

(Retyped by Joan D. Stewart from microfilm records)

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40th BOMBARDMENT GROUP
25th Bombardment Squadron
Office of the Intelligence Officer
APO #631

1 June 1944

SUBJECT: 25th Bomb Sq., History from 1 February to 1 Mar 1944.

TO: 40th Bombardment Group Historical Officer, APO #631.

1. **Statistical:**

Actual strength at the end of the month	Officers.....	85
	Enlisted Men.....	<u>87</u>
	Total	172

Total A/C at end of month	B-17F.....	4
	B-29.....	<u>4</u>
	Total	8

Additions

1-B-29 on 18 Feb. 1944
1-B-29 on 26 Feb. 1944
1-B-29 on 26 Feb. 1944
1-B-29 on 29 Feb. 1944

Losses

1-B-29 Transferred out of
Squadron to be modified.

1-B-17F Transferred to the
44th Bomb Sq., 40th Bomb Gp.

Missions flown for the month

Navigational.....	18
Formation.....	7
Bombing.....	9
Formation Bombing.....	<u>13</u>
Total	47

Hours flown for the month..... 658:50

2. **Narrative:**

I. There has been little change of personnel in this Sq. for the month of February.

Major HENRY P. LUNA, S-3 Officer of this organization, was transferred to the 40th Comb Gp to be Assistant Operations Officer of that Group by authority of SO #40 Hqs., 40th Bomb Gp. dated 9 February 1944. Copies are enclosed. Captain JUDSON C. FORBES replaced Major LUNA by SO #3 Hqs. 25th Bomb Sq., dated 20 January 1944. Because of the very intensive training of this past month the crews have put forth a redoubled effort to attend all lectures, movies and special classes that were scheduled, and whenever possible, all were present.

II. Training facilities have proven adequate for the Squadron during the past month.

The training program set up by higher authority was complied with and additional educational orientation and Government Issue films were shown together with supplementary lectures whenever possible. Housing facilities for the enlisted men are satisfactory but for the officers, still inadequate.

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III. The combat crews are given a 12 hour course per week in 1st and 2nd echelon maintenance on their own planes and are not quite capable in performing most of the duties of the line mechanics. They show a great deal of interest and all their spare time is utilized in this line, perfecting their own skills and improving the condition of their planes.

IV. The morale of the squadron is high. There is a keen spirit of competition between the crews which is always encouraged and is self-evident in all squadron operations and undertakings. In the recent bond drive, the organization more than tripled its quota of subscriptions. Passes are given to individual crew members whenever they are off duty and whenever it does not interfere with the training program. The N.C.O. Club, a recent addition to the base is becoming very popular with the enlisted personnel of the squadron. The daily mail service is very satisfactory, which contributes in no small way to the good morale of the men.

V. On the 12th of the month the Pilots gave a party for the Officers and their wives of the squadron. This was held at the Officer's Club, and in spite of a few repercussions from higher Headquarters the following day, it was a successful affair.

VI. On the 25th of this month, a Squadron party was held in Pratt, Kansas for all personnel. It was a huge success, everyone had an enjoyable evening. Professional entertainers were hired, a buffet supper served and liquid refreshments were expended.

VII. Hospital Cases.....	Captain THOMAS.....	Appendectomy
	Lt McCRORY.....	Knee Operation
	Sgt GREEN.....	Appendectomy
	Sgt POTTER.....	Lung trouble ---replaced by M/Sgt HALMES...

VIII. Accidents...	1.	Capt GOLDSTEIN.....	Bailed out in storm.
	2.	Captain SKOUSEN.....	Wheels up in landing.

VIII. A commendation from Wing Commander on conducting Wing Mission was received and posted for all to see.

SIDNEY L. TRUESDALE,
Captain, Air Corps,
Historical Officer