

**(Retyped by Joan D. Stewart from microfilm records)**  
**25<sup>th</sup> BOMBARDMENT SQUADRON HISTORY**

**1 May thru 31 May 1945**

On 1 May 1945, 121 Officers and 538 Enlisted men were assigned to this Squadron. Throughout the entire month, however, 22 Officers and 31 Enlisted Men still were not available for duty on Tinian inasmuch as they had still not arrived from India.

During this month planes of this Squadron, in coordination with other planes of the XXI Bomber Command, started intensive bombing of the Japanese Mainland with manufacturing and urban areas of Japanese cities being the primary targets. The targets attacked, 25<sup>th</sup> Bomb Squadron planes participating, and general results, were as follows:

**1. MISSION TO HIRO NAVAL AIRCRAFT COMPANY, HIRO, HONSHU, JAPAN, 5 May 45**

**25<sup>th</sup> Bomb Squadron Planes and Crews Participating:**

B-29	396	Major Mallory and crew
B-29	588	Major Sanders and crew
B-29	498	Capt Schaal and crew plus Lt. Selbie
B-29	908	Capt Franks and crew
B-29	505	Capt Dale and crew plus Lt Sample (Bombardier) and Lt. Mullins (Navigator)
B-29	757	Lt Stevens and crew
B-29	914	Capt Braley and crew
B-29	846	Lt Briggs and crew plus Lt Col Kingsbury
B-29	455	Lt Kerstner and crew

**General Results:**

In accordance with Field Order #2, 58<sup>th</sup> Bomb Wing, dated 4 May 45, the 40<sup>th</sup> Bomb Group on 5 May dispatched 31 aircraft to attack the Hiro Naval Aircraft Company at Kure, Honshu, Japan. The first aircraft was airborne at 041724Z and the last aircraft at 041814Z.

A total of 27 aircraft bombed the primary target, one bombed a target of opportunity, and three jettisoned their bombs. The average bombing altitude was 18500 feet with visual bombing being used in each case and 210 E-64 1000 lb bombs being dropped on the primary target.

The first plane returned at 050848Z and the last plane returned at 051028Z. On the basis of interrogation reports, no enemy aircraft were claimed destroyed, no B-29's were known to be lost to enemy planes or flak or to ditching, operational causes, or accidents. Two planes were lost for reasons unknown. None of the returning B-29's suffered major battle damage but five planes received minor damage.

Bombing results were believed to be excellent.

All 25<sup>th</sup> Squadron planes returned safely to base.

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May, 45, Cont'd

### 2. MISSION TO OSHIMA OIL STORAGE, TOKUYAMA, HONSU, JAPAN, 10 May 45

#### 25<sup>th</sup> Bomb Squadron Planes and Crews Participating

B-29	906	Lt. Donelan and crew
B-29	846	Lt Briggs and crew
B-29	420	Lt Massey and crew plus Lt John Kelly (Navigator)
B-29	914	Capt Braley and crew plus Cpl Fears (Radio Operator)
B-29	505	Lt Williamson and crew
B-29	396	Major Mallory and crew with Major Renfro (Co-Pilot)
B-29	455	Major Turner and crew
B-29	866	Capt Viner and crew
B-29	757	Lt Stevens and crew plus Lt Mathews (Radar Operator)

#### General Results:

In accordance with Field Order #2, 58<sup>th</sup> Bomb Wing, dated 6 May 45 the 40<sup>th</sup> Bomb Group on 10 May dispatched 31 aircraft to attack the Oshima Naval Oil Storage area at Tokuyama, Honshu, Japan. The first aircraft was airborne at 091708Z and the last aircraft at 091745Z.

A total of 23 aircraft bombed the primary target, one bombed a target of opportunity, and seven jettisoned their bombs. The average bombing altitude was 17800 feet at the primary target with visual bombing being used in each case and 389 E-64 500 lb bombs being dropped on the primary target.

The first plane returned at 100812Z and the last plane returned at 100918Z. On the basis of interrogation reports, no enemy aircraft were claimed destroyed, no B -29's were known lost, while only one B-29 suffered minor battle damage.

### 3. MISSION TO URBAN AREA NORTH NAGOYA, HONSHU, JAPAN, 14 May 45

#### 25<sup>th</sup> Bomb Squadron Planes and Crews Participating:

B-29	992	Major Mallory and crew plus Major Weschler (Co-Pilot)
B-29	914	Capt Braley and crew
B-29	886	Capt Viner and crew
B-29	505	Capt Dale and crew plus Lt Leavitt (Bombardier) and Capt Alford (Navigator)
B-29	233	Capt Child and crew plus Capt O'Sullivan (Co-Pilot and Lt Sample (Bombardier)
B-29	498	Capt Schaal and crew plus Lt Euell (RCA)
B-29	492	Lt Donelan and crew
B-29	420	Lt Massey and crew plus Lt Mullin (Navigator) and R. H. Moore (CFG)
B-29	846	Lt Briggs and crew
B-29	757	Lt Stevens and crew
B-29	908	Lt Ream and crew plus F O Bittles (Co Pilot)
B-29	396	Lt Williamson and crew

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25<sup>th</sup> Bomb Sq History, 1 May thru 31 May, 45, Cont'd

## General Results:

In accordance with Field Order #4, 58<sup>th</sup> Bomb Wing, dated 12 May 45, the 40<sup>th</sup> Bomb Group dispatched 35 aircraft of which two were early returns. One aircraft was lost. Thirty-two aircraft bombed the primary target. Five aircraft landed at Iwo Jima.

Meager to moderate and inaccurate to accurate heavy antiaircraft fire was encountered by aircraft from the 40<sup>th</sup> Bomb Group. Altitudes of encounters varied with formations from 18000 feet to 19200 feet. Thirty aircraft bombed in exclusive 40<sup>th</sup> Bomb Group Formations composed respectively in order of bombing of eight, nine and 13 aircraft. One 40<sup>th</sup> Bomb Group aircraft bombed with 10 planes of the 313<sup>th</sup> Wing and one aircraft bombed with 10 planes of the 432<sup>nd</sup> Group. Black burst were encountered on an average of one and one half minutes before bombs away and ceased one half minute after point of bomb release. The majority of the bursts were below, even and to the right or left of our aircraft with the greater portion resulting in a general classification of meager and inaccurate fire. Weather conditions were CAVU in the target area with slight haze, although smoke from target fires restricted visibility to a great extent from the air. Several instances of flak bursting fairly close were reported when aircraft were obscured by the smoke beneath them. This occurrence indicated the employment of gun laying radar equipment. RCM intercepts lay emphases to this probability since probable gun laying by radar signals were picked up at the target.

At the completion of this mission, B-29 492 of the 25<sup>th</sup> Bomb Squadron was listed as missing. No communications were received from this plane after take-off and none of the other returning crews reported seeing this plane in distress.

The first aircraft was airborne at 131522Z and the last aircraft was airborne at 131828Z. The average bombing altitude was 18200 feet at the primary target with ten planes bombing visually, nine bombing blind, and the remainder bombing by radar. The B-29's dropped 832 E-46 500 lb incendiary clusters.

Returning crew personnel claimed one Zeke and one Tony while one B-29 suffered minor damage due to enemy fighter attacks.

#### 4. MISSION TO NAGOYA, HONSHU, JAPAN, 17 May 45

### 25<sup>th</sup> Bomb Squadron Planes and Crews Participating:

B-29	888	Major Sanders and Crew (Pathfinder)
B-29	846	Lt Briggs and crew plus Lt Col Kingsbury (Pathfinder)
B-29	992	Major Mallory and crew plus Capt O'Sullivan (Co-Pilot)
B-29	233	Capt Childs and crew plus F O Bittle (Co-Pilot), Lt. Pindar (Flight Engineer) and Cpl Kolp (Radio Operator)
B-29	914	Capt Braley and crew
B-29	886	Capt Viner and crew
B-29	498	Capt Schaal and crew plus Lt Euell
B-29	420	Lt Massey and crew plus Lt Porter (Navigator)
B-29	757	Lt Stevens and crew

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May, 45, Cont'd

B-29 908 Lt. Ream and crew plus Lt. Morrow (Co-Pilot)  
B-29 396 Lt Williamson and crew

### General Results:

In accordance with Field Order #5, 56<sup>th</sup> Bomb Wing, dated 15 May 45, the 40<sup>th</sup> Bomb Group on 17 May dispatched 32 aircraft to attack the Urban Area of Nagoya, Honshu, Japan as the primary visual target, the city of Hamamatsu as the primary radar target, and the Japan Musical Instrument Company at Hamamatsu the secondary, visual target. The first aircraft was airborne at 161005Z and the last plane was airborne at 171107Z. Twenty-nine planes dropped 767 E-17 bombs and 919 E-47 bombs on the primary target, one plane dropped 32 E-17 bombs on a target of opportunity, and two planes jettisoned their bombs. The average bombing altitude was 18000 feet with most of the planes bombing by radar.

No enemy aircraft were claimed destroyed, no planes were lost, and only one B-29 reported minor flak damage.

The 58<sup>th</sup> Wing, a few days after the completion of this mission, released information concerning the damage done to the city of Nagoya by B-29's on two Missions. Inasmuch as 25<sup>th</sup> Squadron planes participated in this effort, the following 58<sup>th</sup> Wing information is included here.

Mitsubishi Aircraft Works – extensive damage  
Mitsubishi Aircraft Engine Works – Additional damage  
Nippon Vehicle Manufacturing Co – Severe Damage  
Daido Electric Steel – Severe damage  
Tokai Electronic Company Plant 2 – Severe damage  
“ Electronic Company Plant 3 – Destroyed  
Nagoya Castle – Practically destroyed  
Hokoku Machinery Company – Severe Damage  
Oshima Iron Works – Severe damage  
Hara Silk Mill – Severe damage  
Mitsubishi Electric Manufacturing Company – Damaged  
Osaka Machinery Works – Severe damage

Other establishments also were damaged and six square miles of Nagoya were destroyed.

## 5. MISSION TO HAMAMATSU, HONSHU, JAPAN, 19 May 45

### 25<sup>th</sup> Bomb Squadron Planes and Crews Participating:

B-29 992 Major Mallory and crew plus Capt Gresham (Co-Pilot)  
B-29 888 Major Sanders and crews  
B-29 396 Capt O'Sullivan and crew plus Capt Schaal (Co-Pilot)  
B-29 914 Capt Braley and crew  
B-29 505 Capt Dale and crew plus F O Veach (Co-Pilot), Lt Sample (Bombardier) and Cpl Moore (CPS)  
B-29 233 Capt Child and crew plus Major Schindler (Co-Pilot) and Cpl Moore (GFG)  
B-29 455 Lt Kerstner and crew  
B-29 908 Lt Ream and crew plus F O Bittles (Co-Pilot) and T. Biersteker (Navigator)

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

### General Results:

In accordance with Field Order #4, 58<sup>th</sup> Bomb Wing, dated 18 May 45, the 40<sup>th</sup> Bomb Group on 19 May dispatched 28 aircraft to attack the Tachikawa Aircraft Plant at Hamamatsu, Honshu, Japan. The first aircraft took off at 181846Z and the last aircraft was off at 181825Z.

At the primary visual target there was 10/10 cloud cover so the planes bombed the City of Hamamatsu, the primary radar target, rather than attempting to bomb the aircraft plant. A total of 436 500 lb AHM a1 Composition E bombs were dropped from an average altitude of 18500 feet.

Returning crews claimed no enemy aircraft destroyed or damaged. No B-29 personnel were hurt and no planes were damaged. One plane was forced to ditch. It is probable that the solid overcast, which made visual bombing impossible, also handicapped enemy defenses because returning crews reported no enemy fighters and no flak.

Reports received a few days after the completion of this mission indicated that 9.35 of the city had been damaged with the damage being scattered throughout the entire city area.

### 6. MISSION TO TOKYO, HONSHU, JAPAN, 23 May 45

### 25<sup>th</sup> Bomb Squadron Planes and Crews Participating:

B-29	888	Major Sanders and crew
B-29	505	Capt Dale and crew plus Lt Leavitt (Bombardier) and Capt Alford (Navigator)
B-29	233	Capt Child and crew plus Lt Rhode (Co-Pilot) and T Sgt Wunk (Right Gunner)
B-29	094	Capt Schaal and crew plus Lt Zuegg (Bombardier)
B-29	914	Capt Braley and crew (Flew navigational mission for Fighters based on Iwo Jima which flew as fighter escort for B -29's)
B-29	846	Lt Briggs and crew
B-29	496	Lt Kerstner and crew plus Lt Euell (RCM)
B-29	908	Lt Ream and crew plus F O Veach (Co-Pilot) and Lt Anderson (Navigator)
B-29	757	Lt Stevens and crew
B-29	420	Lt Massey and crew plus F O Peek (Navigator) and Cpl R. H. Moore (GFC)

### General Results:

In accordance with Field Order #7, 58<sup>th</sup> Bomb Wing, dated 21 May 45, the 40<sup>th</sup> Bomb Group dispatched 32 planes to attack the Tokyo Urban Area located just south of the Imperial Palace. This area contained dense population, many industrial plants, and the building construction was considered highly flammable. The first B-29 off was airborne at 231005Z and the last B-29 was airborne at 231357Z. Thirty planes bombed the primary target, one plane bombed a target of opportunity, and one plane jettisoned bombs. Twenty-eight planes returned to Tinian, three landed at Iwo Jima and one crew bailed out. A full account of this Bail out, inasmuch as 25<sup>th</sup> Bomb Squadron personnel were involved is enclosed at the end of this historical report.

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

The average bombing altitude over the primary target was 10800 feet. Eight planes bombed visually but the remainder of the planes bombed by radar due to the intense smoke which rose to 16000 feet. A total of 1121 E-46 and 36 E-17 bombs were dropped on the primary target.

B-29's had no fighter escort on this mission. Fighter opposition was nil to weak and no enemy aircraft were claimed destroyed or damaged by personnel of this Group. Heavy anti-aircraft and automatic weapons fire was encountered in the primary target area but only two aircraft reported minor flak damage.

The following two paragraphs are quoted from the 40<sup>th</sup> Bomb Group Antiaircraft report covering this mission:

“Aircraft of the 40<sup>th</sup> Bomb Group attacked the target from 1634Z to 1639Z. Returning crews stated that the enemy employed both heavy anti-aircraft and automatic weapons in an ineffective effort to ward off accurate bombing. Heavy anti-aircraft varied from nil to moderate and from inaccurate to accurate, while automatic weapons were described as moderate to intense and inaccurate. Bombing altitudes varied from 10800 to 13300 feet and the axis of attacks varied from 45° to 100° true.”

“The observations and impressions of crew members followed somewhat to the same pattern as on the night attack on Nagoya several days ago. However, in contrast to the Nagoya Mission weather conditions were better in the target area with CAVU to 1/10 cloud coverage conditions existing during time of attack. In addition the moon furnished partial visibility which enabled crews to see things more clearly from the IP to the target. Scattered fires from bombs, gun flashes, tracer fire from automatic weapons and intense searchlight activity all fused together to make the target area appear a myriad conglomeration of light and reflections. A heavy smoke pall hung over the city and target area which afforded protection from searchlights but also made observations directly over the target impossible.

## MISSION TO TOKYO, HONSHU, JAPAN, 25 May 45

### 25<sup>th</sup> Bomb Squadron Planes and Crews Participating:

B-29	992	Major Mallory and crew (Pathfinder)
B-29	888	Major Sanders and crew (Pathfinder)
B-29	455	Major Turner and crew plus Lt Col Luna (Co-Pilot)
B-29	233	Major Schindler and crew plus Capt Child (Co-Pilot) and Sgt Courney (Left Gunner)
B-29	396	Capt O'Sullivan and crew
B-29	546	Capt Viner and crew
B-29	505	Capt Dale and crew plus Lt Zuegg (Bombardier) and Major Reid (Navigator)
B-29	914	Capt Braley and crew (flew navigational mission for fighters based on Iwo Jima which flew as fighter escort for B-29's)
B-29	4200	Lt Massey and crew plus Lt Anderson (Navigator) and Cpl R. H. Moore (CFR)

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

B-29	757	Lt Stevens and crew
B-29	846	Lt Briggs and crew
B-29	908	Lt Ream and crew plus FO Veach (Co-Pilot), Lt Shaffer (Navigator) and Cpl School (Radio Operator)

### General Results:

In accordance with Field Order #8, 59<sup>th</sup> Bomb Wing, dated 24 May 45, the 40<sup>th</sup> Bomb Group dispatched 33 aircraft of which one returned early and two failed to return. The primary target was in the Tokyo Urban Area with the aiming point slightly north of the aiming point for the Tokyo Mission of two days ago. Again it can be said that the target area contained dense population, many in industrial plants, and a large number of structures considered highly inflammable. The first aircraft was airborne at 250715Z and the last aircraft was airborne at 250648Z. Thirty aircraft bombed the primary target from an average altitude of 9600 feet thru 1/10 cloud cover and light smoke. Ten planes bombed visually while the rest bombed by radar. Results, as judged by returned crew members, were considered good to excellent although crews of eight planes were unable to see the target area itself. A total of 951 E-17 and 185 E-70 bombs were dropped on the primary target.

Returning crews claimed the destruction of two "balls of fire". Three crew members were wounded and two planes were lost but neither of these planes were from the 25<sup>th</sup> Squadron. Enemy air opposition was judged primarily weak or nil. Some idea of the anti-aircraft defenses may be gleaned from the following 40<sup>th</sup> Bomb Group Report.

"Four (4) aircraft of the 40<sup>th</sup> Bomb Group were assigned the task of marking the general target area with bombs. Three (3) of the Pathfinders returned to base and one (1) is missing. The first aircraft attacked the target at 1353Z, the second at 1359Z and the third at 1408Z.

"Approaching the target on a heading of 295° the aircraft were first illuminated by search lights which were located on the east shore of Tokyo Bay. They were already committed to their bomb run when illumination occurred. The first plane was picked up about four (4) minutes before bombs away by two beams after about three seconds search. "Rope" was immediately dispensed and the lights fell off the plane. Two minutes later 50-75 beams snapped on around the northern part of the Bay and the Eastern part of the City, but none of the beams ever located the plane. Meager and inaccurate black bursts of heavy flak were encountered by this aircraft just prior to bombs away. However, other aircraft were observed to be coned and receiving moderate to intense heavy anti-aircraft fire. It was the opinion of the crew of the first aircraft that anti-aircraft fire was deliberately held at first in order to afford enemy fighters an opportunity to make attacks. Much air-to-air tracer fire was seen just before reaching the IP and half way across the Bay.

"The second Pathfinder aircraft reported definite indications of radar controlled search lights about seven (7) minutes before bombs away,

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

while crossing the peninsula to the IP. The lights, numbering approximately 25, snapped on and were immediately on the aircraft without searching. "Rope" was dispensed and momentary respite was gained. However, on starting across the Bay a great number of lights picked the plane up and coned it. Heavy anti-aircraft immediately began and continued until bombs away. Fire was moderate and accurate. The aircraft was rocked heavily and also struck. In addition this aircraft encountered intense and accurate automatic weapons fire a few seconds before bombs away and sustained major damage from medium projectiles bursting on impact. The automatic weapons fire continued for approximately 30 seconds after breakaway.

The third pathfinder aircraft was illuminated by search lights about 10 miles before reaching the IP. Some of the beams were on "target" when they came on, while others searched. At least 20 lights coned the aircraft all the way into the target and continued on them for about four minutes after bomb release. On being coned the pilot stated that he changed prop pitch, threw out "rope" and took evasive action, but the beams could not be shaken. Intense and accurate heavy and automatic weapons gun fire was encountered about two (2) minutes before bombs away which resulted in the aircraft being rocked violently and sustaining major damage from numerous fragments.

"All three pathfinder crews thought the heavy gun fire to be continuous pointed and the automatic weapons fire to be barrage type.

"Blackout was considered excellent. The barrage balloons were reported. All observations and encounters of anti-aircraft fire were confined to the immediate target area. No activity from picket boats was reported.

"The main force attacked the target on an axis of attack varying from 85° to 92°. Thirteen (13) aircraft of the main force were struck by either heavy anti-aircraft fire, automatic weapons fire, or a combination of both. Four (4) sustained major damage and nine (9) sustained minor damage."

"Intense automatic weapons fire was encountered by all of the main force. Accuracy once again seemed to be regulated by whether the aircraft were coned by search lights or not. Some of the automatic weapons fire was time fused and burst white, while most of it streamed up in tracers, arcing over and burning out. A great portion of the tracers were reaching the altitude of the aircraft.

"Heavy gun fire and automatic weapons fire was particularly intense at point of bombs away. Notwithstanding the fact that the greatest concentration of weapons are close in to the city, it is very probably that predicted concentration of barrage fire was being employed at the bomb release point. Such was the impression of the crews."

Some idea of the effectiveness of the enemy defenses may be judged from the fact that the XXI Bomber Command released for public dissemination the information that 19 B-29's were lost on this mission. Balanced



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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

against these losses is the fact that extensive damage was done to the City of Tokyo.

All 25<sup>th</sup> Squadron planes returned safely to base.

### 8. MISSION TO YOKOHAMA, HONSHU, JAPAN, 29 May 45

#### 25<sup>th</sup> Bomb Squadron Planes and Crews Participating:

B-29	992	Major Mallory and crew
B-29	886	Major Schindler and crew plus Sgt Zimmerman (Left Gunner)
B-29	888	Major Sanders and crew plus Major Weschler (Co-Pilot) and Cpl Dison (Tail Gunner)
B-29	455	Major Turner and crew plus Lt Johnson (Co-Pilot)
B-29	505	Capt Dale and crew plus Lt Brongofsky (Bombardier) and Lt. Biersteker (Navigator)
B-29	914	Capt Braley and crew
B-29	233	Capt Child and crew plus Capt Turner (Co-Pilot)
B-29	094	Capt Schaal and crew plus Lt John Gray (Bombardier)
B-29	396	Lt Williamson and crew
B-29	908	Lt Ream and crew plus Lt Palazzi (Co-Pilot) and F O Meek (Navigator)
B-29	757	Lt Stevens and crew plus Cpl Webster (Left Gunner)
B-29	420	Lt Massey and crew plus Capt Alford (Navigator) and Sgt R H Moore (GFC)

#### General Results

In accordance with Field Order #9, 58<sup>th</sup> Bomb Wing, dated 26 May 45, the 40<sup>th</sup> Bomb Group dispatched 31 aircraft. The first aircraft was airborne at 281737Z and the last aircraft was airborne at 281813Z. Thirty planes bombed the primary target, 19 planes bombing visually and the remaining 11 by radar. A total of 965 E-46 500 lb aimable cluster bombs were dropped from an average bombing altitude of 10700 feet. Weather was 3/10 overcast but smoke rose to 16000 feet. Results were considered excellent.

One plane was destroyed when rammed by a Nick, but enemy fighter opposition was considered weak. Ten of the planes sustained minor flak damage. In general, flak in the target area was meager to moderate continuous pointed fire but very accurate.

Some idea of the damage inflicted on Yokohama may be judged from the following XXI Bomber Command report based on photo coverage:

Hanagaya Sub-station – 95% of buildings destroyed  
Kanagawa Steam Power Plant – 30% of building destroyed  
Yakashima Freight Yard – 1 warehouse destroyed and 2 damaged  
Station Junction Overpass – Several buildings destroyed  
Uraga Dockyard No 3 75% of buildings destroyed  
Nippon Carbon Co, Factory 1 – 9% of buildings destroyed  
Inflammable storage docks – 5% of plant destroyed

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

Yokohama Electric Light Co Power Plant – 80% of buildings destroyed  
Tacogaya Soda – 80% of buildings destroyed  
Yokohama Harbor Wharves – 15% of buildings destroyed  
Kyoritsu Warehouse – 90% of buildings destroyed  
National Silk Conditioning House – 15% of buildings destroyed  
Yokohama Warehouse – 95% buildings destroyed  
Yokohama Cooperative Warehouse – 20% of buildings destroyed  
East Asia Development Co Warehouse – 85% affected  
Kaniwa Warehouse – 20% destroyed  
Fosnin and Shinko Warehouses – 60% destroyed  
Unidentified Industry at one point – 20% destroyed

The foregoing reports indicate that the 25<sup>th</sup> Squadron has had one of its busiest months – if not its busiest month – since beginning to participate in the B-29 offensive against Japan. In the meantime, various combat crew members are beginning to show a number of missions flown which approaches the somewhat mystic number of 35 at which point it is hoped by many that they will be given some relief from the steady business of flying combat missions. This hope is somewhat faint inasmuch as the combat crew members have been informed that the supply of replacement crews for this Wing may not be sufficient to allow prompt rotation after the completion of 35 missions.

The following crew members of the 25<sup>th</sup> Squadron have the highest number of missions flown, only the leader in each crew position being recorded and the record being complete only to the end of May.

<u>Crew Position</u>	<u>Name</u>	<u>Missions flown</u>
Pilot	Major Sanders	32
Co-Pilot	Lt Horlacher	27
Navigator	Capt Evans	32
Bombardier	Lt Perry	30
Flight Engineer	Lt Lann	33
Radio Operator	S Sgt Brophy	32
Senior Gunner	S Sgt Drnek	31
Left Gunner	S Sgt Franen	30
Right Gunner	S Sgt Glessner, Sgt Daviner	29
Tail Gunner	T Sgt Yosco	28
Radar Operator	Lt Brown	33

Another measurement of the Squadron activities is listed below:

### Sorties During the Month of May

Planes bombing primary targets	94
Planes bombing other targets	1
Photo Reconnaissance sorties	0
Superdumbo (Air Sea Rescue) sorties	0
Navigational aid for fighters on missions to Tokyo	2
<b>TOTAL SORTIES FOR THE MONTH OF MAY</b>	<b>97</b>

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25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

## General Information Regarding the Squadron

On the first day of the month, it was generally expected that a Field Order would arrive with orders to fly a mission against some target on the Japanese main Islands. For four days, however, there was the report that the mission was postponed and it was not until 5 May that the B-29's of this Squadron flew their first mission from Tinian, the target being the Hiro Naval Aircraft Company at Hiro, Honshu, Japan. During this time, rumors seemed to indicate that a general 90 day "blitz" against Japan was in the offing.

In the meantime, and continuing on through the month, both enlisted men and officers were busy putting floors in their tents and in various ways attempting to improve their individual living conditions. Many of the men were aided in their attempts by the cooperative aid offered by the Seaees who showed themselves most adept at the art of finding building supplies and also in the manual arts involved in proper and efficient construction.

In general, living conditions on Tinian have been highly favorable as compared to India. The improved food, the lack of mosquitos, a steady wind from the east, and the continuous opportunity for a refreshing dip in the nearby ocean have done much to make life comfortable. Swimming was made much more enjoyable due to the efforts of Major Knight, Executive Officer of the 25<sup>th</sup> Bomb Squadron, who successfully built wood steps and wood walk which extended from the top of the nearby coral cliff down to the waters edge.

These improved swimming facilities have not only been a great help to the men of the Group but also to the men of other groups who now regularly make a practice of enjoying a "dip" without finding it necessary to drive a great distance to the Navy swimming beach or unnecessary risk being cut or hurt on the sharp coral nearby.

During the first part of the month there was a shortage of water and also a lack of laundry facilities. By the end of the month, however, the water supply was much more adequate and a laundry employing native personnel was operating for the Officers. Enlisted men, however, were restricted to nine pieces of laundry each two weeks.

Especially during the first part of the month, Quonset huts were being erected and wired. Throughout the whole month the improvement to the Quonset huts continued. The 25<sup>th</sup> Squadron area as well as the entire group area was generally improved due to the building of new roads and new walks covered with coral. These have been considered highly necessary inasmuch as increased rain is expected within a few weeks and the soil here, when wet, makes a mucilaginous black substance which clings to the shoes, making walking quite difficult, and also makes a mess of any buildings being used.

On 4 May news was received that some of the B-29 personnel forced to bail out over Rangoon, Burma last December and later captured by the Japs had been released by the British troops advancing in that area.

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

Included in the list of men released were the names of men formerly assigned to this Squadron.

Many men enjoyed the nightly showing of moving pictures and the occasional USO shows. While many of the men usually look forward to a show in which there are "women," the show which appeared to be most appreciated by the men was one presented by Dick Jurgens and his band, an all Marine production.

During this month the engineering office on the line was in a Quonset together with the engineering offices of the 44<sup>th</sup> and 45<sup>th</sup> Squadrons. A separate 25<sup>th</sup> Squadron tent was erected for the instrument and electrical shops and hangar equipment, and one tent was erected near each hardstand so tools and equipment for the planes could be kept convenient and in good condition. A fair amount of engineering equipment arrived from India.

One Purple Heart was awarded to 1<sup>st</sup> Lt Thomas B. Sample Jr, 3 960 720, who was injured by flak while on a mission over Japan.

The following combat crew members were listed as missing in action during the month.

1 <sup>st</sup> Lt	William P. Donelan	0 737 352
1 <sup>st</sup> Lt	Monroe Stein	0 744 166
2 <sup>nd</sup> Lt	Leon Schneider	0 782 968
Sgt	Joseph R. Willis	39 319 051
Cpl	Richard O. Dugas	31 358 652
Cpl	Douglas W. Lyon	36 858 712
Cpl	Melvin S. Karch	33 843 593
Cpl	Paul F. McKee	33 700 922
Cpl	Donald L. Henshall	36 526 860
Cpl	Cecil P. Bonair	17 152 023

Above men were missing from mission on 14 May and removed from duty to missing in action on 18 May.

2<sup>nd</sup> Lt Dale E. Ellis, 0 776 257, also was placed on missing in action status at the same time but was recovered at sea at 23°48'E on 27 May 45, and was taken to Iwo Jima where he was last reported as suffering from salt water ulcers, excessive sunburn, and malnutrition.

Sgt Robert V. Boalton, 33 833 986, lost at the time Lt Kerstner and his crew ditched, was placed on missing in action status on 28 May 45.

Captain Clarence E. Franks, 0 405 735, on 8 May, was transferred from the 25<sup>th</sup> Bomb Squadron to Commanding Officer of the Headquarters and Headquarters Squadron of the 58<sup>th</sup> Wing.

T Sgt Fred J. Dennis, 39 388 013, was transferred from this Squadron to the ??? Army Air Base in California.

Sgt Malcolm E. Do??berry, 39 406 892, was sent to the States on an emergency furlough.

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

S Sgt Charles B. Goins, 18 064 224, was transferred from duty status to ?GUS for 30 days emergency furlough per 58<sup>th</sup> Bombing Travel Orders.

The following 26 men of this Squadron were promoted from the grade of Corporal to the grade of Sergeant per paragraph two, SO 60, Hq 25<sup>th</sup> Bomb Group, effective 21 April 1945.

James M. Billings	34 897 608
Robert V. Boalton	33 833 986
Robert D. Buck	13 185 096
Leonard A. Busch	33 834 058
Richard L. Carney Jr	33 843 629
James B. Clinton	18 218 165
Irving R. Craig Jr	33 544 093
John W. Osper	42 091 888
Marvin E. Fears	15 113 652
Paris W. Sears Jr	35 701 068
Richard P. Fisher	35 632 634
Daniel R. Greco	35 738 943
Donald W. Jones	36 776 709
George E. Kelly	16 173 419
Emil L. Klares	16 148 264
Donald J. Kolp	36 667 024
James L. Zausa	15 121 945
Reginald A. Manning	39 553 256
Richard H. Moore	38 431 089
Garland L. Nicely	33 661 660
Melvin L. Otto	35 140 560
Edmund P. Rosenberger	33 900 317
Jerome A. School	38 822 148
Donald P. Shields	16 189 811
Sheldby E. Stephens	38 353 237
Woodrow W. Winn	28 237 858

Guenter Moehle, 12 183 625, was reduced to grade of private for inefficiency on 24 May 1945, per paragraph four, SO ?80, Hq 40<sup>th</sup> Bomb Group.

A number of new officers and enlisted men were assigned to the Squadron during the month. Their names, listed by crews, are as follows:

Capt	Thomas E. Turner	0 437 267
2 <sup>nd</sup> Lt	John P. Constandy	02 068 616
2 <sup>nd</sup> Lt	Richard C. Fisher	0 785 265
2 <sup>nd</sup> Lt	Nathan Hicks	02 069 192
F O	Gerald G. Fryburger	T 5 986
S Sgt	George R. Brown	16 041 195
Cpl	William E. Hixenbaugh	13 137 321
Cpl	Thomas J. McMillan	38 392 773
Cpl	Carroll T. Rabb	38 829 098
Cpl	Melvin S. Shirley	33 904 868
Cpl	Harold S. Morgan	15 174 690

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## 25<sup>th</sup> Bomb Sq History, 1 May thru 31 May 45, Cont'd

2 <sup>nd</sup> Lt	John Palazzi	0 817 515
2 <sup>nd</sup> Lt	Thomas Pristik, Jr.	0 035 370
2 <sup>nd</sup> Lt	Albert N. Riley	02 079 105
2 <sup>nd</sup> Lt	William F. Hayes	02 075 423
Sgt	Ray L. Cunningham	36 147 367
Sgt	Alfred O. Racker	11 104 552
Sgt	William J. Roseish	36 483 364
Cpl	Lloyd F. Mitchell	34 923 910
Cpl	Clarence R. Miner	32 745 537
Cpl	James P. Croity	12 231 504
Maj	John O. Schindler, Jr	0 401 240
2/Lt	Joseph W. Twilling, Jr	02 069 220
FO	Richard A. Veach	T6 406
FO	Ralph J Caso	T8 124
FO	Marcus Blechman	T134 513
T Sgt	Homer S Ashley	6 299 673
Cpl	Avery M. Jones	37 614 046
Cpl	Harton R. Berndt	37 540 557
Cpl	Warrern Kosel	12 228 601
Cpl	Elwood R. Lawrence	12 239 667

The health of the Squadron remained good with various type of skin infections and "Athletes Foot" the major problems.

The morale of the men has remained good with the major gripe now centering around the indefinite status of plan for rotating or relieving combat crew personnel who have completed thirty-five missions. Naturally, there are many maintenance men who, in various way, are expressing the question in the minds of many men, "When the hell do we go home?" Such detriments to high morale as now exist are primarily mental than physical.

The 25<sup>th</sup> Squadron has finished a busy month at a new base. The efficiency of its operations, the facilities available for the use, and the health of the men, are factors which are a tribute not only to the personnel of the Squadron itself, but also to the organization and planning which has been done in higher echelons.

William H. James  
1st Lt, Air Corps  
Historical Officer

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