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JAN 1945

THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H) AAF
Office of the Commanding Officer
APO 321

HJP/cab

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13 OCT 1982

DESIGNATION SHEET
JANUARY 1945

FAR EAST AIR FORCES (P)

FIFTH AIR FORCE

V BOMBER COMMAND

NINETEENTH BOMBARDMENT GROUP (H)

THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H)

AREA: SOUTHWEST PACIFIC

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THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H) AAF
Office of the Commanding Officer
APO 321

SQUADRON HISTORY

JANUARY 1945

SQUADRON COMMANDER	CAPTAIN MILTON J. PORTER
SQUADRON EXECUTIVE	CAPTAIN MYRON D. KNIGHT
SQUADRON ADJUTANT	CAPTAIN HARRY J. KASIK

S E C R E T

THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H) AAF
Office of the Commanding Officer
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HISTORY JANUARY 1945
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NARRATIVE

JANUARY 1945

Early in January rumors became realities and on January 12th the squadron's advance echelon departed for Mindoro Island in the Philippines.

Headed by Captain Evans, the advance unit was grounded at Peleliu Island in the Palaus by bad weather and did not arrive at Mindoro until January 14. A temporary camp was quickly thrown up on the site of the burned village of Pandukan, destroyed during Japanese occupation.

During the first week at their new home, men of the advance echelon experienced three minor air raids but bombs were dropped several miles from the camp.

The acute shortage of material for mess halls and other building was somewhat relieved by the helpfulness of the Filipino people. Used as K.P.'s and other work around camp. Filipino men and boys proved highly cooperative and intelligent. Filipino women do G.I. laundry in running streams and their work is highly praised by squadron personnel.

Officially the squadron's permanent stationing was not changed from Biak to Mindoro until January 29.

Much of the credit for an efficient move goes to Captain Evans and his advanced echelon which included Captain Kasik, adjutant; Staff Sergeant Phipps, acting first sergeant; Second Lieutenant Kondzielaski, detail officer; Master Sergeant Mitchell, detail sergeant; Private First Class Sibert, acting supply sergeant.

After setting up and getting all ready for operations communications section was asked to take their equipment and move elsewhere. That in itself was not unusual but when they were asked to shift shop and equipment for the third time, in order to oblige a newly arrived bomb group, they began to wonder whether or not they might be

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NARRATIVE (CONTINUED)

JANUAR: 1945

considered a mobile unit. However, all, or most of the exigencies have been overcome and they are at the present running on schedule.

Equipment is holding up well and operating efficiently under the present conditions with the exception of the SCR 522, they have encountered a little trouble when the relays began to pick up some of the dust which is prevalent at all time. However, a shot of compressed air cleans them out well and solves the problem.

Section members have a IE-65A test set for the SCR 274-N but are unable to secure the adapter, M-418, which would be invaluable in testing the VT-118 radio tube.

In the month of January, the radar section was busy with general maintenance on Loran, IFF, and altimeter equipment. With the addition of three H2X ships to the squadron, it was necessary to send men to APO 705 for instructions in blind bombing and altimeter equipment. Three radar men were sent on T.D. along with three H2X planes, to the Philippines. These ships operated with the 22nd and 43rd Bomb Groups, while the 90th was making its move to the new area. The problem of moving and adapting to the varied changes, kept the radar section busy for the last portion of the month.

The power maintenance and the telephone linemen were especially busy stringing lines and getting into operation. There is an acute shortage on power generators, since power must be maintained for the rear, as well as the advanced echelon. Forced to ship equipment by two separate channels, water and air, has increased shortage of power units. Everything in the telephone and power supply section is operating on a very brief and temporary set-up. Under this set-up, the section is being pushed in order to provide a reasonable amount of power and service.

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NARRATIVE (CONTINUED)

JANUARY 1945

The paper work goes on as usual no hits, no runs, no errors. But the teletype section is nursing headaches due to the fact that power supply is very limited and very irregular.

The month was highlighted by the move from Biak to Mindoro, P. I. for the Medical department as well as the rest of the group. The dispensary was torn down around the 5th and a makeshift 2-man wall tent was put up for minor cases.

On the 10 Jan. the two-man advanced echelon left Biak. They were Sgt. Casso and Cpl. Trubiro. It took them 4 days to arrive at our new area by C-46 being held up at Palau Island because of weather.

The next to leave were Sgt. Bradford, Cpl. Summers, Cpl. Strong and Pfc Ewanyk, arriving at Mindoro on 25 January.

Sgt. Bigelow, and Capt. Lore left Biak on 29 January by B-24 and made the trip in seven and a half hours straight through.

Sgt. Neville followed on the 31. Pfc Jones riding our supply boat, was still on the high seas at the close of the month.

The dispensary was makeshift for the time being and was set up in a pyramidal tent and subject to the high winds, dirt and sand that seem to plague the new location.

Nothing out of the ordinary happened in the line of sickness or accidents. It was another light month for hospital patients only 15 being sent. There was no battle casualties for the month giving a clean slate on that score.

At present everything is pointing toward a much better dispensary and cleaner medical facilities before February expires.

In the transportation section January found changes from the usual routine as extensive moving work was pushed. As to personnel of the section Cpl. Spencer

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NARRATIVE (CONTINUED)

JANUARY 1945

transferred from transportation. Transportation loses a mechanic and Sgt. Fenton the carpenter, gains a helper. The boys of Transportation had quite a bit of experience with and airborne two and a half ton truck, and weapons carrier. After practically dismantling it, bolting a Dolly under the frame in back of the cab, it was found necessary to deflate the front tires to squeeze it into the C-47. Then it took a lot of bouncing and sliding by brute force to work it thru the door. A second C-47 was necessary for the rear section. Then after unloading and transferring both sections to three different C-47's, the front section finally arrived at Mindoro but for various reasons the rear did not arrive for about a week. As a result of this the section used the 400th rear section as their front section hadn't arrived. A lot of bolts were missing as neither squadron had put the bolts and small parts in the same C-47's. On arrival the front wheel drive shaft on the weapons carrier was lost and it was almost an impossibility to get another one. The sandy soil here is proving very hard on vehicles, as they are getting stuck continually, and must be driven a large part of the time in low gear, and quite often in low range. The sand blowing thru the air almost all the time is hard on vehicles that are being repaired, as it is hard to keep exposed parts clean of sand.

Transportation was a very serious problem during the month, as our squadron was limited to the one airborne G.M.C. weapons carrier and a few jeeps. As the Group flew very frequent missions, crews were hauled to the line on everything that would roll, including Bomb Service Trucks and Bomb Trailers. There was also quite a bit of foot work necessary. It was believed that the water echelon would not stop here but go on to the next base and as a result, Transportation did not go on ahead

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NARRATIVE (CONTINUED)

JANUARY 1945

building a repair shop. As for rumors Sgt. Dunn and S/Sgt. McLeod are sweating out rotation. Dunn started in throwing away a deck of cards one card per day. We are curious as to how many decks he will get rid of before leaving.

On the brighter side such things have occurred: Opl Zollers falling from the water tank at Biak, and did not break his neck. Pfc Frick established a new procedure when an alert was sounded. He cleared his cot at one jump and made a wild grab for his helmet which was in the bottom of an A-3 bag. Failing to get his hand on it he grabbed up bag and all and took off for the parts unknown. All the boys in Transportation have sampled the Filipino drink called "Tuba". As a result, most of us suffered of cramps in the stomach of more or less intensity. Of course it could have been the chow which we were eating at 320th mess.

All activities of the Chemical Warfare section consisted of packing equipment and getting every thing ready to move by boat. During the second week of the month, the building housing the supplies was torn down, marked and bundled up ready to go. All was stored under tarpaulin and a few days later it was loaded on the boat.

Since a number of new crews came in during the last of December and January, it was necessary to draw four dozen new mask so all personnel could be equiped before moving to the forward area. A hundred and ten new masks were issued.

Just a few days before all equipment was packed, a memorandum was received stating that from this time on it was the responsibility of the Air Force Q.M. to keep the protective clothing for all outfits under their command and that all organizations were to turn theirs in. This was complied with and therefore reduced the bulk of the C.W.S. supplies by about one half.

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NARRATIVE (CONTINUED)

JANUARY 1945

No time was allowed during the month for training due to all of the extra work involved in the moving process.

The month of January saw a rapid increase of combat crews in the squadron. During the month of January the squadron received enough new crews to almost double the number assigned during previous months of combat.

This includes two different types of crews, First, have the old type crew which the squadron has always been accustomed to, with four officers and six enlisted men forming the crew. Secondly, for the first time since the squadron has been in combat it has received crews composed of five officers and five enlisted men. This type crew is very unusual so far as the Squadron is concerned; due to the fact that the crew carries two bombardier. The regular bombardier who was trained with the Norton Bomb Sight exclusively, and a Radar Bombardier who was trained with the new H2X equipment which was first introduced to the squadron in January.

Due to the increase of crews in January it was necessary to speed the training program up to a higher tempo. As the new crews came into the squadron they first went through a ground training program which consisted of lectures given by the various department heads. Lectures were given by the Squadron Flight Surgeon on first aid in case of an emergency, by the Engineering Officer on fuel transfer and aircraft maintenance, by the Rescue Officer on emergency procedure which consisted of crash landings and ditching, etc.

Upon completion of ground training they were then given local flights around the area to familiarize themselves with the local terrain. The flights also consisted of combat formation flying, practice bombing and night take offs and landings. This

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NARRATIVE (CONTINUED)

JANUAR: 1945

training program was under the supervision and guidance of the Squadron Operations Officer.

After the Operations Officer felt that the new crews had received sufficient training and had proven satisfactory for combat they were then given their first combat mission. Since their first combat mission most of the crews have shown a devoted interest in their work and it is felt through-out the Squadron that they will up-hold the excellent record of the organization.

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OPERATIONAL NARRATIVE

JANUARY 1945

The month of January due to the impending move was necessarily a slight one for operational activity. A total of nine strike missions were flown and three courier missions. These flights involved forty three planes, all of which completed their respective missions.

Eight strike missions were flown against enemy air fields and storage areas in the Davao area. Sassa, Matina, Licanan, and Padada were bombed with excellent results. Ack Ack fire was encountered upon five missions from positions near Licanan and Matina airfields and positions in the vicinity of Davao town. One plane was holed with minor damage and nil injury to personnel.

A change of station was effected 29 January, 1945 from Mokmer Drome, Biak Island to McGuire Drome, Mindoro Island. On the 31 January, 1945, a strike was flown against Haido airdrome on Formosa. Excellent results were attained with five enemy planes destroyed or damaged. Enemy Ack Ack fire damaged one plane and one crew member suffered superficial wounds about the face. Nil enemy fighter opposition was encountered during the month.

This move brought the squadron within striking distance of Formosa and the China coast. Additional aid could also be given friendly forces on ground support targets.

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PERSONNEL STATISTICS

JANUARY 1945

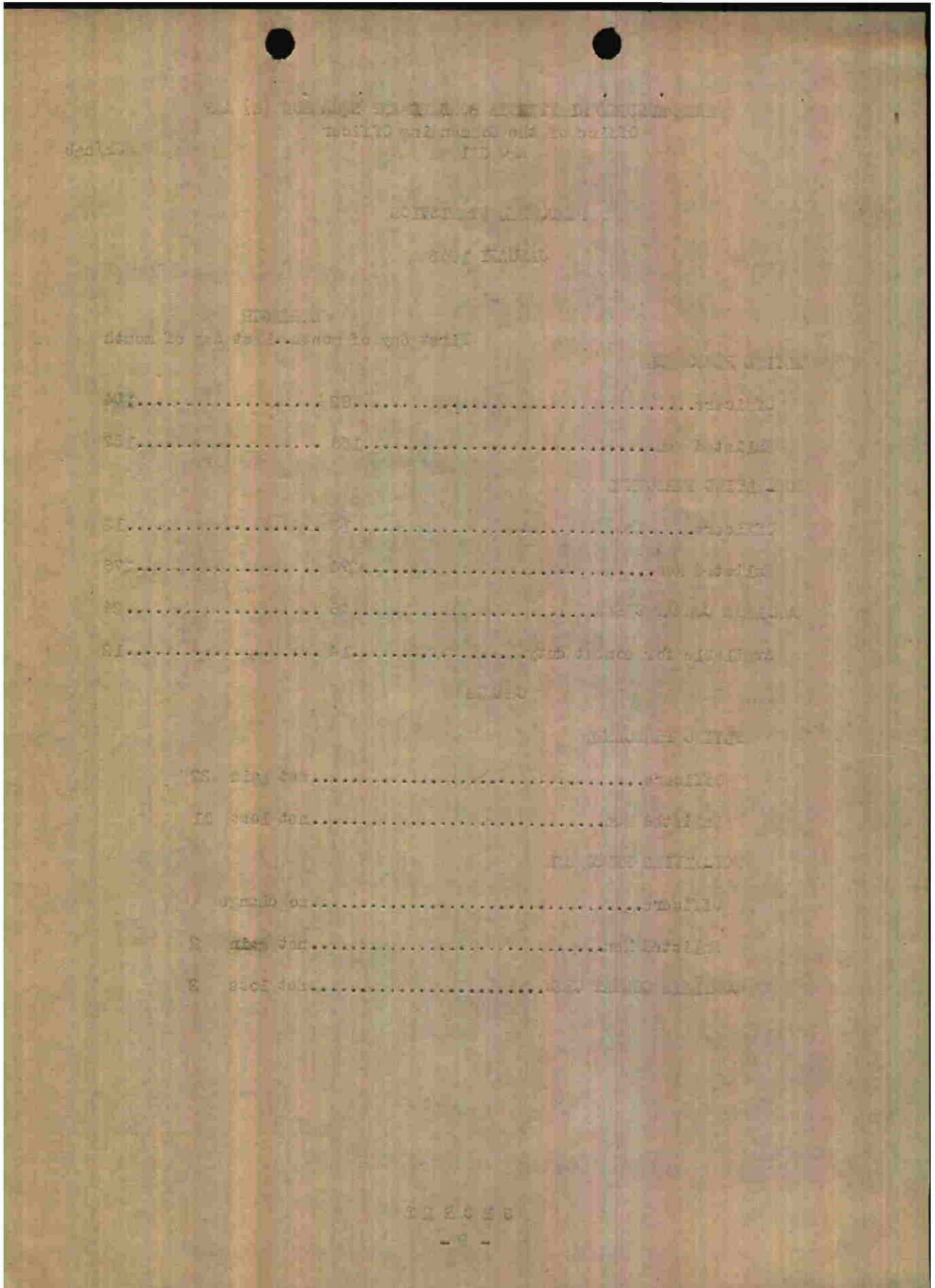
	STRENGTH	
	First day of month.	Last day of month
FLYING PERSONNEL		
Officers.....	82	104
Enlisted Men.....	168	157
NON-FLYING PERSONNEL		
Officers.....	13	13
Enlisted Men.....	274	276
COMPLETE COMBAT CREWS.....	26	24
Available for combat duty.....	14	12

CHANGE

FLYING PERSONNEL	
Officers.....	net gain 22
Enlisted Men.....	net loss 11
NON-FLYING PERSONNEL	
Officers.....	no change
Enlisted Men.....	net gain 2
COMPLETE COMBAT CREW.....	net loss 2

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THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H) AAF
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AIRCRAFT STATISTICS

JANUARY 1945

TYPE	ON HAND	
	First day of month.	Last day of month
B-24J	12	10
Ready for combat.....	9	9
B-24L	1	1
Ready for combat.....	1	1
B-24L2	2	2
Ready for combat.....	1	2

OPERATIONAL AND COMBAT LOSSES

B-24J, 44-40727 Transferred to 344 Service Squadron, 16th day.
 Total time date of transfer 751.25 hours

B-24J, 44-40431 Transferred to 479th Service Squadron, 28th day.
 Total time date of transfer 576.50 hours

B-24L2, 44-49484 Transferred to 344th Service Squadron, 5th day.
 Total time date of transfer 108.35 hours

GAINS

B-24L2, 44-49431 from Depot # 3, 10th day.

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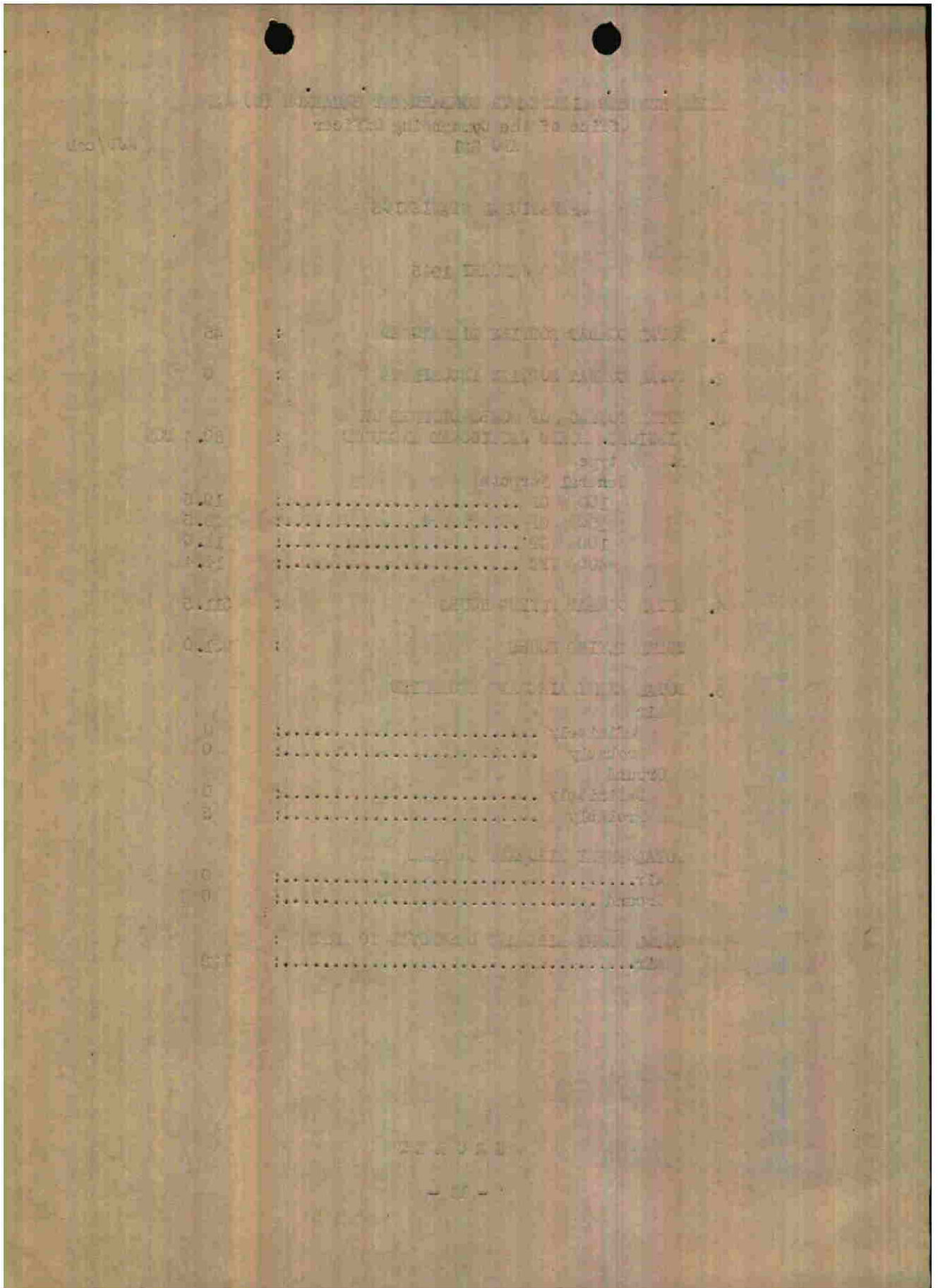
OPERATIONAL STATISTICS

JANUARY 1945

1.	TOTAL COMBAT SORTIES DISPATCHED	:	45
2.	TOTAL COMBAT SORTIES INCOMPLETE	:	0
3.	TOTAL TONNAGE OF BOMBS DROPPED ON MISSIONS. BOMBS JETTISONED EXCLUDED	:	80.4 TON
	a. By type		
	General Purpose		
	100# GP	:	19.5
	250# GP	:	28.5
	100# GP	:	18.0
	400# FFC	:	14.4
4.	TOTAL COMBAT FLYING HOURS	:	511.5
	TOTAL FLYING HOURS	:	951.0
5.	TOTAL ENEMY AIRCRAFT DESTROYED		
	Air		
	Definitely	:	0
	Probably	:	0
	Ground		
	Definitely	:	0
	Probably	:	5
	TOTAL ENEMY AIRCRAFT DAMAGED		
	Air.....	:	0
	Ground	:	0
	TOTAL ENEMY AIRCRAFT DESTROYED TO DATE	:	
	Air.....	:	122

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THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H) AAF
 Office of the Commanding Officer
 APO 32L

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OPERATIONAL STATISTICS (CONTINUED)

JANUARY 1945

- 6. LEADING GUNNER
 None
- 7. AMMUNITION EXPENDED (ON MISSIONS)
 - a. By size
 - .30 Calibre: 0
 - .50 Calibre: 0
- 8. GASOLINE CONSUMED Gallons : 181,663
 OIL CONSUMED Gallons : 1,807
- 9. BASE : Mindoro, P.I.
 Take-off point McGuire Strip

(Permanent change of stations from Bisk Island to Mindoro Island, Philippines, 29 January, 1945)

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PERSONALITIES

JANUARY 1945

Selected as January's "personality of the month" is Commanding Officer Captain Milton J. Porter, flying leader of Asterperious.



MILTON J. PORTER

Photo By PIR Sec. 90th Bomb GP(H)
when a new squadron C.O. was required by the 319th, colorful, capable Captain Porter should be chosen.

He brings to the squadron the Distinguished Flying Cross, the Air Medal with

In June, 1943 after completing his combat quota with the 400th squadron, he returned to the States to attend staff school and serve as an instructor.

He returned to the Southwest Pacific and the Jolly Rogers on September 19, 1944, and was assigned to the 320th squadron.

With that squadron he continued to add to an already impressive list of aerial achievements. As pilot and flight leader he took his men on some of their roughest combat missions....and brought them back.

And so it was inevitable that

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PERSONALITIES
(CONTINUED)
JANUARY 1945

Oak Leaf Clusters and one of the best combat records in the SWPA, backed up by training received at Staff School, Fort Leavenworth, Ga. In return he leads the best combat units of the 90th Bomb Group.

Major Porter's wife, Mrs. Doris Mae Porter, and daughter reside at his hometown, Mitchell, Indiana.

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Office of the Commanding Officer
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EXHIBIT A

JANUARY 1945

SUBJECT: Narrative Mission Report 31-A-5.

TO : Commanding General, Far East Air Forces, APO 925.

1. On 31 January 1945, the 319th Bomb Squadron (H) was directed to maintain six B-24's as part of the strike force of the 90th Bomb Group (H) in a strike against targets in Formosa. Airplanes on Okayama airfield were designated as the primary target and airplanes on Heito airfield were designated as the secondary target. The following crews participated in the mission: Lt. Heitmeyer M-332; Lt. Brown M-344; Capt. Swindle M-314; Lt. Van Arsdale M-341; Lt. Fay M-400; Lt. Cooper M-222.

2. The planes took off from base at 0559/I, assembled with the Group at Cape Bojeador, and established rendezvous with P-38 fighter cover at the southern tip of Formosa. The formation then flew to the primary target but finding it obscured by a solid undercast they flew to the secondary target. At 1054/I from an altitude of 12,300 feet six B-24's from this Squadron dropped 72 x 500 lb. frag clusters on revetment area southwest of Heito North airfield on a heading of 170 degrees from a diamond formation. Crews reported several bombs falling short of the target in a river with the remaining bombs hitting the revetment area starting three fires with black smoke identified as burning airplanes. Photographs of the bombing show 75% of the bombs falling in the revetment area destroying or damaging five airplanes. The planes returned to base at 1545/I.

3. There was no interception. Intense, heavy, accurate as to altitude, tracking A/A fire was encountered from Okayama through 10/10 undercast. Intense, heavy, accurate A/A from unidentified positions at Heito holing one plane and wounding one crew member. Slight, heavy, inaccurate A/A from ships in Takao Harbor.

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EXHIBIT A (CONTINUED)

JANUARY 1945

4. Over the target six twin engine planes were seen on the south side of Heito North airfield and twelve unidentified planes in the revetment area at the southwest end of the field. At 0814/I from 8000 feet, one Sugar Charlie and thirty nine small boats, possibly luggers, were observed in the river near Vigan. At 0835/I from 8000 feet, twenty small assault or fishing boats were seen near Salomague. At 1035/I from 12,000 feet nine ships, three DD's and six unidentified, were seen in Takao Harbor. At 1430/I from 12,000 feet a large column of black smoke was seen in the middle of Manila Harbor.

5. Over the primary target there was an undercast of strato cumulus with tops at 6000 feet. Over the secondary target there was 2/10 cumulus, base 3000 feet, tops 5000 feet. Along the route there was undercast strato cumulus with tops at 8000 feet from Luzon to Formosa and along the west coast of Formosa becoming broken on return. Along remainder of the route there was scattered cumulus at 5000 feet and scattered alto stratus at 15,000 feet.

Benjamin E. Ely
BERNARD E. ELY,
Captain, Air Corps,
Intelligence Officer.

TRUE COPY:

SECRET

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THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H) AAF
Office of the Commanding Officer
APO 321

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EXHIBIT B

JANUARY 1945

SECRET
90TH BOMB GP
APO 321
30 JANUARY '45

FO 794

MAPS: AS REQUIRED

1. A. (1)

(2)

B. (1)

(2) 308TH BOMB WING WILL PROVIDE 32 P-38'S AS FIFER COVER AND 16 P-38'S TO CONDUCT FIFER SWEEP

2. THIS GP WILL ON 31 JANUARY '45, CONDUCT STRIKE W/24 B-24'S W/C AND 2 SPARES WO/C.

MISSION NO. 31/A/5

TARGET: OKAYAMA AIRPLANES (ELEVATION 74')

SECONDARY TARGET: HBITO AIRPLANES (ELEVATION 300')

TAXI OUT SEQUENCE: 321 - 400 - 319 - 320

GP BRIEFING: 0445/I

TAKE-OFF: 0545/I

GP RENDEZVOUS: CAPE BOJEADOR

ALT OF ASSEMBLY: 9000'

TIME OF DEPARTURE FROM RENDEZVOUS: 0915/I

FORMATION TO TARGET: GP DIAMOND

RENDEZVOUS WITH FITERS: SOUTH TIP OF FORMOSA

ALT OF RENDEZVOUS WITH FITERS: 11,000'

TIME OF DEPARTURE FROM FIFER RENDEZVOUS: 1030/I

ROUTE TO TARGET: DIRECT

TOT: 1050/I

ALT OF ATK: PRI & SEC - 321 - 12,600'

400 - 12,900'

319 - 12,300'

320 - 12,000'

METHOD OF ATK: PRI: SW - NE BREAK RIGHT.

SEC: NW - SE BREAK LEFT

ALL TARGETS WILL BE BOMBED IN 6 SHIP DIAMOND.

BOMB INTERVAL: PRI: 150' ALL SQ'S

SEC: 125'

3. A. THE 319 BOMB SQ WILL:

(1) MAINTAIN 6 B-24'S W/C AS PART OF STRIKE FORCE

B. THE 320 BOMB SQ WILL:

(1) MAINTAIN 6 B-24'S W/C AS PART OF STRIKE FORCE

(2) MAINTAIN 1 B-24 WO/C AS SPARE

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THREE HUNDRED NINETEENTH BOMBARDMENT SQUADRON (H) AAF
Office of the Commanding Officer
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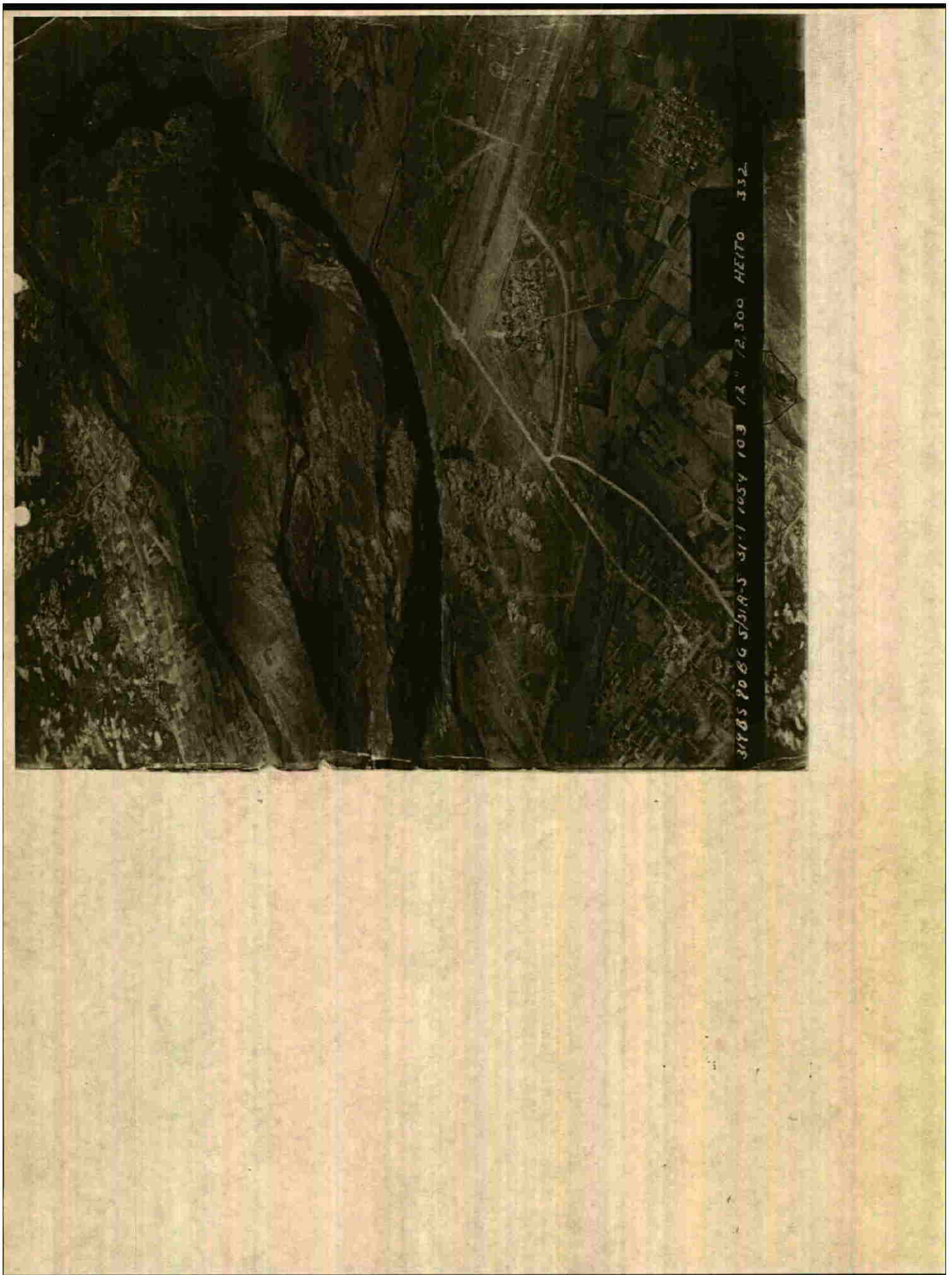
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EXHIBIT B
(CONTINUED)
JANUARY 1945

- C. THE 321 BOMB SQ WILL:
- (1) MAINTAIN 6 B-24'S W/C AS PART OF STRIKE FORCE
 - (2) MAINTAIN 1 B-24 WO/C AS SPARE
- D. THE 400 BOMB SQ WILL:
- (1) MAINTAIN 6 B-24'S W/C AS PART OF STRIKE FORCE.
- X. (1) LOADINGS:
- (A) BOMBS: 12 x 500# FRAG CLUSTERS.
 - (B) AMMUNITION: 300 RND'S PER GUN
 - (C) FUEL: 2750 GALS.
- (2) CALL WORDS: 90TH - HENCHMAN 1, 2, 3, 4.
P-38'S COVER: "SCATTER" & "FATIGUE"
 - (3) IF CHALLENGED BY SURFACE VESSELS IN SUBIC BAY AREA, CONTACT "WABASH" ON CHANNEL "B".
 - (4) CHANNEL "B" WILL BE USED FOR INTERPLANE COMMUNICATION
 - (5) 321 ST SQ WILL HAVE AN OFFICER IN TOWER DURING T/O AND LANDING.
 - (6) EXTREME CAUTION WILL BE TAKEN WHILE TAKING.
 - (7) 2 CAMERAS PER SQ.
 - (8) IF LANDING AT MANGALDIN NECESSARY, TAKE ON MINIMUM FUEL LOAD
 - (9) RADIO SILENCE EXCEPT IN EMERGENCY
 - (10) LAND AT CAMIMA WITH 200 GALS OF FUEL
 - (11) RESCUE: PLAYMATE 6 ORBIT AMBIL ISLAND FROM 0930/I TO 1330/I.
PLAYMATE 7 ORBITS NORTH ISLAND 1200/I TO 1300/I.
ABOVE CATALINAS CAN BE CONTACTED BY VOICE ONLY

THIS COPY: *Benjamin E Elzey*
BENJAMIN E ELZEY
Capt., Air Corps.

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JANUARY 1945

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OPERATIONAL STATISTICS, W.D., A.A.F., FORM 34

AIRCRAFT STATISTICS, RAF FORM 110, 111

NARRATIVE, DIARY

OPERATIONAL NARRATIVE, NARRATIVE MISSION REPORTS

PERSONALITIES, INTERVIEW

EXHIBIT A, NARRATIVE MISSION REPORT 31-A-5

EXHIBIT B, FIELD ORDER 794, TRUE COPY

PHOTOGRAPHS, SQUADRON PHOTOGRAPHERS DEVELOPED AND
PRINTED BY 90TH BOMB GP. LAB, PERTINENT INFORMATION
ON PHOTO.

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