

(Retyped from microfilm by Joan D. Stewart)

45<sup>TH</sup> BOMBARDMENT SQUADRON  
40<sup>TH</sup> BOMBARDMENT GROUP

APO NUMBER 631  
15 MARCH 1945

SQUADRON HISTORY

1 FEBRUARY THRU 28 FEBRUARY 1945

GENERAL:

COMBAT BOMBING MISSIONS FELL OFF SHARPLY IN THE MONTH OF FEBRUARY WITH ONLY FOUR SCHEDULED FOR THE 40<sup>TH</sup> BOMB GROUP AND THE 45<sup>TH</sup> BOMB SQUADRON AS A SUBORDINATE UNIT. ALL FOUR MISSIONS WERE STAGED FROM BASES IN INDIA, SINCE THE FORWARD AREA IN CHINA HAD BEEN EVACUATED IN JANUARY, HOWEVER, PHOTO RECONNAISSANCE MISSIONS WERE INCREASED SHARPLY AS A RESULT OF THE B-29'S IN INDIA BEING PLACED UNDER THE OPERATIONAL CONTROL OF ADMIRAL LORD LOUIS MOUNTBATTEN. EXTENSIVE MAPPING AND RECONNAISSANCE OF SINGAPORE ISLAND AND LANGKAWI ISLAND ON THE WESTERN SIDE OF THE MALAY PENINSULA WAS ASSIGNED TO THE 40<sup>TH</sup> BOMB GROUP. SQUADRON CREWS AND AIRCRAFT WERE KEPT BUSY IN PHOTO MISSIONS TO THE ASSIGNED AREAS. EACH MISSION WAS LONG AND HAZARDOUS AND NOT ALWAYS PROFITABLE BECAUSE OF UNFAVORABLE WEATHER OVER THE TARGET. ENGINE OPERATION HOURS INCREASED AND THE COMBAT CREWS THAT WERE ACCOMPLISHING THE TASK CHAFFED A BIT BECAUSE THEIR PLANES WEREN'T DROPPING BOMBS. SUCH A FEELING WAS NATURAL AND COULD ONLY BE RECTIFIED WHEN FUTURE OPERATIONS IN THE AREA PROFITED FROM THEIR COVERAGE.

SHADES OF CHRISTMAS NIGHT POPPED UP AGAIN AT APPROXIMATELY 10:00 P.M. ON THE NIGHT OF 10 FEBRUARY. AN ALERT WAS SOUNDED AT THE BASE AND ALL PERSONNEL SCURRIED TO THE SLIT TRENCHES AS THE SIRENS WAILED AND THE BRITISH ACK-ACK BURSTS SIGNALLED THE STAGE OF WARNING. HOWEVER, AFTER REMAINING IN THE TRENCHES FOR ABOUT TWO HOURS THE "ALL CLEAR" SOUNDED WITH NO ENEMY PLANES HAVING BEEN SIGHTED OR BOMBS DROPPED. THE BRITISH WARNING NET STATED THAT THEY HAD PLOTTED FOUR UNIDENTIFIED PLANES INTO THE AREA, BUT NO FURTHER INFORMATION WAS AVAILABLE AS TO THE TRUE STATUS OF THE ALERT.

ON 13 FEBRUARY AN AWARDS PRESENTATION WAS HELD IN THE AMPHI-THEATER ON THE BASE AND THE GROUP WAS HONORED IN HAVING THE COMMANDING GENERAL OF THE XX BOMBER COMMAND, BRIG. GEN. R.M. RAMEY ON HAND TO MAKE THE PRESENTATIONS. A GOOD NUMBER OF COMBAT CREW PERSONNEL IN THE SQUADRON WERE AWARDED AIR MEDALS, DISTINGUISHED FLYING CROSSES AND CLUSTERS FOR SUSTAINED OPERATIONAL AND COMBAT FLYING TIME.

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SECRET

## FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

SPECIAL AWARDS WERE MADE TO MAJOR DONALD ROBERTS, WHO RECEIVED THE SILVER STAR FOR RETURNING A CRIPPLED AIRCRAFT TO BASE FROM JAPAN ON TWO ENGINES AND TO MAJOR M.W. GODWYN, CAPTAIN R.S. SEEBACH, 1<sup>ST</sup> LT. L. BENDER AND CAPTAIN D.F. MANFREDO WHO RECEIVED THE DISTINGUISHED FLYING CROSS FOR EXCEPTIONAL BOMBING RESULTS OBTAINED AS LEAD CREW ON MISSIONS TO BANGKOK AND SINGAPORE.

TWO DAYS LATER COLONEL W.H. BLANCHARD, 40<sup>TH</sup> GROUP COMMANDER, WAS RELIEVED FROM COMMAND AND DEPARTED FOR A NEW ASSIGNMENT OF DUTY UNDER MAJOR GENERAL C.E. LE MAY OF THE XX1 BOMBER COMMAND. HIS DEPARTURE WAS REGRETTED BY EVERYONE BECAUSE HE HAD BEEN AN INSPIRING LEADER. COLONEL H.N. SULLIVAN, FORMER DEPUTY GROUP COMMANDER, ASSUMED COMMAND OF THE 40<sup>TH</sup> BOMB GROUP UNTIL COLONEL W.K. SKAER TOOK COMMAND ON 27 FEBRUARY. COLONEL SKAER CAME TO THE GROUP FROM HEADQUARTERS, XX BOMBER COMMAND.

CONCURRENT WITH THE CHANGE IN GROUP COMMANDERS THE SQUADRON LOST LT. COLONEL OSCAR B. SCHAAF, 45<sup>TH</sup> BOMB SQUADRON COMMANDER, WHEN HE WAS ELEVATED TO THE POST OF DEPUTY GROUP COMMANDER. LT. COLONEL SCHAAF HAD COMPILED AN ENVIABLE RECORD SINCE TAKING COMMAND OF THE SQUADRON IN SEPTEMBER 1942. THE SQUADRON WAS RELUCTANT TO SEE HIM LEAVE, BUT INTO HIS PLACE CAME MAJOR MARVIN W. GOODWYN. MAJOR GOODWYN HAD THE RESPECT AND HEARTY SUPPORT OF ALL MEMBERS OF THE ORGANIZATION. LT. COLONEL SCHAAF'S SHOES WOULD BE FILLED BY A VERY CAPABLE AND OUTSTANDING INDIVIDUAL IN THE PERSON OF MAJOR GOODWYN.

ON 20 FEBRUARY ADMIRAL LORD LOUIS MOUNTBATTEN, COMMANDER OF THE SOUTHEAST ASIA COMMAND, PAID A FLYING VISIT TO THE 40<sup>TH</sup> BOMB GROUP, HE CHATTED WITH EACH MEMBER OF THE GROUP STAFF AS WELL AS TO A SELECTED GROUP OF MEN FROM THE 45<sup>TH</sup> BOMB SQUADRON AND OTHER UNITS ON THE BASE, AND THEN MADE A SHORT AND INFORMAL TALK TO 15 COMBAT CREWS. ALL MEN WERE IMPRESSED WITH THE INFORMALITY AND LACK OF CEREMONY OF THE BRITISH COMMANDER. ADMIRAL LORD LOUIS EXPRESSED PRIDE ON BEING THE FIRST THEATER COMMANDER TO BE GIVEN OPERATIONAL CONTROL OF B-29 AIRCRAFT. HE DISCUSSED GENERALLY THE CONTEMPLATED ACTIVITIES OF THE ALLIED FORCES IN THE THEATER AND WARMLY CONGRATULATED THE CREWS ON THEIR ACHIEVEMENTS TO DATE, ESPECIALLY THEIR ACCURATE BOMBING OF THE HIGHLY PRECISION TARGETS, THE RAMA VI BRIDGE AT BANGKOK AND THE FLOATING DRYDOCK AT SINGAPORE. HIS SHORT TALK DID MUCH TO QUIET CRITICISMS OF THE BRITISH WHICH HAVE PREVAILED AT THE BASE DESPITE THE FACT SUCH CRITICISMS ARE USUALLY UNFOUNDED.

ON 24 AND 25 FEBRUARY SHIPMENTS "A" AND "B" RESPECTIVELY LEFT CHAKULIA BY TRAIN FOR CALCUTTA ENROUTE TO THE NEW DESTINATION OF THE 40<sup>TH</sup> BOMB GROUP. THE FIRST SHIPMENT INCLUDED SOME COMBAT CREW PERSONNEL AND THE MAJOR PORTION OF THE ENGINEERING PERSONNEL. THEIR DESTINATION WAS SIMPLY "LIRP", THE LETTERS WHICH WERE PAINTED ON THEIR BAGGAGE IN BRIGHT YELLOW PAINT. THE SECOND SHIPMENT HAD AS THEIR DESTINATION "DUVA" AND WAS COMPOSED OF THE REMAINING GROUND PERSONNEL (PRIMARILY THOSE WITH "HOUSEKEEPING" DUTIES) WITH THE EXCEPTION OF FEW ENGINEERING PERSONNEL REMAINING TO MAINTAIN THE AIRCRAFT ON A SKELETON BASIS.

FEB HISTORY, 40<sup>TH</sup> BOMB SQ. (CONT'D)

THE LAST DAY OF FEBUARY WAS NOTEWORTHY BECAUSE OF THE PUBLICATION OF 40<sup>TH</sup> BOMB GROUP MEMORANDUM 35-2 ON THAT DATE. THE MEMO WAS TITLED "POLICY FOR SELECTION OF COMBAT CREWS FOR RETURN TO THE U.S.", AND CREATED A FUROR AMONG THE CREWS BECAUSE IT WAS THE FIRST OFFICIALLY EXPRESSED POLICY BY WHICH COMBAT CREW PERSONNEL COULD DETERMINE THEIR RELATIVE POSITIONS IN THE ROTATION LINE UP. THE MEMO QUALIFIED VARIOUS ACCOMPLISHMENTS BY A CERTAIN NUMBER OF POINTS AND THE MEN WITH THE HIGHEST ACCUMULATION OF POINTS AT TIMES OF ROTATION WOULD BE THE MEN TO GO. THE PUBLICATION OF A DEFINITE POLICY ON ROTATION MADE A GOOD IMPRESSION ON PERSONNEL AND FEW HAD ANY COMMENTS TO MAKE AGAINST ITS FAIRNESS.

OPERATIONS:

COMBAT:

WITH THE CESSATION OF TACTICAL OPERATIONS FROM CHINA IN JANUARY, IT BECAME POSSIBLE TO SCHEDULE A LARGE NUMBER OF COMBAT SORTIES FROM INDIA BASES. TO MAKE USE OF THESE SORTIES, IT WAS NECESSARY FOR XX BOMBER COMMAND TO SELECT SUITABLE TARGETS WITHIN OPERATIONAL RANGE. THE ORIGINAL PLAN FOR THE FIRST MISSION IN FEBRUARY WAS TO ATTACK THE NAVAL BASE INSTALLATION AT SINGAPORE, THIS BEING THE PRIORITY TARGET FROM INDIA BASES. HOWEVER, AFTER SEVERAL CHANGES IT WAS DECIDED TO ATTACK THE FLOATING DRYDOCK SINCE, IT WAS FELT, THIS WAS THE MOST IMPORTANT TARGET IN THE AREA.

TO CARRY OUT THE PLAN THE FLOATING DRYDOCK WAS MADE THE PRIMARY TARGET WITH THE NAVAL BASE AREA BEING THE ALTERNATE PRIMARY TARGET. THE AXIS OF ATTACK WAS PLANNED SO AS TO BRING THE STRIKING FORCE OVER THE NAVAL BASE, THEREBY PERMITTING BOMBS TO BE DROPPED ON THIS TARGET IF THE FLOATING DRYDOCK WERE NOT VISIBLE. THE ROUTE FOR THE MISSION WAS LAID OUT ON THE EASTERN SIDE OF THE MALAYA PENINSULA AND WAS SO PLANNED TO TAKE ADVANTAGE OF EXISTING WEATHER.

IT WAS DECIDED TO COMMIT A LARGE NUMBER OF AIRCRFT ON THE STRIKE DUE TO THE FACT THAT THE PREVIOUS LARGE SCALE MISSION ON 11 JANUARY 1945 HAD FAILED TO DESTROY THE TARGET. THE FLOATING DRYDOCK COULD BE IMMOBILIZED IN ANY ONE OR A COMBINATION OF SEVERAL WAYS. THE BUOYANCY OF THE DOCK COULD BE REDUCED TO A POINT AT WHICH IT WOULD SUBMERGE BY DESTROYING THE WATERTIGHT BULKHEADS WHICH FORM THE BUOYANCY CHAMBERS. THE PUMPING EQUIPMENT COULD BE RENDERED INOPERABLE, OR THE POWER SUPPLY DISRUPTED. THE CRANES MOUNTED ON THE SIDE WALL OF THE DOCK COULD BE TORN FROM THEIR BEDS. A SHIP UNDER REPAIR COULD BE BADLY DAMAGED OR CAPSIZED IN THE DOCK, THUS NECESSITATING SALVAGING OPERATIONS BEFORE REPAIR TO OTHER SHIPS COULD BE UNDERTAKEN.

THE BOMB FUSING SELECTED WAS .1 SECOND NOSE AND .025 SECONDS TAIL DELAY.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

WITH THIS FUSING, IF A DIRECT HIT WERE OBTAINED ON AN UNARMORED OR LIGHT ARMORED VESSEL UNDER REPAIR IN THE DRYDOCK, DETONATION WOULD TAKE PLACE WELL WITHIN THE HOLD OF THE VESSEL, WITH THE RESULT THAT THE SHIP MIGHT BE CAPSIZED AND THE DRYDOCK RENDERED TEMPORARILY INOPERABLE. SIMILARLY A DIRECT HIT ON ANY PORTION OF THE DRYDOCK WOULD PENETRATE THE FLOOR OF THE DOCK AND DETONATE WITHIN THE BUOYANCY CHAMBERS, THUS AFFECTING THE BUOYANT QUALITY OF THE DOCK AS WELL AS THE STABILITY AND BALANCE OF THE SHIP UNDER REPAIR. WHILE A CERTAIN AMOUNT OF HYDRAULIC RAMMING EFFECT COULD BE EXPECTED FROM NEAR MISSES, THEIR EFFECT WOULD BE SOMEWHAT MINIMIZED INASMUCH AS THE BOMBS WOULD DETONATE IN THE SILT SEVERAL FEET BELOW THE BOTTOM OF THE DRYDOCK.

THE MISSION BEGAN FOR THE 40<sup>TH</sup> BOMB GROUP AT 311707Z WHEN THE FIRST AIRCRAFT BECAME AIRBORNE. TWENTY-EIGHT (28) AIRCRAFT TOOK OFF IN ALL WITH THE LAST AIRBORNE AT 311352Z. NINE (9) AIRCRAFT OF THE 45<sup>TH</sup> BOMB SQUADRON WERE AMONG THOSE TAKING OFF AND ALL OF THEM REACHED AND BOMBED THE PRIMARY TARGET.

OF THE 28 AIRCRAFT AIRBORNE A TOTAL OF 22 AIRCRAFT BOMBED THE ASSIGNED PRIMARY TARGET DROPPING A TOTAL OF 89 #1000 M-44 TYPE BOMBS. BOMBING WAS ACCOMPLISHED FROM 17,000' TO 19,000' AND WEATHER OVER THE TARGET VARIED FROM 3/10 TO 8/10 CLOUD COVER. ALL BOMBING WAS ACCOMPLISHED VISUALLY AND SEVERAL DIRECT HITS ON THE PRIMARY TARGET WERE REVEALED BY STRIKE PHOTOS. ANTI-AIRCRAFT FROM SHORE AND NAVAL INSTALLATIONS RANGED FROM MEAGER TO MODERATE BUT WAS REPORTED ACCURATE BY MOST CREWS. FIGHTER OPPOSITION RANGED FROM WEAK TO MODERATE, BUT FEW ATTACKS WERE CLOSELY PRESSED. OUR AIRCRAFT CLAIMED THREE DESTROYED AND FIVE DAMAGED.

SHIPPING IN THE VICINITY OF THE TARGET ENDEAVORED TO LAY A SMOKE SCREEN, BUT IT WAS ENTIRELY INEFFECTIVE.

JUST AFTER BOMBS AWAY AIRCRAFT #589 WAS HIT BY AN ENEMY FIGHTER AND DEVELOPED A FIRE BETWEEN #3 AND #4 ENGINES. THIS AIRCRAFT WAS LAST REPORTED ON A HEADING OF BETWEEN 25° AND 30° GOING IN THE DIRECTION OF THE RESCUE SUBS EAST OF MALAYA IN ORDER TO DITCH.

TWO AIRCRAFT DUE TO EXCESSIVE FUEL CONSUMPTION BOMBED THE SECONDARY TARGET (GEORGETOWN PENANG ISLAND) WITH FROM FAIR TO GOOD RESULTS REPORTED. WEATHER WAS 3/10 TO 4/10 CLOUD COVER. ANTI-AIRCRAFT FIRE WAS MEAGER AND INACCURATE AND FIGHTER OPPOSITION NIL TO WEAK.

THREE AIRCRAFT, DUE TO MECHANICAL DIFFICULTIES, BOMBED THE LAST RESORT TARGET (RR YARDS AT MARTABAN, BURMA) WITH FROM POOR TO EXCELLENT RESULTS REPORTED. WEATHER WAS CAVU. ANTI-AIRCRAFT FIRE WAS MEAGER AND INACCURATE AND FIGHTER OPPOSITION NIL.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

ONE AIRCRAFT DEVELOPED FUEL TRANSFER TROUBLE SHORTLY AFTER TAKE-OFF AND RETURNED TO B-4 WITH BOMB LOAD.

WITH THE EXCEPTION OF AIRCRAFT #589 ALL AIRCRAFT RETURNED SAFELY TO BASE. THREE AIRCRAFT WERE FORCED TO STOP OFF AT CHITTAGONG FOR ADDITIONAL FUEL, BUT ALL OTHERS RETURNED TO BASE WITHOUT INCIDENT. THE LAST AIRCRAFT LANDED AT 011353Z.

PHOTO RECONAISSANCE AND STRIKE PHOTOGRAPHS CONFIRMED THE FACT THAT THE MISSION WAS A SUCCESS. IMMEDIATELY PRIOR TO THE ATTACK, THE FLOATING DRYDOCK WAS PARTIALLY SUBMERGED AND THE 460 – FOOT ENGINES – AFT CARGO VESSEL THEREIN HAD STEAM UP AND WAS SLIGHTLY ASKEW, APPARENTLY GETTING READY TO DEPART. IN THE COURSE OF THE ATTACK, THE DOCK RECEIVED FIVE HITS BETWEEN THE BULKHEADS, PROBABLY SERIOUSLY DAMAGING THE BOTTOM OF THE DOCK AND SETTING THE CARGO VESSEL AFIRE. IN ADDITION, ONE HIT WAS SCORED ON THE TOP OF THE PORT BULKHEAD AMIDSHIPS, RESULTING IN A 15 BY 30 FOOT HOLE. FIVE NEAR MISSES WERE CLOSE ENOUGH TO HAVE CAUSED UNDERWATER DAMAGE TO PLATES, RECONNAISSANCE SEVERAL HOURS AFTER THE ATTACK SHOWED THE DOCK TO BE UNDER WATER FOR APPROXIMATELY THREE – QUARTERS OF ITS LENGTH AND THE VESSEL ABOARD BURNING FURIOUSLY IN TWO PLACES; THAT 4 DAYS AFTER THE STRIKE SHOWED THE DOCK TO BE ON EVEN KEEL BUT LOW IN THE WATER. AS A RESULT OF AT LEAST 1 DIRECT HIT, THE CARGO VESSEL WAS SUNK IN THE DOCK AND SEEN WITH DECKS AWASH. IN VIEW OF THE FACT THAT THE DOCK IS PROBABLY 75 FEET OR MORE FROM TOP TO KEEL, AND THE DEEPEST PART OF THE STRAITS IS NO DEEPER THAN 70 FEET, THE DOCK WOULD NOT COMPLETELY DISAPPEAR FROM VIEW, ALL INDICATIONS WERE THAT THE DOCK WAS RESTING ON THE BOTTOM AND OUT OF COMMISSION.

MAJOR M.W. GOODWYN AND CREW IN A/C 274 LED A 10 – PLANE FORMATION. CAPT. RICHARD SEEBACH, WITH ONLY A 40 SECOND RUN, RELEASED ACCURATELY AND THE BOMBS FROM THE TEN PLANES STRUCK THE DRYDOCK AS WELL AS THE MACHINE SHOP AND WAREHOUSE AREA ON THE WEST WALL. IT WAS THE NINTH TIME THAT MAJOR GOODWYN AND CREW HAD LED 40<sup>TH</sup> BOMB GROUP FORMATIONS AND WAS MARKED UP ON THE RECORD AS ANOTHER MISSION ACCOMPLISHED IN AN EXCELLENT MANNER.

THE FOLLOWING NAMED OFFICERS AND ENLISTED MEN PARTICIPATED IN THE MISSION:

A/C#42-63404

SINGAPORE

16:45 HOURS

CREW:

CAPT	BALL, WJ	(P)	T SGT CHAMBERLAIN, DJ	(R)
1 <sup>ST</sup> LT	WRISTON, RT	(CP)	S SGT SMITH, KE	(RG)
1 <sup>ST</sup> LT	KREIZEL, WJ	(FE)	S SGT TADEN, HD	(LG)
1 <sup>ST</sup> LT	ZEMBAL, HL	(N)	SGT DANKS, CR	(T)
1 <sup>ST</sup> LT	CUTTELL, DW	(B)	SGT WATKINS, PR	(CFC)
			SGT DYE, PJ	(V)

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT')

A/C #42-2457S SINGAPORE 16:45 HOURS

CREW:

MAJ MATTHEWS, IV	(P)	T SGT THOMPSON, FH	(B)
CAPT HILLS, AE	(CP)	S SGT SMOLE, RM	(LG)
CAPT LE CRONE, HB	(N)	S SGT MC BRIDE, LE	(RG)
1 <sup>ST</sup> LT MORTON, MH	(B)	S SGT WINBORN, SP	(CFC)
1 <sup>ST</sup> LT WEINBURG, EF	(V)	S SGT GLOVER, DC	(TG)
F/O GRACE, LL	(FE)		

A/C #42-65271 SINGAPORE 17:10 HOURS

CREW:

MAJ ROBERTS, D	(P)	S SGT ANDERSON, HT	(R)
1 <sup>ST</sup> LT HARVELL, JC	(CP)	S SGT GEISLER, RW	(CFG)
1 <sup>ST</sup> LT FORD, RV	(N)	S SGT SMITH, IW	(LG)
1 <sup>ST</sup> LT DICKERSON, HW	(B)	S SGT VAN ORMER, DN	(RG)
1 <sup>ST</sup> LT PHALON, JE	(FE)	S SGT SULLIVAN, CW	(V)
		S SGT MUELLER, JL	(TG)

A/C #42-24738 SINGAPORE 18:00 HOURS

CREW:

1 <sup>ST</sup> LT BAUGH, EE	(P)	T SGT VALLEY, JD	(FE)
2 <sup>ND</sup> LT LAXTON, JF	(CP)	S SGT REIFEL, WM	(CFC)
2 <sup>ND</sup> LT DALY, PW	(N)	S SGT WELCH, AE	(V)
2 <sup>ND</sup> LT BUZZA, EM	(B)	SGT BECKER, CF	(RG)
		SGT PUDLOVSKY, H	(TG)
		CPL BECKLEY, CC	(LG)
		CPL CHELF, HJ	(R)

A/C #42-63407 SINGAPORE 17:15 HOURS

CREW:

1 <sup>ST</sup> LT LUND, DJ	(P)	M SGT KOSINSKI, SF	(V)
1 <sup>ST</sup> LT THORNSBERRY, CE	(CP)	T SGT SHEPARD, PD	(R)
1 <sup>ST</sup> LT KUSIAN, WA	(N)	T SGT SENA, GN	(RG)
1 <sup>ST</sup> LT FAIRMAN, J	(B)	S SGT MILLER, AD	(CFC)
1 <sup>ST</sup> LT HUNTER, PW	(FE)	S SGT BATES, HC	(LG)
		S SGT MACKAY, TW	(TG)

A/C #42-24740 SINGAPORE 17:45 HOURS

CREW:

CAPT MC GREGOR, C	(P)	S SGT JORDAN, TH	(R)
1 <sup>ST</sup> LT NORDHAGEN, JO	(CP)	SGT EASTER, RA	(CFC)
1 <sup>ST</sup> LT WEINBERG, RH	(N)	S SGT JENNINGS, BC	(LG)
1 <sup>ST</sup> LT SMITH, HA	(B)	S SGT PASLAY, WC	(RG)
1 <sup>ST</sup> LT TWEFT, JH	(FE)	T SGT KRZYKOWSKI, PA	(TG)

FEB HISTORY, 45<sup>TH</sup> BOMB SQ (CONT'D)

A/C #42-24718 SINGAPORE 17:55 HOURS

CREW:

CAPT TAYLOR, CM	(P)	S SGT DAVIS, RM	(R)
1 <sup>ST</sup> LT WIX, HA	(CP)	SGT YODER, WJ	(V)
1 <sup>ST</sup> LT TOWNES, WW	(N)	S SGT FARRAR, SG	(CFC)
1 <sup>ST</sup> LT GARDNER, WL	(B)	S SGT JOHNSTON, LL	(LG)
F/O PETRAS, J	(FE)	S SGT RAWSON, RD	(RG)
		S SGT SATTERFIELD, JL	(TG)

A/C #42-24795 SINGAPORE 17:00 HOURS

CREW:

MAJ RENFRO, W.G.	(P)	S SGT HEUTMAKER, FM	(R)
MAJ LANDRETH, GL	(CP)	S SGT SCHRAGE, WR	(RG)
1 <sup>ST</sup> LT TROLL, RC	(N)	S SGT TUCKER, RS	(LG)
1 <sup>ST</sup> LT BIEHLE, CE	(B)	S SGT GAINEY, LF	(CFC)
2 <sup>ND</sup> LT HILLIARD, JK	(FE)	T SGT EBERTS, AF	(TG)
1 <sup>ST</sup> LT BRUSCO, JP	(V)		

A/C #42-65274 SINGAPORE 17:05 HOURS

CREW:

*LT COL ADAMS, AF	(CA)	T SGT LYLE, TO	(R)
MAJ GOODWYN, MW	(P)	T SGT SPURGEON, EL	(RG)
1 <sup>ST</sup> LT SANDSTED, RF	(CP)	T SGT SWINDELL, JD	(LG)
CAPT MANFREDO, DF	(N)	S SGT BAKER, GJ	(TG)
CAPT SEEBACH, RJ	(B)	S SGT HUBBARD, HR	(SFC)
1 <sup>ST</sup> LT BENDER, LF	(V)		
F/O OKULY, RL	(FE)		

\*NOT A MEMBER OF 45<sup>TH</sup> BOMB SQ.

THE SECOND COMBAT MISSION OF THE SHORTEST MONTH IN THE YEAR FELL ON 7 FEBRUARY 1945. IT WAS ORIGINALLY PLANNED BY THE XX BOMBER COMMAND TO STRIKE THE SINGAPORE AREA WITH ANOTHER MAXIMUM EFFORT ON THE 7 FEBRUARY 1945. INSTRUCTIONS FROM HIGHER HEADQUARTERS CANCELLED THE PLAN AND SO IT WAS DECIDED TO DIVIDE THE AVAILABLE SORTIES EVENLY AND SEND HALF OF THE STRIKING FORCE AGAINST THE RAMA VI BRIDGE AT BANGKOK, THAILAND AND HALF AGAINST THE NAVAL DRY DOCK AT SAIGON, FRENCH INDO-CHINA. THE 40<sup>TH</sup> BOMB GROUP AND THE 468<sup>TH</sup> BOMB GROUP WERE DELEGATED THE TASK OF DESTROYING THE BRIDGE WHILE THE OTHER TWO GROUPS OF THE COMMAND WERE TO STRIKE SAIGON.

BECAUSE OF THE LIGHT DEFENSES IN BOTH AREAS IT WAS DECIDED THAT BOMBING ALTITUDES WOULD BE 18,000' AND 20,000'. BOMBING WAS TO BE ACCOMPLISHED BY 3 - PLANE FORMATIONS WITH THE CENTER OF THE BRIDGE THE VISUAL AIMING POINT AND THE CENTER OF THE CITY OF BANGKOK AS THE RADAR AIMING POINT.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

THE RR MARSHALLING YARDS AND JETTIES AT MARTABAN, BURMA WERE SELECTED AS THE SECONDARY TARGET.

THE MISSION BEGAN FOR THE 40<sup>TH</sup> BOMB GROUP A 06223Z WHEN THE FIRST OF 32 AIRCRAFT BECAME AIRBORNE. THE LAST PLANE OFF WAS AT 062321Z. TEN (10) AIRCRAFT FROM THE 45<sup>TH</sup> BOMB SQUADRON WERE AMONG THE 32 AIRBORNE.

ONE AIRCRAFT, #455, WAS FORCED TO RETURN AFTER FLYING ON COURSE FOR ONE HOUR AND THIRTY-FIVE MINUTES. IT WAS NECESSARY TO FEATHER #4 ENGINE DUE TO A CRACKED CYLINDER AND BOMBS WERE JETTISONED IN THE BAY OF BENGAL. A/C #455 PROCEEDED TO RETURN TO B-4 WITHOUT FURTHER DIFFICULTY.

THE REMAINING 31 AIRCRAFT PROCEEDED TO BOMB THE PRIMARY TARGET IN NINE SEPARATE FORMATIONS. THE FIRST FORMATION ARRIVED OVER THE TARGET AT 0325 1/2Z AND THE LAST FORMATION ARRIVED OVER THE TARGET AT 0420 1/2Z. ALL BOMBINGS WERE ACCOMPLISHED VISUALLY WITH WEATHER RANGING FROM CAVU TO 2/10 COVERAGE. EXCELLENT RESULTS WERE REPORTED FROM VISUAL OBSERVATIONS AND SEVERAL DIRECT HITS WERE SEEN. NOT WITHSTANDING THIS FACT, NO FORMATION, INCLUDING THE LAST OVER THE TARGET, REPORTED SEEING ANY SPANS OF THE BRIDGE ACTUALLY OUT, WHICH WAS SUBSTANTIATED BY STRIKE PHOTOS.

FIGHTER OPPOSITION WAS NIL AND ONLY A VERY FEW ENEMY AIRCRAFT WERE SIGHTED. FLAK WAS REPORTED AS MEAGER, SCATTERED AND INACCURATE. NO UNUSUAL OBSERVATIONS WERE REPORTED. ALL SHIPPING SEEN WAS SMALL AND APPEARED TO BE RIVER CRAFT.

THERE WERE NO CASUALTIES OR UNUSUAL OCCURENCES AND ALL PLANES RETURNED TO B-4 WITHOUT MISHAP.

RECONNAISSANCE PHOTOGRAPHS TAKEN SEVERAL HOURS AFTER THE ATTACK REVEALED THAT DIRECT HITS RESULTED IN TWO PRINCIPAL TOP CHORD MEMBERS BEING SEVERED, THE RAILROAD TRACKS AND THE BRIDGE BEING CUT, AND THE COMPLETE COLLAPSE OF 65 PERCENT OF THE CENTER PAN. IN ADDITION 160 FEET OF THE NORTHEAST APPROACH TRACKS AND 90 FEET OF SIDING TRACKS WERE DESTROYED BY DIRECT HITS. THE DAMAGE INFLICTED THUS CUT THE ONLY RAIL LINE LEADING FROM FRENCH INDO-CHINA AND WOULD DIRECTLY AFFECT THE SUPPLY SYSTEM OF THE ENEMY TO HIS TROOPS IN BURMA.

THE FOLLOWING NAMED CREW MEMBERS FLEW ON THE MISSION:

A/C #42-24795 BANGKOK 10:40 HOURS

CREW:

CAPT MC GREGORS, C	(P)	S SGT JORDAN, TH	(R)
1 <sup>ST</sup> LT NORDHAGEN, JD	(CP)	S SGT GREENFIELD, RE	(SG)
1 <sup>ST</sup> LT WEINBERG, RH	(N)	S SGT JENNINGS, BC	(RG)
1 <sup>ST</sup> LT SMITH, HA	(B)	S SGT PASLAY, WC	(LG)
1 <sup>ST</sup> LT TWEET, JH	(FE)	T SGT KRZYZKOWSKI, PA	(TG)
1 <sup>ST</sup> LT HORN, SR	(V)		



FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

A/C #42-34579 BANGKOK 10:35 HOURS

CREW:

MAJ MATTHEWS, IV	(P)	T SGT THOMPSON, FH	(B)
CAPT HILLS, AE	(CP)	S SGT SMOLE, RM	(LG)
CAPT LE CRONE, HB	(N)	S SGT MC BRIDE, LE	(RG)
1 <sup>ST</sup> LT MORTON, MR	(B)	S SGT WINBORN, SP	(SG)
1 <sup>ST</sup> LT WEINBURG, EF	(V)	S SGT GLOVER, DC	(TG)
F/O GRACE, LL	(FE)		

A/C #42-24798 BANGKOK 11:00 HOURS

CREW:

1 <sup>ST</sup> LT WINTERS, HA	(P)	S SGT TREANOR, WA	(R)
1 <sup>ST</sup> LT CHANGNON, HM	(CP)	T SGT BLACKARD, JC	(TG)
1 <sup>ST</sup> LT MACER, AJ	(N)	S SGT BASS, RG	(RG)
1 <sup>ST</sup> LT POLANSKY, H	(B)	SGT HUTCHINSON, T	(SG)
F/O RISHELL, EF	(E)	SGT GARNER, JE	(LG)
		SGT JOHNSON, SG	(V)

A/C #42-65274 BANGKOK 10:30 HOURS

CREW:

MAJ GOODWYN, MW	(P)	T SGT LYLE, TO	(R)
1 <sup>ST</sup> LT SANDSTED, RF	(CP)	T SGT SPURGEON, EL	(RG)
CAPT MANFREDO, DF	(N)	T SGT SWINDELL, JD	(LG)
CAPT SEEBACH, RJ	(B)	S SGT BAKER, GJ	(TG)
1 <sup>ST</sup> LT BENDER, LF	(N)	S SGT HUBBARD, HR	(SG)
F/O OKULY, RL	(E)		

A/C #42-63404 BANGKOK 10:45 HOURS

CREW:

CAPT MARTIN, JG	(P)	T SGT STOCKTON, JI	(R)
1 <sup>ST</sup> LT CLAY, WT	(CP)	S SGT SIENKIEWICZ, SV	(V)
1 <sup>ST</sup> LT BRENNAN, LA	(N)	T SGT BURNETT, WH	(SG)
1 <sup>ST</sup> LT BUCHOWICZ, JM	(B)	S SGT LOVE, TJ	(LG)
1 <sup>ST</sup> LT FUNK, CM	(E)	SGT VOGEL, MB	(RG)
		S SGT TRACE, WR	(TG)

A/C #42-65271 BANGKOK 11:15 HOURS

CREW:

MAJ ROBERTS, DW	(P)	S SGT ANDERSON, H	(R)
1 <sup>ST</sup> LT HARVELL, JC	(CP)	S SGT SMITH, IW	(SG)
1 <sup>ST</sup> LT FORD, RV	(N)	S SGT GEISLER, R	(RG)
1 <sup>ST</sup> LT DICKERSON, HW	(B)	S SGT VAN ORMER, D	(LG)
1 <sup>ST</sup> LT PHALON, JE	(E)	S SGT SULLIVAN, C	(V)
		S SGT MUELLER, J	(TG)

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

A/C #44-69659 BANGKOK 10:55 HOURS

CREW:

1 <sup>ST</sup> LT LUND, JD	(P)	T SGT SHEPARD, PD	(R)
1 <sup>ST</sup> LT THORNSBERRY, CE	(CP)	S SGT MILLER, AO	(SG)
1 <sup>ST</sup> LT BULLINGTON, JA	(FE)	T SGT SENA, GN	(RG)
1 <sup>ST</sup> LT KUSIAN, WA	(N)	S SGT BATES, HE	(LG)
1 <sup>ST</sup> LT FAIRMAN, J	(B)	S SGT MACKEY, RW	(TG)
		SGT RODENCAL, GR	(V)

A/C #42-24718 BANGKOK 10:50 HOURS

CREW:

1 <sup>ST</sup> LT ELLIOTT, RS	(P)	SGT YODER, WJ	(V)
2 <sup>ND</sup> LT DOTHAGE, KW	(CP)	SGT HENNING, CA	(SG)
2 <sup>ND</sup> LT ADAMSON, DE	(N)	S SGT LUNT, RW	(LG)
2 <sup>ND</sup> LT ROBERTS, WH	(B)	SGT HIPPLE, GM	(R)
1 <sup>ST</sup> LT HUNTER, PW	(FE)	S SGT BARNES, IK	(RG)
		SGT MILES, JE	(TG)

A/C #42-24738 BANGKOK 10:40 HOURS

CREW:

1 <sup>ST</sup> LT BAUGH, EE	(P)	T SGT VALLEY, JD	(FE)
2 <sup>ND</sup> LT LAXTON, JF	(CP)	S SGT REIFEL, W	(SG)
2 <sup>ND</sup> LT BUZZA, EM	(B)	S SGT WELCH, AE	(V)
2 <sup>ND</sup> LT DALY, PW	(N)	SGT PUDLOFSKY, H	(TG)
2 <sup>ND</sup> LT BOYD, EF	(O)	SGT BECKER, CF	(RG)
		CPL BECKLEY, CC	(LG)
		CPL CHELF, HJ	(R)

A/C #42-24740 BANGKOK 10:35 HOURS

CREW:

LT COL SCHAAF, OR	(P)	S SGT HAASE, AW	(R)
MAJ LANDRETH, GW	(CP)	S SGT CLARK, TA	(SG)
1 <sup>ST</sup> LT STEINER, FD	(N)	S SGT BACON, CD	(RG)
1 <sup>ST</sup> LT WILLIAMSON, GH	(E)	S SGT ELWELL, RF	(LG)
2 <sup>ND</sup> LT DULL, AF	(B)	T SGT HALPERN, J	(TG)
1 <sup>ST</sup> LT HELFRICH, RC	(V)		

ONLY FOUR DAYS LATER, ON 11 FEBRUARY, THE SQUADRON PARTICIPATED IN THE THIRD MISSION OF THE MONTH. THE TARGET WAS DUMP "F", ONE OF THE SEVERAL SUPPLY DUMPS SLIGHTLY NORTH OF RANGOON, BURMA. IT WAS BELIEVED THAT THE DUMPS CONTAINED 50 TO 55 PER CENT OF ALL THE JAPANESE AMMUNITION STORES IN BURMA. DESTRUCTION OF SUPPLIES ALREADY IN BURMA WOULD PRESENT A SERIOUS PROBLEM TO THE JAPANESE, PARTICULARLY IN VIEW OF THE BOMBING OF RAILROAD BRIDGES AND THE ATTACKS AGAINST SHIPPING THAT HAVE BEEN CARRIED OUT AT THE PRESENT TIME IN AND NEAR BURMA.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

THE ATTACK WAS CONDUCTED AT THE REQUEST OF THE STRATEGIC AIR FORCE, WHICH APPROXIMATELY ONE HOUR AFTER OUR FORCES BOMBED, AGAIN STRUCK THE SAME TARGET WITH 79 B-24'S AND FIGHTER ESCORT. IT WAS A CHANGE IN THE EMPLOYMENT OF VLR AIRCRAFT IN THAT THE TARGET WAS A SUPPLY DUMP. HOWEVER, IT WAS THE OPINION OF THE STRATEGIC AIR FORCE THAT THE JAPANESE EFFORT IN BURMA WOULD BE MORE SERIOUSLY AFFECTED BY LARGE SCALE ATTACKS AGAINST THEIR COMMUNICATIONS AND SUPPLIES THAN AGAINST OTHER MILITARY INSTALLATIONS.

THE PLAN FOR THE MISSION DIFFERED FROM PREVIOUS MISSIONS IN THAT NO SECONDARY OR LAST RESORT TARGETS WERE SPECIFIED, AND THAT IF THE PRIMARY TARGET COULD NOT BE BOMBED VISUALLY, BOMBS WERE TO BE RETURNED TO BASE. THIS DECISION WAS MADE IN VIEW OF THE FACT THAT THERE WERE NO SUITABLE SECONDARY OR LAST RESORT TARGETS FOR THE BOMB LOAD CARRIED, AND BECAUSE THE PRIMARY TARGET DOES NOT OFFER A SUFFICIENT RADAR RETURN TO INSURE ANY DEGREE OF SUCCESS OF RADAR BOMBING. ANOTHER CHANGE FROM PREVIOUS MISSIONS WAS THAT EACH GROUP HAD AN INDIVIDUAL OVER-WATER ASSEMBLY POINT. THIS INNOVATION WAS AN EXPERIMENT TO DETERMINE THE FEASIBILITY OF ASSEMBLY OVER WATER.

THE 40<sup>TH</sup> BOMB GROUP DISPATCHED 15 B-29 AIRCRAFT TO ATTACK DUMP "F". THE FIRST AIRCRAFT WAS AIRBORNE AT 0220Z AND THE LAST AT 0238Z. FIVE SQUADRON AIRCRAFT WERE AMONG THOSE AIRBORNE AND ALL FIVE REACHED AND BOMBED THE PRIMARY TARGET.

ONE AIRCRAFT WAS FORCED TO RETURN TO THE LOCAL BASE BECAUSE OF A STUCK PROP GOVERNOR ON #1 ENGINE AND LANDED 14 MINUTES AFTER TAKEOFF WITH ITS FULL BOMB LOAD. THE REMAINING 14 AIRCRAFT PROCEEDED INDIVIDUALLY WITHOUT DIFFICULTY TO THE GROUP ASSEMBLY POINT WHERE FORMATION WAS JOINED AND THENCE TO THE WING ASSEMBLY POINT, TO THE I.P., TO THE TARGET.

WEATHER AT THE TARGET WAS CAVU AND BOMBING WAS ACCOMPLISHED VISUALLY BY DROPPING ON THE LEADER, AIRCRAFT #888. A/C #740 OF THE SQUADRON HAD A 25 SECOND EARLY RELEASE OF ITS BOMBS AND AIRCRAFT #846 DROPPED ON IT. A/C #846 HAD DIFFICULTY IN REMAINING IN FORMATION AFTER OPENING BOMB BAY DOORS AND SCATTERED THE FORMATION AND WAS INSTRUCTED BY THE FORMATION COMMANDER TO LEAVE THE FORMATION. A/C #646 LEFT THE FORMATION AND FORMED ON THE LEFT FLANK. THE TARGET HAD BEEN PREVIOUSLY BOMBED BY ANOTHER FORMATION BEFORE THE 40<sup>TH</sup> BOMB GROUP FORMATION ARRIVED AT THE TARGET, AND A COLUMN OF BLACK SMOKE WAS OBSERVED TO THE NORTHEAST OF THE TARGET RISING TO A HEIGHT OF 10,000 FEET. THE MAJORITY OF THE BOMBS DROPPED BY THE 40<sup>TH</sup> BOMB GROUP FORMATION LANDED IN THE NORTHER PART OF THE TARGET AREA AND IN THE MENTAL HOSPITAL ACROSS THE ROAD. TWO HOUSES ARE BELIEVED TO HAVE EXPLODED APPROXIMATELY 300 FEET BELOW AIRCRAFT #541 BASED ON OBSERVATIONS MADE BY TWO OTHER AIRCRAFT.

ANTI AIRCRAFT FIRE WAS ENCOUNTERED SHORTLY BEFORE BOMBS AWAY AND INCREASED TO MODERATE INTENSITY. THE FIRE WAS GENERALLY ACCURATE. SEVERAL UNIDENTIFIED FIGHTERS WERE OBSERVED IN THE TARGET AREA, BUT THERE WERE NO DEFINITE ATTACKS MADE.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

SQUADRON A/C #795 BLEW A CYLINDER ON #4 ENGINE APPROXIMATELY ONE HOUR AFTER LEAVING THE BURMA COAST ON THE TRIP BACK AND WAS ESCORTED TO B-4 BY AIRCRAFT #407, 579 AND 740.

THE GROUP SUFFERED NO CASUALTIES, ALTHOUGH FLAK DAMAGE WAS SUSTAINED BY APPROXIMATELY HALF OF THE AIRPLANES ON THE MISSION.

POST MISSION PHOTOS REVEALED THAT DUMP "F" WAS WELL CRATERED EXPECIALLY IN THE CENTRAL AREA. ABOUT 75 SMALL HUTMENTS AND 35 SMALL MISCELLANEOUS BUILDINGS WERE DESTROYED. SEVEN OR EIGHT SMALL HUTMENTS WITH BLAST WALLS WERE DESTROYED, AND AT LEAST 10 OTHERS DAMAGED. AT TIME OF COVERAGE AT LEAST 4 FIRES WERE STILL BURNING AMONG BUILDINGS OF THE MENTAL HOSPITAL, PROBABLY GUTTING ABOUT TEN BUILDINGS AND DAMAGING FIVE OTHERS.

LISTED BELOW ARE CREW MEMBERS OF THE SQUADRON THAT FLEW ON THE MISSION:

A/C #42-24795 RANGOON 7:40 HOURS

CREW:

CAPT WOOLSEY, CA	(P)	S SGT SMITH, JT	(R)
1 <sup>ST</sup> LT CLENDENEN, DF	(CP)	S SGT DRUMMOND, FM	(SG)
1 <sup>ST</sup> LT DUVA, SJ	(N)	S SGT KESTELOOT, FT	(RG)
1 <sup>ST</sup> LT DAVIS, LG	(B)	S SGT DODDRIDGE, RL	(LG)
1 <sup>ST</sup> LT JAMESON, GJ	(FE)	SGT STEWART, WB	(V)
		S SGT BURNS, VC	(TG)

A/C #42-24740 RANGOON 7:45 HOURS

CREW:

MAJ LANDRETH, GW	(P)	S SGT HAASE, AW	(R)
CAPT LEDFORD, JC	(CP)	S SGT CLARK, TA	(SG)
*CAPT IVORY, JC	(N)	S SGT BACON, CE	(RG)
1 <sup>ST</sup> LT STEINER, FD	(N)	S SGT ELSELL, RF	(LG)
2 <sup>ND</sup> LT DULL, AF	(E)	SGT RODENCAL, GH	(V)
1 <sup>ST</sup> LT WILLIAMSON, GH	(FE)	T SGT HALPERN, J	(TG)

\*NOT A MEMBER OF 45<sup>TH</sup> BOMB SQ.

A/C #42-0340T RANGOON 7:30 HOURS

CREW:

1 <sup>ST</sup> LT ELLIOTT, RS	(P)	SGT HIPPLE, GM	(R)
2 <sup>ND</sup> LT DOTHAGE, KW	(CP)	SGT HENNING, CA	(SG)
2 <sup>ND</sup> LT ADAMSON, OE	(N)	S SGT LUNT, RW	(LG)
2 <sup>ND</sup> LT ROBERTS, WH	(B)	S SGT BARNES, IK	(RG)
1 <sup>ST</sup> LT HUNTER, PW	(FE)	SGT MILES, JE	(TG)
1 <sup>ST</sup> LT HORN, SH	(V)		

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

A/C #42-05271 RANGOON 7:30 HOURS

CREW:

MAJ MOSS, RE	(P)	SGT FREES, HN	(R)
2 <sup>ND</sup> LT RIGGS, JL	(CP)	SGT BANE, LE	(RG)
2 <sup>ND</sup> LT MILLER, EL	(N)	SGT GUSTAVISON, WR	(SG)
2 <sup>ND</sup> LT HILLIARD, JW	(FE)	S SGT PAOLINI, V	(LG)
2 <sup>ND</sup> LT EIKEN, AF	(B)	SGT ATHEY, BS	(TG)
		S SGT WELCH, AE	(V)

A/C #42-24579 RANGOON 7:40 HOURS

CREW:

1 <sup>ST</sup> LT ELLIOTT, JR	(P)	SGT LEON, DM	(FE)
2 <sup>ND</sup> LT NIELSEN, G	(CP)	SGT HALL, DW	(R)
2 <sup>ND</sup> LT ALLISON, CE	(N)	SGT JOHNSON, GG	(V)
2 <sup>ND</sup> LT WILSON	(B)	CPL MARTINI, JV	(SG)
		CPL LECHNER, LA	(RG)
		CPL GOLDEN, HE	(LG)
		CPL SHERMAN, E	(TG)

THE FOURTH AND LAST COMBAT MISSION FOR THE MONTH WAS CONDUCTED ON 24 FEBRUARY. THE PRIMARY TARGET WAS THE EMPIRE DOCK AT SINGAPORE, MALAYA.

THE EMPIRE DOCK INCLUDING SECTIONS 5 AND 6 OF THE MAIN WHARF, COMPRISES THE GREATEST SINGLE CONCENTRATION OF BERTHING SPACE FOR SHIPS AND WAREHOUSE SPACE FOR GOODS IN TRANSIT AT THE SINGAPORE COMMERCIAL HARBOR. APPROXIMATELY ONE THIRD OF THE HARBOR'S BERTHING AND WAREHOUSE SPACE IS INCLUDED IN THE WAREHOUSE AREA. OCEAN GOING VESSELS OF ALL TYPES ARE MOORED TO THE WHARVES WHILE TRANSFERRING CARGO. THE WAREHOUSES IN THE TARGET AREA WERE BELIEVED TO CONTAIN SUBSTANTIAL QUANTITIES OF BOTH COMMERCIAL AND MILITARY STORES. DESTRUCTION OF THE MILITARY SUPPLIES, WHICH ARE NOW EXCEEDINGLY DIFFICULT FOR THE JAPANESE TO REPLACE, WOULD TEND TO WEAKEN THE POSITION OF THE ENEMY GARRISON IN SINGAPORE.

THE MISSION WAS PLANNED TO STRIKE THE TARGET IN SUBSTANTIAL FORCE. M-17 TYPE INCENDIARY BOMBS WERE LOADED. TWO AIMING POINTS WERE SELECTED IN THE EVENT THAT ATTACK ON THE FIRST FEW FORMATIONS SHOULD RESULT IN A HEAVY COVER OF SMOKE. ONE AIMING POINT WAS ASSIGNED TO THREE GROUPS AND THE OTHER ASSIGNED TO THE 40<sup>TH</sup> BOMB GROUP. THE LARGEST POSSIBLE FORMATIONS WERE ORDERED WITH SMOKE GRENADES PRESCRIBED FOR USE BY LEAD CREWS TO FACILITATE FORMATION ASSEMBLY.

THE ROUTE TO THE TARGET WAS SOMEWHAT NEARLY THE SAME AS ON PREVIOUS MISSIONS, AND IT WAS REALIZED THAT IT WAS AN UNDESIRABLE FACTOR. HOWEVER, AS IN ALL THE OTHER SINGAPORE MISSIONS, DISTANCE, WEATHER, SUITABLE ASSEMBLY AND INITIAL POINTS MADE IT THE MOST DESIRABLE APPROACH.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

THE 40<sup>TH</sup> BOMB GROUP BEGAN DISPATCHING AIRCRAFT AT 031701Z. THIRTY B-29'S WERE AIRBORNE WITH THE LAST AIRCRAFT OFF AT 231754Z. NINE (9) AIRCRAFT OF THE 45<sup>TH</sup> BOMB SQUADRON WERE AMONG THE 30 PLANES AIRBORNE. ALL SQUADRON AIRCRAFT, EXCEPT #668 WHICH STRUCK THE SECONDARY TARGET, REACHED AND BOMBED THE EMPIRE DOCK.

TWO AIRCRAFT WERE EARLY RETURNS, ONE DUE TO LOSING AN ENGINE DIRECTLY AFTER TAKE-OFF AND THE OTHER DUE TO FAILURE OF A PROP GOVERNOR. BOTH AIRCRAFT JETTISONED THEIR BOMB LOAD AND RETURNED SAFELY TO BASE.

OF THE REMAINING 28 AIRCRAFT A TOTAL OF 27 SUCCESSFULLY BOMBED THE PRIMARY TARGET FROM 20,000' TO 22,800' WITH FROM GOOD TO EXCELLENT OBSERVED RESULTS WITH 260 #500 M-17 (E-4) AIMABLE CLUSTERS FUSED TO SEPARATE 5,000' ABOUT THE GROUND. ONE AIRCRAFT (#986), DUE TO PERSONNEL ERROR, FAILED TO GET THE BOMB BAY DOORS COMPLETELY OPEN IN TIME AND DROPPED EIGHT OF ITS 10 BOMBS JUST SOUTH OF THE AIRFIELD AND SEAPLANE BASE LYING APPROXIMATELY THREE MILES NORTHEAST OF THE ASSIGNED TARGET. FIGHTER OPPOSITION AT THE PRIMARY TARGET WAS WEAK AND THERE WERE NO ENEMY AIRCRAFT CLAIMS NOR WERE ANY OF OUR AIRCRAFT DAMAGED BY FIGHTERS. ANTI-AIRCRAFT FIRE WAS REPORTED AS GENERALLY MEAGER, BUT RANGED FROM INACCURATE TO ACCURATE. ONE AIRCRAFT (#638) SUSTAINED A DIRECT FLAK HIT JUST AFT OF #3 ENGINE NACELLE, AND ALTHOUGH SERIOUSLY DAMAGED RETURNED SAFELY TO BASE. THE RIGHT GUNNER ON THE AIRCRAFT WAS SERIOUSLY, BUT NOT FATALLY WOUNDED.

SQUADRON A/C #668, DUE TO FAILURE OF THE FUEL TRANSFER SYSTEM, WAS FORCED TO BOMB THE SECONDARY TARGET (MALAYAN COLLIERIES AT BATU ARANG, MALAYA) WHICH WAS ACCOMPLISHED FROM 21,000' THROUGH 3/10 CLOUD COVER, OBSERVED RESULTS PLACED THE CENTER OF IMPACT ABOUT 300' SOUTH OF THE ASSIGNED AIMING POINT, NO ANTI-AIRCRAFT OR FIGHTER OPPOSITION WAS ENCOUNTERED.

AIRCRAFT #915, WHILE ASSEMBLING WITH OTHER AIRCRAFT IV FORMATION, HAD #4 PROP TO STICK AT 2350 RPM. CAPT. G.M. TAYLOR HIT THE FEATHERING BUTTON TO BRING THE R.P.M. DOWN; IT CAME DOWN TO 2500 RPM, BUT WHEN THE FEATHERING BUTTON WAS PULLED OUT THE RPM RAN BACK UP TO 2350, SO NO FURTHER ACTION WAS ATTEMPTED.

AFTER REACHING THE IP AND TURNING ONTO THE TARGET, THE FLIGHT ENGINEER REPORTED SMOKE COMING FROM #3 ENGINE. GUNNERS WERE INSTRUCTED TO WATCH THE ENGINE. AFTER RELEASING THE BOMBS AND STARTING AWAY FROM THE TARGET, OIL BEGAN TO SPURT OUT OF THE TOP OF THE COWLING OF #3 ENGINE. OIL WAS LOST AT THE RATE OF ABOUT ONE GALLON PER MINUTE, WHEN THE GUAGES SHOWED 25 GALLONS OF OIL REMAINING; CAPT TAYLOR ATTEMPTED TO FEATHER #3 ENGINE REPEATEDLY BUT WAS UNSUCCESSFUL, SO RPM WAS BROUGHT BACK TO 1100. THE FLIGHT ENGINEER TURNED THE FUEL SHUT-OFF VALVE OFF AND STARTED TO TRANSFER FUEL FROM #3 ENGINE TO #1 ENGINE.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

AS SOON AS TROUBLE WAS DETECTED CAPT TAYLOR CONTACTED AIRCRAFT #269 (FORMATION COMMANDER) AND REQUESTED ESCORT. AIRCRAFT #269 ANSWERED AND STATED IT WOULD ESCORT. THE FORMATION LEADER, AIRCRAFT #795, TOOK DOUBLE DRIFTS TO SLOW DOWN TO ALSO ESCORT.

AIRCRAFT #269 WAS GIVEN ALL DETAILS OF ENGINE PERFORMANCE AND REACTION IN CASE AIRCRAFT #915 WAS ABANDONED IN ORDER TO FURNISH INFORMATION FOR FUTURE EMERGENCIES OF THIS SORT. FORMATION COMMANDER WAS ALSO ASKED FOR ANY SUGGESTIONS HE MIGHT HAVE CONCERNING THE ENGINE OPERATION.

AT 0255Z #3 ENGINE RAN AWAY AND THE PROP WOUND UP TO 3050 RPM AND THE TACHOMETER BROKE, EXCESSIVE VIBRATION RESULTED. THE PROP WHINED AND THE WHOLE AIRCRAFT SHOOK. CAPT TAYLOR HIT THE FEATHERING BUTTON WHICH STUCK DOWN AND THE RPM REDUCED. ALTHOUGH TACHOMETER WAS OUT, THE RPM WAS ESTIMATED TO HAVE BEEN REDUCED TO ABOUT 2400 RPM SINCE THERE WAS VERY LITTLE SHADOW AND POWER SETTING ON THE ENGINES WAS 2350-21" AT THE TIME.

AT 0300Z CAPT TAYLOR ASKED THE RADIO OPERATOR AND NAVIGATOR IF THEY WANTED TO COME OUT OF THEIR POSITIONS, SINCE IT WAS THOUGHT THAT THE PROP MIGHT COME OFF AND HIT THE FUSELAGE AT THEIR POSITIONS. BOTH OF THOSE CREW MEMBERS ELECTED TO STAY IN PLACE TO PERFORM THEIR DUTIES, OTHER CREW MEMBERS JETTISONED ALL LOOSE EQUIPMENT AMONG WHICH WERE THE FOLLOWING ITEMS:

BOMBSIGHT	CFC AND RIGHT GUN SIGHT
FLAK VESTS	CFC AND RIGHT GUN COMPUTERS
FLAK HELMETS	RADAR SET
BB GLASS	TWO BOMB BAY TANKS

AT 0320Z, WITH THE ABOVE EQUIPMENT GONE, AIRSPEED WAS 150 MPH INDICATED WITH POWER SETTING OF 2000-30" AND #3 ENGINE WAS WINDMILLING AT ABOUT 2400 RPM AT 15"MP (ATMOSPHERIC PRESSURE). POSITION AT THIS TIME WAS APPROXIMATELY 10 MILES LEFT OF GEORGETOWN. COURSE LINE WAS CHANGED TO RUN ALONG OVER ISLANDS THAT FRINGED THE COASTLINE. THE ISLANDS APPEARED TO BE UNINHABITED AND CAPT TAYLOR WAS OF THE OPINION THAT THEY WOULD MAKE THE BEST BET FOR PLACE OF PROBABLE BAIL OUT, WHICH WAS THOUGHT WOULD BE NECESSITATED AT ANY MINUTE.

AT 0533Z, AT 11°30'N-98°00'E, COURSE LINE WAS CHANGED WHICH WOULD TAKE THE AIRCRAFT ACROSS THE ANDAMAN SEA TO CEDUBA ISLAND, THIS DECISION WAS MADE BECAUSE FOR TWO HOURS THE AIRCRAFT'S PERFORMANCE HAD BEEN AS SATISFACTORY AS POSSIBLE UNDER THE ADVERSE CONDITIONS EXISTING. AIRSPEED WAS STILL 150 MPH AND ALTITUDE WAS 11,000'. AIRSPEED WAS HELD DOWN TO CONSERVE FUEL AND TO KEEP FROM SPEEDING THE PROPS UP ANYMORE.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

AT 0620Z THE FLIGHT ENGINEER OBSERVED WHITE STREAKS FROM HEAT AROUND THE NOSE SECTION OF #3 ENGINE. HE NOTIFIED THE PILOT THAT THE PROP WOULD BE COMING OFF SHORTLY AND THE CREW WAS ALERTED FOR BAILOUT. THE RADIO OPERATOR AND NAVIGATOR RETAINED THEIR POSITIONS. AT 0625Z #3 PROP WOUND UP AND THE AIRPLANE SHUTTERED VIOLENTLY. THEN THE PROP FLEW OFF, GOING STRAIGHT OUT ABOUT SIX FEET, UP ABOUT 200-300' OVER THE AIRPLANE AND BACK. IMMEDIATELY THE AIRPLANE SMOOTHED OUT AND AIRSPEED INCREASED 35 MPH TO BRING IT UP TO 185 MPH (CAL IND). CAPT TAYLOR REDUCED POWER ON #1 AND #2 ENGINES TO 1500-28" AND MP ON #4 WAS BROUGHT DOWN TO 28" TO CONSERVE FUEL. AIRCRAFT WANTED TO CLIMB WHEN THE PROP FIRST CAME OFF, BUT CAPT TAYLOR RETAINED 11,000' OF ALTITUDE.

AT THE SAME TIME THE #3 PROP CAME OFF THE FLIGHT ENGINEER OBSERVED FLAMES IN THE CRANKCASE. HE IMMEDIATELY PULLED THE FIRE EXTINGUISHER ON #3 ENGINE TO PREVENT THE FIRE FROM SPREADING TO THE ACCESSORY SECTION OF THE ENGINE, EVENTUALLY THE COLD AIR COOLED THE NOSE SECTION OF #3 ENGINE AND THE FIRE WENT OUT.

REMAINDER OF FLIGHT TO COX'S BAZAAR WAS UNEVENTFUL. FUEL RESERVE WAS 450 GALLONS WHEN LANDING WAS MADE AT 0940Z. AIRCRAFT #269 AND #795 FOLLOWED #915 ALL THE WAY IN UNTIL LANDING WAS AFFECTED.

THE FOLLOWING DAY A NEW ENGINE AND PARTS WERE FLOWN TO COX'S BAZAAR FROM B-4 BY C-46. REPAIR WAS ACCOMPLISHED AND RETURN TO B-4 WAS MADE ON 28 FEBRUARY.

THIS WAS THE SECOND INSTANCE OF AIRCRAFT IN THE SQUADRON LOSING PROPS. IN BOTH INSTANCES THE CREW REMAINED WITH THE AIRCRAFTS AND RETURNED THEM SAFELY TO BASE, ALTHOUGH THE RUNAWAY PROPS CAUSED EXCESSIVE VIBRATION AND CREATED SO MUCH DRAG THAT BAILOUT OR DITCHING SEEMED INEVITABLE. IN BOTH PERFORMANCES THE PILOTS EXHIBITED SKILL AND JUDGEMENT THAT RESULTED IN VALUABLE KNOWLEDGE BEING GAINED CONCERNING EMERGENCIES OF THE KIND AND AN AIRCRAFT SAVED.

INCLUDING THE TWO EARLY RETURNS A TOTAL OF 23 AIRCRAFT RETURNED TO B-4 ON 24 FEBRUARY 1945 WITH THE LAST AIRCRAFT LANDING AT 1253Z. A TOTAL OF SIX OF THESE AIRCRAFT, HOWEVER, WERE FORCED TO LAND AT OTHER AIRFIELDS TO REPLENISH GAS SUPPLY BEFORE PROCEEDING TO B-4. AIRCRAFT #915 REMAINED AT COX'S BAZAAR FOR AN ENGINE CHANGE AND AIRCRAFT #739 REMAINED OVER NIGHT AT ARMADA ROAD DUE TO PROP GOVERNOR TROUBLE.

THREE DAYS LATER EXCELLENT PHOTO RECONNAISSANCE SHOWED THAT SEVERE DAMAGE HAD BEEN INFLICTED ON THE TARGET. WAREHOUSES AND SHED OF THE EMPIRE DOCK AREA COMPRISE A TOTAL OF APPROXIMATELY 1,632,000 SQUARE FEET OF BUILDINGS. AS A RESULT OF THE ATTACK 634,600 SQUARE FEET OR 39 PER CENT WERE DESTROYED AND 28,000 SQUARE FEET OR 2 PER CENT DAMAGED.



FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

INCLUDED IN THE DAMAGE WERE 21 LARGE WAREHOUSES COMPLETELY DESTROYED, 14 LARGE WAREHOUSES PARTIALLY DESTROYED, A LONG LOADING SHED ABOUT 2/3 DESTROYED, 6 SMALLER SHEDS DESTROYED AND ANOTHER DAMAGED, THREE LARGE OIL TANKS WITH A CAPACITY OF APPROXIMATELY 30% OF THE CAPACITY OF THE GROUP CONSISTING OF 6 LARGE AND 2 SMALL TANKS.

OTHER INDUSTRIAL DAMAGE INCLUDED THE VIRTUAL DESTRUCTION OF THE SINGAPORE COLD STORAGE PLANT AND SLIGHT DAMAGE TO THE SINGAPORE RAILROAD STATION. IN ADDITION 15 MISCELLANEOUS LARGE OR MEDIUM WAREHOUSES, 23 MISCELLANEOUS SHEDS AND 11 BARRACKS WERE DESTROYED. NON-INDUSTRIAL DAMAGE WAS LIMITED AND CONSISTED OF THE DESTRUCTION OF A FEW RESIDENCE UNITS NEAR THE EMPIRE DOCK.

CREW MEMBERS PARTICIPATING ON THIS VERY SUCCESSFUL MISSION ARE LISTED BELOW:

A/C #42-24739 SINGAPORE 16:50 HOURS

CREW:

CAPT COWDEN, JH	(P)	S SGT SIENKIEWICZ, SV	(V)
1 <sup>ST</sup> LT JONES, LG	(DP)	S SGT TREANOR, WA	(R)
1 <sup>ST</sup> LT OBLENDER, HT	(N)	S SGT ADAMSON, RP	(SG)
1 <sup>ST</sup> LT TROLL, RC	(B)	S SGT SHEBAK, VP	(LG)
1 <sup>ST</sup> LT KOENIG, LJ	(FE)	S SGT VORIS, GL	(TG)
2 <sup>ND</sup> LT BOYD, GB	(RCM)	SGT CLAYPOOL, AE	(RG)

A/C #44-69665 SINGAPORE 15:00 HOURS

CREW:

1 <sup>ST</sup> LT LUND, DJ	(P)	T SGT SHEPARD, PD	(R)
1 <sup>ST</sup> LT WIX, RA	(DP)	S SGT MILLER, AO	(CFC)
1 <sup>ST</sup> LT KUSIAN, WA	(N)	T SGT SENA, GT	(LG)
1 <sup>ST</sup> LT FAIRMAN, J	(B)	S SGT BATES, NE	(RG)
F/O HERBERT, JD	(FE)	S SGT MACKEY, TW	(TG)
		SGT DYE, FJ	(V)

A/C #42-24718 SINGAPORE 18:00 HOURS

CREW:

CAPT LANZONI, SD	(P)	SGT READ, AR	(R)
1 <sup>ST</sup> LT DE COSTER, JV	(CP)	SGT ZALABOK, WM	(CFC)
1 <sup>ST</sup> LT HIRSCHFELD, HC	(N)	SGT YODER, WJ	(V)
1 <sup>ST</sup> LT CUTTELL, D	(B)	SGT STAMBAUGH, WE	(RG)
F/O TOWNSEND, OO	(FE)	S SGT SUSSENWEIN, I	(LG)
		SGT EVANS, CE	(TG)

FEB HISTORY, 45<sup>TH</sup> BOMB SQ (CONT'D)

A/C #42-24795 SINGAPORE 18:10 HOURS

CREW:

CAPT WOOLSEY, CA	(P)	S SGT SMITH, JT	(R)
1 <sup>ST</sup> LT NORDHAGEN, JD	(CP)	S SGT DRUMMOND, FM	(CFG)
1 <sup>ST</sup> LT DUVA, SJ	(N)	S SGT KESTELOOT, FT	(G)
1 <sup>ST</sup> LT DAVIS, LG	(B)	S SGT DODDRIDGE, EL	(G)
1 <sup>ST</sup> LT JAMESON, GJ	(FE)	S SGT STEWART, WD	(V)
		S SGT BURNS, VC	(TG)

A/C #42-65271 SINGAPORE 17:10 HOURS

CREW:

MAJ ROBERTS, DW	(P)	S SGT ANDERSON, H	(R)
1 <sup>ST</sup> LT HARVELL, JC	(CP)	S SGT SMITH, IW	(LG)
1 <sup>ST</sup> LT POLANSKY, H	(E)	S SGT GEISLER, R	(SG)
1 <sup>ST</sup> LT FORD, RV	(N)	T SGT VAN ORMER, DJ	(RG)
1 <sup>ST</sup> LT PHALON, JE	(FE)	S SGT SULLIVAN, C	(V)
		S SGT MUELLER, JL	(TG)

A/C #42-93859 SINGAPORE 18:10 HOURS

CREW:

MAJ RENFRO, WG	(P)	T SGT CHAMBERLAIN, DJ	(R)
1 <sup>ST</sup> LT HUG, JW	(CP)	SGT WATKINS, PR	(G)
1 <sup>ST</sup> LT KULICKA, FJ	(B)	S SGT GLOVER, DC	(TC)
1 <sup>ST</sup> LT WEINBERG, BH	(N)	S SGT TADEN, HD	(LG)
1 <sup>ST</sup> LT HAGGERTY, EB	(FE)	S SGT SMITH, KE	(G)
		SGT JOHNSON, GR	(V)

A/C #42-24738 SINGAPORE 17:10 HOURS

CREW:

1 <sup>ST</sup> LT ELLIOTT, RS	(P)	SGT HIPPLE, GM	(R)
1 <sup>ST</sup> LT DOTHAGE, KW	(CP)	SGT HENNING, CA	(SG)
2 <sup>ND</sup> LT ADAMSON, DE	(N)	S SGT BARNES, IK	(RG)
2 <sup>ND</sup> LT ROBERTS, WH	(B)	CPL BECKLEY, CC	(LG)
1 <sup>ST</sup> LT HUNTER, PW	(FE)	SGT PUDLOVSKY, H	(TG)
		SGT SALLEY GO	(V)

A/C #42-63555 SINGAPORE 17:10 HOURS

CREW:

MAJ LANDRETH, GW	(P)	S SGT RODENCAL, GH	(V)
CAPT HILLS, AE	(CP)	S SGT HAASE, AW	(R)
1 <sup>ST</sup> LT STEINER, FD	(N)	S SGT CLARK, TA	(CFC)
1 <sup>ST</sup> LT DICKERSON, HW	(B)	S SGT BACON, CD	(RG)
1 <sup>ST</sup> LT WILLIAMSON, GH	(FE)	S SGT ELWELL, RF	(LG)
		T SGT HALPERN, J	(TGO)

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

A/C #42-24915 SINGAPORE 16:30 HOURS

CREW:

CAPT TAYLOR, CM	(P)	S SGT DAVIS, RM	(R)
1 <sup>ST</sup> LT THORNSBERRY, CE	(CP)	S SGT WAGNER, FA	(V)
1 <sup>ST</sup> LT TOWNES, WW	(N)	S SGT FARRAR, SG	(SG)
1 <sup>ST</sup> LT GARDNER, WL	(B)	S SGT JOHNSTON, LL	(LG)
F/O PETRAS, J	(FE)	S SGT RAWSON, RD	(RG)
		S SGT SATTERFIELD, JL	(TG)

"PHOTO JOE" OPERATIONS:

THE XX BOMBER COMMAND WAS COMMITTED TO ACCOMPLISH MAPPING PHOTOGRAPHY OF SELECTED AREAS IN THE MALAY PENINSULA WHICH WILL BE USED AS A BASIS FOR FUTURE OPERATIONS. COVERAGE OF THOSE AREAS WAS URGENTLY REQUIRED AND COULD NOT BE OBTAINED BY ANY OTHER AGENCY. THE PHOTOGRAPHY WAS TO BE USED FOR MAPPING PURPOSES, AND AS MUCH HAD TO BE FLOWN WITH CONSIDERABLE ACCURACY AND IN ACCORDANCE WITH CERTAIN SPECIFICATIONS. THE 40<sup>TH</sup> BOMB GROUP WAS ASSIGNED TWO AREAS TO COVER – SINGAPORE ISLAND AND LANGKAWI ISLAND ON THE WESTERN SIDE OF THE MALAY PENINSULA.

SQUADRON AIRCRAFT AND CREWS PERFORMED SEVEN FLIGHTS TO THE ASSIGNED AREA DURING FEBRUARY; IN ADDITION ONE MISSION WAS FLOWN TO SAIGON. LISTED BELOW ARE DATES, AIRCRAFT NUMBERS, CREWS, AND TIMES LOGGED BY MEN PARTICIPATING IN THE PHOTO WORK:

A/C #42-63407 SAIGON (6 FEB. 1945) 13:00 HOURS

CREW:

CAPT TAYLOR, CM	(P)	*S SGT BANKERT, CA	(O)
1 <sup>ST</sup> LT WIX, BA	(CP)	S SGT DAVIS, RM	(R)
1 <sup>ST</sup> LT TOWNES, WW	(N)	SGT DYE, FJ	(V)
1 <sup>ST</sup> LT GARDNER, WL	(B)	S SGT FARRAR, SG	(SG)
F/O PETRAS, J	(FE)	S SGT JOHNSTON, LL	(LG)
		S SGT RAWSON, RD	(RG)
		S SGT SATTERFIELD, JL	(TG)
		*CPL KISSEL, CR	(F)

\*NOT MEMBERS OF 45<sup>TH</sup> BOMB SQ.

A/C #42-24718 SINGAPORE (15 FEB. 1945) 18:35 HOURS

CREW:

CAPT LANZONI, SD	(P)	SGT READ, AR	(R)
1 <sup>ST</sup> LT DE COSTER, JV	(CP)	SGT ZALABOK, W	(SG)
1 <sup>ST</sup> LT HIRSCHFELD, HC	(N)	SGT STAMBAUGH, WE	(RG)

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

1 <sup>ST</sup> LT POLLARD, RL	(B)	S SGT SUSSENWEIN, I	(LG)
F/O TOWNSEND, OO	(FE)	SGT YODER, WA	(V)
		SGT EVANS, CE	(TG)

A/C #42-24579                      SINGAPORE (15 FEB. 1945)                      17:30 HOURS

CREW:

CAPT MC GREGOR, C	(P)	S SGT JORDAN, TH	(R)
1 <sup>ST</sup> LT NORDHAGEN, JO	(CP)	S SGT GREENFIELD, RE	(G)
1 <sup>ST</sup> LT WEINBERG, RH	(N)	S SGT JENNINGS, BC	(G)
1 <sup>ST</sup> LT SMITH, HA	(B)	S SGT PASLAY, WC	(G)
1 <sup>ST</sup> LT TWEET, JH	(FE)	T SGT KRZYKOWSKI, PA	(G)
1 <sup>ST</sup> LT HORN, SP	(V)		

A/C #42-65271                      SINGAPORE (17 FEB. 1945)                      16:30 HOURS

CREW:

1 <sup>ST</sup> LT RAUGH, FE	(P)	T SGT VALLEY, J	(FE)
2 <sup>ND</sup> LT LAXTON, JF	(CP)	S SGT REIFEL, W	(SG)
2 <sup>ND</sup> LT DALY, P	(N)	SGT BECKER, CF	(RG)
2 <sup>ND</sup> LT BUZZA, EM	(B)	SGT PUDLOFSKY, H	(TG)
		CPL BECKLEY, C	(LG)
		CPL CHELF, H	(R)
		SGT JOHNSON, GG	(V)

A/C #42-24915                      SINGAPORE (20 FEB. 1945)                      16:50 HOURS

CREW:

CAPT MARTIN, JH	(P)	T SGT STOCKTON, JI	(R)
1 <sup>ST</sup> LT CLAY, WT	(CP)	S SGT SIENKIEWICZ, SV	(V)
1 <sup>ST</sup> LT BRENNAN, TW	(N)	T SGT BURNETT, WH	(SG)
1 <sup>ST</sup> LT BUCHOWICZ, JM	(B)	S SGT LOVE, TJ	(LG)
1 <sup>ST</sup> LT FUNK, CM	(FE)	SGT VOGEL, ME	(RG)
		S SGT TRACE, WR	(TG)

A/C #42-65274                      SINGAPORE (20 FEB. 1945)                      16:45 HOURS

CREW:

MAJ LANDRETH, GW	(P)	S SGT HAASE, AW	(R)
1 <sup>ST</sup> LT WRISTON, RT	(CP)	S SGT CLARK, TA	(SG)
1 <sup>ST</sup> LT STEINER, FE	(N)	S SGT BACON, CE	(RG)
2 <sup>ND</sup> LT DULL, AF	(B)	S SGT ELWELL, BF	(LG)
1 <sup>ST</sup> LT WILLIAMSON, GN	(FE)	SGT RODENCAL, GH	(V)
		T SGT HALPERN, J	(TG)

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

A/C #42-65274                                      SINGAPORE (25 FEB, 1945)                                      16:30 HOURS

CREW:

CAPT SILCOX, JM	(P)	S SGT ANTHONY, PC	(R)
1 <sup>ST</sup> LT SANFORD, LF	(CP)	S SGT DE MAYO, PF	(CFC)
CAPT BAKER, HR	(N)	S SGT SLOAN, RB	(RG)
1 <sup>ST</sup> LT GOFF, JH	(B)	S SGT JOHNSON, NP	(LG)
1 <sup>ST</sup> LT WORTHLEY, LE, JR	(FE)	S SGT MARTIN, RA	(TG)
1 <sup>ST</sup> LT WEINBURG, EF	(V)		

A/C #42-63580                                      SINGAPORE (26 FEB, 1945)                                      17:40 HOURS

CREW:

CAPT MARTIN, JG	(P)	T SGT BURNETT, WH	(CFC)
1 <sup>ST</sup> LT CLAY, WT	(CP)	T SGT STOCKTON, JI	(R)
1 <sup>ST</sup> LT BRENNAN, TA	(N)	S SGT TRACE, WEB	(TG)
1 <sup>ST</sup> LT BUCHOWICZ, JM	(B)	S SGT LOVE, TJ, JR.	(LG)
1 <sup>ST</sup> LT FUNK, CM	(FE)	S SGT SIENKIEWICZ, SV	(V)
		SGT VOGEL, MB	(RG)

SEVERAL UNUSUAL OCCURENCES WERE RECORDED FROM THE "PHOTO JOE" ACTIVITY. CAPT JOHN G. MARTIN AND CREW FLEW TWO MISSIONS IN FIVE DAYS AND SUCCESSFULLY REACHED THE ASSIGNED AREA EACH TIME. MOST SPECTACTULAR WAS THE FLIGHT OF CAPTAIN CARTER MC GREGOR AND CREW IN A/C #579 ("EDDIE ALLEN") ON 15 FEBRUARY. THE FLIGHT TO TARGET WAS UNEVENTFUL, ASSEMBLY BEING ACCOMPLISHED WITHOUT DIFFICULTY WITH FIVE OTHER 40<sup>TH</sup> BOMB GROUP AIRCRAFT BEFORE CAMERA RUNS BEGAN.

THE FIRST CAMERA RUN WAS CONDUCTED AS BRIEFED ON AN EASTERLY HEADING. BEING ON AN OUTSIDE TRACK AND BECAUSE TURN FOR THE SECOND CAMERA RUN WAS BEGUN A LITTLE LATE AIRCRAFT #579 FOUND ITSELF ALONE AS IT CAME BACK ON THE WESTERLY HEADING. WHEN ABOUT HALF WAY THROUGH THE RUN, AT AN ALTITUDE OF 30,000'T, TWO TONY'S ATTACKED FROM 11:30 O'CLOCK HIGH, IN A COORDINATED PASS. THE NOSE SECTION WAS FROSTED OVER BADLY AND ONLY A FEW WINDOW SECTIONS OFFERED ANY VISIBILITY AT ALL.

THE BOMBARDIER NEVER SAW THE TWO ENEMY FIGHTERS BUT THE CO-PILOT AND TOP GUNNER DID. THE RATE OF CLOSURE WAS RAPID. THE TOP GUNNER FIRED A FEW SHORT BURTS, BUT NO HITS WERE SCORED ON THE FIGHTERS AS THEY BROKE DOWN AND UNDER THE RIGHT AND LEFT WING OF #579.

AIRCRAFT #579 SUSTAINED DAMAGE FROM THE ATTACK; THE LEFT GUNNER NOTIFIED THE PILOT THAT #1 ENGINE HAD BEEN HIT. GASOLINE WAS OBSERVED SPURTING OUT FROM THE UNDERSIDE OF THE WING AND A STREAM OF OIL WAS ALSO SEEN ON #1 NACELLS. ALL INSTRUMENTS, EXCEPT THE REAR OIL PRESSURE, WENT OUT ON #1 ENGINE.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

THE PILOT IMMEDIATELY TRIED TO FEATHER #1 ENGINE, BUT THE PROP WOULDN'T FEATHER (INSPECTION LATER PROVED THE POWER LINE TO THE FEATHERING PUMP HAD BEEN SEVERED). REPEATED ATTEMPTS TO FEATHER THE PROP FAILED. THE FLIGHT ENGINEER HAD STARTED TO TRANSFER FUEL FROM THE #1 FUEL TANK AS SOON AS THE GASOLINE LEAK HAD BEEN OBSERVED AND ESTIMATES THAT HE SAVED ABOUT 200 GALLONS OF FUEL.

THE POWER SETTING AT TIME OF ATTACK WAS 2150-33". DIRECTLY AFTER LOSING #1 ENGINE 2400-43" WAS USED FOR APPROXIMATELY FOUR MINUTES AND THEN POWER WAS CHANGED TO 2000-30" FOR AN HOUR AS LET DOWN WAS BEGUN AND THEN CHANGED TO 2100-31".

DURING THE DESCENT, AS SOON AS THE AIRCRAFT WAS OUT OVER WATER, ALL CREW MEMBERS EXCEPT THE PILOT AND CO-PILOT STARTED JETTISONING EQUIPMENT FROM THE PLANE, ON THE PILOT'S ORDERS. THE FOLLOWING ITEMS WERE THROWN OUT:

BOMBSIGHT	LOGAN EQUIPMENT	K-13 CAMERA
FLAK VESTS	THREE BOMB BAY GAS TANKS	K-20 CAMERA
BB GLASS	ALL AMMO FIRED IN TURRETS	BULK HEAD ARMORED
RADAR SCOPE	PUT-PUT	DOOR IN TAIL
BINOCULARS	PUT-PUT GAS TANK	RADAR SET
ALL CFC EQUIPMENT (COMPUTERS, SIGHTS, DYNAMOTORS, CONTROL BOXES, RING SIGHT).		

WHEN ATTEMPTS TO FEATHER #1 ENGINE FAILED, THE PROP BEGAN TO WINDMILL. FROM THEN UNTIL 0818Z THE REAR OIL PRESSURE MAINTAINED GOVERNOR CONTROL OVER THE PROP. THERE WAS NO VIBRATION DURING THAT PERIOD OF TIME. AT 0910Z, WHEN THE OIL PRESSURE WAS GONE, THE PROP WOUND UP TO COMPLETE LOW PITCH. THE DRAG BECAME VERY NOTICEABLE; AIRSPEED WAS 150 MPH AT 4,000' ALTITUDE. THE PILOT WAS OF THE OPINION THAT THE PROP WOULD FINALLY COME OFF. FORTUNATELY THE PROP IN WINDING UP DID NOT CAUSE EXCESSIVE VIBRATION.

THE CREW WAS ALERTED TO BE READY FOR EITHER BAIL-OUT OR DITCHING. THE RADIO OPERATOR AND THE NAVIGATOR MOVED UP ON THE NOSE WHEEL HATCH TO BE OUT OF THE PATH OF THE PROP IF IT CAME OFF AND HIT THE FUSELAGE. CUSHIONS AND ALL PERSONAL EQUIPMENT WERE READIED FOR BAIL-OUT IF NECESSARY OR FOR DITCHING, SINCE IT WAS NOT BELIEVED POSSIBLE TO MAKE THE ALTERNATE FIELDS IN BURMA WITH THE EXCESSIVE DRAG AND LOW GAS SUPPLY.

AIRCRAFT #718 HAD BEEN NOTIFIED IMMEDIATELY WHEN #579 WAS HIT. WHILE THE CREW OF #579 WAS JETTISONING EQUIPMENT #718 HANDLED ALL AIR-GROUND COMMUNICATION FOR THEM AND STAYED CLOSE BY TO ASSIST IN ANY MANNER POSSIBLE IN CASE OF EMERGENCY, FLYING A LITTLE BEHIND AND ABOVE #579 ALL THE WAY BACK UNTIL IT LANDED AT AKYAB.

AT 1013Z THE PROP SPEEDED UP AND THE NOSE SECTION OF #1 ENGINE BECAME CHERRY RED FROM THE HEAT. SUDDENLY THE PROP FLEW OFF, HITTING THE UPPER QUARTER OF THE RING COWL, GOING UP ABOUT 100' AND BACK. GAS SUPPLY AT THE TIME WAS 1200 GALLONS, AIRSPEED IMMEDIATELY PICKED UP 20 MPH AND 1,000' OF ALTITUDE WAS GAINED, EVEN THOUGH THE RPM WAS BROUGHT DOWN.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

THE REMAINDER OF THE FLIGHT WAS UNEVENTFUL. FUEL CONSUMPTION OF THE THREE ENGINES IN OPERATION WAS 240 GALLONS PER HOUR UNTIL REACHING AKYAB AT 1230Z. FLARE POTS HAD BEEN SET UP ON BOTH SIDES OF THE 6,000' RUNWAY. NO TOWER COMMUNICATION WAS USED BECAUSE THE FACILITY CHARTS SHOWED NO FREQUENCY\*. LANDING WAS MADE AT 1236Z WITH ABOUT 400 GALLONS OF FUEL REMAINING, INCLUDING RESIDUE.

A NEW ENGINE AND PARTS WERE FERRIED TO AKYAB THE NEXT DAY (16 FEB) FROM B-4. REPAIR WAS EFFECTED AND #579 RETURNED TO B-4 ON 20 FEBRUARY.

ENGINEERING:

FOR THE SECOND STRAIGHT MONTH THERE WERE NO OPERATIONAL LOSSES DUE TO ENEMY ACTION IN THE 45<sup>TH</sup> BOMB SQUADRON. HOWEVER, FOUR B-29 AIRCRAFT WERE MARKED OFF THE SQUADRON RECORDS WHEN THEY WERE RETURNED TO THE UNITED STATES. LISTED BELOW ARE THE PLANES THAT LEFT THE ORGANIZATION:

<u>DATE</u>	<u>A/C NO.</u>	<u>HOURS</u>
2 FEBRUARY	42-6418	275:50
23 FEBRUARY	42-24798	228:40
23 FEBRUARY	42-63404	371:55
23 FEBRUARY	42-63407	439:05

THE SQUADRON DID NOT EXPERIENCE ANY SHORTAGE IN AIRCRAFT, THOUGH, BECAUSE SEVERAL NEW B-29'S WERE ASSIGNED TO THE UNIT THAT HAD JUST BEEN FLOWN IN FROM THE STATES:

<u>DATE</u>	<u>A/C</u>	<u>NOMANUFACTURER</u>	<u>HOURS</u>
5 FEBRUARY	42-24915	BOEING WICHITA	73:50
13 FEBRUARY	42-63555	BELL	80:45
21 FEBRUARY	42-63580	BELL	80:25

THERE WERE NO NEW MODIFICATIONS ON THE ABOVE AIRCRAFT.

DURING THE MONTH HARD WORKING ENGINEERING PERSONNEL CHANGED 26 ENGINES ON ORGANIZATION AIRCRAFT. NINETEEN (19) OF THE ENGINE CHANGES WERE ACCOMPLISHED BECAUSE OF EXCESSIVE TIME FOR COMBAT ACTIVITY.

ONLY ONE (1) CYLINDER CHANGE WAS NECESSARY AND WAS ACCOMPLISHED IN THE RECORD TIME OF SIX HOURS FROM "COWLING TO COWLING" BY

\*FREQUENCY IS 6440 KC  
CALL SIGN IS SWADDLE

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

S/SGT MAHLI AND HIS MAINTENANCE MEN ON A/C #579. S/SGT MAHLI AND HIS MEN WERE ALSO KEPT BUSY ON A/C #579 FROM 21 FEBRUARY UNTIL THE END OF THE MONTH MAKING A COMPLETE NACELLE CHANGE. A MAJOR OVERHAUL AND REPAIR JOB WAS NECESSARY ON THE AIRPLANE AFTER IT RETURNED FROM THE PHOTO MISSION OF 15 FEBRUARY DUE THE DAMAGE INFLICTED ON IT BY ENEMY FIGHTER ATTACK. MAJOR RING REPAIRS WERE BEING ACCOMPLISHED BY SERVICE GROUP PERSONNEL.

MODIFICATION WORK CONTINUED ON OLD SQUADRON AIRCRAFT IN FEBRUARY. THE FOLLOWING WORK WAS ACCOMPLISHED:

1. INSTALLATION OF NEW DEFROSTER SYSTEM.
2. INSTALLATION OF FUEL SHUT-OFF VALVE BETWEEN UPPER AND LOWER BOMB BAY TANKS IN THE FORWARD BOMB BAY.
3. INSTALLATION OF SCREENS IN THE FUEL TRANSFER SYSTEM TO PREVENT JAMMING OF THE SELECTION VALVE BY FOREIGN PARTICLES.

PROPELLER GOVERNORS WERE THE PRINCIPLE CAUSE OF TROUBLE EXPERIENCED ON AIRCRAFT IN FEBRUARY. AS YET NO SOLUTION HAD BEEN FOUND, ALTHOUGH IT WAS SUSPECTED THAT THE CAUSE OF MOST FAILURES WAS THE LACK OF PARTS TO REPLACE WORN ONES IN THE ELECTRIC HEAD.

AS THE MONTH CAME TO A CLOSE THE GREATEST PROBLEM OF THE ENGINEERING SECTION WAS THE SHORTAGE OF MECHANICS NECESSARY TO ACCOMPLISH EVEN ROUTINE MAINTENANCE. THE MOVEMENT OF PERSONNEL TO THE NEW THEATER CAUSED THIS PROBLEM. THE ONLY SOLUTION WAS PLENTY OF HELP FROM THE COMBAT CREWS.

PERSONNEL:

1 FEBRUARY-----1 <sup>ST</sup> LT	JOHN H. HUG	(P)
2 <sup>ND</sup> LT	JOHN G CORNWELL	(CP)
2 <sup>ND</sup> LT	HARRY L HOLLOMON	(N)
2 <sup>ND</sup> LT	DELMAR A JOHNSON	(B)
CPL	MARION F BRACHA	(FE)
CPL	EDWARD A HARRIS	(TG)
CPL	STANLEY A HINKLE	(SG)
CPL	JOHN J KEPPLER	(V)
CPL	JAMES C LOUGHRIDGE	(RG)
CPL	LORIN B LOW	(LG)
CPL	ARTIE SPENCER	(B)

THE ABOVE OFFICERS AND ENLISTED MEN ARE MEMBERS OF A NEW REPLACEMENT CREW FROM THE UNITED STATES THAT JOINED THE SQUADRON.



FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

5 FEBRUARY-----S/SGT LAWTON M. PATTERSON LEFT THE ORGANIZATION TO RETURN TO THE UNITED STATES FOR TREATMENT OF A BACK INJURY SUSTAINED IN A BAILOUT ON 20 AUGUST 1944.

6 FEBRUARY-----CAPTAIN JACK C LEDFORD WAS TRANSFERRED FROM THE SQUADRON TO HEADQUARTERS, 40<sup>TH</sup> BOMB GROUP. HE ASSUMED NEW DUTIES AS ASSISTANT OPERATIONS OFFICER.

9 FEBRUARY-----CAPTAIN RICHARD J SEEBACH WAS TRANSFERRED TO HEADQUARTERS, 40<sup>TH</sup> BOMB GROUP. HE REPLACED THE GROUP BOMBARDIER. CAPTAIN SEEBACH DESERVED THE PROMOTION AND WAS WELL QUALIFIED FOR HIS NEW JOB HAVING LED SOME TEN FORMATIONS WHILE LEAD BOMBARDIER ON MAJOR M W GOODYN'S CREW.

10 FEBRUARY-----KENNETH W DOTHAGE  
ALFRED F EIKEN  
JOHN K HILLIARD  
JACK L RIGGS

THE ABOVE OFFICERS WERE PROMOTED TO FIRST LIEUTENANT PER SPECIAL ORDERS #6, PAR 2, HEADQUARTERS, 20<sup>TH</sup> AIR FORCE, DATED 10 FEBRUARY 1945.

17 FEBRUARY-----LT COLONEL OSCAR R SCHAAF, SQUADRON COMMANDER, WAS TRANSFERRED FROM THE SQUADRON TO HEADQUARTERS, 40<sup>TH</sup> BOMB GROUP TO ASSUME HIS NEW DUTIES AS DEPUTY COMMANDER OF THE GROUP PER SPECIAL ORDERS #36 PAR 2, HEADQUARTERS 40<sup>TH</sup> BOMB GROUP, DATED 17 FEBRUARY 1945.

23 FEBRUARY-----THE FOLLOWING NAMED OFFICERS AND ENLISTED MEN WERE MEMBERS OF A NEW REPLACEMENT CREW ASSIGNED TO THE ORGANIZATION:

CAPT	JOSPEH R BARRON	(P)
2 <sup>ND</sup> LT	ORLAN M SEVERTS	(CP)
2 <sup>ND</sup> LT	VITOLD JKAMINSKIS	(N)
F/O	SHIRLEY L STREET, JR	(B)
S/SGT	JOHN MAUL	(FE)
CPL	CARL V GODING	(B)
CPL	RAY M FLEMING	(V)
CPL	HERBERT B WEISSMAN	(SG)
CPL	KENNETH G GORDON	(RG)
CPL	ARTHUR FRENCH	(TG)
CPL	ROBERT D ENGLAND	(LG)

24 FEBRUARY-----MAJOR MARVIN W GOODWYN WAS OFFICIALLY APPOINTED SQUADRON COMMANDER PER XX BOMBER COMMAND SPECIAL ORDERS #55 PAR 8, DATED 24 FEBRUARY 1945.

FEB HISTORY, 45<sup>TH</sup> BOMB SQ. (CONT'D)

5 OFFICERS AND 197 ENLISTED MEN DEPARTED B-4 BY TRAIN FOR CALCUTTA ENROUTE TO THE NEW DESTINATION OF THE 40<sup>TH</sup> BOMB GROUP. THE SHIPMENT WAS IDENTIFIED SIMPLY AS "LIRP".

25 FEBRUARY-----5 OFFICERS AND 183 ENLISTED MEN DEPARTED B-4 BY TRAIN FOR CALCUTTA ENROUTE TO THE NEW DESTINATION OF THE 40<sup>TH</sup> BOMB GROUP. THE SHIPMENT WAS IDENTIFIED AS "DUVA".

LISTED BELOW IS THE STRENGTH OF THE UNIT ON THE BEGINNING AND ENDING OF THE MONTH:

1 FEBRUARY 1945  
113 OFFICERS  
6 FLIGHT OFFICERS  
577 ENLISTED MEN

28 FEBRUARY 1945  
118 OFFICERS  
7 FLIGHT OFFICERS  
544 ENLISTED MEN

CLARENCE P. LOWMAN,  
CAPTAIN, AIR CORPS.  
HISTORICAL OFFICER.