

# **40<sup>th</sup> Bomb Group History Report July 1945**

**Retyped from microfilm by Sparky Corradina**

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## **CHRONOLOGY**

- 2 July – Mission to Kure**
- 4 July – Mission to Takamatsu**
- 11 July – Mission to Sendai**
- 13 July – Mission to Utsonomiya**
- 16 July – Maj Gen Curtis E. LeMay assumes command of Twentieth Air Force**
- 17 July – Mission to Numazu**
- 18 July – Three Japs killed near 40<sup>th</sup> Group Area**
- 20 July – Mission to Fukui**
- 24 July – Mission to Sumitomo Metal Industry, Osaka, Fifty-three enlisted men leave for US**
- 28 July – First future target announcements made to Japanese People**
- 29 July – Mission to Tsu  
Pfc Lawrence Van Meer (25<sup>th</sup> Squadron) drowns in ocean at edge of Group Area**
- 30 July – Storm causes minor damage in Group Area.**

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**FRONTISPIECE**

a. Date of arrival and departure from each station occupied in the theater: Negative

b. Losses in action, Personnel: Negative

c. Awards and Decorations: Negative

d. Organization: Negative

e. Strength, Personnel:

1 July – 457 Officers	1818 Enlisted Men
31 July – 474 Officers	1784 Enlisted Men

f. Strength, Airplanes:

1 July – 48
31 July – 48

g. Losses, Airplanes:

Operational:	0
Combat:	1
War Weary:	2 (Returned to States)

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### **GROUP HISTORY**

**1 July thru 31 July 1945**

During July the 40<sup>th</sup> Group participated in nine combat missions, one less than the previous month. With but a single exception all were night incendiary attacks on Japanese urban areas. No airplanes were lost operationally or in combat and there were only two combat casualties, neither of which was fatal.

Thus the second consecutive month, the 20<sup>th</sup> consecutive mission and the 649<sup>th</sup> consecutive sortie ended without a fatality or the loss of any airborne plane – a record that is believed to be unparalleled in any B-29 Group.

During the third month of the Blitz a number of significant events took place. The XXI Bomber Command became the Twentieth Air Force, the old XX Bomber Command headquarters became part of the Eight Air Force on Okinawa and both came under a new command, the United States Army Strategic Air Forces. A policy of announcing future targets to the Japanese people was put into effect near the end of the month immediately after the announcement of the unconditional surrender ultimatum from Potsdam. And the Japanese Fleet was reduced to a few scattered light units by Admiral Halsey's American and British carrier aircraft. However at the end of the month the Japanese radio reported that the war lords would ignore the surrender ultimatum.

The first combat crews to complete their 35 missions left for Uncle Sugar early in July. By the end of the month only a few of the combat people who had come overseas with the Group in the spring of 1944 were still around. Some were in the States for lead crew training, a few were on 30 day leave; but most had graduated and gone home, either for reassignment or discharge.

Area improvements continued. Quonsets were still going up at the end of the month; additional crushed coral walks, roads and parking areas were put in; a thirty foot section was added to the Briefing Building; work was started on an Enlisted Men's Club; and the Officer's Club, which was being constructed by officers under the supervision of Captain Hank Lanzoni, was well on the way to completion.

The state of morale of the combat crew personnel appeared to be very satisfactory during July. Adequate replacements were arriving and, with few exceptions, 35 mission men were getting their orders without delay. The overage of gunners which had developed was remedied by transferring some to other organizations and "graduating" those who had 30 or more missions. It is understood that this policy of rotating gunners at 30 missions will be continued providing they become surplus by virtue of the graduation of the remainder of their crew.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

The situation of enlisted ground personnel was also much brighter. On 24 July, 53 enlisted men, each of them whom had 115 or more points, left for the States (See Photo 1) under a policy set down by higher headquarters despite the fact that they were not overages, and replacements were not in all instances available. It is anticipated that within a comparatively short time replacements will be available for all enlisted men having sufficient points according to the critical score set. (See Adjutant and Personnel Section of History)

Anticipating a morale problem in the 1090 enlisted men who will remain after the release of personnel under the Adjusted Service Rating and after reorganization, the Group Commander forwarded to 58<sup>th</sup> Wing a recommendation (See Incl 1) that the number of months required for eligibility for TD R&R (Temporary Duty – Rest and Recreation) be reduced from the present 24 months to 18 months overseas service. If this is not done it will take approximately 3 1/2 years of overseas service to effect TD R&R.

Another important step taken in consideration of the enlisted men's morale was the establishment of an Enlisted Men's Council. Composed of seven members representing Group Headquarters and the three squadrons, this Council was formed for the purpose of discussing and, when possible, solving all matters brought to its attention by enlisted men of the Group. All problems requiring the attention of the Group Commander will be discussed with him, or with the Executive Officer, by the president of the Council. (See Incl 2) As a result of the first meeting in the latter part of July a letter discussing the problems and suggestions that had been presented was posted on all bulletin boards. (See Incl 3)

With rotation, either by accomplishing 35 missions or accruing sufficient points, uppermost in the minds of all personnel, the ground officers still had no definite information as to their prospects of getting home. The critical score of 100 announced in July did not apply to ground officers of the Strategic Air forces; consequently the morale of the men in this category suffered inasmuch as rotation is and probably will continue to be the primary morale factor. However it seems likely that replacements will be available within a few months at most and that officers with high scores will be going back to the States before the end of the year.

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Briefing for the first mission of the month (XXI BC Mission #240) was held at 1400K on 1 July. The mission was to be a night incendiary attack on the urban area of Kure, an important naval,

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

administrative and industrial center on the Island Sea having a population of 235,000.

Take-offs began at 1744K and 43 planes including one RCM and one Super-Dumbo were airborne. There was one early return due to mechanical difficulties.

Of the 40 B-29's then constituting the strike force, one struck a target of opportunity and the rest unloaded 311.2 tons of E-46 incendiary clusters on Kure from altitudes between 10,400 and 11,800 feet through an undercast varying from 2/10 to 7/10. Only four visual releases were made.

The majority of the crews reported meager and inaccurate heavy and automatic weapons fire was encountered or observed. None of the fire came close. Enemy fighter opposition was classed as nil. One possible rocket or jet aircraft and two probable conventional fighters were sighted, but none attacked.

Four of our planes dropped into Iwo for fuel enroute back to Tinian. All returned to base without incident.

According to CIU, XXI BC Flash Report No. 318 Supplement, dated 6 July 45, damage to Kure resulting from this attack was 1.5 square miles. The entire heart of the city was burned out with 64% of the commercial – residential section and 46% of the total build-up section destroyed.

Briefing for XXI Bomber Command Mission No. 247 was held at 1600K on 3 July, and take-offs for the night incendiary attack on the city of Takamatsu began at 1940K. Takamatsu, with a population of 111,000 was the leading port city of Shikoku and the terminus of the railroad ferry service connecting with Honshu. It was a highly congested city with no effective firebreaks.

Of 33 B-29's scheduled 31 were airborne (one of the ground aborts went off the end of the runway – see Photos 2 and 3) and of these, three returned early. The remaining 28 airplanes unloaded 5110 M-47 100 lb incendiary bombs (176.2) tons on the primary target from an average altitude of 10,200 feet during a 31 minute period. Weather conditions varied from CAVU to 7/10 undercast.

No heavy flak was encountered or observed at the target but meager and inaccurate automatic weapons fire was reported. Searchlight activity was considered nil.

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### Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Enemy fighter opposition was nil with only two single engine fighters sighted and no attacks reported.

All of our planes returned safely with one stopping at Iwo before continuing on to Tinian.

Reconnaissance photos, according to CIU, XXI Bomber Command Damage Assessment Report No. 136 dated 16 July 45, show damage resulting from this mission to be 1.4 square miles or 78% of the built-up area of the city. "Damage extends in all directions from the center of the city," the report states.

Early on the morning of 4 July the first crew members to complete their 35 missions took off in a war weary B-29 for the United States. (See Incl 4 and Photos 4 and 5) Major John M. Sanders, the Airplane Commander, exuberantly buzzed the Group area before setting course for Uncle Sugar. The report that someone struck a match on the underside of the B-29 as it passed through the area is probably an exaggeration.

With Sanders' leaving it was noted that Actor 12 (B-29 #42-24888) of which he had been the pilot on all but a few missions, had completed 24 consecutive combat sorties hitting the primary target each time.

Briefing for a night incendiary mission to Chiba (XXI BC Mission No 251) was held at 1600K on 6 July. Located about 20 miles from Tokyo around the shore of Tokyo Bay, Chiba's greatest importance lay in its three railroad lines and accompanying warehouses and supply depots. These lines were being used almost entirely for military shipments.

Take-offs began at 1949K; of the 34 planes scheduled (including one RCM aircraft) one was a ground abort and one returned early. Of the remaining 31 planes in the strike force one bombed a target of opportunity and the rest hit the primary target with 5326 M-47 100 lb incendiaries and 39 M-26 500 lb frag clusters - - a total of 191.5 tons of bombs. All bombing was done by radar through 10/10 undercast from altitudes ranging between 10,100 and 11,200 feet.

Meager and inaccurate heavy antiaircraft fire was observed or encountered by approximately two thirds of the crews and meager and inaccurate automatic fire was reported at the target. No B-29's were hit and the inaccuracy of the flak was believed to be due in large measure to the jamming apparatus of the RCM planes.

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### Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Enemy fighter opposition was nil to weak with only a single attack made by one of the three planes sighted. No damage was sustained by the B-29.

All planes returned safely to base with one stopping at Iwo enroute for fuel.

CIU, XXI Bomber Command Damage Assessment Report No 135, dated 14 July 1945, stated that damage resulting from this mission was .86 square miles, or about 43.4% of the built-up portion of the city.

Briefing for the next mission (XXI BC Mission No 257) was held at 1430K on 10 July. This was to be a night incendiary attack on the city of Sendai 190 miles in northern Honshu and an important military center.

Take-offs began at 1823K; 34 B-29's (including one weather plane) were scheduled and all were airborne. There were two early returns, but the weather plane and 31 aircraft constituting the strike force all reached the primary target. A total of 1051 M-17 500 lb incendiary clusters (262.7 tons) were dropped from altitudes ranging between 10,000 and 10,500 feet, the majority by visual sightings. Weather conditions were CAVU though visibility was restricted by smoke and haze.

Meager and inaccurate heavy and automatic weapons fire was encountered or observed by all crews. However very few heavy bursts were reported and the majority of the automatic weapons fire appeared to be time fuzed, bursting around 9,000 feet.

According to the 40<sup>th</sup> Group Antiaircraft Report the most surprising feature of the enemy's defenses was the quality of the searchlight employment encountered. All crews reported searchlight activity in the target area and nine aircraft were coned out of 31 over the target.

Only four possible enemy fighters were reported, none of which attacked.

Strike photos (See Photo 6) indicated excellent results to the extent of their coverage which was only the west central section of the city. According to post strike photos, however, only the west and central sections of the city was damaged. The total area destroyed amounted to 1.22 square miles, or 27% of the built-up area and 41% of the planned target area. (CIU Twentieth Air Force Damage Assessment Report No 147, dated 29 July 45.)

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### Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

The next mission followed on 12-13 July. Briefing for a night incendiary attack on Utsunomiya (a city of 80,000 lying about 60 miles north of Tokyo) was held at 1400K and take-offs began at 1700K. Thirty-four planes were scheduled including 12 pathfinders and one weather aircraft.

One of the pathfinders failed to take-off and three B-29's of the main force were early returns. Twenty-nine planes bombed Utsunomiya with 5279 M-47 100 lb incendiaries (182 tons) from an average altitude of approximately 13,800 feet, all by radar or dead-reckoning. (One crew with radar out; reported that they had bombed by smell, releasing bombs when the odor of the burning city became strongest.) Weather encountered was very poor and the majority of the 40<sup>th</sup> Group planes were in the soup from the time of hitting the mainland until land's end.

The 40<sup>th</sup> Group Antiaircraft Report for this mission stated, "Due to the weather conditions existing it was impossible to observe antiaircraft opposition. Only nine aircraft encountered or observed antiaircraft fire; the fire they reported was heavy, meager and inaccurate, and was distinguished only by red bursts of flame as the projectiles detonated."

There were no enemy fighter sightings or attacks reported by crews of the Group. On this mission, as on practically every night mission, the greatest danger was from other B-29's.

The results of this mission, according to post strike photos, were not particularly good - - due, in all probability, to weather conditions at the target. CIU Twentieth Air Force Mission Report No 356, dated July 45, gave total damage .28 square miles destroyed, or 32% of the built-up area and 63% of the planned target area. The east central portion of the city was completely burned out.

On 16 July Major General Curtis E. LeMay assumed command of the Twentieth Air Force, formerly the XXI Bomber Command.

Also on 16 July, at 1630K briefing was held for a night incendiary mission to Numazu, a city of 55,000 located about 25 miles southeast of Fuyi-yama. An important army manufacturing and depot center, Numazu contained several large ordnance and armament plants and a great number of smaller textile mills, electrical machinery plants, foundries and at least one electric-metallurgical plant.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Take-offs began at 1959K; of the 33 aircraft scheduled, three were ground aborts, three were early returns and one was forced to jettison when an engine caught fire 12 miles from the target.

The remaining 26 B-29's bombed the primary target by radar, from an average altitude of 10,900 feet, with 1040 M17 500 lb incendiary clusters (260 tons). An undercast with only a few breaks covered that part of the mainland over which our planes flew.

Twelve crews reported seeing automatic weapons fire coming up from the target area but falling off short and only two crews reported heavy flak – inaccurate and for the most part widely dispersed. Four possible searchlights were observed, but due to the undercast they offered no problems. Enemy fighter opposition was nil.

Despite unfavorable bombing conditions results were excellent. CIU Twentieth Air Force Damage Assessment Report No 146, dated 27 July 45, stated that 1.25 square miles, or 89.5% of the build-up area, was destroyed. This was the greatest percentage destroyed of any city attacked to that date.

On 18 July a small infantry patrol investigating a point on the coast about one mile south of the 40<sup>th</sup> Group Area encountered four Japs. Two were killed and one committed suicide with a hand grenade, but one American soldier was killed and the remaining Jap got away.

At 1400K on 19 July briefing took place for a night incendiary mission to the city of Fukui near the Japan Sea north of Nagoya. Fukui, having a population of about 100,000 was one of the most important industrial cities on the west side of Honshu. Its war commodities included aircraft parts, electrical equipment, machine tools, iron and other metal products, rubber goods, chemicals and textiles.

Take-offs began at 1716K; of the 34 B-29's scheduled (including one wind aircraft) 33 were airborne and one of these was an early return.

Thirty one planes hit the primary target visually from an average altitude of 13,000 feet dropping a total of 1237 E46 500 lb incendiary clusters (247.4 tons). The majority of the crews reported excellent results.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Only two of our crews reported flak at the primary target - - meager and inaccurate - - but 23 crews reported automatic weapons fire falling off about 8,000 or 9,000 feet. One searchlight was observed at Fukui but none of our planes were caught by it. Enemy aircraft opposition was nil.

All planes returned safely to base with one stopping at Iwo for fuel.

According to post strike photos, 1.61 square miles, or 84.8% of the built-up area of Fukui was destroyed. Ninety-five percent of the planned target area was destroyed. (CIU Twentieth Air Force Damage Assessment Report No 151, dated 29 July 45)

Briefing for the only daylight mission of the month was held at 2400K on 23 July. The target was to be the Sumitoms Metal Industry and aluminum Company at Osaka - - an important producer of duralumin and airplane propellers.

Take-offs began at 0353K on 24 July and 43 B-29's were airborne. There were no ground aborts and only one early return. (This was the largest number of planes the Group has ever put in the air.)

Two of our planes hit targets of opportunity but the remaining 40 all reached the primary target in four large formations. Although one plane had an accidental release (due to bomb bay door malfunction) 10 miles short of the target, a total of 120 M-56 4000 lb GP bombs (2420 tons) were released on the target with excellent results.

The first formation (eight planes) lead by aircraft #1548 with Lt Victor W. Beck of the 44<sup>th</sup> Squadron as lead bombardier had 85% of its bombs within 1000 feet of the aiming point. (See Photo 7) Thereafter the target was largely obscured by smoke, but by plotting calculated impacts along with those that were visible in strike photos it was determined that the second formation (10 planes), lead by aircraft #1656 with Lt Taylor W. Wilson of the 45<sup>th</sup> Squadron as lead bombardier, had 81.5% of its bombs within 1000 feet of the aiming point (Photo 8); the third formation (11 planes), lead by aircraft #1651 with lead bombardier Lt. William E. McQueen of the 25<sup>th</sup> Squadron, had 88.5% within 1000 feet (Photo 9); and the last formation (11 planes), with lead bombardier Lt Hyman B. Brongofaky of the 25<sup>th</sup> in aircraft #9906, had a calculated 94% of all bombs inside the 1000 feet circle. The Group average was 85.4% and all four formations bombed within a time interval of approximately two minutes. Although no comparisons are available it seems likely that, all factors considered, no other group in the Air Forces has ever surpassed this performance.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Heavy flak at the target was reported as accurate and intense by the majority of our crews - - more accurate and more intense, in fact, than any they had ever experienced before. Sixteen of our planes suffered minor damage. A gunner, Cpl John F. Blain of the 44<sup>th</sup> Squadron was wounded, though not seriously. (See Incl 13)

No enemy fighters were encountered on this mission.

The damage assessment from post strike photos confirmed the accuracy of our bombing. (Only one formation from the other group assigned this target had bombs in the target area). According to CIU Twentieth Air Force Flash Report No 358, dated 27 July 45, damage from this mission amounted to 1,696,025 square feet, or 76.9% of the original 2,204,200 square feet. Total damage to date plus removal is 95.5% of the original roof area. The Sumitomo Light Metal Industry is no longer a target.

On 28 July, in accordance with a plan said to have been formulated by General LeMay himself, B-29's dropped on Japan thousands of leaflets bearing the spectacular announcement that of 11 Japanese cities - - all listed by name - - four or more would be attacked and destroyed within the next few days. Japanese civilians were warned to evacuate the cities inasmuch as it was contrary to the "well known humanitarian policies of America to injure innocent people." This warning came less than 24 hours after the unconditional surrender ultimatum was issued from Potsdam by President Truman and Prime Minister Churchill.

The policy of announcing our future targets was not received with enthusiasm by many of the combat crew personnel. Each time the warning was broadcast to the Japanese people on 28 July (and it was read in English or Japanese every half hour throughout the day) the crews heard only the name "Tsu," the city which was to be their target that night. A large number of them did not comprehend at first that the eleven cities named were scattered from Hokkaido to Kyushu and that the Japs could not hope to effect a concentration of defenses at such widely separated targets in such a short time. They felt the cards were being stacked against them and Colonel Skaer's remark at the briefing that afternoon - - that this propaganda line would certainly have its effect on the Japanese morale - was greeted with hollow laughter. However, by the time the second announcement naming 11 more cities was made a few days later almost all the flying personnel understood they were being subjected to no greater risks than usual and all had high hopes that the warnings would prove effective.

Briefing for the Tsu mission was held at 1400K on 28 July. This highly industrialized community located 34 miles southwest of Nagoya had a population of 68,000 and an area of more than two square miles.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Take-offs began at 1742K and of the 42 planes scheduled (including 12 pathfinders and one weather aircraft) two from the main strike force were ground aborts and another returned early.

The remaining planes completed the mission with 38 dropping a total of 1471 E-48 500 lb incendiary clusters (357.8 tons) in a 26 minute period on the primary target. Bombing was accomplished from about 11,000 feet and with weather generally CAVU, the majority of the bombardiers were able to bomb visually.

Meager and inaccurate heavy and automatic weapons fire was encountered or observed at the target by the majority of our crews. It is thought that RCM operations were responsible, in part at least, for these conditions. Searchlight activity was weak and ineffective and no fighter opposition was encountered on this mission. No casualties or damage was sustained by this Group.

Results were considered very satisfactory. According to CIU Twentieth Air Force Flash Report No 375, dated 6 Aug 45, at least .24 square miles or 57% of the total built-up area was destroyed. Due to partial cloud cover in the photographs additional damage is possible. Total damage to date, according to this report, is 1.046 square miles or 71% of the built-up area.

On 29 July Pfc Lawrence Van Meer of the 25<sup>th</sup> Bombardment Squadron was drowned when a high wave washed him off a ledge on the coast at the edge of the Group area where he had been taking pictures. He was said to be a poor swimmer. All efforts to rescue him were futile and his body has not been recovered.

On 30 July at approximately 0300K a high wind, along with heavy rain, blew down several tents in the Group area. However, damage was negligible and there were no casualties.

F. G. WOOD JR  
Captain, Air Corps  
Historical Officer

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Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

## ADJUTANT AND PERSONNEL

### 1. Unit Personnel Section

a. Readjustment: On 25 July 1945, 53 members of the 40<sup>th</sup> Bombardment Group departed for Saipan, to Western Pacific Base Command where they would be processed and then returned to the mainland. These men had 115 points or over and did not elect to remain in the army. This was in conformance with the 30<sup>th</sup> Air Force policy that let all men considered overages and who would not need a replacement with 115 points or over depart. Personnel with 115 or over who did not elect to remain in the army at this time would need a replacement before they could be considered to return to the Zone of Interior. Men with 85 to 115 points whether they elected to remain in the army or not, would need a replacement prior to their departure. The readjustment policy as far as the 40<sup>th</sup> Bombardment Group was concerned was explained to the enlisted men on 15 July at the War Room by Colonel Skaer, and Major McWalters.

Processing scores for readjustment has been quite a problem for this section due to delayed report concerning eligibility for battle participation stars, for anti-submarine activities in Caribbean area. At this time the only organization in the 40<sup>th</sup> Group to receive credit has been the 45<sup>th</sup> Bombardment Squadron. We have been notified by 58<sup>th</sup> Wing that no doubt other organizations might receive award at a later date.

b. Promotions: Due to the departure of 53 enlisted men (mostly high ranking men) openings have been created in position vacancy for promotion purposes. In order to hasten and facilitate this event notice was given to organization commanders to submit recommendations for enlisted promotions as soon as possible. This is necessary for in the near future we are expected to receive many replacements in this organization with high enlisted grades, due to the readjustment program. Officers promotions are still being prepared the same with 25 promotions awarded to 40<sup>th</sup> Officers for the month of July.

c. Rotation: Combat crew rotation is in full swing. This organization has returned 152 men to the mainland including excess overages gunners. Approximately 45 enlisted overage gunners have been rotated with 12 left. In order for an overage gunner to be eligible for rotation he has to have at least 30 missions in. Amount of 35 missions are needed for authorized combat crew personnel before they are eligible for rotation.

### 2. Officers

a. Strength as of 1 July	Strength as of 31 July
Colonel 1	Colonel 1

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Lt Col	3	Lt Col	3
Major	8	Major	8
Captain	16	Captain	17
1 <sup>st</sup> Lt	9	1 <sup>st</sup> Lt	10
Total	38		39

### 3. Enlisted Men

a. Strength as of 1 July		Strength as of 31 July	
M Sgt	6	M Sgt	3
T Sgt	10	T Sgt	6
S Sgt	24	S Sgt	20
Sgt	37	Sgt	32
Cpl	26	Cpl	26
Pfc	17	Pfc	17
Pvt	0	Pvt	0
Total	120		104

### 4. Court Martial, Punishment Under 104<sup>th</sup> Article of War - Delinquencies

a. There were no cases of the above in this headquarters for the period 1 July 45 to 31 July 45.

### 5. Savings

a. The amount of War Bonds purchased by this Group is very small in comparison to the number of personnel involved. During the month of July 45, 18.5% of officers and 17% of enlisted men participated in purchasing bonds either by deductions for same (payrolls and vouchers) or by cash purchase at Finance Office. This low percentage is mostly due to individuals not being able to get bonds at this station, for a cash purchase a receipt is method of showing an individual has purchased bonds. If a more reasonable method was provided, mainly bonds available at Finance Office; no doubt the percentage of bonds purchases would increase greatly. Many complaints are received by this office by men who purchased bonds through deductions from their pay. The most common complaint is that bonds are unduly slow in arriving at either co-owners address or beneficiary's address. Many bonds have been canceled due to above complaint. Captain Snow is War Bonds Officer for Headquarters Section and is available for any advice or complaints on subject.

PTA and Soldier's Deposits are the most common factors used by personnel of the Group for savings. It is estimated that over 85% of personnel use these two methods for savings.

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Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

## 6. Awards and Decorations

a. To date over 1200 awards and decorations are pending with either XX Bomber Command or Twentieth Air Force. However, word has been received, unofficially, that in the very near future, this problem will be corrected. Due to the movement of the XX Bomber Command to Okinawa, no awards were received. There are over 750 officers and men recommended for awards and decorations at this date. Eighty-five Air Medals have just been received per General Order #14, Twentieth Air Force, dated 29 July 45. No other awards pending at XX Bomber Command can be published until awards that have been pending at XX Bomber Command are published.

## 7. Personal Affairs Section

a. Personal Affairs is a new section authorized by the Army Air Forces. 1st Lt Donald F. Lagason is Personal Affairs Officer of this Group. This is a new duty imposed upon all units in the Air Forces, and will be one of the most important jobs during the postwar period in Personnel Sections.

F. W. MC WALTERS  
Major, Air Corps  
Adjutant

## ENGINEERING

Rumors are running hot and heavy that PIM will soon be adopted by this Group (forcibly) in it's entirety. Major Lamb made a trip to Guam to study existing set-ups down there, with the idea in mind of making similar organizational set-ups here.

This Group ran nine missions this month, scheduling 327 aircraft with 10 ground aborts and 16 early returns. The figures do not look too impressive, but the aircraft aren't getting any newer with resulting increase in maintenance problems.

Three new aircraft arrived in this Group during the month of July while on the other side of the ledger we lost three aircraft - - two to the USA (42-63505 and 42-63420) and one to the survey (42-24914) as a result of running off the end of the runway. No aircraft were lost as a result of enemy action.

Sixteen aircraft received battle damage during the month, all of which was incurred on the mission of 24 July over Osaka. All damage was minor, being repaired within two days.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

There were no new modifications incorporated on any aircraft received from the United States, nor were any outstanding engineering difficulties encountered.

FREDERICK NOEL  
Captain, Air Corps  
Asst. Engineering Officer

### TRAINING

Training facilities in the Group have remained almost the same for the month of July with one exception, the lead crew building was completed and is really one of the show pieces of Tinian in regard to comfort and training facilities for lead crews. Major Charles M. Weber as senior lead crew commander is using the lead crew building as his office in conjunction with Captain Frank Cahill, the untiring S-2 Officer responsible for our Target Identification classes and items of general interest. This is the first time that any real effort has been expended toward glorifying the lead crews. The word glorified as used herein is a worthy expression for their untiring efforts in training and leading the Group on some of the most successful aerials raids in history. It is the opinion of this writer that lead crews be awarded the privilege of flying fewer missions on a tour of duty than that which regular crews are required to fly.

Regular crews are maintaining their proficiency as outlined in 20<sup>th</sup> Air Force directives as well as the 40<sup>th</sup> Group policies. Regular crews are not required to fly as often as lead crews but each crew member is afforded the opportunity to prove in training that he is of lead crew material and eligible to attain the coveted position of a proven lead crew.

Replacement crew ground training being conducted on a Wing level in the 58<sup>th</sup> Bombardment Wing Training Center is proving a very successful venture. The air training commitments for replacement crews are being complied with on a squadron basis. Normal procedures on the assignment of a new crew or an individual crew member in attending the Wing training school until proficient, checking out on a series of training flights by each squadron and flying two combat missions, one as an observer and the second under the observation of a competent instructor.

Numerous formation flights were conducted during the month. Apparently the target weather will warrant the flying of daylight precision missions in the near future, necessitating the utmost in preparatory training.

Results of a Tactical Inspection conducted by the Wing Air Inspector, Lt Col Morris and his staff were below the expectations of this section.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

The undersigned believed the inexperience's of the inspecting party resulted in merely satisfactory grade whereas the proven efficiency of the Group tactically is one of the highest in the 20<sup>th</sup> Air Force. This matter was called to the attention of the Commanding General, 58<sup>th</sup> Bomb Wing who was in accord with the opinion of this Group. The Air Inspectors staff interviewed individually members of Major Charles M. Weber and Lt Ronald C. Fullerton's crews. It appears that an oral examination is not an accurate check for technical knowledge and a flight check would have been more appropriate. Any deficiency noted in combat crew training conducted in the United States training centers should be referred to them and not recorded against the effort of a tactical organization. We are primarily involved in maintaining the proficiency of a combat crew member as well as incorporating the newest tactical and technical trends; but basic instructing is not a primary function of this training section.

Commander H. Cassedy and Mr. S. R. Peilam paid us a surprise visit during the month and lectured on Air Sea Rescue. Commander Cassedy is Captain of a submarine on Air Sea Rescue duty for this command. A technical film was shown of actual rescues, some within five miles of the enemy shores. Emergency procedures and radio SOI for these operations were also stressed. Commander Cassedy was very reassuring in explaining to our combat crews, that pride in their help toward airmen forced down at sea and as a primary task their record is superior in Air Sea Rescue operations. Mr. S. R. Peilam quoted some vital statistics since the inaugurating of this service which were very enlightening and also served as a morale builder to the crews of this Group.

The following are a few statistics of air training conducted during the month:

Practice Bombing Missions 143

Practice Bombs Dropped

Visual 338

Radar 239

Blind 91

Additional statistics in the future will be found in the individual squadron reports as training charts will be kept by each squadron.

It is interesting to note that with twenty-five percent of our efforts being expended for training, there has never been an authorized table of organization for a training section.

SIDNEY I. NEEDLEMAN  
Captain, Air Corps  
Schools Officer

# SECRET

Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

## COMMUNICATIONS

The Group Communications section underwent very few changes during the month of July. There were some minor changes in personnel and operating procedures.

T Sgt Moseback and T Sgt Reese returned to the United States. T Sgt Moseback, who worked in the Group Communications office, was replaced by S Sgt Andrews of the 44<sup>th</sup> Bombardment Squadron. T Sgt Reese was replaced as Communications Inspector by M Sgt Adamczak.

Signal property installed in aircraft, and supplies and parts of equipment peculiar to the Air Corps are now carried as Class 16, Air Corps Supply. This equipment is now drawn on Air Corps Supply forms and requisition blanks instead of the Quartermaster forms previous used.

Two new aircraft were assigned to the Group, with the new eight channel VHF set installed. This set is the ARC-3, and it is expected that it will soon replace the SCR-522 now in use in all other aircraft.

A series of classes for all radio maintenance personnel was held in the Service Center Signal Maintenance Shop. The subject of these classes was the ARC-3. All radio mechanics were required to attend at least one three hour class and one man was given an additional class in third and fourth echelon maintenance of this equipment.

The telephone maintenance men are now, in addition to their other duties, working as electricians in the squadron area. These men are now installing lights and wiring in the Quonset huts and buildings in this area.

The Group's aerial radio operation have continued to maintain a high standard of efficiency. They have proved this by having an exceptional record for the month in sending and receiving all required messages with a minimum of procedure or security violations.

DANIEL REUTHER JR  
1<sup>st</sup> Lt, Air Corps  
Actg Communications Officer

## RADAR

During the month of July, 338 combat sorties were flown by 40<sup>th</sup> Bomb Group. Of this number, 165 bombing releases were radar releases.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

Radar operator training is progressing in a satisfactory manner. The main criticism of the new radar operators is that they are taught absolutely nothing in the States about maintenance.

Two single engine pilots made their appearance this month in the role of radar operators. The roster is now complete for radar operators. Corporal to Major in rank and gunners, radar mechanics, bombardiers, navigators, and pilots for operators.

Sets in operation over the target this month average 97.4%, which is high for the Wing.

DONALD L. STUMPF  
Captain, Air Corps  
Radar Officer

### RCM

The month of July was a very busy month with operations at a high level and many new equipments being received.

For the first time in the history of radar and radar counter measures, a special aircraft was sent out with the single duty of jamming enemy gunlaying and searchlight control radar. On the mission of July 1<sup>st</sup>, four special airplanes orbited the target area for 90 minutes. Two of these aircraft jammed the 200 and 150 MC radars and two jammed the 74 to 84 MC radars. At the time it was unknown whether the system would work or not, but upon return it was found that no damage had been inflicted upon the Group or Wing by enemy fire. Lt. E. B. Boyd and Lt F. D. Selbie were the RCM operators on this mission. Only one other target during the month was considered heavily enough defended to warrant the use of these "Guardian Angels." Again no damage was suffered by the planes of the Group.

The overall picture of RCM operations during the month was equally as successful. Damage was sustained by our aircraft on only two missions, both of these being in CAVU weather in daylight operations. Since jamming operations started, no aircraft in the 40<sup>th</sup> Bomb Group has been hit by Japanese antiaircraft fire under conditions where radar control of guns was necessary.

The same lack of replacement parts for our jamming transmitters that was mentioned in last months history has continued to hamper activities to a greater extent. The Group now has more than one half its total number of AN/APQ-2 transmitters benched because of no spare 388-A

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

tubes. RCM supply reports that there will be none of these items available for some time. 832's, 6C4's, 931's are arriving, but not fast enough to alleviate the criticalness of their supply.

As before, antennas remain a great problem. The Group devised an antenna from the AN/148P antenna of the SCR-729, which has proved the best radiator so far found. It has been adopted as an interim measure by all Groups in the Wing. Otherwise the AN36, 37, 38 and AN65 remain the mainstay.

Four new radar mechanics (RCM) MOS (852), arrived this month. These men had an interesting four months since leaving the States. They had been sent to the XX Bomber Command from the States and upon arrival in Calcutta, they found that this organization had no place for them, so over the Hump to the 14<sup>th</sup> Air Force they go and upon arrival there, they found that the 14<sup>th</sup> Air Force had more MOS (852's) than they could use, so two of them were assigned to a tactical organization and two were kept at headquarters 14<sup>th</sup> Air Force. The two, who, went to a squadron received a battle star and the others did not. Incidentally the officer at Luliang was Lt C. C. Pinson formerly of the 44<sup>th</sup> Bomb Squadron. After doing nothing for six weeks in China, these four men were sent to the XXI Bomber Command and finally to the 40<sup>th</sup> Bomb Group. The ranking NCO of the Group S Sgt Papachristos had been chief instructor at the PC school at Boca Raton for two years, and had taught all our old mechanics. T Sgt Elstun, RC Section Chief, had been a Pfc under Sgt Papachristos during his training days.

The Group received 14 AR/APR-7 on all band communications receiver, 18 AR/APR-13, a high frequency jammer, not at present needed against Japanese radars, several more AR/APT-1's and the AN/APQ-8's. Much of this equipment along with almost a hundred others not at present used equipment has been stored in a Wing storage Quonset on the Service Center Line.

It is a point not generally known that when "rope" drops across high power transmission lines or across radio antennas, it shorts them out and generally closes down all electrical operations for several hours until all the "rope" has been found and removed. So now the RCM department has a new motto, "Lights Out and Radios Off. Or Lets Tie Things Up In Japan."

FREDERICK D. SELBIE JR  
1<sup>st</sup> Lt, Air Corps  
RCM Officer

# SECRET

# SECRET

Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

## GUNNERY

During the month of July the gunners of this Group were inactive, flying nine missions and sighting 10 enemy aircraft. Only one of these aircraft attempted an attack on our aircraft.

Cpl J. T. Blain, CFC gunner, Lt Hoppus crew was injured by antiaircraft fire on a mission #28, 24 July 45.

The group's skeet range is nearing completion. Upon arrival of the traps the range will be open and should be a good pass time as well as excellent training for the gunners.

A tracking range is in operation with a L-5 making attacks on our gunners. The pilots have been instructed on the Japanese tactics. This range keeps the gunners proficiency at a high level.

JOHN T. BRANNAN  
Captain, Air Corps  
Gunnery Officer

## ORDNANCE

1. Ammunition: In accordance with Wing Regulations #55-17, Headquarters 58<sup>th</sup> Bombardment Wing, dated 7 July 1945, a new SOP for linkage of cal .50 ammunition has been set up. All tracer rounds that had been linked with "I" and "API" rounds have been removed. At present the standard linkage for cal .50 combat ammunition, used on both day and night missions, is "I" and "API" rounds in the ratio of one to one.

For the first time on a combat mission of the Group, the 4000 lb light case demolition type of bomb was used. No difficulties were encountered in handling, hauling, or assembling of this type of munitions. Bomb handling equipment as furnished with the M27 Bomb Service Truck proved superior to the M22 lift truck in positioning this type of bomb under the bomb bay in preparation for hoisting.

A new SOP for safety wiring of bombs and clusters has been adopted by this Group. Previously all arming wires of bombs and clusters were safety wired to the shackles to insure that no bombs would be dropped in the "safe" position. At present, and since 15 June, the SOP is that all 500 lb, or larger GP bombs are being safety wired. No clusters or incendiary bombs are being safety wired except the bomb 500 lb, incendiary, M76.

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# SECRET

## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

2. Ordnance Transportation: Supervision of vehicles and transportation was taken out of the hands of the Group Ordnance Officer in May.

3. Weapons: All steel barrels, cal .50, machine gun, A/C have been replaced by stellite-lined barrels and are being processed for turn-in to Ordnance Supply Officer, 58<sup>th</sup> Bombardment Wing.

4. New Development: Two repositioners, ammunitions, cal .50, M15, have been received by this Group. This mechanical device is used for the purpose of aligning cal .50 linked cartridges in exact position in the metallic belt. Squadrons using the machines report that the device can be used to align 300-400 rounds per minute.

5. Personnel: The Group Ordnance Officer, Captain MacAllister, has been in the hospital since the middle of the month, and the Ordnance Officer, 45<sup>th</sup> Bombardment Squadron has been acting Group Ordnance Officer.

J. T. DILLEHAY  
1<sup>st</sup> Lt, Ordnance  
Actg Ordnance Officer

## MEDICAL

The Central Wing Dispensary was organized (effective 1 Aug 45) by General Order No 7, Headquarters 58<sup>th</sup> Bombardment Wing, dated 26 July 45. The Wing Dispensary will be ready to receive patients on or about 15 Aug 45.

The health of the command is good. There have been no particular medical or surgical problems. There was a total of 60 hospital admissions during the month. Most of the cases were of a minor nature and could ordinarily have been cared for in a Group Dispensary. The Wing Dispensary will relieve the 374<sup>th</sup> General Hospital of most of these type cases. Among those hospitalized there were three cases of amoebic dysentery and two skin conditions.

The general sanitation of the base is satisfactory, waste water disposed from the mess halls and showers is still our main sanitation problem. The soakage pits are still unable to accommodate the loads placed on them and are overflowing. It is planned to pipe all sewage to the ocean.

There were two battle casualties during the month. On 3 July, Cpl Ray N. Jury Jr. received a laceration of the face when the airplane in which he was riding aborted after starting down the runway to take off on a combat mission, the plane ran into a ditch thus causing Cpl Jury's injury.

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

On 24 July Cpl John F. Blain received shrapnel wounds of the thigh while on a combat mission. Cpl Jury and Cpl Blain are still patients at the 374<sup>th</sup> General Hospital.

PAUL S. ANDERSON  
Captain, Medical Corps  
Group Surgeon

## AIR INSPECTOR

Most important during the month of July was the inspection of the 40<sup>th</sup> Bomb Group by both the 58<sup>th</sup> Wing and the XXI Bomber Command, now the 20<sup>th</sup> Air Force. The Wing inspectors carried out an extensive inspection and wound up by reporting Administration and Transportation as unsatisfactory. The tactical inspection was satisfactory and communications excellent. It was believed that this report on unsatisfactory conditions was unfair and unfounded and as a result the Group Commander attached a personal endorsement to the General. The General concurred and advised his inspectors that rating would not be given in the future. The inspection as carried out by Colonel Yount was concentrated on administrative records, distribution of publications, personal equipment and motor pools. It was established that inspection of motor pools was to come under Colonel Sanford of the Service Center and not the Group. Colonel Yount was particularly interested in officers' and enlisted mens' records due to the fact that we now have a constant flow of returnees to the States whose records have been found to be incomplete in many cases.

Another item of importance during July was the results of the Air Inspector's person conference hour. Most complaints dealt with the lack of promotions of enlisted men within the Group. This plus a variety of other subjects were brought to the Commanding Officers' attention.

The month of July was a change in inspection personnel within this unit. The engine inspector T Sgt Spears and the communications inspector T Sgt Reese, were rotated to Uncle Sugar on points and were replaced by S Sgt Blackmen and M Sgt Adamczak respectfully. T Sgt Banks, the technical clerk, was sent home on emergency furlough and was replaced by Sgt Havens.

JOSEPH D. WHITE  
Lt Col, Air Corps  
Air Inspector

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Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

## TECHNICAL INSPECTOR

During the month of July only airplanes were inspected by this department. The reason for this was not to overlap higher echelon inspections. Airplanes forms and records, powered ground equipment, and specialized sections were inspected by the 58<sup>th</sup> Wing technical inspectors, and the personal equipment sections were inspected by the XXI Bomber Command Inspectors. Inspection of the airplanes revealed that maintenance of airplanes continued to be very satisfactory, and that the compliance of Technical Orders was on an upward trend. Some of the outstanding discrepancies noted on the airplanes and engines were engine control cables were not adjusted properly and in some cases there was no tension on the cables. Some of the throttle and mixture control rod upper ends had bolt bushings longated causing a lost of motion in control movement. This condition was noted mostly on the older airplanes. It was also noted that combat personnel were very lax in the proper care of their flying equipment, leaving equipment lying about in the airplane where it could be stepped on. This is in direct violation of existing regulations requiring equipment to be stored in Personal Equipment Sections when airplane is on the ground undergoing maintenance. Some of the airplanes were also found to have improper brake clearances. All crew chiefs were instructed by the Group airplane inspector during the course of his inspections in the proper procedure to be followed when checking brake clearances, and also how to bleed brakes after brakes have been changed.

The discrepancies noted on the communications equipment was of the usual nature and minor in detail. The communications section is functioning in an excellent manner. It is believed T Sgt Reese our ex-communications inspector, who was rotated on points, is in part responsible, due to his knowledge of communications and the assistance that he rendered. Sgt Reese was replaced by M Sgt Adamczak who was considered as the most capable NCO within the Group for the position. Sgt Adamczak was formerly in charge of the Group Technical Order compliance section. The pooling of the equipment and facilities of the three squadrons has proved its distinct advantages with the exception of space. The Quonset hut is quite crowded.

The maintenance of armament equipment continued to be very satisfactory. There was neither an upward nor downward trend noted. The discrepancies noted were of the usual nature and minor in detail. The most prevailing discrepancy noted was failure to safety bomb salvo switches, before loading bombs.

WILLIAM J. HELDT  
Captain, Air Corps  
Technical Inspector

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

### STATISTICS

#### 1. Combat Record

a. Combat Missions	9
b. Total Effective Sorties without fatality or loss of airborne aircraft	614
c. Total Airborne Sorties without fatality or loss of airborne aircraft	649

	<u>JULY</u>	<u>CUMULATIVE</u>
25 <sup>th</sup> Bomb Squadron	97	288
44 <sup>th</sup> Bomb Squadron	104	289
45 <sup>th</sup> Bomb Squadron	104	278
40 <sup>th</sup> Bomb Group	305	855

#### d. Total tonnage of all Targets

	<u>JULY</u>	<u>CUMULATIVE</u>
25 <sup>th</sup> Bomb Squadron	733.54	1923.84
44 <sup>th</sup> Bomb Squadron	765.05	1950.05
45 <sup>th</sup> Bomb Squadron	769.80	1850.25
40 <sup>th</sup> Bomb Group	2269.39	5724.14

#### e. Cost of Missions

	<u>JULY</u>		<u>CUMULATIVE</u>	
	<u>Damage</u>	<u>Lost</u>	<u>Damage</u>	<u>Lost</u>
25 <sup>th</sup> Bomb Squadron	6	1	35	3
44 <sup>th</sup> Bomb Squadron	6	0	23	3
45 <sup>th</sup> Bomb Squadron	7	0	21	3
40 <sup>th</sup> Bomb Group	19	1	79	9

#### f. Enemy Aircraft Claims

	<u>JULY</u>		<u>CUMULATIVE</u>
	<u>Attacks</u>	<u>Claims</u>	<u>Claims</u>
25 <sup>th</sup> Bomb Squadron	0	0	

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

44 <sup>th</sup> Bomb Squadron	0	0	
45 <sup>th</sup> Bomb Squadron	0	0	
40 <sup>th</sup> Bomb Group	0	0	31

### g. Landing at Iwo Jima

	<u>July</u>	<u>Cumulative</u>
25 <sup>th</sup> Bomb Squadron	13	25
44 <sup>th</sup> Bomb Squadron	5	18
45 <sup>th</sup> Bomb Squadron	5	21
40 <sup>th</sup> Bomb Group	23	64

### h. Sorties for Month of July

	<u>Sorties Per Asgd Crew</u>	<u>Sorties Per A/C On Hand</u>
25 <sup>th</sup> Bomb Squadron	4.8	7.1
44 <sup>th</sup> Bomb Squadron	5.1	6.7
45 <sup>th</sup> Bomb Squadron	5.4	6.9
40 <sup>th</sup> Bomb Group	5.1	6.9

## 2. Flying Time.

a. Combat Time for July	4,671:10 Hours
b. Training Time for July	596:40 Hours
c. Miscellaneous for July	55:45 Hours
d. Total Time for July	5,323:35 Hours
e. Average Flying Time per Aircraft on Hand	114:50 Hours

## 3. Combat Crews and Miscellaneous

a. Replacement Crews Received	15
b. Replacement Aircraft Received	3
c. Aircraft Assigned First Day of Month	48
(1) Aircraft Returning to USA	2

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

(2) Aircraft Lost on Combat Missions	1
(3) Operational Losses	0
d. Aircraft Assigned Last Day of Month	48
e. Combat Crews Assigned as of Last Day	62
f. Combat Crews Available as of Last Day	54
g. Total Number of Officers of the Group	474
h. Total Number of Enlisted Men of the Group	1784

R. C. SEIPP  
Captain, Air Corps  
Statistical Officer

### SPECIAL SERVICES

This month, for all outward purposes, the theater was completed. For the first time, the front curtains, painted a deep green to contrast with the red of the theater building itself, was used when the 313<sup>th</sup> Wing band gave its performance here on the 9<sup>th</sup> of the month.

One USO show was regularly scheduled to play our Group during this period. It was Light Concert Program feathering Roya Gonzalez, Frank Richards, Edna Rudins and Ester Miller. Because of the advertised serious nature of the program, the customary mobs were lacking though well over two thousand men were present, and many of these acclaimed the performance as the best we had ever seen. The show played on the 17<sup>th</sup>.

In addition to these normally scheduled shows, our Group, alone of all Groups on the Island, played two special performances of shows regularly scheduled in other places. The first of these was Eddie Bracken, with Pegg Ryan and others; the second, a special Variety Show by about fifty members of "This is the Army" Company. Both these shows played after the regularly scheduled performance of the evening and started at about 2200.

The athletic program gave every evidence of being at a standstill during the month, however, much paper work was sent forward, and many telephone calls and visits were made to higher echelons in an effort to produce some action toward the construction of facilities. This resulted in the contemplated assignment of Lt Harding, Group Radar Interpreter, as additional duty Special Service Officer to facilitate the program. An effort which brought results was made to get a new Special Services Officer assigned to the Group, but the results which it brought proved unsatisfactory so that month's end found the Group still without a full time Officer in charge of the Section.

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Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

## Information Education

The education program went forward in leaps this month. Official records from Wing indicate that this Group lead in new enrollments, the figures being; 40<sup>th</sup> Group, 123 new enrollees; closest other unit, 45 new enrollees. This places us second in the Wing for total number of men enrolled in Correspondence Courses.

In addition to these enrollments, classes were started in Spanish, French; and Music Appreciation. Of these, the Spanish class alone really got off to a good start. The others, due to changes in schedule and in places of meeting, got fouled up along the way so that next month's report will have to record their smooth operation.

Plans are under way and requisitions have been filed for buildings to be allotted to the Education Center for use as school building. A survey was initiated to determine the best use of facilities available for transformation to school uses in the event that the War should come to an early end.

This month, too, the information night programs settled down to what appears to be a successful pattern. These hour long programs were scheduled for each Friday night unless there be a mission, in which event, the day is shifted to Saturday. The general outline of the presentation is as follows:

Introduction by the Education Officer of the MC for the evening, Group or Squadron Commanders or Deputy Commanders, thus far, later to develop downward and upward to the 1<sup>st</sup> Sgts and perhaps General Ramey or other leaders of the Wing.

Short talk by the Master of Ceremonies.

News Summary, usually by Captain Cahill of G-2.

Some unusual personality or talent from the personnel of the Group.

Any special entertainment found to be available within the Group.

The purpose of this program under its present pattern are to acquaint the men with their leaders and with outstanding personalities with the Group, so that "Pride in Organization" may be stimulated; to inform them clearly of happenings in the world outside their own Group; to present them information of unusual interest in whatever field; to bring before them the activities of other sections, squadrons, etc which may enable them better to understand the over all functions of the Group as a whole.

One of the most successful ventures of the section has flourished this past month in the Sunday Night Concert Hour, and the Thursday Night Semi-Classic Hour. Both of these are

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## Group History, 1 Jul thru 31 Jul 45, Hq 40<sup>th</sup> Bomb Group, Cont'd

recorded programs presented following the movie on the nights indicated. The interest of the men in this activity has been a great surprise. Several nights have found between seven and eight hundred men listening to these programs. On one of the Sunday night programs, it began to rain during the playing of some Bach Transcriptions. In spite of this, more than two hundred men sat it out. With the exception of the education program itself, these concerts have become by far the most popular, and probably one of the most valuable activities of this section.

R. C. CRAB  
1<sup>st</sup> Lt, Air Corps  
Special Services Officer