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SECRET

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23 October 44

SECRET
1 October 44 thru 10 October 44

other, a "Photo Joe", unless, for the 35th Bomb Squadron.

Events occurred quickly. On 2 October, plans were made to send four of our planes to the forward base to drop 2000 pound bombs. At the last minute, 1000 pounds of bombs were loaded on the three other planes. The round trip was made without any untoward occurrences.

On 7 October, seven of our planes took off for the forward base preparatory to what was to be a most important mission. They flew in a scheduled 12 plane formation.

Captain Howard, in 306, aborted while taxiing out, but replaced the blown locker boxgasket and took off about thirty minutes after the formations. Again, it aborted, about two hours out, this time for good. #3 engine had to be feathered because a cylinder was lost.

The next morning, after an approximate 15 hour engine change, 303 took off for A-1. Captain Ball, in 522, took off also, but had to salvo his bombs in the river just beyond the river. After take-off, his #3 engine was cutting out, and he had to feather it and return.

Captain Cooley and his crew were called upon to fly 208, the "Photo Joe". They took off early in the morning, only to have to turn back around Imphal when one of their engines began cutting out in a climb. For the next two mornings, Captain Cooley took off in 208, only to return each time as his engine cut out during climb. Finally, the engineering section decided to change the engine. So, on 15 October, the Captain finally arrived at A-1.

On 11 October, Captain Ball took off once more, but had to salvo his bombs for the second time — not far from the same spot he had salvoed them the day before. This time, when he came back in, they began to change engines. Luckily, they were able to get an engine that was already set-up, and were able to accomplish a rush job. He was able to slow time on the 12th and take-off for A-1 on the 13th. This time he made it.

On 10 October, while checking the other engines on 306, three cylinder changes were found which had to be made in addition to the complete engine change. We were able to slow time it for 55 minutes during the night of the 11th, but had to come back in because all flight instruments on both the pilot and co-pilot were out and only the Engineers A.I. and altimeter were functioning. The A.I. and altimeter would not be changed. The following morning we went out again and completed the slow time. The flight was made with engine and altimeter on the 12th.

(Sq 'Int, 35th Wash Sq, Cont'd)

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All of the crews returned with glowing accounts of flak and fighters which, even though both were moderate, were pressed close, home. The official score for fighters destroyed and damaged has not yet been tabulated, but all of our Squadron did quite well for itself.

Captain Varoff caught a lot of bullets in parts of his plane which partially destroyed the pressure, started a fire in the cockpit and shot out the hydraulic system. He landed with no usable brakes.

Captain Sanders, flying in 303 with Colonel Leese's crew, could not traverse gas, so he bombed a tertiary target of rail and dock area on the China coast.

Captain Lowry and his crew in 466 lost an engine over the target and landed at an emergency field in south-eastern China.

The target was still in Formosa — the repair and depot facilities at the airfield near Taidan. But, it was closed in so the planes bombed shipping and harbour installations at Tainan — the secondary target.

The importance of these missions was realized later. Our B-29s, in conjunction with a terrific naval carrier assault, had almost completely neutralized the air strength at Formosa. This must have been it that they had seen the American forces which triumphantly returned to the Philippines.

This was the last effort of a Squadron, however, as the 35th Squadron was disbanded and its personnel were assigned to other units, Group headquarters, and to other posts.

All personnel accomplished their duties to the best of their ability and they are positive that their blood was well spent.