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HISTORICAL DATA
Narrative Summary
Documents

of

11th Bombardment Squadron

(40TH BOMBARDMENT GROUP)

50th Bombardment Wing

XII BOMBER COMMAND

Twentieth Air Force

Period: 1 May thru 31 May 1945

no 227

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SQUADRON HISTORY

1 Mar thru 31 Mar 1945

This month brought with it the complete collapse of the German armies and the Nazi war machine and also a quickening in the war against Japan. The end of the war in Germany was the signal for an onslaught of bombing against Japan such as the world has never before seen. And this onslaught the B-29's took the leading roll. Scanning time and time again at the large industrial cities, wrecking havoc wherever they hit, the 29's set fire to Tokyo and Nagoya to such an extent that even the Japs could no longer hide the true facts from their own people. Radio Tokyo announced that all of Tokyo had been burned out and that 200,000 people were homeless in Yokohama. But this was just the beginning -- for the Japs were two alternatives, to surrender unconditionally or to be burned out of existence.

The Squadron, with the experience it had gained in the CBI Theatre the past year fit easily in to the scheme of operations of the XXI Bomber Command.

Problems within the Squadron were many and varied but as the days rolled by a solution presented itself for each and every one of them.

At the beginning of May numerous fatigue details were assigned by the Orderly Room for the purpose of improving conditions in the living area, as a result the area began to take on an appearance more in accordance with the standards of the Squadron.

Building of floors in tents by individuals was stopped due to a shortage of lumber and because in the near future prefabs were to be erected. All lumber was brought to a general stockpile to be used for necessary building. Part of the lumber was to be used for building an enlisted men's club.

On 2 May, aircraft #42-60426, piloted by Lt R. H. Covey, ended its usefulness, as a combat plane with the Squadron. It has been stripped down for parts as a result of the first accident to occur on West Field and within the Group since its arrival on Tinian. Lt Covey, in coming in for a landing at approximately 1715Z with weather and light conditions good, undershot the field and dropped heavily near the end of the runway. Aircraft #462 had taken off on a practice bombing run at 1415, for Pejeria Island in the north Pacific Ocean Area and was returning at the conclusion of the mission when the accident occurred.

The personnel aboard at the time of the incident were:

1st Lt. R. H. Covey	Pilot
Major G. A. Kober	Copilot
1st Lt. R. E. Johnson	Navigator
1st Lt. R. A. McHenry	Engineer
1st Lt. R. A. McHenry	Engineer
1st Lt. R. A. McHenry	Engineer
1st Lt. R. A. McHenry	Engineer
1st Lt. R. A. McHenry	Engineer

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With 300 Sq History, 1 May thru 31 May 45, Cont'd

At the time of landing an excessive strain was put on the tail end of the plane and the tail snapped off completely. Lucail's leg was injured.

Aircraft #62, a Bell Aircraft product, arrived at Okazaki on 23 Dec 44. Its life consisted of night combat missions, one photo mission, one Hup mission, one sea-search trip and the journey to Tinian, where it arrived on 26 April.

The first mission for the month was scheduled for the 5th. It was to be a strike at the Mushinjo-Tama Aircraft plant located on the northeastern edge of Tokyo. This plant is responsible for 40% of Jap aircraft engine production putting out about 1500 engines per month. Within the Squads arrangement and ordnance had difficulties with the old hex -- transportation. The bomb trucks could not carry the 1000 pound bombs which were to be carried. A clutch adjustment had to be made on the truck before the load could be carried. Lt J. Gostreich, Ordnance Officer, had the situation remedied as soon as it was discovered.

Due to weather the mission was postponed for 24 hours and then subsequently about six hours before "H" hour the target was changed this time to the Kure area, producing 2% of Jap aircraft engines and located just west of Kure Harbor. The assigned axis of attack was to take the planes over Kure Bay with the thought in mind of avoiding known flat areas. There were 15 known fighter fields in the area.

The following planes and crews from the Squadron were assigned to go on the mission:

B-29 #269

1st Lt Merkle, W. S.
2nd Lt McCook, T.
2nd Lt Hatfield, R.
2nd Lt Ataway, E. E. Jr
1st Lt Riland, J. C.
Pvt Chase, L. L.
Sgt Hoops, E. H.
Sgt Grilford, S. A.
Cpl Unger, R. W.
S Sgt McGehee, L. Y.
Pvt Skaer, A. S.

B-29 #129

1st Lt Damsen, V. H.
2nd Lt Tompaz, C. D.
1st Lt Brush, A. L.
1st Lt Tasch, F.
1st Lt Hunt, A. W.
2nd Lt Pellecchia, P. E.
S Sgt Laube, S.
S Sgt Hockel, A. F.
S Sgt Denney, A. G.
S Sgt Reed, L. O.
T Sgt McCann, H. D.

B-29 #550

Capt Pappan, A. C.
1st Lt Long, W. J.
1st Lt Murphy, J. N.
1st Lt Miller, D. W.
1st Lt Ratsbeck, A. C.
Pfc Hill, J. H.
Sgt Ostino, P.
Cpl Allen, R. H.
Cpl Gostreich, W. W.
Cpl Marshall, S. H.
Cpl ...

B-29 #542

Capt Moore, R. H.
1st Lt Richards, V. L.
2nd Lt Wolff, W. S.
1st Lt Smith, H. S.
2nd Lt Deiser, E. S.
S Sgt Kinn, J. J.
Sgt Stillson, P. G.
S Sgt Beach, R. F.
S Sgt Young, W. W.
S Sgt Stillson

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With Bomb Sq History, 1 Jan thru 31 May 45, Cont'd

B-29 #605

Capt Gray, G. F.
1st Lt Bernstrom, G. J.
1st Lt Lossing, R. H.
1st Lt Bartlett, V. E.
2nd Lt Jurley, R. M.
S Sgt Jannon, W. R.
S Sgt Helling, A. A.
S Sgt Dooley, J. L.
S Sgt Reichart, A. H.
S Sgt Moulton, L. G.
T Sgt Urbanic, A. R.

B-29 #320

Major Weber, C. E.
1st Lt Dover, L. L.
1st Lt Dalacko, P. A.
1st Lt Dean, J. L.
1st Lt Alford, J. M.
1st Lt Behrens, A. F.
Sgt Kramer, F. A.
Sgt Lamb, G. W.
Sgt Anthony, S. J.
Sgt Hair, G. H.
Sgt Hanson, H. J.

B-29 #894

Major Wemple, N. W.
1st Lt Buchler, W. E.
1st Lt Brower, G. W.
1st Lt Hadsen, H.
1st Lt Strickstein, H.
S Sgt Laycock, J. F.
Sgt Klas, F.
Sgt Martin, C. R.
Sgt Banas, L. J.
Sgt Kramer, F. S.
Sgt Hall, A. A.
2nd Lt Whitaker, J. T.

B-29 #752

Capt Tisserat, R. A.
1st Lt Heger, R. A.
Capt Swanson, R. L.
Capt Orr, J. L.
F U Bradley, G. H.

B-29 #620 - Abort

1st Lt Thomas, L. A.
1st Lt King, J. G.
1st Lt Lacko, A. J.
1st Lt Remy, W. R.
1st Lt Harg, R. L.
T Sgt Bresnok, M. L.
S Sgt LaVallee, R. T.
S Sgt Gregorio, V. A.
S Sgt Gleason, J. P.
S Sgt Kinzer, B. E.
S Sgt Wangler, G. A.

B-29 #659

1st Lt Brown, F. L. Jr
1st Lt Burchett, O. W.
1st Lt Jellie, I.
2nd Lt Bolton, R. P.
2nd Lt Morris, L. A.
S Sgt Underhill, F. L.
S Sgt Moncrief, L. R.
S Sgt Hall, R. E.
S Sgt Cyr, H. J.
S Sgt Tepper, R. L.
T Sgt Moore, H. E.

B-29 #527

Capt Heiler, G. L.
1st Lt Singer, G. H.
1st Lt Finlay, S. H.
1st Lt Hanson, C. E.
F O Drieshaugh, R.
Sgt Dybell, J. J.
S Sgt Coleman, N. F.
S Sgt Holley, V. J.
S Sgt Glasman, H. H.
S Sgt Nicholas, W. C.
T Sgt Davis, B.

T Sgt Sill, S.
S Sgt Brown, P. H.
S Sgt Cohen, J.
S Sgt Garrigan, A. M.
T Sgt Hoffman, P. F.

24 10 1 History, 1 May thru 31 May 45, Cont'd

The 14th Squadron planes were forced to return early. Number 620 flown by Lt. Brown lost an engine and after salvaging bombs in the ocean returned to base later. Aircraft #594, on which Major Cooper was flying in formation commander, swallowed a valve in #3 engine and was forced to salvo and return to Tician.

The remainder of the formation proceeded to the designated IP and went in on the bombing run on an axis of attack of 246°. The bomb bursts were all observed to be in the target area. Interrogations substantiated wherever available (within six hours after the planes returned) verified the fact that bombing results were good to excellent. All indications pointed to the fact that the Emperor had one less aircraft factory to worry about.

All the planes returned safely, and reported heavy and accurate flak, both from shore based batteries and ships anti-aircraft guns. Varying colored bursts of flak - red, purple and yellow were seen. Fighter opposition was nil to weak, probably due to the effective attacks carried out by the Navy against enemy aircraft and airfields in the target area previously.

Captain Moore in #542 and Captain Payson in #538 discovered their gas supply was getting low and landed at Iwo Jima for refueling.

When the results of the mission were announced General Ramey, Commanding General of the 56th Wing, sent out a personal letter to all the personnel responsible for the success of the mission. Pre-strike and post-strike photos, including pictures taken during the bombing were reproduced on a size 2 1/2 x 3 1/2 enlargement along with General Ramey's letter of thanks for an excellent job. Photo interpretation revealed that 80° or more of the Hiro Naval Air Factory was now out of operation, due to each aircraft dropping eight 1000 pounders on the target.

The next day a warning order for the next mission was received. The target however was unnamed. The mission was scheduled for the 9th of May, originally, however due to weather conditions the job was moved back 24 hours. The target for the 56th Wing was announced as the Oshima Oil Storage Tanks located on the Island of Oshima just a few miles southeast of the city of Tokyo on the Island of Honshu. This was to be a coordinated attack by all units of the XXI Bomber Command on all major Jap oil installations on the home island. The Oshima Naval Oil Storage was thought to be the largest known oil storage in the inner zone, having a storage capacity of about 4,320,000 barrels in 54 surface tanks, and an unknown quantity stored in underground tanks at the southwest end of the target.

Planes carried a total of 16,500 pound GP's to do the job. Axis of attack for the mission was 36° true, which would take the aircraft up the longitudinal axis of the target. The expense on Jap oil was real.

On the 10th of May the following crews and aircraft from the 14th Squadron took off:

4th Bomb Sq History, 1 May thru 31 May 45; Cont'd

B-29 328

1st Lt Ruedler, W. E.
2nd Lt Whitaker, J. J.
1st Lt Brower, J. E.
1st Lt Ladsen, H.
1st Lt Strickstien, H.
Sgt Klas, F.
1st Lt Mathrens, W. F.
Sgt Martin, C. R.
Sgt Deas, L. J.
Sgt Croner, C. J.
Sgt Hall, A. A.

B-29 4752

Capt Tisserat, R. A.
1st Lt Rager, R. W.
Capt Swanson, R. L.
2nd Lt Ranson, C. E.
FO Bradley, C. H.
2nd Lt Britt, C.
S Sgt Carrigan, A. H.
T Sgt Sill, A. M.
S Sgt Bremen, P. M.
S Sgt Ricknell, J. D.
S Sgt Cohan, J.
T Sgt Hoffman, P. F.

B-29 #015

Lt Col Schaaf, O. R.
Capt Lowry, W. R.
1st Lt Burrows, W. C.
1st Lt Franklin, J. R.
1st Lt Wotipka, B. F.
1st Lt Bailey, J. A.
S Sgt Frederick, T. H.
S Sgt Larson, E. Y.
S Sgt Barton, J. F.
S Sgt Peam, I.
S Sgt Geof, D. W.
S Sgt Knight, C. A.

B-29 #532

Capt Pappson, A. C.
1st Lt Long, J. J.
1st Lt Murphy, J. M.
2nd Lt Miller, D. W.
2nd Lt Katsbeck, A. C.

B-29 #209

Major Harbo, R. A.
1st Lt Handow, J. D.
1st Lt Brush, R. L.
1st Lt Lee, H. O.
1st Lt Apdignani, G. . .
S Sgt Sisaurne, E. A.
S Sgt McJehoe, L. Y.
S Sgt Matulis, A.
S Sgt Hurlbert, R. G.
S Sgt Johnson, D. L.
T Sgt Spack, H.

B-29 492

Capt Moore, R. M.
1st Lt Richards, V. L.
2nd Lt Wolf, W. E.
1st Lt Smith, W. D.
2nd Lt Deiser, E.
S Sgt Zima, J.
S Sgt Stillson, F.
S Sgt Yonkers, K.
T Sgt Hartman, H.
S Sgt Beach, E. P.
Sgt Pertuset, W. A.

B-29 #729

1st Lt Darnan, J. D.
2nd Lt Tempas, G. D.
Capt Walters, W. B.
1st Lt Pasch, F.
1st Lt Hunt, A.
S Sgt Lamb, S.
2nd Lt Fellicchia, P. E.
S Sgt Hockel, A. W.
S Sgt Denny, A. C.
S Sgt Reed, L. O.
T Sgt McCann, H. D.

Pfc Hill, H.
Sgt Catino, P.
Cpl Allen, R. W.
Cpl Gotschick, W. W.
Cpl Bartsch, A. R.
S Sgt Vandenberg, J. A.

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Int'l Recon Sq History, 1 May thru 31 May 45, Cont'd

B-29 #659

1st Lt Brown, F. L.
1st Lt Burchett, O.
1st Lt Jallie, L.
2nd Lt Bolton, R. P.
1st Lt Morris, L.
S Sgt Underhill, F. L.
S Sgt Moncrief, L. G.
S Sgt Hall, R. L.
S Sgt Pepper, R. L.
S Sgt Cyr, H. T.
T Sgt Moore, H. S.

B-29 #694

1st Lt Clark, M. B.
1st Lt Punnett, D. B.
1st Lt Montgomery, M. B.
2nd Lt Donohue, G. P.
P O Gray, B. W.
T Sgt Haynes, R. B.
S Sgt Rogers, E. O.
S Sgt Polonsky, S.
Cpl Douglas, W. L.
T Sgt Robertson, E. L.

B-29 #527

1st Lt Markham, W. S.
2nd Lt McCosker, T.
2nd Lt Attaway, R. E.
2nd Lt Hatfif, E.
1st Lt Eiland, J. C.
Pvt Chase, L. L.
Capt Tolle, C. K.
Sgt Guilford, S. A.
Cpl Unger, R. W.
S Sgt Hoops, E. H.
Pvt Skaar, M. E.

B-29 #620

1st Lt Thomas, L. A.
2nd Lt King, J. C.
1st Lt Barge, A. L.
1st Lt Lacko, A. V.
2nd Lt Henry, R. B.
T Sgt Dresnok, M. L.
S Sgt Lavallee, R. T.
S Sgt Kinzer, D. E.
S Sgt Glennon, J. P.
S Sgt Gergorio, V. A.
S Sgt Mangler, G. A.

B-29 #511

1st Lt Covey, R. H.
2nd Lt Tischer, D. E.
1st Lt Johnson, E. K.
1st Lt McIntyre, B. A.
P O Laddau, S.
T Sgt Price, G. T.
S Sgt Luyck, J. F.
S Sgt Beck, A. G.
T Sgt Westberg, C. H.
T Sgt Pawluk, A. P.
T Sgt Houghton, B. R.

B-29 #605

Capt Heiler, G. L.
1st Lt Vinegar, G. M.
1st Lt Finlay, S. B.
1st Lt Hoan, J. C.
P O Driesbaugh, R.
S Sgt Dyhell, J. J.
S Sgt Coleman, R. F.
S Sgt Holley, V. J.
S Sgt Glassman, H. H.
S Sgt Niehaus, W.
T Sgt Davis, B.

Lt Beachler in aircraft #328 had to return early as his bomb bay doors would not stay closed. The remainder of the formation hit the southern portion of the target area. Smoke reached up to a height of 6000 feet as the bombs hit their target and wrought complete destruction. On the return route, Lt Brown in #659 had to land at Iwo for fuel. Lt Covey, in #511, had difficulty with his fuel transfer pump and was forced to land there also. While at Iwo an air raid alert was sounded. Fighters stationed at Iwo took to the air immediately and all ground defenses stations were ready and waiting. An hour passed and the fighters returned, shortly after the all clear was given. It was presumed a

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44th Bomb Sq History, 1 May thru 31 May 45, Cont'd

friendly aircraft came IFF caused the alert. Subsequently Lt's Brown and Jovoy were given permission to take off for home base on Tinian. Both planes had rain squalls to contend with as they neared the field. After landing at about 2300 the crews were briefly interrogated. They had nothing unusual to report and their story jibed with reports made by crew members landing earlier in the evening. The next day photographs showed reports by crews of bomb damage to be fairly accurate with smoke rising to 6000 feet. At this altitude a layer of wind carried the smoke off to the east and Capt Lowry stated the smoke was then visible for at least 30 miles.

After the excitement of the results of this excellent mission and worn off personnel in the organization were treated to another surprise. A meeting of the Squadron was held by the Commanding Officer and the rotation plan (Readjustment Act) was explained to all personnel. They then had the chance to signify their intentions of remaining in the service (officers could remain in retain their commission) as part of the Regular Army; remaining in until the conclusion of the war with Japan or discharge at the earliest possible moment.) The situation in Europe had a definite bearing on the trend of events. As fast as troops could be moved into the Asiatic Theater, personnel with a sufficient number of points for rotation would be returned to Shangri-La. The long awaited definite plan for discharge raised morale to a high peak.

News of possible discharges had no effect on the aerial blitz that was planned for Japan. Nagoya was to feel the wrath of the 29's next.

In accordance with Field Order No 4, dated 14 May, the Group dispatched 35 aircraft to hit the third largest city in Japan. Out of the 35, 12 of the planes were from the 44th. This was approximately 1/16th of the number of planes that participated. Nearly 570 B-29's gave the Nips a burning headache. The outbound trip for the planes took eight hours and return seven and one half hours. As usual rain squalls commenced early in the afternoon and prevailed throughout the evening.

The following airplanes and crews participated in covering the northwest, north and northeast portions of Nagoya with incendiary bombs:

B-29 #659

1st Lt Markham, W. S.
2nd Lt McCosker, T.
2nd Lt Attaway, E. E.
2nd Lt Habib, E.
1st Lt Miland, J. C.
Pvt Chase, L. L.
Capt Tolle, C. K.
S Sgt Hoops, K. H.
Cpl Unger, R. W.
2nd Lt Farr, J. R.
Pvt Scaer, M. E.

B-29 #685

Capt Gray, C. F.
1st Lt Punnett, D. B.
1st Lt Loading, E. H.
1st Lt Bernstrom, O. G.
1st Lt Bartlett, T. E.
S Sgt Neulton, L. G.
S Sgt Gannon, W. R.
S Sgt Halling, A. A.
S Sgt Bonlay, J. M.
S Sgt Reishart, A. H.
T Sgt Urbanik, A. A.

1st. Bomb Sq History, 1 May thru 31 May 45, Cont'dB-29 #328

Major Weiser, J. H.
 1st Lt Dover, L. L.
 1st Lt Dumais, P. A.
 1st Lt Alford, J. M.
 1st Lt Bean, J. L.
 1st Lt Behrens, M. F.
 Sgt Lamb, C. W.
 Sgt Kramer, F. S.
 Sgt Haimn, C. M.
 Sgt Anthony, S. J.
 Sgt Hanson, J. J.

B-29 #015

Capt Lowry, W. R.
 1st Lt Burrows, W. J.
 1st Lt Franklin, J. R.
 1st Lt Wectipta, B. F.
 1st Lt Bailey, J. A.
 S Sgt Frederick, T. H.
 S Sgt Barton, J. F.
 S Sgt Penn, I.
 S Sgt Grof, D. W.
 S Sgt Larson, B. Y.
 S Sgt Knight, C. A.

B-29 #538

Capt Papson, A. C.
 1st Lt Long, H. J.
 1st Lt Murphy, J. M.
 2nd Lt Miller, D. W.
 2nd Lt Katzbeck, A. C.
 Pfc Hill, H. J.
 Sgt Catino, P.
 Cpl Allen, R. W.
 Cpl Oestreich, A. W.
 Cpl Bertsch, S. H.
 S Sgt Von Gonten, J. A.

B-29 #752

Capt Moore, R. H.
 1st Lt Richards, V. L.
 2nd Lt Wolff, W. E.
 1st Lt Smith, W. D.
 2nd Lt Deiser, E.
 S Sgt Zina, J.
 T Sgt Sill, D. M.
 S Sgt Yonkers, K.
 T Sgt Hartman, H.
 S Sgt Beach, E. P.
 T Sgt Swires, H. P.
 2nd Lt Britt

B-29 #729

1st Lt Buechler, W. E.
 2nd Lt Whitaker, J. T.
 1st Lt Brower, G. W.
 1st Lt Madsen, H.
 1st Lt Strickstein, M.
 Sgt Klas, F.
 Sgt Stilson
 Sgt Martin, C. R.
 Sgt Banas, L. J.
 Sgt Cromer, C. J.
 Sgt Hall, A. A.

B-29 #527

Capt Heiler, G. G.
 1st Lt Winegar, G. M.
 1st Lt Finlay, S. B.
 1st Lt Tzsch, F.
 F O Driesbaugh, R.
 Sgt Dybell, J. J.
 S Sgt Coleman, W. P.
 S Sgt Holley, V. J.
 S Sgt Glassman, H. H.
 S Sgt Mishans, W.
 T Sgt Davis, B.

B-29 #894

1st Lt Clark, M. R. Jr
 2nd Lt Hurley
 1st Lt Montgomery, M. B.
 2nd Lt Donohue, C. P.
 F O Gray, E. W.

T Sgt Haynes, R. B.
 S Sgt Rogers, E. O.
 S Sgt Rutledge, F. E.
 Cpl Douglas, W. L.
 Sgt Polonsky, S.
 T Sgt Robertson, E. L.

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With Ref to History, I SA Date 31 May 45, Cont'd

#20 #200

1st Lt Thomas, L. A.
2nd Lt King, J. G.
1st Lt Berg, H. L.
2nd Lt Henry, R. G.
1st Lt Laska, A. V.
1 Sgt Brennon, M. L.
S Sgt Gregorio, V. A.
S Sgt Kinner, R. S.
S Sgt Glennon, J. P.
S Sgt LaVallee
S Sgt Wandler, G. A.

#20 #200

Lt Col Lunn, W. F.
Major Harlo, A. A.
1st Lt Haddon, J. D.
1st Lt Lee, H. D.
1st Lt Brush, A. L.
1st Lt Appignani, G. F.
S Sgt McBurne, G. A.
S Sgt McGinnis, L. I.
S Sgt Hatalia, A.
S Sgt Johnson, D. L.
S Sgt Harbert, R. G.
1 Sgt Spack, H.

#20 #512

1st Lt Covey, R. R.
2nd Lt Fischer, D. E.
1st Lt McIntyre, R. A.
FC Landa, S.
2nd Lt Polisehn, R. S.
1 Sgt Price, G. T.
1 Sgt Pauluk, A. P.
1 Sgt Westberg, C. H.
S Sgt Beck, A. G.
1 Sgt Boughton, B. A.
1st Lt Johnson, R. K.

Difficulty was experienced when Lt Lee, bombardier on #200, found that his air doors failed to open in a normal manner and he had to use the emergency door release. One bomb hung up and had to be jettisoned manually out at sea.

Lt Covey in aircraft #512 bombed with a formation out of the 462nd Group.

Lt Marham in aircraft #609 had reached the assembly point when it was discovered an oil leak had resulted in a loss of 40 gallons of oil in a few minutes and he was forced to abort.

The Squadron arrived at the target and dropped their load on the selected aiming point. Fires started from previous formations, had created columns of smoke over the whole city rising to a height of 17000 feet, visible for 30 miles. Results were rated as excellent. Enemy fighter opposition was nil to weak and anti-aircraft opposition was heavier to moderate. No planes sustained battle damage. The loss of #609 resulted one enemy aircraft destroyed. It is estimated in addition that some other units in the 462nd Bomb Group entered a small air base this time, a possible T-10, which was down to be taken a day, week, and finished. The top pilot had bailed out. As of this writing, #609 had been returned to its base.

Unit: Bomb Sq history, 1 May thru 31 May 45, Cont'd

May 17th saw the Squadron planes take off again this time for an incendiary strike on Nagoya. The idea being to burn out workers' homes thus blocking production of small but essential airplane parts.

The mission included several innovations insofar as the Group was concerned. Six pathfinders were assigned to go into the target 30 to 45 minutes prior to the main force -- the purpose being to light up the area in order to expedite recognition by the main force. Altitude for the pathfinders was 6000 feet and for the main force 13000 feet. Airspeed over the target was to be 230 indicated. Counter radar measures, in the form of "ropes," were used to confuse enemy gun laying, radar and searchlights.

The pathfinders carried 134 M-47's each. This particular type 10 pound bomb is composed of a gelatin like substance, which bursts wide open on impact and emits a burning gel that adheres to surface and burns furiously.

The striking force carried 32 M-17A1 aimable cluster bombs which make up 21 M-10-A1 pound thermitic incendiaries, capable of penetrating a four inch slab of concrete.

All 14th planes were read on the target with the exception of Capt Robert Tisserat in #752, and Lt F. Brown in #659 who were early returns and Capt A. Papsen who lost an engine and released just 30 miles from Nagoya. This was disheartening in that it was thought no credit would be given for the mission due to a Bomber Command Regulation that no mission credit would be given if the assigned target was not bombed. (Subsequently Capt Papsen and crew did receive credit for the mission.)

Crews had been briefed to watch out for fighters equipped with searchlights to aid in picking up the 29's. At interrogation several crews reported what they thought was an enemy night fighter with searchlights. At the critique held on 18th May it was admitted by Lt Leo Thomas flying aircraft #620 that in the excitement he had accidentally switched his landing lights on.

The following planes and crews from the Squadron participated:

B-29 #538

Capt Papsen, A. G.
1st Lt Long, M. J.
1st Lt Murphy, J. E.
1st Lt Miller, D. J.
2nd Lt Katsbeck, A. C.
Pfc Hill, H. J.
Sgt Catino, P.
Opl Allen, R. W.
Opl Gestrulich, W. W.
S Sgt VonKonten, J. A.
Opl Bartsch, E. H.

B-29 #894

1st Lt Clark, M. R.
2nd Lt Hurley, R. M.
1st Lt Montgomery, M. E.
2nd Lt Donohue, C. F.
FO Gray, S. O.
1 Sgt Haynes, A. B.
S Sgt Rogers, E. O.
S Sgt Sutledge, F. B.
Opl Douglas, W. L.
Sgt Polansky, S.
1 Sgt Robertson, H. L.

North Coast Sq History, 1 May thru 31 May 45, Cont'd

B-29 #685

Major Sigemann, J. C.
1st Lt Punnett, D. B.
Capt Gray, C. F.
1st Lt Leasing, E. H.
1st Lt Bernstrom, G. J.
1st Lt Bartlett, T. S.
S Sgt Moulton, L. G.
S Sgt Reichart, A. B.
S Sgt Gannon, W. R.
S Sgt Halling, A. A.
S Sgt Bosley, J. M.
T Sgt Urbaniak, A. A.

B-29 #319

Major Harte, R. A.
1st Lt Meadow, J. D.
1st Lt Leo, H. O.
1st Lt Brush, R. L.
1st Lt Apiganand, G. P.
S Sgt Gisturne, B. H.
S Sgt Matulis, A. H.
S Sgt Harlbert, R. G.
S Sgt Hellehee, L. Y.
T Sgt Spack, K.
S Sgt Johnson, D. L.

B-29 #015

Capt Lowry, G. E.
1st Lt Burrows, W. E.
1st Lt Franklin, G. G.
1st Lt Wotipka, B. P.
1st Lt Bailey, J. A.
S Sgt Frederick, T. A.
S Sgt Barton, J. F.
S Sgt Penn, T. C.
S Sgt Croff, D. A.
S Sgt Larson, R. L.
S Sgt Knight, E. A.

B-29 #542

Capt Moore, R. M.
1st Lt Richards, V. L.
2nd Lt Wolff, W. E.
1st Lt Smith, T. D.
2nd Lt Deisor, E. S.

B-29 #659

1st Lt Brown, F. L.
1st Lt Burchett, C. W.
1st Lt Jellis, I.
2nd Lt Bolton, R. P.
1st Lt Morris, I.
S Sgt Underhill, F.
S Sgt Moncrief, I.
S Sgt Hall, R. L.
S Sgt Tepper, A. I.
S Sgt Cyr, H. J.
S Sgt Young, M. W.

B-29 #328

Major Weber, C. M.
1st Lt Dullais, P. A.
1st Lt Alford, J. H.
1st Lt Bean, J. L.
1st Lt Dehrens, M. P.
Sgt Kramer, F. S.
Sgt Lamb, C. W.
Sgt Haim, C. M.
Sgt Anthony, S. J.
Sgt Hansch, H. J.

B-29 #152

Capt Tisserat, R. A.
1st Lt Heger, R. W.
Capt Squanson, R. L.
2nd Lt Hanson, L. T.
FO Bradley, C. H.
S Sgt Carrigan, A. M.
T Sgt Hill, S. C.
S Sgt Bremen, P. H.
S Sgt Ricknell, J. D.
S Sgt Cohen, J.
T Sgt Hoffman, P. F.

S Sgt Zima, J. J.
Sgt Stillson, F. G.
S Sgt Beach, S. P.
S Sgt Yonkers, E. S.
T Sgt Hartman, J. M.
T Sgt Swires, H. B.

1st Bomb Sq History, 1 May thru 31 May 45, Cont'd

B-29 #129

1st Lt Dannon, J. H.
2nd Lt Tompa, S. D.
1st Lt Hunt, A. W.
1st Lt Brower, G. W.
1st Lt Pasch, F.
1st Sgt Laube, S.
1st Sgt Hockel, A. F.
1st Sgt Denney, A. C.
1st Sgt Reed, L. O.
1st Sgt McCann, H. D.
2nd Lt Pollicchia, P. J.

B-29 #511

1st Lt Covey, R. H.
2nd Lt Fischer, D. E.
1st Lt Johnson, E. K.
1st Lt McIntyre, R. A.
FO Landau, S.
1st Sgt Price, G. T.
1st Sgt Westberg, G. H.
1st Sgt Houghton, E. R.
1st Sgt Pawluk, A. P.
Sgt Lecandro, R. J.
S Sgt Beck, A. G.

B-29 #629

1st Lt Thomas, L. A.
2nd Lt King, J. G.
2nd Lt Henry, R. B.
1st Lt Bary, R. L.
1st Lt Lecko, A. V.
1st Sgt Bresnok, H. L.
1st Sgt Gregorio, V. A.
1st Sgt Kinzer, E. E.
1st Sgt Glennon, J. F.
1st Sgt LaVallee, R. P.
1st Sgt Wangler, J. A.

B-29 #527

Capt Bleiler, G. J.
1st Lt Winiger, C. M.
1st Lt Finlay, S. B.
1st Lt Habib, E.
FO Driesbaugh, R.
Sgt Dyball, J. J.
1st Sgt Coleman, H. F.
1st Sgt Michaus, H.
1st Sgt Davis, B.
1st Sgt Holley, V. J.
1st Sgt Glassman, V. H.

Wing mission #6 a scheduled strike at the Tachikawa Aircraft Plant took off on May 19th. The primary radar target was the Japan Musical Instrument Company an important producer of airplane propellers, located at Hamamatsu.

Weather at the primary was 10/10 so the planes bombed the primary radar target at 18500 feet through 10/10 undercast. Enemy opposition was nil and all aircraft returned safely.

Of the 24 aircraft from the Group airborne, eight were from the Squadron. These included the following:

B-29 #729

1st Lt Covey, R. H.
2nd Lt Fischer, D. E.
1st Lt Johnson, E. K.
1st Lt McIntyre, R. A.
FO Landau, S.
1st Sgt Price, G. T.
Sgt Lecandro, R. J.
1st Sgt Beck, A. G.
1st Sgt Westberg, G. H.
1st Sgt Pawluk, A. P.
1st Sgt Houghton, E. R.

B-29 #694

Capt Fapson, A. G.
1st Lt Long, H. J.
1st Lt Murphy, J. M.
2nd Lt Miller, D. W.
2nd Lt Rastback, A. C.
Pfc Hill, J. J.
1st Sgt LaVallee, R. P.
Cpl Allen, R. W.
Cpl Gantreich, H. H.
Cpl Barshak, E. E.
1st Sgt Vandantzen, J.

SECRET

Mission Bombing History, 1 May thru 31 May 45, Cont'd

B-29 #207

Major Murte, R. A.
1st Lt Hanson, V. J.
1st Lt Asplund, G. P.
1st Lt Brady, R. L.
1st Lt Lee, H. O.
S Sgt Herr, G.
S Sgt Johnson, D. I.
S Sgt Harikert, R. O.
S Sgt McCheser, J. V.
S Sgt Dickinson, S. A.
P Sgt Spack, H. O.

B-29 #096

1st Lt Myrdian, J. S.
2nd Lt McCosker, T.
2nd Lt Habib, E.
2nd Lt Ataway, S. S.
1st Lt Gilland, J. G.
Pvt Chase, L. L.
S Sgt Hoops, W. H.
Sgt Creager, G. G.
Cpl Unger, R. W.
Pvt Shaver, A. E.
Capt Tolle, J. K.
Capt Anderson, P. S.

B-29 #100

Major Napley, W. J.
Capt Kasserab, R. A.
1st Lt Regur, R. W.
Capt Swanson, R. L.
2nd Lt Hanson, D.
P O Woodley, G. H.
S Sgt Corrigan, A. M.
P Sgt Sill, S. C.
S Sgt Bremen, P. M.
S Sgt Dicknell, J. D.
S Sgt Cohen, J.
P Sgt Hoffman, P. F.

B-29 #328

Major Weber, O. M.
1st Lt Dover
1st Lt Daniels, P. A.
1st Lt Allford, J. M.
1st Lt Bean, J. L.
1st Lt Bohrens, M. P.
Sgt Kramer, F. S.
Sgt Lamb, G. W.
Sgt Kaitn, C. M.
Sgt Anthony, S. J.
Sgt Hanson, H. J.

B-29 #342

1st Lt Buschler, W. E.
2nd Lt Whitaker, J. T.
1st Lt Brower, H. W.
1st Lt Strickstein, H.
1st Lt Hadsen, H.
1st Lt Pallechia, B. E.
Sgt Klas, F.
Sgt Croner, C. J.
Sgt Martin, C. R.
Sgt Benas, L. J.
Sgt Hall, A. A.

B-29 #639

1st Lt Brown, P. L.
1st Lt Burchett, O. W.
1st Lt Jellis, L.
2nd Lt Rollen, R. P.
1st Lt Morris, L.
S Sgt Underhill, F. L.
S Sgt Moncrief, L.
S Sgt Hall, R. L.
S Sgt Tepper, R. L.
S Sgt Vyr, R. J.
S Sgt Young, R.

May 23rd was "D" Day for an incendiary strike at Tokyo Urban Area South. Of the 12 aircraft assigned from the Squadron, 11 were airborne. Total airplane load for the mission was 137000 pounds. At first 37 500 pound 2-46 incendiary bombs were launched. This was supplemented by three additional bombs and one was finally removed making a total of 39 bombs. The removal of one bomb allowed for an extra 60 gallons of gas in the tanks.

SECRET

1st Lt. Sa. History, I May thru 31 May '45, Cont'd

The previous mission to Tokyo was cancelled by cloud cover, and the mission aborted instead. This time Tokyo would be labeled visually or by radar.

To those watching from the ground take off was spectacular. Planes from each of the four groups were busy taxiing on several taxiways and one plane took off every 30 seconds on both runways. The blackness of the night set off the field lights and the entire scene looked like the superhighway that is right to Tokyo's front door.

At the end of the runway is an 80 foot hill that has to be cleared. To observers in the tower the planes seemed to lumber down the runway with hardly a visible sign of speed -- yet take offs were well done.

Enemy air opposition at the target was nil to weak though indiscriminate tracer fire was experienced on this mission presumably from enemy 29's.

Enemy anti-aircraft was reported as nil to moderate and accurate to inaccurate and definite indications of air to air bombing were experienced.

There were approximately 75 to 100 searchlights in the target area, concentrated in the northern and western outskirts of the city. "Rope" was used again and it proved to be very effective against radar controlled searchlights. Thermal currents caused by fires in the target area were reported as severe. The bombing results, as estimated by crew interrogations, were excellent with numerous fires started and smoke rising to 16000 feet. The bombing altitude was 10400 feet.

Due to a fuel shortage both Lt's Damon (#729) and Thomas (#620) were forced to land at Iwo Jima and refuel. They both arrived at home base in the early part of the evening. Consensus of opinions among the crews was that a through job had been done.

The following crews participated:

B-29 #620

1st Lt Thomas, L. A.
1st Lt King, J. C.
1st Lt Henry, R. B.
1st Lt Lecker, A. V.
1st Lt Katabeck
1st Sgt Brown, H. L.
2nd Sgt Gregorio, V. A.
3rd Sgt Glenon, J. C.
P/O Gorman
5th Sgt Lavallo, H. T.
5th Sgt Wangler, G. A.

B-29 #527

Capt Heiler, G. L.
1st Lt Minegar, G. M.
1st Lt Finlay, S. B.
2nd Lt Miller
P/O Driesbaugh, R. F.
3rd Sgt DeBall, J. J.
3rd Sgt Nicklaus, W.
3rd Sgt Coleman, N. E.
3rd Sgt Hoolay, V. J.
3rd Sgt Glassman, N. H.
1st Sgt Davis, B. T.
1st Lt Deherty, T. J.

B-29 #729

1st Lt Dawson, J. I.
2nd Lt Tenpase, J. D.
1st Lt Alford
1st Lt Pasch, F.
1st Lt Hunt, A. W.
2nd Lt Fallicchia, P. E.
S Sgt Lamb, S.
S Sgt Rockel, A. D.
S Sgt Denney, A. C.
S Sgt Reed, L. O.
T Sgt McCam, H. B.

B-29 #752

1st Lt Covey, R. H.
2nd Lt Fischer, D. E.
1st Lt Johnson, B. K.
1st Lt McIntyre, B. A.
FO Laundau, S.
2nd Lt Mueller
1st Lt Britt, G.
T Sgt Price, G. F.
T Sgt Westberg, C. W.
T Sgt Pawluk, A. P.
T Sgt Houghton, B. R.
S Sgt Beck, A. G.

B-29 #894

1st Lt Clark, M. R.
2nd Lt Hurley, R. H.
1st Lt Montgomery, M.
2nd Lt Donohue, O.
FO Gray, E. W.
T Sgt Haynes, R. B.
S Sgt Rogers, E. O.
S Sgt Rutledge, F. E.
Cpl Douglas, W. L.
S Sgt Polansky, G. S.
T Sgt Robertson, E. L.
2nd Lt Weeden, C. L.

B-29 #659

1st Lt Brown, F. L.
1st Lt Barrett, O.
1st Lt Jellis, L.
1st Lt Morris, L. A.
2nd Lt Bolton, R. P.

B-29 #100

Capt Messerat, R. A.
1st Lt Neper, R. E.
Capt Swanson, R. L.
FO Bradley, C. E.
2nd Lt Amson, C.
T Sgt Sill, S. C.
S Sgt Carrigan, A. M.
S Sgt Thoman, P. B.
S Sgt Ricknell, J. D.
S Sgt Cohen, J.
T Sgt Hoffman, P. F.
Cpl Sturworth, R.

B-29 #511

1st Lt Kuechler, J. E.
2nd Lt Whitaker, J. T.
1st Lt Brower, G. W.
1st Lt Madsen, H.
1st Lt Strickstein, H.
Sgt Klas, F.
2nd Lt Wilcox
Sgt G. A. Martin
Sgt Dunn, L. J.
Sgt Croner, O. J.
Sgt Hall, A. A.

B-29 #015

Capt Lowry, G. E.
1st Lt Burrows, W. E.
1st Lt Franklin, G. G.
1st Lt Wolpka, B. F.
1st Lt Bailey, J. A.
S Sgt Frederick, T. A.
S Sgt Barton, J. R.
S Sgt Penn, I. C.
S Sgt Gref, D. W.
S Sgt Knight, C. A.
S Sgt Larson, R. L.

S Sgt Underhill, F. L.
S Sgt Hall, A. L.
S Sgt Tepper, R. L.
S Sgt Gray, H. J.
S Sgt Morrison, L.
S Sgt Young, W. T.

High Bomb Sq History, 1 May thru 31 May 1945, Cont'd

5-29 #315

1st Lt Markham, A.
2nd Lt McCosker, J.
2nd Lt Attaway, L.
2nd Lt Hahli, W.
1st Lt Siland, J. C.
Capt Tolin, C. E.
Pfc Chase, L. L.
S Sgt Hoops, H. H.
Cpl Ungar, R. J.
2nd Lt Farr, J. R.
Pvt Skner, L. E.

5-29 #398

Capt Gray, C. F.
1st Lt Punnett, D. B.
1st Lt Bernstrom, D. G.
1st Lt Lossing, E. H.
1st Lt Bartlett, T. H.
S Sgt Hamilton, L. G.
S Sgt Janson, J. R.
S Sgt Gelling, A. A.
S Sgt Boslay, J. H.
S Sgt Reichart, A. H.
T Sgt Urbanic, A. A.

On the 25th another mission to Tokyo was scheduled. It seemed as though the oft-talked "blitz" was really on.

This was to be a long remembered mission for two crews of the Squadron failed to return.

The target this time was to be the Imperial Palace Area -- to further pulverize the Jap capital in an attempt to bring the Japs to their knees.

Out of 33 aircraft airborne from the Group, 12 were light planes. Major Ronald Hart in #269 was one of four pathfinders assigned to mark the general target area. Going into the target area on a heading of 295° true, the pathfinders were coned by between 50 and 75 searchlights located around the city proper, and encountered heavy automatic weapons fire and meager but accurate antiaircraft.

A majority of crews in the main force did not get any antiaircraft fire until their aircraft was coned by searchlights. The procedure, enemy searchlights used was to carry the aircraft from one light to another, thus seeing the plane in sight at all times. An unusual bright green light was reported by a majority of crews coming from the outer ring of lights below Yachikawa. The light was so bright it hurt the eyes. Though the origin is unknown it is thought to be a director for the other searchlights.

Those planes coned by searchlights received moderate to intense continuous pointed antiaircraft. Aircraft that were not coned by searchlights reported antiaircraft fire as nil to meager. Intense automatic weapons fire was encountered to to 10000 feet.

A total of 11 enemy aircraft were sighted and only two attacks were reported.

Weather over the target was CAVU and bombing was reported as good to excellent.

With Bomb Sq History, 1 May thru 31 May 45, Cont'd

The Squadron was hard hit on this mission. Two of the crews who went out did not return. No word of distress was heard from either of them and up to this writing, nothing has been heard from either crew.

Missing in this mission are;

B-29 #209

Major Harte, R. A.
1st Lt Hallow, J. L.
1st Lt Assignment, G. P.
1st Lt Lee, L. G.
1st Lt Bruck, R. L.
S Sgt Gibberson, E. A.
S Sgt McGahes, L. Y.
S Sgt Metalis, A.
S Sgt Johnson, D. L.
Pfc German, C. B.
T Sgt Spack, H.

B-29 #530

Capt Pappson, A. C.
1st Lt Long, H. J.
1st Lt Murphy, H.
2nd Lt Miller, D.
2nd Lt Katzbeck, A.
2nd Lt Palluchin, P. G.
Pfc Hill, H. J.
Cpl Allen, R. A.
Cpl Oestreich, G. W.
Cpl Bartosh, E. H.
S Sgt VonGanten, J. A.

Other crews participating in this mission were:

B-29 #685

1st Lt Maridian, W. S.
2nd Lt McCouker, P.
2nd Lt Anthony
2nd Lt Habib, E.
1st Lt Kiland, J. C.
Pfc Chaso, L. L.
2nd Lt Wilcox, P. I.
S Sgt Hoops, E. H.
S Sgt Reed, L. C.
Cpl Ungar, R. W.
Sgt Skner, A. E.

B-29 #328

Major Weber, C. H.
1st Lt Dover, L. L.
1st Lt Dalmis, P. A.
1st Lt Alford, J. M.
1st Lt Ream, J. L.
1st Lt Johnson, M.
S Sgt Lamb, C. W.
Sgt Kramer, F.
Sgt Anthony, S.
Sgt Heirn, C. H.
Sgt Hanson, H. A.

B-29 #698

Capt Tisserat, R. A.
1st Lt Neger, R. W.
Capt Swanson, R. L.
2nd Lt Hanson, C.
FO Bradley, C. H.
T Sgt Sill, S. C.
S Sgt Garrigan, A. M.
S Sgt Brennan, E. M.
S Sgt Micknell, J. D.
S Sgt Cohen, J.
T Sgt Hoffman, P. F.
Capt King

B-29 #752

1st Lt Covey, R. H.
2nd Lt Fischer, B. E.
1st Lt Johnson, E. K.
1st Lt McIntyre, D. A.
FO Landau, S.
T Sgt Price
S Sgt Poliansky, S.
S Sgt Beck, A. G.
T Sgt Pawluk, A. F.
T Sgt Westberg, G. H.
T Sgt Houghton, F.

14th Bomb Sq History, 1st Lt. thru 31 May 45, Cont'd

B-29 #507

1st Lt Brown, F. L.
 1st Lt Burchett, G. W.
 1st Lt Jellis, L.
 2nd Lt Barton, R. P.
 1st Lt Morris, L. A.
 1st Sgt Underhill, F.
 S Sgt Kendrick, L. A.
 S Sgt Hall, R. L.
 S Sgt Taylor, C. L.
 S Sgt Orr, H.
 S Sgt Young, H. T.

B-29 #512

Capt Moore, R. H.
 1st Lt Richards, V. L.
 2nd Lt Wolff, W. E.
 1st Lt Smith, W. D.
 2nd Lt Deiser, E. E.
 S Sgt Zimm, J. J.
 S Sgt Stinson, F. B.
 S Sgt Beach, E. P.
 S Sgt Yonkers, K. B.
 T Sgt Hartman, J. H.
 T Sgt Swires, H. B.

B-29 #511

1st Lt Buechler, W. E.
 2nd Lt Whitaker, J.
 1st Lt Brower, J. W.
 1st Lt Pasch, F.
 1st Lt Strickstein, H.
 S Sgt Kline, F.
 2nd Lt Mueller
 S Sgt Martin, C. R.
 Sgt Rannas, L. J.
 Sgt Cromer, C. J.
 Sgt Hall, A. A.

B-29 #515

Capt Lowry, G. E.
 1st Lt Burrows, W. W.
 1st Lt Franklin, C. G.
 1st Lt Motipka, E. F.
 1st Lt Bailey, J. A.
 S Sgt Frederick, F. A.
 S Sgt Barton, J. F.
 S Sgt Penn, I. C.
 S Sgt Croff, D. W.
 S Sgt Larson, R. L.
 S Sgt Knight, C. A.
 Capt Servans

B-29 #620

1st Lt Thomas, L. A.
 1st Lt King, J. G.
 1st Lt Lacko, A. V.
 1st Lt Henry, R. B.
 FO Gray, E.
 S Sgt Gregorio, V. A.
 T Sgt Bresnok, M. L.
 S Sgt Glennon, J. P.
 S Sgt Kinser, B. E.
 S Sgt Mangler, G. A.
 S Sgt LaVallee, R. T.
 S Sgt Strachan, J. R.

B-29 #521

Capt Bleiler, C. L.
 1st Lt Winogor, G. M.
 1st Lt Finlay, S. E.
 Capt Gar, J.
 FO Driesbaugh, R.
 S Sgt Ryball, J. J.
 S Sgt Nicholas, W.
 S Sgt Coleman, M. F.
 S Sgt Holley, V. J.
 Sgt Glassman, H. R.
 T Sgt Davie, D.
 S Sgt Sower

On May 29th 11 aircraft from the 14th out of 31 aircraft from the Group took off for a strike against the urban area of Yokohama. Within the environs of the city was the Mitsubishi Heavy Industry Company, numerous piers and warehouses, petroleum stores, army and naval stores, military supplies, freight yards, dockyards, the Nippon Cartup Company, and the Ford Motor Company. In addition the usual home factories added to the attractiveness of the target.

40th Bomb Group History, 1st Sq. Miss 31 May 45, Cont'd

Weather conditions over the target were C&W to 3/10 and crews reported that after bombing, smoke reached a height of 16000 feet.

The 40th group was the 15th out of 18 groups to hit the target.

Air opposition over the target was nil to weak and anti-aircraft was reported as slight to moderate and accurate.

Bombing was done on the leader in Squadron formation from an altitude of 10700 feet.

For the second time in a few days tragedy hit the Squadron when aircraft #4874, piloted by 1st Lt M. A. Clark Jr was rained by an enemy fighter.

As the formation approached the IP near Fujiyama, a twin engine Nick was spotted four or five miles ahead of the formation and slightly high. He came toward the 15th formation apparently intending to attack #0015 the lead ship piloted by Captain George Lowry. There was some difference of opinion among the crew members as to whether the Nick was firing, or not. When Nick was out about 100 yards, aircraft #542 fired a few bursts and suddenly Hicks right wing dropped and he veered away from #015 and crashed into #694. An explosion occurred on impact and one wing of #694 came off and the Superfort went into a spin. The enemy aircraft disintegrated in mid air. Varying reports indicated that from one to three parachutes were seen coming from the rear of #694 before it crashed into the mountains at 35°05'N - 133°15'30"E.

Missing in action are:

1st Lt Clark, M. R. Jr	S Sgt Haynes, R. B.
1st Lt Hurlay, P. H.	S Sgt Rogers, E. O.
1st Lt Montgomery, M. B.	S Sgt Polonsky, I.
2nd Lt Dohohue, O. P.	S Sgt Rutledge, E. B.
F O Gray, S. W.	Opi Douglas, W. L.
	T Sgt Robertson, E. L.

The remaining planes and crews participating in the mission were:

B-29 #542

Capt Moore, R. H.
1st Lt Richards, Y. L.
1st Lt Smith, W. D. Jr
2nd Lt Daiser, E. E.
2nd Lt Hallif, W. E.
S Sgt Sims, J. J.
Sgt Stillson, F. J.
S Sgt Youkers, K. S.
T Sgt Hartman, H. H.
S Sgt Beach, E. P.
T Sgt Swires, E. B.

B-29 #696

Capt Gray, C. L.
1st Lt Punnett, D. D.
1st Lt Loeckig, E. H.
1st Lt Bernstrom, G. O.
2nd Lt Bartlett, T. E.
S Sgt Haulton, L. J.
S Sgt Garrison, W. E.
S Sgt Halling, A. A.
S Sgt Bealey, J. M.
S Sgt Reichart, A. E.
T Sgt Urbahn, A. A.

With Bomb Sq History, 1 May thru 31 May 45, Cont'd

B-29 #685

1st Lt Harahan, V. S.
2nd Lt McJost, P. A.
2nd Lt Nabil, R.
2nd Lt A. Conway, S. J.
1st Lt Hilard, J. C.
Pfc Chase, L. L.
1st Lt Mueller, W. F.
Cpl Teague, W. D.
Cpl Unger, R. A.
Pfc Skner, M. E.
S Sgt Hoops, E. H.

B-29 #752

1st Lt Thomas, L. A.
1st Lt King, J. C.
1st Lt Gentry, A. B.
1st Lt Decko, A. V.
2nd Lt Britt, C. C.
Cpl Strachin, J. H.
T Sgt Price, W. F.
S Sgt Gregorio, V. A.
S Sgt Glennon, J. P.
S Sgt LaVallee, R. T.
S Sgt Wangler, G. A.
S Sgt Kinzer, B. S.

B-29 #328

Major Weber, C. H. Jr
1st Lt Dover, L. L.
1st Lt Dallas, P. A.
1st Lt Alford, J. M.
1st Lt Bean, W. L.
1st Lt Behrens, K. F.
S Sgt Lamb, C. M.
S Sgt Kramer, F. S.
Sgt Haire, J. M.
Sgt Anthony, S. J.
Sgt Hanson, M. J.

B-29 #100

Capt Bissarat, R. A.
1st Lt Keger, R. W.
Capt Swanson, A. L.
1st Lt Ranson, C. P.
Sgt Bradley, G. H.
S Sgt Carrigan, A. H.
T Sgt Sill, S. G.
S Sgt Brennan, P. W.
S Sgt Cohen, J.
S Sgt Michael, J. D.
T Sgt Hoffman, P. P.

B-29 #09

1st Lt Brown, F. L.
1st Lt Barnhart, C. R.
1st Lt Johnson, S. K.
1st Lt Morris, L. G.
2nd Lt Bolton, B. P.
S Sgt Underhill, F. L.
S Sgt Moncrief, L.
S Sgt Hall, R. L.
S Sgt Tepper
S Sgt Cyr, H. J.
S Sgt Young, W. W.

B-29 #015

Capt Lowry, G. E.
Colonel Skaer, W. R.
1st Lt Burrows, W. C. Jr
1st Lt Franklin, J. R.
1st Lt Notipka, B. P.
1st Lt Bailey, J. A.
S Sgt Frederick, T. H.
S Sgt Barton, J. F. Jr
S Sgt Penn, I. Jr
S Sgt Grof, D. M.
S Sgt Larson, R. V.
S Sgt Knight, C. A.

B-29 #311

1st Lt Biechler, W. E.
2nd Lt Whitaker, J. T.
1st Lt Brower, J. W.
1st Lt Tusch, F.
1st Lt Strickstein, F. E.
2nd Lt Wilcox, P. I.

Sgt Klas, F. Jr
Sgt Martin, C. R.
Sgt Bahas, L. G.
Sgt Cronar, G. J.
Sgt Hall, A. A.

Base News & History, 1944 thru 31 May 45, Cont'd

B-29 #327

Capt	Meiler, G. L.	3 Sgt	Dyball, J. J.
1st Lt	Finney, G. L.	3 Sgt	Julman, H. F.
1st Lt	Finley, G. L.	5 Sgt	Holley, V. J.
PO	Briashugh, R. Jr	Sgt	Glasman, H. L.
PO	Schappell, G. L.	3 Sgt	Michals, W. C.
		7 Sgt	Davis, B.

On Memorial Day, May 30th, a near disaster was averted when Lt. J. H. Darnan flying aircraft #729 to Iwo Jima, made an emergency landing on a 6500 foot Marine airstrip at Saipan. Trouble started when halfway down the runway, the turbo in #1 engine ran away. After the plane was airborne the putt putt was reported on fire so it was turned off. Darnan started a left turn to miss the hill at the east end of the runway and Lt Hunt, flight engineer, called "watch #3." About this time the air-flow meter gauge on the engineer's panel blew out - - glass hit the pilot's and co-pilot's panels and sprayed the cockpit. Then #3 caught fire and CO₂ was used in an attempt to extinguish it after feathering but this was not effective. Fire continued to come from the turbo and turbo well. The plane finally got to 300 feet and Darnan made a straight in approach on the Heavy runway at Saipan. Landing was accomplished upwind without flaps on a 6600 foot strip. The fire was put out by Marine fire fighters using foam.

Analysis of the difficulty indicated that the putt putt generator, which ran away put too much voltage on the line. Manifold pressure on #3 went up to 75 inches and stuck there.

No injury resulted to any of the crew.

an insert:

Battle damage to aircraft from anti-aircraft in May resulted in bowtie door and left wing repairs on aircraft #015; several ribs in the skin on aircraft #541; a vertical stabilizer and rudder badly damaged on #685; left wing rear of #2 engine on #623 damaged; several cuts on right wing and flaps of #100; minor damage to #1 inboard turbo, right inboard trailing edge of wing and flap and the left side above the nose wheel well door on aircraft #559.

The engineering section experienced difficulty with the loop antenna mountings on aircraft #005 and #752 due to the heat of the engine. It was necessary to call on the ship mechanic shop service crew again. The ship, anchored in the harbor, furnished the heat and the crew was giving ground service.

14th Bomb Sq History, 1 May thru 31 May 45, Cont'd

which is 21.50 RPM and 34 inches manifold pressure in auto lean at altitudes of 5000 feet and below for cruising. It is thought by some that a lower manifold pressure and richer mixture might counteract the trouble.

Gunnery:

The 14th Squadron took part in eight missions during the month of May 1945. It fired a total of 1570 rounds of ammunition at four enemy aircraft, which in turn made a total of five passes at our B-29's. Also, one so-called "fire ball." Gunners have claimed two enemy aircraft, one twin engine and one single engine, and one "fire ball," an average of less than 200 rounds to each enemy aircraft shot down.

There were a total of 140 turrets over the target with a malfunction percentage of less than one half of one per cent. No gun malfunctions as such. A standardized ammunition load was established in this group and Squadron; 4000 rounds for day missions and 1200 for nights, subject to change. Also, the policy of using receiver sleeves (carvass) is used in the 14th. This is an additional safeguard on hot guns and a method of keeping some dust and dirt out of receiver when guns are in.

Both armament and CRC regular maintenance has suffered due to lack of equipment and facilities. In lieu of better, we have made the best use of preventative maintenance. Our next month will show a great improvement along those lines. Group has secured us we will have a level type harmonization range in the near future. We are using infinity in lieu of same.

Training of replacement crews has been at a minimum due to a lack of equipment and facilities and a definite policy on gunnery training, which has been repeated through group, from wing.

During the month, the 14th has had dipping procedure 300's mounted in each gunner's position of every aircraft. Actual dipping practice has been inaugurated in conjunction with the Navy. This is for all crews, with replacement crews having a priority. A general orientation has been given each new crew and an armament and system check-out has been instigated for them.

A new type goggle was available for those who wanted to wear their old ones. This goggle was made and improved from the previous type, and giving more light.

With Special History, 1 May thru 31 May 45, cont'd

1st Lt	Joherty, Thomas J.	Capt	Jarves, Richard H.
P.O.	Stamworth, Robert (H)	2nd Lt	Weldon, Charles L.
2nd Lt	Salotano, Walter (H)	2nd Lt	Consten, James W.
2nd Lt	Sproule, Thomas (H)	P.O.	Schappell, Daniel L.
2nd Lt	Al'cox, Paul I.	2nd Lt	Kueller, Russell F.
Sgt	Coner, Beverly A.	Cpl	Strachan, John R.
Cpl	Wanke, Lincoln R.	Cpl	Rouseman, James W.
Cpl	Vallario, Domenico A.	Cpl	Gilliam, Arthur W. Jr
Cpl	Mayo, Arthur E.	Cpl	Seague, Freeman E.
Cpl	McGinn, Joseph F.	Cpl	Trinkle, Wesley E.
Cpl	Kreuz, Leopold-F.	Cpl	Wise, Harry E.
1st Lt	Cesman, Maurice D.	Sgt	Garnar, Leon G.
2nd Lt	Magregor, Mark A.	Cpl	Williams, George W.
P.O.	White, James R.	Cpl	Stephenson, Leonard F.
P.O.	Magnanti, Leo A.	Cpl	Harty, Scott M.
P.O.	Evilento, Andrew (H)	Cpl	Cannon, William H.
		Cpl	Deane, Victor

Corporal Conner and Sergeant Denniston each received an emergency furlough due to the illness of parents. A letter was written to Wing requesting they be retained in the States and replacements be made available at once. Sgt Denniston had 1.9 points toward rotation and Cpl Conner has over 2.0.

At the conclusion of May the same three men who had missed the boat at Melbourne were still gone. However word had been received that they were on their way to rejoin the unit.

A fire fighting detail under the supervision of Captain Gibbs is available for any minor blaze that may occur.

In the interim between missions personnel indulged in various diversions the best liked being swimming.

Rapid strides were made during the past two months to provide accessibility to the swimming hole adjacent to the Group area. The rough spots have been chipped off the coral rocks and a strong stairway has been built to reduce the danger of fall from the top of the cliff. Two naval ladders were obtained from the Navy Yard Salvage dump to expedite passage.

Morale:

It can be said that as the rotation policy goes, so goes morale. Some combat crews have been overseas for well over a year and have in the vicinity of 600 combat hours yet these same crews do not seem any less enthusiastic than they have been since they were first sent to the front.

It is stated that the unit was doing well in the past few months and that morale was high.

High Seas So History, 1 May thru 31 May 45, Cont'd

The coming months would tell the story of whether morale would be raised or sink to an even lower level.

Irving L. ...
IRVING L. ...
Captain, US Navy
Historical Officer

IL/rob