

Conclusion – References

p.479 B-26s move to Iron Range - Musumeci, *Iron Range airbase*, p.13.

p.479 Bomber detachments to Moresby - Gaylor, *Revenge of the red raiders*, p.140-142; McAulay, 'Air Support Kokoda Campaign'.

p.480 End of September AAF twin-engined bomber numbers - Gann, *Building the doctrine*, p.6.

p.480 The 6th Troop Carrier Squadron's move to Wards airfield - Kelly, *Allied Air Transport Operations*, Vol.1, p.334.

p.480 Delayed arrival of P-38s - US Army Air Forces, *Air action in the Papuan campaign*, p.89; Craven & Cate, *Army Air Forces in World War II, Vol.4 The Pacific: Guadalcanal to Saipan*, p.49; McAulay, 'Air Support Kokoda Campaign'; 'General George C Kenney diaries, Volume 1', Papers of General George C Kenney, MacArthur Archives: RG54, Box 1; US Army Air Forces, *Air action in the Papuan campaign*, p.89; Ferguson, *Protect & avenge*, p.85.

p.480 The 7th Fighter Squadron's move to Moresby - Ferguson, *Protect and avenge*, p.82.

p.480 Overclaiming in 63rd Bomb Squadron's skip-bombing attacks – Murphy, *Skip bombing*, p.42, 52; in both the opening low level raid on Rabaul harbour on 2 October and the first skip bombing attack on the same target on 23 October, four ships were erroneously claimed as hit.

p.480f The 1943 maturing of the strafers' low level ship strike tactics - McAulay, *Battle of the Bismarck Sea*.

p.482 The RAAF officers retained by 5th Air Force included Group Captain Hewitt as Director of Intelligence, Group Captain Walters as Director of Operations, and Group Captain Hancock as Director of Plans – 'General George C Kenney diaries, Volume 1', Papers of General George C Kenney, MacArthur Archives: RG54, Box 1.

p.482 The now-separate RAAF command organisation - NEA HQ unit diary, National Archives of Australia: A9186, 169; & A4954, 238/1.

p.482 The RAAF's new units in New Guinea - in order of appearance, 100 Squadron (Beauforts), 30 Squadron (Beaufighters), 22 Squadron (Bostons), 4 Squadron (Wirraways).

p.482 The RAAF's 1943 concentration upon the eastern end of New Guinea - Hewitt, *Adversity in success*.

p.484 The reinforcement of the Kenney's transport force - The serviceability rate of the original two transport squadrons' two dozen assorted Douglas and Lockheed transports had been only 50-60% earlier in 1942 (Kelly, *Allied Air Transport Operations*, Vol.1, p.356), but this was a thing of the past once the four squadrons of new aircraft were available in late 1942; for example, by January 1943, the serviceability rate in the re-equipped 22nd Troop Carrier Squadron was 95% ('History of the 22d Troop Carrier Squadron', US Air Force Historical Research Agency SQ-TR-CARR-22-HI). A further indicator of vastly increased productivity was the sortie rate produced by the newly-arrived 33rd Troop Carrier Squadron in the Buna campaign, with up to eight sorties per day per aircraft ('33rd Troop Carrier Squadron History', US Air Force Historical Research Agency SQ-TR-CARR-22-HI); The 6th & 33rd Troop Carrier Squadrons commenced operations respectively in mid-October and the start of December (Kelly, *Allied Air Transport Operations*, Vol.1, p.334-339).

p.484 The 20 new transports - Kelly, *Allied Air Transport Operations*, Vol.1, p.331-333, 364.

p.484 Forward basing of transport units in New Guinea - The 6th Troop Carrier Squadron had moved into Wards by 13 October, and 33rd Troop Carrier Squadron followed on 2 December ('History of the 374th Troop Carrier Group', US Air Force Historical Research Agency: GP-374-HI (TR CARR)).