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3 June 1944

Mistory Period of 1 May to 31 May 1944

Operations:

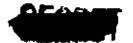
During the onth of May the activity of the Squedron centered on rigin, and o erations. The mechanics of administration began to am oth out, and em hasis switched from "house-keeping" to the job at head.

On 3 May to Squadron sent its first plane across the "Hump" into Chine to the advenced Beso of the 40th Bombardment Group. Phylor the "Hump" was real experience "fter hearing so many tales of he nost hazardous stretch of flying in the world. The course flown took the plane from Chakulia to Jorhat, India, to Shingbwiyang, India, to Likiang, China, to Heicheng, China, and then direct to Heingching, the advanced base. Conditions were contact. If instrument conditions had existed the instrument course was the same as far as Heicheng, but altered as that point to I-Pin and sheape to the advanced base.

Throughout the remainder of the month of May the Squadron continued to send its planes across the "Hump". A total of 31 round trip missions were completed. All missions were for the purpose of ferrying engines, spare jetts, tech su plies, and gas and oil to the forward area.

The missions over the "Hump" provided the men in the organization with an interest that was positive in some respects, but was also a source of speculation and concern. All men in the Squadron were cognizant of the fact that the lith AirForce was dependent on the A. T. C. for its supply of gasoline. They know the emount of gasoline required to load one B-29 for a combat mission in Chims. "XX operational missions progressed they ebserved that the amount of gas being ferried by B-29's would be insufficient to provide servicing of the planes for frequent combat mission to targets they thought might be within range of the sirplane.

Flying the "Nump" was hard on the air lanes. Bad weather was frequent and the long hours of making a round trip to China was jutting time on the engines and oresting a demand for spare parts. The B-29 was an expensive piece of equipment, designed



for combat, and yet it was being used to haul gasoline, which in contrast to the anticipated flood amount to be needed seemed to amount to only a trickle.

All of the men were making their deductions from the face of things that existed. As yet he targets had not been announced for obvious reasons. They did not know whether their forrying efforts were being supplemented by A. .. C; in a word, not aware of the "big picture".

However, each crew was making every effort to make their "pay" loads as much as possible. A competitive spirit s,gung up between crews on the various ,lanes. "Now much gas did your leave" was an often asked question.

Yet, as each mission and each hour of flying was completed, much was being learned about the n-Zy that had been impossible to learn at training station in the States due to lack of planes, and flying time.

Figures obtained from the 40th Bombardment Group Statistical Section revealed the results of "Hump" operations in the Squadron for the month of May, as follows:

Considering the actual job done by the Squadron, the results were excellent. The planes have been heavily Roaded with average gross weight of 132,000 lbs. In addition air fane \$42-6254 had been stripped of armoment, ermor, turpets, and redar equipment, and made two of the thirty-one (31) filights in a tanker capacity, accounting for 5,000 callons of the hat gasoline credited to the 45th Bomberdment Squadron during the month.

During the month the Equadron also opidicted practice rederbombing and gunnery missions. These missions were run to check performance of equipment, as well as to provide crew members with actual practice in operation. Planes from the various other squadrons in the 19th Dombardment Great combined with the 15th Bombardment Squadron on the same missions, accomplishing practice in formations flyingist medium and high altitudes.

Promitients with by the brgenization, elece arriving in India to the end of May a total of 127.05 hills of transport time and 133.55 hours of training time had been included.



Engineering:

Maintenance within the Squadron was acomplished under two distinct handicaps. The first was the climatic conditions and the second was spare parts. During the month, according to official figures taken from the records of the Base Weather Station, the highest temperature recorded was 113°F. The average temperature for the entire month was 94°F. These figures were recorded by the weather section under "deep shade" conditions—the instrument measuring the free air being encased in a boxed cover. An unofficial estimate, volunteered by the Weather Section, placed maximum temperature on the runway at 130°F. Irregardless of the exact temperatures experienced, the metal on the planes would become too hot to touch. Maintenance work could only be effectively accomplished during early morning hours and at night.

Spare parts handics; ped maintenence from two angles. First, only a limited supply of parts were stocked on the Base. Second, of some of the parts available, it was found that due to certain modifications made at the last minute, before departure from the states, these parts would not fit, having not been modified. Collector rings was an example of this condition.

Yet at the end of the month the 15th Bombardment Squadron's record was 63.5% planes in commission for the period. Credit was given not only to the Engineering section for this excellent work done, but also to combat crows who had kept the planes in good shape while enroute from the States.

Personnel: -

On 8 May the 45th Bomberdment Squadron and the 3rd Bomberdment Maintenance Squadron were combined and redesignated the 45th Bomberdment Squadron per General Order #4, Hq 40th Bomb Op, dated 9 May 1944.

45th Bombardment Squadrop

65 Officers

89 Enlisted Men

3rd Bombardment Maintenance Squadron

19 Officers

361 Enliked Mon

In making the smalgamation, immediate benefits could be seen -- reduction of administrative overhead and a better spirit between the ground schelon and the gir schelon.

During the month lat Lt Manura u. Sinchart received notified tion by detter from the War Department which from March 19, 1944.



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CI PERCE I. LEMMAN let it, air Corps , Historical Officer

