

TO BE RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL OFFICE



R

HISTORY

OF THE

P.R.C.

73RD BOMBARDMENT SQUADRON (M)

SO BOMB - 73-111
26 OCT 1927 - 1 Jul 1943

00044433

From: 26 October 1927

To: 1 July 1943



7

9865



~~SECRET~~
WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

JCP/hol

AG 320.2 (8/31/36)
Misc. (Ret)

October 16, 1936

SUBJECT: History and reconstitution of the
73rd Aero Service Squadron (World War).

TO: Commanding General, Ninth Corps Area.

1. The 73rd Aero Service Squadron, a unit of the American Expeditionary Forces, was organized at Camp Waco, Texas, February 26, 1918. This Squadron sailed for overseas on the "Matsonia" August 14, 1918. It returned to the United States on the "Duca D'Abuzzi," June 18, 1919, and was demobilized at Hazelhurst Field, New York, July 4, 1919. The 73rd Aero Service Squadron is not entitled to credit for battle participation but is entitled to credit for service in France from August 26, 1918 to November 11, 1918.

2. In order to perpetuate the history and traditions of the 73rd Aero Service Squadron which served as a unit of the American Expeditionary Forces in the World War, it is hereby reconstituted and consolidated with the 73rd Attack Squadron which was constituted October 18, 1927 as an inactive unit.

By order of the Secretary of War:

(signed) G. H. TARREY
Adjutant General.

1st Ind.

320.2
(AG-M)

Hq. NINTH CORPS AREA, Persidio of San Francisco, Calif., October 27, 1936.
TO: Commanding General, March Field, California.

(Signed) H.T.P.

(Typed) H.T.P.

~~SECRET~~

[REDACTED]
: AUTH: CG 11th AF :
: INIT: *HTA.* :
: DATE: 28 May 1944:

P.R.C.

HISTORY OF THE

73rd BOMBARDMENT SQUADRON (M)

From: 26 October 1927

To: 1 July 1943

100044433

Classification Changed To
[REDACTED]
By Authority of CG, AAC
DATE: 5 Feb 48
A.M. Clark
A.M. CLARK, Lt Col, USAF
Director of Intelligence, AAC

History of 73rd Bombardment Squadron (M)

The original designation of the 73rd Bombardment Squadron (M) was the 73rd Headquarters Squadron. Originally organized 18 October 1927¹, the squadron remained inactive from the date of constitution until 15 July 1931². It was originally allotted to the Ninth Corps Area. On 18 May 1929 the inactive 73rd Headquarters Squadron was redesignated the 73rd Pursuit Squadron, also inactive³ and successively redesignated the 73rd Service Squadron, 73rd Attack Squadron on 1 March 1935, 73rd Bombardment Squadron (M)⁴.

In 1929 the 73rd was assigned to the 18th Pursuit Squadron, and in 1931 was transferred to the 17th Pursuit Group⁶.

On 27 March 1941 Capt. Jack N. Donohew was the Commanding Officer and was relieved 15 December 1942 by Major Henry S. Taylor. Capt. Warren E. Beth assumed command 13 April 1943.

A tabulation of the strength⁷ of the 73rd is as follows:

<u>Date</u>	<u>Officers</u>	<u>W.O.</u>	<u>F.O.</u>	<u>EM</u>	<u>Airplanes</u>
July 15, 1931	2			91	P-26 (Boeing)
July 31, 1931	7			98	
Aug. 31, 1931	7			97	
Sept 30, 1931	7			130	
Oct. 31, 1931	6			126	
Nov. 30, 1931	13			122	P-12 (Boeing)
Dec. 31, 1931	14			126	
Jan. 31, 1932	15			128	

- (1) 1 This history was prepared from a brief outline history of the unit. The 73rd is no longer in this theatre hence records are not available and it is assumed that the correct detailed history will be submitted through the Air Force to which it is now assigned.
- (2) 2 WD letter "Additional Inactive Units of the Regular Army" dated 18 October 1927 file AG 320 (10-11-27).
- (3) 3 Letter AGO 320.2 (2-8-29) dated 5-18-29.
- (4) 4 WD letter of 17 October 1939 file AG 320.2 (9-27-39) M (Ret) C.
- (5) 5 Letter AGO 320.2 (2-8-29) dated 8 May 1929.
- (6) 6 Letter dated 15 July 1931 file AG 580 (4-20-31).
- (7) 7 No data was listed for years 1934, 1939 and February 1941.

HISTORY OF 73RD BOMB. SQ. (M) (cont'd)

<u>Date</u>	<u>Officers</u>	<u>W.O.</u>	<u>F.O.</u>	<u>EM</u>	<u>Airplanes</u>
Feb. 29, 1932	15			125	
Mar. 31, 1932	17			123	
Apr. 30, 1932	17			126	
May 31, 1932	17			128	
June 30, 1932	14			127	
July 31, 1932	17			119	
Aug. 31, 1932	14			118	
Sept 30, 1932	16			113	
Oct. 31, 1932	15			113	
Nov. 30, 1932	16			116	
Dec. 31, 1932	11			119	
Jan. 31, 1933	11			121	A-17A (Northrup)
Feb. 28, 1933	9			124	
Mar. 31, 1933	13			118	
Apr. 30, 1933	12			123	
May 31, 1933	10			122	
June 30, 1933	8			120	
July 31, 1933	11			116	
Aug. 31, 1933	6			116	
Sept 30, 1933	7			116	
Oct. 31, 1933	8			123	
Nov. 30, 1933	8			121	
Dec. 31, 1933	9			125	
Jan. 31, 1935	11			120	
Feb. 28, 1935	12			126	
Mar. 31, 1935	12			64	
Apr. 30, 1935	14			64	
May 31, 1935	12			63	
June 30, 1935	12			63	
July 31, 1935	11			64	
Aug. 31, 1935	11			62	
Sept 30, 1935	11			65	
Oct. 31, 1935	10			60	
Nov. 30, 1935	12			67	
Dec. 31, 1935	14			64	
Jan. 31, 1936	14			69	
Feb. 29, 1936	14			68	
Mar. 31, 1936	12			69	
Apr. 30, 1936	10			68	
May 31, 1936	10			66	
June 30, 1936	10			66	
July 31, 1936	9			64	
Aug. 31, 1936	9			68	
Sept 30, 1936	10			62	
Oct. 31, 1936	12			59	
Nov. 30, 1936	14			61	
Dec. 31, 1936	13			60	
Jan. 31, 1938	13			63	
Feb. 29, 1938	14			64	

SECRET

HISTORY OF 73RD BOMB. SQ. (M) (Cont'd)

<u>Date</u>	<u>Officers</u>	<u>W.O.</u>	<u>F.O.</u>	<u>EM</u>	<u>Airplanes</u>
Mar. 31, 1938	16			63	
Apr. 30, 1938	16			64	
May 31, 1938	16			62	
June 30, 1938	16			63	
July 31, 1938	16			62	
Aug. 31, 1938	16			64	
Sept 30, 1938	17			61	
Oct. 31, 1938	18			61	
Nov. 30, 1938	18			60	
Dec. 31, 1938	18			59	
Jan. 31, 1940	21			174	8 B-18A's, 1 A17A
Feb. 28, 1940	22			145	
Mar. 31, 1940	14			164	
Apr. 30, 1940	14			218	
May 31, 1940	13			222	
June 30, 1940	10			213	
July 31, 1940	11			210	
Aug. 31, 1940	16			210	
Sept 31, 1940	17			182	
Oct. 30, 1940	18			222	
Nov. 31, 1940	29			223	
Dec. 31, 1940	33			222	
Jan. 31, 1941	33			201	9 B-18A's
Mar. 31, 1941	29			203	
Apr. 30, 1941	26			200	
May 31, 1941	25			197	
June 30, 1941	27			194	
July 31, 1941	25			194	
Aug. 31, 1941	26			195	
Sept 30, 1941	25			198	
Oct. 31, 1941	26			202	
Nov. 30, 1941	26			203	
Dec. 31, 1941	27			203	
Jan. 31, 1942	30			209	
Feb. 28, 1942	32			206	17 B-26's (Martin)
Mar. 31, 1942	33			205	
Apr. 30, 1942	35			206	
May 31, 1942	50	1		261	
June 30, 1942	65	1		257	
July 31, 1942	64	1		260	
Aug. 31, 1942	58	1		286	
Sept 30, 1942	57	1		262	B-25's & B-26's
Oct. 31, 1942	59	1		272	(Martin)
Nov. 30, 1942	60	1		330	
Dec. 31, 1942	74	1		344	

~~SECRET~~

HISTORY OF 73RD BOMB. SQ. (M) (Cont'd)

<u>Date</u>	<u>Officers</u>	<u>W.O.</u>	<u>F.O.</u>	<u>EM</u>	<u>Airplanes</u>
Jan. 31, 1943	74	1		335	
Feb. 28, 1943	62	1		311	All B-25's
Mar. 31, 1943	75	1		315	
Apr. 30, 1943	81	1		305	
May 31, 1943	75	1		307	
June 30, 1943	76	1		360	23 B-25's
July 31, 1943	72	0	6	323	29 B-25's

The entire unit was activated at March Field, California 15 July 1932 per AGO 580 (4-20-31) was transferred to Rockwell Field, Coronado, California 14 May 1932 and returned to March Field as part of the 17th Pursuit Group pursuant to F.O. #21⁸. A series of quick changes of station followed:

a. June 14, 1932, pursuant to Operations Order No. 45, March Field, California, dated June 21, 1932, to Rockwell Field, California; departed, arrived same date.

b. June 29, 1932, returned to March Field, California from Rockwell Field, California; departed, arrived same date.

c. Pursuant to Operations Order No. 100, dated September 6, 1932, March Field, California; movement from March Field, California to Rockwell Field, California; departed, arrived the same date.

d. October 7, 1932, returned to March Field, California from Rockwell Field, California.

e. Operations Order No. 1, Headquarters 17th Pursuit Group, dated January 2, 1935; departed March Field, California on January 28, 1935 for Palm Springs, California.

(8) 1 The data given is incomplete but is as listed in the available Squadron History.

HISTORY OF 73RD BOMB. SQ. (M) (Cont'd)

f. February 4, 1935, per Operations Order No. 1, Headquarters 17th Pursuit Group, dated January 2, 1935, March Field, California to Palm Springs, California to Muroc Dry Lake, California.

g. February 9, 1935, per Operations Order No. 1, Headquarters 17th Pursuit Group, dated January 2, 1935, departed and arrived, Muroc Dry Lake, California to March Field, California.

h. October 10, 1935, Field Orders No. 1, Headquarters 17th Attack Group, dated October 7, 1935, March Field, California to Browley, California.

i. October 5, 1935, Browley, California to March Field, California.

j. November 4, 1935, Field Order No. 1, Headquarters 17th Attack Group, dated October 30, 1935, March Field, California to Wheeler Ridge, California.

k. November 6, 1935, Wheeler Ridge, California to Bakersfield Field, California.

l. November 14, 1935, Bakersfield, California to Wheeler Ridge, California.

m. November 17, 1935, Wheeler Ridge, California to March Field, California.

n. March 9, 1935, Field Order No. 1, Headquarters 17th Attack Group, dated March 4, 1936, March Field, California to Muroc Dry Lake, California.

o. March 20, 1936, Field Order No. 1, Headquarters 17th Attack Group, dated March 4, 1936, Muroc Dry Lake, California to March Field, California.

p. October 28, 1936, Field Order No. 1, Headquarters 17th Attack

HISTORY OF 73RD BOMB. SQ. (M), (Cont'd)

Group, dated October 15, 1936, March Field, California to Bakersfield, California.

q. November 10, 1936, Field Order No. 1, Headquarters 17th Attack Group, dated October 15, 1936, Bakersfield, California to March Field, California.

r. Ground echelon, 73rd Squadron, departed Seattle, Washington March 10, 1941, via boat to Seward, via train to Elmendorf Field, Anchorage, Alaska, arriving March 14, 1941. Air echelon of nine (9) B-18's departed McChord Field, Washington March 27, 1941, arrived Elmendorf Field, Anchorage, March 30, 1941.

s. Organization operated from various outlying air bases in Aleutians from May 28, 1942 to June 30, 1943. Squadron headquarters were at Elmendorf Field, Anchorage, Alaska, from March 14, 1941 to April, 1943; at Ft. Glenn, Umnak from April 1943 to June, 1943; at Amchitka since June, 1943.

OPERATIONS

June 4, 1942, this Squadron participated in attack upon enemy Task Force which was attacking Dutch Harbor, Alaska. This was the initial operation of the 73rd in Alaska. A chronological summary of subsequent operations of the Squadron shows information as follows:

From June 3 to June 6 inclusive, planes of this Squadron took part in seven (7) missions in search of enemy surfacecraft. Contact was made on June 4 (1942) with the enemy force, and damage inflicted to such an extent that the enemy was forced to turn back. On October

HISTORY OF 73RD BOMB SQ. (M). (Cont'd)

14 and 15, 1942 ships made a search for enemy AK's and DD's. Planes of this squadron sunk two Jap DD's 50 miles east of Kiska on 15 December 1942. On 7, 9, and 11 November 1942 planes attempted to bomb Jap AK's in Kiska Harbor, but they were prevented by weather. An enemy freighter was sunk (hits on bow) in Holtz Bay, Attu, on 26 November 1942 by four B-26s.

A series of reconnaissance missions of Kiska Island by B-26s, from 29 November to 2 December, inclusive, followed. On 4 December 1942, ten B-26 on a search for enemy surface craft, failed to make contact and on 8 December a reconnaissance mission to Amchitka and Kiska Islands was flown. Six ships made search for enemy surface craft on the same date, but failed to make contact. The 9 December reconnaissance mission of Amchitka and Kiska Islands brought no results. On 10, 11, 17 December 1942, B-26s of the 73rd Squadron on missions against enemy shipping in Kiska Harbor, made direct hits on the 11th, but were forced back by weather on other two dates. From 20, 26 December 1942, to 2 and 4 January 1943 B-25s raided Kiska Main Camp area and observed hits in target area on 20 December 1942, but were forced back by weather on other dates. On 5 January 1943, three B-25s left enemy AK's in sinking condition. The 7 January 1943 Kiska mission was forced back by weather.

On 13 and 15 January 1943, B-25s acted as protective covering for Amchitka landing forces. On 3, 4, 8, 10, 13, 20, 23 February 1943 bombing and photo-reconnaissance missions were made of North Head, Kiska.

HISTORY OF 73RD BOMB SQ. (M).. (Cont'd)

On 25 February 1943, six B-25s bombed Kiska Main Camp area and again on 27, 28 February 1943, six B-25s each mission bombed Kiska. This bombing of North Head, Kiska was repeated by ten B-25s on 7, 10 and 13 March 1943 and by two B-25s on 12 March 1943. On 13 March 1943, ten B-25s bombed North Head from deck level. On 15 March 1943, nine B-25s on coordinated bombing mission with B-24s. On 16 March 1943, twelve ships were on the Kiska bombing mission and on 18, 21, 22, and 29 March 1943, six B-25s each mission bombed Kiska. On 30 March 1943, five B-25s were on the Kiska bombing mission. Then on 1, 5, 13, 15, 16, April 1943, six B-25s each mission bombed North Head and runway, Kiska. On 11, 17, 26 and 30 April 1943, four B-25s bombed North Head, Kiska. On 19 April 1943, five B-25s bombed runway, Kiska. On 20, 25 April 1943, six B-25s each mission bombed North Head and Little Kiska. One B-25 on Kiska reconnaissance, 22 April 1943. On 27 April 1943, one plane made contact with enemy submarine which escaped undamaged. Kiska Camp area bombed on 12 and 30 April 1943 by B-25s. Then on 1 May 1943, five B-25s bombed South Head and Little Kiska. On 5 May 1943, eight B-25s bombed North Head, Kiska. Attu was bombed by seven planes on 6 May and by six planes on 7 May 1943. On 10 May 1943, Gertrude Cove, Kiska, was bombed by thirteen B-25s. On 11, 12, 16, 21, 23, 26, May 1943, six B-25s each mission bombed Attu. On 19, 24, 25, May 1943, five B-25s each mission bombed Attu and on 14 May 1943, two B-25s repeated the bombing of Attu. On 26 May 1943, four B-25s bombed

HISTORY OF 73RD BOMB SQ. (M). (Cont'd)

Kiska.

On 27 May 1943, B-25 dropped film to our ground troops on Attu Island and on 30 May 1943 both Attu and Kiska were bombed by six B-25s. On 31 May, to 5 June 1943, six B-25s each mission bombed Kiska while on 1 June 1943, four B-25s bombed Kiska. On 10, 11, 24, 25, 26, 27 June 1943, eight B-25s each mission bombed Kiska. On 25 June 1943, second eight-plane-mission of day bombed Kiska, second raid being made from deck level. And on 27 June 1943, second mission of day, this one consisting of seven B-25s bombed Kiska.

On 2 July 1943, eight B-25s took off from Amchitka on Kiska radar bombing mission, targets were hangar and Main Camp, Kiska. Mission completed with the dropping of 118-100 lb. bombs and 20-600 lb. bombs; results unobserved. On 6 July 1943, eight B-25s took off Amchitka on radar mission, Kiska. Mission turned back due to failure to contact radar lead ship in bad weather. On 10 July 1943, six B-25s took off to attack two enemy AK reported $51^{\circ}20'N - 165^{\circ}55'E$. AK's contacted at deck level; two sunk. Two others sighted 25 miles from action, not attacked, lost in foggy weather; planes landed Attu. On 11 July 1943, five B-25s took off from Attu on sea search for two enemy AKs sighted on 10 July 1943. Three and half hour search revealed no AK ships; ships returned to Attu, except one which went down near Little Sitkin. On 11 July 1943, six B-25s went on radar bombing mission on

HISTORY OF 73RD BOMB SQ. (M). (Cont'd)

Main Camp, Kiska. Sixteen 500-lb. and ten 600-lb. bombs were dropped. Hits were unobserved. On 15 July 1943, six B-25s from Amchitka, went on radar mission of Gertrude Cove, Kiska; 142 100-lb. bombs were dropped. On 22 July 1943, ten B-25s took off Amchitka for Kiska mission. Forty 600-lb. bombs were dropped. Same day a low level photo-reconnaissance mission was executed by one plane from Amchitka, in addition to three B-25s from Adak went on a bombing mission for North Head, Kiska. Eighteen 500-lb. bombs were dropped, then planes returned to Adak. Also on that same day three B-25s went on a deck level mission to Main Camp, Kiska from Adak dropping eighteen 500-lb. bombs; planes landed in Amchitka. On 24 July 1943, one plane from Amchitka took off for photo-reconnaissance mission of Kiska. On 25 July 1943, one plane took off on weather-reconnaissance mission over Kiska and was completed. This Squadron has operated with other squadrons, both medium and heavy, on missions against enemy held territory of Kiska and Attu, as well as on assaults on enemy task forces. Much damage was done gradually and progressively to the enemy positions and forces over this period, but mention is hereinafter made only of damage definitely observed to have resulted from a particular mission in which this Squadron participated.

1. Two enemy DDs sunk 50 miles east of Kiska on 16 October 1942.
2. Enemy freighter sunk in Holtz Bay, Attu on 26 November 1942.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

3. Jap AK bombed and driven into Kiska Harbor on 11 December 1942.

4. Jap AK sunk at 52°40'N - 178°15'E on 5 January 1943.

5. Jap plane (type "Rufe") shot down at Kiska, 13 February 1943.

6. On 4 June 1942 an enemy task force was routed from Dutch Harbor, and forced to turn back. A large, but undetermined, amount of damage was inflicted upon the enemy at this time.

7. Two AKs, one large, one small, sunk 10 July 1942. Larger vessel described as about length of DD, clipper bow, superstructure foreward, main deck sloping upward toward bow, no stack. Small vessel described as size of tug.

Own Losses:

Personnel killed, wounded, missing or taken prisoner:

1. One injured by AA fire at Cold Bay, 4 June 1942.
2. Seven killed in action, Cold Bay, 4 June 1942.
3. Four hit by AA fire, Kiska; missing in action 15 October 1942.
4. Four hit by AA fire, Kiska; missing in action 16 October 1942.
5. One died from wounds received over Kiska on 3 February

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

ary 1943.

6. Six injured landing at Adak after mission damage on 13 February 1943.

Airplanes lost, destroyed, severely damaged:

1. B-26 lost, Cold Bay on 4 June 1942.
2. B-26 lost over Kiska on 15 October 1942.
3. B-26 lost over Kiska on 16 October 1942.
4. B-25 badly damaged on landing after being damaged over Kiska on 13 February 1943.
5. Two B-26s damaged by AA fire over Kiska Harbor on 9 November 1942.
6. One plane damaged after raid on Jap AK on 26 November 1942.
7. One B-26 damaged on 20 December 1942.
8. One B-25 total loss from crash landing after being hit by AA.
9. Plane damaged on Kiska Harbor on 25 February 1943.
10. B-25 damaged by AA over Kiska runway on 29 March 1943.
11. B-25 damaged by AA over Kiska on 1 April 1943.
12. B-25 damaged by AA over Attu on 11 May 1943.
13. B-25 damaged by AA over Attu on 12 May 1943.
14. B-25 damaged by AA over Kiska on 26 May 1943.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

15. Two planes damaged by small arms fire in AK attacks on 10 July 1943.

16. One plane lost in sea near Little Sitkin on 11 July 1943.

17. Three planes damaged by AA over Kiska on 22 July 1943.

18. One plane lost in sea after AA damage over Kiska on 7 August 1943.

Non Tactical:

Fatal airplane accidents not reported elsewhere:

Personnel killed:

1. S/Sgt. William W. Chapman killed at Naknek when plane skidded off runway, 16 August 1942.

Airplanes destroyed or missing:

1. 3 July 1941, B-18A down in water near Prince Rupert, B.C.

No injuries to personnel.

2. 18 June 1942, major damage to B-26 which was attempting to make belly landing at Elmendorf Field. Personnel uninjured.

3. 26 April 1942, B-26 seriously damaged in landing at Elmendorf Field, Anchorage, Alaska. No damage to personnel.

4. 16 August 1942, B-26 skidded off end of runway in landing at Naknek. Major damage to plane, minor injuries to personnel.

5. 16 August 1942, B-26 skidded off Naknek runway in landing.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

Major damage to plane; S/Sgt. Chapman killed.

6. 22 September 1942, major damage to B-26 from forced landing at Ft. Glenn. No injuries to personnel.

Losses in Action:

Cold Bay, 4 June 1942: B-26 No. 40-1408, loaded with bombs, took off after Jap task force. Weather closed in, and plane did not return. Parts of the wrecked plane were later found off beach in vicinity of Cold Bay:

Capt. George W. Thornborough, [REDACTED]
1st Lt. Norman A. Nysteen, [REDACTED]
2nd Lt. James F. Lee, [REDACTED]
2nd Lt. James L. Smart, [REDACTED]
S/Sgt. Joseph L. Wiseman, [REDACTED]
Sgt. Howard K. Jaycox, [REDACTED]
Sgt. Roy E. Jordan, [REDACTED]

10 July 1942: Cpl. McConnville, gunner, headwound from small caliber bullet after raid on enemy AKs.

22 July 1942: Pvt. Moore, radio operator, shot in knee by small AA fire, Kiska raid.

22 July 1942: injured in crash landing caused by AA fire over Kiska:

1st Lt. Everett N. Hendrickson, [REDACTED]
2nd Lt. Carl M. Foster, [REDACTED]
F.O. Edmund J. Beaulac Jr., [REDACTED]
S/Sgt. John M. Roeder, [REDACTED]
Sgt. Lloyd H. Galloway, [REDACTED]
Pvt. Darrell M. Ford, [REDACTED]

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

On 15 October 1942: presumably killed in action when shot down by
AA fire over Kiska:

2nd Lt. Ralph D. O'Riley
2nd Lt. John E. Joyce
S/Sgt. Edward J. McAllick
Cpl. William F. Moran

On 16 October 1942: presumably killed in action when shot down by
AA fire over Kiska:

2nd Lt. Jack Pebworth
2nd Lt. Dean W. Mendenhall
Sgt. Morris W. Hancock
Sgt. Dick Tryon

On 17 October 1942: died as result of wounds received over Kiska
on 16 October 1942:

James D. Matthews

On 8 February 1943: T/Sgt. Olin F. Harris injured by AA over Kiska.

On 13 February 1943: injured when plane, damaged by AA, crashed at
Adak:

1st Lt. Kendall W. Shepard
2nd Lt. Paul D. Jameson
2nd Lt. William F. Canny
T/Sgt. Norman W. Hennig
T/Sgt. John B. Murphy
S/Sgt. Dewayne L. Dunham

Awards:

26 November 1942: Peter K. Arpin, 1st Lt., Air Medal, Authority GO
#25 - 11th AF - 14 February 1943, for attack on Jap freighter at Attu under

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

heavy AA Fire.

Warren A. Beth, Captain, 16 October 1942 - two Jap DDs sunk 50 miles northeast of Kiska in face of strong AA fire - Distinguished Flying Cross by authority of GO, 11th AF dated 7 December 1942.

Jack C. Boyd, S/Sgt., 16 October 1942, member of flight that sank two Jap DDs 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 7 December 1942, 11th AF.

William F. Canny, 2nd Lt., 13 February 1943, navigator-bombardier, engine shot out by Zero causing crash landing - Purple Heart - authority GO #12, 14 February 1943, 11th AF.

Stephen M. Cooper, Sergeant, 16 October 1942, member of flight which destroyed two Jap DDs 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 7 December 1942, 11th AF.

Kenneth C. Dempster, Captain, 25 September 1942 to 11 December 1942, co-pilot attacking shipping in Kiska Harbor - Air Medal - authority GO #25, 11th AF, 14 February 1943.

Dewayne L. Dunham, S/Sgt., 13 February 1943, gunner, engine shot out over Kiska causing crash landing incurring injury - Purple Heart - authority GO #12, 11th AF, 14 February 1943.

Lester O. Gardner, T/Sgt., 16 October 1942, member of flight attacking two Jap DDs 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

William A. Green, T/Sgt., 16 October 1942, member of flight attacking two Jap DDs 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Morris W. Hancock, Sergeant, 16 October 1942, member of flight attacking two Jap DDs 50 miles northeast of Kiska Island, plane last seen plunge into sea - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Conrad A. Hanson, S/Sgt., 16 October 1942, member of flight attacking two Jap DDs 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Olin F. Harris, T/Sgt., 8 February 1943, radio operator, wounded by AA fire over Kiska Island - Purple Heart - authority GO #11, 11th AF, 9 February 1943.

Leonard F. Hawk, S/Sgt., 16 October 1942, member of flight attacking two Jap DDs 50 miles northeast Kiska - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Howard A. Heap, S/Sgt., 26 November 1942, gunner on bomber attacking Jap freighter on Holtz Bay, Attu Island, in face of heavy AA fire - Air Medal - authority GO #25, 14 February 1943.

Norman W. Hennig, T/Sgt., 15 February 1943, radio-gunner, forced landing after engine shot out over Kiska Island, causing injury - Purple Heart - authority GO #12, 11th AF, 14 February 1943.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

Everett N. Hendriksen, 2nd Lt., 30 March 1943, wounded by AA fire over enemy territory - Purple Heart - authority GO #81, 11th AF, 30 June 1943.

John Jacobs, Sergeant, 26 November 1942, member of bomber crew attacking Jap freighter - Holtz Bay, Attu, Air Medal - authority GO #25, 11th AF - 14 February 1943.

Paul F. Jameson, 2nd Lt., 13 February 1943, co-pilot, injured when Zero shot out one engine over Kiska Island causing forced landing - Purple Heart - authority GO #12, 11th AF, 14 February 1943.

Howard K. Jaycox, Sergeant, 4 June 1942, participated in bombing attacks on enemy naval concentration - missing in action ever since - Air Medal - authority GO #105, 11th AF, 5 October 1942.

Roy E. Jordan, Sergeant, 4 June 1942, participated in bombing attacks on enemy naval concentration - missing in action ever since - Air Medal - authority GO #105, 11th AF, 5 October 1942.

Jack P. Keithley, T/Sgt., 30 March 1943, volunteer for ground-level attack on Kiska Island in face of heavy automatic weapons fire - Air Medal - authority GO #36, 11th AF, 13 April 1943.

Irving W. Krause, Corporal, 26 November 1942, radio operator on bomber attacking Jap freighter, Attu, in face of heavy AA fire - Air Medal - authority GO #25, 11th AF, 14 February 1943.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

James F. Lee, 2nd Lt., 4 June 1942, participated in bombing of heavy enemy naval concentration - missing in action ever since - Air Medal - authority GO #105, 11th AF, 5 October 1942.

Jack E. Leverone, Corporal, 16 October 1942, member of flight which sunk two Jap destroyers 50 miles northeast of Kiska Island - Air Medal - authority #141, 11th AF, 7 December 1942.

Jack E. Leverone, Corporal, 26 October 1942, member of flight which attacked Jap freighter in Holtz Bay, Attu in face of AA fire - Oak Leaf Cluster - authority GO #25, 11th AF, 14 February 1943.

Abraham Levin, Private First Class, 26 October 1942, member of flight which attacked Jap freighter in face of AA fire at Attu - Air Medal - authority GO #25, 11th AF, 14 February 1943.

James D. Mathews, 1st Lt., 16 October 1942, sunk two Jap destroyers 50 miles northeast of Kiska Island - died from wounds received from action - Air Medal - (posthumously) - authority GO #141, 11th AF, 7 December 1942.

Russel I. Maure, 2nd Lt., 16 October 1942, sunk two Jap destroyers 50 miles northeast of Kiska Island - Distinguished Flying Cross - authority GO #141, 11th AF, 7 December 1942.

John W. Melvin, Corporal, 16 October 1942, member of flight that sunk two Jap destroyers 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

Dean Medenhall, 2nd Lt., 16 October 1942, attacked and sunk two Jap destroyers 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Leonard J. Moore, 2nd Lt., 16 October 1942, attacked two Jap destroyers 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

John B. Murray, T/Sgt., 13 February 1943, engineer-gunner injured in crash landing due to engine being shot out over Kiska Island - Purple Heart - authority GO #12, 11th AF, 14 February 1943.

Leland C. Nielson, 2nd Lt., 16 October 1942, sunk two Jap destroyers 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Norman A. Nysteen, 1st Lt., 4 June 1942, bombing enemy naval concentration in face of heavy AA fire - missing in action ever since - Air Medal - authority GO #105, 11th AF, 5 October 1942.

Ashley S. Orr, 1st Lt., 26 November 1942, co-pilot in bomber attacking Jap freighter in Holtz Bay, Attu, in face of heavy AA - Air Medal - authority GO #25, 11th AF, 14 February 1943.

Leslie G. Pattillo, 2nd Lt., 16 October 1942, attacked Jap freighter in Holtz Bay, Attu, Island in face of heavy AA fire - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Jack Pebworth, 2nd Lt., 16 October 1942, attacked two Jap destroyers 50 miles northeast of Kiska Island, received direct hit by AA and plunged

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

into sea - Distinguished Flying Cross - authority GO #141, 11th AF, 7 December 1942.

Verner F. Peterson, 2nd Lt., 4 June 1942, remaining at post after being injured until mission was completed when attacking an enemy naval concentration - Purple Heart - authority GO #69, 11th AF, 2 August 1942.

John W. Fletcher, Captain, 26 November 1942, attacked Jap freighter at Attu, Island in face of heavy AA fire - Air Medal - authority GO #25, 11th AF, 14 February 1943.

James L. Regan, 1st Lt., 16 October 1942, attacked two Jap destroyers 50 miles northeast Kiska Island in face of heavy AA fire - Distinguished Flying Cross, authority GO #141, 11th AF, 7 December 1942.

William J. Rhodes, 2nd Lt., 26 November 1942, member of flight which attacked Jap freighter in Holtz Bay, Attu, in face of heavy AA fire - Oak Leaf Cluster - authority GO #25, 11th AF, 14 February 1943.

William J. Rhodes, 2nd Lt., 16 October 1942, attacked two Jap destroyers 50 miles northeast of Kiska Island in face of heavy AA fire - Air Medal - authority GO #141, 11th AF, 7 December 1942.

John W. Rooney, 1st Lt., 26 November 1942, pilot on bomber attacking Jap freighter, Attu Island, in face of heavy AA - Air Medal - authority GO #25, 11th AF, 14 February 1943.

Edwin C. Roozen, 1st Lt., 26 November 1942, pilot on bomber attacking Jap freighter off Attu in face of heavy AA fire - Air Medal - authority

HISTORY 73RD BOMB. SQ. (M). (Cont'd)

GO #25, 11th AF, 14 February 1943.

Patrick J. Ryan, Corporal, 2 April 1943, volunteered for hazardous ground-level attack on enemy - Air Medal - authority GO #36, 11th AF, 13 April 1943.

Curtis E. Senson, Sergeant, 30 March 1943, volunteered for hazardous ground-level attack on enemy - Air Medal - authority GO #36, 11th AF, 13 April 1943.

Chris J. Sheppard, 2nd Lt., 26 November 1942, attacked Jap freighter, Holtz Bay, Attu Island in face of heavy AA fire - Air Medal - authority GO #25, 11th AF, 14 February 1943.

Kendall W. Shepard, 1st Lt., 13 February 1943, pilot, crash landed after Zero shot out engine - Purple Heart - authority GO #12, 11th AF, 14 February 1943.

Jay W. Stansbury, 1st Lt., 4 February 1943, on first mission against enemy assumed command and led attack - Distinguished Flying Cross, authority GO #14, 11th AF, 18 February 1943.

Seely M. Storey, S/Sgt., 26 November 1942, gunner on bomber attacking Jap freighter at Holtz Bay, Attu Island - Air Medal - authority GO #25, 11th AF, 14 February 1943.

Henry S. Taylor, Captain, 4 June 1942, 1st pilot, for courage in torpedo attack against enemy naval concentration - Distinguished Flying Cross, - authority GO #68, 11th AF, 1 August 1942.

~~SECRET~~

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

Robert M. Thompson, 1st Lt., 26 November 1942, attack on Jap freighter in Holtz Bay, Attu Island in face of heavy enemy AA fire - Air Medal - authority GO #25, 11th AF, 14 February 1943.

George W. Thornbrough, Captain, 4 June 1942, 1st pilot, torpedo attack on enemy fleet - 150 miles from Ft. Glenn - was killed - Distinguished Flying Cross (posthumously) - authority GO #67, 11th AF, 31 July 1942.

Fred J. Thunell, S/Sgt., 4 February 1943, first run over target, successful bomb run as bombardier in lead ship - Air Medal - authority GO #14, 11th AF, 18 February 1943.

Abraham Todras, Sergeant, 16 October 1942, member in attacking enemy destroyer 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Abraham Todras, Sergeant, 26 November 1942, attacked Jap freighter in Holtz Bay, Attu Island, - Oak Leaf Cluster - authority GO #25, 11th AF, 14 February 1943.

Dick Tryon, Sergeant, 16 October 1942, two Jap destroyers sunk 50 miles northeast of Kiska Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Theodore T. Vasatka, 2nd Lt., 30 December 1942, attempting to rescue crew shot down despite risk for personal safety - Silver Star - authority GO #24, 11th AF, 11 February 1943.

Walter A. Wagner, 1st Lt., 16 October 1942, attacked two Jap dest-

~~SECRET~~

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

royers 50 miles northeast of Kiska, Island - Air Medal - authority GO #141, 11th AF, 7 December 1942.

Robert H. Westrom, S/Sgt., 26 November 1942, radio operator on flight which attacked Jap freighter off Attu - Air Medal - authority GO #25, 11th AF, 14 February 1943.

J. L. Wiseman, S/Sgt., 4 June 1942, bombing attack on enemy naval concentration, missing in action - Air Medal - authority GO #105, 11th AF, 4 October 1942.

Edmund T. Woolfolk, 2nd Lt., 26 November 1942, co-pilot on bombing attack Jap freighter Holtz Bay, Attu Island - Air Medal - authority GO #25, 11th AF, 14 February 1943.

Frank Hayes, Major, for many attacks on Kiska and Attu - Distinguished Flying Cross - authority GO #94, Fld Hq 11th AF on 25 July 1943.

Millard F. Hauser, 1st Lt., for many attacks on Kiska and Attu between 20 February and 1 May 1943 - Air Medal - GO #94, 25 July 1943.

Harold E. Krout, 1st Lt., for many attacks over Kiska between 27 February and 1 May 1943, - Air Medal - GO #94, 25 July 1943..

Paul Batavia, Sergeant, for frequent missions to Kiska from 1 April to 3 June 1943 - Air Medal - GO #91, 20 July 1943.

Myles D. Bonville, T/Sgt., for 121 hours contact against enemy in the Aleutians between 3 June 1942 and 31 March 1943 - Air Medal - GO #91, 20 July 1943.

Malcolm C. Bower, T/Sgt., 91 hours contact with enemy between 3 June 1942 and 31 March 1943 - Air Medal - GO #91, 20 July 1943.

~~SECRET~~

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

William J. Boyd, S/Sgt., for 123 hours contact with enemy between 3 June 1942 and 31 March 1943 - Air Medal - GO #91, 20 July 1943.

Richard F. Beveridge, Flight Officer, for many Kiska and Attu missions between 27 February 1943 and 1 June 1943 - Air Medal - GO #91, 25 July 1943.

William J. Stephens, T/Sgt., for 104 hours of contact against enemy between 1 August 1942 and 31 March 1943, - Air Medal - GO #91, 20 July 1943.

Robert T. Hertel, Corporal, for 120 hours of contact against enemy between 8 October 1942 and 31 March 1943 - Air Medal - 20 July 1943.

Willie A. Doby, S/Sgt., for 90 hours of contact with enemy between 8 October 1942 and 1 May 1943 - Air Medal - GO #91, 20 July 1943.

Walter A. Loughridge, S/Sgt., for 123 contact hours against the enemy between 3 June 1942 and 15 March 1943 - Air Medal - 20 July 1943.

Robert K. Maas, Sergeant, for many hours contact with enemy between 8 October 1942 and 31 March 1943 - Air Medal - GO #91, 20 July 1943.

Zoltan Kato, S/Sgt., for many contact hours against the enemy in the Aleutians between 3 June 1942 and 31 March 1943 - Air Medal - GO #91, 20 July 1943.

Squadron Insignia chosen latter part of year 1931. The design depicts the head and the shoulders and the raised paw of a California Golden Bear. Bear is golden yellow shaded with black and has a back-

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

ground of Air Corps blue, thus incorporating the Air Corps colors of gold and blue in the original design.

The California golden bear chosen as being symbolic of the State of California, as California was home State of Squadron at time and is State in which Squadron was first actively organized, 15 July 1931. The California bear, native of the State, is well known for it's ferocity and sturdiness. The bear is depicted with raised paw poised for attack.

The insignia was designed by Miss Evelyn Griffith.¹ The Griffio Studio, Mission Inn, Riverside, California. The design was selected from several submitted by local artists and by members of the Squadron.

The background of the insignia was changed from blue to red for the reason that red was found to be more durable in retaining color and also brought head of bear on insignia into sharper relief, as well as enhancing fighting spirit displayed by insignia.

Since arriving in Alaskan theater in 1941, the squadron has operated from bases on the peninsula and various outlying bases on the Aleutian chain, including Ft. Randall at Cold Bay, Ft. Glenn at Umnak, Adak, Amchitka, and Attu.

The Squadron has participated in all phases of prosecution of

1 - Photographic copy of insignia is inclosed.

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

aerial warfare against enemy in this theater, including attacks on shipping, patrol, bombing, and strafing attacks on enemy held positions.

In carrying out its operations, the squadron has encountered the most adverse weather conditions known to flying. Long flights have been made over water where forced landings are not infrequent. Coupled with the usual hazards of crash landings is the known fact that the frigid water in this area makes survival in it impossible for more than a few minutes, and adequate search is prevented by constant foggy weather. Small landed areas of treacherous mountains surrounding landing strips often obscured by fog after take-off and sudden and changeable violent winds make flying extremely hazardous. Much of the operations took place prior to installation of adequate communication and other directional flying aids.

Operating from advance bases hastily constructed, the squadron began using strips long before construction was completed, adding to difficulties of operation.

Insufficient personnel has spent long hours to keep in readiness, flying crews often aiding overworked ground personnel. Under damp, windy weather conditions, and in extreme cold, excellent maintenance has been accomplished with inadequate facilities. Only meager intelligence was available concerning enemy capabilities and intentions dur-

HISTORY OF 73RD BOMB. SQ. (M). (Cont'd)

ing early part of the squadron's long period of operational activity in Alaskan theater. In spite of all obstacles, morale has been unflinching high, and the squadron has contributed greatly and with credit to successes in this theater.

At March Field, California in 1933, the squadron acquired a Brown bear as a mascot, and this was kept in the squadron for eight years before being disposed of to the San Francisco Zoo.

This report is intended to set forth available historical data pertaining to the 73rd Bombardment Squadron (M), which originated on 18 October 1927. In order to perpetuate history and traditions of the 73rd Aero Service Squadron of the AEF of World War I, said squadron was reconstructed and consolidated with the 73rd Bombardment Squadron (M), by authority of Letter AG 320.2 dated 31 August 1936, Misc. (Ret), subject, "History and Reconstitution of the 73rd Aero Squadron (World War)." dated 16 October 1936. Copy of which letter is attached to this report.

~~SECRET~~

HQ ELEVENTH AIR FORCE OCT 16 1942

WD OPERATIONAL PRIORITY

HQ ELEVENTH AIR FORCE LONGVIEW

COMMANDING GENERAL ELEVENTH AIR FORCE

FORT GREENE AND FORT RICHARDSCH (BOCK RADIO)

170807

3 MEN WITH ZEA AN APPLE STOP WEATHER PLANE MADE NORMAL
RECONNAISSANCE WEST TO APTU STOP NO CONTACTS STOP FOUR PREP DASH THIRTY EIGHTS
ACCOMPANIED BY ONE BAKER SEVENTEEN VISITED KISKA HARBOR STOP TWO PREP DASH
THIRTY EIGHTS DROPPED ONE EACH FIVE HUNDRED POUND BOMB CMA FOUR SECOND DELAY
FUZE ON VESSEL REACHED AT TROUT LAGOON STOP GOOD HITS CMA BUT BOMBS WERE BOSSO
STOP FUZES OF THIS TYPE ON TEST PERFORMED PERFECTLY CMA ALSO EXPLODED YESTERDAY
AT GERTRUDE COVE STOP PILOTS REPORT ONLY THE TWO BEACHED VESSELS IN HARBOR
STOP GERTRUDE COVE VESSEL STILL THERE CMA FIRE OUT STOP NO SERVICEABLE JAP
AIRPLANES SEEN EITHER ON WATER OR IN AIR STOP ONE PREP DASH THIRTY EIGHT
HAD MOTOR SHOT OUT BUT RETURNED SAFELY STOP SIX BAKER TWENTY SIXES CMA CAPT
W A BETH AS LEADING CMA OFF AT FOURTEEN FIFTY FIVE WILLIAM TO ATTACK TWO
DESTROYERS REPORTED BY PSY TWENTY FIVE MILES WEST OF KISKA STOP CONTACT MADE WITH THEM
AT SIXTEEN FORTY FIVE WILLIAM TEN MILES NORTHWEST OF KISKA VOLCANO
AND ATTACK LAUNCHED AT DECK LEVEL WITH TWENTY THREE HUNDRED POUND BOMBS CMA
FOUR SECOND DELAY FUZES STOP FIVE BAKER TWENTY SIXES ATTACKED CMA ONE FALLING
OUT WITH MOTOR TROUBLE PRIOR TO ATTACK STOP ATTACK PUSHED HOME FOR FORTY FIVE
MINUTES STOP FIRST DESTROYER HIT FIVE TIMES AND SECOND ONE FOUR TIMES STOP
HEAVY EXPLOSION ON FIRST BACK OF STACK IMMEDIATELY AFTER CAPT SAITERS HIT CMA
FOLLOWED BY INTERMITTENT EXPLOSIONS FROM WITHIN SHIP THAT THREW FLAMES AND DEBRIS
HIGH INTO AIR STOP HEAVY EXPLOSION IN STERN OF SECOND DESTROYER JUST BEFORE
SEVENTEEN THIRTY WILLIAM AFTER ATTACK HAD BEEN COMPLETED AND AS LAST PLANES

WERE LEAVING AREA STOP DECKS OF BOTH DESTROYERS CLUTTERED WITH LARGE CRATES ON
FIRST ONE FULL LENGTH AND OTHER ONLY FORWARD STOP PLANES MAKING RUNS AFTER
EXPLOSIONS ON FIRST DESTROYER REPORTED CREW GOING OVERSIDE AND STRUNG OUT IN
WAKE OF WRECKAGE STOP SOME OF CREW OF OTHER DESTROYER IN WATER STOP LAST VIEW
OF BOTH TARGETS ON FIRST BURNING WITH HEAVY BLACK SMOKE AND INTERMITTENT EXPLOSIONS
ON SECOND PUTTING OUT HEAVY BLACK SMOKE FROM HOLES IN STEER AFTER EXPLOSION AND
DEAD IN WATER STOP BOTH DESCRIBED AS IDENTICAL IN TYPE WITH HEAVY FUNNEL AND FORWARD
CLUTTER STOP CAMOUFLAGE SIMILAR TO THAT OF SHIP IN GERTRUDE COYS DESCRIBED AS
BLACK AND WHITE DIAGONALS STOP BOMBERS ATTACKED SO LOW THEY WERE OBLIGED TO PULL
UP TO CLEAR MASTS STOP OUR LOSSES ONE BAKER TWENTY SIX HER ONE THREE EIGHT SEVEN
SECOND LIEUTENANT JACK PARNORTH AND CREW STOP CASUALTY LIST LATER STOP FOR THE

TEACHER

BUTLER COMBAT ELEVEN

OFFICIAL:

NOB _____ CG 11th AF

ATTACK ON TWO DESTROYERS

(HIBIKI CLASS)

FLAT BOMBING

BY 6 B-26s - 73RD SQUADRON

AT MINIMUM ALTITUDE

OCTOBER 16, 1942 105-3A1016

(1645-1730 WILLIAM)

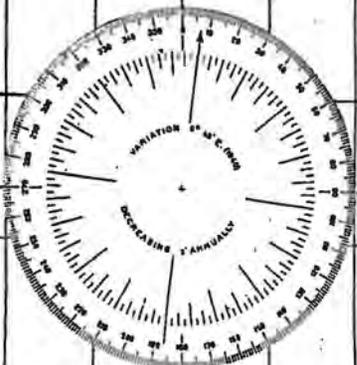
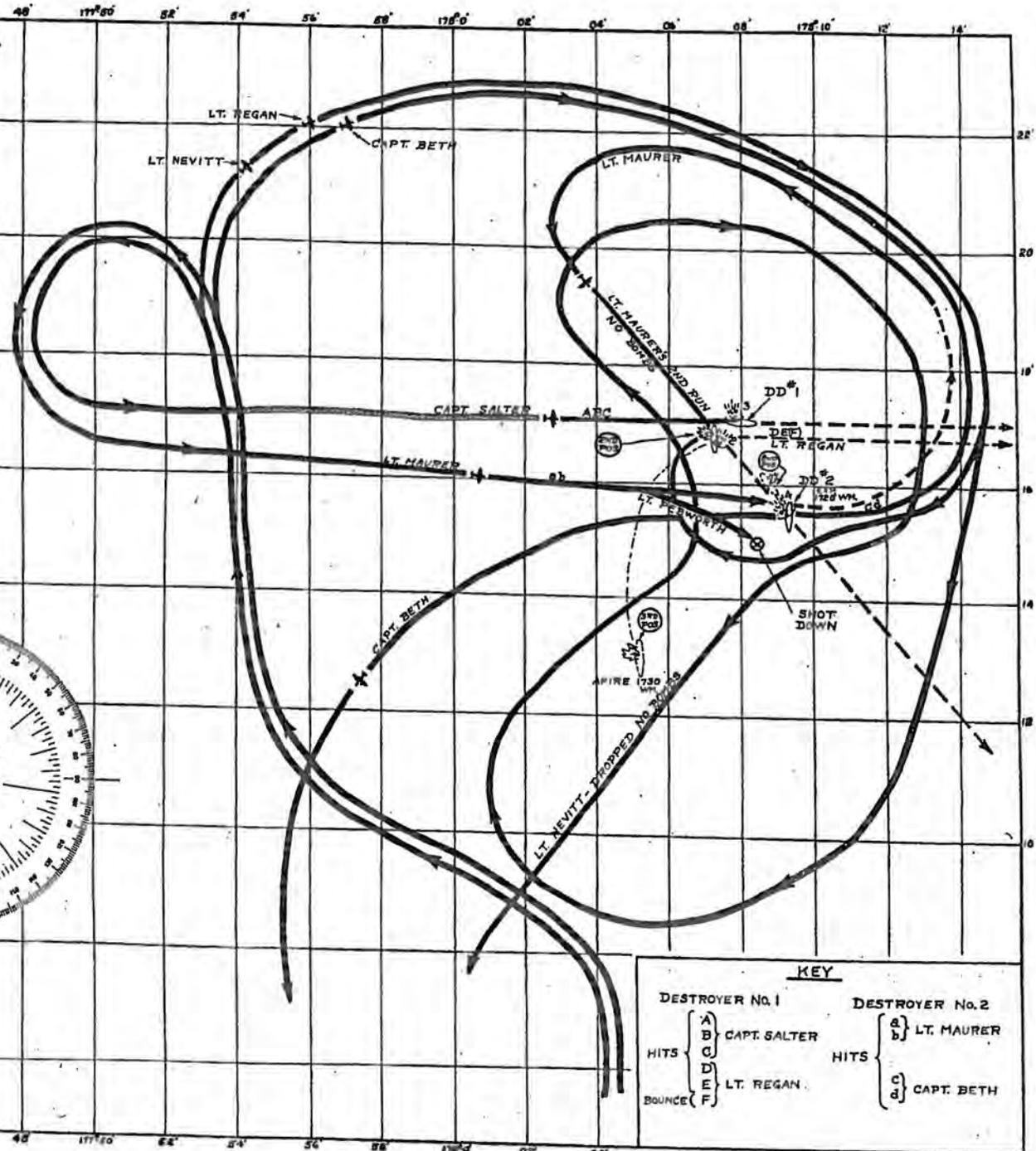
NORTHEAST OF KISKA ISLAND, ALEUTIANS

(LAT. 52°17'N. - LONG. 178°08'E.)

CONSOLIDATED FROM REPORTS OF PARTICIPATING CREWS

PREPARED BY A-2 OFFICE

11TH AIR FORCE



SIRIUS PT.



KEY

DESTROYER No. 1		DESTROYER No. 2								
HITS	A B C	}	CAPT. SALTER	HITS	a b c	}	LT. MAURER			
								D E F	}	LT. REGAN



0 1000 2000 3000 4000 5000 6000 ft

61 = 100 FEET

C	D
A	B

Reproduced by
Engineer Section, A. D. C.
July 8, 1913

CORSEVITAL
ALPINE PHOTOGRAPH ASSEMBLY
ALPINE BLANC
KISIR.

Scale 1:50,000
Photographed by U.S. Army, 1911-12

0 1000 2000 3000 4000 5000 ft

61 = 100 FEET

0 1000 2000 3000 4000 5000 ft

61 = 100 FEET

C	D
A	B

Reproduced by
Engineer Section, A. D. C.
July 8, 1913

0 1000 2000 3000 4000 5000 ft

For J.V.B. EULICK

HEADQUARTERS PROVISIONAL XI BOMBER COMMAND
Office of the Operations Officer
APO #980, c/o Postmaster
Seattle, Washington

October 16, 1942.

STATUS REPORT

8 B-24D's - in. Note: Loss: #1850 & 2365 to
Elmendorf.
5 B-17E's - in. Note: Gain: #9140, #9139 &
#1924 from Elm.
5 B-26's - in.
2 B-26's - out. NOT REPAIRABLE LOCALLY
#1556 - Broken out. Ordered
from Elm. By pilot
of plane going there.
#1385 - Battle Damage-extent
as yet unknown.
NOTE: #1387 Lost in action.

OPERATIONAL SUMMARY

Six B-26's attacked two enemy destroyers believed to be HIBIKI class twenty miles North East of Kiska at 1725 dropping twenty 300 pound 4.5 second fuse demolition bombs resulting in direct hits on both ships. At 1740 one destroyer on fire stem to stern result of continuous explosions and second ship motionless and on fire in stern result of explosion. B-26 number 1387, pilot 2nd Lt. J. Pebrorth shot down in attack, five planes returned to base at 1905. One crew member seriously injured, two others with minor injuries, minor damage to two B-26's caused by AA. Weather ship one B-17 took off 0755, landed 1352 and reported no activity Chichagof Harbor and Anchitka. One B-17, escort to two P-38's for low level pursuit bomb attack on Kiska shipping took off 1121, landed 1425, no observed results.

D. S. DURAS,
Major, Air Corps,
S-3.

[REDACTED]

HEADQUARTERS FIGHTER COMMAND
Office of the Intelligence Officer
APO # 930, c/o Postmaster
Seattle, Washington

October 16, 1942

INTELLIGENCE SUMMARY NO. 14

1. Mission: 2 P-38's carrying one 500 lb. each took off at 1120 to bomb ship in Kiska Harbor. 2P-38's to protect one B-17; photo ship took off at 1120, arrived over target at 1230, landed at 1425.
2. Weather: C.A.V.U.
3. Straffing: Straffed gun emplacements and ship deck at Kiska Harbor.
4. A.A.: Not as heavy as usual. Areas noted on map where fire was heaviest.
5. Enemy Installations: North and west of Reynard Cove about in the center of the Island -- huts seen--
6. Shipping: One large transport in Kiska Harbor with a lot of wireless or radio antenna above deck. One ship seen in Gertrudes Cove.
7. Enemy Planes: None seen in air nor on the water.
8. Damage to our Planes: Capt. Laven's plane had three bullet holes: one in engine which cut the oil line, one in leading edge of right wing between cockpit and right engine penetrating gas tank, one hit the left wing. Lt. Anderson had bullet hole through left Acceleron. No damage to Major Ashkins nor Lt. Bean's planes.
9. Equipment Failure: One engine failed because of bullet cutting oil line. Bombs were not seen to explode.
10. Damage to Enemy Installations: Two 500 lb. bombs dropped and both believed to have hit ship. Bombs not seen to explode. Camp area straffed by Major Ashkins and Lt. Bean. Deck of ship and camp area straffed by Capt. Laven and Lt. Andersen.

Note: Map attached showing routes in and out. Approach was good.
Enemy taken by surprise.

A.A. locations noted.

Ships in Kiska Harbor and Gertrudes Cove noted.

Floyd C. Treat
FLOYD C. TREAT
Capt., Air Corps,
S-2

CONFIDENTIAL

HEADQUARTERS PROVISIONAL XI BOMBER COMMAND
Office of the Intelligence Officer
APO #980, c/o Postmaster
Seattle, Washington

Note corrected
October 16, 1942.

INTELLIGENCE SUMMARY NO. 25.

Mission of 6 B-26's took off at 1457 for attack on 2 enemy destroyers which had been reported by Navy, position at 1230, 51° 23' N, 175° 45' E, course 80° speed 25 knots, apparently headed for Kiska. Following search of area to 45 miles south of Kiska, ships were sighted approximately 20 miles NE of Kiska, position 52° 17' N, 178° 08' E, course south, one with cargo full length of deck, one with cargo forward. DD's identified after attack by Navy as probably Hibiki or Shigure class; by pilots as probably Hibiki.

Weather: Overcast 1000 feet, rain squalls south of Kiska and NE of target.

Execution of Mission: "B" flight of 4 planes (one did not attack due to engine trouble) attacked first from the southwest. "A" flight of 3 planes circled target in clockwise movement and made delayed attack from the northeast. All approaches were made at deck level, pulling up and over ship as bombs were released. Twenty 300 pound demolition 4 second delay bombs were released on the two ships, scoring five hits on #1 DD and four on #2. A series of explosions were seen on #1 DD accompanied by smoke and fire from bow to stern. Ship continued to circle in area of attack. Ship's personnel seen strung out for great distance in water. Explosion seen in stern section of #2 DD accompanied by grey smoke. Hole was seen in stern. Ship lost motion entirely.

B-26, #1387 (Lieutenant Peabworth) was seen shot down in approaching and when close to #2 DD.

Anti-Aircraft: Enemy ships opened fire at five miles range. Range and altitude good, deflection poor. Simultaneous bursts of three or four shells at approximately 5 second intervals were noted. Bursts were trailing.

Five planes returned to base at 1905.

Mission of 1 B-17 took off at 1121 to escort 4 P-38's on low level bombing attack of Pursuits on cargo ship in Kiska Harbor. Target area was reached at 1240. Weather-overcast: 5000 feet scattered clouds 3000 feet. Attack was not observed from position outside Kiska Harbor at 5500 feet altitude. Oblique photos taken of harbor and of cargo ship in Gertrude Cove. Ship was not burning - appeared to be low in stern. No AA fire received. Plane returned to base at 1425

CONFIDENTIAL

Weather Mission: One B-17 took off at 0755. Weather at Kiska reported 0935, ceiling 3500, broken, visibility unlimited. No activity observed in reconnaissance of Chichagoff harbor and South Shore of Amchitka.

No bombs dropped on Attu buildings due to low ceiling over Chichagoff Harbor.

Plans returned to base at 1352.



KENNETH B. SPEAR,
Capt., Air Corps,
Actg. S-2.

DISTRIBUTION:

2 copies - A-2, 11th A.F.
1 copy - S-2 Post.
1 copy - S-2 Fighter.
1 copy - S-2 Base.
1 copy - File.

CORRECTION TO INTELLIGENCE SUMMARY NO. 25, OCT. 17.

Lt. Nevitt's B-26, which did not take part in DD attack was in "A" Flight, not "B" Flight as described. Composition of mission: "A" Flight; Capt. W. A. Beth, Lt. J. L. Regan, Lt. R. R. Nevitt; "B" Flight, Capt. R. D. Salter, Lt. R. L. Maurer, Lt. J. Pebworth.

Kenneth B. Spear
KENNETH B. SPEAR, *by ecB-*
Capt., Air Corps,
Actg. S-2.

DISTRIBUTION:

2 copies - A-2, 11th A.F.
1 copy - S-2, B.C. Elm.
1 copy - S-2, Base.
1 copy - S-2, Fighter.
1 copy - S-2, Post.
1 copy - File.