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45TH BOMBARDMENT SQUADRON
40TH BOMBARDMENT GROUP
Davis-Monthan Field, Tucson, Arizona

3 July 1946

SUBJECT: Squadron History

TO : Commanding Officer, 40th Bombardment Group, Davis-Monthan Field, Tucson, Arizona

ATTN : Historical Officer

1. The 45th Bomb Squadron (WH) of the 40th Bomb Group (WH) is now in tactical operation on Davis-Monthan Field, Tucson, Arizona.

2. Our present mission is one of prime importance to the post war Air Force. It consists of training and moulding a highly efficient heavy bombardment group for tactical operation anywhere in the world in the defense of our country.

3. This report covers the period from 0001 hours June 1, 1946 to 2400 hours June 30, 1946.

4. Following are the activities of the various sections during the month of June.

a. In administration regular garrison activities continued throughout the month with no irregularities or difficulties encountered.

In the S-1 department we have had many changes in assigned personnel, losing more personnel than gaining due to the shipment of officers to overseas assignments and the discharges of several Enlisted Men.

The following men were transferred into the 45th Squadron during the month. T/Sgt. Clifford P. Hall 11088339, 748 M/Sgt. John R. Hicks 15110046 750 Sgt. Robert A. Hastings 15174518 580 Pfc. Robert E. Johns 3800942 611 Pfc. Everett Yoder 19345148 747 Pfc. Jack H. Trexler 42147901, 747 Pfc. John W. Francis 19205768 684 Pfc. Wayne H. Hoppe 19211243 684 Pfd. Keller E. Inlow

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The following were transferred out of the Squadron:

1st Lt. William H. Byerly O-2055493 4823 Capt. Allan L. Thornburg O-744875
1034 Cpl. Bruce G. Grant 19207005 867 Cpl. Lewis E. Sells 35906906 867
Pfc. John W. Francis 19205768 684 Pfc. Wayne H. Hoppe 19211243 684 Pfc.
Walter B. Inlow 19205862 684 Sgt. L. B. Miller 18166395 824 1st Lt. James
H. Scroggins O-586909 0200.

At the first of the month we had 60 officers, 1 Warrant Officer,
2 Flight Officers and 98 Enlisted Men. We ended the month with 55 Officers
1 Warrant Officer and 2 Flight Officers and 103 Enlisted Men.

Promotions during the month included; 1st Lt. Earl Bryant from 2nd Lt.
Sgt. Albert Cardwell from Cpl. Cpl. Horace L. Watkins from Pfc. and Cpl.
Fred R. Anderson from Pfc.

Special events during the month included the Squadron party which was
held on the 21st and which was a huge success. Supervised and arranged by
Majors Walsh and Ashmore. It was held in the Base Gym and included food and
refreshments, swimming, dancing and a floor show.

On the last of the month, a crew from the 45th Squadron headed by Lt.
Col. White participated in the Denver CAP Air Show which attracted very large
crowds. With airplanes from all over the U.S. participating, the B-29 crew
attracted the most attention. The day before the actual show, Denver Radio
men went along on a flight as passengers and made a record of a simulated
atomic bombing of Denver which was rebroadcast several times over the air by
KJZ of Denver. This radio station made a duplicate record of the broadcast
which was given to the 40th Group for historical records. Combat performances
of the crew and the plane were announced to the crowds by loud speakers and
also written up in Denver newspapers. This demonstration, both in the air and
on the ground brought much benefit to the 45th Squadron and the 40th Group.
Crew members included Major Ashmore, Capt. Hoffman, Lt. C. Angton, Lt. Bryant

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On the first of the month a crew and a B-29 participated in an air show at Los Angeles and the included formation flying with other B-29s. This crew consisted of Capt. Johnson, Lt. Rennie, Lt. Nelson, Lt. Duncan, T/sgt. Roguet, T/sgt. Cantrell, T/sgt. Howe, Sgt. Weston.

Another big event during the month was the inspection of the 40th Group and the 45th Squadron by the 15th Air Force Inspectors. The 45th Sqdn received excellent ratings with only a few minor discrepancies which were or have been remedied.

The month of June contained more flight training than any other month since the Group returned to the States from Tinian last fall. After the first of the month, long range navigational flights of six or more hours in duration were started. These flights soon included a climb up to 30,000 ft to check the planes and crews for high altitude missions. On the 23rd of the month, high altitude missions for the Blue Streak air sampling tests were begun and are continuing with crews and planes from the 45th Squadron alternating with the other squadron in flying one the missions. Navigational and personal cross countries were flown over weekends in the B-17, but these flights were limited in number since this ship was loaned to the 444th Group for the last ten days of the month in order to enable them to finish their flying minimums. The squadron at the end of the month has five new B-29A's and one B-17G assigned, and in spite of the shortage of maintenance personnel and the shortage of parts for airplanes, a large amount of flying hours was obtained under the able direction of Major Abbott, the operations officer and Capt. Deterding, the engineering officer.

Crew members flying Blue Streak tests were

44-64321

Major Walsh

Capt. Arnold

44-64323

Capt. Svejkar

Capt. Evans

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Lt. Billingsley

Lt. Schmidt

Lt. Klein

Lt. Crillion

Lt. Williard

E/Sgt. Murray

T/Sgt. Pleschke

T/Sgt. Kerman

T/Sgt. Davis

Sgt. Brown

T/Sgt. Williams

S/Sgt. Scurra

In the Engineering section maintenance has continued to improve with personnel more familiar with the new airplanes and work needed to keep them in commission. A new working schedule was established the latter part of the month which allows the men to accomplish all work during the mornings and thus avoid the heat of the day. Parts have been obtained a little faster than in previous months due to the urgency of maintaining flyable airplanes for the Blue Streak missions. The section was very active during the month and maintenance personnel are to be commended for the excellent work they have done this month. Extra work had to be done for altitude missions in addition to previous work. Fourteen members of the squadron were also assigned to do maintenance work for the 44th Group in maintaining their ships for the last ten days which also made working conditions harder and meant more work per man.

In Supply, the main work has been on the requisition and issue of clothing and material to the Enlisted Men. In addition, this month required the issue of equipment for the high altitude Blue Streak missions. This was ably taken care of and handled by the supply personnel headed by Lt. Billingsley.

Our maintenance was held up at the end of the month by a shortage of parts for the airplanes which meant a loss of flying due to the airplanes remaining out of commission, but with the beginning of the Blue

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Lt. Billingsley
Lt. Klein
Lt. Hilliard
T/Sgt. Flocke
T/Sgt. Davis
T/Sgt. Williams
S/Sgt. Schram

Lt. Schmidt
Lt. Orillion
M/Sgt. Murray
T/Sgt. Korman
Sgt. Brown

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In Supply, the main work has been on the requisition and issue of clothing and material to the Enlisted Men. In addition, this month required the issue of equipment for the high altitude Blue Streak missions. This was ably taken care of and handled by the supply personnel headed by Lt. Billingsley.

Our maintenance was held up at the early part of the month by a shortage of parts on the airplanes which meant a loss of flying due to the airplanes remaining out of commission. The work of the maintenance section

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The month of June was probably the best month for the Squadron has had in regards to amount of work accomplished since the war ended. This has been due mainly to the large amount of flying that was done and the work needed to accomplish that flying. All of the sections have been very active and personnel have become cognizant of their duties and are thus able to better perform their jobs.

This month our two interesting personalities are Capt. Floyd M. Deterding 45th Engineering Officer and T/Sgt. Roy L. Hunter, Crew Chief on one of our B-29's.

T/Sgt. Hunter is one of our youngest men in the Squadron, but has been with the organization longer than any other enlisted man. He was born in New Mexico in April 1924 and was raised in Sante Fe, New Mexico. After finishing high school, he entered the army on September 9th, 1942. He was sent to an Engine School at Duncan Field at San Antonio, Texas and after completing the course there, he went thru an AM school and worked on B-17's at Amarillo, Texas. From there he went to the First B-29 school at Boeing Factory in Seattle, Wash. T/Sgt. Hunter then joined the 40th Group and the 45th Squadron in September of 1943 at which time the Squadron had only one B-29 -- the old YB-29 #26954--As more B-29's came into the Squadron, he gained more experience with the other maintainance men thus forming the nucleus of the wonderful maintainance that the Squadron was noted for during the war.

In February of 1944, Sgt. Hunter was sent overseas to our advance base in India. It was on this boat ride, that our men were bombed by the Germans while in a harbor at Naples, Italy. Sgt. Hunter acted as assistant crew chief on the famous Hump Happy Pappy while it was flying over the Hump between India and China. This ship had more hump trips and carried more supplies and gasoline than any other B-29 and it was the excellent maintainance that made this possible. When this ship was sent back to the States, Sgt. Hunter

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was made Crew Chief on a new ship 43-63859 and called "Magn Home". With the ship, he flew to Tinian, Marianas and continued to have the ship in the air over Japan until the war ended. T/Sgt. Hunter returned to the United States after a trip around the world in November of 1945. After a combat furlough, he reenlisted in the army for three years on the 11th of January 1946. T/Sgt. Hunter is now crew chief on one of our new B-29's and doing an excellent job in keeping that ship in flying commission.

Capt. Floyd M. Deterding is now the 45th Squadron Engineering Officer and his eleven years service in the army aids him in keeping the Engineering section running smoothly. He has just received notice that he has been accepted for a regular commission as a 1st Lt.

Capt. Deterding was born on the 7th of Dec., 1915 in Carrolton, Missouri and spent his early life in Kansas City, Mo. He entered the army in December 1935 and served his first three years as a private in the infantry at Ft. Leavenworth, Kansas. In 1938, he transferred into the air corps and joined the famous 19th Bomb Group at March Field where he stayed till the summer of 1941 when the group moved to Albuquerque before going to the Phillipines in October. His pilot was killed the first attack by the Japanese, so Capt. Deterding, then a Sergeant, served as a crew chief on the B-17's in the group. And with the group he went thru the Phillipine campaign and then down to Java for three months. From there they went to Australia and New Guinea. In December of 42 he returned to the States and was given a commission at Pyote, Texas in Feb. of 43. As a lieutenant, he served as group engineering officer at both Dyersberg, Tenn. and Ardmore, Okla airbases. In the fall of 1944 he joined the 6th Bomb Group at Grand Island, Nebr. for training with B-29's before going overseas to Tinian in January of 1945. Capt. Deterding was first a squadron engineering officer and then became group engineering officer. At the close of the war, he came home and then in January of 1946,

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reported to the 45th squadron at March Field to become head of the maintenance department.

Harry M. Chagnon

HARRY M. CHAGNON
1st Lt., Air Corps
Historian

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