

395th Bombardment Squadron (VI)
40th Bombardment Group (VI)
Army Air Field
Pratt, Kansas

5 February 1944

SUBJECT: Monthly Historical Report

TO : Group Historical Officer

ORGANIZATION

The 395th Bombardment Squadron (VI) was organized 24 August 1943 as a training tactical unit preparatory to overseas duty with the B-29. The primary mission of the unit was to completely train combat crews into a combat organization in all phases of ground and air work. To date that mission has not been changed, but pushed forward as rapidly as possible to accomplish the required work set up by the 58th Bombardment Wing.

PERSONNEL

On 31 January 1944 the strength of this organization was as follows:

<u>Number</u>	<u>Rank</u>
1	Lt. Col.
4	Majors
11	Capt.
11	1/Lt.
51	2/Lt.
2	F.O.
4	M/Sgt.
12	1/Sgt.
14	S/Sgt.
14	Sgt.
34	Cpl.
17	PPC
1	Pvt.

D. D. Dickerson, Capt., Squadron Surgeon, was transferred 18 January 1944 to Clovis, New Mexico(1).

Wm. F. Seifert, Capt., was assigned as Squadron Surgeon 21 January 1944(2).

H. H. Roenick, Capt., Squadron Surgeon, was transferred to 25th Bombardment Squadron, 21 January 1944(2).

Elliott Caldwell, 1/Lt., returned from D.S. at Marietta, Ga. on 6 January 1944 and resumed his original duties as Engineering Officer.

Two Flight Engineers were relieved of their duties with this Squadron 9 January 1944 and transferred to Clovis, New Mexico(3):

Leonard J. Koenig, 2/Lt.
Stanley W. Evans, 2/Lt.

Harry L. Zembal, 2/Lt, Bombardier-Navigator, was assigned to this Squadron from the 45th Bombardment Squadron (VI), 10 January 1944(4).

Attached to this report is a copy of Squadron Order No. 5, listing the duties of Squadron Personnel.

SUPPLY & EQUIPMENT

During the month of January there has been a definite improvement in Technical Supply within the Squadron.

Procurement of parts from Sub-Depot supply is very slow—the personnel doesn't seem to know the parts and supply arrangement proficiently enough.

Following is a list of training planes and their dispersal:

<u>NUMBER</u>	<u>STATUS</u>
	B-17
AC #42-5274	On flying Status
AC #42-5279	On flying Status
AC #42-30575	On flying Status
AC #42-30067	At Sub-Depot, PAAF, 3rd Echelon Maintenance
	B-29
AC #42-6242	On flying Status
AC #42-6240	On flying Status
AC #426249	Marietta, Ga. for modification
AC #41-36960	At Sub-Depot, PAAF, 3rd Echelon Maintenance

The Squadron received modified B-29, AC #42-6240, 29 January 1944 from modification center at Marietta, Georgia.

31 January 1944 B-17 AC #30880 was transferred to 44th Bombardment Squadron.

MAINTENANCE

The Engineering section has been having trouble with cylinders cracking or splitting—they are now making a valve guide inspection every 25 hours and any cylinder showing worn guides are changed—this is done to try and prolong life of engines.

During very cold weather in the earlier part of the month a great deal of trouble was encountered with Spark Plugs fouling up due to excessive oil dilution. This difficulty was controlled by having only the crew chiefs dilute the engines when necessary, or supervise dilution by the pilot. At the present time service tests are being run on use of IS-86 Spark Plugs on R-1820-97 engines—very satisfactory results have been obtained.

On 27 January 1944, while taxiing in to the line after landing, B-17, AC #30067, hit a runway light pedestal when the brakes failed. The ship was moving slowly and the impact shock wasn't great enough to break the drag link; therefore, the drag link pulled the nacelle down on No. 3 Engine. The ship is now at Sub-Depot, PAAF, undergoing 3rd Echelon Maintenance.

Outstanding maintenance accomplished: Maintenance crew changed a master rod cylinder on B-17, AC #42-5279—R-1820-97 engine—in six and one half hours.

Maintenance crew hours were changed from 12:00—2:00, 2:00—12:00 shifts to 0700—1900, 1900—0700 shifts. The morale of the men seems to be improving as a result of this change.

As a whole the enlisted maintenance personnel are mostly inexperienced except the non commissioned officers, who are well trained.

TRAINING

Approximately 65% to 70% of scheduled Ground School was completed. Due to the existing flying schedule (0900 to 1600), those personnel who in the day were flying, missed the entire ground school schedule for that day—sickness accounted for the other absences. Bomb trainers, Link trainers, CNT's and DEPT's were used to the fullest extent for continued training of combat crews.

Twelve combat crews completed the twelve hour camouflage course given, and two other crews attended the first scheduled class but did not complete the course due to the termination of the camouflage group.

Both Officers and enlisted men, on the combat crews, began to be checked out on the cal .45 pistol and turret sheet gun.

Under the supervision of crew chiefs combat crews are daily assigned to accomplish actual maintenance work in the hanger and on the airplanes.

For the month the total number of hours flown out of a 24 hour period per assigned airplane was 4:15; and a total percentage of 76% , hours flown, out of a 12 hour period, per airplane in commission.

Squadron intelligence reports that 90% of combat crew members satisfactorily completed all scheduled subjects for the month in 3rd phase training—scheduled subjects were as follows: Aircraft and Naval Recognition, Briefing and Interrogation, Sabotage, Photo Intelligence, Enemy Air Forces, Functions of Intelligence, Camouflage, Booby Traps, Maps and Map Reading, Airframe Defense, AA-380-5, Escape and Evasion.

Make-up classes and examinations are scheduled for those personnel who did not complete training; and supplementary intelligence training was scheduled for those who had completed required training, such as: Movies on Tactics and Techniques; aircraft identification thru shadowgraph and daily recognition contests.

Winners in the first recognition contest completed 15 January 1944 were: DiLaurenzo, Cpl, with a perfect score; Clendenen, Lt; Lacko, Lt.; Penn, Cpl.

SPECIAL PROJECTS

Personnel of Squadron S-2 devised a simple shadowgraph with a light projector, mirror, and sheet, to use in conjunction with supplementary aircraft recognition being given to combat crew personnel. The project proved to be quite a success in that the planes were presented across the screen exactly as they would be viewed against the sky while in flight. Recognition training received in this manner proved to be invaluable, for it acquainted personnel with the difficulties of identification to be encountered in flight, such as the distortion of sweepback, dihedral, and size. Lack of sufficient models for identification and comparison was the only real disadvantage encountered.

OUTSTANDING ACHIEVEMENT

On 20 January 1944, General L. G. Saunders, Commanding General, 20th Bomber Command, inspected the Squadron and Engineering departments.

On 24 January 1944, Col. Olson, Chief of AST, 20th Bomber Command, inspected the Engineering Department.

At the completion of Group and Wing missions, interrogation for each crew is held in a different section of operations building—usually coffee and sandwiches are served at each station while the interrogation is in progress.

Lt. A. W. Conrath was granted an emergency leave, 29 January, and was flown to Detroit, because of the death of his father at Hamilton, Ontario.

S/Bgt. J. T. Yago was granted a 10-day emergency furlough, 19 January 1944 because of the death of his father.

Lt. Elliott Colchester received his promotion to 1/Lt. 26 January 1944.

- NOTE: (1) SO #14 par. 3, Hq. 20th Bomb Com, SHAAF, Salina, Kansas, dated 14 Jan 1944.
(2) SO #21 par. 5, Hq. 40th Bomb Op., PAAF, Pratt, Kansas, dated 21 Jan 1944.
(3) SO #9 par. 11, Hq. 40th Bomb Op., PAAF, Pratt, Kansas, dated 9 January 1944.
(4) SO #10, par. 2, Hq. 40th Bomb Op., PAAF, Pratt, Kansas, dated 18 January 1944.



395TH BOMBARDMENT SQUADRON (TH)
40TH BOMBARDMENT GROUP (VH)
Office of the Commanding Officer

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23 January 1944

SQUADRON ORDER)

NUMBER 5)

1. Effective this date, 23 January 1944, duties of Officers are indicated below. All previous assignments of Officers conflicting with this Order are hereby revoked.

	<u>Primary Duty</u>	<u>add. Duty</u>
<u>Lt Colonel</u>		
LUCAS, WAYNE V. 0664418	Squadron Commander	Flight "A" Leader
<u>Majors</u>		
GLASS, EDWIN R. 0411826	Operations Officer	Pilot
KELLEY, JOHN B. 0403565	Pilot	
KOENIG, FERRIS A. 0413300	Pilot	
ZERRY, ALAN R. 0417551	Flight "B" Leader	Pilot
<u>Captain</u>		
DRISCOLL, RUFOLD, 0432354	Bombardier	Sq. Bombardiering Officer
HOWARD, WILLIAM R. 0789573	Pilot	
LINDLEY, HERBERT K. 0416313	Pilot	
McGLINE, RICHARD M. 0274952	Pilot	Ass't Oper. Off.
McKELIR, WILLIAM M. 0913888	Intelligence Off.	Historical, Crypt., Orientation Off.
SLINDERS, JOHN W. 0412970	Pilot	
SCHALL, WILLIAM R. 0432722	Pilot	
SELFERT, WILLIAM F. 0490964	Sqdn. Surgeon	Personal Expt. Off.
TURNER, IRVING 0401346	Pilot	
VLEOFF, GEORGE D. 0427056	Pilot	
WOOLSEY, CHESTER ... 0427089	Pilot	
<u>1st Lieutenant</u>		
ALLISON, Jr. BERT 0560279	Flight Engineer	
BALL, WALTER J. 0663459	Pilot	Ass't Oper. Off.
EVANS, JIM W. 0662335	Navigator	Ass't Sq. Navig.
HILLS, Jr. LUTIN E. 0662783	Pilot	Oxygen Officer.
LeCRONE, HAROLD S. 0562344	Navigator	Training Off.
ELLIOTT, RAYMOND S. 0795088	Pilot	
LOWRY, GEORGE E. 0728008	Pilot	
MORGAN, HENRY 0662559	Navigator	Ass't Trng Off.
REID, MICHAEL P. 0438233	Navigator	Sq. Navig. Off.
REZNICK, NATHAN J. 0564122	Adjutant	

2nd Lieutenant

BILEY, JOHN A. 0860907	Flight Engineer	
BARNES, JACK E. 0686444	Pilot	
BLOCH, MARION E. 0748145	Pilot	Ass't Adjutant
BRIGGS, ASHLEY L. 0808054	Pilot	
BULLINGTON, JOHN A. 0860419	Flight Engineer	Ass't Engr. Off.
BURROWS, Jr. WILLIAM C. 0805836	Pilot	
BUSH, CURTIS A. 0686407	Bombardier-Nav.	
CAUDLE, ERNEST E. 0748356	Pilot	
CLENDENEN, DAVIS F. 0748365	Pilot	
COLDWATER, ELLIOTT 0861530	Engineering Officer.	
CONNATH, ALMON W. 0860422	Flight Engineer	
CUTPELL, DAVID W. 0871227	Bombardier-Nav.	
DAVIS, LLOYD G. 0694645	Bombardier-Nav.	
DECKER, THOMAS J. 0750953	Pilot	
DELOLO, ROGER G. 0746996	Bombardier-Nav.	
DUVA, SAM J. 0673788	Bombardier-Nav.	
ECKELMAN, WILLIAM E. 0683125	Bombardier-Nav.	
ELSNER, BURTON A. 0743961	Pilot	
FISHMAN, SOL 0743882	Bombardier-Nav.	
GRANTWELL, KELLER P. 0749008	Bombardier-Nav.	
HAMIL, LEIS V. Jr. 0748180	Pilot	
HENRICHSEN, JESSE K. 0683132	Bombardier-Nav.	
HORLACHER, CURTIS D. 0805821	Pilot	
HUSTON, WILLIAM G. 0805923	Pilot	
HUNT, LAM A. 0863095	Flight Engineer	
INGHAM, JOHN A. 0864933	Flight Engineer	
JAMESON, GEORGE J. 0685136	Flight Engineer	
JOHNSON, WILLIAM R. 0809004	Pilot	
KREHSEL, WILLIAM J. 0860945	Flight Engineer	
KUPEC, FRANK E. 0747026	Bombardier-Nav.	
LACRO, ANTHONY T. 0739477	Bombardier-Nav.	
LEWIS, JR. GEORGE H. 0800674	Bombardier-Nav.	
LUND, DONALD J. 0677538	Pilot	
McNEILL, JOSEPH H. 0674701	Bombardier-Nav.	
MOORE, CARL B. 0861975	Flight Engineer	
MULLIN, ROBERT E. 0739191	Bombardier-Nav.	
MURPHY, EUGENE C. 0685115	Bombardier-Nav.	
PERRY, AUBREY S. 0672241	Bombardier-Nav.	
PELLON, JOSEPH E. 0860964	Flight Engineer	Weight & Balance Officer.
POLINSKY, HARRY 0686687	Bombardier-Nav.	
RATH, CLARK N. 0861397	Flight Engineer	
SAMPLE, Jr. THOMAS E. 0690720	Bombardier-Nav.	
SHINE, EDWARD T. 0692676	Bombardier-Nav.	
SIPE, Jr. WALTER K. 0860174	Flight Engineer	
SMITH, VERNON D. 0690732	Bombardier-Nav.	
SPIVEY, Jr. WILLIAM A. 0750874	Pilot	
SZLANSKI, GEORGE 0743865	Bombardier-Nav.	
TEFLICK, ARTHUR 0685339	Bombardier-Nav.	