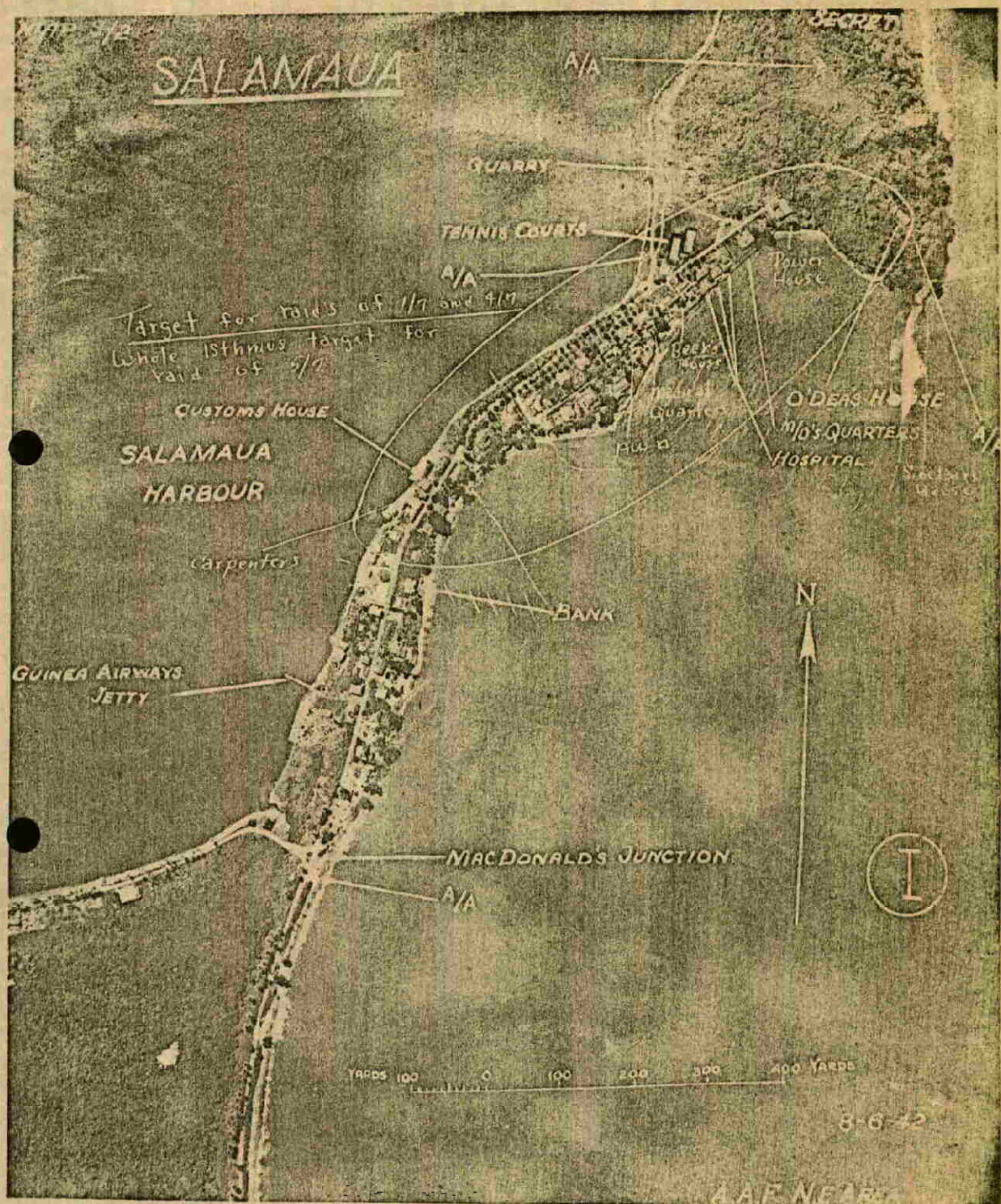
On May 17, Lt. Shearer and crew made a reconnaissance reporting nil sightings; Lt. Wilson and flight returned to Charters Towers.

On May 18 and 19th, Lt. Shearer and crew carried out reconnaissance missions of New Britain, Bougainville Island, Trobriand Islands reporting nil sightings. This ship returned to Charters Towers on the 19th.

On May 21, an enemy submarine was reported off the coast near Cairns, Old. Two ships, Lts. Wilson and L. P. Smith and J. B. McAfee, (Hq. Sqdn.) and Bowman and crews flew to Cooktown. They remained on the alert there one day returning the 22nd - nil bombing. Meanwhile on the same day Lt. Rose flew to Townsville, picked up a load of signal



Salamua - An off-hit 90th target - Showing the ithsmus, runway and Island - Fierce fighting here in July and August of 1943.



..... After the combat crews are notified of a mission and are gathered around before the "briefing" starts, poop sheets, or, target maps, as the case may be, are handed out to all members of the combat striking force... As can be seen, this is a Salamaua target map..... This procedure gives each man in the ship a knowledge of what lies ahead and what the unit is out to accomplish. a more comprehensive picture is obtained this way than by verbal instructions.....

corps equipment, proceeded to Horne Island, where he was to escort P-39's to Port Moresby. On the 23rd Rose led five Pursuits to Moresby.

Meanwhile at 0430 K on the 23rd three ships of the 90th, in conjunction with three 13th ships, proceeded to Port Moresby via Cooktown. The three crews were Lts. Birn and Poiré, S/S Pardue, Sgt. Franklin, Cpl. Champagne, Cpl. Gorton - engineer; Lts. Dickinson and Ted Wuerple, Lts. Shearer and Farr, T/S Kelly, Cpl. Frizzle and Sgt. Wise and Cpl. Rush. At 1110 K this flight took off to bomb Lae, New Guinea. Attacking Lae at 1215 with six -five hundred pound demolition bombs each. The flight made its run at 6000 feet. However, the flight was intercepted by three or more "Zero's" two miles from their target. Anti-aircraft fire was very heavy and fairly accurate and therefore effects of the bombing were not seen. After bombing the flight dove for the water and Lt. Kell (13th) was left behind with engine trouble. (This ship was shot down before the flight could slow down, the Zeros concentrating on him until they got him.) Two Zeros then placed themselves between the flight and the coast. One broke off and climbed about a thousand feet above the formation and after flying along for two or three minutes dropped a pear shaped object, Capt. Lowery said he "smelled a rat", banked the formation steep by. The object turned out to be an aerial bomb which exploded about 100 feet above their previous line of flight. The flight then turned in at Buna and proceeded to climb to sufficient altitude to clear the mountains. Suddenly a Zero, lost previously in the haze, made one sweep from below and front of Lt. Dickenson. Lt. Wuerple and Cpl.

SUBMARINE BLEW UP

By ALLAN JONES, Courier-Mail War Correspondent in New Guinea

The Japanese submarine which was bombed by a formation of North American Mitchells at Lae Harbour early on Friday night blew up with a terrific report after bombs had straddled the vessel for its whole length.

Four positive hits and several near misses were registered on the vessel, which was a large, ocean-going type. The submarine, which was on the surface unloading supplies and materials, presented a broadside target to the attacking aircraft.

The explosion was so severe that Captain John P. Henebery, of Illinois, who was flying at the minimum altitude over the submarine, thought that his plane would crash. The bomber was rocked, and Henebery feared that it would get out of control.

One of the planes, after dropping three bombs on the stern of the submarine, unloaded another on barges moored near by.

A United States Navy officer, who flew in one of the bombers, confirmed the destruction of the submarine.

Captain Robert D. Chatt, Nebraska, said: "When our bombs hit the deck of the submarine they lifted it clean out of the water. There was a deafening explosion, and flames and debris shot about 200 feet into the air. Our bombers had to fly through it."

Lieutenant Nelson P. Ingram, North Carolina, said: "The submarine, which was about 200 yards from the shore, was silhouetted against the dusk when we made our strike."

"The water was too shallow for the submarine to submerge, and it was defenceless against our attack."

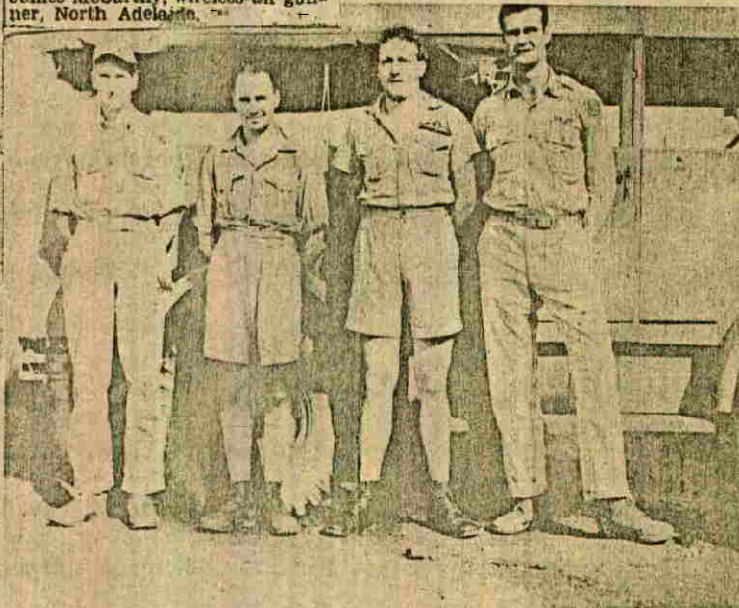
One Queenslander was among

The 90th Again

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S/Sgt Hume, Sgt Wilkinson RAAF,

Sgt McCarthy, Lt McCoun



Sevene were killed instantly, Lt. Dickinson being wounded in the arm by a .20 mm shell which exploded in the cockpit. One engine was put out of commission and because of lack of altitude to clear the mountains, Dickenson gave orders to bail out. Sgt. J. A. Gibson (RAAF) and Cpl. Haley were last seen bailing out, Lt. Dickinson and Pvt. Webb were finally brought, quite O K to Port Morseby by friendly natives.

May 23rd, Lt. L Baker and C. L. Bowman, Lt. Schmidt and R. H. Wilkins (Eight Squadron), Lt. W. R. Johnson and M. Noelke proceeded to Port Morseby for reconnaissance work.

May 24th, Lt. Birnn and Lt. Shearer, with the other B-25's flew to Cooktown to await reinforcements for their flight. Lts. Baker, Johnson and Schmidt made long range reconnaissance of the Coral Sea area. Lt. Rose searched the coast for Lt. Dickinson and crew, sighting nothing, then returned to Charters Towers. At 11:00 O'Clock the following crews from the Ninetieth reinforced the bombing force at Cooktown. Lt. B. G. Wilson and L. P. Smith, T/Sgt Ward, Cpl. Shepard, Sgt Bailey, Cpl. Meyers; Lts. Good and Carter, T/Sgt. Loftin, Cpls. Axt and Biddle, Sgt. J. B. Thompson; Lts. Hesselbarth and Ferguson, T/Sgt. Wright, Cpls. Thigpin, Smith and Douglas.

Lts. Baker, Johnson, and Schmidt again carried out long range reconnaissance on May 25th. The bombing force departed from Cooktown leaving Lt. Birnn trapped there by mud, and refueled at Morseby. The Flight then attacked Lae with eight three hundred demolition bombs each. The run was made at three thousand feet through heavy A/A but results were not observed as on their run the flight was attacked by fifteen

Zeros- head on. Lt. Wilson's and Lt. Hesselbarth's ships were shot down almost immediately, Capt Lowery and Lt. Rulison (both Thirteenth) ships quickly followed and about twenty miles out of Lae Lt. Shearer was forced to crash land in the water. The remaining three ships were attacked continuously until they reached Salamaua where the flight lost them in the clouds. (Lt. Shearer and crew with the exception of T/Sgt Kelly, killed by gunfire, by the help of friendly natives reached Wau, New Guinea and were brought out by plane. Sgt. Wise, RAAF, suffered severe leg wounds.) May 26th and 27th Lt Johnson made a reconnaissance, Lt. Schmidt, Birnn, and Baker returned to Charters Towers, Lt. Johnson returning the 27th.

May 25th, Lt Schmidt sighted a small fifty to sixty foot vessel in Buka passage, Bougainville Island, flying the Jap Flag. The action in his own words: "Strafed well, flag was lowered."

May 28th, Lt. J. R. Smith, Lt. Petrie, and Lt. Brown flew three Ninetieth ships to Moresby but due to exceedingly bad weather were forced to return to Charters Towers.

The Ninetieth began to check out the Co-pilots as first Pilots to replace the great loss suffered by the Squadron. Lts. Miller, Poire and Richards were checked out as were Lts. Noelke and Bowman. In addition eight Australian Pilots were attached to the Squadron for tactical work as Co-pilots. They were P. O. Mebsby, W. O. Wilson, F/Sgt. Hawter, S/Ps. Dunn, Muir, Way, Mackie, and Jarret. These pilots were also given check outs as co-pilots and the Squadron was busy reorganizing for more combat work until June 7th.

On May 28th, General George Brett visited the Third Group and presented several decorations. Later in the week promotions came through making Hubbard Major, Bender and Feltham Captains, Johnson, Rose, Birnn, Schmidt, Baker, and Dickinson First Lieutenants.

On June 7th, Rose and Poire and their crews made a short reconnaissance of the Australian coast searching for a supposed seaplane tender off Townsville.

On the 8th, six crews, led by Major Hubbard, departed for Cooktown. The Crews were: Major Hubbard, Lt. Chambers, Neal, Hume, Parsons (RAAF), Nealy; Lt. Rose and W/O Wilson (RAAF), Pardue, Biddle, Elack, Landers; Lt. Bowman and Sgt R. Muir (RAAF), Loftin, Wakem, Callander (RAAF), and Corbitt; Lt. Noelke and F/Sgt. Way (RAAF), Timberlake, Hamilton (RAAF), Champagne, and Corbitt; Lt. Schmidt and P/O Mobsby, Barlow, Wallace, Cook, and Stratton; Capt. J. B. McAfee (Hq. Sqdn.) and F/Sgt. Hawter, Boswell, McGill, Gawne (RAAF), and Sgt. Main (13th) flying a 13th Sqdn. plane. At Cooktown a meeting of the crews was held and the mission was explained. The six B-25's were to act as "decoys" in a co-ordinated attack with the B-17's and B-26's on Lae, New Guinea. The formation then proceeded to Port Moresby taking off from Cooktown into a tremendous thunderstorm and having to fly instruments as soon as their wheels were up. Spending the night at 7 mile drome at Moresby the flight was briefed - they attack at 09:30 K.

At 09:30 the flight flew over Lae at 16000 and though the target area was obscured by clouds, the B-17's had succeeded in stirring up the "Zeros". En-route Lt. Bowman had been forced to return due to

engine trouble. The top of the overcast was at about 4000 feet and the first Zero thru succeeded in climbing from that point to intercept the flight in little over three minutes. He was joined by seven more of his buddies and the B-25's hightailed for Kerema, where a P-39 squadron was supposedly waiting to close the trap. Three frontal attacks were made- one Zero possible being set afire and no hits being suffered by the B-25's. However, Lt. Noelke in "FAT CAT" (which Johnson had always claimed was the fastest ship in the squadron) fell behind the formation and was immediately pounced upon by five Zeros. Luckily, and by very nice work of crew and pilot, Noelke suffered no severe damage although he was shot up considerably. Also luckily for Noelke the B-26's were behind schedule and intercepted the flight on their way into the target, whereupon the Zeros disengaged and attacked them. (Because of their error one ship was lost) Needless to say no pursuit was waiting as scheduled, they having never co-operated to any degree. Officially Cpl. Biddle was credited with destruction of one Zero, the flight receiving credit for another probable. This entire flight returned to Charters Towers that day.

Lts. Rose and Miller with two more crews from the 13th departed on the tenth for Canberra to receive three B-25's from the Dutch.

Impatiently waiting as usual for A. C. H. to pick a target, the 90th did more local flying until the 15th of June. The following six crews were then ordered to Moresby via Cooktown: Major Hubbard and Lt. Chambers, Neal, Hume and Parsons (RAAF), Harper; Lts. Noelke and F/S Way, Boswell, Champagne and Franklin, Zulkus; Lt. Bowman and

F/S Muir, Loftin, Wakem and Callander (RAAF), Corbitt; Lt. Schmidt and P/O Mobsby (RAAF), Barlow, Cook and Wallace, Stratton; Lt. Johnson and F/S Mackie (RAAF), Perkins and Allen (RAAF), Eagle; Lt Poire and F/S Jarret, Pardue, Bartlett and Black(RAAF). At Cooktown Lts. Noelke and Bowman became stuck in the mud and the rest of the flight proceeded without them. Each loaded up with 12-hundred pound bombs the flight made its run on Salamaua, New Guinea at 13000 feet. All bombs were dropped in the target area and a large explosion and fire 200 feet in diameter resulted. Damage to the enemy installations was estimated as being very heavy. There was no attempt at interception by enemy fighters and no A/A was observed. This flight returned to Charters Towers on the 17th.

June 25th Lt. Schmidt and P/O F.T. Mobsby(RAAF), T/Sgt. Barlow, Cpls. Wallace and Cook, Stratton; Lts. Johnson and Jones, Pardue, Perkins, and Allen(RAAF), Chesson to Port Moresby. At 2140 K Schmidt and crew bombed Salamaua with 8-hundred pound demolition bombs and four-hundred pound oil incendiary cluster bombs. Seven of the demolition bombs were dropped from 8000 feet, then a low run was made at 400 feet to drop the clusters which do not have the trajectory of a normal hundred pound bomb. Houses and other buildings were strafed on this run. Lt. Johnson attacked at 2200 K dropping 8-100 lb. demolitions. Then he dropped his four cluster bombs from 2000 feet and made a low run strafing and silencing a A/A machine gun nest. aircraft returned to Charters Towers the next day.

Just returned from leave, on June 30th Lt. Rose and crew set out in "490", the Jinx ship- three returns in three tries- leading Lt. Miller and F/S Dunn, Brown, Small, Goodman, and Green; Lts, Bowman and Chatt, Agee, Wakem, Callander(RAAF), Gorton, and Sgt. O'Connell, photographer. The flight refueled at Cooktown and shortly after take off Lt. Rose's right engine cut out repeatedly and he was forced to return to Cooktown and C.T. Lt. Bowman and Miller, with two ships of the 13th Sqdn. Led by Capt T.P. Gerrity bombed Lae, New Guinea at 0530 K. They were greeted with very heavy and very accurate A/A fire and forced to go low because of poor visibility Miller suffered a direct hit by a light A/A shell which passed through his open bomb bay door, within six inches of a hundred pound bomb. The heavy A/A fire came principally from two cruisers in the harbour but because of the relatively impotent bomb loading - 100 lb. demolition and oil bombs- it was necessary to leave them unscathed. However, Lt. Miller's Bombardier threw off two bombs at the cruiser before dropping the rest of his bombs in the dispersal area. Although damaged by A/A fire these ships returned to their base safely the next day.

July 1st Lt. Johnson with F/S Hawter, Lt. Arter, navigator, Perkins and Allen, Loftin and Zukus left C.T. leading a flight of P-39s to Port Moresby via Cairns, Horne Island.

July 3rd Lt. Schmidt and Mabsby and their same crew, Lt. Noelke and F/S Way, Timberlade, Champagne and Franklin, Hall; Lt. Poire and Smallwood, Harrell, Bartlett and Black(RAAF) and Wilson; with three ships from the 13th under Capt. Gerrity went to Port Moresby in preparation for a very large July 4th celebration over Lae. At P.M.

Johnson was also loaded with bombs.

In a series of early morning attacks (individual), each of the crews dropped 7-250 lb. bombs delayed 6-8 hours and one-300 lb. instantaneous bomb. However, their targets varied as Lt. Johnson was unable to reach Lae because of bad weather. He attacked - bombed and strafed - Salamana. Lts. Schmidt, Noelke, and Poire bombed Lae at 30 minute intervals from 4500 feet. A/A opposition varied from light machine gun fire to heavy A/A but no ships were damaged.

At 1500 K on the 4th seven ships flying an echelon of V's with Lt. Johnson in the diamond on the second element attacked Lae at 15000 feet. Each dropped 12-100 lb demolition instantaneous bombs in the dispersal area and on the runway. Heavy but very inaccurate A/A was seen but no ship was even jolted by this fire. The flight was attacked by four patrolling "Zero" fighters as they made their bombing run. Therefore as soon as the bombs were dropped the flight turned down the coast, whereupon the second element was left behind and the Zeros concentrated their attack on this flight. Schmidt then dove the flight at 300 MPH to sea level and leveled out at 25 feet above the water. Schmidt thought that he was as low as he possibly could get but on investigation found that Johnson's turret was out and that he had skidded up underneath him for protection. Poire and Loelke claim Johnson's props were actually throwing salt water spray he was so low. One Zero attacking from the rear was seen to crash in flames in the sea, shot down by Cpl. Cook. Sgt. Barlow set one Zero, attacking from in front, afire and a rear gunner saw it smoking as it flashed past- a

probable. This flight observed all the Zero's engines to be smoking at 50 feet, rolled over on his back to fire then rolled out. All the flight returned safely suffering slight damage to aircraft. Lt. Poire received a 20 MM shell direct hit in his right engine but although damaged the engine continued to operate with only slight loss of power. Also from an attack from the rear Lt. Poire had a part of a .303 machine gun bullet penetrate a rib of his canopy and slap him on the top of the head and then dent his dashboard. Poire saw stars for about 30 seconds but the bullet did not break the skin and he resumed control of the ship after a few seconds. (Incidentally Poire's head is definitely the worlds hardest. The next week he walked underneath a prop being pulled through and was knocked cold. Out of the hospital after a few days, he was cranking an energizer when it kicked back cracking him on the head. No lasting effects- just a black eye.)

On July 5th Lt. Richard R. Birrn in Brisbane on official relief from combat zone, was testing an A-20a and from unknown causes crashed to his death. He had flown some 14 combat missions, been awarded the Distinguished Flying Cross and the Silver Star and had flown 140 combat hours without injury to his crew. His loss was deeply felt by the squadron and the group.

July 12th Lts. Richards and McNutt with crew started a ferry trip leading P-39's to Port Moresby via Townsville, Cairns, and Horne Island. They returned on the 13th.

July 19th Capt. Bender and F/S Hawter and crew led another squadron of P-39s to Moresby. Lt. Miller and crew led another squadron on the 20th.

July 21st Lt. Johnson and crew and Lt. Schmidt and crew flew to Port Moresby in preparation for a raid. These ships were attached to a flight of four from the 13th Squadron. Loaded with 8x300 lb. demolition bombs they were ordered to change their loading to 6 x 500 lb. bombs and attack a Japanese convoy landing troops at Buna Bay and Gona Bay, New Guinea. By the time this had been done and the flight had reached the location of their target the weather was too bad, visibility and ceiling nearly zero and they were unable to locate the target at sufficient altitude to bomb. The following day Lt. Johnson was forced to return to C.T. for maintenance and Lts. Miller and Schmidt, with the 13th ships attacked enemy shipping in Holnicote Bay at 0915 K. Each ship dropped 8 x 300 lbs. bombs from 7500 feet but no hits were scored. The weather was still very bad and it was impossible to make an assessment of the enemy forces. Again on the 22nd Lts. Miller and Schmidt attempted to attack the convoy off Buna but it was obscured by bad weather and an attack was made on the secondary target landing barges on the beach; clouds prevented observation of the results but opinions were pessimistic. These two crews returned to Charters Towers on the 23rd.

On July 24 six crews led by Major Hubbard and accompanied by Lts. Linn, Price, and Hoover of the 13th Sqdn. proceeded to Port Moresby. The crews Hubbard and Chambers, Neal, Hume, and Parsons, Nealy; Capt Bender and F/S Hawter, Middleton, Thompson and Hamilton, McBroom; Lt. Rose and W/O Wilson, Pardue, McNamara and Graham, Corbitt; Lts. Johnson and Jones, Agee, Perkins, Black, Green, and Chesson; Lts.

Richards and McNutt, Ayres Powers and Paradiso, Gorton; Lt. Schmidt and P/O Mobsby, Barlow, Cook and Wallace and Barnes.

This flight of B-25s was ordered to Port Moresby on standby orders presumably to attack further enemy convoys at Buna and Gona, New Guinea. Lt. Johnson, flying Major Hubbard's airplane was ordered to bomb Buna Bay area between 11:00 and 12:00 K to harass Japanese forces there. At 11:00 8 x 300 lb. demolition bombs were dropped but observation was obscured by bad weather. This also prevented further night raids by Lt. Schmidt and Capt. Bender.

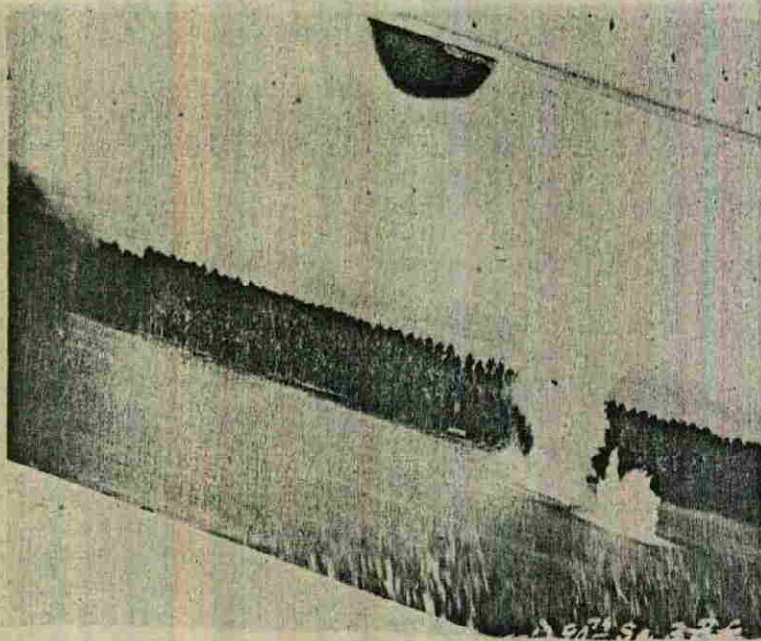
At 0600 K, on the 25th, Lt. Linn of the Thirteenth alone reconnoitered the Buna-Gona area for forty-five minutes, reported nil enemy aircraft, nil sightings. At 0915 K, eight ships led by Major Hubbard circled Buna-Gona area searching for shipping targets. None being available, the flight suddenly became disorganized by a violent turn as the leader started to make a bombing run on Gona Mission. Lt. Rose was left a mile behind the rest of the formation, one half mile behind Lt. Richards. Having seen no enemy aircraft a run was started in this disorganized manner. Suddenly the flight was attacked without warning by ten to twelve Zeros. Bombs were quickly salvoed and an echelon of diamonds was formed Lt. Rose and Schmidt being the diamond points of one and two flights respectively. Then for fifteen minutes a running fight was carried on. Three direct frontal attacks were made and completed by Zeros flying through the formation, below Hubbard and over Rose. One Zero was turned into while chandelling up for a frontal attack and missing his first shot, looped over the formation and came

down firing on the second element. No damage was suffered from the frontal but three ships were severely damaged by Zeros diving from the rear quarter, firing in vertical rolls then completing an Immelmann and firing at ships in the other element. One Zero was caught flat footed by Cpl. MacNamara sitting directly behind the tail of Lt. Rose's ship. This ship was pulverized by fifty calibre fire and definitely crashed. Two other Zeros definitely crashed and two probables were claimed. Lt. Rose's ship suffered severe damage from a 20mm cannon shell which entered his left inboard flap cutting two control wires and piercing the gas tank. (The gasoline burned until the tank seal cut off the supply to the fire.) Three tanks were holed, one prop blade was holed, and the bombay suffered fifteen to twenty machine gun hits cutting aileron trim tab cables. Lt. Richards ship landed with two flat tires, oxygen supply punctured, nacelle door braces shot in two, and a 20mm cannon shell hole in the right engine. Lt. Schmidt's ship received a 20mm cannon shell in the right engine which exploded against the fire wall breaking an oil line and he landed with very low oil pressure. This ship's electrical system had gone out and it was as defenseless as tail end charlie.

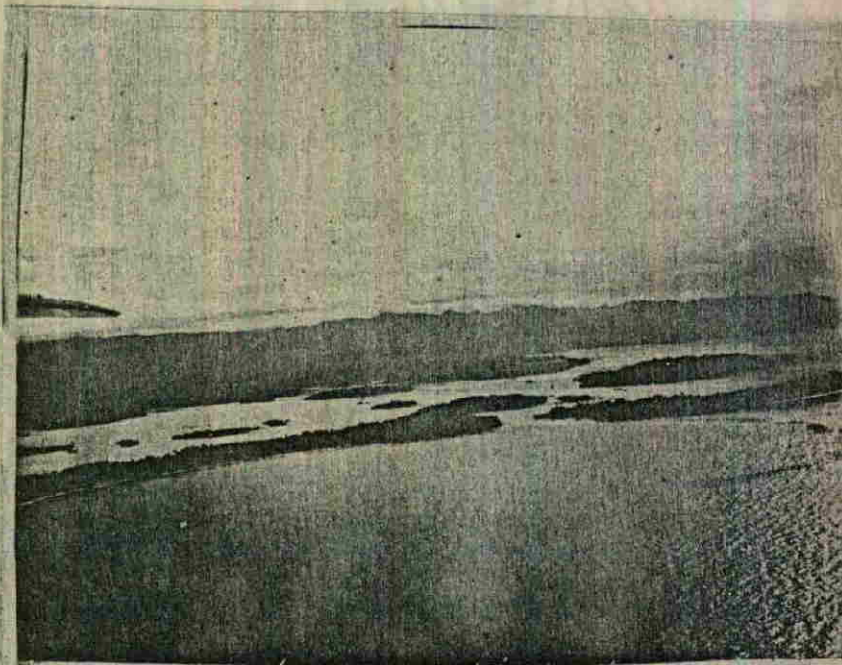
Returning to Port Moresby, the flight found Lt. Rose's ship to be unserviceable so he departed to Charters Towers after minor maintainance. Lt. Richards departed to Horn Island when both of his wheels had been changed. Lt. Schmidt's oil line and electrical system were repaired and after bombing up another raid was attempted but weather turned the flight back to Port Moresby mission uncompleted..

July 26th, Hubbard, Johnson, Schmidt, Bender; Linn and Price of the Thirteenth were ordered to bomb Gasmata and strafe flying boats due to be on the water refueling there. This mission closely approached being an all out suicide mission, for though it had been bombed before by B-25's it had since been known to be too far for a safe operation. Moreover every pilot knew that if the mission were carried out and the flight was intercepted on the way home they wouldn't have enough gas to return to Port Morseby. Never-the-less the ships prepared to take off from Port Morseby and when Major Hubbard was unable to start one engine, Lt. Schmidt took the lead. These five aircraft were intercepted at Buna, on course, by twenty to thirty Zero fighters. Bombs were immediately salvoed and the flight hightailed for home. About five minutes after turning back Lt. Schmidt's aircraft was seen blazing as it left the formation. P/O Mobsby was last seen trying to bail out of the top hatch. A few seconds later Capt. Bender's ship was to burst into flames, flames running out from the navigators compartment back to the tail. This ship evidently burned in two as it was last seen starting a loop. Capt Bender and F/Sgt. Hawter were unable to get out the top escape hatch and while Bender waited for Hawter to go out the bottom the tail evidently burned off and the plane went into a violent spin. Bender was thrown forward and waited for the crash when the plane exploded. Finding himself in mid-air he pulled his rip cord and landed safely. Both gunners parachuted safely but it is assumed that Sgt. Hamilton, RAAF, was captured as Sgt. Thompson landed only about a mile from Japanese forward patrols. Capt. Bender suffered frag wounds in one foot and the other ankle was broken on

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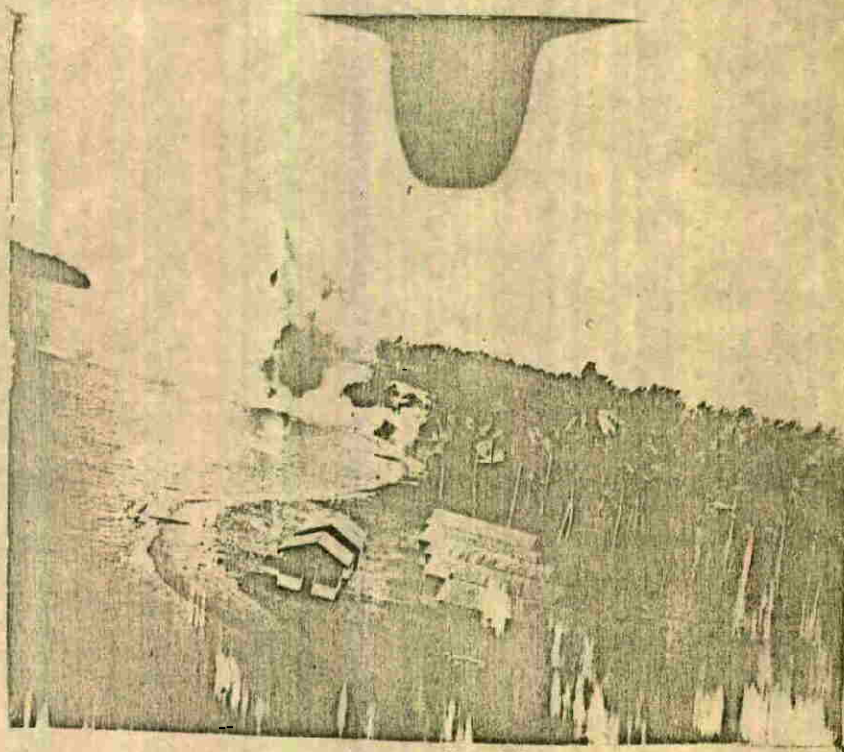
2 B-25C-1's dropping 300 lb 5 sec delay bombs on barges
at Gasmata



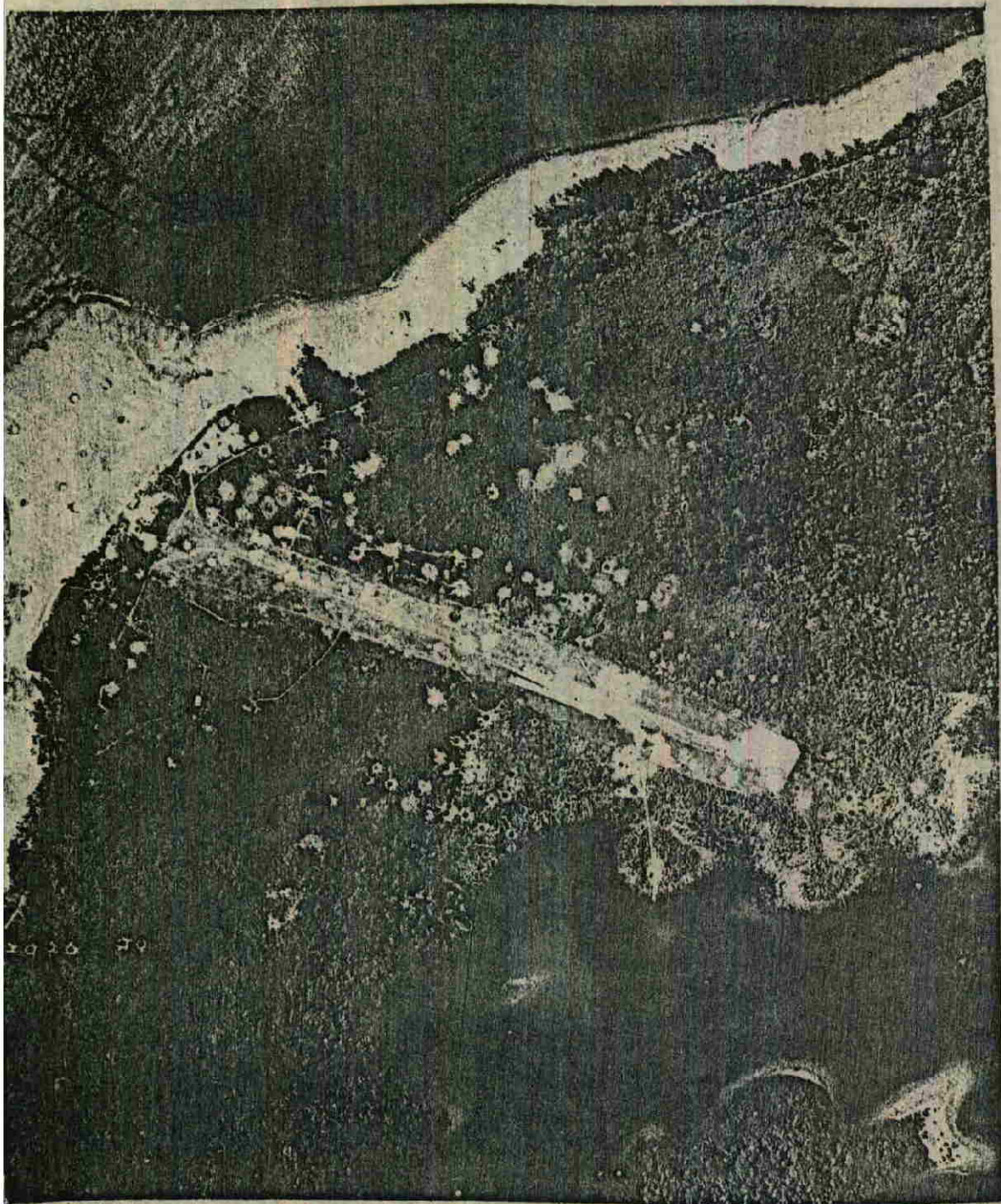
Gasmata May 13



Wing Commander Brian "Black Jack" Walker 30th
RAAF Squadron



Gasmata May 15



Gasmata - One of the most bombed Jap bases in the Southwest Pacific Area - continual bombing of the runway neutralized this field and made it impossible for the Nips to repair it - Water filled these craters - Gasmata has more rain than any area in the South Pacific.

landing. The rest of the crew were killed. Capt. Bender and Sgt. Thompson returned to Port Moresby after three more weeks in New Guinea, Capt. Bender being carried in a makeshift litter by New Guinea natives. Lt. Price left the formation when attacked and dodged into some clouds escaping the fight. Lts. Linn and Johnson continued the running fight to Moresby calling for pursuit assistance which never came. Cpl. Perkin's turret was hit by a 20mm cannon shell and he was temporarily knocked unconscious. Sgt. Black replaced him until he returned to consciousness, and returned to his post. The running fight continued to within ten minutes of Moresby when all but six of the Zeros turned back. Lt. Linn's feeding ammunition from his right gun to his left gun, covered the two ships as best as possible; only one gun fired out of four turrets. Reaching Moresby, Linn circled the field while Johnson landed, his ship burning from gasoling that leaked through holes in his gas tanks while the six Zeros continued to attack Johnson until he landed. Lt. Johnson's ship was just a sieve; three tanks holed, top turret shot away, and windshield splintered cutting his face slightly. Lts. Schmidt and Johnson and Capt. Bender and their three crews were recommended for the Distinguished Service Cross.

The Ninetieth received two new crews composed of Lts. Christiansen, Clarke, Hosbach, Nauman, Williams, and Ranson, and S/Sgt. Rutledge, Cpls. Cameron and Zack, and Pvts. Byrnes, Haskin, and Manning, on the 27th of July.

On August 5th, the following four crews departed for Port Moresby: Major Hubbard, W/O Wilson, Neal, Hume and Parsons, Landers with Col Davis

and Major Gunn passengers; Lts. Noelke and Glover, Timberlake, Small and Callander, Gibson, and Lt. Christiansen passenger; Lts. Johnson and Chatt, Brown, McNamara, Allen and Greene, and Lt. Small passenger; Lts. Jones and McNutt, Dutrow, Fanta, and Gawne, and Sgt. Duhon, thirteenth engineer using a Thirteenth ship. Five airplanes from the Thirteenth were attached to this flight whose mission was, by its operation **against** Lae and Salamua, to divert the Japs from the U.S. Marine landing at Guadalcanal, on August 7th.

On August 6th, these four aircraft attacked the runway and the dispersal area at Salamua, New Guinea. The run was made at 5000 feet and Lt. Jones dropped eight-three hundred pound bombs each. All bombs fell in the target area. There was no interception and A/A was light and very inaccurate. Evidently the Japs had withdrawn all **air**-craft previously for no activity was seen.

At 1030 August 8th, this flight again attacked Salamua each dropping two-one thousand pound bombs from 11, 500 feet. All bombs were well in the target area; the runway and the dispersal areas and apparently a fuel dump was hit as black smoke was seen. Again there was no interception, and although A/A opposition was heavy it was very inaccurate.

August 23rd, Captain T.P. Gerrity assumed command of the Ninetieth vice Major Hubbard relieved and appointed Group Operations Officer.

Shortly after assuming command, Capt. Gerrity led the following crews on a mission to Port Morseby: Capt. Gerrity and Lt. Smallwood, Loftin, Champagne and Franklin, Luallen; Lts. Small and Hawkins, T/Sgt Snyder, T/Sgt. Norton, and Sgt Sampson, Cpl. Gorton; Lts. Christiansen

and Hosbach, Agee, Biddle and Graham, Stratton; Lts. Richards and McNutt, Ayres, D.W. McGill and Black, Sgts, Green and Lee. Lt. Richards was forced to return due to engine trouble.

At 1705 on the 25th, Capt. Gerrity and Lt. Small tried to bomb the Japanese invasion force at Milne Bay but were forced to return to Port Moresby because of very bad weather. At 0620 K on the 26th, Capt. Gerrity attempted to bomb the same target but reported nil sightings after a forty-five minute search through the bad weather. At 1220 K on the 26th, Capt. Gerrity attempted to attack again but returned due to engine trouble. Lt. Christiansen and crew, failing to locate the enemy task force, dropped five-five hundred pound bombs in a native village one hundred yards from the coast starting a large fuel fire. Two transports were seen beached, decks afire; there was no A/A or air opposition.

At 0445Z on the 26th, Lt. Small and crew attempted to attack the same target but were unable to locate the target due to bad weather although continuous attempts were made for a hour.

During the first part of September the squadron received thirteen complete crews, twelve new B-25D's. These pilots had just graduated from flying school in July and had no tactical training. Capt. Shearer assumed position as Operations Officer and an intensive training schedule was initiated. Capt. Shearer was replaced by Lt. Dickinson and Shearer was transferred to Group Intelligence.

Sept. 18, Lt. Miller, Lt. Parry, Lt. Waltz, S/Sgt. Brown, S/Sgt Small, Sgt. Callander(RAAF), and S/Sgt. Chesson left for Townsville

in ship No. 41-12449 where they picked up fourteen P-40's led by Major Greene. They flew direct to Coen, refueled and proceeded to Port Morseby, landing at Seven Mile drome. Capt. Young called them over to Kila Kila to do some reconnaissance work. Learning that they had more escort work to do they were released and proceeded to Townsville, but due to darkness and bad weather they stayed all night at Cairns. They stayed in Townsville the next day and left the following day with 12 P-40's led by Major McNeigh. Proceeded to Port Morseby by way of Coen. Stayed with the 89th that night. Had an air raid at 1930K then heard the usual late three shots. Left the following morning with 18 P-40s of Squadron Leader Truscott from Fall River. S/L Truscott rode in the B-25 and slept all of the trip, Port Morseby to Horne Island to Cairns to Townsville. This crew returned to Charters Towers the 24th of September.

Sept. 18th Lt. Bowman and the following crew Lt. Castelli, Lt. Murmane, S/Sgt. Agee, S/Sgt. Powers, Sgt. Gawne (RAAF), and Sgt. Hall left Charters Towers for Townsville. They stayed over in Townsville for two nights and then took off from Rose River with twelve P-40's, the 35th Squadron, to proceed to Port Morseby via Coen. The Navigator in plotting the course made a 25 degree error. After approximately two hours of flight over unfamiliar territory, came out on the west coast of the Austrailian Penninsula. The pilot was instructed by the navigator to turn left. He kept turning left until headed due south, still the land was on the left. If they had arrived at their destination they should have been going due north with the land on the left.

After flying this heading about forty minutes, the pursuits had only about thirty minutes gas left. The navigator had realized his mistake and obtained a bearing on Cocktown, we turned and flew due east toward Cocktown. After about ten minutes we sighted a small emergency landing field used by the Aussie Tiger Moth. In spite of the short runway all managed to land safely. After the people at the ranch house had gotten over their fright, caused by the supposition that the ships were Japanese, they returned and served the crews a delightful lunch.

With the gas drained from the ships enough fuel was obtained for the B-25 and 2 P-40's to make Coen. The P-40's took off first and barely managed to clear the trees at the end of the runway, then pulling 55 inches of mercury at 32,000 R. P. M. and with 20 degree flaps the B-25 made a successful takeoff. Arriving at Coen a DC-5 was loaded with drums of gasoline and reserviced the remaining P-40's. Meanwhile the B-25 went to Cairns awaiting information on the 36th Squadron. They were joined here by the P-40's and proceeded to Seven Mile Drome, Morseby. The B-25 proceeded to Kila Kila and landed.

They spent the night at Kila Kila and returned to Coen on the 23rd where they picked up some more P-40's of the 36th Squadron and returned to Morseby. Spent the night at Kila Kila and delivered supplies to the Aussie commandoes near Wau on the 24th. Left Kila Kila to circle the Buoy at Morseby but P-40s failed to appear so proceeded to Mereeba, due to engine trouble, and spent the night. Returned direct to Charters Towers on the 25th.

(The Squadron Diary has been kept up to Sept 18th by Lt. Rose, but, as of November the sixth, Capt. Rose (promoted to this rank Nov 1) was transferred to the States for service in a training unit- Lt. G.K. McCoun, now takes over.)

Sept 19th- More operational training.. in the morning Lt. Platt, Lt. Yeager. Lt. Johnson, Lt. McCoun, Lt Frey, Lt. Crosswhite and Lt. Ingram flew formation on the wings of Maj Garrity, Lt. Dickinson, and Lt. Poire. Accompanying these neophytes were older and seasoned combat lads who flew on the right side and gave out such pointers as, "less throttle strangulation"... "keep it back, dont scare them" etc... Lt. Richards, Lt Johnson, W.R., Lt Bowman, Lt. Noelke, Lt. Rose, Lt. Miller and others were the instructors, so to speak... A-20's put on a simulated frontal attack that was glorious sight to behold.

At night, the boys took in a Madeline Carrol movie in town, and after sighing themselves back to bed, went around camp for days after with a romantic air of self-satisfaction that would have shamed any pencil pusher down in Brisbane or Sidney.

Sept 20- Capt Shirer, Operation Officer, was on the neck of some of the boys today for making the interval between their landings (formation work) too great...The work up in the air, considering the hours flown by these new fellows, was superb.

The mosquitos were terrific at night...

Sept 21- Capt Gerrity, our CO, gave us the trials and tribulations of the 3d Bomb Group at Intelligence Meeting in the morning. It was a timely idea as the new boys now began to see the red tape, the complete and utter confusion of the Army in the early stages of the Pacific War.

Intelligence shows that the Nip getting his tail nipped in the drive over the Owen Stanley Range.. may be a turnabout now..."and tell of time".

Sept 22- tobacco issue and the boys were in line before daybreak... Sgt Neal, Sgt Cowand and Sgt Pardue were holding down the lead end for hours...

Formation flying in the morning. Lt Hughes, no 3 in the 1st element kept falling out of formation and bottling up the rest. "Count" Schierloh got a wing in taxiing back to the line.. and a subsequent nailing by Capt Garrity...

A big battle in sight in the Solomons.. Stalingrad being hotly contested by the Jerrie and Russ...Things in general look bad for the Yank all the way around...but that is when we do our best...

At night Col Davies, Group CO, gave a party at the Officers Club in town for the new fellows...Everyone turned out and the social soiree was a great success...Debonair, swashbuckling "Chuck" Howe remarked, in between the setups, that he could almost imagine he was back in the "Cocanut Grove" in Callyfoornia... a young barmaid, Thelma Brown, created quite a sensation and was the joy and delight of the stag line....The usual flock of wolves were out and the party really went off well.

Sept 24- Night flying for the new boys, with an old hand on the right.. Pretty good practice....

A ship from the 38th Bomb Group at Breddon Woods buzzed too low today and cracked up south of the field with all men killed..

Sept 25- Lt. Rose gave a lecture in the morning about the pros and cons of the Jap Zero.. mostly cons.... Some of his stories of the escapes of "Red" Johnson and Lt. Schmidt and others were fuel for thought....Lt Noelke gave a lecture on weather and got so worked up that at the end he merely kept repeating, "Keep out of all clouds in New Guinea"...Good advice as we saw later....

Lt Miller, in the afternoon, led a 6 ship formation in "Javelin Down" formation...As Sgt "Toby" Tucker, of the Engineering Department, put it. "I thought they was birds, until I heard the roar"....

Sept 26- T/Sgt Kirby Neal gave pointers to several pilots in the morning about the use of the PDI...Neal, the recipient of the DSC, DFC, Silver Star, Oak Leaf Cluster, and the Purple Heart, is probably the best bombardier to hit the 3d Bomb Group in many a moon.....

Instrument flying in the afternoon..

Sept 27- engine changes on the line by Sgt Chesson, "Red's" famous crew chief, was meaty stuff to watch...Sgt Green assisted... Sgt Gibson was also up to his neck in grease on "The Early Bird"....

Sept 28- Lt. Timlin lead Lt Platt and Lt McCoun in good formation in the afternoon....Bombardiers Williams and Calkins testified for that as they both were squirming as they watched McCoun and Platt fight for the honor of seeing who could poke their wing into Timlin's window the furthest.....

Sept 29- Steak Fry at night... Col Davies and Maj Hubbard present... steaks delicious if somewhat hard on the edges.... "Red" Johnson and Capt "Doc" Gillmore while rambling on about various and sundry problems of our administration, got, to put it mildly, damn well lit....

Red hurriedly excuses himself and appears 5 minutes later dragging poor Noelke from his bed where he proceeds to put on a simulated frontal attack on the floor....Noelke and Red were roughing it for hours, all the while Poor Noelke kept trying to run back to bed, and a red, hairy arm would grab him and pull him back on the dirt....Finally, Noelke's screams of utter despair brought Sir Gallahad, in the form of Bowman, from the nearby crap table, and the fight was broken up... but the boys had a good laugh while it lasted....

Sept 30- nil happenings and nil sighting....

Oct 1- 14 ship formation led over CT by Capt Garrity...very impressive....element leaders were Lt Timlin, Lt Red Johnson, Lt Richards, while Keeler brought up the rear...

Lecture in aft, under a boiling sun, on gas attack...

Oct 2- 3 ship bombing of the rock off Townsville today...Lt Richards, Lt Hughes, and Lt Bandy.....

List up at night of the new combat teams....two pilots and one co-pilot assigned to each ship....

Oct 3- Aussie lads pushing the Nips back over the Gap into Kakoda...most heartening..

Captain Garrity made Major today.....talked to some of us in the "RUE ROOM" in the afternoon about the Batan Campaign...The lack of any decent leadership, of any organized scheme at the time.... of several of our high rankers who sacrificed men for furniture when coming out by planes....funny how we, as people in the USA a month ago, never realized a particle of this.....

Oct 4- lovely, clear blue days... a slight chill at night when the sun goes down...quiet and peacefulness of the camp area.. "Willy" the Wallaby thrashing around in rubbish heaps...the "ping-ping" of the ping pong ball, always in use over at the "RUE ROOM"... an occasional laugh by Lt Flores, always floating over the early summer breeze...an enlisted man playing an accordeon with great accomplish in a nearby tent..the rattle of some dice over at the NCO Club....this cant last too long...

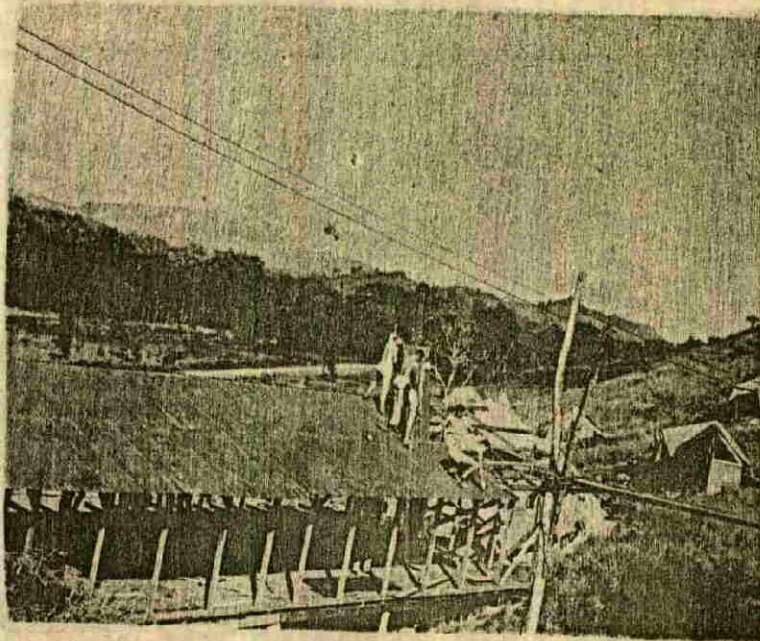
Oct 5--more OTU training all day...bombardiers being checked by Sgt Neal and Sgt Pardue...Sgt "Jimmie" Hume and Sgt Thompson checking the gunners....the RAAF boys, our best lower gunners, beating out code to the new Radio Gunners....Sgt Gawne and Sgt Allan supervising.....

Oct 6---Japs active over Buna, and much shipping has come in, so Intelligence says...Flew bombing runs over Townsville again... Red Johnson, our most successful pilot, leading...

At night, Lt McCoun, Lt Hosback, and Lt Schierloh told to pack up and be ready to leave for Port Moresby early in AM.....

Oct 7- 3 90th ships and 12 13th ships took off at 3 AM... Lt McCoun and Lt Howe had #449 with Sgt Chesson and Green as crew/chiefs... Sgt Hume and Sgt Parsons as gunners..Lt Williams as bombardier.... trip up uneventful and arrived in a low-banked fog at 6:30 AM and landed at 17 Mile Field....

Oct 8- The 13th sent out 3 ships to reconnoiter..they dropped several 500 pounders on the Gona wreck before they realized it was a wreck...



Officers Club

Roo Room being completed



Lt "Runt" Helbert

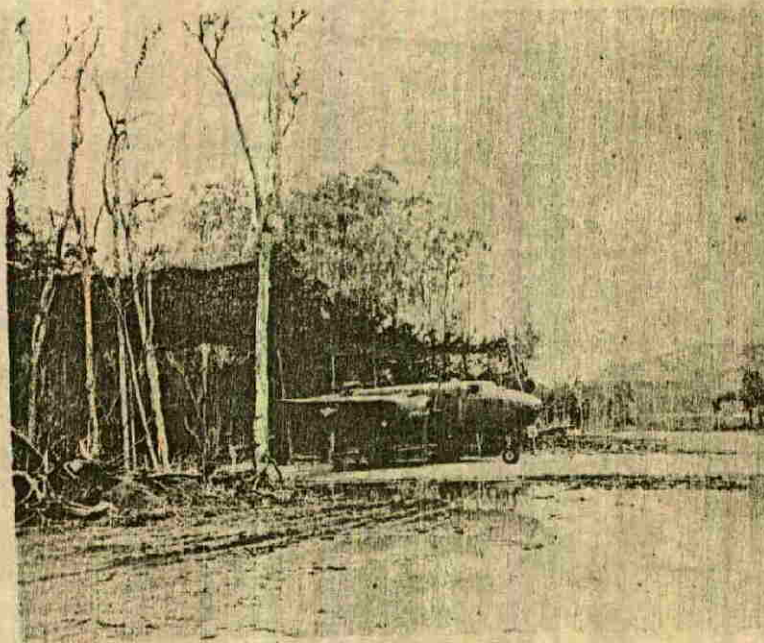
A 5th column scare at night got the boys putting loaded pistols under pillows..

Oct 9- All planes at 17 Mile field took to the air for an all-out raid on Lae...Beau-fighters going first followed by A-20's, then the 15 B-25's and then the B-26'.....Fighter protection above... tho' Lord knows, we never saw them....Lt. Richards, who also made the trip to Moresby, lead the 3rd element of McCoun, Schierloh and Hasback....The target was bombed at 9000 feet and severe but inaccurate ack ack was met....for many this was their first time under fire....I know that my first thought was; "Cut it out you bastards, are you trying to kill me???".....Circled Lae and back via Wau...International News Reporters, Associated Press, etc, interrogated us for the papers back home..... We all got great publicity, by the way, due to this raid... Lord knows why.....

Oct 10- A 6 ship formation, led by Capt Peterson of the 13th went over Buna in search of shipping...Lt Richards and Lt. Wonderly, Lt Johnson, R.E., and Lt McKee, Lt McCoun and Lt Howe, and Lt Schierloh and Lt Flores represented the 90th..... Over Buna the flight dropped to 1000 feet to try and bring out any ack ack positions... nil observation in that sector, nil shipping, so Wairopi Bridge, secondary target was bombed at 4000 feet.

Oct 11- Armed Recco pulled by the 13th with nil observations...

At Charters Towers the flying was carried on per usual... a six ship formation led by Lt. Dickinson was attacked by P-39s in simulated warfare...

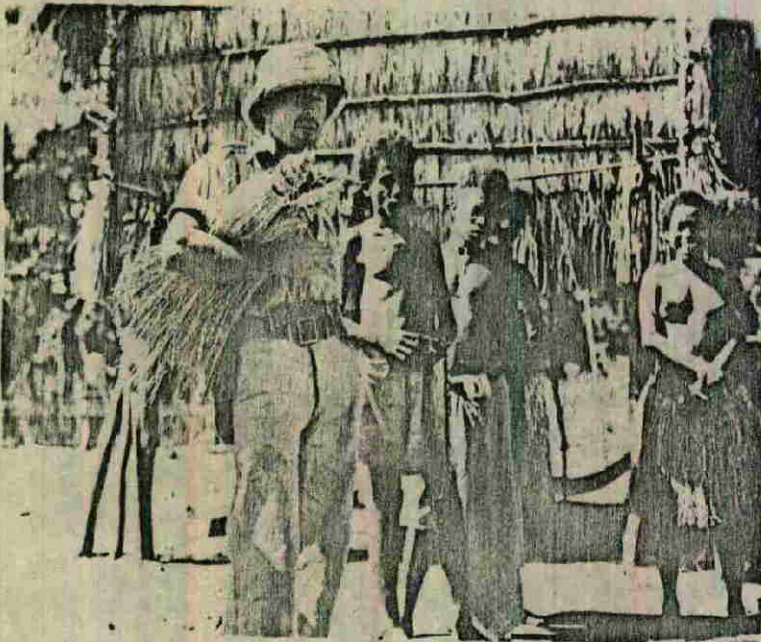


..The Monsoon, or "Wet" season sets in at 17 Mile Field. The results are dismal, as is obvious... such revetments as on the left are mosquito breeding spots.... Notice the camouflage over the plane.....

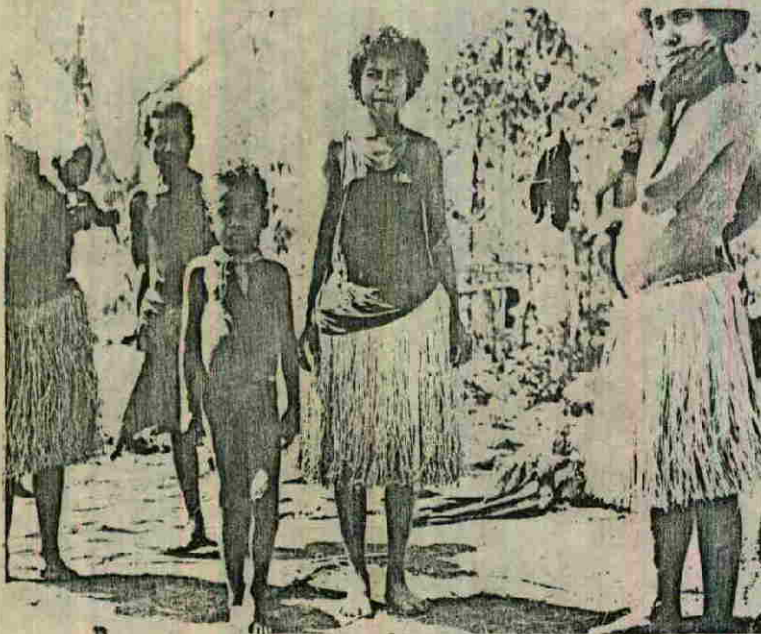


Major Garrity's crew... L to R.....back- Lt Miller, Lt Keeler, Sgt Neal.. front- Sgt Graham, Sgt Champagne, Maj Garrity.... Maj Garrity, our CO from Aug to Nov 1942, was on Bataan in the opening days of the War.

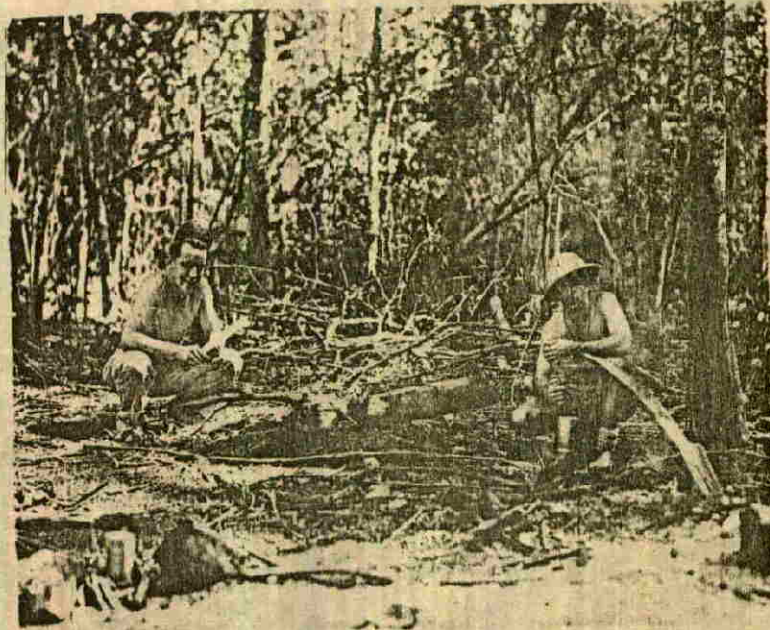
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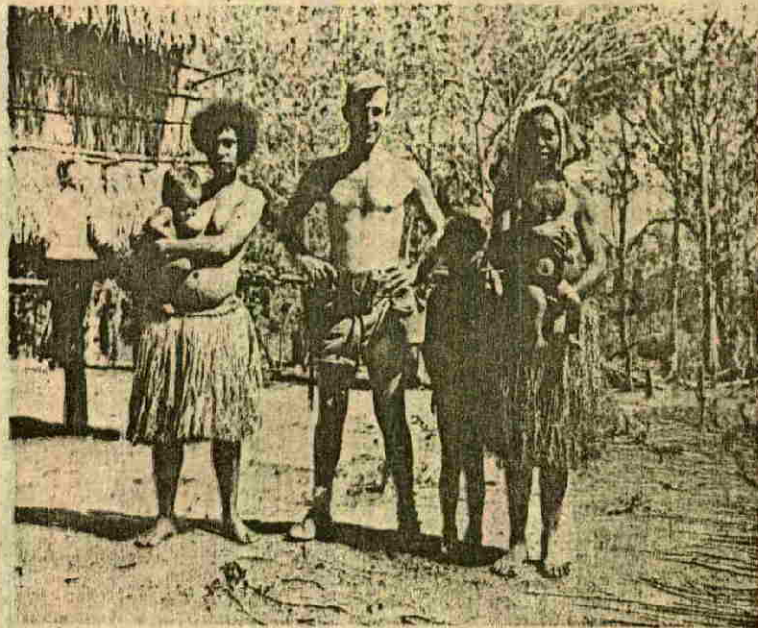
Sgt. Swain... one of the old gunners.. At a native village near 17 Mile Field.. The grass skirts he has under his arm are sold for a Pound by the natives, who, with the coming of all the troops to New Guinea, lost the value of money...



This might be America in 1492, but it's the Papuan native in 1942.... Notice the GI shirt the native in the middle wears..... These natives use the streams that run by their villages for washing, toilet, and traveling.....

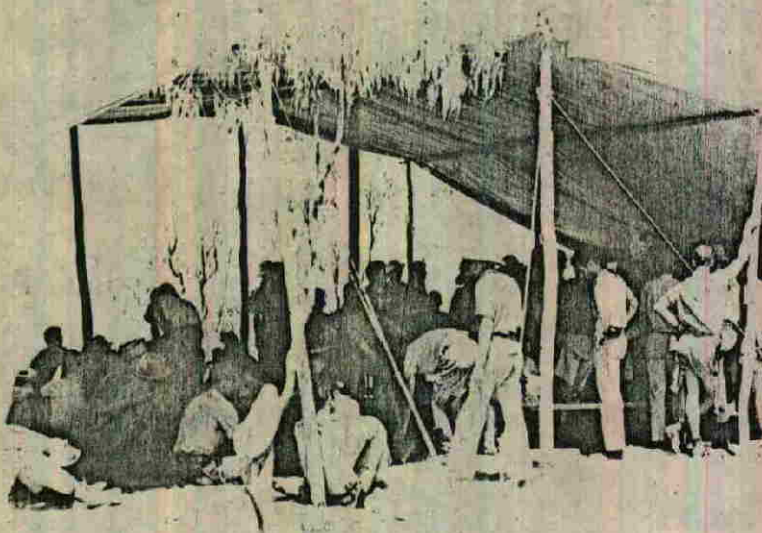


Sgt Champagne and Sgt Graham (RAAF)... chopping down sticks to act as braces for mosquito nest..... Both men were with Maj. Peterson, 90th CO when he went down on Nov 24, 1942.... these two were the lone survivors, being picked up by an Allied submarine in Vitais Straits..... The submarine by January 1943 was in Hawaii.. and both Champagne and Graham were with it.....

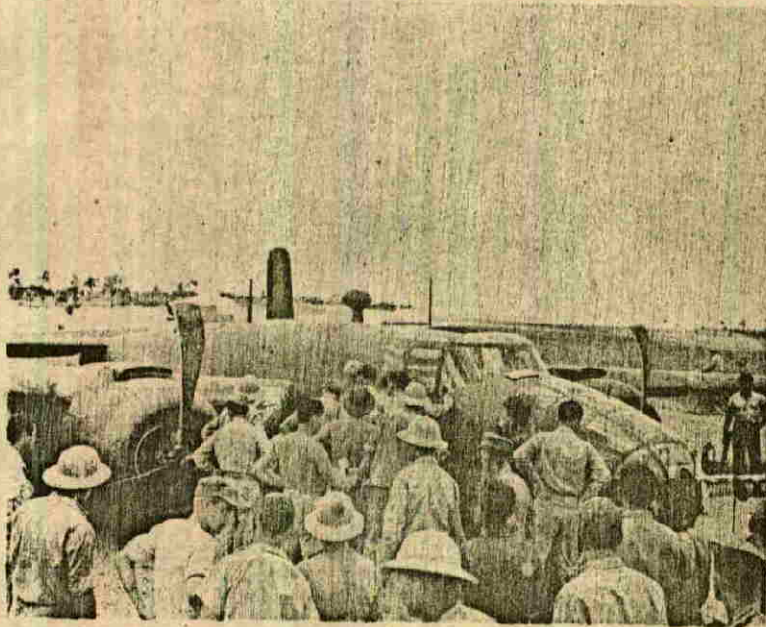


Sgt "Shorty" Chesson crew chief of "Red" Johnson's fabulous "Fat Cat", #449.... "Shorty" was the recipient of the Silver Star by virtue of a mission with "Red".. Chesson was one of the best engineers in the South Pacific area..... His ship with 320 battle scars still flew after 91 missions over enemy territory.

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...The "Ready Rook" at 17 Mile Field... Here, combat crews would spend leisure moments in swapping yarns, playing cards; and here, all crews were briefed before going out on missions..... when rain came, and that was often, here was the lone spot in the area to run for shelter; unless one wanted to pick the wing of one's plane.....



#973 cracks up on takeoff... wheels pulled up too soon.... the ship skidded 100 yds and just missed hitting some trees at the end of runway.... Pilot... Lt McCoun

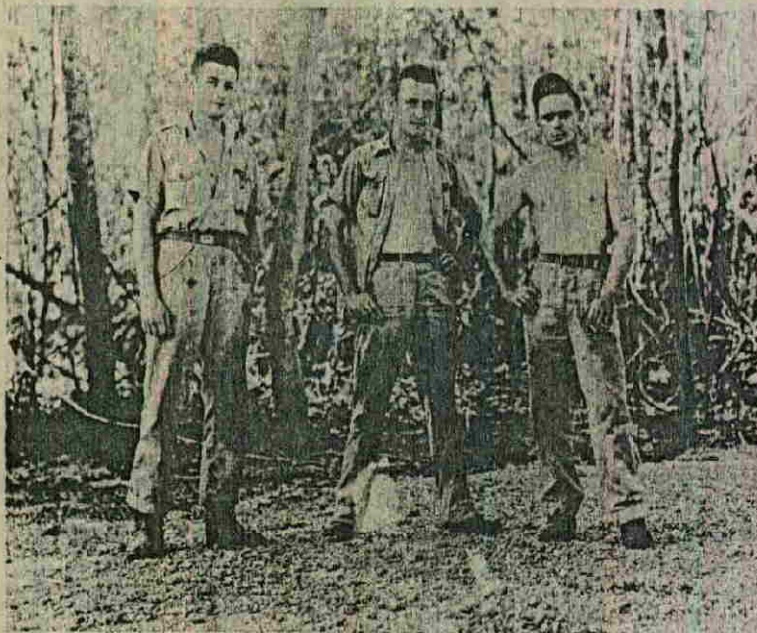


17 Mile Field, New Guinea... November 1941.... Natives clearing the swampland flanking the runway.... this not only gave better visibility to the pilots, but it helped rid the field of a plague of mosquitos..... Notice the "Kipling" Fuzzie Wuzzies... They were very friendly and helped our pilots whenever they came down in the jungles.....



70

Lt Thompson and Lt "Lefty" Ingram do some slumming in a Papuan village As can be seen here, the American soldier got along very well with the natives..... In spite of their seemingly naive faces and manner, they are shrewd bargainers and will take the shirt of ones' back with little trouble.....



Sgt Sampson, Sgt Agee, Sgt Newell Three gunners par excellence Sgt Sampson and Sgt Newell were recommended for the silver star by virtue of their valour on a shipping raid with Lt Hawkins and Lt Solomon, when they were attacked by 10 zeros and were badly shot up.

Oct 12- Capt Peterson, Lt Cline and Lt McCoun took off for an armed recco of 3 sectors East of PM..... Peterson and Cline had to turn back with engine trouble but followed later... McCoun, whose sector was "C", Gasmata, Arawe and return, found excellent visibility prevailing... Navigator John Clark had everything well in hand... On the return trip ack ack opened from Buna so McCoun and Bombardier Williams after a few words made a circle, dropped to 8000 feet and made a 30 seconds "on course" run and dropped two 500 pounders on a known ack ack position and knocked it out... and got credit from Headquarters for the same..... Maj. Evanoff gave McCoun a lecture on the subject for bombing a position without permission.... but none too severely.... In the afternoon Hosback failed to return from the "B" sector (Arawe, Lae, Buna, and return).. But he had trouble getting over the mountains and landed at Milne Bay and this all came over the teletype just as we were giving up hope for him and his crew....

Oct 13- Nil happenings all day..

Oct 14- Nil happenings encore une fois.... Back at Charters Towers transition at night was still going on...Lt. Poire, Lt. Miller and Lt. Bowman did most of the instruction...

Oct 15- Fliesand heat at 17 Mile Field brought about some "dengie feaver"....Sgt. Ray Green keeled over in the sun and had to be put under observation....

On an afternoon mission, Lt Schierloh had "B" sector and Lt McCoun "C" sector.... The "Count" got thru and then had trouble getting back due to poor weather.... McCoun had the same trouble on his run...

he also ran into 10 P-39s head on and for an awful 5 seconds or so thought them Zeros.....

Oct 16- The crews of the 90th all returned, with the exception of Lt Crosswhite who had arrived the day before....McCoun brought back Capt Peterson, who, rumor has it, will be our new CO, as Maj Garrity is going back to the States...

On 17-- itinerary of the trip North were given to Operations, Intelligence interrogated the combat crews, and except for this, the day was spent in relaxation....

Several Volley Ball games were started...the most pressing was the game between Flores Neophytes and Bowman's Veterans..the latter won but not very easily... Smallwood, Hawkins, Noelke, Arter and Riola made up the older team; while Howe, Parks, Schierloh, Thompson and Schultz made up the yearling group.....

Oct 18- PDI runs all day.... Sgt Dean, Sgt Cowand, Sgt Timberlake, Sgt Ayers, Sgt. Belcher, Sgt Neal, Sgt Pardue, Sgt Nails, Lt Thompson, Lt Williams, Lt Schultz and Lt. Calkins all got in a crack at the target at various times and with the exception of but a few runs... it was damn good....

Oct 19- The 90th is to relieve the 13th in several days.... News that Crosswhite had to bring his plane in on its nose at 7 Mile Field...Hydraulic system went out and the cranking cable broke when lowering the main landing gear....The ship was "Dirty Girty", #726... the plane was washed out as a result... Lt Werden was flying with him... His crew was; Sgt Snyder (B), Sgt Cameron (UG), and Sgt Walker (RG)....engineer Sgt Eagle....

Oct 20--- nil happenings--

Oct 21- 12 ships from the 90th took off for Moresby and landed four hours later in a rainstorm and found the field wet and miserable-- and mosquito ridden....Lt Ingram, in #449, got a wing tip and got stuck in the mud; and his crew chief, Shorty Chesson was fit to be tied..

Oct 22- Maj Garrity, McLellon and McCoun took over the armed recco in the morning....McCoun and Garrity flew to Arawe together and buzzed the old Nip seaplane base there with nil observations... McCoun went on to Finchaven, Buna and return; while Garrity went to Gasmata and return...McLellon went to Buna, Lae and return....on the return trip McCoun was fired on by ground installments at Buna... Weather bad, thus no afternoon missions....

At night 2 Nip ships came over on a nuisance raid...the search lights caught them and it was a nip and tuck run from thereon...but they got away...

Oct 23- Lt Platt, Lt Johnson, R.E. and Lt Dickinson took the armed recco in the morning. Nil observations...afternoon missions called off due to weather...

Oct 24- In aft, 10 ship formation took off to bomb Lae.. Capt Peterson and W/O Wilson, Lt. Smallwood and Lt Castelli, Lt McNutt and Lt Pryor, Lt Richards and Lt Keeler, Lt Jones and Lt Bandy, Lt McCoun and Lt Howe, Lt Johnson and Lt McKee, Lt. Platt and Lt Head, Lt Hawkins and Lt Solomon, and Lt. Crosswhite and Lt Werden....Due to weather that went up to about 30000 feet, the mountains could not be crossed and the whole formation came back--the rumor had it that 15 Nip fighter planes sat on the field at Lae....

Oct 25- We got a new man in Intelligence in the person of Lt John White of the A.I.F....John had seen two years service in the Middle East, been wounded, and was well-received by the lads of the 90th.... Capt Herbert, our Intelligence head, worked in conjunction with him on all work....

Lt Schierloh departed for CT today with McCoun's plane, while McCoun stayed up and took his....

Much bowel trouble in evidence these days..."Doc" Gillmore is kept busy morning and night administering his soothing cement mixture....

Major Garrity, after several attempts, tried a final try at bombing Rabual in a B-25....it failed due to engine trouble and he returned safely...Lt Keeler flew as his co-pilot while Sgt Neal was in the nose, Sgt Champagne at UG position and Sgt Graham at RG spot.... whether he could make it was moot question, even with the extra wing tanks....its a long pull to that Nip stronghold.....

Oct 26-- Maj Garrity, on his last flight, buzzed Salamua and strafed them....at 12 noon he packed his bags, and by Nov 5th, he was home in California... He deserved it after all his months in the combat area.... Lt Miller and Lt Frey had "C" sector while Lt Crosswhite and Lt Werden had "B".....

Oct 27th- Nip destroyer 300 miles below Rabual/....the 90th on alert, but the ship never came within our range...

Our new CO, Capt Peterson, a West Pointer and a man well-versed in all army ways, was taken to immediately..... His leadership, his knowledge of bombing tactics, and his calm and deliberate way was an inspiration to all.....

Oct 28- In the morning, Capt Dickinson(promoted to this rank as of today), Lt Fisher, and Lt Johnson, R.E., ran into a Nip Zero and a Nip "Betty" bomber over Lae... The Zero made no attack but kept at a respectful distance...

As a result of the morning observation, Capt Peterson took a 6 ship formation out in the afternoon to reconnoitre Lae.... McCoun and Hawkins flew on his wing... Smallwood led the 2nd element with Ingram and Hosback on his wing.... In the approach to Lae, a Jap "Betty" Bomber was observed taking off...Capt Peterson threw the formation into a 70 degree bank and dove on the bomber... The Nip, obviously a superb flier, flew with his belly to the water towards the NW tip of New Britian...Peterson led his flight to water level and the fight began... a burst from the Nip blew Peterson's liferaft out of its wall and the fragments disabled his horizontal stablizer.... he fell out of formation and we all thought he'd spun in..... Hawkins and McCoun kept up the chase for 15 minutes... Smalwood's element dropped the race as he thought the bomber would turn back, and he wanted to be ready to receive him.... at a 280mph clip, Hawkins and McCoun made several passes and succeeded in knocking out the upper gunner.... but due to 3000 lbs of bombs each neither of the two ships could make effective passes with the necessary maneuverability.... Hawkins gave up over the coast of New Britian, and McCoun did likewise several minutes later..... gas was low and both McCoun and Crosswhite (who flew as co-pilot on this mission) thought they were walking into a Nip trap.....

That night at Intelligence meeting, Capt Peterson in reviewing the days work, said, that in the future if a similar event occurs, salvo bombs and get the bomber...

Oct 29- Lt Fisher had "C" run in the morning, Lt Platt "B", and Lt Miller "A"....nil observations... Lt Ingram had "A" in the afternoon, Lt McNutt had "B", and Lt. McCoun had the extended "C" run....nil observations due to poor visibility...McCoun was shot at by ack ack again over Buna, even tho' he made a wide berth of the place... thought to be a new ack ack spot....

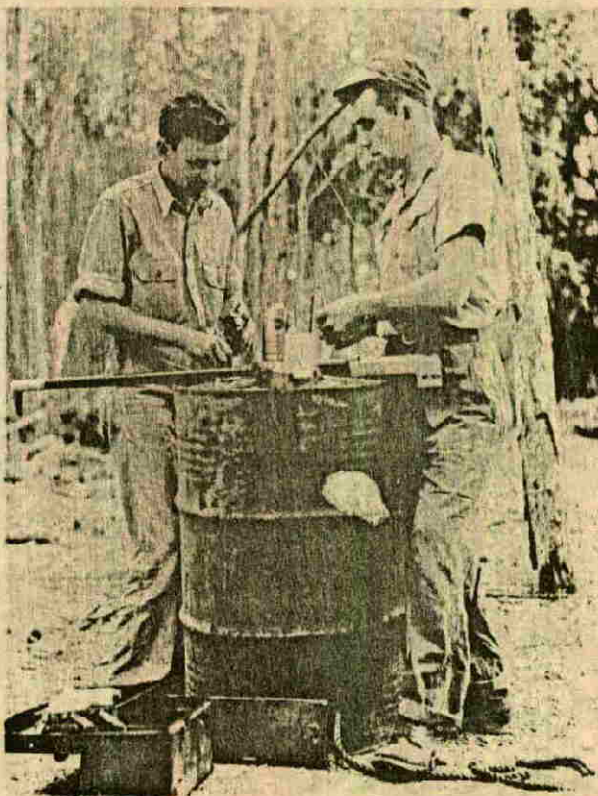
Oct 30- an Allied convoy coming into Moresby necessitated plane protection due to the menace of Nip submarines in the Waters nearby... The 90th got this detail and Lt McLellan, Lt Crosswhite, Lt Hosback and Lt McCoun were sent out at two hour intervals to find it and shadow it...but no one ever did find it...a good example of how hard a ship is to be located..and to think of the numerous missions the 90th pulled at night, without moon, in thunderstorms...to locate Jap convoys and bomb them..little wonder they were hard to locate.

Oct 31- Chatt, on "B" sector was shot at by ack ack near Buna, had an oil line knocked away..on one engine, after he'd salvoed his bombs, he made a nice landing at Wanigela Mission and was back the next day with plane repaired..a good example of our fine pilots..the same day, Lt McNutt with Bandy as co-pilot and Sgt Ayers as bombardier, strafed Gasmata and encountered severe but inaccurate machine gun fire...he returned with 11 holes dangerously near vulnerable spots...but very much the more wiser..Lt Hawkins came upon trucks on the trail from Buna



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... Sgt J.H. Thompson of
the Engineering Department
... Port Moresby - November
7, 1942.



... Sgt Goodman and Sgt
Small.. Two gunners of much
merit who disappeared on
October 30, 1942 with Lt
Miller and Lt Frey on an
armed recco to Arawa, Lae
and Buna..... Here they are
cleaning their 50 calibre
machine gun prior to a
flight aloft.....

Mission and he strafed them in the morning..as a result, Capt Herbert, Intelligence Officer, ordered McCoun to hunt them out in the afternoon and knock them out if possible..McCoun went over the mountains with Ingram and McLellon who had "C" and "A" runs respectively...after McCoun had finished his "B" sector reconnaissance, he dropped to ground level and made 6 passes over Buna at about 280-300 mph...Sgt Coward in the nose, Sgt Hume in the upper zone and Sgt Hylton in the lower turret all were in readiness...Lt White(AIF) who accompanied McCoun, rode in the nose...nil observations...but an exciting time.

Lt Miller and Lt Frey in #731 were given up for lost...they failed to return from a recco last evening...In this ship were Sgt Brown, H.D.(B), Sgt Small(UG), Sgt Goodman(RG) and Sgt Biddle who went along as a passenger...a sad loss...Lt Miller, and old pilot, was too wise for anything to have happened but the unavoidable.....

At night we were told to move to 7 Mile Field in preparation for an early morning takeoff against Lae, where 17 Zeros had been spotted by McLellon on the "A" run.....

We left 17 Mile Field at dark in the face of a blinding rainstorm...how we all made it safely is a miracle...all made it except Lt Smallwood who had engine trouble.

At 2 AM we were awakened, briefed, and we took off...on this flight were Capt Peterson, Lt Dickinson, Lt McNutt, Lt McCoun, Lt Moose Johnson, Lt Ingram, Lt Jones, Lt Crosswhite, Lt Richards and Lt Hosback.. Due to bad visibility and an unexpected haze that came in over the field, only four ships went up in formation and laid their eggs: Peterson, Ingram, Moose Johnson, and McCoun...McLellon did not get off due to a

bad engine, and was caught on the ground in the middle of a Jap bombing attack; Jones got lost over the field and flew around and around during the bombing by the Nips, thus throwing out all the mechanism of the sound detectors.....

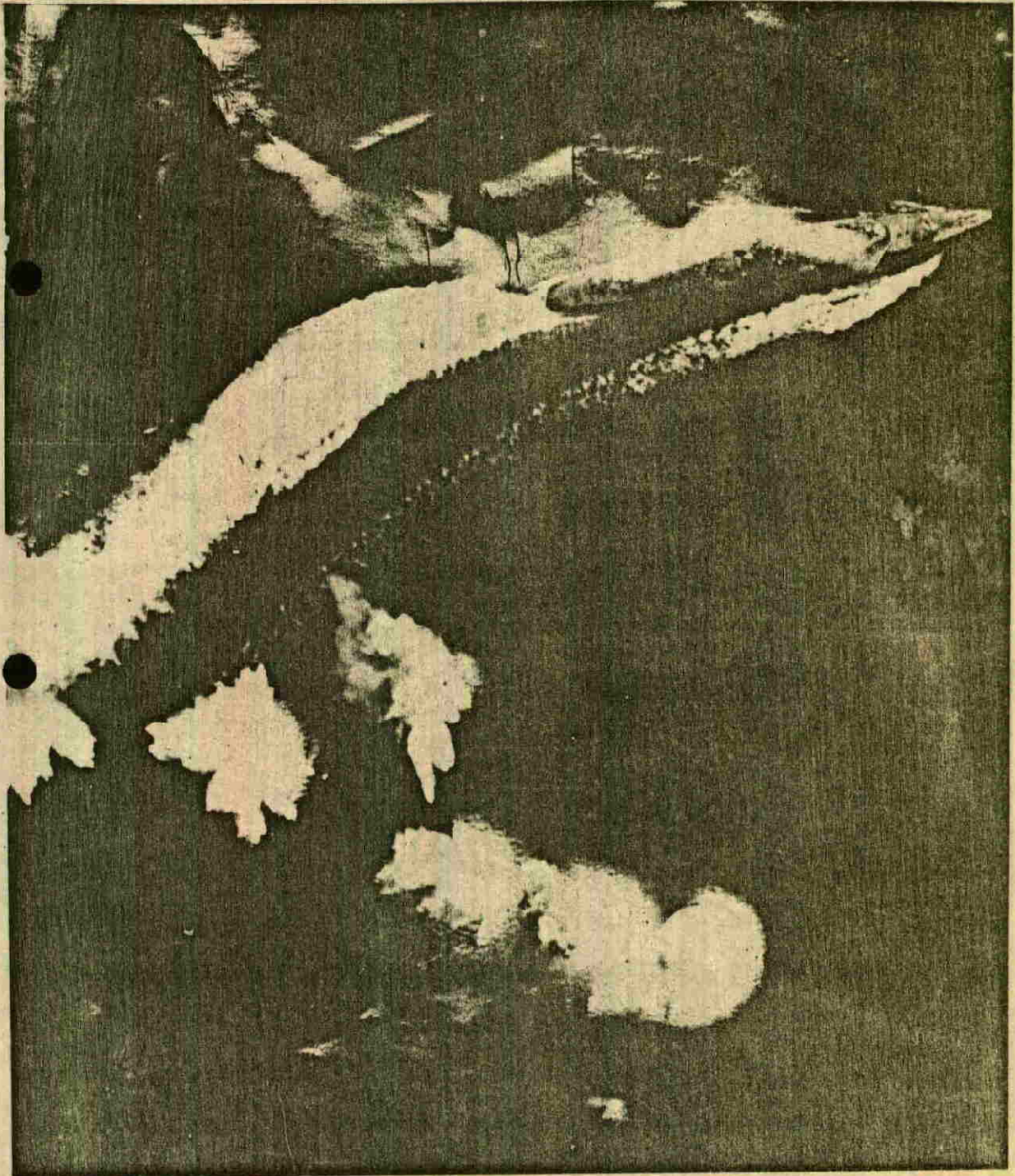
Nov 1- In the afternoon (we had the morning off), Crosswhite, Hawkins, and Platt went out together to reconnoitre the 3 areas...Crosswhite turned back by Buna due to engine trouble...Hawkins leading, the remaining two went to Gasmata, Arawe, Lae and were just going over the Range past Buna, when 10 Zeros dropped out of the sun...Turrets lowered..battle positions ready..on the first head on attack it was discovered that Hawkins' upper turret was out and Platt's lower turret the same..with two turrets working the Nips were held off..however, the formation split when Platt overshot Hawkins on a headon pass...this singled Platt out and the Zeros hopped him and got his bombardier Sgt Frankenforter in the arm and Platt was shot in the stomach and leg...parrying and staving off further attack, the formation made Moresby... Lt Head, co-pilot, for some unknown reason, attempted a landing at 3 Mile Field with wheels up (hydraulic system shot out), and bombs aboard... his landing looked o.k. until he hit a rock pile and the plane fell apart and caught fire...Lt Head was the only survivor. Sgt Mefford (RG), Sgt Coffey(UG), Sgt Frankenforter(B) and Lt Platt(P) all died of injuries sustained in the wreck within three days...Sgt Coffey, for the excellent job he did in the upper turret, in holding off the Nip attack, and protecting Hawkins' flank, was recommended, posthumously, for the Silver Star.....

Nov 2- Shipping reported off Buna...B-17's shadowing them...an all-out attack was planned...11 B-25's of the 90th, P-38's, P-40's, B-26's, Beaufighters, and A-20's took off at 1500Z...Capt Peterson led...behind him were Dickinson, Moose Johnson, Chatt, McNutt, Crosswhite, Ingram, McLellon, Hoseback, Hawkins and McCoun... McCoun got caught in the side of a rough cumulus cloud and by the time he was out had lost the formation so he returned to the base.....in the meantime the formation located the Nip ships, two convoys with destroyer and Zero protection, about 100 miles from the place they had been reported at, due mainly to the excellent navigation of Lt Miller in Peterson's ship...three elements went over separately and made two passes each...direct hits were observed and a transport left ablaze...Zeros made frontal attacks but were driven off by the gunners...Sgt Graham(RAAF) sent in the message to Allied Headquarters and left his lower turret on which swung around dizzily but fooled the Nips...For this bit of action, the 90th Squadron received a Squadron Citation from General McArthur's Headquarters..... Moose Johnson's ship had a big hole in its wing, Lefty Ingram had 11 shrapnel holes in its wing, and other ships sustained smaller damage... Lt Chatt had to land at Milne Bay due to gas shortage...It was an excellent job done and Capt Peterson deserved credit for planning the attack so smoothly and then executing it in a similar fashion.....

Nov 3- Up early for another mission but it broke around 11AM...9 of the 90th, Peterson, Dickinson, Jones, Fisher, McCoun, Moose Johnson, Crosswhite, McNutt and Hosback took off to hunt shipping SE of Lae... nil sightings in the shipping lanes but we ran into severe but inaccurate ack ack at Lae....

The 90th squadron got a Squadron Citation from Allied Headquarters for this bombing... the convoy, which this destroyer was guarding, was discovered by the 90th on Nov 2, 1942 off Gasmata traveling towards Rabual... Major Peterson who led this attacking force of B-25's threw the 9 B-25's behind him into 3 elements of three ships ... Top coverage by Zeros and intense, accurate A/A did not stop the 90th from leaving one ship burning and all its cargo lost.....

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Notice how violently the destroyer is turning to escape the 500 pounders....also notice the wake she leaves which gives us the information that she is traveling at a speed over 40 knots.....

Nov 4- 90th scheduled to return to CT today but enemy activity held us there...The 13th arrived at dawn...at 11 AM 9 of the 90th and 9 of the 13th took off to bomb a destroyer rumored at Lae...at Lae we ran into ack ack...Zeros were in the air and we thought we saw them all over, but they might have been our own pursuit....Anyways, we got out in a hurry.

Nov 5- 90th returned to Charters Towers...

Nov 6- day off.

Nov 7- Our CO, Capt Peterson, called a meeting of all enlisted men and talked to them. He was admired by all the men immediately for saying that he would try and do all he could for them, that he would try and get rid of the individual feeling in the squadron, if any, so that all feeling was that of a squadron, for a squadron....In a talk to the officers in the Rue Room he pointed out his aims, appointed new department heads where they were needed, relieved some men of overloading burdens, and told all the men that the 90th was what he had always dreamed for...and he would work for and with the men....Excellent chat and the Officers, as one, took to him....

Nov 8- F/Sgt Dunn, Fisher's co-pilot, transferred to the RAAF....

Nov 9- PDI runs in morning...in afternoon, the squadron moved the tent area to Higher grounds due to the coming wet season....

Nov 10- In the afternoon, McCoun in 973, with Johnson, R.E. at co-pilot and Landers as Engineer, pulled up the wheels too soon on takeoff and the ship screeched down the runway just missed catching fire and hitting the trees at the end, and came to a halt....a very costly error...

Nov 11- Capt Shirer addressed the Squadron in the morning and warned us about careless flying...set out new rules and regulations for departure from CT, filling out clearance slips etc....

Nov 12- Nil happenings...

Nov 13- Various test hops in afternoon, Lt Fisher in 449.... instrument flying by Lt Hughes and Lt Pryor....

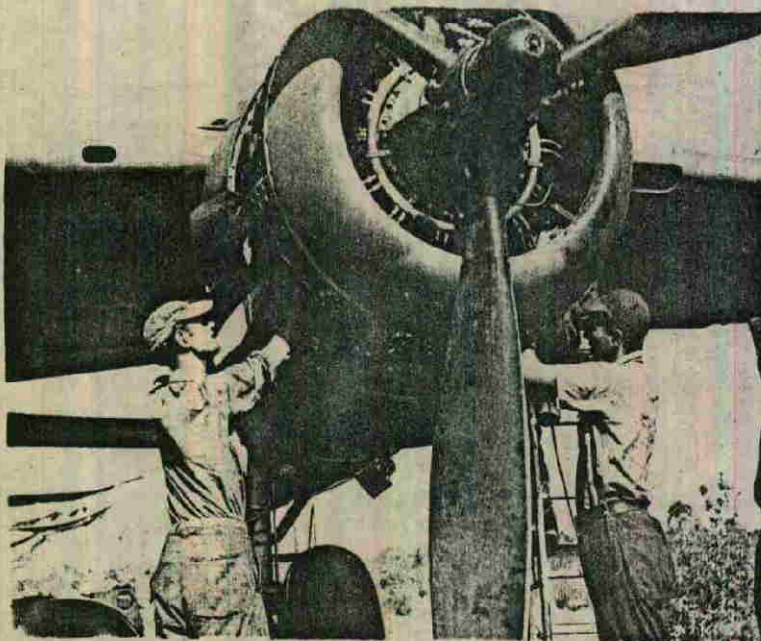
Nov 14- 6 ship formation in morning attacked by three A-20's... good practice....The same happened in afternoon so that all men got a crack..Red Johnson, after a month inactivity was released for flying... and thus our best flier joined the ranks again....

Hosback and Williams finally arrived back from furlough..very tired and washed out....

"Fertile Myrtle's" pups arrived...7 healthy pups and all hungrier than the other..immediately everyone rushed Blessington, who was sheltering the pups, and asked for one....

Nov 15- Squadron on alert in morning...9 crews to return to FM....

Nov 16- 10 ships took off for Moresby and were loaded with 100 lb bombs upon arrival at three mile field...took off immediately to bomb Buna ack ack installments...Dickinson, Yeaber, Hawkins, Ingram and Crosswhite went in first flight, while Jones led the second with Moose Johnson, McCoun and Hosback on his wing....we encountered severe, accurate ack ack over Buna....dropped our eggs O.K. Jones made three passes around the target at the same altitude before making the bombing run at the same altitude...no wonder we got so close...McCoun had a navigation window shot out and all planes felt the impact of the fire on them....



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... On the line..... Sgt Gates, Sgt Murphy, Corp Niedzwicki pull a 100 hour inspection on a ship... a much needed laxative to the working capacity of a plane..... the 90th had the distinction of making their engines live to the maximum of their life, which was based on hours in the air...



..Relaxation among the 90th officers..... Greatly-needed when returning from the combat zone..... The man (muscles) with his back to us is Lt "Chuck" Howe... from there it is, left to right, Lt Yeager (killed over Buna 11/16/42), Lt McKee, Lt Parks, Lt McLellon.....

Lt. Yeager sustained a direct hit, his plane caught fire and spun in...no one was observed getting out... In his ship were Lt Flores, Sgt Hill, J.L., Sgt Pansier, Sgt Baggenstoss, and Lt Lindsay who rode along for the ride.....A fine crew lost.....

Nov 17- All planes grounded due to rain and the undermining of the runway... 3 Mile Field is an excellent place, nice view and cool sea breeze....

Nov 18- The 90th moved over to the mosquito ridden 17 Mile Field... At night everyone paced the runway as sleep with the swarm of mosquitos was impossible....

Nov 19- Both the 13th and 90th are at 17 Mile Field and nil activities make it a very dull and wet field.

Nov 20- Lt Smallwood arrived today with Lt Bandy as co-pilot...

Nov 21- Up at 5 AM...9 of the 90th and 5 of the 13th...couldn't bomb before 8 AM due to US troops in the vicinity, but Buna was the target....Dickinson led with Moose Johnson and McCoun on his wings.... Heavy ack ack encountered by all of us...many machine gun pill boxes knocked out....

At night 12 of the 90th took off to bomb shipping reported off Buna by B-17's. As in all cases, when Nip shipping is on the move, they go in under a storm...so again we pattered over Buna, vainly trying to get down thru the soup...when we finally got thru, we couldn't see anything due to poor visibility and no moon.

Nov 22- We all sat around Operations all morning..obviously the Nip ships got into Buna last night as landing barges observed in the early morning by B-26's....

In the afternoon, Capt Peterson led a 9 ship formation in search of two destroyers sighted off Lae in the Vitais Straits....those flying were Moose Johnson, Chatt, McNutt, McCoun, McLellon, Dickinson, Cross-white and Fisher...Due to Lt Miller's excellent navigation (later recommended for the DFC for this work) we found them 200 miles from the place they were reported at...in 3 elements, we dropped to 6000 and made two bombing runs each...no hits observed, tho' all were close.....The B-17's came in after us and did no better and lost one ship to boot...ack ack was severly intense but inaccurate with our runs....Nip dive bombers and Zeros shadowed us all the way home but never closed in due to the excellent formation Capt Peterson was leading..too much fire power for Mr. Nip.....got back to find that 32 fighter and dive bombers had attacked our front lines in the Buna area with much damage done to our lines...the Nips were supposed to have lost heavily in the air power they released...P-40's engaged them....broke even in air power lost that day...

General Walker dropped into our field at night (he is of the 5th Bomber Command).....He was impressed by the suggestions of Capt Peterson and agreed to bring about a closer cooperation between Bomber Command and the individual units...

Nov 23- Lt Richards arrived in "Not-in-stock"...new promotions arrived..Hughes and Hosback are 1st Louies, Red Johnson and Noelke are captains and Capt Peterson got his Majority which pleased us all...What we needed badly was rank....Red Johnson arrived that morning by plane to get the good news...We are all happy about his promotion also as Red has given plenty for the Squadron....

Were on the alert..but nil happenings...

Nov 24- An all-out attack on Sananda Point in early morning..90th and 13th and A-20's and all available ships at Moresby...the 90th went over in groups of two and erased that spot from the map with excellent bombing...Capt Red Johnson, Maj Peterson, Capt Dickinson and Lt McLellon led Moose Johnson, Lt Chatt, Lt Crosswhite and Lt McCoun over the target respectively....

In afternoon single plane raids on Gona mission....had to drop our eggs before 2 PM which was the deadline before the US troops moved in. Another example of the bombing accuracy of the 90th bombardiers.... On this trip, and that of the morning, several 90th non-combat officers accompanied the ships on their missions.....Capt "Doc" Gillmore flew with Lt Hughes in the morning and Lt McCoun in the afternoon... Capt Scotty Dennison flew with Capt Dickinson in the morning...Lt Kalin flew with Lt McNutt in the afternoon..... When McCoun ran into ack ack in the afternoon, "Doc" Gillmore, who was riding in the nose, beat a hasty retreat to the navigation department "to see if McCoun was alright"...high clouds necessitated most of the lads coming back in high-blower at 18000-24000 feet.....

At night 5 destroyers sighted off Vitais Straits...The 90th and 13th took to the air at 8 PM in single ship attacks...extremely poor visibility, heavy cumulus clouds near Lae, severe thunderstorms all over the northern and western sector of New Guinea made the trip extremely dangerous and foolhearty.....Lt Dolan of the 13th sighted them, but he had flown in the opposite direction from whence they were reported sighted.... Lt Moose Johnson, McCoun, Hosback, McNutt, Chatt, Dickinson, Red Johnson,

and Maj Peterson represented the 90th on this mission....most of the men were back by midnight...Lt. Crosswhite (whom I forgot to mention) also made the mission, and with extra wing tanks was out until nearly 3AM.

Nov 25- The 90th awoke to the sad knowledge of the loss of their CO... Major Peterson had failed to return...many rumors prevailed..some had heard his wireless busy but the radio was all clogged up by the Nips and it was hard to realize what he said....Did not seem possible that such a fine man, with such excellent capabilities should go down in the early stage of a game in which he was sure to emerge on top.....

The Third left today...Lt Jones stayed behind to hunt for the Major's ship....

McCoun, with hydraulic system out, had to wind his wheels down over Charters Towers and then when his engines ran out of gas, feathered his props and came in O.K. The trouble came from the inability to lock the left wheel, the cable breaking, but due to luck, the wheel locked as it hit the ground and the plane sustained no damage.....

Everyone very quiet at night...this loss of Major Peterson, in the eyes of all, would never be replaced....

The crew that went down with our Major was a crew that had seen action over enemy territory in some 60 odd missions...a crew hard to be replaced....With Major Peterson were; W/O Wilson(RAAF)(CP), T/Sgt Kirby Neal(B), S/Sgt Champagne(UG), Sgt Graham, J.C.(RAAF)(RG)....Capt Herbert (Intelligence Officer accompanied the crew). The sad loss of this crew was heartbreaking..."Dinkie" Wilson's transfer to a RAAF unit came through the next day...Neal, veteran of 71 missions, recipient of the DFC, the DSC, the Sivler Star, the Oak Leaf Cluster and the Purple Heart,

was a lost in the Bombardier department never to be replaced....many an enlisted man had been heard to say prior to this disaster...."If Kirby ever gets 'it'", I'm thru....anything Kirby can't do I'm sure we'd have a job doing"....and true it was....Kirby Neal was the finest example of the American Non-Commissioned Officer....Intelligent, industrious, a leader among the enlisted men, and a fine example to every pilot who ever flew with him.....Capt Herbert, Intelligence Officer, never was slated for this mission, but he was as eager as the most eager pilot, and he wanted to give his Intelligence reports first hand.....a fine man, a great loss.....a sad loss.....

Nov 26- Rumor that all RAAF Radio Gunners to be transferred....

The lads spent the day in patching their tents after the disastrous "Whirraway" from the day previous....

Nov 27- Intelligence shows the Nips to be bombing Darwin again...in reciprocation, medium and heavy bombers are blasting them back, and most effectively, from Darwin... Is this a diversion on the part of the Nip?

Nov 28- News that Sgt Champagne and Sgt Graham were picked up by a US submarine in the Vitais Straits...very small news as to the events of that night, but it is believed that the plane was either hit by ack ack or had engine failure; and the two gunners were the only men who succeeded in getting out...

Major Peterson, Capt Herbert, W/O Wilson and Sgt Neal pronounced officially dead by Group in the afternoon..."May they rest in peace"....

Nov 29- 8 new pilots assigned as co-pilots to the 90th..they came from the 8th Sq. A-20 pilots...What next?.....they were Lt Moore, Reid,

Bridges, Spisa, Porter, Emerson, Miller, Paine.....swell men
and we were glad to get them..but not a very fair break by the group
to men who were supposed to be A-20 pilots....Lt. Launder was also
among those transferred.

Nov 30- Lt Poire, an old combat pilot of much experience, was
made Intelligence Officer to replace Capt Herbert...McCoun made his
assistant...

"Chuck" Howe, in the hospital for 10 days with the New Guinea
fever, was finally released...

PDI runs all afternoon....

Dec 1- P-40's gave us a good workout in the morning as 8 B-25's
took to the air...

"Red" MacLellan, in #738, flew too low on a buzz job and knocked
out an engine and a rudder, but performed an amazing feat in bringing
his crew back safely...for this he was grounded, indefinitely.

Dec 2- Rain...all day..."Doc" Gillmore's tent hit the dirt encore
une fois...

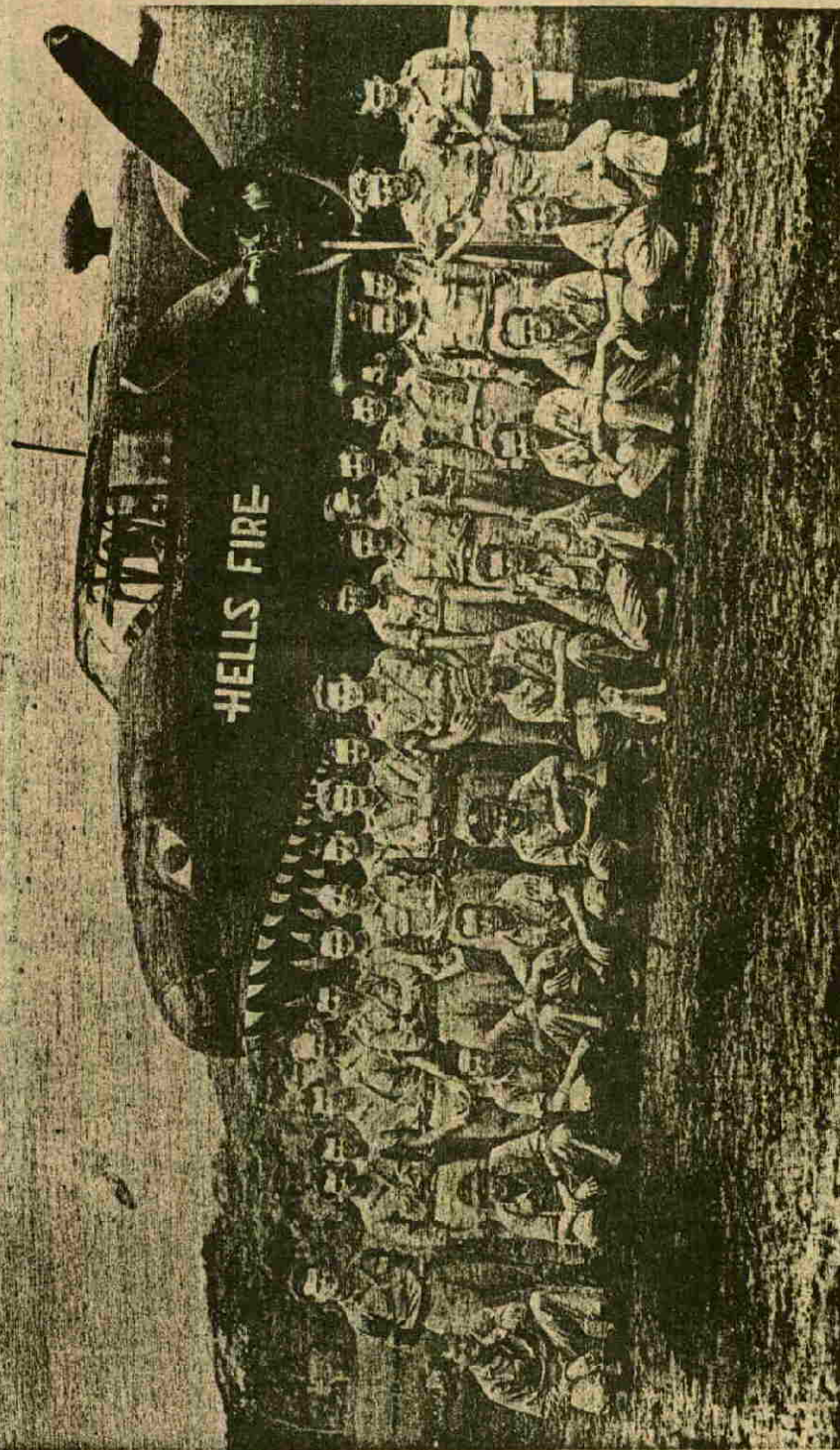
Lt Bandy transferred to 5th Bomber Command....

Dec 3- The 90th left for Port Moresby again...11 ships took off..
arrived at 17 Mile Field to find that the 38th Bombardment Group was
entrenched there and had lost five planes in combat in 5 days...very
heartening....but our squadron was called on by the "Wheels" to help
them out....and we were ready...all ships loaded with 100 lb demo bombs...

Dec 4- 90th on alert...the 35 bombers on the field really cramped
the place...meals served in 3 shifts...really SNAFU....

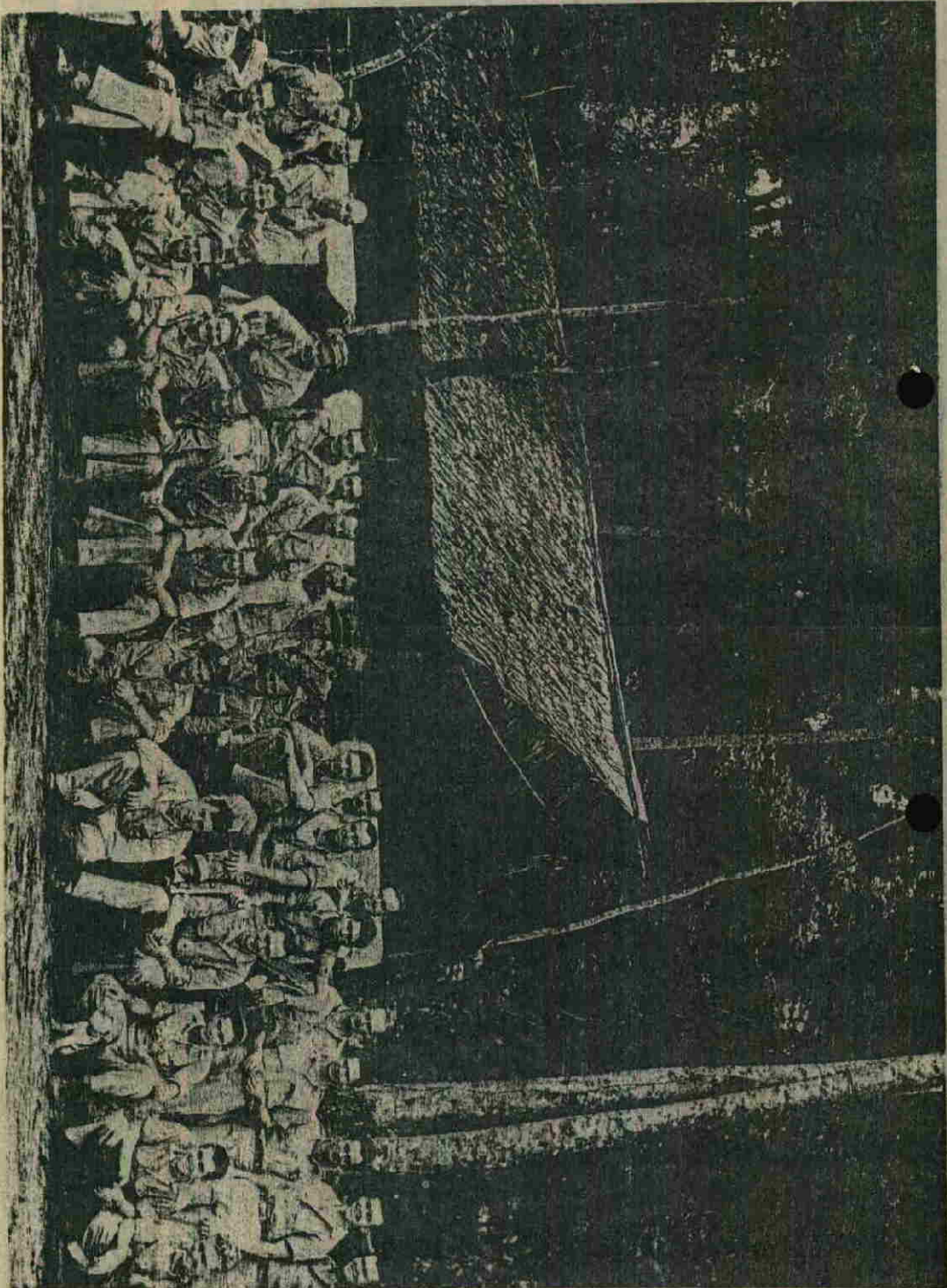
mosquitos fierce.....Nips squeezed into a three square mile area...

91



Front Row: L to R: Lt Harrington, Lt Mead, Prince, Gerry, Capt Helbert, Maj Henebry, Capt Seeberg, Capt Jones, L.H., Capt Rickord, Lt Neumann, Second Row: Capt Davis, RN, Pancher, Baucon, Lt Ladd, Capts Denniston, MacLellan, Lts Soffer, Ruse, Pryor, Randerson, Williamson. Back Row: Lts Queen, Saunders, Capt McGuire, Lt Jones, CA, Lt Shoop, Lts Small, Head, Peterson, Capt Hawkins and Capt Saunders (AIF).

92



Front Row Left to Right: Capts McGuire, Rosebush, Lts Pryor, Randerson, Capts MacLellan, Hawkins, Lts Peterson, Shoop, Capts Helbert, Valusek, Head, Lts Prince, Queen & Williamson. Second Row: Capts Seeborg, Denniston, Maj Henebry, Lts Ruse, Jones, LH, Davls, DE, Neumann, Soffer, Gerry, Shull, Capts Short & Baycom. Back Row: Capt Jones, CA, Lts Ladd, Harrington, (Saunders, AIF), Mead, Capts Pancher, Rickord.

Dec 5- 12 of the 90th crews awakened at 2 AM for a night bombing of Lae....Capt Dickinson, Lt Richards, Lt Moose Johnson, Lt Hawkins, Capt Red Johnson, Lt McCoun, Lt McNutt, Lt Jones, Lt Smallwood, Lt Crosswhite, Lt Hosback, and Lt Howe.....

The night was dark, slightly overcast, the red light at the end of runway obscured. On takeoff, Lt Richards hit a tree 300 yds from the end of the runway, tore off a wing, and careened into the ground, it immediately blew up, 4 100 pounders going off...the rest of the flight took off thru the smouldering embers...by Buna, severe thunderstorms, poor visibility, and the hopelessness of the mission in the first place, brought about the short message to all ships... "All ships turn back".....

With Lt Richards were; Lt "Ruby" Keeler(CP), Sgt Ayers(B), Sgt Carter, J.A.(UG), and Cpl Benson(RG).....a heavy loss...Richards, the recipient of the Silver Star and the Purple Heart, was an old pilot, and one of the best we had....

In the afternoon the 38th went out and bombed Buna...they lost two ships....one just disappeared and never was heard of again after it was seen leaving the target, and the other crashed landed at 7 Mile with the hydraulic system shot out...

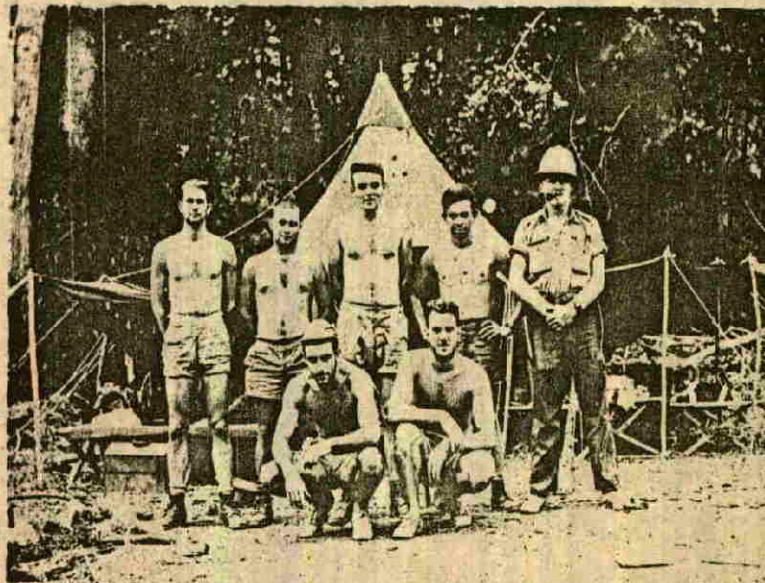
The longer you are in the Combat Zone, the more you realize that sentimentality is a liability.....no one ever talks of "those who don't return".....

Dec 6- Lt McCoun awakened at 2 AM for a single ship mission to Buna to hunt for enemy shipping...Lt Ransom went along as navigator... Castelli(CP), Hume(UG), Parsons(RG), Nails(B)....Per usual, when shipping is sighted, violent storms are in the vicinity...This ship

94



Briefing before an afternoon mission.... Sgt. Ayers, bombardier, in center of picture, was killed with Lt Richards on the night of Dec 5, 1942... the plane hit a tree, careened into the ground, and all its bombs exploded...



Back - Sgt W.W. Carpenter, Sgt Ruth (Killed 12/20/42), Cpl Beals, Pvt Klammer, Sgt Gatzman. Front - Sgt Chase, Cpl Sudeith.



Lt Smallwood's crew ... L to R.. Back - Corp Benson (Killed 12/5/42), Lt Clark, Sgt Bryan, Lt Castelli, Lt Smallwood... Front - Sgt R.A. Harrell, Sgt Poet.

found the same....several flares were dropped and were immediately swallowed by the thickness below...Sgt Parsons was wounded in the hand when the detonator from a flare went over prematurely in his hand....he did an excellent job of completing his job and send in his radio report as well...

Five of the 90th took off in the early morning to reconnoitre Buna...Bad weather drove them back....

At 1800K, 9 of the 90th took off to bomb 17 Nip Zeros rumored to be on the airdrome at Lae....Capt Dickinson, Red Johnson, Moose Johnson, Howe, Smallwood, Hosback, McCoun, Crosswhite, Jones and McNutt.....Red Johnson turned back when his tire blew in midair, and a beautiful landing with a tire out....Jones turned back with an engine in distress....Lt Ingram(also in this flight) turned back with engine trouble....The remaining 6 went over Lae at 7000' and dropped 72-100 pound demolition bombs in the target area....intense and fairly accurate ack ack was met....the flight returned in groups of three, running into bad weather all the way home...Moresby was reached in the closing hours of dusk.....

72 20 pound frag bombs loaded in all ships....what now....

Dec 7- News that to date, 3,000,000 lbs of bombs have been dropped on Buna to date...a good example that air power can't win the war alone...

In the afternoon at 1600K, 6 ships took off to bomb Lae..Hawkins, Howe, McCoun, Crosswhite, Moose Johnson, Ingram and Dickinson..... The elements split over Lae and bombed at 12000 feet...ack ack severe... turning from the target, with the intention of coming home via Karema,

米軍は俘虜を優遇する。俘虜の待遇に關する國際條約の締約國として、米國は字義通りそれを遵奉し、その待遇は米國兵士に對するものと殆んど變らない以下同條約文を引用すれば

第二條(俘虜) 如何ナル場合ニモ情義ヲ以テ待遇サルベク特ニ暴力行爲、嘲罵、或ハ公衆ノ好奇心ヨリ保護サルベシ

第十條(俘虜) 衛生ト保健トニ出來得ル限り留意セル建物又ハ營舎ニ收容サルベシ

第十一條(俘虜) 糧食ハ、ソノ量質共ニ(拘留軍基地ニ於ケル兵士ノ糧食ト同等ナルベシ)喫煙ハ許ルサル

米軍の俘虜は米軍兵士と同等の食事を支給されるから、下表に見る通り日本でいへば東京でも一流の帝國ホテル邊りで食べられるものを毎日與へられる。

以下、米軍兵士毎日の糧食を示すと

| | |
|-----------|-------|
| 魚及び肉類 | 一三六匁 |
| 米及びパン | 九五匁 |
| 馬鈴薯 | 七五匁 |
| 野菜類 | 八四匁 |
| 穀類 | 一一匁三分 |
| 果實類 | 三五匁二分 |
| 砂糖 | 三七匁七分 |
| 牛乳 | 六八匁 |
| バター、其他脂肪類 | 二四匁八分 |
| 茶、コーヒー | 一七匁八分 |

Security Pass

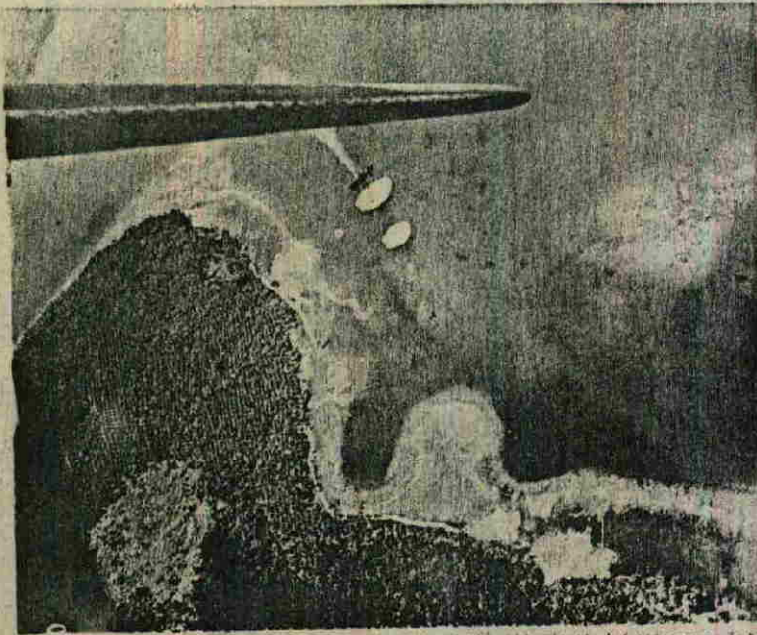
TO ALL MEMBERS OF THE
UNITED STATES ARMED FORCES:

The bearer of this pass is surrendering. He is to be treated courteously and escorted to the nearest commanding officer, who will arrange for his transfer out of the combat area. He probably understands no English but has been instructed to obey sign orders.

Commanding Offices of the United States Forces

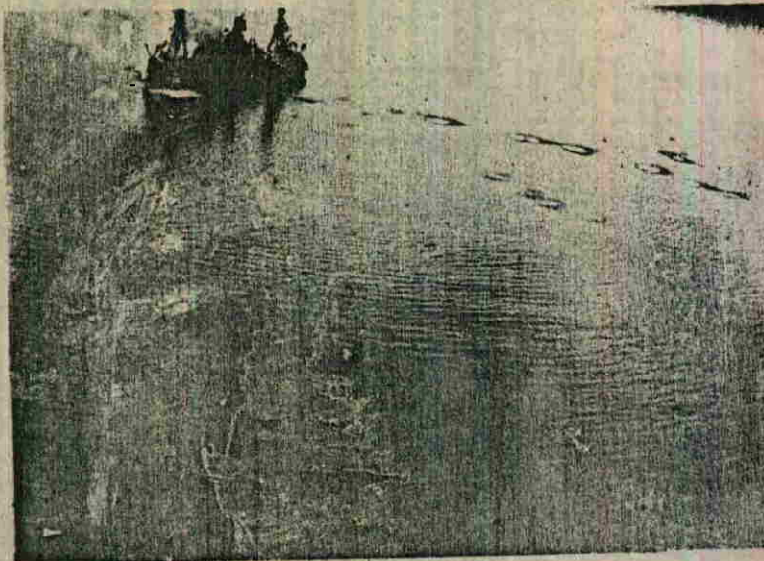
(日本本文裏面にあり)

This pamphlet was one of many thousands that was dropped in November 1942 on the Japs in Buna. It read something to this affect: "You are surrounded, fighting is useless... Surrender before you shed more blood.. Our troops outnumber you and you cannot escape. To surrender is not dishonorable.. Present this slip of paper to the first American or Allied soldier you see and he will grant you a safe trip back to our lines where you will be sent out of the combat zone to a detention camp. your names will never reach your superiors so you need not fear retribution... Act now before it's too late.....

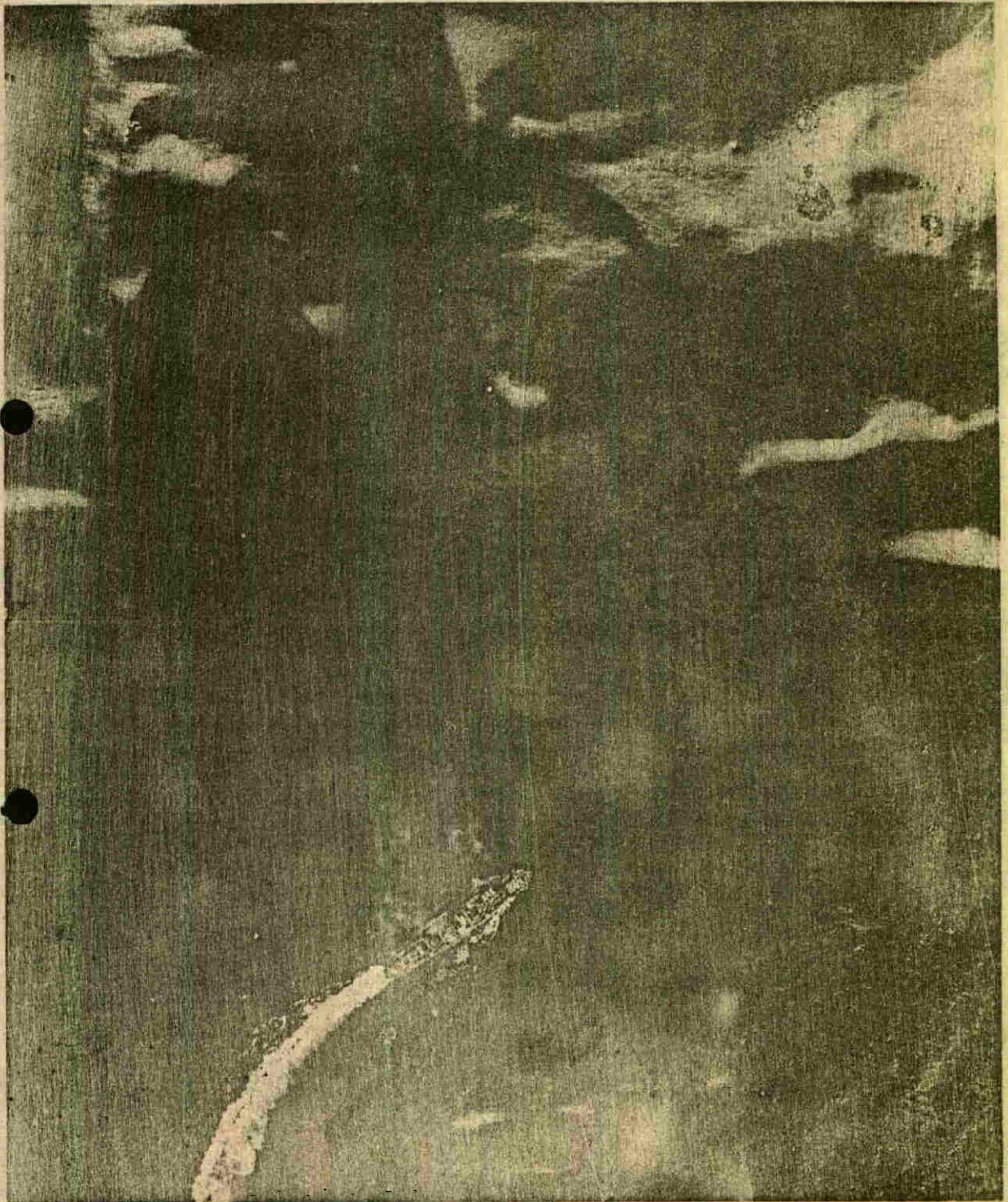


98

... Nipponese transport left burning by the 90th.... 100 pounders were used on this ship which was SE of Lae.....



... A great trick of the Nips... in November when the Allies had concentrated a large force of bombers at Port Moresby, it was extremely hard for the Nips to approach beleaguered strongholds with supplies, such as Lae and Buna and Salamua; and, as a result, they resorted to camouflage... as is obvious, they did an excellent job of it... as they did with most everything they undertook... but this time the 90th spotted the "moving island" and went in for the attack.....



The 90th comes upon a transport already burning and drops a few eggs to seal the bargain... the Nips must have lost several thousand men, several transports and destroyers in trying to relieve the garrison at Buna..... Buna finally fell in December after two months of the most violent fighting that this war has seen in any sector of the world.....

Zeros were sighted so the ships all dove for the water in the direction of Buna where our own pursuits kept a 12 hour vigil.....Capt Dickinson with Moose Johnson and Ingram was immediately attacked by two Zeros who, discouraged by the firepower, continued on to attack Hawkins' formation of McCoun and Crosswhite....Three frontal and side attacks were made on this flight....Crosswhite suffered a direct hit in his right engine which slowed him up considerably...Hawkins and McCoun slowed down with him and Buna was made after 3000 rounds of ammunition had been fired with no results observed....The Zeros, with the exception of these three attacks, kept their distance....Capt Dickinson joined flights at Buna...

News that P-40's shot down 18 Nip fighter planes over Buna today...good news...

Dec 8- Red Johnson led a flight over Buna in the morning to bomb ack ack installations...Moose Johnson and McCoun flew on his wing..... Dickinson led Ingram, Crosswhite and Howe....20 lb frags loaded... Dickinson's flight made the first run at 6000 feet, and met very little A/A.....Johnson's flight came in at 4000 feet, 200 mph, dropped their load, and then hell broke loose...The Nips obviously had the range and the shells burst off the right flank of the formation... Red and Moose suffered minor shrapnel holes while McCoun, getting the full blast of the shells, received two large holes in the leading edge of his wing, his stablizer was damaged, and several other holes in the fusilage were observed...one shot, knocked out the hydraulic system and the bomb bay doors had to be cranked up...McCoun returned alone and would down his wheels over the buoy....his left wheel would

not lock so he prepared for a crash landing at 7 Mile Field...after his gas had been used up, he came in, and just as he stalled out before hitting the ground his wheel locked and his ship sustained no damage...and to boot, made a damn nice landing....a lucky break... Three days later, his holes patched up, the plane was returned to combat status....an ironic incident...when McCoun's crew got out, the first person they met was a parson who held a bible and was ready to administer the last rites....

Dec 9- No missions all day....Sgt Tucker made the rounds and saw that all ships were checked thoroughly...

Dec 10- No missions...heat intense and the mosquitos thick.... very little sickness....

Dec 11- An alert at 10 PM at night but nil happened....

Dec 12- 9 ships took off at 6 AM to bomb Lae behind Capt Dickinson.... Moose Johnson, Howe, McCoun, Crosswhite, McNutt, Jones, Chatt, and Smallwood followed....Thick and impossible flying weather around the Markam Valley made the trip impossible so they all returned...

"Red" Johnson, at Intelligence in the evening, bore down and gave the boys a lecture on the sloppiness they had shown in recent formation work....Lt Poire's intelligence reports were meaty and all the fellows appreciated it...

Dec 13- quiet all day..some of the boys took in church services here and there...

At 6 PM 9 ships took off to bomb Lae with two 12 hour delay bombs in each ship....Capt Dickinson, Smallwood, Red Johnson, Moose Johnson, Howe, McCoun, Chatt, McNutt, and Jones.....Jones and Smallwood turned

back with engine trouble....The front(clouds) extended to over the B-25's flying level, so all ships returned after dropping their delay bombs south of Moresby in the ocean....

At 12PM at night three Nip bombers came over and the ack ack (3 in) that greeted them was more terrifying than the bombs they dropped in the vicinity of 7 Mile....the ack ack was so fierce that the metal sheeting on the runway vibrated and made many men think that shrapnel was falling...thus, a big run for the slit trenches.... Sgt Sherman of the Operation unit fought with the Medical boys for a corner....

The 38th took off an hour later and kept us awake all night with their attempts at takeoff, which usually ended in a second attempt due to plugs fouling on the first try.....

Dec 14- 3 AM the 90th took to the air to get 5 destroyers sighted by B-17's off the coast of Buna...landing reinforcements to the beleaguered Nips at Buna....

Jones, Dickinson, McCoun, Hawkins, Howe, Moose Johnson, Red Johnson, and McNutt and Crosswhite made the trip...poor visibility, storms, and rain made vision difficult...Hawkins was the only man who ran into success...

Lt Hawkins, Solomon(CP), T/Sgt Synder(B), Sgt Sampson(UG), and Cpl Newell(RG) performed a feat that was a fine example of 90th flying.....Capt Newell intercepted a radio message from a B-17 to this effect, "Destroyers sighted off Cape Ward Hunt, going in direction of Rabual at 30 knots....(Incidentally, Hawkins had taken off an hour and a half later than the rest of the flight, thus he

was over Buna when it was just beginning to get light).....
Hawkins immediately headed for the spot he thought the destroyers
to be at...and found them at 06:45K.....He dropped to 7000' and
made a run on them...intense and accurate ack ack scored a direct
hit on the rear of his left engine nacelle and blew it away, com-
pletely...this threw his Bombardier off and another run was made...
Synder's intervolometer was thrown out by the ack ack that hit the
ship on the second run and two bombs fell short of the destroyer he
was aiming at..... With Solomon and Moore keeping an eye on the
nearby clouds for Zeros, Hawkins swung into a third bombing run....
suddenly, 11 Zeros dropped out of a nearby cumulus cloud and the
run was interrupted.....Sampson lowered his guns and the fight was
on...on the first pass the Zeros knocked out the lower turret and
several shots came into the radio gunner's compartment.....as they
started on the second pass, Hawkins skillfully evaded them and shot
into a cloud bank and escaped.....arriving at 17 Mile Field at 8PM,
he buzzed the field to let the tower know his predicament.....
luckily, his hydraulic system was not shot out, and he came in for
a beautiful landing...half way down the runway his left tire blew
(it was full of 30 cal. bullets)....he skillfully brought the plane
to a stop and no damage was done.....

For this effort over the destroyers, his entire crew was recom-
mended for the Silver Star.....Lt Hawkins and Lt Solomon...and the
entire crew displayed a courage and coolness under fire that was an
example and inspiration to the 90th.

At 11 AM 9 of the 90th took off to bomb the Kamusi River where Nip barges had landed during the night from the destroyers.... Dickinson, Red Johnson, McNutt, McCoun, Moose Johnson, and Howe made the raid..... 72 100 pounders were dropped on landing barges and the frantic Jap shock troops below who were trying to make for the trees.....hundreds of bodies could be observed below floating in the water after the raid....no A/A encountered....

The Nips came over at night and met stiff fire from our A/A again.

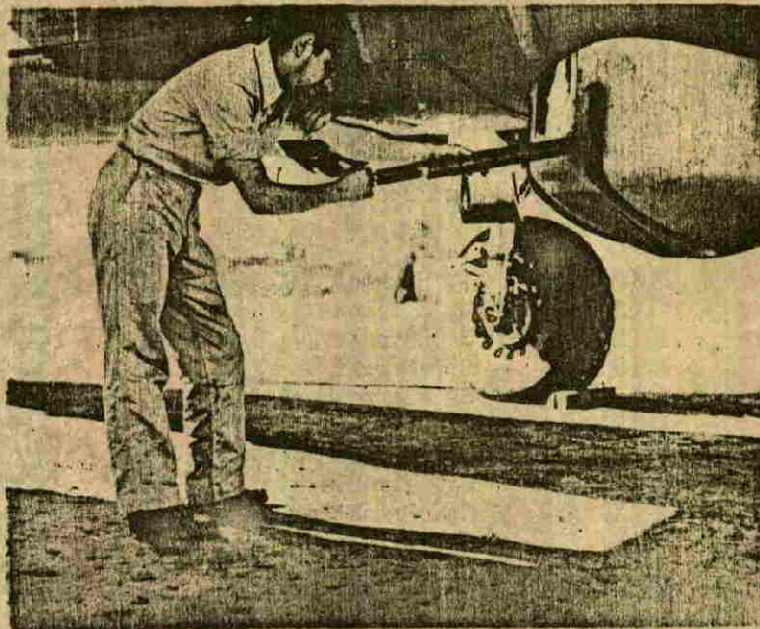
Dec 15- 13th relieved us today... Due to a bad storm lying between PM and CT, only 3 got thru....before the 90th knew of this, Smallwood, Red Johnson, Crosswhite, McCoun and Howe had taken off.....the weather was instruments most of the way home..... Crosswhite disappeared, McCoun seeing him last making for the mountains over Australia in the neighborhood of Cooktown.....the rest of the ships made CT, McCoun landing at Townsville.

Dec 16- The rest of the 90th ships arrived today.... Crosswhite given up for lost...no airbase had seen or heard of him....

Dec 17- Crosswhite written up as lost...with him went Lt Werden(CP), Sgt Van Hoy(B), Sgt Evers(UG), Sgt Paradiso(RG)(recipient of the Purple Heart and Silver Star), Sgt Luallen(Crew Chief), Sgt Nerone(E), Lt Bishop(Statistic expert who had joined the 90th on Oct 28th), Sgt Galuecia, Cpl Nedzwicki, and Sgt Rowley.....another sad loss... These boys, along with the other 4 ships that did make CT, never were warned about this bad weather before takeoff....Lt Crosswhite had been on almost every mission that the 90th had made in the last 3 months and he was as valuable a pilot as we had.....



Moving tents.. We moved our camp site at Charters Towers when the "Wet" season came. In this picture you can see: Sgt H.S. Taylor, Sgt Thompson, Corp Benson, Sgt Paradiso, Sgt W.H. Hill, Sgt S.L. Taylor, Sgt Gates.... Sgt Thompson (middle without shirt) was on two combat missions with the 90th, and each time he was shot down into the New Guinea jungles by Jap Zeros.. He was the recipient of the Silver Star. Silver Star with Oak Leaf Cluster. and the Purple Heart.



Sgt Paradiso, who was on General Royce's raids to the Philippine Islands, and who won the Purple Heart, was listed as "missing in action" on Dec 15, 1942 on a flight from PM to CT, they went down with Lt Crosswhite in bad weather.....

Dec 18th- News that the 90th is to go back to Port Moresby in
threedays.....pretty rough as the boys needed the rest...

Patching up of all ships...radio men under Lt Kulin checked all
radios and Lt Valusek's engineering department went over all ships
thoroughly....Lt Short's armament section checked all guns and replaced
several in some of the ships.....

Dec 19th- Capt Dickinson, Lt McCoun and Lt Moose Johnson's crews
left on furlough.....

Lt Hughes, back from leave, assigned to #834 for the trip North....

Dec 20th- The 90th took off for Port Moresby...numerous rain
squalls and poor visibility made the weather extremely hazardous...
Seven ships made the hop....The completed list of the crews follow:

#449

| | |
|--------------------|------|
| Capt Johnson, W.R. | (P) |
| Lt Parry | (CP) |
| Lt Arter | (N) |
| Lt Schultz | (B) |
| Sgt Perkins | (G) |
| Sgt Allan | (RG) |
| Sgt Green | (E) |
| Sgt Cosselin | (E) |
| Sgt Archibald | (X) |
| Sgt Garuzzi | (X) |
| Sgt Gatewood | (X) |

#732

| | |
|---------------------|------|
| Lt Hughes | (P) |
| Lt Weeks | (CP) |
| Sgt Harrell | (B) |
| Sgt Taber | (G) |
| Sgt Rowland, J.W. | (RG) |
| Sgt Nuval | (E) |
| Sgt Ceryanec | (E) |
| Pfc Naskins | (X) |
| Sgt Carpenter, L.F. | (X) |
| Cpl Sudieth | (X) |
| Sgt Chase | (X) |

#487

| | |
|-----------------|------|
| Lt Chatt | (P) |
| Lt Wonderly | (CP) |
| Lt Calkins | (B) |
| Sgt Swain | (G) |
| Sgt Black | (RG) |
| Sgt Tompkins | (E) |
| Pvt Griggs | (E) |
| Pvt Davidson | (X) |
| Sgt Pleasant | (X) |
| Sgt Magee | (X) |
| Sgt Smith, F.E. | (X) |
| Cpl Ashcroft | (X) |
| Lt Kulin | (X) |

#482

| | |
|------------------------|------|
| Lt Hawkins | (P) |
| Lt Solomon | (CP) |
| Sgt Synder | (B) |
| Cpl Newell | (G) |
| Sgt Sampson, P.C. | (RG) |
| Sgt Rutledge | (E) |
| Sgt Vaillancoart | (E) |
| Sgt Nichols | (X) |
| Sgt Franklin | (X) |
| Sgt Wilson | (X) |
| Sgt Hastings | (X) |
| W/O Pearsons(RAAF)69th | (X) |

#968

| | |
|----------------|------|
| Lt Fisher | (P) |
| Lt Lockhart | (CP) |
| Sgt Beller | (B) |
| Cpl Cameron | (G) |
| Pfc Byrness | (RG) |
| Sgt Corbitt | (E) |
| Pvt Moraberger | (E) |
| Pfc Cornell | (X) |
| Sgt Bartelli | (X) |
| Cpl Huntley | (X) |
| Pvt Redic | (X) |
| Lt White (AIF) | (X) |

#706

| | |
|------------------|------|
| Lt Emerson | (P) |
| Lt Miller, R.C. | (CP) |
| Sgt Belcher | (B) |
| Sgt Fanta | (G) |
| Sgt Walker | (RG) |
| Sgt Irvin | (E) |
| Pvt Vidmar | (E) |
| Sgt Taylor, S.L. | (X) |
| Pfc Klemmer | (X) |
| Sgt Sauvier | (X) |
| Sgt Ruth, D.D. | (X) |

#884

| | |
|----------------|------|
| Lt Launder | (P) |
| Lt Reid | (CP) |
| Sgt Irwin | (B) |
| Sgt Maupin | (G) |
| Sgt Thompson | (UG) |
| Sgt Neally | (E) |
| Pvt Guttendorf | (E) |
| Pfc Shearidan | (X) |
| Pvt Coartyla | (X) |
| Pvt Lealair | (X) |
| Pfc Kern | (X) |
| Pvt Fredericks | (X) |

These crews took off on schedule.....en route, Lt Emerson, in ducking under a low-hanging squall, tipped a wing in the water and crashed into the ocean....a minute later there was nil sighting at the same spot....all that remained was a small flame on the surface. Lt Emerson, a former A-20 pilot, recently transferred to the 90th, was a pilot of many hours aloft....his crew were veterans of some 20-30 missions over enemy territory...

Lt Ingram and Lt Hosbach came up the next day..they were delayed with engine trouble....their crews were as follows:

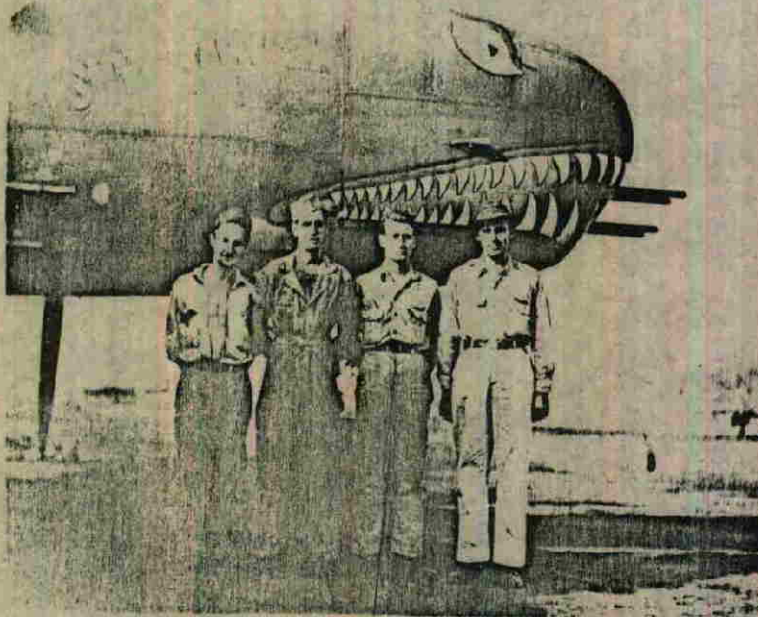
#698

| | |
|---------------|------|
| Lt Ingram | (P) |
| Lt Helbert | (CP) |
| Sgt Macnamamy | (B) |
| Pfc Manning | (G) |

#793

| | |
|-------------|------|
| Lt Hosbach | (P) |
| Lt McLellan | (CP) |
| Lt Williams | (N) |
| Lt Clarke | (B) |

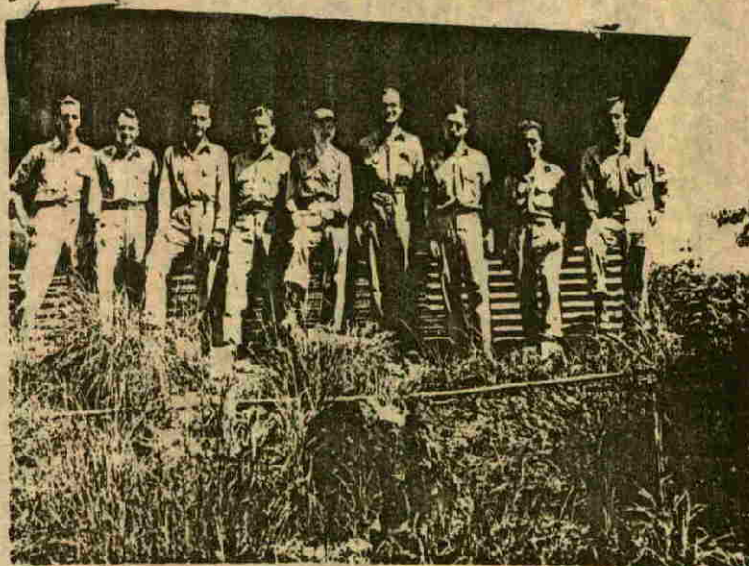
103



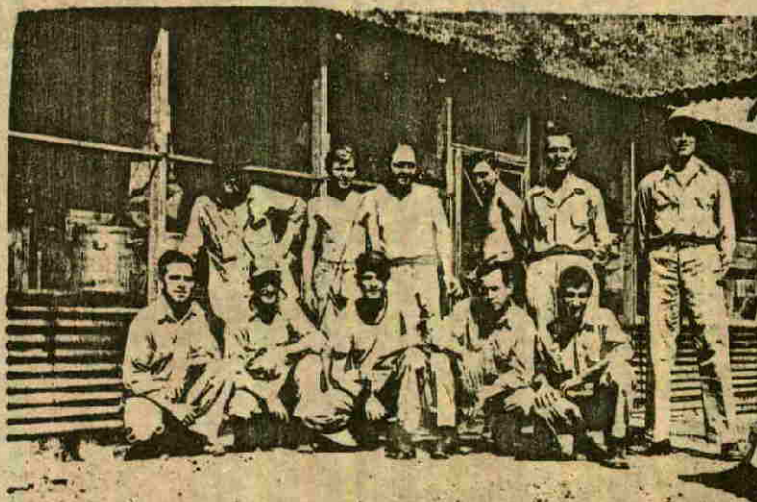
Sgt Mann, T/Sgt Eagle, Lt Randerson, Lt Rickord



W/O Caruzzi, Sgt Sumner, T/Sgt Gatewood, Cpl Koplan,
T/Sgt Humphries



"All Quacks" L to R - Cpl Ksiezczk, Sgt O'Neil, Cpl Sigrist, Capt McGuire, Capt Peters, Cpl Klak, Pvt Fulmer, Pvt Kren, Pvt Redic



"Slum Burners" L to R - Front Row: Sgt Sullivan, M/Sgt Nickelson, Sgt Latta, Sgt Williams, Cpl Jenna
Back Row: Sgt Johnson, J.E., Sgt Blaskovich, Cpl Kraus, Sgt Stegman, S/Sgt Norwood, Cpl Horton

110

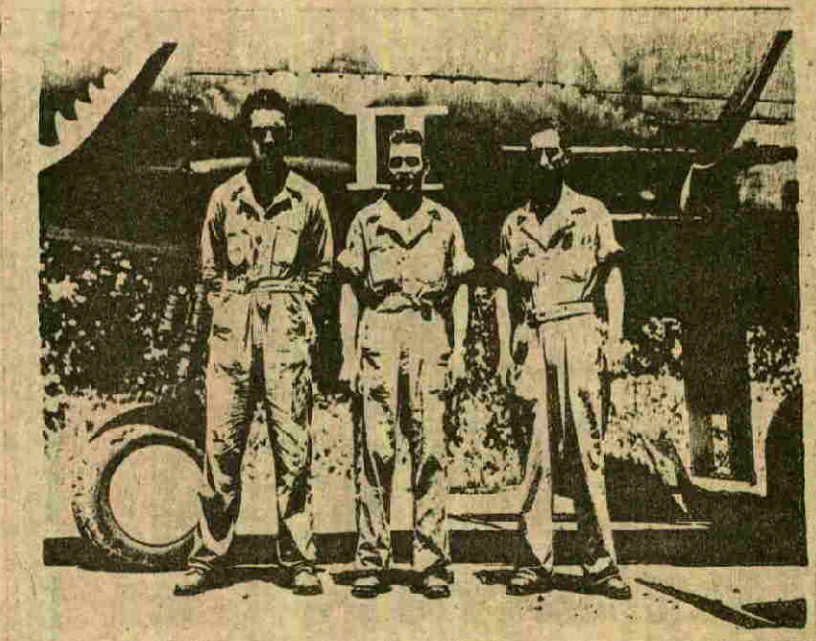


Back- Pfc Haskin, Pvt. Burns, Pvt. Lelik(killed 12/31/42), T/Sgt Thomas, S/Sgt Sweigort-
Front- Pvt. Gosztyla, S/Sgt Miller, M/Sgt. Sanders, Pvt. Janoff-
This radio dept., headed by Lt. Kulin, has done more by its experimental manner of working, than the 90th will ever know- our B-25s in some 600 odd missions never had radio trouble-



Lt McLellon's crew... L to R... Back- Sgt Duval, Lt Lockhart, Sgt Breeke...Mauker Front- Sgt Bumgardner, Lt McLellon, Sgt C.C. Thompson..

111

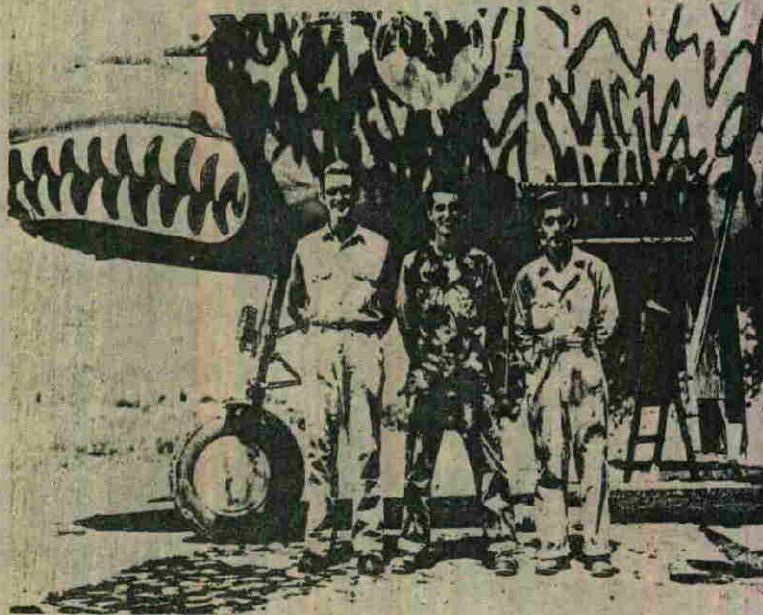


T/Sgt Machovec, M/Sgt Caruzzi, M/Sgt Johnson



Front Row: L to R - Sgt Walters, Sgt Yameen
Back Row: Sgt Thompson, J.H., Sgt Landers

112



Sgt Gorton, T/Sgt Eagle, Cpl Whitley



M/Sgt Carruzzi, Capt Valusek, M/Sgt Tucker

113



M/Sgt "Wheel" Hastings, T/Sgt Barker, 1st Sgt Fortner



Lt Miller (Missing in Action 10/30/42)

114

| | | | |
|------------------|------|---------------|------|
| Pvt Butler | (RG) | Sgt Crovisier | (G) |
| Sgt Boyd | (E) | Pvt Byrkett | (RG) |
| Sgt Gorton | (E) | Sgt Eagle | (E) |
| Sgt Desilets | (X) | Pvt Centry | (E) |
| Pvt Caren | (X) | Sgt Cataman | (X) |
| Sgt Sanders | (X) | Sgt Sharp | (X) |
| Cpl Thomas(RAAF) | (X) | Lt Peterson | (X) |

The seven ships of the 90th arrived at 7 Mile Field to find it mosquito-ridden, extremely hot, and the dust as bad as ever.....

Dec 21- Nil happenings....an alert but the boys sat it thru.....

As a relief against the intense New Guinea heat, the showers proved an ample source of relief....

The Nips came over at night and the greeting they got proved more interesting, from a standpoint of excitement, than the Nips above... nil damage....

Dec 22- The 90th were rudely awakened for another night flight to Buna area to search for shipping...per usual, Nip shipping meant bad storms, poor visibility, and dangerous flying conditions... But the entire 90th, under the Command of Capt "Red" Johnson, took to the air. Suffice it to say that no ships were found, several narrow escapes came about while flying thru thunderheads, and nothing was accomplished... but, all ships returned safely.

Dec 23- Nil happenings... Lord knows why we are here...we don't do anything but sweat and get dirty, then shower, and start it all over again..the crew chiefs, the busy beavers of the outfit, toiled in the sun, but the combat crews sat under the protection of the wings, and SWEATED.....and SWEAT a la New Guinea is not just ordinary sweating.... it is the complete and utter opening of all available pores, and the flooding from thence of all ones' energy and initiative.

Dec 25- NOEL...NOEL.. Back in the States our families and most of our friends were just awakening to the civilized scheme of things. Without hurrying, with nothing in mind but time and leisure, they take in the Xmas gifts, open them leisurely, cast aside the wrappings and to back to bed again... At 10 AM they got up and ate a breakfast of chilled orange juice, eggs with crisp bacon, coffee and thick cream... then a casual cigarette....

About the same time in New Guinea, the 90th had been up for four hours and were sweating out an alert that never materialized....

Some of the boys took in church...it was a quiet Xmas..... no complaints...in face, cheerfulness was prevalent.....we at least were alive to herald in the Xmas of 1942, while some of our best friends never did see it...perhaps there was a silent vow that next Xmas we would have the Nip Bastard back in his yard so we could have Xmas in the homes of our families....

At night, while the lads sat over their fires in their revetments, heating tea, sipping soup and swatting mosquitos, the field lay in a peaceful silence...."It Came Upon a Midnight Clear".....far away, the high drone, getting closer...even Xmas the Nip came over.

Dec 26- B-26's, P-40's, P-39's, P-38's, A-20's, B-24's, B-17's, Beaufighters, and in fact even DC-3's droned overhead...but the 90th and the 13th sat on the ground and watched them...many guesses made at our being sent up to PM....none made any sense...

Dec 27 - still sitting and sweating...

Dec 28- Rumors that we may go back to CT tomorrow and the 38th to relieve us...hopes soar...we wanted to celebrate this New Year in the sanctity of our own mosquito-ridden tents and within our own improvised bars at Charters Towers...after all, we'd help make 1942 history...certainly we were entitled to welcome in 1943 which we would also write history too....

Dec 29- We packed up, dropped our bombs and took off....

A severe Cold Front lay between Port Moresby and Charters Towers... and hour out from Port Moresby and you saw a seemingly impregnable wall of sinister-looking clouds that extended, in some cases, to 25,000 feet, and touched the water at its base.....the 90th made it...all ships arriving at CT at 1700K.....Capt Thomas, of the 13th, a veteran and seasoned combat pilot, never arrived....a sad loss for the 13th... "Doc" Hymes went down on the same ship...

The Officers' "Rue Room", under the expert eye and hand of Lt Blessington, was near completion...a new shower had been set up by "Bless" in the Officers' tent area....

That night the boys of the 90th dipped in and enjoyed life..

Dec 30- A day off for all combat crews...tents cleaned up, letters written, trips to town to secure necessary items, and a general return to normalacy....

Dec 31- a day that will go down in 90th annals for the sadness it brought to the 90th.....

The day broke clear and cool.....everyone was bustling around getting ready for the biggest bust of the year.....crew chiefs and gunners were down at their planes early getting their work done early....

At 1100K Capt "Red" Johnson took a jeep to the line to take a plane to Townsville for the purpose of picking up a few pals...they were to take in the party at the "Rue Room" that night...Sgt Gorton and Sgt Gibson raffled to see who would go as co-pilot on their ship #698....Gibson won...Pvt Coen of Intelligence went along as passenger.. At Townsville, "Red" picked up a few friends, signed out his clearance papers, and that is the last he was seen...alive..... Scattered showers lay between Charters Towers and Townsville....eon, in particular, was thick and black.....

Back at Charters Towers the boys swung into a gala evening.... The party at the "Rue Room" and at the Officers Club in town was sadly lacking "Red's" presence...everyone thought "Red" had been held over by weather or had stopped at another field....

Today three new officers have joined the ranks of the 90th..... Capt Larner of the 89th came over and took over the position of CO.. Capt "Jock" Henebry of the 13th assumed the position of Operations Officer while Capt Wertz of the 13th became Engineering Officer..... We were glad to welcome these officers....Larner was an A-20 pilot of much merit and was the recipient of the Silver Star; "Jock", a thousand-hour lad, and a veteran of some 30 odd missions over enemy territory was an asset to the organization....Capt Wertz, another old pilot, both in hours and combat experience was equally welcomed...

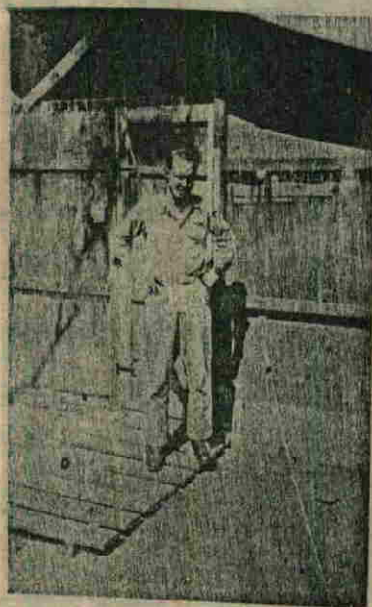
Jan 1- The news came as a shock...but it was true..."Red" Johnson was missing....he was assumed to be forced down someplace...but "Red" was too old a hand, too experienced, to have let an engine failure stop him..thus worry on the entire part of the 90th.....

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Capt Denniston

Maj Larner



Capt Wertz
(Killed in Action 7/23/43)



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Capt. "Jock" Henebry joined us in Dec of 1942 from the 13th Squadron.. "Jock" took over the all important post of Operations Officer. This picture, taken from a convoy at sea, shows "Jock" ready for the inevitable with his "Mae West".....



Lt John Riola - Navigator... Johnny joined the 90th, April 17, 1942.. an excellent navigator, good organizer, and a competent man for any task.....

Jan 2- Still nothing heard of "Red"....his crew..Sgt Chesson, Sgt Perkins, and Sgt Allan, were notified by wire(they'd been on furlough).....

Jan 3- Lt Valusek, Lt Short, Lt Moose Johnson, Lt Howe, and Lt McCoun and crews returned from leave...and they looked it....

A burned plane 20 miles west of Townsville sighted by our search parties....hopes soared...maybe "Red" and Gibson were alive..Lt Chatt returning from Brisbane said he'd seen someone waving from the wreck (which was identified as "The Early Bird", "698").....

Jan 4- 11 of the 90th ships are now in Brisbane... Pappy Gunn had suggested to General Whitehead and General Kenney that they should be converted into attack planes....thus, they were in Brisbane getting 8-50 cal. guns installed...four in the nose and two on each side... we had heard rumors to this effect, but experiments along these lines had proved that it would not work as the recoil tore the rivets loose...

Capt Thomas of the 13th was definitely checked up by the Group as "Missing in action".....

"Red" Johnson and 5 others reached by searching party..... his plane had ploughed into the bottom of a mountain and all members of the crew killed.... Johnson and Gibson were accounted for but the other four men were a mystery....

Jan 5- Transition in the afternoon... Lt McKee, Lt Solomon, Lt Pryor and Lt Wonderly were "checked" out on the left side....

News came thru that the 90th is to move by Sunday to Port Moresby.....Lt Jones of Supply had his boys packing crates all day...Lt Valusek was not only loaded with the burden of packing

up but he had all these new "Attack" planes to contend with...
Two more left for Brisbane today...Capt Larner and Lt Helbert
and Lt Hawkins and Lt Solomon took them....

Lt Smallwood went to Port Moresby to try out the new guns
on #721.....

Jan 6- Lt Kulin feverishly seen collecting wires and packing
boxes down at Radio shack....

Link Trainer inaugurated....some of the boys were flying the
pattern again... 90% of the pilots had some link before the week was
over.... 90 degree turns for one half a minute, five hundred feet
loss of altitude.....fly straight and level.... All the cadet stuff
all over again.. and did the pilots do wretchedly.....

Capt Henebry had Lt Arter give the new co-pilots daily lectures
in Navigation.....some of the old pilots gave them cockpit time....
Lt Poire in Intelligence gave them an inkling of what to expect
from the standpoint of terrain and enemy shipping and ground troops....
North American representative O'Rourke gave lectures on the B-25...

Rumors that we'd have P-51's soon.....

Jan 7- Squadron all packed and ready now....but work comes
thru that we might not move for a month...!!!!

Lt Smallwood, Lt Schierloh and Lt Launder get back from Port
Moresby with bad news as to the functioning of the B-25 as an
attack plane.....rivets buckle, vibration throws off the hydraulic
system, and all the guns won't fire...but it can be taken with a
grain of salt...all these new experiments take time to iron out....

(Forgot to mention that Dec 30th was the official opening of the "Rue Room"... this job, under the supervision of Blessington, was a beauty....the club was screened in, had a tin roof, wooden sides, and a new bar that would have done any barroom in Sydney justice.. well almost.....the lights were set so that they would cast their glow upwards....Xmas decorations had been strung up along the sides... a big "Merry Christmas" was the central scheme of the decorations... chairs and benches lined the sides....this was not the first time that the 90th owed their thanks to "Bless" for his ingenuity..... Howe, Williams, Capt "Scotty" Dennison and Johnny Riola put in a lot of time on it with him....)

Jan 8- Squadron really packing in earnest now...by evening the radio, armament and engineering sections all ready for the word to move out...

Lt Launder and Lt Smallwood returned from Port Moresby and the tryouts for the new attack ships... all ships showed a tendency to buckle or come apart in the nose... this did not heighten our optimism in the least....

News that General Walker of the 5th Bomber Command was lost in a raid with the B-17's over Rabaul yesterday.... a sad loss to the American Forces.....

Jan 9- in checking the files I find that the 90th Squadron has lost almost 110 men to date... it is decided to dedicate this Squadron Diary to the memory of our glorious dead....

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... Lt Tom Platts' crew.... all of whom were killed except CP Lt Head.... On Nov 1, 1942, coming back from an armed recon on Lt Hawkins' wing, he was hopped by 10 Zeros... the ensuing battle killed Platt and necessitated a crash landing which resulted in subsequent tragedy and the death of all but one of the crew.... L to R.... back- Sgt Coffee, Sgt Mefford, Sgt Humphries, Lt Head... front- Sgt E.L. Wilson, Sgt Frankforter..



... Lt Chatt's crew.... L to R.... back- Lt Hartline, Lt Chatt, Lt Blessington, Lt Wonderly, Sgt Allan (RAAF), front- Sgt Sucker, Sgt Barnes, Sgt Landry....

Lt Dolan of the 13th, is definitely given up as "missing".
His ship had disappeared en route to Port Moresby a few days ago.
Major Rubenstein, Group Adjutant just transferred to G 1 of 5th
Bomber Command, was a passenger... a sad loss to the Group...

Rumored at nite that we may be here for another three weeks...

Jan 10- Lt Fisher is scheduled to take a plane to Brisbane for
nose gun installations...

News eeked thru that a big battle wages on at Lae... several
transports, protected by destroyers, landing troops....Allied
bombers swarming overhead...2 B-25's of the 38th Group lost, due
chiefly to the P-38's...

In the evening at the Rue Room the gathering of the Clan encore
une fois.....Lt Jones, W.B. was given a small "sending away party"
by the boys...he was transferred to the States...Poire, Jones, C.A.,
Short, Dennison, Howe, Gillmore and others were on hand to see that
he had a royal reception...Smallwood had his wife present as did
W.B. Jones...Suffice it to say that "Slim" Kezeyk, our bartender
extraordinary, was kept mighty busy.....

Jan 11- Lt Hughes returned with a ship from the South today...
that gives us 3 ships so we now prepare for some formation work...
Capt Henebry posted a schedule by noon for the morrow....

Rumor at nite that the 8th Squadron is to take 8 of our newly
converted ships.....What next!!!!

Jan 12- Formation of Capt Henebry, McCoun and Schierloh never
did get off...Henebry's plane had rocker box trouble, the "Count's"
plane was grounded for an inspection, and McCoun had his plane

"racked off" by Henebry who took some of the new co-pilots up for transition....

Rumor that all navigators and bombardiers will be transferred shortly....in the late afternoon all crews returned from Brisbane by order of Col Strickland....the squadron is filled again and noise breaks the quiet peace of yesterday....

Night transition for Sbisa, Reid, Porter, Moore, and Paine.... beautiful weather and it reminded one of night flying in Flying School, where one cloud would ground all planes...

Jan 14- some of the lads took in Link Trainer while others flew... Capt Lerner had hydraulic failure in the afternoon and with the help of Capt Wertz, who was flying co-pilot, he wound down the wheels and came in gracefully....

Lt Poire and his Intelligence Staff give out the dope that Rabaul is teeming with Nip ships....where they will strike is a moot question. The Solomons is a good guess...

Capt Henebry, Lt Howe and Lt Launder left today to bring back some ships from Brisbane....

Jan 15- rain cancelled all morning activities....in the afternoon it cleared up and Capt Wertz led Smallwood and McCoun in attack formation over the surrounding countryside.....coming in to land McCoun couldn't lower his wheels so he climbed to 7000' and with the help of Lt Lockhart, his co-pilot, and Sgt Hume and Sgt Parsons, had the situation in hand....this makes the 4th hydraulic failure for McCoun and crew.....

we

Heat lightning at night almost disrupted the movies in town.....
Greta Garbo, playing in "Two Faced Woman", was the attraction, and
we almost lost the gist of the movie so often did the screen become
faded with the increasing flashes of lightening...

Jan 16- Schierloh, Johnson, R.E., Poire, Smallwood, McCoun, and
co-pilots went to Brisbane today to bring back some ships....

A quiet Saturday in camp....the meals, under Lt Riola, are
probably the best that they have ever been at CT....Sgt Nickelson,
mess Sgt, performed nobly at his job.

Jan 17- Nil activity today...beautiful day...some boys went to
church, others slept and the energetic rode horseback thru the country...
News coming thru about a move to Moresby....

Jan 18th....Pack up my boys, we are off to Port Moresby.....
frantic stuff this packing...not enough packing cases.....some men
are down South and have to have their clothes and belongings packed
by others....Lt Jones of Supply was working his head off and that
of his department also...who has that damn hammer...I can't do two
things at once...Work on my boys...all has to be packed and crated
aboard the trains by 8 PM, and that doesn't mean 8:15...and so it
was..... a paramount job but the 90th came thru again....the advanced
convoy for Townsville left CT at 11 AM and the remainder of the trucks
in the rear convoy left at late evening....

Jan 19- Rather quiet around camp....tents being pulled down and
packed, otherwise it was rather a quiet day as compared to the frantic
work of yesterday.....

Jan 20- Bad Luck, that ugly Gremlin that has been at work in this Squadron of late, fell today.....it was a fine, clear afternoon, the rain and the winds having gone with the morning....Lt. Raymond "Moose" Johnson and Lt Liepold, a newly arrived co-pilot, went out to #490 to take up up on a test hop.....Lt Blessington volunteered to swing the compass and also got aboard...Sgt Landry, crew chief, waited until both motors turned over and then climbed in and pulled up the door....this was the last time they were seen together....the plane was seen checking its mags at the end of the runway...the gun was poured and she started down the strip....ten feet off the ground and the right engine cut out with a series of sharp backfires.... "Moose" feathered the right prop....the wheels were seen to start moving upwards and then motion stopped and they hung...the ship cleared the trees at the North end of the runway. From then on it lost altitude...with 8 nose guns and ammunition, wheels and flaps down, it could not gain altitude on one engine....it crashed a mile from the end of the strip...the crew did a magnificent job but it was hopeless from the first....the 90th lost four excellent men... they rest now in Townsville...they never will be forgotten.

Jan 21- most of the boys in Townsville waiting for what was supposed to have been an immediate departure for New Guinea.... However, we had to wait for an escort to guard us on the shipping lanes and it seemed to take ages to load our ship...

Some of the combat crews stood by as dock guards etc. due to the fact that their ships were laid up for the gun change in Brisbane..

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Lt Jones' crew..... L to R... Back- Sgt Paradiso(missing 12/15/42),
Sgt Fanta, Lt Jones, Lt Ransom.... Front- Pvt. Guttendoff, Sgt
Timberlake, Sgt Gibson(killed 12/31/42)



Lt "Moose" Johnson's crew..... L to R Back - Sgt Gosselin.
Sgt Estep, Sgt McKinney, Lt Johnson, R.E. (Killed 1/20/43).
Front - Sgt Lee, Sgt Bryant.

Jan 22 - Still waiting.... Lt Jones, Supply Officer, in charge of the Townsville group....some of the rest of the ground echelon stayed back in CT putting last details into order.....

With much pomp and ceremony and the wail and gnashing of teeth, "Utter Abandon" was torn to the ground and packed....this Utopia of comfort and scenic beauty sheltered Capt Dennison, Lt Jones, Lt Short and Lt Poire thru many a rainstorm and brainstorm....

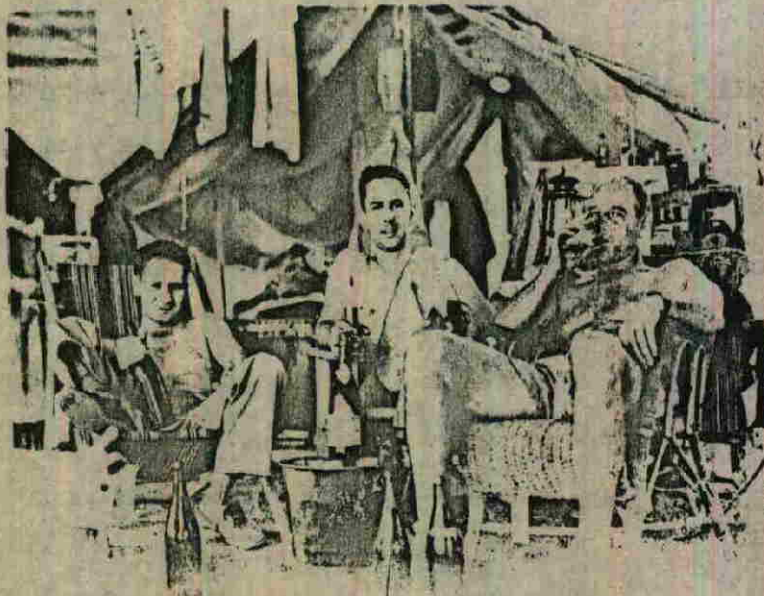
Jan 23- Still waiting...news that the transport would leave any day now.....

Major Evanoff and Col Strickland left for Port Moresby.....Lt McCoun, Lt Hawkins, and Schierloh passed thru townsville on their way North, just having had their planes put in order at Brisbane..... Major "Pappy" Gunn had told them to hurry North as a Jap armada was coming down thru Vitais Straits.....the trio arrived at New Guinea to find it deadlier than a doornail.....

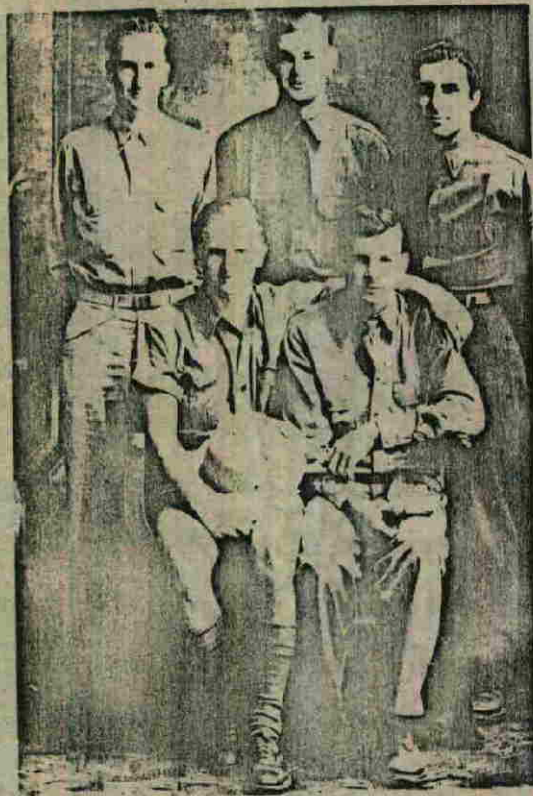
Jan 24- In the interim, the air echelon situated at 3 Mile Field was having some practice work....bombing and strafing of the ship in the harbor was the order of the day.....under Capt Larner, the lads were showing progress....at this time those at Moresby were: Lts Launder, Smallwood, Hosback, Ingram, Capt Wertz, Capt Gillmore, Lts Clarke, Hughes, Sbisa, Rosebush, Ridout, Porter and a few other officers. Sgt Stratton, Sgt Corbitt, Sgr Green, and some of the other more experienced linemen also were present.....

Jan 25- at 4 AM three Nip bombers came over, taking advantage of the moonlight, and dumped their load on 7 Mile Drome, getting a direct hit on one transport plane....the ack ack that met them kept us all

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"UTTER ABANDON"
Lt Short, Lt Paire, Capt Denniston



S/Sgt Hume, Sgt Gorton, Sgt Waken, Sgt Goodman

well under cover or deep in slit trenches...the danger of the ack ack frags were more severe than the bombs themselves.....

Capt Lerner, doing some fancy "free lancing" found us a new camp site near 17 Mile Field...to be exact, 2 Miles south....it is in the hollow of a ridge and the area we have is spearated by a saddle.... upon first glance it was horrible....numerous rocks, weeds, mosquitos, dust from the roads etc.....it later turned out to be a masterpiece of judgement as we had one of the finest sites in Moresby.....all the planes were transferred to 17 Mile Drome and all personnel moved by trucks....by night all were bedded down somehow...a miserable drizzle made the mosquitos flock indoors....

Jan 26- The Japs paid us another visit at 3 AM and some P-38's were waiting for them and claimed a probable bomber....

....general getting acclimated....in the afternoon, Capt Lerner had a meeting at the line....Lt Launder, acting Operations Officer in Capt Henebry's absence, assigned Hawkins, Schieloh and McCoun to afternoon flying.....McCoun had hydraulic trouble again and could not get his nose wheel down...the nose wheel cable was off the drum and the task was impossible...with the help of his co-pilot Lt Launder and Sgt Patterson(UG), all the ammunition was taken from the nose guns to the extreme tail.....after all the fuel was consumed, a landing on the crash strip at 7 Mile was made.....the nose held off (all the crew were in the tail) until the very end when it fell and knocked the nose off...no other damage was brought about....

Jan 27- Another air raid at 3 AM...no damage.....

Hughes, Schierloh, Ridout, Rosebush, McKee and Capt Wertz flew formation in the morning and bombed the wreck....the lads come in at 250 mph and about 1000 yds away from the wreck open fire..... at about 150 yds the bomb bay doors open and at 25 yds the bombs fall and skip right into the ship....if you are lucky.....

News that the squadron arrives tomorrow....great news....Lt Johnny Riola, in charge of mess has his site picked out and has already started on it...McCoun is in charge of the pipe lines and all water fixtures...he is helped ably by Lt McKee.....Sgt Pardue and Sgt Synder put in a performance without which the task never could hoped to have been completed.....

At night the officers have been going in to the new Officers' Club....it is on the ocean and gave the lads a very cool evening... all sorts of cool, soft drinks were served.....another establishment next door had a fancy American dance band always in session and if you were lucky to meet a nurse you could take her there and dine and dance and be haunted about the floor by the eyes of the wolves of Port Moresby....at this date, none of the 90th were lucky enough to be among the haunted.....

Jan 28th- the ground echelon finally arrived with the usual fanfare of missing people and equipment and excitement.....by evening they were among the hills of our neophyte camp.....we had to eat at the 374th Service Squadron due to the fact that our own mess was not set up as yet.....we showered at the same place and looked forward to the day when our own mess and shower would be in action...

Jan 29- Formation flying in the morning while back at camp things were cleaned up...to wit: tents straightened, pipe lines laid and dyed, the mess hall floor laid down with cement, telephone wires strung, the showers progressing, and here and there men could be seen cleaning their dirty laundry.....it was a miserable day, as, it rained "a la New Guinea" and that is rain in the superlative.....mosquitos fierce and they followed one all over...big red "Eastards", as we were wont to call them.....

Jan 30- Lt Chatt and Lt Howe arrive with crews from Brisbane...

Tents springing up...look like brown mushrooms....some 100 odd tents in our area alone....not to count those on the line....the combat crews sleep with their ships in their revetments, while the Officers sleep in camp.....

Jan 31- Capt Wertz led a formation in the morning and then did a pretty buzz job on the ships in the harbor and the neighboring houses.... several hours later the 90th was notified to the effect that there would be no more buzzing of the town and harbor.....

Feb 1- Major Larner, CO, led a pretty formation in the morning on some stiff trial maneuvers.....Lt Hawkins, Chatt, McCoun and Howe held it with him.....

The mess is serving us now in our own camp....pretty swell and the food excellent...in fact the best we had ever tasted in New Guinea...

The usual New Guinea drizzle.....ever annoying.....

Feb 2- A torrential rain in the afternoon threatened to wash away our camp and all our efforts, but suffice it to say that the 90th came thru again on top.....

Sgt Aubrey of the Engineering Dept did a paramount job of soddering on the water tanks which put them in commission for us.....

Feb 3- The big rumor, and it isn't an idle latrine rumor, is that our main objective will be Rabual....with our ships the spearhead of attack.

Feb 4- Water trouble....pumps ready...but, they won't work....and if and when, they will have to grunt some to push it up 150 feet....

Feb 5- Tragedy hit us again today....this time it was "Count Oleg" Schierloh...the "Count" was practice-bombing the wreck in the harbor and his tail hit the mast....this tore his tail off and he spun in....Lt Bud Ridout, a new lad in the outfit, was his co-pilot, and Sgt McMahon was his engineer...two other people went down with the ship and they were passengers from a Service Unit nearby....all members of the ship were killed....this was a dampened blot on our life...we had all just about given up the thought of that old bugabo so prevalent of late in the 90th...

Feb 6- The pump works....Lt Reid and Lt Solomon and crews pulled in from Brisbane....Sgt Corbitt, crew chief of the "Dodger" got in the way of a prop today and almost broke his shoulder.....

Feb 6- Sgt Champagne, the upper gunner in Maj Peterson's ships that has been missing in action since Nov 24th, showed up at the camp with an amazing story of his escape from the jaws of the Japs....here is his story as told to me...incidentally, the radio gunner, Sgt Graham(RAAF) also escaped with him....."We took off at 11PM from Port Moresby and were in the vicinity of the Huon Gulf, 100 miles SE of Lae, by 12:30...we dodged fierce thunderstorms all the way there....the five destroyers whom we were sent out after were reported in this vicinity...Graham had intercepted a B-17 report, uncoded it, and given the dope to the Major....

anyways, about 12:45 we saw a big blaze ahead of us and we dove down to about a thousand feet and found that it was a Nip destroyer that had suffered a direct hit by a B-17.....The Major circled the destroyer and was just about ready to come in for the kill when the bombardier, Kirby Neal, announced over the interphone that the bombs couldn't be dropped due to mechanical trouble in the intervalometer.....suddenly, with a terrific explosion, the destroyer was seen to blow up....we were all mighty scared as it tossed us about badly....suddenly the right motor backfired several times.....The Major called and asked me to see if I could release the bombs from the bombay manually as he had to feather the right engine....I crawled in and tried and just then the ship hit the water and she broke in half....Graham and I were thrown clear....suddenly I saw Capt Herbert floating in the water and I grabbed him and pulled him up onto a wing...Graham was getting the life raft clear....in about a minute the plane went up on one wing and sank quietly....Capt Herbert, whom I soon found to be dead, went with it. Graham and I managed to get into the rubber boat and started paddling ...the shoreling was visible in the distance....by daybreak we reached shore...Graham cut his feet badly on the corals...some natives found us there and took us to a nearby mission.....We found that we were near Heldbach, in the vicinity of Finschhaven...from then on it was just a metter of getting around Lae and back to Port Moresby....we started in the direction of Madang, which is due North, then cut westwards at the Cromwell Mts....we hit Zanung, Sungsung, Busengo, Gawan, and Ngafir.....at one point a Jap party was nearby and this necessitated our sending out a patrol to do some reconnaissance...I went with it while Graham, whose feet still bothered him,

stayed behind....this was the last I saw of him, as Japs crossed our tracks behind us and made our return trip foolharty....we waited at Gabsonkek for the remainder of our party to catch up...but they never did so we pushed on...we later found that they were but a few days behind us.... The Austrailians and natives who made up our party were swell to me... They gave me clothing and shared their bully-beef with me.....at Wau I got a transport to Port Moresby...and thats about all"..... well, that is about how it was told to me....Sgt Graham came into camp the next day and the story ran about the same....what had happened was that their plane had an engine shot out by another destroyer in the area and not being able to salvo the bombs on "safe", due to mechanical failure, altitude was not maintained...any attempt to drop them armed would have been even more disasterous....as they were 500 pounders and there were 6 aboard....both of these boys did a great job and are most certainly in line for a citation.....

In the afternoon a lot of the fellows went to the funeral of Lt Schierloh, Lt Ridout and Sgt McMahon....it was held in a small cemetry on a small mountain several miles NE of Port Moresby...this cemetry will soon be a National Cemetry.....6 men were pall bearers for Sgt McMahon and 6 for Lt Schierloh.....it was a simple ceremony...as we stood there while the bugler sounded taps, we all thought of our friends whom we had seen alive but two days ago.....they were being buried 7000 miles from home...there was no pomp and ceremony....they were part of our vast army.... and part of the unfortunate that have and will have to be buried in foreign dirt.....The taps ended...a volley from the honor guard blasted over

the dead mens' graves.....the dirt was shoveled in after our friends...

I remembered Ralph Waldo Emerson's remark at the burial of a friend...

"Thats the way the world ends, not with a bang, but a whimper".....

Feb 7- The showers now work, and due mostly to Sgt Snyder and Sgt Pardue, they are the best on the island...10 shower heads give the men ample water and ample room....the combat crews were posted today..... here is how they appeared.....

| <u>PLANE</u> | <u>PILOT</u> | <u>CO-PILOT</u> | <u>R. GUNNER</u> | <u>GUNNER</u> |
|--------------|--------------|-----------------|------------------|----------------|
| 969 | Maj Larner | | Sgt Richards | S/S Timberlake |
| 962 | Capt Nenebry | Lt Lee | | |
| 978 | Capt Wertz | Lt Castelli | S/S Taber | S/S Crovisier |
| 988 | Lt Chatt | F/O Carse(RAAF) | Pfc Butler | S/S Swain |
| 449 | Lt McNutt | Lt Randerson | S/S Rowland,R. | T/S Norton |
| 482 | Lt Hawkins | Lt Rickord | Sgt Sampson | Cpl Newell |
| 793 | Lt Hosbach | McLellan | Pvt Casarino | S/S Patterson |
| 968 | Lt Smallwood | Lt Lockhart | Sgt Poet | S/S Fury |
| 443 | Lt Hughes | Lt Weeks | Pfc Byrkett | S/S Clark |
| 437 | Lt Reed | Lt Helbert | Pvt Divers. | S/S Powers |
| 981 | Lt Launder | Lt Pryor | S/S Rowland | S/S Estep |
| 442 | Lt Criswell | Lt Paine | (RAAF) | S/S Maupin |
| 884 | Lt McCoun | F/S Wilkinson | Sgt McCarthy | S/S Hume |
| 732 | Lt Fisher | Lt Solomon | | S/S Sucker |
| 487 | Lt Ingram | Lt Parry | S/S Malito | Sgt Harrell |
| 980 | Lt Howe | Lt Jones | Cpl Burch | S/S Axt |
| 968 | Lt Moore | F/S Stephens | | |
| 962 | Lt McKee | Lt Rosebush | S/S McKinney | S/S Epperson |
| 946 | Lt Bridges | F/S McLellan | | Cpl Carter |
| 946 | Lt Sbisa | F/S Guthrie | Sgt McDonald | |
| 732 | Lt Reid | F/S Langley | | |
| 442 | Lt Wonderly | Lt Miller | | S/S Thompson |

In the same breath, Major Larner declared a holiday and all members of the Squadron to whom details did not fall, were free for the day... Some of the lads went fishing, some went to native villages, others just fell onto the old bunk and slept.....

Feb 8- Nine new Australian combat members joined us today...Always glad to have them...their record in the 90th has been short of unbe-

lievable...The pilots were Flight Officer Carse, F/S Wilkinson, F/S Stephens, F/S McLelland, and F/S Guthrie....for the most part they were just fresh from flying school and thusly they had a lot to learn about combat flying, and mostly, flying in New Guinea.....

A delightfully cool and refreshing rain at night....sleep is very peaceful these evenings.....

Feb 9- strafing and bombing of the old derelict in the harbour... She is full of holes these days...showers for officers being worked on by the Officers...many unbent frozen arteries for the first time in months...."East Side of Heaven" played at nite for the Squadron.. good a Bing Crosby flicker....fierce rain storm at night.....

Feb 10- Rain greeted us most ungraciously as we awakened...it lasted all morning....

Maj Evanoff, Group Operations Officer, told Lt Head and Lt McCoun of Intelligence that all men who had been recommended for decorations in the past, but had not received them; and all men whom the squadron thought fit eligible for a decoration at this time, should come off on promotions.....is this a "Fealer" for the boat home???? The Air Medal and Distinguished Flying Cross (The Air Corps most treasured award) would be awarded for 100 hours of combat mission time or 25 missions, and 200 hours combat mission time or 50 missions..... Most of the lads eligible for the Air Medal but want to save up for the DFC and get that....S/Sgt Hume is the only man eligible for the DFC at this point.....

Feb 11- Rain.....In the afternoon the Officers ate at 3 Mile Drome and played the Officers of the 89th in softball.....the score ended at dark with the 90th ahead 4-1.....Col Strickland, Group CO umpired and no one dared question his decisions.....The 90th lineup was as follows: McCoun(c), Criswell and Head(p), Howe and Ingram (1st), Reid(2nd), Larner(Capt)(ss), Riola(3d), Lee(cf), Hosbach and Bridges(cf), Clarke(scf), McLellan and Hughes(rf).....it was a close game throughout.....the 90th took the lead from the start with Hosbach's bingo in the 2nd frame scoring two runs and setting up another..... Criswell and Head put in a mighty performance on the mound....Capt Gillmore and Capt Dennison kept the scorebook.....

Feb 12- Torrential downpour in early morning...North American Representative gave a lecture to the new Austrailian co-pilots in the morning.....terrific wind in afternoon treatened to blow our camp away.....

Bombing and strafing of wreck in afternoon.....

Feb 13- Six ship formation flight in morning.....in afternoon a terrific wind again.....

The Enlisted Men played the Officers at night and the latter won 9-1.....Sgt Estep catching and Malito in the box put in a good performance for the Enlisted Men.....the latter, a semi-pro lad from the States, almost pitched no hit ball, but Hosbach and Bridges came thru..... Criswell and Head again did a fine job on the mound.....The Lineup was much the same as two days before.....Major Larner left the field the muddiest and dirtiest (excuse, poor Anglais).....Major Larner was the dirtiest man(covered with dirt and mud) on the field.... Howe,

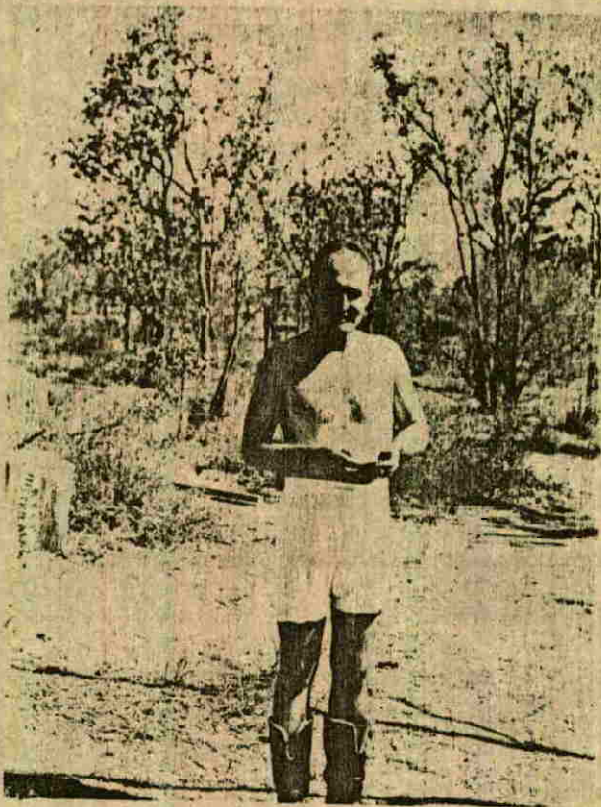
Larner and McCoun did some snappy stealing of the bases and were awarded with the consequent dirt and "cherry" or "raspberry".....Pvt Campisi, base umpire, almost was slaughtered due to some "raw" decisions.... Capt "Doc" Gillmore umpired.....the highlight of the game was when "Snuffy" Hughes came grunting and puffing home to be called "OUT" on a close one by Pvt Campisi, who, at the start of the play, sprinted like a deer from 3d to ss to 1st and then Home.....this was the first job of unbending frozen arteries for most of the men and they showed it....limping and groaning was prevalent at all times...

Feb 14- Major Larner, accompanied by Lt Valusek, Lt Paine, Sgt Garruzi, and Sgt Tucker, made a thorough inspection of all airplanes, the gun installations, compartments, brakes, rear compartments and the revetments were checked for neatness....it was a thorough inspection and the line profited by it.....

Six ship formation over wreck in the afternoon....three #300 pound five second delay bombs were carried.... Major Larner made his attack, then Lt Moore, then Capt Henebry..... and Henebry's bomb went off instantaneous..... Major Larner then ordered all planes back to the field to check fuses.... Capt Henebry's plane was found to be riddled with shell fragments from the premature explosion of his bomb... The only thing that saved him from a watery grave was the fact that his bomb skipped into an opening in the side of the boat and the explosion was blanketed.....

This new type of bombing is a coordinated cockpit job....let us take a look in on a trial bombing run.....The pilot pushes his props

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Maj "Doc" Gillmore - Group
Flight Surgeon, and more
recently 90th surgeon -
Holder of the Soldiers Medal
for heroism and a true flight
officer - He was on 18 combat
missions.....



- "Come on boys, a mission is cooking"

to about 2400 RPM and Manifold pressure to 40 inches of mercury.... He swings towards the boat at an altitude of 1000 feet and distance of 4000 yards from the target....the Co-Pilot arms his bombs, puts on the gun switches, charges four guns on his side of the cockpit....turns on the bombing switch to "demolition"....the Pilot charges four guns on his side.....the plane is diving rapidly and picking up about 280 mph.....at 50 feet and at 1500 yds distance the Pilot opens fire on the target....100 yds from the target the Co-Pilot opens the bomb bay doors, and releases the bombs at his discretion...then he closes the bomb bay doors as the Pilot dives for the water after clearing the target.....it is only after Pilot and Co-Pilot have worked this down to a sound system that efficient bombing is brought about.....

At night, Maj Larner, Capt Henebry, Capt Wertz and Lt McCoun turned over in a Jeep coming back to Camp from Port Moresby.....it was a black, rainy night...by virtue of an alert, all lights were turned out and the road was jammed with cars with blackout lights on....a sudden bend in the road, a slippery base, and the car was on its side... in ten minutes, with the help of several natives, the car was righted and the incident forgotten.....

Feb 15- Formation in the morning....instruction given to all the new Australian co-pilots....Two new Australian Officers joined us today.... P/O Johnco and P/O Blewitt.....

The usual afternoon rain and the subsequent black, foul mud prevalent throughout the area.....

At night the Officers lost to the enlisted men in baseball 9-1... A crushing defeat to the Officers whose record had previously been unmarred....Estep(c), Kren(p), "Tex" Barham(1st), Barton(2nd), Sullivan(3d), "Slim" Kseisek(rf), O'Neal(cf) and Fortner(rf) constituted the heavy end of the lineup.....the Officers were at the same positions they held several days back.....

Feb 16- Wonderful hotcakes for breakfast...the mess lads are turning in a great job these days....every day now one sees new faces at the Officers' Mess as Officers from various other Squadrons come over to the 90th to sample some really good chow.....

At 8 o'clock the 90th, after being briefed, took to the air in a six ship formation.....Target- a ship beached on a reef 7 miles North of Finchaven...secondary target- Malahang Airport..... Planes- Lt McNutt, Lt Hawkins, Lt Chatt, Capt Wertz, Capt Henebry, and Flight Leader, Major Lerner.....the primary target was found to be well and truly sunk...so, the secondary target, the Malahang strip was raked at 500 feet with 500 pound five second delay bombs..... and then the CO, not wishing to return with his guns charged ordered his flight to attack the residential isthmus of Salamua....as they approached from the North-West, medium ack ack opened up...but when their guns opened fire all ack ack ceased...seven thousand, four hundred and fifty rounds of fifty calibre machine gun ammunition was expended on this small area in twenty-five seconds....nothing could have lived in this veritable chaos on the ground.....This was the Squadron's first mission as Attack planes and it was highly

successful...the guns all fired and the bombing at Malahang was timely...unfortunately the pictures taken did not turn out and no results could be brought back except that which was observed by Capt White(AIF), Austrailian Intelligence Officer attached to the 90th.. Incidentally, Capt White, who observed the entire raid from the tail blister of Capt Henebry's plane, made this his 16th combat sortie.... the only damage suffered by our aircraft was a cannon slug in a cylinder on Capt Henebry's ship; and several holes in the horizontal stabilizer of Capt Wertz' plane when he got in Maj Larner's slipstream and had 50 cal. belt clips poured over him....

Torrential downpour after supper in the evening and many men could be seen, in the absence of our showers, washing in the rain... most effective.....

Feb 17- President Roosevelt in his speech last night mentioned every theatre of the war but Ours.....He also said that Japan would be struck through China....which all makes us feel swell way down here...

Lt Launder and Lt Pryor arrived from Brisbane with another ship... and two more scheduled to go South tomorrow to get extra wing tanks installed...this raid on Rabual which we are rehearsing for necessitates extra wing tanks as its almost a 900 mile roundtrip hop.....

Feb 18- Lt Hosback and Lt Ingram went South today....Lt Ingram in #884 carried Lt MacLellan, Sgt Stratton, Sgt Hume and Pvt Guttendorf...

The Officers played the 13th Squadron at night before a record crowd and lost 8-5...it was a disappointing game as the 90th should have won it easily by virtue of a decidedly better team...but poor

hitting and several costly errors allowed the 13th to push in 4 runs in the 3d frame and 4 more in the 5th stanza....Bob Reid, Bridges, and Pat Head held up our batting score....the team lined up as follows: McCoun(c), Criswell and Head(p), Smallwood and Ingram(1st), Reid and Clark(2nd), Larner(ss), Riola(3d), Bridges and Lee(lf), Hawkins(sc), Rosebush and Castelli(cf), Howe(rf).....

W.C. Fields in "You Can't Cheat an Honest Man" played for us at night.....intermittent showers almost interrupted the show.....

Feb 19- Showers all day....started at 5 AM and stopped around late evening....the mud was terrific and trucks and jeeps were getting mired most everyplace.....

It being a rather quiet day, let us take a look at the background of this great Island upon which we now live....someday, perhaps, we may derive great pleasure in casting back our memories to this paradise we call "home".....

Actually, New Guinea is not an earthly paradise...There is the climate, which although hot enough to favour the cultivation of every known tropical plant, is not excessive and which in the mountainous regions is as agreeable as New York or Washington during the summer... For New Guinea, although so near the equator that the days and nights are almost equally long, is on all sides surrounded by the sea...The temperature never goes much above or below the F. mean annual temperature of 79 degrees...Thus it is almost always hot...The seasons follow each other with regularity...The rainy season, or monsoon, lasts from November to March south of the equator...This Monsoon period, the most dreaded for our pilots because of its violent storms, changes

New Guinea into a veritable mosquito-ridden swampland and makes living conditions very hard in the lowlands....

New Guinea offers a unique example of a sizeable land-mass which at some time in the remote past was cut off from the rest of the world.... Thus the people, plants, and animals have developed for thousands of years strictly along their own lines, being neither helped nor hindered by any outside influence... The primitive animals of New Guinea show peculiarities due to their isolation... an example is the echidna, or spiny ant-eater, which has five clawed toes on each foot and a long, slender snout like a beak... Sgt "Shorty" Chesson captured one last night and now is making it a pet...

The New Guinea fauna contains a museum of animal curiosities: birds with feathers that are formed like hair; birds that can only walk and are unable to fly; birds that have a strange gurgling note resembling a laugh; cuckoo birds that look like pheasants, and pigeons as large as chickens; rats with web feet, and rats with tails that enable them to climb trees; lizards able to walk on two legs; fishes with gills and lungs dating back to the days of the echthyosaurus; and a whole menagerie of other peculiarities...

New Guinea, cut off as it was from the beginning, developed a specific dry-climate flora of its own, which spread in time from the dry and barren south-west over all but the coastal regions of the south-east.... There are the acacias, or "wattles"... Some of these furnish a bark which is valuable for tanning... There are also the eucalyptus-trees, or "gums" which vary from dwarfs to giants, rivalling the sequoias of California... Certain trees, like the jarrah, karri, and

and ironbarks, produce hard woods that are invaluable for furniture and constructional work. They grow in such density that a man might be 50 feet from his house and lose his way for days....

As New Guinea is linked to the oldest mainland in the world, Australia, it is self-evident that it contains a great variety of minerals... The use of the airplane back in the 1920's drew attention to the New Guinea goldfields... Since then lead, copper, tin, iron and oil have been found and mined.... Lack of capital, however, and transport, have prevented a thorough exploitation of these treasures.....

Meanwhile, New Guinea enjoys the distinction of being the biggest island on our planet and the most difficult to explore... In Dutch New Guinea there are still traces of cannibalism and there are hundreds of square miles that man has never seen... except by air...

Yes... this land of torrential rains and insufferable moisture is our home now... The lightless tropical forest which has put its dreadful stamp on the Nip and Allied armies is Ours... Men in the Middle East say that the desert is frightening but this shimmering dark forest is terrifying... It is so full of life that it has become lifeless... The struggle for existence must proceed quietly lest the hunter himself becomes the hunted... And so night and day and day and night creation devours itself beneath the high roof of the listless trees and the insufferable sun.... The most harmless looking insect has the most deadly sting... The most beautiful flower carries its secret burden of poison....

Try and talk of these things to an American or Australian soldier and he will laugh at you... such is life.... Life is either stark poverty or overwhelming abundance... There is no golden mean... no compromise here....its a survival of the fittest...and yet, as the moon comes up at night and throws its beam on Port Moresby, this great army of the United States sleep the sleep of men who deserve rest.. Their minds are as clear as their lungs with the abundance of night air... and 15 miles from Port Moresby, on a heading of 44 degrees, in the cradle of a rock-studied mountain, about 340 men of the 90th Squadron are no exception.....

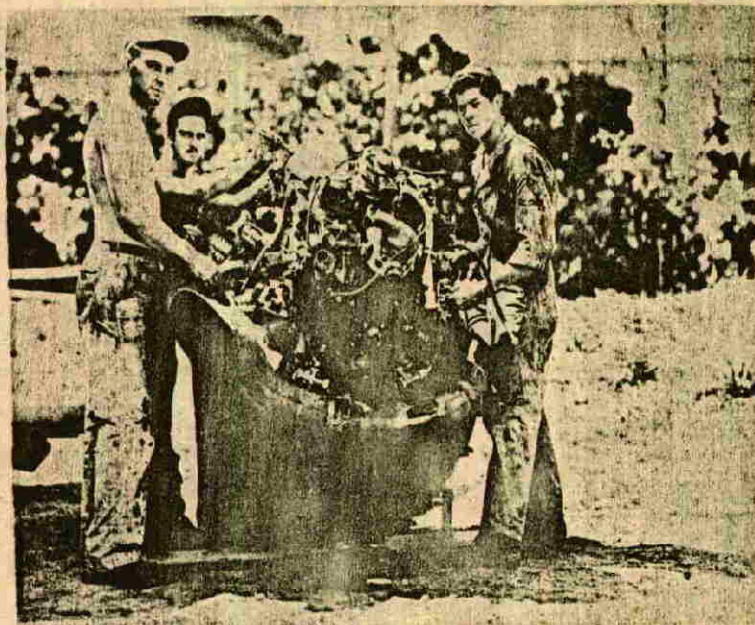
Feb 20- On Alert at 6AM... a shipping alert...destroyers, a cruiser and a transport sighted at Gasmata and Australian Beaufords had gone in at them at dawn with torpedoes...the report came in at 11 AM that their attack was unsuccessful and for the 90th to go out for the "kill".....it was to be a coordinated attack... 6 B-25 attack ships to follow in the wake of 7 B-17's...P-38's overhead to ward off Zeros....the following crews scheduled... #969 Maj Lerner(P) Lt Lee(CP), Sgt Richards(RG)(RAAF), Sgt Timberlake(G), Lt Clark(N)... #449 Capt Wertz(P), Lt Castelli(CP), S/Sgt R.G. Rowland(UG), T/Sgt Norton(RG), Lt Riola(N)...#969 Lt Smallwood(P), Lt Rosebush(CP), S/Sgt Fury(UG)... #981 Lt McCoun(P), F/Sgt Wilkinson(CP)(RAAF), S/Sgt J.W. Rowland(UG), Capt White(O)(AFI)...#482 Lt Howe(P), Lt Jones(CP), Corp Newell(UG)....#442 Lt Moore(P), F/Sgt Stephens(CP)(RAAF), S/Sgt Maupin(UG)...#793 Lt Solomon(P), Lt Rickord(CP), S/Sgt Patterson(UG)... Lt Solomon and Lt Moore had to turn back for mechanical difficulties...

It Smallwood turned back 100 miles out of Gasmata with engine trouble... Before we go on let us realize that there were two destroyers, one cruiser and a 10,000 ton transport sighted at 11 AM in Gasmata Harbour. It was not a case of "get the transport", as the warships were circling it. thus, it was a job of getting the warships also by skip bombing... To date, it had not been attempted in daylight in a medium bomber, to say nothing of the new attack planes that we flew....all the pilots realized from the start that it was a "suicide" mission...but, there was the job.....to get on...Gasmata was sighted and the flight of now four ships...Major Larner, Wertz, McCoun and Howe...dropped to 2000 and approached...switches on...guns charged...hearts beating a little faster with anticipation..."Eternal Father! at whose word the raging winds of heaven are calm; O to we steel-winged lads of the 90th afford Thy safety from all sudden harm. Be with us in the low'ring sky, and be our pilot when we fly. Amen".....Gasmata was empty... The ships were gone...two landing barges were sighted a mile off shore and Maj Larner signaled for the attack....After 32 50 cal guns had left their trail of destruction on these boats they were quite unserviceable... a second run was made on them...all the Japs that had hitherto been alive on them were done away with on this last devastating run...the results of the gun fire of these guns was terrific ... Due to gas the ships turned back for Port Moresby...upon landing it was found that 5th Bomber Command had tried all afternoon to contact us and let us know that the destroyers had moved to a position 25 miles due East of Gasmata prior to our arrival.....

Feb 21- 90th on Alert for shipping at 5 AM but nil happenings (as usual these days) sent the boys off on a two hour "Ready"...the difference between the two is this: If you are on "Alert", you are ready to take off and bomb an objective within fifteen minutes..... If on "Ready" you have two hours in which to get prepared to take off for the objective.....

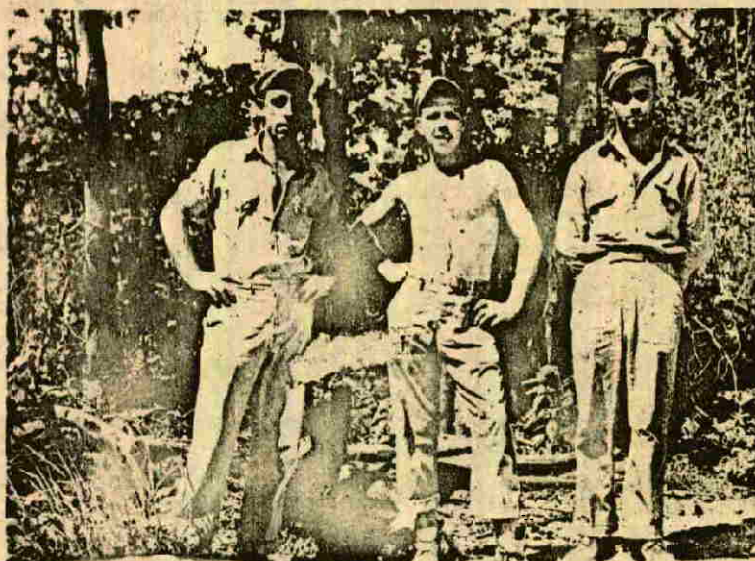
In the afternoon, 5th Bomber Command sent several Ordinance men over to take pictures of a trial bombing demonstration, in which new Australian fuses were to be used in American Bombs....it was to be skip bombing in the harbour on the old wreck.....Lt Reid flew the plane with the Ordinance men aboard, while Lt McCoun was the Guinea Pig.. On the second run over the target, McCoun's plane was hit by fragments of the 300 pounder which went off too soon and he was without his left engine, and his right running rough.....he was unable to maintain altitude so he salvoed the remaining bombs which exploded, and still be unable to maintain altitude(he was at water level) a crash landing was inevitable....he put it down, without injury to his crew, on a reef 25 miles Northwest of Port Moresby....F/Sgt Wilkinson(RAAF) was Co-Pilot, Lt Davis(of Ordinance) was a passenger, and Sgt McCarthy (RAAF) was radio gunner....a crash boat arrived several hours later... the plane was "Draft Dodger"...Sgt Corbitt was crew chief, Pvt Lott(UG)...

At night four Nip Betty Bombers came over and were greeted with a paramount amount of A/A by our boys.....everyone ran for the slit trenches (those that were already built) while the rest hid under such safety covers as tents, coats, etc.....the Nips unloaded at 14 Mile Airdrome and the noise and the subsequent flashes were awe-inspiring...



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S/Sgt Harper, S/Sgt Phay, T/Sgt Corbitt



S/Sgt Flaherty, T/Sgt Pleasant, S/Sgt Watters

Lt "Fatty" Ransom, in tumbling out of bed was bitten by a snake....

Feb 22- Due to the recent rains, and subsequent flooding of 14 Mile Field, the 13th Squadron moved to our field and set up their Operations there.....the P-38's also moved over....

At 9 PM there was a red alert, but no Nips came over.....

Feb 23- Recommendations for the DFC and Air Medals being submitted by Lt Head, Intelligence Officer...Sgt Smith, his aide-de-camp, working night and day on them.....200 hours of combat mission equals a DFC... 100 hours equals an Air Medal.....Only Sgts Timberlake, Pardue, Hume, Perkins and Capt Red Johnson are in line for the DFC.....

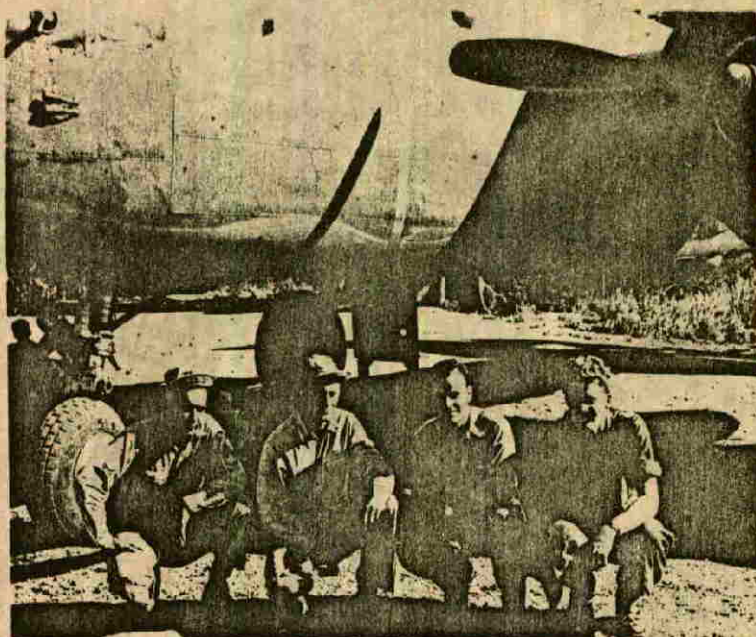
Violent rainstorm in mid-afternoon.....

Feb 24- Nil happenings....work on the Mess Hall progressing... we need lumber to put the finishing touches on this enterprise..... 1st Sgt Fortner and detail built a new and luxurious latrine....Lt Jones, C., and S/Sgt Barker working on a 90th Sq crash boat down in Port Moresby....the water tanks on the hill were moved down about twenty yards to enable the water pumps to get water to the tanks....

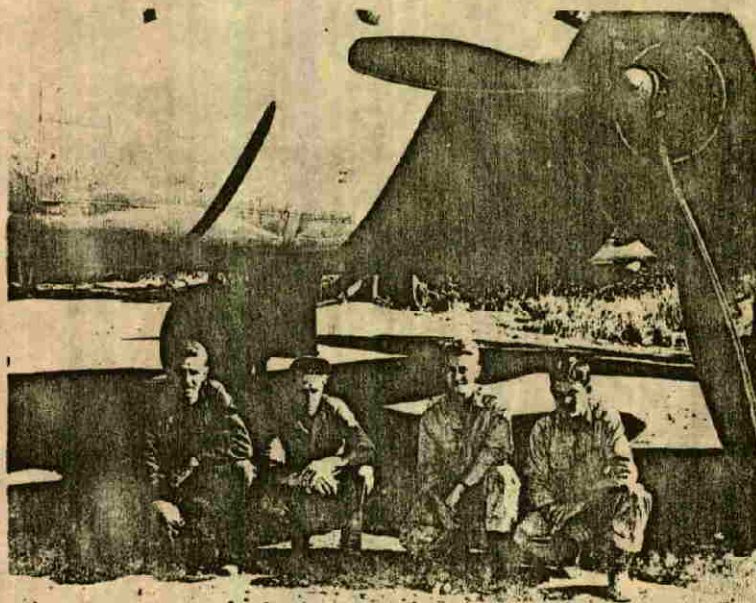
At night amid a storm of mosquitos, the Squadron sat it out to the tune of Anne Shirley in "Little Miss" something or other....pretty dreadful...what we need are some movies to take our mind off the war...

Feb 25- On shipping alert encore une fois....but nil happenings... many of the men agree that to sit it out all day on "Alert" is worse than going on a mission...the anticipation and suspense is none too easy on the nerves.....

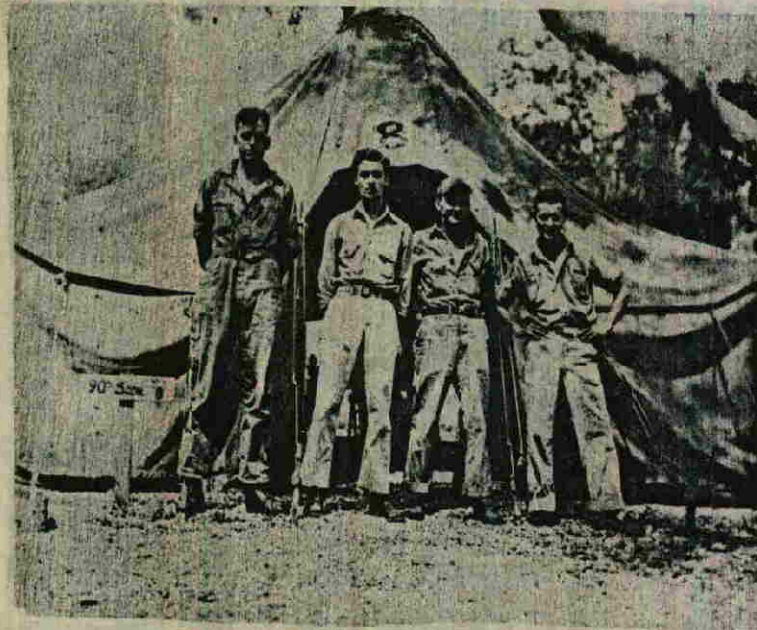
153



Lt Jones, Lt MacLellan, S/Sgt Thompson, C.C., S/Sgt Timberlake



S/Sgt Butler, S/Sgt Champagne, Lt Randerson, Lt Helbert



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Personnel Boys - L to R. Pfc Broward, Cpl Myers, Cpl Burns,
T/Sgt McGovern



All these men from Maine - L to R - Front Row - S/Sgt Wakem,
S/Sgt Stratton, S/Sgt Ryer, S/Sgt Robertson. Back Row -
S/Sgt Hume, Sgt Gordon, Cpl Bartlett, T/Sgt Stone, S/Sgt
Archibald, Sgt Sumner



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First Sgt Lemuel Fortner



..Lt Larry Hartline...

"Willie" the Wallaby was the 90th mascot for a short spell ... we say "short" because his life came to an end quickly when an innocent soldier accidentally shot him thinking he was a Kangaroo Rat.....

"Willie" was found, at the age of 5 weeks, by Lt Rose who came upon him in the vicinity of Horn Island..... Rose took him to Port Moresby and fed him and nursed him to health and he became a friendly, agile, Wallaby.....

"Willie" at Charters Towers could always be found puttering around in garbage heaps.....

Feb 26- Nip ships reported on the Northern end of New Britian... so the 90th alerted in the afternoon...called off at 4 PM....At night the 90th Officers played the 13th in baseball...the 90th won to the tune of 2-1....we won by virtue of four bases on balls and Criswell's steady pitching...Major Larner banged himself out what looked like a home run only to find that the ball was ruled foul by an umpire enlisted from the 13th.....Bob Reed, Johnny Clarke and Johnny Riloa put on a good exhibition in the infield.....

"The Man who came for Dinner" was the main attraction at night... Betty Davis and Monte Wooley...very entertaining.....

Capt "Doc" Gillmore racked off by Group and Lt Maguire joined us in this place.....

Feb 27- On alert for shipping from 5:30 on...nil happenings....

At 3 PM, Capt Henebry led a four ship formation to a point 5 miles SW of Salamua for a strafing job....Lt Wonderly, Lt Hawkins and Lt Sbisla flew on his wing....good practice but not much damage....

At night Engineering played Armament-----score...Engineering 7, Armament 3.....the lineup....and the batting order....

ENGINEERING

| | |
|-----------|----|
| Brumbaugh | c |
| Pleasant | cf |
| Flaherty | rf |
| Simpson | ss |
| Greene | sc |
| Eagle | 2b |
| Campisi | 3b |
| Geryanic | lf |
| Barham | lb |
| Griggs | p |

ARMAMENT

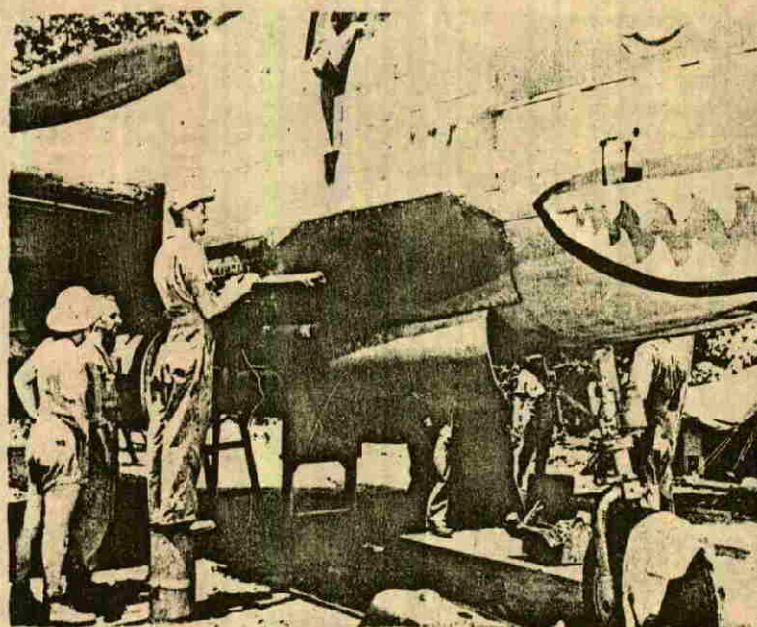
| | |
|-----------|-------|
| Maupin | 2b |
| Ashcroft | sc |
| Beals | lb |
| Tomajko | 3b |
| Estep | c |
| Manning | ss -p |
| Clark | ss |
| Sudeith | rf |
| McGill | lf |
| Thompson | lf |
| Chapin | cf |
| Carpenter | p |

DOUBLE PLAYS - Campisi-Eagle-Barham...

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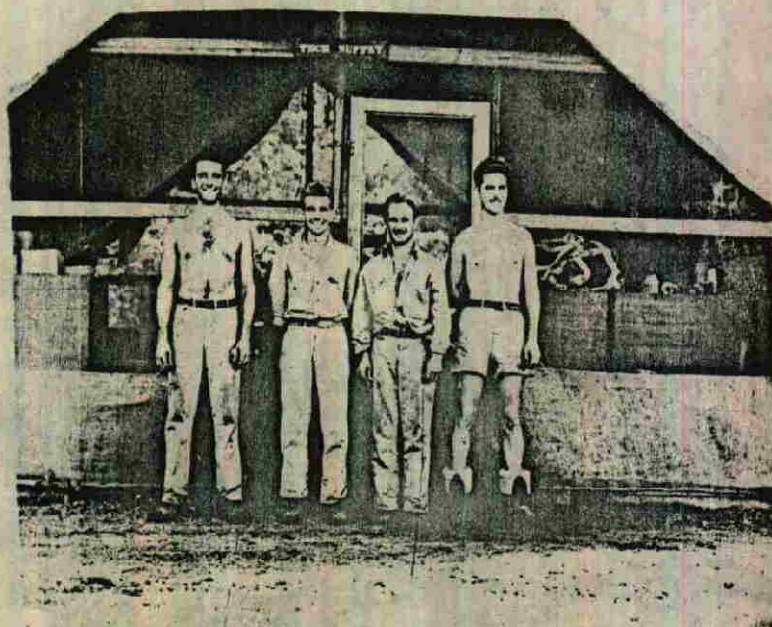


On top of plane - Sgt Wakem. Lower L to R Sgt Austin, Sgt Beals, Sgt Asheroft

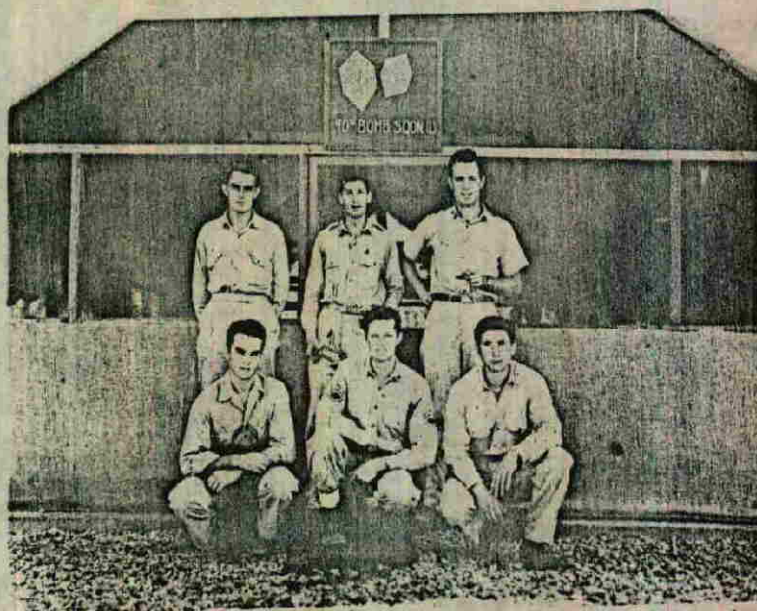


T/Sgt Anderson, T/Sgt Stone, T/Sgt Carpenter

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T/Sgt Simpson, S/Sgt Robertson, Sgt Bartels, Cpl Edgett



Front Row - L to R - S/Sgt Archibald, S/Sgt Sherman
Cpl Campisi
Back Row - Sgt Davidson, Lt Mandell, Maj Henebry

Feb 28- Major Larner flew to the Dobudura Strip SW of Buna to look it over..the 90th will move its air echelon over in several days to be ready for any shipping....this will enable the ships to be ready earlier than if they had to fly over the Owen Stanley Range with its usual foul weather.....thus...a potent striking force poised at any-time....to go most anyplace within 500 miles....Major Larner left Lt Castelli at Doburdura to help the Engineers there on the job of making revetments for the B-25's.....

4 of our ships put on a simulated coordinated attack on the derelict ship in the harbour with B-17's, Beaufighters, P-38's and other B-25's...the enemy was simulated by P-39's...looked OK and spoke well for the future....

At night the Enlisted men played the 35th Fighter Group and won 17-10....

| <u>90th Bomb Sq</u> | <u>Pos</u> | <u>hits</u> | <u>errors</u> | |
|---------------------|------------|-------------|---------------|------------------------|
| Redic | c | 2 | 0 | Redic and Simpson |
| Barton | 2b | 1 | 0 | played brilliantly |
| Sullivan | ss | 1 | 0 | on the defense while |
| Gus | 3b | 0 | 0 | the sparkling play of |
| Simpson | sc | 0 | 0 | the game was Simpson's |
| Kren | p | 0 | 0 | beautiful catch of |
| Davis | lb | 1 | 0 | a line drive.... |
| Morrison | lf | 0 | 0 | Redic took top space |
| O'Neil | rf | 0 | 1 | on the offensive with |
| Chase | cf | 1 | 0 | two resounding hits... |

Mar 1st.....Ho-Hum...a new month...how time flies....

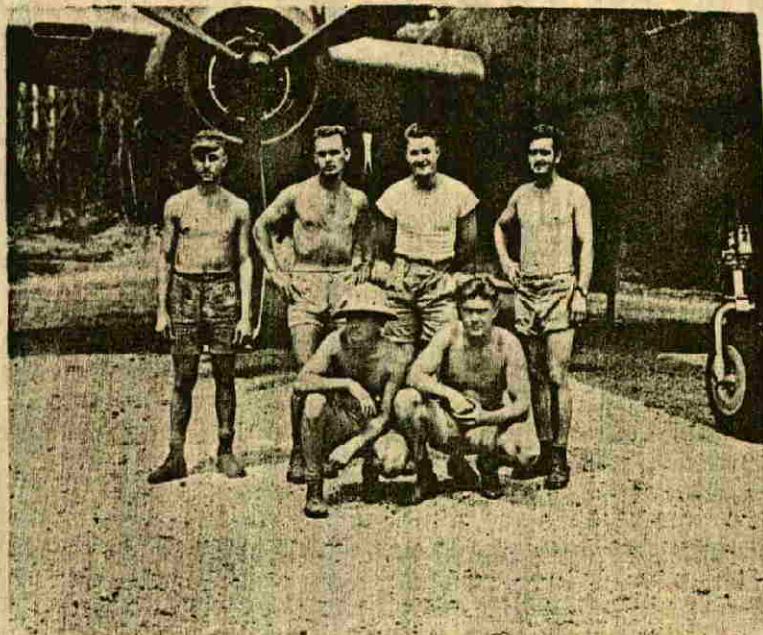
90th to go to Doburdura and thus we are moving our Jeeps over there.....six went by transport plane today with some ground personnel to look after them....

News at night of a 14 ship convoy coming down from Rabual...are on the north coast of New Britian...all of Port Moresby alerted for this shipping...the 90th working feverishly....guns loaded...bombs aboard...crews listed....silently, but efficiently, the 90th were at their jobs.....

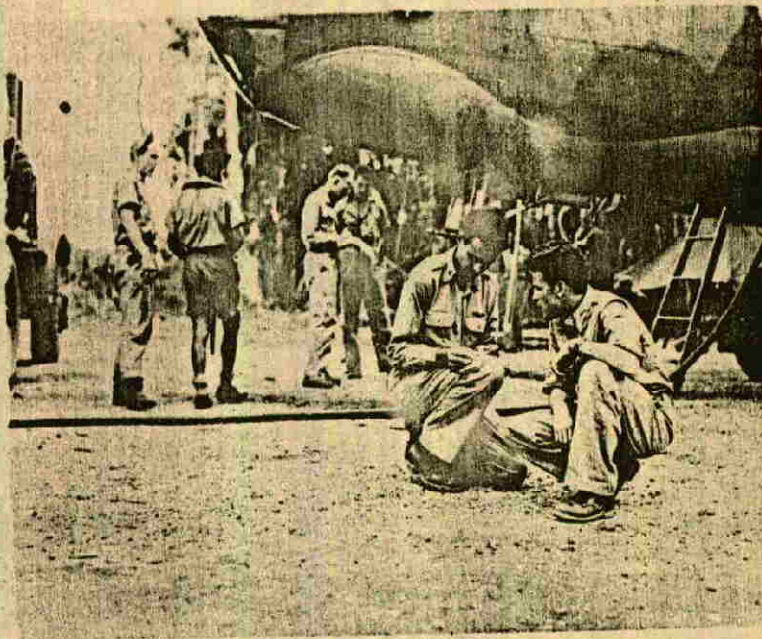
March 2- At 5 AM the following pilots and crews alerted..... Maj Larnner, Capt Henebry, Lts Launderers, Reed, McCoun, McNutt, Howe, Chatt, Sbisa, and McKee.....and Hawkins.....by 11 AM the alert still on...at lunch the news broke that the 90th would take off immediately for the Doburdura Strip to land and refuel and then hit the target near Finchaven....at 1 PM the 90th ordered to stand by for further orders.....at 1:30 PM the orders were to bomb the convoy (of 6 destroyers and 8 transports) direct from Port Moresby....at 2 PM the order was recinded due to bad weather...at 2:30 the order was to send only long range ships on the mission....at 3:00 the order read "mission cancelled...standby"...at 3:30 the entire alert called off..... at this point the men on alert were half mad with the anxiety and anticipation which follows a long alert and constant changes in orders... it was found that B-17's had hit the target in mid-afternoon and had claimed 3 merchant vessels sunk or damaged badly.....

"Green Hell" played at night with Douglas Fairbanks and Joan Bennett....very good entertainment but it was about the South American jungles and that only reminded us of New Guinea so no one was very happy....

A cool breeze and a southerly drizzle made sleep delightful at night.....



Lt. McNutt's crew---- L to R..... Back- Sgt Zulkus, Sgt J.A. Carter(killed 12/5/42), Lt Bandy(transferred), Lt McNutt.... Front- Sgt Lee, Sgt Ayers(killed 12/5/42)



...Lt Keeler(killed 12/5/42) and Maj. Garrity "talking it over" before a mission to Rabual... the mission failed due to insufficient gas, bad weather, and engine trouble..... Capt Herbert, in the background(with manuscript in hand) was the 90th Intelligence Officer... he was on Maj. Peterson's ship when it went down 11/24/42.....

March 3d.....As long as there is a 3d Bombardment Group, this day, March the third will go down in everyone's memory as the most decisive day of its history.....For on this day, the 90th probably set a record that no squadron has achieved in any single day of this war to date.....

The morning broke clear and cool.....12 ships were alerted...an early 6 AM breakfast of griddle cakes and coffee was had and then the crews assembled at the Intelligence tent on the line.....when the men were all assembled, the roll was called by Captain Henebry... the crews for the Alert were listed thusly....

| <u>SHIP</u> | <u>PILOT</u> | <u>CO-PILOT</u> | <u>RADIO GUNNER</u> | <u>UPPER GUNNER</u> |
|-------------|--------------|---------------------|---------------------|---------------------|
| 969 | Maj Larnner | Lt Hawkins | Sgt Richards(RAAF) | Sgt Timberlake |
| 978 | Lt Smallwood | Lt Lockhart | F/O Elewitt(RAAF) | Sgt Martin |
| 980 | Lt Howe | Lt Jones | Sgt Burch | Sgt Axt |
| 443 | Lt McCoun | F/S Wilkinson(RAAF) | Sgt Byrkett | Sgt Clark |
| 962 | Capt Henebry | Lt Lee | Sgt McKinney | Sgt Epperson |
| 088 | Lt Chatt | F/O Carse(RAAF) | Sgt Butler | Sgt Swain |
| 981 | Lt McKee | Lt Rosebush | Sgt Rowland, J. | Sgt Estep |
| 946 | Lt Sibsa | F/S Guthrie(RAAF) | Sgt McDonald(RAAF) | Sgt Harrell |
| 482 | Lt McNutt | Lt Randerson | Sgt Sampson | Corp Newell |
| 442 | Lt Moore | F/S Stephens(RAAF) | Sgt Thompson | Sgt Maupin |
| 487 | Lt Reed | P/O Johnco(RAAF) | Sgt Malito | Sgt Boggs |
| 793 | Lt Reid | F/S Langley(RAAF) | Sgt McCarthy(RAAF) | Lt Patterson |

At 7:45 the order of attack and general intelligence was given..... the dope.....a twelve ship convoy was just off Finchaven on a heading of 200 degrees...obviously heading for Lae or Salamua....there were 6-8 destroyers and cruisers and the rest were transports of 5000 to 10000 tons.....the

order of attack was then given to all combat personnel.....to wit: 27 B-17's would lead the attack from 5-7 thousand feet; followed by a Squadron of B-25's from the 38th Group; followed by the 13th Squadron of B-25's; followed by another Squadron of B-25's of the 38th Group; followed by the 90th Skip Bombing B-25's; followed by Beaughfighters; followed by A-20's.....and protected overhead by a minimum of 35 P-38's, and ample coverage of P-40's and P-39's.....all in all, 120 planes of various description and sizes were in on this coordinated attack.....

The deadline was 8:15 AM.....the engines started turning over..... Cape Ward Hunt was the rendezvous for all planes....at 9:15 all the bombers assembled there at 7000 feet.....the designation for radio purposes, of the Bombers were "Peanuts", the pursuit was "Pop-Corn"..... Heard over the radio at Cape Ward Hunt....."Peanuts to Pop-corn", we are here, lets get going to target....Go Ahead".....The reply.... "Pop-corn to Peanuts...Okay boys, hang on to your pants...we still are minus a few Pop-corn.....Okay..Okay....I see them coming...I see them coming....its Okay....its Okay....give 'em hell Peanuts....we'll see you are left alone.....".....

72 Bombers with a pproximately 50 pursuit coverage overhead started on a heading of 35 degrees from Cape Ward Hunt towards the Convoy.... ten minutes later over the radio..."There they are boys....there they are boys.....there are thousands of them.....O Boy....O! Boy!..."

Major Larnar and his flight of eleven ships were just getting within sighting distance of the convoy....his ships were in a echelon of V.. five minutes from the target he threw his flights into an echelon.... directly ahead big splashes on the water showed the P-38's dropping their

belly tanks...they'd run into Nip Pursuit covering the convoy.....

Suddenly, after several minutes of fast descent, the 90th broke out of some puffy Cumulus Clouds and the convoy sat directly ahead at a distance of some 5 miles....Major Larner pelled off and gave the signal for the rest of the planes to follow suit.....Smallwood, Howe, and McCoun kept on Major Larner's wing until over the radio came: "Damn it! Get the hell off my wing and get your own boat!"....the Major was heading for a cruiser at this point.....

From then on for a half an hour choas reigned for the Sons of Nippon.....A panorama of bursting shells, diving planes, exploding bombs ships dog fighting, an occasional burning and planes falling into the ocean and veritable hell broke loose.....

One sees such things on Calendars back in the United States, but one does not ever expect to be witness and a part of such an event....

It was a B-25-C1 day....there was no doubt....each plane in the 90th scored a direct hit on some boat....several scored hits on as much as three boats....

A play by Play description.....Major Larner pelled off at a Cruiser.... he scored one near miss and 1 direct hit and the ship was seen to roll over on its side...he scored 1 direct hit on a 4000-5000 ton transport and it burst into flames... He scored 1 bomb off the stern of a destroyer and strafed its decks....

Capt Henebry picked a 5-8000 ton transport and dropped a 500 pound 5 second delay bomb on its water line...on a second run he had a miss of 15 feet.....the ship was burning violently as he came in and strafed it.....

Lt Reid peeled off on a transport and scored 1 direct hit and 1 near miss.....He strafed 3 ships together and observed black smoke coming from all three ships.....

Lt McKee scored 2 direct hits on a 5000 ton transport..one in bow and one in the gun position in the stern....it seemed to blow up, and then stopped its forward movement..he expended 2000 rounds of 50 calibre ammunition in strafing.....

Capt Chaff scored 2 direct hits and 2 near misses on a large destroyer or small cruiser...Superstructure entirely blown away...ship made 90 degree turn and stopped immediately...large amount of black smoke coming from it.....

Lt Howe dropped 2 five hundred pounders on a large transport with results unobserved...he dropped two more bombs on a 3-5000 ton transport and the ship was observed to blow up in the middle....left in a probable sinking condition.....

Lt McCoun peeled off onto a 8000 ton transport gutted with fully-laden soldiers in jungle equipment....he laid 1 hit at the waterline and another in the middle of the ship...the third bomb fell over...the ship burst into flames and large columns of smoke poured from it...left in sinking condition.

Lt McNutt picked a large destroyer or cruiser and laid two direct hits on its deck...smoke rose to 1500 feet as a result of the fire that started there....on a second run McNutt strafed it and the ship appeared gutted little or no wake left.....

Lt Moore scored 2 direct hits on a 5000 ton transport..left it rocking violently...his strafing was most effective and it knocked out all defensive fire power....probably sinking as a cruiser pulled

alongside.....

Lt Reed scored two direct hits amidships of a 8000 ton transport and was left burning violently....strafed two destroyers with 2000 round of 50 calibre ammunition.....

Lt Sibsa picked a 5000 ton transport and went in with all eight 50's firing...he swept the decks and as he passed over the ship, his intervalometer failed to work and his bombs did not fall.....

Lt Smallwood scored two direct hits on a 5000 ton transport and it was seen to be listing as he made a second run and strafed its decks... He picked up a great deal of ack-ack from a nearby destroyer on this run and his hydraulic system was knocked out and necessitated crash landing at 7 Mile Field....Sgt Martine, upper gunner was killed in the landing and Lt Smallwood, Lt Lockhart, and F/O Blewitt(RAAF) were injured.

All in all it was a glorious morning...as the 90th left the ships, as far as the eye could reach, burning vessels were in the focus point.. It did not seem possible that so much damage could be done by so few men.....on this raid, 15,000 Japs lost their lives and 11 ships were definitely sunk...the damage was inflicted by no more than 300-400 Air Corps men.....

A B-17 that was shot down by ack-ack lost all of its crew when they parachuted and were strafed by Nip Zero pilots....Suffice it to say that 30 Zeros were shot down in this engagement...we lost 3 P-38's...

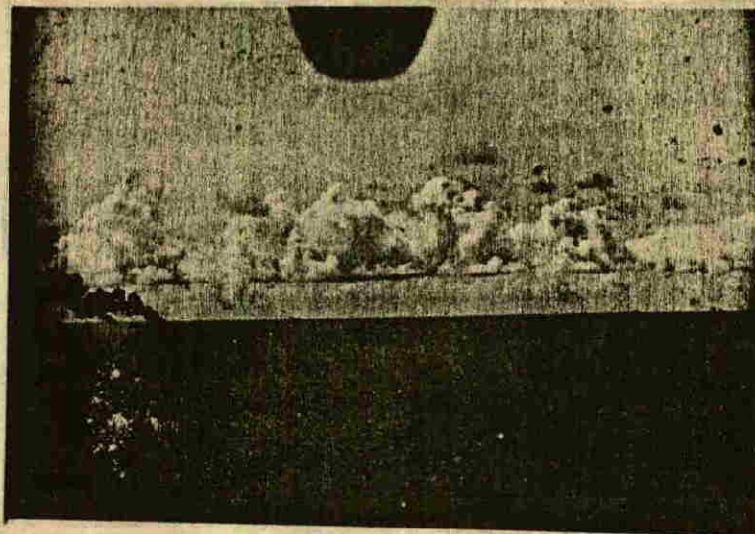
A Zero got on Major Lerner's tail on his way home but Sgt Timberlake scared him off....

The armada of allied planes that came to the convoy in formation,

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BISMARCK SEA

March 4, 1943



Burning ships everywhere

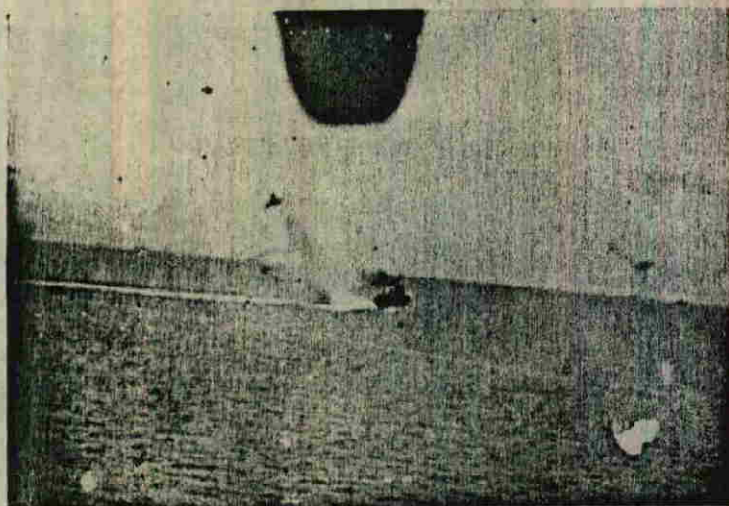


Shot taken from Lt McGoun's plane - Bomb fell over target -
Later sunk by the 90th

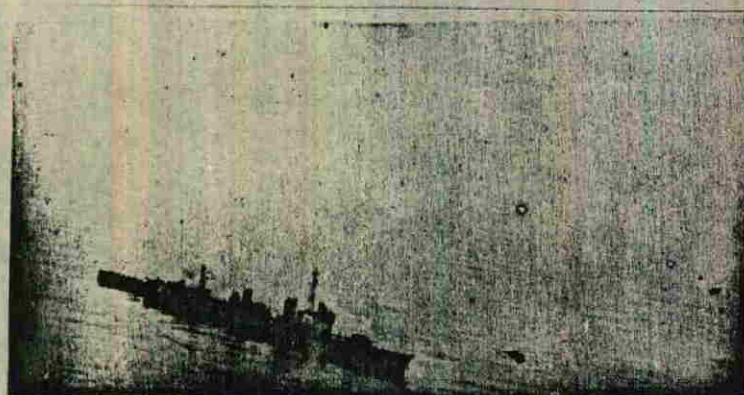
170

BISMARCK SEA

March 4, 1943



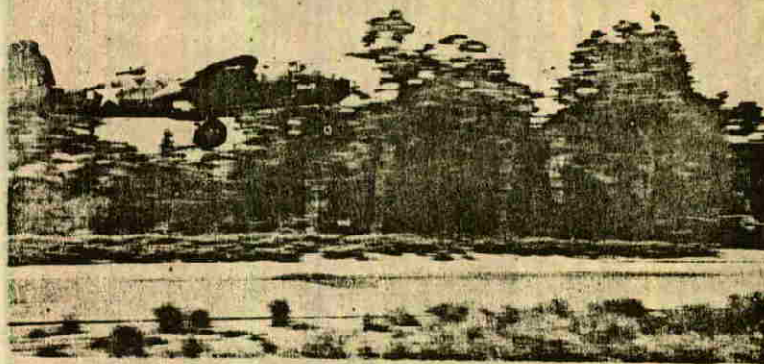
A 5000 ton transport vitally hit amidships



Destroyer off Cape Ward - Hunt - Sunk by the
90th Sq.....

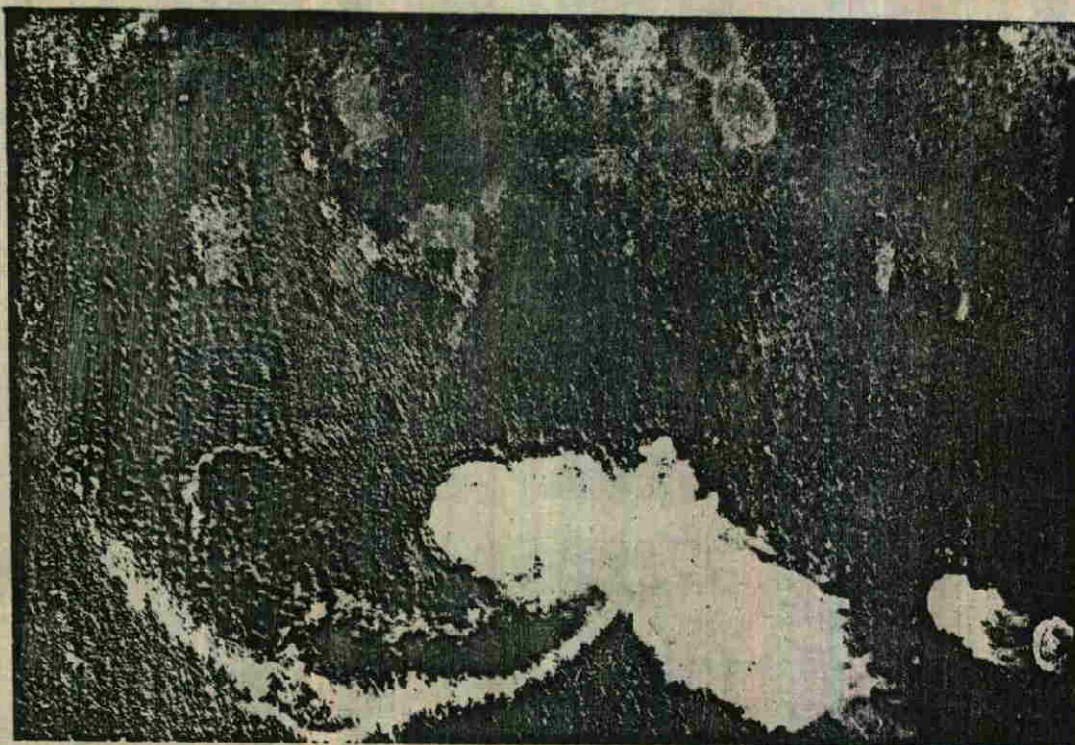
桐一葉又一葉おう既に戦
 ブナゴナサナ、ンタガダルモ
 ししかして又ムボウウ天の時地の利
 とも非今又ビスマルク海に輸送
 船十二艦十航空機百二を失ひニ一
 ギニア進駐部隊に増援の兵團陸兵
 一万五千海上が九万トンを無駄に
 した交戦一年にして日本軍部はな
 ほ近代戦のなたるか、分らず又
 此同様の失敗をくりかへし、陛下
 の赤子を犬死せしめ、しかしてなほ
 腹を切るの責任、觀念もなし、進駐將
 兵は糧道をたれ、孤立無援なり、犬
 死は眞の忠に非ず、よろしくききたり
 て、当方の客となり戦後日本の建設
 につくさるゝこそ忠孝両全の道で
 ある。

Phamplets dropped on natives near Madang - It tells them to go inland and stop helping the Japs or we will be compelled to destroy their villages.....



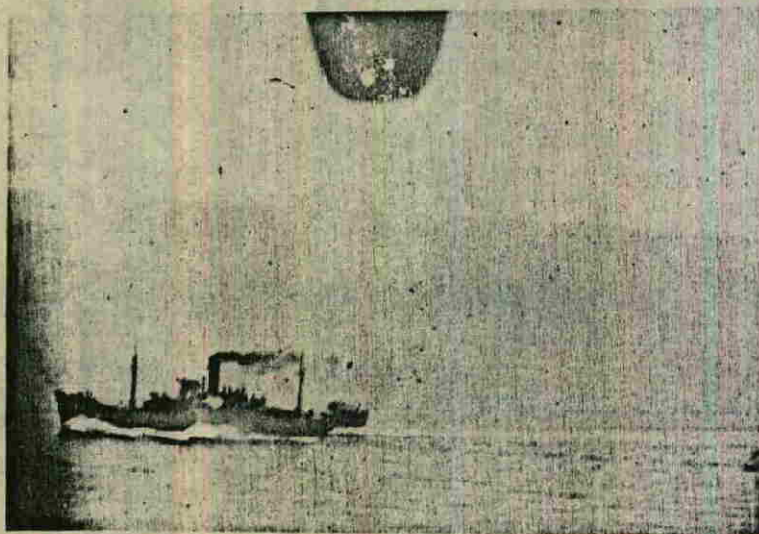
"Snafu" Taking off on March 3, 1943 prior to Bismarck Sea Battle - Lt Reed piloting...

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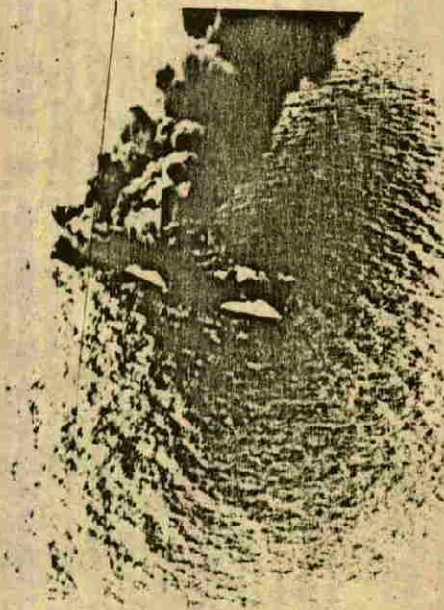
B-17's make a direct hit

Bismarck Sea

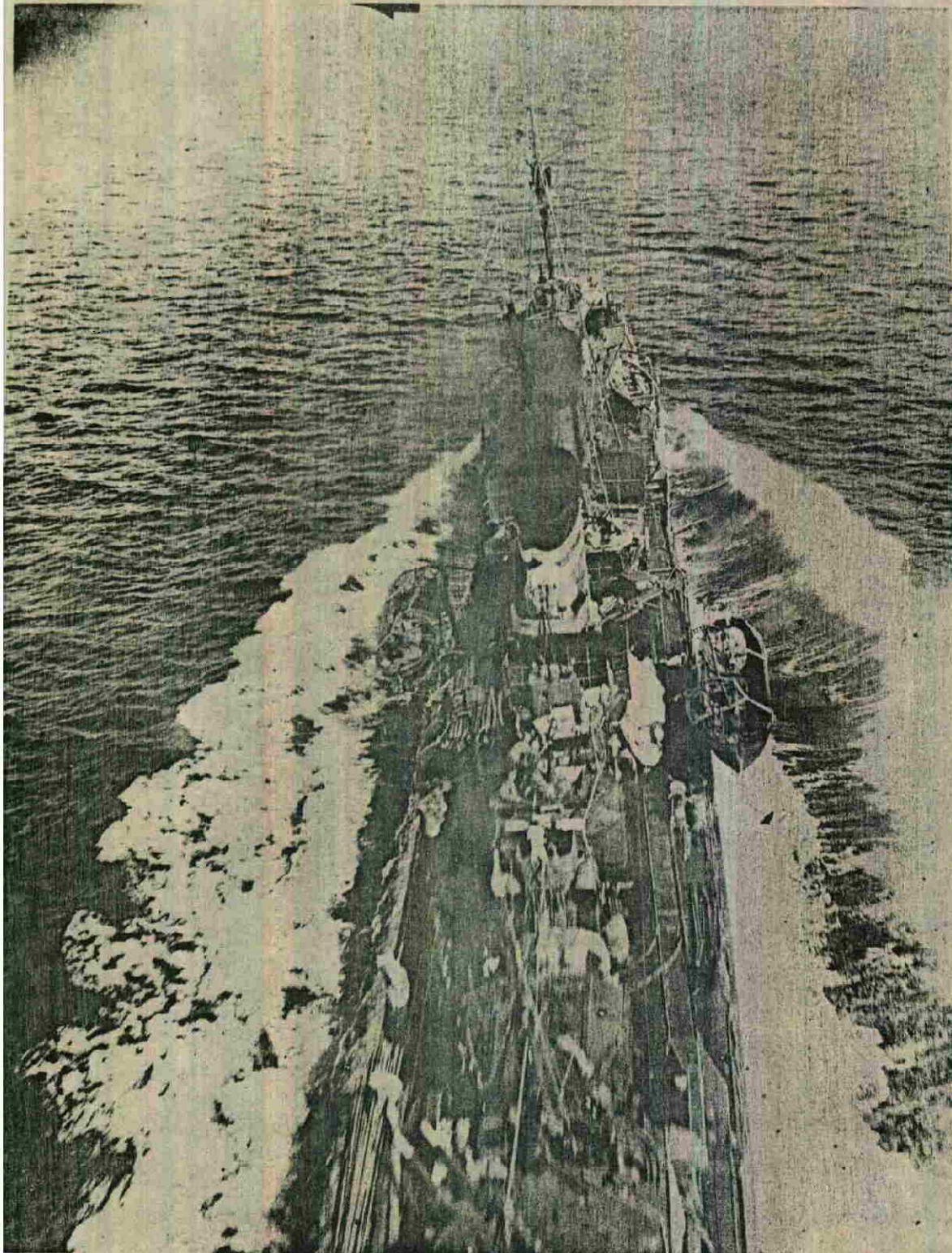


Cargo vessel sunk by 90th

173

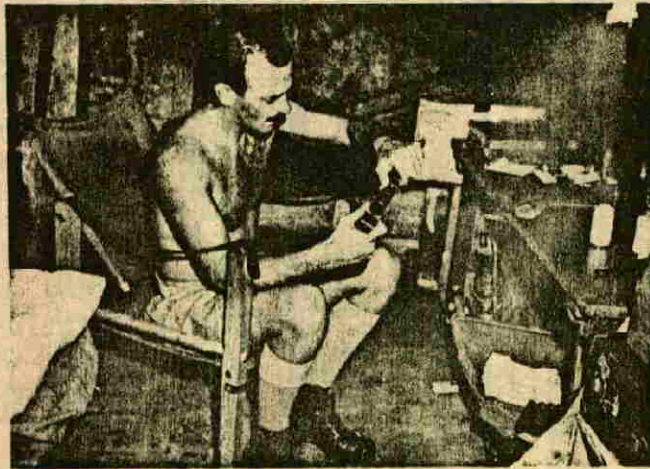


The 90th sinks an 8000 ton transport jammed with Japs



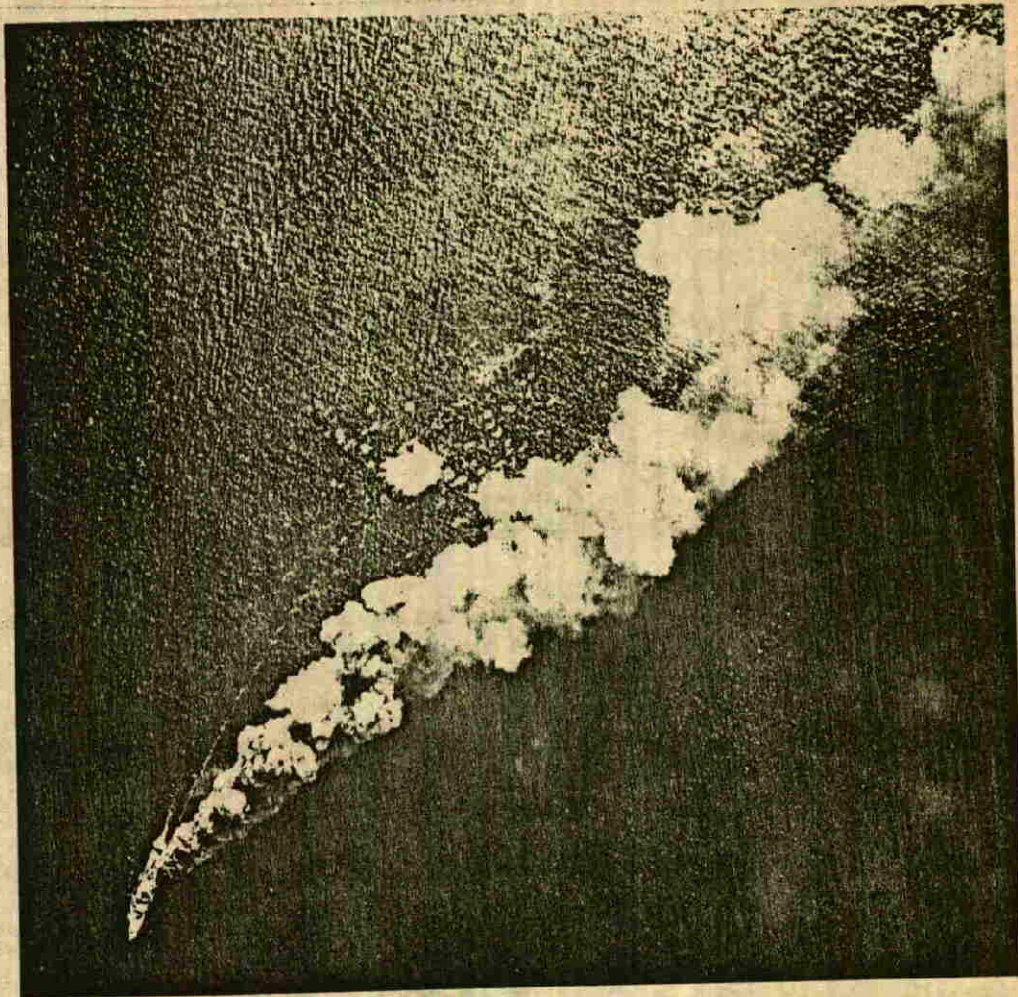
Bismarck Sea March 4, 1943

Jap destroyer - Notice Japs crouched in A/A nest and along
side of ship



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Wing Commander Brian "Black Jack" Walker; DSO -
leader of 30th Sq RAAF



Cargo ship settling in Bismarck Sea battle

TO ALL BOMB GROUPS AND 9 OPS GROUP

BC 2756

CONGRATULATIONS ON THE STUPENDOUS SUCCESS. AIR POWER HAS WRITTEN SOME IMPORTANT HISTORY IN THE PAST THREE DAYS. TELL THE WHOLE GANG THAT I AM SO PROUD OF THEM I AM ABOUT TO BLOW A FUZE

SIGNED: KENNEY

PLEASE EXTEND TO ALL RANKS MY GRATITUDE AND FELICITATIONS ON THE MAGNIFICENT VICTORY WHICH HAS BEEN ACHIEVED. IT CANNOT FAIL TO GO DOWN IN HISTORY AS ONE OF THE MOST COMPLETE AND ANNIHILATING COMBATS OF ALL TIMES. MY PRIDE AND SATISFACTION IN YOU ALL IS BOUNDLESS.

SIGNED: MACARTHUR

TO: 9TH OPS GP, 43RD, 90TH, 38TH, 3RD BOMB GROUPS
BC 2706

CONVEY MY CONGRATULATIONS ALL YOUR OFFICERS AND EL/// UNLISTED MEN ON A JOB WELL DONE

RAMEY

7 FEBRUARY 02 1945 MAR 1945

American Medium Bombers Had An Astounding Field Day in Battle

(P. A. RAYNER'S Convoy Story Continued from Page 1.)

Much of the success of the day's operations against the Jap. convoy resulted from the North American medium bombers. It was an astounding field day for them.

While the Fortresses stayed high the North American mediums skimmed at water level beneath the arc of fire of the Japanese ships to drive in a mast height and play hell with most of the convoy.

Here is a plane by plane record of the North American medium bomber unit as each reported back to the base:

Captain Robert Chatt, of Nebraska: Two direct hits on a large destroyer. Superstructure entirely blown away.

Second-Lieutenant Charles Howe, of Ventura, California: Two bombs dropped on large transport. One hit

seemed to blow up amidships. Left in sinking condition.

First-Lieutenant Gordon McCoy, New York City: Two direct hits on 8,000-ton transport. Left in sinking position.

First-Lieutenant Donald McNut, of Shannon, Illinois: Two direct hits on deck of cruiser or large destroyer. Heavy dark smoke rising to 500 feet.

Second-Lieutenant Keith McKee, of Mitchell, South Dakota: Two direct hits on 5,000-ton transport.

First-Lieutenant Helen Reid, of High Point, North Carolina: One direct hit 3,000-ton to 5,000-ton transport.

First-Lieutenant Robert Reed, of Decorah, Iowa: Two direct hits amidships 3,000-ton transport.

First-Lieutenant John Shiss, of New Orleans: Strafed with 800 .50 calibre shells.

First-Lieutenant Ray Moore, of Texas: Two direct hits on 5,000-ton transport.

First-Lieutenant Edward Lerner, of San Francisco: One direct hit and one near miss on cruiser. Badly damaged, seen rolling sideways. One direct hit 4,000 to 5,000-ton transport. Burst into flames and sank.

Every man in the squadron but one got at least one hit on different ships.

Captain Robert Chatt had only been promoted from first-lieutenant the same day and he certainly justified his lift-up.

for the most part, returned individually....The Allies had complete control of the air.....

Returning to their various airdromes, more danger was encountered as the planes all came in and landed in opposite directions....but, in the last analysis, no damage was sustained therein.....

The Alert was still on and all ships were reloaded with bombs and ammunition and prepared for another mission on the ships that were still afloat....

The schedule was lined up thusly:

| PLANE | PILOT | CO-PILOT | GUNNERS | |
|-------|--------------|----------------------|----------------|---------------|
| 969 | Maj Larner | Lt Moore | Richards(RAAF) | Timberlake |
| 980 | Lt Howe | Lt Jones | Burch | Rowland, R.G. |
| 443 | Lt McNutt | Lt Randerson | Byrkett | Clark |
| 988 | Lt Wonderly | Lt Miller | Butler | Swain |
| 962 | Capt Henebry | Lt Lee | McKinney | Epperson |
| 981 | Lt Launder | Lt Pryor | Rowland J. | Estep |
| 946 | Lt Solomon | F/S MacLelland(RAAF) | McDonald(RAAF) | Harrell |
| 487 | Lt Hawkins | Lt Rickord | Malito | Boggs |
| 442 | Lt Criswell | Lt Paine | Thompson | Maupin |
| 793 | Lt Fisher | F/S Stephens(RAAF) | McCarthy(RAAF) | Patterson/ |

The takeoff was at 1300L....rendez-vous with B-17's, A-20's, Beau-fighters and Pursuit at Cape Ward Hunt...due to bad weather over the mountains and poor visibility, Lt Wonderly and Lt Launder couldn't find their flights and returned to the field.....

The remainder of the 90th went to the target behind the B-17's..... it was not as well-coordinated as the morning attack.....

4 cargo vessels that were burning and a destroyer and a cruiser were observed 50 miles SE of Lae....15-25 Zeros hovered overhead.....

The 90th peeled off as they did in the morning attack...Lt Hawkins scored two direct hits on a destroyer and saw it settle in the water. Lt Solomon hit the cruiser and observed violent smoke coming from it....

Numerous strafing attacks followed the bombing.....survivors in the in the water were churned up in the fire that emitted from the 8-50's.... Japs in full battle array, Japs in the uniform of the navy, and marines, all clung to life boats and to wreckage....all planes in the attack went down to the water and strafed the survivors until ammunition was expended completely.....Lt Howe was attacked by three Zeros but Burch scared them off.....Major Lerner was also attacked in a similar fashion... Timberlake saved the day there....

When the battle area was left, all ships were sinking or in a definite state of sinking.....due to high clouds over the Owen Stanley Range, the 90th landed at Doburdura.....there they spent the night....Lt Castelli, whom Major had left there several days previously, greeted the boys in his jeep....."Joe" looked like he had been thru the jungles on his knees... he was loaded down with three guns and looked like he meant business to any of the Japs who were reputed to be in the "bush" nearby.....

Undoubtedly, this was history for the 90th.....they had claimed damage to 16 ships with 8 ships listed as "sunk by the 90th".....that night General MacArthur, General Ramey and General Whitehead all sent in their congratulations to the 90th for their glorious job in the biggest upset the Nips have suffered to date in the SouthWest Pacific Area.....

In the evening, Lt Chatt received his promotion to Captain while Lt Ingram, Lt Fisher, Lt McLellan and Lt McCoun were promoted to 1st Lts....

Late that night the news of the battle came from San Francisco.... This days' fracas will go down in history as "The Battle of the Bismarck Sea".....

March 4- On alert at 8 AM.....nothing happened until 10 AM when four ships were sighted but later proved to be barges.....Alert removed and we were then put on a two hour readiness....

At 1:30 we were ordered out.....the following crews.....

| SHIP | PILOT | CO-PILOTS | GUNNERS |
|------|--------------|---------------------|-------------------------------------|
| 969 | Maj Larner | Lt Miller | Sgt Richards(RAAF) S/Sgt Timberlake |
| 980 | Lt Howe | Lt Jones | Cpl Burch S/Sgt Axt |
| 449 | Lt Solomon | Lt Rosebush | S/Sgt Dickenson T/Sgt Norton |
| 962 | Capt Henebry | Lt Lee | S/Sgt McKinney S/Sgt Epperson |
| 981 | Lt Launder | Lt Pryor | S/Sgt Rowland,JW S/Sgt Estep |
| 088 | Lt McCoun | S/Sgt Barnes | S/Sgt Rowland, RG S/Sgt Swain |
| 487 | Lt Hawkins | Lt Rickord | S/Sgt Malito Pvt Boggs |
| 442 | Lt Criswell | Lt Paine | S/Sgt Thompson S/Sgt Maupin |
| 946 | Lt Sbisa | F/Sgt Guthrie(RAAF) | Sgt McDonald(RAAF) Sgt Harrell |

McCoun's Co-Pilot didn't arrive in time so S/Sgt Barnes, Crew Chief flew as Co-Pilot.....the mission was to be this: to wit, numerous survivors of the Battle of the Bismark Sea were making to shore from the wrecks they scuttled.....the 90th with pursuit protection(P-40's) were to split into three flights of 3 planes and patrol the area SE of Lae and to destroy anything afloat.....Hawkins' flight SW of Lae ran into nil except some barges which were strafed.....Major Larner and his flight of Howe and Solomon came upon a crippled Jap destroyer 50 miles East of Cape Ward Hunt....it was scuttled and Japs in full jungle uniform were clinging to lifeboats and wreckage....bread, tin drums, lifevests, and clothing were scattered in the water...some 300-400 Japs were trying to make towards shore...Major Larner peeled off and with Howe and Solomon on his tail, they bombed and strafed the destroyer and then polished off as many of the survivors as possible....Major Larner soon after called Capt Henebry to leave his search area and come over and join the fun....With McCoun and Launder on his wing, Henebry arrived to find all

the P-40 pursuit coverage playing a round robin game of strafing on the rapidly sinking destroyer....Henebry and Flight went in and gave it a last touch....The remaining survivors in the water were killed..... Gigantic sharks, which hovered around the survivors, made criss-cross patterns in the sea as they darted in and out of the wreckage.....Maj Larner zoomed down on a piece of wreckage with about 15 Nip Marines on it..they jumped into the water...numerous fins were seen to flash towards that point and they all climbed aboard again...Major Larner saw his job and did it.....Lt Howe came upon a Nip infantryman swimming the breast-stroke and came in on him only to find that he was out of ammunition... Lt Launder made a beautiful skip bombing run on the destroyer only to have the bomb skid against the hull and go off 100 feet to the front. Lt Solomon made the most beautiful run of the day...he came in from the stern and caught it on the tail end...it lifted the boat out of the water and from then on it sank rapidly.....at 4:15 Major Larner gave the order to "Go Home".....an extremely successful mission and it kept the Jap from landing about 400 Marines and shock troops on the Papuan Coast....

That evening the boys all saw "Born to Dance" with several non-descript characters occupying the limelight.....Don O'Rourke and Lt Arter returned from Brisbane today.....

Mar 5- Delightful to get up late and have no alert....the boys all spent the morning cleaning their equipment and hashing over the fight that they had just come through with flying colors....The radio is full of reports on this "Battle of the Bismarck Sea"....the medium bombers seem to be occupying the limelight for a change.....the B-25-C-1 leads

them all in this new campaign of publicity that is ensuing from the States by the hour.... We all are mighty happy about this in the Squadron... We are all even more happy, if possible, about the great leadership that we had from our flight leaders during the past few weeks, and this great battle in particular.....

At Maj Larner's suggestion and Lt Valusek's nod, the tail cameras now will be operated by the upper gunner by means of a toggle switch next to the turret.....

At night, the Officers were on the ball field ready for a game with the 13th, but they never showed up.....probably ashamed of the last massacre.....

Mar 6- Rumors floating in with the wind that the 90th might move to Debedura for good.....

Officers played the 13th at night and won 3-2 behind the excellent pitching of Criswell....a nine inning game, and probably the most exciting game played to date.....Smith, pitching for the 13th kept us fairly quiet offensively until the fifth frame when Howe hit a homer to break the deadlock.

"Charter Pilot" with Lolyd Nolan played for us at night and was pretty gruesome.....

Dick Launder was promoted to Captain today.....

Mar 7- Maj Larner and Lt McCoun went south in #980 with Riola navigating.....Sgt Tucker went as crew chief.....

Mar 8- Quiet day with nil activity.....

Mar 9- The same as the 8th.....

Mar 10- Looks mighty good for the Allies in the Middle East.....
Rommel is showing his heels now and it won't be long.....

Mar 11- General Sutherland and General Kenney, special envoy of
General MacArthur to the White House are batting their heads against a
brick wall.....they are trying to sell them the idea that we need more
men and planes in the SouthWest Area.....

Mar 12- News that Maj Larner talked over NEC to the United States
on the Bismarck Sea Battle...was broadcast from Sydney.....He also
appeared in the newsreels as did McCoun.....

Mar 13- Very little activity out of Port Moresby today....very
few planes in the air....perhaps before long we shall get a mission....

Mar 14- Lt Robinson and Lt Queen joined the 90th today....the former
will be the Assistant Adjutant while the latter will be head of Special
Services.....

Mar 15- Lt Mandell and Lt Byron joined us today...the former will
be Assistant Operations Officer while the latter will be assistant
Intelligence under Lt Head.....

Mar 16- Nil activity.....

Mar 17- Nil activity.....

Mar 18- Nil activity.....

Mar 19- At noon mess rumors of a mission circulated....Captain
Henebry would not say anything and we were all in the dark...a meeting
at the line at 1:30....Lt Commander Menucci, USN, briefed us on sub-
marines.....at 2:30 a list was posted of 6 ships to take off for
Debudura to await an early evening mission from there.....

| | PILOT | CO-PILOT | GUNNER | GUNNER | Lt Com Menucci(O) |
|-----|--------------|------------------|--------------------|-----------------|-------------------|
| 962 | Capt Henebry | Lt Lee | S/S McKinney | Sgt Harrell, H. | |
| 884 | Lt Howe | Lt Jones | Sgt Hume | Sgt McCarthy | Capt White(O) |
| 969 | Lt MacLellan | Lt Rosebush | Sgt Richards | Sgt Timberlake | Lt Clarke(N) |
| 088 | Capt Chatt | F/O Carse(RAAF) | Pvt Butler | Cpl Newell | Lt Ransom(N) |
| 946 | Lt Ingram | Lt Miller | Sgt McDonald(RAAF) | Cpl Carter | |
| 449 | Lt Hughes | Lt Weeks | Pvt Lott | S/S Dickinson | Lt Head(Int) |
| 732 | Lt Reed | P/O Johnce(RAAF) | S/S Tabor | S/S Sucker | |

The boys arrived at Debodura and spent the afternoon swimming and having a good look at what had been a Japanese stronghold two months ago...

At 5:30 the crews were briefed by Capt Henebry and Lt Commander Menucci.....

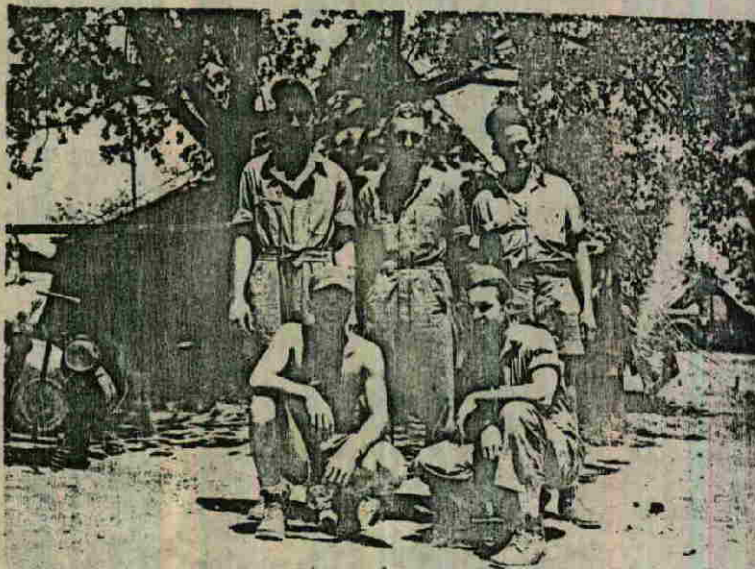
The target was a large submarine that was supposed to unload supplies at Lae around sundown...this news had been deciphered by our men at Port Moresby....We took off at 6:45 just as the sun was setting behind the Owen Stanley Range.....Henebry led the first flight of Howe and MacLellan... Chat led the second element of Ingram...."Snuffy" Hughes did not get off due to engine trouble....Capt Henebry had to slow his formation down as it looked as though he might get to Lae too early.....Near Salamua the two flights swept inland and came down on the trees....they flew this way until they were about 5 miles South of Lae when they swung out onto the water and flew up the coastline.....approaching Lae, a rocket was shot into the sky(this was the Jap's air raid warning).....2000 yards from Lae, on a heading of 90 degrees, the 5 ships came in abreast....

airspeed 250 mph....suddenly the rising moon outlined a gigantic submarine tied up against the Lae dock...at the end of the runway.....Henebry, Howe and MacLellan who were heading over the sub let go with their guns... from the runway and from the flanking hills intense and accurate ack ack was fired by the Nips...at about 100 yards the co-pilots began to toggle the bombs loose....11 bombs hit directly while one went over...the



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Lt Ingram's crew... L to R... Lt "Shorty" Helbert, Lt Ingram, Sgt Roland, J. Sgt Evers, T.D., Lt Thompson, Sgt Chesson..... On this trip north, Lt Ingram suffered 11 shrapnel holes in his wings after bombing a Jap convoy off Gasmata; got two wing tips, and was stuck once in the mud at 17 Mile Field... Was crew chief Sgt Chesson sore!!



Pvt See, Sgt Anderson, Sgt Barford, Sgt Pleasant, Sgt Neal.... Bombardier and Bomb-sight maintenance collaboration is an essential in the combat zone..... Sgt Neal, senior bombardier, was killed 11/24/42.

explosion was terrific and for a moment Henebry and Howe thought their plane was out of control.....The ensuing fire lit up the wick at Malahang.... MacLellan's ship suffered a direct hit from light calibre ack ack and Sgt Timberlake was killed instantly.....On this run Captain Chatt was unable to fly over the submarine so after Henebry's flight had passed by, Chatt swung over and made another run....Ingram followed closely on his wing... seeing that the submarine had exploded and sunk, Chatt made a run over some dispersal area and dropped his bombs....Ingram did likewise.... There were many near misses with ack ack, but miraculously none took effect.....Henebry, Chatt and MacLellan made it back over the mountains to 17 Mile Field.....Ingram and Howe landed at Dobodura.....Howe tried to get home but went into a dense cloud formation which put him into a violent spin and he was able to bring his ship out after losing 8 thousand feet and hitting an airspeed of 450 mph...his escape hatch flew off and it had Captain John White, Observer, a bit worried for a moment or two... Sgt Hume in the upper turret said he could feel water dripping on him from the rear of the plane.....

Mar 20- Capt Denniston, Capt Henebry, Lt Solomon, Lt Pryor, and Lt Lee left for leave in MacKay.....

Sgt Timberlake was buried with full military honors....Timberlake is one of the old 90th boys.....patriotic...courageous..... devoted to duty.....Cpl. Byron Edgett of the 90th writes the following in tribute to this great soldier..... "Well, Tim is gone. He went out in the manner reserved for heroes; the way Americans have been going out since early colonists set foot on the shores of North America, and began to hew a nation out of a hostile shore.

He enlisted in the Air Corps in September of 1939 at Fort Benning, Georgia, and took his recruit training in the 6th Air Base Squadron, Barksdale Field, La. He was then assigned to Hq. and Hq. Sqd., 17th Bomb Group, and the 89th and the 90th.

At the time of his death he had been in overseas service just short of 14 months, had participated in 65 missions accumulating 240 hours of combat time and 300 hours flying time.

On Oct 12 last, he was awarded the Silver Star for gallantry in action..Sgt Timberlake was bombardier in an aircraft on a bombing mission in New Guinea. This aircraft acted as decoy in a co-ordinated effort, and intentionally provoked interception so enemy fighters could be led away thus allowing a second flight of bombers to made an uninterrupted bombing run on the target.

The formation was attacked by 10 Zeros and during the engagement, which lasted for 20 minutes, his plane was damaged by enemy fire and was unable to keep up with the rest of the formation.

However, the alertness and accurate fire of Sgt Timberlake and the entire crew resulted in one of the enemy fighters being shot down. This soldier displayed great courage and skill while he was under fire.

When the 90th modified its planes, Tim asked to become an upper gunner. His request was granted and he participated in several history making actions in that capacity.

Recently Timberlake saw an opportunity to better himself by transferring to heavy bombardment. His application was approved and he expressed the opinion that the mission of March 19th would be his last for the 90th Squadron.

It was. But his name is linked with American history. When he went, he was at his post, both guns blazing. We'll wage that Tim helped make a lot of Nip slips that day.

We grieve with his family in their loss but knowing him has been our gain. Many a day will pass before we forget Tim with his soft, Southern drawl, his easy smile and cheerful greeting, his heart as big as a B-24...Happy Hunting, Buddy!"

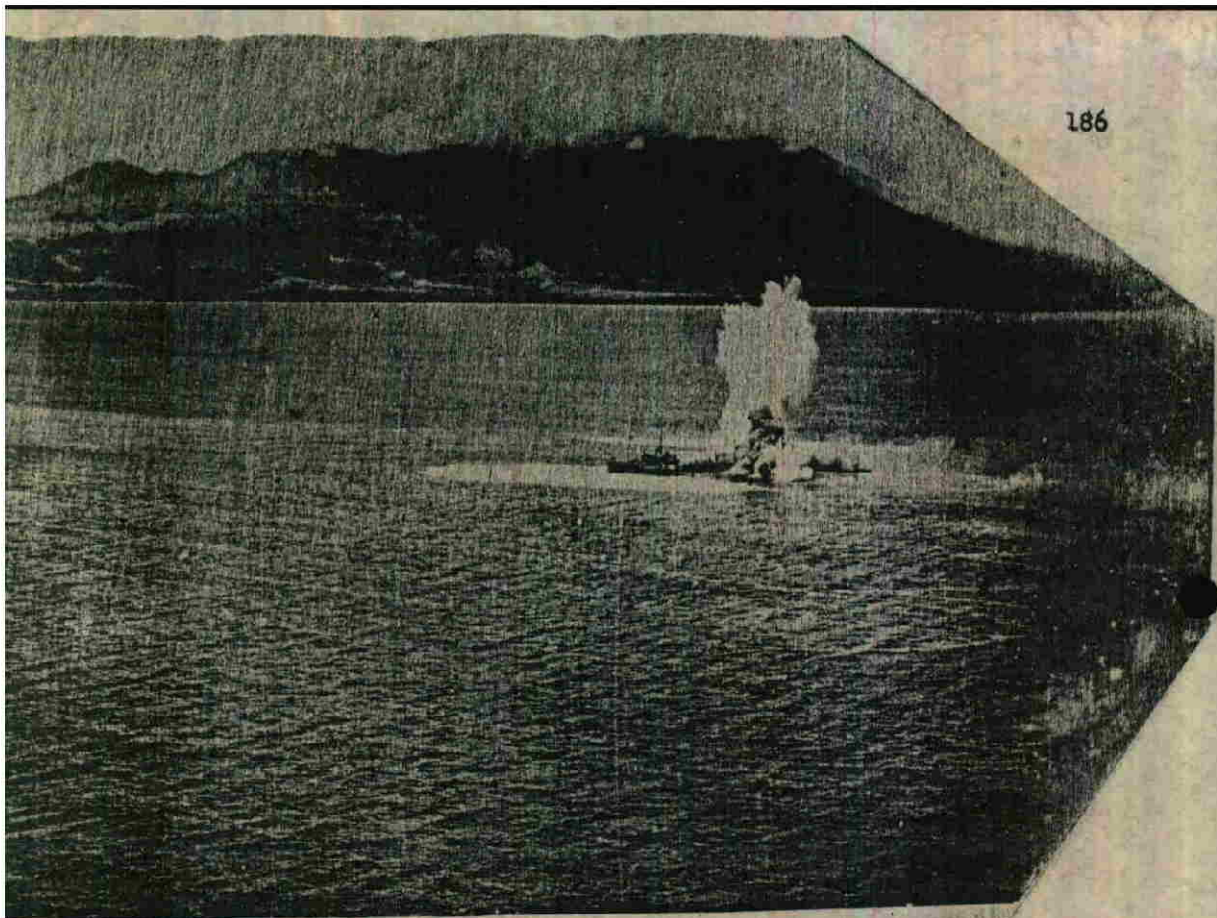
March 21- Many new promotions were effective as of this date, although the list was not posted until later.....

The following men were promoted to Technical Sergeant...S/Sgt Sherman, S/Sgt Thompson, S/Sgt Chesson, S/Sgt Nealy, S/Sgt Barford, S/Sgt Harper, S/Sgt Eagle, S/Sgt Barnes, S/Sgt Lee, S/Sgt Hall, S/Sgt Green and S/Sgt Swain.....

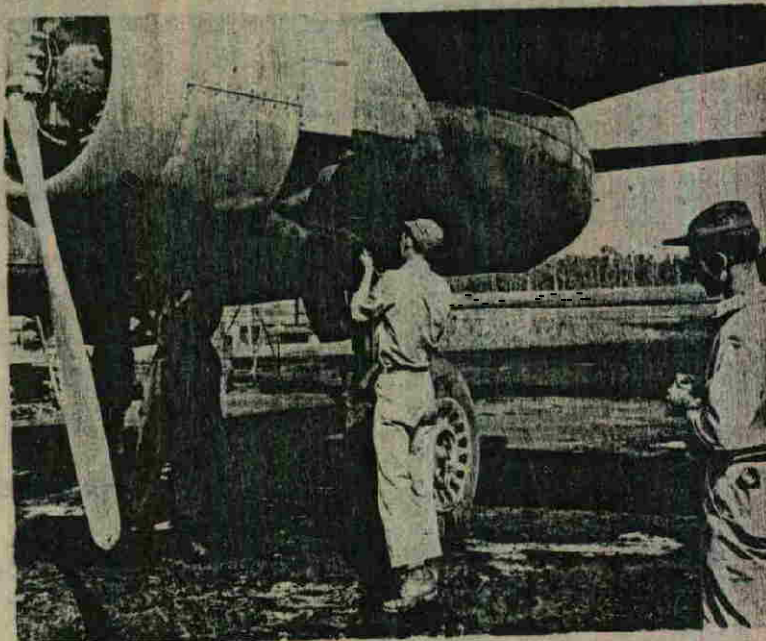
The following men were appointed Sergeant...Cpl Satterberg, Cpl Smoot, Cpl Gillmer, Cpl Duffalo, Pvt 1cl Moser, Pvt Boggs, Cpl Barnes, Cpl Munn, Cpl Fecitt, Cpl Beals, Pvt 1cl Garber, Pvt 1cl Chase, Pvt Divers...

Mar 22- Nil activity....

Mar 23 - A six ship formation attacked and strafed the Mouth of the Labu Lagoon where landing barges had been reported...Major Lerner led the ships in #884....Behind him were the following officers with their crews.....#443 Lt Hughes, #449 Lt MacLellan, #088 Capt Chatt, #946 Lt Hawkins, #487 Lt Ingram....14500 rounds of 50 calibre ammunition was expended with nil results observed due to the dense forests that flanked the lagoon....Maj Lerner then led his ships to Nadzap where all houses visible were strafed.....Nil results observed.....



A DIRECT HIT WITH A 500 POUND BOMB BY LT MAC LOLLAN'S
SHIP. CAPT GLOUCESTER IN RIGHT BACKGROUND -



LT Mac Lollan and LT Carson

Mar 24- Nil activity.....

Mar 25- Nil activity.....

Mar 26- All ships without long range gas tanks will have a three-hundred gallon tank installed in the position that the lower turret used to occupy.....as a result the sheet metal boys were hard at work under Sgt Aubrey trying to get this job done as quickly as possible...A 24 hour maintenance was set up immediately....It was a tough job and the sheet metal men deserve alot of credit for the way they tackled the job.

At 11 PM Lt Valusek was suddenly called to the phone and ordered to get all ships ready for a morning mission.....at this point all ships had been "taken out" for the tank installation.....the ships were immediately prepared for a morning mission...bombs loaded and all guns loaded with 50 calibre ammunition.....four hours later the call came thru to Lt Valusek that it was a gross error...to disregard the order and prepare the ships for the tank installations.....At this point Lt Valusek, Sgt Caruzzi and the boys were stark, raving mad.....but by daylight the sheet metal work was in full progress and the storm had passed.....

Mar 27- Six ships sent to Debodura for the makings of a night mission to Lae.....A submarine was reported to be on its way to Lae to unload supplies to the garrison there..... The following planes and crews made the trip to Dobodura.....

| | PILOT | CO-PILOT | GUNNER | GUNNER | ENGINEER |
|-----|--------------|---------------|------------|----------------|-------------------------|
| 969 | Maj Lerner | Lt Castelli | Sgt Moore | Sgt Richards | Cpl Fecitt Lt Arter(N) |
| 884 | Lt Hughes | Lt Weeks | Sgt Norten | Pfc Byrkett | Sgt Nealy |
| 980 | Lt Hawkins | Lt Rickord | Sgt Axt | Sgt Thompson | Sgt Eagle |
| 981 | Capt Launder | P.O Carse | Sgt Estep | Sgt Rowland, J | Sgt Harper Lt Ransom(N) |
| 946 | Lt Sbisa | F/S Guthrie | Cpl Carter | Sgt McDonald | Sgt Green |
| 437 | Lt Reed | F/S MacLellan | Sgt Powers | Sgt McKimney | Sgt Thompson, J.S. |

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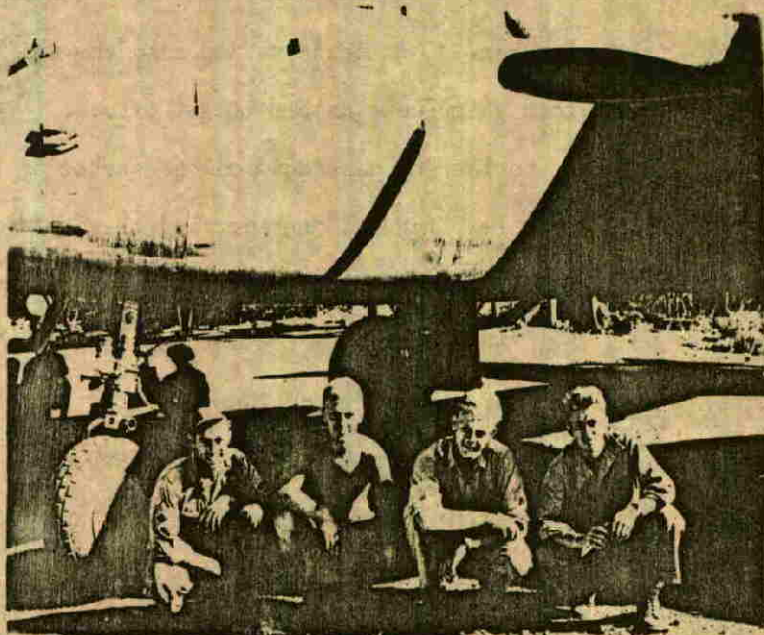


Lt John Valusek, Engineering "Wheel"... "Fix 'em up" Johnny came to us at Savannah and has been with us since...Together with his engineering boys, he set up a long list of fine achievements in the squadron..

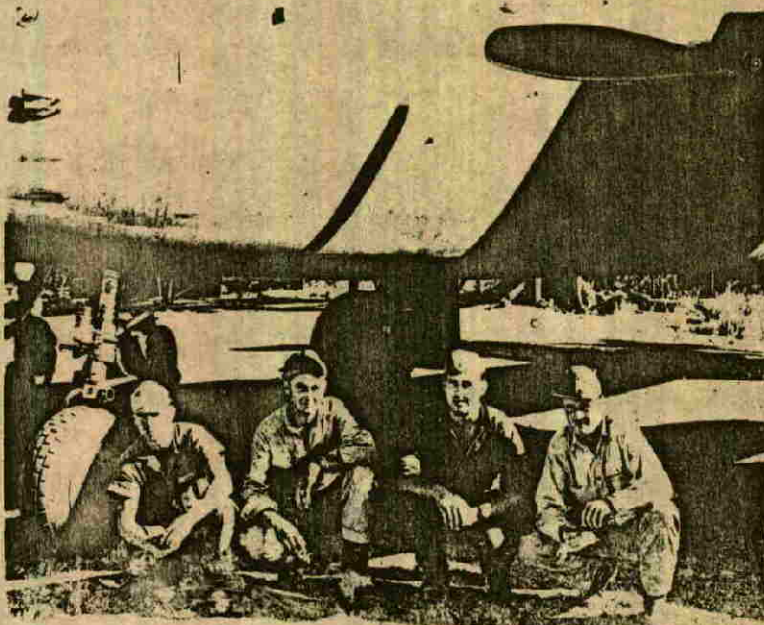


Lt Short... "Big Wheel" down in the Armaments Department. Guns, bolts, recoil levers, belt feed pawls, all these were "Shorty's" department..... and he knew his job well and went about his work in a quiet, efficient manner.....

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Lt Weeks (missing in action 3/27/43), Lt Hughes, S/Sgt Clark,
S/Sgt Byrkett



Sgt Newell, S/Sgt Sampson, Lt Rickord, Lt, Hawkins.....

The takeoff from Dobodura was about 6:45 after a heavy rainfall.... due to the slippery sod on the runway, Lt Sbisa taxied into the tail of Lt Hawkins and as a result both ships were unable to get off.....

Maj Larner led his ships to Lae and came down on the harbor to find that it was pitch black....as a result Maj Larner decided that he and Lt Hughes would drop flares so that Capt Launder and Lt Reed could come in for the kill.....good they had done...they observed their flares to illuminate just a few feet over the water and then go out.....heavy and accurate ack ack was encountered and six search light batteries blinded them temporarily....Maj Larner dived on two batteries and put them out....Launder and Reed came in and dropped their 500 pound 5 second delay bombs on dock installations in the harbor, pulled to the right and headed back to Dobodura....Maj Larner started climbing to get over some rain squalls and failed to find Hughes on his wing....that was the last "Snuffy" and crew were heard of.....all ships, with exception of #884, which was given up for lost, landed at Dobodura...

Mar 28- Maj Larner, Capt Launder and Lt Reed and crews made a search mission in the vicinity of Lae in the morning for Lt Hughes and crew but found nothing.....The remaining ships at Dobodura returned to 17 Mile.... #980 was left at Dobodura to have a new tail assembly installed....

Mar 29- Nil activity.....Lt Hughes and crew were a sad loss to the 90th....That makes eight of the original 12 crews that joined the 90th in September "lost in action" or "Killed in action".....

Mar 30- Nil activity.....

Mar 31- The 90th Squadron Officers beat the 13th again....The Enlisted Men were out in full form rooting for the Officers...great

spirit there and it speaks well for the Squadron.....

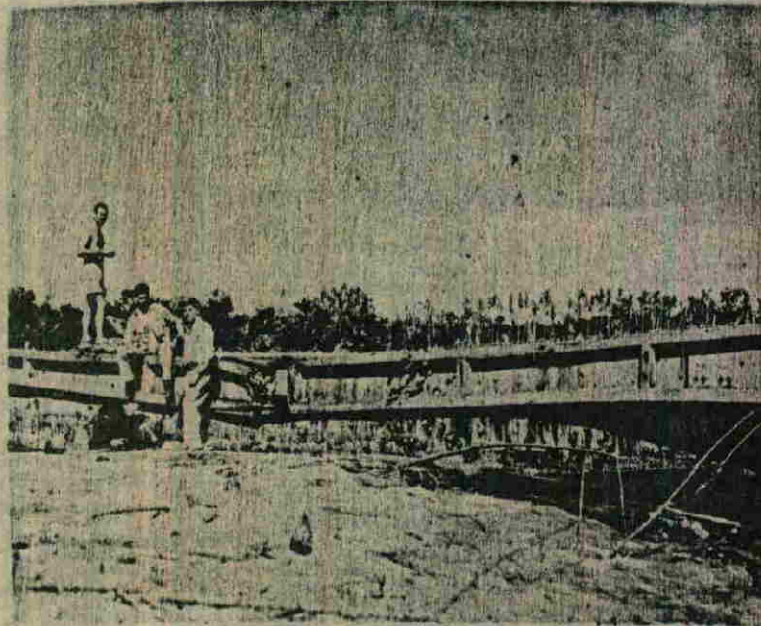
April 1- Fourteen ships alerted after breakfast.... "Chuck" Howe wasn't on the list so he raised such a fuss that acting Operations Officer, Captain Chatt, finally let him go to keep him quiet..... The following ships flew to Dobodura to gas up and wait for the mission to break....

| | PILOT | CO-PILOT | GUNNER | GUNNER | ENGINEER |
|-----|--------------|---------------|---------------|---------------|----------------|
| 969 | Maj Lerner | Lt Castelli | Sgt Richards | S/S Moore | Sgt Pecitt |
| 437 | Lt Reed | P.O Johnce | S/S Powers | | S/S Thompson |
| 449 | Lt Howe | F/S Callaghan | S/S Dickinson | T/S Leftin | T/S Chesson |
| 721 | Lt McCoun | F/S Wilkinson | Sgt McCarthy | S/S Crevisier | S/S Humphries |
| 981 | Capt Launder | F/S Guthrie | S/S Rowland | S/S Fury | S/S Perkins |
| 443 | Lt Reid | F/S Langley | Sgt Monck | S/S Clark | T/S Lee |
| 946 | Lt Bridges | F/S MacLellan | Sgt MacDonald | S/S Carter | T/S Green |
| 088 | Capt Chatt | F/O Carse | S/S Butler | S/S Peet | T/S Barnes |
| 732 | Lt Fisher | F/S Stephens | Pfc Byrnes | S/S Taber | T/S Bumgardner |
| 482 | Lt Hawkins | Lt Rickord | S/S Sampson | S/S Newell | T/S Barford |
| 962 | Lt McKee | Lt Jones | S/S McKinney | T/S Pardue | Sgt Moser |
| 487 | Lt Ingram | F/S Stibbard | S/S Malite | Sgt Boggs | Sgt Greene |
| 442 | Lt Wonderly | Lt Miller | S/S Thompson | S/S Maupin | Sgt Landers |

Lt Head (Int), S/S Harper(E), and Pfc Koplan also made the trip to Dobodura..Lt Wonderly and Lt Ingram were "extra ships" to proceed on the mission in the case of engine failure etc on the part of any regularly scheduled ship.....

The boys all went for a dip in the stream that flanks the NW end of the Fighter Strip.....Dobodura is a spot of enchantment...no mosquitos, a fresh breeze from the ocean, and the ever prevalent excitement that lies with being stationed so near the so-called "Front Lines".....rules such as "Par 15- a) no man will go out of the camp area without the company of at least two men, and under no circumstances will any man be without firearms..." etc....Pvt Higby and some of the other boys stationed there in the advanced echelon are really having a time for themselves... They all look like they have been dragged through a mud puddle, but they

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"Black Jack" Waller (RAAF), Major Larner



Swimming in Dobadura

all have jeeps to run about in....everything is so well dispersed that transportation is needed under all occasions.....

At 3:30 PM the mission broke....the dope: A "Tokyo Express" (Warships) was en route towards Lae...They were supposed to have left Kavieng at about 1:30 PM.. Our job was to intercept them about 200 miles SW of Kavieng, and in collaboration with Beaufighters, B-17's and B-24's sink them all a la Bismarck Sea Battle.....Major Larner briefed the lads before takeoff and told us that there would be no pursuit protection, but to put it in his words, "A-25-C-1 can outrun any Zero anyways".... Wing Commander "Black Jack" Walker, head of the RAAF Beaufighter outfit, and a legend among all fliers, was also on hand for the briefing.....

By 3:15 the B-17's and the B-24's passed over the field and the 90th took to the air.....we were to strike the convoy in the falling hours of dusk and subsequently the lights at Ore Bay were to be turned on for us so we could find our way back.....

At 4:35 the various flights had passed NW of Arawe, New Britian and were on course.....Suddenly a message was received that ordered the B-25's and Beaufighters back to Dobedura immediately.....no one knew why, but the mission was called back.....The B-17's and B-24's continued on to the target.....

Back at Dobordura, the boys ate a supper of Bully/Beef potatoes, rice and hot coffee.....Charlie Chan in "Murder in New York" was the current entertainment and shortly thereafter the 90th was fast asleep..

April 2- Up at 6:30 and told to proceed back to Port Moresby immediately...Captain Chatt with engine trouble; and Maj Larner, Lt Ingram

and Lt Reed did not get off as soon as the rest and as a result were there to get the message that we were on the alert again.....All ships with the exception of Lt Howe and Lt McCoun and Captain Launder returned to Dobordura.....nothing came of this alert and they were back the next day at Port Moresby.....

Capt Henebry arrived from Brisbane with "The Bat Jr.", the much heralded B-25 with a 20 mm, cannon and two new engines....the envy of all.....Capt Denniston, Lt Pryor, Lt Solomon, Capt MacNutt, and Lt Riola also came back on this ship from leave in MacKay.....

April 3- Lt White and Lt Smith are with us for a week from bases in the Fiji Islands to study Skip Bombing tactics, or, shall we say, Minimum Altitude Attack tactics...Lt White is from the 70th Bomb Sq, and Lt Smith from the 69th Bomb Gr.

April 4- Quite a few of the boys didn't show up for a Squadron Meeting in the morning at the line due to severe "colds" contracted from the night before.....Suffice it to say that all men that were late or absent were duly appointed Duty Officers for succeeding days.....Under Lt Riola, a general reckoning was taken of how much each officer owed the Squadron for liquor consumed during the past month....Lt Howe took the honours with....well, that wouldn't be fair.....

At night the Officers beat the Engineers in softball 5-3...the game was called in the 8th frame due to darkness...in all fairness to the Engineers, had they had their last "licks" at bat, it would have been a different song that the Officers sang in their showers that night..

Bob Hope played opposite Madeline Carrol in "My Favorite Blonde"...
Plenty good.....

April 5- Teeth inspection in morning by Capt Zion of Group.....

News of a mission of 6 ships tomorrow in the vicinity of Madang....

April 6- Six ships alerted with one to be on "standby"....Maj Lerner was to have led the flight but his plane got stuck in the mud and he was unable to get off the ground...Lt McCoun and crew took his place...Takeoff was 7:30; target was Saider, 60 miles SE of Madang...100 lb instantaneous and frags were carried...also many batches of propaganda to be dropped on the Japs....The Japs were trying to set up an airbase at Saider and had beaten the Natives into helping them....our job was to scare the natives off so that they wouldn't help the Japs...if we could bomb their villages and strafe their land, they would run away and go inland.....

| | | | | | |
|-----|--------------|---------------|--------------|-----------------|---------------|
| 962 | Capt Henebry | Lt Lee | Lt Ransom(N) | S/S McKinney | T/S Pardue |
| 449 | Lt MacLellan | W/O Callaghan | | S/S Dickinson | T/S Loftin |
| 442 | Lt Howe | Lt Jones | | S/S Thompson | S/S Maupin |
| 793 | Lt Hosback | F/S Mason | | S/S Casarino | S/S Patterson |
| 981 | Lt Bridges | F/S MacLellan | | S/S Rowland, J. | S/S Fury |
| 721 | Lt McCoun | F/S Wilkinson | | Sgt McCarthy | Sgt Boggs |

The flight under Capt Henebry took a direct route to Snider...an altitude of 13,000 feet was necessary to pass over the ranges SE of Saider.....in the vicinity of Wau, several P-40's were mistaken for Zeros and were shot at....extra gas tanks were dropped at the same time...at the target there was a game of round robin with one ship darting in and dropping his eggs and another sneaking in after him and strafing..... The 12 P-38's that went along as top cover kept a watchful eye on us from above. No fire was encountered and the flight returned to Port Moresby after 3½ hours in the air.....

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April 7- Nil happenings.....one of those really hot New Guinea days...
most of us by now agree that we never knew the really correct meaning of
"heat" until we arrived in New Guinea.....

April 8- Formation flying in the morning led by Captain Chatt....
Major Larner, who was on a fishing trip off Port Moresby with Colonel
Strickland, was given a good buzz job by members of this 6 ship flight...
Hawkins took the proverbial cake by almost taking the mast off the
Colonel's boat.....

At night rumors of a mission to some destination South of Wewak...
this will make the longest mission that we will fly to date.....

"Service de Lux" played at night with Constance Bennett and Mischa
Auer.....Very light, interesting comedy.....a drizzle fell throughout
and the men in the front of the impromptu movie house, were exposed to
the elements.....

April 9- Alerted at 6 AM and takeoff at 6:45 for Madang which was
to be bombed and strafed.....the following crews made the trip.....

| SHIP | PILOT | CO-PILOT | NAV | GUNNER | RADIO GUNNER |
|------|--------------|------------------------|-----------|----------------|-------------------|
| 443 | Maj Larner | Lt Ryder | Lt Clarke | S/S Clark J.H. | Sgt Richards, K.A |
| 447 | Lt Reid,H.J. | F/S Langley | | S/S Powers,E | Pfc Byrnes, R. J. |
| 793 | Lt Hosback | F/S Masoh, L.H. | | S/S Patterson | S/S Casarino |
| 981 | Lt Helbert | W/O Callaghan | | S/S Fury | S/S Rowland |
| 088 | Lt Solomon | F/S Stephens | | S/S Poet | S/S Butler |
| 962 | Capt Henebry | Lt Lee | Lt Ransom | T/S Pardue | S/S McKinney |
| 946 | Lt Bridges | F/S MacLellan | | Sgt Divers | S/S Taber |
| 487 | Lt Ingram | Sgt Greene | | Sgt Boggs | S/S Malito |
| 721 | Lt McKee | P/O Johnco | | S/S Crovisier | |
| 482 | Lt Hawkins | Lt Rickord | | S/S Newell | S/S Sampson |
| 980 | Lt Fisher | Lt Dickinson(69thBomb) | | S/S Axt | S/S Dickenson |
| 449 | Lt Pryor | F/S Guthrie | | T/S Loftin | |
| 442 | Lt Criswell | F/S Stibbard | | S/S Thompson | S/S Maupin |

Bombs were dropped on the runway, dispersal areas and on the town....
aircraft on the runway were strafed, the town was strafed, and barges on

the shore were blown up..... In this area 3 Zeros, two Bombers(of the Lilly Classification) were destroyed.....A motor truck that was caught in the middle of refueling a plane was strafed and caught fire and blew up..... An A/A position SE of the East end of the runway was strafed and put out of commission temporarily.....492 X 20lb frags, 59 X 100 lb demo inst. and 34,000 X .50 Cal ammo expended on this devastating raid.....

We were supposed to have raided Dobia, South of Wewak, but weather did not enable us to get through, so Maj Larner changed the attack and we went after Madang.....the funny part of this was that the Beaufighters under Wing Commander Brian "Black Jack" Walker, were supposed to have hit Madang 15 minutes after we had hit our originally designated target area.....as it was, when "Black Jack" and his Beaufighters got to their target, there was nothing left of it but fires.....His language over the radio could be heard as far South as Port Moresby....and were we RED.....

At night the Officers beat the Camp Area 1-0 in a five inning game... called at dark.....

Rumors of a mission to Bodia in the morning to get the target that weather kept us from today.....

April 10- Up at 4:45.....pretty tough hour...hot cakes and coffee and bread...

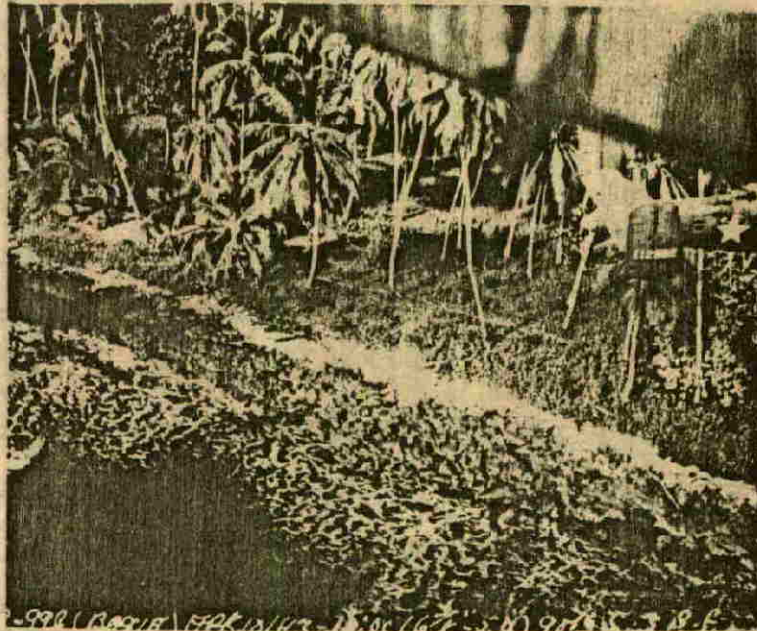
Out to the line.....a haze hung over the field and we saw that an "instrument takeoff" was necessary.....a very short briefing by Lt Head and Maj Larner.....Primary target was Bodia, and the secondary target (to wit, in case of failure to reach primary target, then secondary

target would be hit) was Madang..... Maj Larner's plane was not serviced and could not get off, Lt Ingram's plane did not have its electrical system functioning properly.....The following ships took off at 6:15.....

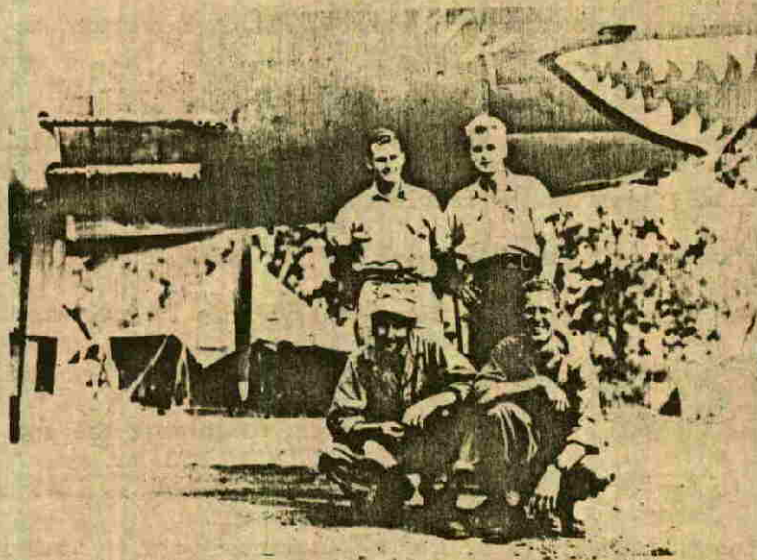
| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
|------------------|-----------------------|---------------|----------------------------|
| 962 Capt Henebry | Lt Lee Lt Ransom(nav) | T/S Pardue | S/S McKinney Sgt Moser(CC) |
| 088 Lt Solomon | S/S Stephens | T/S Swain | S/S Butler |
| 981 Lt Reed | P/O Johnco | | |
| 793 Lt Castelli | F/S Langley | S/S Patterson | S/S Cassarino |
| 946 Lt Lockhart | F/S Mason | Sgt MacDonald | Sgt Divers |
| 721 Lt McCoun | F/S Wilkinson | S/S Crovisier | Mr York(N'th American Rep) |
| 482 Lt Hawkins | Lt Rickord | S/S Sampson | S/S Newell |
| 980 Lt Howe | Lt Jones | S/S Dickinson | S/S Axt |
| 449 Lt MacLellan | W/O Callaghan | T/S Loftin | |
| 443 Lt Helbert | F/S MacLellan | | |

Target.....Bogia Harbour was weathered in as "ceiling and visibility unlimited".....the route was direct...Surprise...Kainantu...Dumpu... we passed over the Bismarck Range at 11,000 feet, Mt. Kerigonna rising to 13,500 feet was far off to our left...while we passed the long, mysterious Finisterre Range to our right...its bony and jagged back poked through the clouds at 13,5000 feet..... Lt McCoun had to turn back 30 minutes from the target as he was unable to transfer gas due to pump failure... The target reached, the planes swept in fast and low....from a deserted plantation hut severe and accurate heavy machine gun fire met the first flight....Capt Henebry's plane was hit and his gunner, S/S McKinney severely wounded in the left ankle....his hydraulic system was shot out and he had to crank his bomb bay doors open and salvo his bombs....His wounded gunner necessitated an immediate return to the field.....On this same burst of fire, Lt Howe's right engine was shot out...his oil line was severed and his prop started to run away....he feathered his engine and started for Dobordura.....In the interim, the rest of the flights dropped 366 X 20 lb

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Just after this picture was taken, #962 was hit by A/A and S/Sgt McKinney was wounded in his right foot, and the plane was crippled.



T/Sgt Ceryaneg, T/Sgt Barford, T/Sgt Zulkus, S/Sgt Murphy

frags, 35 X 100 lb demo inst fuse, 1 X 300 lb demo inst fuse, and expended 19,000 X .50 cal ammo..... The A/A battery that shot up Capt Henebry's ship was subsequently wiped out by Lt Howe who salvoed his bombs on them..... Lt Kulin, HG 5 Station, and Maj Larner were with Capt Henebry and Lt Hawkins (Lt Howe's escort on his long hop to Dobordura) on their entire trip towards home base. Capt Henebry flew over 7 Mile Drome and started winding down his wheels.... a large crowd of the usual "vultures", laden down with cameras etc, were on hand to witness the possible crash landing in the event that his wheels could not be wound down successfully....in as much as one of Capt Henebry's wheels had been shot down over the target(it was hanging in a position between "wheels up" and "wheels down"), it seemed possible that a crash landing was in order....the tension was increased as he had a badly wounded man aboard whose life, possibly, depended on getting to the hospital in a hurry.....but "Jock" made it safely..... Sgt Moser, his crew chief wound down the wheels, and the ship made a perfect landing....S/S McKinney lost the back part of his left heel but due to some excellent doctoring by Lt Ransom, Flight Navigator, he was in excellent shape when he arrived...."Doc" Maguire, 90th Flight Surgeon, said that Ransom did as good a job on McKinney as any Doctor could have done.....McKinney received the Purple Heart that afternoon while Lt Ransom was recommended for the Air Medal for his excellent job.....

Back on the other side of the Owen Stanley Range Lt Howe was meanwhile flying on one engine towards Dobordura...Lt Hawkins flew a mile to his right as a possible means of protection, or to mark the spot where he might have to "go in" if his one good engine went bad.....Let us examine the odds that Howe, Jones, Axt and Dickinson were up against.....

They were 450 miles from Dobordura....Port Moresby could not be reached as they could not climb.....It would be a 450 mile trip through Jap territory.....The presence of a single enemy fighter would spell disaster....No B-25 with nose guns had yet flown successfully on one engine for any distance.....All these things must have passed through the minds of the crew on #980..... By the time Madang was reached Howe had given the order for the ship to be stripped..... guns, radio equipment, and all paraphernalia was dumped overboard by S/S Axt and S/S Dickinson...as Lt Howe tells the story, "Suddenly there was a wild wrenching and tearing ensuing from the nose of the plane, and Axt would appear with a machine gun in his hand and dump it overboard...then Axt would pause a moment in the navigators compartment and comb his hair and dash back into the nose with much noise".....Due to lack of radio, #980 was in complete silence with the home base.....Thusly, Lt Hawkins would receive a message from Lt Kulin or Maj Larner from HG 5, write it in big letters on a paper fly alongside Howe and let him read such message as "Dump radio Equip"..... or "is hydraulic system out".....By Finchaven, Howe was transferring gas from his bad engine to his good engine....he had gained an altitude of 700 feet thus far, maintained a speed of 150 mph with a throttle setting of 37 in. of mercury and 2350 RPMs.....back at Port Moresby the 90th was dubious...but they stuck by the radio at the field and listened in to Lt Hawkin's spasmodic reports...when he reported "filthy weather SW of Lae" we shook our heads.....but between Howe and his never-to-be rattled co-Pilot Jones, instrument flying was assumed and a straight path flown... Lt Hawkins led Howe inland from Buna to Dobordura.....Luckily, Howe's hydraulic system was not shot out and he made a normal landing.....

However, on his approach leg, a transport, which was given the red light, insisted on landing in the opposite direction and almost made a failure of Lt Howe's remarkable feat.....however, Howe, not to be outdone, swerved his plane to the right and missed the transport.....for Lt Howe's outstanding and remarkable job of flying, he was recommended (for the third time) for the Distinguished Flying Cross.....

"Gentleman Jim" with Errol Flynn and the lovely and luscious Alexis Smith played at night.....excellent entertainment.....

April 11- As one foreign correspondant so aptly put it, "The 90th does all the hard work and gets all the missions"....in line with this, we sat all day on our backsides on an "ALERT",.....

April 12- In the middle of a "first aid" lecture by "Doc" Maguire at Operations in the morning, a RED ALERT was sounded....nil came of it, but an hour later, 10 AM, another sounded and 15 minutes later approximately 43 Medium Jap bombers covered by about 60 Zeros flew over 17 Mile Field on an approximate heading of 160 degrees.....Slit trenches were filled to capacity in a hurry.....then the sticks started to come down... 14 Mile Field was hit hard....one ship in the 13th Squadron left in commission...& 7 Mile Field, 4 Mile Field, and 3 Mile Field were subsequently hit.....near the 3rd Group an oil dump was hit and a fierce fire started... Capt "Doc" Gillmore, Group Flight Surgeon, was huddled in a slit trench with Maj Hall and Col Strickland and a 300 lb "daisy/cutter" hit not 40 paces away and tore the surrounding earth and tents.....In the 90th area men were huddled under bunks, books, tables, cars, and all available sub-

stantial items.....Sgt Austin, of Armament, snatched up a rifle and started firing at the Nips (they were at 20,000 feet) and swore he would be a gunner on the next mission.....Sgt Bryant and Sgt Tabor had to run through 4 feet of water to made a dive trench in time.....and they fairly parted the water, so to speak....several men caught in the latrine made a hasty, if somewhat irregular, exit.....Sgt Maupin huddled in revetment #20 on the flight line with a water basin (tin) over his head for protection.....Not to be outdone, Sgt Ray Greene dug a dive trench through the entire raid.....in the 90th area, the alert was somewhat late.... The first that the boys in the area knew of the raid was when the bombs started dropping.....and suddenly there was a mad scramble as men started a mad rush for covering....."Talbie", the native who washes the officers laundry, was seen dashing like a deer from the river towards the camp area with his skirts over his head.....Lt McKee, who worked laboriously for two weeks on his slit trench, was unable to get into it during the raid.....as Kulin, Maguire, Lockhart and McCoun were huddled there and would not be moved.....the earth trembled with the falling bombs and the trembling knees.....

Overhead, the Nip bombers in two flights of 31 and 12 planes were remarkably accurate, while our ack ack was remarkably inaccurate..... several of our pursuit that got up that high in time, made several passes at the formation and knocked two planes out of the sky....but weaving and rolling Zeros kept most of our pursuit at bay.....one bomber broke formation and flew back over the harbour up the coast and when last was seen was being chased by several of our pursuits.....

A P-39 in trouble over 17 Mile Drome crashed just NE of the field while the pilot parachuted to safety.....

Our claims were proposterous that night....we heard over the radio that we had knocked approximately 50 of the attacking planes down.... however, we on the ground saw 4/5s of the entire attack and saw but 3 or 4 planes get shot down.....

Our Ack Ack boys claimed 8 of the bombers, so the communique said while we never saw any ack ack come within striking distance of any aircraft....so the bull-----goes.....one finds it everywhere.....

We all made a firm resolution, however, that in the future we all would have slit trenches near our tents...just in case.....

April 13- Alerted for a mission again...but nil came of it again....

Tension all morning.....a possible daylight attack by the Japs... Planes hovered in the stratosphere all day.....

Moresby still licking its wounds from yesterdays raid.....

In the back of all the minds of the combat lads was the thought of a possible daylight raid on Raboul.....

General MacArthur once said that "however horrible the incidents of war may be, the soldier who is called upon to offer his life for his country is one of the noblest developments of mankind"....how true!!!..... In the afternoon we received word that Lt Schultz, ex 90th Bombardier was killed last night in a B-17 on a takeoff.....

Lt Head let it be known that all men who participated in the Bismarck Sea Battle were recommended for the Distinguished Flying Cross....and that the men who were on the submarine raid at Lae when one of the Jap's

four biggest undersea craft was sunk, would also receive the DFC.....
 S/Sgt Sherman at Operations is also working on the award of the DFC or
 the Air Medal for number of missions made...to wit, 50 missions would
 entitle the man to a DFC while 25 missions would be the Air Medal.....
 Pfc Campisi is helping Sherman on this job.....

April 14- 6 Ship formation in the morning after Intelligence Meeting..
 Fair work....Our formation is still ragged....In this combat work of
 today, good formation flying is an essential.....

Two Red Alerts today and everyone had an eye to the sky and an eye
 to their slit trench.....No Japs came over but they did hit Milne Bay
 hard.....Johnny Riola, now attached to Fighter Command, came back with
 the news at night that about 40 Jap medium bombers and dive bombers,
 protected by about 30 pursuits, attacked Milne Bay and disabled three of
 our cargo vessels and knocked a number of our planes out on the ground.....
 still incredible reports about the number of enemy that were knocked out
 of the sky...its funny why we never see it happen.....

Wing Commander "Black Jack" Walker, Beaufighter Boss, was entertained
 by Major Larner and Capt Henebry in the former's tent in the evening,
 and much gaiety and usual songs (to wit: "O'Rielly's Daughter") vibrated
 back and forth through the hills and grass.....

Monty Wooley played in "The Pied Piper" at night and the entire
 Squadron was on hand for this.....excellent show.....

G.I. Rumors: we may be a dive bomber Squadron....and we may send
 some of our men to the 38th as they are now forming 4 Squadrons of Low
 Altitude Bombers.....

April 15- Gas mask inspection this morning with Lt Harlan Reid officiating.....The inspection was held on the flight line....first the officers drew up in a line in front of Operations and had their mask inspected for flaws etc , and the correct procedure for putting it on was demonstrated...then the enlisted men under Sgt Fortner were put through the same thing.....

Lt Ransom and Lt Clark swung the compasses of #721 and 449 later in the morning.....

Maj Larner with Lt Howe as Co-Pilot, flew to Dobordura to inspect #980 which Howe had brought back from Bogia on one engine....it was found that an engine had to be changed....ironically, it was the bad engine that had to be changed.....the explosive bullet that had served the oil line had ruined the engine beyond repair.....

Capt Henebry took Wing Commander "Black Jack" Walker up in #721 for transition.....this makes about 15 different types of planes that Walker has been checked out in.....

April 16- Fried eggs and toast for breakfast....news of this treat was heraled the previous evening, and as a result many of the late breakfast- goers, were the first on hand to see if they could get seconds.. but, no dice.....

Gunnery practice on the wreck in the morning.....several new gunners were initiated by some of the older men.....

At lunch the word was out that Lt Howe and Lt Helbert, who had taken off at 9 AM to feather a prop, had not returned.....Group and Fighter Command were notified....due to the possibility of a Nip raid over Port Moresby, it was not feasible to send planes aloft for a search party....

However, Capt Henebry, somehow, got permission from Fighter Command to allow 4 of our planes to go out on search.....Capt Henebry, Lt Bridges, Lt McCoun and Lt Reed took off at 12:30..... The area to Hood Point and inland North to Karema and inland was covered with no success.....at about 3 PM the ships were called in.... An Australian radio station had called in from the vicinity of 30 Mile Field and stated that Howe and crew had crashed but were all safe..... Maj Lerner flew to 30 Mile Field and after some delay, brought back the crew..... The story: Lt Howe and Lt Helbert, in "Chatter Box, ship #088, had feathered an engine....the single engine flying was O.K. until the good engine began to cut out and before the feathered engine could be unfeathered, altitude was lost and a crash inevitable.....Howe tried to put it in on the shore but suddenly the unfeathered engine turned over and gave the ship boost and carried them past the shore and the ship clipped a palm tree.....a mountain loomed up with a marsh at its base.....Howe put it down adroitly in the marsh and with no harm to crew or plane.....The real danger was getting back to terra firma....the swamp was infested with alligators and snakes.....Howe stood guard with "Tommy Gun" while Helbert, S/Sgt Andy Swain and Lt Pat Heat (who made the trip) pushed thru the mud and slime of the swamp..... The sad catch is that 088 is in good shape but the task of getting in to this desolated swamp and bringing the plane out would not pay for the job involved.....

"Abe Lincoln in Illinois" played at night...Ramon Massey turned in his usual excellent job.....excellent entertainment which the whole Squadron turned out for.....

April 17- Two hour readiness for all ships all day.....

Our position in New Guinea is getting worse each day.....the Japs seem intent on taking this Island and now have brought in a great and ever-mounting Air Force.....45 pursuit and 10 bombers are at Wewak... about 25 pursuit at Madang....140 pursuit and 75 bombers at Rabual...and so it goes....they now overshadow us in air power in this theatre....some of their air power has been withdrawn from the Solomon area.... a great navy force lies at Truk.....to say our position is precarious is putting it mildly..... General MacArthur is daily proclaiming that we need bombers and bombers...and then some.....and secretary of War Stimpson is taking steps as he announced that more planes would be in our theatre of operations shortly.....

Lately, due to threat of air raids, most of the pursuit power has been kept in the vicinity of Port Moresby and thusly we are not making any missions.....to fly to Wewak or vicinity without pursuit cover would be suicide, and its becoming more evident each day that we cannot stand the loss of any of our bombers without a justifiable cause.....

Eleven Radio Gunners were attached to the 90th from the 13th..... S/Sgt Frank T. Dietz; S/Sgt John G. Manovich; Sgt Perry C. Alford; Cpl Cyril M. Christensen; Cpl John S. Kerstetter; Cpl Chester A. Lukoszak; Cpl Charles N. Valade; Pfc Clifford Gorrie; Pvt Richard L. Baumgardner; Pvt Shannon W. Bohrer; Pvt Walter F. Clifford.....we needed them badly and they were well-received and immediately attached to a crew....

News that all Australians attached to this Squadron would be immediately withdrawn....everyone pretty sore about this, including the Aussie

boys, as they were just getting the hang of things and to be withdrawn seemed wrong someplace.....

Lt Moore and Lt Sbisa came back from leave and brought back a ship only to have the 38th take it away....Lt Paine is due tomorrow in another ship.....

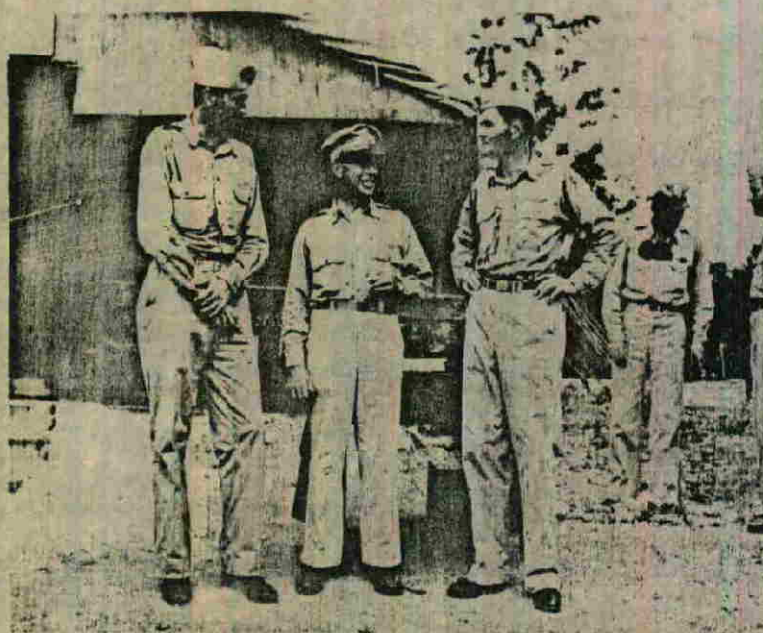
A new Flight Surgeon was assigned to us today...1st Lt Don P. Peters. "Doc" Maguire will stay on in his same capacity...this is great news as "Doc" Maguire is a fully-entrenched 90th man.....

April 18- several boys not up for Intelligence Meeting, due to frolicking the night before....more lads for Duty Officer position.... The funny thing was that Capt Henebry was not up either...so somebody put an order to the effect that the Captain would be Duty Officer for three days, and signed it "by Order of Captain Harry Flug".....

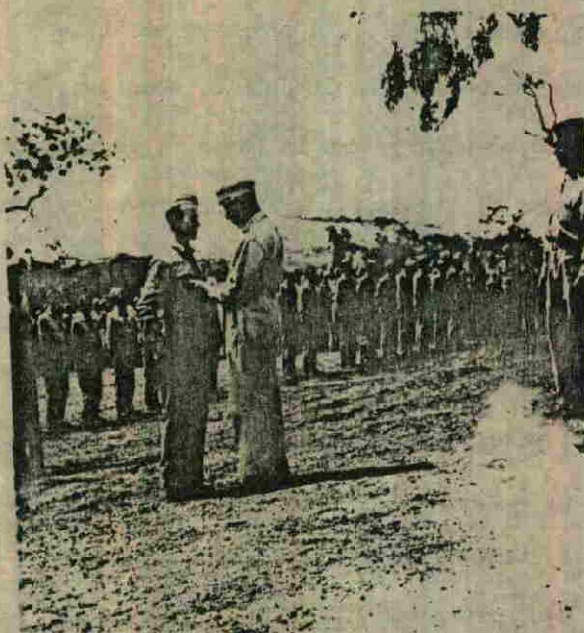
Lt Paine arrived today and brought with him several new pilots.... The Squadron was happy to receive them.... a shortage exists at the moment for pilots..... Those assigned were: 2nd Lt John R. Meading; 2nd Lt Henry B. Rust; 2nd Lt Jack S. Saunders; 2nd Lt David Sagismund; 2nd Lt Abraham Soffer; 2nd Lt Vernon F. Vinson..... The new boys were immediately issued tenting and they started to work on camp sites.....

In the afternoon Lt General Kenney awarded decorations to 9 members of our Squadron....the affair came about at Group where with much pomp and ceremony all squadrons were present....The Squadrons formed a big "U" at the top of which Col Strickland, Maj Hood and Maj Hall stood.... At 2 PM Maj Hood, Group Adjutant called "Attention".....General Kenney and Aide arrived and the men were given "At Ease".....Also on hand for this great occasion was Col Davies, former 3d Bomb Group CO, more recently

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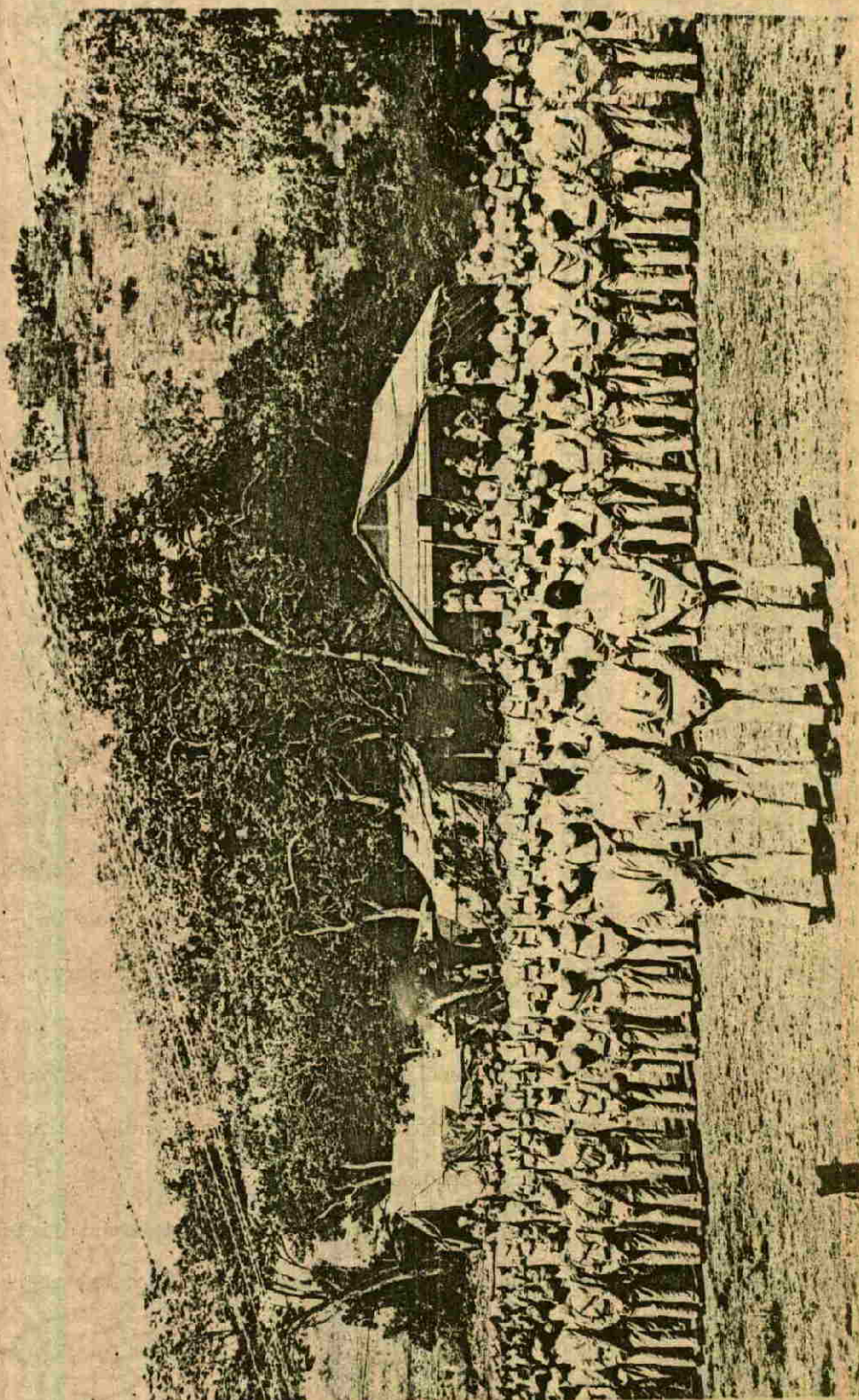


Col Davies, Lt Gen Kenney, Lt Col Strickland
Brig Gen Ramey



T/Sgt Chesson receiving The Silver Star, for
gallantry in action from Lt Gen Kenney

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3d Attack Group is awarded some 200 medals for bravery, by Lt Gen Kenney, Commander of
Air Force in Southwest Pacific

returned from the USA to take over Chief of Staff of 5th Bomber Command...

Those of the 90th who were awarded medals were:

| | |
|--------------------------------|-----------------------------|
| 2nd Lt Robert V. Lockhart..... | Purple Heart |
| T/Sgt Quentin Pardue..... | Silver Star |
| Corp Gordon W. Barton..... | Silver Star |
| | Purple Heart |
| Sgt Edgar S. Rush..... | Purple Heart |
| T/Sgt Andrew J. Swain..... | Distinguished Service Cross |
| S/Sgt James N. Hume..... | Silver Star |
| Pvt. Dallas W. McGill..... | Silver Star |
| T/Sgt John B. Chesson..... | Silver Star |
| S/Sgt Irvin W. Lnenicka..... | Silver Star |

These men, with the exception of Lt Lockhart, were awarded these medals last July and August but the presentation was delayed.....

"Pierre of the Woods" played for us at night...Ruth Hussey and John Carrol in the principle roles....good entertainment again.....

A good deal has been written about this campaign in New Guinea, both fact and fiction.....Of the latter much is purely imaginative..but it would be difficult ipdeed to imagine any form of cruelty that has not, in some circumstances or other, been perpetrated by the Japs we are fighting here; and still more difficult to invent any form of heroism that has not been displayed by this squadron, principally combat crews, who have worked and hoped and suffered in this land....some have been singled out and given awards, while others, perhaps just as deserving, have been lost in the brillancy of the action of another man..... That is war..... And it seems ironic, and extremely regretful, that so many of our glorious boys who have been killed-in-action, or, who are missing are not here to receive their awards.....

An interesting fact: the 90th Squadron has received more individual citations than any other Squadron in the 3rd Group..... To date, there are over 150 decorations in our Squadron.....

The Full Moon is due very shortly....and that may mean increased
air raids on the part of the Japs.....

The evenings are getting cooler and sleeping is almost becoming
luxurious except down on the line where the mosquitos are still big
and red.....

Date April 14, 1943

| ARMAMENT | 0 | 1 | 0 | 1 | 0 | 1 |
|----------|---|---|---|---|---|---|
| WINGS | 0 | 1 | 3 | 1 | 4 | * |

Armament

| | | | | | | |
|----------|----|----|---|---|----|---|
| Chapin | cf | 2 | 0 | 0 | 1 | 0 |
| Maupin | ss | 3 | 0 | 1 | 1 | 1 |
| Ashcroft | sf | 2 | 0 | 1 | 3 | 0 |
| Beals | lb | 3 | 0 | 0 | 5 | 0 |
| Tomajko | 3b | 3 | 1 | 0 | 2 | 0 |
| Sudieth | lf | 2 | 2 | 1 | 1 | 0 |
| Manning | p | 3 | 0 | 2 | 1 | 1 |
| Hastings | 2b | 2 | 0 | 0 | 0 | 0 |
| Clark | c | 2 | 0 | 0 | 1 | 0 |
| McGill | rf | 2 | 0 | 0 | 0 | 0 |
| | | 24 | 3 | 5 | 15 | 2 |

Wings

| | | | | | | |
|------------|----|----|---|----|----|---|
| Jones | rf | 3 | 1 | 1 | 1 | 0 |
| Byron | sf | 3 | 2 | 2 | 1 | 0 |
| Robertson | ss | 2 | 1 | 0 | 0 | 0 |
| Head | p | 3 | 2 | 3 | 0 | 1 |
| Hinsey | c | 3 | 0 | 1 | 8 | 1 |
| Pryor | lb | 3 | 1 | 0 | 5 | 1 |
| Hosbech | 3b | 3 | 0 | 1 | 0 | 1 |
| Peterson | 2b | 3 | 0 | 1 | 3 | 1 |
| McKee | cf | 2 | 1 | 1 | 0 | 0 |
| MacLelland | lf | 3 | 1 | 0 | 0 | 0 |
| | | 28 | 9 | 10 | 18 | 5 |

Errors: Maupin, Ashcroft, Tomajko, Sudieth: Robertson, Hosebech, Peterson
2 base hits: Byron
Runs batted in: Manning, Sudieth: Byron 2
Stolen bases: Ashcroft, Sudieth: Hinsey, Peterson
Umpires: Simpson & Bridges Time of game 0:55

*** * *** * *** *

April 15, 1943

| Officers | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 8 |
|---------------|---|---|---|---|---|---|---|---|
| Communication | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |

Officers

| | | | | | | |
|----------|----|----|---|---|----|---|
| Lee | c | 3 | 1 | 0 | 9 | 0 |
| Ransom | 3b | 2 | 2 | 1 | 0 | 3 |
| Reid | ss | 3 | 2 | 2 | 1 | 0 |
| Bridges | lf | 4 | 0 | 1 | 0 | 0 |
| Larner | 2b | 3 | 1 | 1 | 1 | 1 |
| Howe | lb | 2 | 0 | 0 | 5 | 1 |
| Hawkins | rf | 3 | 1 | 0 | 0 | 0 |
| Clark | sf | 2 | 1 | 0 | 2 | 0 |
| Ingram | cf | 2 | 0 | 0 | 2 | 0 |
| Criswell | p | 3 | 0 | 1 | 1 | 1 |
| | | 27 | 8 | 6 | 21 | 6 |

Communication

| | | | | | | |
|---------|----|----|---|---|----|---|
| Radlin | rf | 3 | 0 | 0 | 0 | 0 |
| Gilmer | 2b | 3 | 0 | 0 | 0 | 1 |
| *Maupin | c | 2 | 0 | 0 | 6 | 0 |
| Malito | p | 3 | 0 | 0 | 2 | 0 |
| Sampson | 3b | 3 | 0 | 0 | 0 | 2 |
| Janoff | ss | 2 | 1 | 1 | 2 | 1 |
| *Poet | cf | 3 | 0 | 1 | 2 | 0 |
| Nunn | sf | 2 | 0 | 0 | 1 | 0 |
| Byrnes | lb | 2 | 0 | 0 | 8 | 0 |
| Axt | lf | 2 | 0 | 1 | 0 | 0 |
| | | 25 | 1 | 3 | 21 | 4 |

Errors: Ransom, Larner; Gilmer Umpires: Hastings & Green
2 base hit: Bridges Time of game - 0:47
Runs batted in: Criswell 3, Reid, Larner 2, Bridges
Stolen bases: Ransom 3, Reid, Larner, Howe: Gilmer, Janoff
Double plays: Ransom - Larner - Howe

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| | | | | | | | | | |
|----------------|-------------|----|---|---|----|----|---|---|---|
| April 16, 1943 | Camp Area | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| | Engineering | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 5 |
| | Camp Area | | | | | | | | |
| | Engineering | 1 | | | | | | | |
| Nickolson | lb | 4 | 1 | 1 | 3 | 0 | | | |
| Sullivan | 3b | 2 | 1 | 0 | 3 | 1 | | | |
| Redic | c | 2 | 1 | 0 | 6 | 3 | | | |
| Barton | 2b | 3 | 1 | 0 | 5 | 0 | | | |
| Blaskovich | sf | 3 | 1 | 2 | 3 | 1 | | | |
| Bartlett | ss | 3 | 0 | 2 | 1 | 5 | | | |
| Horton | cf | 2 | 0 | 0 | 0 | 0 | | | |
| Ksiezzyk | lf | 3 | 0 | 1 | 0 | 0 | | | |
| Ienna | rf | 2 | 0 | 0 | 0 | 0 | | | |
| Wendowskl | p | 3 | 0 | 1 | 0 | 1 | | | |
| | | 27 | 5 | 7 | 21 | 11 | | | |
| Hefferman | p | 2 | 0 | 1 | 2 | 0 | | | |
| Eagle | 2b | 4 | 0 | 1 | 1 | 2 | | | |
| Pleasant | sf | 4 | 0 | 0 | 0 | 0 | | | |
| Simpson | ss | 0 | 1 | 0 | 0 | 1 | | | |
| Ceryanec | c | 3 | 1 | 0 | 4 | 0 | | | |
| Campisi | 3b | 2 | 1 | 0 | 3 | 1 | | | |
| Barham | lb | 2 | 1 | 2 | 7 | 0 | | | |
| Zulkus | lf | 3 | 0 | 0 | 2 | 0 | | | |
| Griggs | cf | 2 | 1 | 1 | 0 | 0 | | | |
| Stratton | rf | 3 | 0 | 1 | 2 | 0 | | | |
| | | 25 | 5 | 6 | 21 | 4 | | | |

Errors: Sullivan, Bartlett: Pleasant, Simpson, Campisi, Stratton

2 base hit: Ksiezzyk

3 base hit: Hofferan

Runs batted in: Blaskovich 3, Bartlett: Eagle, Campisi 2, Barham, Griggs

Stolen bases: Redic: Simpson, Ceryanec, Zulkus

Double plays: Barham (unassisted), Campisi - Barham: Blaskovich- Nickolson

Umpires: Bridges - Malito

April 19 - Morning broke with the sun beating down mercilessly.....

After Intelligence Meeting, a 9 ship flight arranged by Capt

Henebry..... Mainly to keep us from getting rusty...but also to get

the ships into the air..... Prolonged sitting on the ground works for

ships much like it works for the pilots and combat crews.....

With Lt. Hawkins leading the 9 ships flew over the field, turned

towards the sea and broke off into single flights, and then the flights

broke up and individual runs were made on the ship in the harbour.....

Each ship had one bomb to drop.... An effective job was done.....

When the ships had all reassembled in formation, Capt Henebry put them

into a mass echelon and they came in on the derelict and let loose

with their guns..... suffice is to say that the derelict ship is no

longer one ship, but two.....the gun fire was so potent and devastating

that the old derelict just cracked in two..... One has to be there to realize the shattering power of 72 50 calibre machine guns all concentrated on a single target..... Coming in to land it was a different story..... several ships got out of order in the landing sequence and resultingly, the whole shooting match was, to put it in G.I. terms, "SNAFU"..... However, Capt Henebry inaugurated something new....he had all the ships line up at the end of the runway, shut off their engines, and then held a conference with the pilots on the morning's work..... This was most effective..... Instead of allowing the planes to return to their revetments and the crew subsequently returning to the camp area without knowing how their work had progressed in the air, they were given the complete picture immediately upon landing..... Ten minutes later, Henebry gave the signal to start up engines and the entire flight took off again.....This time the assembly was quicker and the air discipline much better..... Suddenly, HG 5, 90th radio station, called to Capt Henebry and told him that a "red alert" was on...to wit, enemy planes were on their way to Port Moresby.....Henebry was just bringing his flights in to land when the call came over the air that there had been a mistake and that it was merely a "yellow alert"...to wit, and unidentified plane was in the vicinity of Port Moresby.....and that meant nil; as many the time an allied plane would approach Port Moresby and forget to turn on his "IFF" equipment (radio equipment that differentiates friendly aircraft from enemy aircraft) and consequently scare Port Moresby into an alert and all the thousands of inhabitants into slit trenches.....

Excellent lunch of pork chops, string beans, mashed potatoes, iced tea, jam, fruit salad, and Jelly..... A tribute to the work that the Kitchen force is doing....our meals are reputed to be among the Island's best..... How they get the food, how they cook it, and how they serve it is a puzzle to most of us; but in the last analysis, what counts is the results,....and our Kitchen Boys get results.... Head of this bunch is M/Sgt Nelson P. Nickelson, whose official capacity is listed in the books as "Mess Sergeant"....However, it goes a little deeper than this..... The planning of all meals, the rationing and the general condition of the Mess, in general, lies to this office..... The old story of the "Air Corps thriving on its belly" is no exception here..... Sergeant "Nick" is ably assisted in his job by a group of connoisseurs of the art of "serving and pleasing"..... Sgt Early Blaskevich Sgt James R. Latta, Sgt Garland E. Norwood, Cpl Emery C. Sullivan, Cpl Harry V. Williams, Pfc J.H. Chase, Pfc G.W. Morrison, Pvt Melvin A. Stogman, Pvt John W. Horton..... and last, but not least, the big boy of the outfit and a man one associates with the kitchen as he always seems to be bent over an oven or serving food: Pfc Edd J. Kraus.....

We were called pertaining to a mission to Madang in the morning.... and just as we started to put bombs aboard our ships, the order was recinded.....

A steady downpour at night....a common occurrence these evenings.... Pretty tough for the boys down in the revetments, as the mosquitos are really a problem there.....the rain stopped by midnight.....

April 20- Cool and refreshing morning...An excellent Intelligence summary by Lt Head and Lt Byron.....Japs are still pouring into New Guinea...the sad fact is that they are out of the range of all ships except the heavy units who seem to be doing all the work these days.... Capt White AIF, in his summary said that he would post a map shortly showing which area on the other side of the Owen Stanley Range harboured friendly or unfriendly natives..... This is a good thing to know as if one has to bail out it is necessary to know whether you are in the territory of hostile or friendly natives to insure a safe return ticket....it seems that the natives in the areas West of Lae and Salamua, Madang and Wewack have gone over to the Japs..... which proves the point that "whosoever feeds me I shall do justice to".. and the japs have been helping the natives out in that territory... that is, they have been paying for their work and not exploiting them without some reward.....

6 Ships went aloft this morning....one flight of three for formation.....the other three for gunnery work..... Lt Halbert and Capt Henebry did several "buzz" jobs this morning that had us all abit worried.....

Capt Launder, Lt Criswell, and Lt Arter called over the 5th Bomber Command..... It looked like they were to be given their tickets home....but, Alas...Alack....The Major there merely asked them if in case of openings in the next few months would they like to go home??????

April 21- The Australian Co-Pilots and radio-gunners all were withdrawn from our Squadron today and sent to Australia...puzzling... we shall miss them...and whats more, that leaves us without any co-pilots...

Under the direction of Lt "Lefty" Ingram, the Roo Room was started this morning.... Big trees were cut and used as the foundation large planks were laid over the upright trees, and this will be the base for our flooring....The Roo Room will be a good 15 feet above the ground in some places, while at one end, where it meets with the sloping terrain, it will be on terra firma...it looks like a big undertaking, but all the boys are chipping in and helping....

News of a mission to strafe a wooded area South of Salamuaa tomorrow...only four ships...to work in conjunction with A-20's.....

At night the Officers beat the Engineers' 2nd team...6-2..... Sgt Rush turned in a nice defensive game for the Engineers while "Whitey" Vinson, a new pilot, was the shinning light for the Officers...

Rain began to fall after the ball game and continued throughout most the night.....

At 11 the 90th aircraft were "out" for maintenance today..... a break for the crew chiefs who have had to have their ships on "Alert" each day.....

April 22- The following crews took off at 6:30 for Duali.....

| | | | | | |
|-----|-------------|--------------|--------------|-----------------|--------------|
| 969 | Maj Larner | Maj Marshall | Lt Soffer(N) | S/Sgt Moore | S/Sgt Pelham |
| 437 | Lt Sbisa | Lt Saunders | | S/Sgt Powers | Pfc Storm |
| 443 | Lt Pryor | Lt Meding | | S/Sgt Clark | Cpl Lukoszak |
| 687 | Lt Lockhart | Lt Sigismund | | S/Sgt Crovisier | S/Sgt Lott |

Passengers: Capt White in 969, Capt Kissach in 437, Col Winnis in 443.

The gist of the mission was to aid the ground troops who had encountered stiff opposition from the Japs in the Duali sector and the villates to the South... It was a mission where the area had to be strafed without any results being observed... The Japs rumored 300

strong in this sector, were hidden in the jungles...however, when Maj Larner and flight let loose with their guns, the ground troops' job was easier from then on....the results of this mission came in several days later when the United States Infantry patrols radioed back that the Japs were strewn throughout the forest...dead.... On this mission, 12 X 20 Lb frag clusters were dropped from each aircraft. and the villages and islands of Duali and Lubaria were strafed and bombed before the ships fell in on Maj Larner's wing for the trip home.. 14,000 X .50 cal ammunition and 75 X 20 mm ammunition were expended.....

The work on the Roo Room progressing....planking is being laid over the supports and promises an excellent flooring.....a heavy rain interrupted the work for an hour and then work was again resumed.....

After dinner a torrential rain fell for an hour which was the heaviest that any of us had ever seen.....it came down so fast and so hard that most of our tents were flooded in several minutes..... It was so severe that a Flying Boat en route from Townsville got lost over Port Moresby and crashed....

No movies at night due to electrical trouble.....

April 23- Ball game washed out at night due to water covering the diamond.....

6 New pilots joined us today...they include: Lt D.L. Scott, Lt F.H. Ensminger, Lt Harlan M. Davis and Lt R.B. Nelson.....plus Lt J.A. Kea Jr and Lt R.N. Davis(Red).

Very cool tonight...very quiet...Cpl Charles Johnson playing his acordian in the mess hall...."When I'm Calling You"...."Perfidia".... I am sure that in some happy day to come in the far away future, when

we hear someone playing an acordion with accomplishment, we shall think of Johnson....many the night his music has brought back memories of yore.....

April 24- No flying today.....

P-38's are at our field due to the rain that has engulfed 14 Mile Drome.....and made it a quagmire.....

The sides being put up on the Roo Room....an Officers Latrine being installed at the bottom of the hill...."Doc" Peters supervising....

After lunch an interesting talk by a Major fresh from Washington who was giving us the pros and cons(mostly the former) of Government Insurance...No matter which way you look at it, you can't lose with Government Coverage...He stated that you did not need a physical to obtain same...if your body was "warm", you could get it...Very informative, and everyone agreed that they should get it...

1stSgt Fortner then read the Articles of War to the enlisted Men...

Maj Larner had a meeting of the Officers and officially greeted the new pilots to our midst...and told them, with a smile, that they would see some flying soon that was not quite orthodox.....

The 90th Officers treked to Group in the afternoon and played the 89th.....and lost their first game of the season..so the 90th has decided to call it a "Practice Game"....

"Robinson Crusoe" the Thomas Mitchell at night...pretty poor stuff... Sgt Nickelson announced, between reels, that Maj Larner had pronounced tomorrow, Easter Sunday, a Holiday...much rejoicing.....

April 25- HOLIDAY.....breakfast was served in the vicinity of 8 O'clock...men wandered in luxuriously....After this meal most of the men either hit the proverbial "sack", went on a trip to the Falls (30 miles West of our Camp towards the Kakoda Pass), or fished down in the Moresby Harbour.....Some men even visited Natives...tho' the novelty of this pilgrimage has long gone with the rains.....

Corporal Koplan, of the 90th newly erected Photographic Section, busy in his work...It seems that in his spare time he develops and prints pictures for most everyone in the Squadron... The first time in 90th history that this has been done....Koplan's main job at the moment is keeping the Squadron Diary up to date.....

"Lefty" Ingram, in spite of the Holiday, was driving his men in the heat of the noonday sun on the Roo Room.....

Supper(no lunch today) was at the hours of 3-4 PM.....a cold meal of baloney, salad, iced tea, and apple sauce.....

Some of the Officers called on Capt Chatt, Lt Riola, Lt Randerson, and Lt Mandell in the hospital.....they are all down with the dengue fever or Malaria..... Lt "Doc" Maguire and Lt Kulin, who had called earlier in the afternoon, had left some flowers there for the boys; and when the night visitors called the ward was a blaze of yellow flowers.....Due to the fact that the sick patients had "to be under the net" at 6 PM, the visit was short.....

April 26- A ten ship formation in the morning...by virtue of a mixup at the end of the runway, one ship got stuck, two clogged up the approach to the runway, and everyone was snarled at one place and

unable to takeoff.....Capt Henebry got all planes to cut their engines... and then he really took some of the pilots "over the coals"... In the interim, the 38th was taxiing out for takeoff and they also had to turn off their engines.....Finally, we took off, minus three ships that were unable to start their engines....Two passes were made at the derelict ship in Moresby Harbour....Upon landing and discussing the trials and tribulations of the morning's formation, Capt Henebry said that it was such a poor demonstration of flying that we would all fly in the afternoon....however, due to poor weather, we never took off again.....

Roo Room roof was put on in the afternoon....a metal roofing and it looks very impressive...and is, too.....

"Life Begins at 8:30" with Monty Woolley and Ida Lupino.... excellent comedy and well received by all.....

April 28 - 9 ship formation in morning..... a lot of formation flying these days...but one never can be too good at it in our business...

Pfc Richard F. Brumbough's transfer to the 374th Troop Carrier Headquarters was approved by Group and Fifth Bomber Command..... Brumbough had tried for many months to get on flying status as a combat gunner but poor eyes defeated him...

Lt Head, at Intelligence Meeting, said that all indications show that this lull in the South West area is an indication that the Casablanca Conference has come to bear in this area....to wit; that plans, perhaps, would have us nurse what wounds we have, build up our strength for a big blow, get some training in, and await the shipment of more

planes to this area.....when this would come about, then we will be ready for what the Higher-Ups have in store for us.....and all indications point towards an effort with Admiral Halsey working in conjunction with General MacArthur.....this would point towards a drive towards Lae or Madang, which many believe impossible to take without the support of the Navy.....Whatever the case is, the Combat Crews are pretty jittery these days....nerves are jagged....this continued sitting on the ground, waiting, is poor for fighting men.....

At Roll Call this morning, 1st Sgt Fortner asked for a showing of hands for those wishing a NCO club.....everyone raised their hand... M/Sgt Hastings was elected to take charge of the construction of this club and the administration of it.....Hastings was head of the NCO Club back in Charters Towers.....

A plane brought up about 15 cases of whiskey, rum and gin from Brisbane yesterday....Capt Denniston had bought it last week there.... It now rests in the wired-off portion of the mess hall that will soon be the Post Exchange.....many the mournful glance at this prize cache.. so near and yet so far..... The liquor will be saved for the official openings of the Roo Room and the NCO Club.....

"Chuck" Howe was promoted from 2nd to 1st Lieutenant today.....

Capt Henebry had a meeting of all crew chiefs in the afternoon and told them that they had been doing their work will, but that he expected them to turn in an even better performance in the future.. ..

Cool breeze at night made sleeping excellent.....

"Charlie" Johnson playing his accordion...the usual crowd playing poker...some writing letters on the mess tables.....

April 29- Capt Henebry took a ship to Dobordura.... no other flying all day.....

Lt McKee started laying in the foundation for the new Officer's showers... Roo Room in the closing stages of being completed.....

5 ships to take off for Dobordura tomorrow morning for a shipping alert..... Cots, blankets, mosquito nets, mess equipment, and pistols are required paraphernalia.... Those listed for this mission are listed below:

| SHIP | PILOT | CO-PILOT | NAV | GUNNER | GUNNER |
|------|------------|--------------|----------|-----------------|---------------|
| 969 | Maj Larnar | Lt Ensminger | Lt Clark | S/S Pelham | S/S Moore |
| 697 | Lt Moore | Lt Nelson | | S/S Lott | S/S Crovisier |
| 442 | Lt Paine | Lt Vinsen | | Pvt Clifford | S/S Maupin |
| 732 | Lt Sbisa | Lt Rust | | Pvt Baumgardner | S/S Sucker |
| 793 | Lt Solomon | Lt Scott | | Pfc Kerstetter | S/S Patterson |

ENGINEERS

| | | |
|-----|----------------|---------------|
| 969 | Sgt Fecitt | S/S Manuelian |
| 697 | S/S Eagle | Sgt Whitley |
| 442 | S/S Landers | Cpl Walters |
| 732 | T/S Bumgardner | T/S Duval |
| 793 | T/S Hall | Pvt Spicny |

Cooks will be up at 3 AM to cook breakfast, KP's to arise at 4:30 to serve it to the Combat Crews, and the takeoff for Dobordura will be at 5:30/K.....

News came over the grapevine at night that in the future all men on leave could take it at Brisbane or Sidney...or MacKay....at their own discretion..... In the past it has been cut and dried....only to MacKay, a third rate resort, for ten days....however, if Brisbane or Sidney is chosen, the leave will be 7 days upon arrival at either of those two fair cities.....still, this is far better than before.....

The Public Relations Department of Fifth Air Force was up to this department a short time ago and left me with an extract of Maj Larner's speech for N.B.C. on March 9, 1943 to the United States on the Bismarck Sea Battle.....Edward Wallace, veteran National Broadcasting announcer fired the questions and Major Larner answered them.. suffice it to say that the Major, for once, was trembling throughout with "mike fright".....

EDWARD WALLACE FOR N.B.C. FROM A.W.A. TUESDAY MARCH 9TH, 1943.

10.19.00—10.23.00 AM.

This is Edward Wallace speaking from Australia.

WALLACE: All of you know of the victory our airmen have scored out here in the flaming battle of the Bismarck Sea. Now- here tonight- sitting across the microphone from me, is one of those daring pilots who smashed the Jap convoy of 22 vessels and sent some 15,000 enemy troops to the bottom of the Bismarck Sea. He is Major Edward L. Larner, 26 year old Squadron leader of a group that's known as the spearhead of the Air Force, Major Larner's squadron alone has been credited with seventeen hits on 12 Jap ships- and what's more- his squadron is believed to have sent from eight to twelve vessels to the bottom. That's right, isn't it Major?

LARNER: That's right Ed- but I guess we were a little lucky.

WALLACE: Lucky? Some people call that kind of luck training and skill. But tell us about this tremendous battle.

LARNER: Well, we didn't get into it until the second day- the B-17 bombers got first crack at the enemy convoy. In the morning

of the second day we made our rendezvous. Then we started our attack from 2,000 feet. The ships were in a box formation, warships surrounding the transports in the middle. We hit the warships right on the nose. Our first ship was a Jap cruiser. When she saw us, she let go with all her guns. Great sheets of flames leaped up at us from those guns as we moved down on the ship. But we lined up and went in. One bomb smashed into her right at the waterline- and she rolled over and sank in one minute.

WALLACE: Pretty speedy action- what was your next target, Major?

LARNER: We saw a huge transport jammed with Nips. But the B17's and A20's were taking care of her, so we went after a little transport. She was crammed with troops also. Her decks were black with men, and as we came down they started shooting at us with rifles and machine guns- and their one pom pom. Capt Phil Hawkins, who was acting as co-pilot sent his bombs tearing into her. The transport disappeared in flames that licked 200 feet into the sky.

WALLACE: I suppose that you were too busy to see what the other planes were doing?

LARNER: No- for by this time we were past the convoy, so we turned and came back. Believe me, it was a beautiful sight. Columns of smoke pouring from burning ships were rising all over the surface. The Nip ships had been scattered over an area maybe eight miles long and five miles wide. And when they split up like that they're duck soup for us. We spotted a

destroyer trying to get out of there- wide open. It looked like he was going ninety miles an hour. By this time we had all the confidence in the world. We had gone straight through the convoy- and hadn't been hit once. Underneath us the beautiful fighters were dogfighting with the ZeKes....

WALLACE: ZeKes? What's that?

LARNER: Oh, thats what we call the Jap Zero planes out here. They were Zeros alright in more ways then one. For those ZeKes were falling in the water like Jap Cherry Blossoms at the end of their season. And this was the end of their season. They fell true to form. My navigator was jumping up and down with glee, yelling like a schoolboy. Then we came down on the destroyer. She opened up with all guns blazing. But the nest of lightning bugs went out like someone took a flit gun to them. Only, it wasn't a flit gun- it was our guns. Our last bomb was a near miss, some thirty feet astern.

WALLACE: That was all during the morning, Major?

LARNER: Yes, that was the first day. The second day we came back to do a little police work...just sort of clean up the place. We sighted about a thousand Nips in the water...Needless to say, there were not a thousand Nips when we left...Then we found a destroyer that had been previously hit, so we finished her off. As for the Nips, they had it coming to them. One crew of a bomber had to bail out, five of them. The ZeKes machined-gunned them as they floated down. After that, in the battle, it was no quarter asked and none given.

WALLACE: Certainly the entire battle is a great victory. Tell me, Major, what's the secret of a success like this?

LARNER: Well, the results achieved should not be credited to any one individual, or a group of individuals. The Battle of the Bismarck Sea was just like a smooth play on a football field. Everyone knew his job, and everyone did his part. It worked to perfection.

WALLACE: Thank you, Major Larner...for this stirring account of a great battle. This is Edward Wallace speaking from Australia. I

now return you to San Francisco.

April 30- Those crews going to Dobordura were awakened at 4:30 AM.. breakfast of griddle cakes with syrup and hot coffee.....then by recons to the line....Lt Peters, Flight Surgeon, was awakened at 5:15 and told to report to the line immediately, that he was to go to Dobordura with the bunch...and to ride with the Major.....Peters was delayed by virtue of a bad starter on the recon....as a result he went over with Lt Paine who left late due to a faulty brake accumulator.....in the meanwhile, the 90th Squadron was awaking to its usual routine of the day...Roll Call for the enlisted men, Officers straggling down to a hot breakfast and finally the Intelligence Meeting at the line....Lt McCoun took #721 up to give a new gunner some gunnery practice...T/Sgt Swain supervised this work...upon landing, McCoun noticed that all his ground crew as he taxied into his revetment, looked very crestfallen...he noticed something was alack.... He found out that the news had just come in that Major Larner and his entire crew had crashed at Dobordura..and that

none had survived....after the first touch of this shock, the Squadron finally got the dope correctly.... The Major had come in with his ships in an echelon to the right, buzzed the fighter strip at Dobordura, pulled up to break off, and suddenly his ship slipped off on a wing from 200 feet, hit the earth, caught fire and fell to pieces.....from what people had seen on the ground, and from examination of the wreck, it was determined that his left engine (or the one he had chandelled into) had cut out....it was a predicament that no pilot could have saved himself from..... At first, due to their hurried takeoff from 17 Mile Strip, it was uncertain as to whom was in the plane...but after rechecking, it was found that the crew was as follows: Pilot-Major Edward L. Larner...Co-Pilot- 2nd Lt Frederick H. Ensminger, Navigator- Lt John J. Clarke...Passenger- Capt John White AIF..Upper Gunner- Staff Sergeant Columbus G. Pelham...Radio Gunner- Staff Sergeant Vernon Moore.. Engineer- Sergeant Berj Manuelian...Engineer(assistant)- Sergeant Robert L. Fecitt.....They were all killed and their bodies were flown back to Port Moresby by transport.....

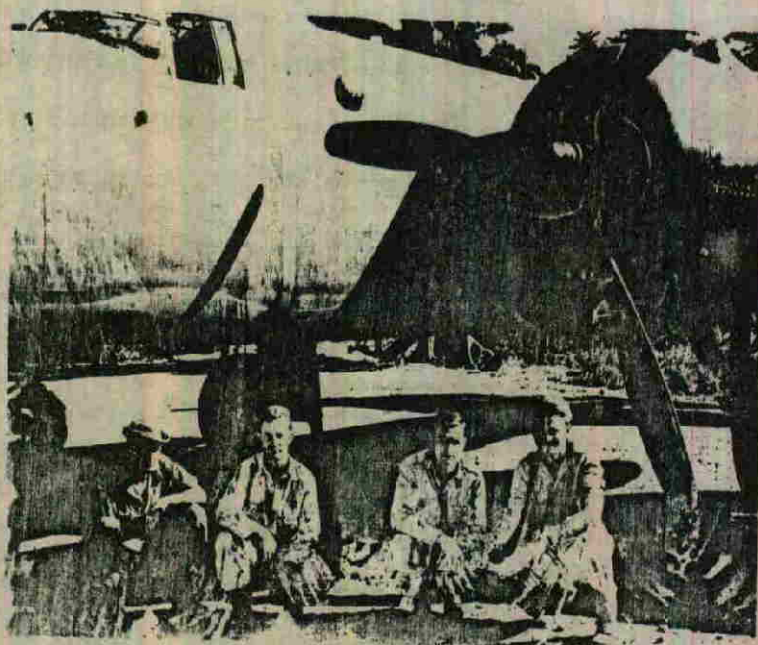
The Squadron was shocked.....

News that Col Strickland, Group Commanding Officer, has been relieved and is to return to America.....

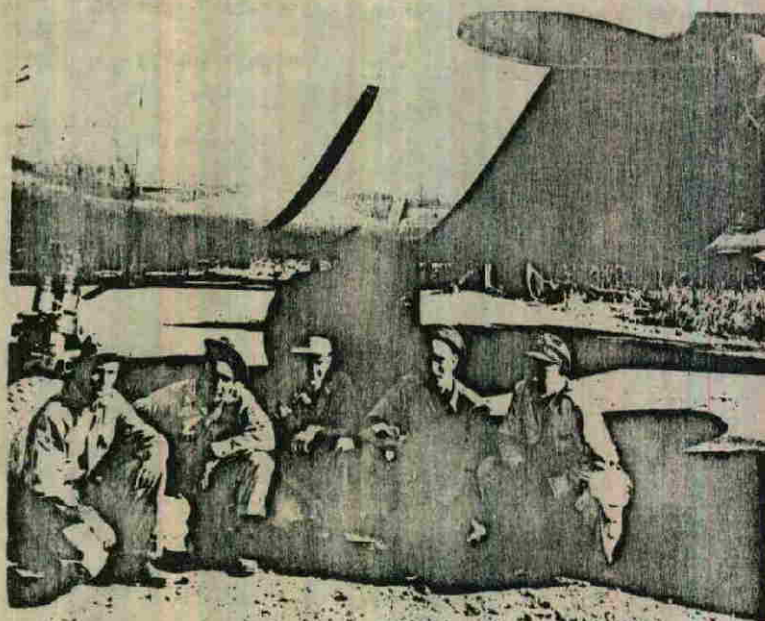
At night Ann Sheridan and Jack Benny played in "George Washington" Slept Here".....not as good as usual Benny comedies....to boot, there was a long and prolonged wait for the wires to run the electrical set-up on the machine.....

May 1- The procession was a long one....Capt Henebry led in the Staff car and stretched back over a mile of road were Jeeps, Recon,

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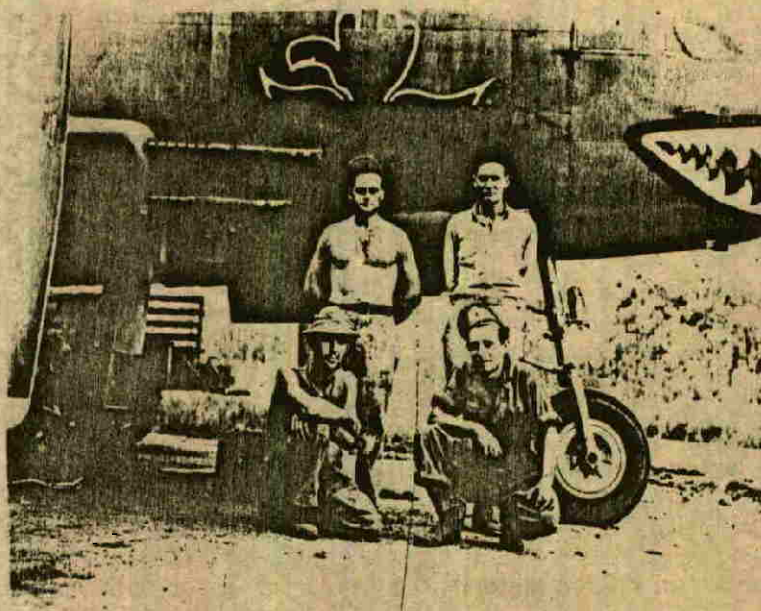


Lt Howe, Lt Jones, S/Sgt Burch, S/Sgt Axt

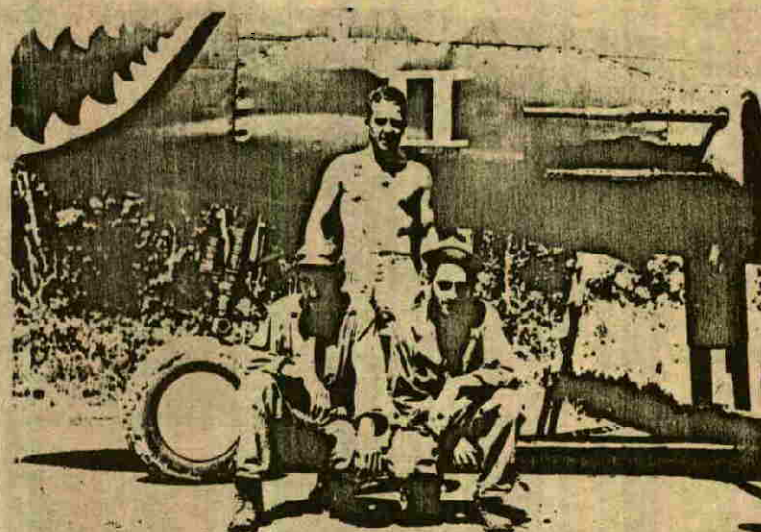


Lt Clark (killed 4/30/43), Lt Poire, Maj Larner (killed 4/30/43), S/Sgt Timberlake, S/Sgt Thompson

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T/Sgt Hall, S/Sgt Gates, S/Sgt Vaillancourt, Cpl Pieser



Sgts Manuelian & Fecitt killed April 30, 1943 with Maj
Larner and Cpl Heffernan

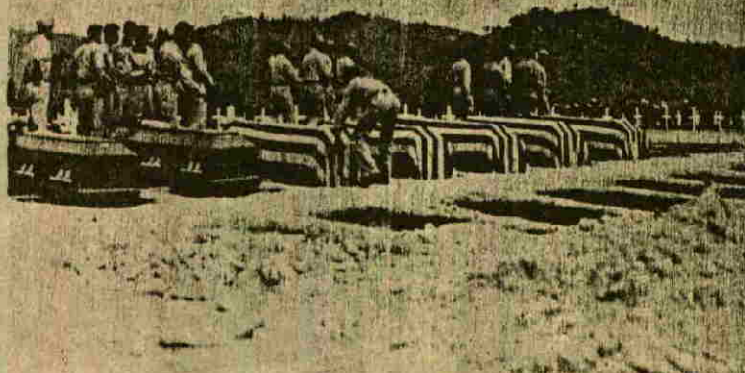
Staff Cars, and trucks...and filled with men from the 90th Squadron who wished to attend the funeral of the those who had been killed yesterday. The cemetery, which is to be a National Cemetery someday, was already crowded with people who had come to pay tribute to those they had known so long and whom were so dear.....

They were to lay side by side with Theron Platt, Robert Keeler, Fred Schierloh, Bud Ridout, Charles Richards, Mefford, Coffey, Frankforter, J.A. Carter, Benson, Ayers, McMahon and others.....

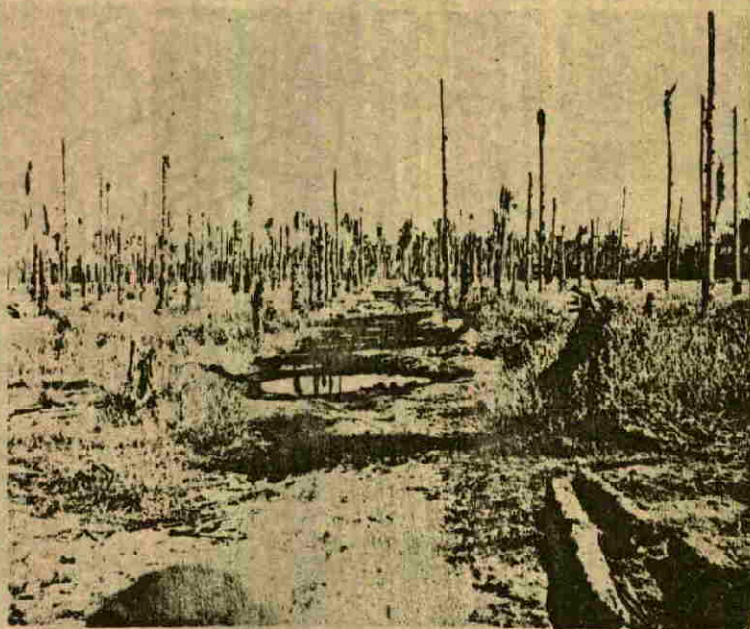
The Group, the 13th, 89th, 8th, and many other Squadrons were represented. Wing Commander Brian Walker represented the Beaufighter unit to whom Major Larner had endeared himself.....6 Officers were pall bearers for Maj Larner, Lt Clarke, and Lt Ensminger...while 12 enlisted gunners were pall bearers for Sgts Pelham, Moore, Manuelian, and Fecitt.....

The flag-draped coffins were carried and laid by the open earth while the entire force of men stood at "Present Arms".....the burial ceremony "that these men died not in vain"....."For you who believe in the teachings of Christ there is eternal life"....for He is Life and Love and His Will is the Light that will never be blacked out".....the rattle of musketry..the still white crosses....our thoughts went back in memories eye we saw them as they first came to our midst...young and eager, devoted to duty, and ever prepared for the highest act of religious teaching...sacrifice...we do not know the dignity of their birth, but we do know the glory of their death....They died unquestioning, uncomplaining and with faith in their hearts.....Edward L. Larner.. Frederick H. Ensminger..John J. Clarke...Columbus G. Pelham...Vernon Moore...Berj Manuelian...Robert L. Fecitt..."May they rest in Peace.. We shall not forget them".....

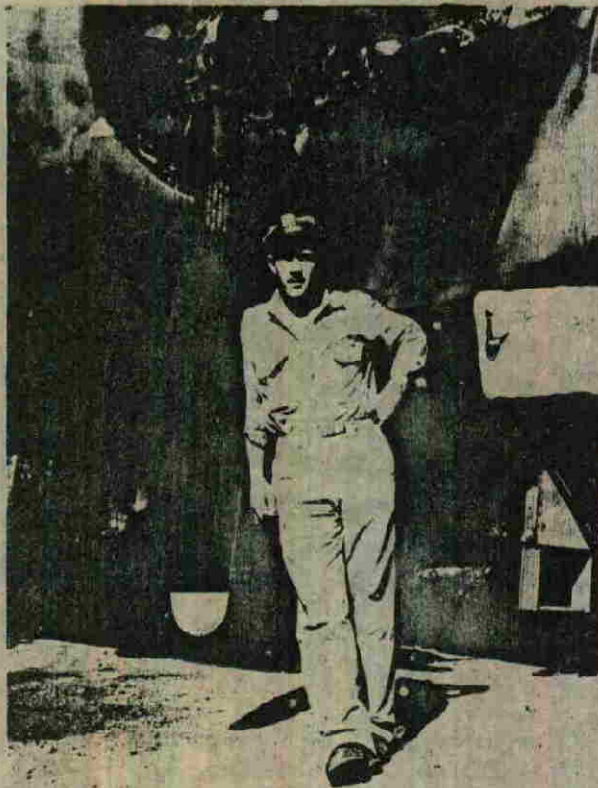
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Funeral of: Major Larner, Lt Ensminger, Lt Clarke,
S/Sgt Moore, S/Sgt Pelham, Sgt Mamuelian, Sgt Fecitt



Buna Road - Soon after battle



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Major Ed Larner



S/Sgt James A. Carter

Four A-20's flew overhead as last tribute to these fine young men...

Later that morning, most of the 90th Squadron attended the burial of Captain John White AIF, Australian Intelligence Officer assigned to our Squadron. John had been with us since October and he was known to all ranks...his kindness, easy-going manner, and loyalty to the Squadron had endeared him to all... As John was lowered into his final resting place it made think of a quotation from "Paradise Lost"

"Adam, now open thine eyes, and first behold
the effects which thy original sin hath wrought
in some to spring from thee, who never touched
the Excepted Tree, nor with the snake conspired,
nor sinned thy sin, yet from that sin derive
corruption to bring forth more violent deeds.."

The Third Group published in its bi-weekly paper the following
on Major Lerner.....

MAJOR EDWARD L. LARNER

"The faint far whisper of forgotten songs floating over the breeze..
Youth..strength..Aspirations..Struggles..Triumphs..Despairs...Movements..
Vividness..Radiance..Shadows..Faint Bugles sounding reveille..Far drums
beating the long roll..The crash and thunder of guns...The rattle of
machine guns firing forward.....the still white cross..."**

The Squadron's estimate of him will not be founded upon any one
mission or Battle... The time may come when the memory of the skies
of the Bismarck Sea, Duali, Madang, Lae, and Gasmata whall be dimmed
by the darkness of revolving years.....

But even then the enduring strength, the patriotic self-denial,
and the unsurpassed combat ability of this American soldier will
always stand forth in undimmed radiance...in his youth and strength,
his love and loyalty to duty, he gave all that mortality can give:
the supreme sacrifice....

**Gen MacArthur.....

He needs no eulogy..He has written his own history for the 3rd Bomb Group, and for his country..and has written it in the breasts of his enemy..but when I think of his acquiescence under opposition, of his courage and coolness under fire, and his modesty in success, I am filled with emotion.. Yes, he belongs to history..and he belongs to future generations. But by his glory, by his courage, and by his achievements, he belongs to the 90th Sq.....

The following is an extract from the article that Frank Robertson of International News Service wrote for release in the United States.....

LEADING COMBAT PILOT KILLED

B-25 Crashes and Burns During Routine Flight

ALLIED GHQ, NEW GUINEA, By Frank Robertson, INS: Major Edward Larnar, one of America's leading combat pilots in this or any other theatre was killed Friday when his B-25 crashed and burned while landing after a short routine flight.

Killed with him were Lt. Frederic Ensminger of Osgood, Indiana, Co-Pilot who was flying his first mission with Larnar's squadron; Lt John Clarke, Chicago, Navigator; S/Sgt Columbus Pelham of Savannah, Georgia, radio gunner; Vernon Moore of Alapha, Georgia, upper gunner; Sgt Robert Fecitt of Revere, Massachusetts, crew chief; and Berj Manuelian of Boston, Crew Chief.

With Major Ken McCullar, who was killed three weeks ago, Ed Larnar was regarded by Lt. General George Kenney, Commanding General of the Allied Air Forces SWPA, as one of the most able and courageous pilots in the area. Like McCullar, he was a personal friend of General Kenney.

Addressing the graduating class at Kelly Field last November, General Henry Arnold praised Larnar and referred to him as the boy "who didn't know the meaning of the word quit".

It was Larnar's squadron of B-25's which scored the greatest number of hits in the Battle of the Bismarck Sea. He was credited with a cruiser and a transport, and his fearless low-level attacks that day earned him the recommendation for the D.S.C.

Arriving in this area last October, Larnar quickly distinguished himself by a feat which later became typical. Piloting an A-20 in an attack against the Japs near Buna, he dropped forty bombs from 75 feet on two ack ack positions. The ack ack struck his plane, almost severing the tail section and Larnar went through the treetops

for more than a hundred feet before regaining control of his ship. Disregarding the damage, Larner returned to attack again. This feat earned him the Silver Star.

On another occasion, when his plane was struck by ack ack, he made an emergency landing, returned to his home base by transport and took off a few moments after arrival in another plane.

One of the most colorful pilots here, Larner's name has become a byword among airmen of the Southwest Pacific Area. He was recommended for the D.F.C. for his participation in the Battle of the Bismarck Sea.

Larner and his crew were buried Saturday morning in a small American cemetery at Port Moresby. He is survived by a wife and two daughters, who live at Roswell, New Mexico.

Its a rainy day....the men at the flight line are curled up in their bunks getting "sack time", or are reading or doing odds and ends that one usually saves for such a day.....the camp area is quiet.....only the mess hall is active...pots and pans being scrubbed....here and there victrolas are playing.....a great day for dreaming....rain is very soothing as it patters above on the canvas of one's tent..... Now is a good time to refresh our memories of our Squadron's history.....Its the most remarkable thing that one can be in a Squadron so long and know so little or have forgotten so much..... Anyways, its raining, as I said before, so lets look back into the glory of our past.....Corporal Edgett, our historical genius has dug from the cobweb of years the following data.....

The exploits of the 90th Squadron in the Southwest Pacific are daily adding to the fine record established by this outfit in World War I. Their achievements in this sector have stamped them indelibly in the public mind. A Brisbane, Australia, commentator has labeled them a spearhead Squadron of the American Air Force.

Many famous men have been members and commanding Officers of the 90th, among whom are Generals Jimmy Doolittle, L.M. Brereton, D. Johnson, S.H. Claggett, F.D. Lackland, E.L. Naiden, and J.C. McConnell.

The 90th was organized August 20, 1917, at Kelly Field, Texas. It left the United States October 27, 1917, for service in France. arriving in the combat zone November 13, less than three months after its inception.

Its works there resulted in many decorations and citations by both the French and American governments.

As its insignia it adopted at that time a pair of cocked dice tilted to show combinations "seven" on corresponding faces.

After returning to the United States the Squadron was assigned to patrol duty on the Mexican Border. In these peaceful years many records were hung up for superior maintenance and for appearances in national air races....the latter of which brought honors in keeping with the fine traditions established in France.

Upon the United States entry into the present conflict, the 90th was one of the first called for overseas duty. In less than two months after Pearl Harbour, on January 31, 1942, they were sailing for Australia in the face of seeming Japanese control of the Southwest Pacific.

The first task they were called upon to perform was to participate in General Royce's hazardous mission to the Phillipines. This was one of the most dangerous and longest missions carried out by any Air Force in this war to date. Though it was necessary to land and refuel in territory surrounded by the enemy, the entire mission was extremely successful. Great destruction to enemy installations and shipping was effected.

It then fell to the 90th Squadron's lot to assist in the defense of Australia. Innumerable times they soared over Jap bases, convoys, and warships that were protected by enemy aircraft in superior numbers, did their work and slipped away. Their superhuman efforts aided the Allies to hold New Guinea through the dark days when it appeared the enemy would even take Port Moresby...and, in fact, were but 25 miles from our present area at 17 Mile Field...

These men, ground personnel and combat crews, working with perfect coordination under the worst conditions in the world, have carried the proverbial "ball" for 15 months, driving deeper into enemy bastions. Getting little relief....and giving ungrudgingly of time and effort, they have struck again and again, dropping nearly a million pounds of bombs and firing 200,000 rounds of ammunition.

Of 6000 hours of flight in these 15 months, 3340 have been spent in combat; 850 individual airplane missions or sorties have been carried out successfully, and 198 Squadron missions and sorties have been chalked up. The Squadron has thusly added more missions to its record than any other Squadron in the Southwest Pacific Area to date. It has also received more individual decorations for bravery than any other Squadron in the SWPA. And lately, though we hate to mention this, its rate has been the highest, by far, and yet, the men of this Squadron have continued to carry out their duty in the finest traditions of the Air Force...and still are.

Besides punishing Japanese harbor installations, gun positions, supply depots, defenses, dropping supplies to jungle-bound troops and carrying on long-range reconnaissance, the 90th has found time to sink 10 transports, four destroyers, one submarine, and shoot down 14 enemy aircraft.

Outstanding among these achievements is the part the 90th played in the Bismarck Sea Battle, the first complete victory of land-based aircraft over a naval-escorted convoy protected by aircraft. Sixteen Jap ships left Robaul with a full division of crack troops to reinforce Lae and Salamua, their last foothold in New Guinea. The 90th was waiting for them in company with other units of the Australian and American Air Forces. And today, added to hundreds of other unsuccessful Japanese efforts to supply New Guinea bases, every enemy ship, transport and naval vessels as well, lies at the bottom of the Bismarck Sea.....and 15,000 Jap soldiers will not have to be dealt with individually. For that brilliant two-day dispatch of what might have cost six months struggle in the Jungles, the following officers and Enlisted men of the 90th were recommended for citations: Maj. E.L. Larner, Capt J.P. Henebry, Capt R.D. Chatt, Capt D.M. McNutt, Capt J.W. Smallwood, Capt R.H. Launder, Capt J.B. Criswell, 1st Lt G.K. McCoun, 1st Lt J.E. Sbisa, 1st Lt R.J. Moore, 1st Lt R.W. Reed, 1st Lt H.L. Reid, 1st Lt P.H. Hawkins, 1st Lt M.W. Fisher, 1st Lt W.G. Paine, 1st Lt J.J. Clarke, 1st Lt C.W. Howe, 2nd Lt R.V. Lockhart, 2nd Lt L.H. Jones, 2nd Lt W.S. Lee, 2nd Lt K.E. Rosebush, 2nd Lt O.A. Randerson, 2nd Lt G.L. Wonderly, 2nd Lt E.T. Solomon, 2nd Lt H.R. Miller, 2nd Lt J.W. Pryor, 2nd Lt W.F. Rickord, F/O M.J. Carse, RAAF, S/S H.P. Barnes, T/S C.S. Norton, S/S F.L. Timberlake, S/S H. Axt, S/S J.H. Clark, S/S R.R. McKinney, S/S W.H. Epperson, S/S A.J. Swain, S/S J.W. Rowland, S/S B. Estep, S/S C.C. Thompson, S/S C.H. Maupin, S/S P.W. Malito, S/S V.C. Patterson, S/S H.W. Dickinson, S/S R.G. Rowland, S/S A. Martin, Sgt R.W. Harrel, Sgt F.O. Sampson, Cpl S.B. Burch, Cpl S.P. Newell, Pfc W.E. Byrnett, Pfc W.W. Butler, Pvt J.C. Boggs, Sgt K.A. Richards, RAAF, P/O W.C. Blewett, RAAF, Sgt A.L. McDonald, RAAF, Sgt E.P. McCarthy, RAAF.

Following closely upon the completion of the Bismarck Sea Battle, Naval Intelligence reported a huge submarine in Lae Harbor. The 90th was chosen for this attack, as we all well know by now, and seven directs and five near misses were credited..As the result of the sinking of this boat, one of Japan's four largest afloat, the 90th is permitted to display a white submarine on the fuselage of its planes...the only land-based outfit in New Guinea that is accorded this honor....so far to date in this war..

But there are no swelled heads in this Squadron..the boys continue to do the things soldiers usually do..sweat out the mail sweat the chow line..play cards for high stakes...play craps after pay day..write letters....grumble about everything in general but never lose their loyalty to Squadron and Country and Family..go to all movies that come within five miles of the area. .and think lovingly and longingly of their homes and families..yes, they'd like to feel good old United States dirt under their feet again.. and in the words of many "Give us 30 days' leave in the States and we'll be able to fight the Bastards twice as hard for twice as long". and so it goes...

Until then, they'll do as they have been doing...a difficult job the best way they know how.

At night many of the boys went over to the Engineer area and saw "The Glass Key" with Allan Ladd and Veronica Lake.....

May 2- Lt McCoun, Lt Howe, Lt Wonderly and Lt MacLellan and crews flew formation in the morning...

In case this Department forgot to mention it before, Lt Criswell was promoted to Captain and 2nd Lt Ransom was promoted to 1st Lieutenant.....

"Stage Door" at night with Ginger Rogers and Katy Hepburn... a darn good show, but as usual something went wrong with the projector and the movie was ended before it was half way through.... Lt Queen, Special Services Wheel, is getting his share of the screaming when things go wrong these days.....

Our new Post Exchange is opened now...it is under M/Sgt Nickelson who has had much experience along these lines...soap, tooth paste, candy, tomato juice, gum, shoe polish, stationary and what-not are on sale and with promise of a heavier and more choice stock to come...

May 3- Monte Kleban, formerly of N.B.C. and now with the newly organized A-2 of Fifth Air Force, was around getting some pictures of Major Lerner and some of his past history...Kleban is writing a story on Lerner for the Air Force Magazine and for a commercial weekly magazine in the United States.....

The Rue Room is now undergoing a remarkable change...screening is all completed, the floor completely laid, the bar is rapidly taking shape, and things in general speak of a big blowout in the near future.....

Sgt Hastings is also organizing things for his NCO Club which is to be erected soon.....at the moment he is dealing in figures... the amount of wood needed and nails etc...

Lt Hawkins and his flight of Lt Moore, Lt Paine, Lt Solomon and Lt Sbisa and crews returned from Dobordura.....they had been on the alert over there since their arrival...the one mission they had flown was this morning when they went to Gasmata to surprise some rumored bombers on the ground..... All ships made it with the exception of Lt Sbisa, who, by virtue of drawing cards, had to be the one ship to stay behind..... The flight had been made early in morning with 8 P-38's overhead as upper coverage....approaching Gasmata, Hawkins had thrown his ships into echelon and they made individual strafing attacks at the runway, houses, village and ground installations....no bombs were carried....14,500 rounds of .50 calibre ammunition was expended on 32 passes at various targets. No bombers were there but they started many fires and in general it was a successful mission.....the flight formed rapidly and they withdrew from the target area...the trip home was thru instrument weather, a front having moved in....some of the pursuits moved downstairs and flew on our wings....nearing Dobordura a flight of P-40's came out to investigate and the P-38's moved upstairs again, just in case they were Zeros and not P-40's....after gassing up, all ships returned to home base.....

News came out at night that Capt Henebry is now 90th Squadron CO...everyone pleased...Jock's record here has been excellent....

He has made every mission and his leadership has been a gift to the Squadron...a good soldier who is able to look backwards as well as forwards, but who thinks only forward.... His position as Operations Officer will be filled by Capt Wertz....News also came thru that Major Maull will be assistant Group Operations...Capt Connely will be CO of the 13th..while, as I said at a previous date, Maj Hall will be Group CO.....

May 4- Lt Head, Intelligence Officer, in the absence of any organized flying this morning, gave a resume of the Jap bases in this area as to disposition of their aircraft, serviceability of their landing strips, size of their garrisons etc..... Very informative....Capt Henebry gave a short speech to the Officers in which he said he was pleased to have the Squadron and was sorry that he had to inherit it in the manner in which he did...that there would be no changes as things had progressed suitably the way they were. Lt Queen brought up the matter of some money owed to the Squadron Fund.....

S/Sgt Champagne returned from sick leave today....no combat crews left.....

A B-25 from the 38th Group had trouble in mid-air this morning when his liferaft broke free and damaged its rudder and threw the plane out of control for a moment....the pilot gave the order to bail out, and three men did.....Back at 17 Mile Field the personnel thought it was Lt Reed in #437 as he was the only 90th ship in the air.....great relief when it wasn't out ship.....the 38th ship got back safely....

"To be or not to be" played at night with Carol Lombarde and Jack Benny.... a rare cpmedy-melodrama.....

Cool and refreshing rain falling.....excellent for sleeping....

May 5- This continuous rain is playing havoc with the spirits of all.....

Our field is getting flooded as the river is rising...we may have to move our planes to Wards Drome at 4 Mile Field.....

News that the Japs pulled a 50 plane raid over Darwin and knocked down 18 Spitfires...depressing news as the Australian-manned Spitfire group is a highly recognized unit that has seen much service in the Far East and in the skies over England.....the news finally dribbled in that the "Spits" had been sent aloft too soon and as a result when the enemy was encountered, they had little gas left and subsequently crashed for lack of fuel.....only three pilots, perished, however.... Fifth Air Force says that the Japs have now got 260% more airpower in this area than we have...the last report shows that we have approximately 150 medium and heavy bombers and nearly 250 pursuits in New Guinea... That does not mean they could all be aloft together as many are out for maintenance etc.....However, General Kenny said the other day that he expected 1500 planes here by Fall....Just what type planes they will be is everyones guess.....

The Rue Room nearly completed today.....a case of scotch that Capt Dennison racked off in Brisbane is the good excuse for a party that came off at night.....much noise and much singing..."Doc" Gillmore, now Major Gillmore, was present, also Maj Hall and Maj Hood of Group.....Col Davies, Chief of Staff, Fifth Bomber Command was also present. After several

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toasts to the new Commanding Officers, Major Hall and Captain Henebry, a toast was proposed to Major Larner.....After the glasses had been emptied, the entire group spontaneously broke into the Major's favorite song: "A Zero was chasing a P-38, He was chasing a P-38, now while he was chasing a P-38, He was chased by a B-25".....By 9 PM everyone was fully enjoying themselves.....Lt Hosback started the ball rolling when he started a slight tear in the shirt of another Officer...from then on it was a mild free-for-all.....Suffice it to say that very few were spared.....Col Davies brought back memories of Charters Towers as he led the singing of "Hail California" and "Silent Night, Holy Night". The party broke up around 1 PM when the lights went out....but here and there one could still hear the party have its last gasp in various tents on "Brass Hat" Hill.....

May 6- Several planes went aloft to fly formation and test fire their guns.....

Lt Klaben of A-2 Fifth Air Force, is arranging a complete newsreel of this Squadron on a mission....several preliminary shots, such as take off, runs on the ship in the harbour for shooting effect, and briefing shots will be taken first....then when a mission of some importance arises, a photographer will accompany one of our planes and take shots of the battle....by placing together all the pictures of our ships over a period of several weeks, an exciting reel will be had, and it then will be released for screening in the U.S.A., and thereby be the first American newsreels of a combat mission to be released from the S.W.P.A.

It rained all day and this did not help dry out our spirits.....

An English musical comedy played at night, the name of which, I am sorry to say I don't remember....as usual, it was attended by all...

A cool rain falling at night.....very peaceful.....

May 7- The photographer was present this morning to take pictures of our planes in operation.....The Australian photographer, Mr. Bagner, rode with Lt Bill Paine to get some shots of the fire power of our plane....Paine made several runs on the wreck off Port Moresby... the photographer rode in the co-pilot's seat.....then Paine dropped him at 3 Mile Drome where he boarded an A-20, as was prearranged, and he then took some shots of Captain Henebry leading a 9 ship formation on some low attack work.....All worked out excellently.....

This morning, an Australian Colonel and a Lieutenant from an Anti-Aircraft unit nearby, came over to Intelligence Meeting and gave a lecture on their work.....We learned something about how they "tracked" planes at various altitudes, which altitude was the safest to bomb from, and various other problems that come to members of aircraft which constantly have to be on the lookout for ack ack.....

The Officers' first team played Lt Pat Head's "Wings" at night and lost by a 5-3 count.....Lt "Whitey" Vinsen hurled for the 1st team but poor support gave the Wings the margin..... The old man of the mound, Head, uncent his frozen arteries and hurled a 6 hit game.....Lt Peterson of the "Wings" led the column for errors with three chalked up for him, while Joe Castelli took the strikeout column with three spectacular and magnificent returns from the plate with "nary a touch of the ball"...

Several of the Officers attended a party at the 30th Squadron which Wing Commander "Black Jack" Walker gave.....it was found that the Australians are even more rough than the Americans when in the privacy of their own club...and Walker was not spared either....he had his complete uniform torn off his back....All in fun, you understand.....

May 8- Three ships went aloft for formation, then three more.... this was a new plan of the GO's....from now on men will train in elements of three..... In this way, the individual element can do more difficult maneuvers and thereby teach the wing men to stay in formation better than if they were to train in a large formation where the motion to each side has to be more conservative due to the size of the flight....Then when the various elements have improved their formation flying, the usual large flights of 9-15 ships will be resumed..... to the casual observer this might seem amazing....Combat crews are the best fliers today, and so forth....well, this is true...but the best fliers can become very poor formation fliers if they don't fly a lot and practice a lot.....and in our case, where we have not had many missions of late, this is no exception....thus, the decision by Capt Henebry to make an emphasis on this flying in groups of three ships.....

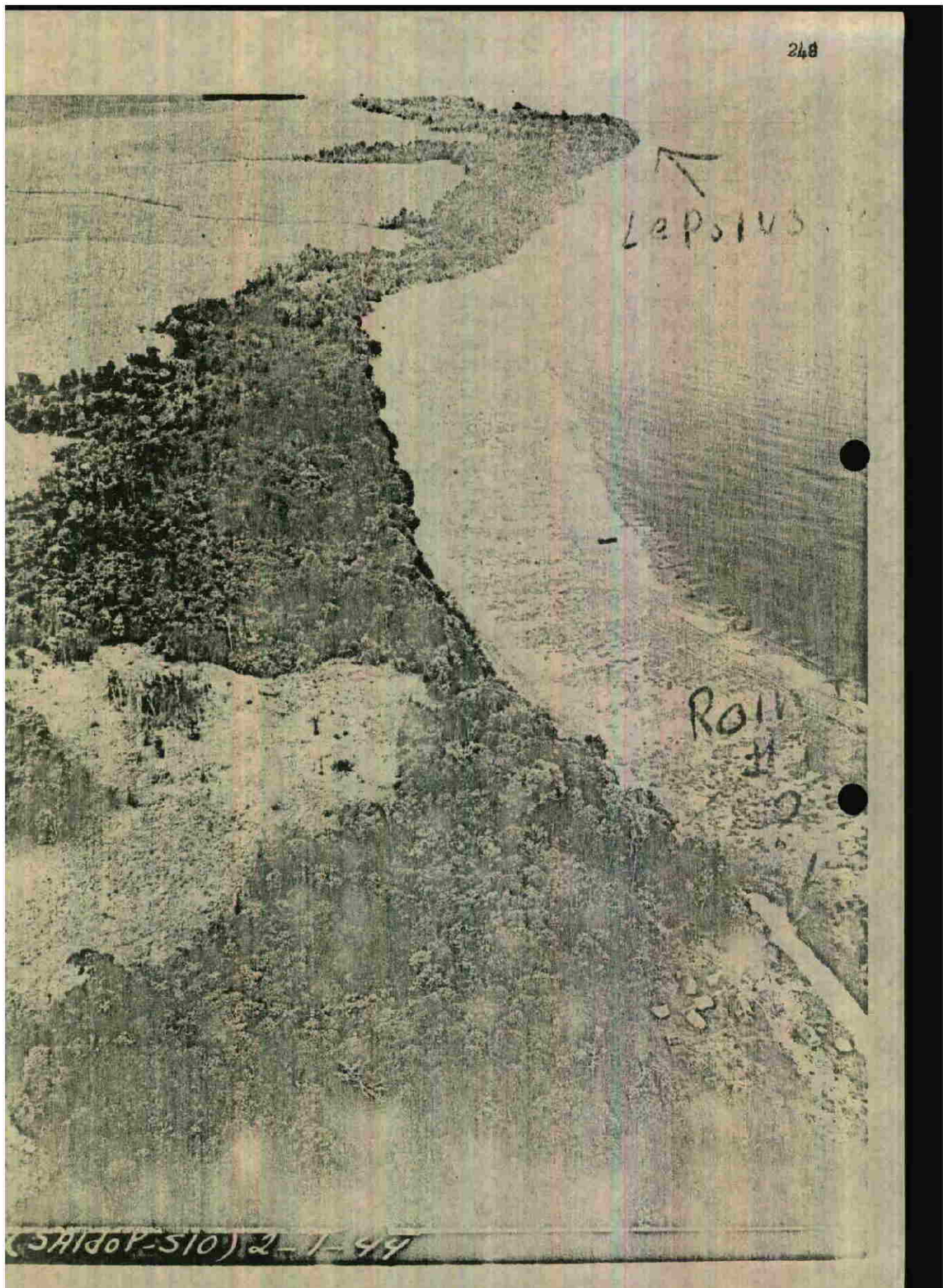
At 10 AM Operations called and all our aircraft were put on an alert for a mission.....all available ships were loaded with 500 pound bombs and 4000 rounds of .50 calibre ammunition...gas tanks were loaded... cameras installed....the following crews were notified that they were alerted and to be ready for a 12:15 takeoff.....

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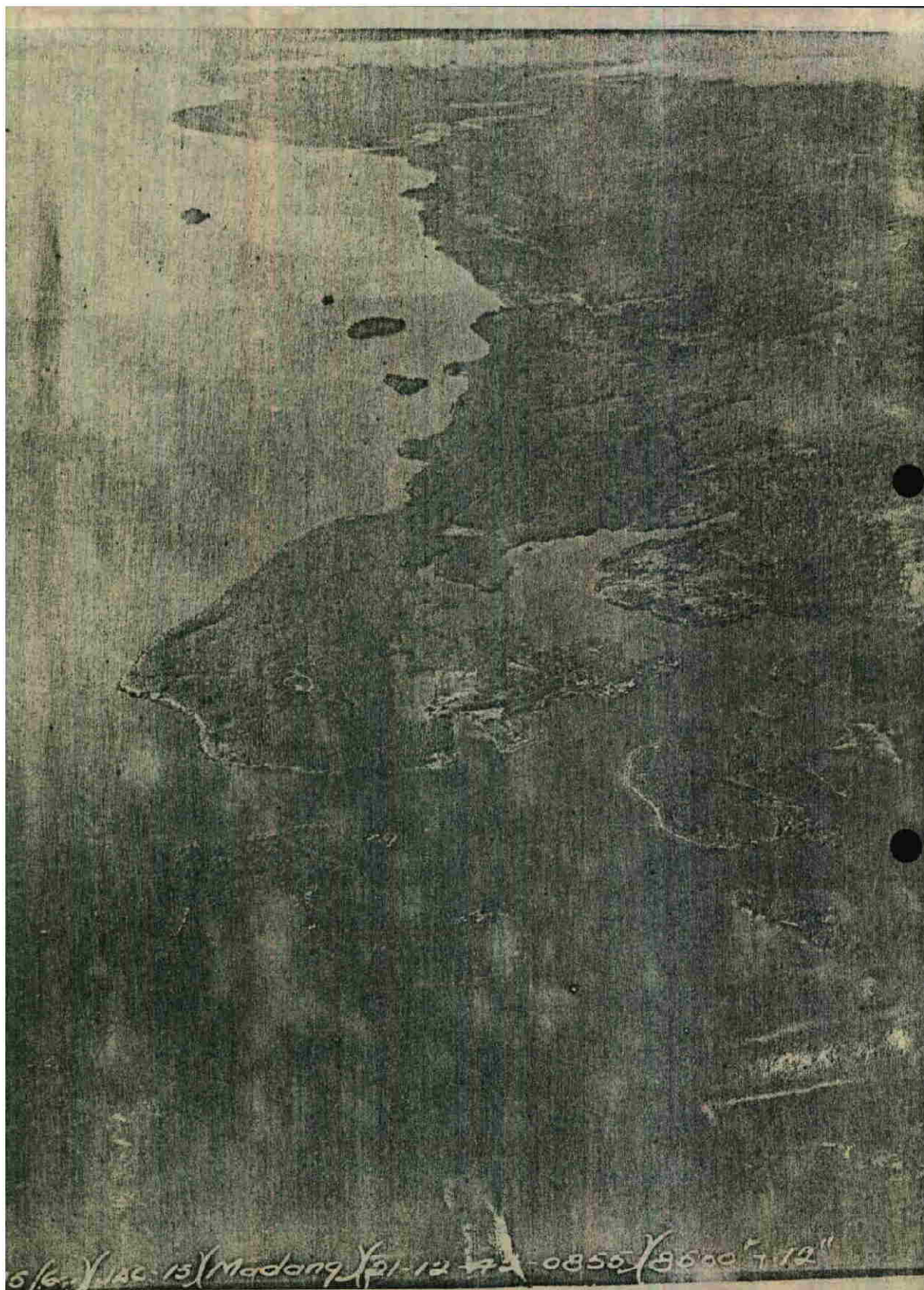
| PLANE | PILOT | CO-PILOT | RADIO GUNNERS | UPPER GUNNERS |
|-------|--------------|----------------------|-----------------|-----------------|
| 697 | Capt Henebry | Lt Lee Lt Soffer (N) | S/S Lott | S/S Crovisier |
| 449 | Lt Howe | Lt Jones | Pvt. Clifford | T/S Loftin |
| 443 | Lt Castelli | Lt Key | Cpl Lukozak | S/S Clark |
| 981 | Capt Launder | Lt Davis, R. | S/S Rowland J. | S/S Estep |
| 721 | Lt McCoun | Lt Davis, H. | S/S Dietz | Sgt Boggs |
| 732 | Lt Fisher | Lt Meding | Pvt Baumgardner | S/S Sucker |
| 482 | Lt Hawkins | Lt Rickord | S/S Sampson | Pvt. Hornburger |
| 442 | Lt Wonderly | Lt Miller | Pvt. Bohrer | S/S Maupin |
| 437 | Lt Reed | Lt Sigismund | Pfc. Storm | S/S Powers |
| 487 | Lt Pryor | Lt Saunders | S/S Butler | S/S Harrell |

Coffee and sandwiches were brought to the line and the crews ate their lunch there before the briefing.....the story was this; the Japs had two cargo vessels coming into Madang...they were expected to arrive there about 3PM...they had top cover of Zeros...the 90th Squadron was was to go in and sink them....Beaufighters would strafe the strip at Madang prior to our strike...while 16 P-38's would provide top cover... Takeoff was 12:15.....Assembly was poor due to clouds en route...by the time Wau was reached the ships were all in formation....Lt Fisher's ship was smoking badly half way to the target so he turned back.....

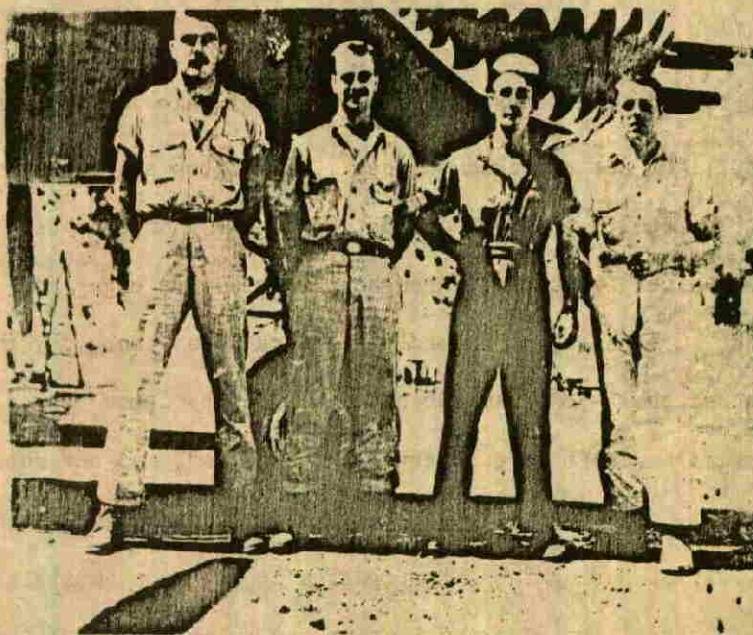
We were to pick up the P-38's at Saidor and proceed to the target together.. We dropped to the sea in the vicinity of Saidor, picked up the P-38's (they were at about 14 thousand, there being an overcast at about 15000 feet), and started towards the target....the Beaufighters were about 5 miles ahead of us.....Capt Henebry had trouble getting rid of his turret tank and had to shake his ship violently to make it release.. S/S Lott and Lt Soffer, who were pushing it, almost went with it when it released..... In the vicinity of Madang a rain squall was encountered which gave us the element of surprise as we came in low.....we approached



Madang from the rear, that is, coming in over the trees from inland towards the sea.....10 planes in 3 flights.....as we broke there the rain squall, we saw the two cargo vessels just off of Madang.....fires on the Madang strip testified to the Beaufighters' presence.....Capt Henebry's flight took the larger of the two ships while Capt Launder led his flight over the smaller.....eight Zeros came in from the North but they were not too eager and did not come in too close....Lt Hawkins came in and polished off with his flight what was left of the large cargo ship after Henebry, Howe and Castelli had hit it.....While Henebry and flight made a second run, this one on the ship that Launder and flight had passed over....by this time both ships were settling fast and were burning furiously.....the 1500 ton vessel was givin out thick, black smoke; while the 400 tonner was settling in the stern....several ships still having bombs left, runs were made on the surrounding native villages... an enemy aircraft was observed burning on the Madang strip while the town area was burning furiously.....a barge at the end of the runway was being strafed by Beaufighters while several of the Zeros that hovered around were being engaged by other Beaufighters..... On the way down the coast, McCoun went inland and dropped his bombs on villages and strafed them...and was attacked by two Zekes who made frontal attacks... Lt Hawkins brought his element up behind them and scared them away when He put a burst into them...Reed and Wonderly followed suit.....Pvt Hornburger and S/S Maupin got in several good bursts when a Zeke made an attack from high 6 O'clock.....S/S Powers got in a good burst on this pass.....Lt Howe suffered a burst of ack ack in his upper turret and suddenly T/S Loftin found himself with half of his covering gone....

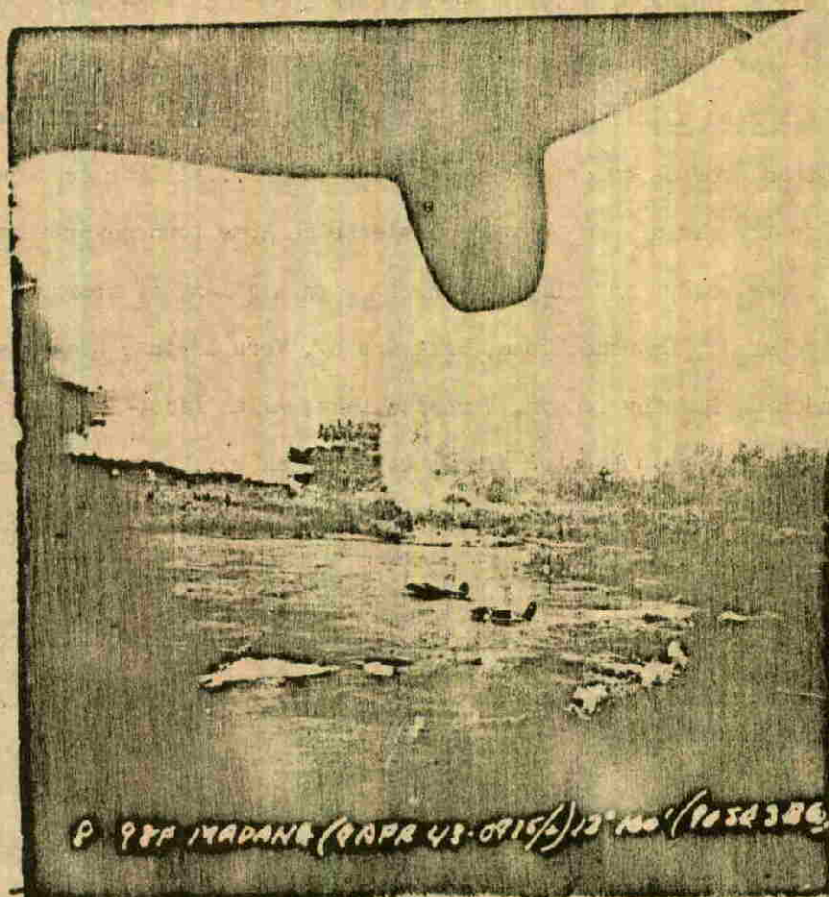


... Madang, on the northern flank of New Guinea on the NW sector....
Before the Japs drove into Lae, Salamua and Buna, this was one of
our targets.



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Lt Howe, Lt Jones, S/Sgt Burch, S/Sgt Axt



P 98P MADANE (RAMP 43-0915/6) 13 Mo (1054386)

2 Jap bombers destroyed on Mapang runway by the 90th -
Capt Henebry led the flight

8 Zekes flew paralld to Henebry's flight but never came in too close... Capt Launder's flight was attacked thrice.....S/S Estep and S/S Harrell got in burst with results unobserved...Sgt Boggs was unable to fire his guns due to mechanical failure....Throughout this entire engagement which lasted for about 10 minutes, no friendly fighters were seen....By the time Saidor was reached the P-38's came down and scared the Zekes away..... three of the enemy aircraft were observed to be "Haps", and one was shot down by a P-38.....The return trip was uneventful....excellent weather throughout..... During the interrogation by Lt Byron, assistant Intelligence Officer, it was learned that we had successfully dropped 26 of the 35-500#5 second delay bombs carried and expended 13,000 rounds of .50 calibre ammunition.....numerous correspondents were in the camp area after dinner to get news stories on this engagement....mainly because there had been such a lull of late that they needed news...and the 90th always seems to provide colorful news for the papers...all the crews were given over to the men of the press for release in home town newspapers.....

"Star Spangled Rythmn" played at night with a galaxy of stars..Bob Hope, Fred McMurray, Franchot Tone, Bing Crosby, Vera Zorina, Rochester, Paulette Goddard, Dorothy Lamour, Veronica Lake, Allan Ladd, and many others..... a skip by Rochester almost took the show.....excellent entertainment and just the sort we need over here to make us dream well..

Actually cold at night and most of us slept under blankets.....

The Roo Room being used a lot these evenings....Ping Pong, poker, checkers, singing, and bull sessions seem to be the main attraction... and, Oh Yes!! There is the bar also.....

May 9- The 90th had a "Gravy Run" today....a cargo vessel en route for Merauke and vicinity was protected by our ships against the possibility of Jap submarines which have been much in evidence in these waters lately.....Lts Hosbach, Bridges, and Sbisla pulled down these missions.... Nil sightings.....

Frank Robertson of International News Service and a reporter from the Chicago Tribune came over to the area and interviewed Technical Sergeant Lee on the first anniversary of "Mortimer", #443, under fire... "Mortimer", the recipient of over 600 hours in the air, of which over three hundred are combat hours, is the subject of much publicity these days....it is a hard job to find a plane that can weather combat this long.....a great deal of credit for this goes to T/S Lee who made this possible with his excellent care for the ship in his capacity of Crew Chief of same.....T/S Chesson's #449("Fat Cat") still has about 100 more to go to better this, although Chesson's ship does wear over 350 scars on its old body.....

Wing Commander "Black Jack" Walker took a bath today when, in his Beaufighter, he crashed into the sea 2 miles off Kila Drome....an engine cut and he was unable to maintain altitude...an excellent job with no damage to personnel.....

May 10- The Associated Press Photographers came over this morning to take some pictures of our ships strafing the wreck and bombing it....Lt Roy Moore and Lt Bob Reed took them up.....Moore's photographer took shots of his crew and then shot pictures of Reed's ship in flight....Reed's camera man, attempted to take a picture of Lt Solomon dropping his eggs on the wreck, but, unfortunately, his camera would not function properly...

Ed Witiss, A.P. man riding with Lt Reed had his nerves badly shaken by the close formation that Moore was flying.....Suffice it to say that they (The photographers) did not show up in the afternoon for a retake....However, they expect to take a picture of each ship and its crew and members of the various departments, such as Armament, Supply, Engineering and Operations... for home town release.....

A complete list of all crews given to the Press today...in this way, the gunners and Co-Pilots, who hitherto had obtained a small share of the limelight on various missions, will be available for the same as the 1st Pilots..... a complete list of addresses as well were given... In this manner if Joe Blow, the Reporter, hears that John Drool, the Pilot, sinks a boat; then Joe Blow will consult this list and see that Drool's crew is made of certain men with certain addresses....this will iron out any differences prevalent, as, if you are going to have any publicity, and its obvious that there is, then its important that its done correctly.

Incidentally, Capt Chatt, Operations Officer, scheduled all pilots today for flying.....Ordinance gave us quite a few line 100 pounders to practice with....Thusly, Chatt flew all ships, and all crews...in some cases, two 1st Pilots flew together and shared the 1st pilot time.....Good practice for the new co-Pilots who had not dropped many bombs a la medium altitude precision.....

At 11 AM the Orderly Room got the news that there was a "Red Alert" on.....Sgt Fortner, 1st Sergeant, fired his gun three times in the air (the Alert Alarm)... Suddenly the mess hall belched forth men who ran to the hills and the slit trenches.....However, it was a false alarm...in fact, the cause of the Alert was Wing Commander "Black Jack" Walker who was flying

a silver P-39 at 20,000 feet North of Port Moresby without his IFF Equipment on.....

After lunch Lt Bob Reed was notified to the effect that he was promoted to the rank of Captain.....Bob, who is a Flight Leader will-deserved this promotion... Incidentally, he is a proud father of a month's standing.....

Lt "Lefty" Ingram is a proud father as of today.....via the wire this bit of good news.....

At night, "Remember Pearl Harbor" played....a great deal of propaganda that is not appreciated over here.....

Wing Commander Walker brought over several of his men tonight and a very merry party ensued in the sanctity of the Roo Room.....All men walked out by Midnight and went to bed, with the exception of one Australian Squadron Leader who spent the evening on the floor, propped up against the bar.....

An extremely cool day....the Trade Winds are responsible for this..... What is the cause of this? Some air is warmer and lighter than other air and has a tendency to rise as high as it can....when this happens, cooler air flows inward at lower levels to replace it, thus bringing about "The Trade Winds".....Anyways, they are mighty comforting and from noon on each day, the whole area is swept by a refreshing, if somewhat disturbing, breeze....Which brings to mind that the rainy season, or "wet season" is on its way out...the cause of this "wet season" in New Guinea is the terrific heat of the land causing the air to rise to great height, where it is cooled and releases most of its vapour in the form of rain.....However, because the sun is not always

over the equator, but moves North and South of it, most equatorial regions, of which New Guinea is one, have two seasons during which there are terrific rainstorms and two seasons relatively dry.....we are now in the process of receiving the "Dry Season".....

May 11- No flying this morning because a bombing restriction has been placed on the wreck temporarily.....However, there is a lot of flying off this field, of late by the 38th...the 38th Group got a mission today to Gasmata to bomb the runway and dispersal area..... Unfortunately, bad weather drove them back.....

In the afternoon, Lt Sbisla "slow timed" his plane.....to "slow time" an aircraft is to break in its new engines as easily as possible. Just as one would not take their new Ford car and run it up to 70 MPH, the same applies to flying a new plane with new engines....one flies it for the first 6 hours at a reduced throttle and RPM setting..... Capt Henebry and Lt McCoun bombed the wreck off Port Moresby and engaged in some dogfighting with a Beaufighter who was also in that area.....

Capt Henebry had a meeting with the Department Heads this morning and the following men were recommended for promotions....From Staff Sergeant to Technical Sergeant, Ralph I. Simpson; from Sergeant to Staff Sergeant, Woodrow M. Watters, Ernest Moser, and Urban H. Sumner; from Corporal to Sergeant, Anton W. Spenger, Joseph W.P. Boulay, Gus S. Tomajko, and Delmar W. Haskin; from Private First Class to Corporal, Taylor L. Davidson, Richard F. Brumbaugh, Hurshel B. Chapin, Gerald L. Kennedy, and Gordon W. Broward; from Private to Private First Class, Joe M. Hornburger, William L. Carothers, William Henry, Richard C. Gentry, John C. Heffernan, Frank W. Guttendorf, and Lester L. Griggs.

May 12- No flying in the morning..... a cigarette issue after breakfast.....

Capt MacNutt finally got back from Brisbane after having been hospitalized for two months there...looking none worse for wear.....

Pvt Hylton, a former Radio-Gunner, returned to the area from Dobordura he had a bad case of the "Jiggers".....these are caused by walking thru the deep grass in the Dobordura...The "Jiggers" is a rash that proves mighty uncomfortable at times, and the only cure is to dig the small red bug from out of the skin where it burrows.....Anyways, Hylton, back here for a rest and to cure himself of this scourge, is slated to return to Dobordura in two days....its seems that he likes it over there....and, Oh, yes...one can make oneself available of a Jeep at one's discretion over there if there is a movie to be seen or an area to visit.....And the swimming is excellent, the climate agreeable, and life is rather pleasant.....

The newest dope is that the 90th Squadron will move to Dobordura in 7 days and be permanently stationed there....in line with this, Capt Henebry flew Capt Denniston and M/Sgt Caruzzi over in the morning to look over our new area.....Denniston looked over the camp site while Caruzzi was interested in a place to set up our ground maintenance.... From all reports, the setup looks alright..... The Officer's First Team played the "Wings" at night and won to a 4-2 count.....This puts the Officer's First team ahead in the two games series....a playoff is scheduled for tomorrow night. However, it is really a pitching duel between Criswell and the old man of the "Wings", Pat Head.....

"Flying Fortress" with Richard Greene played at night.....the reason

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the audience didn't walk out was due to the fact that it was so crowded that if anyone moved, all would suffer by it.....It seems that one can crawl over the wings of a high speeding bomber these days, put out a fire, and get back safely to receive a decoration.....Richard Greene did it as we saw it.....We also find that flying a Fortress is a formal affair.... before a gunner may fire at a Me-109 he must get the O.K. from the Navigator, who will say, "You may fire now, station number 3"..... or the pilot, before he may turn back home after dropping his bombs will say, "Where do you want me to go, Navigator".....Great stuff, these Fortresses.....

Checkers are rapidly becoming the 90th pastime..... The Special Services Unit here at Port Moresby has given the area some new games with which to amuse ourselves, and checkers seem to occupy the lime-light.....

May 13- The following planes and crews alerted.....

| | | | | | |
|-----|---------------|--------------|--------------|-----------------|---------------|
| 482 | Lt Hawkins | Lt Rickord | Lt Soffer(N) | S/S Sampson | S/S Newell |
| 697 | Lt McKee | Lt Rosebush | | S/S Lott | S/S Crovisier |
| 721 | Lt MacLellan | Lt Davis, R. | | Pvt Bohrer | Sgt Boggs |
| 442 | Capt Criswell | Lt Key | | S/S Baumgardner | S/S Maupin |
| 487 | Lt Lockhart | Lt Davis, H. | | Pvt Clifford | S/S Harrell |
| 793 | Lt Reid | Lt Nelson | | S/S Casarino | S/S Patterson |

Crews were awakened by the CQ at 4 AM, breakfast of hot cakes and coffee at 4:30, and then to Intelligence which was held at 5 AM..... takeoff was at 5:45..... Target was Gasmata...no bombs carried..... The runway and dispersal areas to be strafed.... 8 P-38's top cover.... The P-38's were to be picked up over Dobordura at 7 AM, but as our planes arrived earlier than expected, they circled for a half hour until the P-38's took off and joined them..... At Gasmata, Hawkins

led the entire flight in spread out in echelon over the runway where they sprayed the entire area with .50 calibre ammunition.....Then Hawkins sent McKee and MacLellan in to strafe individually while Capt Criswell did the same to his flight..... Inaccurate small calibre ack ack was encountered but this was not at all effective... Capt Criswell picked up a shell hole in the cowl of his right engine and that was the extent of damage to all our ships..... Lt MacLellan made his passes at about 220 mph and kept low as when he was over several hundred feet the medium ack ack would open on him Lt Lockhart observed some Jap laundry being dried in the sun on the shore Southwest of the runway, and he peeled off and shot it up..... The 90th ships stayed over the target area for 15 minutes using up 18,000 rounds of .50 ammunition..... Hawkins and Criswell got their ships back into formation and started home..... Enroute Beaufighters of the 30th Squadron and B-25's of the 38th Group were passed on their way to Gasmata..... Hawkins kept up a fast pace towards home and they arrived 20 minutes before their scheduled ETA (estimated time of arrival).....

Lt Kulin and T/Sgt Saunders maintained their usual "play by play" account of the entire mission..... That is, when ever there is a mission, all the personnel on the field that is not busy, flocks to the radio shack to listen over HG 5 to the ships on the mission. one usually hears such vivid accounts of the battle as, "Reid to Hawkins", where are you, where are you...I'm at 500 feet, ammunition all gone and on my way home, where are you, where are you".....or..... "Zeros!!... Zeros!! Two o'clock high...Zeros!! Four of them..."...

"Drop your turret tank, Gunners!! Here they come....one at 3 o'clock high.....stay in close you birds".....or even still....."For Christ Sake stay in formation you guys...you fly like kids!!" and so it goes. The people in the radio shack can draw a pretty good picture about the mission from such talk as this...whether its a "gravy run" job or a tough spot, sort of way back when the proverbial "going was rough"... It is in this manner that many gunners and pilots who didn't make the mission "sweat out" their mates.....Sometimes we wonder who gets the most excited, the man over the target or the men behind the loud speaker at home base.....

Lt Jones was checked out by Capt Henebry today as a 1st Pilot... Jones, who has been flying as Howe's Co-Pilot has proved himself an invaluable pilot on his 15 missions to date.....

The Officers played the "Wings" at night and it was a no-hit no-run game for both Head and Criswell....an excellent game with but one error. For the "Wings", Hinisey c, Head p, Byron 1st, Peterson 2nd, Reid ss, Vinsen 3rd, Robbins, Randerson, McKee, and MacLellan in the outfield... For the Officers First Team, Lee c, Criswell p, Howe 1st, Reed 2nd, McCoun ss, Ransom 3rd, Bridges, Hawkins, Ingram and Rosebush in the outfield.....

A terrific wind blew all day.....

At night two Nip bombers came over and bombed the 38th dispersal area..... A half moon obscured by clouds kept the Nips from sight... but they dropped a flare that must have hung overhead and burned brilliantly for 10 minutes...it later fell in one of our revetments on the line.....

Capt Denniston and M/Sgt Tucker left for Dobordura today with 40 men of an advanced echelon.....they will set up the area and get it in readiness for the Squadron when it moves over.....Everyone said they'd call the transport that Tucker flew on "Tucker's last ride"...which didn't make Toby feel too well as 3 transports had been lost mysteriously lately on the flight over to Dobordura.....

May 14- 4 ships flew to Dobordura today to be there on an alert... they were.....

| | | | | | |
|-----|--------------|--------|--------------|----------|--------------------------|
| 962 | Capt Henebry | Lt Lee | Lt Ransom(N) | Dietz | Pardue Moser (E) |
| 697 | Lt Moore | Lt | Saunders | Lott | Crovisier Eagle (N) |
| 487 | Lt Ingram | Lt | Key | Clifford | Harrell Green,R.F.(E) |
| 437 | Lt Helbert | Lt | Sigismund | Strom | Powers Thompson, J.B.(E) |

cots, mosquito netting, flashlights, pistols and mess equipment were required..... However, just as they had started their engines and were ready to taxi out for takeoff, a Red Alert was sounded, then recinded, and then news came for all of our ships to standby to fly out to sea in case of a Jap raid, which was probable and expected at this point....

(The Japs raided Oro Bay instead of Port Moresby today).....Utter confusion reigned at 17 Mile Drome for about a half an hour...and then came word for all of our available aircraft to load up immediately for a raid on Gasmata to attempt catching the Nips refueling there after the Oro Bay raid..... Three more crews were arranged for this mission. Capt Henebry, Lt Helbert, Lt. Moore and Lt Ingram were scheduled as of last night.....in addition the three new crews were as follows.....

| | | | | | | | |
|-----|--------------|----|----------|-----|-----------|-----|-----------|
| 946 | Lt McKee | Lt | Rosebush | Pvt | Bohrer | S/S | Estep |
| 793 | Lt Fryor | Lt | Jones | S/S | Cassarino | S/S | Patterson |
| 732 | Lt MacLellan | Lt | Paine | S/S | Sucker | Cpl | Lukaszak |

Also scheduled were the 38th Group, Beaufighters and P-38 top cover..... Lt Hawkins, who was scheduled to lead the 2nd flight of our ships, had all his brake pressure drain out on him before takeoff, and consequently he was unable to fly..... The entire air armada took off at 12 PM.....there were nil sightings at Gasmata, the Nips apparently having returned to Rabaul after the Oro Bay Raid.....The runway was bombed, however, and the adjacent areas strafed thoroughly.....

At night, Ginger Rogers in "Fifth Avenue Girl" played for the 90th..... Trite comedy, but we all like Ginger Rogers..... Perusual, M/Sgt Nickelson did a good job in the PX, getting in a new stock today and selling most of it before the show started...a new item is "pop".....pretty horrible stuff, and many suspect that Lt Peterson, the PX Officer, is working in cohorts with the Nips...because the stuff gave many of us the old G.I. runs.....

Half way through the movie the CQ poked his head in the hall and yelled out that three ships were alerted immediately and then read out the names of the following men to report to the orderly room..... and of course the Armament and Engineering men had to report to the line..... The following men and crews were scheduled for a mission to Lae to knock out a transport reported unloading supplies in the harbour there.....

| | | | | | |
|-----|------------|-----------|--------------|----------------|---------------|
| 793 | Capt Reed | Lt Vinsen | Lt Soffer(N) | S/S Casarino | S/S Patterson |
| 946 | Lt Reid | Lt Rust | | Cpl Kerstetter | S/S Poet |
| 697 | Lt Solomon | Lt Nelson | | S/S Lott | S/S Crovisier |

The three ships made excellent night takeoffs, formed quickly and passed over the field in perfect formation en route to the target....

The weather over the "hump" was favorable, but on the other side numerous thunder showers were encountered and gradually the flight broke up and tried to find the target by themselves..... Unfortunately, bad weather and poor visibility kept all the ships from reaching Lae...all ships went down as low as 10 feet above the water, but still were unable to get through.....

News trickled in that 32 Zeros were patrolling overhead near Lae today.... The Nip must be moving something in there.....

Oh, Yes!! I forgot to mention that Lt Lockhart took #721 over to Dobordura today...He had to take Doc Maguire over to set up an Aid Station. Also making this trip were S/S Humphries, Engineer..Sgt Williams (Ck)..... Lt Petterson(ARM), Pvt Hornburger, and Lt Davis, H.(CP)....they were back by supper.....

May 15.....Lt "Doc" Maguire just received his Captaincy Today....

7 Ships were alerted for possible shipping at 4 AM....they sat around at the line until 8 AM when suddenly Capt Chatt, Operations Officer, received word from Maj Petrie, Group Operations, that the Japs had 2 destroyers and 8 transports off Arawe on the South Coast of New Britain and were heading towards Rabaul..... Immediately all 90th planes available were alerted, as were the 38th Group ships..... The following planes were scheduled.....

| PILOT | CO-PILOT | GUNNERS |
|-------------------|---------------------|-------------------------------|
| 962 Capt Henebry | Lt Lee Lt Ransom(N) | S/S Dietz T/S Pardue |
| 697 Lt McKee | Lt Rosebush | S/S Lott S/S Crovisier |
| 732 Lt Lockhart | Lt Davis, R. | Cpl Lukaszak S/S Sucker |
| 981 Lt Bridges | Lt Meding | S/S Rowland, J S/S Estep |
| 721 Capt Criswell | Lt Saunders | Cpl Kerstetter Pvt Hornburger |
| 946 Lt Sbisa | Lt Scott | Pvt Bohrer S/S Clark |
| 793 Lt Helbert | Lt Sigismund | S/S Casarino S/S Patterson |

At 9 AM engines were started...the battle order was the B-17's to hit first, then the Beaufighters, then the 38th Group, and last, the 90th to give the coup de grace....P-38's would be top cover....the 90th taxied to the runway to find the 38th Group warming up their engines... chaos reigned at the runway...but finally the 38th took off, and the 90th followed suit..... In the distance one could see the Flying Fortresses climbing slowly with the Beaufighters scrambling underneath... Rendez-vous was Dobordura with Cape Ward Hunt the alternate....However, weather was excellent and the pursuit were picked up as planned..... The air armada hit a heading of 32 degrees towards Arawe and hit the coastline around 11 AM...nil sighting so a direction towards Gasmata was taken....numerous rain squalls were in the vicinity.... Capt Henebry led his ships around them while the Beaufighters sometimes darted in them to see if the Nip convoy was hiding there..... About 11:30, Lt Lockhart, unable to transfer gas due to a faulty fuel pump, turned back.. 10 minutes later the 90th turned around as we were running low on gas and it was evident that the convoy "just wasn't", or was damn-well hidden in a thick rain squall..... Pilots pushed back in their seats breathed deeply.. Co-Pilots took over the wheel...gunners sighed and kept an eye open.....20 minutes out of Dobordura the weather was excellent again.... The Beaufighters had streaked for home and were way ahead, while the P-38's were already landing at Dobordura..... Suddenly, Lt Helbert noticed some strange planes below heading in the opposite direction.....Capt Henebry also saw them.... They looked like B-25's... Capt Henebry led his flight down to look at them...suddenly he saw the

red circle on the wings...."Japs"....all planes simultaneously swung towards the Betty Bombers, as they were just that, and within firing range all men had charged their guns and had their fingers on the trigger..... Suddenly 10-15 Zeros came right at the 90th formation... at this point several men had opened up on the Nip bombers...with the Zeros present all thought of getting the bombers was out...now it was, Get the hell out of here....On the first pass Capt Henebry got his plane riddled with holes...they came in at high 3 o'clock, 9 o'clock and from 6 o'clock low.....on the 2nd pass, S/S Clarke, in Lt Sbisa's ship definitely was credited with a Zero which blew up and fell into the ocean..... Lt Helbert, low on gas, fell out of formation and was attacked by 3 Zeros which made a sieve out of his plane..... For about 5 minutes the Zeros pressed home their attack but the expert handling of the guns by our upper turret lads drove them off.....S/S Patterson and Pvt Hornburger almost got themselves a Zero each but clouds obscured their vision at times..... All ships landed at Dobordura with the exception of Capt Henebry who came home and landed.....Lt Helbert, low on gas, landed at Dobordura against the red light flashed at him.....

Back in the radio shack, the boys were knee deep listening in on the conversation over the radio.....

The Nips raided Wau today which must account for the Zeros and Betty Bombers seen en route to Rabaul.....

The latest and best rumor today was this: that the Marines have made a landing in New Britain..... this would be a sound rumor in view of the repeated raids that we have made against the Nips only decent airbase nearby, Gasmata..... this would also account for the Nips

perhaps landing troops in the vicinity of Arawe (as is the belief in many quarters).....and this would account for the visits that Admiral Halsey, Navy Wheel, has paid to General MacArthur of late.....

Are we clearing the area between the Southern coast of New Britain to the shores of New Guinea for a possible move on the part of our fleet into this area? Time will tell.....

Headquarters, Fifth Air Force, APO 925, May 8, 1943.....

The following was released to the 90th Squadron in General Order No. 80...

Awards of the Air Medal, Distinguished Flying Cross and The Soldiers Medal were awarded to the following.....

SOLDIERS MEDAL

Capt John E. Gillmore
Corporal Edward J. Ksiezyk
Private First Class Louis W. Sigrist

DISTINGUISHED FLYING CROSS

Capt Robert D. Chatt
Capt James B. Criswell
1st Lt Melville W. Fisher
Capt John P. Henebry
1st Lt Charles W. Howe
1st Lt Gordon K. McCoun
2nd Lt Kieth A. McKee
Capt Donald M. McNutt
1st Lt Roy J. Moore
Capt Robert W. Reed
1st Lt Harlan L. Reid
1st Lt John E. Sbisa
Capt John W. Samllwood
1st Lt Phil H. Hawkins
1st Lt E. T. Solomon

AIR MEDAL (Posthumously)

1st Lt John J. Clarke
Sgt Richard A. Martin
S/Sgt Franklyn L. Timberlake

AIR MEDAL

Sgt Redus W. Harrell
1st Lt Phil H. Hawkins
2nd Lt Robert V. Lockhart
1st Lt William G. Paine
S/Sgt Vernon C. Patterson
2nd Lt William F. Rickord
Corporal Robert E. Berube
Private First Class Woodrow W. Butler
S/Sgt Andrew J. Swain
Private First Class William E. Byrnett
S/Sgt Joseph E. Clark
Pvt John C. Boggs
S/Sgt Paul W. Malito
S/Sgt Harold Axt
2nd Lt Lee H. Jones
S/Sgt Charles H. Maupin
S/Sgt Charles C. Thompson
Corporal S.P. Newell
2nd Lt Orval A. Randerson
Sgt Forrest O. Sampson
S/Sgt Bennie Estep
2nd Lt Kenneth E. Rosebush
S/Sgt Jess W. Rowland
S/Sgt William H. Epperson
2nd Lt Walter S. Lee
S/Sgt Richard S. McKinney

DISTINGUISHED FLYING CROSS (Posthumously)

Major Edward L. Lerner

By dinner all ships had returned from Dobordura..... after so much flying it was great to have a leisure shower and stay over dinner for a quiet smoke..... However, the 90th was called out again at 6 PM when 3 crews were alerted for a mission to Lae..... Lt Phil Hawkins was chosen to lead this serious mission and Lt Ingram and Lt MacLellan were picked to fly on his wing..... The crews for this flight were as follows.....

| SHIP | PILOT | CO-PILOT | GUNNERS |
|------|--------------|--------------|---------------------------------|
| 482 | Lt Hawkins | Lt Rickord | S/Sgt Sampson S/Sgt Newell |
| 727 | Lt MacLellan | Lt Davis, H. | S/Sgt Baumgardner S/Sgt Shipley |
| 487 | Lt Ingram | Lt Key | Pvt Clifford S/Sgt Harrell |

South of Lae Hawkins let down on the water to 500 feet and swung North of Lae and came in on the target from the Markam Valley towards the ocean.... A half mile from the target severe, accurate and devastating ack ack was encountered and search lights swung blindly thru the skies hunting for them..... Hawkins dropped to treetop level and Ingram followed suit while MacLellan stayed a little higher..... sweeping over the runway, all planes opened bomb bay doors and let go with 500 lb five second delay bombs..... It seemed impossible to fly through the screen of steady machine gun fire....but Hawkins, when he was about a mile from the target, and out to sea, called over the radio to his flight, "Everyone O.K.?"....."Mac" called in that #727 and crew were O.K., but "Lefty" was not heard from....ack ack, of medium calibre was still bursting all around at this point, and the two ships kept on S/Sgt Baumgardner and S/Sgt Newell observed a large fire on the end of the Lae strip..... It was after the crews had been interrogated by Lt Byron, that Lt Ingram and crew were given up for lost...it is presumed

that they were shot down at the end of the runway and that the large fire there was "Miss Snafu" burning.....

In the interim, back at Port Moresby the Japs were active in three night raids.....each raid was made by two ships flying close formation.. On the first raid they dropped flares and then bombed 17 Mile Drome... One of our nightfighters overtook the formation ten minutes later and shot down one of the bombers which was seen from the 90th area to be burning and then exploded upon hitting the ground....The next two raids gave Port Moresby one of the most colorful demonstrations of anti-aircraft fire that it has seen to date...the sky was jotted with bursting yellow and red flak.....flares were dropped again by the Japs and they also kept shooting 20 mm cannon shells at the searchlights that held them so effectively.....they looked like two small silver butterflies as they traversed the sky above us....ack ack was very close to them on both raids..... After the "All Clear" was sounded it was discovered that "Earthquake", Sgt Humphries' ship was hit badly by a 300 pound daisy cutter....."Junior Bat" was also hit but not seriously.....Sgt Humphries and his assistants were in a slit trench when two bombs hit dangerously close to them....they say the impact was terrific..... The story goes that anything within a radius of a daisy cutter's arc of destruction, that isn't protected or hidden, will suffer.....the trees and bushes in the area of #721 are testimony to this.....

This has been an extremely active day for the Japs and the Americans. Several B-17 reconnaissance planes have been intercepted near Lae and Gasmata today; somewhat closer than the Jap pursuits have been operating....lately...Wau was raided by 20 Nip bombers today and protected

by 10 fighters.....there is increased activity everywhere.....

In view of the fact that our ships were all shot up so much today without loss of life or injury to any of our crews, it would appear that we had a lucky day were it not for the loss of Ingram and crew..... This was "Lefty's" 30th mission and he was a modest well-liked, easy-going soldier.... Lt Key was on his 6th mission, having recently been assigned to our Squadron..... Clifford was on detached service from the 13th Squadron and was a veteran of over 25 combat sorties..... Harrell, the recipient of the Air Medal for his action in the Bismarck Sea Battle, was a gunner whose merit is unexcelled.... A fine crew... we all shall miss them... as Plato once exclaimed, "Only the dead have seen the end of the war!"

Lt Pat Head was stricken with malaria today and "Doc" Peters had him removed to the hospital....Lt Byron, Assistant, takes over in his absence.....

"Eyes in the Dark" with Edward Arnold and Ann Harding.... good melodrama with the accent on a "Rin Tin Tin" police dog that did everything but smoke Arnold's pipes for him.....

A very close and warm night...mosquitos out in full force.....

May 16- Only four ships in commission today...the rest are laid up as a result of last night's Nip visit or the after effects of the run-in with the Zeros coming back from Gasmata.....

At 11 AM the following crews alerted for mission to Lae to strafe the airdrome in conjunction with the Beaufighters, A-20's, and B-17's....

| | | | | |
|-----|--------------|-------------|-------------|--------|
| 437 | Capt Henebry | Lt Lee | Powers | Storm |
| 946 | Lt Castelli | Lt Scott | Bohrer | Clarke |
| 442 | Lt McCoun | Lt Rust | Baumgardner | Maupin |
| 482 | Lt Howe | Lt Saunders | Sampson | Newell |

However, nothing came of this as before Fifth Bomber Command could make up their minds, weather closed in on us and the target area.....

Everyone still talking about Sgt Joe Clarke's excellent performance yesterday when he chalked up a Zero for the Squadron.....

Several promotions today in the Kitchen....Pfc Melvin A. Stegman was made a Corporal.....Pvt Jesse E. Johnson was made Private First Class....and Cpl. Emery G. Sullivan was made a buck Sergeant.....

Lt Solomon, Lt Head, Lt Helbert and Lt McKee got their First Lieutenancy today.... They had a long wait.....

A beautiful big moon came out at night but no Nips came over.... We all expected them and no one was far from their slit trench and tin helmet.....

May 17- The 89th Squadron is now settled at Dobordura.... we still are fixing our area up over there.... The Beaufighters of the 30th Squadron will not be there with us, it is understood....they will be at Milne Bay.... a great disappointment as we always like an attack in conjunction with Wing Commander "Black Jack" Walker's boys.....

Lt Castelli, Lt Miller, Lt McKee and three gunners are scheduled to leave for Sidney tomorrow... This new leave set-up takes the combat crews right to that fair City via Air Transport.....

Tunis has definitely fallen with the capture of 175,000 Axis troops and the completion of the African Campaign..... Churchill in Washington conferring with Roosevelt about new moves....everything is mentioned except this sector as usual..... We hope they haven't forgotten us....

In the afternoon the same crews as yesterday were alerted for a mission to Lae with the Beaufighters.....with the exception of Capt Reed and Lt Meding who took the place of Capt Henebry and Lt Lee..... nil came of it.....

A Red Alert at 2:30.....100 Jap bombers with pursuit coverage on their way to Port Moresby....so the report said.....helmets and slit trenches..... Down at the line you'd have thought it was pay day the way everyone left the vicinity of the runway..... However, the Jap air armada was turned back near Wau.....

At 10 PM....another Red Alert....lasted for half an hour but nil came over.....

May 18- Lt Castelli, Miller and McKee were slated for leave as of today.....

News is out that the 90th is moving to Dobordura tomorrow.....

May 19- A cloudy and dreary day.....Operations, Engineering, Intelligence, and Radio Sections all packed and sitting out on the runway awaiting the transports. But they never arrived as the weather was poor.. However, in the afternoon they arrived and all was loaded aboard....coming over the Owen Stanley Range, and ALERT was flashed to the transports which turned around and scrambled back to Port Moresby.....

F/O Harold R. Prince was assigned to the 90th today...He is a pilot.

"Someplace I'll Find You" played at night...Lana Turner and Clark Gable.... It made everyone feel perfectly awful.... The things Lana can and will do for the boys!!!

May 20- 21 transports flew most of our equipment to Dobordura today.....

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In the afternoon the following crews flew over to Dobordura to stand by on a barge mission.....

| | | | | |
|-----|--------------|-----------|-------------|--------------|
| 962 | Lt MacLellan | Lt Scott | S/Sgt Dietz | T/Sgt Pardue |
| 946 | Lt Howe | Lt Vinson | Pvt Bohrer | S/Sgt Fury |
| 981 | Lt McCoun | Lt Rust | Pfc Govier | S/Sgt Estep |

It was a grand night for the mission....excellent weather...the ships took off at half hour intervals....after five hours when the ships had returned the final tally was marked down.....MacLellan had sunk 6 barges with three probables South of Madang; McCoun had sunk three South of Finchefen; and Howe had sunk one with two probables....16 x 300 pounders dropped with 7480 rounds of .50 calibre ammunition expended....

May 21- All personnel is at Dobordura now except the combat crews who are standing by on "Readiness".....

Rained all day.....

May 22- The following crews went to Dobordura today in preparation for a night barge mission.....

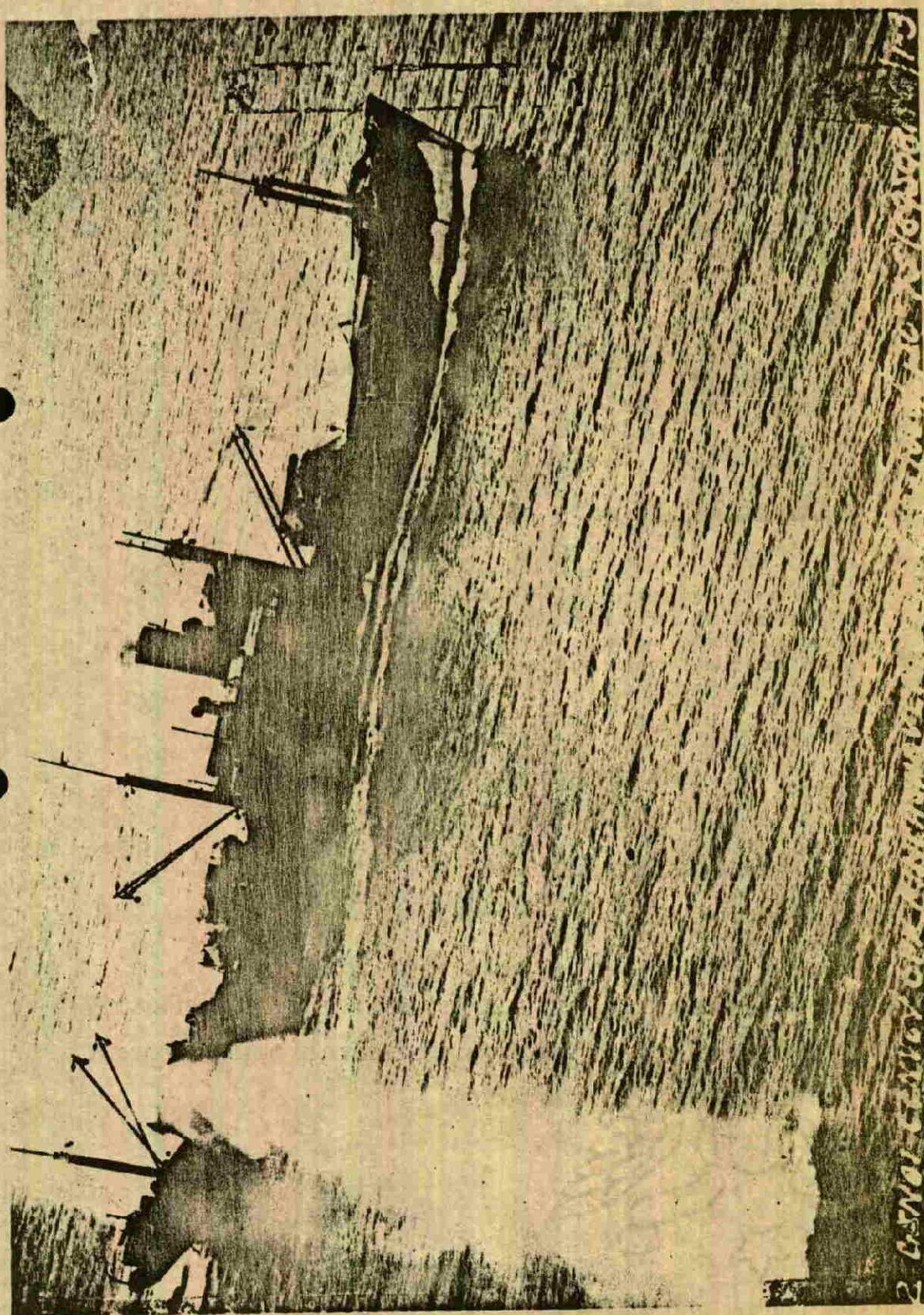
| | | | | |
|-----|------------|--------------|----------------|---------------|
| 946 | Lt Sbisa | Lt Vinson | Pfc Bohrer | S/S Fury |
| 981 | Lt Moore | Lt Scott | Pfc Govier | S/S Estep |
| 727 | Lt Pryor | Lt Davis, H. | Cpl Kerstetter | S/S Crovisier |
| 437 | Lt Solomon | Lt Sigismund | Pfc Storm | S/S Sucker |

It was a successful mission and several barges were sunk..but bad weather set in and it was instrument flying getting back to the field...

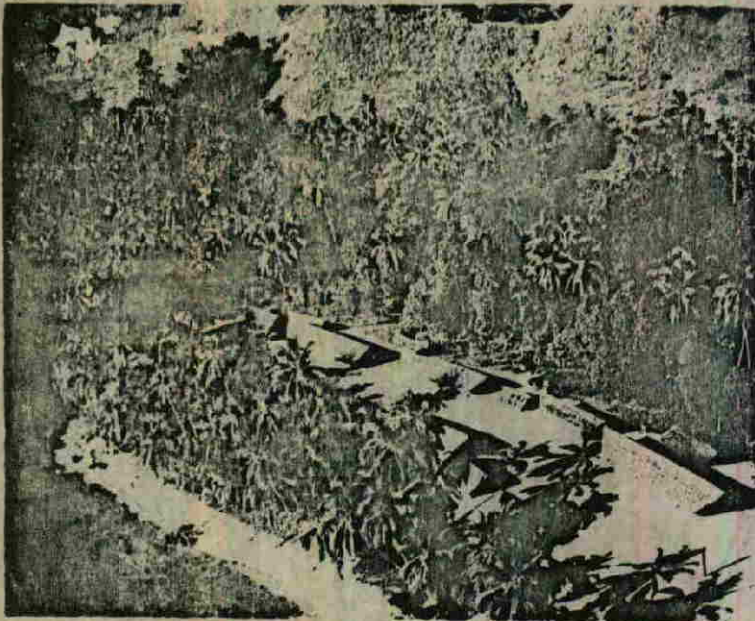
Lt Moore and his crew never returned....Cairns, Australia, reports they had a "fix" on his ship and when last heard of he was in the vicinity of Karema.... This was a sad shock to the Squadron.....

The combat crews flew to Dobordura today in a nine ship formation... the rest of the day was spent in setting up tents and getting acclimated.

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Native village near Bogia on North coast of New Guinea -
These natives were extremely bitter towards the Allies
and catered to the Jap's - They formerly were Head Hunters
and some still continue this ancient custom of New Guinea.

CONGRATS ON THE MISSION OF MAY 20, 1943

EE V CC NR 17A

T EG Z CC 211453/K PRIORITY SECRET

TO: COMBOMRON NINE ZERO, THIRD BOMB GROUP

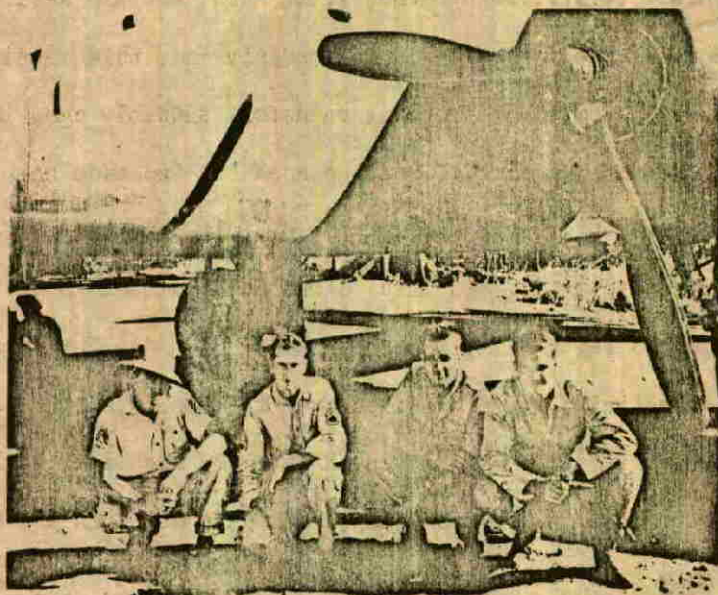
BC 5949

GENERAL WHITEHEAD AND COLONEL RAMEY SEND CONGRATULATIONS ON FINE WORK
DONE LAST NIGHT PD PAREN CITE AFIRM THREE PAREN PD RAMEY.... MAJOR
HALL WISHES TO ADD HIS CONGRATULATIONS.

275



Capt "Red" Johnson
Silver Star & DFC



S/Sgt Lstep (missing in action 5/22/43) S/Sgt Hume,
Lt Rosebush, Lt McCoun.....

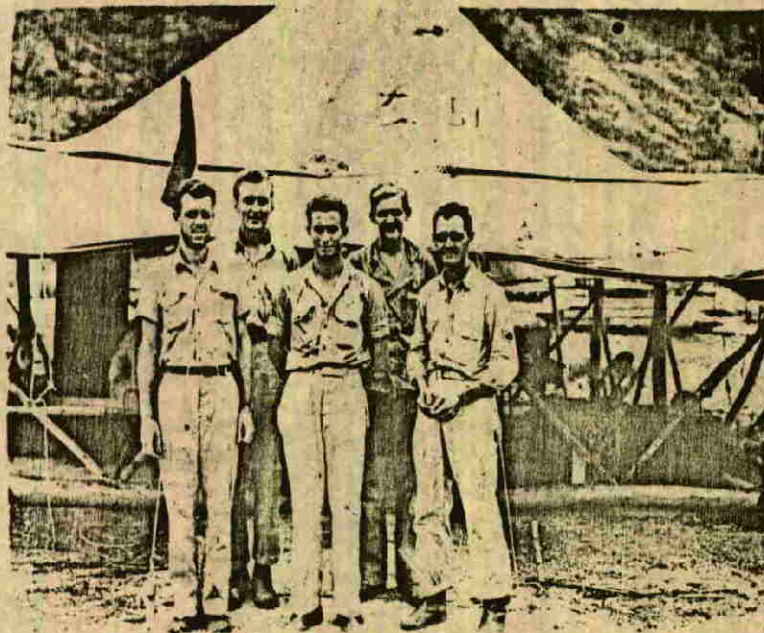
A Red Alert at 10 PM but nil came over....the Alert is sounded here by means of a high-pitch siren.....

Capt Henebry and Lt Fisher went out on a barge mission tonight and turned in the score of "2 barges sunk and 16 probables...11 x 300 pounders dropped and 5000 rounds of .50 calibre ammunition expended.....

May 23- Nil activity..... Tents springing up all over the area. The natives have done a good job on the Enlisted Men Area...it is lined up in the form of streets....about 4 streets with about 15 tents to a street....all tents are three feet above the ground.....

May 24- 7 ships alerted for a raid on Lae....a ship was reported sitting off the end of the runway....poor weather cancelled this mission. However, at 5 PM a submarine was sighted off Oro Bay and the 90th took off for this mission.....Capt Henebry, Lt Reid, Captain Reed, Lt Helbert, Lt Hosback, Lt Lockhart and Lt Wonderly made this mission.... nil sightings..... A violent tropical rainstorm suddenly came into the area prior to the 90th landing.... All planes but two made home base before the vortex of the storm hit the field....Lt Reid and Lt Wonderly were the unfortunate men....Reid circled Oro Bay and came in and landed after the storm had left, while Wonderly decided to make Port Moresby... He ran into severe icing at 16,000 feet over the ranges and his ship began to drop steadily..... Lt Davis, R gave the signal to bail out.. Gunners S/S Lott and S/S Crovisier jumped and just as Davis and Wonderly were getting into their parachutes, they came out of the storm into the clear, moonlit skies over Port Moresby....Lt Davis did an excellent job in assisting Wonderly, and it was a most precarious situation... To add

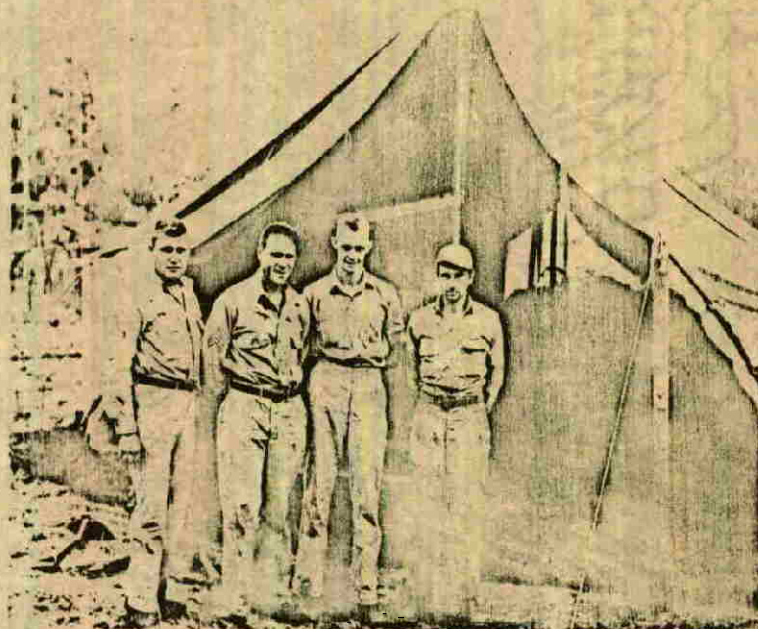
277



ORDERLY ROOM

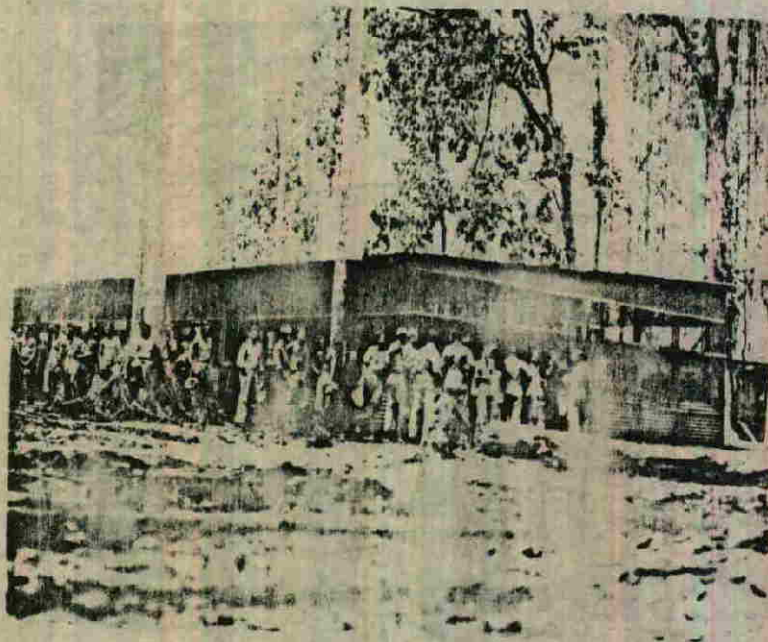
Front Row: S/Sgt Lnenicka, 1st Sgt Fortner, Sgt Farrar

Back Row: Sgt Satterberg, Cpl Wendowski



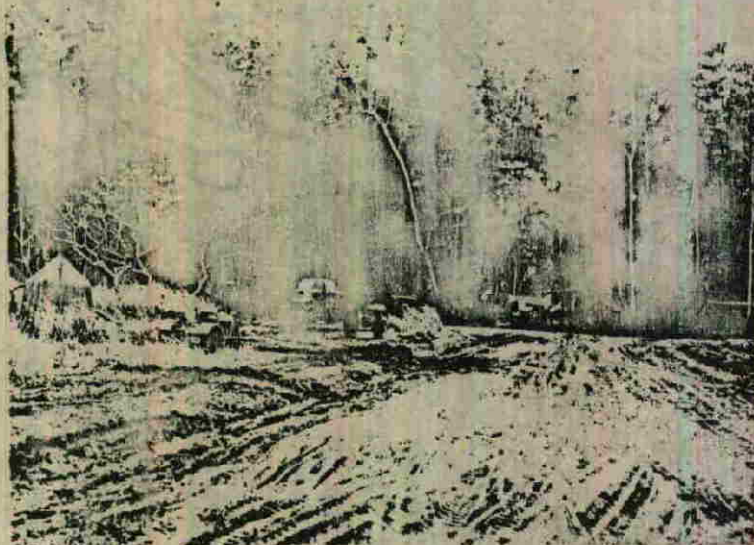
SUPPLY

T/Sgt Davis, Sgt Gordon, Cpl Senger, Pfc Erachman



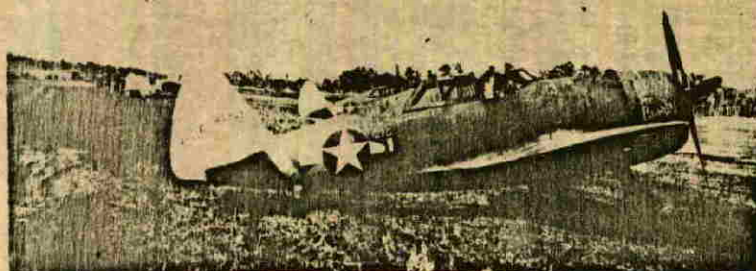
278

Chow Line - Dobodura, New Guinea

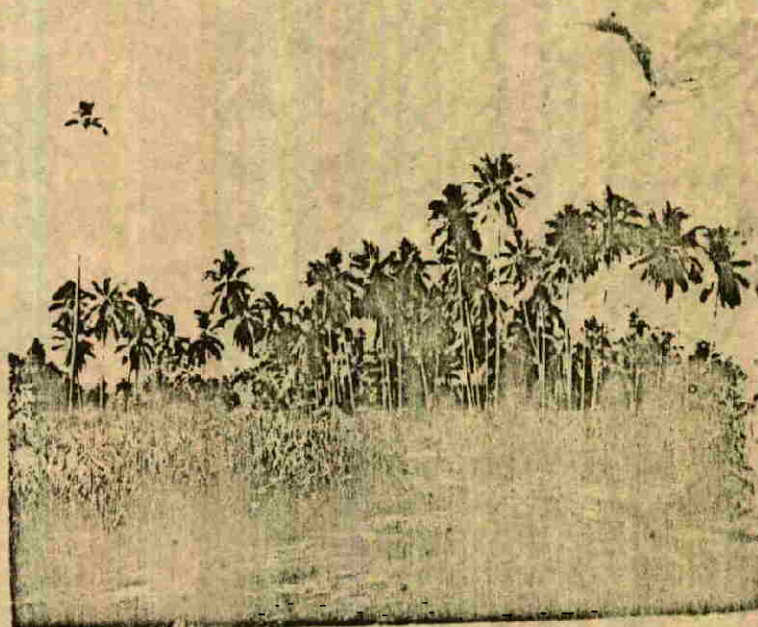


Entrance to Sq area - Dobadura

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Republic's "Thunderbolt" P-47 - at Dobordura where they
relieved the P-38's of Homeguard

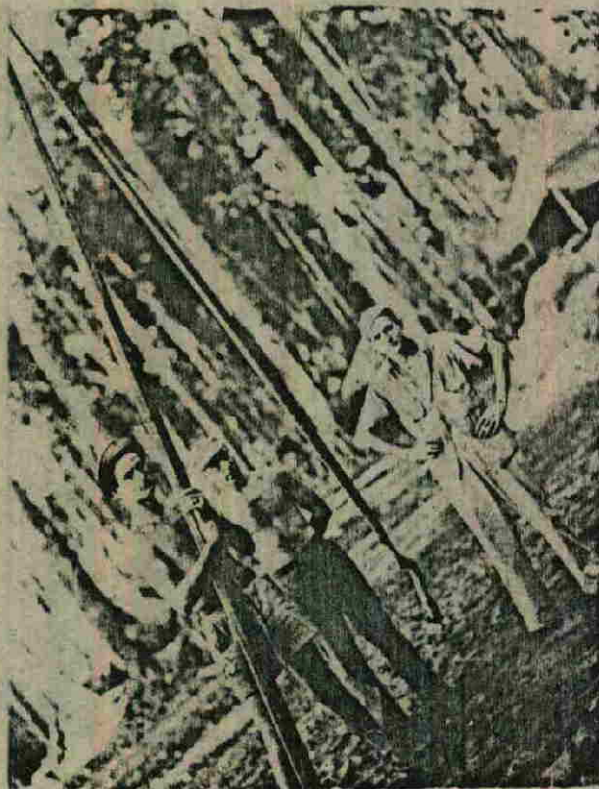


The old Jap road to Buna. Coconut trees in background



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Officers Club - Dobadura

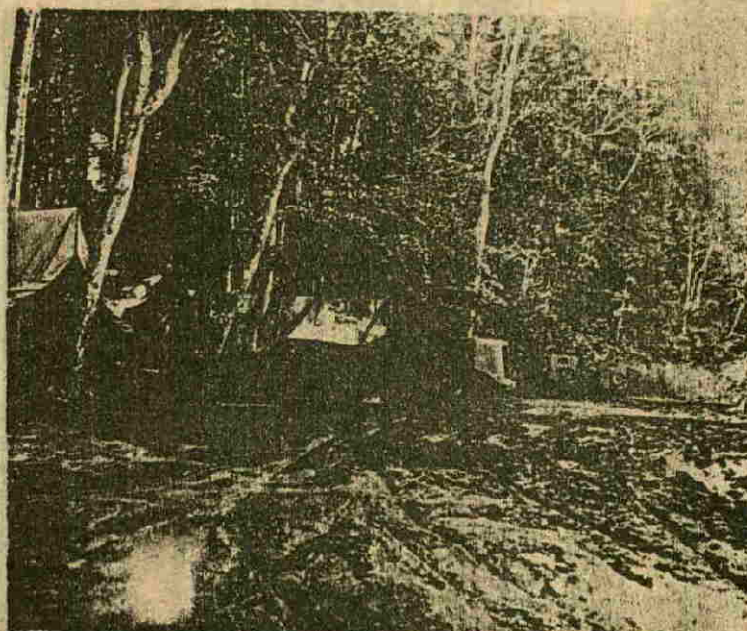


S/Sgt Franklin, Cpl Casino, Cpl Bernard

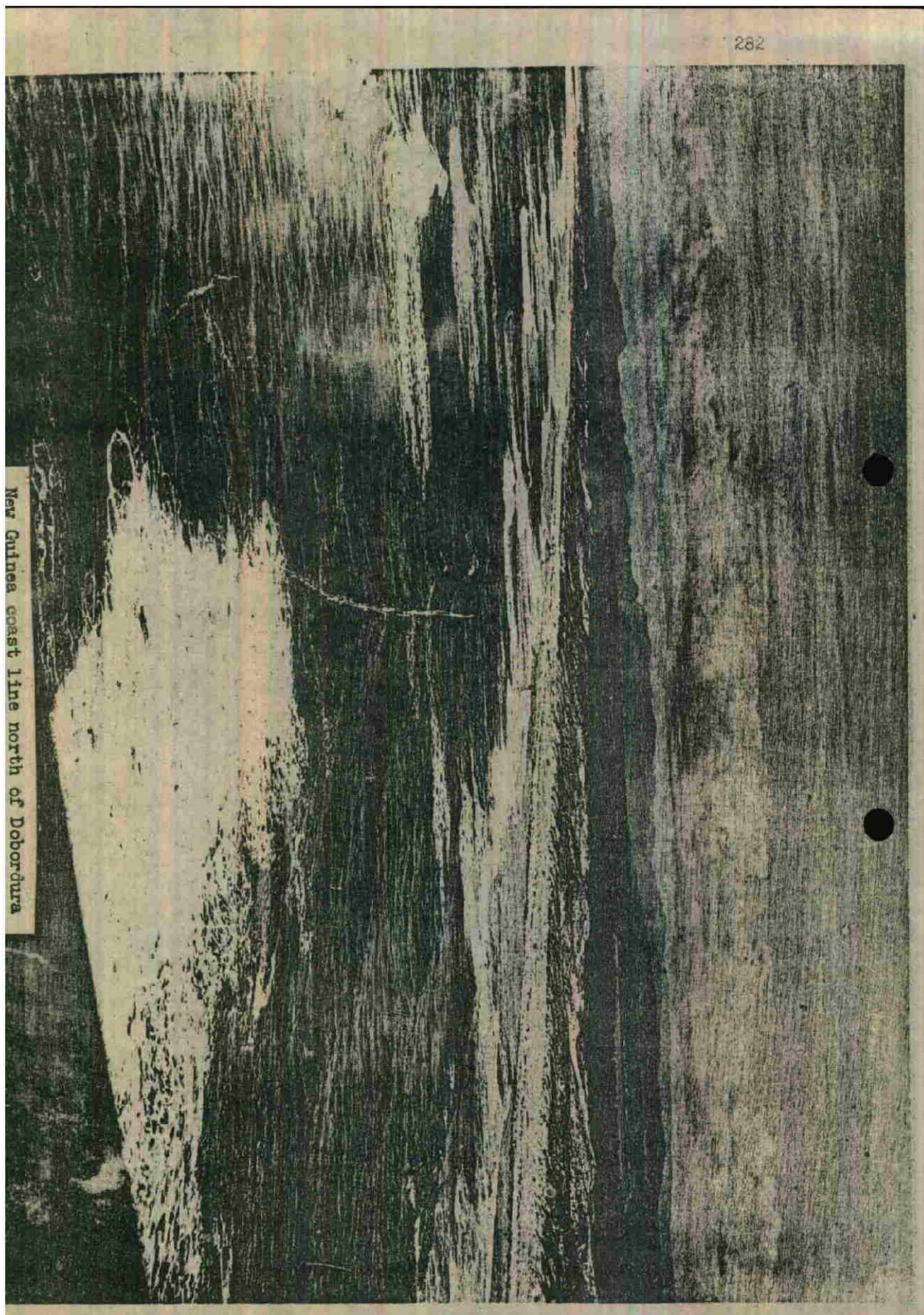
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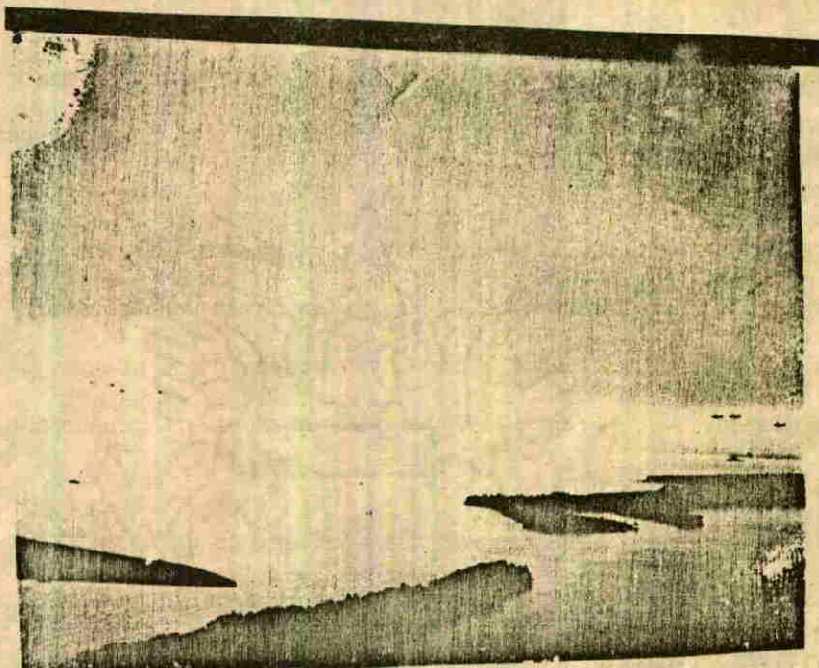
Engineering Shop - Dobadura



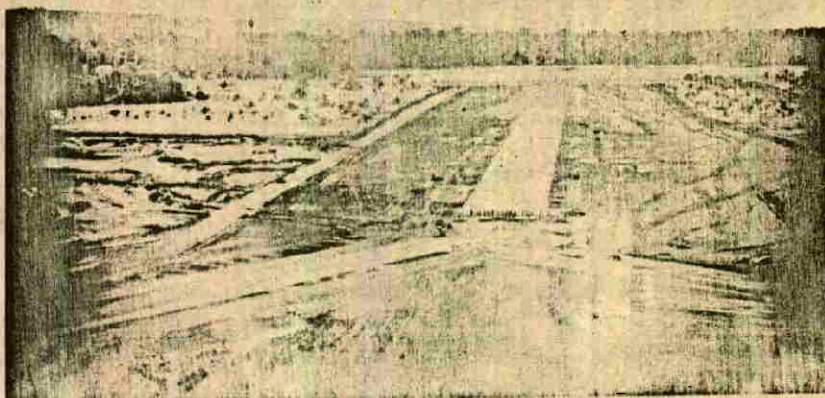
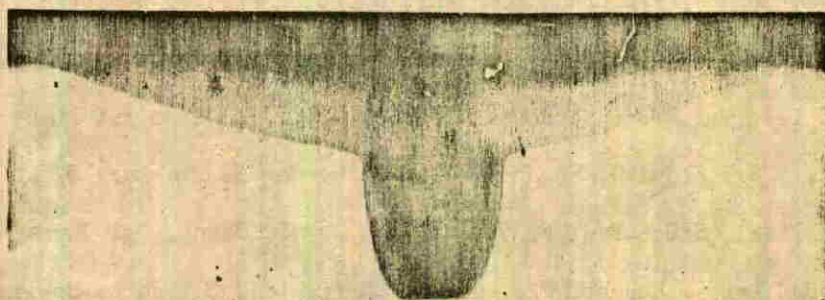
Operations - Dobadura



283



The 90th sinks two cargo ships off Madang in May -
12 zeros attacked the formation.



DoborDura fighter strip being completed in May

irony to the tale, their ship, #697, was wrecked late at night when a B-24 that was taking off from 14 Mile Drome, blew a tire and careened into the parked B-25..... Lott bailed out into a blizzard, landed safely, trekked through the Hills for several days and with the help of some natives made Port Moresby..... Crovisier never was heard of again..... It is presumed that he may have landed in the ocean..... He will be missed..... S/Sgt Crovisier was an excellent gunner and had many missions behind him.....

May 25 - A mission to Madang in the morning was called off by Fifth Air Force.....Armament furious as they worked half the night loading the ships.....M/Sgt Hastings looked very glum all day.....

The following combat crews assigned to us today....F/O Kenneth R. Ladd, F/O William O. Ruse, S/Sgt Edward A. Adams, S/Sgt Augustine Perez, Sgt Leonard Parsons, F/O Urban L. Arens, S/Sgt Winfred F. Westerman, S/Sgt Emmor B. Mullenhour, Sgt Michael Pecosky, 2nd Lt Clarence M. Shull, Sgt Harry J. Spies, and S/Sgt Herschel C. Piper..... Also 1st Lt Benjamin F. Burgess, S/Sgt Floyd G. Stephens, 1st Lt Herman P. Pancher, S/Sgt Henry J. Malicki, S/Sgt Paul F. Velent, F/O Jay I. Shoop, Sgt Thomas F. O'Conner, Sgt Art G. Haught, F/O Jack K. Harrington, Sgt James Bowling and Pvt Clifford E. Mann..... The 90th Squadron was very happy to receive these new combat men, to see some new faces, and to exchange the news from the United States, these crews having just arrived from "back where its rough"..... One more man also was assigned to this squadron today.... Sgt Joseph T. McDermott.....

#692, and old 38th Group ship assigned to S/Sgt Harper and Sgt Phay.. Lt McCoun was assigned as pilot of this plane.....

The weather is very pleasant over here....few mosquitos and very cool at night.....

May 26-. The following crews alerted for a mission for Madang...

| | | | | |
|-----|--------------|-------------|--------------|-----------------|
| 962 | Capt Henebry | Lt Lee | S/Sgt Dietz | S/Sgt Covington |
| 732 | Lt Fisher | Lt Rosebush | S/S Taber | S/S Sucker |
| 793 | Lt Hawkins | Lt Rickord | S/S Casarino | S/S Patterson |
| 449 | Lt McCoun | Lt Nelson | S/S Rowland | Pvt Shipley |
| 946 | Lt Jones | Lt Davis | Pvt Bohrer | S/S Fury |

Severe and accurate A/A was encountered over the target, especially along the end of the SE end of the runway and from the town area..... The ships came in five abreast and dropped their parachute frags on the runway and dispersal area..... on the way down the coastline a herd of 250 cattle were observed North of Saidor.....150 were killed on many passes.....45 frag clusters, 12, 600 x .50 ammo, and 75 x 20 mm. was the ammunition used on this mission.....

May 27 - Lt Dick Saunders, new Australian Liason Officer gave an excellent Intelligence summary of the ground positions in the Mubo area this morning..... Our advancepartols are but 4 miles from Salamua now...

Instrument time for the pilots in the afternoon....Hosback flew a ship to Port Moresby.....

Wonderly took a ship aloft and hunted for his gumers near the area he believed they bailed out...nil observations.....

Our first movie tonight..., Lt Queen, Squadron Special Services man obtained "Ten Gentlemenfrom West Point" with Mureen O'Hara....excellent entertainment.....terrific downpour throughout.....

May 28 - Camp area flooded as a result of the storm last night.. Lt Lee and Rosebush were checked out as 1st Pilots this morning.....

5 Ships reported in the harbour of Madang, consequently 8 of our ships were loaded with 1000 pounders....poor weather cancelled the mission.....

Capt Henebry gave the Officers, the new Officers, an official welcome this afternoon at a meeting in the Roo Room..... Lt Queen discussed the financial matters.....

A "Yellow Alert" at 3:30 PM but nil came of it.....

"Old San Francisco" played tonight but there was projector trouble and the movie was never finished.... A "Red Alert" in the opening reel... three Jap Bombers came over and were treated to considerable A/A by our batteries...the search lights held them throughout their bombing run.. their bombs fell in the Buna area with nil damage...

May 29- 8 ships took off for the Madang convoy...8 AM was takeoff time.

| | | | | | |
|-----|----------|-----------|------------|-----------|-------------|
| 962 | Hawkins | Rickord | Dietz | Covington | |
| 946 | Bridges | Davis, H. | Bohrer | Fury | |
| 437 | Reed, R. | Sigismund | Ransom | Strom | Baumgardner |
| 727 | Solomon | Saunders | Kerstetter | | Cole |
| 793 | Hosback | Nelson | Casarino | | Patterson |
| 700 | Reid | Meding | Manovich | | Carber |
| 443 | Pryor | Rust | Lukaszak | | Maupin |
| 449 | Helbert | Vinson | Rowland | | Shipley |

In the vicinity of Lae, Solomon's right engine cut out on him.... he feathered it immediately, salvoed his bombs and headed home..... he had sufficient altitude to allow him to reach the field and make a normal approach and landing....and excellent job..... The target was reached by the remaining ships with nil observations.....they proceeded 50 miles up the coast and then returned to home base...in the interim, 5th Air Force found out that the convoy was 50 miles South of Wewak (within our range), but by the time Hawkins was notified, the flight was half way home.....

In the afternoon the following Officers were transferred to the 8th Squadron from our midst..... Lt Paine, Sbisa, Sigismund, Rust, Reid, Bridges, and Vinson..... S/Sgt Joe Fury was also transferred to the 8th.....while S/S Julius H. Moore, Cpl Daniel Atkins and Sgt Jack Kieth were transferred from the 13th to the 90th.....

May 30- 8 ships on alert for shipping in Hansen Bay, Wowak, but nil came of this potential mission.....

S/Sgt Lott was found today and the Squadron was duly relieved to hear of this.....

"The Great Gildersleeve" played at night..... A "Red Alert" was sounded but the Japs never came over so the movie was resumed.....

May 31- Capt Robert Reed transferred to 5th Air Force today....an excellent man and Operations Officer lost to the Squadron.....Lt Hawkins taking over in his place.....

A B-17 crash-landing at 4 PM.....attacked by 20 Zeros off Lae and all members of the crew were wounded.....

"Sky Giant" at night.... Richard Dix and Chester Morris....fair....

June 1..... Target Bogiajim....Nips, 500 strong, were using this village (10 miles South of Madang) for accomodations for their troops in the area....we were to strafe and bomb it in conjunction with the Beaufighters.....P-38's to be top cover..... The crews that made the mission are listed below.....

| | | | | | |
|-----|-----------|-----------|-----------|-----------|----------|
| 437 | Hawkins | Rickord | Soffer(N) | Maupin | Strom |
| 700 | Wonderly | Nelson | | Garber | Manovich |
| 710 | Fisher | Saunders | | Covington | Butler |
| 449 | MacLellan | Rosebush | | Shipley | Rowland |
| 946 | Howe | Davis, R. | | Burch | Bohrer |
| 793 | McCoun | Davis, H. | | Patterson | Thompson |

General Order # 102

T/Sgt Robert L. Barlow
 Cpl Richard Wallace
 Lt Wolfred B. Jones
 Lt Robert F. Miller
 Lt Joseph Paire
 T/Sgt John Chesson
 T/Sgt Kenneth Gatewood
 S/Sgt Irvin Lnenicka
 S/Sgt Mitchel F. Wakem
 Capt Robert Chatt

S/Sgt Herbert Marion
 S/Sgt Charles Maupin
 S/Sgt Richard McKinney
 T/Sgt Vernon Patterson
 S/Sgt Charles Thompson
 Capt Wm R. Johnson

S/Sgt Franklyn Timberlake

Major Edward L. Larnier
 Sgt James A. Carter

Distinguished Flying Cross
 Distinguished Flying Cross
 Air Medal
 Air Medal
 Air Medal
 Air Medal
 Air Medal
 Air Medal
 Oak Leaf Cluster to Distinguished
 Flying Cross
 Oak Leaf Cluster to Air Medal
 Oak Leaf Cluster to Air Medal
 Oak Leaf Cluster to Air Medal
 Oak Leaf Cluster to Air Medal
 Oak Leaf Cluster to Air Medal
 Distinguished Flying Cross
 (posthumously)
 Distinguished Flying Cross
 (posthumously)
 Air Medal (posthumously)
 Air Medal (posthumously)

General Order # 107

S/Sgt Raymond G. Rowland
 Lt Charles W. Howe

T/Sgt Luther B. Word
 Sgt Harris B. Coffey

Air Medal
 Oak Leaf Cluster to Distinguished
 Flying Cross
 Oak Leaf Cluster to Air Medal
 Air Medal (posthumously)

General # 111 & 134 & 135

S/Sgt Harold Axt
 Lt Melville Fisher
 S/Sgt Joseph H. Clark

Distinguished Flying Cross
 Air Medal
 Oak Leaf Cluster to Air Medal

General Order # 127

Lt Phil Hawkins
 Lt Edward Solomon
 T/Sgt Forrest Sampson
 T/Sgt Everett Synder
 S/Sgt S.P. Newell

Silver Star
 Silver Star
 Silver Star
 Silver Star
 Silver Star

General Order # 142

S/Sgt Woodrow W. Butler

Oak Leaf Cluster to Air Medal

The mission turned into the proverbial "rat race" over the target area with Beaufighters under Squadron Leader Bill Boulton and 90th ships coming in from all sides and angles.....it was a wonder we did not shoot down one of our own ships..... No A/A or interception was encountered... 37 x 23 lb frag instantaneous parachute clusters dropped, 10450 x .50 cal ammo and 3000 x .30 cal ammo with 50 x 20 mm ammo expended.....

June 2 A P-38 dove in from 18,000 feet today but the pilot got out safely....will take days to find the pilot as the brush is thick in the area in which he parachuted.....

The following promotions came through today.....

To be promoted to Technical Sergeant....S/S Duhon, S/S Husphries, S/S Miller, H, S/S Sampson, S/S Davis, J..... To be promoted Staff Sergeant.... Sgt Keith, Sgt Wakem, Sgt Vallencourt, Sgt Stratton, Sgt Robertson, Sgt Lukaszak, Sgt Baumgarnder, Sgt Hill, Sgt Fiske, Sgt Garber, Sgt Boggs, Sgt Wildermuth, Pvt 1cl Strom..... To be promoted Sergeant.. Cpl Atkins, Pvt Shipley, Cpl Sudieth, Cpl Sheridan, Cpl Reynolds, Pvt 1cl Hornburger, Cpl Ashcroft, Cpl Wynn, Cpl Yameen, Cpl Cross..... To be promoted Corporal...Pvt 1cl Gentry, Pvt 1cl Brachmann, Pvt 1cl La Clair, Pvt 1cl Guttendorf, Pvt 1cl Henry..... To be appointed Sergeant.. Pvt Bowling, Pvt Malicki.... To be appointed Corporal.....Pvt Mullenhour, Pvt Perez, Pvt Piper, Pvt Haught..

An editor of "Yank", Army magazine, was in the area today drawing pictures and swapping stories....he drew a picture of "Feather Merchant" which is due to appear in this magazine in the future.....

Lt Queen showed up tonight with the brand new movie "In Which We Serve" with Noel Coward....an excellent picture.... We are the first in New Guinea to get it which speaks well for our Special Services Dept.....

June 3- Our official designation is no longer "3rd Bombardment Group, 90th Bombardment Squadron".....but is now, "3rd Attack Group, 90th Attack Squadron"..... Our new APO is #503.....

June 4- Poor weather all day...nil activity.....

June 5- No missions on the Island today due to weather.....

June 6- Delicious ham and eggs for breakfast.... Probably the best breakfast we have had in many months.....

June 7- On General Order #92, the following Officers and Enlisted men were cited for the Medals that appear after their names.....

| | |
|--------------------------------|--------------------------|
| Lt Raymond C. Hosback | Air Medal |
| Lt Charles Howe | Air Medal |
| Lt Gordon K. McCoun | Air Medal |
| Cpl Glenn B. Frizzle | Soldiers Medal |
| S/Sgt Jack Agee | Air Medal |
| Cpl Oscar Biddle | Air Medal |
| Staff Sergeant Ernest R. Fanta | Air Medal (posthumously) |
| S/Sgt Charles D. Franklin | Air Medal |
| Pvt Dallis McGill | Air Medal |
| Sgt James A. Paradiso | Air Medal (posthumously) |
| Lt Ralph L. Schmidt | Air Medal (posthumously) |
| Lt Edward T. Solomon | Air Medal |
| T/Sgt Luther B. Word | Air Medal |

June 8- Another quiet day....several planes were bore-sighted by the armament Dept.....

June 9- More award of medals came through today....this boosts the number of medals that this squadron has received since January to well over a hundred. A fine example of what good Intelligence work will do... Lt Head and Lt Byron are to be complimented...Sgt Smith and Pvt Cohen ably assisted them.....

General Order # 144

| | |
|----------------------------|--|
| Major John P. Henebry | Oak Leaf Cluster to Distinguished Flying Cross |
| Capt Ted Arter | Air Medal |
| Lt Keith A. McKee | Air Medal |
| Lt Donald MacLellan | Air Medal |
| S/Sgt Edward Gasarino | Air Medal |
| S/Sgt Chester A. Lukaszack | Air Medal |

It is interesting to note how many of our Crew Chiefs have been cited for bravery under fire...it will be remembered that they always accompanied their ships before October of 1942.....

June 10- Nil activity

June 11- "Arsenic and Old Lace" at night.....excellent comedy-melodrama... rain fell all night to make it complete.....

June 12- Lt MacLellan, Lt Burgess, Lt Ransom(N), S/S Moore and S/S Dietz flew over Kiriwina in the afternoon and took photographs of that area for Fifth Air Force.....

June 13- At night the following crews went out on an anti-barge mission.....

| | | | | | |
|-----|---------|---------|---------------|--------|--------|
| 962 | Henebry | Pancher | Saunders(AIF) | Moore | Dietz |
| 946 | Helbert | Prince | | Atkins | Bohrer |

Lt Helbert failed to make any sightings in his area....Major Henebry strafed and bombed 6 barges at Longmak Bay....11 x 100 pounders and 3000 x .50 cal ammo expended with results unobserved.....

June 13- Barges are extremely active these moonlight nights bringing in supplies to Lae, Salamua, Arawe, and Gasmata..... Because shipping is unable to get through due to our superiority in the air, barges have been used..... Today another barge mission was arranged by 5th Air Force... The following crews took off at half hour intervals at 7 PM.....

| | | | | |
|-----|---------|------------|-----------|---------|
| 710 | Solomon | Shull | Covington | Butler |
| 449 | Pryor | Harrington | Clark | Rowland |
| 437 | Hawkins | Randerson | Sampson | Storm |

The area of search was Salamua to Madang, Rooke Island, North Coast of New Britain to Rudiger Point.... Lt Pryor bombed and strafed a barge off the Southern tip of Jabeb Island (2 miles South of Madang)...5 x 300 pounders and 500 x .50 cal ammo expended....the barge was destroyed.... Lt Hawkins sighted 3 barges off Cape Cernarde (East of Napoi)...6 x 300 pounders ropped and 3000 x 50 cal ammo expended.....nil observations.....

June 14- Tonight the following crews went out on anti-barge work...

| | | | | |
|-----|----------|-------|----------|--------|
| 442 | Wonderly | Arens | Axt | Malito |
| 437 | McKee | Ruse | Divers | Dietz |
| 727 | Fisher | Shoop | Epperson | Taber |

Poor weather was encountered by all planes...nil activity was observed in an extended search from Salamua to Madang to the North Coast of New Britain to Borden Bay.....

June 16- The following crews made the barge mission tonight.....

| | | | | |
|-----|---------|---------|--------|---------|
| 962 | Henebry | Pancher | Moore | Dietz |
| 515 | Solomon | Ladd | Taylor | Casario |

10 barges were discovered off Cape Gerhards and were strafed and bombed with 12 x 300 pounders and 3500 x .50 cal ammo.....

Pvt 1cl Frank T. Campisi was transferred today to Group Headquarters. Campisis, one of our most able clerks in Operations, will take over a similar job at Group.....

The following men of the 90th received promotions as of today..... To be appointed Master Sergeant, T/Sgt Ruben Mydyett.... To be appointed Technical Sergeant; S/Sgt Victor Geryaec, S/Sgt Vernon Patterson, S/Sgt Joseph Disilts.....

To be appointed Staff Sergeants; Sgt Joseph Cosselin, Sgt Garland Morwood, Sgt Herbert Ford Ford, Sgt Frank Smith..... To be appointed Sergeant; Cpl Gordon Broward, Cpl Emmor Mullenhour, Cpl Glenn Frizzle, Cpl Harry Walters.. To be appointed Corporal; Pfc Joseph Burns, Pfc Allen Cornell Pfc Jesse Johnson, Pfc William Carothers, Pfc John Hefferman....

June 17- A convoy was sighted off Finchafen, so the report said, so the 90th went to their planes and took off immediately...it was a rush job that no bombs were loaded...and also, the convoy was not reported of considerable tonnage..... Those that made this mission were the following combat crews.....

| | | | | |
|-----|----------|----------------|-----------|---------|
| 692 | Henebry | McCubbin(FATF) | Divers | Taber |
| 710 | Solomon | Shull | Covington | Butler |
| 437 | Wonderly | Arens | McDermott | Storm |
| 482 | Hawkins | Burgess | Axt | Sampson |
| 946 | Pryor | Shoop | Burch | Bohrer |
| 700 | Lee | Harrington | Garber | Rowland |

Over Finchafen there was nil sightings by the 90th.... The squadron turned around and on the way home coastal villages were strafed thoroughly and a herd of 30 head of cattle was killed....2500 x .50 cal ammo was expended.....

Cpl Jerome Spieser was appointed to Sergeant today.....

The following crews made a night mission on barges.....

| | | | | |
|-----|----------|-----------|--------|---------|
| 442 | Wonderly | Arens | Clark | Malito |
| 700 | Hawkins | Randerson | Garber | Sampson |

Lt Wonderly made nil observations although he flew to Madang and back..... One mile East of the Cape Gloucester strip Lt Hawkins came upon 3 power launches.... He made three runs on them dropping five five hundred pounds...one of the launches was destroyed and the others damaged.....

1500 x .50 cal ammo was expended on these runs.... 60 x 20 mm ammo also was expended..... A/A from shore installations was heavy but inaccurate... Hawkins did pick up some shrapnel in his left engine and several uncomfortably close to the pilot section of the plane.....

June 18- Another night barge mission..... Maj Maull, Group Operations Officer took one of the ships.... He strafed three launches off Finchafen but they got away after the first attack.... The two crews that made this mission are listed below.....

| | | | | |
|-----|-------|------|----------|--------|
| 515 | Maull | Ruse | Sucker | Taber |
| 442 | Pryor | Ladd | Epperson | Malito |

June 19- Nil activity today..... eggs for breakfast this morning... and fresh butter for all the meals..... Meals are really good these days.....

M/Sgt Nickelson who is acting 1st Sgt is having a desperate time finding men for various details about the Squadron..... Sometimes a man will be scheduled for Guard, let us say, and then Operations will call up and have both men taken off this detail because they are flying a combat mission in the morning and need the sleep.....and then "Nick" will have to find two more men...and so it goes.....but gradually small kinks like that are being ironed out.....

Sgt Barton, who obviously wasted his time as a gunner and then a driver at the Motor Pool, is doing a grand job with his baking..... the griddle cakes, rolls and pies he is making are the best we have tasted in many months..... Barton used to work in a bakery before war was declared...

June 20- Another rainy day.....an ironic thing..we stayed at Port Moresby during the "Wet Season" and moved over here to find ourselves here

just in time for the "Wet Season" here...you see, when it is "Wet" here, its the "Dry" season on the other side of the Island and vice versa.....

June 21- The beginning of the end for Salamua...our troops have landed in Nassau Bay by barges (15 miles South of Salamua) and the 41st Division is rapidly encircling Salamua... The Australian units, who compose the bulk of the Infantry Forces in this New Guinea ground fighting, have closed down from the North..... In conjunction with this, the 90th took to the air to "soften" Salamua up a bit...those who flew on this mission were.....

| | | | | |
|-----|----------|-----------|------------|-----------|
| 962 | Henebry | Pancher | Moore | Dietz |
| 727 | Helbert | Prince | O'Conner | Strom |
| 710 | Lee | Burgess | Taylor | Butler |
| 793 | Hosback | Ruse | Patterson | Cassarino |
| 443 | Pryor | Ladd | Clark | Malito |
| 692 | Fisher | Randerson | Divers | Taber |
| 482 | Castelli | Meding | Mullenhour | Mannovich |
| 449 | Wonderly | Saunders | Burch | Rowland |
| 515 | Rickord | Shull | Perez | Bowling |

The Salamua area was strafed and bombed with 1 x 100 pounder and 11, 650 x .50 cal ammo and 120 x 20 mm ammo.....much A/A was encountered near the runway.....

June 22- Lt Helbert took #449 to the Kirimina Island area for a photo mission... His crew was F/O Prince, Lt Soffer(N), Pvt Axt, S/S Cassarino, Sgt Berube and Sgt Humphries..... In returning the left wheel buckled on landing and this erased the glorious "Fat Cat" from the role of a combat ship...she will now become a transport ship for the 3rd Attack Group..... In passing let us remind all that #449, "Fat Cat" is the oldest ship in the 90th Squadron, with the exception of "Mortimer"..... 449 was assigned to this Squadron April 10, 1942 and was flown by Capt "Red" Johnson while he was alive....his crew chief was T/Sgt J.B. Chesson,

now with Group..... Together they flew on many rough missions one of which they were followed back to Port Moresby by 20 Zeros which strafed them as they landed..... The ships fuselage bears witness to the terrific beating it has received... It has 387 different scars on its torso..... Lt Helbert, who gave "Fat Cat" its last mission is to be commended for an excellent landing under the most trying of circumstances...in most cases when a wheel gives away as it did in this instance casualties invariably occur.... no one suffered the slightest damage on this trip.....

June 23- Sgt George Rogers was assigned to the 90th Attack Squadron today.... There are many new faces around the 90th these days.....

Later in the day four more new men joined our ranks.... They included, 1st Lt George A. Seeberg, 1st Lt Alfred E. Baucom, S/Sgt Carl Schwab, and Sgt Joseph Moroney.....

June 24- The following crew made a photo mission to Woodlark Island for the purpose of securing 70 shots.....

442 Davis, H. Shoop Soffer(N) Westerman Thompson Newcomb Ward

Later in the day a coordinated attack on Lae was planned..... A-20's were to proceed the 90th Squadron to the target... P-40's would give us top cover..... Henebry, MacLellan, Davis, R, Wonderly, Castelli, were in the flight in their assigned ships and with their assigned crews..... Nearing Salamua, the A-20's observed approximately 30 Zeros in the area, several dive bombers on the ground refueling, and more Zeros off in the distance towards Lae.... They turned around and flew home, deciding not to take a risk of being jumped by that size a protective cover... the P-40's stayed with the A-20's and that left the 90th coming into Salamua alone with no fighter cover.... Major Henebry wanted to take advantage

of this fine target but common sense showed him the odds so the 90th returned to home base..... Fifth Air Force was very perturbed over this mission.....

June 25- Lt Head at Intelligence spoke of the declining number of Jap planes based on New Guinea at the moment..... There are but 33 planes at But and Wewak.....

June 26- Another mission to Salamua to "soften" the area.....

| | | | | | |
|-----|-----------|----------|-----------|-----------|----------|
| 692 | Henebry | Pancher | Soffer(N) | Davis | Dietz |
| 437 | McKee | Baucom | | McDermott | Strom |
| 727 | Helbert | Prince | | O'Conner | Taber |
| 482 | Hosback | Burgess | | Patterson | Casarino |
| 442 | Lee | Arens | | Westerman | Thompson |
| 515 | Rosebush | Nelson | | Perez | Bowling |
| 710 | MacLellan | Saunders | | Clark | Butler |
| 946 | Castelli | Seeborg | | Atkins | Lott |

The town area of Salamua was bombed and huts between Burung Point and Paree Caps were strafed..... 82 3 x 23 lb parachute frag clusters and 10000 x .50 cal ammo and 150 x 20 mm ammo used on this mission...MacLellan and Castelli on a strafing pass over the runway picked up considerable A/A and MacLellan's right engine cowling and oil cell hit.... Castelli's tail picked up a burst and the shell went thru the stabilizer and burst inside... scattered rain squalls.... Rosebush, upon the completion of his mission discovered that his oil cell had been hit and his left stabilizer shot out...

June 27 - A quiet day....except for Maintenance which was busy all day repairing the ships from the aftermath of yesterday's raid on Salamua....

June 28- Major Henebry and Lt MacLellan went on a reconnaissance mission to Duali Village and Lababia Island for the purpose of studying the terrain..... a possible mission to that area soon.....

June 29- Transition in the morning and formation flying in the afternoon.....

A violent rainstorm at night...many the man who discovered that he needed a new tent.... Lt Jones of Supply is putting in for a requisition for same.....

Lt MacLellan is acting Operations Officer while Lt Hawkins is on leave.....

June 30-T/Sgt Senward Qwbrey was promoted to the rank of Master Sergeant today.....

S/Sgt Dietz and S/Sgt Moser made Technical Sergeants.....Sgt Edgar Rush was promoted to the rank of Staff Sergeant... Cpl Barton got his three stripes while Pfc Lester Griggs got two stripes.....

July 1- Lt McCoun and Lt Jones came from Brisbane today with a plane filled with beer which was subsequently iced and sold to the Squadron several days later.....

July 2- M/Sgt Caruzziwas officially promoted to the rank of Warrant Officer today.....

"Ship Ahoy" at night with Wleanor Powell and Red Skelton..... Tomney Dorsy and band featured..... good entertainment.....

Night flying..... Pancher and Seeborg given transition....

July 3- Americans and Australians slowly closing in on the forces at Salamua... Mopping up still continues in the Mubo area.... The Pimple area cleared finally of all resistance.....

12 ships on alert for shipping today.... Lt MacLellan going on leave.....

Our planes were moved to the new revetments today... Not too good a move as that area is a veritable quagmire when it rains.... Our line is being built under the supervision of M/Sgt Toby Tucker.....

July 4- A holiday... many of the men went over to Group to watch the horse races... When the Allies took Buna they captured a lot of Jap horses that they had brought down from Singapore... They put on a good exhibition for the fans...

Excellent eggs for breakfast again....

7 ships on alert all day...

At 5:00 the following crews took off to bomb and strafe the barges in Labu Lagoon....

| | | | | |
|-----|-----------|---------|---------|---------|
| 443 | McCoun | Seeberg | Malito | Clark |
| 318 | Rosebush | Burgess | Rowland | Burch |
| 278 | Davis, H. | Nelson | Bowling | Maroney |

No barges were observed in the lagoon... Rosebush and Davis nabbed a barge at the opening of the Markam River SW of the Lae runway and sank it... They encountered A/A fire and Davis was wounded over the left eye when his wind shield was shot up... Nelson brought the plane back to home base successfully... He was recommended for DFC for this job... 9 x 300 Pounders and 7000 x .50 ammo expended...

July 5- Two more ships scheduled to return to Labu Laboon in the early morning to try and get the Nips when they are bringing supplies into Lae... Lt Solomon, Lt Jones and Lt Davis, R. were scheduled.... Jones had mechanical trouble and never got off and Solomon returned as he never found Davis who had continued on course to the target area.... Shoop, Thompson and Eastman comprised his crew..... They dropped their bombs with nil observations.....

Practice bombing on the Gona wreck in the morning....

7 ships on alert all day but no mission was flown.... to get the planes off the ground a formation flight was flown at 5 PM.....

"The Palm Beach Story" played at night with Joel MacCrea, Claudette Colbert and Rudy Vales..... Excellent comedy..... We are getting the best movies in Dobor-Cora these days.....

July 6- News that Hawkins was hospitalized at Brisbane with malaria..... Peterson and Lockhart got back from leave today.....

July 7- An 8th Squadron ship cracked up today in landing... no one hurt..... 11 ships on alert all day but no mission broke.....

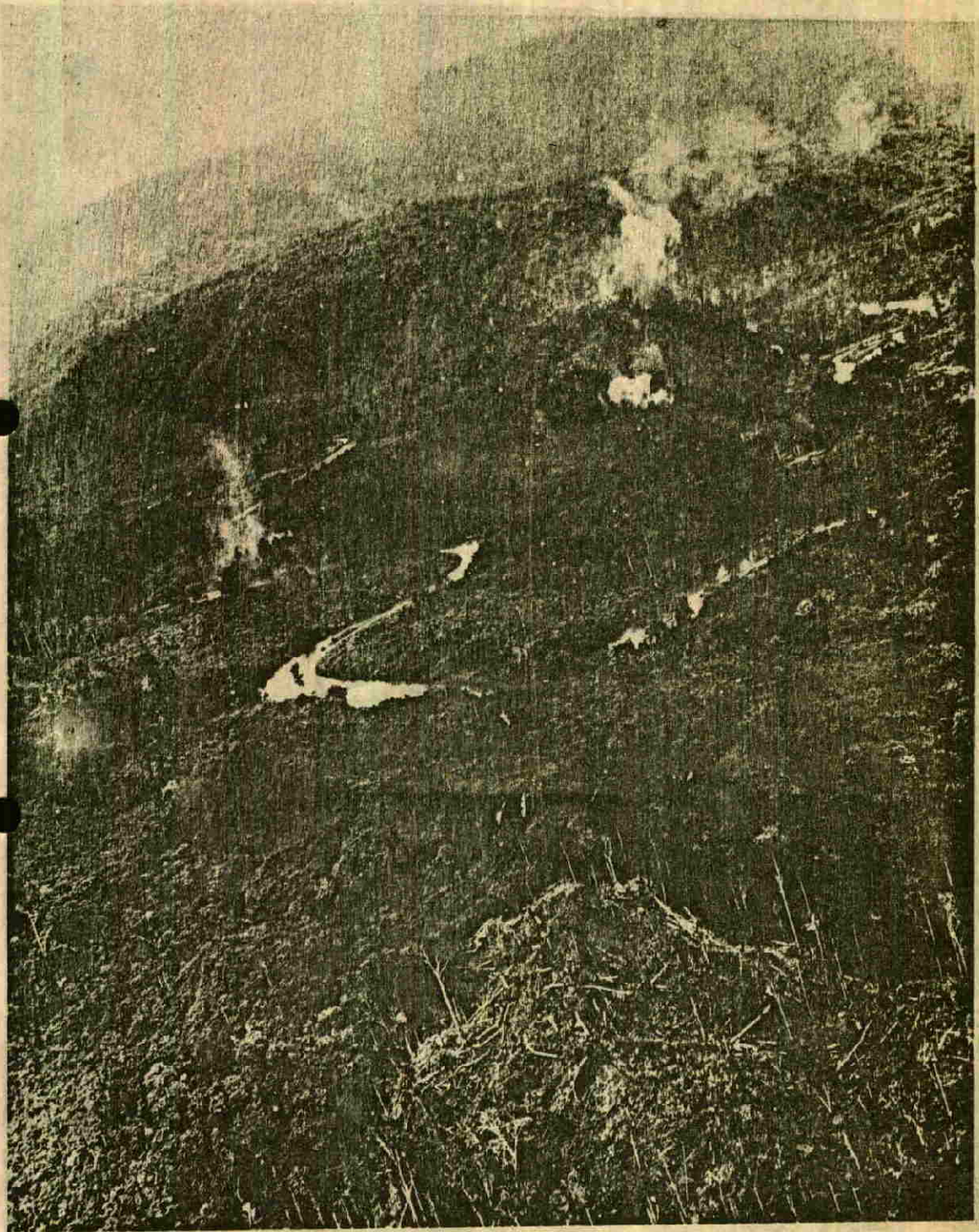
July 8- An Air-Ground support mission in morning to Buigap Creek.....it was a tough target as it was deep in a ravine with towering mountains on each side..... This necessitated a stiff climb after dropping the bombs... the crews that made this mission are listed below:

| | | | | |
|---------------|------------|------------|-----------|-------------------|
| 962 Henebry | Pancher | Soffer (N) | Dietz | Mullenhour |
| 793 Castelli | Shull | | Malito | Westerman |
| 443 Lee | Meding | | Lukaszak | Clark |
| 692 McCoun | Seeberg | | Pecosky | Adams(Short Arm.) |
| 318 Rosebush | Burgess | | Rowland | Schwab |
| 278 Rickord | Nelson | | Lott | Maroney |
| 710 Solomon | Saunders | | Covington | Butler |
| 700 Davis, R. | Shoop | | Garber | Spies |
| 732 Pryor | Ladd | | Piper | O'conner |
| 437 McKee | Baucom | | Strom | McDermott |
| 515 Jones | Harrington | | Bowling | Perez |
| 464 Bridges | Rust | | Danes | Corbin (8th Sq.) |

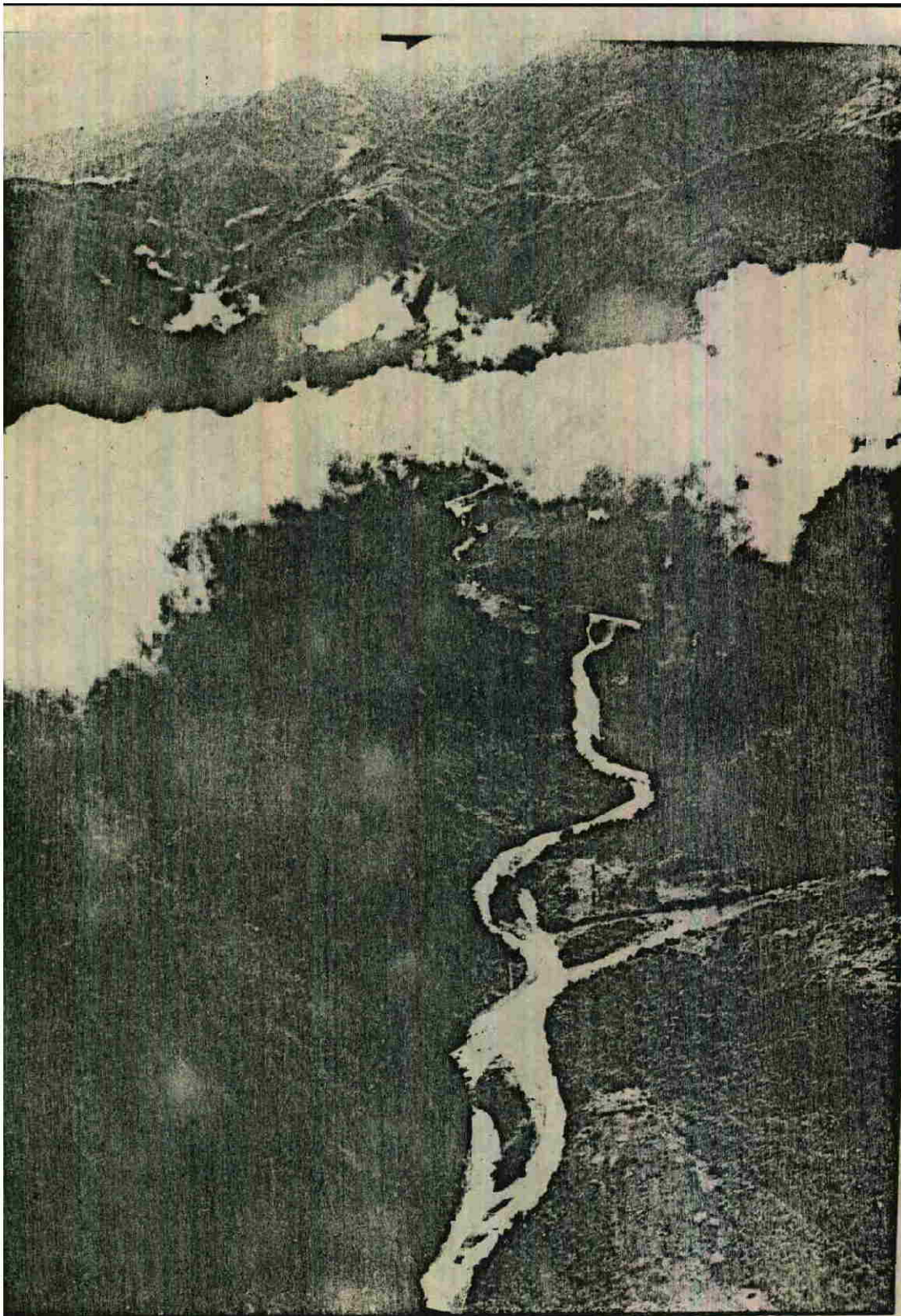
84 x 300 pounders and 1300 x .50 cal ammo, 130 x 20 mm ammo and 300 x .30 cal ammo expended over the target area..... during the bombing runs, transports could be observed dropping supplies to our ground forces in the area... numerous P-40's and P-38's droned overhead.....

"Pride of the Yankees" played at night with Gary Cooper and Teresa Wright..... Excellent.....

July 9- Fresh eggs and butter for breakfast... we are really getting spoiled..... To boot, the coffee we get these days is a whole lot better than what we were issued in the past.....



Boboubi Ridge, Mubo Area - July 9, 1943 - The 90th is here on a ground - air support mission - Japs occupy the ridge in center and had been shelling our ground forces with heavy motar fire - The 90th knocked this out.



Mubo Area - Showing difficult terrain for strafing - Mountains are 8000' to 12000' high throughout this area

A mission to Bobdubi Ridge in the morning... ground air support.....

| | | | | | |
|-----|----------|---------|----------|-----------|----------|
| 700 | Henebry | Wertz | Seeberg | Soffer(N) | Manovich |
| 692 | McCoun | Smith | Pecosky | Adams | Garber |
| 318 | Rosebush | Burgess | Burgess | Rowland | |
| 732 | Fisher | Shoop | Taber | Sucker | |
| 793 | Lockhart | Prince | Lott | Maroney | |
| 443 | Wonderly | Arens | Lukaszak | Clark | |

38 x 300 pounders and 12000 x .50 cal ammo and 60 x 20 mm ammo expended in the area..... Light mortar fire encountered.....

Most men "hit the Sack" in the afternoon... a cool, peaceful rain fell and sleeping was restful.....

"Moontide" with Ida Lupino and Jan Gabin, French actor, played at night..... Thomas Mitchell was in the role of the villain... an excellently acted show... rain fell throughout and the acoustics were poor.....

July 10- Eggs and fresh butter again for breakfast.....

Lt Head, at Intelligence, said that our strafing raids on the Mubo area were reported by the 41st Division as very successful.....

10 ships on the alert for shipping all day, loaded with 500 pounders.....

The Armament and Ordnance Departments are having a trying ordeal these days..... For instance, at 7AM Operations may call and order 500 pounders to be loaded..... This order will be carried out..... then at 3 PM the order will come through from 5th Air Force to load up 300 pounders for a barge mission... then the Armament and Ordnance Departments rush out and unload this load and load up again with the new order..... Then at 5 PM Fifth Air Force will call Operations and tell then to cancel the barge mission, that it has been given to another

Squadron..... During the peace and quiet of a movie that night, 5th Air Force will call up and order all ships back on a shipping alert in the morning at 6 AM.... this will mean that Engineering, Armament, and Ordnance will have to work all night unloading this bomb load, loading up the new load, haul the bombs to and from the disposal area, load all ships with extra 300 gallon tanks, rouse the gas supply men from their area to pour drums of gas from the drums into the gas trucks and then drive them to our area and pour gas all night; and finally the entire group of Engineering, Armament, and Ordnance will go stark, raving mad when at 1 AM the entire mission is called off by 5th Air Force this is no exaggeration... this happens often... It cannot be helped at the time because the orders come from Port Moresby... and weather and recco observations make these "Alerts" and "Stand by" missions so flexible.....Well, its just part of this big fight we have against the Nip, and this same trouble is being experienced all over the world where advance units are receiving their orders from bases many miles away.....

Capt Wertz arrived from Brisbane and three months of detached service.... He now is Operations Officer.....

A rainy and dreary day.....

When the showers stopped for a spell, the Group painter went to work on our ships and painted on the shark teeth and various names..... Major Henebry is having all planes painted the same... that is regarding the shark teeth.....

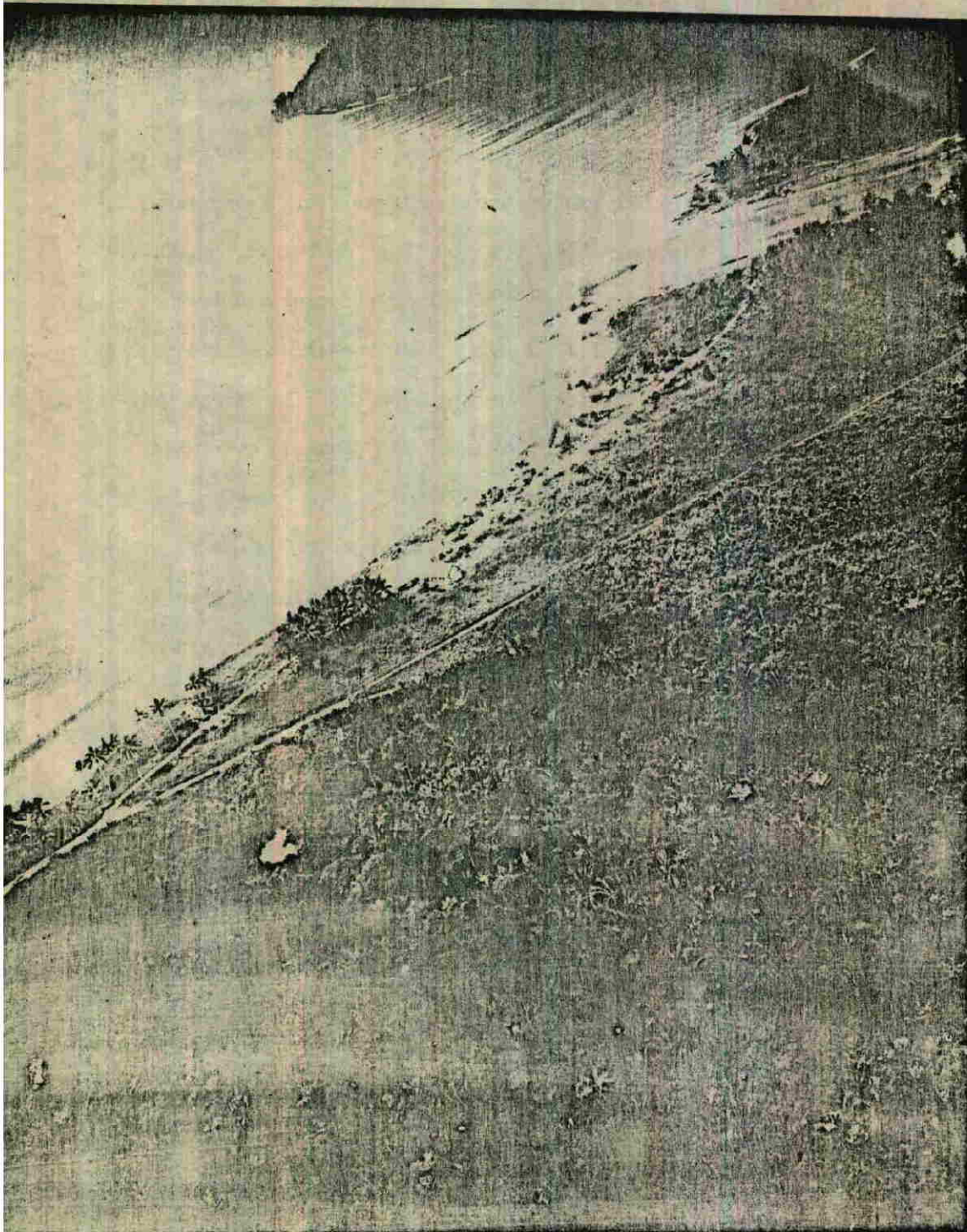
Capt Webster, of the 8th Squadron, who was shot down this morning by Zeros South of Salamua when he was on a weather recco, was picked

up by PT boats and is en route to home base now... all members of his crew are safe except the turret gunner who was killed.....

July 11- Sicily was invaded by our Allied Forces this morning....500,000 men invaded from the sea by barges and destroyers.....

Many men are growing gardens outside their tents these days... Radishes seem to be the vegetable that grows best in this climate.....

At 1:30 PM 11 ships which had been on a shipping alert, were told to take off immediately for Salamua.....40 barges were sighted near Salamua with Zero protection operating from the Salamua and Lae strips.... A-20s and B-25s from the 13th and 8th Squadron also made this mission... P-40s flew top cover.... It was a race going up... everyone wanted to get there before the barges were able to make shore and land their supplies and troops... the 90th arrived first but no barges were seen...the A-20s came in over the Ithsmus and strafed and bombed gun installations..... A detailed search was made of this area and Labu Lagoon, South of Lae strip, but nil observations were made... the 90th then proceeded to strafe and bomb the Salamua area..... Castelli made 6 passes over the Salamus Ithsmus...all other planes made at least on strafing attack there..... Navy Headquarters were bombed and the red houses just NW of the runway were bombed and destroyed..... Samoa Harbour and Bayem Bay, reported barge hideouts, were thoroughly strafed... intense and accurate A/A fire was encountered over Salamua and Henebry, Wertz, Castelli, Jones, Lee, and Wonderly received damage to their planes..... Lee had his hydraulic system shot out and he had to salvo his bombs manually with a hammer..... His gunner, S/S Lott helped him..... The ships arrived back at home



July 11, 1945 - The 90th attacks Salamaua - Notice the fragmentation
parachute bombs opening - And notice the A/A at top left.

base to find that a severe tropical rainstorm had just passed Dobordura leaving it deep in rain... the runway was flooded ... Lt Pryor blew a tire in landing and skidded off the runway... he made a nice recovery and nil damage was sustained..... Lt Fisher who came in early and landed was almost drowned in the water so the Tower signaled all ships to stay aloft for an hour while the Engineers drained the water..... Because all planes had made this mission with a high throttle setting, gas was already low... when the Tower finally signaled the planes to land many pilots had as little as 5-10 gallons left in their front tanks..... On this mission 30 x 500 pounders and 1500 x .50 cal ammo and 85 x 20 mm ammo was used...The crews on this mission were:

| | | | | |
|--------------|------------|--------|-----------|----------|
| 962 Henebry | Pancher | Soffer | Epperson | Strom |
| 515 Lockhart | Prince | | Perez | Bowling |
| 946 Castelli | Shull | | Spies | Atkins |
| 318 Wertz | Seeborg | | Patterson | Ppier |
| 443 Pryor | Ladd | | Clark | Lukaszak |
| 700 Jones | Harrington | | Garber | Manovich |
| 732 Fisher | Neumann | | Sucker | Taber |
| 278 Lee | Meding | | Maroney | Lott |
| 793 McKee | Baucom | | Maupin | Thompson |
| 692 McCoun | Smith | | Westerman | Pecosky |
| 710 Wonderly | Arens | | Powers | Butler |

July 12- Eggs and butter again for breakfast.....

Allies are striking hard at Munda in the Solomons...our troops have made several landings between Munda and Guadalcanal...fierce air battles reign there... Both sides losing heavily in planes.....

Camp area is deep in mud from the rain of yesterday...engineers are leveling off a road between the Orderly Room and Operations...the Orderly Room, incidentally, is an impressive building...it incorporates the CO's office and all the branches of the Squadron..... It is about 100 x 30.....

At night two ships went on a barge mission.....

| | | | | |
|-----|---------|----------|-----------|---------|
| 515 | Wertz | Neuman | Perez | Bowling |
| 710 | Solomon | Saunders | Covington | Butler |

There was also a submarine reported in Lae Harbour but our ships made nil observations and returned by 2 AM.....

"Northwest Rangers" played at night... About the Mounties.... only fair.....

Lt Randerson, Lt Rickord and T/Sgt Corbitt are leaving tomorrow on detached service... They will ferry B-25s between Brisbane, Townsville and New Guinea.....

July 13th- Fresh eggs and butter again.....

Three new officers joined our ranks today..... They were Lt Gerry, Lt Hauser and Lt Maddox.....

No missions today and no local flying... most of our ships are out for inspection or to have sheet metal work done on them... alot of bullet holes to patch up.....

"Bell Of Fire" with Gary Cooper and Barbara Stanwyck played at night Hilarious comedy.....

July 14- Scrambled eggs and butter for breakfast... these meals are spoiling us.....

6 ships on a shipping alert.....

All planes moved to revetments as word came through that the Japs were planning to bomb us today... no sign of them..... Our P-40s were hopped by Zeros at Wau this morning and we lost one.....

An A-20 caught fire today returning from a mission and the pilot got it on the ground just in the nick of time..... Both he and the gunner were out of it before it stopped rolling.....

"Ice Capades" played at night... a repeat, but most everyone turned out for it as there was some excellent music and skating.....

Rain fell all night... but very lightly.....

July 15- 6 ship formation flying in morning with Lt Fisher and Lt Seeberg leading... However, two ships never got off due to mechanical trouble.....

At 3 PM all combat crews called to Operations and Maj Hall gave all crews the secret information that in the next few days 11 ships of this Squadron, 3 of the 13th and 3 of the 8th would make a dusk attack on Rabaul, hitting at the airfield and trying to knock out as many of their planes as possible..... He stressed the secrecy of this mission as if the Nips got any word of it, the mission would be extremely disastrous We were to refer to it as "Mission X", if we had to talk about it among ourselves.....

..... In conjunction with this, Maj Hall led a 9 ship flight at 5 PM on a simulated raid on Dobordura..... He wanted to see how long it would take these planes to make a pass on the strip, make a 180 degree turn and come back on another pass..... as a result of this tryout, it was decided that one pass at the airfields at Rabaul would suffice as the 180 degree turn was not satisfactory... it took too long for a flight of B-25s to turn in formation... long enough to allow enemy planes to take off from the field..... All crews had expected such a mission and thus this mission was no surprise.....

Cpl James Owens was transferred to us from Group today.....

July 16- Butter and toast for breakfast... first time we have had toast in months.....

Combat crews were given more data on the airfields at Rabaul.... gas consumption, radio compass, and various things to do in the event of an emergency were hashed over.....

A couple of test hops today... other wise no flying.....

"The Palm Beach Story" played tonight... a repeat.....

The rain really started to come down in buckets around 10 PM.....

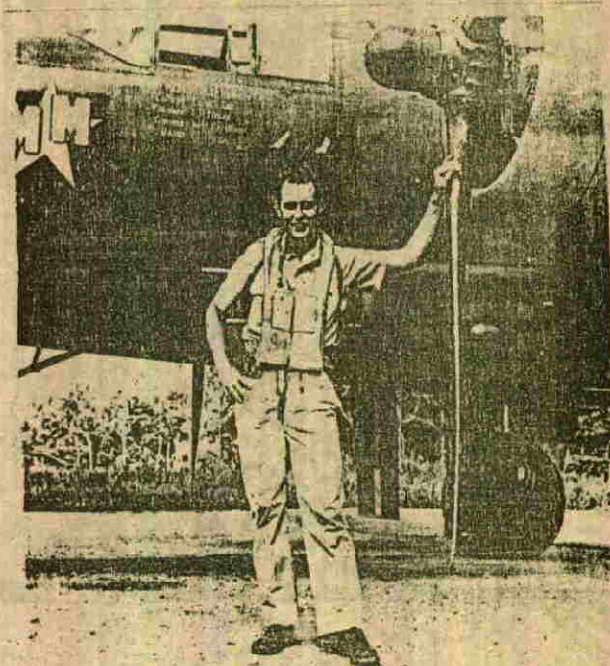
July 17- Supposed to be "the day" for the mission on Rabaul, but the weather was foul all day, and as the mission would not be started without excellent weather and visibility, it was obvious that the mission would be called off... and it was... also, people returning from Brisbane said that they'd heard of the mission down there... which was a good indication of people talking too much... its safe to assume that the Japs knew also and were taking precautionary measures..... Just today a Japanese 300 ton ship was sunk in a position off Gasmata that we would have had to fly over to get to Rabaul..... This mission to Rabaul was to have been flown at 50 feet so that the Jap radar would not pick us up... contemplating this, the Nips had planted a ship off Gasmata which would have radioed in our presence etc... this is not known for sure but this is a safe assumption.....

The incorrigible and fabuluous Lt Colonel "Pappy" Gunn arrived today in a B-25g... this "g" series has a 75 mm cannon and two .50s the ship is the first in a series that is doing away with the co-pilot this ship of Col Gunn's had all the instruments and gadgets on the

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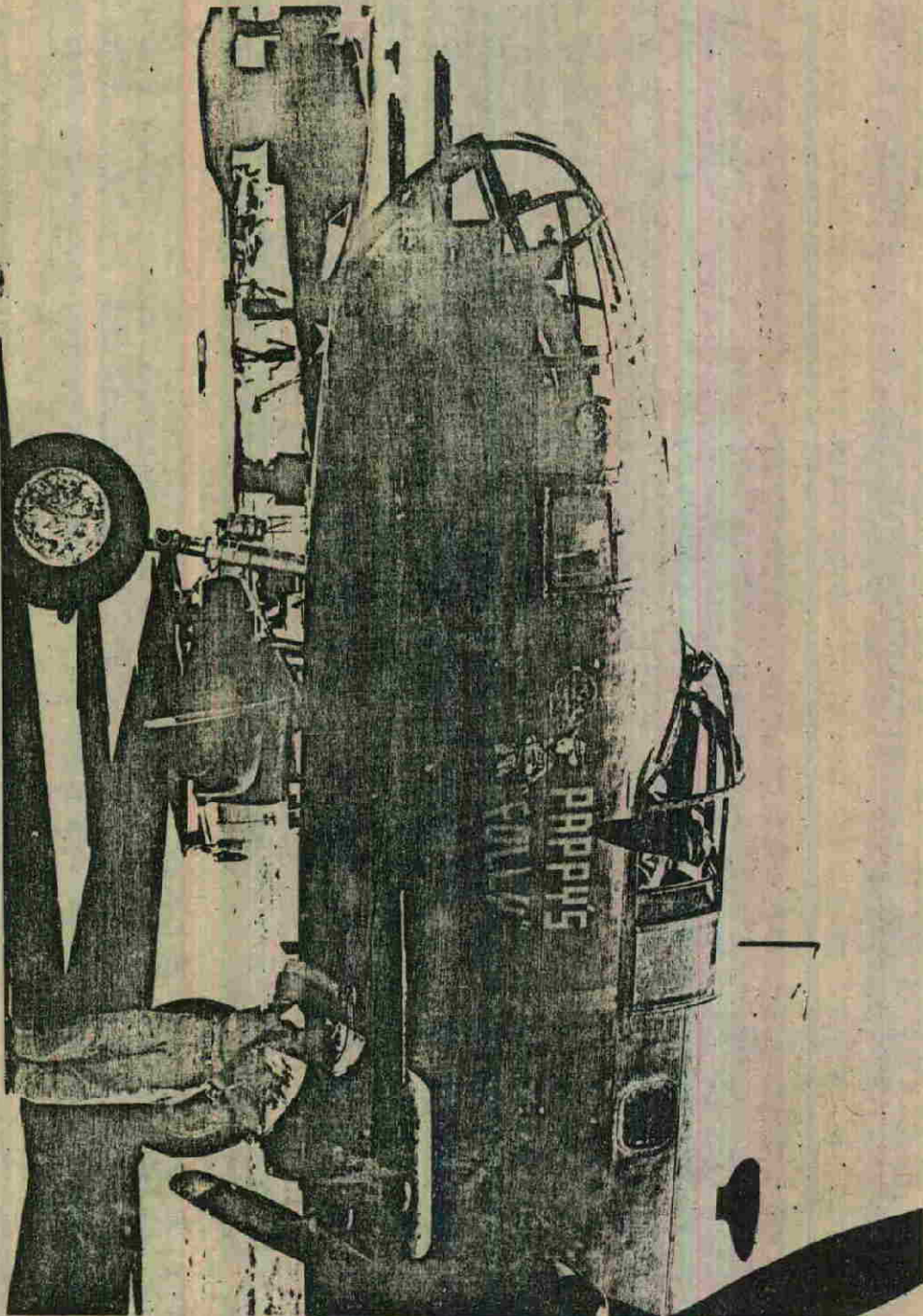


Lt Col "Pappy" Gunn



312

Col. "Pappy" Gunn & Jack Fox



pilots side and the armour plating all concentrated there also.....

the B-25 of the "h" series, soon to come out will have a 75 mm cannon, 6 .50s, no co-pilot, armour protection enveloping the pilot, a tail turret, and the upper turret over the navigation compartment... it will be able to fire forward... and a sound-proof hydraulic system... and lastly, 2000 hp engines..... "Pappy" Gunn is here to test this cannon and to get various reports from the pilots on its operation.....

"Pappy", who more than any single man in the Southwest Pacific area, has contributed to the advancement of the Allied air power, had just returned from the United States where he had given the Big Shots at Wright Field, Ohio, some dope on how he wanted the B-25s of the future constructed..... Pappy's first remark when he arrived at Dobordura was, "Well, when the hell do we leave?"..... someone said, "Sir, you just arrived, where do you want to go?"..... Pappy, with his usual color replied, "Leave??..... Why you damn fool I want to go to Rabual. I'm here to show you young whippersnappers how to shoot the hell out of Rabual five times a day....."..... Pappy was appeased somewhat when he was told the weather was too bad, and he went away mumbling about the blizzards and tropical hurricanes he'd flown through in his 28 years of flying..... Pappy, who has over 20000 hours chalked up was a navy fighter pilot in the last war and is one of the most accomplished pilots alive today.....

"Air Force" which, incidently, is showing in the New York's Radio City for \$1.33 per seat, was shown to the squadron free tonight... through the finageling of Lt Queen... One of the best air shows to be produced yet... All about the life of the Mary Ann, a B-17 that made its debut in combat after the Japs raid on Clark Field, Manila.....

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July 18- Maj Hall, Group Commander, got his promotion to the rank of Lt Colonel today.....

July 19- Capt Wertz left for Port Moresby today with 6 ships to be ready for a big coordinated attack on the morrow against the Madang area.....

"Stage Door Canteen" played at night... included in this paramount cast of stars were: Ed Wynn, Merle Oberon, Benny Goodman, Tommy Dorsey, Kay Kyser, Freddie Martin(and bands), The Lunts, Gypsy Rose Lee, Katherine Hepburn, Xavier Cugat and band, Judith Anderson, Count Bassi and band, George Raft, and a host of other stars..... One of the truly most entertaining shows that has been shown yet.....

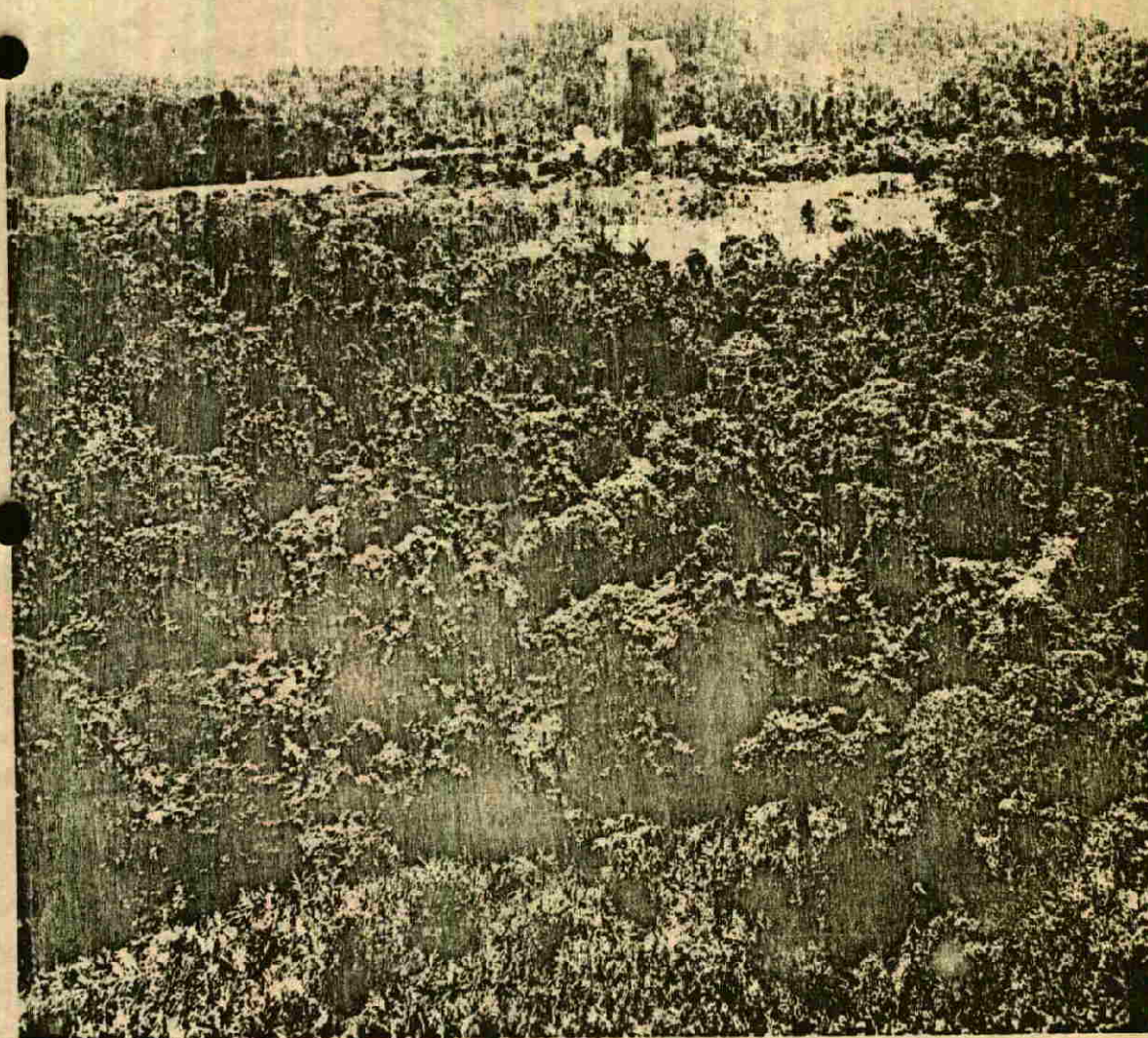
July 20- Five ship formation in morning..... Hawkins arrived back from Brisbane today with his Captain bars on..... Pappy Gunn took some of our pilots aloft to show them the operation of the 75mm gun... they tried it out on Gona wreck and everyone was sold on the gun immediately.....

In the interim, over at Port Moresby, 65 B-25s of the 90th Squadron, 38th Group were taking off for the big strike at Madang and area.... 3 squadrons of P-38s flew top cover.....Those of the 90th who were on this big attack were:

| | | | | |
|-----|----------|------------------|-----------|----------|
| 316 | Wertz | Maddox Houser(N) | Shipley | Kennedy |
| 727 | Helbert | Ladd | Epperson | Piper |
| 700 | Pancher | Neumann | Garber | Manovich |
| 793 | Hosbach | Ruse | Westerman | Haught |
| 710 | Seeberg | Phelps | Covington | Foxworth |
| 318 | Rosebush | Burgess | Burch | Rowland |

The 90th had a designated target: the Gum River Bridge just South of Madang... the bridge was not knocked out... all bombs fell short or over the target... the bombs, 8-11 second delay were not doing

315



90th raid on Madang - July 20, 1943 - Target was the Gum River Bridge
in background

316

the damage that an instantaneous bomb would have done on this target.....
Jelso, Hilu, Jacob Island, Bili-Bili, Amele, Sein, and other areas
were strafed... numerous fires were started by the minimum altitude
bombing of the 345 Group(a Group of B-25 fresh from the States).....
The 90th dropped 8 x 1000 pounders and used 9150 x .50 cal ammo and
90 x 30 mm ammo over the target..... Hosbach never reached the target
and salvoed his bombs before coming home.....

After the ships had returned to base, 6 more ships and crews
replaced them and went over to Port Moresby in preparation for another
morning raid on Madang and area.....

3 ships were loaded at 10 PM for a barge mission to Madang in
the morning but this mission was called off at 3 AM.....

A Red Alert at 12 PM but the Japs never came over... a P-38
took off and circled high overhead... but to no avail.....

July 21 - The 90th took off again with the 38th and 345th
Groups... the 90th target was enemy personnel at Baumoina, Yaula and
the bridge at the Gori River..... It was a successful mission... in
addition to hitting the target area, 3 motor trucks laden with lumber,
2 boxes of supplies, and an A/A gun at Madang were destroyed.....
En route to home base, Maj Henebry strafed and destroyed a Jap Zero on
the ground at the Saidor runway..... An unknown number of Zeros were
attacked by our P-38s... One Zero was observed spinning in envelopped
flames...53 clusters of 6 x 23 pound frags were dropped, 9500 x .50
cal ammo expended..... Lt Fisher, leading the second flight, never reached
the target as his gasket on his right propeller came off and heavy
oil poured out of his engine... he made Doborodura successfully.....

Those on this mission were:

| | | | | |
|-----|----------|--------------------|------------|----------|
| 962 | Henebry | Saunders Hauser(N) | Keith | Butler |
| 482 | Castelli | Shull | Atkins | Spies |
| 482 | Fisher | Nelson | Mullenhour | Stephens |
| 278 | Lockhart | Meding | Maroney | Lott |
| 443 | Jones | Harrington | Clark | Lukaszak |
| 442 | Wonderly | Gerry | Maupin | Valent |

A navy picture showed tonight with Pat O'brien... only fair...

July 22- 6 ships on readiness.....

Pappy Gunn demonstrating his 75 mm cannon to the pilots still...
some of the boys can put a bullseye on the Gona wreck from 4 miles off...

A 13th ship crashed on the runway today when its nose wheel
caved in...no one hurt... the pilot was Lt Solomon who flew his plane
back from the mission yesterday on one engine.....

"Powers Girl" played at night... the only redeeming feature of
the movie was Carol Landis and Anne Shirley... shots of Maj Larner and
Lt McCoun in the newsreels of the Bismarck Sea Battle.....

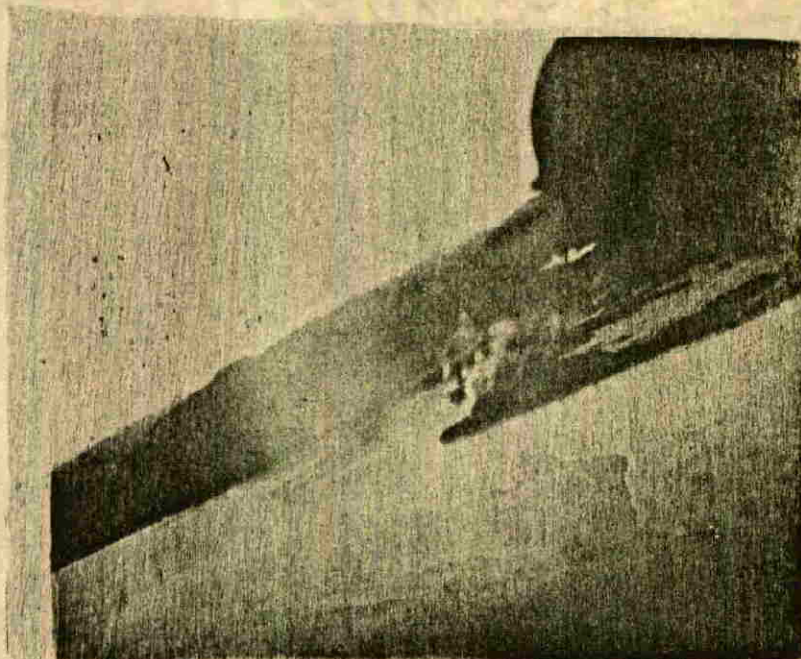
July 23- A one ship weather recco in the morning... Lt McCoun,
Lt Smith, S/Sgt Clark and S/Sgt Lukaszak..... Due to the Nips jamming the
radio McCoun was unable to ransmit or receive... resultingly, home base
thought that trouble was afoot because 5 out of 7 weather ships this
past week have failed to return from missions... nil sightings on this
recco and weather O.K.....

At 12 the 90th took to the air again on a barge mission... The
north coast of New Guinea and New Britain was to be searched... two
ships, Helbert and Wonderly didn't have extra gas tanks so they were
not able to stay out the full length of this long mission..... At
Hanisch Harbor three barges were destroyed... three more were destroyed
and one damaged at Cape Cretin and villages were strafed in that

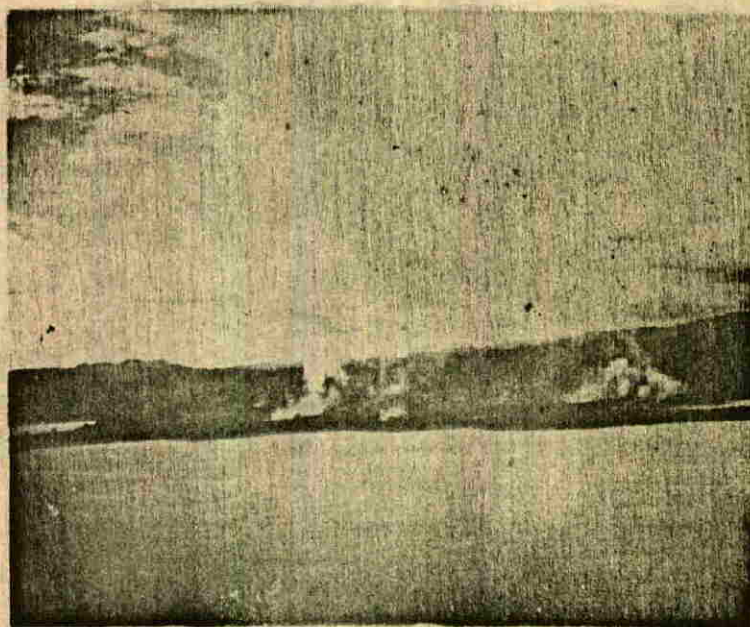
318

vicinity in the hopes that it would drive the natives inland and away from the cosatlina where they had been helping the Japs..... At Hanisch Harbor, near Finchafen, Captain Wertz peeled off on a beached barge and came in low and fast... He pulled up too late and his right engine hit the barge and flew off and the plane careened into the wooded area on the beach and disintegrated... it happened so fast that no one saw it except Lt Helbert who was following him..... There were no survivors. With Wertz went Lt Hauser, a new Navigator with the Squadron; Lt Maddox, a new pilot with three missions under his belt; S/Sgt Keith and S/Sgt Kennedy, two excellent gunners..... This was a sad blow to the whole Squadron... back at home base M/Sgt Sanders of the Radio Section heard this and notified Maj Henebry..... Capt Hawkins took over the flight and led the ships to New Britain and found about 20-30 barges in Cape Bushing... they were hidden up the stream that meanders well into the foothills of the mountains there..... Here, at the Itne River and its tributaries ll were definitely sunk and many others damaged..... Wonderly and Helbert had to return to Dobordura as they were low on gas en route, Helbert swooped low over Jap-occupied territory and killed 25 head of fat cattle that were grazing on the fertile grass of a valley as Helbert so aptly put it, "Damn it, if I can't have fresh meat, the Japs won't either"..... Hawkins and the rest of the ships arrived back at home base after having been out well over five hours... the P-38s sent along as top cover stuck with them throughout the entire mission..... those that made this mission were:

319



Coast of Mun-Singor - near Madang - the 90th is here hitting Jap occupied villages.

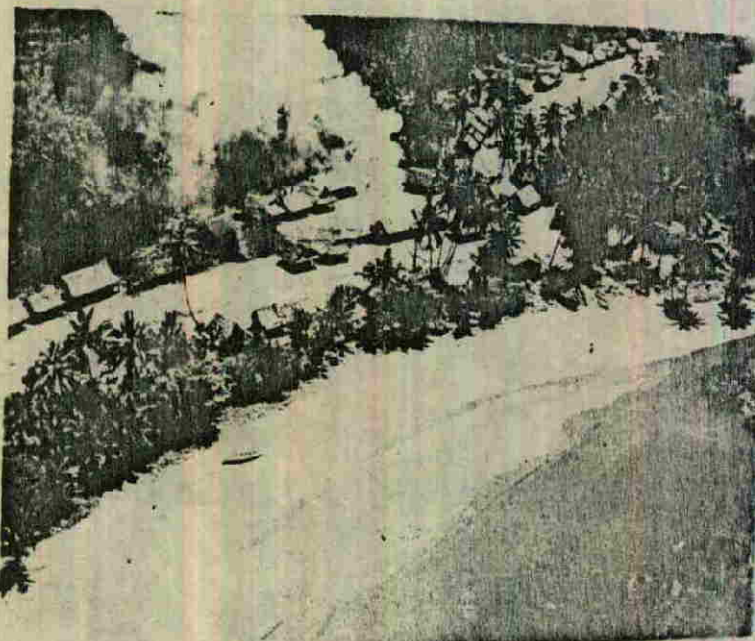


Finchhafen is attacked by the 90th.

320



Damaged Jap planes on Lae runway - Notice revetments and bomb craters.



Results of strafing village adjacent to Madang - The idea was to drive the natives inland so they couldn't aid the Japs on their coastal work.

| | | | | |
|-----|-----------|------------------|-----------|-------------|
| 962 | Wertz | Maddox Houser(N) | Keith | Kennedy |
| 515 | McKee | Gerry | Johnson | Foxworth |
| 318 | Rosebush | Burgess | Schwab | Rowland |
| 700 | Hawkins | Neumann | Garber | Manovich |
| 793 | Hosbach | Ruse | Patterson | Casarino |
| 710 | Helbert | Ladd | Covington | Butler |
| 732 | MacLellan | Shoop | Adams | Baumgardner |
| 442 | Wonderly | Meding | Maupin | Thompson |

Capt Hawkins, who has been grounded due to malaria filled in for this mission and lived up to his already glowing reputation as the "iron man" of this Squadron..... 23 x 500 pounders and 12000 x 150 cal ammo and 63 x 20 mm ammo was expended on this mission..... This raises the barges sunk by this Squadron to approximately 100... quite a feat.....

Today has been an extremely costly and disastrous day for the Allies... We lost 9 ships all told... a B-25 of the 13th crashed South of Salamua in the water and only two gunners survived..... A B-26 was shot up by Zeros over Lae and crashed at Dobordura with one gunner killed..... We lost Capt Wertz and crew..... Two P-40s were shot down by Zeros over Wau, a P-38 was shot down over Nubia on the north coast of New Guinea by 20 Zeros and Me-109's and two more unidentified B-25's were shot down in the vicinity of Madang.....

"Stage Door Canteen" again at night... still very entertaining... Farrell has finally got the projector working smoothly.....

July 24- A new man joined us today... Lt Williamson who will assume duties as Assistant Intelligence under Lt Head.... Williamson was formerly a gunner in a B-24 and has two Zeros to his credit.....

At 4:30 the following crews were awakened for a 5 AM takeoff against the enemy barges that Hawkins and flight sighted at Cape Bushing yesterday.....

322

| | | | | | |
|-----|-----------|------------|-----------|---------|---------------|
| 318 | Henebry | Saunders | Soffer(N) | Burch | Rowland |
| 278 | Seeberg | Phelps | | Maroney | Lott |
| 700 | Pancher | Meding | | Garber | Manovich |
| 808 | Gunn | McCoun | | Powers | Bowling Fox |
| 316 | MacLellan | Neuman | | Shipley | Malicki Evans |
| 732 | Fisher | Nelson | | Sucker | Taber |
| 443 | Jones | Harrington | | Clark | Lukaszak |

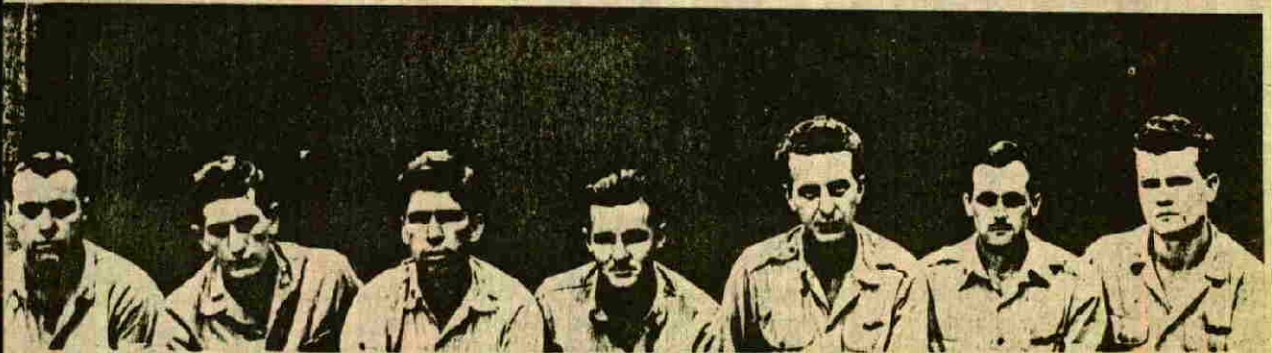
The flight had trouble in assembling due to the darkness but by the time Cape Bushing was reached the ships were all present... numerous rain squalls were ducked en route....a veritable "rat race" developed..... Major Henebry and crew got the first barge and killed its crew as they jumped into the water.....light, inaccurate A/A of 7.7 calibre was met but quickly wiped out..... several times ships were almost shot down by fellow ships..... Col Gunn with his 75 mm cannon made short work of two barges he encountered..... Once he "split S' ed" over a barge and caught it coming down straight, pulling out just in time to clear the trees... the 90th stayed over the target for 45 minutes expending 80 x 100 pounders, 12 x 75 mm, 20 x 20 mm, 12400 x .50 cal, and 1000 x .30 cal ammo..... On the way home a javelin down formation was flown just in the probability of interception.....

Maj Henebry and Col Gunn spoke to the pilots after this mission and several of the rough spots of the mission were smoothed out: to wit, the poor assembly, poor formation flying, and the carelessness at the target with firing of machine guns.....

July 25- Maj Henebry gave the pilots a talk on careless flying which has been so prevalent in our Group of late.....

The roommates of the boys killed yesterday packed up their belongings to be sent home to their families... its always very sad to wrap up a buddies belongings..... We will miss those boys a lot....

323.



Lt Gerry

Lt Maddox

Lt Shull

Lt Shoop

Lt Arens

Capt Pancher

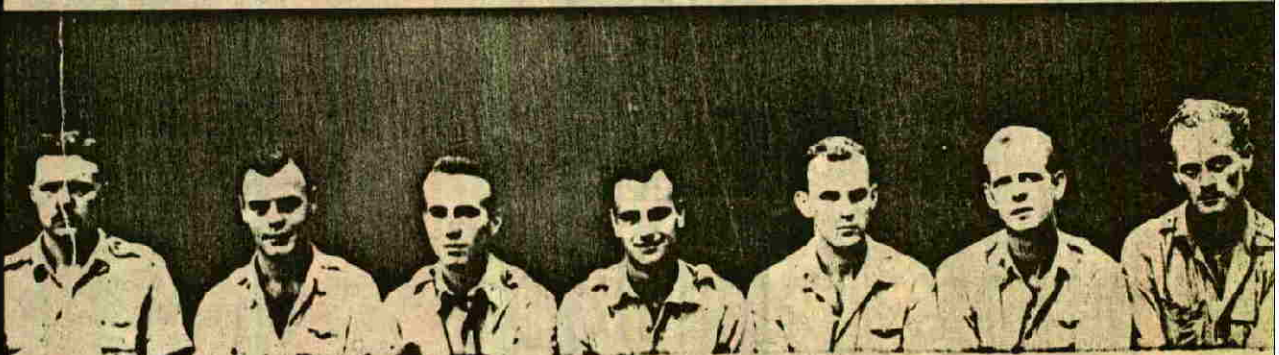
Lt Davis



T/Sgt Humphries
Crew Chief



T/Sgt Gatewood



Lt Meding

Lt Neumann
(Deceased)

Lt Nelson
(Deceased)

Capt Jones

Lt Smith

Lt Phelps
(Deceased)

Lt Saunder

"They shall not grow old, as we that are left grow old:

Age shall not weary them, nor the years condemn.

At the going down of the sun, and in the morning,

We will remember them".....

Three ships went over to Port Moresby today to bring back 30 enlisted men stranded there after returning from furlough..... Several ships test hopped... Lt McKee demonstrated for Ordinance the dropping of parachute bombs.....

News that Major Maull, Group Operations Officer, is going home in the near future.....

No movie this evening... very cool and peaceful in the area...

July 26- Some of the boys took in early services at the 89th Squadron... its not altogether amazing and difficult to understand that a man goes to church more often in a strange land and far from home than he does under normal circumstances.....

Maj Henebry had a talk with the pilots this morning and among other things it was agreed that pilots had not been spending enough time at their planes and with their crew chiefs and gunners... a crew chief that spends from 10-15 hours a day sweating over his plane's frame and engines and then never sees the pilot assigned to his ship (except for a flight), is obviously abit at loss for enthusiasm..... as "Pappy" Gunn pointed out a long time back crew chiefs, the backbone of an aircraft, are just as normal as pilots and navigators and gunners in that they too like to "hit the sack" and let Joe do it..... but if a pilot is out at his aircraft daily looking it over, asking questions, inspect the ship, and giving suggestions, then the crew

chief will go to the end to make the ship perfect in every detail for his pilot..... To an outsider, to one does not understand the Air Corps, it is merely a matter of saying, "Sgt Brown, have this ship serviced and ready for a mission in two hours... but it goes much deeper than that in the combat area... as a plane cannot merely be in flying shape to survive these days of 1943... it has got to be 100% from the spark plug to the bolts that hold the wings to the fuselage... when this war is over and the talk of the brilliant scores that our pilots and gunners have turned in have dimmed, people will have bull-sessions in the comfortable barracks back on American soil about how the 90th planes flew for so long and with such an outstanding record with so little engineering replacements..... Pilots and gunners seem to come and go, but the men behind the ships, the men who watch them take off and wait for them to return, well... they seem to be here and are growing old with Squadron and its history... men like Captain Valusek and Warrent Officer Caruzzi... M/Sgt "Toby" Tucker... M/Sgt Brooks... of the old school... old army men and fine army men and without whom the Engineering Dept could not function properly... S/Sgt Sumner... another old man... our inspectors... men holding down a vitally responsible position on the line... M/Sgt Johnson and T/Sgt Gatewood... and T/Sgt Barnes who once had to pinch hit in the Bismarck Sea Battle and flew as Co-Pilot against the Nip convoy..... These men you do not read of... it is they who are responsible for the flight that enabled Lt Joe Smith, pilot, to sink a Jap cruiser with the subsequent loss to our enemy... and yet, one reads of Joe Smith... one sees him in the movies... one worships

his role and wants to fly a plane... but every pilot and every combat member of the 90th does not dispute the fact that the unsung hero of this war today is the man who is behind the plane... the man who works in the burning sun all day and half into the night that his pilot will have his plane in the air tomorrow.....

Several more ships bore-sighted today... the armament section is having its hands full.....

"For Me and My Gal" with Judy Garland, George Murphy and newcomer Gene Kelly... good music but a slow story.....

Forgot to mention that butter (fresh) was had today... if this keeps up we won't mention it anymore... it will just be routine....

July 27- Mussolini has turned in his resignation to the King of Italy...Fascism is being abolished..... Riots breaking out in Italy... America jubilant... England is taking it in stride.....

"Doc" Saunders working at the Roc Room and finding trouble getting help..... So he is doing most of the work.....

A lot of the boys went to the USO Show tonight over at some other outfit, only to find that it was not to be shown.....

Those that did not leave the area saw "Random Harvest" which was extremely long and a touch on the dull side..... Greer Garson and Ronald Coleman enlivened it somewhat... "Pride of the Yankees" was also on the schedule.....

Forgot to mention two missions... yesterday, the 26th, Lt MacLellan had the early morning weather mission to Lae and Salamua.... with him were Shoop, Maroney and Baumgardner..... This morning

Lt Helbert had the mission and Ladd, Burch and Rowland made this mission with him... nil observations on either mission.....

July 28- A barge mission... crews were up at 3:30 AM and had breakfast at 4 AM... delicious scrambled eggs and toast and coffee..... The mission was a search of the barge hideouts on the North Coast of New Britain..... Borgen Bay, Rottock Bay, and Rein Bay and areas to be searched... the crews that made this mission were:

| | | | | | |
|---------------|----------------------|-----------|--------------------|-------|-----------|
| 318 Henebry | Col Coleman(22nd Gr) | Soffer(N) | Moore | Dietz | Humphries |
| 727 Helbert | Ladd | Kunze | Piper | | |
| 692 McCoun | Smith | Adams | Baumgardner | | |
| 946 MacLellan | Shoop | Atkins | Manovich | | |
| 700 Lockhart | Prince | Parsons | Spies | | |
| 515 Pancher | Gerry | McDermott | Bowling | | |
| 793 Hosbach | Ruse | Patterson | Casarino | | |
| 316 McKee | Baucom | Schwab | Rowland | | |
| 443 Seeberg | Phelps | Clark | Pecosky | | |
| 278 Fisher | Burgess | Maroney | Haught | | |
| 442 Wonderly | Meding | Maupin | Valent(turned back | | |

with engine trouble)

The coast of New Britain was reached near Arawe and the flights, with 8 P-38s above, flew to Rottock Bay on the treetops... several barge hideouts were discovered and for 30 minutes a round robin began,.... Maj Henebry and Lt Helbert came upon some japs vacating a barge on the beach and let them have a few squirts of lead... suddenly 15 Zeros appeared... the first that we knew of them was seeing 4 dive on a P-38 who managed to get on their tails... as the 90th hurriedly assembled in a protective formation and streaked homewards, three Zeros were observed to fall into the sea in flames or out of control. Lt McCoun, who was last to join formation, was trailed by 6 Zeros who never came within the range of Pvt Adams' guns..... When home

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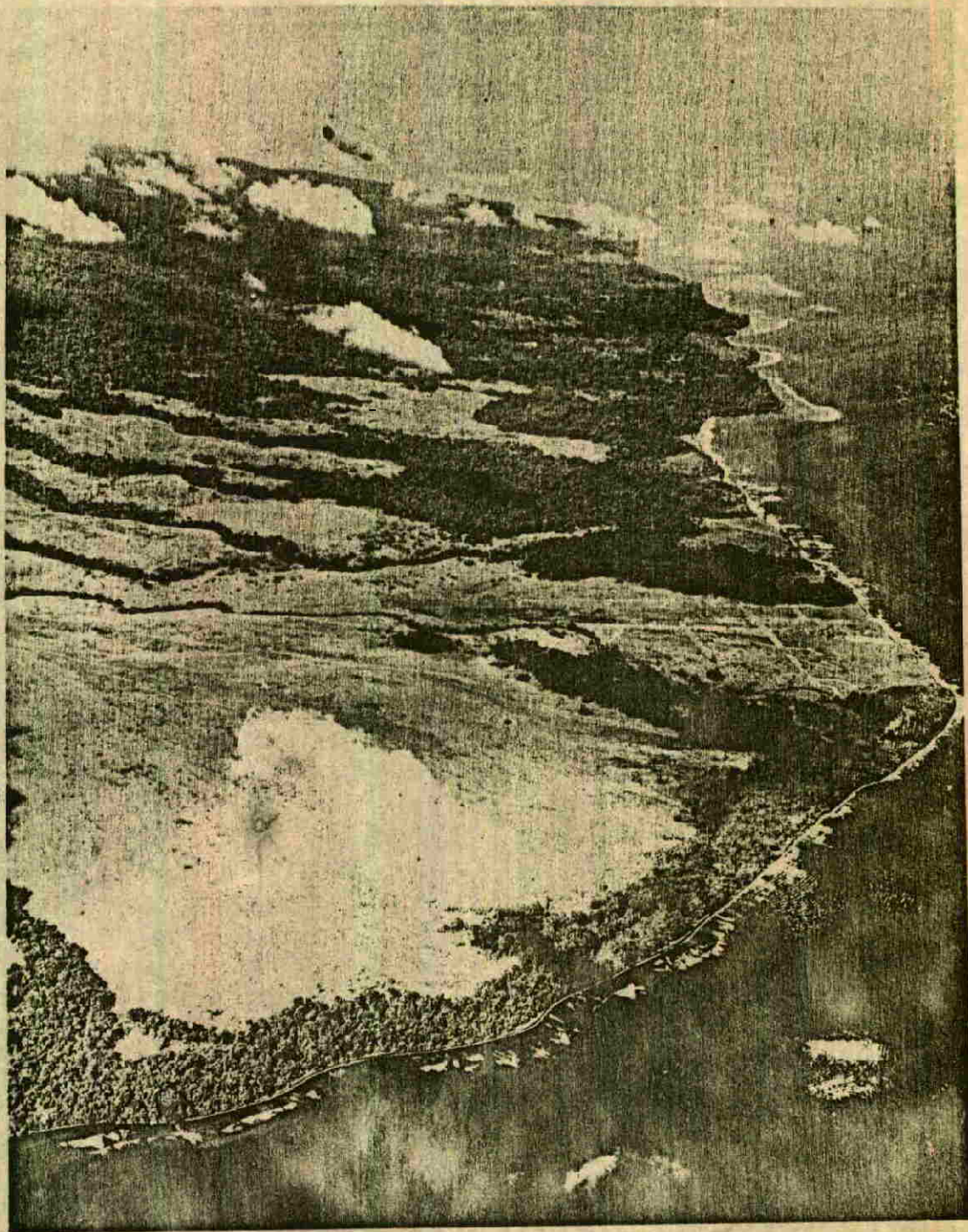
base was reached the P-38s called us and let us know that they shot down 6 Zeros for sure and were claiming several more as probables....

The task had not been completed at New Britian so a new mission was hurriedly arranged by Group..... Group did the briefing also... 16 B-25s from the 3d Group with 24 P-38s top cover..... The 90th would send but 7 ships... all that were in commission..... Col Hall would lead.... rumors that a Nip convoy was enroute along the North Coast of New Britain in the vicinity of Cape Gloucester... those of the 90th scheduled were:

| | | | |
|---------------|---------|-----------|--------------------------|
| 318 Henebry | Ladd | Moore | Dietz |
| 793 Wonderly | Meding | Sucker | Taber |
| 727 Jones | Shull | Epperson | Valent |
| 316 Hawkins | Neuman | Sampson | Butler Williamson(Intel) |
| 946 MacLellan | Shoop | Covington | Malicki |
| 443 Fisher | Burgess | Clark | Pecosky |
| 808 Gunn | Helbert | Powers | Strom |

This mission which was to hit the south coast of New Britain and then proceed due North around Cape Gloucester, ran into poor weather and the P-38s turned back..... In the vicinity of Cape Gloucester two Japanese destroyers were discovered..... Immediately all planes got in an echelon of elements, waited their turn, and went in.... A/A was intense but inaccurate as to altitude... the planes, equipped for a barge mission (100 pound bombs) could not do too much with this load... but numerous direct hits were scored and the destroyers were stopped and crippled and left in a burning condition..... Col Gunn poured 35 rounds of 75 mm into the larger of the two destroyers, which looked like a light cruiser with its one funnel..... Henebry, Hawkins and MacLellan scored several direct hits..... En route home, which was in scattered formation, Zeros which had been buzzing

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Cape Gloucester, New Britain - Nerve center for barge traffic - A landing field for the Nip's can be seen on extreme right and center of photo.

TO: CO ATTACK GROUP THREE

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FM: COMBOMCON FIVE/S/ GENERAL RAMEY

CONGRATULATION ON SUCCESSFUL ATTACK ON DESTROYERS.

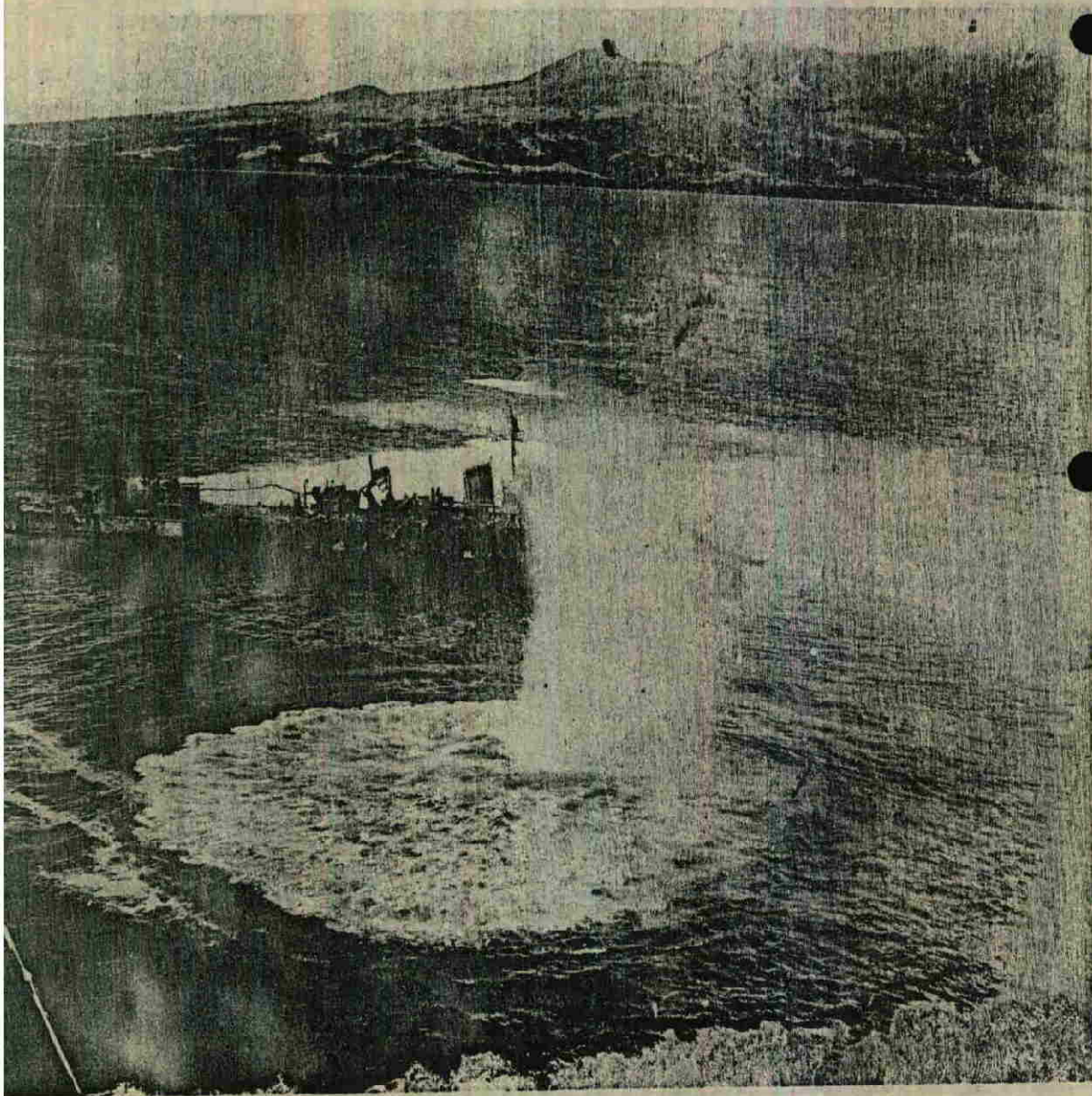
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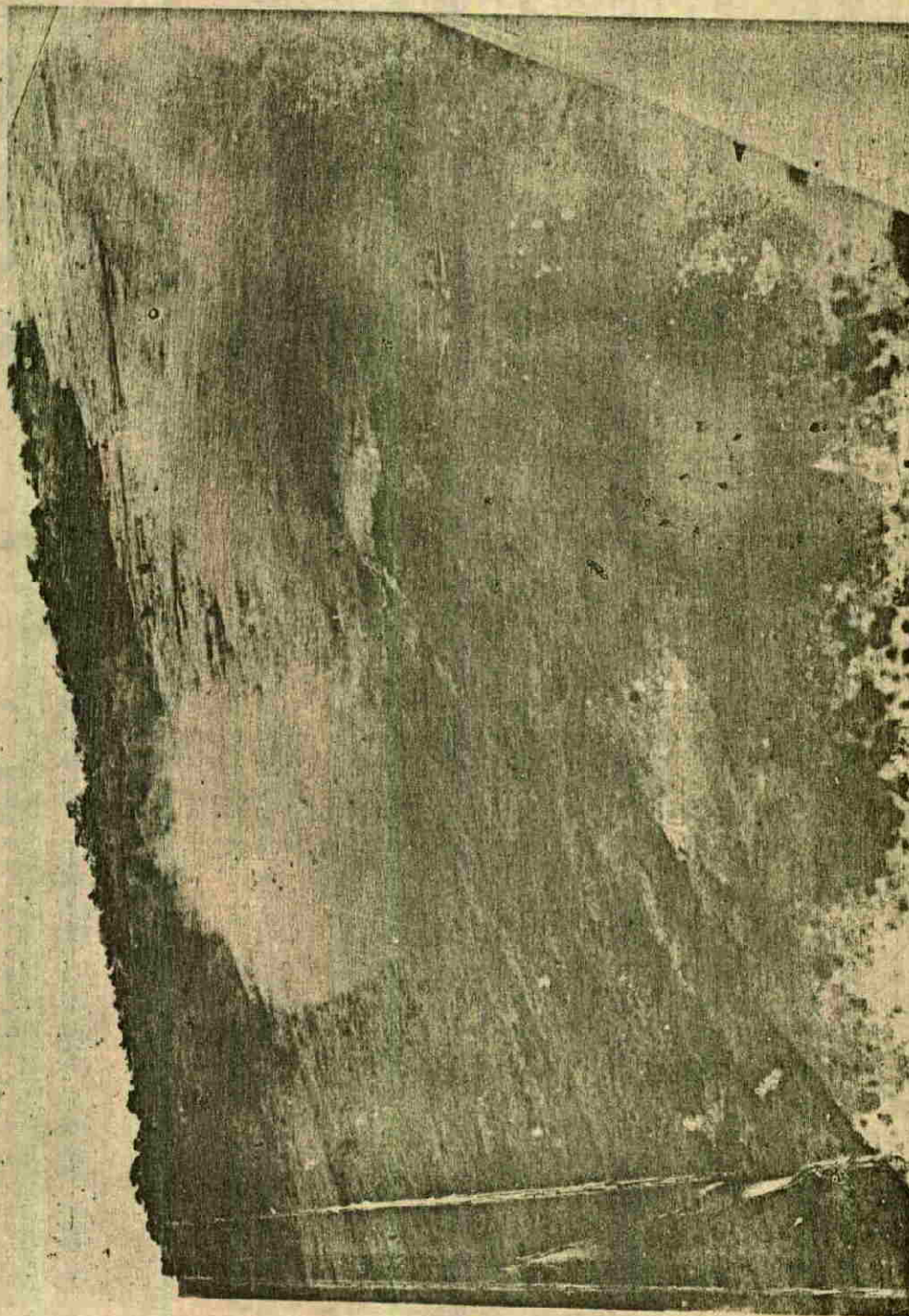
D.W.A.

A 179
W/T

Jap destroyer off Cape Gloucester being attacked by the 90th Squadron



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Jap bomber just landed on Cape Gloucester. The crew have all scattered.

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around the destroyers but had not attempted interception, disappeared ... at Cape Gloucester, Henebry observed a Jap twin-tailed bomber (first believed a transport), going in to land on the strip... He gave it several squirts with his, .50s... Col Gunn and several other planes followed suit..... "Pappy" said he put a 75 mm shell between a bunch of Nips running from the plane (this was after it had landed, obviously)..... the A/A fire from the runway was severe... the plane was definitely put out of commission and it was burning..... An excellent record for the 90th books..... Today: 8 barges destroyed, 2 destroyers damaged and one bomber destroyed.....

Pfc Marvin H. Sable joined the Squadron today..... Lt Ransom was transferred to Group Operations.....

Sgt Covington, it was discovered, shot down a Zero this afternoon... it came in close and Covington let him have it..... Sgt Malicki observed it smoking and then falling into the water... so this makes the record even better..... 8 barges, 2 destroyers, one bomber, and one pursuit.....

"China Girl" with Gene Tierney at night... excellent.. a veritable deluge came during the show and continued throughout the night... everyone suffered by this rainstorm to some extent... camp flooded... very cool.....

July 29- barge mission... 8 B-26s, 16 B-25s of the 3d, with 16 P-38s..... Col Hall leading..... 3 ships from the 90th made this...

They were:

| | | | | |
|-----|---------|-------|--------|-------------|
| 316 | Hosbach | Ruse | Burch | Rowland |
| 442 | Seebery | Gerry | Maupin | Thompson |
| 692 | McCoun | Smith | Adams | Baumgardner |
| 808 | Gunn | Jones | Powers | Strom |

One stranded destroyer was discovered off Cape Gloucester and all planes forgot about the barge mission and went in for the attack... A/A from the crippled and beached destroyer was intense and accurate at first... then it died out... all the 90th ships scored direct hits..... McCoun's plane suffered two hits by anti-aircraft fire... Pvt Adams and Sgt Baumgardner had narrow escapes when scrapnel entered the side and missed them by inches... McCoun's plane suffered turret riddled and one gun put out of commission... the destroyer was left as a landmark... that is all it will ever be good for... the superstructure was wiped off and the ship broke in half just as the 3d left the area... big explosions and dense, black smoke was observed..... The barge mission search was never continued and all planes immediately returned to home base..... This constituted another success for the 90th.....

"Pride of the Yankees" at night... another violent rainstorm.. and the first thunder and lightening we have seen in a long time... When it rains around here it is no half matter... tents are soaked thru and nothing seems to keep some amount of water seeping through somewhere.....

The mail situation is excellent these days... its remarkable how one can get a letter from the East Coast in 10 days... It must be flown to Frisco and then to Australia, then to New Guinea at Port Moresby and finally to Dobordura... But still, 10 days is fast... Outgoing mail does not travel quite as fast..... "V Mail" is encouraged, but most people use theair mail letters... one can write more and it

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doesn't seem quite as public, tho' Lord knows, probably it is read by the censors dozens of times before it reaches its final destination...

July 30- A rainy morning...many men are making ash trays out of 75 mm shells expended by Lt Col Gunn's "Little Fox".....

Lt Lee got back from leave this morning with a new puppy a fox terrier.... 6 weeks old and it acted it.....

T/Sgt Aubrey and assistants busy all morning patching up #692 which was riddled yesterday.....

"Pittsburg" at night with Marlele Dietrich, Randolph Scott and John Wayne...Propaganda galore... it obviously did not succeed in its aim as the miners are still on strike in the Big Coal City at this moment... John L. Lewis presiding.....

General Doolittle and boys pounding Rome from bases in Sicily... the Ities are crying like mad about it..... Mentioning Doolittle's name, it brings back to this department the realization that he is an old 90th man... to delve into history, and we quote, "On Sept 2, 1922, Lieut James Doolittle of the 90th flew from Jacksonville, Fla, to San Diego, Cal, alone in twenty-one hours and twenty minutes, stopping en route at Kelly Field"..... Such missions as this during peace time, together with the daily round of more prosaic and routine duties, go to make up the duties of the 90th flier of the past.....

Dobordura is a great place for reading and most all men are taking advantage of the library over at Supply..... T/Sgt John Davis and Sgt Tony Senger are doing a great job with the little they have ... (Incidentally, Tony is lad who cuts the hair for the lads in the Squadron).... Of a rainy night most of the men are under their

mosquito netting reading..... Many the time a man will read, then reread such advertisements as is given below... it makes a man think of home.... It makes some men bitter, some unhappy, some very thoughtful, while others will never give it a thought... here it is.....

"I know you will come back to me... I've never doubted that, ever... And when you do come back, you will find, just as you left them, everything your letters tell me you hold dear... I will be wearing the same blue dress I wore the day you went away... And on my arm the silver bracelet you gave me last April on our anniversary.... And, waiting for you, the children will be first to hear the sound of your step on the walk... and the quick way that you, and only you open and shut the old white gate..... How they will run to greet you, far out-racing my own swift step, meeting you with shouts and laughter, before I have even reached the door!..... Inside in the living room, you'll find your easy chair, your footstool and your slippers, just as they always were each night before you went to war..... When you come back to me, you will find nothing changed... Those at home promise that... Here in your town, your children are still free to sleep and laugh and play... still free to look to the sky, clear-eyed and unafraid..... Our house still stands, white and lovely as it always was, and down the street the maples march straight and tall, unwithered by the heat of war... And every Sunday, steeple bells still ring and in our church we still sing hymns to God..... I've told the children, and I tell myself, this is what you're fighting for!..... These are the big and little things worth waiting for..... The things that make our lives worth living, that make this war worth winning..... We are so proud of you..... Proud that you are making sure that hate and greed and tyranny will never rise to threaten us again... And we are so proud to make our own sacrifices, knowing that they will help to bring you back to us sooner..... Back home to the same town, to the same job you liked so much... to the same America we have always known and loved... where you can work and plan and build... where together we can do the things we've always dreamed of... where we and our children are free to make our lives what we want them to be... where there are no limits to any man's, or any woman's or any child's opportunity..... You've said, "That's the America I want when I come back... don't change that, ever... don't let anyone tamper with a way of living that works so well"..... never fear, Darling, that the way we all want it..... Everything will be here, just as you left it, just as you want it.... when you come back to me!....."

Well, that is a pretty nifty piece of advertisement... but to one in the jungles of New Guinea it does not do the work like it should its hard here to realize that they are making sacrifices at home when you read of strikes, and that the night clubs never did so well,

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and that someone else is taking your girl out..... but to one with foresight and intelligence, its obvious that worry and discontent will not help at all..... Well, by the time taps (they are not blown here, but I refer to 10:30 PM) have arrived, sleep, that healer of all wounds of the soul, brushes away all the gloom of the night and the daylight finds a new day and a somewhat happier man.....

July 31- A 7 plane barge mission led by Lt Fisher... the A-20s made the trip with us... we had no pursuit... Fisher's orders were to stay out of all poor weather and if New Britain was under a clear sky, to turn back... Due to lack of any pursuit coverage, it was not deemed necessary to take the risk of sending our ships out into clear weather.... however, if the weather was limited to a 2-3000 foot ceiling then all was in order..... Fisher's and flight found a ceiling of 2000 feet over Cape Gloucester..... The target, Borgen Bay, lay dead ahead.... A/A from the Cape Gloucester runway was moderate as to intensity, but accurate as to altitude... At Borgen Bay the 90th knocked out 6 barges while the A-20s did away with 5..... A successful mission... 18,000 X .50 ammo was expended... the destroyer that the 3d Group had knocked out the previous day was still on the reef... and, as was obvious, never would float again..... On this mission were the following crews and ships:

| | | | | |
|-----|----------|-------------------|-----------|-------------|
| 732 | Fisher | Burgess Ransom(N) | Dickenson | Taber |
| 692 | Lee | Smith | Adams | Baumgardner |
| 710 | Solomon | Meding | Sampson | Foxworth |
| 727 | Helbert | Ladd | Epperson | Piper |
| 316 | Jones | Saunders | Moore | Dietz |
| 318 | McKee | Baucom | Burch | Rowland |
| 442 | Wonderly | Shoop | Kunze | Valent |

Lt Solomon and Lt McKee led the other two flights on this mission

Rained all morning..... Sgt Magee was soldering barrels for the mess hall all morning..... S/Sgt Jim Latt concocted a new idea for washing mess kits after meals and Magee was putting his idea into a tangible form

While down at Operations, T/Sgt Sherman and S/Sgt Archibald, the brains of facts and figures thee, have compiled a new and more accurate system of keeping check on the missions flown by all combat crews..... Here are a list, as of today, of the missions flown by the officers of this unit..... the Enlisted-men record is not ready as yet.....

| | | | |
|------------------|--------------|------------------|---------------|
| Henebry.....63 | Howe.....36 | Davis, H.....12 | Gerry.....4 |
| Hawkins.....58 | Helbert...33 | Pancher.....11 | Phelps.....3 |
| McCoun.....52 | Lee.....30 | Seeborg.....10 | |
| Fisher.....47 | Rickord...25 | Randerson..... 8 | NAVIGATORS |
| Castelli.....42 | Jones.....23 | Shull..... 8 | |
| Solomon.....41 | Rosebush..21 | Ruse..... 7 | Ransom.....34 |
| Lockhart.....40 | Saunders..18 | Prince..... 7 | Soffer.....15 |
| MacLellan.....38 | Nelson....15 | Harrington.... 7 | |
| Pryor.....37 | Meding....15 | Arens..... 7 | |
| McKee.....37 | Burgess...12 | Baucom..... 6 | |
| Hosbach.....37 | Ladd.....12 | Neumann..... 6 | |
| Wonderly.....36 | Shoop.....12 | Smith..... 6 | |

Smith and Neuman, former pursuit pilots, each have over 70 missions in that type aircraft, but this list is missions flown with B-25.....

At night many took advantage of the Special Services Show out on the runway..... It was called the "50-50" show by virtue of the cast being selected from both the American and Australian forces..... An excellent show and as good as one might expect to see back in the states the female cast was made up of men who played their part to perfection... in fact, they did extremely well... one big negro threw his hips about in such a suggestive manner that the moans and groans of the negro audience almost overshadowed the orchestra in volume.....

It is observed that "Third Strike", 3d Attack news organ, featured one of our boys in its copy of this day..... Kenneth Radlein, it states, is one of six boys in his family in the service... As the paper states, "That, certainly, is a fighting American family"..... and truly it is....

August 1- A new month... and it is started off with a bang when Maj Henebry declares a holiday..... "Sack time" is the favorite sport for most of the G.I.s.....

The Officers worked all day on their new club in preparation for a Tuesday opening.....

This Department spent sometime today in looking up some of the history of this Squadron... its extremely interesting... here are a few pertinent facts about our Squadron... in case you don't know.....

The 90th Squadron is officially credited with bringing down seven German airplanes in the last war, and the 8th and 13th brought down six each.....

The official insignia of the 90th attack Squadron is a pair of cocked-dice showing "sevens"... This insignia was painted on the upper and lower wings and on the fuselage of each plane, and were soon recognized and remembered by all who saw them on the Western Front in World War I..... The nickname the "Pair-O-Dice" Squadron was given to the Ninetieth by the forty-second Division doughboys during the St. Mihiel drive.....

The 90th Squadron was originated at Kelly Field, Texas, August 20, 1917, under the command of First Lieut William H. Y. Hackett

Sent to Mineola L.I. Sept 22, 1917, then to Liverpool, England, Nov 10, 1917.

Inspected by General Pershing, Feb 18, 1918.

Assigned to First Corps Observation, A.E.F. April 20, 1918.

Served with 4th Army Corps from July, 1918 to Sept 21, 1918.

Assigned to 1st Army Corps Observation Group, Nov 30, 1918.

Demobilized at 1st Air Depot, Dec 22, 1918.

Returned to U.S.A. Feb 2, 1919. Enlisted men discharged and Squadron sent to Kelly Field, Texas. Here new recruits were received and the Squadron filled out.

Attached to 1st Surveillance Group, Aug 13, 1919. Half was sent to Eagle Pass, Texas, the other half to Sanderson, Texas.

Squadron was ordered back to Kelly Field, June 30, 1921.

Designated 90th Attack Squadron, Hq Kelly Field, Texas, Sept 13, 1921.

Sept 13, 1921, was equipped with large triplanes called GAX.

90th was reduced to 90 enlisted men, June 27, 1924.

Ordered to Fort Crockett, Texas, July 1, 1926.

3rd Attack Gr ordered to Barksdale Field, La, Feb 27, 1935.

Aug 2, 1939, participated in flight demonstrations at Wright Field.

Sept 15, 1939, the 90th Bomb Sq (Light) was organized at Barksdale Field, La.

Oct 6, 1940 ordered to Savannah Army Air Base, Ga.

Sept 1941, participated in Louisiana maneuvers.

A quiet evening.... no movies..... rained all night.....

Aug 2- The 89th lost their second ship of the week today.. hydraulic troubleno one hurt.....

The Roo Room nearing completion... however, in some wierd and unexplainable manner, the keg of beer that the Officers were to have for their big party on the morrow completely drained out in the ice box.....

We got two new ships today and another coming over from Group tomorrow..... slowly but surely we are getting rid of our old ships and getting them replaced by new ones.... We shall have 19 all told very shortly.....

"It A'int Hay" played at night..... Abbott and Costello...projection trouble again but we finally got to see the show through.....

Aug 3- The Roo Room opened with a great splash tonight...On hand this gala affair were Col Hall, Maj Hood, Maj Gillmore, Maj Clark, members of various pursuit units on the field, and men from the 13th, 89th, and 8th Squadrons in the Group..... Lt Queen arranged through Australian

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channels for the entertainment to include the highly publicized "50-50" show which was shown and received in splendid fashion..... A 16 piece band, 17 acts, and a female cast that brought the house down, so to speak, were the high lights of the evening... the female cast, incidently, were composed of men who played their part to perfection... in fact, it made some of us scratch our heads... a limited quantity of beer, a good supply of rum and gin, and some whiskey prevailed throughout the evening.....

Aug 4- A mission to Finchafen and New Britain... still the concentration on Nip barges... those to make this trip were:

| | | | | | | |
|-----|-----------|--------|--------|-----------|-------------|---------|
| 316 | Hawkins | Neuman | Soffer | Moore | Dietz | |
| 700 | Solomon | Meding | | Milicki | Atkins | Miller |
| 946 | Pancher | Gerry | | O'Conner | Spies | |
| 793 | Hosbach | Ruse | | Patterson | Casarino | |
| 692 | McCoun | Smith | | Adams | Baumgardner | |
| 727 | Pryor | Shull | | Kunze | Piper | |
| 278 | MacLellan | Shoop | | Maroney | Haught | |
| 318 | McKee | Baucom | | Schwab | Rowland, R. | |
| 442 | Lockhart | Prince | | Westerman | Valent | Caruzzi |

There were nil sightings at Langemak Bay, Cape Bushing or Borgen Bay.... 300 X .50 cal ammo and 3 X 300 pound bombs were expended at a possible ammunition and fuel dump with nil observations of results.....

Aug 5- The 13th made a coordinated attack on Madang today with the 38th Group... Zeros hopped the whole lot and there was much excitement One ship from the 38th Group was lost when it sheared its wing off against another plane while maneuvering into formation.....

A PBY Naval Patrol boat (flying boat) is assigned to this Base now..... In the future, if a plane goes down in the water this flying boat will be notified and it will come immediately to the rescue... a a comforting thought.....

Aug 6- A cloudy and rainy day... much "sack time" for those not on detail.....

T/S H. P. Barnes was assigned to Group today... Barnes had "Chatterbox" until it crashed..... He also flew co-pilot on this ship on the Bismarck Sea Battle.....

T/S M.J. Cutrier was assigned to the 90th from Group..... Cutrier will be remembered for the excellent painting he did on our planes... most of the names and pictures that adorn our strafers were the product of this Tech Sgt.

T/S "Shorty" Chesson, Group Inspector, is to be seen quite often these days on our line and at our Engineering Section.....

Formation flying in the afternoon.....

A new order from General MacArthur's Headquarters states that no man, other than combat personnel and those not fit for duty, will be returned to the States for the duration of the war..... It states that the reason for this is lack of space on ships..... This order hit many men between the eyes insofar as many have been over in this glorious land of the abundant for well nigh two years.....

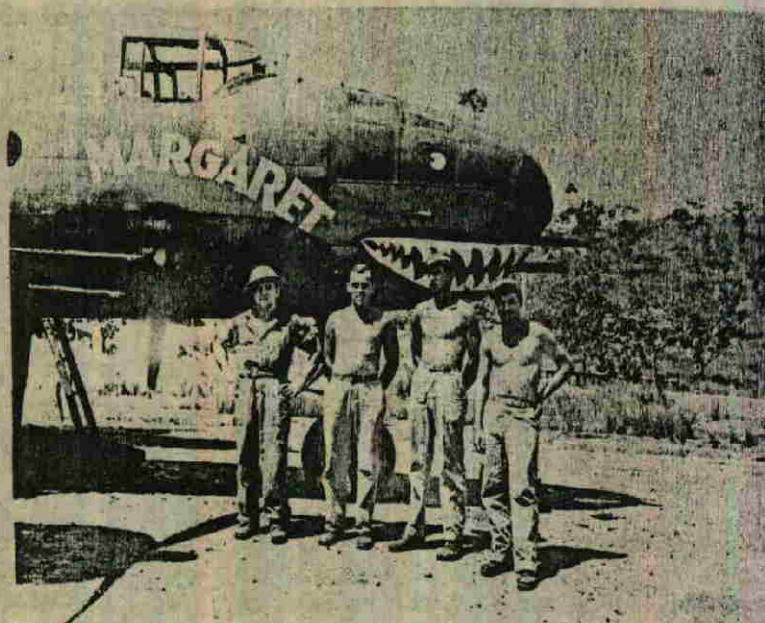
"Air Force" and "Stage Door Canteen" played at night and were repeats.... Most of us could see the latter several more times... a rare piece of entertainment....

Cool rain falling all night... excellent climate for sleep...

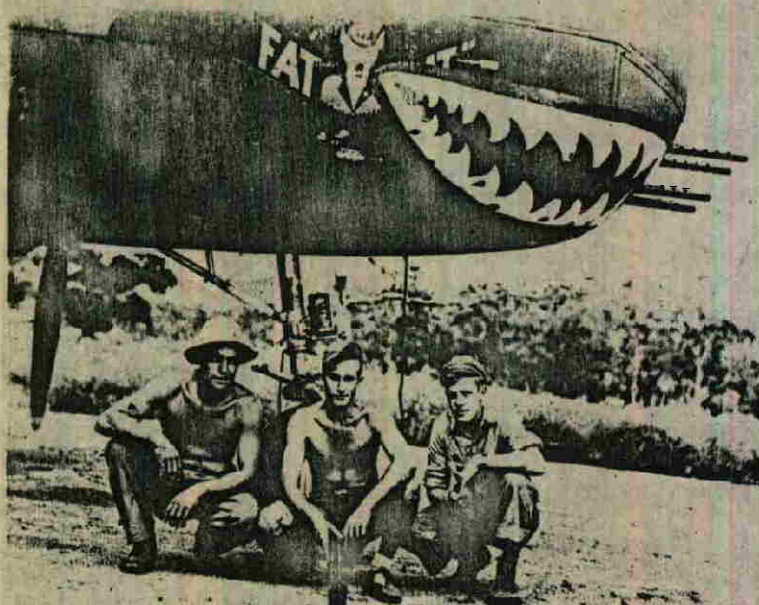
Aug 7- Fresh eggs and butter.....

7 ship formation in the morning... tragedy came again... this time Lt Castelli in #946, "Margaret", flew too low and hit the water... His crew, Lt Phelps(CP), Sgt Atkins(G), and Pfc Spies(RG) were all killed

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Sgt Gayen, Sgt Johnson, C.H., S/Sgt Perkins, S/Sgt Green, T.M.



Pfc Hawkins, T/Sgt Chesson, Sgt Fiske

instantly.....Atkins body was recovered... the rest went down with the plane in 300 fathoms of water 2 miles Due East of the Buna Airfield... This was a bad blow as this crew was particularly well-liked by all members of the Squadrons.....

News that the 8th Squadron was jumped by Zeros in the vicinity of Borgen Bay today... The Nip Air Force is extremely active these days... Lord knows where they get the planes from as we seem to shoot down all they have.....

Movies in the messhall at night... They were P-38 pictures of the art of "Zero Hunting".... taken from the nose cameras the entire fight can be seen when a Lightning opens fire on the enemy... One Zero in this film was a stubborn fellow... Called "Wewak Willy", this Zero outmaneuvered the best of some 18 passes by P-38s and made it to Wewak even tho' the chase extended from Lae to Madang.....

Aug 8- The 13th and 90th made a coordinated mission to New Britain today.... 12 B-25s with 17 P-38s top cover..... due to bad weather the entire flight turned back before reaching N.B. Hosbach(516), Helbert(727), Wonderly(710), Fisher(732), and Capt Reed 5th AF(692) made this trip..... Lt Pancher developed engine trouble on takeoff and cut his throttle at the end of the runway and just managed to bring it to a stop before hitting an A/A revetment.....

Pvt Atkins buried with full military honors today in the Buna Cemetery.....

Chaplain James conducted his chapel services at Group at night... a large representation of the four Squadrons were on hand... "Day is Dying in the West", "There's a Dear and precious Book", "Loves Devine, All Loves

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Excelling", and "Stand Up, Stand Up for Jesus" were sung.....

Aug 9- 6 crews alerted at 6 AM for a barge mission but it never materialized until 1:30 PM.... it would be a Photo barge mission.... pictures would be taken of the Northern Coast of New Britain and the area around Finchafen, New Guinea.... A B-17 photo ship would fly in this formation.... 18 P-38s top cover.... Those on the trip:

| | | | | | | |
|-----|-----------|---------|--------|----------|-------------|-----------------------------|
| 318 | Hawkins | Neumann | Ransom | Burch | Rowland | Sgt Rogers 3 Gp |
| 692 | Lockhart | Prince | | Adams | Baumgardner | |
| 316 | Rosebush | Burgess | | Moore | Dietz | Sgt Campbell 5AF Berube 3Gp |
| 278 | MacLellan | Shoop | | Boggs | Thompson | |
| 710 | Seeborg | Smith | | Shipley | Malicki | |
| 727 | Pancher | Gerry | | Epperson | Piper | |

Lt Pancher had to turn back with the B-17 in the vicinity of Finchafen as he was unable to transfer gas, and this was the completion of the B-17s photo work... the rest of the flight with the P-38s high overhead kept on towards Cape Gloucester..... If the P-38s saw any Zeros on the runway at this airstrip they were to notify Hawkins who would lead the 90th in abreast.... Nil observations there... however, ground A/A opened up on the P-38s and were fairly close with Forfors..... The destroyer that the 90th had helped sink two weeks back was still on the reefs.... Hawkins put his flights in trail and led the way up the coast looking for barge hideouts... in the vicinity of Borgen Bay 8 hidden ground A/A opened up on Hawkins and caught him squarely in the initial burst... He threw his ship into a partial chandelle and went in with guns firing.... the rest of the formation followed suit.... Rosebush and MacLellan both picked up many holes on their first pass... each ship released 300 pounds that were seen to fall in the target... 5 barges on the beach were strafed thoroughly On Lockhart's third pass the guns were silenced.... In the interim Hawkins could be heard over the radio... he was in trouble...

he was full of holes, his radio gunner, Rowland was wounded in the leg, and he was afraid he had to set his plane in the sea as his left engine was smoking and his right engine had lost most of its oil pressure.... However, Hawkins, with his usual coolness managed to bring his ship back to home base.... Ransom and Burch administered first aid to Rowland who was not in a bad state..... Burch says the first thing that Rowland said after he got his wound(in his left calf), "Well, now I may get a leave"..... Burch also mentioned that the Group Photographer who flew in this ship had been asking for magazines to read enroute to the target but on the way home it was a different story and he was mighty white..... This ship #318, was shot up so badly that it had to be turned over to Base for a complete overhaul.... There were 38 different holes in the ship..... Several narrowly missed Burch in the upper turret and one went thru the navigation seat, but fortunately for Ransom, he was not sitting at the time.... Two main spars in the right wing were shot away, the left gas tank was blown open, the hydraulic lines were partly cut, the right engine oil line was partly disabled, the bomb bay was riddled and the gunners' compartment was a sieve..... An appropriate name for this ship should have been "Five men and a prayer".....

"Andy Hardy's Double Life" at night.... a newcomer to the screen appeared in this film along with Ann Rutherford and she stole the show....

Aug 10- On Maintenance and Training today.... Lt MacLellan, Acting Operations Officer scheduled two test hops and that constituted the flying for the day.... Sheet metal work being done on most of the ships.... it appears that all the 90th ships yesterday that were on the mission yesterday were shot up to some extent.....

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The Enlisted Men are working on their Club.... The base has been laid and the sides will be going up very shortly.....

16 Enlisted personnel to go to MacKay in several days for a rest...

Lt McCoun, Lt Smith and T/Sgt Lee to relieve Randerson and Rickord on the Ferry run in the morrow.... this Ferry Run is Between Brisbane and Port Moresby.....

A cool evening.... no movies tonight... very quiet around the camp area.....

Interesting to note that Italy is slowly falling to pieces... The news is good on all fronts..... In this theatre U.S. destroyers conveyed some troops to a position South of Salamua.... This is the first time the U.S. Navy has been in these waters.....

Aug 11- At the early hour of 6:10 A.M., Lt Pryor took off on a weather recco off the west coast of New Britian, crew consisted of Lt. Skull, co-pilot, Sgt Bowling and Corp Perez gunners. Later in the morning Lt. MacLellan, F/O Shoop, Tech Sgt Sampson, S/Sgt Butler and Sgt Roy (Gp Hq) carried out a photographic mission... results unsatisfactory due to bad weather...

Aug 12- All quiet today.. No Movie tonight.....

Aug 13- Lt. Lockhart departed today for Sidney to take over the duties of Operations Officer of Mascott Field.. Lts Seeberg and Pancher received promotion orders today Captains as of the 7th. Lt Davis promoted to 1st Lt, on same order.

Aug 14- 12 of our aircraft, including 3 attached from the 13th dropped 31 X 300 lb bombs on barges and buildings at Stettin Bay and Rein Bay, New Brittain, resulting in the destruction of seven barges,

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the damage of others and a direct hit on a building. A total of 6600 rounds of .50 caliber ammunition were used in strafing. When Capt Seeberg's ship flew into a bomb blast which shattered the canopy and left a 6 inch piece of wood in the left engine rain cover, Lt Gerry, the co-pilot was injured about the face by the shattered glass. Fortunately his eyes were not touched.... Lts Smith and Neuman promoted to 1st Lt.....

Crews for the mission as follows:

| PILOT | CO-PILOT | GUNNER | |
|---------------|----------------|-----------------|----------------|
| Capt. Hawkins | Lt Neuman | T/Sgt Sampson | S/Sgt Butler |
| Lt Soloman | Lt Baucom | Sgt Covington | Sgt Malicki |
| Lt Jones | F/O Harrington | Pvt McDermott | Pvt Pecosky |
| Lt Hosback | F/O Ruse | T/Sgt Patterson | S/Sgt Casarino |
| Lt Helbert | F/O Ladd | Sgt Mullenhour | Pvt Stephens |
| Lt Lee | Lt Shull | Corp Perez | Sgt Bowling |
| Lt MadLellan | F/O Shoop | Pfc Maroney | Corp Haught |
| Lt Fisher | Lt Burgess | S/Sgt Dickenson | S/Sgt Foxworth |
| Capt Seeberg | Lt Gerry | S/Sgt Powers | Pvt Valent |

Aug 15- Word received from Sidney that Lt Nelson had been admitted to the hospital for Appendicitis... 1st Sgt Fortner appointed Tech Sgt... Tech Sgt Simpson appointed 1st Sgt.... Martimer probably the oldest B-25 in this area was taken off combat status and returned to the mainland.

Aug 16- More enlisted promotions... Sgts Covington and Malicki appointed S/Sgt... Corps Perez, Haught and Piper appointed Sgt... Pvs 1cl Stephens, Adams and Westerman also appointed Sgts.. All combat personnel of the organization left for Moresby to pull a mission or so from there... Must be a big deal....

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August 17- Operating from Port Moresby, 7 of our long range planes participated in the raid on Wewak Airdrome and wrecked at least 7 airplanes and severely damaged about 8 others, mostly all bombers.. 177 x 23 lb frag bombs and 6000 .50 caliber slugs thoroughly strafed the planes and personnel.... None of our ships were damaged...The crews consisted of:

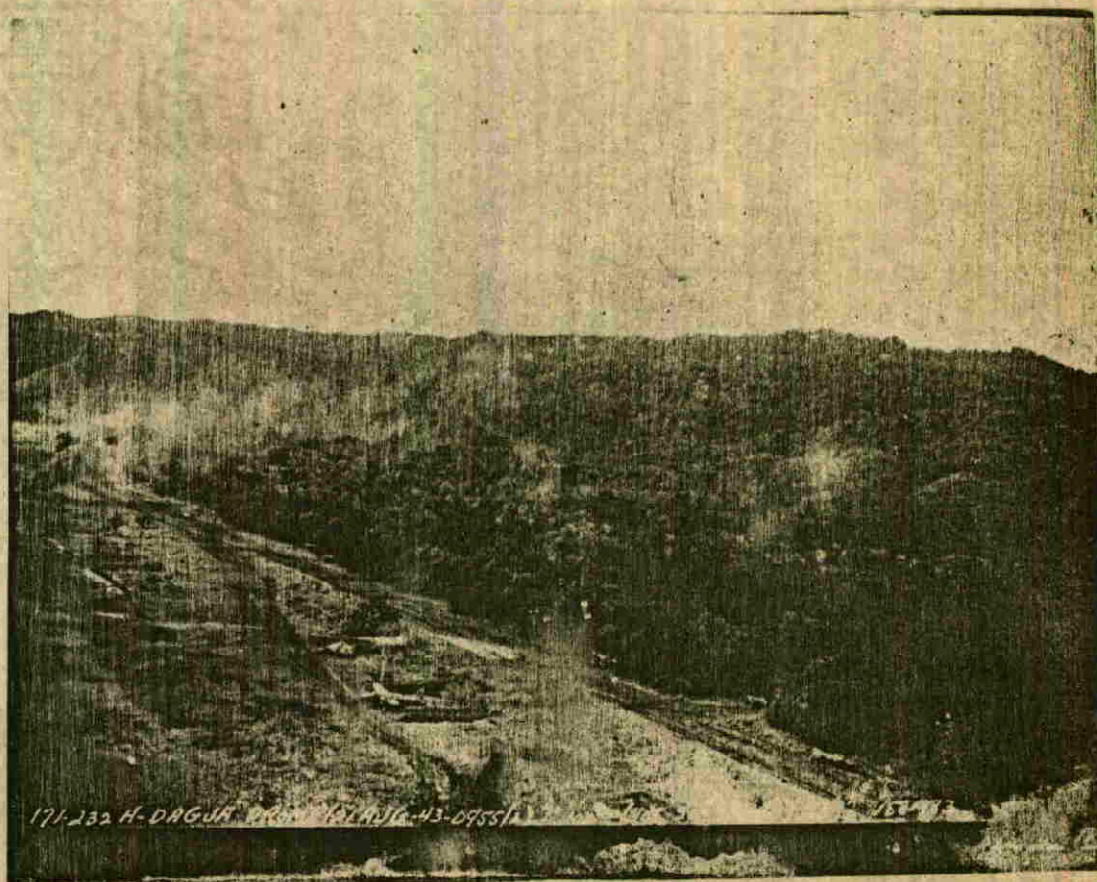
| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
|----------------|------------------|---------------|---------------|
| Capt Hawkins | Lt Neuman | TSgt Sampson | SSgt Butler |
| Capt Pancher | Lt Gerry | Corp Perez | Sgt Bowling |
| Lt Davis, R.N. | F/O Monroe(89th) | SSgt Powers | Pvt Valent |
| Lt MacLellan | F/O Shoop | Sgt Johnson | SSgt Lott |
| Lt Soloman | Lt Saunders | SSgt Maupin | SSgt Malicki |
| Lt Rickord | Lt Randerson | SSgt Clark | SSgt Thompson |
| Capt Reed | Lt Shull | Pvt McDermott | Pvt Pecosky |

Capt Reed, one of our former operations officers, was borrowed from Fifth Air Force due to the shortage of Pilots....

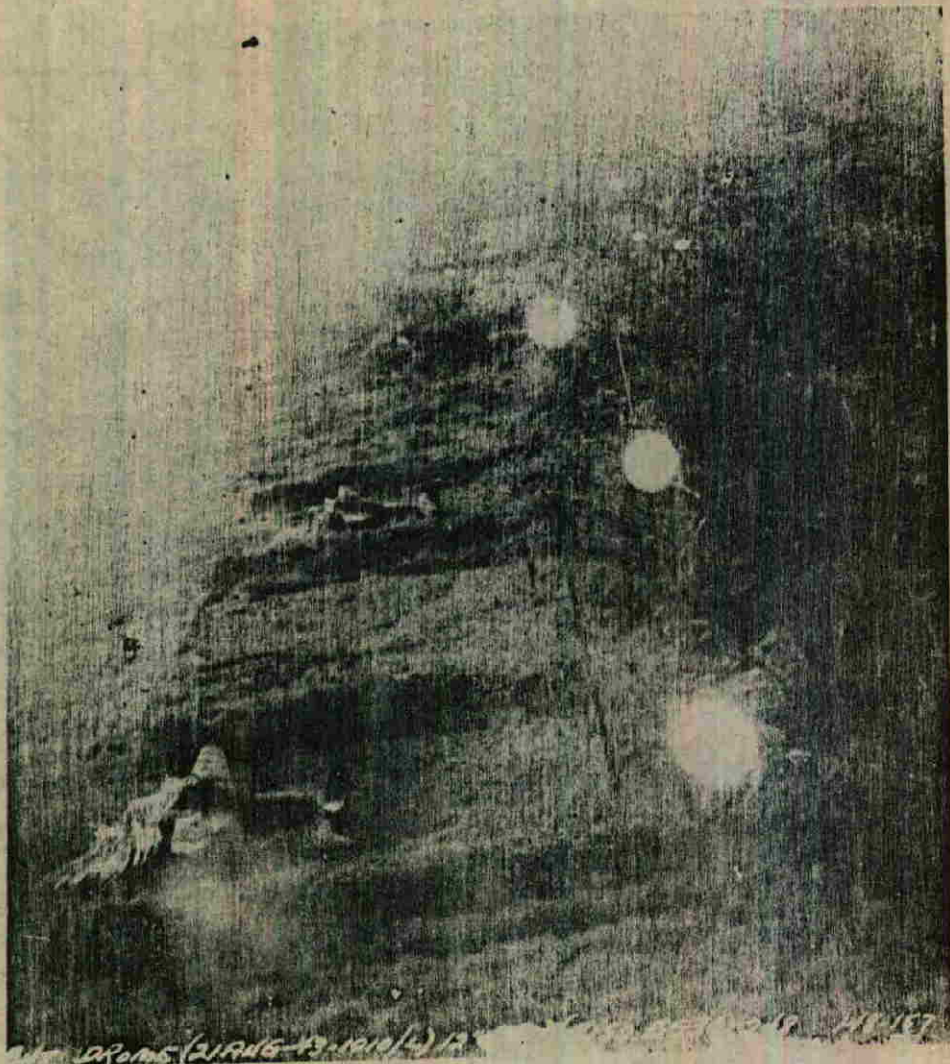
August 18- Still operating from Moresby at 6:45 AM eight planes left to hit shipping in the Wewak Harbor, but adverse weather conditions turned Lt Hosbach back and mechanical difficulties kept Lt MacLellan from reaching the target.... Poor visibility limited the effectiveness of the attack... Two direct hits were scored on a large Sugar Charlie setting it on fire, and it was last seen listing badly. Smoke poured from a Fox Tare Dog as a result of a strafing run. Although other vessels were attacked results were unobserved. In all, 17 x 500 pound bombs and 8500 x .50 cal. ammo were expended. The following crews participated in the strike.

| | | | |
|---------------|----------------|---------------|---------------|
| Major Henebry | Lt Shull | Pfc Maroney | SSgt Lott |
| Lt Soffer | Navigator | | |
| Lt Helbert | F/O Ladd | SSgt Kunze | Sgt Piper |
| Lt Jones | F/O Harrington | Sgt Westerman | Sgt Haught |
| Lt Mc Kee | Lt Baucum | Pvt McDermott | Pvt Pecosky |
| Lt Rickord | Lt Neuman | SSgt Powers | SSgt Strom |
| Lt Rosebush | F/O Ruse | Corp Schwab | SSgt Foxworth |

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August 24- Lt Kulin, a member of the 90th since Savannah, transferred to AC Unassigned and returned to the mainland for hospitalization.

Sgt Simpson called for softball players to form teams to intersquadron competition.

August 25- Today the mission was a shipping strike at Hansa Bay, Krempring Harbor and Eitel Friedrich Harbor. A 1500 ton freighter, a lugger, and many barges were sunk. Several other luggers and barges were sunk. Several other luggers and barges were damaged and a fuel dump set afire. 33 x 500 lb bombs and about 12,000 rounds of .50 cal ammunition were expended. Although Lt Rickord's top turret was shot off, the gunner Sgt Powers was uninjured, but when a bullet struck Lt Rosebush's top turret, Sgt Clark was slightly wounded in the face.

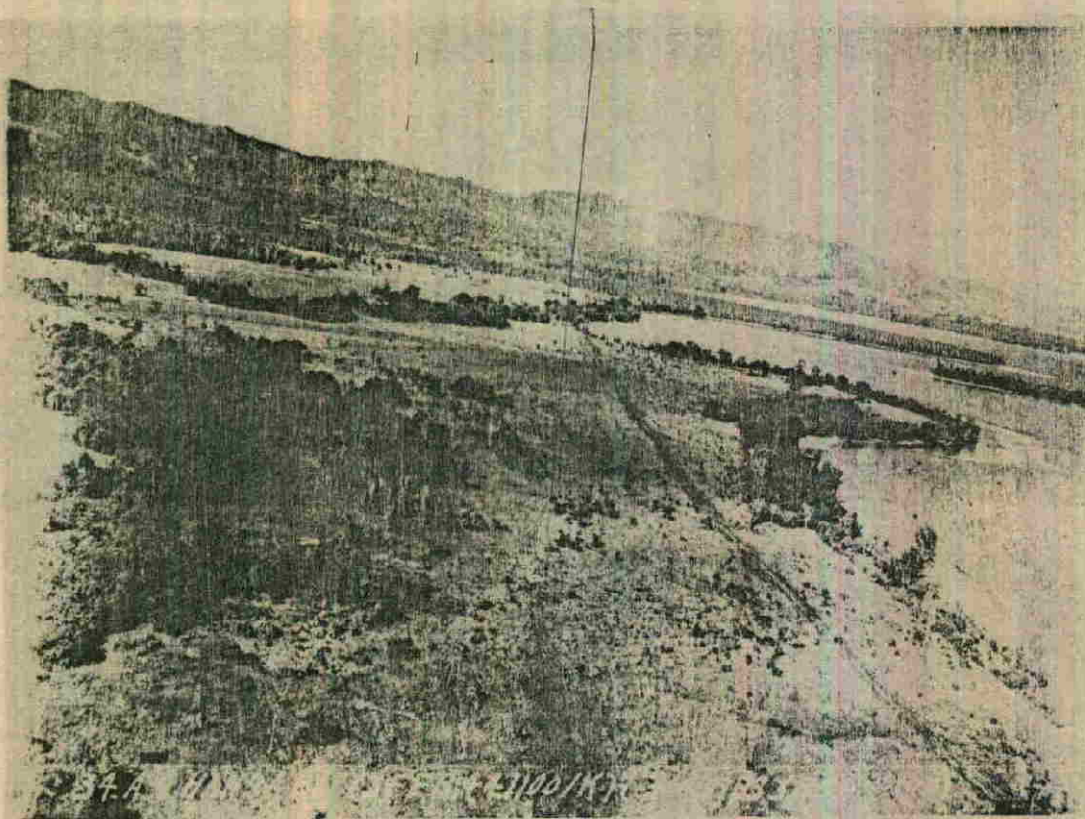
The crews consisted of:

| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
|---------------|----------------|----------------|----------------|
| Major Henebry | Lt Saunders | SSgt Moore | TSgt Deitz |
| Capt Seebert | F/O Harrington | Sgt Mullenhour | Sgt Stephenson |
| Capt Pancher | Lt Gerry | Corp Schwab | SSgt Foxworth |
| Lt MacLellan | F/O Shoop | SSgt Maupin | SSgt Thompson |
| Lt Rosebush | Lt Shull | SSgt Clark | SSgt Lukaszak |
| Lt Pryor | F/O Ruse | Pfc Maroney | SSgt Lott |
| Lt McKee | Lt Baucom | Pvt McDermott | Pvt Pekosky |
| Lt Davis | F/O Prince | TSgt Sampson | SSgt Butler |
| Lt Rickord | F/O Ladd | SSgt Powers | SSgt Strom |

August 25- Four new enlisted men assigned today... They were: SSgt Spitzer, Sgt Drennon, Corps Nodine and Olthoff all were assigned to Engineering. Work began today on the softball diamond should be playing in a few days.

August 26- First Red Alert for some time tonight--also one of the longest alerts on record in this theatre--2 hours and 35 minutes...

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August 27- 8 Enlisted men departed today for a 10 day rest leave in Mackay--MSgt Nicholson, a member of the 90th for the past 8 years, was transferred to Hq and Hq Squadron, Fifth Air Force, Brisbane today--Sgt Nicholson has performed nearly every duty in the entire organization except that of line chief.

August 28- Mission today--target was fuel dumps, A/A positions and shipping at Hansa Bay, and barges at Hokka; 9 planes participated and the results were very satisfactory--one lugger and a barge destroyed, 3 luggers and two barges badly damaged, direct hits observed on a warehouse, hits on A/A positions, and large fires started in a fuel dump visible for 60 miles---69 x 300 lb bombs and 15,000 rounds of .50 cal ammunition were expended ---3 of our planes were hit by A/A fire but no casualties resulted. The following crews participated:

| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
|--------------|----------------|----------------|---------------|
| Capt Hawkins | Lt Neuman | Sgt Divers | SSgt Butler |
| Lt Soffer | Navigator | | |
| Capt Seeberg | Lt Baucom | Sgt Mullenhour | Sgt Stephens |
| Capt Pancher | Lt Gerry | Cpl Perez | Sgt Bowling |
| Lt MacLellan | F/O Shoop | SSgt Boggs | SSgt Casarino |
| Lt Helbert | F/O Ladd | SSgt Kunze | Sgt Piper |
| Lt Jones | F/O Harrington | Pvt O'Conner | SSgt Lukazak |
| Lt Solomon | Lt Saunders | Sgt Johnson | SSgt Lott |
| Lt Davis | F/O Prince | SSgt Powers | SSgt Strom |
| Lt Randerson | F/O Ruse | Pvt McDermott | Pvt Pecosky |

August 29- Sunday and the first Squadron Holiday in some time--everything very quiet and everyone enjoyed themselves very much visiting the battle fields and beaches at Buna and Sanananda.....

August 30- Another mission today---Lt Solomon Cracked up on his take off when F/O Ladd pulled up the wheels too quick but not to be left behind he immediately crawled out of the wrecked airplane and took the spare ship and was only seconds behind the flight.. Crews that participated were:

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| PILOT | CO-PILOT | BUNNER | RADIO GUNNER |
|---------------------|----------------|----------------|------------------|
| Major Henebry | Lt Saunders | SSgt Moore | TSgt Deitz |
| Lt Soffer Navigator | | | |
| Lt McKee | Lt Baucom | TSgt Patterson | SSgt Cassarino |
| Lt Solomon | F/O Ladd | Sgt Perez | Sgt Bowling |
| Capt Seeberg | F/O Ruse | Sgt Mullenhour | Sgt Stephens |
| Lt Rickord | F/O Prince | SSgt Clark | SSgt Lucaszak |
| Lt Jones | F/O Harrington | SSgt Covington | Sgt Haught |
| Lt MacLellan | F/O Shoop | SSgt Maupin | SSgt Baumgardner |
| Lt Pryor | Lt Shull | Pfc Maroney | SSgt Lott |
| Lt Davis | Lt Gerry | SSgt Powers | SSgt Strom |

The nine planes took off at 1:00 P.M. and were led by Major Henebry on a barge mission between Borgen Bay and Cape Bushing. Ten barges were attacked and all were believed to have been destroyed or badly damaged; also, two villages were strafed, but the results were unobserved—a total of 4 x 500 lb bombs, 12 x 300 lb bombs and 3,500 rounds of .50 calibre ammunition were used on the strike.

August 31- Lt Hosbach, veteran of several months combat duty with the 90th, was transferred to Air Service Command to act as Pilot for General Connel---Lt Meding, a member of the organization since April, accompanied him as CO-Pilot. Several enlisted men received much deserved promotions among which were the following: TSgt Sharp appointed Master Sergeant, SSGts Burch, Rowland, Casarino, and Sucker appointed TSgt..Sgts Adams, Haught, Mullenhour, Piper, Stephens, Schwab, Divers, Johnson, Perez, and Pvts 1cl McDermott, Maroney, Parsons, O'Connor, and Pvt Pecosky appointed SSgt... Corporals Burns, Gentry, Katz, Stegman, Davidson, Guttendorf and Perarson appointed Sergeant.. Pvts 1cl Barham, Ferrell, Hansen, Radelin, Duke and Whitley appointed Corporal.....

September 1- Major Henebry and Captain Deniston flew to Goodenough Island today...Wonder if they could possibly be planning on moving the organization up there. The softball diamond is almost completed now and play will start soon.....

September 2- Although 7 of our planes went out in search of destroyers reported to be between Willaumez Penninsular and Borgen Bay, only three barges were seen. 4 x 500 lb bombs were dropped on them and 1,700 rounds of .50 calibre ammunition expended the results were unobserved...Crews consisted of....

| | | | |
|---------------------|----------------|----------------|------------------|
| Lt MacLellan | Lt Baucom | SSgt Boggs | SSgt Baumgardner |
| Lt Ransom Navigator | | | |
| Lt Helbert | F/O Prince | SSgt Epperson | Corp Piper |
| Lt Pryor | F/O Arens | Sgt Johnson | Sgt Malicki |
| Lt Soloman | Lt Saunders | TSgt Patterson | SSgt Casarino |
| Lt Davis | Lt Shull | Sgt Adams | SSgt Strom |
| Capt Pancher | Lt Gerry | Pvt O'Conner | SSgt Lukaszak |
| Lt Jones | F/O Harrington | Sgt Shipley | Sgt Haught |

September 3- Greatest news since our arrival overseas...Allies invaded Europe... Everyone in the camp is exceedingly happy tonight... the invasion of Europe may be the Beginning of the end of this war....

September 4- After a long period of time the intrasquadron softball games were resumed today with the officers playing the enlisted men --the officers found themselves thoroughly beaten by an 8-3 score. Considerable interest being shown in the newly formed leagues and the competition should be keen.

September 5- At the early hour of 6A.M., 9 of our aircraft took off to attack grounded aircraft, A/A positions and supply and personnel areas at Cape Glouster, New Britain, and to strafe the Finchaven, New Guinea, town area. Lt Soloman spotted a serviceable medium bomber and a servicable Zero, and left them both burning fiercely. Two A/A positions were silenced, three unserviceable medium bombers and one unserviceable fighter were further damaged. Numerous bombs fell in the supply and personnel areas with unobserved results. In all, 498 x 23 lb parachute

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frags, and 18,000 rounds of .50 calibre ammunition were expended on Cape Gloucester. Returning 1,000 rounds of .50 calibre ammunition were poured into Finschafen, but the results were unobserved..While over the target area at Cape Gloucester, an A/A shell bursting over Lt. Rickord's ship severely injured him and fatally injured Lt Shull his co-pilot...Although knocked out momentarily "Rick" recovered and flew the ship home making a superb landing...truly a remarkable job.. The sad news of Lt Shull's death was received late in the evening. Although not given any chance whatsoever, he put up a courageous fight. Lt Shull joined the squadron on May 30, this year, and had 19 missions and 108 combat hours to his credit... Other crews participating in the

mission were as follows:

| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
|--------------|----------------|----------------|---------------|
| Lt MacLellan | Lt Baucom | SSgt Johnson | SSgt Foxworth |
| Lt Helbert | F/O Ruse | SSgt Kunze | Corp Piper |
| Lt Jones | F/O Harrington | Pfc Westerman | Corp Haught |
| Capt Seeberg | F/O Arens | Pvt Parsons | Sgt Stephens |
| Lt Soloman | Lt Samunders | SSgt Covington | TSgt Deitz |
| Lt Fisher | Lt Burgess | TSgt Patterson | SSgt Casarino |
| Lt Rickord | Lt Shull | Pvt O'Conner | SSgt Lukaszak |
| Capt Pancher | Lt Gerry | SSgt Shipley | SSgt Manovich |

September 6- Funeral Services were held this morning for Lt Shull, killed in yesterday's raid on Cape Gloucester. He was buried at the Soupota Cemetary at Dobodura, New Guinea... Lt Hiblen, Navigator, joined the organization today....

September 7 Lt Rickord is progressing nicely from wounds received at Cape Gloucester...Several of the wounded were returned from the Lae area... It is beginning to look as if Lae and Salamoa will finally fall to the allies....

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September 8 Lt Rickord returned from the hospital today all ready for more and none the worse for wear except for a small scar on his face...The courage and determination displayed by the combat personnel of this organization only goes to prove that this war is only a matter of time and the final results are inevitable. Their grim determination to blast the enemy from the face of the earth is further exemplified by each attack...

September 9 All quiet for a change..Operations proceeding well ahead of schedule around Lae and Salamaoa..another two weeks should do the job.

September 10-- Although two missions were run, neither was successful. At 5 A.M. Lt Rosebush and his crew of Lt Frey, co-pilot, Lt Hibblen, navigator, Corp Schwab, gunner, and SSgt Lukaszak left to report the weather at Wau, Marilinan, and Nadzab, New Guinea, but reports were not submitted due to liaison transmitter's being out and enemy's jamming the frequency.. Later a nine ship formation took off to strike the track and barges between Lae and Salamaua. Bad Weather turned the mission back at Morobe. Crews were as follows:

| | | | |
|--------------|----------------|----------------|---------------|
| Lt MacLellan | F/O Arens | SSgt Maupin | Sgt Bowling |
| Lt Soffer | Navigator | | |
| Lt Lee | F/O Ruse | SSgt Boggs | SSgt Strom |
| Capt Pancher | Lt Gerry | Sgt Taylor | Corp Pecosky |
| Capt Seeberg | Lt Neumann | Sgt Mullenhour | Sgt Stephens |
| Lt Pryor | Lt Saunders | Sgt Johnson | SSgt Lott |
| Lt Fisher | Lt Burgess | TSgt Patterson | SSgt Casarino |
| Lt Jones | Lt Fox | SSgt Covington | Sgt Malicki |
| Lt Davis | F/O Harrington | Sgt Divers | SSgt Rowland |
| Lt Helbert | F/O Ladd | SSgt Epperson | Corp Piper |

September 11-- Several new men joined the organization today they were as follows: Officers: 2nd Lts Killebrew, Rutters, Bertram, Dean, Pilgram, Kylius, Thayer, Howard and Adams.... Enlisted Men:

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SSgts Ousley, Sotelo, Biskjalski, Forman and Adams; Sgts Stroup and Tritz...SSgt Burch a veteran of 20 months combat duty was transferred to ACU and it looks as if he is being returned to the states.

September 12-- Mission today, barge hunting between Saidor and

Langamak Bay, New Guinea. The following crews participated:

| | | | |
|--------------|----------------|-----------------|---------------|
| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
| Lt MacLellan | Lt Gerry | SSgt Maupin | SSgt Thompson |
| Lt Hibblen | Navigator | | |
| Lt Rickord | Lt Neumann | Sgt Taylor | Corp Peckosky |
| Lt Jones | F/O Arens | SSgt Covington | Sgt Makicki |
| Capt Seeberg | Lt Baucom | Tsgt Mullenhour | Sgt Haught |
| Lt Lee | F/O Ruse | SSgt Boggs | SSgt Strom |
| Lt Pryor | F/O Prince | Sgt Divers | SSgt Lott |
| Lt Fisher | Lt Burgess | SSgt Moore | Tsgt Dietz |
| Lt Solomon | Lt Saunders | TSgt Sampson | SSgt Rowland |
| Lt Davis | F/O Harrington | SSgt Kunze | Corp Piper |

More new crews were also received today they were as follows: Officers:

1st Lt Murphy, 2nd Lt Chapin. Enlisted Man: SSgt Marshall.....

September 13-- A busy day with leaves having most of the attention. Major Henebry and Captains Denniston and Valusek, Lieutenants Short, Rickord left today for leave in Sydney, Australia. TSgt J.B. Thompson, SSgt Latta, Gates, Rutledge and Sgts' Gillmer, Studley and Cpl Thomas returned from Rest Area, Mackay, Australia. Lt Randerson and Sgt Mott both returned from the 87th Station Hospital.

September 14-- TSgt Dietz and Pfc Axt were transferred to the 11th AC RCD, the first step on a long trek back to the States. Dietz had 63 combat missions and Axt, the "Bad Boy" of the Squadron had 55 missions on record plus several over Java during the first days of the war. Axt also held the DFC, the only Enlisted Man, now assigned to the Squadron, holding that decoration. He was well known for the scrapes and scraps he had with various M.P.'s while on furlough in Australia and was one of the most popular men in the Squadron.

September 15--- SSgt Powers, Maroney, McDermott and Clark returned from Sydney, and the only noise heard in the area on this quiet day was the popping of a few corks, for the boys did not come back empty handed.

Septmeber 16--- Lt Helbert and Lee set out at 5:30 AM to report the weather at Wau, Marilinan and Nadzab, N.G. and to reconnoiter possible escape routes between Lae and Sio but weather prevented the latter. The crews:

| | | | |
|-----------|-----------|---------------|---------------|
| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
| Helbert | F/O Arens | SSgt Lukaszak | SSgt O'Connor |
| Lee | Lt Gerry | SSgt Haught | SSgt Perez |
| Navigator | Lt Soffer | | |

At noon, TSgt Sampson, Rowland, R.G., Patterson and SSgt Maupin, Strom, Moore were transferred to the 11th AC RCD, and they will join Dietz and Axt for the trip back to the States. They all had an average of 48 to 50 combat missions and Ray Rowland who was wounded in the leg some weeks ago over Cape Gloucester, N.B. on his 45th mission, managed to get 3 more before leaving.

September 17--- Today a barge search between Reiss Point and Langamak Bay, N.G. No barges sighted. Two 300's were dropped on a small outrigger canoe near Sio, and another 300 was dropped on a building near Station Point, results unobserved. About 5000 rounds of 50 cal were used. The crews:

| | | | |
|--------------|------------|-----------------|--------------|
| PILOT | CO-PILOT | GUNNER | RADIO-GUNNER |
| Capt Seeberg | F/O Shoop, | SSgt Mullenhour | SSgt Bowling |
| Lt Rosebush | F/O Prince | SSgt Divers | SSgt Butler |
| Davis | F/O Ladd | Perez | Baumgardner |
| Fisher | Lt Neumann | Parsons | Casarino |
| Jones | F/O Ruse | Sgt Taylor | Pecosky |
| Lee | Lt Dean | SSgt Boggs | Sgt Malito |
| Soffer | Navigator | | |

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September 18-- At 5:35 AM Lt Pryor and his crew of Lt Killebrew, co-pilot, Lt Hibblen navigator and SSgt Joe Clark and SSgt C.C. Thompson left to report the weather at Wau, Marilinan, and Finschafan, N.G. The mission was accomplished.

Lt Fisher and Neuman and Sgts Baumgardner left for Sydney.

Lt Howe rejoined the Squadron after several months down in Australia, Hospitalized.

September 19-- Lt MacLellan pulled an early morning weather mission covering Nadzab, Finschhafen, N.G. and Cape Gloucester, N.B. The crew was made up of F/O Shoop as Co-Pilot, and SSgt Boggs and TSgt Casarino as gunners. An unidentified aircraft was seen South of the Markham Valley heading towards Marilinan.

September 20-- Capt Hawkins and Lt McCoun and Fisher were transferred to the 11th AC RCD, and they too are on their way back to the States. Capt Hawkins was by far one of the most popular officers in the Squadron and received many a pat on the back to speed him back to Panhandle, Texas.

T/5 Largin, a new man for the Pillrollers to teach them some new tricks in Pinochle. He arrived during the evening while everything was blacked out, for we were right in the middle of a Red Alert.

September 21-- F/O Prince, Harrington and Ladd and SSgt Mullenhour, Perez and Ed Adams left for Sydney today. Cpl Fleming was transferred from the 89th Squadron, to the 90th and reported for duty.

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September 22— Twelve planes hit the #1 and #2 strips at Cape Gloucester 92 x 300 pounders, 15,000 rounds of 50's and 150 rounds of 20mm were believed to have rendered the strips unserviceable. Also, a wrecked bomber and a A/A position were hit. A large fuel dump was observed smoking, when the crews left the target.

The Crews:

| PILOT | CO-PILOT | GUNNER | RADIO-GUNNER |
|--------------|--------------|------------------|---------------|
| Maj Henebry | Capt Seeberg | SSgt Shipley | SSgt Bowling |
| Lt Baucom | Lt Neumann | SSgt McDermott | SSgt Peckosky |
| Lt Jones | Lt Howard | SSgt Westerman | SSgt Haught |
| Lt Howe | Lt Killebrew | SSgt Parsons | TSgt Casarino |
| Lt Pryor | F/O Arens | SSgt Maroney | SSgt Lott |
| Lt Solomon | F/O Ruse | SSgt Baumgardner | Sgt Malito |
| Lt MacLellan | F/O Shoop | SSgt Boggs | SSgt Thompson |
| Lt Rosebush | Lt Dhapin | SSgt Schwab | SSgt Taber |
| Lt Lee | Lt Pilgrem | SSgt Epperson | SSgt Piper |
| Lt Davis | Lt Frey | TSgt Sucker | SSgt Stephens |
| Lt Burgess | Lt Murphy | SSgt O'Connor | SSgt Lukaszak |

Navigators: Lt Ransom with Lt Howe; Lt Hibblen with Lt MacLellan; and Lt W. Adams with Lt Helbert. Sgt Robert Berube was with Maj Henebry as Aerial Photographer.

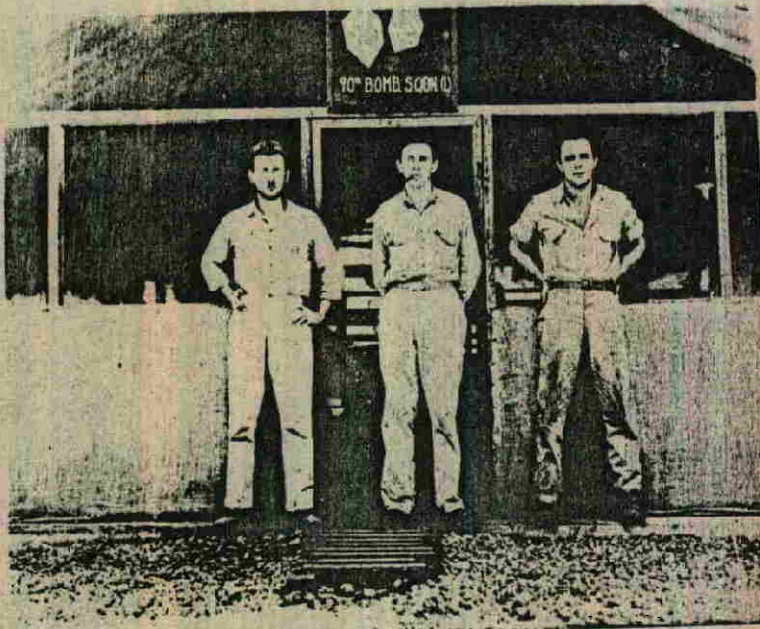
Lt Keith McKee returned from Sydney and Pvt Joseph Gulli joined the Squadron, having been transferred from the 4th Air Depot Group, APO 922.

September 23— Four planes dropped supplies at the mouth of the Song River but four boxes could not be released. The crews:

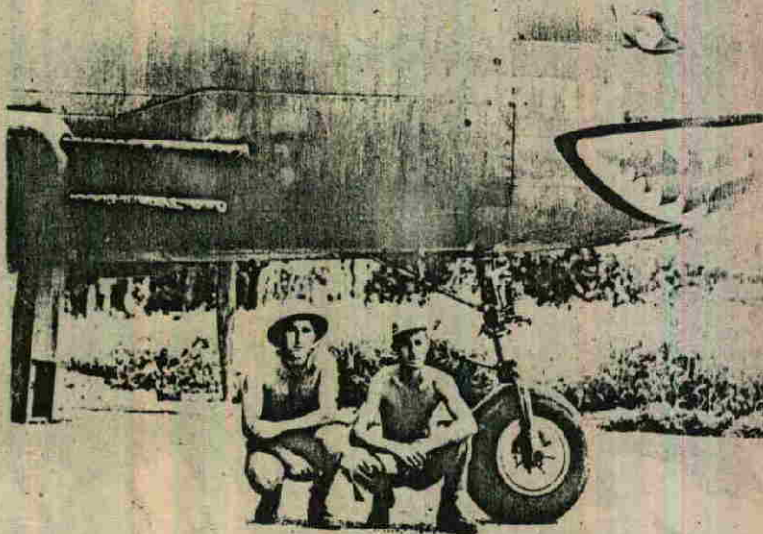
| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
|--------------|------------|----------------|---------------|
| Capt Seeberg | Lt Dean | SSgt Shipley | SSgt Bowling |
| Lt Rosebush | Lt Chapin | SSgt Divers | SSgt Butler |
| Lt Howe | Lt Rutters | SSgt Garber | SSgt Manovich |
| Lt Baucom | Lt Thayer | SSgt Westerman | SSgt Haught |

Lt MacLellan promoted to Capt and 2nd Lt Mandell promoted to 1st Lt as of the 16th.

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Pfc Brumbaugh, Capt Valusek, S/Sgt Sumner.



T/Sgt Bumgardner, T/Sgt Duval



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(Above) Lt Dick Birnn.. On July 5th, 1942 on official relief from the combat zone, he crashed to his death, from unknown causes.... this accident happened in Brisbane... Dick had flown 14 missions, been the recipient of the DFC and Silver Star and had 140 hours combat time to his credit..... Lt Hosbach and Lt Ransom.... both veterans of over 100 hours combat time.... both joined the 90th in July.....



Lt "Salvo" Williams, bombardier extraordinary..... Stan, a good, conscientious bombardier, was on every bombing mission that the 90th made from October - December, 1942.....

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September 24-- Twelve of our planes took off at 11:25 AM on a barge search from Sio to Alexishafen, N.G. but turned back at Finschhafen when the P-38s cover left the formation to intercept 9 enemy bombers and 12 enemy fighters in the process of bombing

Finschhafen; the crews:

| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
|----------------|----------------|---------------|-----------------|
| Maj Henebry | Lt Col Coleman | S/S Garber | S/S Manovich |
| Lt Howe | Lt Thayer | Sgt Taylor | S/S Pecosky |
| Lt Pryor | Lt Nelson | S/S Maroney | S/S Lott |
| Lt McKee | Lt Howard | S/S Clark | S/S Likaszak |
| Lt Lee | Lt Fox | S/S Lundgren | S/S Baumgardner |
| Lt Rosebush | Lt Murphy | S/S Schwab | S/S Taylor |
| Capt MacLellan | F/O Shoop | S/S Boggs | S/S Foxworth |
| Capt Seeborg | Lt Neumann | S/S Bowling | S/S Shipley |
| Lt Jones | Lt Frey | T/S Sucker | Sgt Malito |
| Lt Helbert | Capt McCubbin | S/S Epperson | S/S Piper |
| Lt Burgess | Lt Rutters | S/S Covington | S/S Malicki |
| Lt Davis | Lt Gerry | S/S Divers | S/S Butler |

Lt Hibblen was part of Maj Henebry's crew as Navigator, also Lt Ransom with Lt Howe, and Lt Soffer with Lt McKee.

September 25-- A barge search from Rein Bay to Cape Bushing, N.B. Our nine planes sighted no serviceable barges, but dropped 11 x 300's on an A/A position on shore near some wrecked barges at Iboke plantation. The gun was silenced, and just below Grass Point some men in brown clothes were strafed while hoofing it towards cover.

In all, 3,500 x 50 Cal ammor were expended. The crews:

| | | | |
|----------------|--------------|---------------|--------------|
| Capt MacLellan | F/O Arens | S/S Powers | S/S Thompson |
| Lt Helbert | Lt Pilgrim | S/S Kunze | S/S Stephens |
| Lt Baucom | F/O Ruse | T/S Sucker | S/S Malito |
| Capt Seeborg | Lt Kean | S/S Shipley | T/S Casarino |
| Lt Solomon | Lt Saunders | S/S Divers | S/S Butler |
| Lt Howe | Lt Killebrew | S/S Covington | S/S Malicki |
| Lt McKee | Lt Fox | S/S McDermott | S/S Pecosky |
| Lt Pryor | Lt Frey | S/S Maroney | S/S Lott |
| Lt Rosebush | Lt Nelson | S/S Schwab | S/S Taber |

2nd Lts Ebeling, Spitzer, Strasburg and S/S Hammel, Moore and Cooper were assigned to the Squadron today.

September 26-- S/Sgt Norwood, our Asst Mess Sergeant returned to the Squadron today after several weeks absence down in Australia in a hospital. Also Sgt Eritano was assigned from Gp Hq, Eritano was the only survivor of a midair airplane crash at Charters Towers. He had been hospitalized for several months, recovering from burns suffered when the two B-25's crashed. He was assigned to work in Armament.

September 27-- A very important mission--shipping in Wewak area and Muschin. Capt MacLellan made a marvelous approach on 3000 ton tanker lying in Muschin Island and the 500 pounder dropped by F/O Shoop made a direct hit, causing the vessel to explode and emit dense black smoke. Lt Rosebush as pilot of another plane and Lt Chapin as co-pilot, and bomb dropper, laid one right into a 1500 ton freighter. Lt Wonderly knocked down a Jap float plane with his nose guns when two such planes made the mistake of flying in front of the formation. A man was seen to parachute from the burning enemy fighter. Lt Rosebush got credit for a "Tony" and Lt Helbert received credit for a probable of the same type. A formation consisting of Lt Davis and Lt McKee was hit and flew towards the sea losing altitude with both engines afire. Lt Davis was feared lost, but landed at Lae. He reported seeing Lt McKee's ship crash land in the water 5 miles at sea about 25 miles down from Wewak, Lt Davis opined that the crew might have escaped from the plane, but as he was flying with his left engine knocked out and his right rudder flapping in the breeze, he was unable to

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investigate. F/O Ruse, Lt Davis' co-pilot, couldn't say enough about the remarkable manner in which he brought the plane down at Lae. Ruse played no small part in the feat, it was he who salvaged all but the dead engine. An explosive bullet entered Lt Lee's cockpit, hit his pistol, glanced off and exploded against the canopy. When it exploded, Lt Gerry, the co-pilot was injured about the face and arms, but his helmet saved his life or at least from further injury. Lt Lee was painfully injured about the chest, arm, and rear end. If it were not for his pistol, Lt Lee would have undoubtedly have lost his life. The pistol was blown in two and caused the bullet to glance away from his body. That pistol is now one of Lt Lee's most treasured possessions and neither love nor money would make him part with it. Despite the fact that he was so painfully injured Lt Lee Made a remarkable landing.

The following crews participated on this mission:

| | | | |
|----------------|--------------|----------------|----------------|
| Capt MacLellan | F/O Shoop | SSgt Boggs | SSgt Foxworth |
| Lt Soffer | Navigator | | |
| Lt Rosebush | Lt Chapin | SSgt Sucker | Sgt Haught |
| Lt Wonderly | F/O Arens | SSgt O'Conner | Pfc Casillas |
| Lt McKee | Lt Nelson | SSgt Carpenter | Pvt Gulli |
| Lt Kylius | Navigator | | |
| Lt Howe | Lt Killebrew | Sgt Taylor | SSgt Pecosky |
| Lt Davis | F/O Ruse | SSgt Divers | SSgt Cooper |
| Lt Lee | Lt Gerry | SSgt Powers | Sgt Bumgardner |
| Lt Jones | Lt Neumann | SSgt Garber | SSgt Manovich |

SSgt Berube, group photographer, flew with Lt Rosebush.

September 28-- No further news about Lt McKee and crew. Lt McKee had 44 missions to his credit with a total of 255 combat hours. For his part in the Bismark Sea Battle he was awarded the DFC. He had also received the Air Medal for 25 operational missions and had been recommended for an oak leaf cluster to the air medal. Lt Nelson was

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was recommended for the Purple Heart when he was injured on July 4 and the DFC for his gallantry on the same date. Since assigned to the squadron on April 23 of this year, he had been on 19 missions and flown 89 combat hours. Lt Kylius was a newcomer to the organization, having arrived on September 11. Both gunners were new men too. SSgt Carpenter came at the same time as Lt Kylius and Pvt Gulli reported the day before the mission. This loss is an exceedingly great one for the 90th as one of the finest crews ever to man a B 25 was lost.

September 29-- Cabin in the Sky played at the local "theatre" today. An excellent show and was greatly enjoyed by everyone. Word was received from Group that distribution would be made on Coca Cola to the officers and enlisted mens clubs tomorrow night.

September 30-- Coca Cola served in both clubs tonight... Quality and quantity both rather low but after all this is New Guinea... Repeat on Orchestra Wives at the movie.

October 1-- After a long interval of time the softball games were resumed today with the boys from the Armament defeating the Officers by a 7 to 6 score... Sweater Girl played at the movie tonight only a fair show..

October 2-- Nine of our planes failed to reach barges in Cape Bushing and Borgen Bay, New Britain and Rooke Island, because of weather, but two unserviceable luggers were strafed by 3660 rounds of .50 calibre and further damaged.. Lt Saunders, flying his first mission as first pilot, was forced to return because of high fuel pressure... Hq's softball team handed the Engeineering I team a 11 to 3 drubbing.

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October 3-- Word received today that the 3rd Group had finally received a new Table of Organization... Soon it will be Lt Col Henebry and Major Deniston.. Headquarters again rolled over their opponents in the softball league this time the unlucky victims were the boys from armament and the score was 8-3.

October 4-- Squadron had a visitor from the Inspector General's Department today and once again the old boys are beginning to get their hopes up for replacements. Three of our planes were ordered out on a search for submarines in the Pacific just about 50 miles from the home base...No submarines were sighted... The following crews participated:

| | | | |
|-------------|----------------|----------------|--------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Lt Rosebush | Lt Chapin | SSgt Parsons | SSgt Haught |
| Lt Soffer | Navigator | | |
| Lt Rickord | F/O Harrington | SSgt Maroney | TSgt Lott |
| Lt Adams | Navigator | | |
| Lt Saunders | Lt Rutters | SSgt Biskupski | Pfc Casillas |
| Lt Bertram | Navigator | | |

October 5-- Bad weather turned back a three ship armed recon at Cape Ward Hunt. The area to be covered was Elenora Bay, Cape

Gloucester, New Britain, Rooke Island, and Cape Bushing..The crews:

| | | | |
|-------------|--------------|-------------|------------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Lt Helbert | Lt Ebeling | SSgt Sotelo | SSgt Lott |
| Lt Spitzer | Navigator | | |
| Lt Lee | Lt Strasburg | SSgt Powers | SSgt Baumgardner |
| Lt Lockhart | Lt Frey | SSgt Perez | SSgt Lukaszak |

Ice cream was served in the mess hall today for the first time and it was greatly appreciated by all and the quantity was sufficient to allow for a generous portion for everyone.

October 6-- A flight of three planes pulled the same mission as the one which fizzled yesterday. Lt Howe led the flight, and the

mission had its humorous aspect: 50 Nips in swimming were caught with their bare yellow bottoms headed toward the beach on the double...

Because of the suddenness with which they were spotted it was impossible to bring the nose guns to bear on them but the woods were thoroughly strafed.. The following crews participated on the mission:

| | | | |
|-------------|------------|-------------|---------------|
| Lt Davis | Lt Deaning | SSgt Soleto | TSgt Lott |
| Lt Hibblen | Navigator | | |
| Lt Howe | Lt Pilgrim | Sgt Taylor | SSgt Cason |
| Lt Wonderly | Lt Smith | SSgt Clark | SSgt Lukaszak |

October 7-- SSgt Roger McNamara returned to the squadron after an absence of about 8 months, during which time he was stationed in Townsville and in a Heavy Bomb Outfit in Darwin. He is one of the oldest combat crew members, not in age, but in experience. He is to be assigned to the Armament Section, where his knowledge of guns and bombs will be invaluable.

October 8-- The Officers nosed out the Engineering I team in a close softball game, score was 3-2. Rather quiet day.

October 9-- SSgts Bumgardner; Nichols and SSgt Sumner and Cpl McBee went to Mackay today for a 10 "Rest". Lt Robinson and SSgt Goselin also left today for Brisbane on detached service.

2nd Lts Meas and Hinsey were appointed 1st Lts.

October 10-- Capt McGuire, 1st Lts Neuman and Jones, 2nd Lt Gerry and SSgts Covington, Cason Malicki, Parson and Sgt Ox Taylor departed for Sydney today. SSgt Gresham and Sgts Guttendorf and Sudeith and Cpl Ferrell and Pfc Hawkins departed for Mackay rest area. Sgts Smoot, Cook returned from Mackay. Quite a bit of traffic running in and out of the Orderly Room, reporting IN and OUT, more headaches for the 1st Sgt.

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October 11-- In the afternoon Lt Walter S. Lee and Lt Roseush took two P-39's Q model up for a spin. When they landed shortly before 2 PM, Lt Lee decided to go up for another try. There was great anxiety thruout the Squadron after it became known that he was unreported. Late in the evening, news reached us that when the tail assembly came off, a notorious defect of the Q series, Lt Lee met his death. For gallantry in action in the Battle of the Bismarck Sea on Mar 3/43, he was awarded the Air Medal. He had been recommended for two Silver Stars, the Oak Leaf Cluster to the Air Medal and the Purple Heart. Lt Lee's loss is an irreplaceable one, for he was not only a most eager and capable combat pilot, but one of the most popular officers in the Squadron.

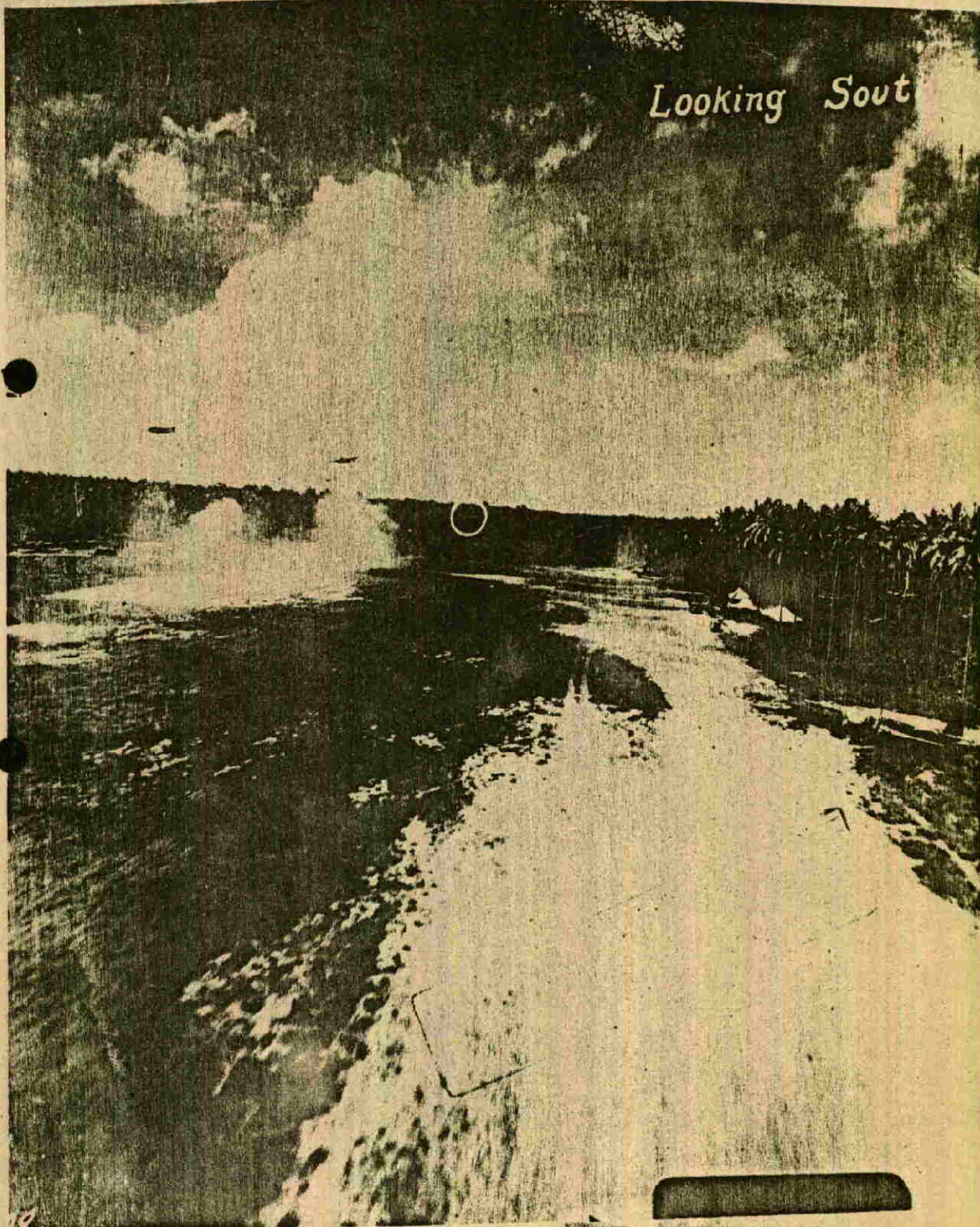
Sgt Al Farrar was put d/s to V Bomber Command at our old base, Charters Towers, Australia. It will be for a months duration and will give Al a chance to catch up on married life, and to see his small daughter, who was born about 2 days after Al returned to New Guinea on his last furlough.

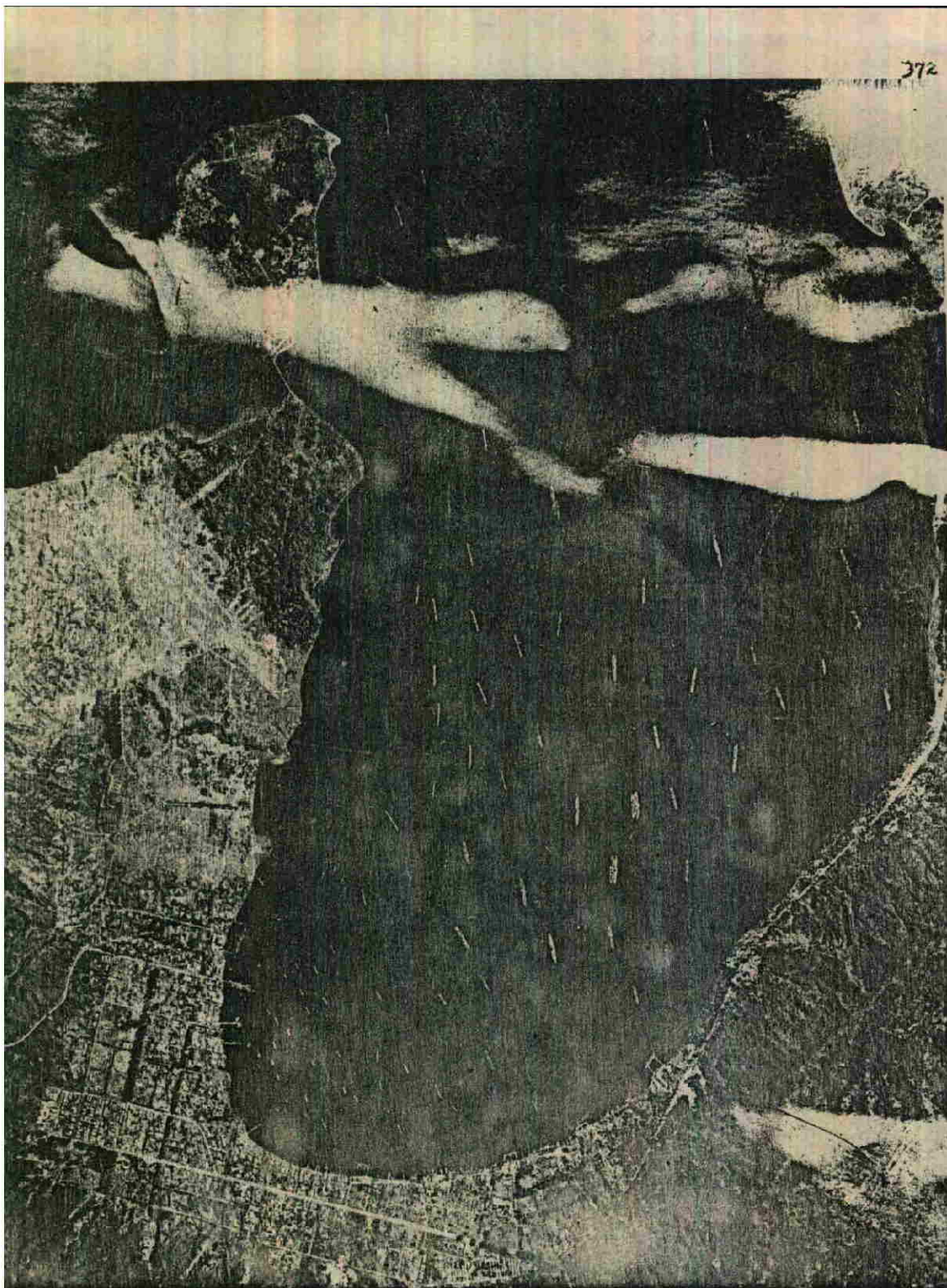
The Headquarters team steamrolled over the Officers in the softball game to the tune of 10-0.

October 12-- Today is the big one--Rabaul. Expecting fierce anti-aircraft fire and Zero interception, twelve crews took off at 7:30 AM to strike the Rapopo Drome, supply dumps and personnel areas at Rabaul, N.B. in a highly co-ordinated attack, and were they surprised! Many observed no A/A or ground machine gun fire and only one ship returned with a hole. SSgt Manovich tells of looking down and seeing A/A guns with their canvas covers still over their barrells,

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Looking South





RABUAL -- at 25,000 feet.. January 1943

RABUAL----- Hot seat of the Nips in the Southwest... together with Truk, Kavieng and Batavia, the Nips were firmly entrenched in the Southwest Pacific.... But Rabual was closest to Port Moresby where the 90th operated from... This base, up to January 1943, had about 35,000 soldiers, 75 bombers, 100 pursuits and 150 vessels of various sizes... Notice in this picture the

of trucks and automobiles along the road, left in full view, and what impressed him most were the vegetable and garden plots, all well taken care of, and the sweet smell of the air, before the planes cut loose with their guns and bombs. Sgt Paul "Mut" Malito, told the story of seeing a dozen Japs standing on the porch of a house and looking with amazement at the approaching planes (it can't happen here), and then all of a sudden, jump from the porch and start running to shelter, only to be cut down by well placed frag bombs. Many told stories of mechanics and other service personnel, standing around planes lined up on the ground as if nothing was going around, they sure were caught by surprise. Five-hundred and ninety seven (597) 23 pound, parachute frag bombs were dropped on Rapopo, but the smoke and dust were so terrific that the results were not known until the photographs were interpreted. Lt Burgess and Lt Helbert fired their forward firing 50's at a Sally bomber and a twin engine fighter, respectively, which were taking off. Both were confirmed as definitely destroyed. Two luggers and one, two masted schooner were strafed, all three being damaged. Also, the buildings on Ulio Island were strafed. Lt Wonderly had quite a narrow escape. While dropping 6 para-frags and strafing a radio station, a high tower loomed in front of him. Sizing up the situation, he decided that by veering to the right he could keep in formation. His photographs showed a maze of wires on the left. In all 25,400 rounds of 50 cal, and 2,300 rounds of 30 cal and 90 rounds of 20 mm can fire were expended. Here's hoping that the next Rabaul affair will be as "rough" as this one. The crews were dogged tired after about 6½ hours of tough flying, but not too tired to

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repeat stories over to the ground men during supper. The mess-

hall was in a constant buzz as the tales were repeated to one or another

and there was a lot of excitement left in the air crew members as

the stories were retold. The crew that took part are as follows:

| | | | |
|-------------|----------------------|----------------|-----------------|
| PILOT | CO - PILOT | GUNNER | RADIO GUNNER |
| Maj Henebry | Lt Murphy | S/S Garber | T/S Manovich |
| | Lt Soffer Navigator | | |
| Capt Ellis | Lt Dean | T/S Mullenhour | Sgt Casillas |
| Lt Wonderly | Lt Smith | S/S Perez | T/S Lukaszak |
| Lt Rosebush | Lt Chapin | S/S Schwab | S/S Haought |
| | Lt Spitzer Navigator | | |
| Lt Davis | F/O Arens | S/S Powers | S/S Baumgardner |
| Maj Good | F/O Shoop | S/S Cardwell | S/S Stephens |
| Lt Howe | Lt Killebrew | T/S Sucker | T/S Taber |
| | Lt Adams Navigator | | |
| Lt Saunders | F/O Ruse | S/S Maroney | T/S Lott |
| Lt Burgess | F/O Harrington | S/S Boggs | S/S Foxworth |
| Lt Helbert | F/O Ladd | S/S Kunze | S/S Piper |
| | Lt Bertram Navigator | | |
| Lt Lockhart | F/O Prince | S/S Divers | S/S Cooper |
| Lt Rickord | Lt Fox | S/S McDermott | S/S Malito |

Owing to a scarcity of pilots, Major Good, CO of the 89th Squadron joined us. Messrs Van Atta, Purcell, press correspondents, accompanied Major Henebry and Capt Ellis, respectively, to give their readers an eye witness account. Sgt Gates, flew with Lt Lockhart as aerial photographer.

Photo interpretation showed that the heavies are credited with the shipping at Simpson Harbor:

Destroyed or damaged beyond repair:

| | |
|----------|--|
| 1 | 10 to 12,000 ton tanker |
| 2 | Destroyers |
| 5 | Freighters (a total of about 31,000 tons) |
| 1 | Submarine |
| <u>1</u> | Refrigeration vessel |
| 10 | |

Damaged:

1 Destroyer

Guinea Gold is account for the days' Operation.

The softball game was postponed.

October 13-- SSgts Bowling, Pecoskey, Westerman and O'Connor returned from furlough in Sydney. SSgt Robertson, Sgt Haskin, Sheridan and Corp Cornell and Daniels and Manning returned from Mackay Rest Area. The softball team made up of the Gunners beat the Eng I team by the score of 7-0. Malito was the winning pitcher. Weather turned back 12 ships going back to hit Rabaul again. Lt Lee's funeral was held during the afternoon.

October 14-- Everyone still sort of easing along after the big strike the day before yesterday. Headquarters was shut-out by armament in the softball game by the score of 4-0. Hq got but one hit, a single by 1st Sgt Simpson, and he would have received less of a razzing if he didn't get it. Out for maintenance and training. Italy declared war on Germany.

October 15-- A little Nip daylight activity. In the morning 35 dive bombers with about 30 Zeros went after shipping at Oro Bay and Buna, a sad mistake for Tojo. Results: 35 dive bombers and 20 fighters definitely destroyed and 5 probables. A couple of the fighters were accounted for by 2 P-38's near Gasmata, and 38th pilots reported no dive bombers in sight. Our losses: 1 P-38 missing, 2 crash landed, a couple shot up and a p-40 shot up by our 38's no less. It was reported that a 5,000 tons landing craft was damaged off Buna. Not a bad day's outing. Part of the activity could be witnessed from the Squadron area, and it was followed at the same time by a radio tuned in on the Fighter Frequency, and we not only could see what was going on, but had a blow by blow description of the goings on. The biggest scare came when the peashooters intercepted the dive bombers off the coast

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and forced them to jettison their bombs, harmlessly into the sea, but they sure made a racket. The conversations of the fighter pilots were not too formal and one pilot with a Southern drawl was stealing the show, when it came to wisecracks.

In the evenig softball game the Officers were victorious over Eng II, by a score of 2-1.

October 16-- A report of an enemy convoy east of Madang, N.G., consisting of three destroyers and three freighters, sent 9 planes out led by Major Henebry. A careful search proved fruitless.

The crews:

| | | | |
|--------------|----------------|---------------|-----------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Maj Henebry | F/O Prince | S/S Biskupski | Sgt Casillas |
| | Lt Soffer (N) | | |
| Lt Rosebush | Lt Chapin | S/S Schwab | S/S Haught |
| Lt Saunders | F/O Ruse | S/S Maroney | S/S Bowling |
| Capt Ellis | Lt Dean | S/ Tritz | S/S Dickenson |
| | Lt Adams (N) | | |
| Capt Pancher | Lt Howard | S/S Adams | S/S Foxworth |
| Lt Burgess | F/O Harrington | S/S Cardwell | S/S Stephens |
| Lt Howe | Lt Killebrew | T/S Sucker | T/S Taber |
| Lt Wonderly | Lt Smith | S/S Westerman | T/S Lukaszak |
| Lt Rickord | F/O Shoop | S/S Lundgren | S/S Baumgardner |

Armament beat the Eng I team in tonights softball game by the score of 9-3.

October 17-- For a change we drew a ground support mission. Capt Ellis led 9 ships in an attack against enemy installations at Satelberg, N.G. Numerous buildings were destroyed by 93 x 100 pounders with an 8-11 second delay fuse. 16,000 rounds of 50 cal and 800 rounds of 30 cal and 60 rounds of 20 mm cannon shells were poured into the tagret area. The crews:

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| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
|--------------|---------------------|----------------|-----------------|
| Capt Ellis | Lt Dean | S/S Mullenhour | S/S Bowling |
| | Lt Soffer (N) | | |
| Lt Wonderly | Lt Smith | S/S Westerman | T/S Lukaszak |
| Lt Rickord | Lt Fox | S/S Rylko | S/S Rowland |
| Capt Howe | Lt Killebrew | T/S Taber | S/S Shipley |
| | Lt Adams (N) | | |
| Capt Baucom | F/O Shoop 4 | S/S Lundgren | S/S Baumgardner |
| Capt Pancher | F/O Arens | S/S Boggs | S/S Foxworth |
| Lt Lockhart | Lt Pilgrim | T/S Taber | S/S Shipley |
| | Lt Bertram (N) | | |
| Lt Saunders | F/O Ruse | S/S Setolo | S/S Malito |
| Lt Burgess | F/O Harrington | S/S Schwab | Sgt Casillas |

S/S Berube, Sgt Gates and S/S Garberwent along as photographers with Lt Wonderly, Capt Pancher and Lt Lockhart, respectively.

No softball game tonight.

October 18-- The following ratings were published on the Squadron bulletin board: Cpl's Browne, Duke, Griggs, McKinney, Cornell, Gravley, Johnson, J.E., and Wendowski appointed Sergeant. No mission today and all has been exceedingly quiet.

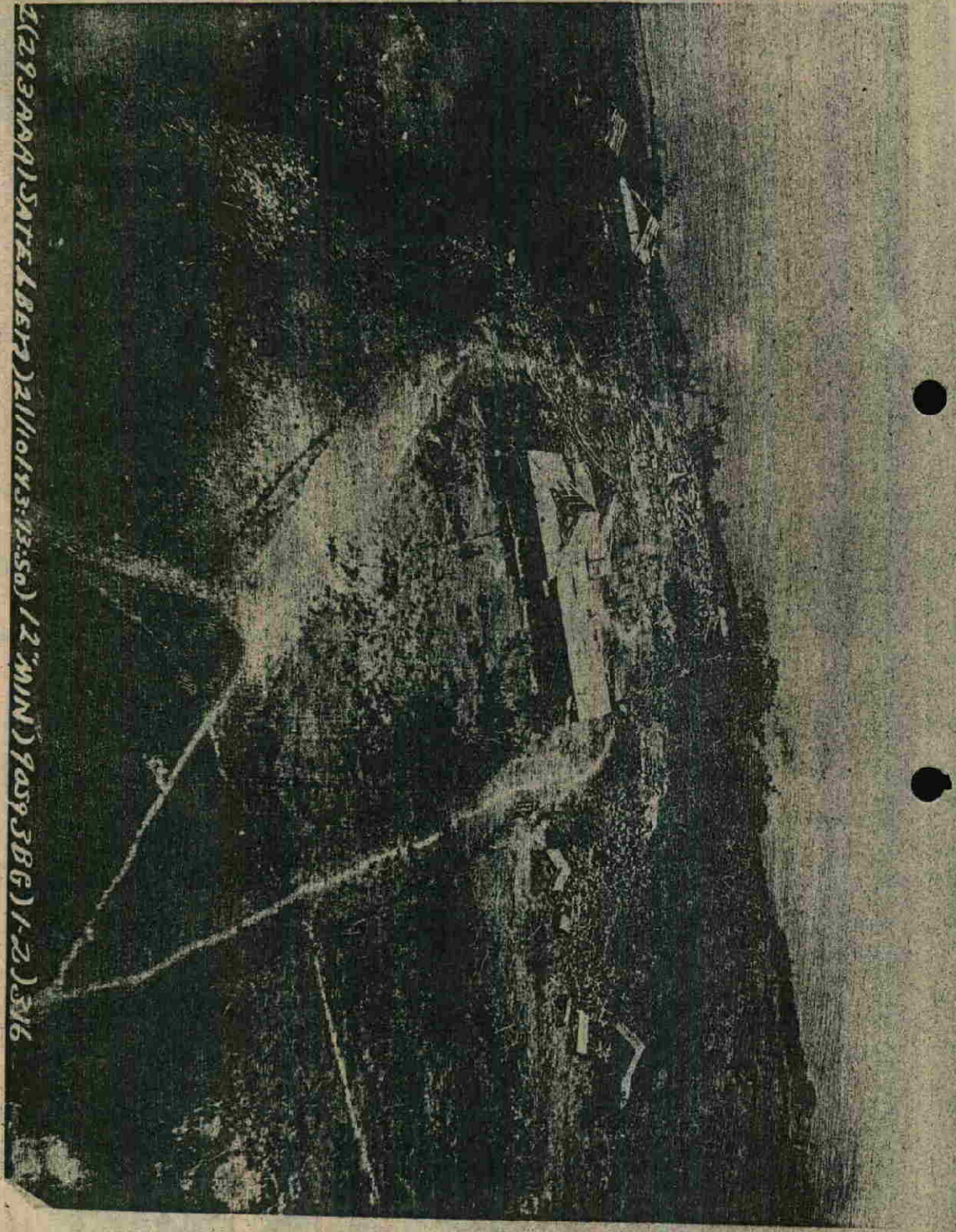
October 19-- Raid on Oro Bay today which proved very costly for the Japs... Our fighters knocked down 46 Jap planes for sure and probably destroyed another 14 out of a force of 62 raiding planes.. One vessel was slightly damaged and two P-40 fighters were knocked down presumably by our own 38 pilots but all pilots saved.

October 20-- Pvt Redic, Medical detachment, was transferred to Group Hq today. In the squadron softball game the Engineering II team finally made the win column by defeating the favored Headquarters team by a score of 5-0.

October 21-- More promotions today this time in the Medical Detachment...The following men were promoted as follows: Sgt O'Neil appointed Staff Sergeant, T/5 Klak appointed Sergeant, T/5 Sigrist

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appointed Corporal and Pvt 1cl Ksiezyk appointed Corporal... The Officers softball team again chalked up a win by defeating the gunners by a score of 6-5...It was a nip and tuck affair all the way through with the Officers finally scoring the winning run in the first of the seventh...Another going over for Satelberg. This time very little target existed, as the place had been previously all but wiped off the map. One hundred out of 118 x 100 lb bombs hit their mark and 14,700 rounds of .50 calibre ammunition were poured into the target area. The following crews participated in the mission:

| | | | |
|--------------|----------------------|-----------------|------------------|
| PILOT | CO - PILOT | GUNNER | RADIO GUNNER |
| Capt Howe | Major Warre | TSgt Sucker | SSgt Rowland |
| | Lt Soffer Navigator | | |
| Capt Ellis | Lt Dean | SSgt Mullenhour | SSgt Bowling |
| Lt Saunders | F/O Ruse | SSgt Maroney | TSgt Lott |
| Lt Lockhart | Lt Strasberg | SSgt Moore | Sgt Casillas |
| Lt Baucom | Lt Howard | SSgt Perez | SSgt Baumgardner |
| Lt Rickord | Lt Fox | SSgt McDermott | SSgt Pecosky |
| Lt Wonderly | Lt Thayer | SSgt Westerman | SSgt Malito |
| | Lt Spitzer Navigator | | |
| F/O Prince | F/O Arens | SSgt Stroup | SSgt Cooper |
| Lt Murphy | Lt Ebling | SSgt Schwab | TSgt Manovich |
| Capt Pancher | Lt Rudders | SSgt Biskupski | TSgt Butler |

October 22-- Major Henebry was relieved of command today as of the 18th. Capt Ellis, Operations Officer and veteran of nearly 65 combat missions, was appointed his successor. Major Henebry has been with the 90th for several months and his loss will be deeply felt but all are glad to see him advance and are again thankful that we are so fortunate in getting another excellent Squadron Commander. Todays softball game besides being more or less of a grudge battle turned out to be a slugfast with Engineering II hammering out a 15-11 vicotry over Engineering I.

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October 23-- Word received today that Lt's Short and Downey were promoted to Captain as of the 18th..Both are charter members of the 3rd Bomb Group and came overseas with the Group in January 1942.. Headquarters once again regained their previous form and handed the Gunners a 6-3 whipping in the local softball game.

October 24-- Mission again today..In fact two missions... The first of which was a search for reported destroyers between Rein Bay and Cape Pomas, New Britain and Rapopo Airdrome, Rabaul, New Britain. Captain Ellis led a three ship formation in quest of the destroyers, but none were located. The crews were as follows:

| | | | |
|--------------|--------------|------------------|---------------|
| PILOT | CO-PILOT | GUNNER | RADIO BUNNER |
| Capt Ellis | Lt Dean | SSgt Mullenhour | SSgt Bowling |
| Capt Pancher | F/O Arens | SSgt Adams, H.W. | SSgt Foxworth |
| F/O Prince | F/O Ruse | SSgt Schwab | TSgt Butler |
| Sgt Gates | Photographer | | |

On the Rapopo deal, the mission was a success. Eight ships reached the target (F/O Shoop had to return due to failure of the fuel transfer), and dropped 85 x 100 pounders on the dispersal area, runways and A/A positions. All bombs hit the mark. The photos taken showed from ten to fifteen aircraft destroyed on the ground, mostly bombers. In the strafing, 500 rounds of 30s and 9,855 rounds of .50s were all observed to hit in the target area..When leaving the target four large fires were observed...The following crews followed the lead ship, flown by Capt Howe, over the target:

| | | | |
|---------------|----------------|----------------|------------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Howe | Lt Killebrew | TSgt Sucker | SSgt Rowland |
| Lt Spitzer | navigator | SSgt Shipley | Photographer |
| Capt Baucom | Lt Howard | SSgt Powers | SSgt Baungardner |
| Lt Burgess | F/O Harrington | SSgt Biskupski | TSgt Manovich |
| TSgt Ingerman | Photographer | | |
| Lt Lockhart | Lt Chapin | SSgt Divers | SSgt Casillas |
| Lt Bertram | Navigator | | |

| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
|---------------------------|--------------------------|----------------|---------------|
| Lt Rickord | Lt Pilgram | SSgt McDermott | SSgt Pecosky |
| Lt Murphy | Lt Thayer | SSgt O'Conner | SSgt Cooper |
| | SSgt Garber Photographer | | |
| Lt Wonderly | Lt Smith | SSgt Westerman | TSgt Lukaszak |
| | Lt Adams Navigator | | |
| Lt Saunders | Lt Ebeling | SSgt Sotelo | TSgt Lott |
| * F/O Shoop | F/O Ladd | SSgt Cardwell | SSgt Malito |
| * Failed to reach target. | | | |

The local softball games were postponed due to the mission....

October 25-- Lt Fox and Frey left today for the mainland to ferry A-20-G airplanes back to the Group... Softball games again postponed due to weather this time..The pilots are all very happy at the prospects of getting A-20s but that's more than we can say for the crew chiefs....

October 26-- Headquarters defeated the Engineering I softball team by a score of 5-3..Another try for shipping in Simpson Harbor, Rabaul, New Britain, but again the target was not reached because of bad weather. The fighters could not take off at Kirirvina Island so our 9 ships turned back..The crews were as follows:

| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
|--------------|--------------------------|---------------------------|------------------|
| Capt Ellis | Lt Dean | SSgt Mullenhour | SSgt Bowling |
| | Lt Soffer Navigator | | |
| Capt Pancher | F/O Arens | SSgt Boggs | SSgt Foxworth |
| | Sgt Gates Photographer | | |
| Lt Burgess | F/O Harrington | SSgt Biskupski | SSgt Manovich |
| | SSgt Garber Photographer | | |
| Capt Howe | Lt Killebrew | TSgt Sucker | TSgt Taber |
| | Lt Spitzer Navigator | SSgt Shipley Photographer | |
| Capt Baucom | F/O Ladd | SSgt Lundgren | SSgt Baumgardner |
| Lt Lockhart | F/O Shoop | SSgt Tritz | Sgt Casillas |
| | Lt Bertram Navigator | | |
| Lt Murphy | Lt Thayer | SSgt Rylko | TSgt Butler |
| Lt Wonderly | Lt Smith | SSgt Clark | TSgt Lukaszak |
| | Lt Adams Navigator | | |
| Lt Rickord | Lt Pilgrim | SSgt McDermott | SSgt Pedosky |

October 27-- Captain Baucom was burned while making cheese sandwiches in the Officers club but the Docsays it is not serious and he will be back with us in short order as good as new..Captain Pancher has flown 25 missions with the organization since his arrival in June .. The local softball game was again postponed due to weather

October 28-- Lt Randerson, member of the Squadron since January, has been transferred to ACU and it looks as if the United States is going to get another good man from the 90th...Headquarters handed the Officers a 3-2 trimming in the local softball league...Kren was in fine form allowing the officers but two hits...

October 29th-- Today the Squadron witnessed one of the greatest tragedies it has encountered since its arrival overseas..Lt Lockhart veteran of 49 combat missions crashed on the takeoff for a routine compass check killing everyone aboard which included Lt Chapin, a newcomer to the organization in September, who had flown 10 combat missions and Lt Soffer, an April arrival, who had flown 38 missions.. Fortunately there were no gunners or crew chief aboard..The exact cause of the crash is unknown but it is believed that an engine cut out and Lt Lockhart trimmed it up without feathering the bad engine and then the bad engine caught and turned the plane over into a roll and it crashed before Lt Lockhart could correct the timing..The plane was fully loaded with gasoline and burned for over an hour...The exact time for the crash was set by Lt Soffer's watch which had been crushed and stopped at exactly 9:03:33 A.M. Fate hands out some cruel blows at times like these when men who have flown as many tough missions as these boys had have to go in such a manner..All the bodies were recovered

and buried at the Soputa cemetery in the afternoon..The members of this organization shall never forget the courageous manner in which these boys performed their duties....

October 30-- Three Nip destroyers had been reported in the area between Rein Bay and Cape Pomor, New Britain, so at 7:20 A.M. Captain Ellis led a nine ship formation in quest of them. While flying near Garove Island (in the Vitu group), 2 heavy A/A guns opened up...Lt Murphy shouted over the radio that an engine was shot out, and then he was seen to crash into the water. Doubtless something more than a dead engine caused the disaster. The plane submerged immediately and no one survived.. Lt Thayer, co-pilot, SSgt Schwab, gunner, and SSgt Nordstrom, radio gunner, were the other crew members..this was the second devastating blow in as many days...Lt Murphy had flown 11 missions, Lt Thayer 8, SSgt Schwab 18 and SSgt Nordstrom was flying his first mission with the 90th since his arrival only the previous day.. No destroyers were sighted but one 35 foot barge was damaged...Crews which participated were as follows:

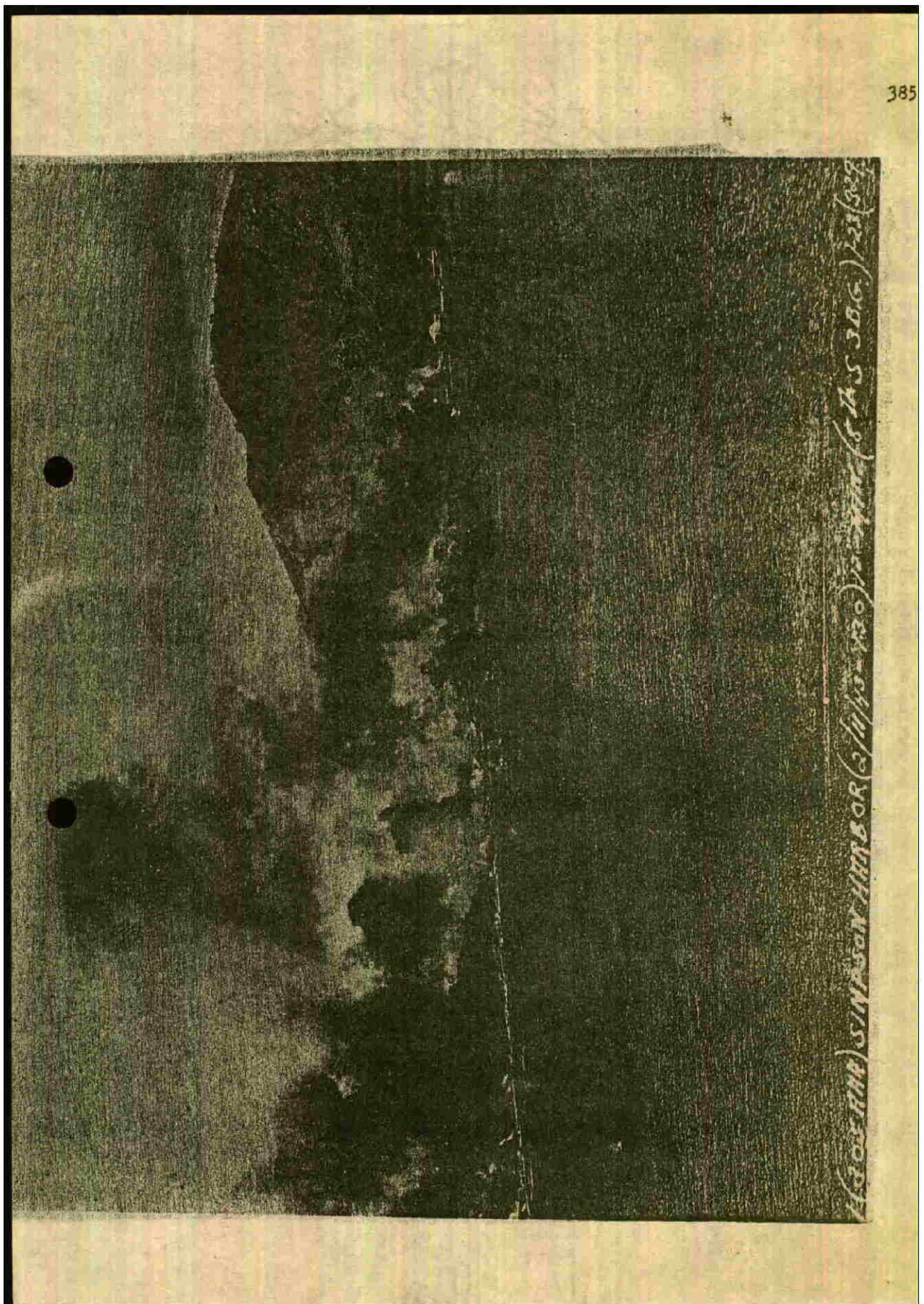
| | | | |
|-------------|----------------|-----------------|-------------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Ellis | Lt Dean | SSgt Mullenhour | SSgt Bowling |
| Lt Spitzer | Navigator | | |
| Lt Rickord | Lt Pilgrim | SSgt McDermott | SSgt Pecosky |
| Capt Howe | Lt Killebrew | TSgt Sucker | TSgt Taber |
| Lt Bertam | Navigator | SSgt Shipley | Photographer |
| Lt Murphy | Lt Thayer | SSgt Schwab | SSgt Nordstrom |
| Lt Wonderly | Lt Smith | SSgt Clark | SSgt Rowland |
| Lt Adams | Navigator | | |
| F/O Prince | Lt Strasburg | SSgt Boggs | Sgt Casillas |
| Lt Burgess | Lt Ebeling | SSgt Barber | TSgt Manovich |
| F/O Arens | F/O Harrington | SSgt Lundgren | SSgt Baumgardner |
| F/O Shoop | F/O Ladd | SSgt Cardwell | SSgt Direbach 8th |

Lt Killebrew, Capt Howe's co-pilot, was injured in the right foot and left ankle by ack-ack but the injuries were not serious.

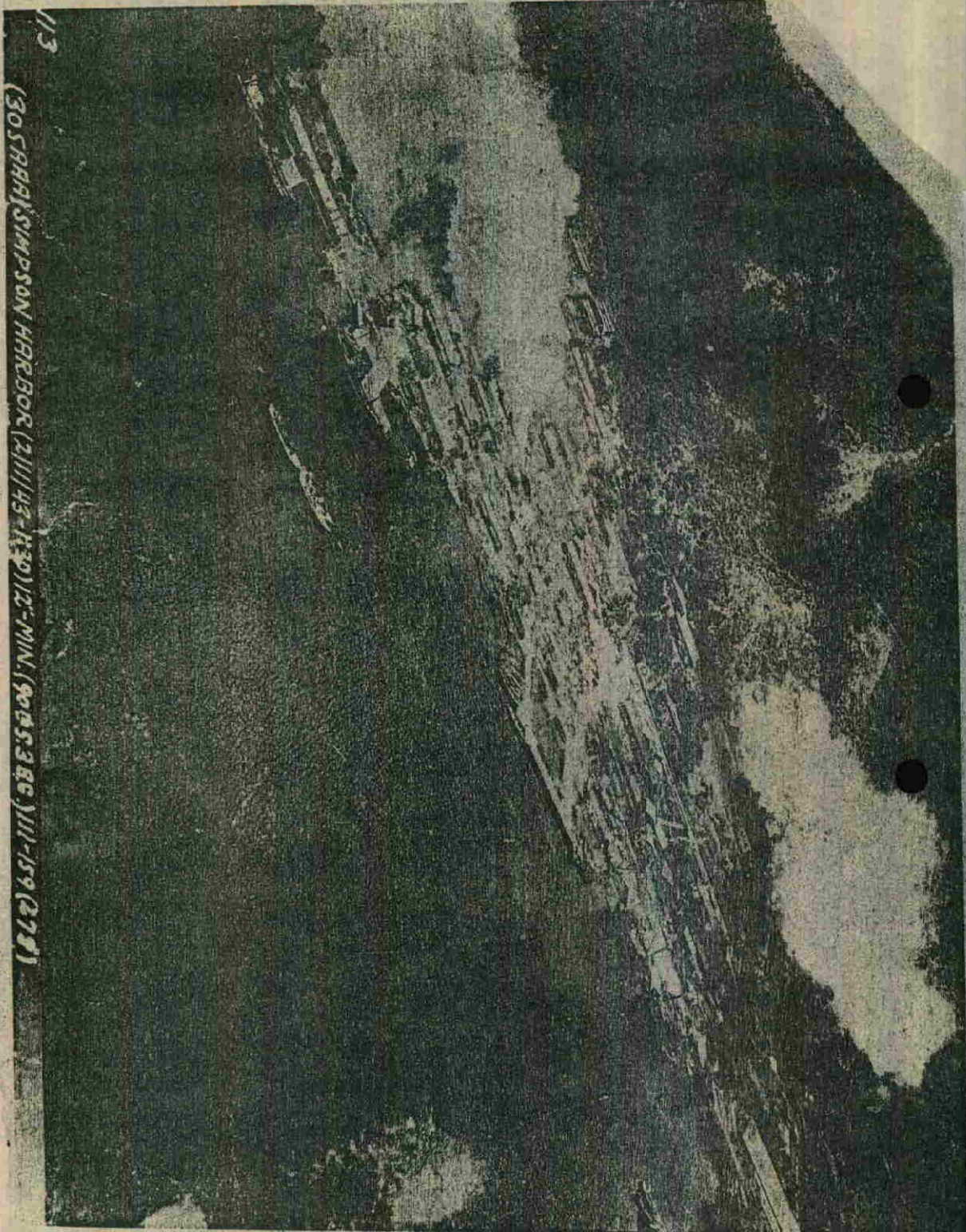
October 31-- Payday in the jungles on exactly the day it is due...something new around here..Lt Fox and Frey returned with the first of the A-20 Gs that any 90th men ferried up...the boys are expecting to do great things with the new planes...they give almost a hundred miles per hour speed over the target and are much more maneuverable than the B-25...the new addition has almost the same bomb capacity as the B-25 but not the range...No softball game today as it has rained like blazes all day...10 crews from the 500th are filleted with us for a knockout against Rabaul and shipping in Simpson Harbor (Rabaul).....

November 1-- Crews alerted at 6 AM for the Rabaul raid but were unable to take off all day due to bad weather...Softball game again cancelled...The Falcon's Brother played at the local movie and was enjoyed by all...News was received that the Marines have occupied Bougainville Island...Looks bad for Rabaul....

November 2-- After two dry runs and lining up on the runway twice for a take off, the raid on shipping in Simpson Harbor, Rabaul N.B. finally materialized with a vengeance. To say that the strike was a howling success would be putting it mildly. The 345th Group went in first laying a smoke screen and dropping parachute frags on anti-aircraft positions on each side of the harbor. Then came the 3rd Bomb Group led by Major Henebry and the 90th, and next the 38th Group hitting the shipping. The 76 B-25 Strafers, including our nine, were escorted by our P-38's. The 90th scored direct hits on one



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1/3
(305HH) SIMPSON HARBOR (2/11/43-43-43) 12-MIN. (9005386) 111-159 (278)

cruiser, two destroyers, and nine transports, the last totalling from 47,000 to 59,000 tons. Although no sinkings are actually claimed at this time undoubtedly most of the vessels which were hit were sunk or damaged beyond repair. About 30 fighters intercepted, but 3 Zekes and 1 Tony were definitely shot down and 5 others probably shot down. In strafing Vunakanau 3 fighters and from 4 to 5 bombers were damaged. Also ack-ack positions were strafed. We lost one plane when Major Henebry brought his ship down on the water off Kiriwina Island after flying all the way from Rabaul on one engine, but the crew escaped injury except for SSgt Garber. He dislocated his shoulder when vacating the ill-fated plane. Zeros had done the damage. In another highlight of day, F/O Harrington crash-landed on two wheels, one main wheel and the nose. Just as he made his approach, the right engine cut out. A marvelous landing limited the damage to the plane to only the prop, the wing tip, and the vertical stabilizer. Sixteen 1000 pounders, two 500's 1700 rounds of .50 cal, 2300 rounds of .30 cal. and 60 twenty-millimeters were expended. Only two ships, those of Lt Rickord and F/O Ladd came back undamaged.

An account of the job done by each crew is given below:

(1) Major Henebry, leader of the 90th and Third Group, Lt Spitzer, Navigator, SSgt Biskupski, Gunner, TSgt Manovich, radio gunner and SSgt Garber, photographer.

Hit a 7 to 8½ thousand ton transport in the side resulting in a large explosion and fire. When leaving the target, fighters intercepted and knocked out one engine. Because the prop could not be feathered, on the return only a speed of 135 mph and a maximum

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altitude of 200 feet could be attained. Unable to get over the trees at Kiriwina Island to land on the strip, Major Henebry set the plane beautifully down on the water about 400 hundred yards off shore. But all got out and PT boat picked the men up. Capt Howe landed on the island and brought them back.

(2) Lt Rickord, pilot, Lt Pilgrim, Co-Pilot, SSgt McDermott, gunner, and SSgt Pecosky, radio gunner.

Although the Rocket made the bust run of the day, a malfunctioning bomb release mechanism made it impossible to drop the "eggs". But McDermott got a probable fighter.

(3) Capt Ellis, flight leader, Lt Dean, Co-Pilot, SSgt Mullenhour gunner and SSgt Bowling, radio gunner.

Dropped two 1000 pounders on $5\frac{1}{2}$ to 7 thousand ton transport scoring a direct hit on the side, and then a 500 pounder on another ship of the same size. Both ships burned and second was observed to explode. SSgt Mullenhour definitely shot down an intercepting Messerschmitt.

(4) Lt Sanunders, pilot, Lt Rutters, co-pilot, SSgt Perez, gunner and Sgt Casillas, radio gunner, and SSgt Cardwell acting as photograpar,

Hit a $1\frac{1}{2}$ to $2\frac{1}{2}$ thousand ton freighter with a 1000 pounder, and then a destroyer with another. The freighter was on fire, and photos showed the destroyer to be sinking by the stern. Fighters shot the life raft loose and during the whole return trip it fluttered on the tail causing the ship to flutter considerably. Although a hole was cut in the side of the ship to get the raft loose, the gunners were unable to unfasten it.

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(5) Capt Howe, flight leader, Lt Howard, co-pilot, TSgt Sucker, gunner, TSgt Taber, radio gunner, SSgt Shipley, photographer.

Dropping two 1000 pounders on a $5\frac{1}{2}$ to 7 thousand ton freighter, a direct hit was scored and photos showed the ship to be in a sinking condition. Then a rerun was made on another 3 to 4 thousand ton freighter and a 500 pounder hit the mark - the target then smoked heavily. TSgt Sucker got a probable enemy fighter.

(6) F/O Ladd, pilot, F/O Shoop, co-pilot, SSgt H. W. Adams, gunner, TSgt Butler, radio gunner.

Attacking a 7 to $8\frac{1}{2}$ ton freighter, a 1000 pounder blew the stern away, and then and then a 5 to 6 thousand ton freighter was hit amidship and undoubtedly sunk. Sgt Adams, the gunner received credit for a probable fighter.

(7) Lt Burgess, flight leader, Lt Ebeling, co-pilot, Lt Bertram, Navigator, SSgt Lundgren, gunner and SSgt Baumgardner, radio gunner.

After attacking a destroyer from bow to stern with a thousand pound bomb resulting in a large explosion and fire, an engine began to surge. The prop was feathered and then Lt Burgess dropped another bomb on another ship while flying on one engine. The results were unobserved. After just clearing a hill, the engine was brought back into operation. SSgt Baumgardner did a remarkable job holding off enemy fighters which took advantage of their plight and knocked down one definite and one probable.

(8) F/O Prince, pilot, Lt Strasburg, co-pilot, SSgt O'Connor, gunner, SSgt Malicki, radio gunner.

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Dropping 2 1,000 pounders on a 7 to 8½ thousand ton freighter, a direct hit was made on the deck. The entire center appeared to explode and burn fiercely. SSgt O'Connor shot down one definite Zeke and a probable.

(9) F/O Harrington, pilot, F/O Arens, co-pilot, SSgt Hammel, gunner, SSgt Malicki, radio gunner, SSgt Covington, Photographer.

When his side was hit ack-ack, F/O Arens dropped a bomb (1000 pounder) among a concentration of small harbor craft in the northermost part of the harbor, and then he dropped another on a cruiser. The vessel appeared to roll over on its side, severely damaged. Then SSgt Covington, who was at thattime manning the guns, got a definite Zeke. It was related above how F/O Harrington crash landed the ship.

Here is the entire score for the strike:

Damage to Japs per Guienes Gold:

- (1) 15 ships sunk, including 3 destroyers, 8 large merchant hips, (aggregate 50,000 tons) and four small coastal vessels.
- (2) 11 ships damaged, including 2 cruisers, 7 big merchant ships (30,000 tons) and four small coastal vessels.
- (3) 67 planes shot down, 23 probables.

Our losses:

- (1) plane and crew:
7 B-25s (2 from the 8th Sq and 1 from the 13th Sq)
9 P-38s
- (2) Planes alone:
4 B-25s
3 P-38s

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November 3--- Everything quiet today. Tonight the enlisted men are having their first beer bust in several months. About $1\frac{1}{2}$ quarts per man. Interest in the local softball games seems to waning with enthusiasm for baseball growing.

November 4--- 1st Lt Rust and 2nd Lt Kellum assigned from the 8th Squadron and joined today. Lt Rust is a former member of the 90th and a veteran of 34 combat missions. Lt Williamson was transferred to V Bomber Command and departed today. All quiet.

November 5--- One enlisted promotion today-Sgt Hale promoted to SSgt as of 30th. Capt Baucom returned from the hospital after his narrow escape while fooling with a gasoline stove in the Officers Club.

November 6--- Several new men joined the Squadron today. They were as follows: Lts Landt, Tallon, Tilbrook, McAden, Coghill, Briston, Maddux, and Patrylick; SSgts Bogucki, Wyrick, Wright, Larsen and Sweeney, and Sgts Singler and Harrell.

November 7--- Eight planes off to hit Boram Airdrome at Wewak, N.G. On reaching Nadzab, however, enemy aircraft appeared in the vicinity, doubtless bent on bombing our airdrome there. The fighter cover left to intercept the Nips, so the 90th returned Dobadura. Why 80 all the way to Wewak when the Nip planes weren't there and the P-38s could take care of them when airborne? Before reaching Nadzab, Lt Saunders had to return because of instrument trouble. The crews:

| | | | |
|---------------|--------------|---------------|--------------|
| Capt Rosebush | Lt Dean | SSgt Ryko | TSgt Butler |
| Lt Spitzer | Navigator | | |
| Lt Rickord | Lt Pilgrim | SSgt Taylor | SSgt Pecosky |
| Lt Saunders | Lt Eberling | SSgt Cardwell | SSgt Rowland |
| Sgt Gates | Photographer | | |
| Lt Jones | Lt Newman | SSgt Clark | SSgt Taber |
| Lt Horn | Navigator | | |

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| | | | |
|------------------------------|--------------|--------------|--------------|
| Lt Burgess | Lt Gerry | SSgt Maroney | TSgt Lott |
| F/O Prince | Lt Strasburg | SSgt Poweres | Sgt Casillas |
| Capt Baucom | Lt Howard | SSgt Perez | SSgt Piper |
| SSgt Mullenhour Photographer | | | |

November 8-- Another attempt by eight planes of our squadron to strike at Boram. But bad weather turned them back above Nadzab. Instrument trouble caused F/O Ladd to return earlier and Lt Rust turned back 10 minutes out due to failure to pull pins from bombs before take-off. The men on the mission were:

| | | | |
|---------------|----------------------------|---------------|--------------|
| Capt Rosebush | Lt Dean | Cpl Chapin | TSgt Butler |
| | Lt Spitzer Navigator | | |
| Lt Wonderly | Lt Smith | SS Westerman | Sgt Casillas |
| | Sgt Gates Photographer | | |
| Lt Jones | Lt Newman | SSgt Clark | SSgt Taber |
| | Lt Horn Navigator | | |
| Lt Rickord | Lt Pilgrim | S/S McDermott | S/S Pecosky |
| Capt Baucom | Lt Howard | S/S Perez | S/S Piper |
| | Lt Horn Navigator | | |
| Lt Burgess | Lt Ebeling | S/S Sotelo | T/S Lott |
| | S/Sgt Orner (weather FATF) | | |
| Lt Rust | Lt Kellum | S/S Covington | S/S Malicki |
| | Lt Landt Navigator | | |

November 9-- More new men today. Lts Dellisante, Horn and Macomber; SSgts Baldanza, Chiapella, Alson, Reeves and Sgt Fizzano. TSgt Duhon was reassigned to the organization from the 11th RCD.

November 10-- Everything exceedingly quiet today. Rumors concerning A-20s are getting hotter by the hour.

November 11-- Armistice Day--Weather kept the ships on the ground today. We only wonder more when the Armistice we want to celebrate will come. Soon we hope.

November 12-- Capt Helbert, Capt McGuire and TSgt Berube received orders to report to the 11th RCD today to take off for home. Nice work, boys. Lt Bertsch communications officer assigned from

Gp Hq today to fill vacancy left by Lt Kulin's transfer to the mainland.

November 13-- At 10:00 AM nine ship formation took off to hit Gasmata airdrome, New Britain, to photograph the vicinity and drop propaganda leaflets. Rendezvous with the P-38s was made over Kiriwina. Thirty-three 300 pound demos were dropped on the field with 24 hitting the mark and 37 more were dropped on and among adjacent islands with unobserved results. Because of the poor visibility, not all the photos contemplated were taken. F/O Arens' ship was hit by ack ack fire which knocked out his throttle and prop pitch controls on one engine but he made it back to Kiriwina Island, feathering the engine on landing. Lt Maddux, co-pilot sure had a hair-raising introduction

into combat. Lt Dean flew his first mission as first pilot. The crews:

| | | | |
|----------------|--------------|----------------|---------------|
| PILOT | CO-PILOT | GUNNER | RADIO GUNNER |
| Capt Howe | Lt Tallon | S/S Mullenhour | SSGT Bowling |
| Lt Spitzer | Navigator | | |
| Lt Dean | Lt Coghill | SSgt Parsons | SSgt Piper |
| F/O Harrington | F/O Ruse | SSgt McDermott | T/S Butler |
| Capt Rosebush | Lt McAden | Cpl Chapin | SSgt Haught |
| Lt Kraus | Navigator | | |
| Lt Jones | Lt Newman | SSgt Maroney | TSgt Lott |
| TSgt Sucker | Photographer | | |
| F/O Prince | Lt Strasburg | SSgt Rylko | SSgt Stephens |
| Capt Baucom | Lt Howard | SSgt O'Connor | SSgt Malito |
| Lt Horn | Navigator | | |
| F/O Shoop | Lt Frey | SSgt Tritz | SSgt Browne |
| F/O Arens | Lt Maddux | SSgt Taylor | SSgt Cooper |
| Lt Macomber | passenger | | |

November 14-- Everything quiet today--3 officers and 6 enlisted men departed this morning for 7 days leave in Sydney. 9 Enlisted men also left for a 10 day stay at Mackay.

November 15-- MSgt "Wheel" Hastings has finally rejoined the fold after a month and a half of TD in Brisbane. Sgt Hastings' tales of the big city will rank with the best of the tall story tellers masterpiece. Arrangements, are being made to replenish this waning liquor supply of

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and Officers club.

November 16-- A flight of nine ships left at 0705 to bomb and strafe the track between Kelanoo Village and Lakona, N. G. Leaflets were also dropped. Of 68 250 pound bombs, all but two were seen to fall in the area. About 19 thousand rounds of .50 cal., 700 30 cal., and 30 20mm

ammo were expended. The crews:

| | | | |
|-------------------|-----------------|-----------------|----------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Rosebush | Maj Ware (FATF) | Cpl Chapin | SSgt Haught |
| Lt Spitzer | Navigator | | |
| Lt Rickord | Lt Tilbrook | SSgt McDermott | SSgt Pecosky |
| TSgt Butler | Photographer | | |
| F/O Prince | Lt Briston | SSgt Westerman | SSgt Foxworth |
| Sgt Gates | Photographer | | |
| Capt Baucom | Lt Tallon | SSgt Biskupski | SSgt Wright |
| Lt Horn | Navigator | | |
| Lt Dean | Lt Coghill | SSgt Powers | SSgt Driesbach |
| Capt Braddock-AIF | passenger | | |
| F/O Arens | Lt Hogue | SSgt Divers | SSgt Browne |
| Lt Jones | Lt Richardson | SSgt Sotelo | TSgt Lott |
| Lt Patrylick | Navigator | | |
| F/O Harrington | Lt Dellisante | SSgt Parsons | S/S Piper |
| TSgt Sucker | Photographer | | |
| Lt Rust | Lt Young | SSgt Mullenhour | SSgt Bowling |

November 17-- Extremely bad weather turned 10 ships back at Marilinan, embarked on a strike against shipping in Hansa Bay, N. G.

Those on the mission were:

| | | | |
|--------------------|---------------|-----------------|---------------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Ellis (FL) | Lt Dean | SSgt Mullenhour | SSgt Bowling |
| Lt Spitzer | Navigator | | |
| Lt Rickord | Lt Frey | SSgt McDermott | SSgt Pecosky |
| Sgt Gates | Photographer | | |
| Capt Rosebush (FL) | Lt McAden | Cpl Chapin | SSgt Haught |
| Lt Horn | Navigator | Mr. Van Atta | Press Correspondent |
| F/O Prince | Lt Dellisante | SSgt Adams | SSgt Malito |
| Capt Baucom (FL) | Lt Howard | SSgt Rylko | SSgt Stephens |
| Lt Patrylick | Navigator | | |
| F/O Harrington | Lt Richardson | SSgt Powers | SSgt Piper |
| Capt Howe (FL) | Lt Tallon | TSgt Sucker | TSgt Lott |
| Lt Kraus | Navigator | | |
| F/O Arens | Lt Maddux | SSgt Tritz | SSgt Browne |
| SSgt Covington | Photographer | | |
| Lt Jones (FL) | F/O Ruse | SSgt Clark | SSgt Foxworth |
| Lt Landt | Navigator | | |
| Lt Rust | Lt Kellum | SSgt Perez | Sgt Casillas |

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November 18-- Bad weather again cancelled a mission. Ten ships out to Gloucester and then to search for barges between Borgen Bay and

Rein Bay had to turn back near Finschafen. The crews were:

| | | | |
|----------------|--------------------------|-----------------|------------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Howe | Lt Tallon | SSgt Shipley | TSgt Lott |
| | Lt Spitzer Navigator | | |
| F/O Prince | Lt Dellisante | SSgt O'Connor | SSgt Malito |
| F/O Harrington | Lt Tilbrook | SSgt Rylko | SSgt Baumgardner |
| Capt Rosebush | Lt McAden | Cpl Chapin | SSgt Haught |
| | Lt Horn Navigator | | |
| F/O Shoop | Lt Hogue | SSgt Hammel | SSgt Malicki |
| | SSgt Clark Photographer | | |
| Lt Dean | Lt Coghill | SSgt Westerman | SSgt Foxworth |
| | SSgt Powers Photographer | | |
| Lt Jones | Lt Frey | SSgt Mullenhour | SSgt Bowling |
| | Lt Kraus Navigator | | |
| F/O Arens | Lt Maddux | SSgt Divers | SSgt Browne |
| | SSgt Boggs Photographer | | |
| Lt Rust | Lt Kellum | SSgt Kunze | SSgt Piper |
| Lt Rickord | Lt Briston | SSgt McDermott | SSgt Pecosky |

November 19-- Mission - low oblique photographs of certain areas at Cape Gloucester and search for barges between Borgen and Rein Bays, N. B. Results-photographs taken without incident, and three luggers attacked with a direct hit on one and damage to the other two. Also an ack ack position was silenced, but the actual damage is unknown and an unserviceable lugger was attacked. In all, 55 250lb bombs were dropped

and 925 rounds of .50 cal. ammo were expended. The crews:

| | | | |
|----------------|---------------------------|-----------------|------------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Rosebush | Lt McAden | Cpl Chapin | SSgt Haught |
| | Lt Horn Navigator | | |
| F/O Arens | Lt Hogue | SSgt Tritz | SSgt Browne |
| F/O Ladd | Lt Tilbrook | SSgt Parsons | SSgt Piper |
| Capt Baucom | Lt Killebrew | SSgt Rylko | SSgt Stephens |
| | Lt Kraus Navigator | | |
| Lt Dean | Lt Coghill | SSgt Powers | SSgt Baumgardner |
| | SSgt Shipley Photographer | | |
| Lt Jones | F/O Ruse | SSgt Clark | SSgt Cooper |
| F/O Harrington | Lt Young | SSgt Mullenhour | SSgt Wright |
| | Lt Jacobson Navigator | | |
| Lt Rickord | Lt Fox | SSgt McDermott | SSgt Pecosky |
| | SSgt Divers Photographer | | |
| F/O Shoop | Lt Briston | SSgt Boggs | SSgt Malicki |

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November 20-- 10 enlisted men departed at 8:30 AM this morning for a 10 day leave in Mackay. Leaves for the Ground Crews are coming around much faster than previously. Bette Davis and Paul Lukas played in the show tonight "Watch on the Rhine", an excellent picture greatly enjoyed by all.

November 21-- Gary Cooper, Una Merkle and Phyllis Brooks were guests of the 3rd Group today. These are the first of the visiting celebrities to venture to our Base and their show and presence was greatly enjoyed by all. They were taken for an airplane ride by men of the 90th Squadron and very thrilled by being allowed to ride in a combat plane. The fellows seemed to be more impressed by Gary Cooper than the ladies--Lt Head was transferred to Gp today and Lt Macomber assumed the duties of Sq Intelligence Officer.

November 22-- Lts Smith, Neumann, and Wonderly departed for the 11th RCD today. Three more happy boys who are going home knowing they have handled a hard job well. Congratulations fellows---Here's hoping your stay in the USA is a long one.

November 23-- This time a ground support mission. A total of 108 hundred pounders were dropped on Boing, Bangeng, and Ngandau Villages and the adjoining track. The object lies just west of Satelberg, N.B. Many huts were destroyed, leaflets were dropped and the ack ack, what there was of it, inaccurate. In all 19,000 rounds of .50 cal. ammo and 900 rounds of .30 cal. were expended. The crews;

| | | | |
|---------------|---------------|------------|--------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Robebush | Lt McAden | Cpl Chapin | S/S Haught |
| Capt Ellis | Command Pilot | Lt Spitzer | Navigator |
| F/O Ladd | Lt Dellisante | S/S Hammel | S/S Foxworth |
| Lt Howard | Lt Baker | S/S Rylko | S/S Stephens |
| S/S Powers | Photographer | | |

November 23 crews continued:

| | | | |
|----------------|------------------------------|----------------|-----------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Lt Jones | F/O Ruse | Sgt Hornburger | S/S McAteer |
| Lt Patrylick | Navigator | | |
| F/O Prince | Lt Briston | S/S Adams | S/S Baumgardner |
| F/O Harrington | Lt Young | S/S Bogucki | S/S Bowling |
| Mr Manen, | Australian War Correspondent | | |
| Lt Rickord | Lt Richardson | S/S Covington | S/S Malicki |
| Lt Kraus | Navigator | | |
| Lt Dean | Lt Coghill | S/S Johnson | S/S Cooper |
| SSgt Shipley | Photographer | | |
| F/O Arens | Lt Killebrew | S/S Divers | S/S Browne |
| Lt Knight | AIF | | |

November 24---Capt Valusek, Engineering Officer of this Squadron since its departure from the states in January, 1942, was transferred to the mainland today. Lt Hibblen returned to duty from the hospital at Oro Bay after a two month siege of typhus. 6 more enlisted men left today to spend a 10 day leave at Mackay.

November 25--- Everything exceptionally quiet today. Rumors concerning A20's are getting hotter by the minute. The organization should be equipped with them in the next week.

November 26--- TSgt Pleasant discharged today to accept appointment as W/O jg in Regular Army. He has been assigned to V Bomb Command, Sgt Pleasant has been with the 90th for two years. Today the organization completed 10 months continuous service in New Guinea. Many of the men have not left the Island since their arrival in January.

November 27--- TSgts Butler & Lott and SSgt Clark departed this AM for the 11th RCD to await their return to the States, all having completed over 50 missions. In May, Sgt Lott was forced to bail out over the mountains and spent 9 days walking back to camp with the aid of friendly natives. Six more enlisted men returned from the Rest Area at Mackay. Plenty of tall tales circulating tonight concerning Aussie women and liquor.

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November 28-- Mission. Capt Rosebush led a 9 ship formation in quest of barges from Saidor to Fortification Point N. B. and a submarine reported in the vicinity of Nambarinua. Also coast defenses and AA positions along the coast were to be hit. None of the targets was found, however, but 7 two-hundred fifty pounders were dropped on villages and several points on the way. Strafing was also carried out and an enemy barge, probably unserviceable, was strafed south of Sauernak Bay. A total of 5,000 round of .50 cal. and 150 .30 cal. ammo were expended.

The crews:

| | | | |
|----------------|--------------|---------------|-----------------|
| PILOT | CO PILOT | GUNNER | RADIO GUNNER |
| Capt Rosebush | Lt McAden | Cpl Chapin | S/S Haught |
| S/S Powers | Photographer | MSgt Sweigert | Passenger |
| F/O Shoop | Lt Briston | Sgt Hanson | S/S Baumgardner |
| F/O Harrington | Lt Tallon | S/S Maroney | S/S McAteer |
| Lt Jones | Lt Maddux | S/S Westerman | S/S Malicki |
| Lt Draus | Navigator | | |
| F/O Prince | Lt Tilbrook | S/S O'Connor | S/S Malito |
| | Lt Horn | Navigator | |
| Lt Howard | Lt Baker | S/S Shipley | S/S Baldanza |
| Lt Rickord | Lt Rutters | S/S Fizzano | Sgt Casillas |
| Lt Landt | Navigator | | |
| F/O Ladd | F/O Ruse | S/S Bogucki | S/S Wright |
| Lt Gerry | Lt Folse | S/S Taylor | S/S Sweeney |

November 29-- TSgt Hall, former crew chief in this organization, present crew chief of "FAT CAT", transferred to Gp Hq. 5 enlisted men departed for Rest Area At Mackay. Group Commander informed the Squadron that it would be equipped with A-20s in the next five days.

November 30-- Pay Day in New Guinea. For the second consecutive month, the organization has received their pay on the last day of the month. Now if the fellows only had some place to spend it--SSgt Driesbach, gunner from the 8th Sq relieved from attached today and returned to the 8th. Preparations are being made to turn over 25s to the 13th. In return, we are to get 15 A-20s.

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December 1--- F/Os Arens, Prince and Shoop appointed 2nd Lts today effective November 26/43. The new Lts are graduates of 421 and all veterans of over thirty combat missions.

December 2-- Lt Peterson returned from CWS in Brisbane today. Everyone received a pleasant surprise as QM issued $\frac{1}{2}$ bottle of beer per man. First beer in months for many.

December 3-- All of the Squadron's B-25s were turned in today and 15 A-20s received. Must be ready for combat in 1 week if possible. Looks like the boys are going to be busy. Sgts Forman, Fizzano and Phillips transferred to 89th Sq today.

December 4-- Word received that Lts Jones and Rickord were promoted to Captains as of Nov. 29/43. 2nd Lts Dean, Ebeling, Fox, Frey, Gerry, Howard, Killebrew, Spitzer and Strasburg promoted to 1st Lts on same date. Lts Folse and Maddux, and Lt Kellum transferred to 89th and 8th Sqs respectively.

December 5-- 7 E.M. returned from T.D. at Mackay Rest Area. Work coming along fine on A-20s. Pilots are really happy about the change. They should prove to be excellent ships.

December 6-- 7 men returned from 7 days leave in Sydney this A.M. 13 E. M. departed for Mackay.

December 7-- SSgt Powers departed for US today. Sgt Powers is a veteran of over 50 combat missions. 3 enlisted men returned from 7 days leave in Sydney.

December 8-- 6 Enlisted Men departed for Melbourne on the new 15-day leave arrangement. It may soon be possible for all E.M. to enjoy a 15 day leave in Sydney or Melbourne once each six months.

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December 9-- Mission today. Led by Capt Ellis with Capt Rosebush and Lt Saunders as flight leaders, the 90th pulled its first mission with A-20s. The target was the coastal track between Nasemenc River and Wandokai Village. Twenty-five 300 pounders were dropped and 21 hit the target, resulting in three columns of black smoke. Due to the malfunctioning of the guns, only 2855 rounds of .50 cal. ammo were used. The crews:

| | | |
|------------------------|-----------------|-----------------|
| PILOT | GUNNER | RADIO GUNNER |
| Capt Ellis | S/Sgt Boggs | |
| Lt Spitzer Navigator | | |
| Lt Prince | S/S Shipley | S/S Rowland, JW |
| F/O Harrington | Sgt Casillas | S/S Cooper |
| Capt Rosebush | S/S Stephens | |
| Sgt Gates Photographer | | |
| Lt Shoop | S/S O'Connor | S/S Singler |
| F/O Ladd | S/S Bogucki | S/S Malicki |
| Lt Saunders | S/S Perez | S/S Chiapella |
| F/O Ruse | S/S Adams | S/S Maroney |
| Lt McAden | S/S Johnson, DB | S/S Rylko |

December 10-- Capt Denniston, member of the 90th since July 15, 1941 and Squadron Adjutant since the outfit came overseas until he assumed the duties of Executive Officer in October, 1943, was transferred to Gp Hq today to assume the duties of Gp Adjutant. Due to the change over to A-20s, 9 officers and 10 enlisted men were transferred to the 43rd and 90th Bomb Groups.

December 11-- Having finished over 50 Combat missions, Capts Jones and Rickord received their much deserved orders to return to the States. Lt Hibblen returned from the hospital where he had been confined for typhus.

December 12-- Everything quiet today. Several of the men recently transferred returned today to give everyone the lowdown on heavies.

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December 13-- Twelve ships hit Kwato and Aiyau villages and the road between them up in the Ramu valley. Because the villages sit in a deep and narrow valley with a steeply rising mountain at the end, it was impossible to hit Aiyau at minimum altitude. Seventeen 250 pounders and twenty 300 pounders were dropped scoring 32 hits and 9650 rounds of .50 cal. and fifty rounds of 20mm ammo were expended. Those on the Mission:

| PILOT | GUNNER | RADIO GUNNER |
|---------------|----------------|-------------------|
| Capt Ellis | S/S Mullenhour | S/S Malito |
| Lt Prince | S/S Shipley | S/S Rowland, JW |
| F/O Ruse | S/S Adams | Sgt Hornburger |
| Lt Saunders | S/S Cardwell | S/S Lundgren |
| Lt McAden | S/S Kunze | S/S Piper |
| Lt Gerry | S/S McDermott | Sgt Harrell, J.E. |
| Capt Rosebush | S/S Haught | S/S Stephens |
| F/O Ladd | S/S Parsons | S/S Pecosky |
| Lt Frey | S/S Perez | S/S Westerman |
| Capt Baucom | S/S Boggs | S/S Foxworth |
| Lt Strasburg | S/S Garber | Sgt Gates |
| Lt Fox | S/S Taylor | S/S Johnson, DB |

December 14-- Presaging the US Army's landing, Amalut Plantation on Merkus Point, near Arawe, New Britain was struck twice today. Heavies and mediums hit the objective during the day. During the two missions, 72 x 250s and 8 x 300s were dropped. Seventy-six hit the mark. 21665 rounds of .50 cal. ammo were expended in the strafing. Clouds of black smoke were observed after the second run, and it is opinioned that very little was left at the plantation.

First Mission:

| PILOT | GUNNER | RADIO GUNNER |
|---------------|--------------------|------------------------|
| Capt Rosebush | S/S Haught | S/S Stephens |
| F/O Ladd | S/S Parsons | S/S Harrell |
| Lt Frey | S/S Chiapella | S/S Westerman |
| Lt Saunders | S/S Cardwell | S/S Lundgren |
| Lt McAden | S/S Wright | S/S Piper |
| Lt Fox | S/S Taylor | S/S Johnson, DB |
| Capt Baucom | S/S Boggs | S/S Foxworth |
| F/O Ruse | S/S Mullenhour | S/S Malito |
| Lt Tallon | S/S Baumgardner, R | Sgt Gates Photographer |

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First Mission Continued:

| PILOT | GUNNER | RADIO GUNNER |
|---------------|-------------|-----------------|
| Lt Prince | S/S Shipley | S/S Rowland, JW |
| Lt Killebrew | S/S Reeves | Sgt Turek |
| Lt Dellisante | Sgt Singler | S/S McAteer |

Second Mission:

| PILOT | GUNNER | RADIO GUNNER |
|---------------|-----------------|-----------------|
| Capt Rosebush | S/S Haught | S/S Stephens |
| F/O Ladd | S/S Parsons | Sgt Harrell |
| Lt Frey | S/S Chiapella | S/S Westerman |
| Lt Saunders | S/S Cardwell | S/S Lundgren |
| Lt McAden | S/S Wright | S/S Piper |
| Lt Fox | S/S Mullenhour | S/S Malito |
| Capt Baucom | S/S Boggs | S/S Foxworth |
| F/O Ruse | S/S Adams | S/S O'Connor |
| Lt Tallon | S/S Baumgardner | S/S Sykes |
| Lt Prince | S/S Shipley | S/S Rowland, JW |
| Lt Killebrew | S/S Reeves | Sgt Turek |
| Lt Dellisante | Sgt Singler | S/S McAteer |

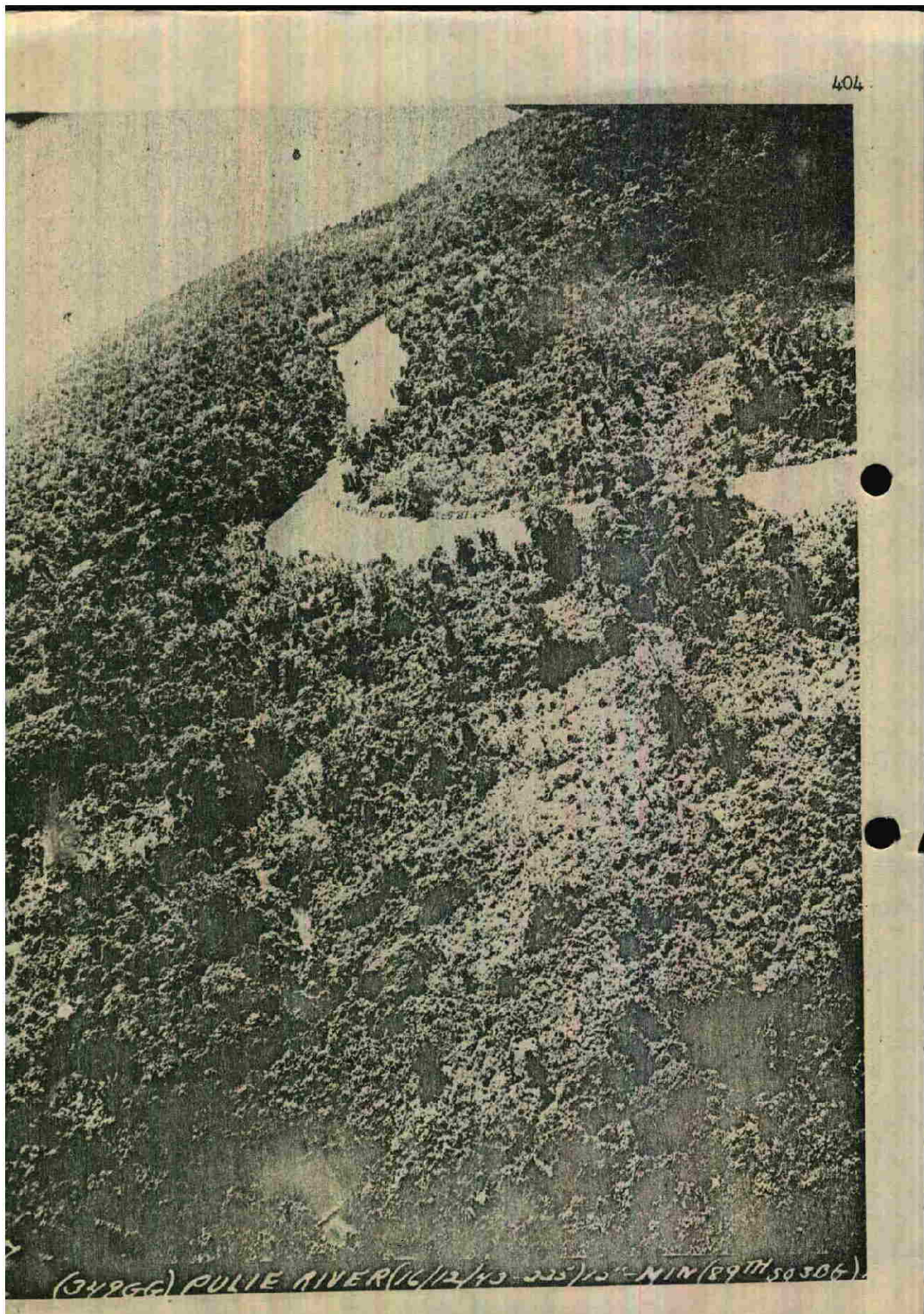
December 15-- Several of the officers returned from Sydney today with many tales on the art of love making the Australian way. Sgt Hansford, an MP, joined the organization to serve as a gunner. Pfc Martin Cerri joined the Medical Detachment today.

December 16-- Capt Pancher, former member of the 90th, was re-assigned to the Squadron today. S/Sgt Gleen, Ordnance, promoted to T/Sgt.

December 17-- Word received that Lt Burgess, DS on ferrying job, was admitted to the hospital in Townsville. Everything running smoothly here today.

December 18-- Twelve planes dropped 42 x 250 pounders (all Hits) on the Walingai Village up in the Ramu and expended 12950 rounds of .50 cal. ammo. Capt Ellis led the Squadron. The area was left filled with craters but results in general were unobserved. The crews:

| PILOT | GUNNER | RADIO GUNNER |
|---------------|--------------|-----------------|
| Capt Ellis | S/S Malito | S/S Mullenhour |
| Lt Dean | S/S Taylor | S/S Johnson, DE |
| Lt Dellisante | S/S O'Connor | Sgt Singler |



December 18th crews continued:

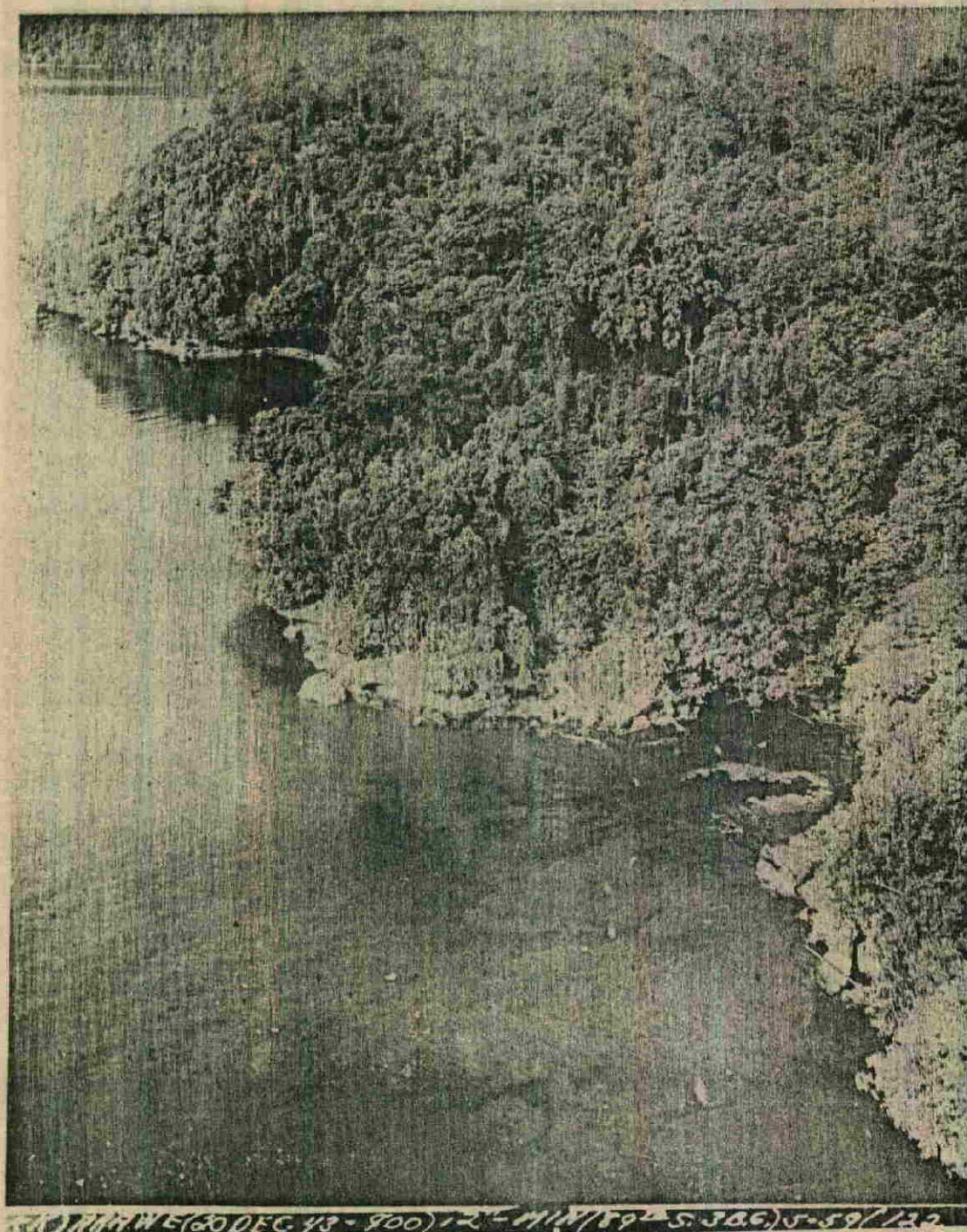
| | | |
|---------------|------------------------|---------------|
| Lt Saunders | S/S Sotelo | S/S Cardwell |
| Lt Killebrew | Sgt Hornburger | S/S Adams |
| Lt Tallon | S/S Garber | S/S Bogucki |
| Capt Rosebush | S/S Baumgardner | S/S Harrell |
| F/O Ladd | S/S Parsons | S/S Pecosky |
| Lt Frey | S/S Perez | S/S Chiapella |
| Capt Baucom | S/S Kunze | S/S Piper |
| Lt Strasburg | S/S Stephens | |
| | Sgt Gates Photographer | |
| Lt Fox | S/S Smith, E.E. | Sgt Hanson |

December 19-- The crews were on readiness until 1:00 PM, at which time a call came through rushing them to the line. Twenty minutes before take-off the mission was announced and at 2:45 PM 12 ships were off to bomb and strafe the track east of Singul River and the west bank of the Pulir River up in the Arawe, New Britain area. A total of 39 x 250 pounders were dropped on the target and 9,400 rounds of .50 cal. ammo were expended. The crews were:

| PILOT | GUNNER | RADIO GUNNER |
|---------------|------------------------|--------------|
| Capt Ellis | S/S Mullenhour | S/S Malito |
| Lt Dean | S/S Taylor | Sgt Turek |
| Lt Fox | S/S Hammel | S/S Smith |
| Lt Saunders | S/S Bogucki | S/S Garber |
| F/O Ruse | Sgt Hornburger | S/S Harrell |
| Lt Gerry | S/S McDermott | S/S Reeves |
| Capt Rosebush | S/S Haught | Sgt Chapin |
| Lt Arens | S/S Baumgardner | S/S Sykes |
| Lt McAden | S/S Wright | S/S Kunze |
| Capt Baucom | S/S Boggs | |
| | Sgt Gates Photographer | |
| Lt Dellisante | S/S McAteer | Sgt Singler |
| Lt Baker | S/S Rowland | T/S Sucker |

December 20-- The third mission in three days--for possible gun positions in Aisega village area between Arawe and Cape Gloucester, New Britain. All of the 41 x 250 pounders hit in the target area resulting in one gun definitely destroyed and one probably destroyed. The whole village was heavily damaged, four huts being left afire. 16,200 rounds of .50 cal. and 100 x 20mm ammo were expended. The crews:

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| PILOT | GUNNER | RADIO GUNNER |
|---------------|------------------------|---------------|
| Capt Ellis | S/S Mullenhour | S/S Malito |
| Lt Dean | S/S Johnson, DB | |
| | Sgt Gates Photographer | |
| Lt Frey | Sgt Hanson | S/S Biskupski |
| Capt Rosebush | S/S Haught | Sgt Chapin |
| F/O Ladd | S/S Parsons | S/S Moore |
| Lt McAden | S/S Piper | S/S Kunze |
| Capt Baucom | S/S Baumgardner | S/S Sykes |
| Lt Strasburg | S/S O'Connor | S/S Harrell |
| Lt Baker | T/S Sucker | S/S Smith |
| Lt Saunders | S/S Garber | S/S Bogucki |
| Lt Arens | S/S Perez | S/S Westerman |
| Lt Killebrew | S/S Adams | |

December 21-- Another target in the Cape Gloucester area-- two coded areas and a coastal track. Capt Ellis led the 12 ship formation which dropped 42 250 pounders and expended 15,000 rounds of .50 cal. ammo and 75 rounds of 20mm. Forty of the bombs landed in the target area resulting in craters and fires but the results were unobserved. The crews:

| PILOT | GUNNER | RADIO GUNNER |
|---------------|-----------------|-------------------|
| Capt Ellis | S/S Boggs | S/S Foxworth |
| Lt Arens | S/S Perez | S/S Chiapella |
| F/O Ruse | S/S Adams | S/S Tritz |
| Capt Rosebush | S/S Haught | Sgt Chapin |
| F/O Ladd | S/S Parsons | S/S Pecosky |
| Lt Tallon | S/S Covington | Sgt Gates (photo) |
| Lt Col Gunn | S/S Baumgardner | S/S Sykes |
| Lt Fox | S/S Harrell | Sgt Hanson |
| Lt Frey | S/S Kunze | S/S Piper |
| Lt Saunders | T/S Sucker | S/S Rowland |
| Lt Gerry | S/S Stephens | S/S Reeves |
| Lt Dellisante | S/S Taylor | Sgt Turek |

December 22-- Two missions today-- the Nips in ravines north of Hubika village, New Guinea and two coded targets at Borgen Bay, New Britain. The first mission took off at 8:15 AM and 12 ships dropped 90 x 100 pounders and expended 15640 rounds of .50 cal. ammo. Much dust and smoke resulted but the results could not be determined. Twelve planes

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again led by Capt Ellis left in the early afternoon to hit Borgen Bay. A medium gun emplacement was silenced but the other results were unobserved. 82 x 100 pounders and 4 x 250 pounders were dropped, all but 6 striking the target. In strafing, 17000 rounds of .50 cal. and 32 rounds of 20mm were used. The crews were:

First Mission:

| Pilot | Gunner | Radio Gunner |
|---------------|-----------------|---------------|
| Capt Ellis | S/S Mullenhour | S/S Malito |
| Lt Dean | S/S Taylor | S/S Johnson |
| Lt Baker | S/S Westerman | S/S Chiapella |
| Capt Rosebush | Sgt Chapin | S/S Haught |
| F/O Ladd | S/S Pecosky | S/S Moore |
| Lt McAden | S/S Harrell | S/S Wright |
| Lt Arens | S/S Boggs | S/S Foxworth |
| Lt Gerry | S/S McDermott | S/S Stephens |
| Lt Killebrew | S/S Baumgardner | Sgt Boucher |
| Lt Saunders | S/S Cardwell | S/S Lundgren |
| Lt Strasburg | T/S Sucker | S/S Smith |
| Lt Dellisante | S/S Harrell | S/S Biskupski |

Second Mission:

| | | |
|---------------|----------------------------------|----------------|
| Capt Ellis | S/S Mullenhour | S/S Malito |
| Lt Dean | S/S Taylor | S/S Johnson |
| Capt Rosebush | Sgt Chapin | |
| | Mr. Van Atta (War Correspondent) | |
| F/O Ladd | S/Sgt Pecosky | S/S Moore |
| Lt McAden | S/S Harrell | S/S Wright |
| Lt Arens | S/S Westerman | |
| | Capt Martin (Passenger) | |
| F/O Ruse | S/S Adams | S/S Hornburger |
| Lt Killebrew | S/S Baumgardner | Sgt Boucher |
| Lt Saunders | S/S Cardwell | S/S Lundgren |
| Lt Strasburg | T/S Sucker | S/S Smith |
| Lt Dellisante | S/S Hammel | S/S Biskupski |

December 23---- Corp Thomas appointed Sgt today. Twelve planes led by Capt Ellis at 0740 to strike a barge hideout and unloading area south of Sio, New Guinea. The natural cover was so thick that the results were largely unobserved, but two barges were known to be

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destroyed and two damaged. All but one of the 84 x 100 pounders hit the target area and 21,050 rounds of ammunition were expended. Those on the mission were:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|---------------|
| Capt Ellis | S/S Malito | |
| | Sgt Gates | Photographer |
| Lt Dean | S/S Taylor | Sgt Turek |
| Lt Baker | T/S Sucker | S/S Rowland |
| Lt Frey | S/S Malicki | S/S Bogucki |
| Lt McAden | S/S Kunze | S/S Piper |
| Capt Baucom | S/S Boggs | S/S Boggs |
| Lt Strasburg | S/S Cardwell | S/S Sotelo |
| Lt Fox | S/S Hanson | S/S Hammel |
| Lt Arens | S/S Westerman | S/S Chiapella |
| Maj Gerrity | S/S Reeves | S/S Stephens |
| Lt Dellisante | S/S Parsons | S/S Moore |

December 24-----Two strikes today, both on the southwest coast of New Britain. The first, a coded target in the Cape Gloucester area, was hit at 1015 to 1035 by twelve planes and 88 of the 92 X 100 pound bombs hit the target. 19675 rounds of .50 cal. ammo were expended. Three huts set afire and a barge was strafed. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|----------------------|---------------|
| Capt Ellis | S/S Garber | S/S Malito |
| Lt McAden | S/S Kunze | S/S Wright |
| F/O Ruse | S/S Taylor | Sgt Turek |
| Capt Rosebush | S/S Baumgardner | S/S Harrell |
| Lt Frey | S/S Westerman | S/S Chiapella |
| Lt Fox | S/S Hanson | S/S Biskupski |
| Capt Baucom | S/S Boggs | S/S Foxworth |
| Lt Strasburg | S/S Rowland | S/S Smith |
| Lt Gerry | S/S Reeves | S/S Stephens |
| | Cpl Kren (passenger) | |
| Lt Saunders | S/S Lundgren | S/S Sotelo |
| Lt Dellisante | S/S Parsons | S/S Moore |
| Lt Baker | S/S Covington | S/S Malicki |

The second mission consisting of 6 ships left at 1630 to seek barges up the Ridi River and to hit Saurch Village, New Britain. No

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barges were seen, but 22 x 250 pounders resulting in 21 hits were dropped in the village. Huts were destroyed and a dock was strafed. 9250 rounds of ammo were expended. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|---------------|
| Capt Ellis | S/S Hanson | S/S Biskupski |
| Lt Arens | S/S Westerman | S/S Chiapella |
| Capt Pancher | S/S Hanson | S/S Stephens |
| Capt Rosebush | S/S Kunze | S/S Wright |
| Lt Fox | S/S Covington | S/S Malicki |
| Lt Baker | S/S Taylor | Sgt Turek |

December 25----Corp Hawkins, airplane mechanic, assigned to 8th Fighter Squadron. Judging from the number of missions lately run in the Cape Gloucester area, it would seem that big things are forthcoming. Today there were two strikes in the southwestern part of New Britain. 9 ships led by Capt Ellis struck a coded target at Cape Gloucester and a neighboring track. A sum of 66 x 100 pounders were dropped, 63 falling in the target area, and 14565 rounds of ammo were expended. Many huts were left burning and damaged. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|----------------|
| Capt Ellis | S/S Hammel | S/S Biskupski |
| Lt Dean | S/S Taylor | S/S Johnson |
| Lt Ruse | S/S Covington | S/S Bogucki |
| Capt Baucom | S/S Parsons | S/S Moore |
| Lt Strasburg | S/S Cardwell | S/S Lundgren |
| Lt Gerry | S/S Reeves | Sgt Gates |
| | | (Photographer) |
| Lt Arens | S/S Westerman | S/S Chiapella |
| Lt Dellisante | S/S O'Connor | Sgt Singler |
| Capt Pancher | S/S Rowland | S/S Malito |

Later from 1415 to 1435, Capt Rosebush led nine airplanes in a strike along the east bank of the Puli River from its mouth to Didmop, New

Britain. Three villages were attacked and smoke was observed in one of them. All of the 54 x 100 pounders hit the mark and about 15,000 rounds of .50 cal. ammo were expended, in the strafing. December 26-----Today is the big one--a landing at Cape Gloucester. Col. Henebry led eight of our ships in a strike against the Nips on Target Ridge. Fires were started but other results were unobserved. Thirty 250s were dropped with 27 hitting the mark and 12400 rounds of ammo were expended. Much of our shipping was in the area and the sky was filled with airplanes. The crews:

| Pilot | Gunner | Radio Gunner |
|----------------|---|-----------------|
| Lt Col Henebry | S/S Lungren | |
| | Maj Gilmore and Capt Blake (passengers) | |
| Lt Arens | S/S Johnson | S/S Taylor, HS. |
| Lt Harrington | S/S Stephens | |
| | Capt Kennedy (passenger) | |
| Capt Ellis | S/S Covington | S/S Malicki |
| Lt Strasburg | S/S Rowland | Sgt Gates |
| | | (Photographer) |
| Lt Frey | S/S Parsons | S/S Moore |
| Capt Rosebush | S/S Chapin | S/S Haught |
| Capt Baucom | S/S O'Connor | Mr Lee Van Atta |
| | | (War Corr) |

December 27-----Sgt Burns transferred to Group Headquarters today. Reports have the landing at Cape Gloucester going nicely. Capt Rosebush took nine planes to hit a clearing on the east bank of the Puli River and the edge of Dedmop Village, New Britain. The target was attacked from 1515 to 1545 and 31 x 500 pounders were dropped, all on the target. In strafing 16350 rounds of .50 caliber ammo were expended. The results were unobserved. Those on the mission were:

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| Pilot | Gunner | Radio Gunner |
|---------------|----------------|---------------|
| Capt Rosebush | S/S Chapin | S/S Haught |
| Lt Gerry | S/S Hornburger | S/S Stephens |
| Lt Dellisante | S/S Covington | S/S Bogucki |
| Lt Arens | S/S Sotelo | S/S Cardwell |
| Lt McAden | S/S Taylor | Sgt Turek |
| Lt Ruse | S/S Parsons | S/S Moore |
| Capt Baucom | S/S McAteer | S/S O'Connor |
| Lt Baker | S/S Rowland | S/S Shipley |
| Lt Frey | S/S Westerman | S/S Chiapella |

December 28-----Although 9 ships took off at 0755 to strike a coastal track at Cape Gloucester, only 8 reached the target. For reasons beyond his control, a late take-off prevented Capt Pancher from catching the formation led by Capt Ellis. All of the 28 x 250s dropped hit the target and 12,250 rounds of ammo were expended. Three machine gun emplacements were silenced, but other results were unobserved. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|----------------|---------------|
| Capt Ellis | S/S Cardwell | S/S Lundgren |
| Lt Fox | S/S Hammel | S/S Hanson |
| Lt Dellisante | S/S O'Connor | S/S McAteer |
| Capt Rosebush | S/S Chapin | S/S Harrell |
| Lt Harrington | S/S Covington | S/S Malicki |
| Lt Frey | S/S Westerman | S/S Chiapella |
| Capt Baucom | S/S Taylor | S/S Johnson |
| Lt Strasburg | S/S Stephens | S/S Garber |
| Capt Pancher | S/S Hornburger | S/S Tritz |

December 29-----Lts Dean and Patrylick and T/Sgt Vaillancourt left today for the mainland to ferry aircraft and pick up supplementary rations.

December 30-----After a day's respite, another Cape Gloucester strike --troop concentrations. Results - smoke and flying debris. All of the 72 x 100 pound bombs dropped hit the mark and 14,300 rounds of

ammunition were expended in strafing. Col Henebry again led the Squadron. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|----------------|---------------|
| Capt Ellis | S/S Cardwell | S/S Lundgren |
| Lt Fox | S/S Hammel | S/S Hanson |
| Lt Dellisante | S/S O'Connor | S/S McAteer |
| Capt Rosebush | S/S Chapin | S/S Harrell |
| Lt Harrington | S/S Covington | S/S Malicki |
| Lt Frey | S/S Westerman | S/S Chiapella |
| Capt Baucom | S/S Taylor | S/S Johnson |
| Lt Strasburg | S/S Stephens | S/S Garber |
| Capt Pancher | S/S Hornburger | S/S Tritz |

December 31-----Today troops in the Borgen Bay, New Britain area.

Ten ships led by Capt Ellis hit the target dropping 66 x 100 pounders and 4 x 250s. All of the bombs except 2 x 100s hit the mark and 15,200 rounds of ammo were expended. Results were unobserved.

The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|----------------|---------------------------|
| Capt Ellis | S/S Garber | Lt Spitzer (Navigator) |
| Capt Pancher | S/S O'Connor | S/S McAteer |
| Lt McAden | S/S Kunze | S/S Rylko |
| Capt Baucom | S/S Boggs | S/S Harrell |
| Lt Burgess | S/S Rowland | Sgt Turek |
| Lt Harrington | S/S Franklin | S/S Casillas |
| Lt Arens | S/S Cardwell | S/S Sotelo |
| Lt Fox | S/S Biskupski | Sgt Hanson |
| Maj Gerrity | S/S Reeves | Sgt Boucher |
| Lt Ruse | S/S Hornburger | S/S Tritz |

January 1, 1944-----A new year but the same old targets. Two missions were run - one in the morning and one in the afternoon.

At 0700, Capt Ellis took 8 planes to bomb and strafe troop concentration in the Cape Gloucester area. Results were unobserved but 54 x 100 pounders and 4 x 250s were dropped on the target.

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15,750 rounds of .50 cal. ammo and 24 rounds of 20mm ammo were

used in the strafing. The Crews:

| Pilot | Gunner | Radio Gunner |
|--------------|----------------|--------------|
| Capt Ellis | S/S Garber | S/S Sykes |
| Lt Shoop | S/S O'Connor | Sgt Singler |
| Lt Gerry | Sgt Boucher | S/S Stephens |
| Capt Baucom | S/S Lundgren | S/S Sotelo |
| Lt Strasburg | S/S Hornburger | Sgt Tritz |
| Lt Baker | S/S Kunze | S/S Rylko |
| Lt Burgess | Pfc Hansford | S/S Rowland |
| Lt Tallon | S/S Franklin | S/S Cooper |

In the afternoon, 9 ships again led by Capt Ellis went on a barge hunt from Wald Bay to Saidor and to bomb and strafe Saidor, New Guinea. Two barges were damaged but other results were unobserved.

52 x 100 pounders and 3 x 250 pounders all hit the target and

15,725 rounds of .50 caliber ammo and 61 rounds of 20mm ammo were expended. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|----------------|---------------------------|
| Capt Ellis | S/S Garber | Lt Spitzer (Navigator) |
| Lt McAden | S/S Kunze | S/S Wright |
| Capt Pancher | S/S Lundgren | S/S Cardwell |
| Capt Baucom | S/S Boggs | S/S Foxworth |
| Lt Howard | S/S Hammel | Sgt Hanson |
| Lt Harrington | S/S Franklin | S/S Cooper |
| Lt Prince | S/S Maroney | Pfc Hansford |
| Lt Dellisante | S/S Hornburger | Sgt Tritz |
| Lt Frey | S/S Reeves | Sgt Boucher |

Lts Jacobson and Landt were transferred to the 43rd Bomb Group today. Both are bombardiers and have been with the organization since November.

January 2-----Today a ground support mission for troops landing at

Saidor, New Guinea. We sent 13 ships, an all time A-20 record for us, led by Capt Ellis. All of the 45 bombs - 500 pounders hit the target and 19,250 rounds of .50 cal. and 52 rounds of 20mm ammo were expended. Again results were unobserved. Those on the mission:

| Pilot | Gunner | Radio Gunner |
|--------------|----------------|-----------------------------|
| Capt Ellis | S/S Garber | Lt Spitzer (Navigator) |
| Lt McAden | S/S Kunze | S/S Wright |
| Lt Shoop | Sgt Singler | S/S McAteer |
| Capt Baucom | Sgt Campbell | S/S Foxworth |
| Lt Baker | S/S Shipley | S/S Smith |
| Lt Strasburg | S/S Cardwell | S/S Lundgren |
| Lt Burgess | S/S Covington | Sgt Gates (Photographer) |
| Lt Ruse | S/S Hornburger | S/S Tritz |
| Lt Fox | S/S Biskupski | S/S Hammel |
| Lt Arens | S/S Parsons | S/S Moore |
| Lt Gerry | S/S Reeves | Sgt Boucher |
| Lt Tallon | S/S Franklin | S/S Casillas |

January 3----Lt Mount was assigned today. He is to act as Ass't Intelligence Officer. Pfc Glick joined organization from 8th Fighter Squadron.

January 4---Lts Mead and Mandell departed for 7 day leave in Sydney today. All exceedingly quiet for a change.

January 5----1 Officer and 6 Enlisted Men departed for 7 day leave in Sydney.

January 6----Lt Macomber appointed 1st Lt. as of January 2nd today. 11 EM departed for Rest Leave of 10 days at Mackay today. Sgt Carothers appointed S/Sgt as of January 1st today.

January 7----M/Sgt Tucker returned to duty today from Brisbane. Sgt Tucker had spent the last 3½ months on TD at Eagle Farms.

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9 Enlisted Men returned from Rest Leave at Mackay.

January 8----W/O Caruzzi returned from leave today with the news that he is now a married man. 22 Enlisted Men and 2 Officers departed for Nadzab today to start a camp area. Rumor has it that we will move very soon.

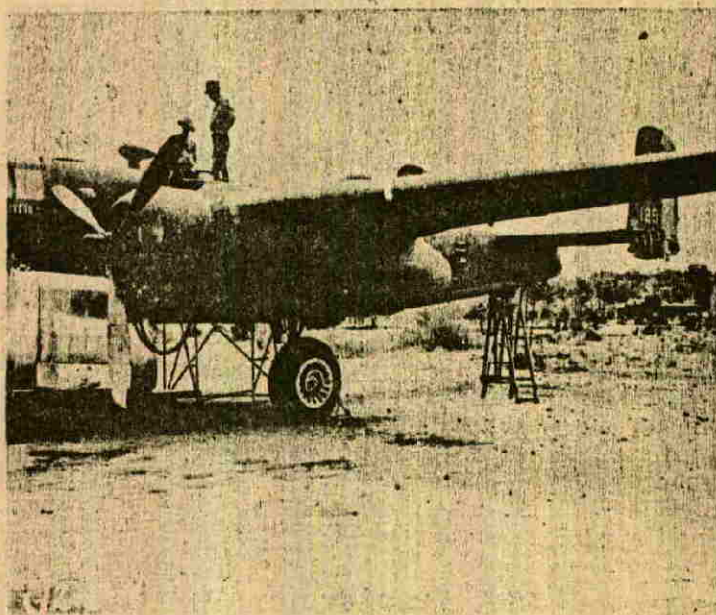
January 9----7 Enlisted Men of the organization departed today for the United States, namely, M/Sgt Hastings, T/Sgts Duhon, Stone, Thomas and Glenn and S/Sgts Hill and Carothers. All are veterans of over 23 months of foreign service, and are the first ground personnel to be relieved.

January 10----Twelve ships struck troop concentrations at Hill 660, Cape Gloucester. 54 x 250 pounders were dropped, all striking the mark and 18,390 rounds of .50 caliber ammo and 84 rounds of 20mm ammo were expended in the strafing attack. Because of heavy jungle growth, results were unobserved. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|---------------------------|
| Capt Ellis | S/S Boggs | T/S Campbell (FATF) |
| Lt Dean | S/S Taylor | Sgt Boucher |
| Lt Baker | S/S Shipley | S/S Smith |
| Capt Rosebush | S/S Chapin | S/S Haught |
| Lt Shoop | S/S O'Connor | Capt Martin (Observer) |
| Lt Ladd | S/S Maroney | S/S Divers |
| Capt Howe | S/S Perez | S/S Biskupski |
| Lt Fox | S/S Franklin | Sgt Lincoln |
| Lt Coghill | S/S Cardwell | S/S Lundgren |
| Lt Burgess | S/S Covington | S/S Bogucki |
| Lt Ruse | S/S Adams | Sgt Tritz |
| Lt Richardson | S/S McDermott | S/S Sotelo |

January 11----T/Sgt Sucker and S/Sgts Baumgardner and Malito, gunners, received orders and departed today for the US. All have

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Plane cracked up by Lt MacLellan



Capt Johnson
M/Sgt Caruzzi

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over 50 combat missions. Lt Davis returned to duty from the Hospital in Brisbane.

January 12----A twelve ship formation led by Capt Ellis bombed and strafed enemy stores at Warai Village. Fifty one 250 pounders were dropped scoring 51 hits and 11500 rounds of .50 caliber and 132 rounds of 20mm ammo were expended in strafing. Heavy jungle growth prevented observation of the results. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|-----------------------------|
| Capt Ellis | S/S Sykes | Lt Mount (Intell Off) |
| Lt Prince | S/S Shipley | Sgt Gates (Photographer) |
| Lt Strasburg | S/S Boggs | S/S Foxworth |
| Capt Rosebush | S/S Chapin | T/S Haught |
| Lt Ladd | S/S Maroney | S/S Moore |
| Lt Harrington | S/S Franklin | S/S Casillas |
| Lt Burgess | S/S Covington | S/S Bogucki |
| Lt Howard | S/S Hammel | Sgt Hanson |
| Lt Gerry | S/S McDermott | S/S Sotelo |
| Lt Arens | S/S Perez | S/S Biskupski |
| Lt Tallon | S/S Stroup | Sgt Boucher |
| Lt Killebrew | S/S Adams | S/S Hornburger |

January 13----Although twelve ships took off, only ten reached the target, troops at Didmop Village, New Britain, as two had to return because of weather. Forty 250 pounders were dropped all scoring hits and 12570 rounds of .50 caliber ammo were expended. Results were again unobserved. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|--------------------|------------------------|
| Capt Ellis | S/S Garber | Lt Spitzer (Navigator) |
| Lt Dean | S/S Taylor | S/S Piper |
| Lt Frey | S/S Wright | S/S Haught |
| Capt Rosebush | S/S Chapin | S/S McAteer |
| Lt Shoop | S/S O'Connor | S/S Boucher |
| Lt Harrington | Sgt Harrel (Photo) | S/S Bogucki |

| | | |
|---------------|---------------|---------------|
| Lt Burgess | S/S Covington | S/S Casillas |
| Lt Dellisante | S/S Shipley | S/S Smith |
| Lt Richardson | S/S McDermott | S/S Sotelo |
| Lt Arens | S/S Perez | S/S Biskupski |
| Lt Fox | S/S Stephens | S/S Rylko |
| Lt Rutters | S/S Maroney | S/S Moore |

January 14----All quiet. Excellent show tonight. Red Skelton in "I Dood It".

January 15----10 Enlisted Men departed for 10 day leave at Mackay Rest Area. S/Sgt Latta rejoined organization after being sick in Australia for the past four months.

January 16----At 1025 Capt Ellis took a 13 ship formation off to hit targets number 2 and number 3 of the Bogadjim Road, New Guinea. Lt McAden was forced to return before reaching the target because of mechanical trouble and a fuel shortage caused Lt Killebrew to land at Nadzab. Forty-six 250 pounders were dropped and 43 hit the target resulting in flying dirt and debris. Strafing consumed 15350 rounds of .50 caliber ammo and 145 rounds of 20mm shells.

The crews:

| Pilot | Gunner | Radio Gunner |
|--------------|----------------|-----------------------------|
| Capt Ellis | T/S Mullenhour | Lt Spitzer (Navigator) |
| Lt Prince | S/S McDermott | Lt Macomber (Intell Off) |
| Lt McAden | S/S Franklin | S/S Lundgren |
| Capt Baucom | S/S Maroney | S/S Harrell |
| Lt Ladd | S/S Stroup | S/S Moore |
| Lt Davis | S/S Rylko | S/S McAteer |
| Lt Burgess | S/S Covington | S/S Bogucki |
| Lt Baker | S/S Divers | S/S Hammel |
| Lt Coghill | S/S Kunze | S/S Piper |
| Lt Arens | S/S Chiapella | Cpl Hansford |
| Lt Tallon | S/S Johnson | Sgt Boucher |
| Lt Killebrew | S/S Adams | S/S Hornburger |

January 17----Lts Tallon, Stewart and Dellisante promoted to 1st Lt as of January 11th.

January 18----Lts Mead and Mandell returned from leave at Sydney today. Lts Strasburg and Dellisante and Sgts Nichols and Pearson left today to ferry aircraft from the mainland.

January 19----Lt Patrylick and 24 Enlisted Men loaded all of the squadrons' heavy equipment aboard a Liberty ship today to move it to Nadzab.

January 20----Today targets of opportunity in the vicinity of Crocodile Point, Didmop, Rim Bay, Cape Rault, Kokopo, Borgen Bay, Itne River and Cape Bushing, New Britain. Capt Ellis again led the squadron, but only 11 of the 12 planes reached the target as Lt Tallon was forced to return because of mechanical trouble - his fuel system was not functioning properly. A total of 9 plantations and villages were bombed and strafed; it was raining over the targets, however, and the results could not be observed. Fifty-four 250 pounders were dropped and 48 of them hit the objectives. A total of 16600 rounds of .50 caliber ammo were expended. Those participating in the mission:

| Pilot | Gunner | Radio Gunner |
|---------------|----------------|---------------------------|
| Capt Ellis | T/S Mullenhour | Lt Spitzer (Navigator) |
| Lt Davis | S/S Divers | |
| Lt Prince | Sgt Turek | |
| Capt Baucom | S/S Maroney | |
| Lt Baker | S/S Sykes | |
| Lt Harrington | S/S Cooper | |
| Lt Burgess | S/S Malicki | |
| Lt Killebrew | S/S Chiapella | |
| Lt Rutters | S/S Parsons | |

| | |
|---------------|-------------|
| Lt Dean | S/S Johnson |
| Lt Richardson | S/S Reeves |
| Lt Tallon | S/S Kunze |

January 21-----S/Sgt Rowland, veteran of over 50 missions, holder of DFC and Air Medal, returned to the States today. S/Sgt Hale, Ordinance, appointed T/Sgt and S/Sgt Moore appointed S/Sgt today. Lt Hinsey returned from Nadzab today with tales of a strafing attack on the area at Nadzab.

January 22-----Today fifteen of the A-20s were exchanged for A-20G's, turret jobs. The pilots took the old ones to Moresby and flew the new ones back, but Lt Pilgrim was forced to return to Moresby after an oil line broke causing an engine to quit while coming through the pass - a narrow squeeze. The boys don't think much of the new ships - the turrets and additional fuel capacity increase the weight so much as to slow the planes down and cut down the maneuverability.

January 23-----Lts Bertsch, Arens and Robinson departed for Sydney today. 14 Enlisted Men (Armorers) attached from the 312th Bomb Gp to gain experience in combat armament.

January 24-----Sgts Ashcroft, Shuell and Frizzle departed by boat for a 15 day leave in Melbourne today. "Reunion in France" played at the movies and was enjoyed by all.

January 25-----Pvt Rowlinson, 3rd Airdrome Squadron, assigned to the squadron, today to serve as an armorer. Move to Nadzab seems to be materializing rapidly.

January 26-----T/Sgt Gatewood and S/Sgt Boggs returned to the States.

Sgt Gatewood was an original member of the 3rd Bomb Gp and flew through the Philippine campaign. Sgt Boggs was the youngest gunner assigned to the organization.

January 27-----Pvts Icl, Snyder, and Cordell, Ordinance, transferred to 22nd Bomb Group. Lt Gerry returned from ferrying aircraft. Instructions for move come in thick and fast.

January 28-----Everything quiet. Probably the lull before the storm of moving.

January 29-----Off at 8:25 AM to strike troop concentrations between two parallel ridges and a wireless station at Cape Bushing, New Britain. Twelve planes took part and dropped 48 x 500s. All of the bombs hit the target area, only much dust and flying debris was observed. A total of 18,400 rounds of .50 caliber ammunition was expended. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|---------------------------|
| Capt Ellis | S/S Chiapella | Lt Spitzer (Navigator) |
| Lt Shoop | Sgt Singler | |
| Lt Harrington | S/S Cooper | |
| Capt Baucom | S/S Maroney | |
| Lt Prince | Sgt Turek | |
| Lt Baker | S/S Sykes | |
| Lt Burgess | S/S Hansford | S/S Parsons |
| Lt Davis | S/S Divers | |
| Lt Howard | S/S Stroup | |
| Lt Dean | S/S Johnson | T/S Mullenhour |
| Lt Ruse | S/S Adams | S/S Malicki |
| Lt Gerry | S/S Reeves | |

January 30-----Sgt cock appointed S/Sgt. Corp Warfe promoted to Sgt, Pvts Jackson and Rhoades appointed Pvts lcl. Final instructions to move to Nadzab on February 2nd received today.

January 31-----Lt Col Henebry, the Group CO, led the Squadron on a raid against a ship in Alexishafen Harbor, New Guinea, but the ship was never located. However, the secondary target was targets of opportunity between Alexishafen and Uligam Harbor. Three A/A positions were silenced and huts in villages and plantations were damaged. Thirty-nine 500 pounders, three 250s and 17,200 rounds of ammo did the damage. The crews:

| Pilot | Gunner | Radio Gunner |
|----------------|----------------|---------------------------|
| Lt Col Henebry | S/S Divers | Lt Hibblen (Navigator) |
| Lt Ladd | S/S Parsons | |
| Lt Harrington | S/S Cooper | Sgt Gates (Photo) |
| Capt Ellis | T/S Mullenhour | |
| Lt Dellisante | S/S Chiapella | |
| Lt Strasburg | S/S Sykes | |
| Capt Baucom | S/S Maroney | |
| Lt Prince | Sgt Turek | |
| Lt Baker | S/S Adams | |
| Lt Burgess | S/S Malicki | |
| Lt Shoop | Sgt Singler | |
| Lt Richardson | S/S Reeves | |

February 1-----Lts Gerry and Dellisante with S/Sgts Beals and Greene and Corp Howard and 5 men from the Group as passengers are reported missing enroute to Port Moresby. All passengers were leave personnel and much concern is felt regarding their safety.

February 2-----Target - Amela Mission and village, New Guinea. The Squadron, 12 planes, was led by Capt Baucom. The plantation was wiped out and the village badly damaged. Of the 63 x 500 pounders dropped, 58 fell in the target area and only one of the 5 x 250s dropped missed. The crews:

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| Pilot | Gunner | Radio Gunner |
|---------------|----------------|-----------------------------|
| Capt Baucom | S/S Maroney | Lt Spitzer (Nav) |
| Lt Strasburg | S/S Sykes | |
| Lt Killebrew | S/S Stroup | Sgt Gates (Photo) |
| Lt Harrington | Cpl Hansford | |
| Lt Ladd | S/S Parsons | S/S Cooper |
| Lt Baker | T/S Mullenhour | |
| Lt Burgess | S/S Malicki | Sgt Singler |
| Lt Ruse | S/S Adams | Lt Macomber (Intell Off) |
| Lt Frey | S/S Divers | |
| Lt Dean | S/S Johnson | S/S Reeves |
| Lt Rutters | Sgt Turek | Sgt Boucher |
| Lt Fox | S/S Chiapella | |

February 3-----Move started today with the Air Echelon moving first. Bad weather turned the Squadron back from a strike against Nokopo, Gumbaion and Tarpen Villages, New Guinea. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|----------------------|
| Lt Burgess | Lt Spitzer | |
| Lt Strasburg | S/S Lundgren | S/S Cardwell |
| Lt Rutters | S/S Shipley | Sgt Gates (Photo) |
| Lt Ladd | S/S Biskupski | |
| Lt Richardson | S/S McAtteer | |
| Lt Pilgrim | S/S Garber | |
| Lt Harrington | S/S Chapin | |
| Lt Fox | S/S Bogucki | |
| Lt Frey | S/S Chiapella | |

February 4-----Ground Echelon moved today with only a skeleton crew left behind to guard the camp area. Lt Col Henebry led eleven planes to hit a barge building yard and installations at Marienberg, New Guinea. Forty-two 500 pounders, 33 x 300 pounders and 17950 rounds of ammo badly damaged a shipway, demolished a sawmill and destroyed the majority of buildings. In addition, Marienberg and Suek villages were strafed. Those on the mission:

| Pilot | Gunner | Radio Gunner |
|----------------|----------------|---------------------|
| Lt Col Henebry | S/S Covington | Lt Spitzer (Nav) |
| Lt Ladd | S/S Pecosky | |
| Lt Prince | S/S Smith | Sgt Tritz |
| Capt Baucom | S/S Foxworth | |
| Lt Richardson | S/S Franklin | |
| Lt Strasburg | S/S Sykes | |
| Capt Ellis | T/S Mullenhour | |
| Lt Baker | S/S Adams | |
| Lt Dean | S/S Sotelo | |
| Lt Ritters | Cpl Hansford | |
| Lt Killebrew | S/S Stephens | Sgt Harrell |

February 5-----No word received from Groups plane as yet so all aboard must be considered lost. Ten gunners transferred to 312th Bomb Group today. Eight gunners transferred in from 380th Bomb Group. Three pilots transferred from same group.

February 6-----A barge hunt to Muachu Island, New Guinea led by Capt Ellis. The mission proved to be a costly one as four of the 12 planes were lost, but all hands safe. Capt Ellis had an engine shot out and on landing at Saidor, skidded on the wet field into a ditch. Capt Baucom who followed him in, did the same thus wiping out two planes. Lt Richardson became separated from Capt Baucom in the overcast, got lost and when the gas was low set his ship down in a swamp near Mt Hagen. The plane burned, but only a few scratches was suffered by "Ritch" and his gunner, S/Sgt Cardwell. Until the news of their safety reached us late in the evening, they were given up as lost. Lt Ruse hit the mast of a 2000 ton transport ripping off an engine cowl and the bomb bay doors making it necessary to cross the airplane off but he returned safely. Pretty lucky. Lt Howard made a landing at

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Finschafen but returned later. His hydraulic system was shot out.

And here is what was done to the Nips: 1 lugger sunk, 3 luggers damaged, two explosions on 2000 ton transport, 8 barges damaged, 6 more probably damaged and fires in buildings and stores.

The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|----------------|----------------------|
| Capt Ellis | T/S Mullenhour | Lt Hibblen (Nav) |
| Lt Ruse | S/S Adams | |
| Lt Shoop | S/S Casillas | |
| Capt Baucom | S/S Maroney | |
| Lt Howard | S/S Hammel | |
| Lt Richardson | S/S Cardwell | |
| Lt Dean | S/S Johnson | |
| Lt Coghill | S/S Wright | |
| Lt Fox | S/S Stephens | S/S Garber |
| Lt Prince | S/S Shipley | Sgt Gates (Photo) |
| Lt Pilgrim | Sgt Boucher | |
| Lt Frey | Cpl Hansford | |

February 7----Lts Baker, Coghill, Pilgrim, Hibblen and Rutters appointed 1st Lts as of January 30th. Capt Rosebush returned from Sydney today to assume the duties of Operations Officer again.

February 8----Sgt Sullivan transferred to Group Headquarters today. The men groaned and moaned through a very poor movie tonight, Laurel and Hardy in "Jitterbug".

February 9----W/O Caruzzi appointed Chief Warrant Officer as of the 2nd and Capt Ellis promoted to Major as of January 31st.

February 10----Lt Burgess promoted to Capt as of January 31st. Camp area is progressing rapidly and should soon be one of the nicest areas on the island.

February 11----Major Ellis, CO, was transferred to Gp today to

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assume the duties of Ass't Gp Operations Officer. Capt Rosebush succeeds Major Ellis as Squadron CO. Major Ellis is a veteran of over 70 combat missions and has been a member of this organization since October 1943.

February 12-----A strike against Darapap and Karaw Villages, New Guinea. Capt Rosebush led our 12 planes but only 11 reached the target as a broken rudder trim tab turned Lt Shoop back. Both villages were severely damaged by 60 x 500s, 12 x 300s and 18,000 rounds of ammunition. Also a fuel dump was set on fire.

The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|---------------------|
| Capt Rosebush | S/S Chapin | Lt Hibblen (Nav) |
| Lt Ladd | S/S Moore | |
| Lt Shoop | Sgt Singler | |
| Capt Baucom | S/S Biskupski | |
| Lt Baker | S/S Divers | |
| Lt McAden | S/S Kunze | |
| Lt Dean | S/S Taylor | |
| Lt Coghill | S/S Stephens | S/S Covington |
| Lt Rutters | S/S Perez | |
| Lt Prince | S/S Shipley | Sgt Harrell |
| Lt Tallon | S/S Franklin | |
| Lt Killebrew | S/S Reeves | |

February 13-----Today the 3rd Group gave the Nips plenty of trouble.

The 13th and 90th hit Tadjl Airdrome from 1110 to 1115, the 90th striking first. Unfortunately for the 13th, this Squadron left nothing intact for them to destroy. Our 372 x 23 parachute frags, 30 x 300s and 2 x 500s and 17,000 rounds of ammo destroyed two fighters and 4 bombers on the ground, damaging two fighters and four bombers. A lugger was sunk and a fire was started on a 1500

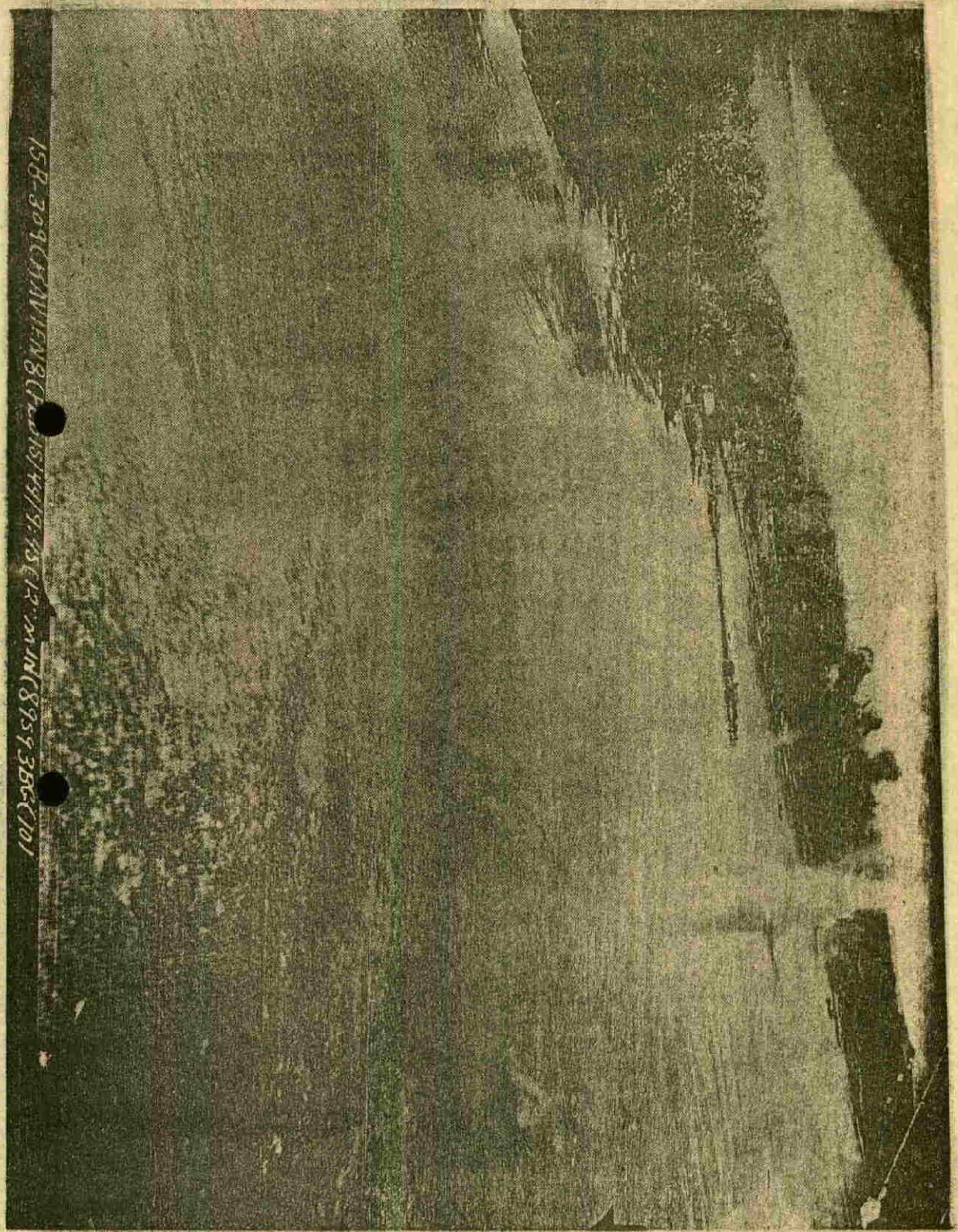
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to 2000 ton freighter. Lt Col Henebry, who led the group, strafed 6 Nips in a rowboat. Thick smoke, dust and debris prevented observation of additional damage. The crews:

| Pilot | Gunner | Radio Gunner |
|----------------|----------------|----------------------|
| Lt Col Henebry | S/S Ross | Lt Spitzer (Nav) |
| Lt Prince | S/S Shipley | S/S Gates (Photo) |
| Lt Harrington | S/S Casillas | |
| Maj Ellis | T/S Mullenhour | |
| Lt Dean | S/S Sotelo | |
| Lt McAden | S/S McDermott | Sgt Harrell |
| Capt Rosebush | T/S Haught | |
| Lt Ladd | S/S Pecosky | |
| Lt Shoop | S/S O'Connor | |
| Capt Baucom | S/S Foxworth | S/S Divers |
| Lt Strasburg | S/S Perez | |
| Lt Baker | Sgt Boucher | |

February 14-----The Dagua Airdrome at Wewak, New Guinea for all the 3rd Gp today. Our nine ship formation led by Capt Rosebush struck from 1135 to 1140, dropping 62 one hundred pounders, 24 x 300 pounders, all in the target area and expended 14,000 rounds of ammunition. 90th Results: Whole north dispersal area burning, 2 bombers (serviceability questionable) destroyed on the ground, gas dump on fire, A/A position strafed. The observation of further damage was prevented by smoke, dust and flying debris. But all agreed that the day was successful. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|--------------|------------------------------|
| Capt Rosebush | Cpl Hansford | Pfc Boucher (Gp Hq Photo) |
| Lt McAden | S/S Piper | |
| Lt Harrington | S/S Casillas | S/S Adams |
| Capt Baucom | S/S Maroney | Lt Patrylick (Nav) |
| Lt Howard | Sgt Singler | |



Lt Rutters
Lt Prince

S/S Parsons
S/S Garber

S/S Gates
(Photo)

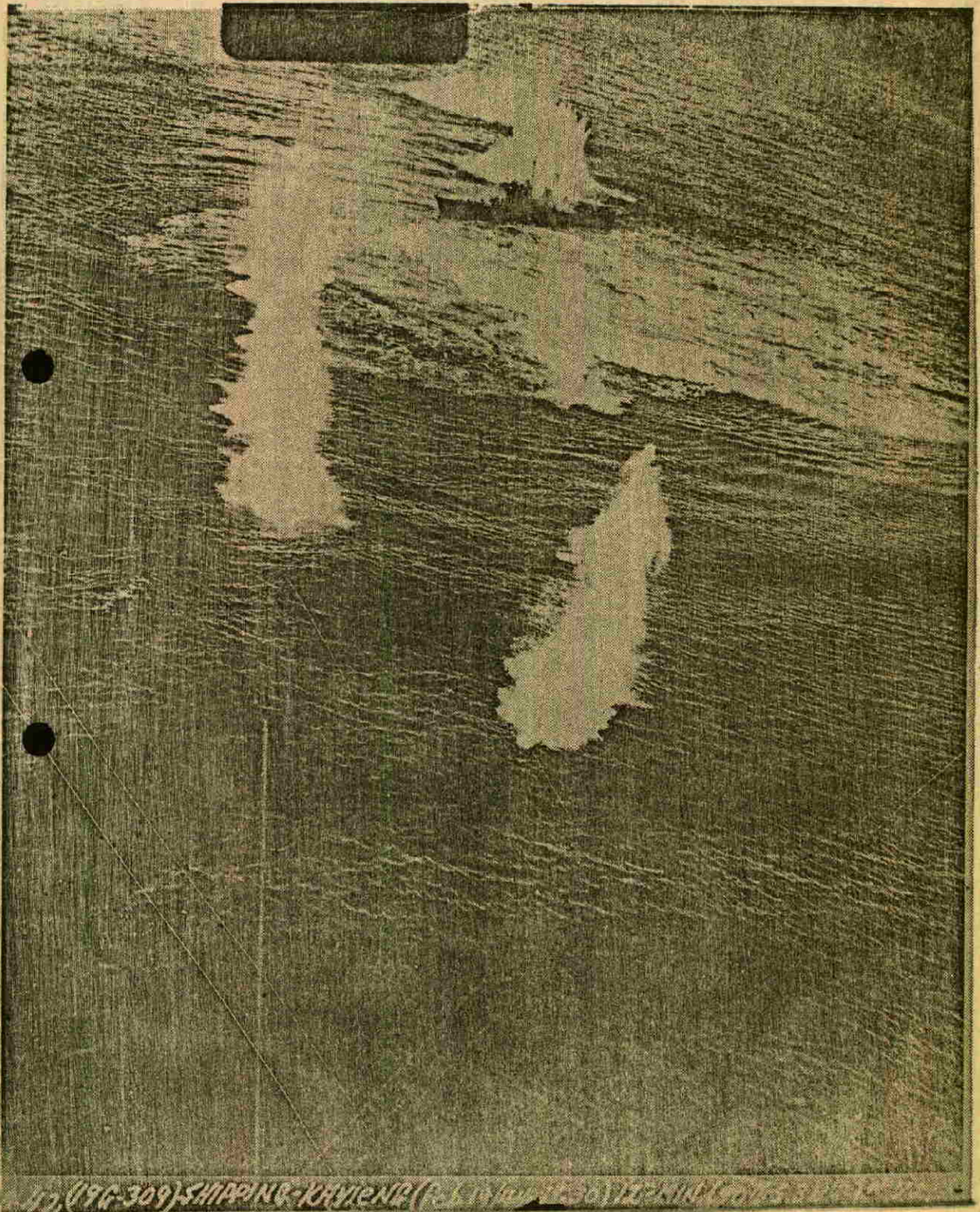
Lt Fox
Lt Frey

S/S Reeves
S/S Chiapella

February 15—For the first time the 90th pulled a raid on Kavieng shipping and considering our losses, the results were none too gratifying, for the shipping reported in the harbor was not there. Major Ellis led the squadron with the 8th, 13th and 89th following. Here is what the 90th did: destroyed 5 luggers, started fires in the stores area, destroyed building and silenced a machine gun position. Forty-five 500 pounders (21 hits) and 4 x 300 pounders (2 hits) were dropped and 15325 rounds of ammo were expended. Lt McAden's radio and turret were out, so he had to turn back at Cape Gloucester. Because his ship was not serviced, Lt Ruse took off late and never found the formation. However, he worked over the A/A positions at Garove Island. Here is the damage done to our ships: Lt Ladd's hydraulic system was shot out, his rudder cables severed but not his nerve. He made an excellent crash landing despite the fact that a bomb was still hanging on the right wing rack. Maj Ellis' ship was well gone over and he had to land at Finschafen on one engine. The ship of Lt Shoop had a hole in the tail section large enough to crawl through. His controls were out but he made it back nevertheless. The crews:

| Pilot | Gunner | Radio Gunner |
|-------------|------------|------------------------|
| Major Ellis | S/S Sykes | Lt Spitzer (Nav) |
| Lt Prince | S/S Garber | Cpl Newcomb (Photo) |

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| | | |
|---------------|---------------|---------------|
| Lt Harrington | S/S Franklin | |
| Capt Baucom | S/S Biskupski | |
| Lt Strasburg | S/S Hammel | S/S Covington |
| Lt Killebrew | Sgt Boucher | |
| Capt Rosebush | T/S Haught | |
| Lt Shoop | S/S O'Connor | S/S Taylor |
| Lt Ladd | S/S Moore | |
| Lt Dean | S/S Stephens | Sgt Harrell |
| Lt McAden | S/S Wright | |
| Lt Ruse | S/S Perez | |

February 16-----A dry run - Capt Baucom led a 9 ship formation to press an attack on a 7 ship convoy west of New Hanover Island, but the fighters never showed up. So they were ordered to return.

February 17-----Still another dry run, but this time it was the weather. Capt Rosebush and eight other ships left at 1310 to seek a 4 ship convoy in the Isle Harbor, New Hanover Island. A heavy front running north and south just east of Cape Gloucester was impenetrable.

February 18-----5 Mechanics transferred to 89th Squadron today. Remaining transportation arrived today. Corp Brandt trfd to 1001st QM Boat Company. Pvt Leach assigned from the same organization.

February 19-----Lt Dean for the first time led the Squadron striking, 9 ships in quest of an 8 ship convoy off Cape Boligila, New Ireland. The 13th led the strike and choose not to try to get through the weather over New Ireland to the spot where the convoy was reported. The fighters spotted a burning transport and two corvettes burning 1 mile west of Baudissin Isle. The 13th made an ineffective pass on one of them but it took the 90th to do the work - both corvettes are claimed by us. Lt Pilgrim

laid four 500 pounders on one of the corvettes, and not even a spec was left on the water. Twenty-four out of the 50 x 500s scored direct hits. The crews, including Lt Col Owens of the new A-20 Group accompanying us, were:

| Pilot | Gunner | Radio Gunner |
|---------------|-----------------|------------------------|
| Lt Dean | S/S Johnson, DB | Lt Hibblen (Nav) |
| Lt Col Owens | S/S McDermott | Sgt Harrell |
| Lt Killebrew | S/S Reeves | |
| Lt Harrington | S/S Franklin | S/S Covington |
| Lt Ruse | S/S Adams | |
| Lt Pilgrim | S/S Randolph | Sgt Gates (Photo) |
| Lt Ladd | Cpl Hansford | Cpl Newcomb (Photo) |
| Lt Frey | S/S Piper | |
| Lt Fox | S/S Divers | Sgt Boucher |

February 20----Lt Lindsay, Oatley and Prochoroff assigned from the States. All are pilots.

February 21----Target for today primary - shipping at Hansa Bay; secondary, Karkar Island. No shipping was found at Hansa Bay; so the boys hit Karkar Island. Capt Rosebush led the eight ship formation but only six reached the target as mechanical trouble turned back Lt Rutters and Lt Tallon. Quite a few buildings were destroyed or damaged by 32 x 500s and 2 x 250's. Strafing consumed 11,170 rounds of ammo. The crews:

| Pilot | Gunner | Radio Gunner |
|---------------|---------------|------------------------|
| Capt Rosebush | S/S Chapin | Lt Spitzer |
| Lt Tallon | S/S Casillas | |
| Lt Howard | S/S McDermott | Sgt Harrell (Photo) |
| Lt Coghill | S/S Adams | S/S Malicki (Photo) |
| Lt Strasburg | S/S Parsons | |

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|------------|-------------|--------------------------|
| Lt Prince | S/S Shipley | S/S Gates (Photo) |
| Lt Shoop | Sgt Singler | Cpl Newcomb (Photo) |
| Lt Rutters | S/S Kunze | S/S Covington (Photo) |

February 22-----Lt Shoop left on a courier mission taking him to Nadzab, Moresby, Milne Bay, Finschafen, Fusap and return. When he got back, he had a large supply of air mail envelopes, something as scarce as hen's teeth these days. Sgt Murphy went along as engineer. S/Sgt W.W. Carpenter was admitted to the 3rd Fld Hosp today with typhus. His condition is considered very serious. Sgt Boucher and Singler appointed S/Sgt, Corp Hansford appointed Sgt as of Feb 16th.

February 23-----For the first time we hit Burui airdrome, a new strip about 40 miles south of Wewak, N.G. As the field amounted to little more than a kunai patch, the boys were not sure that they had hit the right place until the pictures were developed. Capt Rosebush led the squadron - eight ships in all. But only seven reached the target as Lt McAden's turret wasn't functioning properly due to the fact that his generator was out. Thirty-six 500's (35 hits) and 1 x 250 were dropped and 6500 rounds of ammo were expended. No airplanes were seen, but the results were: huts and buildings damaged and one parrot shot down. Those on the mission:

| Pilot | Gunner | Navigator |
|---------------|------------|------------------------|
| Capt Rosebush | S/S Chapin | |
| Lt Rutters | S/S Garber | Sgt Harrell (Photo) |

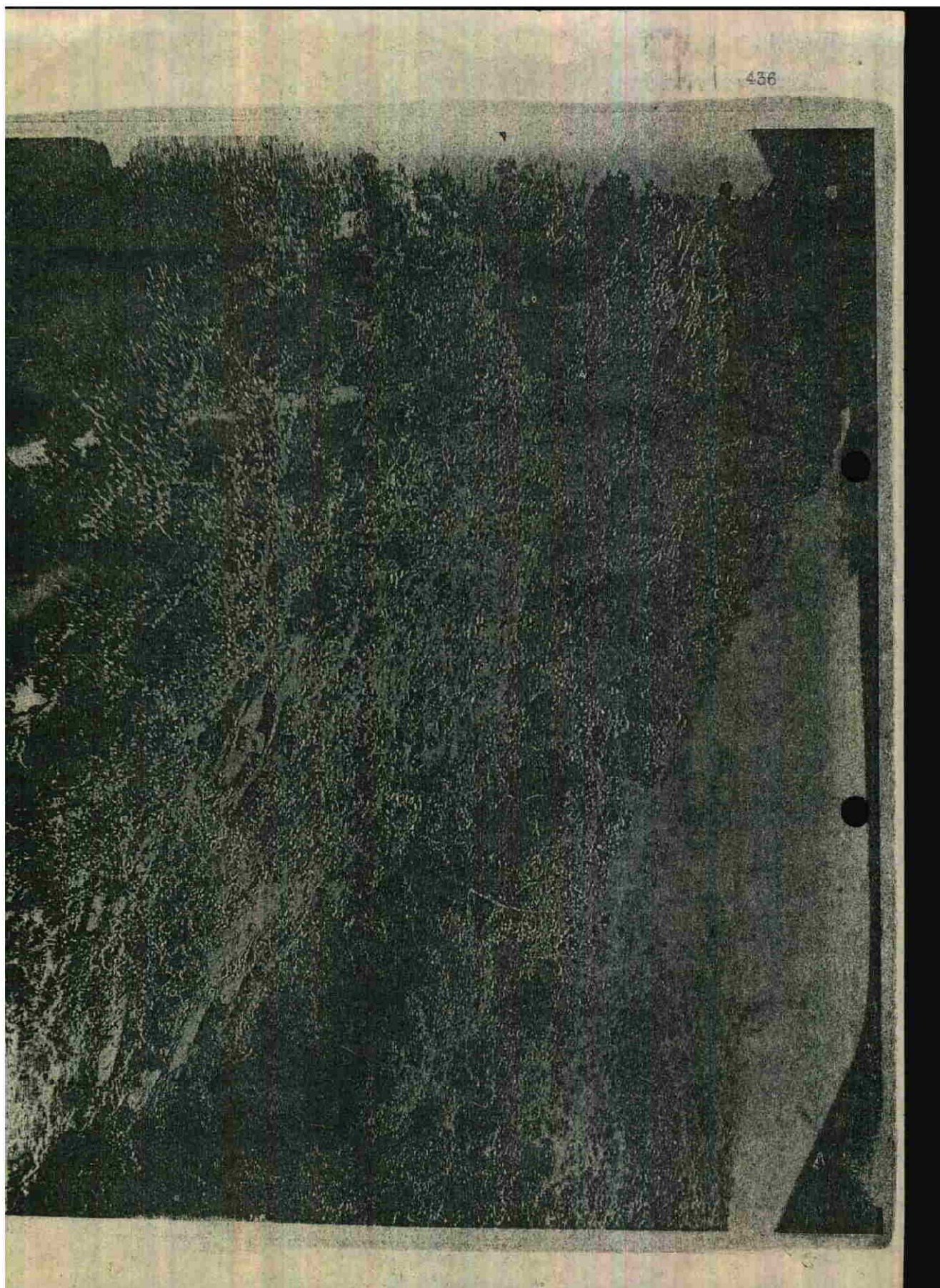
| | | |
|--------------|--------------|--------------------------|
| Capt Burgess | S/S Perez | S/S Gates (Photo) |
| Lt Garlick | S/S Sotelo | |
| Lt McAden | S/S Sykes | S/S Shipley (Photo) |
| Lt Rupert | S/S Kunze | S/S Covington (Photo) |
| Lt Coghill | S/S O'Connor | |
| Capt Baucom | S/S Adams | Lt Hibblen |

February 24-----In conjunction with the 89th, eight 90th planes led by Capt Baucom hit But airdrome. We went in first and apparently the Nips used up all of their ammo on the 90th for the 89th wasn't shot up a bit to speak of. Four of our planes were hit and three of them were turned over to the service squadron leaving us with only 9 airplanes. This is the damage the 47 x 500 pounders did: 2 bombers destroyed, 6 bombers and 4 fighters (serviceability questionable) strafed, A/A positions bombed, fires started in store area, 8 to 10 barges strafed with several damaged.

The crews:

| Pilot | Gunner | Navigator |
|--------------|---------------|-----------------------|
| Capt Baucom | S/S Biskupski | Lt Spitzer |
| Lt Prince | S/S Hansford | S/S Gates (Photo) |
| Lt Howard | S/S Singler | |
| Lt Dean | S/S Covington | S/S Moore (Photo) |
| Lt Fox | S/S Casillas | |
| Lt McAden | S/S Malicki | S/S Divers (Photo) |
| Lt Strasburg | S/S Wright | |
| Lt Killebrew | S/S Boucher | |

February 25-----S/Sgts Shuler and Dick, Sgts Degollado and Seller assigned today. All are gunners. Squadron released after 4 missions in as many days.



February 26----Enlisted promotions came through today. T/Sgt Carpenter appointed M/Sgt, Sgt Pearson appointed S/Sgt, Corps Fleming, LaClair and Radlean to Sgt, Pfc Hoffman aptd Corp and Pvt Rowlinson aptd Pvt 1cl, effective Feb 26th.

February 27th----2nd Lts Duval and Short, pilots assigned to organization. Pvs Crawford and Leach aptd Pvt 1cl.

February 28----Capt Rosebush led seven ships in a strike against target 21-B at Hanga Bay, New Guinea. A total of 42 x 500 pounders were dropped resulting in two fires, smoke and flying debris. Target 21D, Laing Island and Potsdam Plantation were strafed but no observations as to the damage could be made. In all, 9600 rounds of .50 caliber and 1400 rounds of .30 cal. were expended. For the first time the lower .30's were put into action and the results were most satisfactory. The crews:

| Pilot | Gunner | Navigator |
|----------------|----------------|-------------------------|
| Capt Rosebush | S/S Chapin | Sgt Hansford (Photo) |
| Lt Ruse | S/S Sotelo | S/S Gates (Photo) |
| Lt Pilgrim | S/S O'Connor | Sgt Harrell (Photo) |
| Capt Burgess | T/S Mullenhour | S/S Sykes |
| Lt Trzaskowski | S/S Adams | S/S Hammel |
| Lt Harrington | S/S Moore | S/S Perez (Photo) |
| Lt Prochoroff | S/S Piper | S/S Kunze |

February 28----11 Enlisted Men departed for 10 days leave in Mackay, the first ground personnel to go on leave since squadron's arrival at Nadzab.

February 29----All quiet today. Weather prevented flying.

March 1----Sgts Callahan and Jessen, both gunners, assigned today.

Camp area is fast becoming one of the best ever occupied by the 3rd Bomb Gp and probably the best on the Island. Lt McAden transferred to Gp Hq as Ass't Operations Officer today.

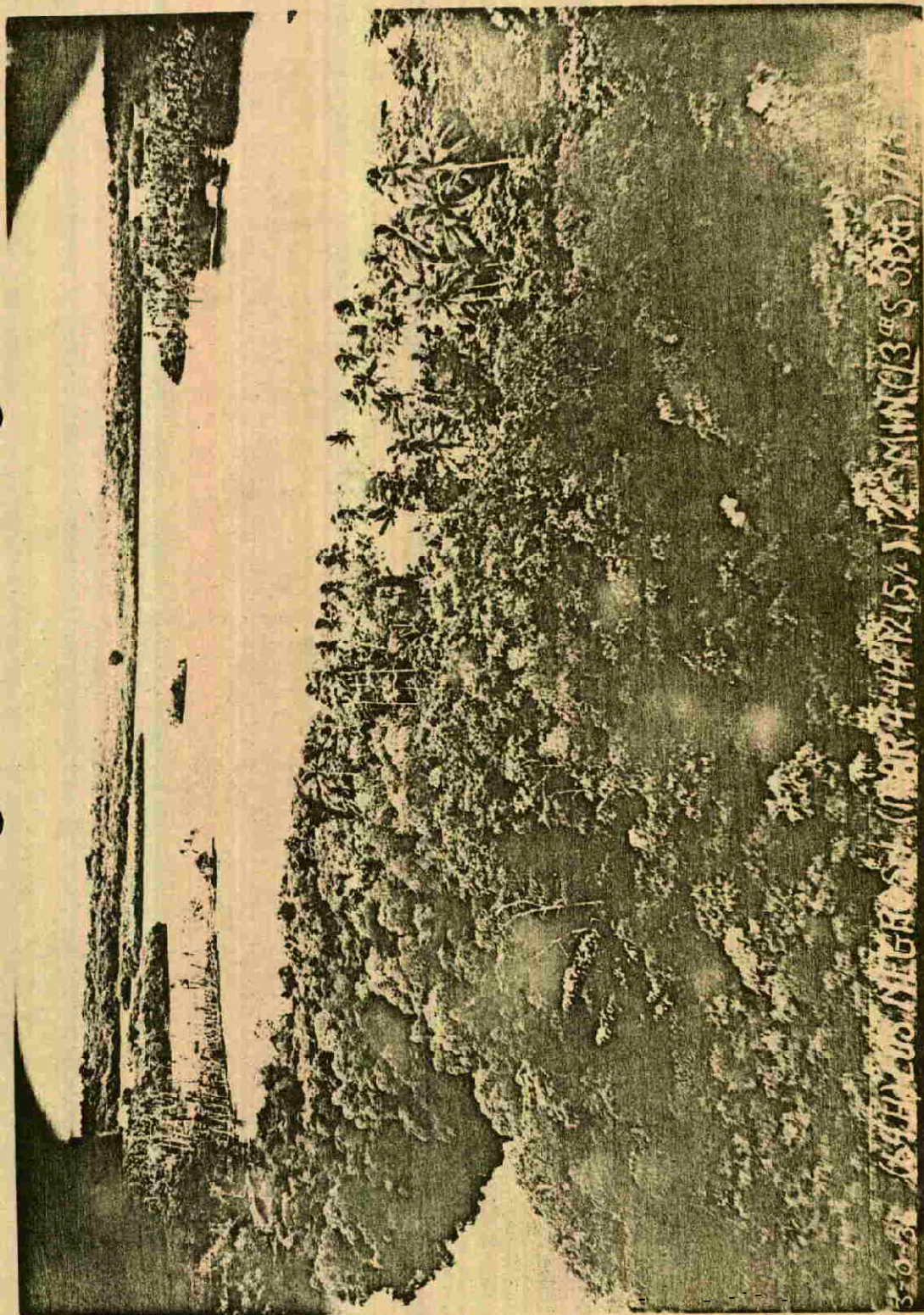
March 2----S/Sgt Bedard and Sgts Bartholomew, Bell, Bisdoff and Domis assigned today, all gunners. The First Calvary Division made a landing at Los Negros Island of the Admiralty Group and the 3rd Group was there to back them up. Eight 90th planes led by Capt Rosebush hit the enemy troops at 1505 expending 10,300 rounds of .50 cal. ammo and 1400 rounds of .30 cal. Only much dust and flying debris could be observed. The crews:

| Pilot | Gunner | Lower Gunner |
|---------------|----------------|-----------------------------------|
| Capt Rosebush | T/S Mullenhour | Lee Van Atta (Yank War Corres) |
| Lt Rutters | S/S Casillas | S/S Piper |
| Capt Baucom | S/S Shipley | Lt Spitzer (Nav) |
| Lt Ruse | S/S Divers | S/S Adams |
| Lt Shoop | S/S O'Connor | |
| Capt Pancher | S/S Kunze | S/S Wright |
| Lt Howard | S/S Biskupski | S/S Covington |
| Maj Nennemann | S/S Malicki | S/S Gates (Photo) |

March 3----All quiet today. Rumors about the 3rd Bomb Gp hitting Hollandia are getting stronger.

March 4----Lt Davis having completed the required number of missions and time has received orders to return to the States. Again the 90th went to Los Negros Island in support of the landing. This time six ships led by Capt Baucom. Thirty-two 500's, all hits were dropped and 9000 rounds of .50 cal and 1500 rounds of .30 cal. ammo were expended. Several huts

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were destroyed by our crews which consisted of:

| Pilot | Gunner | Lower Gunner |
|--------------|---------------|------------------------|
| Capt Baucom | S/S McDermott | Lt Hibblen (Navigator) |
| Lt Killebrew | Sgt Jessen | S/S Divers |
| Lt Oatley | S/S Wright | S/S Kunze |
| Lt Dean | S/S Biskupski | S/S Taylor |
| Lt Coghill | S/S Casillas | S/S Parsons |
| Lt Tallon | S/S Shipley | S/S Gates (Photo) |

March 5-----Lt Ruse appointed 1st Lt as of the 1st. Los Negros again but our striking power increased to eight ships led by Capt Rosebush. Bad weather prevented the flight from reaching the target. The crews:

| Pilot | Gunner | Lower Gunner |
|---------------|----------------|------------------------|
| Capt Rosebush | T/S Haught | |
| Lt Baker | S/S Franklin | S/S Casillas |
| Lt Rutters | S/S Moore | Sgt Jessen |
| Maj Ellis | T/S Mullenhour | Lt Spitzer (Navigator) |
| Capt Pancher | S/S Stephens | S/S Boucher |
| Lt Garlick | S/S Divers | S/S Hammel |
| Lt Prince | S/S Shipley | Sgt Harrell (Photo) |
| Lt Lindsay | S/S O'Connor | S/S Gates (Photo) |

March 6-----Sgt Frizzle, one of the more fortunate ground crew members, returned from a 15 day leave in Sydney.

March 7-----Capt Baucom, member of the 90th since June 1943 and Operations Officer since February, transferred to the 13th to become Squadron Commander. Capt Baucom has completed over 60 missions while with the 90th.

March 8-----As the early hour of 7:30 AM, Lt Baker with S/S Wright and Piper as gunners left to locate a missing PT boat crew located in Hansa Bay but the crew was not found. At noon twelve ships led by Lt Dean took off to give dumps and

personnel areas south of the Dagua strip at Wewak, NG, a good going over but bad weather prevented the formation from getting closer than 5 miles to the target. The crews consisted of:

| Pilot | Gunner | Lower Gunner |
|----------------|----------------|---------------------|
| Lt Dean | T/S Mullenhour | S/S Biskupski |
| Lt Ruse | S/S Adams | S/S Divers |
| Lt Coghill | S/S Malicki | Sgt Harrell (Photo) |
| Lt Prince | S/S Bogucki | S/S Gates |
| Lt Killebrew | S/S Hammel | S/S Chiapella |
| Lt Trzaskowski | S/S Moore | Sgt Jessen |
| Lt Richardson | S/S Pecosky | S/S Parsons |
| Lt Howard | S/S O'Connor | |
| Lt Harrington | S/S Franklin | S/S Casillas |
| Capt Pancher | S/S Stephens | Sgt Boucher |
| Lt Tallon | S/S Chapin | Sgt Hansford |
| Lt Rupert | S/S Perez | S/S McDermott |

March 9----Lt Saunders promoted to Captain as of the 2nd. Pvt

Zipay and Cpl Horton, ground personnel, assigned today.

March 10----Weather prevented air operations today and everything quiet.

March 11----Lt Patrylick returned to duty after a siege of malaria while on leave in Sydney.

March 12----Capt Rosebush led a 12 ship formation on a mission to bomb and strafe the south dispersal area of the Boram strip, Wewak. The strike proved to be a costly one as we lost four airplanes and one crew, Lt Garlick, S/Sgt Adams and Sgt Newcomb of Group, photographer. Thirty two 500's, 28 of which fell in the target area and 5700 rounds of ammo started fires but the actual damage done could not be observed. Capt Rosebush and Lt Ladd, the latter on one engine, were forced to land at Gusap. Their Wingmen, Lt Rutters, Lt Short, Lt Trzaskowski and Lt

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Garlick continued with Lt Rutters leading. The indication was that Lt Garlick was having trouble. When the four planes came out of an overcast, Lt Garlick was not with them. Not being able to see the Markham Valley, they became lost and ended up on the other side of New Guinea above Port Moresby. About that time, gas was running low and Lt Short and Lt Trzaskowski crash landed in the water offshore. Lt Rutters who became separated from the other two, crash landed elsewhere. The crews:

| Pilot | Gunner | Lower Gunner |
|----------------|---------------|-----------------------------------|
| Capt Rosebush | S/S Chapin | Lee Van Atta (Yank War Corres) |
| Lt Rutters | S/S Moore | |
| Lt Short | S/S Franklin | |
| Lt Ladd | S/S Parsons | S/S Pecosky |
| Lt Trzaskowski | S/S Cardwell | |
| Lt Garlick | S/S Adams | Sgt Newcomb (Photo) |
| Lt Shoop | S/S O'Connor | S/S Gates (Photo) |
| Lt Baker | S/S McDermott | S/S Perez |
| Capt Pancher | S/S Boucher | |
| Lt Killebrew | S/S Kunze | |
| Lt Tallon | S/S Chiapella | S/S Harrell |
| Lt Rupert | S/S Wright | |

March 13-----Word received that missing crews are safe. Today Brandi Plantation near Wewak is target. Eight ships led by Lt Dean participated in the strike which resulted in one large warehouse damaged and several huts destroyed. Thirty three 500's, all in the target area, were dropped and 7200 rounds of ammo were expended. The crews:

| Pilot | Gunner | Lower Gunner |
|---------------|----------------|------------------------|
| Lt Dean | T/S Mullenhour | Lt Hibblen (Navigator) |
| Lt Richardson | Sgt Bell | |
| Lt Baker | Sgt Bordeaux | S/S Malicki |
| Lt Prince | S/S Callahan | S/S Gates (Photo) |

| | | |
|---------------|---------------|------------|
| Capt Pancher | Sgt Domis | |
| Lt Tallon | S/S Wright | |
| Lt Killebrew | Sgt Degollado | S/S Reeves |
| Lt Prochoroff | Sgt Bisdorf | |

March 14----Lt Bertsch, Communications Officer for the past six months, having been hospitalized while on leave, reld from assignment and writes that he is being returned to the USA.

March 15----Lt Bell assigned from the 13th to releive Lt Bertsch as Communications Officer. T/Sgt Hall, veteran member of the original 3rd Bomb Gp assigned to Gp Hq. At the float plane base Haisiru Island, an eight ship formation dropping 53 x 250's and expending 10,700 rounds of ammo started an oil fire and destroyed several houses. The float plane ramp was also damaged. For the first time, Lt Prince led the Squadron. The crews:

| Pilot | Gunner | Photographer |
|---------------|-----------------|--------------------------|
| Lt Prince | S/S Chiapella | Lt Patrylick (Navigator) |
| Lt Richardson | Sgt Bell | S/S Reeves |
| Lt Lindsay | S/S Perez | |
| Lt Harrington | S/S Biskupski | S/S Gates (Photo) |
| Lt Coghill | S/S McDermott | |
| Lt Oatley | Sgt Bartholomew | Sgt Singler |
| Lt Killebrew | S/S Sotelo | Sgt Harrell |
| Lt Rupert | S/S Piper | |

March 16----Lt Bell assigned from 13th today to act as Sq. Communications Officer. T/Sgt Hall, 90th member since Savannah, crew chief on "Fat Cat", transferred to Gp Hq. Pvt McQuade assigned from V Bomber Command.

March 17----S/Sgt Covington, Garber, Shipley and Taylor, aerial gunners, all having completed their required missions, received orders to return to USA. Hope given up on Lt Garlick and S/Sgt

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Adams and officially listed as "Missing in Action". Capt Rosebush led nine ships on a strike against "targets 37 C, 35 B and 34 B" on Cape Moem. Fifty 500s, all hits and 8500 rounds of .50 cal. ammo started fires and much smoke and debris was soon over all the targets. The crews:

| Pilot | Gunner | Photographer |
|---------------|---------------|--------------------|
| Capt Rosebush | S/S Sotelo | Lt Patrylick (Nav) |
| Lt Tallon | S/S Foxworth | |
| Lt Coghill | S/S McDermott | S/S Reeves |
| Lt Prince | Sgt Callahan | S/S Gates (Photo) |
| Capt Pancher | Sgt Domis | |
| Lt Duval | S/S Singler | |
| Lt Richardson | S/S Biskupski | |
| Lt Ruse | S/S Hansford | |
| Lt Prochoroff | Sgt Zeller | Sgt Bisdorf |

March 18-----Capt Rosebush, Sq CO, appointed major as of the 14th today. S/Sgt Green was returned from the hospital at Gloucester to the 2nd Station Hosp. Sgt Green 90th 4th typhus case.

March 19-----Two missions today - the personnel area on Cape Moem (Wewak) in the morning and shipping 50 miles northwest of Wewak in the afternoon. Our eight ships led by Maj Rosebush dropped 47 x 500 pound bombs on the Cape and expended 9850 rounds of ammo. Five fires were started. The crews on the first mission consisted of the following:

| Pilot | Gunner | Photographer |
|----------------|-----------------|---------------------|
| Major Rosebush | S/S Chiapella | Lt Patrylick (Nav) |
| Lt Short | Sgt Domis | |
| Lt Strasburg | T/S Mullenhour | |
| Lt Frey | S/S O'Connor | S/S Gates (Photo) |
| Maj Ellis | S/S Johnson, DB | |
| Lt Pilgrim | S/S Malicki | Sgt Harrell (Photo) |
| Lt Richardson | S/S Bogucki | Sgt Hansford |
| Lt Fox | S/S McDermott | |

The afternoon mission was led by Maj Ellis from Group. On arriving at the target, airplanes were all over the place and the B-25s had already sunk a transport and slightly damaged another. This second transport, a 3500 to 4000 ton ship, was sunk by the 90th - out of 10 x 500s dropped, 9 hit the ship. Other squadrons sunk two gun boats bringing the total ships up to four. Lucky for the Nips, only four ships were there. March 20-----Sgt Gillmer, a June lister, sent to V Bomber Repl Center to remain until his return to the USA.

March 21-----Everything quiet today.

March 22-----Maj Rosebush took a flight of eight ships to strike the stores area on the north tip of Cape Wom (Wewak). Thirty-four 500s hit the target starting fires but the results were generally unobserved due to the short run over the heavy growth of trees. 8500 rounds of ammo were expended. The crews:

| Pilot | Gunner | Photographer |
|----------------|-----------------|---------------------|
| Major Rosebush | S/S Haught | Lt Hibblen (Nav) |
| Lt Tallon | Sgt Bartholomew | S/S Gates (Photo) |
| Lt Richardson | S/S Boudreax | |
| Lt Coghill | Sgt Callahan | Sgt Harrell (Photo) |
| Lt Harrington | Sgt Jessen | |
| Lt Oatley | S/S Parsons | S/S Pecosky |
| Lt Strasburg | Sgt Bisdorf | |
| Capt Pancher | S/S Johnson, DB | |

March 23-----T/Sgt Harper and S/Sgt Landers, crew chiefs and members of the original 90th overseas force, sent on DS V Bomb Command until return to USA.

March 24-----All quiet.

March 25-----10 men departed for combat leaves in Sydney. Lt

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Petz assigned from 38th Bomb Group to act as Asst Intelligence Officer.

March 26-----Lt Prince led the squadron against barges north of But to Aitape and stores and personnel at Aitape. Thirty 500s were dropped on Aitape among huts and a radio station on both sides of the river causing black smoke but further damage could not be observed. Returning eight 500s were dropped on three barges but damage was unobserved. Lt Richardson, a member of the 90th since early November, 1943 was leading the third flight and flew into a water spout caused by the bomb of a preceding plane. He was seen to shoot up into the air and then to crash in the water. S/Sgt Casillas and S/Sgt Divers, both old timers in the outfit, were with him. One individual was seen to get out of the plane - who, no one knows. The crews:

| Pilot | Gunner | Photographer |
|---------------|----------------|---------------------|
| Lt Prince | T/S Mullenhour | Lt Patrylick (Nav) |
| Lt Short | Sgt Zeller | |
| Lt Baker | S/S McDermott | |
| Lt Killebrew | S/S Stephens | S/S Franklin |
| Capt Pancher | Sgt Budard | |
| Lt Prochoroff | S/S Perez | |
| Lt Richardson | S/S Casillas | S/S Divers |
| Lt Pilgrim | S/S O'Connor | Sgt Harrell (Photo) |
| Lt Rupert | S/S Piper | |

March 27-----Capt Burgess and Lt Ruse, veterans of over 50 missions, departed for return to the USA. Capt Prokopovitz assigned from the 13th to act as Operations Officer.

March 28-----Lt Patrylick appointed 1st Lt. Lt Dean appointed Captain.

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March 29-----Today a barge search in the Wewak area and Muschu Island carried out by nine ships led by Capt Prokopovitz. Twenty two were bombed and strafed, but the actual number destroyed and damaged could not be determined. At Cape Sambin an oil dump fire was started. No A/A was encountered. Fifty two 500s were dropped and 8700 rounds of ammo were expended.

Those on the mission were:

| Pilot | Gunner | Photographer |
|------------------|----------------|---------------------|
| Capt Prokopovitz | S/S Hansford | Lt Patrylick (Nav) |
| Lt Fox | S/S Bogucki | S/S Kunze |
| Lt Duval | S/S McDermott | S/S Franklin |
| Lt Killebrew | S/S Sotelo | |
| Capt Pancher | S/S Piper | |
| Lt Trzaskowski | S/S O'Connor | S/S Harrell (Photo) |
| Lt Strasburg | S/S Perez | |
| Lt Frey | T/S Mullenhour | |
| Lt Lindsay | S/S Stephens | |

March 30-----Lt Hinsey, T/Supply Officer, transferred to the 13th as Engineering Officer. Sgts Harper and Landers relieved from DS V Bomber Command and rejoined unit.

March 31-----Lts Rupert and Trzaskowski aptd 1sr Lt as of the 26th. The boys went to Muschu Island today, nine ships led by Maj Rosebush. The target consisted of the island itself and barges in the area. Two barges were attacked and the island thoroughly strafed and bombed. For the first time 100 pound parachute demos were dropped and the parachute really slowed the bombs down and they did not bounce materially. Fires were started. The crews:

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| Pilot | Gunner | Photographer |
|------------------|----------------|--------------|
| Major Rosebush | T/S Haught | Lt Patrylick |
| Lt Coghill | S/S McDermott | Sgt Wilson |
| Lt Short | Sgt Degollado | |
| Lt Prince | S/S Chiapella | Sgt Callahan |
| Lt Pilgrim | S/S Singler | S/S Bogucki |
| Lt Prochoroff | S/S Piper | |
| Capt Prokopovitz | T/S Mullenhour | |
| Lt Oatley | S/S Boucher | Sgt Hansford |
| Lt Rupert | S/S Biskupski | |

April 1----Cpl McMullen, CWS, assigned from Gp Hq this date.

April 2----All quiet.

April 3----The mission the boys have been sweating out for a long time - Hollandia. The whole Fifth Air Force participated, the heavies having pounded the place on previous days to soften the target up. The 3rd Group, all squadrons participating, was led by the Group CO, Lt Col Henebry and Major Rosebush led our flight of 12 ships. We were preceded by the medium and wiped up what was left. We used 119 x 100 parachute demos, an innovation and 109 fell on the target. The parachutes helped materially in preventing the bombs from skipping. Twenty one thousand rounds of ammo were fired. Smoke and fires prevented the crews from observing all the damage done but we know definitely that the 90th destroyed 3 bombers and one fighter and damaged one bomber. The pictures taken were superb and speak for themselves. A/A was surprisingly light. His hydraulic system shot out, Major Rosebush crash landed at Gusap and washed the ship out. The crews:

| Pilot | Gunner | Photographer |
|------------------|---------------|-----------------|
| Maj Rosebush | S/S Hansford | |
| Lt Coghill | S/S Kunze | |
| Lt Short | Sgt Degollado | |
| Lt Prince | S/S Donovan | |
| Lt Pilgrim | S/S O'Connor | S/S Johnson, DB |
| Lt Trzaskowski | Sgt Domis | S/S Paulovich |
| Capt Prokipovitz | S/S Franklin | |
| Lt Baker | S/S Dick | S/S Reeves |
| Lt Frey | S/S Chiapella | |
| Lt Strasburg | Sgt Bisdorf | |
| Lt Tallon | S/S Foxworth | |
| Lt Lindsay | S/S Wright | S/S Harrell |

April 4----S/Sgt Marshall and Cpl Maple assigned from Gp Hq today.

April 5-----7 men returned from 7 day leave in Sydney. Capt Prokopovitz, our new Operations Officer, took 9 ships to hit the south shore of Jautefa Bay to Pim. Not much was seen but 31 x 500s (29 hits) were dropped on the target -- stores and supplies at the track west of Pim. Several fires were started and 100 large boxes believed to contain aircraft engines were given a going over. 11,000 rounds of .50 cal. ammo were expended.

Those on the mission:

| Pilot | Gunner | Photographer |
|------------------|-----------------|--------------------|
| Capt Prokopovitz | Sgt Callahan | Lt Patrylick (Nav) |
| Lt Frey | S/S O'Connor | |
| Lt Prochoroff | S/S Johnson | S/S Singler |
| Capt Pancher | S/S Boucher | |
| Lt Duval | S/S Kunze | |
| Lt Strasburg | S/S Perez | |
| Lt Tallon | Sgt Bartholomew | |
| Lt Rupert | Sgt Jessen | S/S Chiapella |

April 6-----Sgts Chilson, Di Dominco and Fattori, Cpls Bland and Jones, Pvts 1cl McKinney and Newland and Pvts Allegrith, Anders,

450

Bade, Baker, Blake, Bradburn, Brogdon, Carroll, Champoux, Crawford and Elgin are first large number of ground replacements assigned today.

April 7----Lt Robinson appointed Captain as of the 3rd.

April 8----Lts Shoop and Ladd received orders to return to the USA, after having completed over 50 combat missions. The primary target was shipping at Imbi Bay, Jautefa Bay and Challenger Cove, but the extremely bad weather prevented our 12 ships led by Maj Rosebush from reaching the area. Cape Wom, the secondary target also could not be reached, so the boys hit Potsdam Plantation. Forty eight 500s all hits, and 8895 rounds of ammo started one large and two small fires but further damage could not be observed. The crews:

| Pilot | Gunner |
|------------------|---------------|
| Maj Rosebush | T/S Chapin |
| Lt Coghill | S/S Bogucki |
| Lt Short | S/S Bisdorf |
| Maj Ellis | S/S Chiapella |
| Lt Baker | Sgt Wilson |
| Lt Lindsay | S/S Biskupski |
| Capt Prokopovitz | Sgt Callahan |
| Lt Pilgrim | S/S Shuler |
| Lt Oatley | Sgt Degollado |
| Lt Prince | T/S Cardwell |
| Lt Howard | S/S Wright |
| Lt Trzaskowski | S/S Zeller |

April 9----To Wewak in quest of shipping but none was found.

Thus, Potsdam Plantation was struck. Nine ships hit the target and Lt Prince led the squadron. Small fires were started, a few huts were damaged or destroyed and the air was thick with dust and debris. Thirty-five 500s were dropped and 10,950 rounds of

.50 cal ammo were expended. The crews:

| Pilot | Gunner | |
|---------------|-------------|------------------|
| Lt Prince | Sgt Bell | Lt Hibblen (Nav) |
| Lt Tallon | Sgt Domis | |
| Lt Rupert | S/S Perez | |
| Lt Killebrew | S/S Sotelo | |
| Lt Fox | S/S Singler | |
| Lt Prochoroff | Sgt Bedard | |
| Lt Harrington | S/S Parsons | |
| Lt Frey | S/S Maroney | |
| Lt Duval | S/S Reeves | |

April 10-----All quiet.

April 11-----Wewak again - this time targets 36B, 37B and 20D, secret code. As the mission on the 9th, 35 x 500s were dropped with 34 in the target. Also, 11,770 rounds of ammo were expended. Results - a large oil fire, smoke and flying debris and 2 trucks damaged. The crews:

| Pilot | Gunner |
|------------------|-----------------|
| Capt Prokopovitz | S/S Pecosky |
| Lt Baker | Sgt Wilson |
| Lt Oatley | S/S Foxworth |
| Lt Strasburg | S/S Moore |
| Lt Pilgrim | S/S O'Connor |
| Lt Lindsay | S/S Johnson, DB |
| Lt Harrington | T/S Cardwell |
| Lt Coghill | S/S Marshall |
| Lt Rupert | Sgt D. gollado |

April 12-----Sgts Duffalo and Murphy returned to duty from ferrying acft on the mainland. Pvt McIlvoy returned to duty from confinement at Lae. The boys with Capt Dean leading went to Humboldt Bay, Hollandia in search of shipping. Only twenty minutes out of Nadzab near Kaiapit, a castrophe occured - Lt Fox started sliding into Lt Killebrew and to avoid a crash, he threw

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the ship around. He turned over on his back, stalled out and crashed killing all members of the crew. S/Sgt Boucher was the gunner and S/Sgt Malicki was the photographer. This accident surely was a hard blow to the 90th for three veterans and gentlemen. The remaining eight ships continued on the mission. Three luggers were destroyed and four damaged. Thirty-two 500s were dropped and 6965 rounds of ammo did the work. The crews:

| Pilot | Gunner | |
|---------------|-----------------|---------------------|
| Capt Dean | Sgt Bell | |
| Lt Tallon | Sgt Bartholomew | |
| Lt Short | S/S Parsons | |
| Lt Killebrew | S/S Sotelo | |
| Lt Fox | S/S Boucher | S/S Malicki (Photo) |
| Lt Prochoroff | S/S Shuler | Sgt Jessen (Photo) |
| Lt Howard | Sgt Boudreaux | |
| Lt Frey | S/S Chiapella | |
| Lt Duval | Sgt Bisdorf | |

April 13----Sgts Fattori and Di Dominco transferred to 90th Bomb Group.

April 14----Cpl Bays and Jensen and Pvts 1cl Ogilvy and Abeln and Pvts Drenzek and Weaver, more ground replacements assigned today.

April 15----Lt Jones, S/Sgt Hines and McGoy and Pvt O'Bierne attached to unit.

April 16----Word received that Lt Arens was hospitalized in Melbourne. Capt Pancher left for period of DS at V Bomb Command replacement center.

April 17----T/Sgt Green and S/Sgt Sumner and Corp Siebert evacuated for medical causes today.

April 18----S/Sgt Wakem seriously injured today while trying to defuse a 20mm shell. His condition is critical.

April 19----S/Sgt Wakem's condition remains unchanged. Several blood transfusions have kept him alive so far. His condition is extremely serious.

April 20----Pvt McIlvoy transferred to Gp Hq. S/Sgt Wakem's condition is improving.

April 21----S/Sgt Randolph and Pvt Reale attached to unit today. The target - Lameng Villages - the Squadron Leader, Capt Dean, nine ships. All hit the several villages causing fires, smoke and destruction of 5 huts and a water tower. Forty eight 500s and 13330 rounds of ammo did the work. The crews:

| Pilot | Gunner | |
|----------------|---------------|---------------------|
| Capt Dean | S/S Biskupski | |
| Lt Baker | S/S Reeves | |
| Lt Lindsay | S/S Hammel | |
| Lt Strasburg | T/S Chapin | |
| Lt Tallon | S/S Bogucki | |
| Lt Prochoroff | Sgt Domis | |
| Lt Harrington | S/S Dick | S/S Parsons (Photo) |
| Lt Trzaskowski | S/S Singler | |
| Lt Oatley | S/S Bedard | |

April 22----Wom Point today. A large fuel fire was started east of the old strip and another small fire off the Point itself was observed. Two machine gun positions were silenced but bum weather prevented assessing further results. Capt Prokopovitz led the flight of 9 ships and the crews were:

| Pilot | Gunner |
|------------------|---------------|
| Capt Prokopovitz | Sgt Callahan |
| Lt Short | Sgt Boudreaux |

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| | | |
|---------------|--------------|---------------------|
| Lt Jones | T/S Cardwell | |
| Lt Howard | Sgt Jessen | S/S Pecosky (Photo) |
| Lt Frey | T/S Chapin | |
| Lt Oatley | S/S O'Connor | |
| Lt Baker | Sgt Wilson | |
| Lt Rupert | S/S Kunze | |
| Lt Prochoroff | S/S Foxworth | |

April 23-----Off Hansa Bay, 9 ships led by Capt Prokopovitz.

The primary target was shipping but none was found so targets

22D and 23D were struck. One large pile of stores at Nubia

Plantation was destroyed and Awar Plantation and Nubia

Plantation were strafed resulting in a small fire. Fifty 500s

were dropped scoring 48 hits and 15700 rounds of ammo were expended.

The crews:

| Pilot | Gunner | |
|------------------|-----------------|---------------------|
| Capt Prokopovitz | S/S Pecosky | |
| Lt Short | S/S Parsons | |
| Lt Duval | S/S Shuler | |
| Lt Strasburg | S/S Biskupski | |
| Lt Trzaskowski | S/S Marshall | |
| Lt Lindsay | S/S Reeves | |
| Lt Harrington | S/S Dick | S/S Harrell (Photo) |
| Lt Tallon | Sgt Bartholomew | |
| Lt Rupert | S/S Wright | |

April 24-----S/Sgt Dick and Sgts Bartholomew, Boudreaux and

Degallado sent to DS to 91st Recon Wing. Hansa Bay again - this

time the targets were 1D, 2D to be bombed and the foothills of

Rubeni Range to be strafed. For a change, 23# parafrags were

carried. 324 were dropped on the target. The damage done could

not be assessed. The mission was led by Capt Dean and the crews

were:

| Pilot | Gunner | |
|----------------|--------------|-----------------------|
| Capt Dean | S/S Kunze | |
| Lt Trzaskowski | Sgt Jessen | S/S Chiapella (Photo) |
| Lt Duval | S/S Singler | |
| Lt Strasburg | Sgt Callahan | |
| Lt Prochoroff | S/S Bedard | |
| Lt Jones | Sgt Domis | |
| Lt Baker | Sgt Wilson | |
| Lt Frey | S/S Randolph | S/S Hammel (Photo) |
| Lt Oatley | S/S Bogucki | |

April 25-----S/Sgt Carpenter evacuated for medical reasons. Corp Siebert assigned from Detachment of Patients.

April 26-----Capt Prokopovitz led the boys in search of targets of opportunity along the south side of Prince Alexander Range from Wewak to But. Only eight ships reached the target as Lt Lindsay was forced back by a cracked cylinder. Native villages were attacked, five huts being destroyed. Poor visibility and vegetation prevented observation of further destruction. Forty eight 500s were dropped on the targets and 14700 rounds of ammo were fired. The Crews:

| Pilot | Gunner | |
|------------------|---------------|-------------------------|
| Capt Prokopovitz | S/S Pecosky | |
| Lt Short | S/S Reeves | |
| Lt Rupert | S/S Biskupski | |
| Lt Harrington | S/S Hammel | |
| Lt Tallon | S/S Foxworth | |
| Lt Lindsay | T/S Chapin | |
| Lt Howard | S/S Wright | S/S Johnson, DB (Photo) |
| Lt Jones | S/S Parsons | |
| Lt Prochoroff | S/S Marshall | |

April 27-----All quiet.

April 28-----Maj Rosebush returned from leave today. Pvt Bade trfd to 345th Bomb Group.

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April 29-----Eleven ships led by Capt Dean bombed and strafed personnel and radio positions in the vicinity of Timbunke and Tambanum Villages. The Hq building at Timbunke was destroyed, and fires were started west of the village. The radio position at Tambanum could not be identified positively, but huts thought to contain them were given a going over and fires were started. Twenty-five 100 pounders were expended and 19650 x .50 cal. were used. The crews:

| Pilot | Gunner | Navigator |
|---------------|----------------|-----------------------|
| Capt Dean | S/S Hines | Lt Patrylick |
| Lt Coghill | Sgt Domis | |
| Lt Short | T/S Chapin | |
| Lt Strasburg | S/S Hornburger | |
| Lt Tallon | S/S Bogucki | |
| Lt Jones | Sgt Jessen | S/S Chiapella (Photo) |
| Lt Harrington | S/S McCoy | |
| Lt Frey | S/S Johnson | |
| Lt Oatley | Cpl McMullen | |
| Lt Baker | S/S Sotelo | |
| Lt Pilgrim | S/S O'Connor | |

April 30-----Preparations being made for a decoration ceremony tomorrow by Maj. General Whitehead. The group is planning on a field day and many sports events are scheduled.

May 1-----Decoration ceremony this morning at 10:30, Field Day began. 90th Enlisted Men won volley ball tourney and advanced to finals in softball. The Officers placed second, being beaten by the 8th Sq Officers. Two bottles of beer issued to each man and the complete day was devoted to rest and entertainment.

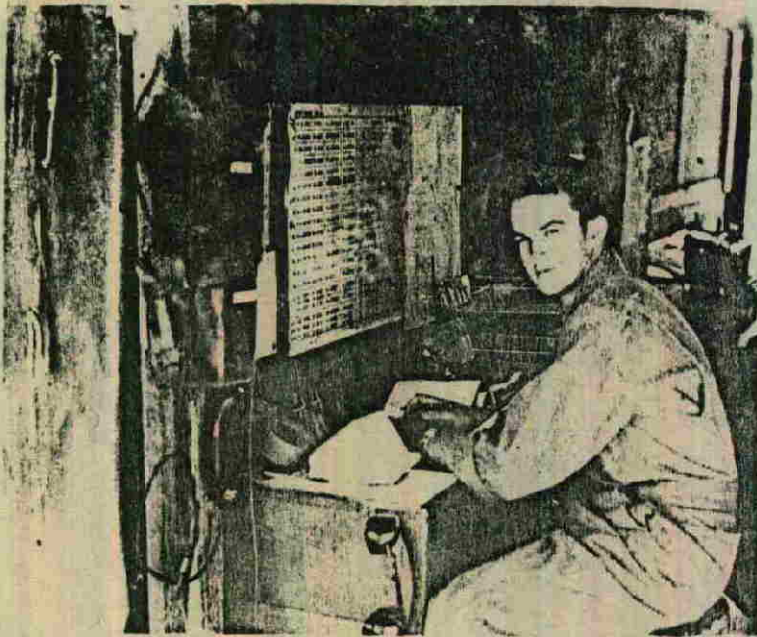
May 2-----Preparations for move to Hollandia nearing completion. The 3rd is to be the first Bomb Gp into the Area. Sgts Dick,

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Boudreaux, Bartholomew and Degollado transferred to 91st Photo Recon Wing.

May 3-----Notice received that loading is to start the 6th for the new base. Once again, the 3rd will be the most advanced arm of the Fifth Air Force. Sgt Hold assigned from 267 Ord Maint Company.

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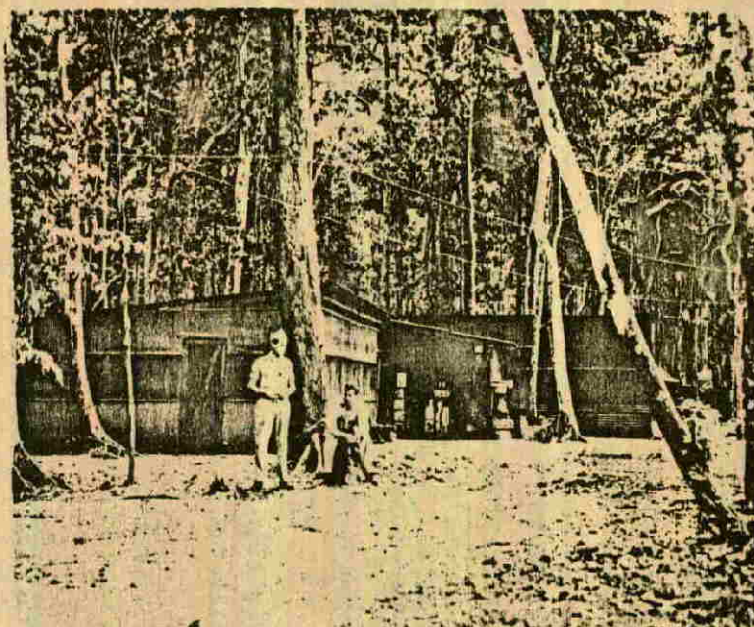


Sgt Archibald, a well-known and most efficient clerk in the Operations Dept. Archibald and Sgt Sherman teamed up on a great job for this Dept.

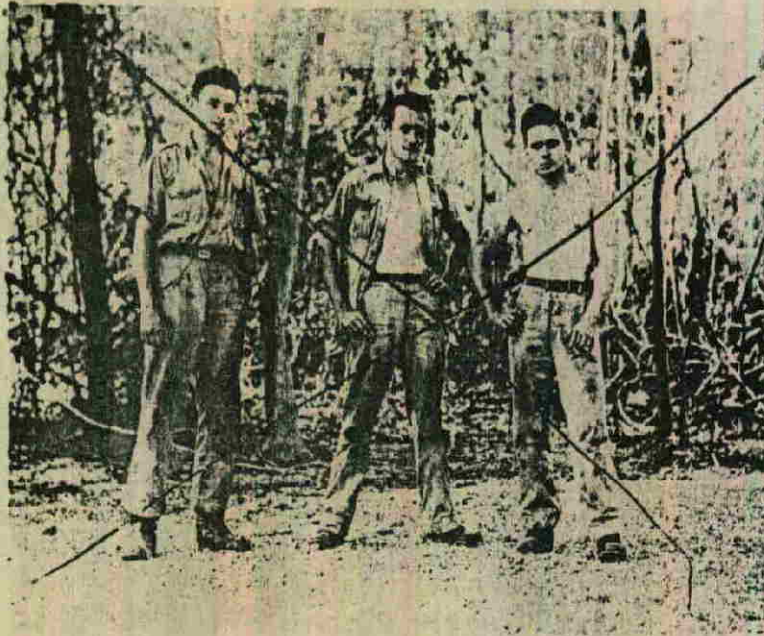


Sgt Epperson, Sgt Van Hoy, and F/Sgt Dunn (RAAF) moving their tent to a new area at Charters Towers when the "Wet" season arrives.

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Capt. McGuire and Capt. Valusek



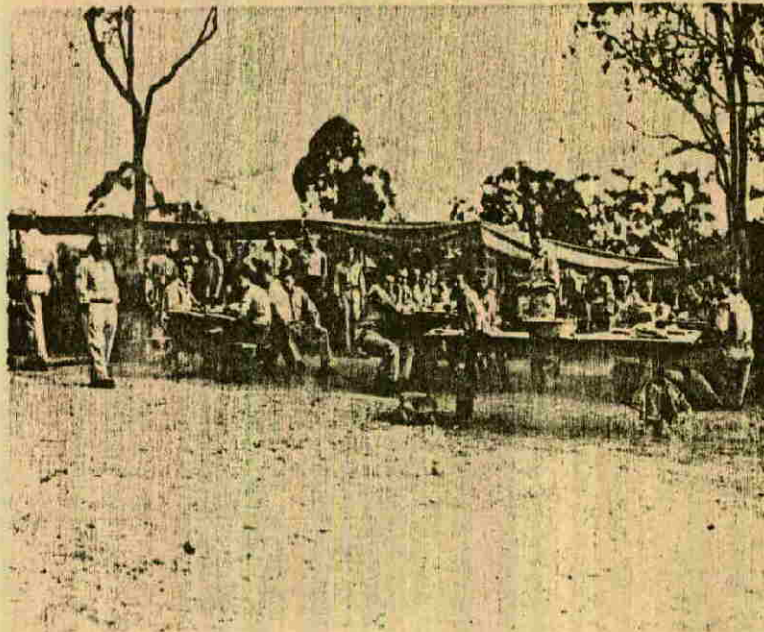
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... "E" FLIGHT.....The Department "wheels" line up on Lt Kulin's wing... Lt Short-Armament, Lt Kulin-Radio, Lt Valusek-Engineering, Lt Jones, C. (out of formation) Supply.



...The essential of all radio gunners is primarily code..... The importance of the radio gunner cannot be minimized in the B-25... He operates the difficult lower turret, gets a bearing for the pilot when lost, works as liason between plane and home base, and is a tremendous psychological help to the entire crew.....

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Farewell Beer Party for Maj Hubbard..... The Major, the recipient of the DFC, DSC, and Silver Star, was our C.O. for several months before being transferred to Group.... Seen in this picture (if you look) are: Lt Ransom, Sgt Landers, Lt Williams, Lt Nauman, Lt Hartline, Lt McNutt, Lt Riola, Lt Smallwood, Lt Bowman, Lt Jones, Lt Valusek, Lt Kulin, Maj Hubbard, Lt Hesselbarth, Sgt Hume and others.....

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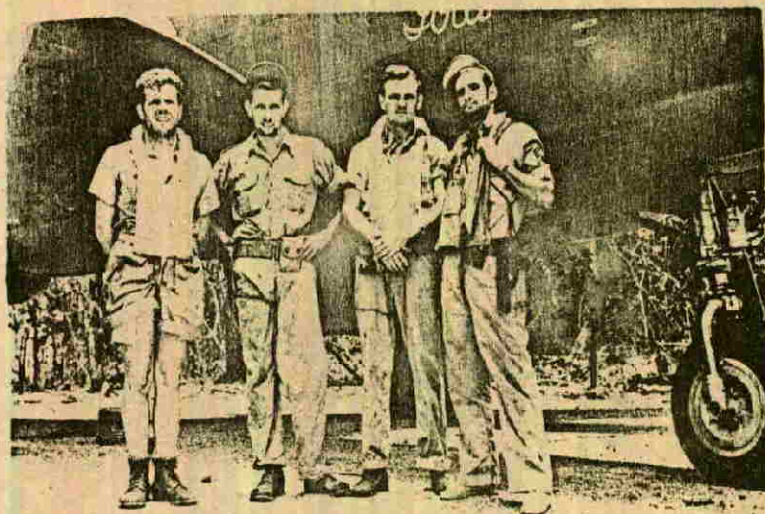


Col. Ronald D. Hubbard

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S/Sgt's Harrell & Franklin

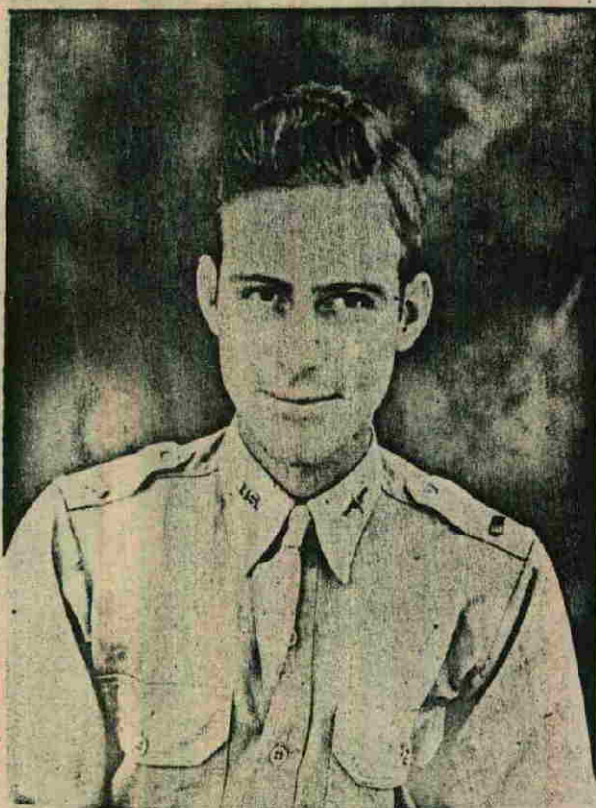


S/Sgt Poet, Sgt Bryan, Sgt Harrell, Sgt Franklin.....



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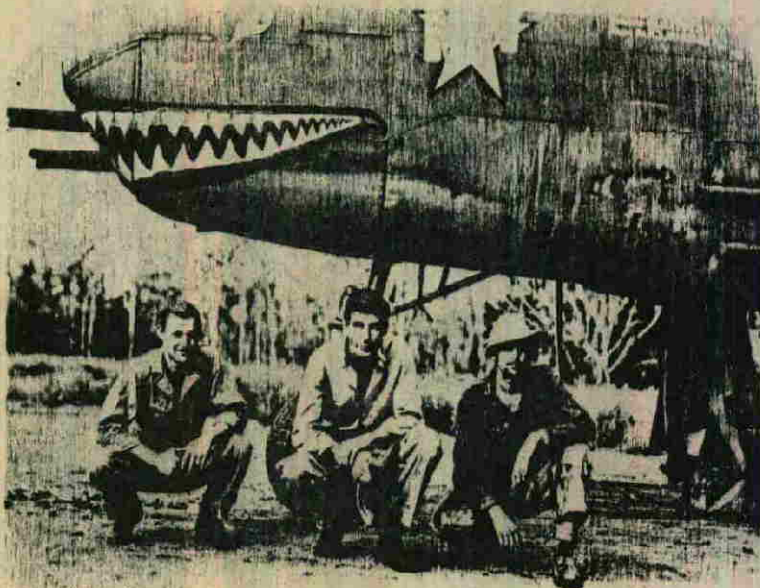
Lt John W. Cox



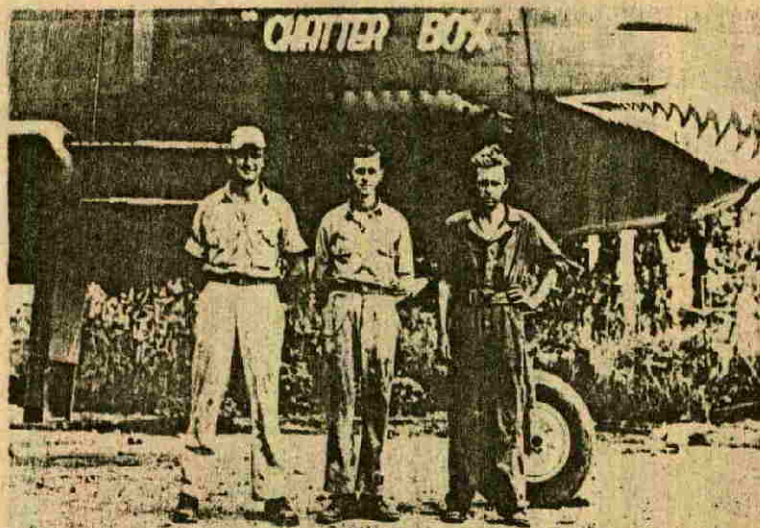
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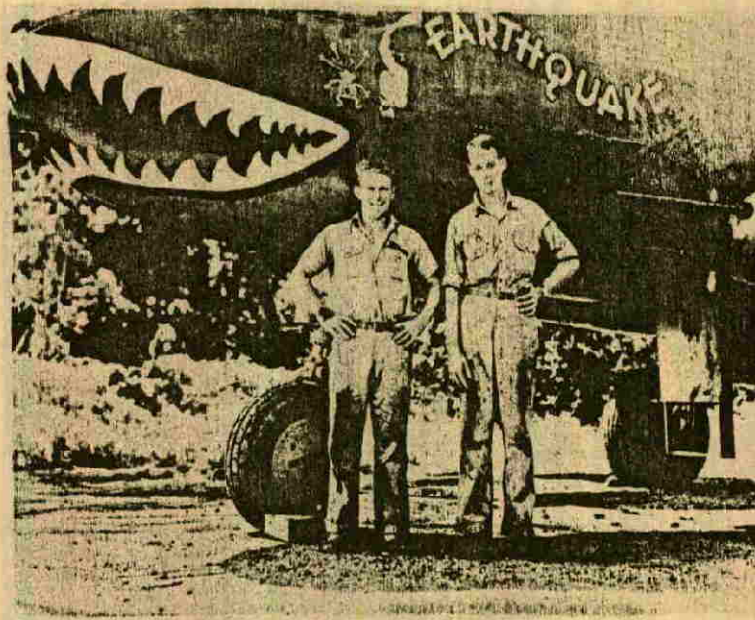


T/Sgt Moser, Cpl Kozloski, Cpl Gentry

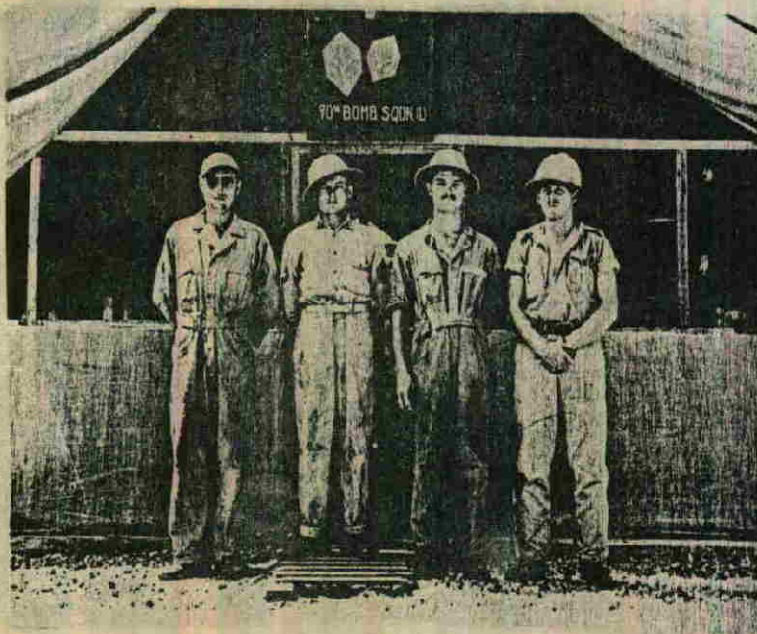


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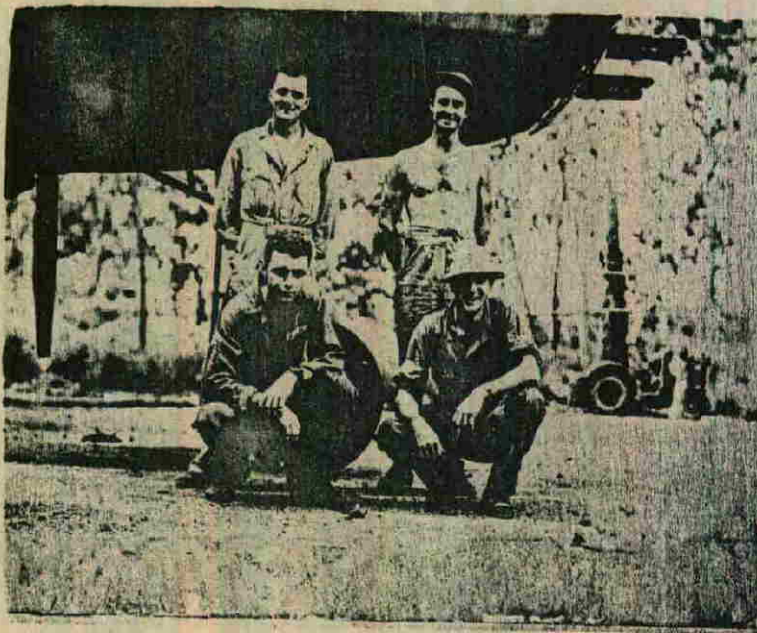
T/Sgt Barnes, Pfc Griggs, S/Sgt Rutledge



"Earthquake" blown up in it's revetment by Jap bombers
S/Sgt Humphries - Crew Chief, Sgt Boulay

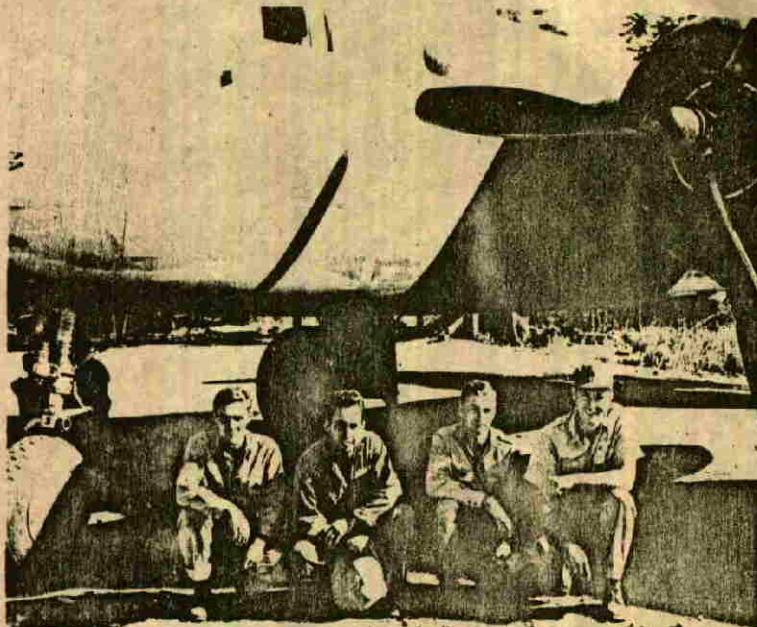


M/Sgt Brooks and T/Sgt's Midyett, Nichols & Gatzman

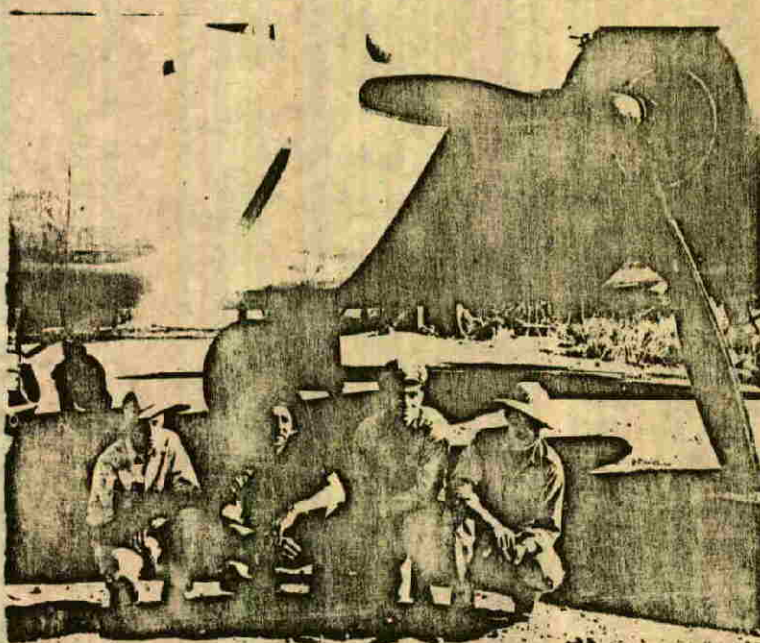


T/Sgt Lee, Sgt Gosselin, Pvt Foley, Pvt Lyle

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S/Sgt Epperson, S/Sgt McKinney, Lt Lee, Capt Henebry



S/Sgt Crovisier, S/Sgt Axt, Lt Castelli, Capt Wertz (killed in action 7/23/43).....