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July 44

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45TH BOMBARDMENT SQUADRON
Office of the Historical Officer

SPL/nwp

AFO Number 631
5 August 1944

Squadron History
Period 1 July to 31 July 1944

General:

The most important day in the month of July was the 29th, marking the date of the maximum-effort strike against the sprawling Showa Steel Plant at Anshan, Manchuria, by all available B-29's in the XXI Bomber Command. Five aircraft from the 45th Bomb Squadron reached the Primary Target and released all of their bombs with good results in clear weather, encountering moderate resistance from enemy air and ground defenses.

It was the first attack by the Superfortresses against Japanese targets on the Asiatic mainland. A substantial portion of Japan's heavy war industries are centered in the Anshan area. Official estimates credited the Showa plant with 30% of the total steel output available to Japan. All planes from the organization returned safely to their base in China.

Two other important dates in July did not pass without proper notice by the men in the Squadron. The Fourth of July, 168th anniversary of the Declaration of Independence, and birthday of the founding of their country, was celebrated in the American way. Firecrackers brought back to Chakulia from China sputtered and popped as the Officer's Club and Non-Com's Club formally opened on the Base. No doubt the Indians were puzzled over all the noise and singing, but a small piece of America was brought to Chakulia that night. Two years ago the light of freedom, for which America is the symbol, flickered and burned low, but this year was being highlighted by attack on the enemy wherever he could be reached.

On 7 July, B-29's reached across China and the Yellow Sea, from their Forward Area bases, and struck blows against several important points on Kyushu Island, southernmost of the islands of Japan. On 7 July 1937, seven years past, active phases of the present war in China began. An incident was provoked at the Marco Polo bridge in Peking by the Japanese military command. Army units moved to the island

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from Peiping. The bomb-breakin', owing, apologetic Japanese referred to it only as an "incident", but the world had marked it as the day on which Japan started carrying out her 50 years old aim to subjugate China, occupy critical areas, and to force that country to become a part of the Axis co-prosperity sphere.

Operations:

Two combat missions were conducted by the 44 Bomber Command in the month of July 1944. The first mission, designed primarily as a night photo-reconnaissance and harassment job against targets on Kyushu Island, Japan, occurred on 7 July 1944, anniversary of seven years of war between Japan and China.

The 45th Bombardment Squadron was ordered to furnish one aircraft to participate in the mission. Lt. Col. Schaaf, having missed the first two combat missions by virtue of almost a month's absence in June due to sickness, was selected to take A/c #308 on the raid. On 7 July 1944 Lt. Col. Schaaf and crew in A/c # 308 proceeded to A-1 in the Forward Area on the first leg of the mission. Take off, from the Rear Area, had been delayed one day by mechanical difficulty. However, with a good supply of benzedrine tablets and a relief crew doing the flying as far as A-1. Col. Schaaf's crew was confident of being ready and alert for the strike against Japan that night.

The flight to the Forward Area was completed without incident out late that afternoon, as the planes from the 40th Bombardment Group prepared to take off for the mission, A/c #308, due to mechanical difficulty, could not get off and was forced to abort.

To record accurately the part 45th Bomb. Squadron might have played in the mission, the following narrative, from the 40th Bombardment Group Consolidated Mission report is included in the history:

"Of six aircraft dispatched to A-1, to participate in Mission #3, only four completed the flight and were available as of 7 July (D-Day), those being #351, #303, #290, and #308.

At 0945 Z on 7 July 1944 B-29 aircraft #351 took off and at 0953 Z #303 followed. B-29 aircraft #308 and #290 ran up engines, but mechanical difficulties prevented take-

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off. At 1232 Z #351 returned to A-1, having turned back at $30^{\circ} 55' N - 108^{\circ} 00' E$ at 1101 Z due to collector ring on #4 engine having burned out.

B-29 aircraft #303 proceeded on the mission arriving over the first assigned target, Omura Aircraft Factory at Omura, Japan, at 1658 Z and made a radar release of eight (8) 500 lb. G. P. bombs and nine (9) Photo Flash bombs from 14,300' altitude. Only meager and very inaccurate AA fire was encountered and no fighter opposition. The target was obscured by 10/10 cloud cover and no visual observation of the bombing was possible.

Aircraft #303 then proceeded to its assigned photo target, the Miike Dyeworks at Omura, Japan, arriving over the target at 1704 Z. Three (3) Photo Flash bombs were released from 14,300', but only the first two exploded, the last and probably most important from a photo standpoint, failed to go off. No AA fire was encountered and although several enemy aircraft were sighted, they were unable to close with the B-29 for combat. Two of these fighters chased the B-29 for approximately twenty (20) minutes, but kept losing ground. The B-29 was indicating 210 mph at this time. A large break in the solid undercast was found at Omura, and the outlines of the target area were visible.

Blackout regulations over the targets were excellent. No searchlights, barrage balloons, or smoke screens were reported.

Several large convoys of naval vessels were reported in the Yellow Sea proceeding east.

From 2215 Z to 2229 Z, starting at $31^{\circ} 14' N - 112^{\circ} 16' E$ and breaking off at $31^{\circ} 08' N - 111^{\circ} 29' E$ an excellent fighter attack by an enemy Oscar was reported, resulting in a claim of one damaged enemy aircraft. This fighter attack was especially interesting due to the fact that throughout the combat the B-29 was not indicating over 180 mph; due to the pilot's desire to conserve gasoline, which he believed extremely low. No damage was sustained by #303 despite three (3) separate passes by the enemy fighter. Landing at A-1 was effected at 0105 E without further incident.

The lack of fighter and anti-aircraft fire over the target is a credit to the excellent blackout regulations.

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Narrative, 45th Bomb Sq. 1 July to 31 July 44, Cont'd.

this type of night bombing.

Maintenance difficulties, resulting at least in part from constant use of combat aircraft for hauling gas over the hump, are beginning to manifest themselves and will unquestionably continue to be an important factor in missions run on comparatively short notice.

Every effort was made to deliver as great an amount of gas as possible during the month to the Forward Area. The need of the fuel was clearly indicated on receipt of the Field Order from Bomber Command Headquarters near the end of the month, directing that all available combat aircraft be dispatched to A-1 for a maximum effort strike against the Hsiao Steel Works at Angkan, Manchuria on D-Day. Prior to D-Day the 45th Bombardment Squadron sent all of its available combat aircraft to A-1. On 26 July A/c #222, #308, and #275 proceeded to the Forward Area Base. On 27 July A/c #452 and #281 moved forward and A/c #313 completed the movement of 28 July 1944, making a total of six aircraft from an available seven, flown to A-1 to participate in the mission.

All Squadron aircraft at A-1, except #452 took off on the mission and all planes airborne successfully bombed the Primary Target. Unable to take #452 on the mission, due to mechanical difficulty, Lt. Colonel Schaaf replaced Major George Weschler of the 25th Bombardment Squadron as pilot on A/c #344. The shift was made due to sudden illness of Major Weschler. By the same token T/Sgt. Walter E. Miller, radio operator on Lt. Colonel Schaaf's crew, replaced the ailing radio operator on Captain Chester Woolsey's crew, flying A/c #466 of the 395th Bombardment Squadron. Sgt. William A. Treaner, radio operator on Captain Woodruff's crew also flew on the mission as radio operator on A/c #331 of the 25th Bombardment Squadron.

There follows the 40th Bombardment Group Narrative Summary of the first daylight mission of B-29 aircraft which gives a brief description of the conduct of the raids:

"In accordance with P. O. #4, XI Bomber Command, dtd 18 Jul 44, the 40th Bpsb Gp began dispatching B-29 aircraft from rear to forward area on 25 Jul 44. On 25 Jul 44 eight (8) aircraft arrived A-1, on 26 Jul 44 thirteen (13) aircraft arrived, on 27 Jul 44 three (3) aircraft arrived and on 28 Jul 44 three (3) aircraft arrived. Therefore, a total of 27 B-29 aircraft were dispatched to the Forward Area during the month of July 1944."

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MISSION 4 - 20 Jul 44 to 21 July 44, South

crash at A-1. Of these one (1), #228, was a special photo ship. On 20 Jul 44 enroute to forward area one (1) aircraft, #241, crashed near JIAPKIM shortly after take-off for A-1.

On 20 Jul 44 a total of twenty-four (24) B-29 aircraft were airborne for the assigned mission. This included #228, the photo ship. Three (3) aircraft were unable to take off due to mechanical difficulties. The first aircraft took off at 262225Z and the last at 262301Z. Three aircraft were forced to return early due to mechanical difficulties. Of these one (1), aircraft #351, crashed 3 mi SE of A-1 due to failure of two (2) engines. Prior to crash plane had salvaged its bombs. One of the other early returns had succeeded in bombing the target of last resort (CHANGSHIEN RR yards) with good observed results and the other bombed a target of opportunity with fair observed results. Both aircraft landed safely.

Twenty (20) combat aircraft, each carrying 8-500# type M-64 bombs with delay fusing of .1 second nose and .025 second tail, and the photo ship proceeded on the assigned mission. All twenty (20) combat aircraft arrived over the primary target (Shoua Steel Works at ANSHAN, MANCHURIA) and nineteen (19) aircraft dropped a total of 156 bombs with excellent observed results. Two (2) aircraft were each able to release only four (4) of their eight (8) bombs on the primary target due to rack malfunction. One of these dropped its remaining four (4) bombs on a target of opportunity and the other was forced to jettison its remaining four (4) bombs. One (1) aircraft was unable to release any bombs on the primary target due to rack malfunction. This aircraft proceeded to the secondary and tertiary targets but still could not release and was finally forced to jettison.

Numerous hits on the aiming point (coke ovens) and surrounding industrial installations were reported by all crews. Numerous fires and extensive smoke were also reported. A large number of photos were taken but have not as yet been made available for analysis of target damage.

The photo ship #228, proceeded on its assigned mission and finding thunderstorm activity over TAKU, its first photo target, dropped to an altitude of 9500' in an endeavor to obtain pictures. However, even at this altitude it is doubtful if clear pictures were obtained due to weather. The next assigned photo target CHILWAOTAO could not be photographed due to weather, but at HULUTAO, the third assigned target, the weather cleared and it is believed that good photographs were obtained. This was also the case at ANSHAN, MANCHURIA.

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History: 45th Bomb Sq. 1 July to 31 July 44. Cont'd.

and Dalki, and other assigned targets. All of the last four (4) targets photos were taken from 25000' contrary to the Field Order due to structural weakness in the plexiglass covering of the forward camera wall. The original glass installation had cracked and broken under pressure at altitude on the trip from the rear area to A-1 and it had been necessary to hastily improvise the plexiglass substitute in order that the ship might take-off on the mission. The crew of this ship reported to see a huge pillar of black smoke rising from the primary target area to an estimated height of 15000' when the ship was over Dalki, 160 miles away.

Weather over the primary target was JAVU with just a few clouds to the W which did not obscure the target area.

Fighter opposition was weak to moderate with a total of twenty-one (21) attacks being made against our aircraft, mostly in the general target area. These attacks resulted in claims by our aircraft of two (2) enemy aircraft probably destroyed and three (3) damaged. Two (2) of our aircraft sustained minor damage from enemy aircraft.

AA encountered in the target area was heavier to intense heavy caliber, but inaccurate. The first ships over the target did not encounter such AA but later ships reported a great increase in AA fire.

No barrage balloons were reported in the target area. One ship reported the possibility that artificial smoke screen might have been employed but conclusive evidence is lacking.

Our aircraft employed a four (4) ship diamond formation which proved very satisfactory and bombing was accomplished from 19000' to 25500'. All bombing was visual employing the bombight.

Our aircraft started landing at A-1 at 290934Z and the last plane was down at 291055Z. All landings were accomplished without incident.

It is believed that the enemy has materially added to the installations at the primary target and other industrial installations previously unreported were sighted both enroute to and returning from the target. In all probability this general area in MANCHUKIA has been developed by the enemy along very extensive lines and now comprises an important

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part of the general war effort.

This is the first mission on which B-29 aircraft have been able to employ the cobalt. Until such time as the numerous photos taken are available for study and analysis, any detailed conclusions as to damage inflicted is not feasible. However, based solely on visual observations as reported by returning combat crews, it would appear that there is an excellent chance that the primary objective of the mission, the destruction of the coking ovens at the Showa Steel Works, was accomplished. It is believed that the numerous photographs taken will substantiate this conclusion."

The following 45th Bombardment Squadron personnel flew on the mission to Anshan with aircraft number and combat hours logged indicated:

Airplane Number -42-6222 Time of flight- 11:50

Capt	MALEY, Robert P.	(P)
1st Lt	HORNAGE, John O.	(CP)
1st Lt	TROLL, Raymond C.	(E)
2nd Lt	TWET, John H.	(FE)
2nd Lt	SUCHOWICZ, Joseph M.	(B)
1st Lt	BRENNAN, James A.	(V)
S Sgt	Jordan, Tully H.	(R)
S Sgt	Walch, Alfred E.	(V)
S Sgt	Greenfield, Raymond E.	(SC)
S Sgt	Jennings, Bernard C.	(LG)
S Sgt	Faslay, Wilmer C.	(HS)
S Sgt	Krzyzkowski, Peter A.	(TO)

Airplane Number -42-6306 Time of flight- 12:00

Capt	GRUBAUGH, Boyd L.	(P)
1st Lt	THORNBERRY, Charles E.	(CP)
1st Lt	KUSMAN, Walter A.	(H)
2nd Lt	FAITMAN, Jacob (DNI)	(B)
2nd Lt	WILLIAMSON, George H.	(FE)
S Sgt	Fatterson, Layton M.	(R)
Sgt	Rappaw, Elwood R.	(V)
S Sgt	Steele, John W.	(B)
Sgt	Smith, Richard W.	(L)
Sgt	Steele, Lee E.	(L)
S Sgt	Steele, Roy J.	(L)

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Airplane Number -42-6313 Time of flight- 12:00

Capt	REPRO, William G.	(P)
1st Lt	COLLEY, Robert W.	(CP)
1st Lt	LUSTIG, David K.	(K)
2nd Lt	FOLLAND, Robert L.	(B)
2nd Lt	BENSON, John P.	(V)
F/O	HEBERT, Joe D.	(FE)
S Sgt	Heuteker, Franklin K.	(R)
S Sgt	Gafney, Leo F.	(SC)
S Sgt	Tucker, Ralph S.	(LG)
S Sgt	Schrage, William R.	(RG)
S Sgt	Querts, Albert F.	(TG)

Airplane Number -42-6275 Time of flight- 12:00

Major	GOODWIN, H. H.	(P)
1st Lt	COOPER, J. H.	(CP)
Capt	KANFIELD, D.F.	(H)
1st Lt	HORTON, E. H.	(B)
2nd Lt	BENDER, L. P.	(V)
*1st Lt	FRIEDMAN, T. B.	(O)
F/O	OKELY, R. L.	(FE)
T Sgt	Lyle, T. O.	(R)
T Sgt	Spurgeon, E. L.	(RG)
T Sgt	Swindell, J. D.	(LG)
S Sgt	Baker, G. J.	(TG)
Sgt	Hubbard, H. R.	(SG)

*Lt. Friedman is R.O.K. Officer assigned to Third Bomb Maintenance Squadron and not a member of this organization.

Airplane Number -42-6281 Time of flight- 12:00

Capt	SHANKS, R. G.	(P)
1st Lt	FLECKER, H. E.	(CP)
2nd Lt	BAUER, A. J.	(B)
2nd Lt	ROCHER, J. G.	(N)
F/O	HISHEL, E. F.	(FE)

S Sgt	Major, F. T.	(R)
S Sgt	Conners, L. E.	(SC)
S Sgt	Alvord, M. E.	(LG)
S Sgt	Woods, H. E.	(TG)

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Transport operations by airplanes of the Squadron made an appreciable increase in July over the previous month of June, due to greater demands made on the 40th bombardment group for gasoline delivery to the Forward Area. Listed below are pertinent statistics relative to cargo delivered by the organization from Chakulia to A-1 in China:

Round trips by tanker aircraft.....	4
Round trips by combat aircraft.....	10
Total 100 octane gas delivered.....	30,225 gal.
Total oil delivered.....	300 gal.
Total dry cargo delivered.....	6,678 lbs.
Total cargo delivered.....	225,520 lbs.

Weather:

Although the weather always indirectly effects the activity of an air corps unit, operations out of Chakulia were not hindered a great deal by the second month of 1944 monsoon weather. During short periods of hard showers maintenance work had to be suspended on the aircraft, but no marked difficulty could be traced directly to weather. A brief outline of the weather of July can be found in the figures below, obtained from Base Weather Records:

Normal rainfall for month.....	20.00"
Actual rainfall for month.....	17.67"
Heaviest rainfall in one day (13 July)..	2.19"
Hours ceiling was below 1000 ft.....	93
Highest maximum temperature (1 July)....	99°
Lowest minimum temperature (1 July).....	71°
Average maximum temperature.....	89°
Average minimum temperature.....	77°
Average temperature for month.....	83°

Engineering:

During July a total of nine engine changes, in addition to a number of cylinder changes were made. In an effort to reduce engine changes, and at the same time to reduce engine failures while in flight, the practice of periodic compression checks on all cylinders was instituted. Since its original engine failures have proved to be almost nil.

Lacking proper equipment, a method was improvised. An old oxygen indicator gauge was attached by a short hose to an old hollow spark plug, which could be inserted into the plug seat on the cylinder. Pulling the prop. shaft by hand, a reading of 50-100 pounds on the gauge was obtained.

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ered to be satisfactory, while a lower reading would indicate a loss of compression.

On 21 July 1944 a new B-29 aircraft # 42-24452 was assigned to the Squadron and in turn assigned to Lt. Col. Oscar R. Schaefer and crew. The new plane is a product of the Boeing Wichita plant at Wichita, Kansas, and had 90:05 hours on it at time of assignment.

Personnel:

During the month of July several important changes in status of personnel in the Squadron were recorded. Twenty-seven officers in the organization received promotions effective 1 July. A list of the officers promoted and their new grades follows:

Major Goodwyn, Marvin W.
Major Maloney, Charles R., Jr.
Capt Manfredo, Donald A.
1st Lt Conley, Robert W.
1st Lt Crocellius, Charles E.
1st Lt Dawson, James F.
1st Lt De Coster, James V.
1st Lt Hagenbuch, Robert
1st Lt Nordmagon, John O.
2nd Lt Thornberry, Charles E.
1st Lt Winters, Robert A.
1st Lt Chaignon, Barry E.
1st Lt Clay, William T.
2nd Lt Ingalls, Walter W.
2nd Lt Kander, Max S.
2nd Lt Smith, Herbert A.
2nd Lt Kugan, Walter A.
2nd Lt Hirschbalm, Herbert C.
1st Lt Gray, Louis E.
1st Lt Funk, Charles A.
2nd Lt Miller, O. Miller.

Added on during status in the organization and in the month of July.

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History, 42nd Bomb Sq, 1 July to 31 July 44, Cont'd.

Richang, China, for the purpose of supervising repair work on the airplane. On 19 June 1944, while on a cargo mission to A-1, Capt. Jasper Goodruff and crew had been forced to land #326 at the emergency strip there, and substantial damage resulted to the nose section and engines. Headquarters, XX Bomber Command, decided to repair the plane and fly it back to India.

On 15 July 1944 all members of Capt. Marvin K. Stockett's crew, missing on a cargo flight to A-1 since 15 June 1944, were dropped from all organization records. Administratively speaking the records were closed on the unfortunate incident, but hope was still entertained that the crew would "walk out" from the wild terrain of the "Hump".

The replacement crew, for the missing crew, was assigned to the organization on 20 July 1944. The new crew had had a close call while ferrying a new B-29 from the States to India. Flying the South Atlantic A.T.C. route, they ran into poor flying weather and radio difficulty as they neared the West African Coast. Unable to locate a landing strip and with gas supply almost completely exhausted, the pilot ditched the A/C in the shallow water just off the shore. The ditching was successful and all crew members escaped without injury. Some 36 hours were spent on the beach before help arrived and subsequent trip to an A.T.C. station. During the wait for transportation, the remainder of the distance to India, the pilot contracted malaria, and the crew was forced to leave him behind as they continued the journey to India and to the organization. Listed below are the new members of the squadron with rank and crew position indicated:

1st Lt	JONES, Leland G., Jr.	(P)
1st Lt	STINEBAUGH, Floyd B.	(NB)
1st Lt	REYNOLDS, Linn B.	(RN)
1st Lt	KOENIG, Lawrence J.	(PT)

2nd Lt	Adams, ...	
2nd Lt	Brown, ...	
2nd Lt	Salmon, ...	
2nd Lt	Shaw, ...	
2nd Lt	Ward, ...	

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1st Lt	Erskman, James L.
1st Lt	Fletcher, Harold E.
1st Lt	Korn, Sergeant R.
1st Lt	Seinour, Ernest F.

Major Landreth received notice of his promotion in the local Station Hospital, where he was a patient, having been hospitalized on 9 July 1944 suffering from stomach trouble. On 28 July 1944 he was transferred to the 112th Station Hospital at Calcutta for further observation and treatment, and was dropped from the Squadron's records.

Throughout the month of July all sections and personnel completed movement to housing and administrative areas adjoining the improved north-south runway and new parking doughnuts. Tech-supply, Engineering, Communications, Armament, and Intelligence Sections of the 3rd Bomb Maintenance Squadron, supporting unit of the 45th Bombardment Squadron, moved into pre-fabricated buildings and tents directly behind the unit parking area, becoming established to carry on their work more advantageously.

Movement was made into the barracks of the new troop area, which had been under construction since the Squadron had arrived at A.F.O. #631. The buildings into which the troops moved housed approximately 35 men each. Constructed by Indian laborers, they had concrete floors, vertical side walls of split bamboo over which a covering of mortar was placed, giving them the appearance of a concrete building from the exterior, while the interior was white washed and appeared as a plaster wall. The roofs were thatched with rice straw. Native bearers for every 50 men were employed to keep the barracks clean and to follow the men of the time-worn army custom of making beds and shining shoes. Standard payment of 35 Rupees per month for each bearer was authorized by the Base Project Marshall, with each man paying his share.

The purchase and use of all supplies for the Squadron were controlled by the Base Project Marshall. The purchase of all supplies for the Squadron was controlled by the Base Project Marshall. The purchase of all supplies for the Squadron was controlled by the Base Project Marshall.

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History, 4th Bomb Sq, 1 July to 31 July 44, Cont'd.

vinced all members of the organization that the 43rd Bombardment Squadron was the best.

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

1 July 1944

Officers	78
Flight Officers	6
Enlisted Men	93

Total----177

31 July 1944

Officers	76
Flight Officers	6
Enlisted Men	92

Total----174

Clarence F. Lozman
CLARENCE F. LOZMAN
1st Lt, Air Corps
Historical Officer