

(Retyped from Microfilm by Joan D. Stewart)

SECRET

45th BOMBARDMENT SQUADRON HISTORY

1 May thru 31 May 1945

General:

With eight (8) combat missions being flown during the month activity in the Squadron increased at a rapid pace. Ten (10) missions had been scheduled, but bad weather over various targets in Japan prevented the full schedule from being completed. The 58th Bomb Wing conducted nine (9) missions, however the 40th Bomb Group participated in only eight of the missions.

May was the first month of the "90 day blitz" of bombers over Japan. The program was initiated at the anticipated time of Germany's capitulation. It was thought by high authority that this stepped up bombing in conjunction with the fall of Germany could have such a psychological affect on Japan that capitulation might ensue. Even if this intense bombing did not produce the desired results, it would at least play a vital part in the softening up of Japan for an invasion which would seem necessary against such a fanatical nation of people as the Japanese.

Most of the officers and enlisted men in the Squadron spent much of their spare time in making improvements in and around their living areas. Scarcity of lumber made the job difficult. Flooring for the tents was a big problem. Every conceivable means possible was resorted to for the purpose of obtaining lumber. Contact with the Navy Construction Battalion personnel proved to be the most fruitful source. The CB's as the Construction Battalion personnel were called, seemed to be able to "pull rabbits out of hats" in obtaining lumber for the men provided a quart or two of whiskey was their reward.

Food in the mess hall continued to improve over the food in India. Such items as real butter, good bread, pork chops, American beef, fried chickens with a good taste, celery, corn on the cob and ice cream accounted for the fact that everyone was gaining weight. As a result the health of the Squadron was better and morale reached a higher level.

The enlisted men and officers continued to mess together in the same mess hall. The new officers mess hall had been completed and was scheduled to be in use by 3 June.

Mosquitoes were few and not the malarial or dengue fever type. Mosquito nets were discarded.

The weather was warm in the middle of the day, but never as hot as it was in India. There was always a prevailing wind from the west to the north. The air at night was cool and comfortable for sleeping.

Water for bathing presented a problem. Three times a day the

SECRET

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

water was turned on for two (2) hours at a time. However, at the first part of the month it was generally a case of "first come, first served", for not necessarily all who came found water, because the supply for each two (2) hour period was usually spent in ten (10) or fifteen (15) minutes. However, at the last part of the month the water supply was increase owing to better facilities for hauling and pumping the water into the six (6) big storage tanks on the hill west of the Squadron and group site.

At the beginning of the month laundry was another problem for both officers and enlisted men. Most of the enlisted men ingeniously rigged up windmill washing machines, by taking advantage of the constant ocean breeze. Several of the officers did likewise. At the latter part of the month the officers could get fifteen (15) pieces of laundry done at the officer's laundry every ten (10) to fifteen (15) days. For the enlisted men nine (9) pieces of laundry could be done once a week or every ten (10) days.

For recreation the salt water swimming continued to be the favorite diversion. Although the ocean swimming site was coral bound, it was, never-the-less, very good swimming. Board steps were built down to the water and concrete was poured over some of the sharp rocks at the waters' edge. The water was deep, clear and cool.

Aside from the normally good nightly picture shows there were two excellent special entertainment features at the theatre during the month. Moss Hart, the playwright, staged his play, "The Man Who Came to Dinner". Moss Hart himself, played the leading role. The other feature was a program of music and skits by Dick Jurgens, a popular orchestra leader before the war and now leader of an all-marine show. Other stage entertainment was given by various U.S.O. units. The Special Service Officer in the 40th Bomb Group was doing an excellent job in booking entertainment at the theatre.

Several roads were built in the headquarters and living areas. This was a big improvement in eliminating muddy conditions during rains and reducing dust when dry.

The Navy Construction Battalion engineers constructed two (2) excellent runways at West Field. Crushed coral was ideal material for the runways.

With everything taken into consideration the new base was a big improvement over the one in India.

Operations: (Combat)

Three (3) squadrons from the 40th Bomb Group and one (1) squadron from the 462nd Bomb Group comprised the striking force with conducted the first mission for the month on the fifth day of May. The primary visual target was the Hiro Naval Aircraft Plant at Kure. The primary

(2)

SECRET

SECRET

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

radar target was the Kure Urban Area. The Hiro Naval Aircraft Plant produced aircraft engines and turbines.

Briefing for this daylight strike was at 1400Z 4 May. The time of take off was at 1724Z for the first aircraft and 1814Z for the last aircraft to leave West Field.

Thirty-one (31) aircraft from the 40th Bomb Group were airborne, of which eleven (11) of these aircraft were from the 45th Bomb Squadron. Three (3) of the aircraft returned early to the base. One (1) of these was a 45th Squadron aircraft, number 42-24579, piloted by 1st Lt. Crecelius. Forty-seven (47) minutes after take off there was an engine failure in the number two (2) engine which made it necessary to feather the propeller and return to the base. The other two (2) early returns were from the other squadrons in the Group.

Another 45th Squadron aircraft failed to reach the primary target. Aircraft number 42-24718, piloted by Captain Lanzoni, because of navigational error, flew a considerable distance northwest of Tokyo and bombed a target of opportunity, which was the Masetsu railroad yards and factory buildings.

Twenty-seven (27) aircraft, of which nine (9) were 45th Squadron aircraft, bombed the Hiro Naval Aircraft Factory, the primary visual target. Two hundred ten (210) bombs M-64 type 1000 pound fused M-139 A-1-0.01 second delay bombs, non delay tail were dropped over the primary target between 0142Z and 0207Z. Eight (8) of the same type bombs were dropped on the target of opportunity. All bombing at the primary target was visual at altitudes ranging from 19,000 feet to 17,500 feet, through weather ranging from CAVU to 5/10 coverage with results reported as excellent and good. At 0221Z the target of opportunity was bombed visually from 17,500 feet through weather of 5/10 coverage with results reported as good.

Heavy antiaircraft fire over the primary target was reported as meager, moderate, intense and accurate to inaccurate. Ten (10) aircraft sustained damage from the antiaircraft fire, nine (9) of which were minor damage and one (1) sustained major damage. Over the target of opportunity there was no antiaircraft fire.

At the primary target there were no enemy aircraft attacks reported. There were twenty-seven (27) enemy aircraft sighted, but no passes were made. One of the gunners reported a possible jet propelled enemy aircraft. White smoke spurts were observed coming from the rear of the aircraft which had an estimated wing span of forty (40) feet. It sparkled in the sun as if it might have been new. There were no vapor trails observed coming from the enemy aircraft. It was further described as being larger than a Tony and if it was not jet propelled it certainly had an in line engine.

At the target of opportunity there were no enemy aircraft sighted.

(3)

SECRET

SECRET

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

Over the primary target there were several crews reporting numerous small boats scurrying in Kure Harbor attempting to lay a smoke screen. Coverage was ineffective. There were no smokescreens over the target of opportunity.

There were no barrage balloons reported over either the primary target or the target of opportunity.

Aircraft number 42-65274, piloted by Captain R. S. Elliott, sustained major damage from flak over the target. The number four (4) engine was knocked out and an oil leak was caused in the number one (1) engine. Returning from the target Captain Elliott, escorted by Lt. Edmund C. Baugh, pilot of aircraft 42-24738, landed at Iwo Jima for repairs. The following day all but two (2) of Captain Elliott's crew returned to West Field in aircraft number 42-24738 piloted by Lt. Baugh.

There were some interesting observations of Iwo Jima reported by various crew members who had landed there. There still remained many signs of its having been a battle field. Various kinds of abandoned Japanese equipment could be found at random. Some of the items found were ammunition, helmets, gas masks, wreckage of gun placements, wrecked tanks, wrecked aircraft and a sword which was removed from the exhumed body of a dead Japanese soldier.

On the middle of the island there is an oval shaped plateau from which there is a gradual slope to the ocean all around the island. No trees were there and except for a scrubby growth of bushes and sargo grass and a few wild flowers there was very little vegetation on the island. The atmosphere is sulphurous and steamy, but cooler than that of Tinian. It rains there quite frequently. Because of the volcanic nature of the island some of the underground streams and springs are a source of natural hot water. Peculiar to the island there is black gravel precipitated by the volcanic eruptions.

Three runways were constructed on the island by the Army Engineers and Naval Construction Battalion Engineers who were very busy at other constructive projects.

Approximately 100 P-51 fighters were located on the island and also an unestimated number of naval fighters and flying boats. Naval vessels were plentiful around the island. The XXI Bomber Command had a detachment located there to accommodate B-29 crews who were forced down there in conducting their missions over Japan. Sleeping quarters were provided as well as mess kits and bath towels. A Red Cross unit was there to serve coffee and other refreshments to the B-29 crews.

It was estimated that approximately 300 Japanese soldiers still remained on the island in hidden caves. Because of this the American sentinels were instructed to challenge everyone in certain areas to see that they knew the pass word and counter sign. In April a Provost Marshall was killed by one of the guards. This was indicative of the tense apprehension that existed there at that time. Just before this incident approximately 200 of the remaining Japanese cave dwellers

(4)

SECRET

SECRET

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

organized themselves and staged an attack in the P-51 pilots' living area. The Japanese slashed open tents and threw in hand grenades. This resulted in approximately fifty (50) casualties, ill and wounded.

The first mission from the Marianas had been completed. The official damage assessment reported that more than 300 – 1000 pound general purpose bombs were dropped and 80% of these bombs fell within 1000 feet of the aiming point. The results were so good that Major General LEMAY sent congratulations to the 58th Bomb Wing for having set a high standard of efficiency.

The following crews and aircraft participated in the mission:

A/C #42-65278 Kure *13:30 hours

CREW:

Capt R.S. Elliott	(P)	Cpl. A.T.L. Spencer	(R)
1 st Lt. K.W. Dothage	(CP)	S/Sgt. G.H. Bedencal	(V)
1 st Lt. C.E. Adamson	(N)	Sgt. C.A. Henning	(SG)
1 st Lt. W.H. Roberts	(B)	S/Sgt W.D. Taden	(LG)
1 st Lt. P.W. Hunter	(E)	S/Sgt I.K Barnes	(RG)
		S/Sgt D.C. Glover	(TG)

- Plane left at Iwo due to battle damages.

A/C #42-63580 Kure 15:45 hours

CREW:

Capt J.G. Martin	(P)	T/Sgt J.I. Stockton	(R)
1 st Lt. W.T. Clay	(CP)	T/Sgt W.H. Bartnett	(SG)
1 st Lt. T.A. Brennan	(N)	S/Sgt W.R. Trace	(TG)
1 st Lt. J.M. Buchewics	(B)	S/Sgt T.J. Love	(LG)
1 st Lt. O.M. Funk	(FE)	S/Sgt S.V. Bienkiewicz	(V)
		Sgt B.M. Vogel	(RG)

A/C #44-69668 Kure 16:00 hours

CREW:

1 st Lt. D.J. Lund	(P)	S/Sgt A.O. Miller	(SG)
1 st Lt. R.A. Wix	(CP)	T/Sgt G.N. Sena	(RG)
1 st Lt. W.E. Kusian	(N)	S/Sgt H.E. Bates	(LG)
1 st Lt. J. Fairman	(B)	S/Sgt T.W. Mackey	(TG)
F/O J.D. Herbert	(FE)	T/Sgt P.D. Shepard	(R)
		S/Sgt F.J. Trye	(V)

SECRET

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

A/C #42-24739

Kure

16:25 hours

CREW:

Capt	J.H. Cowden	(P)	2 nd Lt. E.B. Boyd	(RGN)
1 st Lt	L.G. Jones	(CP)	T/Sgt D.J. Chamberlain	(R)
1 st Lt	H.T. Oblender	(N)	TSgt R.P. Adamson	(SG)
1 st Lt	W.L. Gardner	(D)	S/Sgt M.P. Shebak	(RG)
1 st Lt	I.J. Koenig	(E)	S/Sgt G.L. Voris	(LG)
1 st Lt	E.F. Weinburg	(V)	Sgt A.E. Claypool	(TG)

A/C #42-65271

Kure

16:00 hours

CREW:

Major	D.W. Roberts	(P)	S/Sgt H.T. Anderson	(R)
1 st Lt.	J.C. Harrell	(CP)	S/Sgt R. Giesler	(SG)
1 st Lt.	R.V. Ford	(N)	S/Sgt E.W. Smith	(LG)
1 st Lt	H. Polansky	(B)	T/Sgt D.N. Van Ormer	(RG)
1 st Lt	J.E. Phalon	(FE)	S/Sgt C.W. Sullivan	(V)
			S/Sgt J.L. Mueller	(TG)

A/C #42-24740

Kure

16:30 hours

CREW:

1 st LT	R.T. Wriston	(P)	T/Sgt J. Blackard	(TG)
1 st Lt	H.W. Changnon	(CP)	S/Sgt W. Treaner	(R)
1 st Lt	F. Eulicka	(N)	S/Sgt R.C. Davis	(RG)
1 st Lt	J.G. O'Keefe	(B)	Sgt T. Hutchison	(SG)
F/O	E.F. Rishell	(FE)	Sgt G.G. Johnson	(V)
			Sgt J.E. Garner	(LG)

A/C #42-24579

Kure (Combat abort)

14:50 hours

CREW:

1 st Lt	C.E. Crecelius	(P)	T/Sgt R.V. Klaver	(R)
1 st Lt	J.L. Riggs	(CP)	S/Sgt J. Duemig	(RG)
1 st Lt.	E.L. Miller	(N)	Sgt W.R. Gustaveson	(SG)
1 st Lt	J.K. Hilliard	(E)	S/Sgt V. Paolini	(LG)
1 st Lt	A.F. Kiken	(B)	Sgt B.S. Athey	(TG)
1 st Lt	S.R. Horn	(V)		

A/C #42-24915

Kure

16:00 hours

CREW:

Capt	C.M. Taylor	(P)	S/Sgt R.M. Davis	(R)
1 st Lt	C.E. Thornsberry	(CP)	S/Sgt E.A. Wagner	(V)
1 st Lt	R.H. Weinberg(N)	S/Sgt	S.G. Furrer	(SG)
1 st Lt	R.W. Dickerson	(B)	S/Sgt L.L. Johnston	(LG)
F/O	J. Petras	(FE)	S/Sgt R.D. Rawson	(RG)
			S/Sgt J.L. Satterfield	(TG)

SECRET

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

A/C #42-24795

Kure

15:35 hours

CREW:

*Col	W.K. Skaer	(Ga)	S/Sgt	J.T. Smith	(R)
Major	C.A. Woolsey	(P)	S/Sgt	F.M. Drummond	(SG)
1 st Lt	J.O. Nordhagen	(CP)	S/Sgt	F.T. Kesteloot	(RG)
1 st Lt	A.J. Macer	(N)	S/Sgt	R.L. Deddrige	(LG)
1 st Lt	L.C. Davis	(B)	S/Sgt	W.D. Stewart	(V)
1 st Lt	G.J. Jameson	(FE)	S/Sgt	V.C. Burns	(TG)

*Not a member of 45th Squadron

A/C #42-24718

Nacetsu (Opportunity Target)

16.50 hours

CREW:

Capt	S.D. Lanzoni	(P)	Sgt	A.R. Read	(R)
1 st Lt	J.V. DeCoster	(CP)	S/Sgt	W.A. Yoder	(V)
1 st Lt	H.C. Hirschfeld	(N)	Sgt	W.H. Zalabak	(SG)
1 st Lt.	D.W. Cuttell	(B)	S/Sgt	I. Sussenwein	(LG)
F/O	O.O. Townsend	(FE)	Sgt	W.E. Stambaugh	(RG)
*T/Sgt	L.P. Jordan	(P)	Sgt	C.E. Evans	(TG)

*Not a member of 45th Squadron

A/C #42-24738

Kure

*14:20 hours

CREW:

1 st Lt	E.E. Baugh	(P)	T/Sgt	J.D. Valley	(FE)
2 nd Lt.	J.F. Laxton	(CP)	S/Sgt	W. Reifel	(SG)
2 nd Lt	E.M. Buzza	(B)	Sgt	C.F. Becker	(RG)
2 nd Lt	P.W. Daly	(N)	Sgt	H. Puflofsky	(TG)
2 nd Lt	H. Holloman	(V)	Cpl	C.G. Beckley	(LG)
			Cpl	H.J. Chelf	(R)

*Landed at Iwo Jima

The second combat mission was conducted in daylight against the Oshima Naval Oil Storage Plants at Tokuyama on 10 May.

Briefing was held at 1400Z 9 May. The first aircraft took off at 1708Z 9 May. Take off time for the last aircraft was at 1746Z. Thirty one (31) aircraft were dispatched from the 40th Bomb Group of which nine (9) were from the 45th Bomb Squadron.

Aircraft 42-93859, piloted by Captain Silcox, developed engine trouble at the assembly point and bombed a target of opportunity, the Sukomo Seaplane Base. Bombing was done visually with estimated results as fair from an altitude of 18,000 feet through clear but hazy weather. Eighteen (18) 500 pound general purpose composition bombs type M-64 were dropped. The fusing was nose M-103 .1 second, tail M101A1 .025 seconds. No enemy opposition was encountered. There were no enemy aircraft, no anti-aircraft, and no barrage balloons.

(7)

SECRET

SECRET

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

Two (2) aircraft in other squadrons lost power immediately after taking off and returned early to West Field.

Between 0134Z and 0150Z twenty eight (28) aircraft, nine (9) of which were 45th Bomb Squadron aircraft, bombed the primary target from 17,800 feet to 18,000 feet in formations of eleven (11), six (6), two (2) and nine (9) all in CAVU weather. A total of eighty eight (88) 500 pound C.P. M-64 with .1 second nose fusing and .025 seconds tail fusing were dropped on the primary target with results reported as unobserved, poor, fair, good, and excellent. Calculations derived from a nine (9) aircraft formation indicated that 86 percent of the bombs hit within 1,000 feet of the aiming point.

Six (6) aircraft jettisoned bombs thirty-five (35) seconds before the lead aircraft. All the bombs released at this time hit the water approximately 9,000 feet short of the target. Three (3) of these aircraft were in the 45th Bomb Squadron.

Antiaircraft fire at the primary target was moderate to intense and accurate owing to the substantial number of enemy naval vessels in the area. One (1) B-29 sustained minor damages.

Enemy fighter opposition was weak. Only two (2) enemy aircraft offered resistance to two (2) of the formations. These two fighters made a coordinated attack on aircraft number 42-63420. There were five (5) twin engine enemy aircraft and eight (8) single engine aircraft that were observed but which offered no active resistance.

There were no smoke screens reported over the primary target.

Four (4) barrage balloons were observed by one crew over the primary target. The balloons seemed to be stationary and were described as round and white and not the conventional shape and size.

The official damage assessment reported the following information: Before the mission there were a total of sixty-five (65) storage tanks. Twenty nine (29) of these were being removed. Twelve (12) were being dismantled. Five (5) were already damaged. Nineteen (19) were intact. This represented a total of 1,615,000 barrel capacity.

After the strike, photographs revealed that eleven of the tanks were destroyed, and three (3) were damaged. One (1) of the tanks that was previously damaged was further damaged. Three (3) of the tanks that were being dismantled were destroyed, and six (6) of the tanks that were being dismantled were damaged.

Of the 1,615,000 barrel storage capacity, 935,000 barrels of the capacity were destroyed and 252,000 barrels of the capacity were damaged. Seventy four (74) percent of the capacity was either destroyed or damaged.

In the building area ninety (90) percent of all building roofs were destroyed. This represented a total of 45,000 square feet of damage.

(8)

SECRET

SECRET

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

The following is a list of all the crews and aircraft taking part in the mission:

A/C #42-93859 Sukomo (opportunity target) 14:30 hours

CREW:

Capt	J.M. Silcox	(P)	S/Sgt	P.C. Anthony	(R)
1 st Lt	L.F. Sanford	(CP)	S/Sgt	P.F. DeMayo	(SG)
Capt	H.B. Baker	(N)	S/Sgt	R.B. Sloan	(RG)
1 st Lt	J.H. Goff	(N)	S/Sgt	N.P. Johnson	(LG)
1 st Lt	L.E. Worthley	(FE)	S/Sgt	R.A. Martin	(T.G)
			S/Sgt	A.E. Welch	(V)

A/C #42-63580 Tokuyama 15:00 hours

CREW:

1 st Lt	J.R. Elliott	(P)	Sgt	D.M. Leon	(FE)
2 nd Lt	C. Nielsen	(CP)	Sgt	D.W. Hall	(R)
2 nd Lt	C.E. Allison	(N)	Sgt	G.I. Ahern	(V)
2 nd Lt	T.W. Wilson	(B)	Cpl	J.V. Martini	(SG)
Cpl	L.A. Lechner	(RG)	Cpl	H.W. Golden	(LG)
			Cpl	E.E. Sherman	(TG)

A/C #42-65271 Tokuyama 15:15 Hours

CREW:

Major	D.W. Roberts	(P)	S/Sgt	B.T. Anderson	(R)
1 st Lt	J.C. Harvell	(CP)	S/Sgt	R.W. Geisler	(SG)
1 st Lt	R.V. Ford	(N)	S/Sgt	I.W. Smith	(LG)
1 st Lt	H. Polansky	(B)	T/Sgt	D. Van Ormer	(RG)
1 st Lt	Phalon	(FE)	S/Sgt	C.L. Sullivan	(V)
			S/Sgt	J.L. Mueller	(TG)

A/C #42-24738 Tokuyama 15:15 hours

CREW:

1 st Lt	E.E. Baugh	(P)	S/Sgt	W. Reifel	(SG)
2 nd Lt	J.F. Laxton	(CP)	Sgt	C.F. Becker	(RG)
Major	M.W. Goodwyn	(CA)	Sgt	H. Pudlefsky	(TG)
2 nd Lt	E.M. Buzza	(B)	Cpt	G.G. Beckley	(LG)
2 nd Lt	H. Holloman	(V)	Cpl	H.J. Chelf	(R)
2 nd Lt	P.W. Daly	(N)	T/Sgt	J.D. Valley	(FE)

A/C #42-24739 Tokuyama 15:10 hours

CREW:

Capt	J.H. Cowden	(P)	T/Sgt	D.J. Chamberlain	(R)
1 st Lt	L.G. Jones	(CP)	S/Sgt	R.P. Adamson	(SG)
1 st Lt	H.T. Oblender	(N)	S/Sgt	M.P. Shebak	(RG)
1 st Lt	W.H. Gardner	(B)	S/Sgt	G.L. Voris	(LG)
1 st Lt	L.J. Koenig	(FE)	Sgt	A.E. Claypool	(TG)
1 st Lt	E.F. Weinburg	(V)	2 nd Lt	E.B. Boyd	(RCM)

SECRET

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

A/C #42-24795

Tokuyama

15:15 hours

CREW:

Major C.A. Woolsey	(P)	S/Sgt	J.T. Smith	(R)
1 st Lt J.O. Nordhagen	(CP)	S/Sgt	F.M. Drummond	(SG)
1 st Lt A.J. Macer	(N)	S/Sgt	F.T. Kesteloot	(RG)
1 st Lt L.G. Davis	(B)	S/Sgt	W.D. Stewart	(V)
1 st Lt G.J. Jameson	(FE)	S/Sgt	V.C. Burns	(TG)
		S/Sgt	J. Duemig	(LG)

A/C #42-24579

Tokuyama

15:15 hours

CREW:

1 st Lt C.E. Crecelius	(P)	Sgt	C.G. Johnson	(V)
1 st Lt J.L. Briggs	(CP)	Sgt	H.N. Frees	(R)
1 st Lt J.K. Hilliard	(E)	S/Sgt	V.C. Paolini	(LG)
1 st Lt E.L. Miller	(N)	Sgt	W.R. Gustaveson	(SG)
1 st Lt A.F. Eiken	(B)	Sgt	S.H. Groner	(RG)
		Sgt	B.S. Athey	(TG)

A/C #44-69668

Tokuyama

15:10 hours

CREW:

1 st Lt D.J. Lund	(P)	T/Sgt	P.D. Shepard	(R)
1 st Lt R.A. Wix	(DP)	S/Sgt	A.O. Miller	(SG)
1 st Lt W. Kusian	(N)	S/Sgt	H.E. Bates	(LG)
1 st Lt J. Fairman	(B)	T/Sgt	G.H. Sena	(RG)
F/O J.D. Herbert	(FE)	S/Sgt	T.W. Mackey	(TG)
		S/Sgt	F.J. Dye	(V)

A/C #42-24718

Tokuyama

15:00 hours

CREW:

Capt S.D. Lanzoni	(P)	Sgt	A.N. Read	(R)
1 st Lt J.V. Decoster	(CP)	S/Sgt	W.J. Yoder	(V)
1 st Lt H.G. Hirschfeld	(N)	Sgt	W.E. Stambaugh	(RG)
1 st Lt D.W. Cuttell	(R)	S/Sgt	W.R. Sussenwein	(LG)
F/O O.O. Townsend	(FE)	Sgt	W.A. Zalabak	(SG)
T/Sgt L.P. Jordan	(F)	Sgt	C.E. Evans	(TG)

On 14 May the third combat mission for the month was a daylight strike against the North Nagoya Urban Area.

SECRET

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

The 40th Bomb Group dispatched thirty five (35) aircraft of which eight (8) were 45th Bomb Squadron aircraft. Take-off time for the first aircraft off was 1570Z; take-off time for the last aircraft to leave West Field was 1624Z.

Between 2333Z and 2400Z a total of thirty two (32) aircraft, among which seven (7) were 45th Bomb Squadron aircraft, bombed the primary target from an altitude between 18,000 feet and 19,200 feet individually or in formations as large as thirteen (13) aircraft in CAVU weather. A total of 832 incendiary E-46-500 pound cluster type bombs were dropped with tail fusing of 32.5 seconds and 35.5 seconds delay. Reported results were excellent, good, and unobserved. Bombing was done visually and by radar.

Aircraft number 42-63580, piloted by Major Roberts, developed engine trouble ninety (90) minutes after take off and returned to the base. Aircraft number 44-69659, from one of the other squadrons, developed an oil leak at the assembly point and returned to base after jettisoning its bombs. Aircraft number 42-24492, piloted by 1st Lt Donelen of the 25th Bomb Squadron failed to return from the mission, and did not receive credit for having bombed the primary target. Later during the month one of the crew members, Lt. Ellis, was rescued from a life raft in the ocean. From this it was concluded that the aircraft had ditched. The reason for this ditching was not obtained from Lt Ellis who was in a hospital in a critical condition. None of the other crew members had been found by the air-sea rescue searchers.

The following aircraft landed at Iwo Jima because of fuel shortages and remained overnight: 42-63505, 42-24739, 42-69668, 42-24915 and 42-24859. All returned to West Field the following day.

Meager to moderate and inaccurate to heavy and accurate anti-aircraft fire was encountered. The bursts were encountered on an average of 1-1/2 minutes before "bombs away" to 1/2 minute after the bombs were dropped.

Fighter opposition was weak to moderate. A total of nineteen (19) single engine fighters and three (3) twin engine fighters were sighted but offered no resistance. One was a Nick, another was an unidentified single engine aircraft, and the third was a Zeke which was shot down. The pilot was seen to bail out and his parachute opened. The left gunner on aircraft 42-24738 and the left gunner on aircraft 44-70015 each claimed credit for destroying the Zeke.

Official assessment damage reported 87,860,000 square feet which amounted to 3.15 square miles or 2050 acres as damaged. This included areas slightly damaged to total destruction.

Listed below are the crews and aircraft of the 45th Bomb Squadron taking part in the strike.

(11)

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

A/C #42-63580

North Nagoya Urban

*02:00 hours

CREW:

Major D.W. Roberts	(P)	S/Sgt H.T. Anderson	(R)
1 st Lt J.C. Harvell	(CP)	S/Sgt R.W. Giesler	(SG)
1 st Lt R.V. Ford	(N)	S/Sgt I.W. Smith	(LG)
1 st Lt H. Polansky	(B)	T/Sgt D.W. Van Ormer	(RG)
1 st Lt J.E. Phalon	(FE)	S/Sgt C.W. Sullivan	(V)
		S/Sgt J.L. Mueller	(TG)

***Combat abort**

A/C #42-70085

North Nagoya Urban

15:55 hours

CREW:

*Lt Col J.D. White	(CA)	1 st Lt E.F. Weinberg	(V)
Capt J.H. Cowlen	(P)	T/Sgt D.J. Chamberlain	(R)
1 st Lt L.G. Jones	(CP)	S/Sgt R.P. Adamson	(SG)
1 st Lt H.T. Oblender	(N)	S/Sgt M.P. Shebak	(RG)
1 st Lt W.L. Gardner	(B)	S/Sgt G.L. Voris	(LG)
1 st Lt L.J. Koenig	(FE)	Sgt A.E. Claypool	(TG)

- Not a member of the 45th Squadron

A/C #42-63555

North Nagoya Urban

16:40 hours

CREW:

Major G.W. Landreth	(P)	S/Sgt A.W. Haase	(R)
Capt A.E. Hills	(CP)	S/Sgt C. H. Redencal	(V)
1 st Lt F.D. Steiner	(N)	S/Sgt T.A. Clark	(SG)
1 st Lt H.A. Smith	(B)	S/Sgt C.D. Bacon	(RG)
1 st Lt G.H. Williamson	(FE)	S/Sgt R.F. Kiwell	(LG)
		T/Sgt J. Halpern	(TG)

A/C #42-24795

North Nagoya Urban

16:30 hours

CREW:

1 st Lt K.E. Baugh	(P)	T/Sgt J.D. Valley	(FE)
2 nd Lt J.F. Laxten	(CP)	S/Sgt W. Reifel	(SG)
2 nd Lt E.M. Buzza	(B)	Sgt C.F. Becker	(RG)
2 nd Lt P.W. Daly	(N)	Sgt H. Pudlefsky	(TG)
2 nd Lt H. Hollomon	(V)	Cpl C.C. Beckley	(LG)
2 nd Lt E.B. Boyd	(RCM)	Cpl H.J. Chelf	(R)

A/C #42-24718

North Nagoya Urban

15:50 hours

CREW:

Capt S.D. Lanzoni	(P)	Sgt A.R. Read	(R)
1 st Lt J.V. DeCoster	(CP)	S/Sgt W.J. Yoder	(V)
1 st Lt H.C. Hirschfeld	(N)	Sgt W.E. Stambaugh	(RG)
1 st Lt D.W. Cuttell	(B)	S/Sgt I. Sussenwein	(LG)

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

F/O	O.O. Townsend	(FE)	Sgt	W.H. Zalabek	(SG)
*Capt	J.R. Palmer	(F)	Sgt	C.W. Evans	(TG)

*Not a member of 45th Squadron

A/C #42-24579 North Nagoya Urban 16:00 hours

CREW:

1 st Lt.	C.E. Crecelius	(P)	Sgt	G.G. Johnson	(V)
1 st Lt	J.L. Riggs	(CP)	Sgt	H.M. Frees	(R)
1 st Lt	J.K. Hilliard	(FE)	S/Sgt	V.N. Paolini	(LG)
1 st Lt	E.L. Miller	(N)	Sgt	W.R. Gustaveson	(SG)
1 st Lt	A.F. Eiken	(B)	Sgt	S.N. Groner	(RG)
			Sgt	B.S. Athey	(TG)

A/C #42-93859 North Nagoya Urban *13:05 hours

CREW:

Capt	J.M. Silcox	(P)	S/Sgt	P.C. Anthony	(R)
1 st Lt	L.F. Sanford	(CP)	S/Sgt	P.F. DeMayo	(SG)
Capt	H.R. Baker	(N)	S/Sgt	R.B. Sloan	(RG)
1 st Lt	J.H. Goff	(B)	S/Sgt	W.P. Johnson	(LG)
1 st Lt	L.E. Worthley	(FE)	S/Sgt	R.A. Martin	(TG)
			S/Sgt	A.E. Welch	(V)

*Landed at Iwo Jima

A/C #44-69668 North Nagoya Urban *14:10 hours

CREW:

1 st Lt	D.J. Lund	(P)	T/Sgt	P.D. Shepard	(R)
1 st Lt	R.C. Fullerton	(CP)	T/Sgt	A.O. Miller	(SG)
1 st Lt	W.E. Kusian	(N)	T/Sgt	G.W. Sena	(RG)
1 st Lt	J.J. O'Keefe	(B)	S/Sgt	H.E. Bates	(LG)
F/O	J.D. Herbert	(FE)	S/Sgt	T.W. Mackey	(TG)
			S/Sgt	F.J. Dye	(V)

*Landed at Iwo Jima

A/C #42-24915 North Nagoya Urban *13:00 hours

CREW:

Capt	C.M. Taylor	(P)	S/Sgt	R.M. Davis	(R)
1 st Lt	G.E. Thornsberry	(CP)	S/Sgt	S.G. Farrer	(SG)
1 st Lt	R.H. Weinberg	(N)	S/Sgt	L.L. Johnston	(LG)
1 st Lt	H.W. Dickerson	(B)	S/Sgt	R.D. Rawson	(RG)
F/O	J. Petras	(FE)	S/Sgt	J.L. Satterfield	(TG)
Capt	N.R. Armstrong	(N)	Sgt	R.N. Degler	(V)

*Landed at Iwo Jima

CREW:

1 st Lt	J.R. Elliott	(P)	Sgt	D.M. Leon	(FE)
2 nd Lt	C. Nielsen	(CP)	Sgt	D.W. Hall	(R)

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

2 nd Lt A.E. Allison	(N)	S/Sgt G.J. Ahern	(V)
2 nd Lt T.W. Wilson	(B)	Cpl J.V. Martini	(SG)
Cpl L.A. Lechner	(RG)	Cpl H.E. Golden	(LG)
		Cpl E.E. Sherman	(TG)

On 17 May the fourth combat mission for the month and the Group's first night mission from Tinian was the strike conducted against South Nagoya Urban area. This was the second successive mission over this city.

Thirty two (32) aircraft were airborne from the 40th Bomber Group. The time of take off for the first aircraft was at 1005Z and the last aircraft took off at 1107Z. Eight (8) of these aircraft were from the 45th Bomb Squadron.

Aircraft number 42-24740 from the 45th Bomb Squadron, flown by Capt R.S. Elliott and crew, acted as a Super Dumbo for this mission. This aircraft left West Field four (4) days before the date of the mission for Iwo Jima from where the Super Dumbo duties were conducted. The combat time was counted from take off at Iwo Jima until landing time at West Field.

A total of twenty nine (29) aircraft, including all eight (8) of the 45th Bomb Squadron airborne aircraft, bombed the primary target between 1712Z and 1905Z from 8,200 feet to 18,300 feet. All bombed individually in weather ranging from CAVU to 9/10 coverage. Three (3) bombed visually, twenty four (24) bombed by radar and two (2) bombed blind. Excluding the five (5) pathfinders the total number of bombs dropped was 767 M-17 A-1 500 pound incendiary clusters fused M-145 mechanically timed set at 27 seconds. The pathfinders dropped a total of 920 M-47 A-2 100 pound incendiary N.P. filled bombs, fused 126 A-1 fuse bomb nose instantaneous. The five (5) following aircraft were pathfinders: 42-248446, 42-24888, 42-24685, 44-70015 and 42-24795. Estimated results were reported as excellent, good, and unobserved.

Aircraft number 42-63538 had an engine failure at the initial point of the bomb run and it visually bombed a target of opportunity, the city of Matuzaka, with unobserved results. The same type bomb was dropped as the main striking force dropped over the main target. The bombing altitude was 13,400 feet. The bombs were dropped at 1820Z.

Aircraft number 44-69659 and 42-24752 had engine failures, jettisoned their bombs and returned to West Field.

The pathfinders encountered meager to moderate and generally inaccurate heavy anti-aircraft fire and automatic weapons fire at the target. As many as fifty (50) white – blue searchlight beams were observed by the pathfinders. Those aircraft were below the layers of clouds and were often "coned" by these blinding lights while over the target. The pathfinders experienced no enemy fighter aircraft opposition. The blackout was reported as effective.

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

The main striking force encountered meager and inaccurate heavy and automatic weapons antiaircraft fire. The weather conditions probably prevented successful employment of searchlights by the enemy. There was an 8/10 undercast beneath the main force of aircraft. Antiaircraft fire was observed five (5) miles south and east of the initial point.

What was reported as either three (3) ground to air rockets, Bakas, (Japanese suicide rocket bomb aircraft) or jet propelled aircraft were seen over the primary target. No damage was inflicted on the B-29 aircraft. Information was not definite enough to determine which of these three (3) types of weapons was observed. There were no fighter attacks on this mission. Six (6) crews reported sightings of a total of fifteen (15) enemy aircraft, but the types at night could not be identified.

The blackout leading to the target and at the target was reported as effective, however, at the target there was some helpful illumination caused by the fires which were still burning resulting from the thirty-six (36) hours previously.

The aircraft which bombed the target of opportunity encountered or observed no antiaircraft fire and no enemy aircraft. The blackout was also reported as effective at this target.

The official reports revealed that 106,600,000 square feet, or 3.82 square miles which is 2417 acres were damaged. This includes the areas slightly damaged and totally destroyed. The damage totaled with that of the previous strike amounted to 194,400,000 square feet (6.97 square miles, 4.457 acres; which represented 13.7% of the entire city.

The following aircraft and crews participated in the mission:

<u>A/C #42-24740</u>		<u>South Nagoya Urban</u>		<u>*12:50 hours</u>
CREW:				
Capt R.S. Elliott	(P)	Cpl A.T.L. Spencer		(R)
1 st Lt K.W. Dothage	(CP)	Sgt C.A. Henning		(SG)
1 st Lt O.E. Adamson	(N)	S/Sgt H.D. Taden		(LG)
1 st Lt W.H. Roberts	(B)	S/Sgt I.K. Barnes		(RG)
1 st Lt P.W. Hunter	(FE)	S/Sgt D.C. Glover		(TG)
1 st Lt S. R. Horn				(V)

*This was a Super Dumbo flight with take off from Iwo Jima

<u>A/C #42-24739</u>		<u>South Nagoya Urban</u>		<u>15:00 hours</u>
CREW:				
1 st Lt J.R. Elliott	(P)	Sgt D.M. Leon		(E)
2 nd Lt G. Nielsen	(CP)	Sgt D.W. Hall		(R)
2 nd Lt C.E. Allison	(N)	Sgt G.I. Ahern		(V)
2 nd Lt T.W. Wilson	(B)	Cpl J.V. Martini		(SG)

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15th Bomb Sq History, 1 May thru 31 May 45, Cont'd

Cpl L.A. Lechner (RG) Cpl H.E. Golden (LB)
Cpl E.E. Sherman (TG)

V/C #42-70085 South Nagoya Urban 14:55 hours

CREW:

1st Lt R.T. Wriston (P) S/Sgt W.H. Treanor (R)
1st Lt H.M. Changnon (CP) Sgt G.B. Johnson (V)
1st Lt F.J. Kulicka (N) T/Sgt J.G. Blackard (TG)
1st Lt J.J. O'Keefe (B) S/Sgt R.G. Bass (RG)
F/O E.F. Rishell (E) Sgt T. Hutchison (SG)
Sgt J.E. Garner (LG)

V/C #42-24738 South Nagoya Urban 14:55 hours

CREW:

*Col W.K. Skaer (P) T/Sgt J.D. Valley (FE)
1st Lt E.E. Baugh (CP) S/Sgt W. Reifel (SG)
**1st Lt D. Selbie (O) Sgt C.F. Becker (RG)
2nd Lt P.W. Daly (N) Sgt H. Pudlefsky (TG)
2nd Lt E.M. Buzza (B) Cpl C.C. Beckly (LG)
2nd Lt H. Hollomon (V) Cpl H.J. Chelf (R)

Commanding Officer 40th Bomb Group **Not a member of 45th Bomb Squadron

V/C #42-24579 South Nagoya Urban 14:25 hours

CREW:

1st Lt E.E. Crecelius (P) Sgt H.W. Frees (R)
1st Lt J.L. Riggs (CP) S/Sgt V.N. Paolini (LG)
1st Lt J.K. Hilliard (FE) Sgt W.R. Gustaveson (SG)
1st Lt E.L. Miller (N) Sgt S.H. Groner (RG)
1st Lt A.F. Eiken (B) Sgt B.S. Athey (TG)
2nd Lt E.W. Beers (V)

V/C. #42-63555 South Nagoya Urban 14:15 hours

CREW:

Major G.W. Landreth (P) S/Sgt A.W. Haase (R)
Capt E.E. Jenstrom (CP) S/Sgt G.H. Redencal (V)
1st Lt F.D. Steiner (N) S/Sgt T.A. Clark (SG)
1st Lt H.A. Smith (B) S/Sgt C.D. Bacon (RG)
1st Lt G.H. Williamson (FE) S/Sgt R.F. Elwell (LG)
T/Sgt J. Halpern (TG)

V/C. #42-24718 South Nagoya Urban 14:30 hours

CREW:

Capt S.D. Lanzoni (P) Sgt A.R. Read (R)
1st Lt J.V. DeCoster (CP) S/Sgt W.J. Yoder (V)
1st Lt D.W. Cuttell (B) Sgt W.H. Zalabak (SG)
1st Lt H.C. Hirschfeld (N) Sgt I. Sussenwein (LG)
F/O O.O. Townsend (FE) Sgt W.E. Stambaugh (RG)
Sgt C.E. Evans (TG)

SECRET

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

A/C #44-69668

South Nagoya Urban

14:50 hours

CREW:

1 st Lt D.J. Lund	(P)	T/Sgt P.D. Shepard	(R)
1 st Lt R.A. Wix	(CP)	S/Sgt A.O. Miller	(SG)
Capt W.W. Townes	(N)	S/Sgt H.E. Bates	(LG)
F/O J.E. Tipton	(B)	T/Sgt G.W. Sena	(RG)
F/O J.D. Herbert	(FE)	S/Sgt T.W. Mackay	(TG)
		S/Sgt F.J. Dye	(V)

A/C #42-24795

South Nagoya Urban

14:55 hours

CREW:

Major C.A. Woolsey	(P)	S/Sgt J.T. Smith	(R)
1 st Lt J.O. Nordhagen	(CP)	S/Sgt F.M. Drummond	(SG)
1 st Lt A.J. Macer	(N)	S/Sgt F.T. Kesteloot	(RG)
1 st Lt L.G. Davis	(B)	S/Sgt W.D. Stewart	(V)
1 st Lt G.J. Jameson	(FE)	S/Sgt W.C. Burns	(TG)
		S/Sgt J. Duemig	(LG)

The primary visual target for the fifth mission of the month was scheduled as a strike against Tachikawa Aircraft Plant 19 May. However, owing to weather conditions the primary radar target was bombed in daylight. The primary radar target was the urban area of the city of Hamamatsu

Eight (8) 45th Bomb Squadron aircraft were a part of the total of twenty four (24) aircraft airborne from the 40th Bomb Group. The first aircraft was dispatched at 1746Z and the last at 1826Z.

Aircraft 42-63396 bombed Kofu Urban Area, a target of opportunity, because the radar set was inoperative. The bombing was done visually through 4/10 cloud coverage from 17,800 feet altitude at 0251Z with results reported as unobserved. There was no antiaircraft fire encountered, no enemy aircraft observed, nor any type of enemy resistance.

Eight (8) 45th Bomb Squadron aircraft were among the twenty three (23) aircraft which reached the target and dropped bombs from altitudes between 23,100 feet and 17,890 feet through 10/10 cloud coverage between 0153Z and 0217Z. The total bombs dropped were 436 ANM 500 pounders fused nose M-139-A1 - .01 seconds delay, tail ANM - 102 - A2 with PD M-14 non delay. Eighteen (18) of the same type bombs were dropped at the target of opportunity.

Aircraft number 42-65271 with Major Roberts as pilot and Lt Col Schaaf, Deputy Group Commander as co-pilot, developed trouble just prior to bombs away over the target. Number two (2) engine blew a cylinder and the propeller could not be feathered. A few minutes

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

after "bombs away" the propeller ran away and there was excessive vibration which shook the whole aircraft. Just off the coast of Japan ditching appeared to be the best thing to do; however, the aircraft was slowed down and the propeller came back under control. Then oil was lost rapidly. All this time the B-29 was being flown on instruments by Lt Col Schaaf while Major Roberts was busy contacting the Dumbos for ditching instructions. The first Dumbo operator told Major Roberts that ditching was impossible at that particular location because the submarine could not surface owing to the rough water; by the same token the water would have been too rough for the aircraft to have ditched successfully. At this point the propeller was "windmilling" smoothly, so the crew continued toward Iwo Jima. Ninety (90) minutes away from Iwo Jima a P-51 was dispatched to escort the distressed B-29 into Iwo Jima. Forty five (45) minutes away from the destination the propeller shuttered violently and then came off. It hit the side of the fuselage and cut two (2) big gapping holes, cutting the elevator and rudder cables to the pilot's controls, and the rudder cables to the co-pilot's controls, the automatic pilot cables and the trim tabs, particularly to the elevators. Other controls which were cut were the throttle control cables to number one (1) engine, and the vacuum instrument cables. Only the elevator aileron cables on the co-pilot's side were unimpaired.

The aircraft could not be landed at Iwo Jima because there was no directional control. The aircraft was flown over the edge of the island so the parachuting crewmen would land in the smoothest spots on the island, the wind blowing as it was. The bail out signal was given and all bailed out safely except Major Roberts who suffered a cracked vertebra. Lt Phalon, flight engineer, and Lt Polansky, bombardier, sustained a few bruises and strained muscles. The aircraft made a curving pattern of flight and crashed and burned a few hundred feet off shore.

There were no fighter attacks on the mission. There was only one (1) enemy aircraft sighted.

There was no antiaircraft fire reported.

The official assessment damages report showed that 6,200,000 square feet of the city were damaged. This was .22 square miles, 142 acres or five (5) percent of the entire city.

The following aircraft and crews were on the mission:

A/C #2-24915

Hamamatsu

14:15 hours

CREW:

Capt C.M. Taylor	(P)	S/Sgt R.M. Davis	(R)
1 st Lt C.E. Thornsberry	(CP)	S/Sgt A.E. Welch	(V)
1 st Lt H.C. Hirschfeld	(N)	S/Sgt S.G. Farrar	(SG)
1 st Lt H.W. Dickerson	(B)	S/Sgt L.L. Johnson	(LG)
F/O J. Petras	(FE)	S/Sgt R.D. Rawson	(RG)
		S/Sgt J.L. Satterfield	(TG)

SECRET

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

A/C #42-24740

Hamamatsu

14:40 hours

CREW:

1 st Lt R.T. Wriston	(P)	S/Sgt T.H. Jordan	(R)
1 st Lt R.C. Fullerton	(CP)	T/Sgt J. Blackard	(TG)
2 nd Lt V.E. Hovanian	(N)	S/Sgt R.G. Hass	(RG)
1 st Lt J.J. O'Keefe	(B)	Sgt J.G. Garner	(LG)
F/O E.F. Rishell	(FE)	Sgt T. Hutchison	(SG)
		Sgt G.G. Johnson	(V)

A/C #42-63555

Hamamatsu

14:15 hours

CREW:

Major G.W. Landreth	(P)	S/Sgt A.W. Haase	(R)
Capt E.E. Jenstrom	(CP)	S/Sgt G.H. Rodencal	(V)
1 st Lt F.D. Steiner	(N)	S/Sgt T.A. Clark	(SG)
1 st Lt H.A. Smith	(B)	S/Sgt G.D. Bacon	(RG)
1 st Lt G.H. Williamson	(FE)	S/Sgt R.F. Elwell	(LG)
		T/Sgt J. Halpern	(TG)

A/C #42-63580

Hamamatsu

14:55 hours

CREW:

1 st Lt J.R. Elliott	(P)	Sgt D.M. Leon	(FE)
2 nd Lt C. Nielsen	(CP)	Sgt D.W. Hall	(R)
2 nd Lt C.E. Allison	(N)	Sgt G.I. Ahern	(V)
2 nd Lt T.W. Wilson	(B)	Cpl J.V. Martini	(SG)
Cpl L.A. Lechner	(RG)	Cpl H.E. Golden	(LG)
		Cpl E.E. Sherman	(TG)

A/C #44-69668

Hamamatsu

14:45 hours

CREW:

1 st Lt D.J. Lund	(P)	T/Sgt P.D. Shepard	(R)
1 st Lt R.A. Wix	(CP)	S/Sgt A.C. Miller	(SG)
Capt H.B. Baker	(N)	S/Sgt H.E. Bates	(LG)
1 st Lt J.H. Goff	(R)	T/Sgt G.N. Sena	(RG)
F/O J.D. Herbert	(FE)	S/Sgt T.W. Mackay	(TG)
		SSgt F.J. Dye	(V)

A/C #42-24718

Hamamatsu

15:20 hours

CREW:

Capt S.D. Lanzoni	(P)	Sgt A.R. Reed	(R)
1 st Lt J.V. DeCoster	(CP)	S/Sgt W.J. Yoder	(V)
1 st Lt D.W. Cuttell	(B)	Sgt W.E. Stambaugh	(RG)
1 st Lt R.H. Weinberg	(N)	S/Sgt I. Sussenwein	(LG)
F/O O.O. Townsend	(FE)	Sgt W.H. Zalabak	(SG)
		Sgt C.E. Evans	(TG)

SECRET

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

A/C #42-24579

Hamamatsu

14:35 hours

CREW:

1 st Lt C.E. Crecelius	(P)	Sgt H. W. Frees	(R)
1 st Lt J.L. Riggs	(CP)	S/Sgt V.N. Paolini	(LG)
1 st Lt E.L. Miller	(N)	Sgt W.R. Gustaveson	(SG)
1 st Lt J.K. Hilliard	(FE)	Sgt S.H. Groner	(RG)
1 st Lt A.F. Eiken	(B)	Sgt B.S. Athey	(TG)
2 nd Lt E.W. Beers	(V)		

A/C #42-65271

Hamamatsu

*13:00 hours

CREW:

** Lt Col O.R. Schaaf	(CP)	S/Sgt H.T. Anderson	(R)
Major D.W. Roberts	(P)	S/Sgt R.W. Geisler	(SG)
1 st Lt R.V. Ford	(N)	S/Sgt I.W. Smith	(LG)
1 st Lt H. Polansky	(B)	T/Sgt D.N. Van Ormer	(RG)
1 st Lt J.E. Phalon	(FE)	S/Sgt C.W. Sullivan	(V)
		S/Sgt J.L. Mueller	(TG)

*Crew parachuted to safety over Iwo Jima

**Deputy Group Commander

On 23 May the sixth mission for the month, which was a night mission, was conducted against South Tokyo Urban area.

Thirty two (32) aircraft from the 40th Bomb Group were airborne, of which ten (10) aircraft were from the 45th Bomb Squadron. The first aircraft took off at 1005Z and the last off was 1057Z.

Aircraft number 42-63455 returned to West Field with mechanical trouble ninety (90) minutes after taking off. Aircraft number 42-24795 blew a stack on its number three (3) engine just prior to reaching the target. It bombed the city of Sagara, a target of opportunity on the Japanese coast. Bombing was done through 10/10 cloud coverage by radar with unobserved results from 8,100 feet at 1721Z.

Thirty nine (39) E46 bombs in 500 pound incendiary cluster, fused mechanically timed T-73, short 18.9 seconds and long 21.9 seconds were dropped on Sagara. There was no type of enemy resistance offered.

Thirty (30) aircraft, nine (9) of which were from the 45th Bomb Squadron bombed the primary target dropping 1121 E46 bombs and 36 M-17 incendiary bombs in 500 pound clusters, fused mechanically timed T-73, short T-73, short 18.9 seconds and long 21.9 seconds. For dropping bombs visual and radar methods were used through CAVU to 10/10 cloud coverage at altitudes of 10,000 feet to 13,200 feet at 1738Z to 1829Z with results reported as excellent, good and unobserved.

The enemy employed heavy antiaircraft and automatic weapons in an ineffective effort to ward off accurate bombing. Heavy antiaircraft fire varied from nil to moderate, and from inaccurate to accurate.

SECRET

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

Automatic weapons fire was reported as moderate to intense and inaccurate.

Heavy clouds of smoke blanketed the target area affording protection from searchlights, but at the same time it made observations over the target impossible.

Eighteen (18) enemy aircraft were sighted but only one (1) offered active resistance, without incident.

A new enemy weapon commonly referred to as a "ball of fire" was reported. This was thought to be a jet propelled aircraft perhaps. No damage was caused by this weapon.

The official damage assessments were not given until another strike was made two days later.

The following aircraft and crews participated:

A/C #42-24579 Tokyo South 15:55 hours

CREW:

Capt	E.E.	Jenstrom	(P)	Sgt	O.W.	Garrett	(FE)
1 st Lt	C.E.	Crecelius	(CP)	Sgt	R.H.	Desch	(R)
1 st Lt	F.E.	Billingsley	(B)	Sgt	D.	Thorne	(SG)
F/O	F.	Moch	(N)	Cpl	V.H.	Braeunig	(LG)
F/O	W.	Kraus	(V)	Cpl	R.	Mautner	(RG)
				Cpl	J.E.	Taliaferro	(TG)

A/C #42-24740 Tokyo South 14:50 hours

CREW:

1 st Lt	R.T.	Wriston	(P)	S/Sgt	W.E.	Treanor	(R)
2 nd Lt	J.T.	Sokol	(CP)	Sgt	T.	Hutchison	(SG)
1 st Lt	J.	O'Keefe	(B)	Sgt	R.E.	Garner	(LG)
1 st Lt	R.H.	Weinberg	(N)	Cpl	R.G.	Bass	(RG)
F/O	E.F.	Rishell	(E)	Sgt	G.G.	Johnson	(V)
				S/Sgt	R.A.	Martin	(TG)

A/C #42-63555 Tokyo South 15:35 hours

CREW:

1 st Lt	L.G.	Jones	(P)	Sgt	R.N.	Degler	(V)
Major	G.W.	Landreth	(CP)	Cpl	A.T.L.	Spencer	(R)
1 st Lt	F.J.	Kulicka	(N)	S/Sgt	R.P.	Adamson	(SG)
1 st Lt	H.A.	Smith	(B)	S/Sgt	M.P.	Shebak	(RG)
1 st Lt	I.J.	Koenig	(E)	S/Sgt	G.L.	Voris	(LG)
				Sgt	A.E.	Claypool	(TG)

(21)

SECRET

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

A/C #42-24718

Tokyo South

15:35 hours

CREW:

Capt C. McGreger	(P)	S/Sgt T.H. Jordon	(R)
1 st Lt R.F. Sandsted	(CP)	S/Sgt R.E. Greenfield	(SG)
Capt R.C. Troll	(B)	S/Sgt B.C. Jennings	(LG)
Capt W.W. Townes	(N)	S/Sgt W.C. Paslay	(RG)
1 st Lt J.H. Tweet	(FE)	T/Sgt P.A. Krzyzkowski	(TG)
1 st Lt S.R. Horn			

A/C #42-63580

Tokyo South

15:50 hours

CREW:

1 st Lt R.G. Fullerton	(P)	Sgt J.J. Polcyn	(FE)
1 st Lt J.R. Elliott	(CP)	Sgt R.O. James	(SG)
2 nd Lt V.E. Hovnanian	(N)	Sgt R.G. Goldner	(RG)
F/O J.D. Tipton	(B)	Cpl R.T. Williers	(RG)
2 nd Lt E.W. Beers	(V)	Cpl J. Stanley	(LG)
		Cpl J. Irby	(TG)

A/C #42-24738

Tokyo South

15:15 hours

CREW:

1 st Lt E.E. Baugh	(P)	T/Sgt J.D. Valley	(FE)
2 nd Lt J.F. Laxton	(CP)	S/Sgt W. Reifel	(SG)
2 nd Lt E.M. Buzza	(B)	Sgt C.F. Becker	(RG)
2 nd Lt P.W. Daly	(N)	Sgt H. Pudlofsky	(TG)
2 nd Lt H. Holomon	(V)	Cpl C.C. Beckley	(LG)
2 nd Lt E.B. Boyd	(RCM)	Cpl H.J. Chelf	(R)

A/C #r2-24915

Tokyo South

15:00 hours

CREW:

Capt C.L. Taylor	(P)	S/Sgt R.M. Davis	(R)
1 st Lt C.E. Thornsberry	(CP)	S/Sgt A.E. Welch	(V)
1 st Lt H.C. Hirschfeld	(N)	S/Sgt S.G. Farrar	(SG)
1 st Lt H.W. Dickerson	(B)	S/Sgt L.L. Johnston	(LG)
F/O J. Petras	(FE)	S/Sgt R.D. Rawson	(RG)
		S/Sgt J.L. Satterfield	(TG)

A/C #42-70085

Tokyo South

15:40 hours

CREW:

Capt J.H. Cowden	(F)	T/Sgt R.V. Klaver	(R)
1 st Lt H.W. Changnon	(CP)	T/Sgt K.G. Cox	(TG)
1 st Lt W.L. Gardner	(B)	S/Sgt J. Duemig	(LG)
1 st Lt H.T. Oblender	(N)	S/Sgt C.R. Austin	(RG)
1 st Lt E.R. Haggerty	(FE)	S/Sgt R.A. Easter	(SG)
1 st Lt E.F. Weinberg	(V)		

SECRET

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

A/C #42-24795

*Sagara

15:05 hours

CREW:

Major C.A. Woolsey	(P)	S/Sgt J.T. Smith	(R)
1 st Lt J.O. Nordhagen	(CP)	S/Sgt F.M. Drummond	(SG)
1 st Lt A.J. Macer	(N)	S/Sgt F.T. Kesteloot	(RG)
1 st Lt L.G. Davis	(B)	S/Sgt W.D. Stewart	(V)
1 st Lt C.J. Jamison	(FE)	S/Sgt V.C. Burns	(TG)
		T/Sgt W.F. O'Connell	(LG)

*Target of opportunity

A/C #44-69668

Tokyo South

15:25 hours

CREW:

Capt R.S. Elliott	(P)	S/Sgt G.H. Rodencal	(V)
1 st Lt K.W. Dothage	(CP)	S/Sgt D.J. Chamberlain	(R)
1 st Lt O.E. Adamson	(N)	Sgt C.A. Henning	(SG)
1 st Lt W.H. Roberts	(B)	S/Sgt H.D. Taden	(LG)
1 st Lt P.W. Hunter	(FE)	S/Sgt I.K. Barnes	(RG)
		S/Sgt D.C. Glover	(TG)

The seventh mission of the month was conducted 25 May at night against Tokyo Urban Area, the primary target for the second successive time. The first aircraft was off at 0714Z and the last took off at 0834Z.

Thirty three (33) aircraft were dispatched from the 40th Group; eleven (11) were 45th Bomb Squadron aircraft. Aircraft 42-24738 from the 45th Bomb Squadron developed an oil leak in number one (1) engine, jettisoned the bombs and returned early to West Field. Two (2) aircraft from another squadron were missing. Aircraft number 42-65269, piloted by Major Harte, and aircraft 42-63538, piloted by Capt Papson, were the two missing aircraft and crews.

Thirty (30) aircraft were known to reach and bomb the assigned target. Ten (10) of these were 45th Bomb Squadron aircraft. Ten (10) bombed visually and twenty (20) by radar with estimated results as excellent, good and fair through cloud coverage of CAVU to 3/10 at altitudes of 8,100 feet to 12,500 feet. Nine hundred ninety eight (998) M-17 500 pound incendiary cluster bombs were dropped fused T5.5 E1 nose 18.0 to 18.4 seconds, and 135-M-76 500 pound incendiary bombs were dropped fused nose ANM 103 instant, tail 101 A2 non delay. All bombs were dropped between 1408Z and 1548Z.

Four (4) aircraft were used as pathfinders over the target and took off a few minutes ahead of the main force for the purpose of marking the general target area. One (1) of the two (2) aircraft which failed to return from the mission was a pathfinder. The other three (3) pathfinders encountered meager to intense, inaccurate to accurate heavy anti-aircraft fire and automatic weapons fire. On several occasions these pathfinders were coned in the searchlights.

SECRET

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

One of the aircraft reported definite indications of radar controlled searchlights. The heavy gun fire was thought to be continuous pointed fire and the automatic weapons fire was reported as barrage type.

Aircraft 42-70085 of the 45th Bomb Squadron piloted by Captain Cowden, was one (1) of the Group's four (4) pathfinders. It maintained major damage from an antiaircraft explosive shell while over the target. The shell entered the nose wheel well and hit the left nose wheel mounting trunion frog, continuing up into the forward pressurized compartment doing damage to the interior nose section. The pilot, Captain Cowden, and the co-pilot, 1st Lt Changnon, sustained a few minor cuts in the face from the shell, and the bombardier, 1st Lt Gardner, was hit in the back part of his hip. These three (3) officers were hospitalized when they returned to West Field. The wounds were not of a serious nature. After landing, the aircraft was being moved off to one side of the runway to let another B-29 land. The emergency breaks did not hold and aircraft 42-70085 ran off the runway causing damage to the lower forward turret and all the propeller tips.

One (1) of the other two (2) pathfinders received minor flak damage while over the target.

The pathfinders encountered no enemy aircraft. The blackout to and over the target was reported as effective. However, fires from the previous strike were still burning which served to aid the pathfinders in finding the target area.

Of the main striking force of twenty six (26) aircraft four (4) sustained major damage from heavy antiaircraft fire and automatic weapons fire. Two (2) of these aircraft receiving major damages were the 45th Bomb Squadron B-29's 42-24739 and 42-24740. The latter named aircraft was damaged so badly that a report of survey was made.

The majority of crews reported that antiaircraft fire was not encountered until their aircraft were illuminated and coned by searchlights.

Blackout conditions, as observed by crews of the main force, was excellent. No reports of barrage balloons were made.

There was a total of eleven (11) enemy aircraft sighted. Two (2) of the eleven (11) offered active resistance, but no hits were made by the fighters of the B-29's.

"Balls of Fire" were reported again. Many explanations were given in an attempt to identify the exact nature of this weapon. Some crews said the weapons were shot from the ground as a rocket; some said they were launched from enemy aircraft; others seemed to think the weapons were jet propelled. The mysterious "balls" were described as suddenly appearing from some unknown origin. They burned with a bright orange color, and were said to appear to be suspended in mid-air for approximately ten (10) seconds. Other reports indicated the "balls" to move at a rapid speed. Then in a short time it would lose its fire and disintegrate. One (1) gunner claimed to have shot down one of these weapons. He said it exploded and fell into many pieces to the ground.

(24)

SECRET

SECRET

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

The damage assessment report revealed that 18.6 square miles were damaged combining the results of this mission and the previous mission. This represented 516,000,000 square feet or 11,904 acres. Most of this damage was done on this second strike. A definite proportion of damage cannot be allocated to either of the missions. Wreckage was seen south and west of the Imperial Palace and numerous buildings within the Palace grounds were destroyed.

After the second successive mission over Tokyo a B-29 went on a search mission looking for the missing crew members who took part in the first of the two strikes. In conducting the search the aircraft approached within forty (40) miles of Tokyo at 5,000 feet. A very unpleasant stench could be smelled as a result of the destructive fires caused by the bombs. A radio news report from Tokyo announced that a seventy (70) mile gale had helped to spread the bombing fires and that a large percentage of Tokyo was burned to ashes. The announcer said the city would have to be rebuilt brick by brick.

At this time the total damage resulting from all bombing strikes against Tokyo amounted to approximately 51.3 square miles (1,420,000,000 square feet or 33,000 acres) which was approximately forty six (46) percent of the built up portion of the city.

The following crews and aircraft took part in this mission:

<u>A/C #44-69668</u>	<u>Tokyo</u>	<u>*08:00 hours</u>
CREW:		
Capt R.S. Elliott	(P) Sgt R.N. Degler	(V)
1 st Lt K.W. Dothage	(CP) T/Sgt D.J. Chamberlain	(R)
1 st Lt O.E. Adamson	(N) Sgt C.A. Henning	(SG)
1 st Lt W.H. Roberts	(B) S/Sgt H.D. Taden	(LG)
1 st Lt P.W. Hunter	(FE) S/Sgt I.K. Barnes	(RG)
	S/Sgt D.C. Glover	(TG)
<u>A/C #42-24739</u>	<u>Tokyo</u>	<u>15:00 hours</u>
CREW:		
1 st Lt D.J. Lund	(P) T/Sgt P.D. Shepard	(R)
1 st Lt R.A. Wix	(CP) S/Sgt A.O. Miller	(SG)
2 nd Lt P.W. Dally	(N) S/Sgt H.E. Bates	(LG)
2 nd Lt E.W. Buzza	(B) T/Sgt G.N. Sena	(RG)
F/O J.D. Herbert	(FE) S/Sgt T.W. Mackey	(TG)
	S/Sgt F.J. Dye	(V)

*Indicates a combat abort.

SECRET

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

A/C #42-24579

Tokyo

15:35 hours

CREW:

Capt	E.E.	Jenstrom	(P)	Sgt	O.W.	Garrett	(FE)
2 nd Lt	L.C.	Bicknese	(CP)	Sgt	R.H.	Desch	(R)
1 st Lt	F.E.	Billingsley	(B)	Sgt	D.	Thorne	(SG)
F/O	F.	Moch	(N)	Cpl	V.H.	Braeunig	(LG)
F/O	W.	Kraus	(V)	Cpl	R.	Mautner	(RG)
				Cpl	J.E.	Taliaferro	(TG)

A/C #42-63580

Tokyo

15:15 hours

CREW:

1 st Lt	J.R.	Elliott	(P)	S/Sgt	D.W.	Leon	(FE)
2 nd Lt	C.	Nielsen	(CP)	Sgt	D.W.	Ball	(R)
2 nd Lt	C.E.	Allison	(N)	Sgt	G.I.	Ahern	(V)
1 st Lt	A.F.	Eiken	(B)	Sgt	J.V.	Martini	(SG)
Cpl	E.E.	Sherman	(TG)	Cpl	L.A.	Lechner	(RG)
				Cpl	H.E.	Golden	(LG)

A/C #42-70085

Tokyo

15:25 hours

CREW:

Capt	J.H.	Cowden	(P)	T/Sgt	R.V.	Klaver	(R)
1 st Lt	H.M.	Changnon	(CP)	T/Sgt	E.G.	Cox	(TG)
1 st Lt	W.L.	Gardner	(B)	S/Sgt	J.	Duemig	(LG)
1 st Lt	H.T.	Oblender	(N)	S/Sgt	C.R.	Austin	(RG)
1 st Lt	E.R.	Haggerty	(FE)	Sgt	R.A.	Easter	(SG)
1 st Lt	E.F.	Weinburg	(V)				

A/C #42-24718

Tokyo

14:40 hours

CREW:

Capt	S.D.	Lanzoni	(P)	S/Sgt	A.R.	Read	(R)
2 nd Lt	J.F.	Laxton	(CP)	S/Sgt	W.J.	Yoder	(V)
1 st Lt	D.W.	Cuttell	(B)	S/Sgt	W.E.	Stambaugh	(RG)
1 st Lt	R.H.	Weinberg	(N)	S/Sgt	I.	Sussenwein	(LG)
F/O	O.O.	Townsend	(FE)	S/Sgt	W.H.	Zalabak	(SG)
				S/Sgt	C.E.	Evans	(TG)

A/C #42-63555

Tokyo

14:45 hours

CREW:

Major	G.W.	Landreth	(P)	S/Sgt	A.W.	Haase	(R)
Major	Z.L.	Abbott	(CP)	S/Sgt	G.H.	Rodencal	(V)
1 st Lt	F.D.	Steiner	(N)	S/Sgt	T.A.	Clark	(SG)
1 st Lt	H.A.	Smith	(B)	S/Sgt	C.D.	Bacon	(RG)
1 st Lt	G.H.	Williamson	(FE)	S/Sgt	R.F.	Elwell	(LG)
				T/Sgt	J.	Halpern	(TG)

SECRET

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

A/C #42-24740

Tokyo

15:35 hours

CREW:

1 st Lt R.T. Wriston	(P)	S/Sgt W.E. Treanor	(R)
1 st Lt V. Mitchell	(CP)	T/Sgt J. Blackard	(TG)
1 st Lt J.R. Browning	(N)	S/Sgt T. Hutchison	(SG)
1 st Lt J. O'Keefe	(B)	S/Sgt J.E. Garner	(LG)
F/O E.F. Rishell	(FE)	Sgt G.G. Johnson	(V)
		S/Sgt R.G. Bass	(RG)

A/C #42-24795

Tokyo

15:35 hours

CREW:

Major C.A. Woolsey	(P)	S/Sgt J.T. Smith	(R)
1 st Lt J.O. Nordhagen	(CP)	S/Sgt F.M. Drummond	(SG)
1 st Lt A.J. Macer	(N)	S/Sgt F.T. Kesteloot	(RG)
1 st Lt L.G. Davis	(B)	T/Sgt W.F. O'Connell	(LG)
1 st Lt G.J. Jameson	(FE)	S/Sgt W.D. Stewart	(V)
		S/Sgt V.C. Burns	(TG)

A/C #42-24915

Tokyo

15:00 hours

CREW:

Major M.W. Goodwyn	(P)	Sgt J. Polcyn	(FE)
1 st Lt R. Fullerton	(CP)	Sgt W. Goldner	(R)
1 st Lt V. Hovnanian	(N)	Sgt B.O. James	(SG)
2 nd Lt E. Beers	(V)	Cpl R. Williers	(RG)
F/O J. Tipton	(B)	Cpl J. Stanley	(LG)
		Cpl J. Irby	(TG)

The eighth mission for the month was conducted 29 May against the Yokohama Urban Area in a daylight strike. Take off times for the first and last aircraft off were 1737Z and 1813Z.

Thirty one (31) aircraft were airborne from the 40th Bomb Group; nine (9) of these aircraft were out of the 45th Bomb Squadron. Only one (1) aircraft, number 42-24895 of another squadron piloted by 1st Lt Clark, failed to bomb the primary target. This aircraft was rammed by an enemy aircraft which was identified as a Nick. Just prior to reaching the target the B-29 was rammed by the Nick and both went down immediately after the collision. The enemy aircraft exploded and disintegrated while going down. The B-29 went down and out of control; however, three (3) parachutes were seen to be opened by those who were fortunate enough to escape from the doomed bomber.

Thirty (30) 40th Bomb Group aircraft bombed the primary target; nine (9) were 45th Squadron aircraft. Between 0114Z and 0118Z nineteen (19) of the aircraft bombed the target visually and eleven (11) bombed by radar. From altitudes of 19,500 feet to 17,900 feet through 2/10 to 8/10 cloud coverage 996 E-46 aimable 500 pound incendiary cluster bombs were dropped, fused T-73 mechanically timed delayed tail set to open at 5,000 feet.

SECRET

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

Reports were reported as excellent, good and unobserved. Some crew members reported smoke was rising 15,000 and 16,000 feet from the blazing inferno below.

The thirty (30) aircraft flew over the target in three (3) formations.

Meager to moderate and accurate heavy continuous pointed antiaircraft fire was encountered approximately four (4) minutes before "bombs away" to break away. Ten (10) aircraft sustained minor damage from flak.

There were no barrage balloons or smokescreens reported

Except for the Nick which rammed the B-29 there were only five (5) enemy aircraft observed, none of which offered active resistance.

Damage assessments reported that the principal portion of the city was virtually destroyed. On this strike along 6.9 square miles (190,000,000 square feet, 4,400 acres) or thirty four (34) percent of the built up portion of the city was damaged. A total of nineteen (19) numbered targets damaged or destroyed.

This new damage added to the damage caused by previous strikes increased the total damage to 8.9 square miles which is forty four (44) percent of the entire city.

The participants in this mission are listed below:

A/C #42-24795

Yokohama

14:40 hours

CREW:

Major C.A. Woolsey	(P)	S/Sgt J.T. Smith	(R)
1 st Lt J.O. Nordhagen	(CP)	S/Sgt F.M. Drummond	(SG)
1 st Lt A.J. Macer	(N)	S/Sgt F.T. Kesteloot	(RG)
1 st Lt L.G. Davis	(B)	T/Sgt W.F. O'Connell	(LG)
1 st Lt C.J. Jameson	(GE)	S/Sgt W.D. Stewart	(V)
*Capt L.A. Hall	(M)	S/Sgt V.C. Burns	(TG)

*Group Medical Officer

A/C #42-24915

Yokohama

15:00 hours

CREW:

*Lt Col G.A. White	(CA)	S/Sgt R.M. Davis	(R)
Capt C.M. Taylor	(P)	S/Sgt S.G. Farrar	(SG)
1 st Lt J. Harvell	(CP)	S/Sgt L.L. Johnston	(LG)
1 st Lt H.C. Hirschfeld	(N)	S/Sgt R.D. Rawson	(RG)
1 st Lt H.N. Dickerson	(B)	S/Sgt J.L. Satterfield	(TG)
1 st Lt E.F. Weinburg	(V)	F/O J. Petras	(FE)

*Group Air Inspector

SECRET

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

A/C #42-24739

Yokohama

15:05 hours

CREW:

Capt	E.E.	Jenstrom	(P)	Sgt	O.W.	Garrett	(FE)
2 nd Lt	L.C.	Bicknese	(CP)	Sgt	R.	Desch	(R)
1 st Lt	F.E.	Billingsley	(B)	Sgt	D.	Thorne	(SG)
F/O	F.	Moch	(N)	Cpl	V.H.	Braeunig	(LG)
F/O	W.	Kraus	(V)	Cpl	R.	Mautner	(RG)
				Cpl	J.E.	Taliaferro	(TG)

A/C #44-69668

Yokohama

15:10 hours

CREW:

Capt	R.S.	Elliott	(P)	T/Sgt	D.J.	Chamberlain	(R)
1 st Lt	K.W.	Dothage	(CP)	Sgt	C.A.	Henning	(SG)
1 st Lt	O.E.	Adamson	(N)	S/Sgt	H.E.	Taden	(LG)
1 st Lt	W.H.	Roberts	(B)	S/Sgt	I.K.	Barnes	(RG)
1 st Lt	P.W.	Hunter	(FE)	S/Sgt	D.C.	Glover	(TG)
Capt	G.M.	Netzorg	(V)				

A/C #42-24738

Yokohama

14:40 hours

CREW:

1 st Lt	E.H.	Baugh	(P)	T/Sgt	J.D.	Valley	(FE)
Major	Z.L.	Abbott	(CP)	S/Sgt	W.	Reifel	(SG)
2 nd Lt	P.W.	Daly	(N)	Sgt	C.F.	Becker	(RG)
2 nd Lt	E.M.	Buzza	(B)	Sgt	H.	Pudlefsky	(TG)
2 nd Lt	E.B.	Boyd	(RCM)	Cpl	G.C.	Beckley	(LG)
Sgt	G.L.	Ahern	(V)	Cpl	H.J.	Chelf	(R)

A/C #42-24718

Yokohama

14:35 hours

CREW:

Capt	S.D.	Lanzoni	(P)	S/Sgt	A.R.	Read	(R)
1 st Lt	V.	Mitchell	(CP)	S/Sgt	W.J.	Yoder	(VP)
1 st Lt	R.H.	Weinberg	(N)	S/Sgt	W.E.	Stambaugh	(RG)
1 st Lt	D.W.	Cuttell	(B)	S/Sgt	I.	Sussenwein	(LG)
F/O	H.J.	Leonard	(N)	S/Sgt	W.H.	Zalabak	(SG)
F/O	O.O.	Townsend	(E)	S/Sgt	C.E.	Evans	(TG)

A/C. #42-63555

Yokohama

14:15 hours

CREW:

1 st Lt	C.E.	Crecelius	(P)	S/Sgt	A.E.	Welch	(V)
1 st Lt	J.L.	Riggs	(CP)	Sgt	H.N.	Frees	(R)
1 st Lt	F.J.	Kulicka	(N)	S/Sgt	V.N.	Paolini	(LG)
1 st Lt	J.R.	Hilliard	(FE)	S/Sgt	S.H.	Groner	(RG)
1 st Lt	A.F.	Eiken	(B)	Sgt	W.R.	Gustavison	(SG)
				Sgt	B.S.	Athey	(TG)

SECRET

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

A/C #42-63580

Yokohama

15:10 hours

CREW:

1 st Lt R.C. Fullerton	(P)	Sgt J.J. Polcyn	(FE)
2 nd Lt J.P. Sokol	(CP)	Sgt M. Goldner	(R)
F/O J.D. Tipton	(B)	Sgt R.O. James	(SG)
2 nd Lt V.E. Hovananian	(N)	Cpl J.W. Stanley	(TG)
2 nd Lt E.W. Beers	(V)	Cpl R.T. Williers	(RG)
		Cpl J. Irby	(LG)

Engineering:-

1, New aircraft assigned:

<u>Serial No.</u>	<u>Date</u>	<u>Manufacturer</u>	<u>Hours</u>
44-70085	9 May 1945	Boeing-Wichita	54:00
44-61529	30 May 1945	Boeing-Renton	57:55
44-61556	30 May 1945	Boeing-Renton	58:40

2. Aircraft lost during month:

<u>Serial No.</u>	<u>Date</u>	<u>Remarks</u>
42-65271	19 May 1945	Crashed in ocean off Iwo Jima after crew bailed out.
42-24740	25 May 1945	Transferred to 58 th Wing for salvage owing to damage sustained in combat.
42-24579	25 May 1945	Transferred to 58 th Wing for salvage owing to damage sustained in combat.

3. New modifications on the new aircraft:

New Boeing-Wichita aircraft received incorporated a manual retraction system on the main landing gear nacelle doors. This system was very similar to the one which had always been used on the nose wheel.

The propeller feathering system was changed on the new aircraft to incorporate a separate oil supply. This modification necessitated certain modifications in the propeller dome, governor, and feathering pumps.

Boeing-Renton aircraft eliminated the old type ammeters and replaced them with load indicators which were mounted directly in front of the engineer on his panel.

The pneumatic bomb bay door system was changed by substituting valves in the air system for the safety switches heretofore used.

SECRET

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

All the new aircraft had a new type radome installed.

The "orange peel" inner cowl had the strip removed and was riveted directly to the ring cowl.

4. Seventeen (17) engine changes had either been completed or were under way by the end of the month. This included four (4) engine changes on aircraft 42-70085 owing to sudden stoppage of the propellers, and four (4) more changes made on aircraft 42-65274 which had incurred excessive corrosion while it was at Iwo Jima for twenty one (21) days.

The magnificent work accomplished by the engineering section was indicated by the fact that seventy three (73) out of the seventy seven (77) scheduled sorties were completed during the month in spite of the shortage of equipment which had not arrived from India. This was the principal job performed by the engineering section during the month of May.

5. Modifications on old aircraft.

Technical Order and Command Technical Instruction modifications were just being started by the end of the month.

6. Principal troubles:

The main source of trouble experienced was engines cutting out in low power settings. This was attributed mainly to carburetion, but a satisfactory solution had not been found.

On the Squadron's seventh mission the worst cases of battle damage in history were experienced. Aircraft 42-24740 and 42-24579 were damaged so badly that they were salvaged. Aircraft 42-70085 and 42-24718 had battle wounds repaired by the 58th Wing Service Center. Aircraft 42-24795, 42-24739, and 42-24915 also were hit by flak.

Communications :-

In the three (3) new aircraft received by the squadron in May the following changes were found in radio equipment: Liaison radio trailing wire antenna and command radio sets were no longer carried. Very High Frequency (VHF) radio output was on the Jack box channel which was formerly assigned to command radio. As a result of this change crew members could transmit on the VHF radio, thereby giving crew members an additional means of communicating with each other in case of interphone failure.

Squadron radio maintenance personnel planned to move out of their temporary tents at the west end of the taxi strip into a Group radio maintenance shop located on the line. The new shop would have complete test mock-up of all airborne radio equipment in addition to the latest test equipment produced.

(31)

SECRET

SECRET

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

Radars :-

During the month most of the time was taken up by unpacking of equipment and setting up a shop. At the same time all the aircraft installed radar sets were maintained with a minimum of equipment, and the results were surprisingly good. Not a single radar set was inoperative over the target for any of the eight (8) missions.

It was decided at a 58th Wing meeting that the radar sections would soon come under a group organization; however, under this new plan all the enlisted personnel could continue to be included in the same squadron plan and work on their own aircraft. The only change would be in the officer assignments. Their assignments would be as follows: (1) Group Line maintenance, (2) Group modification and inspections and (3) Group Training Officer.

A new Loran set, a navigational aid, was received during the month. This new set was designated as AN/APN 9 which was more compact but simpler than the old set designated as AN/APN 4. In the future all new aircraft were to arrive equipped with this new Loran set and also a new streamlined radar dome instead of the old retractable type.

What was thought might be a problem was the arrival of newly modified APQ/13 sets without advance information; however, none of the units developed any serious trouble. This was fortunate because there were no replaceable units available.

Armaments:-

On the month's first mission each aircraft carried a load of eight (8) – 1,000 pound general purpose bombs. One (1) bomb bay tank was installed in the rear: this meant that the A-1 receptacles had to be pulled off in flight, making it possible to operate the racks without releasing the tanks. To eliminate the necessity of manually pulling off the A-1 receptacles for the purpose of operating the racks without releasing the tanks, the necessary switches and wiring were ordered, but none had been received by the end of the month.

One of the main problems encountered was the uncertainty of the bomb loads for the mission. Last minute weather reports were often unfavorable which would sometimes make it necessary to remove one (1) or two (2) bombs. The indecision on the use of the bomb bay tanks was another cause of the load changes. An effort was made by Squadron Operations to make as few changes as possible.

When the Squadron left India center bomb racks were crated and sent by boat. On one (1) mission forty (40) bombs were to be carried by each aircraft. This problem was met by borrowing bomb racks from two (2) squadrons in the 462nd Bomb Group and from one (1) squadron in the 468th Bomb Group. These bomb racks had to be returned after they had been used on two (2) missions.

(32)

SECRET

SECRET

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

The E-46 incendiary bomb cluster was nose heavy and it was necessary to handle it with care when loading or it would slip out of the sling. During the month two bombs of this type were dropped while they were being loaded but care and safety precautions had been exercised by the armament personnel so no one was injured. The chief armorer on aircraft 47-24579 did not properly check the switches while loading bombs and the rear bomb bay was salvaged on the ramp. After this a through checking system was devised.

No armament modifications were made because of the lack of supplies and equipment.

The three (3) new aircraft had air-operated doors with two principal modifications. One (1) was the installation of an air cylinder to close the doors in case of an emergency and the second was a replacement of the safety switches by a cut-off valve. The three (3) aircraft also had hoist frames for C-6 hoists. This hoist was a twenty-four (24) volt double drum combination hoist and motor. The 313th Wing had numerous difficulties with the C-6 hoists, so the equipment section placed an order for the older type C-3 hoists.

No particular gunnery problems were encountered during the month. There were a few malfunctions of the caliber .50 machine guns which were remedied by parts replacements. Aircraft 42-93859 returned from Iwo Jima with the guns so rusty that four (4) of them had to be replaced. Aircraft 42-65274 was also at Iwo Jima for repairs after a mission; a few gun parts had to be replaced, but in no case was a whole gun replaced.

Ordnance Section:

The E-46 bomb was a new type which contained thirty eight (38) M-69 incendiary bombs. It was used to replace the E-28 bomb, also known as the M-18. The E-46 had two (2) tail fuses and no nose fuse. The fuse was a standard type T-73 mechanically time fused. Two (2) fuses were used in case one (1) failed. The time was set two (2) seconds apart. The E-48 type bomb was scheduled to be used but they were declared unsafe so the E-46 type was used to replace it.

An M-27 bomb handling truck was assigned to the Squadron. This vehicle had a power operated winch mounted on the 2-1/2 ton trucks. Instead of three (3) wheel rubber tired dollies the truck had approximately the equivalent of four (4) sections of a narrow gauge track.

A major problem was the sudden notice of bomb load changes. Another problem was the work details which required an average of ten (10) enlisted men a day. Being able to leave bombs on the hardstand was an invaluable aid in the loading of bombs.

There were no accidents or near accidents during the month. Several enlisted men had cuts and scratches on their hands in the handling of bombs despite the fact that they wore gloves. A dispensary was set up on the line to take care of injuries and accidents.

(33)

SECRET

SECRET

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

Orderly Room:-

The month of May commenced with unusually large details for guard, kitchen police, special area improvement and police details. The greater effort was made in working on the appearance of the general area and improving facilities so as to make the camp a more comfortable and livable place.

The number of men used for details, other than their primary job, progressively decreased and ceased to interfere with the enlisted man's primary duties.

The Squadron ice plant arrived later than it was expected and it was in the process of being installed before the month ended. It was believed that ice would become available to squadron members for the purpose of cooling their rationed beer, coca colas and fruit juices. It was necessary to make some changes in the plans because of the lack of ammonia gas available. The modifications were made to use Freon gas instead of ammonia gas.

There were no organized athletics and recreation programs in the Squadron. Volley ball courts were made during the first part of the month and although there were volley balls and nets none took advantage of the courts. Base balls, gloves and bats were available but they were not used. It was realized the reason for this disinterest was because of the swimming facilities at the ocean nearby.

A Squadron day room was set up in a tent. Mess tables were used for writing desks and bomb crates were used for book shelves. Electric lights were installed. The library in the day room was being stocked with pocket book size literature and current issues of magazines. Indoor games were provided.

The squadron amplifier, radio and record player arrived late during the month and they were all immediately installed and in operation with the successful beginning of the power plant.

On 12 May the Adjusted Service Rating scores were calculated and closed out for officers and enlisted men. There were eighty six (86) enlisted men who volunteered to remain in the army until the defeat of Japan as compared to fifteen (15) and eight (8) in each of the other two (2) squadrons. It was believed that this squadron had a man with one of the highest scores in the army – Technical Sergeant Stanley Poplaski, who had a score of 179 points. The average score for the squadron seemed to be between seventy five (75) and eighty (80).

During the middle of the month the personnel records and functions moved to a unit personnel section operated on a Group basis. Seemingly this would relieve the Squadron of considerable tedious detail work; however, this Group section had not assumed all functions planned and most of the work was still being done by the Squadrons. This arrangement had been accomplished with a great deal of misgiving because doubt that the records would be handled and maintained with as much attention and efficiency as was ordinarily given in the Squadron.

(34)

SECRET

SECRET

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

Purple Heart Awards were made to Capt James H. Cowden, 1st Lt Harry M. Changnon and 1st Lt William L. Gardner for minor injuries sustained from flak on the Tokyo mission 26 May. No other awards were made during the month.

It was believed that the Squadron led all others in Soldier's Deposits with a total of \$14,000 for the month, bringing the grand total of deposits for the Squadron to \$38,000.

There were two (2) awards of punishment under Articles of War 104 during the month for minor driving infractions. There were no Courts Martials.

Personnel:-

The Squadron strength at the beginning of the month was 110 officers, five (5) flight officers and 537 enlisted men.

1 May 1945

Major William G. Renfro was relieved from duty with the Squadron and assigned to the 40th Bomb Group as Operations Officer per paragraph 7 Special Order number 65, Headquarters 40th Bomb Group, APO 631 dated 30 April 1945 (VOCO 27 April 1945)

2 May 1945

1st Lt George W. Steinman was assigned to detached service Muroc Army Air Base, Fourth Air Force, California, for a period of 120 days per paragraph nine (9) Special Order number 15, Headquarters 58th Bomb Wing, APO 493 dated 26 April 1945.

13 May 1945

A new replacement combat crew was assigned to the Squadron from 40th Bomb Group per paragraph one (1) Special Order number 70, Headquarters 40th Bomb Group, APO 631 dated 8 May 1945. The following are the new crew members and their assignments for crew positions:

Fullerton, Ronald C.	1 st Lt	Pilot
Beers, Eugene W.	2 nd Lt	Radar
Hovnanian, Vram E.	2 nd Lt	Navigator
Sokol, Joseph P.	2 nd Lt	Co-pilot
Tipton, James D.	F/O	Bombardier
James, Basil O.	Sgt	Senior Gunner
Golden, Marvin M.	Sgt	Radio
Polcyn, Jack I.	Sgt	Flight Engineer
Irby, James L.	Cpl	Tail Gunner
Stanley, James W.	Cpl	Left Gunner
Williers, Ray T.	Cpl	Right Gunner

The above crew was trained at the Alamogordo, New Mexico Replacement Training Unit from 12 December 1944 until 11 April 1945. They

SECRET

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

were in the overseas staging area near Kearney, Nebraska, before coming overseas until 19 April at which time the crew went to Mather Field near Sacramento, California. There they remained for an engine change on their B-29 aircraft until 1 May when they left and made stops at Oahu in Hawaii, Kwajelein in the Marshall Islands and landed on Tinian 5 May.

The B-29 which the crew brought over was assigned to the 44th Bomb Squadron.

8 May 1945

Pursuant to secret War Department letter file AG322 dated 13 April 1945 the Squadron was relieved from assignment with XX Bomber Command and assigned to XXI Bomber Command.

11 May 1945

A second replacement combat crew joined the Squadron but they were officially only attached for rations and quarters, duty and administration per VOCO Headquarters 40th Bomb Group dated 9 May. The names, which look something like a Notre Dame football line up, of the new crew and their crew positions are listed below:-

Jenstrom, Eino E.	Capt	Pilot
Billingsley, Fred E.	1 st Lt	Bombardier
Bicknese, Louis C.	2 nd Lt	Co-pilot
Kraus, Walter	F/O	Radar
Moch, Francis H. Jr.	F/O	Navigator
Desch, Ralph F.	Sgt	Radio
Garrett, Olan W.	Sgt	Flight Engineer
Thorne, Daniel F.	Sgt	Senior Gunner
Braeunig, Victor H.	Cpl	Left Gunner
Mautner, Robert W.	Cpl	Right Gunner
Taliaferro, James E.	Cpl	Tail Gunner

This crew was trained at the Clovis, New Mexico Replacement Training Unit for approximately three (3) months. They left Clovis 17 April for the overseas staging area which was near Kearney, Nebraska. The crew left Kearney 1 May for Mather Field near Sacramento, California. On 4 May they left and arrived in Oahu in Hawaii 5 May where they remained three (3) days with bomb bay door trouble. They left Oahu 8 May and made a stop at Kwajelein in the Marshall Islands and arrived here 10 May.

They flew over in aircraft number 44-70085 which was one (1) of the new aircraft assigned to the Squadron during the month.

12 May 1945

One (1) old combat crew was transferred from July in the Squadron to detached service at Muroc Army Air Base, Fourth Air Force, California, for thirty (30) days per paragraph three (3) Special Order number twenty six (26) Headquarters 58th Bomb Wing, APO 493 dated 11 May.

SECRET

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

From this date until the crew arrived in the United States and until 1 June was considered as leave time for the crew members. Beginning 1 June for thirty (30) days the crew was assigned to do lead crew training after which time they were to return to the Squadron. Listed below are the crew members and their respective crew positions:

Martin, John G.	Capt	Pilot
Clay, William T.	1 st Lt	Co-pilot
Brennan, Thomas A.	1 st Lt	Navigator
Buchowicz, Joseph M.	1 st Lt	Bombardier
Funk, Charles M.	1 st Lt	Flight Engineer
Stockton, John I.	T/Sgt	Radio
Burnett, William H.	T/Sgt	Senior Gunner
Sienkiewicz, Charles W.	S/Sgt	Radar
Love, Thomas J.	S/Sgt	Left Gunner
Trace, William R.	S/Sgt	Tail Gunner
Vogel, Marcellus	Sgt	Right Gunner

14 May 1945

Capt Eino E. Jenstrom and crew who were attached to the Squadron for rations and quarters 11 May, were assigned permanently to the Squadron from Headquarters 40th Bomb Group per paragraph two (2) Special Order number seventy three (73) Headquarters 40th Bomb Group, APO 631.

19 May 1945

Two (2) more new combat replacement crews were attached to the Squadron for rations, quarters, duty and administration per VOCO Headquarters 40th Bomb Group. Listed below are the crew members and their crew positions:-

(1)

Mitchell, Verble	1 st Lt	Pilot
Kizer, Robert L.	2 nd Lt	Co-pilot
Browning, John R.	1 st Lt	Navigator
Bearber, Glen H.	2 nd Lt	Bombardier
Smith, Thomas S.	2 nd Lt	Radar
Nielsen, Orville F.	T/Sgt	Flight Engineer
Lindquist, Robert F.	Cpl	Radio
Engleman, William J.	Sgt	Senior Gunner
Maniscalco, Michael C.	Sgt	Left Gunner
Davis, Charles J.	Cpl	Right Gunner
Parker, Stuart J.	Cpl	Tail Gunner

(2)

Abbott, Zane L.	Major	Pilot
Hilton, Thomas L.	2 nd Lt	Co-pilot
Leonard, Homer J.	F/O	Navigator
Payton, James L. Jr.	Capt	Bombardier
Netzorg, Gordon M.	Capt	Radar

SECRET

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

Wiget, Floyd N.	T/Sgt	Flight Engineer
Simpson, Oscar L.	Sgt	Radio
Reed, Thomas D.	Sgt	Senior Gunner
Keksoe, Charles	Cpl	Left Gunner
Manske, Leland E.	Cpl	Right Gunner
Brandt, Merlin J.	Cpl	Tail Gunner

Major Abbott and crew were trained at the B-29 Replacement Training Unit near Alamogordo, New Mexico, for approximately three and one half (3-1/2) months. They were at an overseas staging area for four (4) days near Topeka, Kansas, until 4 May at which time they left and arrived at Mather Field, near Sacramento, California. There they remained until 13 May with an engine change in the number one (1) engine.

Lt Mitchell and crew were trained for approximately three (3) months at the B-29 Replacement Training Unit near Pyote, Texas. They arrived at the overseas staging area near Kearney, Nebraska, 4 May. From there they left 6 May and arrived at Mather Field, near Sacramento, California, from where they left 7 May. They were out three (3) hours when the aircraft developed engine trouble and they returned and remained at Mather Field until 13 May to have a rocker arm changed on number fourteen (14) cylinder in number three (3) engine.

On 13 May both Major Abbott and crew and Lt Mitchell and crew left Mather Field and made stops at Oahu in Hawaii, Kwajalein in the Marshall Islands and Saipan. They all arrived at Tinian 19 May.

Each crew flew over in a B-29 aircraft. Both aircraft were assigned to the 313th Bombardment Wing.

22 May 1945

Major Abbott and crew and 1st Lt Mitchell and crew who were attached to the Squadron 19 May for rations and quarters were assigned permanently to the Squadron from Headquarters 40th Bomb Group per paragraph two (2) Special Order number 79 Headquarters 40th Bomb Group, APO 247, dated 21 May.

25 May 1945

The following enlisted men were promoted from the grade of Technical Sergeant to Master Sergeant, temporarily:

Nelson, Billy M.
Sarich, Matt J.

The following named enlisted men were promoted from the grade of Sergeant to Staff Sergeant, temporarily:-

Evans, Clarence E.
Gardner, James E.
Groner, Solomon H

SECRET

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

**Hutchison, Thomas
Leon, David M.
Read, Allen R.
Stambaugh, Walter E.
Zalabak, William H.**

The following enlisted men were promoted from the grade of Corporal to Sergeant, temporarily:

**Bracha, Marion F.
Joyce, William J.
Martini, James V.
Spencer, Artie T.L.
Wright, Wesley M.**

The following named enlisted men were promoted from the grade of Private to Private First Class, temporarily.

**Gilbride, Patrick J.
Horn, John E.
Leitgeb, Joseph E.
McCullough, Duane L.**

All nineteen (19) enlisted men above were promoted per paragraph two (2) Special Order number eighty (80), Headquarters 40th Bomb Group, APO 247 dated 24 May. 27 May 1945

John M. Dickson was promoted from the grade of Sergeant to Staff Sergeant per VOCO 24 May and confirmed on record per paragraph four (4) Special Order 81 Headquarters 40th Bomb Group APO 247 dated 26 May.

30 May 1945

Another replacement combat crew was affiliated with the Squadron. This made a total of five (5) new crews during the month. This crew was attached for rations, quarters, duty and administration per VOCO Headquarters 40th Bomb Group:

Van Vliet, Charles T.	Major	Pilot
Smith, Allen	2nd Lt	Co-pilot
Duncan, Byron S.	2nd Lt	Navigator
Bryant, Earl L.	2nd Lt.	Bombardier
Redgate, Leo J.	1st Lt	Radar
Page, William H.	Sgt	Flight Engineer
Nickerson, Lawrence W.	Sgt	Radio
Healy, Harley A.	Sgt	Senior Gunner
McArdle, Alpheus	Cpl	Left Gunner
Terry, Raymond T.	Cpl	Right Gunner
Murray, John J.	Cpl	Tail Gunner

SECRET

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

Major Van Vliet and crew were trained at the B-29 Replacement Training Unit near Tucson, Arizona, for approximately three and one half (3-1/2) months. From Tucson on 5 May they went to the overseas staging area near Topeka, Kansas from where they left 23 May and arrived at Mather Field near Sacramento, California. The crew left Mather Field 25 May and made stops at Oahu in Hawaii, Kwajalein in the Marshalls, and arrived in Tinian 31 May in aircraft number 44-61529 which was assigned to the Squadron.

At the end of the month the total strength of the Squadron was 125 officers, nine (9) Flight Officers and 561 enlisted men.

Schools and Training:

The old combat-wise crews in the squadron were too busy flying missions to spend much time at schools and training. However the replacement crews were thoroughly indoctrinated in various phases of combat training. Group staff members, Group and Squadron Intelligence Officers, and Group and Squadron specialists were instructors. One training film was shown during the month. Lead crews had very little time for training other than practice missions which they were expected to fly every second day when missions were not being conducted, and other crews, including the new crews, flew on the practice missions but on no particular scheduled routine.

The crews were trained in the following subjects:

1. Check Points Enroute to Empire
2. Flak Conditions
3. Control Turns
4. Evasion and Escape
5. Radio Procedure
6. Weather
7. Radar Operation
8. Gunnery
9. Mission Reports
10. Target Identification
11. Local Traffic Rules
12. Standard Operational Procedure and Navigational Aids
13. Bombing Radar Procedure

SECRET

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

14. Emergency and Distress Procedure
15. Policies
16. Flight Engineering
17. Splinting and Bandaging
18. Air Sea Rescue
19. Radio Standard Operations Procedure
20. Ditching and Crash Landings
21. Three Engine Operation, Cruise Control and Hot Weather Operations
22. Navigation Aids – The Loran
23. Ditching and Survival and Bail Out Procedure
24. Plans and Reports, Mission Analysis, Aircraft Maintenance
25. Examination on Air Sea Rescue
26. Camera Operation
27. Fluxgate Compass
28. Sights and Turrets
29. Ditching Drill
30. Formation Bombing
31. Jamming Equipment
32. Target and Terrain
33. Tactical Doctrine
34. Weights and Balances, Output and Efficiency
35. Control of Hemorrhage and First Aid
36. “Castaways” – Training Film

Most of the above training was for the new combat crews in the Squadron. However, “Target Identification” was a subject that was taught especially for the old crews, although the new crews received some training in the subject. The importance of this particular phase

(40)

SECRET

SECRET

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

of training is not reflected in the above named list, nor is the frequent intervals at which the subject was taught indicated. This class was taught continually throughout the month. The objective was to have studied each target in the classroom before that particular target was assigned as a mission objective.

**LONNIE F. McCOOL
1ST Lt., Air Corps
Historical Officer**

LFM/hwp

(42)

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