

SECRET

45TH BOMBARDMENT SQUADRON
40TH BOMBARDMENT GROUP

APO Number 631
10 March 1945

HISTORICAL REPORT

1 January thru 31 January 1945

General:

Seven combat missions were conducted in the month of January by the IX Bomber Command. With such an auspicious beginning the new year would bid fair to be a busy one for all units that were members of the Pioneer B-29 organization.

The month of January also recorded one of the most costly tragedies ever witnessed by Squadron personnel. On 14 January, while fragmentation clusters were being unloaded from B-29 aircraft #582 of the 44th Bomb Squadron, an accident occurred when one or more bombs fell out of the racks onto the cement doughnut and exploded upon contact. The explosion caused a fire in the bomb bay of aircraft #582. The crash crew on duty arrived at the burning aircraft shortly after the fire started and despite the knowledge that the aircraft was loaded with bombs immediately tried to extinguish the fire. Assistance was given by Base and Squadron personnel of the Group.

Before the fire could be extinguished it ignited some of the fragmentation cluster and a series of violent explosions occurred which completely demolished the burning aircraft and scattered debris over a wide area. At the time of these explosions crash crew and maintenance men were in close proximity to the blazing plane. Havoc was raised among these personnel from flying shrapnel as a result of the explosions. Nine men were killed and over thirty were injured, some very seriously.

Many men performed heroic and courageous deeds as they braved the explosions and fire to haul injured men away from the plane and rush them to the hospital. All were not recognized in the terrible confusion of the moment but some were. The next day, Brig. General T.M. Roney of the IX Bomber Command came to B-4 and pinned the Soldiers Medal on nine men who lay in the Station Hospital seriously injured. The instantaneous recognition of these men made a very favorable impression on men of the Squadron who had seen with their own eyes the whole accident.

SECRET

On the night of 14 January, with the shock of the tragedy still prevailing over the base, Mr. Andre Postolanetz and Mrs. Lily Pons Postolanetz presented a fine performance at the Amphitheater for all men on the field. Featuring the immortal music of Victor Herbert, the bell-like tones of Lily Pons' voice reached to every corner of the theater, and such to the enjoyment of over 4000 British and American soldiers present. Andre Postolanetz conducted an orchestra composed of a C.I. string section from the Caledonia area and instruments of our own Base Orchestra. The Cappella choir of the 45th Bomb Group, among whose ranks are a substantial number of Squadron personnel, rendered three songs under the direction of Mr. Postolanetz. Colonel J. Blanchard, Group Commander, officiated at the presentation of 11 presents for the fine performance. The members of the group will be led of flowers.

On 16 January, an awards ceremony was held at the 45th Bomb Group on the Group baseball diamond. For the majority of men present it was the last time they were to see Major General C.M. Perry. He presented several awards among which was the Distinguished Service Cross to Capt., F.C. Ledford, former member of the 45th Bomb Squadron.

Several days later on 19 January 1945, Col. C.M. Perry called a Squadron meeting and revealed that orders were already in effect to evacuate the forward area fields in China and to commence preparations for moving to another theater of operations. At the meeting it was announced that Major General Perry was relinquishing command of the XII Bomber Command and was to assume command of the XII Bomber Command, while Brig. Gen. R.H. Halsey, former Deputy Command of the XII Bomber Command, was to replace him as commander of the XII Bomber Command. All of this information created quite a flurry among the men present. Lt. Col. Schaefer proceeded to warn against uncontrolled speculation and loose talk in connection with the announcement made.

Colonel J. Blanchard, Group Commander lectured at and also the same subject at meetings of officers and enlisted men of all squadrons the next day.

Operations:

Combat:

The first combat effort of the XII Bomber Command fell on 2 January. The location of the Primary Target was changed three times before the aircraft finally took off to bomb the objective.

To begin the story reconnaissance photographs taken on 30 December 1944 showed that two Japanese battleships, a heavy cruiser, a seaplane tender, two destroyers, two tankers, and a merchant vessel were anchored at Cap St. Jacques, Indo-China. Plans were immediately made to bomb this enemy task force; however, before a striking force could take off the day informed Command Headquarters that the battleships had been moved.

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

As a secondary plan, a mission was scheduled against the Ywa to rail road bridge in Burma, but this plan was scrapped because of unfavorable weather at Ywanting. However, 12 B-29's of the Group had been loaded with 5,000 pound general purpose bombs and were ready for take-off. The main target at Bangkok was the only suitable target for bombing with 5,000 pound bombs. In an area of clear weather and good forecast, order to avoid last minute confusion the Group was ordered to execute the plan of attack that had been used on 14 December.

- (1) The bomb load of 5,000 pound bombs was loaded for the Ywanting mission was not changed to the heavier load of 10 that had been carried to Bangkok on the previous mission.
- (2) Fuel settings were changed from instantaneous nose and non-delay tail to .1 sec. nose and non-delay tail.
- (3) Each Group was ordered to furnish 12 electronic aircraft instead of 15.
- (4) Take-off time was moved forward an hour because weather forecasts indicated better target weather.

Starting at 03317Z 13 B-29 aircraft of the 45th Bomb Group took off on the mission to Bangkok, the last aircraft being airborne at 03340Z. Five (5) Squadron planes were among the 13 that took off.

A/C #738 returned almost immediately to B-4 because of prop governor trouble on #4 engine. 1st Lt. Baugh and crew salvaged the prop load in the river just south of B-4 and landed 15 minutes after take-off.

A/C #579's #4 engine swallowed a prop which necessitated feathering the engine, so 1st Lt. R.A. Winters and crew landed at 0340Z at 15 57' N-94 20' E visually through 8/10 cloud coverage and returned early to B-4.

The remaining three Squadron aircraft were part of the ten Group planes left that assembled without difficulty. Major W.G. Renfro and crew in A/C #798 led the formation and bombs were dropped on the bridge at 0347Z from 21,000' on a magnetic heading of 65°. CAVU weather conditions existed at time of release with a few scattered clouds. The bomb pattern was about 2,000' to the left of the bridge which was confirmed by strike photographs. The pattern was excellent, but the inaccuracy of the bombing was purely a personal one. No fighters were reported at the target and flak was meager, scattered and inaccurate. With the exception of A/C #233 all planes in the formation returned to B-4. A/C #233 proceeded to Cox's Barrack with prop governor trouble. The last plane to return to B-4 landed at 1009Z.

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron,

Post mission photos revealed that at least one direct hit was scored on the bridge as well as several near misses which rendered the bridge temporarily unserviceable. A section of the top chord of the northern approach span was destroyed and part of the lateral bracing damaged. In addition the railway platform and the east top chord sustained damage. The north abutment received at least one direct hit which destroyed the rail line and both supporting girders. Crew members from the organization that flew on the mission are listed below.

A/C 42-24738

(Abort)

00:45 hours

CREW:

1st Lt.,	Baugh, E.E.	(P)	S/Sgt.,	Reifel, W.	(SG)
2nd Lt.,	Laxton, J.F.	(CP)	Cpl.,	Becker, C.F.	(RG)
2nd Lt.,	Buzza, E.H.	(N)	Cpl.,	Leckley, C.C.	(LG)
2nd Lt.,	Daly, P.W.	(B)	Cpl.,	Pudlofsky, E.	(TG)
1/Sgt.,	Valley, J.D.	(FE)	Cpl.,	Salley, G.O.	(V)
			Cpl.,	Chelf, H.J.	(R)

A/C 42-24796

(Bangkok)

11:00 hours

CREW:

Major	Renfro, W.O.	(P)	S/Sgt.,	Wentmaker, P.W.	(R)
1st Lt.,	Conley, R.H.	(CP)	S/Sgt.,	Hocker, K.G.	(SG)
1st Lt.,	Troll, R.C.	(N)	S/Sgt.,	Tucker, K.S.	(RG)
1st Lt.,	Pollard, R.L.	(B)	S/Sgt.,	Schrage, W.K.	(LG)
1st Lt.,	Brusco, J.P.	(V)	T/Sgt.,	Eberts, A.F.	(TG)
F/O	Herbert, J.D.	(FE)			

A/C 42-24579

Pagoda A/F
(15°57'N-94°20'E)

7:50 hours

CREW:

1st Lt.,	Winters, R.A.	(P)	S/Sgt.,	Treanor, W.A.	(R)
1st Lt.,	Changnon, H.L.	(CP)	T/Sgt.,	Blackard, J.C.	(TG)
2nd Lt.,	Pacer, A.J.	(N)	Sgt.,	Garner, J.E.	(LG)
2nd Lt.,	Folansky, E.	(B)	Sgt.,	Hutchinson, T.	(SG)
F/O	Rishell, H.F.	(FE)	S/Sgt.,	Bacon, C.D.	(RG)
			Cpl.,	Johnson, G.C.	(V)

A/C 42-93859

(Bangkok)

11:05 hours

CREW:

1st Lt.,	Crecelius, C.L.	(P)	Sgt.,	Frees, H.H.	(R)
2nd Lt.,	Riggs, J.L.	(CP)	Sgt.,	Hane, L.K.	(RG)
2nd Lt.,	Miller, E.L.	(N)	Cpl.,	Guataveson, W.R.	(SG)
2nd Lt.,	Hilliard, J.R.	(FL)	S/Sgt.,	Paolini, V.N.	(LG)
2nd Lt.,	Eiken, A.F.	(B)	Cpl.,	Athey, H.S.	(TG)
			S/Sgt.,	Sienkiewicz, S.V.	(V)

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

W/C 42-84739

(Bangkok)

11:10 hours

CREW:

Capt., Silcox, J.M. (P)	S/Sgt., Anthony, P.C. (R)
1st Lt., Sanford, L.F. (GP)	S/Sgt., Delayo, P.F. (SG)
Capt., Baker, H.E. (N)	S/Sgt., Sloan, W.A. (RC)
1st Lt., Goff, J.H. (B)	S/Sgt., Johnson, H.P. (LG)
1st Lt., Northley, L.E. (FS)	T/Sgt., O'Connell, W.F. (TC)
	S/Sgt., Welch, A.E. (V)

The second mission of the month occurred four days later on 8 January. The 40th Bomb Group began dispatching B-29 aircraft from B-4 to A-1 in China on 4 January. By 6 January 15 aircraft were at the forward area available for the mission of which number four were 45th Bombardment Squadron planes.

The visual Primary Target for the mission was announced to be the Tachiarai Machine Works on the island of Kyushu, Japan. However, anticipating unfavorable weather over the target the Omura Aircraft Factory was designated as the Radar primary target if Tachiarai was cloud covered at time of attack. The wharf area at Hanking, China was the secondary target and the last resort target was the Airfield Storage Area at Tangyang, China. The tactical plan of the mission was similar to the Omura mission of 19 December 1944 but the bombing altitude was raised 3000' because of the stiffening opposition. Also, a wing commander was designated in order to select at the time he was over the second assembly point, a new target time should the actual winds vary from the forecast winds and in addition a weather-photo aircraft was scheduled to be over the target approximately an hour before target time in order to relay the weather back to the strike formations and to permit the wing commander to make a decision as to whether to continue to Tachiarai or to go direct to Omura.

Starting at 052000Z a total of 12 B-29 aircraft were airborne to attack the Primary Target of which number four were Squadron aircraft.

Three Squadron planes were among the nine from the 40th Bomb Group that attacked Omura at 060118Z on advice from the weather plane at 052400Z. The aircraft dropped a total of 48 #500 MK-64 TNT .1 sec. delay nose fuse, .025 sec. delay tail fuse bombs and 48 #500 MK-76 incendiary bombs instantaneous nose fuse and non-delay tail fuse from 28,000'. Weather was 7/10 to 9/10 undercast and bombing results were unobserved. Considerable confusion resulted from malfunction of radar equipment which necessitated changing lead aircraft three times. The final aircraft to take the lead was #655 about 11 minutes from the target and the formation had barely settled into position when the bomb release line was just ahead. Bomb bay doors were opened and about one minute later the bombs were released.

Anti-aircraft fire over Omura was meager and inaccurate and fighter opposition nil.

SECRET

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

About eight to ten minutes after leaving the target the formation was hit by between three and five fighters and A/C #685 sustained a hit in the right wing outboard of #3 engine. The aircraft lost two engines and started losing altitude rapidly. Major Ira Matthews and crew in Squadron aircraft #798 was among the two aircraft that left the formation and went down to protect #685 which managed to get all engines started again. Despite further fighter attacks and a very bad fuel leak in the right wing #685 proceeded to Leokokow under the escort of the two B-29's. A/C #798 was forced to land at Liangshan due to lack of fuel.

A/C #718 of the Squadron was among the three Group planes that bombed the Secondary Target. Unable to join formation A/C #718 bombed Hanking in CAVU weather with good results. Anti-aircraft fire was heavier but accurate enough for #718 to sustain minor flank damage. Fighter opposition was weak over Hanking.

All aircraft except #798 and #685 returned safely to A-1, 1st last, landing at 1040Z.

A/C 42-24798 (Omura) 14:00 Hours

CREW:

Major Matthews, I.V.	(P)	T/Sgt., Thompson, F.H.	(R)
Capt., Mills, W.H.	(CP)	S/Sgt., Mole, W.H.	(L)
Capt., McCrone, L.E.	(R)	S/Sgt., McBride, L.E.	(L)
1st Lt., Norton, L.H.	(B)	S/Sgt., Winborn, S.H.	(S)
P/O Grace, L.L.	(FE)	S/Sgt., Glover, D.C.	(L)
1st Lt., Weinburg, L.F.	(V)		

A/C 42-24739 (Omura) 14:40 Hours

CREW:

Capt., Cowden, J.H.	(P)	T/Sgt., Kosinski, S.F.	(R)
1st Lt., Jones, L.G.	(CP)	S/Sgt., McCollough, D.L.	(R)
1st Lt., Oblender,	(R)	S/Sgt., Johnson, A.T.	(S)
1st Lt., Kulicka,	(B)	S/Sgt., Jaska, J.J.	(L)
1st Lt., Koenigs,	(FE)	S/Sgt., Voris, G.L.	(S)
and Lt., Boyd,	(V)	Cpl., Claypool, W.L.	(L)

A/C 42-24799 (Omura) 15:00 Hours

CREW:

Capt., Hall, W.J.	(P)	T/Sgt., Chamberlain, D.C.	(R)
1st Lt., Hale, W.H.	(CP)	S/Sgt., Smith, R.H.	(S)
1st Lt., Kreisel, W.J.	(FE)	Cpl., Atkins, F.H.	(L)
1st Lt., Guttell, L.H.	(B)	S/Sgt., Burns, W.H.	(S)
1st Lt., Zembel, H.H.	(V)	S/Sgt., Teden, L.C.	(L)
		Cpl., Dye, J.T.	(L)

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Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

A/C 42-24718

(Ranking)

12:55 hours

Command:

Capt., Lanzoni, J.E. (1)	Sgt., Zalotai, J.M. (30)
1st Lt., DeCoster, J.V. (2)	Sgt., Sussenheim, I. (19)
1st Lt., Hirschfeld, H.C. (3)	Sgt., Stambaugh, E. (27)
1st Lt., Siehle, C.L. (4)	Sgt., Yoder, J.J. (7)
A/C Townsend, C.O. (FE) *	Sgt., Kelch, H.S. (2)
Sgt., Reed, H.R. (5)	Sgt., Evans, C.E. (16)

*Not a member of 45th Bomb Sqdn.

Following on the heels of the Okura strike the third mission of the month was conducted with the target, Keelung Harbor on the northern coast of Formosa.

The Keelung mission was part of a combined Pacific operation. Originally, General MacArthur wanted the XX Bomber Command to hit air installations at Shinchiku on Formosa in coordination with a fast carrier borne operation. However, since there were no worthwhile installations in that area, Keelung Harbor was selected as the target. Yet, General MacArthur expressed concern about suicide bombers moving down from Formosa to strike at his invading force on Luzon and requested that Shinchiku be struck instead of Keelung.

Weather prevented running the mission on the desired day and forecasts for the next day indicated that Shinchiku would be cloud covered. Accordingly plans were changed making Taiko Airbase and its radar as the primary visual target and Keelung became the primary radar target. Shinchiku was named as the secondary target and port vessels and harbor installations on the China coast were selected as the target of last resort.

Bomb bay tanks were ordered to be removed from aircraft participating on the mission and to be ferried back to India by other aircraft. The participating aircraft were directed to return to India through bases in the Fuming, China area after dropping their bombs on the target.

The mission began when the first of twelve 40th Bomb Group aircraft was airborne at 062006Z. The last plane was airborne at 063432Z. Along the airborne aircraft, four were 45th Bomb Squadron planes.

Enroute to Formosa the message to attack Keelung was received from a weather aircraft which had previously been dispatched to the primary target areas. A/C #740 of the Squadron was unable to join formation and bombed shipping in Foochow Harbor on the China coast taking solid undercount with unobserved results. No fighter or anti-aircraft opposition was encountered.

The remaining eleven aircraft bombed Keelung Harbor, the primary radar target. Seven 45th Bomb Group aircraft accompanied by one aircraft from 44th Group bombed from 25,000' in formation. Two aircraft bombed together from the same altitude and the other two joined with other groups. All bombing was by radar due to solid undercount and there were no observed results from the 165 #500 4 TB bombs and the 164 #500 1-76 incendiary bombs. The eight plane formation was believed to have dropped some six to ten miles short of the target due to a rack malfunction in the lead aircraft. No

SECRET

Operational History, 1st January thru 31st January--45; 45th Bomb Squadron.

(Continued from Page 8)

Capt., LeCrone, H.B.	(N)	S/Sgt., McBride, L.E.	((RG)
1st Lt., Norton, L.H.	(B)	S/Sgt., Winborn, S.P.	(SG)
F/O Grace, L.L.	(FE)	S/Sgt., Clover, D.C.	(TC)
1st Lt., Weinburg, E.F.	(V)	Capt., Hall, L.A.	(L)

The Floating Drydock at Singapore, Malaya was the primary target for the fourth mission of January. The strike was conducted on 11 January. The importance of the target was easily recognized by all men in the organization. The floating drydock was the second largest drydock unit at Singapore and could accommodate the largest battleship afloat. On 9 January the weather forecast was favorable and photo reconnaissance revealed a large amount of shipping in the area and resulted in the decision to run the mission on 11 January. The operational plan of the mission was much the same as the mission to Singapore on 5 November, but a few exceptions were made. Bombing altitudes were raised 3,000' as a result of the fact that the presence of numerous warships in the Johore Straits indicated heavy anti-aircraft opposition and the route out was moved to the eastern side of the Malay Peninsula in order to take advantage of the Navy's air-sea rescue facilities and better weather. Also a second primary target was designated on this same axis of approach due to the fact that the floating drydock might not be visible if there were haze or if it were submerged. The second primary target was designated to be the King's Drydock, third largest in Singapore.

Penang, Malaya was chosen as the secondary target because it was a storage and trans-shipment point for goods moving between Malaya and Burma and Singapore and Bangkok.

Mergui, Burma was to be the last resort target because it was the chief port of entry for supplies to Burma.

The mission began at 101731Z when the first aircraft from the 40th Bomb Group was airborne. Ten planes took off in all with the last airborne at 101754Z. Two aircraft from the Squadron were along those planes airborne. Enroute to the Target #5 engine of aircraft #500 was putting out insufficient power so the last resort target at Mergui was bombed visually at 2334Z with excellent observed results. Aircraft #233 also bombed Mergui at 0031Z with good results. Early return was necessitated by a bad oil leak in #4 Engine.

With all four engines running hot A/C #757 bombed the secondary target at Georgetown, Penang with good results at 0224Z.

Assembly by the remaining planes could not be effected at the designated point due to instrument conditions.

Of the remaining seven planes, two bombed the floating drydock visually, but individually, with near misses confirmed by strike photos in one case and results unobserved due to clouds in the other. Captain Seibach and Lt., Col., Oscar Schaefer and crew were in A/C #579 which bombed visually but couldn't confirm the results due to cloud cover.

SECRET

OPERATIONAL HISTORY, 1st Army thru 31st January, 1945, Area Command Form

Two planes made individual radar-bombsight coordination runs on King's Drydock (primary radar target) with unobserved results and the remaining three bombed King's Drydock in formation using radar-bombsight procedure with visual synchronization during the last ten seconds of the run. Results were unobserved and clouds obscured the target in all photographs obtained.

Fortieth Bomb Group aircraft were subjected to a total of 34 fighter attacks in the vicinity of the primary target, the majority by Jokes, Rufes and Oscars. Fighter opposition varied from meager to strong. There were two definite and three probable aerial bomb attacks. Five enemy planes were claimed as damaged.

Anti-aircraft fire was meager and inaccurate generally, although one plane reported moderate and accurate flak from a enemy heavy cruiser anchored in the Johore Straits. All planes returned safely to 4 without incident landing from 1036Z to 1052Z.

A/C 42-84579

(Singapore)

16:50 hours

CREW:

Lt Col., Schaaf, O.R.	(F)	S/Sgt., Clark, T.A.	(SG)
Major Weber, C.M.	(CF)	S/Sgt., McCullough, D.L.	(R)
Capt., Leebach, R.J.	(B)	S/Sgt., Bacon, E.E.	(SG)
1st Lt., Weinberg, R.F.	(F)	S/Sgt., Elwell, R.F.	(LG)
1st Lt., Hunter, F.H.	(FE)	T/Sgt., Halpern, J.	(TG)
1st Lt., Helfrich, R.C.	(V)		

A/C 42-63407

(Singapore)

17:50 hours

CREW:

Capt., Cowden, J.H.	(I)	L/Sgt., Kosinski, J.F.	(V)
1st Lt., Jones, L.G.	(CF)	T/Sgt., Shepard, F.D.	(R)
1st Lt., Oblender, H.T.	(N)	S/Sgt., Adanson, R.F.	(SG)
1st Lt., Kulicku, F.J.	(B)	S/Sgt., Shebak, M.F.	(RG)
1st Lt., Koenig, L.J.	(FE)	S/Sgt., Voris, G.L.	(TG)
		Cpl., Claypool, A.E.	(IG)

The fifth mission for January fell on the 14th day of the month. The primary objective of the mission was the neutralization of enemy air power on Formosa. The Shinchiku - Taihoku area, which contained the largest usable aircraft installations on the island, was selected as the primary target for the mission.

The primary target, both visual and radar, was Shinchiku, one of Formosa's major airbases and a staging point for aircraft enroute to the south. The base possessed complete facilities for maintenance and repair and also those whose probable function was the assembly of aircraft on a small scale.

SECRET

SECRET

Air Force History, 1st January thru 31st January--45; 45th Bomb Squadron.

The field was active and a large number of planes was expected at any one time. Destruction of the facilities would slow down maintenance and repair, throw a larger burden on other bases, and tend to impede the passage of combat aircraft through Formosa to southern battle areas.

Several alternate targets were designated in view of the possibility of weather being unfavorable over Shinciku. In order of preference they were Kagi Air Base, Heito Air Arsenal and Takao Harbor. All of the alternate targets were of utmost importance and were directly effecting the Philippine campaign.

The last resort target was specified as the city of Pienyang, a communications and supply link to the battle areas in Southern China.

Aircraft began moving to the forward area on 12 January, the day after the Singapore mission and continued moving to China on 13 January. Twenty-three aircraft were at A-1 available for the mission.

Starting at 0246Z on 13 January a total of 20 aircraft were airborne to attack one of the four primary targets on Formosa.

Final selection of the target to be struck was to be based upon the report of a weather aircraft which had preceded the formation to the area by several hours. The last aircraft was airborne at 0300Z. Five 45th Bomb Squadron planes were among those airborne.

Crews had been briefed that the following code names were to designate the targets as follows:

Shinciku - - - Peter Able
Kagi - - - One Able
Heito - - - Two Able
Takao (Harbor) - Peter Roger

There was evidently considerable confusion in the transmission of message either from the weather plane to the in. Commander, from the in. Commander to the Formation Commanders or within the formations. One formation of seven aircraft received four different messages and fortunately interpreted the final message received as instructions to bomb Kagi, but another formation of nine aircraft received a message to bomb Two Able (Heito).

The formation of seven aircraft proceeded to Kagi and dropped a total of 210 M500 M-26 type fragmentation bombs with 14 second delay nose and no tail fuzeing, from 23,000' through 4/10 to 5/10 cloud cover. Bombing results were unobserved due to cloud cover. Crews reported that the target was smoking heavily when the formation arrived, due to bombs of previous formations. No fighter interception was encountered and antiaircraft fire was meager and inaccurate.

The nine plane formation which interpreted the messages received as directing them to Heito, experienced considerable navigational difficulties and believed themselves much further south when crossing the coast of Formosa than was actually the case.

SECRET

Squadron History, 1st January thru 31st January--40; 45th Bomb Squadron.

The formation actually intersected the coast line N. of Hagi and came over the target which they failed to recognize, attack. It was owing to the fog of the time. Believing the selves much further south and unable to properly orient themselves, the formation executed a left hand turn and took up a course of approximately S80° to arrive over Hagi. The formation finally ended by coming within 1000 yds of the target. The formation was to repeat attack due to poor visibility in endeavoring to locate the target. Bombing was from 20,000' through 3/10 cloud cover. A total of 270 500 lb. bombs were dropped. It is second degree loss and no tail firing was reported and the results due to cloud cover. No anti-aircraft fire or fighter interception was encountered.

The aircraft was unable to join formation and bombed Hagi individually with poor observed results.

The aircraft #761 intercepted a message from Hagi and proceeded to bomb Hagi in CAT weather with poor results. No enemy fighter opposition was encountered and anti-aircraft fire was heavy and inaccurate.

The aircraft #735 due to technical difficulty missed the second target as shown on the China Coast visually with unobserved results due to 3/10 cloud cover. No fighters or anti-aircraft fire were encountered.

The aircraft #751 due to engine failure missed the last resort target as shown on the China Coast with unobserved results. No fighters or anti-aircraft fire were encountered.

All aircraft returned safely to base with no incidents, although the aircraft #750 landed at Hagi and the aircraft #735 landed at Hagi. The aircraft #735 landed at Hagi.

It is noted that a heavy concentration of bombs fell over the target area resulting in visible damage to buildings. Previous raids had caused 0.7 percent damage. Four of the five highest stories were damaged, some collapsed. Four of the seven main barracks buildings were completely gutted by fire with only the roof of three of the remaining barracks, mess and administration buildings. Approximately 10 acres of the ground were destroyed or damaged.

The following crew members participated on the mission:

A/C 42-24705

(Hengyang)

6:00 hours

CREW:

Capt., Woolsey, G.A.	(P)	S/Sgt., Smith, J.T.	(R)
1st Lt., Glendenen, D.F.	(CF)	S/Sgt., Drummond, F.M.	(SG)
1st Lt., Duva, S.J.	(H)	S/Sgt., Kesteloot, F.T.	(RG)
1st Lt., Davis, L.G.	(B)	S/Sgt., Doddridge, R.L.	(LG)
1st Lt., Jameson, G.J.	(FE)	Sgt., Stewart, M.D.	(V)
		S/Sgt., Burns, V.C.	(TG)

SECRET

Squadron History, 1st January thru 31st January--44; 41th Bomb Squadron.

A/C 42-24798

(Kagi)

10:45 hours

CREW:

Major	Kenfro, W.G.	(P)	S/Sgt.,	Heutmaker, F.M.	(R)
1st Lt.,	Conley, R.M.	(CP)	S/Sgt.,	Gainey, L.P.	(SG)
1st Lt.,	Troll, R.C.	(N)	S/Sgt.,	Tucker, R.S.	(LG)
1st Lt.,	Biehle, C.E.	(B)	S/Sgt.,	Schrage, W.R.	(RG)
1st Lt.,	Brusco, J.P.	(V)	T/Sgt.,	Eberts, A.F.	(TG)
F/O	Herbert, J.D.	(FE)			

A/C 42-93859

(Kagi)

11:20 hours

CREW:

Capt.,	Taylor, C.M.	(P)	S/Sgt.,	Davis, R.M.	(R)
1st Lt.,	Wiz, R.M.	(CP)	S/Sgt.,	Farar, S.G.	(SG)
1st Lt.,	Townes, W.M.	(N)	S/Sgt.,	Johnston, L.L.	(LG)
1st Lt.,	Gardner, W.L.	(B)	S/Sgt.,	Hawson, R.D.	(RG)
F/O	Petras, J.	(FE)	S/Sgt.,	Satterfield, J.L.	(TG)
1st Lt.,	Horn, S.R.	(V)			

A/C 42-24579

(Kagi)

11:20 hours

CREW:

Major	Matthews, I.V.	(P)	T/Sgt.,	Thompson, R.H.	(R)
Capt.,	Hills, A.E.	(CP)	S/Sgt.,	Smole, R.M.	(LG)
Capt.,	LeCrone, H.S.	(N)	S/Sgt.,	McBride, L.E.	(R)
1st Lt.,	Norton, M.H.	(B)	S/Sgt.,	Winborn, S.P.	(SG)
F/O	Grace, L.L.	(FE)	S/Sgt.,	Clover, D.C.	(TG)
1st Lt.,	Weinburg, E.F.	(V)			

A/C 42-63404

(Kagi)

11:35 hours

CREW:

1st Lt.,	Crecelius, C.E.	(P)	T/Sgt.,	Stockton, J.I.	(R)
1st Lt.,	Clay, W.T.	(CP)	T/Sgt.,	Burnett, W.R.	(SG)
1st Lt.,	Brennan, T.A.	(N)	S/Sgt.,	Love, T.J.	(LG)
1st Lt.,	Buchowicz, J.M.	(B)	S/Sgt.,	Trace, W.R.	(TG)
1st Lt.,	Funk, C.M.	(FE)	S/Sgt.,	Vogel, M.B.	(RG)
			S/Sgt.,	Sienkiewicz	(V)

A/C 42-24740

(Kagi)

11:10 hours

CREW:

Capt.,	Hall, W.J.	(P)	T/Sgt.,	Chamberlain, D.J.	(R)
1st Lt.,	Bale, H.L.	(CP)	S/Sgt.,	Smith, K.E.	(SG)
1st Lt.,	Kreizel, W.J.	(FE)	S/Sgt.,	Taden, H.D.	(LG)
1st Lt.,	Cuttell, D.W.	(B)	S/Sgt.,	Danks, C.R.	(TG)
1st Lt.,	Zemba, H.L.	(N)	Cpl.,	Watkins, P.R.	(RG)
			Sgt.,	Dye, S.J.	(V)

SECRET

Squadron History, 1st January thru 31st January--42; 48th Bomb Squadron.

A/C 42-24798

(Kagi)

10:45 hours

CREW:

Major	Renfro, A.G.	(P)	S/Sgt.,	Heutmaker, F.M.	(R)
1st Lt.,	Conley, A.W.	(CP)	S/Sgt.,	Gainey, L.F.	(SG)
1st Lt.,	Troll, W.C.	(N)	S/Sgt.,	Tucker, R.S.	(LG)
1st Lt.,	Biehle, C.E.	(B)	S/Sgt.,	Schrage, W.R.	(RG)
1st Lt.,	Brusco, J.F.	(V)	T/Sgt.,	Eberts, A.F.	(TG)
F/O	Herbert, J.D.	(FE)			

A/C 42-93859

(Kagi)

11:20 hours

CREW:

Capt.,	Taylor, C.M.	(F)	S/Sgt.,	Davis, R.M.	(R)
1st Lt.,	Mix, R.A.	(CP)	S/Sgt.,	Farar, S.G.	(SG)
1st Lt.,	Townes, W.W.	(N)	S/Sgt.,	Johnston, L.L.	(LG)
1st Lt.,	Gardner, W.L.	(B)	S/Sgt.,	Rawson, R.D.	(RG)
F/O	Petrus, J.	(FE)	S/Sgt.,	Satterfield, J.L.	(TG)
1st Lt.,	Horn, S.R.	(V)			

A/C 42-24579

(Kagi)

11:20 hours

CREW:

Major	Matthews, I.V.	(F)	T/Sgt.,	Thompson, R.H.	(R)
Capt.,	Hills, A.E.	(CP)	S/Sgt.,	Smole, R.M.	(LG)
Capt.,	LeCrone, H.S.	(N)	S/Sgt.,	McBride, L.E.	(R)
1st Lt.,	Norton, L.H.	(B)	S/Sgt.,	Winborn, S.P.	(SG)
F/O	Grace, L.L.	(FE)	S/Sgt.,	Glover, D.C.	(TG)
1st Lt.,	Weinburg, E.F.	(V)			

A/C 42-63404

(Kagi)

11:35 hours

CREW:

1st Lt.,	Greccelius, C.E.	(P)	T/Sgt.,	Stockton, J.I.	(R)
1st Lt.,	Clay, W.T.	(CP)	T/Sgt.,	Burnett, W.H.	(SG)
1st Lt.,	Brennan, T.A.	(N)	S/Sgt.,	Love, T.J.	(LG)
1st Lt.,	Buchowicz, J.M.	(B)	S/Sgt.,	Trace, W.R.	(TG)
1st Lt.,	Funk, C.M.	(FE)	S/Sgt.,	Vogel, M.B.	(RG)
			S/Sgt.,	Sienkiewicz	(V)

A/C 42-24740

(Kagi)

11:10 hours

CREW:

Capt.,	Ball, W.J.	(F)	T/Sgt.,	Chamberlain, D.J.	(R)
1st Lt.,	Bale, H.L.	(CP)	S/Sgt.,	Smith, K.E.	(SG)
1st Lt.,	Kreizel, W.J.	(FE)	S/Sgt.,	Taden, H.D.	(LG)
1st Lt.,	Cuttell, D.W.	(B)	S/Sgt.,	Danks, C.R.	(TG)
1st Lt.,	Zambal, H.L.	(N)	opl.,	Watkins, P.A.	(RG)
			sgt.,	Dye, S.J.	(V)

SECRET

SECRET

Squadron History, 1st January thru 31st January--43; 45th Bomb Squadron.

A/C 42-24739

(Heito)

11:35 hours

CREW:

Capt., Cowden, J.H.	(P)	M/Sgt., Kosiaski, S.F.	(V)
1st Lt., Jones, L.G.	(CP)	Sgt., Frees, E.H.	(R)
1st Lt., Blender, H.T.	(M)	S/Sgt., Adamson, R.P.	(SG)
1st Lt., Kulicka, F.J.	(B)	S/Sgt., Barnes, I.K.	(RG)
1st Lt., Koenig, L.J.	(FE)	S/Sgt., Voris, G.L.	(TG)
		Cpl., Claypool, A.E.	(LG)

A/C 42-65274

(Kagi)

11:30 hours

CREW:

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

A/C 42-24738

(Amoy)

10:50 hours

CREW:

1st Lt., Winters, R.A.	(P)	Cpl., Chelf, E.J.	(R)
1st Lt., Changnon, E.H.	(CP)	T/Sgt., Blackard, J.C.	(TG)
1st Lt., Macer, A.J.	(M)	S/Sgt., Bass, R.C.	(RG)
1st Lt., Polansky, H.	(B)	Sgt., Garner, J.E.	(LG)
F/O Rishell, E.F.	(FE)	Sgt., Hutchinson, T.	(SG)
		Cpl., Johnson, C.G.	(V)

On 17 January the XX Bomber Command B-29's once again struck at Formosa. Starting at 182115Z a total of 22 aircraft of the 40th Bomb Group were airborne in 65 minutes. One aircraft was a ground abort due to mechanical difficulties. Nine (9) Squadron aircraft were among those airborne.

One Squadron plane (#407) blew a stack on take-off and was among the three Group aircraft that aborted shortly after take-off due to mechanical failures. All salvoed their bombs and returned safely to A-1.

One aircraft due to mechanical malfunction was forced to bomb the last resort target at Hengyang, China. Bombing was accomplished from 13,000' in CAVU weather and all bombs hit well within the target area for good results. No fighter opposition was encountered the antiaircraft fire was meager and inaccurate.

A weather aircraft which preceded the formations to Formosa notified all planes that Shinciku would be the primary target. The remaining 18 aircraft of the 40th Bomb Group of which eight were Squadron planes, bombed in two formations of 11 and seven aircraft respectively from 25,000' in CAVU weather.

SECRET

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

No fighter opposition was encountered and meager anti-aircraft fire ranged from accurate for the first formation over to inaccurate for the second. In addition to 330 #500 M-26, 110 #500 M-76 incendiary bombs with instantaneous nose and no delay tail fuzing and 196 M-64 G.P. with .1 sec. delay nose and .01 sec. delay tail fuzing were dropped. The target had been hit by previous formations when 40th Bomb Group aircraft arrived and was already smoking.

All aircraft returned safely to A-1 without incident, the last aircraft landing at 170338Z.

A photo reconnaissance aircraft got post mission coverage of the target the next day. Previous raids had caused damage to 331,700 sq. ft. or 54 percent of the total building area of 610,000 sq. ft. Our attack showed a heavy concentration of bombs on the target area resulting in additional damage of 99,000 sq. ft. The total visible damage to the airframe building area as a result of all attacks shows 70% damage. In addition service aprons and two of the five runways were severely cratered.

A/C 42-63407

(Abort)

2:50 hours

17 Jan.

CREW:

1st Lt., Lund, D.J.	(P)	Sgt., Rodenral, G.H.	(V)
1st Lt., Thornsberry, C.E.	(CP)	T/Sgt., Sena, G.N.	(RG)
1st Lt., Kusian, W.A.	(N)	T/Sgt., Shepard, P.D.	(R)
1st Lt., Fairman, J.	(B)	S/Sgt., Miller, A.O.	(SG)
1st Lt., Hunter, P.W.	(FB)	S/Sgt., Bates, H.E.	(LG)
*Sgt., Kelsch, A.	(F)	S/Sgt., Mackey, T.M.	(TG)

*Not a member of 45th Bomb Sqdn.

A/C 42-24740

(Shinchiku)

10:55 hours

CREW:

Capt., Ball, W.J.	(P)	T/Sgt., Chamberlain, D.J.	(R)
1st Lt., Bale, M.L.	(CP)	S/Sgt., Smith, K.E.	(SG)
1st Lt., Kreizel, W.J.	(FE)	S/Sgt., Taden, H.D.	(LG)
1st Lt., Cuttell, D.W.	(B)	S/Sgt., Danks, C.R.	(TG)
1st Lt., Zembal, E.L.	(N)	Cpl., Watkins, P.R.	(RG)
		Sgt., Dye, S.J.	(V)

A/C 42-34739

(Shinchiku)

10:55 hours

CREW:

Capt., Cowden, J.H.	(P)	M/Sgt., Kowinski, S.F.	(V)
1st Lt., Jones, L.G.	(CP)	Sgt., Free, H.N.	(R)
1st Lt., Oblender, H.T.	(N)	S/Sgt., Adamson, R.P.	(SG)
1st Lt., Kulicka, F.J.	(B)	S/Sgt., Barnes, I.K.	(RG)
1st Lt., Koenig, L.J.	(FB)	S/Sgt., Voria, G.L.	(TG)
*1st Lt., Selbie, F.B.	(V)	Cpl., Claypool, A.E.	(LG)

*Not a member of 45th Bomb Sqdn.

SECRET

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

A/C 42-65274 (Shinchiku) 10:40 hours

CREW:

Capt.,	Silcox, J.M.	(P)	S/Sgt.,	Anthony, P.C.	(R)
1st Lt.,	Samford, L.F.	(CP)	S/Sgt.,	DeKayo, P.F.	(SG)
Capt.,	Baker, H.B.	(N)	S/Sgt.,	Sloan, R.B.	(RG)
1st Lt.,	Goff, J.H.	(B)	S/Sgt.,	Johnson, N.P.	(LG)
1st Lt.,	Worthley, L.E.	(FE)	T/Sgt.,	Halpern, J.	(TG)
*Lt Col.,	Sullivan, H.R.	(CA)	S/Sgt.,	Welch, A.E.	(V)

*Not a member of 45th Bomb Sqdn.

A/C 42-24795 (Shinchiku) 10:50 hours

CREW:

Capt.,	Woolsey, C.A.	(P)	S/Sgt.,	Smith, J.T.	(R)
1st Lt.,	Clendenen, D.P.	(CP)	S/Sgt.,	Drummond, F.M.	(SG)
1st Lt.,	Duva, S.J.	(N)	S/Sgt.,	Kesteloot, F.T.	(RG)
1st Lt.,	Davis, L.G.	(B)	S/Sgt.,	Doddridge, R.L.	(LG)
1st Lt.,	Jamerson, G.J.	(FE)	Sgt.,	Stewart, W.D.	(V)
			S/Sgt.,	Burns, V.C.	(TG)

A/C 42-24798 (Shinchiku) 10:30 hours

CREW:

Major	Renfro, W.G.	(P)	S/Sgt.,	Heutmaker, F.M.	(R)
1st Lt.,	Conley, R.W.	(CP)	S/Sgt.,	Gainey, L.F.	(SG)
1st Lt.,	Troll, R.C.	(N)	S/Sgt.,	Tucker, R.S.	(LG)
1st Lt.,	Biehle, C.E.	(B)	S/Sgt.,	Schrage, W.R.	(RG)
1st Lt.,	Brusco, J.P.	(V)	T/Sgt.,	Eberts, A.F.	(TG)
F/O	Herbert, J.D.	(FE)			

A/C 42-93859 (Shinchiku) 11:05 hours

CREW:

Capt.,	Taylor, C.M.	(P)	S/Sgt.,	Davis, B.M.	(R)
1st Lt.,	Wix, R.A.	(CP)	S/Sgt.,	Fafar, S.G.	(SG)
1st Lt.,	Townes, W.W.	(N)	S/Sgt.,	Johnston, L.L.	(LG)
*1st Lt.,	Leavitt, M.J.	(B)	S/Sgt.,	Rawson, R.D.	(RG)
F/O	Petras, J.	(FE)	S/Sgt.,	Satterfield, J.L.	(TG)
1st Lt.,	Horn, G.R.	(V)			

*Not a member of 45th Bomb Sqdn.

SECRET

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

A/C 42-24579

(Shinchiku)

11:00 hours

CREW:

Major	Matthews, I.V.	(P)	T/Sgt.,	Thompson, R.H.	(R)
Capt.,	Hills, A.E.	(CP)	S/Sgt.,	Smole, R.M.	(LG)
Capt.,	LeCrone, E.B.	(N)	S/Sgt.,	McBride, L.E.	(R)
1st Lt.,	Norton, K.E.	(B)	S/Sgt.,	Winborn, S.F.	(SG)
F/O	Grace, L.L.	(FE)	S/Sgt.,	Glover, D.C.	(TG)
1st Lt.,	Weinburg, E.F.	(V)			

A/C 42-63404

(Shinchiku)

11:00 hours

Crew:

1st Lt.,	Creelius, C.E.	(F)	T/Sgt.,	Stockton, J.I.	(R)
1st Lt.,	Clay, W.T.	(CP)	T/Sgt.,	Burnett, W.H.	(SG)
1st Lt.,	Brennan, T.A.	(N)	S/Sgt.,	Love, T.J.	(LG)
1st Lt.,	Buchowicz, J.L.	(B)	S/Sgt.,	Trace, W.R.	(TG)
1st Lt.,	Funk, Carl	(FA)	S/Sgt.,	Vogel, E.B.	(RG)
			S/Sgt.,	Sienkiewicz	(V)

*A/C 42-24757

(Hengyang)

8:40 hours

CREW:

1st Lt.,	Winters, R.A.	(P)	Cpl.,	Chelf, H.	(R)
1st Lt.,	Changnon, H.M.	(CP)	T/Sgt.,	Blackard, J.C.	(TG)
1st Lt.,	Macer, A.J.	(N)	S/Sgt.,	Bass, R.	(RG)
1st Lt.,	Polansky, H.	(B)	Sgt.,	Garner, J.E.	(LG)
F/O	Rishell, E.F.	(FE)	Sgt.,	Hutchinson	(SG)
			Cpl.,	Johnson, G.C.	(V)

*Aircraft assigned to 25th Bomb Sqdn.

The seventh and last mission for January was directed against the Graving Dock and Military Wharf area at Saigon, French Indo-China on 27 January. The mission was staged from bases in India.

Starting at 261918Z a total of 25 aircraft were airborne with the last aircraft taking off at 262015Z. Two aircraft were ground aborts due to last minute mechanical difficulties. Both of the ground aborts were Squadron aircraft (#271 & #579). Seven Squadron aircraft were among the 25 Group planes airborne. However A/C #850 returned almost immediately because of an oil leak in #4 engine, salvaging the bomb load in a river about 15 miles south of B-4. The remaining six unit planes proceeded to Saigon.

One aircraft due to fuel transfer system failure bombed the secondary target Rama VI Bridge at Bangkok, Thailand in CAVU weather from 22,000' with poor results. No fighters or antiaircraft fire were encountered.

One aircraft blew a cylinder in #4 engine just short of the I.P. and was forced to jettison and return to base with #4 feathered.

SECRET

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

A total of 22 aircraft in two formations of nine and 13 aircraft respectively bombed the primary target at 270335Z and 270339Z from 19,000'. Weather was from 8/10 to 10/10 cloud cover and blind bombing was accomplished with radar. The first formation made two bomb runs and dropped a total of 54 #1000 B-44 bombs with .1 sec. delay nose and .025 sec. delay tail fuzing with unobserved results. The second formation dropped a total of 73 of the same type bombs and the strike photos indicated that they hit some 8,000' east of the target area. No fighter opposition or antiaircraft fire were encountered.

A total of nine aircraft landed at Chittagong and Cox's Bazar due to questionable fuel reserves and of those eight returned to B-4 after taking on gas. One aircraft (#790) remained at Cox's Bazar due to major difficulty with #4 engine. The remaining 13 aircraft all returned safely to B-4 without incident, the last landing at 271517Z.

A/C 42-24740 (Saigon) 15:40 hours

CREW:

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

A/C 42-65274 (Saigon) 15:40 hours

CREW:

Major	Goodwyn, M.W.	(P)	T/Sgt.,	Lyle, T.O.	(R)
1st Lt.,	Sandsted, R.F.	(CP)	T/Sgt.,	Spurgeon, E.L.	(RG)
Capt.,	Manfredo, D.F.	(N)	T/Sgt.,	Swindell, J.D.	(LG)
Capt.,	Seebach, R.J.	(B)	S/Sgt.,	Baker, G.J.	(TG)
1st Lt.,	Bender, L.F.	(V)	S/Sgt.,	Hubbard, H.R.	(SG)
W/O	Okuly, R.L.	(FE)			

A/C 42-24795 (Saigon) 14:40 hours

CREW:

Capt.,	McGregor, C.	(P)	S/Sgt.,	Jordan, T.H.	(R)
1st Lt.,	Wardhagen, J.O.	(CP)	S/Sgt.,	Greenfield, R.E.	(SG)
1st Lt.,	Weinberg, R.H.	(N)	S/Sgt.,	Jennings, B.C.	(LG)
1st Lt.,	Smith, H.A.	(B)	S/Sgt.,	Paslay, W.C.	(RG)
1st Lt.,	Tweet, J.H.	(FE)	T/Sgt.,	Krzyzkowski, P.A.	(TG)
1st Lt.,	Horn, S.R.	(V)			

SECRET

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

/C 42-24738

(Saigon)

16:00 hours

CREW:

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

/C 42-63407

(Saigon)

15:40 hours

CREW:

1st Lt., Lund, D.J.	(P)	S/Sgt., Kosinski, S.F.	(V)
1st Lt., Thornsberry, C.E.	(CP)	T/Sgt., Shepard, P.D.	(R)
1st Lt., Kusian, W.A.	(N)	T/Sgt., Sena, G.W.	(RG)
1st Lt., Fairman, J.	(B)	S/Sgt., Miller, A.O.	(SG)
1st Lt., Hunter, P.L.	(FE)	S/Sgt., Fates, H.D.	(LG)
		S/Sgt., Mackey, T.W.	(TG)

/C 42-93859

(Abort)

1:30 hours

CREW:

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

/C 42-24798

(Saigon)

15:45 hours

CREW:

1st Lt., Winters, R.A.	(P)	S/Sgt., Treanor, W.A.	(R)
1st Lt., Changnon, H.M.	(CP)	T/Sgt., Blackard, J.C.	(TG)
1st Lt., Maceo, A.J.	(N)	S/Sgt., Bass, R.C.	(RG)
1st Lt., Polansky, H.	(B)	Sgt., Hutchison, T.	(SG)
F/C Rishell, E.F.	(FE)	Sgt., Garner, J.E.	(LG)
		Sgt., Johnson, C.G.	(V)

PHOTO * RECON OPERATIONS:

The importance of B-29 operations as a weather and photo-recon medium provides the Command with information prior to target attack as well as post strike photographic coverage. The assigned photographic work of the 40th Bomb Group was thrice in turn delegated to the 45th Bomb Squadron for accomplishment. On all three occasions the feeling prevailed among the crews that the photo runs were of tremendous value. With a good reserve margin of gasoline, an adequate ammunition load and a knowledge that they had a fast airplane, most of the men felt no concern venturing far into enemy territory as a single plane.

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

Experience did nothing to change that feeling, because at no time in January were Squadron planes contested by the enemy as their cameras recorded needed facts necessary for successful conduct of combat operations.

The following photo flights were made in January:

A/C 42-24795

10 January

(Singapore)

17:00 hours

CREW:

Capt., Woolsey, C.A.	(P)	S/Sgt., Smith, J.T.	(R)
1st Lt., Clendenen, D.F.	(CP)	S/Sgt., Drummond, F.M.	(SG)
1st Lt., Duva, S.J.	(N)	S/Sgt., Kesteloot, F.T.	(RG)
1st Lt., Davis, L.G.	(B)	S/Sgt., Doddridge, R.L.	(LG)
1st Lt., Jameson, G.J.	(FE)	Sgt., Stewart, W.D.	(V)
*T/Sgt., Leighton, R.S.	(O)	S/Sgt., Burns, V.C.	(TG)
		*Sgt., Kuwel, R.S.	(F)

*Not members of 45th Bomb Sqdn.

A/C 42-24795

15 January

(Formosa)

13:20 hours

CREW:

Capt., Woolsey, C.A.	(P)	S/Sgt., Smith, J.T.	(R)
1st Lt., Clendenen, D.F.	(CP)	S/Sgt., Drummond, F.M.	(SG)
1st Lt., Duva, S.J.	(N)	S/Sgt., Kesteloot, F.T.	(RG)
1st Lt., Davis, L.G.	(B)	S/Sgt., Doddridge, R.L.	(LG)
1st Lt., Jameson, G.J.	(FE)	Sgt., Stewart, W.D.	(V)
*S/Sgt., Wright, E.W.	(O)	S/Sgt., Burns, V.C.	(TG)
		*Cpl., Kissel, C.R.	(F)

*Not members of 45th Bomb Sqdn.

A/C 42-24718

26 January

(Saigon)

(Abort)

5:05 hours

A/C 42-83404

26 January

(Saigon)

16:55 hours

CREW ON BOTH MISSIONS:

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

*Not a member of 45th Bomb Sqdn.

SECRET

SECRET

Squadron History, 1st January thru 31st January--1945, 45th Bomb Squadron.

ENGINEERING:

January was the first month that no operational losses in aircraft were sustained since September 1944. However two B-29 aircraft were marked off the organization records when they departed for the United States:

A/C 42-6313 left A.P.O. 631 on 18 January with 601:45 hours.

A/C 42-6295 left A.P.O. 631 on 20 January with 422:05 hours.

Both of the planes were among the original nine assigned to the unit when it departed for overseas service on 1 April 1944.

Twice during January, on the 7th and 27th A/C #42-24418 was assigned to the Squadron. On 7 January it returned to the organization officially after having been the hands of the Service Group since 27 October 1944 for repairs after wheels up landing at B-4 on 26 October 1944. On 14 January Major K.W. Goodwyn and crew were returning from China in #418 and after numerous attempts to get the right main gear down were forced to land on the left main gear and nose wheel only. Major Goodwyn produced one of the neatest jobs of piloting ever recorded in the Group. After making a normal approach and landing on the left main gear, the nose wheel was brought down quickly. The right wing remained level from the forward momentum momentarily, and then as it began to come down Major Goodwyn cranked in as much aileron as he could. This action maintained a wing level for a few more seconds. As the forward speed finally slowed to the point where the wing touched the ground, he touched the left wheel brake slightly and maintained a straight roll. The aircraft finally slipped off the runway and came to a stop on the dirt edge with hardly a jolt.

It took the Service Group only 11 days to effect repair. Two engines and props and a new flap for the wing were the big items needed to return #418 to condition. On January 27th it was returned to the Squadron.

Three new replacement combat aircraft were assigned to the organization during the month:

<u>NUMBER</u>	<u>MANUFACTURER</u>	<u>FLYING TIME</u>	<u>DATE OF ASSIGNMENT</u>
42-65274	MARTIN	75:25 hours	7 January
42-65271	MARTIN	78:00 hours	13 January
44-09600	WICHITA	04:00 hours	30 January

All of the new planes were incorporated with the new compressed air operated bomb bay doors and a mechanical emergency landing gear system in place of the old electrical system. Both of these modifications were viewed as outstanding improvements in the airplane.

A total of 10 engine changes and 5 cylinder changes were accomplished during the month. The engine change figure included three changes of the unmodified engines on A/C #42-6313 before it departed for the States. The reduction in number of engine changes was obviously a great improvement over previous months and was attributed to the modification of the engines.

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

No other major work was effected during January.

Compliance with current Technical Orders was carried out continuously through the month; however, the only modification of importance was the changing of the maximum R.P.M. setting on propellers from 2800 to 2900 R.P.M.

Only two parts on the airplane caused excessive trouble during the month. Four failures of the Ignition Cable Manifold were experienced. U.R.'s were initiated in all cases, but no action has been forthcoming. The cause of the failure is believed to be excessive vibration. Difficulty was also encountered in the Magneto Junction Box. Twentieth Bomber Command gave prior warning that failure of this part could be expected. Remedial action was to rewire the "P" leads as in the old system.

Major maintenance problems of the Engineering section in January were a shortage of mechanics (747), crew chief stands and hand tools. All of these difficulties were created by the assignment of aircraft to the unit in excess of the authorized allotment by T/O. The only solution seemed to be a change in authorization of tools and personnel to bring them to a balance with the number of aircraft presently assigned and maintained.

GENERAL SECTION ACTIVITIES:

ORDNANCE:

On 27 January during the mission to Saigon, F.I.C., smoke grenades were used to identify the lead aircraft at the formation assembly point. Listed under the nomenclature of Grenade M15, these grenades burst four seconds after release of the safety lever. The grenades were expelled through the nose wheel well by the bombardier. Twenty-one (21) grenades were used on the mission and it was reported the smoke was visible for forty (40) miles.

During the month a new type Cal. 50 machine gun barrel with a 7 1/2 inch stellite liner was placed in the upper aft turret of all airplanes for testing. It was hoped that this modification would improve the life of a Cal. 50 barrel.

ARMAMENT:

Several steps were taken by the Section in January to benefit gunners on combat missions. A ammunition feed guide was added to General Electric turrets to eliminate first position stoppage and ammunition feed failures. To help remove the danger of guns freezing at high altitude, gunners were instructed to clean all excess oil from the guns prior to take-off on the mission. In addition as many gun heaters as were in stock were installed.

RADAR:

A new modification was incorporated on the radar sets of the new B-29 aircraft assigned to the organization in January. It is known as AFC or Automatic Frequency Control.

SECRET

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

Theoretically this modification affords constant non-manual tuning on proper maximum target. The idea behind it is that an operator has plenty to occupy himself on a bomb run without adding to the difficulty by continuously retuning as in older sets. Unfortunately it was found that the modification was more of a hindrance than an aid. Set operation became erratic and it was necessary for Squadron maintenance men to re-modify the original modification.

An earlier improvement conceived by S/Sgt Ervin A. Wagner, one of the radar operators in the 45th Bomb Sqdn., has gained wider acceptance and now is being employed by other Groups, as well as by other Squadrons of the 40th Bomb Group. Sgt. Wagner employed a magnifying glass in front of his AN/APQ - 13 scope to intensify and magnify the targets. As a result, instead of having a five inch scope, a 20 inch scope results. This affords much better scope interpretation.

A AN/APQ - 13 - T1A Supersonic Trainer was installed on the base and the Squadron was assigned the maintenance of the unit. The trainer operates with the AN/APQ - 13 and provides a simulated PEX display by scanning an artificial terrain made on a sand table relief map, which is covered by water. The scanning of the map is done by the supersonic beam emanating from a crystal, which revolves in the same way as a radar beam. The reflected energy received at the crystal is fed to the electronic circuits which eventually apply the signal to the receiver of the basic radar. The mechanism which moves the crystal through the water simulates the movement of an airplane. Operators were checked out on the trainer.

One of the difficulties that has been encountered by radar mechanics on B-29 aircraft is the fact that the transmitter for the AN/APQ - 13 is located between the two bomb bays near the radar spinner and radome. The principle involved is that it has always been assumed that the RF unit must necessarily be placed nearby the spinner, for the connecting transmission line, if too long, would lose the RF energy and hamper the successful operation of the set. Captain Robert Fontana, together with the mechanics of the Squadron, mounted an antenna unit on top of the radar shop and utilized available rubber transmission line to a length of 22 feet. This approximated the distance between the antenna location on a plane and the radar compartment. In shop testing this new setup worked most successfully. It enabled the Squadron to get better targets and mapping while on the ground. More important, it laid the ground work for a possible modification of great importance to radar maintenance and operation. At the present, if something goes wrong in the RF unit while in flight, the operator is helpless due to the inaccessibility of the RF unit. Under the proposed modification, the RF unit would be located in the radar compartment and flight maintenance when necessary could be performed. This proposed modification was sent to XI Bomber Command for further action.

A new type camera for radar scope pictures was installed in three of the aircraft in the Squadron, as well as on the mock-up in the radar shop by Sgt., Hanzlain.

SECRET

Squadron History. 1st January thru 31st January--45: 45th Bomb Squadron.

The camera is a Y-24. It is equipped with an AN/APQ - 13 scope and is permanently wired in the AN/APQ - 13 wiring so that at any time the operator desires to photograph scope pictures that are valuable intelligence training material for future activity, a switch is thrown and the third scope, part of the camera installation, is in operation. Results to date have been very favorable.

MEDICAL:

The health of the personnel of the Squadron during the month of January was excellent. The daily sick calls were lighter than they had been at any other time since arriving in the theater.

- (1) For the first time, there was no venereal disease, malaria, amebic dysentery, or acute hepatitis in the Squadron.
- (2) During the month there were only five officers and six enlisted men grounded for medical reasons.
- (3) There was a slight increase in upper respiratory disease over the last several months, but it was of no consequence.

No unusual medical problems arose in January in the Squadron. However, it is noteworthy to mention that Capt. Lee A. Hall and his enlisted assistants in the Medical section were of great help during the emergency treatment of Base personnel injured as a result of the explosion of a B-29 aircraft on 14 January here at B-4.

TRAINING:

The month of January witnessed a continuance of training activity. In fact, from 22 January on the training program intensified as a result of the new status of the organization prior to the planned move from the theater.

The following is a list of types of training and subjects taught:

Crash landing and Bail-out	Navigation by AN/APQ - 13
Aero-Medical	Radar navigation
Tactical doctrine	522 Radio set
Target identification	Theory of bombing
Orientation	Flight engineers manual
Code and blinker	Aircraft recognition
First aid	High level bombing
Emergency landing gear system	Liaison set
Pneumatic bomb door system	Command set
Flight engineers General operating	Cyco-Fluxgate system
Procedures	HEAL sets
Flight Engineer's trouble	Surface craft recognition
Pyrotechnics and signal flares	

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

In addition to the above training films were shown and synthetic trainers for flying, bombing, gunnery and radar were scheduled.

Lead crew training maintained the tempo of the previous month. Lead crews were given specialized classes in target identification, plus intensified flight training. Practice bombing missions were scheduled every other day. When the crew wasn't on a training flight they were at ground school or assisting as instructors.

Pilots practiced instrument approaches and instrument take-offs on local flights. Practice formation flights were scheduled at every opportunity.

Navigators placed special emphasis in discussions on the use of celestial navigation. Care and maintenance of the sextant was stressed. Long range navigation missions were flown with navigator--bombardier--radar operator cooperation receiving emphasis. Navigators were also scheduled on the A-2 Trainer to enable them to retain their proficiency with the bog-sight.

Bombardiers were scheduled on an average of once every three days on the A-2 and A-3 Trainers. When not attending ground school they flew on practice bombing missions placing emphasis on off-set bombing technique and radar--bombardier procedure as well as practical navigation practice.

Flight engineers spent much time on maintenance of the aircraft when not in ground school. When flying they tested to ascertain most efficient use of heating and defrosting systems and to check the operation of newly modified equipment on new aircraft now in the organization.

Radar operators practiced blind bombing and radar--bombardier cooperation on practice bombing missions.

Radio operators were required to pull regular maintenance on their equipment and were shown movies demonstrating the use of new equipment.

All gunners were shown films on Gunnery and in addition pulled maintenance on their guns and on their aircraft. Certain gunners were selected by each airplane commander to understudy the flight engineer in order to be able to take over the engineer's duties in case of an emergency.

PERSONNEL:

Transfers and additions kept the Squadron in a constant state of flux during January. Listed in chronological order the following status changes and notes were of special interest.

1 January -- Informal awards ceremony at Amphitheater. Colonel F.H. Blanchard awarded Air Medals & Distinguished Flying Crosses to a good number of Squadron personnel.

2 January -- the following named officers were promoted to 1st Lieutenant:

Cameron R. Benedict

Julian C. Cochran

Calvin M. Etherington

These three men Missing in action as of 14 December 1944

SECRET

Squadron History, 1st January thru 31st January--45; 45th Bomb Squadron.

Joseph M. Buchowicz
George J. Jameson
William J. Kreizel
Arthur J. Macer
Harry Polansky

Members of Capt., Shanks and 1st Lt., Treiners crew, missing in action since 14 December, were dropped from the organizations rolls.

4 January -----Capt., Carter McGregor
1st Lt., Donald Lund
1st Lt., John Nordhagen
1st Lt., Charles Thornsberry
T/Sgt., Peter Krziakowski
T/Sgt., Gabriel Sena
T/Sgt., Pascal Shepard
S/Sgt., Tully Jordan

Above named officers and enlisted men returned to Squadron after completing tour of detached service with the C-109 Prov. Unit.

8 January -----T/Sgt., Alan D. Ferguson returned from detached service with Headquarters Base Section #2, APO #465. Sgt., Ferguson assisted Major Melvyn Douglas in Special Service work, especially in conduct of radio programs emanating from the Armed Forces Radio station at Calcutta.

14 January-----An exchange in crews between the 45th and 44th Bomb Squadrons was made when Major C.L. Weber and crew of the 45th Bomb Sqdn., was transferred to the 44th Bomb Sqdn., Major D.W. Roberts and crew joined the Squadron from the 44th Bomb Sqdn. Men of the two crews involved are named below:

Major	Charles M. Weber	Major	Donald W. Roberts
1st Lt.	Lauren L. Dover	1st Lt.	John C. Harvell
1st Lt.	James M. Alford	1st Lt.	Raphael V. Ford
1st Lt.	John L. Bean	1st Lt.	Harold W. Dickerson
1st Lt.	Philip A. DuRais	1st Lt.	Joseph E. Phalon
Sgt.	Shiban J. Anthony	S/Sgt.	Howard T. Anderson
Sgt.	Henry J. Hanson	S/Sgt.	Charles W. Sullivan
Sgt.	Fred S. Kramer	S/Sgt.	Roland W. Geisler
Sgt.	Calvin W. Lamb	S/Sgt.	Irving W. Smith
Sgt.	Courtney M. Neira	T/Sgt.	Darrel K. VanOrmer
		S/Sgt.	Jack L. Mueller

16 January-----1st Lt., Raymond S. Elliot
2nd Lt., Kenneth W. Dohage
Sgt., Jabez E. Miles
Cpl., George M. Hipple

Above named officers and enlisted men returned to Squadron from D.S. at C-109 Provisional Unit.

SECRET

Squadron History, 1st January thro 31st January--45; 45th Bomb Squadron.

26 January-----1st Lt., Mills L. Hale and 2nd Lt., Thomas E. Bartlett were transferred to the 44th Bomb Squadron.

29 January-----Major Glenn W. Landreth was reassigned and returned to the Squadron from the General Hospital at Calcutta.

31 January-----T/Sgt., Royal W. Klaver returned to duty from the Hospital where he had been recuperating from wounds sustained from British night fighter attack on 20 December near Chittagong, Burma.

The strength of the organization as of the beginning and ending of the month are shown below:

1 January 1945

125 Officers
3 Flight Officers
539 Enlisted Men.

31 January 1945

113 Officers
6 Flight Officers
577 Enlisted Men.

Clarence P. Lowman

CLARENCE P. LOWMAN,
Captain, Air Corps,
Historical Officer.

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