

45TH BOMBARDMENT SQUADRON
10TH BOMBARDMENT GROUP

APG Number 631
5 April 1945

SQUADRON HISTORY

1 March 1945 to 31 March 1945

General:

Five combat missions and photo-recon activity kept Squadron personnel relatively busy through the month of March. Yet the knowledge that the war from India was imminent caused most men to appear restless, even though ground school and necessary practical maintenance, due to shortage of engineering personnel, furnished a partial substitute for decreased combat activity.

Weather temperatures increased sharply towards the end of the month and this fact, plus a fluctuating supply of ice shortened tempers and caused a slight change from the high spirits of personnel in the previous pleasant months of December, January and February. However, morale of men in the organization remained good considering all aspects of a tactical organization in a period of flux.

Colonel J.K. Skær, 10th Group Commander, conducted his first Awards Presentation, since assuming command of the Group, on 14 March, in the Amphitheater. The ceremony was informal and lasted about two hours during which time numerous Air Medals and Distinguished Flying Crosses were awarded to combat crew personnel for completion of sustained combat flying activity.

On 19 March all personnel at A.F.C. 631 were entertained by a British ENSA show which proved to be very entertaining. The success of the show could be attributed to the fact that the performers were well seasoned in the rudiments of American wit.

Looking back over the month of March 1945 as a whole, the time was reminiscent of March 1944 in a lot of respects. A year ago the combat crews and aircraft of the 45th Bomb Squadron were still at Pratt, Kansas, although the ground echelon had departed by boat in February to proceed to the theater of operations. The organization was in a stage of flux. The days dragged because the take-off date for the theater was imminent and yet not known. Combat crews were engaged in modification work on their aircraft ————— they were thinking of what lay ahead. How would the new base be? Would the weather be good? What targets would they be striking? Would interception be rough? How long would it be before they were going home?

As it was then, so it was now. None of the questions could be answered, but personal speculation was free and some things were different though.

March History, 45th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

The D-29 was tried and tested now. Tactics and techniques were developed and standardized. All aircraft were completely modified and crews were thoroughly familiar with their weapon. The problem of supply would be easier and terrain would certainly not be as rough as the "Jump".

Operations:

Combat:

The first combat mission for March was directed against the Johore area at the Singapore Naval Base, Singapore, Malaya. The attack was in daylight on 2 March.

The 45th Bomb Group dispatched 12 D-29 aircraft on the mission. The first aircraft was airborne at 011800Z and the last aircraft at 011817Z. Four of the airborne aircraft were Squadron assigned planes.

A total of 11 aircraft, among which were the four Squadron planes, bombed the primary target from 19,000' to 24,500', either as individual aircraft or in formations as large as four aircraft, in weather ranging from 5/10 to 2/10 cloud cover. A total of 40 500 lb. G.P. A-6 type bombs with 11 sec delay nose and tail fuzing were dropped with reported results ranging from good to unobserved. Strike photos, however, indicated that approximately 30% of the bombs fell in the water north of the target.

Antiaircraft fire at the primary target was intense and accurate. In the presence of a substantial number of naval craft in the Johore area to the north of the naval yard and eight aircraft out of the eleven at the primary target sustained varying degrees of flak damage.

Fighter opposition was weak to moderate. A total of from 15 to 20 enemy aircraft were reported in the area, but most attacks were not closely pressed. Our aircraft claimed two enemy aircraft damaged.

The enemy had a smoke screen in operation at the primary target which was not too effective due to a fairly strong surface wind from the northeast which dissipated the screen sufficiently to make visual bombing possible. An additional smoke screen was reported over the Empire Dock area to the southwest of the city of Singapore.

One aircraft, due to personnel error on the part of the flight engineer who figured the fuel reserve inaccurately, bombed the last resort target visually from 15,000' through 5/10 to 7/10 cloud cover after making three bomb runs. Results were unobserved and no fighter opposition or flak was encountered.

Aircraft #555 of the Squadron lost #3 engine and turbo on #4 engine in the target area due to flak and proceeded to Akyab. It was escorted part of the way by two aircraft of another group which left #555 prior to its arrival at the emergency field. Aircraft #11 of the unit was also being damaged by flak over the target and proceeded to Cox's Bazaar.

A total of two crew members on two different aircraft were wounded. In neither case, however, were the wounds considered serious. With the exception of the two aircraft landing at emergency fields all aircraft returned safely to D-4 without incident with the last aircraft landing at 021132Z.

March History, 45th Bomb Squadron, 1 thru 31 Mar, 1945 (Cont'd)

Listed below are the Squadron members who flew on the missions:

A/C #42-21718

Singapore

18:10 hours

CREW:

Capt C. McRayer	(P)	S/Sgt	T.H. Jordan	(R)
Capt J.I. Barron Jr	(CP)	S/Sgt	E.S. Greenfield	(SG)
1st Lt H.V. Ford	(M)	S/Sgt	E.C. Jennings	(LG)
1st Lt H.A. Smith	(H)	S/Sgt	W.L. Paslay	(RG)
1st Lt J.H. Armet	(FE)	S/Sgt	K. Krzyzkowski	(TG)
1st Lt S.R. Mora	(V)			

A/C #42-21795

Singapore

17:30 hours

CREW:

Col J.H. Sker	(CA)	S/Sgt	J.F. Smith	(R)
Capt W.A. Kalsay	(P)	S/Sgt	F.H. Lammond	(SG)
1st Lt J.C. Nordhagen	(CP)	S/Sgt	F.F. Kesteloot	(RG)
1st Lt S.J. Duva	(H)	S/Sgt	A.D. Stewart	(V)
1st Lt L.G. Davis	(B)	S/Sgt	V.C. Burns	(TG)
<i>1st Lt G.J. Jameson</i>	(FE)	S/Sgt	R.L. Duddridge	(LG)

A/C #42-21710

Singapore

17:10 hours

CREW:

1st Lt E.F. Ariston	(P)	S/Sgt	F.A. Treanor	(R)
1st Lt W.M. Chagnon	(CP)	S/Sgt	J.C. Blackard	(TG)
1st Lt A.J. Macer	(H)	S/Sgt	R.G. Bass	(RG)
2nd Lt A. Dull	(B)	Sgt	J.E. Garner	(LG)
R/O E.F. Fishell	(FE)	Sgt	G.G. Johnson	(V)
		Sgt	T. Hutchison	(SG)

A/C #42-63555

Singapore

19:30 hours

CREW:

1st Lt R.S. Elliott	(P)	Sgt	G.M. Hipple	(R)
1st Lt K.W. Dothage	(CP)	Sgt	G.A. Henning	(SG)
2nd Lt O.E. Adamson	(H)	S/Sgt	S.K. Barnes	(RG)
2nd Lt E.M. Buzza	(B)	Sgt	C.E. Evans	(TG)
1st Lt P.W. Hunter	(FE)	S/Sgt	R.F. Elwell	(LG)
2nd Lt C.E. Allison	(V)			

Ten days later, on 12 March, B-29's of the XX Bomber Command were once again striking targets in the Singapore area. All four Groups of the Command participated in the mission. Two Groups struck Bukom Island, one Group struck Serabok Island and the 40th Bomb Group struck Samboe Island.

The three island targets lie just south of Singapore Island proper.

SECRET

March History, 45th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

Oil storage facilities were the specific objectives that were attacked. The strategic value of the oil was readily apparent. Ocean-going tankers, prevented from taking on a full load at Palembang Sumatra due to a sandbar in the Koesi River, would top off their load at either Luhun, Serabok or Samboe. Destruction of the oil storage tanks on the three islands would force the tankers to go into commercial Singapore for the rest of their load, where they would be easier targets for U.S. submarines lurking in the vicinity.

Fifteen aircraft of the 45th Bomb Group were dispatched on 12 March for the mission. Of the 15 aircraft, only 12 were airborne due to last minute mechanical failures. The first aircraft took off at 111707Z and the last aircraft at 111724Z. Four planes of the 45th Bomb Squadron were along those airborne, but one plane (#738) aborted shortly after take-off due to a bad oil leak in #2 and #4 engines.

The remaining 11 aircraft all bombed the assigned primary target with a total of 65 M48 1-64 and 32 M50 1-76 type bombs from 32,000' through 1/16 to 10/16 cloud cover. Bomb releases were "blind" and results unobserved. Bombs were fused 1-64 nose and non-delay tail and 1-76 instantaneous nose and non-delay tail. Aircraft bombed in two formations of three aircraft, one formation of four aircraft and one aircraft bombed individually.

No anti-aircraft fire was encountered and, although some enemy aircraft were sighted in the target area, no fighter opposition was forthcoming.

All aircraft returned safely to Base without incident with one aircraft stopping at Cox's Bazaar for additional fuel. The last aircraft landed at 1212Z.

Post mission photo coverage revealed that no damage had been inflicted on Samboe Island by the 45th Bomb Group. Luhun was only very slightly damaged by two other groups. The mission was a failure because of weather.

The following named men participated in the mission:

A/S #42-24737 Capt J.H. Cowden and crew Ground abort

A/S #42-24738 Abort 3:00 hours

CREW:

1st Lt	R.S. Elliott	(P)	S/Sgt	A.W. Haase	(R)
1st Lt	K.W. Dothage	(CP)	S/Sgt	G.H. Rodeneal	(V)
2nd Lt	C.R. Adamson	(N)	S/Sgt	C.A. Henning	(SG)
2nd Lt	G.H. Roberts	(B)	Cpl	R.D. England	(LG)
1st Lt	P.V. Hunter	(FE)	S/Sgt	I.H. Barnes	(AG)
			S/Sgt	R.A. Martin	(TG)

A/S #42-24915 Singapore 17:45 hours

CREW:

Capt C.V. Taylor (P) S/Sgt R.H. Davis (R)

SECRET

March History, 45th Bomb Squadron, 1 thru 31 Mar, 25 (Cont'd)

1st Lt	G.F. Thornsberry	(CP)	S/Sgt	E.A. Wagner	(V)
1st Lt	H.A. Townes	(H)	S/Sgt	S.G. Farrar	(SG)
1st Lt	L.L. Gardner	(B)	S/Sgt	L.L. Johnston	(LG)
*Capt	J.C. Ivory	(H)	S/Sgt	R.D. Lawson	(RG)
F/O	J. Petras	(FS)	S/Sgt	J.L. Satterfield	(TG)

*Not a member of 45th Bomb Squadron.

A/C #1-59668

Singapore

17:50 hours

9 2/3:

1st Lt	D.J. Lund	(P)	T/Sgt	P. Shepherd	(R)
1st Lt	H.A. Hix	(CP)	S/Sgt	A. Miller	(SG)
1st Lt	H.K. Eustian	(B)	T/Sgt	G.I. Bena	(RG)
1st Lt	G. Fairman	(B)	S/Sgt	H.E. Bates	(LG)
F/O	J.D. Herbert	(FS)	S/Sgt	T.W. Mackey	(TG)
			Sgt	F. [unclear]	(V)

A/C #2-63560

Singapore

17:25 hours

9 2/3:

1st Lt	J.R. Elliott	(P)	S/Sgt	J. Kiefel	(SG)
2nd Lt	G. Ninkon Jr.	(CP)	Sgt	C.F. Becker	(RG)
2nd Lt	C.E. Allison	(H)	Sgt	H. Fiedlofsky	(TG)
2nd Lt	G.H. Wilson	(B)	Sgt	G.G. Valley	(V)
F/Sgt	J.D. Valley	(FS)	Cpl	C.C. Beckley	(LG)
			Cpl	H.J. Ghelf	(R)

On 17 March the XI Bomber Command attacked Dump Area "B" just north of Rangoon, Burma. It was the second visit of B-29's to the dump area. On 11 February Dump "F" had been the target. The British stated that the storage facilities north of Rangoon comprised 50% of all the enemy's supplies in Burma. They felt the destruction of supplies there were of immediate tactical importance, since the Japs were retreating rapidly out of northern and central Burma and, if deprived of their supplies at Rangoon, that their retreat might be turned into a rout. The mission was conducted in conjunction with the Strategic Air Force. B-24's and fighters were to be striking in the area with the B-29's at approximately the same time.

The 40th Bomb Group dispatched 15 B-29 aircraft to attack Dump Area "B". All were airborne with the first aircraft taking off at 0200Z and the last at 0212Z. Five Squadron planes were among those airborne, however, A/C #739 was forced to jettison its bombs in the Bay of Bengal due to mechanical failure and returned to base early. One other aircraft experienced similar difficulties and also returned early.

The remaining 13 aircraft bombed the assigned primary target from 26,000' P.A. with a total of 689 type B-81 fragmentation bombs with intense fuzing obtaining from good to unobserved results. Cloud cover in the target area ranged from 2/10 to 6/10. There was no fighter opposition and anti-aircraft fire was generally heavy and inaccurate.

SECRET

March History, 45th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

RAI picked up definite evidence of gun-laying radar equipment in the target area.

None of our aircraft sustained any battle damage and all returned safely to base without incident with the last aircraft landing at 0906Z.

Strike photos revealed that many bombs fell in the target area. Accurate assessment of damage was almost impossible to determine due to the nature of the target. However, many huts were destroyed and if the huts housed supplies in all instances, the Japs would find it difficult to replenish their losses.

The following combat crew members participated in the missions:

<u>A/C #42-24738</u>	<u>Rangoon</u>	<u>6:50 hours</u>
CREW:		
1st Lt J.W. Ing	(P) Col J.J. Keenle	(V)
Capt S.W. Martin	(CP) S/Sgt K. Smith	(SG)
1st Lt H.J. Ford	(N) Col J.C. Longbridge	(RG)
2nd Lt D.A. Johnson	(B) Sgt F.R. Watkins	(LG)
Col E.F. Bracha	(FE) Cpl E.A. Harris	(TG)
	Cpl A. Spencer	(R)

<u>A/C #42-24740</u>	<u>Rangoon</u>	<u>6:55 hours</u>
CREW:		
1st Lt C.H. Groceilius	(P) S/Sgt E.A. Wagner	(V)
1st Lt J.L. Stiggs	(CP) S/Sgt R.F. Elwell	(LG)
1st Lt J.K. Hilliard	(FE) S/Sgt T.A. Clark	(SG)
2nd Lt S.L. Miller	(N) T/Sgt J. Walvern	(TG)
1st Lt A.F. Eiken	(B) S/Sgt C.D. Bacon	(RG)
*Capt J.A. Hall	(E) S/Sgt A.W. Haase	(R)

*Not a member of 45th Bomb Squadron.

<u>A/C #42-24739</u>	<u>Abort</u>	<u>5:30 hours</u>
CREW:		
Capt J.H. Cowden	(P) 2nd Lt B.B. Boyd	(V)
1st Lt L.G. Jones	(CP) T/Sgt D.J. Chamberlain	(R)
1st Lt H.T. Ohlander	(N) S/Sgt R.P. Adamson	(SG)
1st Lt R.C. Troll	(B) S/Sgt M.P. Shebak	(RG)
1st Lt L.J. Koenig	(FE) S/Sgt G.L. Voris	(TG)
1st Lt E.F. Kleinburg	(V) Sgt A.E. Claypool	(LG)

<u>A/C #42-24795</u>	<u>Rangoon</u>	<u>6:40 hours</u>
CREW:		
1st Col O.R. Schaaf	(CA) Sgt A.R. Head	(R)

SECRET

March History, 45th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

Capt	S.D. Lanzoni	(P)	S/Sgt	W.H. Yoder	(V)
2nd Lt	J.W. Cornwell	(CP)	Sgt	W.E. Stambaugh	(RG)
1st Lt	H.G. Hirschfeld	(H)	S/Sgt	I. J. Sussenvien	(LG)
1st Lt	D.W. Duttell	(B)	Sgt	W.H. Zalabal	(SG)
F/O	C.O. Townsend	(F)	Sgt	C.E. Evans	(FG)

4/3 42-63580

Rangoon

6: D hours

0.24:

1st Lt	J.E. Elliott	(P)	S/Sgt	W.H. Freaner	(R)
2nd Lt	G.J. Nielson	(CP)	Sgt	G.O. Salley	(V)
2nd Lt	C. Allison Jr	(H)	Sgt	V.W. Hutchison	(SG)
2nd Lt	I.W. Wilson	(B)	S/Sgt	R.G. Bass	(RG)
F/O	E.P. Richell	(F)	Sgt	I.E. Garner	(LG)
			T/Sgt	J.C. Blackard	(FG)
			*Capt	R.H. King	(O)

*Not a member of 45th Bomb Squadron.

B-29's of the 1. Bomber Command returned to Rangoon to strike at the dump storage areas again on 22 March, only five days later. Dumps "C" and "D", lying just north of the city of Rangoon and south of the Kingsladden A/F cantonment, were the specific targets of the 40th Bomb Group along with another group. Two groups also struck at the Kingsladden area.

The 40th Bomb Group dispatched 24 B-29 aircraft to attack the assigned target. All 24 aircraft were airborne with the first aircraft taking off at 220010Z and the last at 220040Z. Eight (8) aircraft from the 40th Bomb Squadron were among those airborne.

The assigned primary target was bombed by 24 aircraft from 30,000' P.A. altitude in one 12 aircraft formation, one 11 aircraft formation and one individual aircraft in CAVU weather. Due to the large amount of trail inherent in the M-16 type bomb, plus the difficulty of distinguishing bomb bursts from that altitude, there were no accurate observations of bomb impacts. Strike photos, however, indicated that the 735 M-16 type incendiary clusters, fused instantaneous nose and tail, to break open 1/2 seconds after release, covered the target area which was completely hidden by dense smoke.

No fighter opposition was encountered and 24 aircraft fire, while moderate in intensity, was generally low.

All aircraft returned safely to base with the last aircraft landing at 220722Z.

Listed below are the names of men of the Squadron who flew on the mission:

4/3 42-62737

Rangoon

6: 45 hours

0.24:

Capt	W.H. Gorder	(P)	2nd Lt	S.D. Boyd	(V)
1st Lt	H.C. Jones	(CP)	S/Bgt	D.W. Chamberlain	(R)

SECRET

March History, 15th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

1st Lt	Oblender	(N)	S/Sgt H.P. Adanson	(SG)
1st Lt	A.C. Troll	(B)	S/Sgt M.P. Shebak	(RG)
1st Lt	L.J. Koenig	(FS)	S/Sgt G.L. Voris	(TG)
1st Lt	E.P. Weinburg	(V)	S/Sgt A.E. Claypool	(LG)

A/C #42-63550

Rangoon

7:05 hours

CREW:

Capt	J.G. Martin	(P)	T/Sgt J.I. Stockton	(R)
2nd Lt	C.H. Severts	(CP)	S/Sgt S.V. Sienkiewicz	(V)
1st Lt	P.H. Brennan	(N)	T/Sgt W.H. Burnett	(SG)
1st Lt	J.H. Chackowicz	(B)	S/Sgt E.B. Vogel	(RG)
1st Lt	C.H. Funk	(FS)	T/Sgt T.J. Love	(LG)
			S/Sgt W.H. Trace	(TG)

A/C #42-69668

Rangoon

6:50 hours

CREW:

1st Lt	D.J. Lund	(P)	T/Sgt P.D. Seward	(R)
1st Lt	H.A. Hix	(CP)	S/Sgt A.O. Miller	(SG)
1st Lt	W.E. Kuslan	(N)	T/Sgt G.W. Sona	(RG)
1st Lt	J.H. Fairman	(B)	S/Sgt K.E. Bates	(LG)
2nd Lt	J.I. Barnes	(V)	S/Sgt T.W. Mackey	(TG)
P/O	J.D. Lambert			

A/C #42-93859

Rangoon

7:10 hours

CREW:

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

A/C #42-24795

(Rangoon)

(6:50 hours)

CREW:

Major	C.A. Woolsey	(P)	S/Sgt J.T. Smith	(R)
1st Lt	J.O. Herdigen	(CP)	S/Sgt F.M. Drummond	(SG)
1st Lt	W.A. Townes	(N)	S/Sgt E.L. Johnson	(LG)
1st Lt	L.B. Davis	(B)	S/Sgt R.D. Rawson	(RG)
1st Lt	G.J. Jamson	(FS)	S/Sgt E.A. Wagner	(V)
			S/Sgt V.C. Burns	(TG)

A/C #42-24730

Rangoon

6:40 hours

CREW:

1st Lt	J.H. Huff	(N)	Capt A.T. Spencer	(R)
2nd Lt	J.G. Cornwell	(CP)	T/Sgt K.E. Smith	(SG)

SECRET

March History, 15th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

2nd Lt	D.A. Johnson	(B)	Sgt	F.R. Watkins	(LG)
1st Lt	H.H. Weinburg	(H)	Col	J.J. Kipple	(V)
Col	L.R. Bracke	(SE)	Col	J.C. Loughridge	(RG)
			Col	E.A. Harris	(FG)

A/C #2-2710

Rangoon

6:45 hours

3434

Capt	J.L. Barron	(P)	Col	G.V. Goding	(R)
1st Lt	G.L. Lawbreth	(SP)	Col	E.F. Fleming	(V)
2nd Lt	V. Kardushis	(H)	Col	R.L. Gordon	(RG)
2nd Lt	S.L. Street	(E)	Col	E.A. Weissman	(SG)
3/SGT	J. Laul	(SE)	Col	R.A. England	(LG)
			Sgt	H. Pudlovsky	(FG)

A/C #2-2515

Rangoon

6:55 hours

3437

Capt	G.W. Taylor	(P)	Col	H.A. Lawrence	(R)
1st Lt	J. Mowha	(SP)	Col	J.L. Hodges	(V)
2nd Lt	G.L. Struover	(E)	Col	E.L. Morey	(SG)
2nd Lt	J.C. Holcombdale	(P)	Col	J.F. Fagel	(RG)
2nd Lt	A.P. Fields	(H)	Col	H. Lownin	(LG)
			Col	G. Marsh	(FG)

The fifth and last combat effort of the 10th Bomb Group fell on 29 March. In company with one other group of the Command, the Group attacked oil storage facilities on Palma Island, a few miles SSW of Singapore, Malaya. The mission was a new experience for the crews that participated in that both release time came in an hour of darkness and from low level (5,000').

The 10th Bomb Group dispatched 15 B-29 aircraft on the mission. Of the 15 aircraft dispatched 14 were airborne in 21 minutes with the first aircraft taking off at 0926Z. 1st Lt J.R. Elliott and crew in A/C 274 started the take-off roll but were forced to drop throttles due to a drop in manifold pressure. Lt Elliott applied brakes when indicating 102 mph airspeed and succeeded in bringing the plane to a stop although it was necessary to run off the runway onto the dirt at the end. Surprisingly enough the heavy loaded aircraft did not sink into the dirt and Lt Elliott quickly turned around and taxied back on the strip and back to the parking area.

All aircraft made excellent take-offs even though a recorded temperature of 104° F in mid afternoon caused cylinder head temperatures on engines to increase noticeably.

Of the 14 aircraft airborne one #580 was forced to jettison bombs in the Bay of Bengal and return to Base early due to prop governor trouble.

SECRET

March History, 15th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

The remaining 13 aircraft reached and bombed the assigned Primary target from 5:00 P.M. dropping a total of 115 M-61 fused .1 sec nose, non-delay tail and 24 M-76 fused non-delay nose and tail. Observed bombing results were excellent with crews reporting large fires and direct hits on oil tanks on the island.

No fighter opposition was encountered and only meager and inaccurate antiaircraft fire was reported. All aircraft returned safely to Base without incident, although one aircraft was forced to land at Chittagong and one at Kharanpur for additional fuel. The last aircraft landed at 3:45 P.M. 0800Z.

The following named men flew on the mission:

<u>A/C # 2-65274</u>	<u>1st Lt J. W. Elliott and crew</u>	<u>Abound Abort</u>
<u>A/C # 2-24738</u>	<u>Singapore</u>	<u>18:45 hours</u>
CREW:		
Capt J. W. Silcox	(P) S/Sgt P. B. Anthony	(I)
1st Lt L. S. Sanford	(CP) S/Sgt P. P. Delayo	(SG)
Capt H. F. Taylor	(H) S/Sgt R. L. Sloan	(RG)
1st Lt J. L. Coff	(B) S/Sgt H. P. Johnson	(LG)
1st Lt L. S. Northley Jr.	(FE) S/Sgt L. A. Martin	(TD)
2nd Lt R. S. Ford	(V) S/Sgt A. J. Welch	(V)
<u>A/C # 2-24579</u>	<u>Singapore</u>	<u>18:50 hours</u>
CREW:		
Capt J. H. Cowden	(P) T/Sgt B. R. Chamberlain	(R)
1st Lt L. G. Jones	(CP) S/Sgt R. P. Adamson	(SG)
1st Lt H. F. Oulander	(H) Sgt E. P. Stoney	(RG)
1st Lt R. C. Troll	(B) S/Sgt G. L. Voris	(TG)
1st Lt L. J. Koenig	(FE) Sgt A. S. Claypool	(LG)
1st Lt W. F. Weinburg	(V)	
<u>A/C # 2-63580</u>	<u>Abort</u>	<u>1:45 Hours</u>
CREW:		
Capt J. G. Martin	(P) S/Sgt T. J. Love	(IG)
1st Lt W. P. Clay	(CP) T/Sgt J. I. Stockton	(R)
1st Lt T. A. Kreiman	(H) T/Sgt W. F. Burnett	(SG)
1st Lt J. M. Buchonics	(B) S/Sgt H. J. Trace	(RG)
1st Lt C. M. Funk	(FE) Sgt H. J. Vogel	(LG)
	S/Sgt S. V. Sienkiewicz	(V)
<u>A/C # 2-63581</u>	<u>Singapore</u>	<u>18:35 hours</u>
CREW:		
Major W. G. Kenfro	(P) Col R. A. Lawrence	(R)
1st Lt J. W. Keith	(CP) Col J. M. Hodges	(V)
2nd Lt R. L. Struover	(FE) Col E. S. Moray	(SG)

SECRET

March History, 45th Bomb Squadron, 1 thru 31 Mar, 1945 (Cont'd)

2nd Lt	J.C. McCormudale (B)	Cpl	J.F. Fayel	(SG)
2nd Lt	R.F. Fields (N)	Cpl	H.F. Morain	(IG)
		Cpl	W.H. Marsh	(TS)

Engineering:

The month of March was a period of splendid effort on the part of the few maintenance men that had been left behind when the ground echelon departed in February. With the aid of combat crew planes were maintained to a high degree. Combat and photo missions along with routine training flights placed a steady pressure on the engineering section, but all commitments for Squadron aircraft were fulfilled.

Several outstanding maintenance feats were accomplished in March. W/Sgt "Doc" Simonds, in charge of a maintenance crew, performed major repair work on A/C #555 which had been severely damaged by flak over Singapore. The horizontal stabilizer was replaced which entailed removing all control surfaces and vertical fin as well. The job was accomplished in five days.

An engine was changed on A/C #579 in 45 hours with two (2) maintenance men and one combat crew working daylight hours only. W/Sgt Kahil was in charge of the work and demonstrated outstanding efficiency in the accomplishment of the work.

Throughout the entire month a total of 11 engine changes were accomplished on Squadron aircraft. No modification work was done.

Principal source of mechanical trouble in March still rested on prop governors. Failures occurred in the electric head of the governors. On two occasions aircraft were forced to abort on scheduled combat missions, although the prop specialist checked all governors carefully before mission take-off time. Ground checks were proving inadequate as a preventative measure, though, and no solution was yet in sight.

There were no aircraft losses in March, nor were any new aircraft gained. A/C #718 was sent to the 22nd Air Depot on 19 March for major repairs to battle damage sustained from flak over Singapore on 2 March. At month's end it still was at the Depot.

Personnel:

3 March ----- 2nd Lt David L. Harbo
F/O Benjamin Beck

Above named officers were assigned to the Squadron with duties as navigator - radar operators.

4 March - The following named officers and enlisted men were members of a new replacement combat crew assigned to the organization:

SECRET

March History, 15th Bomb Squadron, 1 thru 31 Mar, 45 (Cont'd)

1st Lt	John Kenna	(P)
2nd Lt	John J. Larsen	(CP)
2nd Lt	Robert F. Fields	(H)
2nd Lt	Joseph McCordale	(H)
2nd Lt	Ralph F. Struener	(H)
Col.	Hirman A. Lawrence	(H)
Col.	John H. Hodges Jr	(V)
Col.	Edward S. Forey	(SG)
Col.	Edward E. Korain	(LG)
Col.	James F. Pagsl	(HG)
Col.	William H. Marsh	(HG)

7 March — Captain Chester A. Woolsey was promoted to the grade of Major per S.O. #11, Twentieth Air Force, IB and C, dated 5 March 1945 with date of rank from date of order. All personnel were glad to see the promotion, for Major Woolsey had compiled an outstanding record as a pilot in the unit.

9 March — P/O Shirley F. Street Jr was discharged from A.O.S. per War Department Radio 36472, dated 4 March 1945, and S.O. #67, par 5, Edm's. XI Bomber Command, dated 8 March 1945 to accept a commission as Second Lieutenant with date of rank from 8 March 1945.

2nd Lt Maurice G. Nighetti and 2nd Lt Elmer A. Wilkerson were assigned to the Squadron with duty as pilot. Both officers were new arrivals from the States.

15 March — The following named officers and enlisted men were the first personnel to be rotated back to the United States. Rotation was determined by the number of target hours accumulated since arriving in the theater. All men departed Oklahta on 22 February. Effective 15 March they were transferred from the Squadron to the United States per S.O. #10, par 1, Hqs. 190th Bomb Group, dated 22 February 1945:

Major	Ira V. Matthews	1st Lt	Robert W. Conley
1st Lt	Robert A.inters	1st Lt	Harry L. Zenbal
Capt	Harold B. LeTrone	1st Lt	Robert L. Pollard
1st Lt	Marshall H. Norton	1st Lt	William J. Kreizel
F/O	Louis L. Grace	1st Lt	John P. Prusso
Capt	Walter J. Ball	M/Sgt	Stephen F. Kosinski
1st Lt	David F. Glendenen	T/Sgt	Fred H. Thompson
Capt	Donald F. Manfredo	S/Sgt	Samuel P. Kimberne
1st Lt	Charles E. Nichie	S/Sgt	Leo E. McBride
F/O	Robert L. Skuly	S/Sgt	Ralph E. Scoble
1st Lt	Lawrence F. Fender	S/Sgt	Charles H. Banks
Major	Robert E. Boss	T/Sgt	Mad G. Lyle
	S/Sgt	Herschel R. Hubbard	
	S/Sgt	Eldon L. Surgeon	
	T/Sgt	Joe D. Swindall	
	S/Sgt	George J. Baker	
	S/Sgt	Franklin M. Keitbaker	
	S/Sgt	Leo F. Gainey	

SECRET

March History, 15th Bomb Squadron, 1st Air Group, 15 (Cont'd)

S/Sgt William R. Schrage
S/Sgt Ralph S. Tucker
T/Sgt Albert F. Eberts

17 March — S/Sgt John J. Mahli was promoted to the grade of Technical Sergeant — an advancement well deserved. Authority: A/C #53, Hq. 15th Bomb Group, dated 17 March 1945.

20 March — The following named officers and enlisted men departed Makalia in A/C #271 enroute to "JRP" for detached service:

Major Donald W. Roberts
1st Lt John C. Harvell
1st Lt Raphael V. Ford
1st Lt Harry Polonsky
1st Lt Joseph L. Phalon
S/Sgt Charles D. Sullivan
S/Sgt Howard T. Anderson
S/Sgt Rolland W. Geisler
S/Sgt Irving T. Smith
T/Sgt Darrell H. Van Orsen
S/Sgt Jack L. Mueller
T/Sgt Matt J. Strich
S/Sgt Harry C. Parks

21 March — 1st Lt J. Duna, navigator on Major C.A. Woolsey's crew, was seriously injured when he was struck on the head by a falling cluster of bombs during loading operations, in preparation for mission of the next day. He was immediately taken to the Base Station Hospital for treatment and observation.

25 March — The following two officers, previous organizations indicated, were transferred into the 15th Bomb Sqdn:

1st Lt James J. O'Keefe — 25th Bomb Sqdn.
1st Lt Joseph M. Dunsmore Jr. — 15th Bomb Sqdn.

The strength of the organization as of the beginning and ending of the month is indicated below:

1 March 1945

118 Officers
7 Flight Officers
544 Enlisted Men

31 March 1945

112 Officers
8 Flight Officers
534 Enlisted Men

SECRET

Charles P. Rowan
CLARENCE P. ROWAN
Captain, Air Corps
Historical Officer