

A T T A C K . R E P O R T

B-25-C1

B Y

2ND LT.

EDWARD T. SOLOMON

ATTACK REPORT
B-25-CL

Pilot - 2nd Lt. E. T. Solomon
Co-Pilot - F/Sgt J. H. McLellan (RAAF)
Radio Gunner - Sgt A. L. McDonald (RAAF)
Turrent Gunner - Sgt R. W. Harrall

Time of Attack - March 3, 1943; 1500 L; East and a little South of Salamaua.

Target - Cruiser, blue-gray, 3000 ton.

The attacked vessel, a light cruiser of approximately 3,000 tons, was located five miles from any ship in the convoy and appeared to be in the process of rescuing the enemy from rafts and barges. When attacked, the cruiser was headed in a West or North West direction at a low speed.

Our formation came in from two thousand feet, letting down slowly until the target area was reached. Then from five hundred feet each of our ships split and picked a target. From here I continued to dive at 250 mph., pul up and dive until a minimum altitude was reached at a distance of five miles from the ship, at the same time giving the cruiser a full deflection shot from his side guns. At this point B-17's were on their bombing runs, which forced me to circle for advantageous position to attack. After the B-17's dropped their bombs I flipped into a steep turn and came in for a bow to stem run, started strafing at 1000 yards, but was forced to withdraw again by level bombers.

On these level bomber bombing runs there were no near misses or hits, yet some bombs fell within one hundred feet from the cruiser. On my next run from stem to bow, a direct hit was scored on the stem, wrecking the rear gun position and leaving a large column of black smoke. When coming in, light guns on the ship ceased firing soon after my eight fifties started firing, showing very effective fire power. The break away consisted of a very steep turn to the left, then a straight away down on the water.

From this point I strafed debris and barges, then made a broad side run on a crippled transport. One direct hit was observed, which left the transport burning fiercely. After this run I finished expending 2500x.50 cal. strafing. At all time my aircraft was below 50 feet.

During this mission my aircraft was attacked twice by "Zero" type enemy aircraft that pressed home the attack, indicating experienced pilots. By violent turns on the water the aircraft were eluded. In all, two 500 pound, five second delay bombs were dropped, each scoring a hit.

The enemy in the water, on ships and on barges, were dressed in full battle equipment. I observed six enemy aircraft. Two were attacking B-17s, two attacking A-20's and two attacking my own aircraft. In the first two cases P-38's were after the attacking enemy aircraft during their offensive. The enemy aircraft employed from quarter and attacks from the top rear.

It is my opinion that the excellent coordination of high, medium and low level bombing, together with the strafing and fire power of the B-25's eight maching guns, was the secret of the complete annihilation of the Japanese convoy.

/s/ EDWARD T. SOLOMON,
/t/ EDWARD T. SOLOMON,
2nd Lt., Air Corps.

ATTACK REPORT
B-25-C1

Pilot - 2nd Lt. E. T. Solomon
Co-Pilot - 2nd Lt. K. E. Rosebush
Radio Gunner - S/Sgt H. W. Dickenson
Turret Gunner - S/Sgt C. S. Norton.

Time of Attack - March 4, 1943; 1530 L

Target - Crippled destroyer, blue-gray, 1500 tons.

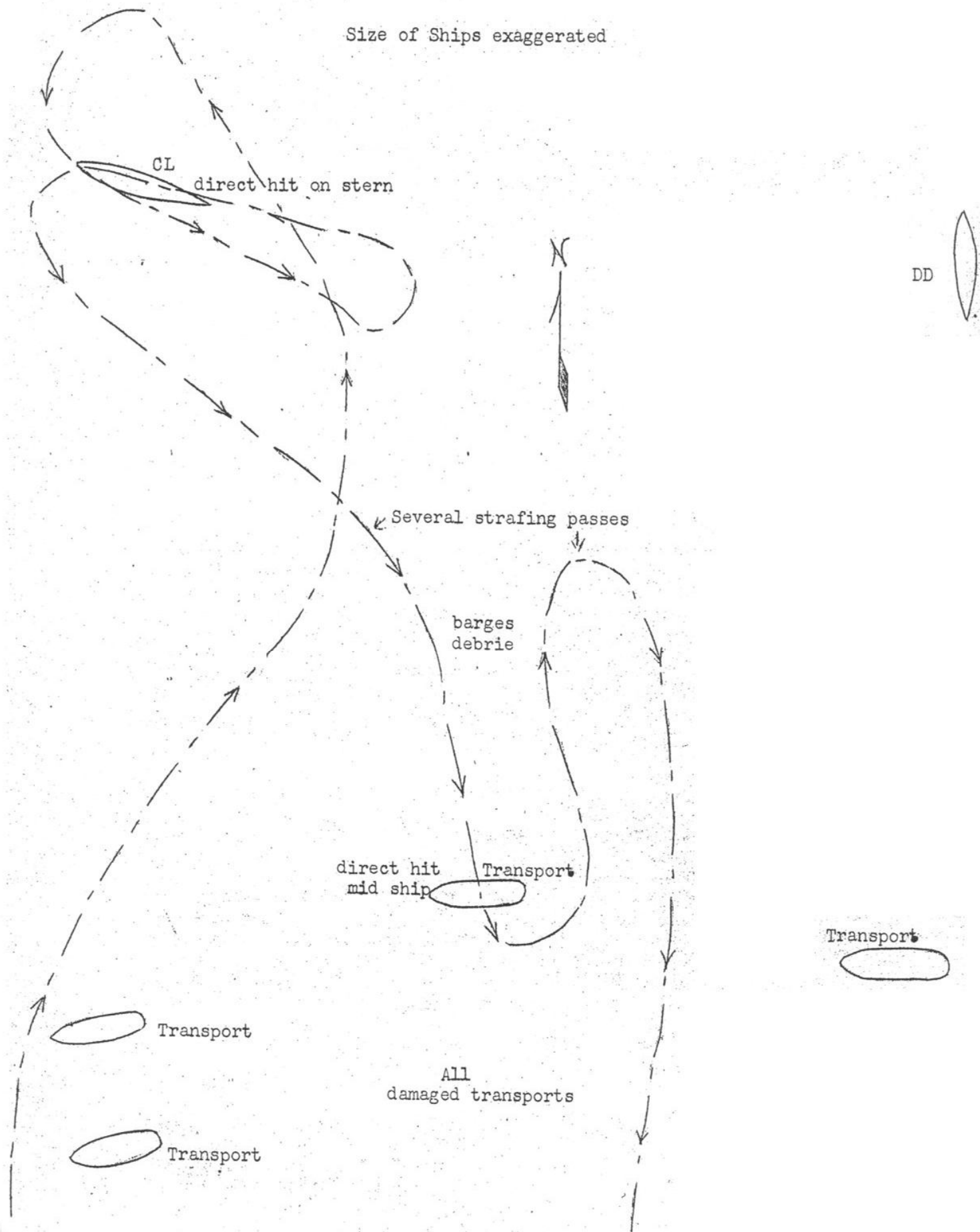
On this afternoon our flight of three ships, with eight P-40's as cover, took off, flew across the Owen Stanleys and after flying a heading of 50 degrees, found a crippled destroyer in all war dress, about sixty miles from land off Buna. I pulled off to the left, went down to the water, as low as 10 feet, then a turn to the right and started my run at approximately 275 mph., firing my nose guns from 1000 yards until I crossed the boat. A direct hit between the rear turret and the rear superstructure completely wrecked the stern of the ship, which after a few hours sunk. I then strafed the enemy with 3000x.50 cal. Pursuit pilots above reported machine gun fire from the ship which I did not see through my tracers. Enemy in the water wore full battle equipment, an estimated 300.

My final conclusion drawn on the skip bombing method of attack is as follows. With the coordination of high level bombing, medium bombing and superiority in pursuit cover, skip bombing will always be successful. High level bombers keep the heavy guns busy, thus leaving lighter anti-aircraft fire against us. Without the cover fire of eight fifties skip bombing by B-25-C1 aircraft would be doubtful. At present the effectiveness of the fire power is excellent however, if our ship was properly stressed at the factory our results would be much better. It is also my opinion that skip bombing is much safer than level bombing when undertaken in conjunction with high level aircraft.

/s/ EDWARD T. SOLOMON,
/t/ EDWARD T. SOLOMON,
2nd Lt., Air Corps.

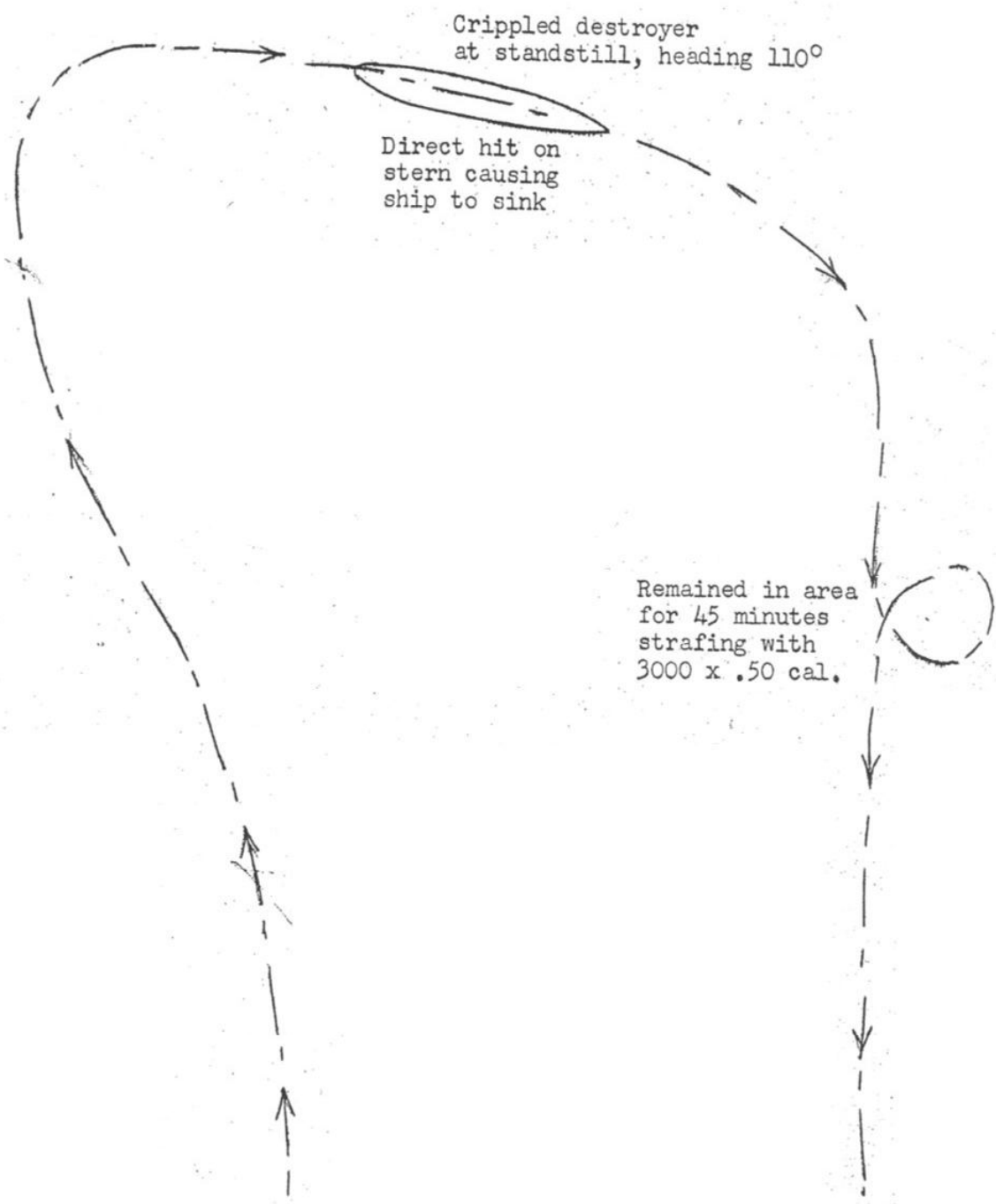
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Size of Ships exaggerated



Attact B-25-C1 112449

Pilot - Solomon, E.T. 2nd Lt.
Co-Pilot - Rosebush 2nd Lt.
R-Gunner - Dickenson S/Sgt
Top Gunner - Norton S/Sgt



Crippled destroyer
at standstill, heading 110°

Direct hit on
stern causing
ship to sink

Remained in area
for 45 minutes
strafing with
3000 x .50 cal.