

Place	Date	Summary of Events	References to Appendices
NADZAB	16/APR	1330K 1 A/C A29-453 piloted by F/SGT BAILEY took off for CAPE GLOUCESTER. 1635K 1 A/C A29-433 piloted by S/L LINDEMAN took off for CAPE GLOUCESTER.	
CAPE GLOUCESTER	17/APR	Nil activity	
CAPE GLOUCESTER	18/APR	0700K)- 2 A/C piloted by F/SG BAILEY and F/SGT MULHOLLAND provided cover for P/T. 1100K) boats between TALASEA and CAPE GLOUCESTER.	
CAPE GLOUCESTER	19/APR	0830K 10 A/C piloted by S/L KINNAMONT (Leader), F/SGT PALMER, O'RILEY and CROTHERS, F/O MORRISON, P/O BALLOCH, F/SGT MCKINLAY, GUSTER and MOGG and F/O ROBERTSON took off and covered	
SAIDOR		convoy in BISMARCK SEA. 1300K 10 A/C piloted by S/L KINNAMONT, F/SGT PALMER, O'RILEY, CROTHERS, F/O MORRISON, P/O BALLOCH, F/SGT MCKINLAY, GUSTER, MOGG and F/O ROBERTSON landed after completion of	
SAIDOR	20/APR	convoy cover. They were unable to return to CAPE GLOUCESTER due to bad weather. 1200K 10 A/C piloted by S/L KINNAMONT (Leader) F/SGT PALMER, O'RILEY, CROTHERS, F/O MORRISON, P/O BALLOCH, F/SGT MCKINLAY, GUSTER, MOGG and F/O ROBERTSON took off for CAPE	
CAPE GLOUCESTER		GLOUCESTER. 1300K 10 A/C piloted by S/L KINNAMONT, F/SGT PALMER, O'RILEY, CROTHERS, F/O MORRISON P/O BALLOCH, F/SGT MCKINLAY, GUSTER, MOGG and F/O ROBERTSON landed from SAIDOR.	
	21/APR	Nil activity.	
	22/APR	Nil activity.	
	23/APR	Nil activity.	
	24/APR	Nil activity.	
	25/APR	Nil activity.	
CAPE GLOUCESTER	26/APR	0900K) 13 A/C piloted by S/L KINNAMONT (Leader) F/SGT PALMER, COOK, O'DONNELL, CROTHERS 1040K) HAY, FRANZI, P/O BALLOCH, F/SGT DAWSON, P/O DUDLEY, F/SGT O'RILEY, F/O ROBERTSON and F/L BOUCAUT took off and returned to CAPE GLOUCESTER. The intention of the mission was to fly to TADJI but bad forced their return.	
	27/APR	Nil activity.	
	28/APR	Nil activity.	
CAPE GLOUCESTER	29/APR	1015K)- 11 A/C piloted by S/L LINDEMAN (Leader) F/SGT BARRATT, MOGG, WILLIAMS, BOWLY, 1115K) MULHOLLAND, MCKINLAY, P/O DUDLEY, F/SGT BAILEY, F/L BOUCAUT and F/O MORRISON carried out practise attacks.	
	30/APR	Nil activity	

OPERATIONS RECORD BOOK

R.A.A.F. Form A.50
(Feb., '33)

of (Unit or Formation) No. 75 (I/F) Squadron

No. of Sheet 98 190

Place	Date	Summary of Events		References to Appendices
	1944 30/APR	<u>ESTABLISHMENT</u>	<u>STRENGTH</u>	
		<u>A. PRIME MOVERS</u>	<u>A. PRIME MOVERS</u>	
		Cars Command 2.	Cars Command 2.	
		Ambulances 2.	Ambulances 2.	
		Trucks, Heavy, Fire 1.	Trucks, Heavy, Fire -	
		" " Genl. Service 3.	" " Genl. Serv. 4.	
		" " Tank Refuel. 8.	" " Tank Refuel 3.	
		" " Tipping 1.	" " Tipping -	
		" " Water 2.	" " Water 1.	
		" Light, Genl/Service 3.	" Light, Genl. Serv. -	
		Weapon Carriers 4.	Weapon Carriers -	
		Trucks, Light, Water -	Trucks, Light, Water 2.	
		<u>B. PRIME MOVERS</u>	<u>B. PRIME MOVERS</u>	
		Jeeps 6.	Jeeps 6.	
		Trucks, Heavy, Store 1.	Trucks, Heavy, Store 1.	
		Trucks, Light, W/T. 3.	Trucks, Light, W/T. -	
		Tractors 4 wheel 4.	Tractors 4 wheel -	
		Tractors 4 wheel Serv/Tow 2.	Tractors 4 wheel Serv/T 2	
		<u>C. TRAILERS</u>	<u>C. TRAILERS</u>	
		Jeeps 4.	Jeeps 4.	
		4 wheel kitchen 1.	4 wheel kitchen 1.	
		<u>D. MOTOR CYCLES</u>	<u>D. MOTOR CYCLES</u>	
		Solo 3.	Solo 4.	
		Combination 1.	Combination -	
		TOTAL 51	TOTAL 32	

Place	Date	Summary of Events	References to Appendices																
	30/APR	<table border="0"> <tr> <td colspan="2"><u>ESTABLISHMENT</u></td> <td colspan="2"><u>STRENGTH</u></td> </tr> <tr> <td>Officers</td> <td>25</td> <td>Officers</td> <td>20</td> </tr> <tr> <td>Airmen</td> <td>285</td> <td>Airmen</td> <td>302</td> </tr> <tr> <td>TOTAL</td> <td>308</td> <td>TOTAL</td> <td>322</td> </tr> </table>	<u>ESTABLISHMENT</u>		<u>STRENGTH</u>		Officers	25	Officers	20	Airmen	285	Airmen	302	TOTAL	308	TOTAL	322	
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		<p style="text-align: center;"><i>[Signature]</i> for Squadron Leader, Commanding No.75 Squadron, R.A.A.F.</p>																	
		<p style="text-align: center;"><u>SUMMARY</u></p> <p>The month of April has been a memorable one for the Squadron. Word was received that ground staff members were to participate and be actively engaged in the landing at AITAPI with a large American invasion force on D plus 1. Defence training of all personnel was the first consideration, this was carried out with great determination by all members and it was realised that the job which the Squadron was detailed to do was of major importance and the second occasion the R.A.A.F. had participated in an invasion landing and the first this Squadron was engaged in. The Squadron moved by L.S.T. from CAPE GLOUCESTER on the 17th April and reached FINSCHAFEN at approximately 0730 on Tuesday 18th where we linked up with the main invasion force.</p> <p>We reached our objective AITAPI in the early hours of Sunday morning April 22nd. The advance party, consisting of specially trained ground staff personnel immediately proceeded to TADJI Air Strip on landing from the L.S.T., R.A.A.F. Works Squadrons were already in possession of TADJI Air Strip having landed the previous day and the construction of the Strip was well under way. A temporary Camp Site was selected on the Strip where the advance party of the Squadron dug in and established a perimeter defence. The remainder of the Squadron camped at the beach-head and regular working parties assisted throughout the day and night in laying metal strip on the runway until the strip was completed. Members of the advance party remained on the Strip forming part of the defence of the Air Strip. A permanent Camp Site was established approximately 4 miles from the Strip and the Squadron was soon settled in. Members of the Squadron were congratulated by the C.O. for the manner in which they carried out their duties during and after the landing. The moral of personnel was extremely high and the discipline good.</p>																	

OPERATIONS RECORD BOOK

R.A.A.F. Form A.50
(Feb., '33)

of (Unit or Formation) No. 75 SQUADRON, R.A.A.F.

No. of Sheet 99 191

Place	Date	Summary of Events	References to Appendices
	1944 <i>May</i>	<p>During the month of MAY, 1944, this Squadron flew over 4000 hours of which the majority were operational. 341 Operational Sorties were directed against the enemy, in the WENAK and HOLLANDIA Areas. The Squadron covered in its programme, the following types of missions:- Convoy covers; Sea searches; Dive bombing; Strafing; Armed reconnaissance Close escort to American Bomber aircraft, and missions of the Path-finder variety.</p> <p>From the 1st to 13th MAY, inclusive the Squadron operated from CAPE GLOUCESTER, NEW BRITAIN, and on the 13th MAY, 1944 arrived at TADJI Airstrip NEW GUINEA. One Pilot Flight Sergeant HOGG ditched his aircraft in the sea near MANAM Island. He was located 26 hours later by orange section and picked up by Catalina Aircraft.</p> <p>The pilots at TADJI directed operations against the defence perimeter from NYAPARAKE to CAPE BORAM, these operations being some of the most interesting and consistent of the Squadron's History. Details of these will be given in chronological fashion later in this report.</p> <p>On the 26th MAY, 1944, the Squadron was called forward to CYCLOPS Strip HOLLANDIA. The same day it started operations of a cover and patrol variety from HOLLANDIA to WAIDE Island. As the Allied Landing at BIAK Island was in progress cover was provided by this Squadron using 16 aircraft at a time and each sortie lasting 4½ hours.</p> <p>During the month of MAY, no enemy Airborne Aircraft were seen by the pilots of this Squadron. Return fire from enemy ground installations was sometimes moderate and usually accurate between 500 and 2000 feet. Three of our aircraft were damaged by small calibre fire whilst carrying out operations from TADJI against the enemy. From this same airfield targets were of a numerous and interesting nature. Personnel, barges, huts, E/T, bivouac areas, gun positions, camouflage stores, fuel dumps, tracks and roads were effectively strafed and bombed. Many Large fires were started.</p> <p style="text-align: center;"><u>CHRONOLOGICAL.</u></p>	
CAPE GLOUCESTER NEW BRITAIN.	1/5/44 to 13/5/44 inclus.	<p>Operations from CAPE GLOUCESTER and convoy patrols. On the 13th MAY, 1944, 4 aircraft attacked targets from SUAN to ROCKY POINT. 12 strafing runs were effectively carried out and 3200 x.50 calibre rounds were expended. Targets were huts and bivouac areas.</p>	

Place	Date	Summary of Events	References to Appendices
TADJI, NEW GUINEA	14/5/44	<p>Eight (8) Aircraft carried out armed reconnaissance over DANLAP River and BUT, also searched for Flight Sergeant MOGG, who ditched in the sea near MANAM Island. This formation examined barges west of KARAWOP, 3970 x .50 calibre rounds were expended in the area. Targets were two barges destroyed, fuel dumps and huts. On the 14th MAY, 14 aircraft took off to bomb W/T Station at WEWAK or alternative target MOEM Village. The W/T Station was not located and MOEM Village was chosen. All bombs landed well in target area and 700 x .50 calibre rounds were expended. During the afternoon Flight Sergeant MOGG was located in his dinghy three miles due north of JACKENAOUT Island by PROLIC ORANGE 3. He was picked up by Catalina (Gardinia 2) 20 minutes later and taken to FINSCHAFEN, not very much the worse for the experiences he had sustained during the 26 hours, in which he had remained afloat.</p>	
TADJI, NEW GUINEA	15/5/44	<p>One aircraft carried out armed reconnaissance of DENLAP River and BUT. One bomb was dropped North West of, and close to the above mission. 5 Aircraft attacked MARUBIAN, BABIANG and the old German road area. Two direct hits with 500 lb. bombs were made on BABIANG, two direct hits were made on MARUBIAN and one near miss on probable observation post. 5 x 500 lb bombs and 3400 x .50 calibre ammunition were expended, and return fire was encountered in these areas. Six aircraft attacked MARUBIAN, BABIANG and observation post. At BABIANG two L.C.M.'s which were left on beach as Army withdrew were effectively strafed and rendered unserviceable. The areas mentioned were strafed and bombed and observation post was destroyed. 2 x 500 lb bombs were dropped in the BABIANG area and 6800 x .50 calibre rounds were expended.</p>	
TADJI, NEW GUINEA	16/5/44	<p>Two aircraft rendezvous with formation of A20's at NYAPARAICE and led them into specific target in the MARUBIAN Area. This area was strafed after the completion of the bombing mission by the A20's, 2500 x .50 calibre rounds were expended, and the observation post at BABIANG was confirmed as destroyed. Seven aircraft dive bombed MARUBIAN, and 7 x 500 lb. bombs were dropped. Results were not observed owing to inclement weather in target area. 1850 x .50 calibre rounds were expended.</p>	
		Over//	

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No. of Sheet 100 192

Place	Date	Summary of Events	References to Appendices
TADJI, NEW GUINEA.	17/5/44.	Nine aircraft dive bombed and strafed DELA creek and bivouac area. 4 x 500 lb bombs were dropped, well within the target area, and covered both sides of DELA Creek.	
		1,000 x .50 calibre rounds were expended. Light and accurate return fire was experienced from both sides of DELA Creek.	
		Two aircraft carried out Armed reconnaissance from BUT to BOIKEN BAY. Mission was strafed with 2000 x .50 calibre rounds of ammunition. Eight aircraft dive bombed the coast road between NYAP and NYAP (2). Two direct hits on the road were registered, and six others were dropped in the immediate vicinity. The area was strafed with 5240 x .50 calibre rounds of ammunition.	
		Five aircraft dive bombed SUAN Area and also strafed with 3430 x .50 calibre rounds of ammunition. SUAN Village was left burning.	
TADJI, NEW GUINEA.	18/5/44.	Four aircraft carried out armed reconnaissance of DANDRIEVAD River and BOIKEN. One M/T. Heavy Ack Ack gun were fired at Eastern End of BUT Strip, and several fuel dumps ignited at Western End. 3500 x .50 calibre rounds were expended.	
		Two aircraft confirmed destruction of L.C.M. previously attacked on the 15th MAY, 1944. One again was set alight west of CAPE DJURUAN. 900 x .50 calibre rounds were expended.	
		Six aircraft attacked coastal area and coastal road between LUAIN and NATAPAU. The area was well covered with 5500 x .50 calibre rounds of ammunition.	
		Six aircraft strafed DELA Creek, bivouac area, with 5250 x .50 calibre rounds of ammunition.	
TADJI, NEW GUINEA.	19/5/44.	Four aircraft dive bombed and strafed LUAIN and NATAPAU. Four Bombs were dropped in the LUAIN area and 3000 x .50 calibre rounds were expended.	
		12 Aircraft carried out armed reconnaissance from LUAIN Village to BUT strip. Three bombs were dropped on ULBAN, four between LUAIN and DANMAP River, and three approaches of M/T Bridge, on the Eastern End of BUT Strip. The area between ULBAN and coast was thoroughly strafed with visible results. The area was well covered with 10215 x .50 calibre rounds of ammunition, ten bombs exploded.	
TADJI, NEW GUINEA	20/5/44.	Six aircraft endeavoured to locate a Beaufort apparently ditched in the sea off BUT Strip, and to straff Hips who were preventing Gardinia from landing to pick up survivors	