

WE WENT TO WAR

Part X: Why We Were There

*The Background of Our Service,
Why We Were in the Southwest Pacific Area:
A Review*

380th Bomb Group - World War II



Theodore J. Williams

Barbara J. Gotham

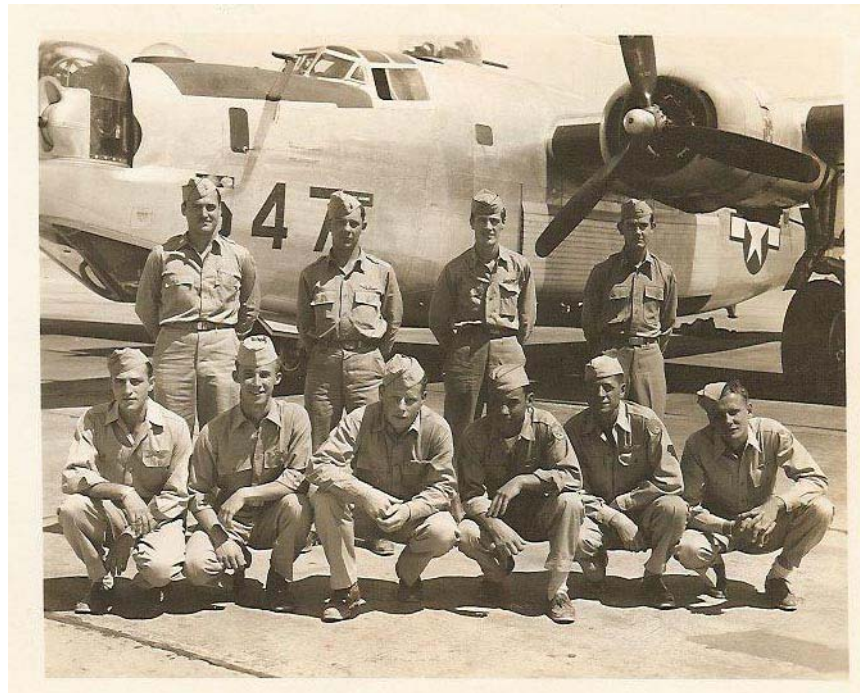


HOWARD HAHN'S 531st CREW

Standing, L to R: Al Davis-ENG, Art Pillsbury-BOMB, Chas. Fleck-NAV,
John Noonan-CP, Hahn-P. Kneeling: Joe Edinger-G, Jay Armitage-G,
Gerald Snedecker-G, Clarence Lindenberger-R/O, Leland Campbell-G.

C. J. Lindenberger Collection

Aircraft: MR FIVE BY FIVE, 42-40505, B-24D-65-CO



FRY CREW

Left to right: Lt. Fry; Lt. Sarniak; Lt. Cregan; Lt. Austin

Kneeling: Russell Johnston; Ray Devonshire; Neal Isaacson; Herbert Johnston; Jack Murphy; Mitchell Strepko

Neil Isaacson Collection.

Aircraft: B-24J-CO, a Stateside Aircraft

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Dedication

*To the men of the Flying Circus
both living and dead
who answered their country's call
and held the left flank
of the Southwest Pacific Air War
in World War II
from early 1943
on through 'til final victory.*

*This series of books has been
prepared to help assure that
none of you will be forgotten
by history.*

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INTRODUCTION

The members of the 380th Bomb Group Association, the veterans group of those who served with the 380th Bombardment Group (Heavy), 5th Air Force, like their compatriots in all of the other American combat units who took part in World War II, were anxious that the history of their unit during that period be preserved for their families and, indeed, for all future generations. This would include records of all those who served with details of that service, of all of the aircraft they flew and the details of the history of that aircraft, and of all the missions which the unit flew against our enemy, again with all important details.

This series, *WE WENT TO WAR*, was created to answer this desire. Previous volumes of the series are the rosters of the 380th (Part I), listing of the aircrews (Part II), identifying the Australians who served with the 380th (Part III), and a listing of the ground and aircrew classifications (Part IV). Parts V and VI contain descriptions and missions of the aircraft flown by the 380th in Australia and New Guinea (Part V) and in The Philippines (Part VI). Information on the ground crews were covered in Part VII and a chronological history of the missions flown was covered in Parts VIII (Australia/New Guinea) and IX (The Philippines).

This volume provides a brief history of how the 380th came to be assigned to the South West Pacific Theatre, both from Australia and The Philippines.

Part A covers the situation in the Southwest Pacific Area prior to the arrival of the 380th, and Part B describes the brief history of the 380th in The Philippines Campaign.

PART A:
THE SITUATION PREVAILING IN THE SOUTHWEST PACIFIC AREA
BEFORE THE ARRIVAL OF THE 380th

The American Air Units that came out of the Philippines and Java Campaigns were woefully inadequate to defend Australia from the expected Japanese onslaught, let alone to try to recapture what was lost. In addition, the 7th Bomb Group, also in the Philippines, had been sent to India, leaving only the 19th for the heavy bomber component at that time. They flew B-17s.

The 43rd Bomb Group, also with B-17s, arrived in Australia in March 1942. The 90th with B-24s was sent to Hawaii in September 1942 and on to Australia in October. The 19th return to the States in December 1942, leaving only the other two as the 5th Air Force's complement of heavy bombers then available.

American air units in Australia and New Guinea were not to be organized into a separate U.S. air force until September 1942, when General Kenney took command. Because the Australians were in a position to furnish the communications and headquarters personnel the Americans lacked, an Allied command in Northern Territory of Australia incorporating both Australian and American units had seemed appropriate. The American planes were assigned late in May 1942 to the operational control of the commanding general of the land forces of the Northern Territory and to the commander of the New Guinea Force on the understanding that these ground commanders would not interfere with the control exercised by air officers, except in the event of an imminent attack. (See Appendix I)

Except for northeastern Australia, the RAAF assumed responsibility for the defense of the Australian continent and, in addition, full responsibility for reconnaissance and bomber operations flown from the Darwin area against Japanese bases in the Netherlands East Indies. The 5th Air Force took over the full job in eastern Australia and in Papua on New Guinea. The arrangement, of course, was not intended to be inflexible. RAAF squadrons were attached to the

5th Air Force and repeatedly participated in its operations, while the 5th frequently furnished units to its ally on request. (Appendix I)

Until January 1943, this had involved occasional visits by the 19th, 43rd, and 90th Groups for special reconnaissance missions. In January, elements of its 400th Squadron of the 90th were at Fenton for reconnaissance. Elements of the 319th Squadron were to relieve them on 21 January but it was decided then that the whole 319th Squadron would move to Fenton semi-permanently. They remained until relieved by the 380th. They returned to Fort Moresby on 7 July 1943.

General Kenney's Plan for the Northwest Area Command (Quoted from Appendix I)

To oppose this Jap ring, which stretches from Timor to Rabaul, and leaving the Solomons to South Pacific forces, I can muster from the R.A.A.F. and the 5th Air Force combined about 700 combat aircraft (counting everything that can be used legitimately in a shooting war), which must be spread from Darwin to Horn Island, to Port Moresby, to Milne Bay and around to Dobodura.

With the increased Jap attention to the area between Timor and the west coast of New Guinea I have already found it necessary to station one squadron of B.24's in the Darwin area for reconnaissance and bombing of shipping and aerodromes. I cannot overlook the possibility of Jap attempts to put in a string of aerodromes along the New Guinea west coast and even the seizure of Merauke, where a good dry season aerodrome already exists. I believe such a move is contemplated by the Nips to forestall any attempt by us to work up the coast from Merauke, establish air bases and bomb his installations and shipping along the Tarakan-Wewak line, which are now out of range of a bomber with full load. I'd like to do it if I had the bombers to spare. Accordingly I have to constantly survey all likely spots from Merauke to the northwest and crack down on any construction that starts. If the Jap occupied Merauke he would be a constant thorn in my side, as he would be right on the Torres Strait shipping lane and could easily raid every aerodrome from Horn Island to Cooktown and around to Port Moresby itself. The place is weakly held by a volunteer Dutch company and the Australians do not seem to have any troops to spare to reinforce the garrison.

What is really needed is sufficient heavy bomber strength to keep pounding Jap bases and shipping in the Timor – Ambon – west coast of New Guinea area and at the same time hammer at the same targets in New Britain and New Ireland. One force to keep the enemy from the Darwin area; the other to help us forward in the New Guinea theatre and help SOPAC in the Solomons. A seizure of Darwin by the Nip would be bad news. While it may not seem to be a vital point for the defence of Australia, its loss would deprive us of all our advanced bases for the eventual operations toward Timor as well as the area from which a lot of our essential reconnaissance flights are carried out. From Darwin the Jap would dominate the whole north coast of Australia. It would be the devil of a job to oust the Nips if they ever got a foothold there on account of the lack of communications to get at them. I need to maintain a heavy group in the Darwin area all the time with facilities available to throw a second group into the picture at any time from the Moresby area where three groups would be stationed permanently. As soon as we clean up the Lae/Madang/Cape Gloucester (New Britain) area, I want to develop Merauke as a bomber base. Then we would be set to go forward. [See Appendix I]

General Kenney's First Trip to Washington

Major General George H. Kenney was given command of the Allied Air Forces in the Southwest Pacific Area on 7 August 1942, and formed the 5th Air Force on 3 September 1942. He was commander of both since the Allied Air Force was the 5th Air Force plus the RAAF.

He was called to Washington to report to General Arnold and the Joint Chiefs of Staff on 4 March 1943, and arrived in Washington on 10 March. In the meantime, the Battle of the Bismarck Sea had occurred on 2-4 March. This success obviously had a great influence on the succeeding negotiations.

The conferees listened to Kenney's plan to move west and north along the East New Guinea coast, capture Lae, and then continue on, seizing both sides of the vital Vitiaz Straits. When the South Pacific (SOPAC) forces had advanced north through the Solomon Islands and had gained control of Bougainville Island, both the South and South West Pacific forces would then be in a position to make a two-pronged attack to capture Rabaul. (Reference 2)

This was before the strategy of bypassing Japanese strongholds was developed. He stated in his biography:

“On March 17, I was invited to pay a visit to the White House. I talked for some time with President Roosevelt, who wanted to hear the whole story of the war in our theater in detail as well as a blow-by-blow description of the Bismarck Sea Battle. I found the President surprisingly familiar with the geography of the Pacific, which made it quite easy to talk with him about the war out there. He wanted to know how I was making out on getting airplanes. I told him that so far my chances didn’t look very good. When he asked why, I said that among other reasons given me was that he had made so many commitments elsewhere that there were no planes left to give me. The President laughed and said he guessed he’d have to look into the matter and see if a few couldn’t be found somewhere that might be sent me. He said that if anybody was a winner, he should be given a chance to keep on winning.” (Reference 2)

“Arnold called me to his office on the 22nd and told me that he had gone over the whole picture and had squeezed everything dry to give me some help. He said I was to get a new heavy-bombardment group, two and a half medium groups, and three more fighter groups. One of these fighter groups would be equipped with P-47s, which no one else wanted. I said I’d take them. The other two fighter groups would have to be manned by me. Hap said he would give me P-38s to equip it if I could furnish the pilots and the mechanics. I said to give me the planes and I’d find the men if I had to dissolve my own headquarters staff to get the people to fly them. He also promised me another troop-carrier group of fifty-two C-47s, some depot and service outfits, and other odds and ends to balance the organization. Altogether it looked as though, by the end of 1943, I’d have about five hundred more aircraft than I had when I left Australia.” (Reference 2)

The 380th as the next B-24 outfit in line was the one noted. He returned to Australia on 6 April 1943.

Appendix II is General Arnold’s reply to General Kenney’s letter and their meetings.

In the meantime the bureaucratic machine was turning out the necessary stream of memoranda and orders to send the 380th to England as noted in the Table A1 and accompanying

extracts of memos and orders (Appendix III). Note that Shipment 2618 is definitely for the United Kingdom and the European Theatre of Operations.

**TABLE A1
CHRONOLOGY OF THE BUREAUCRATIC MESSAGES**

1.	Mid January 1943	380 th First Listed on Deployment Schedule for Shipment to United Kingdom
2.	OPD 370.5 Gr Brit (3-15-43)	Notice of Movement of 380 th to United Kingdom
3.	OPD 370.5 (3-24-43)	Movement Orders, Shipment No. 2618, 380 th and Others to United Kingdom

The chronology of the necessary stream of memos and orders to reverse this situation are shown next in Table A2. The actual orders are given in the several documents of Appendix II and the letter of Appendix IV. It is interesting that the first action taken was to see that the aircraft being prepared for the 380th were properly modified. Table A3 and Appendix III show that the War Department issued the first movement order for the 380th to Australia on 7 April 1943, superseding the one of 24 March 1943, to England. Second Air Force issued their version on 10 April, with Lowery issuing final orders on 16 April. The air element of the 380th had been officially notified under date of 14 April of this change.

It is to be assumed that there was a flurry of rumors before that with so important and unexpected a change. The orders are Appendix V. The order of 24 March 1943, to Second Air Force would have engendered a corresponding order by Second Air Force to Lowery Field and on to the 380th. Copies of the latter orders are not available, but succeeding documents bear evidence of the existence and execution by the 380th. The Air Detachment Orders are not reproduced here.

This assignment of the 380th to Australia happened so fast that those in Australia did not get their data right (318th instead of 380th) – Appendix VI. Their arrival is announced by Appendix VII, which also corrects the assigned number of the Group to 380 from 318.

Movement Orders for the Ground Staff are reproduced in Appendix VIII. The personal shipping orders for all personnel have been obtained, but are not included here because of the bulk involved. Their further orders to Northern Territory, Australia, are listed in Table A4 and in Appendix IX.

TABLE A2
CHRONOLOGY OF THE REVERSAL OF THE EUROPEAN SHIPMENT
OF THE 380th TO AN AUSTRALIAN ONE

1.	9/gc/3906 (March 27, 1943)	Change in destination of 380 th group and resultant change in modifications
2.	OPD 370.5 Aus (3-30-43)	Movement of Air Force Units to the Southwest Pacific Area
3.	OPD 370.5 Gr Brit (3-15-43) Letter 3-30-43	Movement of Units to the UK (Deletion of 380 th and 345 th)
4.	Memorandum, Mar. 29, 1943	Diversion of Bombardment Group (Note reference on second page to General Arnold)
5.	OPD 370.5 (3-30-43) changing document of (3-05-43)	Movement of Units to the United Kingdom deleted Please note handwritten responses at bottom of the page
6.	OPD 370.5 Aus (3-30-43)	Diversion of Bombardment Group
7.	Headquarters, Fifth Air Force	Announcement of Allocation of 318 th Bomb Group (sic)

TABLE A3
NOTIFICATION OF 380th OF DIVERSION OF OVERSEAS ASSIGNMENT

1.	WD 370.5 (4-7-43) OB-S-E-M	Movement Orders, Shipment 2960, 380 th to Australia
2.	370.5 (E-3) April 10, 1943 Second Air Force	Movement Orders, Shipment 2960 Note statement concerning equipment already sent to New York on second page
3.	Special Orders 102, Lowry Field, April 16, 1943	Shipment 2960, Air Element – First Official Document to Ground Element of 380 th Directly
4.	Telegram, Fifth Air Force, April 23, 1943	Announcing Arrival of 380 th Aircraft and Correcting Document 10
5.	Fifth Air Force, Troop Movement, Directive 32	Transfer from Sydney to Darwin of Ground Element
6.	General Arnold distribution of Letter from General Kenney	First notes of 380 th in Dispatches

TABLE A4
NOTIFICATION TO AIR DETACHMENT OF 380TH –
DEPLOYMENT TO AUSTRALIA
(Not included in this text because of bulk)

1.	Letter of Instruction, Headquarters, Air Transport Command, Washington, D.C., March 2, 1943
2.	PAC Special Order 101, Headquarters, Topeka Army Air Base, Topeka, KS, April 12, 1943
	Project 96054-R, Shipment 2960-P
	Project 96082-R, Shipment 2960-R
	Report CG, Hawaiian Department, Army Air Forces for further dispatch to destination
3.	Operations Order 273, Headquarters, 11 th Ferrying Group, Army Air Forces, Air Transport Command, Hamilton Field, CA, April 14, 1943
	TDN 31 P 432-01-02-03-07-08 A 0425-25
	Also
	Par 1, Opns Order 286, April 17, 1943, 11 th Ferrying Group
	Par 1, Opns Order 293, April 21, 1943
	Par 1, Opns Order 305, April 24, 1943
	Par 2, Spec Ord 45, Hqs, 19 Ferrying Group, ATC, APO 953, April 26, 1943

An incomplete account of the 380th arrival in Northern Territory, Australia, in what is believed to be Col. Brissey's handwriting is included as Appendix X.

After the 380th arrived, the 43rd converted to B-24s in the summer (Northern Hemisphere) of 1943, going active in B-24s completely by September. The 22nd, originally a B-26 outfit, converted to B-24s in the January 1944 period, thus giving the four B-24 groups we are all familiar with.

General Kenney's assessment of the 380th's early capabilities is given in the message to General Arnold, presented as Appendix XI. Note the comparison with the early missions of the 90th Bomb Group.

The 319th Squadron of the 90th Bomb Group had been serving temporarily at Fenton since early January 1943 and was to be replaced by the 380th on permanent assignment to Northwest Area Command as soon as the 380th became combat ready. This take-over occurred in early July 1943. In the meantime, the 529th and 531st Squadrons of the 380th had been sent to New Guinea

to reinforce the 43rd Bomb Group who was converting from B-17s to B-24s at that time (529th) and to supplement the depleted 90th Bomb Group (531st) which had one squadron on temporary duty at Fenton as noted above.

During the time at Fenton, all or part of the 380th was deployed to New Guinea to supplement the forces there whenever major offensives occurred there. This involved three different periods of duty, October and December 1943 and March 1944 for periods of up to one month in length.

For the most part, however, the 380th operated out of the Fenton Area (July 1943 – August 1944) and Darwin (August 1944 – March 1945). While at Fenton, the 380th also operated out of strips at Manbulloo (100 miles southeast) or later from Long Strip (10 miles northeast) for the 529th and 531st Squadrons. The Manbulloo Service was July – December 1943, and Long Strip from December 1943 – August 1944. All were together at Darwin.

The missions carried out during this Australian Service Period are covered in general in Part VIII of this history and in Parts V, Books 1-4, for each individual aircraft.

These operations continued until February – March 1945 when the 380th was sent to Murtha Strip, Mindoro Island, the Philippines, to take part in the operations there in completing the Philippines Campaign and initiating operations against Formosa.

The Group had been named for inclusion in planned Operations against the Philippines and the islands in between Australia and the Philippines, but many of these earlier planned campaigns were cancelled as noted in Part B, and the 380th remained in Australia at Darwin until February – March 1945 as noted above.

PART B:

**WHY WE MISSED THE MAJOR PART OF THE
PHILIPPINES CAMPAIGN**

The first operational invasion action of Southwest Pacific Forces after the conquest of the Vogelkopf (the Northwest peninsula of New Guinea) was the attack on Morotai Island, the northeast corner island of the Halmaheras, which took place on 15 September 1944 under the title of OPERATION INTERLUDE. This opened up the way to the Philippines as soon as sufficient airfield capacity had been established on Morotai.

The overall Operational Plans for the Invasion of the Philippines (called the Musketeer Plan) involved several separate sets of Operational Planning Documents, one for each of the several operations in sequence. The first of these were individually labeled as GOSSIPMONGER, KING I, KING III, and KING II (Table B1) and were to be sequentially carried out according to original planning.

They were as follows:

1. GOSSIPMONGER – To capture the Talaud Islands, midway between Morotai and the Philippines and about 120 miles southeast of Mindanao, as a first step in the capture of the Philippines. Scheduled originally for 15 October 1944. (Reference 1)
2. KING I – To land at Sarangani, southwest of Davao, Mindanao, in order to capture Davao as a base for further excursions in the Philippines. This was originally scheduled for 15 November 1944. (Reference 1)
3. KING III – Misamis, Mindanao. Added later but considered to take place between Sarangani and Leyte. Misamis is located on the northwest side of Mindanao. Originally scheduled for 7 December 1944.

4. KING II – The invasion of Leyte, one of the Visayan Islands in the central Philippines, and originally scheduled for 20 December 1944.

**TABLE B1
THE MUSKETEER PLAN
(THE ORIGINAL PLAN FOR CONTINGENT OPERATIONS)**

Title	Selected Landing	Original Planned Date	Actual Date
GOSSIPMONGER	Talud Islands	15 October 1944	Abandoned
KING-1 (K-1)	Sarangani, Southern Mindinao	15 November 1944	Abandoned
K-2	Leyte Island, Visayan Group, Central Philippines	20 December 1944	20 October 1944
K-3	Misamis, Northwest Mindinao	7 December 1944	Abandoned
LOVE-2	Aparri, Luzon	31 January 1944	Abandoned
LOVE-3	Mindoro	15 February 1945	15 December 1944

It is noted that the planning for GOSSIPMONGER specifically presented the 380th Bomb Group as a unit which would represent the heavy bomber component of that Operation. It is noted that the bomber strip on Talud Island was scheduled for completion on G+45, or 1 December 1944. The 380th was to be scheduled to occupy this strip immediately thereafter. This was later reduced to G+25, or approximately 10 November 1944. Under these revised plans, the 22nd Bomb Group would join the 380th on the 1 December 1944 date. Figures B1 and B2 show the relationship of Talud to neighboring islands and Figure B3 presents the plan for the airstrips and other facilities on Talud.

Figure B4 shows the location of the proposed Sarangani landing in the Davao area.

Likewise, the 90th was named for KING I and the 43rd and the 22nd specifically mentioned for KING II. The plans for KING III are not available.

Figure B1
The Location of Talaud Island

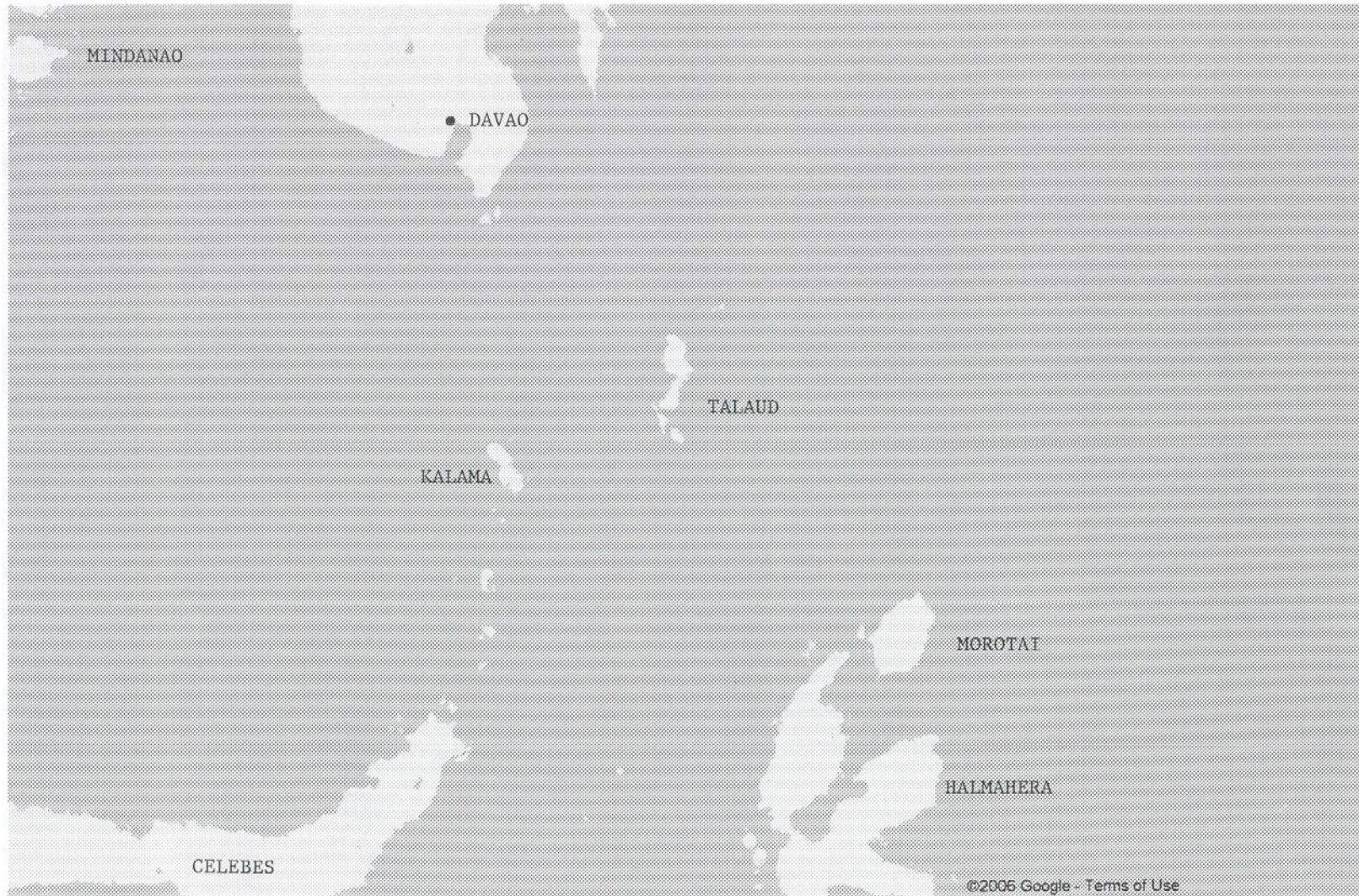


Figure B2
The Location of Talaud Island

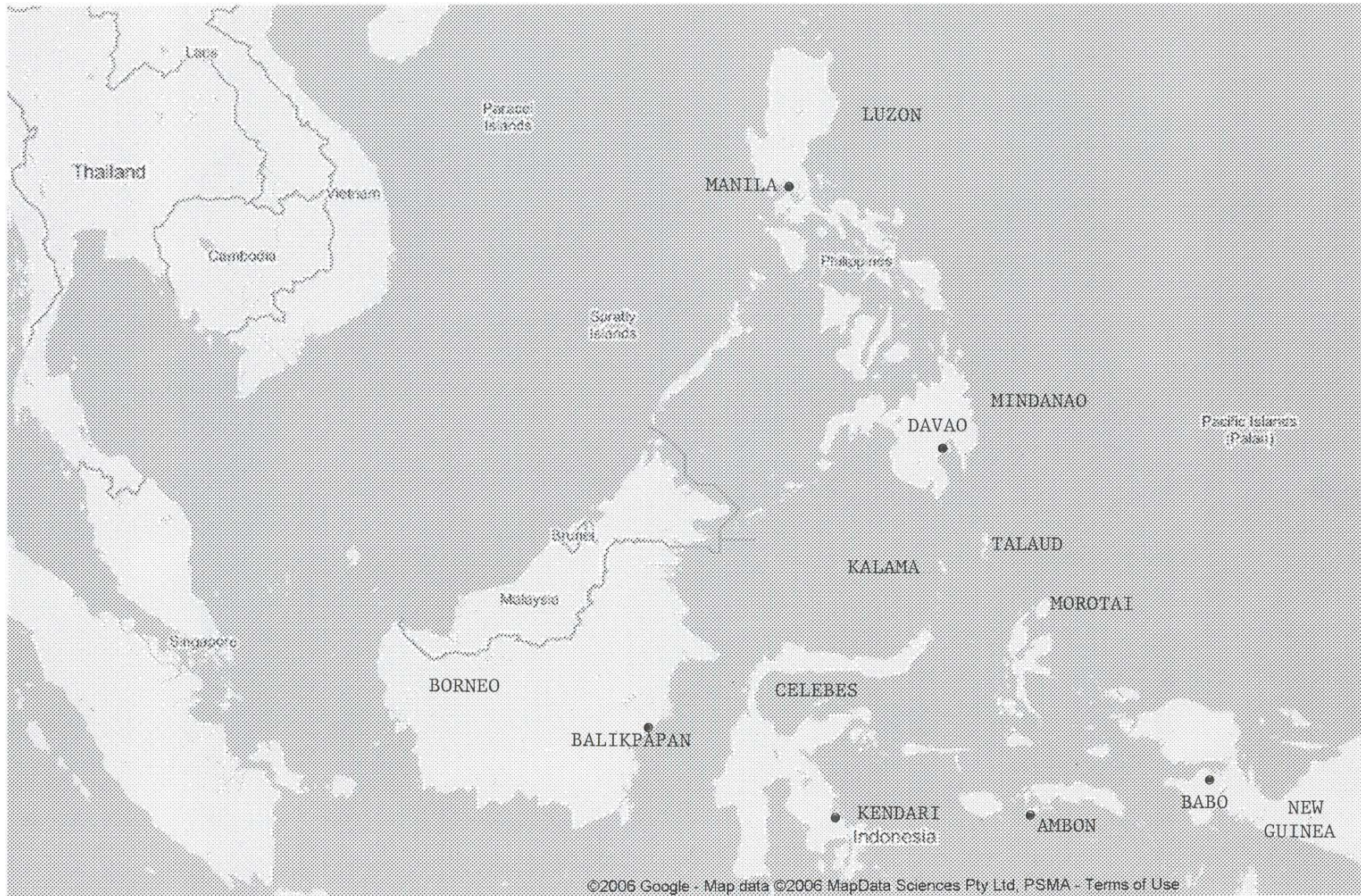
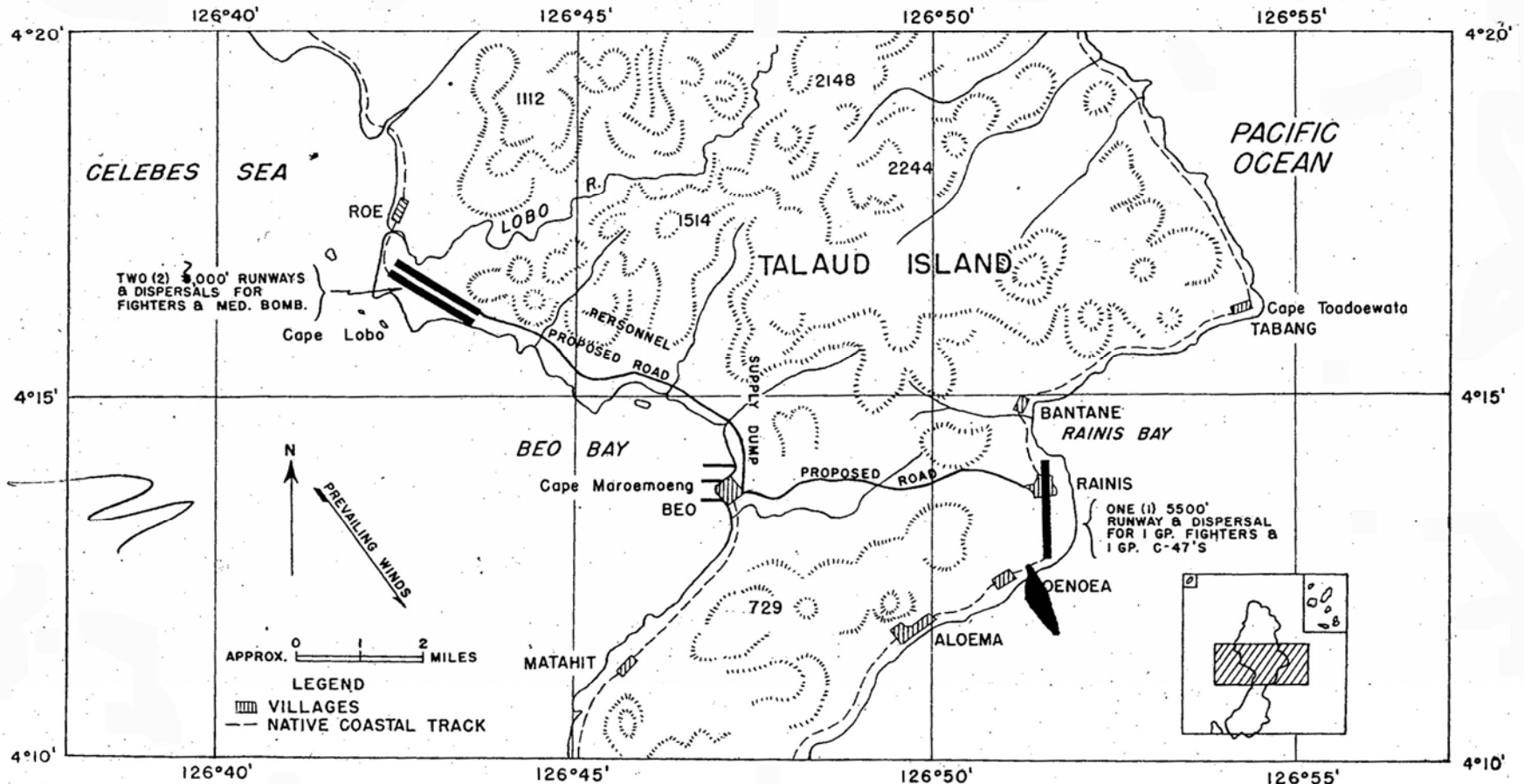


Figure B3
Proposed Development of Talaud

22 July 1944

DECLASSIFIED
Authority: ND7
TOP By: JW NARA Date:
Auth.: C.G.
Init.: Em.K.

TOP SECRET



TOP SECRET

960th ENGINEER MOBILE REPRODUCTION TRAIN

Figure B4: Map 1
Location of Sarangani in Southern Mindanao (Davao Area)

Authority WWD 745074
By CM NARA, etc 11/4/63

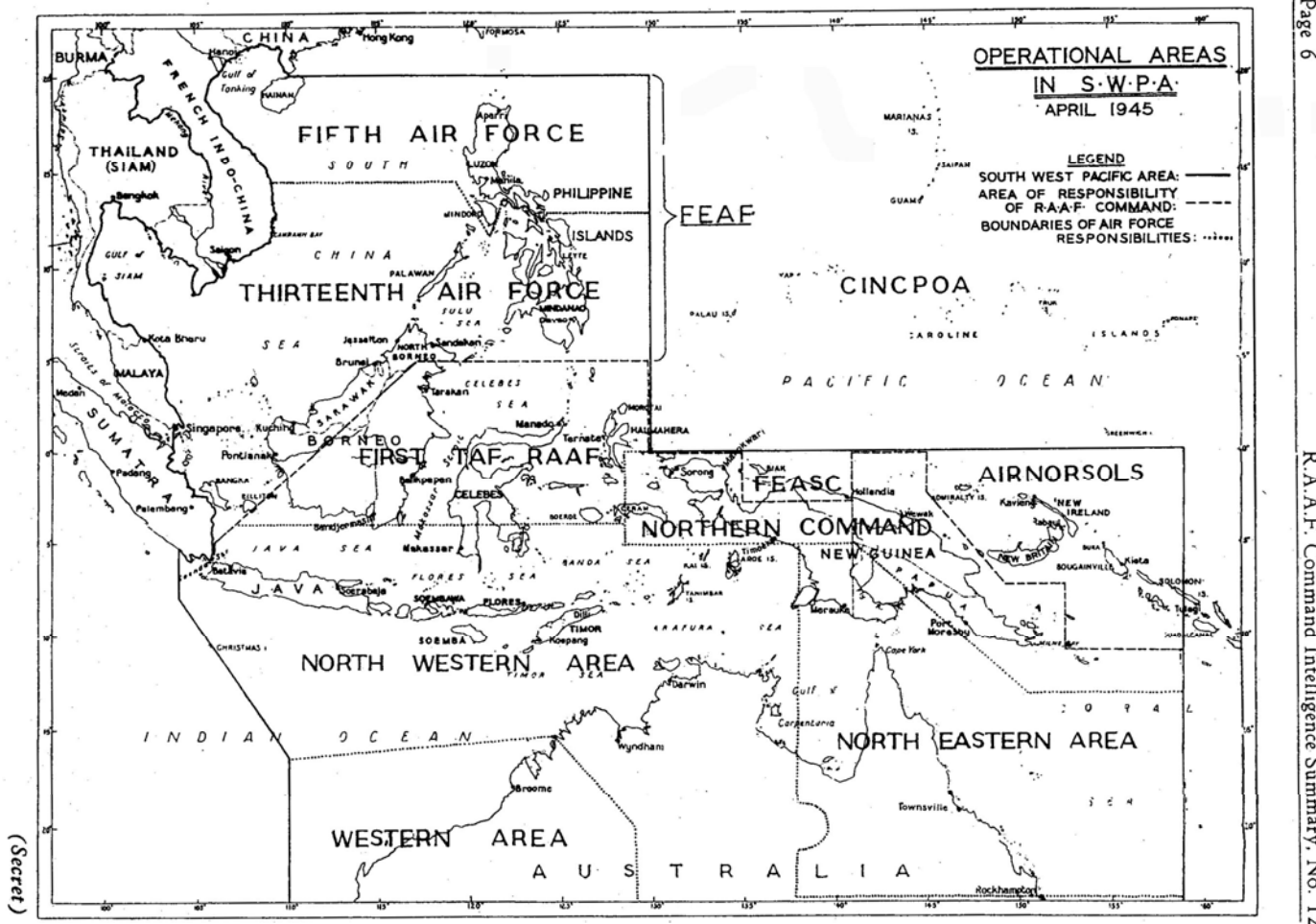
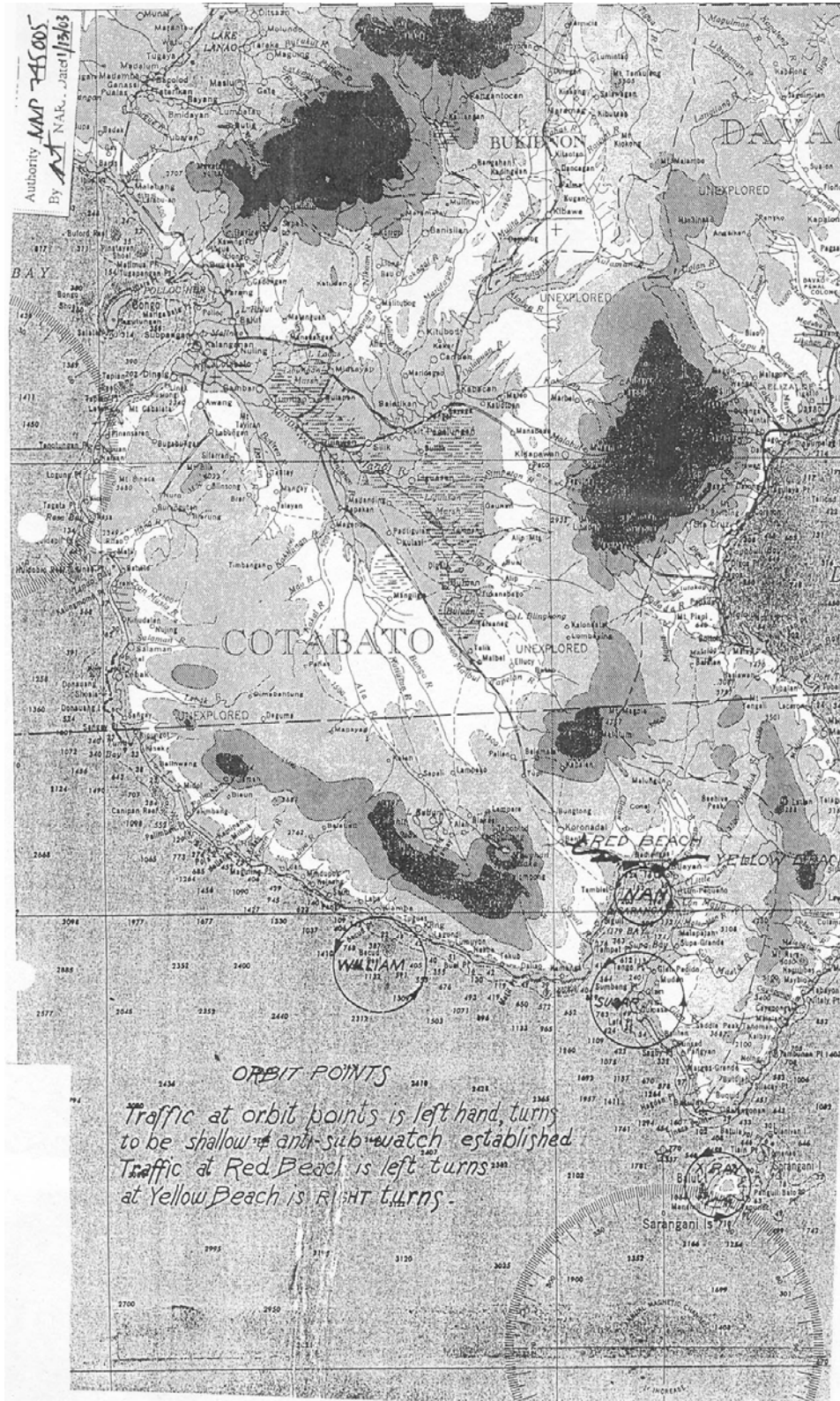


Figure B4: Map 2
Location of Sarangani in Southern Mindanao (Davao Area)



With the extensive guerilla movement in the Philippines (the uprising of the native Filipinos against the Japanese), the U.S. had excellent intelligence of the disposition of Japanese troops and their capabilities. From this information it was determined that GOSSIPMONGER, KING I, and KING III would be unnecessary expenditures of our troops and resources and that the Allies could directly invade Leyte and bypass those earlier considered. Thus these earlier proposals were dropped and the Leyte Operation was advanced in time to 20 October 1944.

The important fact to note here is that when the planners decided to skip any particular planned operation(s), they dropped all considerations expressed therein and accepted the full details of the Operation selected, including all military units listed therein. Thus the bypassing of GOSSIPMONGER left the 380th still in the Darwin area, and the dropping of KING I left the 90th on Biak Island until future planning picked them up again.

Therefore the 90th and 380th waited until the generation of Operation LOVE-3, originally scheduled for 15 February 1945 for the invasion of Mindoro, but advanced to 15 December 1944, to be selected for inclusion there and their eventual shipment to Mindoro in February and March 1945. The result of this was that both Groups arrived after the bulk of the Japanese Air Forces' ability to harass heavy bombers over the Philippines had been almost totally depleted. Thus only a very few Philippines missions were carried out by these groups and the vast majority of the 380th's missions from the Philippines were to Formosa and French Indochina, with a few to China itself. (See Part VIII of this series.)

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PART B:

1. Allied Air Forces Operations Instructions No 65 and Amendments thereto, 28 August 1944, Southwest Pacific Area.

ACKNOWLEDGMENTS

We acknowledge Purdue University for the use of their computers, printing, web resources, and library facilities in the pursuit of this project. Without these our task would have been impossible.

The Frontispiece of this volume contains first a photograph of an early crew (Hahn Crew, pictured with MR FIVE BY FIVE), taken from *BEST IN THE SOUTHWEST*, page 81 (Reference 4). The second photograph is of a later crew (Fry Crew, pictured with MADAME QUEEN), which was sent to the 380th Bomb Group Association from the family of Neil Isaacson.

The authors also want to take this opportunity to acknowledge the patience, love, and forbearance of their spouses, Isabel and Doug, during the long hours, over many years that the work presented herein entailed.

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APPENDIX I

Letter to Lt. General H.H. Arnold from Lt. General G.C. Kenney, 23 January 1943,
describing the situation existing in the Southwest Pacific Area.

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HEADQUARTERS
ALLIED AIR FORCES
SOUTHWEST PACIFIC AREA
OFFICE OF THE COMMANDING GENERAL

~~XXXXXXXXXXXX~~

23rd January, 1943.

Dear General Arnold,

operations
X 370.2 Apr 1943

While I know that you are doing what you can to keep this show out here alive, I am going to give you the picture as it is now, how it looks for the coming five months and a few recommendations.

I am getting a bit worried, as my strength is going down all the time while the indications are that the Jap not only replaces his losses but is capable of easily reinforcing his air strength to the point where I will meet serious trouble. During November, for example, I received thirty-four combat aircraft and lost fifty-five. In December I received thirty-seven and lost forty-eight. From January 1st to January 21st inclusive we have received sixteen fighters and lost twenty, received no light bombers and lost three, received no medium bombers and lost eight, received two heavy bombers and lost twelve. These are figures covering receipts and losses of the 5th Air Force only. R.A.A.F. figures are similar.

X 322 In looking over the records in this theatre I find some curious figures. Among others, in May last year there were in the U.S. Air Force in the Southwest Pacific Area:

363 fighters,
51 light bombers,
97 medium bombers,
48 heavy bombers
559 .. Total combat aircraft.

Today the figures are:

321 fighters,
23 light bombers,
85 medium bombers
108 heavy bombers
537 .. Total combat aircraft.

(1)

Lieut.General H. H. Arnold,
Chief of Army Air Forces,
WASHINGTON. D.C.

/On October 1st....

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Lieut. General H. H. Arnold - 2 - 23rd January, 1943.

On October 1st the total combat number was 536; on November 1st 606; on December 1st 589 and on January 1st 580.

Hence my alarm if this process keeps up.

I want to emphasize all over again that if the Air Force gets in trouble out here there is no estimate of the situation needed to tell you about the ground forces. They will simply fold up.

We have good reason to believe that the Japs have gotten the Borneo oil refineries at Tarakan going so that it is no longer necessary to make the long fuel haul from Japan to Kavieng, Rabaul and the Shortlands. To safeguard this shipping lane from Borneo, the Nip has put in and is building a string of aerodromes moving eastward across the north coast of New Guinea, from which his fighters will convoy the surface vessels. Efman Island, Manokwari, Moemi, Babo (now in active use and just extended to 5400 ft.), Seroei (on Japen Island in Geelvink Bay), Wakde Island (now under active construction), Hollandia, Wewak, Madang, Finschhafen and Cape Gloucester over on the western tip of New Britain, make up a chain which certainly means something. The big increase of Jap air and ground forces in Timor and the ousting of the last of the Allied forces there, the recent increase in air forces throughout the N.E.I., the occupation and establishment of seaplane bases in the Tenimber and Aroe Islands and a lot of attention to the west coast of New Guinea all point to a desire to safeguard the new supply routes eastward from the N.E.I. and their recently developed sources of raw materials to the New Britain/New Ireland/Solomons theatre. The recent arrival of the C.G. 5th Division, a special landing outfit of shock troops, at Fak-Fak (north west of New Guinea) presages a show in this area sometime in the near future.

To oppose this Jap ring, which stretches from Timor to Rabaul, and leaving the Solomons to South Pacific forces, I can muster from the R.A.A.F. and the 5th Air Force combined about 700 combat aircraft (counting everything that can be used legitimately in a shooting war), which must be spread from Darwin to Horn Island, to Port Moresby, to Milne Bay and around to Dobodura.

With the increased Jap attention to the area between Timor and the west coast of New Guinea I have already found it necessary to station one squadron of B.24's in the Darwin area for reconnaissance and bombing of shipping and aerodromes. I cannot

/overlook.....

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Lieut. General H. H. Arnold - 3 - 23rd January, 1943.

overlook the possibility of Jap attempts to put in a string of aerodromes along the New Guinea west coast and even the seizure of Merauke, where a good dry season aerodrome already exists. I believe such a move is contemplated by the Nips to forestall any attempt by us to work up the coast from Merauke, establish air bases and bomb his installations and shipping along the Tarakan-Wewak line, which are now out of range of a bomber with full load. I'd like to do it if I had the bombers to spare. Accordingly I have to constantly survey all likely spots from Merauke to the northwest and crack down on any construction that starts. If the Jap occupied Merauke he would be a constant thorn in my side, as he would be right on the Torres Strait shipping lane and could easily raid every aerodrome from Horn Island to Cooktown and around to Port Moresby itself. The place is weakly held by a volunteer Dutch company and the Australians do not seem to have any troops to spare to reinforce the garrison.

What is really needed is sufficient heavy bomber strength to keep pounding Jap bases and shipping in the Timor - Ambon - west coast of New Guinea area and at the same time hammer at the same targets in New Britain and New Ireland. One force to keep the enemy from the Darwin area; the other to help us forward in the New Guinea theatre and help Soupac in the Solomons. A seizure of Darwin by the Nip would be bad news. While it may not seem to be a vital point for the defence of Australia, its loss would deprive us of all our advanced bases for the eventual operations toward Timor as well as the area from which a lot of our essential reconnaissance flights are carried out. From Darwin the Jap would dominate the whole north coast of Australia. It would be the devil of a job to oust the Nips if they ever got a foothold there on account of the lack of communications to get at them. I need to maintain a heavy group in the Darwin area all the time with facilities available to throw a second group into the picture at any time from the Moresby area where three groups would be stationed permanently. As soon as we clean up the Lae/Madang/Cape Gloucester (New Britain) area, I want to develop Merauke as a bomber base. Then we would be set to go forward.

In the New Guinea/Bismark area the Jap has 250 aircraft, in the N.E.I. 288, in the mandated islands 321, in the Malaya/Siam/Indo-China area 332, in the Philippines 57, in the Solomons 89 and ship-borne near Truk 160. Total 1497. His factory output is believed to be around 1000 airplanes per month, including all types. A significant fact is that about two weeks ago we shot down over 100 airplanes in four days but the Nip replaced them all in a week and at the same time increased his air strength at

/almost

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Lieut.General H. H. Arnold - 4 - 23rd January, 1943.

almost every N.E.I. base. If I lost a hundred airplanes in that time, the only thing that would be replaced under six weeks would be the Allied Air Force Commander.

The Jap certainly has geography in his favour when it comes to replacing losses. Furthermore, he has only one theatre to worry about. Burma and China fronts are both static. Russia has her hands full and that Alaskan show of ours is merely chicken feed. The Jap can concentrate a real air, army and navy show in the Timor/Darwin area or the New Guinea area or in the Solomons any time he feels like it and give us a real run for our money. Everyone now agrees that air power is the one thing that can halt him. I can give him, and have been giving him, a real argument every time he moves but I have no reserve if he repeats on me. He can replace his losses in a day or two and start over again. I cannot. A series of attacks might wear me down to a point where I would lose the air control I now have over New Guinea and put me and the rest of the show definitely behind the eight ball.

Here is a rough analysis of how I stand today:-

HEAVY BOMBARDMENT

	<u>On hand</u>	<u>In sqdns.</u>	<u>In depots</u>	<u>en route</u>
43rd Group Heavy Bombers (B.17)	55	34	21	6

Due to the hard service the B.17's of this group have had over the past six months, we are maintaining about twenty constantly in depot overhaul to get all B.17's back in shape and reduce attrition through wear and tear to a minimum. The four squadrons of the 43rd Group will average at best nine planes each through February. Taking expected attrition into account and assuming that the six reported en route for the past two months finally do arrive, this Group will be reduced to about twenty-four planes in the squadrons, with ten in depot overhaul, by June 30th. At the present time, with fifty percent of the planes in daily combat commission and twenty-five percent of these on reconnaissance duty, this means a striking force from the 43rd Group of fourteen heavy bombers. By June 30th, unless the group is brought up to strength, the group striking force will be nine heavy bombers.

	<u>On hand</u>	<u>In sqdns.</u>	<u>In depots</u>	<u>en route</u>
90th Group Heavy Bombers (B.24)	60	37	23	12

This group is now progressively taking over the major proportion of the heavy duty of bombardment and reconnaissance in this theatre. Monthly losses through June, 1943, will probably average about eight, which is about the number you have promised me to take care of attrition.

/The maintenance.....

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Lieut. General H. H. Arnold

- 5 -

23rd January, 1943.

The maintenance of the B.24 is proving a greater problem than the maintenance of the B.17 and the squadron strengths will probably average throughout that period about ten. With fifty percent in daily combat commission and twenty-five percent on reconnaissance, this gives the 90th Group a striking force of fifteen heavy bombers. In other words, as far as our heavy bomber strength is concerned, our maximum effort on a single mission is around twenty-nine bombers. A second mission could be performed about twelve hours later by sixteen aircraft and an emergency third mission in another twelve hours with about ten. My heavy bombardment punch would then be zero for twenty-four hours until the planes were put back in operating condition. To be in a position to deliver even this small effort, I have found it necessary to omit day bombing except in an emergency, due to the fact that daylight operations do put many more planes out of commission than the night operations.

To maintain the 90th Group and replace the B.17's of the 43rd Group, I recommend that there be sent this theatre thirty-five B.24's in February and twenty-five per month thereafter through June, 1943.

MEDIUM BOMBARDMENT

38th Group (less two squadrons in Poppy) Medium Bombers (B.25)

	<u>On hand</u>	<u>In sqdns.</u>	<u>In depots</u>	<u>En route</u>
	27	19	8	4
13th and 90th Squadrons of 3rd Group ..	28	21	7	-
TOTAL..	55	40	15	4

The 38th Group, less two squadrons, is short ten airplanes at present and the two squadrons of the 3rd Group which are equipped with B.25's modified to take eight forward fixed calibre fifty guns and six parachute fragmentation bombs or heavy bombs for skip bombing are short five planes. We are losing an average of eight B.25's a month, so that the situation in regard to this type is serious.

To completely equip the 38th Group less two squadrons and the two squadrons of the 3rd Group now equipped with B.25's, and allowing twenty-five percent excess for depot overhaul, fourteen B.25's will be needed in February with a replacement rate of fourteen per month thereafter.

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/22nd Group.....

Lieut.General H. H. Arnold - 6 - 23rd January, 1943.

22nd Group Medium Bombers (B.26):

<u>On hand</u>	<u>In sqdns.</u>	<u>In depots</u>	<u>en route</u>
28	22	6	2

All B.26's of this group have been withdrawn from combat and are being given complete overhaul, as they are in extremely bad shape after six to eight months' combat work. The striking force of this group is zero until some time in March at the very earliest.

Recommend that forty B.25's be sent out here immediately and that eight additional replacements per month be set up to equip the group less one squadron with B.25's, the remaining squadron to use the B.26's which should last until June 30th, 1943, when they will have to be replaced.

The total medium bombardment strength now available daily for a single mission is about twenty-four. This will be increased, when the B.26's come back from overhaul, to thirty-six - assuming that attrition rates on the B.25 have been met meanwhile.

LIGHT BOMBARDMENT

3rd Group less two sqdns. (A.20A):

<u>On hand</u>	<u>In sqdns.</u>	<u>In depots</u>	<u>en route</u>
26	23	3	16 being prepared for shipment.

The available A.20's have been reduced to the point where the 8th and 89th Squadrons of the 3rd Group have been combined to operate what amounts to one squadron. If the sixteen A.20A's now being prepared for shipment arrive in February it will be possible to maintain one squadron of A.20's until June 30th. In the meantime, my light bomber striking force is about fifteen planes.

Pending the re-equipment of the 3rd Group with A.25's, which will probably not be completed before September 1943, it is recommended that two squadrons of the 3rd Group be brought up to strength with A.20's. This will mean the shipment of a total of nineteen in February and ten per month through June.

FIGHTERS

8th, 35th and 49th Groups (P.39's, P.40's and P.38's):

<u>On hand</u>	<u>In sqdns.</u>	<u>In depot</u>	<u>en route</u>
334	222	112	P.38's - 15 per month P.39's - 15 March, 15 May, 15 June P.40's - 15 April, 15 May, 15 June.

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Lieut.General H. H. Arnold - 7 - 23rd January, 1943.

Present attrition rates indicate that the replacement schedule will result in the following numbers on hand each month until June, 1943:

February	..	315	} Mar 2 Status report 356
March	..	315	
April	..	330	
May	..	345	
June	..	360	

The fighter picture from the standpoint of present allotted organizations is satisfactory. In this connection, however, beginning February 1st, the 8th Group has to be pulled back to the mainland from Milne Bay to get rid of malaria. The medicos tell me that at least eighty percent of the Group and about the same percentage of the 403rd Heavy Bombardment B.17 Squadron (also at Milne Bay) have malaria and should be given treatment. Some of these men will be found to have the malignant type and cannot be safely returned to malarial country. Those I cannot absorb in the Air Service Command will have to be sent home. When the 8th Fighter Group is cured (which will take about six weeks) I will have to send the 35th Group back to the mainland and then follow them later with the 49th. In other words, I cannot depend on more than two-thirds of my fighters being available for combat. In a few weeks we are moving fighters over the range to Dobodura. What the malaria rate will be there I don't know but from all I can learn it is likely to be as high as the rest of New Guinea. Five or six months is the limit of continuous field duty in this section of the world, regardless of the quantity of quinine you take. Quinine does not prevent malaria; all it does is prevent you from knowing you have it.

CARGO

Present figures are as follows:

374th Troop Carrier Group	..	52 C.47's
317th Troop Carrier Group	..	19 C.47's, 7 C.49's, 3 C.39's, 10 C.60's, 2 LB.30's, 1 B.17C, 1 B.17E.

One DC.2, two C.50's and three C.53's have been loaned to the R.A.A.F. Transport Command in order to utilize their trained crews. In addition, we have contracted with various Australian civil

/air lines.....

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Lieut. General H. H. Arnold - 8 - 23rd ^{January} February, 1943.

air lines to maintain and operate for the 5th Air Force one DC.3, one DC.5, five C.56's and two Lockheed 14's hauling our air freight and passengers. These two batches of equipment, like some of the miscellaneous planes of the 317th Group, are all pretty old and maintenance is extremely difficult on account of the number of non-standard parts, non-standard engines and equipment, much of which it is impossible to procure any longer.

I would like to get both groups of the 5th Air Force equipped with the C.47 as soon as possible, with a replacement rate of fifteen per month in order to have one type to maintain.

I would like to hire crews from the air lines to fly the remaining cats and dogs now in the 317th Group, or lend them to the R.A.A.F. to operate. The R.A.A.F. has a tough problem in air supply of the Darwin sector that I constantly have to help out on.

As I told you when you were out here last fall, cargo planes are essential to the maintenance of any real effort in this theatre. As we advance in New Guinea, we will need them more and more. Another group of fifty-two ought to be on the way to me now for the next phase and still another group should follow it early this summer.

SUMMARY

To summarize, here is what I need in February and the replacement rate per month thereafter to keep the present 5th Air Force organization going:-

B.24's	..	35 in February	-	25 per month through June, 1943.
B.25's	..	54 in February	-	22 per month through June, 1943.
A.20's	..	19 in February	-	10 per month through June, 1943.
C.47's	..	33 in February	-	15 per month through June, 1943.

To take care of the military problem confronting me, however, the notes I gave you out here last fall (with minor additions) still hold true. They were as follows:-

4 Heavy Groups of four squadrons each, with twelve planes to the squadron, requiring 250 heavy bombers in Australia with a monthly replacement rate of 50.

4 Medium Groups of four squadrons each, with thirteen planes to the squadron, requiring 275 medium bombers in Australia with a monthly replacement rate of 55.

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Lieut.General H. H. Arnold - 9 - 23rd January, 1943.

3 Light Groups of four squadrons each with eighteen planes to the squadron, requiring 269 light bombers in Australia with a monthly replacement rate of 54.

6 Fighter Groups of four squadrons each with twenty-five planes to the squadron, requiring 788 fighters in Australia with a monthly replacement rate of 157.

4 Troop Carrier Groups of four squadrons each and thirteen planes to the squadron, requiring 260 cargo planes in Australia with a monthly replacement rate of 39.

These figures are all based on twenty-five percent of the combat planes in Australia being continually in depot work or overhaul.

A depot group is needed for each three tactical groups and one service group for each tactical group. The four squadron group is sound and saves overhead. The twelve plane heavy bombardment squadron is not only sound administratively but tactically also. It gives you a nine plane formation for the first mission and six or more for the immediate follow-up. I don't like to send out less than a six-plane formation, as that is the minimum for a good defence against fighters and carries the minimum punch necessary to take out most of our targets. When we have to mingle two squadrons to get a six to nine plane formation it is not good. The squadron techniques vary, the show is not under its regular flight and squadron leaders and results are generally painful. We have had some bad experiences from mixing squadrons in the same formations and just don't do it any more.

By the way, Stratemeyer recently wrote a letter to Don Wilson in which he said that he thought we were being done well by because with two heavy bombardment groups we had one hundred and twenty heavy bombers in Australia, whereas the number at eight per squadron should only allow us seventy and so it looked like there was a lot of gravy there. I hope that some new table of allotment is not going to be used to shut me up. I have built all my tactics, training of squadrons, operations, construction of aerodromes and everything else on the twelve plane heavy bombardment squadron and right in the middle of a war is no time to revise all this. I told Don not to worry, for I was quite sure you were not going to let us drop to any seventy heavy bombers because of some table of allotment.

Now that the Papuan campaign is over, we are busy planning the next phase. The next jump should be easier as we are much smarter than the first time. This, of course, is assuming that

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/you are.....

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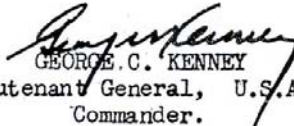
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Lieut. General H. H. Arnold - 10 - 23rd January, 1943

you are going to keep on giving me some airplanes. In the meantime, Rabaul shipping and aerodromes in that vicinity are the major daily targets, and these, together with an occasional convoy or an attempt by the Nip to replace planes at Lae, keep us on our toes.

The boys are doing quite well by themselves, as you can see from the enclosed charts, which I have posted each month for my own amusement. If you are interested, I will keep on sending them.

Sincerely,


GEORGE C. KENNEY
Lieutenant General, U.S.A.,
Commander.

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POSTSCRIPT

In your higher staff revision of ideas from time to time, has anyone brought up the possibility that the quickest way to beat Hitler is to lick Japan right away before she gets too tough and then go along with the Russians through the back door into Germany? That front seems to be the only vulnerable one Hitler has.

After North Africa is cleared out, an invasion of the European continent looks to me like doing it the hard way. It would seem like a good thing then, with Suez safeguarded and with Iraq, Iran and India out of danger, to put some extra push on Japan now, clear that opponent out of the way and free us to really help Russia. As it is, while Russia seems to be doing a marvellous job, the difficulty of helping her in a big way is throwing most of the burden on the Russians, and I doubt whether they can ever turn the trick alone. On the other hand, if Japan is allowed 1943 to develop the resources of the territory she now holds and harness the millions of hands under her control to produce what she needs to fight this war, she is going to be really tough. Suppose that it takes through 1944 before we are ready to go after Japan. By that time it is a sure thing that we will do it all alone. Our allies will be so exhausted by that time that they will be able to contribute little or nothing to the effort.

A big combined show launched as soon as possible, smashing west from New Guinea and the Solomons and east through Burma, would separate Japan from her vital materials and especially oil, clear the Burma Road, put China back into the war, get back the Philippines, give us bases from which to bomb Japan and ensure cleansing the Pacific Ocean in the shortest possible time. Maybe Russia would come in against Japan and help in the fairly early stages.

Hitler may be skidding, but I cannot help but remember that we conquered Germany the last time only by starving her out. She won't starve this time. If we wait for the blood toll to bring her to her knees, we are talking in terms of years. In the meantime we and our Allies will take a terrible blood-letting in Europe that will count heavily against us when we finally get around to licking the Jap - who will be getting stronger every day that we allow him to hold the rich empire he has already seized.

This may be heresy, but it is the way it looks from where I sit.

SECRET

AMC
G.C.K.

APPENDIX II

General H.H. Arnold's letter to General Kenney confirming new Heavy Bomb Group and other additional planes and personnel – Note how these letters are prepared for the General's signature

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HEADQUARTERS ARMY AIR FORCES
SECRET
ROUTING AND RECORD SHEET

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NO.	
FILE NO.	

SUBJECT: **Allied Air Forces - Southwest Pacific Area**

TO: **General Stratemeyer**

DATE **March** , 1943

FROM: **Operational Plans, Air Staff**

COMMENT NO. 3
JLL/ME 72445

1. Herewith suggested reply to General Kenney's letter.
2. This letter incorporates the information that General Stratemeyer by R & R dated March 27, 1943, subject: "Commitments made to General Kenney," directed be included in a letter to General Kenney.
3. The paragraph of this letter regarding modification of airplanes has been coordinated with General Meyers.

O. K. Anderson
O. K. ANDERSON
Brigadier General, U. S. A.
Assistant Chief of Air Staff, Plans

Incls:
Ltr fr Gen Kenney (n/c)
Ltr to Gen Kenney (added)
4 Charts withdrawn by Gen. Arnold

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 JH:ewm 72445
 Wtn: 3/29/43

SECRET

MAR 30 1943

Lt. General George C. Kenney *X 201-0*
 Commanding General, Allied Air Force
 c/o Postmaster
 San Francisco, California

Dear George,

I appreciate your letter of January 23rd and the information and data contained therein.

In view of the fact that you have personally been in Washington and have had the opportunity of presenting all of your problems and proposals to the planners here, I will not attempt to answer your letter in great detail.

A long range Heavy Bomb Group is now in China and as soon as it gets into action it should divert some of the Japanese air strength now concentrated against you.

Your figures on the Japanese production of combat aircraft are considerably at variance with the G-2 figures available here and the most recent figures submitted by General MacArthur. Our latest G-2 figure Japanese aircraft production is 750 planes per month.

The figures you submit on possible Japanese air reinforcements in your area are also at variance with our G-2 figures. March 6, 1943, G-2 figures show that, within thirty days, not to exceed 1152 airplanes can be brought to bear by the Japanese in opposition to you and the South Pacific people.

A recent Joint Chiefs of Staff decision gives you the following additional air units over those presently in your area or en route thereto:

- Heavy Bomb Groups - 1 in 3rd quarter, 1943
- Medium Bomb Groups - 1/2 Group in 2nd quarter; 1 Group in 3rd quarter, 1943.
- Light and Dive Bomb Groups - 1 Group in 3rd quarter; 1 Group in 4th quarter, 1943
- Fighter Groups (Day) - 2 Groups in 3rd quarter; 1 Group in 4th quarter, 1943

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Int. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
J. Advoc.
Budget
Phys. Dir.
Mgmt. Con.
Adj. Gen.
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- Fighter Squadrons - 2 Squadrons in 2nd quarter, 1943
 (Night)
- T/O Groups - 1-1/2 Groups in 2nd quarter; 1 Group in 3rd quarter, 1943
- Photo - Present unit to be built to 1 Group in 3rd quarter, 1943
- Observation Groups - 1 Group in 3rd quarter, 1943

All Heavy Bomb Groups to be at new T/O strength. The additional Group to depart U. S. in May, 1943.

All other units to be at reduced T/O strength until availability of planes and personnel makes it possible to increase units in all theaters to new T/O strength.

It is planned to furnish a 25% reserve of airplanes for all units as soon as availability of airplanes will permit, and reserve airplanes received by you are to be used as reserve and not under any circumstances to be used to increase strengths of existing Groups or to equip proposed new units.

If losses justify, attrition airplanes and crews will be furnished at the rate of 20% and 15% per month, respectively.

The Medium Bombardment units allotted you by the Joint Chiefs of Staff will be dispatched to your theater as soon after May as is practicable. The airplanes in these units, together with all future replacement airplanes sent to you, will be of the B-25 type.

The additional Fighter Groups allotted to you will be shipped one (1) in May, the remaining two (2) in early priority with, if possible, one (1) in June and the remaining one (1) in August.

All B-24, B-25, and A-20 airplanes dispatched to your theater, unless otherwise directed by you, will leave without having been modified, as per your agreement with the Materiel Command. Required modification parts and necessary drawings will be shipped in all cases where modifications are not made.

An analysis of your requirements and the enemy opposition (as stated by you and as figured by G-2), compared with the additional forces you are now scheduled to receive, make it appear that you are no longer the forgotten man.

This Headquarters will in the future keep you advised, at least one month in advance, of the replacement crews you are scheduled to receive.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Int. Tr.
Ad. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
J. Advoc.
Budget
Fiscal
Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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- 3 -

I sincerely hope that the outstanding performance of your Air Force in the recent Bismarck Sea engagement will have slowed down the Japs at least until your new units arrive in the theater.

Best wishes for your continued success.

Sincerely yours,

Sgd. H. H. Arnold

H. H. ARNOLD,
General, U. S. Army,
Commanding General, Army Air Forces.

Dispatched
MAR 30 1943
AAG

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

SECRET

APPENDIX III

Initial Order to Send the 380th Bomb Group to England for Duty with the Eighth Air Force

Authority OND 740112
By AG NARA Date 12/6/02

SECRET

BY AUTHORITY OF A.C. OF S. OPD

24 Mar 43
Date

[Signature]
Initials

OPD 370.5/OT (3/24/43)

OPD
EOD
6391

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Movement Orders, Shipment No. 2618.

The Chief of Staff directs:

I. That instructions be issued the

Commandant Army Air Forces School of Applied Tactics,
C G, Second Air Force,
C G, Third Air Force,
C G, Western Defense Command,
C G, Eastern Defense Command,
C G, Air Service Command,
C G, New York Port of Embarkation,
C G, Boston Port of Embarkation,
C G, New York Air Service Port Area Command, Newark, N.J.,
Chief of Transportation, Army Service Forces,
Chiefs of all Supply Services

by the most expeditious confidential means of communication available substantially as follows:

1. It is desired that you take without delay the action for which you are responsible to prepare for foreign service and to move the units listed below and equipment accompanying them to the New York Port of Embarkation and to move other equipment and supplies to the New York Port of Embarkation, the Boston Port of Embarkation or New York Air Service Port Area Command (Newark Intransit Depot), (for further movement by water transportation) as directed by the Commanding General, New York Port of Embarkation.

Unit	Code Designation (Shipment No)	Station	Agency to Issue Move- ment Orders	Strength			T/O
				Off	WO	EM	
351st Bomb Gp (H) (less Flight Echelon) (Shipments 2618-F,G, H, I, J) Hq	2618-A	Gowen Field, Boise, Idaho (AAB, Pueblo, Colo. (Temp)	CG, Second Air Force	66	1109	1-112 (7-1-42) C-1(8-15-42) C-2(9-21-42) C-3(1-25-43)	

RETURN TO O. P. D. SHOWING ACTION

SECRET

343

Authority AND 740112
 By AB NARA Date 12/6/02

SECRET

Unit	Code Designation (Shipment No)	Station	Agency to Issue Movement Orders	Strength Off WO Civ EM	T/O
508th Bomb Sq (H)	2618-B	Gowen Field, Boise, Idaho (AAB, Pueblo, Colo. (Temp)	C G, Second Air Force		1-117 (7-1-42) C-1(8-8-42) C-2(1-25-43)
509th Bomb Sq (H)	2618-C	"	"		"
510th Bomb Sq (H)	2618-D	"	"		"
511th Bomb Sq (H)	2618-E	"	"		"
379th Bomb Gp (H) (less Flight Ech) (Shipments 2618,P, R,S,T,V) And less Adv. Det. Hq	2618-K	Geiger Field, Spokane, Wash. (Temp. AAB, Sioux City, Ia.)	"	62 7 *1 1133 (162)(1) (215)	
				(4)	1-112,(7-1-42) C-1 (8-15-42) C-2(9-21-42) C-3(1-25-43)
524th Bomb Sq (H)	2618-L	"	"		1-117(7-1-42) C-1 (8-8-42) C-2(1-25-43)
525th Bomb Sq (H)	2618-M	"	"		"
526th Bomb Sq (H)	2618-N	"	"		"
527th Bomb Sq (H)	2618-O	"	"		"
380th Bomb Gp (H) (less Flight Ech) (Shipments 2618-PP, GG,HH,II, JJ) And Less Adv. Det. Hq	2618-AA	Davis-Monthan Field, Tucson, Ariz. (Temp. Lowry Field, Denver, Colo.)	"	58 1 1136 (166) (212)	
				(4)	1-112(7-1-42) C-1(8-15-42) C-2(9-21-42) C-3(1-25-43)
528th Bomb Sq (H)	2618-BB	"	"		1-117(7-1-42) C-1 (8-8-42) C-2 (1-25-43)
529th Bomb Sq (H)	2618-CC	"	"		"
530th Bomb Sq (H)	2618-DD	"	"		"
531st Bomb Sq (H)	2618-EE	"	"		"

211
1444

5P
153
1136
288
544
38
258

343

~~SECRET~~

-2- SECRET

Authority RND 740112
 By NARA Date 12/6/02

SECRET

Unit	Code Designation (Shipment No)	Station	Agency to Issue Movement Orders	Strength Off WO	EM	T/O
52nd Fighter Control Sq	2618-KK	AAB, Orlando, Fla.	Commandant, AAF School of Applied Tactics	24	282	**1-47 (12-11-42)
Hq & Hq Sq, 20th Bomb Wg	2618-LL	MacBill, Fla.	CG, Third Air Force	45	1 126	1-110-1 (11-21-42)
1108th MP Co, (Avn)	2618-MM	Robins Fld., Warner Robins, Ga.	CG, Air Service Command	4	100	19-217 (5-1-42)
1109th MP Co, (Avn)	2618-NN	"	"	4	100	"
1110th MP Co, (Avn)	2618-OO	"	"	4	100	"
1060th MP Co, (Avn)	2618-SS	Daniel Fld., Augusta, Ga.	"	4	100	"
1061st MP Co, (Avn)	2618-TT	"	"	4	100	"
1062nd MP Co, (Avn)	2618-VV	"	"	4	100	"
1063rd MP Co, (Avn)	2618-WW	"	"	4	100	"
1064th MP Co, (Avn)	2618-YY	Robins Field, Warner Robins, Ga.	"	4	100	"
806th Cml Co Air Opns (L)	2618-AAA	Hunter Field, Savannah, Ga.	"	4	130	3-457(7-1-42) C-1 (2-2-43)
869th Cml Co Air Opns (M&H)	2618-BBB	AAB, Reno, Nev.	"	4	130	"
879th Cml Co Air Opns (M&H)	2618-CCC	Herbert Smart AF, Macon, Ga.	"	4	130	"
850th Engr Avn Bn	2618-DDD	Hammer Field, Fresno, Calif.	CG, Fourth Air Force	31	776	5-415(4-1-42) C-1(7-31-42) C-2(8-1-42) C-3(9-25-42)
851st Engr Avn Bn	2618-EEE	Geiger Fld, Spokane, Wash.	CG, Second Air Force	31	776	"
862nd Engr Avn Bn	2618-FFF	AAB, Richmond, Va.	CG, First AF	31	776	"
55th Depot Supply Sq	2618-GGG	Patterson Fld., Ohio	CG Air Service Command	8	129	Manning Table***

* Male Red Cross Worker. Total Air Movement
 ** Plus 3 D/F Teams -Col.20 Total Water Movement
 3 Radio Ready Team -Col.22
 *** Manning Table being prepared by CG, AAF(Director, Base Services)
 GRAND TOTAL

-3-

SECRET

343

SECRET

2. a. Detailed instructions concerning the preparation of each unit in this movement order, as well as for the movement itself, are to be found in the following publications. It is highly essential that the provisions of these publications be thoroughly understood and implicitly followed by all concerned:

(1) AG 370.5 (1-16-43) February 1, 1943, subject: "Preparation for Overseas Movement" (POM).

(2) AG 370.5 (2-6-43) February 1, 1943, subject: "Additional Preparation for Overseas Movement for AAF Units" (AIR-POM).

(3) Letter, Headquarters Army Air Forces, file AAF 370.5, March 18, 1943, subject: "Instructions Applicable to the Preparation of Overseas Movement Orders".

b. Exceptions to, and modifications of, the above publications applicable to this particular movement are as follows:

(1) Reference paragraph 5**b**(4) (POM), add the following:

"Shoulder patches removed from uniforms prior to embarkation will be turned in to thit supply officer for safe-keeping."

(2) Reference paragraph 6**c**(6) (POM)

Vaccinate against typhus fever.

3. This is a PERMANENT change of station.

4. Movement to the Port will be made by motor and/or rail.
See W. D. Circular 193, June 16, 1942.

5. (TAG: Please insert paragraph or reference re mail address).

6. Direct communication is authorized.

7. Report to the Commanding General, Army Air Forces (AFROM), Washington, D. C., by telephone, TWX, or telegraph (NOT radio) time and date of departure of units from home stations. Use Code Designation (Shipment Number and Letter) - NOT unit designation (Example: "2618-A departed rail/motor 12 April 0900 Z" signed Smith).

8. Instructions on Clothing, Equipment, Supplies & Ammunition.
(TAG: Please insert par. 8, 9, 10, 11 and 12 from Tab B).

13. The Commanding General of the New York Port of Embarkation will furnish the Commanding General, Army Air Forces, (Director of Personnel) with a roster of personnel by organization as of date of embarkation for foreign service.

14. Costs of movements to include advance detachments will be charged to (TAG: Please insert appropriate paragraph).

SECRET

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II. That you inform the

- C G, European Theater of Opns., London,
- C G, New York Port of Embarkation,
- C G, Boston Port of Embarkation,
- Chief of Transportation, Army Service Forces,
- Chief, Opns. & Plan. Sec., Censorship Br., G-2,
- Chief, Logistics Co., Opns Div., W.D.G.S.

only, and by separate secret communication as follows:

1. The destination of Shipment 2618 is UNITED KINGDOM, for assignment to the European Theater of Operations.
2. Code designation (Example: 2618-A) will be used in lieu of destination and/or designation of units.
3. The Commanding General, European Theater of Operations, will report to this office when Shipment 2618 has been completed to his command. This is of the utmost importance.
4. The Chief of Transportation, Army Service Forces, will make the necessary transportation available for Shipment 2618 and coordinate with all concerned.
5. The Commanding General, New York Port of Embarkation, and/or Commanding General, Boston Port of Embarkation will take all necessary action to move Shipment 2618 to overseas destination.

III. That you inform the Station Commanders concerned; the Director, Army Postal Service (2 copies); the Commanding General, New York Port of Embarkation; and the Destination Commander only and by secret communication of the A. P. O. number and Postmaster address to be used for personnel of units listed in this order in compliance with paragraph 5, Section I.

IV. That the following be informed of Sections of this directive indicated below:

	<u>S E C T I O N S</u>		
	<u>I</u>	<u>II</u>	<u>III</u>
Chief of Transportation, A. S. F.	X	X	
C G, Army Air Forces	X		
C G, Army Service Forces	X		
C G, Eastern Defense Command	X		
C G, Western Defense Command	X		
C G, Air Service Command	X		
Commandant Army Air Force School of Applied Tactics	X		
C G, First Air Force			

SECRET

343

SECRET

	SECTIONS		
	I	II	III
C G, Second Air Force	X		
C G, Fourth Air Force	X		
C G, Third Service Command	X		
C G, Fourth Service Command	X		
C G, Fifth Service Command	X		
C G, Seventh Service Command	X		
C G, Ninth Service Command	X		
C G, Third Air Force	X		
C G, New York Air Service Port Area Command	X		
C G, Boston Port of Embarkation	X	X	
C G, New York Port of Embarkation	X	X	X
C G, European Theater of Operations, (NOT to be shown in distribution)	X	X	X
Chief, Statistics Branch, W.D.G.S.	X		
Construction Div., Office Chief of Engrs.	X		
Chiefs of all Supply Services	X		
All Divs. & Directorates of the Air Staff	X		
Chief, Logistics Gp., Opns. Div., W.D.G.S.	X	X	
All Divisions of the War Dept. General Staff	X		
The Inspector General	X		
G-2, (CIC, MIS)	X		
Director, Army Postal Service	X		X
Furnish copy to each station commander listed in Par. 1 marked "For Information Only"	X		X
Chief, Opns. & Plan. Sec., Censorship Br., G-2	X	X	

MAR 24 '43 PM



THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

4 A. G. O.
MAR 21 1943
RECORDED

~~IN~~ out cc
OPD WDGs

H. I. HODES,
Colonel, G.S.C.,
Chief, Troop Movements Section.

Inclosures:

- Tab A
- Tab B

MEMORANDUM FOR RECORD:

Tab A contains information furnished by the C G, Army Air Forces
 Tab B contains information submitted by the C G, Army Service Forces
 Directive based on OPD 370.5 Great Britain (3/15/43) dated March, 15,
 1943, Subject: Movement of Units to the United Kingdom.

kk

SECRET

343

Authority AND 740112
By 43 NARA Date 12/6/02

- ACTION TAKEN:
- I Mimeo. ltr., 3-25-43, to CG, Eastern & Western Defense Commands; First, Second, Third & Fourth Air Forces; Air Service Command; NYPE; New York Air Service Port Area Command, Newark, N.J: CO BPE Commandant, AAF School of Applied Tactics; C/I & Cs/SS, ASF. MIR/ejj/klh 2B-939.
 - II Ditto ltr., 3-26-43, to CG, European Theater of Oper: NYPOE: CO, Boston Port of Embarkation; C/Transp, ASF.
 - III Ditto ltr., 3-26-43, to CG, NYPOE; European Theater of Operations; Station Commanders concerned; Director, Army Postal Service, AGO.
 - IV Distribution, 3-26-43. MEB/Map - 2B-939.

APPENDIX IV

Change Directive Letters for Transferring the 380th Bomb Group to the Southwest Pacific instead of the European Theatre out of England.

Note that the aircraft for the 380th are handled separately.

Authority MM 740112
WDNARA Date 12/4/62

Combined Routing-Information-Form
Operations, Division

SECRET

3-30/2498

War Department Decimal Classification OPD 370.5 Ans (3-30-43)

- x 091 Ans
- x 091 Gr Brit
- x 321.19 AAF
- x 321.91

mev

**THIS COPY OF ROUTING FORM TO BE
DETACHED ONLY BY OPD RECORD SECTION**

Subject: Diversion of Bombardment Group. Date 3-30-43 Origin AAF

Digest: Memo from CG, AAF, 3-30-43, requests that a directive be issued to divert the 380th Bombardment Group (Heavy) from scheduled movement to United Kingdom in April, 1943 to movement to Australia in May, 1943.

Action:

1. European Section deleting units from directive.
2. D/F to AAF advising of action taken.

SWPA
European Section

- To
- Asiatic
 - ~~European~~ No. African
Attn. Col. Lee
 - Latin American
 - Middle East - Cen. Africa
 - North American
 - Pacific
 - Southwest Pacific *WEP*
 - Troop Movements *OPD*
 - Liaison
 - Troop
 - Materiel
 - Combined Subjects
 - Strategy
 - Current
- RNT*
- Logistics
 - Strategy & Policy

- Comments:
- Recommendation:
- Section Chief *[Signature]* Date 3/30/43
Group Chief *[Signature]* Date March 31
- Concurrence:
- _____
 - Executive OPD
 - Deputy A. C. of Staff
 - A. C. of Staff
 - _____
 - Dispatch Desk
- FILE OPD**
- 172*
- Dispatch
 File

Rs 1 1943
Col
throp
Action by Col Lee
CO. LEE
Signed *[Signature]* Date March 30, 1943

SECRET

Authority NM 7401/2
MDNARA Date 12/4/02



MAR 30 1943

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION,
WAR DEPARTMENT GENERAL STAFF:

Subject: Diversion of Bombardment Group.

1. It is recommended that the following diversion be accomplished:

a. Diversion of the 380th Bombardment Group (Heavy) from scheduled movement to United Kingdom in April, 1943 to movement to Australia in May, 1943.

b. Diversion of the 345th Bombardment Group (Medium) from scheduled movement to United Kingdom in March and April, 1943 to movement to Australia in May, 1943.

2. It is requested that a directive be issued to effect the above diversions.

For the Commanding General, Army Air Forces:

JOHN B. COOLEY,
Colonel, A.G.D.,
Assistant Air Adjutant General.

SECRET

Am. 370-29X1 (61)

(172)

DECLASSIFIED
 Authority NND 730061
 By KS NARA Date 9/2/02

SECRET

Program Branch, CC &
 REK:ej 73085

3/30/43

**MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION,
 WAR DEPARTMENT GENERAL STAFF:**

Subject: Diversion of Bombardment Group.

1. It is recommended that the following diversion be accomplished:

a. Diversion of the 380th Bombardment Group (Heavy) from scheduled movement to United Kingdom in April, 1943 to movement to Australia in April, 1943.

b. Diversion of the 345th Bombardment Group (Medium) from scheduled movement to United Kingdom in March and April, 1943 to movement to Australia in April, 1943.

2. It is requested that a directive be issued to effect the above diversions.

For the Commanding General, Army Air Forces:

Copy
JERRY A. COBBY,
 Colonel, A.C.F.

MEMO FOR RECORD: This action is initiated upon receipt of an R & R from Director of Bombardment to AFROM, Subject: Diversion of Heavy Bombardment Group from UK to Australia, dated 3-29-43, which states that a directive from Joint Chiefs of Staff and also General Arnold requests the diversions of the units. Paragraph 1b. above says "United Kingdom in March and April" because Air Echelon of 345th Bomb Group (M) was scheduled for March and Ground Echelon of the Group was scheduled for April.

RECEIVED

OFFICE SYMBOL	1 AFDPD	2 <i>Plan</i>	3 <i>Allocation</i>	4 <i>Assignment</i>	5	6
SIGNATURE OF RESPONSIBLE OFFICER		<i>[Signature]</i>		<i>[Signature]</i>		
INTERNAL OFFICE COORDINATION	<i>REC [Signature]</i>	<i>[Signature]</i>		<i>[Signature]</i>		

SECRET

By *W. W. 140112*
NARA Date *12/5/02*

SECRET

OPD 4521 Case (8-27-43)

Subject: Change in destination of 380th group and resultant change in modifications.

War Organization & Movement, Aircraft Division (Attn: Maj-
Fletcher) THRU A-3, Asst. C of A/S.
Bombardment

Mar. 27, 1943

9/oc/3906 1

1. It is requested that the modification for the 38 airplanes for the 380th b bomb group - heavy - receive modification suitable for the Australian Theatre, instead of the Bolero modification which the airplanes for this group had been scheduled to receive.
2. The change in the destination of this group is in accordance with directive from Major General Stratemayer.
3. It is the understanding of this office that none of the airplanes for this group have as yet been completed and indicated as available for movement from modification center.

E. L. EURANK
Brig. General, U. S. A.

Coordinated by:
OPD - J.E.U.

MAR 28 P.M.



OUT
OPD. WDGS

D-7153
To AAF (Capt Valk, Room 4-E-116)
JMR

Filey

5937

47

SECRET

DECLASSIFIED
Authority NND 730061
By KS NARA Date 9/2/02

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALL NO.	SECRET
By Authority of	FILE
No. Commanding G.	6/2
of the Army Air Force	
DATE	MAR 31 1943
INITIAL	
DATE	March 30, 1943
A-Z/A	
COMMENT NO.	1
Serial No.	22/cpv/72485
A-S/AS	
Insop/AS	
Sub. File	
A. Def.	
Branch	
Gr. Sup.	
Base S.	
Base is in	
File	
Comm.	
Weather	
Traffic	
Photo. M&C	
Tech. Insp.	
Pub. Rel.	
Dir. Pers.	
Mil. Pers.	
Civ. Insp.	
Surv.	
J. Aff.	
Budg.	
Fisca.	
Mgmt. Con.	
Adj. Geo.	
Org. Pl.	
Stat. Pl.	
Leg. Pl.	
Stat. C.	
A. & C.	
P. C.	

522 group file

SUBJECT: Diversion of 380th Bomb. Group (H)

TO: Materiel Division
FROM: Bombardment Branch, Requirements Division.

1. It is desired to inform your office that subject Group comprising 58 B-24 airplanes, project Number ~~38082~~ ⁹¹²⁸⁵, now at the modification center, Tuscon, Arizona, (Est. date completion, April 18) has been diverted from United Kingdom, Eighth Air Force, to the Australian theater, Fifth Air Force.

2. In view of the above, immediate action must be taken to provide in the airplane the following equipment.

- a. SCR 535 IFF radio equipment.
- b. Two leak proof bomb bay tanks instead of one.

c. SCR 522 VHF is a new requirement for Australia. No doubt, this is installed in most of the subject airplanes. If this assumption is correct, it should remain installed in the airplanes having same. This item is classified as "desirable" for this project in those airplanes which do not now have the SCR 522 installed.

3. The project number of this movement to the Fifth Air Force is 96082; before the change of theater assignment, the number was as is indicated above.

Concurrence:
Communications *God-R*
Movement and Operations *GH*

WRSB
WILFRED R. MAXWELL,
Colonel, Air Corps,
Bombardment Branch.

APR 5 43 PM



RECEIVED
CLASSIFIED FILE UNIT
AG-222

SECRET

PAGE _____

3-1109 A.1

APPENDIX V

Orders Sending 380th to Southwest Pacific Area

Authority: AMM 746112
By: ANARA DMC 1215102

SECRET

BY AUTHORITY OF A. G. C. S. S. O. P. D.
G. C. I.
..... 8606
Date Initials

OPD 370.5 Aus (3-30-43)

March 30, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES,
COMMANDING GENERAL, ARMY SERVICE FORCES:

Subject: Movement of Air Force Units to
the Southwest Pacific Area.

The Chief of Staff directs:

1. That necessary action be taken to prepare the units listed below for service with the Fifth Air Force (Australia) and to move them to the Port of Embarkation designated by the Commanding General, Army Service Forces at the proper time.

<u>UNITS</u>	<u>RESPONSIBLE AGENCY</u>
1 Bomb Gp (H)	AAF
1 Bomb Gp (M)	AAF

2. Units will move at T/O strength and with T/BA equipment.
3. Flight echelons of the units listed above will be dispatched to destination by air at the earliest practicable date. Ground echelons will be prepared to leave home stations by April 20, 1943. Dispatch of ground echelons to destination will be by water. Simultaneous arrival at destination of flight and ground echelons of these units is not required.
4. Commanding General, Army Service Forces, will:
 - a. Inform those concerned as to designation of the port.
 - b. Furnish transportation for the movement of the ground echelons.
 - c. Make the overseas movement based on priorities to be furnished separately.
5. The above units are not included in the list of units required for overseas service, projected six months into the future.

175

✓ OPD file copy

Authority *NMD 740112*
y *NA* NARA Date *12/5/02*

SECRET

OPD 370.5 Aus (3-30-43)
Memo to CGs, AAF & ASF, 3-30-43 - Subj: Command of AF Units to the SWPA.

dated February 27, 1943. These units will be included in the new six months projected list to be published in the near future, under the month of April.

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

J. E. UPSTON
Brigadier General,

Deputy Chief, Theater Group, OPD, G.S.

MEMORANDUM FOR RECORD:

1. This directive implements movement of one Bomb Gp (H) and one Bomb Gp (M) to SWPA ^{and} is in accordance with the approved new deployment of Air Force Units for this Theater.

2. CG, AAF has indicated that the units designated are the 380th Bomb Gp (H) and the 345th Bomb Gp (M); AAF (Captain Talbott - 71790) states that flight echelons of heavy bombardment group are ready to depart now, that flight echelons of medium bombardment group will be ready the latter part of April, that ground echelons of both heavy and medium bomb gps will be ready the latter part of April. AAF (Captain Talbott - 71790) concurs in the readiness date of April 20 for ground echelons; this readiness date assigned in order to take advantage of any additional shipping that might become available late in April. These units are being given highest priority for movement in early May shipping.

cbo

MR 30 43 PM



D-7205 AAF (
ASF Del by hand (Off. Chf. Liaison Brd)
G-3 D-7206
G-4 D-7210 } *exp*
TAS By Hand

(175)

OUT. BY
OPD WDGS

SECRET

Authority NMD 1740112
by W.A. NARA Date 12/5/02

Combined Routing-Information-Filing For
Operations Division

SECRET

OKL 4

War Department Decimal Classification: OPD 370.5 Aus (3-30-43)
X 320.2 AUS
X 320.5 PTO
X 321.91 52AAF
X 321.19 AAF
X 321.19 ASF
Deleted
mev

Subject: Movement of Air Force Units to the Date 3-30-43 Origin *OPD to AAF & Southwest Pacific Area. (Heavy & Medium Bombardment Groups) ASF*

Digest:

Action: Memo to CG, AAF and CG, ASF - directive implementing movement of 1 Bomb Gp (H) and 1 Bomb Gp (M) to SWPA.

Section: SWPA

- African-Middle Eastern
 - Asiatic
 - European
 - Latin American
 - North American
 - Pacific
 - Southwest Pacific *S*
 - Troop Movements *Am*
 - Current
 - Resources & Require.
 - TROOP *RR*
 - Combined Subjects
 - Future Operations
 - Strategy
 -
 -
- Theaters
 - Logistics *RR*
 - Strategy & Policy
 -
 -

Comments:

Recommendation:

Section Chief *W.H.* Date 3/20/43
Group Chief *W.H.* Date 30 March

Concurrence:

Executive, OPD *checked & file*

Deputy A.C. of Staff

A.C. of Staff

Dispatch Desk *175*

Dispatch

File *pm*

Action by Lt Col Lothrop
Signed *W.H.* Date 3-30-43

MAR 30 1943

SECRET

Authority NMD 740112
by AA NARA Date 12/5/02

SECRET

BY AUTHORITY OF A. COOPER S., OPD
GCL

..... 5505.....
Date Initials

OPD 370.5 Aus (3-30-43)

March 30, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES,
COMMANDING GENERAL, ARMY SERVICE FORCES:

Subject: **Movement of Air Force Units to
the Southwest Pacific Area.**

The Chief of Staff directs:

1. That necessary action be taken to prepare the units listed below for service with the Fifth Air Force (Australia) and to move them to the Port of Embarkation designated by the Commanding General, Army Service Forces at the proper time.

<u>UNITS</u>	<u>RESPONSIBLE AGENCY</u>
1 Bomb Gp (H)	AAF
1 Bomb Gp (M)	AAF

2. Units will move at T/O strength and with T/BA equipment.

3. Flight echelons of the units listed above will be dispatched to destination by air at the earliest practicable date. Ground echelons will be prepared to leave home stations by April 20, 1943. Dispatch of ground echelons to destination will be by water. Simultaneous arrival at destination of flight and ground echelons of these units is not required.

4. Commanding General, Army Service Forces, will:

- a. Inform those concerned as to designation of the port.
- b. Furnish transportation for the movement of the ground echelons.
- c. Make the overseas movement based on priorities to be furnished separately.

5. The above units are not included in the list of units required for overseas service, projected six months into the future,

✓ OPD File Copy

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APPENDIX VI

Australian Headquarters Announcement of Assignment of
318th (380th) Bomb Group by the 5th Air Force

COPY.

SECRET
HEADQUARTERS
FIFTH AIR FORCE
APO 925

9 April, 1943.

SUBJECT: 318th Bomb Group (H)

TO : Commanding General, Advanced Echelon, Fifth Air Force.
Air Officer Commanding, R.A.A.F. Command, A.A.F.
Commanding General, Air Service Command.
Commanding General, V Bomber Command, APO 929.

1. The 318th Bomb Group (H) has been allocated for assignment to this theater. Information available at this time indicates:

a. This group will be composed of 35 B-24 airplanes with combat crews.

b. Delivery of airplanes and combat crews begins in April at an unknown rate of delivery.

c. The ground echelon of this group is scheduled for shipment in May which indicates that the middle of June is the earliest they could arrive in the Southwest Pacific Area.

d. Combat crews will need orientation and training before entering combat.

2. The following program for installation of this Group will be effected:

a. The permanent station of the 318th Group is Fenton, Darwin Area.

b. The first arrivals of airplanes and crews of the 318th Bomb Group will be despatched by Headquarters Fifth Air Force direct to Fenton, until a total of twentyfour (24) B-24's including those assigned the 319th Bomb Squadron are stationed at Fenton. These airplanes and crews will be attached to the 319th Bomb Squadron now at Fenton.

c. After completing a strength of 24 aircraft at Fenton additional airplanes and crews of the 318th Group arriving will be attached to the 90th Bomb Group until that Group has 36 B-24's in the Moresby Area.

d. After 90th Group has received a quota of 36 B-24's in the Moresby Area additional crews of 318th Group arriving will be attached to the 43rd Bomb Group until that Group has a total of 48 airplanes.

SECRET

SECRET

e. After 43rd Group has received a total of 48 airplanes additional crews of the 318th Group arriving will be attached to Charters Towers pool. From this Pool they will be despatched to maintain the strengths indicated in above paragraphs.

f. The ground echelon of 318th Bomb Group will be immediately despatched to Fenton upon arrival in this theater.

g. After ground echelon of 318th Bomb Group is established at Fenton and one squadron of 318th Group at Fenton is ready for combat then the 319th Squadron will be returned to its permanent station at Port Moresby. After the ground echelon of the 318th has become established, as the remainder of 318th crews become ready for combat they will be moved individually to Fenton by the Commanding General, V Bomber Command.

3. It is desired that the combat crews of the 318th on temporary duty with other organizations retain their identity as members of the 318th Bomb Group.

4. For the purpose of supply and administration the 318th Bomb Group Headquarters will be temporarily assigned to Fifth Air Force upon arrival of the air echelon in this theater. Its permanent assignment will be Fenton. The Headquarters of the individual squadrons of the Group will be picked up upon the arrival of the ground echelon and permanently assigned to Fenton. Therefore, in effect, no squadron organization will exist until arrival of the ground echelon. Until such time as the ground organization arrives administrative channels concerning combat crews attached to 90th or 43rd Bomb Groups for training will be direct from those Bomb Groups to V Bomber Command.

For the Commanding General:

DONALD WILSON,
Brigadier General, A.U.S.
Chief of Staff.

Information copy: Commanding General, USAFFE.

APPENDIX VII

Arrival in Australia of Flight Crews

Lieutenant Colonel Miller.

SECRET

x

PRIORITY

x

23 April, 1943.

RSB/imf

COMADRON FIVE (REPEAT) COMBOMCOM FIVE

INITIAL INCREMENT OF THREE EIGHT ZERO BOMCR PAREN PREVIOUSLY REFERRED TO AS
THREE ONE EIGHT GROUP PAREN ARRIVED BRISBANE TWENTYTWO APRIL PD REFERENCE
ENTIRE SUBJECT THREE ONE EIGHT BOMCR NINE APRIL ADDRESSED TO ADVON AND
BOMCOM CONCERNING DISTRIBUTION OF THIS GROUP PAREN IA PAREN
INSTRUCTIONS FOR ASSIGNMENT CONTAINED THEREIN WILL BE ADHERED TO PD
ALL COMBAT AIRCRAFT AND CREWS WILL BE PROCESSED THROUGH BOMBLR REPLACEMENT
CENTER CHARTERS TOWERS PD FIRST TWELVE AIRCRAFT WILL BE ASSIGNED FENTON
PD THE GROUP COMMANDER LIEUTENANT COLONEL MILLER WILL PROCEED FENTON
FOR INITIAL ESTABLISHMENT THEN REPORT TO BOMCOM AS SOON AS PRACTICABLE PD
IN ~~FROM~~ COMBAT AIRCRAFT IS THIRTYFIVE PLANES BETWEEN TWENTYSECOND APRIL
AND FOURTH MAY PD IN ADDITION THREE EXTRA AIRPLANES ASSIGNED THIS GROUP
FOR TOTAL OF THIRTYEIGHT PD GROUND ECHELON AT PORT OF EMBARKATION
DATE OF ARRIVAL UNKNOWN PD HEADQUARTERS THREE EIGHT ZERO BOMCR BEING
ASSIGNED THIS DATE TO BOMCOM WITH PERMANENT STATION FENTON UNDER OPERATIONAL
PD
CONTROL RAAFCAAF IN ACCORDANCE WITH SUBJECT LETTER SQUADRON ORGANIZATIONS
WILL NOT BE ASSIGNED UNTIL ARRIVAL OF GROUND ECHELON PD REQUEST NECESSARY

-1-

SECRET

PRIORITY

x

23 April, 1943.

REB/inf.

-2-

INSTRUCTIONS FROM BOMCOM TO BOMBER REPLACEMENT CENTER PD COLONEL
MILLER PROCEEDING TO CHARTERS TOWERS WITH COPIES OF THESE INSTRUCTIONS
TWENTYFOUR APRIL

COMAAF

OFFICIAL:

GUY W. SAUNDERS,
Lieut. Colonel, Air Corps,
Acting Adjutant General.

APPENDIX VIII

380th Movement Orders to Australia, Ground Staff

IMMEDIATE ACTION

HEADQUARTERS SECOND AIR FORCE
Office of the Commanding General
Fort George Wright, Washington

IN REPLY
REFER TO

WAR DEPARTMENT

370.5 (E-3)

April 10, 1943.

SUBJECT: Movement Orders, Shipments 2960-K, L, M, N, and O.

TO : Commanding Officer, Army Air Base, Lowry Field, Denver, Colorado.

1. Pursuant to the authority contained in Confidential War Department letter, file WD 370.5 (4-7-43) OB-S-E-M, subject: "Movement Orders, Shipment 2960", dated April 7, 1943, it is requested that you take the necessary action and/or issue the necessary orders to prepare for foreign service and to move the below listed organization and equipment accompanying it to the SAN FRANCISCO PORT OF EMBARKATION (for further movement by water transportation), so as to arrive at the time, date and place designated by the Commanding General, San Francisco Port of Embarkation. The Commanding General, San Francisco Port of Embarkation has already called for this shipment and the pertinent information reference this call has been relayed to you.

UNIT	CODE DESIGNATION (SHIP. NO.)	PRESENT STATION	STRENGTH			T/O
			OFF	WO	EM	
*380th Bomb Gp (H) **(Less Flt Ech)		AAB, Lowry Fld, Denver, Colo. (Last Perm Sta: AAB, Davis-Monthan Fld, Tucson, Ariz.)	56 (172)	1	1140 (208)	
Hq	2960-K	"	1348 229 <hr/> 1577			1-112 (7-1-42) C-1 (8-15-42) C-2 (9-21-42) C-3 (1-25-43)
528th Bomb Sq (H)	2960-L	"				1-117 (7-1-42) C-1 (8-8-42) C-2 (1-25-43)
529th Bomb Sq (H)	2960-M	"				"
530th Bomb Sq (H)	2960-N	"			1150	"
5531st Bomb Sq (H)	2960-O	"				"

P-23

Q. M. C. Form 356 (Old Form 493)
Approved December 1, 1922

- 1 -

3-8494

IMMEDIATE ACTION

4/10/43 - Cont'd

* This unit was previously assigned Shipment Nos. 2618-AA, BB, CC, DD and EE, which have been rescinded and will not be further used in connection with the movement of this unit.

** This Flight Echelon will be dispatched by separate orders as Shipments 2960-P, R, S, T, and V.

2. In issuing instructions and disseminating information to subordinate echelons in connection with this order, the greatest care will be exercised to divulge only pertinent portions.

3. This is a PERMANENT change of station.

4. The movement to the Port will be made by rail. See W.D. Circular No. 193, June 16, 1942, as amended.

5. Direct communication, consistent with the classification of this order, is authorized and enjoined.

6. a. Detailed instructions concerning the preparation and movement of units are contained in the below listed publications, copies of which have been furnished you. It is highly essential that the provisions of these pamphlets be THOROUGHLY UNDERSTOOD AND IMPLICITLY FOLLOWED by all concerned.

(1) AG 370.5 (1-16-43), February 1, 1943, Subject: "Preparation for Overseas Movement" (POM).

(2) AG 370.5 (2-6-43), February 1, 1943, Subject: "Additional Preparation for Overseas Movement for AAF Units" (AIR-POM).

b. Exceptions to or modifications of POM applicable to this particular movement are as follows:

(1) Add to paragraph 5 b (4):

"Shoulder patches removed from uniforms prior to embarkation will be turned in to the unit supply officer for safe keeping."

(2) Paragraphs 6 b (1) (a) and (b) may be deviated from at the discretion of the Commanding Generals, Army Ground Forces, Army Air Forces, Army Service Forces and Defense Commands, or other commanders designated by the War Department, under the provisions of Section II, Circular No. 79, War Department, March 19, 1943, which states that, not more than 90 days in advance of contemplated "readiness date", such commanders may direct the discontinuance of detachment or transfer from units of any personnel, regardless of status with respect to any school, and, further, that these commanders may authorize discontinuance of acceptance and processing of all school applications within commands under their control.

CONFIDENTIAL

Ltr Hq 2d AF, 370.5 (E-3)

4/10/43 - Cont'd

(3) In paragraph 6 b (1) (d) 3 insert "Enlisted" before personnel and delete "general service".

(4) Add paragraph 6 b (2) (c):

"Officers in attendance at general service, special service or civilian schools, if time permits, will complete courses and rejoin their unit prior to its departure for a staging area or port of embarkation. In cases where this procedure cannot be followed, *the agency issuing the movement order" is responsible that the necessary orders are issued returning officers to their unit at such time as will enable them to complete a maximum amount of the course of instruction and still depart overseas with their unit."

* In this case, the Second Air Force.

7. Cost of transportation of troops and individuals, including the shipment of things, will be governed by the provisions of Section II, Circular 206, W.D., 1942.

8. Instructions on Clothing, Equipment, Supplies & Ammunition.

a. Clothing (summer and winter) and individual equipment as prescribed in Table of Basic Allowances No. 21, January 7, 1943, except that the following items are authorized as indicated:

- ✓ Canteens will be plastic, stainless steel or aluminum
- ✓ Blankets, wool, OD (2 only per individual)
- ✓ Tents, shelter, half, w/rope and pole (1 per EM; 2 per O & WO)
- ✓ Tent pins (5 per EM; 10 per O & WO)

b. Organizational equipment is authorized for all units as prescribed in Table of Basic Allowances No. 1, July 1, 1942, with three (3) changes.

Andrews

c. No other weapon will be substituted for carbines, caliber .30, M1, where the latter is prescribed in T/BA No. 1, July 1, 1942, with Changes thereto.

d. The following additional items are also authorized:

(1) To be Obtained at Present Station:

- ✓ Covers, mattress (2 per individual)

CONFIDENTIAL - 3 -

4/10/43 - Cont'd

(2) To be Obtained at the Port:

- ✓ Headnets (1 per individual)
- ✓ Bars, mosquito (1 per individual)
- ✓ Glasses, sun (1 pair per individual; plus 50% maintenance)
- ✓ T/A heavy tentage
- ✓ Cots, canvas (1 per individual)
- ✓ Protective clothing (see paragraph 10 a (1) below)

e. The following items are not authorized for this movement:

X — Tent stoves

f. To Accompany the Units from Present Station:

(1) Clothing and equipment as prescribed in paragraph 8 above except that the following items will not accompany the units:

Items authorized in paragraph 8 d (2) above
General purpose motor vehicles (as listed in POM)
Heavy tentage as prescribed in T/BA

NOTE: Any organizational equipment shipped by the 380th Bomb Group to the New York or Boston Ports of Embarkation as directed in Movement Orders, Shipment 2618, will not accompany the unit. This equipment is being remarked and shipped to the San Francisco Port of Embarkation under instructions issued separately to the Commanding Generals, New York and Boston Ports of Embarkation.

9. Instructions Reference Shipments to the Port:

a. To be Shipped to the San Francisco Port of Embarkation:

NOTE: Any organizational supplies and equipment shipped by the Chiefs of Supply Services for the 380th Bomb Group as directed in Movement Orders, Shipment 2618, respectively, to the New York and Boston Ports of Embarkation are being remarked and shipped to the San Francisco Port of Embarkation. Letter, WD 370.5 (4-2-43) OB-S-E-SPOPT-M, April 5, 1943, Subject: Amendment No. 1 to Movement Orders, Shipment 2618, deleted the 380th Bomb Group from that Movement Order.

(1) The Chiefs of Supply Services will ship the following:

(Based on 90 days' Theater of Operations Maintenance, and 30 days' Zone of Interior Maintenance).

Rations & Parts

- 120 days' Class I supplies
- 120 days' Class II supplies
- 120 days' medical and motor maintenance supplies and spare parts

2960-QM-1 60 days
2960-QM-2 60 days

Note: Shipments of rations and maintenance supplies will be limited by memorandum SPDDQ 400 dated December 3, 1942, and letter SPX 400 (2-19-43) OB-S-SPDDL-M dated February 20, 1943, subject: T/BA Equipment and Maintenance Supplies for Troops in .
Rations will be divided into two lots of sixty (60) days each, Marked: 2960-QM-1 and 2, respectively. Maintenance supplies will be divided into two lots of sixty (60) days each, Marked: 2960-(abbreviation)-1 and 2, respectively.

(2) The Quartermaster General will ship the following:

(a) Marked: 2960-QM-FOR ISSUE

- Headnets (1 per individual)
- Bars, mosquito (1 per individual)
- Glasses, sun (1 pair per individual)

(b) Marked: 2960-(letter)-QM

- Cots, canvas (1 per individual)
- Glasses, sun (1 pair per 2 individuals; for maintenance)
- Heavy tentage as prescribed in T/BA

(c) Marked: 2960-QM

- Heavy tentage as prescribed in T/BA

(3) The Chief of Ordnance will ship the following:

Ordnance

(a) Marked: 2960-ORDV-TAT

- One month's supply of ammunition for all small arms carried by ground echelon troops.

(b) Marked: 2960-ORDV

- Five months' supply of ammunition for all small arms, except those in airplanes)

4/10/43 - Cont'd

Six months' supply of ammunition for mortars,
grenades and pyrotechnics
Four months' supply of ammunition for artillery
including AA weapons (less 37 MM AT guns)
Twelve months' supply of ammunition for 37 MM AT
guns

Note: Individual boxes of ammunition need
not be marked as above, except when
shipped in less than carload lots.

(c) Marked: 2960-(letter)-ORD

General purpose motor vehicles (boxed where appli-
cable) as listed in POM and as prescribed in
T/BA No. 1. Sedans will not be shipped.

(4) The Commanding General, Air Service Command, will ship:

(a) Marked: 2960-AIR

Air Force technical supplies in accordance with
instructions issued separately by the Commanding
General, Air Service Command.

b. Dates for Shipments.

(1) Personnel and organizational impedimenta to accompany the
units will be prepared by April 15, 1943 (readiness date) for movement from
present station to the San Francisco Port of Embarkation.

(2) Shipments by the Chiefs of Supply Services will be made
so as to arrive at the San Francisco Port of Embarkation by April 20, 1943
(initial arrival date).

c. Marking of Shipments.

(1) Shipments by or for a specific unit (except Signal equipment)
to the San Francisco Port of Embarkation will be marked as follows:

*TO: PORT TRANS O
OAKLAND BRANCH
SAN FRANCISCO P of E
OAKLAND, CALIF.

FOR: 2960-(enter letter as assigned in paragraph 1, above.)

IMMEDIATE ACTION

Ltr Hq 2d AF, 370.5 (E-3)

4/10/43 - Cont'd

* Shipments marked "FOR ISSUE" will be addressed additionally to the proper port property officer.

(2) All organizational signal equipment, whether shipped by units or by depots, will be addressed as above, but marked as follows:

FOR: 2960-(letter)-AIRSIG.

(3) Shipments of other equipment and supplies will be addressed as above, with specific markings as prescribed in paragraph 1 a, above.

10. Additional Instructions and Information:

a. The Commanding General, San Francisco Port of Embarkation, will:

(1) Furnish from port stocks and issue to each individual prior to embarkation:

Minimum Individual Equipment, Protective, as prescribed in paragraph 4 a (1) of letter AG 420 (2-4-43) OB-S-SPOPP-M, February 8, 1943, subject: Chemical Warfare Protective Clothing. This clothing is in addition to T/BA allowances of unimpregnated clothing. Until May 1, 1943, certain substitutions as outlined in paragraph 5 a of the letter referred to above may be made. Duplicate issue of any item already prescribed in appropriate T/BA's will not be made.

(2) Issue mosquito bars, headnets, and sun glasses to each individual prior to embarkation.

(3) Load aboard transports one month's supply of ammunition for all small arms carried by troops so that it will be readily available to troops during the voyage.

(4) Furnish five days' rations, Type C, and two days' rations, Type D, for each individual in this shipment.

(5) Report to the Commanding General, Army Service Forces, (Adjutant General), the time of arrival of the units at the port of embarkation.

b. Both summer and winter clothing will be needed during the voyage.

c. Each individual in this shipment will carry two covers, protective, in his gas mask carrier.

4/10/43 - Cont'd

d. One months's supply of ammunition for small arms and the emergency rations will be prepared for issue so that issue can be effected prior to debarkation if the overseas commander so desires. If no such desire is indicated, the provisions of POM will apply for both rations and ammunition (see paragraph 15 c (POM)).

e. In addition to the items prescribed in paragraph 15 a (2) (b) (POM), each individual in this shipment will have on his person or in barrack bag "A" at time of debarkation, complete equipment necessary for immediate field service, including the following:

- Tent, shelter half, w/rope, pole, and pins
- Individual messing equipment, complete
- Two blankets, wool, OD
- One field jacket or one flying jacket.

f. The Director, American Red Cross, has been authorized to ship not to exceed 10 tons of Red Cross supplies, to the San Francisco Port of Embarkation under instructions issued separately.

g. Enlisted mechanics of combat units will carry aboard ship one kit containing mechanics' tools only sufficient for operation at destination.

11. Instructions concerning mail, mail address, use of W.D., A.G.O. Form No. 204, etc., are contained in Inclosure No. 3.

12. It is requested that copies of all travel orders involved be furnished without delay as follows:

- 1 - Returns Section, Miscellaneous Division, AGO
- 3 - Army Air Forces, Director of War Organization and Movement
- 2 - Army Air Forces, Director of Personnel
- 5 - Commanding General, Second Air Force
- 1 - Postal Officer, San Francisco Port of Embarkation.

13. The Machine Records Unit servicing the present station and the Machine Records Unit servicing the station of destination will both be notified of this movement.

14. It is requested that you report to the Commanding General, Army Air Forces (AFROM), Washington, D.C., the Commanding General, 18th Replacement Wing, and to this Headquarters, Attention: A-3, E-3, by confidential message, time and date of departure of this organization from its present station. In designating the unit affected, refer to shipment number only. Message sent to this Headquarters will indicate that similar messages have been dispatched to the above listed Headquarters.

4/10/43 - Cont'd

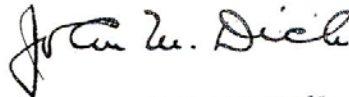
15. An advance party consisting of liaison officer, billeting personnel and supply officers is authorized to precede this movement to the Port when, if and as called for by the Commanding General of the San Francisco Port of Embarkation.

16. The Commanding General, San Francisco Port of Embarkation, has been directed by the War Department to furnish the Commanding General, Army Air Forces, (Attn: AFDOP), with a roster of personnel by organization as of date of embarkation for foreign service.

17. a. Recent War Department instructions on overseas movements require that the Commanding General of the agency issuing the movement orders will cause the commanding officer of the home station at which the Air Force units are prepared for overseas duty to submit to the Commanding General, AAF (The Air Inspector) and to the agency issuing the movement orders, at time of units' departure from such station, a report in duplicate stating that the provisions of this order, appropriate for accomplishment by that time, have been complied with, except: (Indicate specifically and give reasons for noncompliance.)."

b. Inasmuch as Army Air Base, Lowry Field, is not under the jurisdiction of the Second Air Force, it is requested that you submit the above prescribed report.

For the Commanding General:



JOHN M. DICK
1st Lt., Air Corps,
Actg. Asst. Adj. General

3 Inclosures:

- Incl #1 - Preparation for Overseas Movement (POM)
(Furnished addressee and CO, 380th Bomb Gp (H) only)
- Incl #2 - Additional Preparation for Overseas Movement
for AAF Units (AIR-POM) (Furnished addressee and
CO, 380th Bomb Gp (H) only)
- Incl #3 - APO Information (Furnished addressee and
CO, 380th Bomb Gp (H) only)

(Distribution: See Page 10)

IMMEDIATE ACTION

IN REPLY
REFER TO

WAR DEPARTMENT

Ltr Hq 2d AF, 370.5 (E-3)

4/10/43 - Cont'd

DISTRIBUTION:

- 2-The Adjutant General, Washington, D.C.
- 1>Returns Section, Misc. Div., AGO
- 30-CG, Army Air Forces (Air AG)
- 7-CG, Services of Supply
- 1-Troop Movement & Supply Section, Operations Division, SOS, Washington, D.C.
- 1-Plans Division, Services of Supply (Movements Branch)
- 1-The Quartermaster General, Washington, D.C.
- 1-The Chief of Engineers, Washington, D.C.
- 1-The Chief of Chemical Warfare, Washington, D.C.
- 1-The Chief of Ordnance, Washington, D.C.
- 1-The Surgeon General, Washington, D.C.
- 1-The Chief Signal Officer, Washington, D.C.
- 1-Office of Chief of Transportation, Traffic Control, Passenger Branch, Pentagon Bldg., Arlington, Va., Attn: Lt. Col. I. S. Morris (via Air Mail, Special Delivery)
- 1-CG, Western Defense Command
- 2-CG, Ninth Service Command
- 2-CG, Eighth Service Command
- 1-CG, Ogden Air Depot Control Area
- 1-CG, Sacramento Air Depot Control Area
- 2-CG, ASC, Patterson Fld, Fairfield, Ohio (via Air Mail)
- 2-CG, ASC, Patterson Fld, Fairfield, Ohio, Attn: Intelligence Officer (via Air Mail)
- 2-CG, ASC, Patterson Fld, Fairfield, Ohio, Attn: Chief Supply Div (via Air Mail)
- 2-CG, ASC, Patterson Fld, Fairfield, Ohio, Attn: Chief Maint. Div. (via Air Mail)
- 2-CG, ASC, Patterson Fld, Fairfield, Ohio Attn: Overseas Br of AF Section (via Air Mail)
- 2-CG, ASC, Patterson Fld, Fairfield, Ohio Attn: Logistics & Publications Branch (via Air Mail)
- 2-CG, San Francisco P of E
- 1-Port Air Officer, San Francisco P of E
- 1-CG, San Francisco P of E, Attn: Postal Officer
- 1-CG, Fourth Air Force
- 1-CG, II Bomber Command
- 1-Off in Charge, Storage & Issue Br, OCSigO, 5000 Wissahickon Ave., Philadelphia, Pa.
- 1-Signal Off, Fld Services, ASC, Patterson Fld, Fairfield, Ohio
- 1-Liaison Officer, ASC
- 1-Second Air Force (The Inspector General)
- 1-Second AF A-4 Section
- 1-Second AF MRU
- 1-CG, 18th Repl Wing
- 1-CG, 16th Bomb Wing
- 1-CO, 380th BB Gp (H), Topeka, Kansas
- 1-CO, 380th BB Gp (H), Lowry Fld, Colo. (Attn: Actg Exec Off)

P-23

Q. M. C. Form 856 (Old Form 493)
Approved December 1, 1922

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3-8494

IMMEDIATE ACTION

APPENDIX IX

Arrival in Northern Territory, Australia, of Flight Crews

The B-24 D's were assigned at [unclear] [unclear]

388th Bomb Group.

We left Hamilton Field at 2200 hrs. Lt. Col. Wm Miller in lead ship arrived Amberly Field 1700 April 21 - We were given planes in all 6 from the 500th Sqn and Col. Miller's own crew. As we loaded the planes were taken to the hangar dispersal area. The 3rd Service Sqn, later to service 300 in Fenton, went directly to work giving each plane a 100 hr. inspection and removing all de-ice equipment. The 1st plane ready was Lt. Miller's. He took off the day following our arrival to report to 5th Bomb Command. 3 days after our arrival in Australia we were on our way to Charters Towers - approx 30 miles west of Townsville. This was for the [unclear] [unclear] training. We began

This was the first attempt of pre
combat training attempted in the
S.W.P.A. The C.R.T.C. was the
essential part some of it now
established in Tokyo. The day
following our arrival at ~~Fort~~
Chartres Honors Col Miller returned
and took Capt Ned Smith 505th
Sgt C. O. to Fenton - The home
base of the 378th for months to
come although unknown at the time.
After the Besmork Sea Battle had been
won in March before our arrival
in April. The success of the battle
was attributed to ship bombing.
Therefore our combat training
consisted of ship bombing missions
with ~~friendly~~ fighter interception
on the return to base. Gunners
tracked the fighters and they in
turn got their practice on
us.

3 days after our arrival in C.T.
2 of our old Commanders and crews
left for Fenton leaving 4 crews
behind to follow ~~in~~ the next
couple of days. While at C.T.
when not flying our time was
devoted to a ~~series~~ series of
lectures on enemy tactics & equipment
Also an introduction of the Gonia
Area (Nothing was known about
Dorwin Area at that time). They
couldn't even tell the youngsters
the coordinates on the Map. Just
the approx. position. With all this
valuable information in hand
we started for Fenton. We
arrived at Fenton (after flying
approx one hour longer than we would
spend looking for Fenton Field) No
radio facilities of any kind were
available. We landed ~~and stayed~~
~~the Commanders~~ on a strip

6,000 ft long and trees along
either side of the runway. Approx
50 ft on either side of our landing
strip. Before we had time to
turn around and take back to
a parking regiment Capt. Smith
had hailed us down with
instructions to go on to Batchelor.
No room on the drone a F-entire to
park our planes. They had 12 on
there already. ~~They were~~ More planes
were being made but it would
take a week or so before we could
use them. Of course the next question
was "Just where is Batchelor?" Well
it's about 60 miles up the road,
well - now you can't miss it.
The remaining 3 planes were circling
above all this time trying to get
in. We called them on radios and
told them what we knew and hoped

her into the wind and took off
for Batchelor. "Just 60 miles up the
road". We were in luck one
of the crews Airborne had spotted
Batchelor and we all homed in on
him. Things at Batchelor were in
a turmoil they had been notified
of our coming 2 hrs before we
landed. Our planes were parked
in the same revetments that the
19th Bomb Sq plane had used. This
didn't come from the P.A.F. ground
crew that left us in.

1. Stayed at Batch. approx 10 days - just
flew more practice missions.
2. Moved to Fenton when revetments were
ready.
3. Moved in with 319th Sq.
4. 530th followed - built up own area
a mile from 307th Hqs & 598th Area.
at the time was in P.A.F. with 319

APPENDIX X

Orders to Northern Territory for Ground Staff

SECRET

HEADQUARTERS
FIFTH AIR FORCE
APO 925

20 May, 1943.
SECRET
Auth CG
Init [initials]
Date 20 May, 1943.

TROOP MOVEMENT DIRECTIVE)
NUMBER.....32)

1. The 380th Bomb Group (H), (less Air Echelon) is directed to prepare for movement from Sydney, New South Wales, to Fenton, Northern Territory. Immediate preparation for this movement will be inaugurated to insure the proper equipage and ability of the unit to move on further orders.

2. Initiation of this movement will be effected by a USAFFE Administrative Troop Movement Directive, or by instructions from the Commanding General, Fifth Air Force.

3. Upon receipt of further instructions, the Commanding Officer of the 380th Bomb Group (H), will contact the Commanding General, Base Section 7, for the necessary instructions pertaining to this move.

4. This will be a permanent change of station.

5. Logistical Data, approximate:

<u>Personnel</u>	<u>Organizational Equipment</u>
56 Off	1350 Ship tons
1 W.O.	110 Long tons
1140 E.M.	

6. All organizational equipment (except vehicles) and thirty (30) days of supplies will be taken.

7. Transportation will be by water.

8. The Commanding Officer of the 380th Bomb Group (H) will report to this Headquarters, "Attention A-4 Transportation", time and date of departure prior to departure, and time and date of arrival immediately upon arrival at destination.

9. Unit report of change will be submitted to the Second Machine Records Unit (Mobile), Base Section No. 3, (PO 923), in accordance with Paragraph 18b, AR 345-800.

- 1 -

SECRET

APPENDIX XI

General Kenney's Early Assessment of the 380th Performance

Auth: NMD 740112
By: NARA Date 12/5/02

SECRET

Report from Gen. Kenney on the 5th Air Force

A-2 IN TURN: General Kuter
General Giles
General Arnold General Harper

6/29/43

1.

The following is extracted from a letter which I have just received from General Kenney:

X 3 2 2
"The new 380th Heavy Group is beginning to get into action. Nearly every one of the crews has been out on missions with the 90th Group and over half of them have made one or more sorties on their own. They are not so good on bombing and they tend to stray during bad weather and at night but their gunners have been either fairly good or lucky and the ships are coming home. On the night of April 11th/12th I sent one squadron of seven of them to bomb Vunakana airdrome. Two made it, four turned back on account of weather and one, after bombing Goodenough Island 350 miles south of the target, has not shown up yet. Fourteen planes from the 90th Group took off on the same mission, eleven made it, two had motor trouble and one came back on account of the weather. However, on its first mission the 90th Group lost three out of twelve airplanes, and after one had reached the target the remaining nine landed on six different airdromes from Milne Bay to Townsville. On the night of April 14th/15th five planes of the 380th Group took off to bomb Lakunai airdrome. They all got there, did a good bombing job and then on the way back two of them ran in broad daylight about fifty miles east of Moresby where they decided to practice formation flying. They rammed each other. Both planes were lost, eight men were saved from one and the crew of the other is still listed as missing. They may have bailed out over the jungle."

X 3 2 2 O T U
Prepare suggested reply for me to make to him.

H. H. A.

MAIL & RECORD ROOM
DATE
INITIALS
CLASSIFICATION
LOGS & CORRE.
NAME
INFORMATION
INSPECTION
SERIAL
PERSONNEL
PLANS
RESERVE
OPER.
W. COM. AEROFO

319.1
Rafale mace

SECRET

RCY
CH