

ADM. REPORT FORM 1  
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San Francisco, California

7 July 1945

SQUADRON HISTORY

1 June thru 31 June 1945

The "Zero fires" continued to burn brightly in Japan during the month of July. There were a total of seven fire bomb raids, and three strikes at precision targets. The Squadron continued in the thick of the line contributing toward the utter destruction of Jap cities and targets and the resulting "hellfire" to the Jap people.

Reports from the Japs continued to come in that some people in high places still hope that the B-29's alone can bring forth unconditional surrender of the Japs without the aid of ground troops, and General of the Army H. H. Arnold, who visited the base on 15 June 45, said, among other things, "I'm not expecting miracles from the B-29." Airbases or not there could be no question that Hirohito and his clan were getting even more than a "ballyhoo" and Japanese propaganda with its confused contradictions tended to confirm this.

Combat Operations

The first mission of the month took off the early morning of June 1, and struck the Osaka Urban area at about noon June 1. A total of 29 aircraft were airborne from the group. Heavy air opposition at the target was considered nil to weak and flak at the target was of heavy caliber, was meager to moderate and accurate to inaccurate. Results were gratifying and the returning crews reported smoke as high as 26000 feet.

Pilots and aircraft from the Squadron who participated were:

B-29 100	Capt	R. A. Tisserat
B-29 512	Capt	R. M. Moore
B-29 090	Capt	C. E. Gray
B-29 015	Capt	G. E. Lowry
B-29 152	1st Lt	R. H. Covey
B-29 659	Capt	F. L. Brown Jr
B-29 541	1st Lt	V. E. Buschler
B-29 320	Capt	K. H. Sarvas (Accort)
B-29 527	1st Lt	D. J. Doherty

On 2 June, 29 aircraft from the group went airborne for the strike against Kobe Urban area. Of the 29, 10 planes from the Squadron were scheduled. Of these seven hit the primary target, two aborted and one flew a navigational mission with P-51's out of Iwo Jima.

The group attack was compressed within a period of three minutes, and attack altitude varied from 15000 to 16000 feet. Weather was CAT, fighter opposition was considered weak to moderate with a total of 15 fighter attacks and flak varied from heaver to moderate and generally inaccurate.

The following planes and crews from the Squadron were scheduled to go on the strike:

P-29 320	Major	C. L. Weber
P-29 100	Capt	A. A. Bissarat
P-29 527	Capt	G. L. Bleiler (Abort)
P-29 015	Major	S. E. Lowry
P-29 625	1st Lt	D. A. Thomas
P-29 696	1st Lt	J. E. Daman (Abort)
P-29 659	1st Lt	J. E. Buechler
P-29 542	Capt	S. N. Servaas
P-29 752	1st Lt	T. J. Doherty

The two aborts noted above were due to engine trouble. All the other planes bombed the primary target and reported excellent results. The same day 1st Lt W. S. Sariban and crew in aircraft #605, participated in a navigation mission to the mainland, escorting a number of P-51's. Enroute to the target one plane ran into "weather" and by the time they got out of it 27 P-51's were found to be missing from the formation.

The second mission to Osaka Urban area was flown on 4 June 1945. A total of 32 aircraft were airborne for the mission from the Squadron. The Squadron committed 13 of these. Of the 13 from the Squadron airborne 12 hit the primary target and one was forced to land on the ground due to engine failure and return to base base. Weather was dense to heavy and there was no fighter opposition and only heaver and inaccurate flak. All planes returned safely. The following list of crew members participated:

P-29 320	Major	C. L. Weber (Abort)
P-29 100	Capt	A. A. Bissarat
P-29 527	Capt	G. L. Bleiler
P-29 015	Major	S. E. Lowry

Summary History, North Bombing, APO 247, 7 Jul 45, Cont'd

On 10 June the crew went out again in strength. This time for a strike against the Japanese Aircraft Engine Plant at Oriya. The secondary target was designated as the Kasumigaura Seaplane Base. Due to 10/10 undercast at the primary target, the secondary target was bombed by 23 aircraft from the group.

Eleven planes from the Squadron were scheduled. Of these there were four aborts. Fighter and flak opposition was classed as nil to weak.

The following planes and crews participated:

F-29 159	Major	J. H. Weber	(Abort)
F-29 320	Capt	H. H. Moore	
F-29 690	Capt	L. F. Grey	
F-29 620	1st Lt	L. A. Thomas	
F-29 518	Capt	J. H. Darnan	(Abort)
F-29 729	1st Lt	F. J. Donaher	
F-29 100	Capt	H. H. Servias	(Abort)
F-29 541	1st Lt	P. J. Donaher	(Abort)
F-29 615	1st Lt	H. D. Haseman	
F-29 665	Capt	H. D. Shockley	
F-29 659	Capt	J. H. Massey	

All planes returned safely.

A return mission was made to the Osage Bomb Area for the third time during the month on the 13th of June. Thirty-three planes from the Group were airborne and the 11th contributed 12 of these. Of the 12, nine hit the primary target and 1 hit Kobe. There were two aborts. No air opposition was encountered and only three aircraft reported major and inoperative flak at the primary target. Ten bombs undercast prohibits observing results of bombing.

The following participated:

F-29 159	Major	J. H. Weber	
F-29 100	Capt	H. H. Servias	
F-29 227	Capt	G. L. Mueller	
F-29 665	1st Lt	H. B. Haseman	
F-29 657	Capt	F. L. Brown Jr	
F-29 541	Capt	J. H. Darnan	(Bombed Kobe)
F-29 752	Capt	H. H. Servias	
F-29 729	1st Lt	P. J. Donaher	(Abort)
F-29 620	1st Lt	Thomas, L. A.	(Abort)
F-29 698	Capt	H. D. Shockley	
F-29 328	Capt	J. H. Massey	
F-29 587	1st Lt	H. W. Asper	

Eleven planes from the Squadron participated on the strike against the aircraft engine plant at Oriya on the 17th of June.

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Operation History, with Bomb Sq, APO 247, 7 Jul 45, cont'd.

due inaccurate heavy anti-aircraft and automatic weapons at the primary target and there were two searchlights in the area. There were no fighters encountered.

The following took part:

B-29 100	Capt	A. A. Hissner
B-29 527	Capt	G. L. Bleiler
B-29 698	Capt	G. F. Gray
B-29 139	Capt	F. L. Brown
B-29 548	Capt	J. H. Cannon
B-29 620	1st Lt	A. L. McLaren
B-29 507	1st Lt	E. E. Mappes
B-29 722	1st Lt	H. B. Cashman
B-29 658	Capt	W. D. Shockley
B-29 729	Capt	J. H. Massey
B-29 685	1st Lt	R. W. Reger

The mission of 1 July was a fire strike at Toyohashi, on Honshu. Of the 30 aircraft airborne from the Group and 20 hitting the primary target the Squadron contributed 12 planes all of which hit the primary. Again an inaccurate medium anti-aircraft fire was encountered both prior to and just after bombs away. A total of six aircraft reported eight attacks by night fighters both twin engine and single engine. None of the attacks were effective, however.

The following took part:

B-29 139	Major	G. M. Weber
B-29 527	Capt	G. L. Bleiler
B-29 507	Capt	R. M. Moore
B-29 698	Capt	G. F. Gray
B-29 100	1st Lt	A. L. McLaren
B-29 729	1st Lt	V. E. Buchler
B-29 548	1st Lt	E. E. Mappes
B-29 328	1st Lt	G. W. Rogers
B-29 722	Capt	H. N. Gervais
B-29 615	Capt	W. D. Shockley
B-29 529	Capt	J. H. Massey
B-29 685	1st Lt	R. W. Reger

On 21 June 25 aircraft

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Squadron History, South Island 39, APO 211, 7 Jul. 45, cont'd

The following participated:

B-29 139	Major	A. A. Weber
B-29 100	Capt	A. A. Tissotat
B-29 527	Capt	G. L. Bleiler
B-29 659	Capt	F. L. Brown Jr.
B-29 620	1st Lt	L. A. Thomas
B-29 328	Capt	J. H. Gannan (Air Abort)
B-29 548	1st Lt	E. J. Hoppes
B-29 685	Capt	J. H. Massey

On 26 June, 38 aircraft were airborne for a strike against the Kawasaki Aircraft Works at Kasuga Inara, on Honshu. Of the 37 aircraft that hit the primary target the Squadron furnished 11 and had no aborts. Most of the target was moderate and accurate with 19% of the force being damaged by flak. Lighter opposition was reported nil to weak though one B-29 aircraft was attacked by two aggressive Jap planes, one a Tony and the other a Zeke 52. These two planes came in from 12:30 high and broke off with only 100 yards from #698. A 20mm shell exploded in the cockpit and injured the flight engineer, 1st Lt F. B. Bartlett. He received a penetrating wound of the left upper arm and a perforating wound of the lower intestines as a result of fragmentation of the 20mm shell. Lt Bartlett is recovering at the 30th General Hospital on the Island.

The following took part:

B-29 100	Capt	A. A. Tissotat
B-29 527	Capt	G. L. Bleiler
B-29 587	Capt	A. A. Moore
B-29 698	Capt	G. F. Gray
B-29 631	1st Lt	L. A. Thomas
B-29 328	Capt	J. H. Gannan
B-29 659	1st Lt	A. L. McLaren
B-29 729	1st Lt	W. E. Buechler
B-29 548	1st Lt	E. J. Hoppes
B-29 215	1st Lt	G. J. Hoppus
B-29 620	Capt	R. H. Servans
B-29 139	Capt	Shockley, W. H.
B-29 685	Capt	J. H. Massey
B-29 685	1st Lt	H. T. Seger

On 26 June, 38 aircraft were airborne from the Group for a strike against Okinawa. Of those 34 reached and bombed the primary target. Two were early returns. The data squares are 11 aircraft aircraft. One of those was an early return. Summary of damage from the target was nil to weak. Weather and installation heavy in aircraft was reported in the target area. Accurate reports are very important to the success of the mission. The target was hit with 19% of the force being damaged by flak. Lighter opposition was reported nil to weak though one B-29 aircraft was attacked by two aggressive Jap planes, one a Tony and the other a Zeke 52. These two planes came in from 12:30 high and broke off with only 100 yards from #698. A 20mm shell exploded in the cockpit and injured the flight engineer, 1st Lt F. B. Bartlett. He received a penetrating wound of the left upper arm and a perforating wound of the lower intestines as a result of fragmentation of the 20mm shell. Lt Bartlett is recovering at the 30th General Hospital on the Island.

Squadron History, 1st Bomb Sq, 4th CG, 7 AF, 45, Cont'd

Some crews reported seeing the new type projectile bursting at about 9000 feet altitude in a broad curtain of particles burning white (color of color burst) and burning all the way as they descended to the ground and even after they hit the ground. The whole curtain seemed to remain extended to altitude. Some other crews thought they saw phosphorus bombs and still others thought they saw very heavy rare gases burst to open at 9000 feet, when about 9000 feet. However it was none of the group's planes were hurt by the display, though some crews reported seeing one B-29 shot down in the target area.

Crews participating were:

B-29	527	Capt	E. L. Miller
B-29	507	Capt	A. H. Moore
B-29	629	Capt	F. L. Brown, Jr
B-29	634	1st Lt	L. A. Thomas
B-29	320	Capt	J. H. Jansen
B-29	698	1st Lt	A. L. McLaren (abort)
B-29	729	1st Lt	W. A. Batchelor
B-29	660	1st Lt	A. E. Hayes
B-29	015	1st Lt	G. W. Hopkins
B-29	635	Capt	W. D. Shockley
B-29	100	Capt	T. C. Meyers

Personnel

Following is a list of personnel who joined the Squadron during the month of June.

1 June 45

1st Lt	L. D. Cashman
2nd Lt	W. A. McGregor
PO	J. R. Hill
PO	L. A. Fagente
S Sgt	L. G. Garner
Cpl	G. J. Williams
Sgt	L. A. Stephenson
Cpl	S. L. Hardy
Cpl	J. H. Cannon
Cpl	V. H. Deane
1st Lt	J. T. Gray

4 June 45

Capt	W. H. Shockley
2nd Lt	E. L. Dodge
2nd Lt	W. S. Curry
2nd Lt	L. H. Craft
2nd Lt	J. C. Hamilton

3 June 45

Capt	J. H. Vansoy, Jr
2nd Lt	A. Lieberman
2nd Lt	G. A. Boynton Jr
2nd Lt	H. E. Inyowski
2nd Lt	H. H. Wolfe
S Sgt	A. F. Jansen
Cpl	W. B. Hoffman
Sgt	G. A. Petersen
Cpl	H. E. Newton
Cpl	A. G. Olson
Cpl	H. P. Brown

Sgt	G. L. Johnson
Sgt	A. J. Phillips
Sgt	L. G. Smith
Pvt	A. J. Trivelpiece
Cpl	J. L. Landon
Cpl	J. H. Harty

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Squadron History, 4th Bomb Sq, AFM 247, 7 Jul 45, Cont'd

2 June 45

Capt J. G. Myers  
 2nd Lt J. D. Mindichoff  
 2nd Lt P. F. Jones  
 2nd Lt T. H. Weisbach  
 2nd Lt A. F. Nichols  
 Sgt J. J. Jamming  
 Sgt R. Pinter  
 Sgt J. H. Shekol  
 Cpl R. L. Wood  
 Cpl W. A. Zell  
 Cpl L. L. Givara

11 June 45

Major W. F. Miller  
 Major L. Balfour  
 2nd Lt C. C. Archer  
 2nd Lt B. C. Hathorne  
 P O J. F. Faser  
 Sgt J. C. Fitzsimmons  
 Sgt L. Woy Jr  
 Cpl L. J. Falbot  
 Cpl H. Howard  
 Cpl A. E. Krodel

18 June 45

1st Lt E. J. Holtke

21 June 45

3 Sgt D. W. Humphili  
 Cpl M. J. Kohan

21 June 45

1st Lt J. P. Land Jr  
 2nd Lt J. J. Anderson  
 2nd Lt D. E. Richardson  
 P O R. M. Drumfield Jr  
 2nd Lt M. F. Maloney

20 June 45

1st Lt J. R. Brining

Cpl W. F. Cole  
 Cpl G. L. Dorsey  
 Sgt D. P. Euda  
 Sgt H. A. Visea  
 Sgt M. F. Hamner  
 Cpl R. I. Neilson

On 12 June the following combat crew members returned to the States on TD at March AFB, March, California for about 60 days.

1st Lt E. H. Jevay	7 Sgt E. R. Hutchinson
1st Lt T. W. Dossing	7 Sgt A. F. Pawlak
1st Lt H. A. Maloney	7 Sgt G. F. Frase
2nd Lt D. E. Fischer	7 Sgt G. W. Santberg
P O S. Landau	8 Sgt A. G. Beck Jr
	8 Sgt J. C. Higgins

On 12 June the following officers were recalled per work up to the 4th AFM to fly escort and Super Mustang missions for 60 days.

Capt J. E. Lyons	1st Sgt W. S. Knicker
1st Lt W. W. Sals	1st Sgt W. L. Fogelhorn
1st Lt J. Brower	2nd Sgt G. Kerr
1st Lt J. A. Gray	2nd Sgt J. W. Alford
1st Lt W. T. Thorne Jr	3rd Sgt G. W. ...

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Squadron History, with Wash Sr., APO 247, 7 Jul 45, Cont'd

The following officers were promoted during the month per AG 7100, 45 A-7 Wa, AF 953, dated 12 June 45:

Major	Neil W. Nichols	to Lt Col
Capt	George A. Lowry	to Major
1st Lt	J. L. Brown Jr	to Captain
1st Lt	J. H. Cannon	to Captain
1st Lt	G. H. Holmaney	to Captain
1st Lt	H. K. Dierckx Jr	to Captain (assignment in progress)
2nd Lt	E. S. Atwater Jr	to 1st Lt
2nd Lt	J. H. Parr	to 1st Lt
2nd Lt	G. S. Hanson	to 1st Lt
2nd Lt	H. L. Richards	to 1st Lt

Armament Section

During the month of June, the following number of bombs were loaded:

5800 - 100 lb A1-27 Incendiary bombs  
1272 - 500 lb M-46 Incendiary bombs  
744 - 500 lb A1-26 Incendiary bombs

The armament section now consists of one tent for office and work shop, and one tent for storage. The large 100-4000 lb bomb racks and the smaller racks for smaller bombs are stored on the airplane hangars, there being no other adequate storage facilities for this equipment.

So far it has been noticed that operations on the ground differ from what in the CBI theatre in the following respects:

1. The period of time between missions has shortened; necessitating working around the clock at times.
2. Despite the fact that there are no B-10 airplanes in the Squadron there has been no substantial increase in armament personnel.
3. The transportation problem which was so acute in May has become better, though it still is not as good as it was in April.

Some trouble has been experienced with the bomb racks in the CBI theatre, and the problem is being solved by the use of a new design of rack. The new design is being tested at the present time and is expected to be in use in the near future.



General History, 15th Feb 50, 15th Mar, 7 Jul 50, Cont'd

- take-off time. It is quite rare for to load an aircraft especially when the plane returns from a mission only short hours prior to take-off time.

A test load of 1000 lb in 20 cans bombs was made. They were loaded on the forward bomb bay of aircraft. It took a little over 30 minutes using four LC electrical power hoists. The time required to change the 100-11 lb bombs and install 1000-1000 lb racks was one and a half hours. The estimate time for changing racks and loading four 1000 lb bombs is four hours. It is possible that this time will be shortened after the armament crews have mastered the details of the LC's and the procedure of utilizing racks.

During the past two months has occurred out very few. There has been much less malfunction of guns in the theatre than in the UK. Four missions were accomplished without any malfunction. This is attributed to experienced GFC men doing good maintenance and to a close continual check of the gunnery equipment. The GFC system is not being used as long as it was in the UK theatre. This has saved the brushes on the rotating machines. Since salt air causes corrosion of the V point relay contacts, every turret is operated on every mission, thus activating all relays and preventing any corrosion.

Malfunctions were few. One was a runaway gun on the tail of a plane due to a maladjustment of the gun firing solenoid. No casualties resulted.

Two ring gunner's seats were replaced because the old seats were equipped with self-sealed bearing which tend to bind.

A few gyro were found to be inaccurate when the computers were checked. GFC men experience difficulty in checking computers due to the lack of external power units on the line. Computers are checked after three missions.

Ten nose computers were replaced with a modified type.

Climate makes necessary the constant use of sight covers on all sights.

As a safety measure, all top loader guns are elevated 15°, the tail guns 30°, and the lower guns depressed 90°.

Considerable difficulty and waste has been experienced due to the constant changing of ammunition. The frequent change of day to night load and the change of night to day load calls for excessive handling of ammunition. The standard day ammunition load is 1000 rounds. The night load is 1000 rounds, without stores.

The group does not have a navigation range. At present the group is concentrating in direct targets. A range is contemplated for the future.

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Squadron History, Hist. No. 30, APO 217, 7 Jul 49, Cont'd

GPO can brief each new crew on their first mission on such things as the safety of turret boxes, loading of ammunition and any peculiarities relative to the gunnery system are brought to the gunner's attention. This has been a great aid in the preservation of equipment.

Gunnery

During the 10 missions flown during the month the squadron fired a total of 15274 rounds of ammunition at some 31 passes actually made on individual airplanes or formations.

There were a great total of 1176 guns and 196 turrets operative on these missions. The maintenance record was a little less than 1% of all guns and less than one-half of 1% of all turrets.

Receiver sleeves are now carried on all aircraft, for protection of guns in case plane lands on Iwo.

Gunnery in the Squadron has been good in that it has served its primary purpose - that of keeping enemy aircraft from diverting the Superforts from their specific targets.

Engineering

The month of June will go down as the busiest for all concerned in the engineering section. During the month, beside the 10 combat missions flown, there were many training flights. Beside the intensive schedule a total of 23 engine overhauls were performed and over 500 hour inspections were completed.

Aircraft #23, (Capt F. L. Brown, Jr., as flight commander and Sgt. Coy, crew chief) was the champion airplane of the Squadron during the month. It flew all 10 combat missions and one extended training mission without an overhaul. It flew 1000 hours for the month, with time in Sgt Coy and crew changed three times during the month's inspection.

The aircraft was "Bosnia" #23. It was the first of the new Superforts to be assigned to the Squadron. It was the first of the new Superforts to be assigned to the Squadron. It was the first of the new Superforts to be assigned to the Squadron.

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Squadron Station, 4411 10th St, APO 217, Paul HI, Honolulu

During the month the Squadron received six new replacement B-29's which brought the number of aircraft assigned to 17.

morale

Morale in the Squadron has improved immeasurably since last month and solely to the fact that at long last a definite policy has been set for coming combat crews back to the States. The number has been set at 3, and now that the crews have a goal to reach they are much more stabilized.

Squadron Strength:

	<u>Officers</u>	<u>Enlisted Men</u>
1 June 45	131	544
30 June 45	141	557

*Gregg J. ...*  
Captain, Air Corps  
Historical Officer