

FOURTY FIFTH BOMBARDMENT SQUADRON  
Office of the Historical Officer

22 Jan 45  
CPL/snb

DECLASSIFIED  
EEO DIR 5200.9

22 January 1945

SQUADRON HISTORY

1 November 1944 to 30 November 1944

General:

The month of November included several noteworthy events for the XX Bomber Command, and the 45th Bomb Squadron as a participating subordinate unit. The calendar listed 11 November, Armistice Day and 23 November, Thanksgiving Day as days of historical value and remembrance. To those established dates the B-29's added two new historical military events that would receive a special mark in the annals of Air Force history, at least.

On 3 November, staging from bases in India, the XX Bomber Command dispatched aircraft to attack the Malagon Railroad Yards at RANGOON, BURMA. The yards included a roundhouse and repair shops for minor repairs to locomotives. The mission was conducted in conjunction with the Strategic Air Force as a part of an all-out attack on RANGOON. Originally scheduled as a training mission to improve formation, radar and bombing technique, several new crews from the squadron made their first combat flight on the mission. The results of bombing were excellent and post mission photos revealed the damage to be extensive with the aiming point completely obliterated. However, returning crews considered the attack anything but a "training" mission. RANGOON's oft-engaged anti-aircraft defenses were in good form and 33% of the total striking force sustained hits from the uncomfortably close anti-aircraft bursts. The RANGOON strike was the first historical mark of distinction in the month, for each aircraft carried 40 500# GP bombs, or 10 tons of explosives which was announced by the parent 20th Air Force as the "heaviest bomb load" ever carried by military aircraft.

Following quickly on the heels of the RANGOON mission, B-29 aircraft of the XX Bomber Command carried out the longest daylight operation ever attempted by military aircraft when they attacked Drydock and Repair facilities of the Singapore Naval Base, located at SINGAPORE, MALAYA. The drydock was one of the world's largest and represented 50 per cent of SINGAPORE's capacity available for handling the largest type ships. It was of immediate value to the enemy as a repair base for large naval vessels damaged in the PHILIPPINES a few days before.

Prior to the mission a study by the Command Flight Engineer revealed that the bomb load would be nil if the mission were run as a daylight formation attack, and small even though run at night. Weather prognosis for the month was also unfavorable. In light of these considerations and in view of the RANGOON strike, a request for reconsideration was made to the Twentieth Air Force. The request was refused so the flight plan was recalculated to allow all aircraft (which were to carry 1000 lb bombs) to

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

to the first assembly point only 90 miles from the target, making a maximum of one circle at the point to join formation, and then proceeding to the target, individually if necessary.

The results of the mission were excellent. Post-mission photos revealed that a breach had been made in the sliding caisson gate to the drydock at or just below the waterline. A minimum of three months was estimated as the time the enemy would need to repair the damage. For this period the enemy would be deprived of 50 per cent of that drydock capacity south of JAPAN itself which is capable of accommodating the largest capital ships. This would temporarily reduce his ability to repair damaged naval and merchant shipping at a time when attrition against it has gained its highest levels.

On the day (11 Nov) that all Americans celebrate as the date making the cessation of hostilities of the First World War, the XI Bomber Command conducted a daylight mission against the OKURA Aircraft Plant at OKURA, JAPAN. The actual tactical plan for the mission was almost the same as the previous strike at OKURA on 25 October. Points of difference were: (1) Two aiming points (two Groups for each) were selected in order to take into account the previous destruction wrought. (2) All Groups were to carry the same load. (3) NANKING, instead of HANKOW, would be used as the last resort target in order to furnish variety and provide a target slightly nearer the route out.

The mission was a failure and the sole reason was poor weather. After the planes were airborne the most recent weather information indicated that the primary and secondary targets would be overcast. A radio message was sent to the aircraft directing them to bomb the last resort target. Those aircraft which received the message were diverted at various points along the briefed route. Of those aircraft which did not receive the message and therefore continued toward the primary target, some were forced to bomb other targets because of the unfavorable weather conditions. These factors, preventing many aircraft from reaching the primary target, also made forming at the assembly points difficult as well as substantially reduced the number of aircraft bombing in formation at the various targets. Post-mission photos revealed that no new damage had been inflicted on the OKURA Aircraft Plant. At the same time it was noted that no major repair work had yet been undertaken to rebuild the portion of the plant destroyed and damaged from the attack of 25 October.

With such disappointing results on the mission of 11 November, the XX Bomber Command once again returned to bomb the OKURA Aircraft Plant on 21 November. But, for the second straight time the mission was hampered by a solid undercast. Estimated poor bombing results were confirmed by post-mission photos taken at a later date. No new damage to the aircraft plant, definitely attributable to the attack, could be identified within the confines of the aircraft factory.

A full month of operations was conducted with a daylight strike against the Bangsue Marshalling Yards at BANGKOK, THAILAND on 27 November. As was the mission of 3 November to BANGCOON, the BANGKOK mission was designed to

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

permit new crews to receive combat experience over a relatively weak target from standpoint of defenses. Bombing results were excellent. Aiming points at the north and south ends of the yards were completely destroyed.

### Operations

#### Combat:

The mission to the Malagon Railroad Yards on 3 November began November's combat operations. Designed primarily as a training mission for new crews, the attack was also timed to be part of an all-out strike effort by the Strategic Air Force. Five aircraft from the 45th Bomb Squadron participated in the mission. However, the nonchalance that some persons exhibited when the target was announced as a "milk run", was not shared by crew members that returned from RANGOON on completion of the mission. The heavy gun defenses of the RANGOON area, their ability sharpened by months of practice, were in good form. Antiaircraft bursts were generally accurate and the majority of our aircraft were heavily rocked. Some men stated the bursts were so close that they could hear them.

The bomb load deposited on the railroad yards was the largest ever carried by military aircraft. All planes in the organization carried forty 500 lb GP bombs, but only four aircraft released their bombs over the primary target. Due to mechanical difficulties aircraft #466 was forced to jettison its load and returned to base early.

Damage assessment reports made after strike photos had been examined revealed the aiming point to have been completely obliterated. Numerous rolling stock was damaged or destroyed and the railroad yards in general appeared as if major excavation work was going on.

Following are pertinent remarks from the 40th Bomb Group Consolidated Mission Report:

"The 40th Bomb Group dispatched 13 B-29 aircraft from 5-4 to attack the Malagon Railroad Yards at RANGOON, BURMA. Only 12 aircraft were originally dispatched, but one aircraft aborted almost immediately due to mechanical failure and a stand-by aircraft was airborne to take its place. The first aircraft was airborne at 022300Z and the last at 030004Z.

"Of the 13 aircraft airborne 12 successfully bombed the assigned primary target, dropping a total of 391 500 lb GP bombs with .1 sec nose and .025 sec tail fuzing from an altitude of 21,000'. Weather was about 6/10's undercast and observed bombing results were good; this observation was confirmed by excellent strike photos.

"One aircraft, #407, was able to release only 31 of its 40 bombs on

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

the primary target due to rack malfunction and proceeded to the assigned secondary target at TAUNGUP, BURMA, bombing from 20,000' with unobserved results. Weather at the secondary target was CAVU with just a few low-hanging clouds.

"A total of three aircraft were aborts due to mechanical difficulties.

"Enemy air opposition was encountered only over the primary target area after bombs had been released. Opposition was reported as weak although some attacks were pressed home in a very determined manner. None of our aircraft suffered any damage from enemy aircraft and claims totaled only two enemy aircraft damaged.

"Over the primary target anti-aircraft fire was moderate but accurate. Three of our aircraft suffered minor flak damage.

"No smoke screens on barrage balloons were reported.

"All aircraft returned safely to base. One aircraft, #579 was unable to close its rear bomb bay doors due to mechanical trouble and due to excessive power settings necessary to remain in formation with this drag, decided to land at CHITTAGONG. This was accomplished and after repairing the defective bomb bay doors and taking on 1000 gallons of gas the aircraft returned safely to base.

"The last aircraft landed at B-4 at 031042."

Listed below are the crews from the 45th Bomb Squadron that flew on the mission with notation of aircraft flown in and combat flying hours logged.

#42-24452

John G.

Time 2:15

Crew:	Capt J G MARTIN	(P)	T Sgt J I Stockton	(R)
	1st Lt W T CLAY	(CF)	T Sgt F H Burnett	(SG)
	1st Lt C M FURK	(FE)	S Sgt R Trace	(TG)
	2nd Lt T A BRENNAN	(N)	S Sgt T J Love	(LG)
	2nd Lt J M BUCHOWICZ	(B)	Sgt M L Vogel	(RO)
			M Sgt S F Kosinski	(V)

#42-63407

William

Time 2:40

Crew:	Major W G RIMPHO	(P)	S Sgt F M Reutemaker	(R)
	1st Lt R W CONLEY	(CF)	S Sgt L F Galway	(SG)
	1st Lt D E LERTIG	(N)	S Sgt A G Tucker	(LG)
	2nd Lt R L POLLARD	(B)	S Sgt W R Schrage	(RG)
	1st Lt J P BRUSCO	(V)	S Sgt A F Eberts	(TG)
	F/O J D HERBERT	(FE)		

[REDACTED] 4

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

#42-24574

Carl E.

Time 8:10

Crew	1st Lt C E BLACKWELL (P)	S Sgt W J Gabriel (R)
	2nd Lt V H HUNNELL (CP)	Cpl C E Cole (CG)
	1st Lt W H WEBSTER (R)	Sgt R A Mc Cormack (LG)
	2nd Lt J G GETTLER (B)	Sgt B Roth (TG)
	2nd Lt R J FARGHER (FE)	Sgt R E Dalton (V)

#42-24406

Time 1:30

Crew:	Capt C A WOOLSEY (P)	S Sgt J T Smith (R)
	1st Lt D F CENDRIN (CP)	Sgt W D Stewart (V)
	1st Lt S J DEVA (R)	S Sgt F M Drummond (CG)
	1st Lt L G DAVIS (B)	S Sgt F T Westelock (LG)
	2nd Lt G J JAMESON (FE)	S Sgt R L Goodridge (CG)
		S Sgt V C Burns (TG)

#42-24579

Time 8:45

Crew:	Major I V MATTHEWS (P)	T Sgt F H Thompson (R)
	1st Lt R A MATTHEWS (CP)	S Sgt R M Gault (LG)
	Capt H B DE GROENE (R)	S Sgt L E Mc Bride (LG)
	1st Lt E H MORTON (B)	S Sgt O F Finborn (CG)
	F/O L L GRACE (FE)	S Sgt D C Glover (TG)
	1st Lt E F WEERBERG (V)	

Twenty-four (24) hours after the last plane had landed at B-4 from the BANGSON mission, briefing was being conducted for an epoch making flight, with take-offs to begin slightly before midnight. The primary target was announced to be drydock facilities at the SINGAPORE Naval Base on the island of SINGAPORE off the southern tip of the MALAYA PENINSULA. The expediency of the strike was necessary since it was felt that the drydock was of immediate value to the enemy in light of his damage sustained in the battle of the PHILIPPINES the week prior.

The flight was to be extremely long and hazardous. Combat crew members didn't have to be impressed to stay alert at all times. The mission was a long extension of their necks. Gas was going to be at a premium. Everything would have to go off right to accomplish the mission successfully.

Four aircraft of the 45th Bomb Squadron were scheduled for the mission. Three of them carried a load of two 1000 lb GP bombs each, and one aircraft with a center wing tank carried three 1000 lb GP bombs. The take-offs were accomplished satisfactorily while maintenance men watched from the end of the runway. They knew best how much it meant for all four engines to keep turning over smoothly until the planes were safely back on the ground.

~~SECRET~~ 5

History, 45th Bomb Sq, 45th Bomb Sq, 1 to 30 Nov 44, 22 Jan 45, Contd.

All four of the Squadron's planes successfully reached and bombed the primary target. When they landed late in the afternoon on 5 November the crews could feel proud for having flown on the longest daylight bombing mission ever attempted by military aircraft. Moreover, their strike photos revealed good bombing results.

The mission narrative that follows, taken from the 40th Bomb Group Consolidated Mission Report, reveals the story of the flight:

"The 40th Bomb Group dispatched 17 B-29 aircraft to attack the main drydock installation at the Singapore Naval Base. The first aircraft took off at 041032 and the last aircraft was airborne at 041705Z.

"Of the 17 aircraft airborne a total of 14 bombed the assigned primary target from an altitude of between 20,000' and 21,000' with a total of 32 1000# TNT AN-M-65 bombs with .1 sec nose and .025 tail delay fuses. Weather was 4/10 cloud cover and bombing results ranged from unobserved to excellent with results substantiated by strike photos.

"Anti-aircraft fire over the primary target ranged from meager to moderate and inaccurate to accurate. Four of our aircraft sustained minor flak damage.

"Enemy air opposition over the primary target was weak but some few all ops were closely pressed home. Two of our aircraft which were damaged by flak also sustained minor damage from enemy fighters. Total claims of one destroyed and two damaged aircraft were made.

"No searchscreens were reported but one aircraft reports barrage balloons approximately at miles to right of target at 19,000' altitude. This report was not verified by other aircraft. Aerial parachute bombs were encountered over the primary target by one aircraft and there was one report of possible ground to air rockets on the return route.

"One aircraft, due to mechanical failure, bombed the secondary target, the Pangkajene Refinery on SUMBA, with excellent results hitting within 200' of the center of the aiming point with three bombs. Weather was 0400.

"One aircraft, due to mechanical failure, bombed the tertiary target at TAMBORA, SUMBA by radar with unobserved results. Weather was 10/10 overcast. One aircraft, due to mechanical failure, bombed a target of opportunity, an airfield at 02°49'N-101°26'E with poor observed results. Weather was 0400.

"Sixteen aircraft returned direct to 3-4 and one aircraft landed at Barrackpore due to shortage of gas and then proceeded immediately to 3-4. The last aircraft landed at 051048Z.

 6

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

"Some aircraft flew a total distance of 4100 statute air miles. A penetration of over 1200 miles into enemy territory was necessary and the assigned target, the sliding steel caisson on the main drydock, called for the most precise high level bombing in order to accomplish the desired results. The strike photos obtained clearly indicate the mission was accomplished in a most satisfactory manner, which, when coupled with the fact that not a single aircraft was lost or even seriously damaged stamps the mission as an outstanding success."

Combat crews that participated on the mission are shown below with aircraft flown in and combat hours logged indicated:

#42-6276

Time 17:25

Crew: Major F A KERNIG (P)	1 Sgt J L McKain (R)
1st Lt J E BARNES (CP)	2 Sgt W R Bestly (SG)
Capt M T REID (N)	3 Sgt R F Lovelace (LG)
Capt R J DE SOUL (D)	4 Sgt I. DiLorenzo (SG)
1st Lt R K SIFE (FE)	5 Sgt J T Yagos (TG)
2nd Lt R C HOFFMACH (V)	

#42-73831

Time 17:40

Crew: <u>Capt J M TAYLOR</u> (P)	2 Sgt R E Davis (R)
1st Lt C E GIBBS (CP)	3 Sgt E A Wagner (V)
1st Lt W G THOMAS (N)	4 Sgt S G Ferrer (SG)
1st Lt H A SMITH (D)	5 Sgt L L Johnston (LG)
F/O J PATRAS (FE)	6 Sgt R D Lawson (SG)
	7 Sgt J L Catterich (TG)

#42-6313

Time 18:00

Crew: Major V G BRYCE (P)	2 Sgt F L Neutmaker (R)
1st Lt R W CORLEY (CP)	3 Sgt L F Gaine (SG)
1st Lt D M LUSK (N)	4 Sgt E S Tucker (LG)
2nd Lt R L POLLARD (D)	5 Sgt W R Schrage (SG)
1st Lt J F BRISCO (V)	6 Sgt A P Hoerts (TG)
F/O J D HARRIS (FE)	

#42-44574

Time 17:50

Crew: <u>Major M V GOODWIK</u> (P)	1 Sgt T O Lyle (R)
2nd Lt R F SHERSTED (CP)	2 Sgt E L Spurgeon (SG)
Capt D F BARNES (N)	3 Sgt J D Swinell (LG)
Capt R J GIBSON (D)	4 Sgt G J Baker (TG)
1st Lt L F BENDER (V)	5 Sgt H R Hubbard (SG)
F/O R L ORULY (FE)	

[REDACTED]

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

The Engineering Section worked at top speed during the next several days and on 9 November combat aircraft started moving across the "Hump" into CHINA for a mission to be staged from Forward Area fields. The target was to again be the Aircraft Plant at OMIYA, JAPAN. Although the results of the mission to this target on 25 October had proven good, a substantial portion of the plant still remained to be destroyed.

By 10 November a total of 28 B-29 aircraft were at A-1 for participation in the mission. Of that number nine aircraft were from the 45th Bomb Squadron. Weather played a major role in the mission, for after the planes were airborne on 11 November for the attack on OMIYA, the presence of a typhoon near the mainland was forecast and a radio message was sent diverting all aircraft to the last resort target at NANKING. Of the seven aircraft airborne from the Squadron, five received the message and bombed NANKING. Two aircraft, unaware of the impending danger from the weather, proceeded on to JAPAN. One bombed OMIYA and one bombed an airfield on SAISHU Island, slightly NW of OMIYA. The weather over the mainland in Air Force terminology was "scinking", but the planes did not encounter any difficulty and returned safely to base.

Remarks from the 40th Bomb Group Consolidated Mission Report narrative follow:

"Starting at 101846Z a total of 25 aircraft were airborne to attack the OMIYA Aircraft Plant at OMIYA, JAPAN. The last aircraft was airborne at 101943Z. Three aircraft were ground aborts due to mechanical difficulty.

"Of the 25 aircraft airborne two were early returns. Four aircraft did not receive the message concerning the change in primary target and proceeded to OMIYA. Two bombed the Aircraft Plant at OMIYA through a solid undercast and under extremely turbulent weather conditions. The other two returned and bombed targets of opportunity. Two aircraft bombed the secondary target at SAISHUAI with unobserved and excellent results respectively. Fourteen aircraft bombed the last resort target at NANKING achieving fair to good results in CAUV weather. Of the fourteen, ten 40th Bomb Group aircraft posed in a twelve-plane formation, two in a two-plane formation and two singly. Four aircraft, including the two mentioned above, bombed targets of opportunity. B-29 aircraft #298 scored six near misses on a large AK in the Yellow Sea. Other results were unobserved.

"B-29 aircraft #237 is missing. At 0200Z several 40th Bomb Group aircraft received a message from #237 indicating that #4 engine was on fire over the target (the strength of the signal indicated this to be the last resort target at NANKING). At this time the key was locked down and it is believed that the crew bailed out in the vicinity of NANKING.

"Enemy fighter opposition was nil to weak in all target areas with no attacks being pressed home. Aircraft #344 was attacked and damaged by three TAJOS after reaching friendly territory on the return flight. In this en-

 8



History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

counter the CFC gunner was wounded. 40th Bomb Group B-29's claim two enemy aircraft damaged.

"Enemy antiaircraft was reported as nil over the primary target, and nil to meager over the secondary and last resort targets.

"The last aircraft landed at 110122. One aircraft landed at A-3 for gas and then returned to A-1. Of the 25 aircraft originally airborne, 24 returned safely to A-1."

Personnel from the 45th Bomb Squadron that flew on the mission are listed below with airplane number and combat hours logged indicated:

#42-0270

Time 14:40 (LBRN)

Crew: Capt S D LARKOMI (P)	Sgt A E Road (E)
2nd Lt R A WIX (CP)	Sgt W J Yoder (V)
1st Lt H C HIRSCHFELD (N)	Sgt I Sussenwein (LG)
2nd Lt C E BIEHLE (-)	Sgt W E Stambaugh (RG)
F/O C O TOWNSEND (FE)	Sgt W H Zalesak (SG)
	Sgt S E Evans (TG)

#42-0303

Time 10:45 (MARKING)

Crew: Capt W J BAIL (F)	T Sgt D J Chamberlain (R)
1st Lt E E BRUGH (CP)	Sgt G R Banks (TG)
1st Lt D W CUTTELL (N)	Sgt H D Taden (LG)
1st Lt H L ZEBAL (FE)	Sgt K E Smith (SG)
1st Lt S D POLLOCK (B)	Sgt F J Dye (V)
2nd Lt W J KREIZEL (V)	T Sgt C L Wnuk (RG) *

\*Not a member of 45th Bomb Squadron

#42-0313

Time 12:00 (MARKING)

Crew: Major W G RENFRO (F)	Sgt F L Heutsaker (R)
1st Lt R W CONLEY (CP)	Sgt R M Tucker (LG)
1st Lt D M LUSTIG (N)	Sgt W A Schrage (RG)
1st Lt J A BULLINGTON (FE)	T Sgt A F Boerts (TG)
2nd Lt R L POLLARD (B)	Sgt T Hutchison (SG)
1st Lt J P BRUSCO (V)	Major W L CHALEAN (L) *

\*Not a member of 45th Bomb Squadron

#42-24460

Time 12:55 (LBRN)

Crew: Capt C A MCCABY (F)	Sgt J T Smith (R)
1st Lt D F CLANDENH. (CP)	Sgt F M Drummond (SG)
1st Lt S J DUVA (N)	Sgt F T Kesteloot (LG)

**SECRET**

History, 45th Bomb Gr, 1 June to 30 June 44, Cont'd.

The Yawata mission was over and had been judged a success, not a single airplane being lost from the 40th Bombardment Group. Yet the 45th Bombardment Squadron felt a particular loss, which was indirectly a loss due to the mission.

On the morning of 15 June, Capt MARVIN STOCKETT and crew departed from Chakulia to proceed to the Forward Area in airplane #251. The plane was assigned to the unit and was loaded to participate in the mission. However, it never reached the Forward Area. It was last heard from at 0240 Z on 15 June, as it cleared into Jorhat control. Several days passed and a check was made to be sure the plane had not made an emergency landing at some field enroute. Reluctantly, it had to be concluded that the plane and crew had gone down. Notification of their loss was made. Everyone in the organization will miss the men in that crew. Hope is still held, though, that they are "walking out". Listed below are members of the unit lost in the aircraft:

Capt	STOCKETT, MARVIN M.	(P)	Sgt	Iandauer, Lewis C.	(i)
2nd Lt	FRUITT, WILLIAM A.	(CP)	Sgt	Cotton, Jesse J.	(GrC)
2nd Lt	FISK, MARTIN J.	(N)	Sgt	Montero, John P.	(G)
2nd Lt	MORALES, JOSE J.	(B)	Sgt	Crawford, Harry V.	(G)
1st Lt	RENDZOR, MAX S.	(F/E)	Sgt	Eady, John A.	(G)
			Cpl	Leckliter, Richard P.	(V)

On the 19 June at 0620 Z a second bit of hard luck hit the Squadron. Capt JASPER WOODRUFF and crew, flying #326 on a routine cargo flight to A-1, were forced to land at the emergency field at Hsichang, China. The landing had to be made because of engine failure. Upon landing Capt WOODRUFF locked the brakes and the airplane immediately started skidding. The strip was being worked on at the South end. Just before sliding into the portion, undergoing construction, the nose wheel collapsed when it hit a small ditch. The plane, then down on its nose plowed into heaps of rocks being used in the construction, which helped to bring it to a stop, but regretfully resulted in the death of nine Chinese laborers who were working there. The crew was safe, but the plane would need four new engines, four props, and nose section before it might fly again.

Several days passed before a C-47 picked the crew up, took them to Kuning. They were then brought back to Chakulia. All of them had had a close call—they told stories of buying eggs to eat for seven Chinese dollars, having dinner with a General of the Chinese army in his quarters in the village of Hsichang, and being thankful for the rocks that stopped them before the ship would have hit a big ditch further on.

T Sgt Alan D. Ferguson, the Operations Clerk in the Squadron, riding w. the crew for a visit to China, realized his desire, and adequately expressed it as a "sweet job".

During the month of June the Squadron addition (17) "Group 45"

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

craft plant at CUMA, JAPAN on "D" day. Ten aircraft from the 45th Bomb Squadron arrived safely at A-1 without incident and with planes from the other two squadrons in the 40th Bomb Group formed a total available striking force of 30 B-29 aircraft in the forward area.

As anticipated the weather was miserable in contrast to the pleasantness of India. Fortunately, all personnel for the most part came prepared with heavy parkas and sleeping bags. Combat crews remembered too the icy bitterness of high altitude on the previous mission and a substantial number of their hitherto unused electric flying suits were brought along.

The next day (20 Nov) was spent on minor repairs to aircraft with briefing held that night after supper. Major TOM CARROLL, 40th Bomb Group Weather Officer with his fingers crossed, briefed on the forecast target conditions and settled for a conservative 4/10 cloud coverage condition.

Starting at 201839Z a total of 28 B-29 aircraft were airborne against the CUMA aircraft plant at CUMA, JAPAN. The last aircraft was airborne at 201946Z. Two aircraft were ground aborts due to mechanical difficulties. All ten aircraft from the Squadron took off as scheduled.

Seven aircraft of the 45th Bomb Squadron reached CUMA and bombed the aircraft plant. Two Squadron aircraft, unable to join in a formation, bombed the secondary target at SHANGHAI and one aircraft, experiencing fuel transfer difficulty, bombed the last resort target at NANKING.

Actual weather conditions encountered at CUMA were from 6/10 to 9/10 cloud cover. Six of the unit's aircraft bombed by radar, affectionately or otherwise referred to our command radio channels as "that thing". Major I V K MATTHEWS and crew in aircraft #579 bombed visually, although not too successfully. Major MATTHEWS was rather disturbed by what occurred in connection with the bombing of #579. They were a member of a 17 plane formation led by the ground bomb group. On the way into the target the lead crew notified Major MATTHEWS that #579 might have to take the "lead" because the lead plane's radar set was inoperative. However, in hopes of making a visual run he held the lead until too late before notifying Major MATTHEWS to take the lead. Realizing they were then too close to the target to allow time for a good bomb run, Major MATTHEWS instructed all planes in the formation to follow him out to sea in a 180° turn and they would reform and come in again. Only three aircraft followed him - - the others bombed CUMA by radar. The four aircraft then in formation made a visual run. Strangely enough the pilots of the three planes joining #579 were former 40th Bomb Group men. The incident was regrettable because it appears Major MATTHEWS' good judgement could have paid heavier dividends if all planes had reformed on instructions and made a larger bomb pattern possible.

Captain JAMES H CODDER and crew in aircraft #275 were hit by fighters over CUMA. A 20 mm explosive shell penetrated the cockpit at the bombardiers



History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

position. 1st Lt IFA REDMOND, likeable, slow talking Texan was killed from the explosion and 1st Lt LEAND JONES, the Co-pilot, was injured, receiving shell fragments in his head and face. Despite the trying conditions in the cockpit with pressurization gone and the men undergoing first aid, Captain GORDEN managed to retain his position in formation and was nursed home. In the vicinity of KIANGSHAN, running low on gas, #275 disappeared into the undercast and was later abandoned by the crew about 30 miles from A-1. All crew members parachuted to safety except the Bombardier. Two days later they were brought into A-1 and subsequently returned to India.

Remarks from the 46th Bomb Group Consolidated Mission Report recounts the story of the mission:

"Of the 28 aircraft airborne a total of 21 were over the assigned primary target and 20 aircraft succeeded in bombing from between 20,000' and 22,000' with a total of 179 AN-M-64 500 lb TNT demolition bombs with .1 sec nose and .01 sec tail delay fuzing and 88 AN-M-76 500 lb incendiary bombs. Weather was reported as from 6/10 to 9/10 cloud cover. Nineteen aircraft bombed by radar with unobserved results. Aircraft #579 was able to find a hole in the cloud cover and, accompanied by three other aircraft of the 462nd Bomb Group, bombed visually. Bombs from this formation landed just north of the aiming point out of the target area and were confirmed by strike photos.

"Enemy fighter opposition over the primary target varied from nil to strong and a total of 12 destroyed, two probably destroyed and seven damaged enemy aircraft were claimed.

"Antiaircraft fire encountered over the primary target was meager and inaccurate.

"Crews reported instances of air to air bombing all of which were ineffective.

"Two aircraft were unable to join formations and bombed the secondary target, the Kiangan Dock and Engineering Works at SHANGHAI, CHINA, with fair observed results. Only meager fighter opposition was encountered and anti-aircraft fire was meager and inaccurate.

"Two aircraft due to mechanical difficulties were forced to bomb the last resort target, the dock and wharf area at NANKING, CHINA, with fair observed results. No fighter opposition was encountered and anti-aircraft fire was reported as meager and inaccurate by one crew and moderate and accurate by another.

"Aircraft #394 had two engines shot out by fighters over the primary target. Although subject to continued and severe fighter attack the crew was able to bring the aircraft into LUCHOKOV, CHINA on two engines. In the performance of this task the pilot used 48" of NF for approximately 2½ hours.

 12

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

Interrogations after the planes had landed were practically completed within a "Two Ball Alert" was called at 1215Z with a "Three Ball Alert" status called at 1250Z. Two enemy bombers dropped bombs of the 1/3 kilo anti-material type at 1345Z and 1401Z respectively from about 2500' - 4000' altitude on runs from the south. B-29 aircrafts #503, 303 and 574 of the Group received major damage from direct bomb hits. Aircraft #303 and 574 were 45th Bomb Squadron aircraft. Aircraft #303 received a direct hit between the front and rear bomb bays which wrecked the electrical system and also received direct hits in the Co-Pilots position and on the wing between #3 and #4 engines. Aircraft #574 received holes in the fuselage and damage to the left wing. A number of gasoline storage drums in the SW corner of the field and a number of gasoline drums in the NE corner of the field were fired.

A US anti-aircraft battery, equipped with 40 mm guns and just recently transferred to A-1 from BURMA, fired a few rounds at the enemy raiders, but with no effect. P-61 night fighters were active over the field and reported shooting down a JAP bomber 18 miles NE of A-2 at 1337Z. The "all clear" came at 1500Z. Fighter control headquarters reported that the raid was staged out of HANKOW.

The following named men of the organization flew on the mission. Aircraft flown in and combat hours logged are indicated:

#42-24579

Time 15:45

Crew:	Major	I V MATTHEWS	(P)	T Sgt	F H Thompson	(R)
	Capt	A B HILLS	(CP)	S Sgt	R M Smole	(LG)
	Capt	H B Le CRONE	(N)	S Sgt	L E Mc Bride	(RG)
	1st Lt	M H NORTON	(B)	S Sgt	S P Winborn	(SG)
	1st Lt	E F WEINBURG	(V)	S Sgt	D C Glover	(TG)
	F/O	L L GRACE	(FE)	Capt	R CULPEPPER	(X)

#42-24452

Time 15:00

Crew:	Capt	J G MARTIN	(P)	T Sgt	J T Stockton	(R)
	1st Lt	W T CLAY	(CP)	T Sgt	W H Burnett	(SG)
	1st Lt	T A BRENNAN	(N)	S Sgt	T J Love	(LG)
	2nd Lt	J M BUCHNIEWICZ	(E)	S Sgt	S Sienkiewicz	(V)
	1st Lt	P W HUNTER	(FE)	S Sgt	M R Trace	(TG)
				Sgt	Vogel	(RG)

#42-63407

Time 11:50 (MORNING)

Crew:	Major	M W GOODWIN	(P)	T Sgt	T O Lyle	(R)
	2nd Lt	R F SANDSTED	(CP)	T Sgt	E L Spurgeon	(RG)
	Capt	D F MANFREDO	(N)	T Sgt	J D Swindell	(LG)
	Capt	R J SEEBACH	(B)	S Sgt	G J Baker	(TG)
	1st Lt	L F BENDER	(V)	S Sgt	H R Hubbard	(SG)
	F/O	R L OKULY	(FE)			

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

#42-6276

Time 14:45

Crew:	Capt	S D LANZONI	(P)	Sgt	A R Read	(R)
	2nd Lt	J L RIGGS	(CP)	Sgt	W J Yoder	(V)
	1st Lt	H C HIRSCHFELD	(N)	S Sgt	I Sussenwein	(LG)
	2nd Lt	C E BIEBLE	(B)	Sgt	W E Stambaugh	(RG)
	F/C	C O TOWNSEND	(FE)	Sgt	W H Zalabak	(SG)
	T Sgt	L P Jordan	(F) *	Sgt	C E Evans	(TG)

\*Not a member of 45th Bomb Squadron

#42-6313

Time 10:40 (NANKING)

Crew:	Capt	R C SHANKS	(P)	S Sgt	F T Majors	(R)
	1st Lt	H F FLETCHER	(CP)	S Sgt	N P Oglesby	(SG)
	2nd Lt	J C COCHRAN	(N)	S Sgt	A H Rasche	(LG)
	2nd Lt	C R BENEDICT	(B)	S Sgt	W K Lentz	(RG)
	2nd Lt	T R BARTLETT	(FE)	T Sgt	S Poplasid	(TG)

#42-24466

Time 14:40

Crew:	Capt	C A WOOLSEY	(P)	S Sgt	J T Smith	(R)
	1st Lt	D F CLENDENEN	(CP)	S Sgt	F M Drummond	(SG)
	1st Lt	S J DUVA	(N)	S Sgt	R L Doddridge	(LG)
	1st Lt	L G DAVIS	(B)	S Sgt	F T Kesteloot	(RG)
	2nd Lt	G J JAMESON	(FE)	S Sgt	V C Burns	(TG)
				Sgt	W D Stewart	(V)

#42-6303

Time 12:00 (SHANGHAI)

Crew:	Capt	W J BAIL	(P)	T Sgt	D J Chamberlain	(R)
	1st Lt	E F BARKH	(CP)	S Sgt	R E Smith	(SG)
	2nd Lt	W J KHEIZEL	(FE)	S Sgt	H D Taden	(LG)
	1st Lt	D W CUTTELL	(B)	S Sgt	C R Danks	(RG)
	1st Lt	H L ZEMBEL	(N)	Sgt	F S Dye	(V)
				Cpl	P R Watkine	(TG)

#42-63404

Time 14:50

Crew:	Major	R E MOSS	(P)	T Sgt	R V Klaver	(R)
	1st Lt	H M CHANGNON	(CP)	T Sgt	E G Cox	(TG)
	1st Lt	F J KULICKA	(B)	S Sgt	J Duemig	(LG)
	2nd Lt	O E ADAMSON	(N)	S Sgt	C R Austin	(RG)
	1st Lt	S R HORN	(V)	Sgt	R A Easter	(SG)
	1st Lt	E R HAGGERTY	(FE)			



History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

#42-24574

Time 14:40

Crew:	Lt Col O R SCHAAF	(CA)	S Sgt F M Heutmaker	(K)
	1st Lt R A WINTERS	(P)	S Sgt R E Greenfield	(SG)
	1st Lt R W CONLEY	(CP)	S Sgt W R Schrage	(RG)
	Capt J C IVORY	(N)	S Sgt H S Tucker	(LG)
	2nd Lt R L POLLARD	(B)	T Sgt A F Eberts	(TG)
	1st Lt J H TWEET	(FE)		
	1st Lt J P BRUSCO	(V)		

All Squadron aircraft, except #303 and 574 returned to India the following day. The next day, 23 November, had been designated by President ROOSEVELT as Thanksgiving Day for the Armed Forces. The pressure of maintenance and work on the "Line" prevented any time off in observance of the day, but the cooks in the kitchen outdid themselves in presenting a meal worthy of the traditions of home back in America.

The Operations Schedule on 26 November served notice to five crews to be present for a briefing to be held that night at 6:30 PM. When all crews were assembled Colonel BLANCHARD stated that the Command was conducting another "training mission" the next day to BANGKOK, THAILAND. The target was identified as the Bangsue Marshalling Yards, important to the JAPS as a terminus for rail movement of supplies to their hard pressed troops backing out of BURMA.

With the memory of the "training" mission to BANGKOK, BURMA on 3 November still fresh in their minds, a few of the crews winced at the use of the training terminology again.

Take-offs began a few hours after the conclusion of the briefing at 2113Z. The last aircraft was airborne at 2142Z. Fifteen aircraft were airborne from the 40th Bomb Group with the Squadron contributing five of the total.

Of the 15 aircraft airborne 13 successfully bombed the assigned target from 18,000' to 19,000' at 0317Z with excellent observed results. Strike photos verified the crews observation. They showed that 50% of the bombs landed squarely on the aiming point, approximately 25% fell 1600' to the west and the remaining 25% fell 1200' to the east. A total of 145 500 lb AN-M-64 TNT demolition bombs, fused .1 sec nose and .025 sec delay tail were dropped on the primary target. Weather was CAVU at the primary target.

Aircraft #295 and #452 failed to return to B-4 with the remainder of the Squadron planes when they landed after the completion of the mission: Aircraft #295 was hit by a JAP ZEKE fighter directly after "bombs away" and pulled out of formation to go to CHITTAGONG. T Sgt Foploski, tail gunner, was wounded in the hand by shell fragments, and the plane had one engine shot out. Aircraft #313 went along with #295 as escort. A few minutes later aircraft #452 called the formation commander and requested that he be allowed to go to CHITTAGONG also, since there were wounded men aboard.

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

It did not request any escort, and believing that there was no gasoline shortage or mechanical difficulty, permission was granted for it to proceed alone. Aircraft #313 escorted #295 all the way to CHITTAGONG, watching it land, and then proceeded on back to B-4.

Aircraft #452 never reached CHITTAGONG and has never been heard of since it requested QDV's. Three bearings were taken on #452 at that time and a good "fix" obtained, which placed it approximately 45 miles from CHITTAGONG. Air-sea rescue facilities were set in motion aided by a search mission flown by Major WILLIAM RENNRO and crew, but the plane or survivors could not be located. Fearing that #452 may have landed at JAF field, all such fields in the area were covered but #452 was no where to be found. The ill fated aircraft was manned by 1st Lt BLACKWELL and crew, all of whom were listed as "missing in action". Another lesson was learned the hard way - - - an escort plane must be sent under all circumstances with a distressed aircraft.

Remarks from the 40th Bomb Group Consolidated Mission Report completes the story of the mission:

"Although only very weak fighter opposition was encountered, the basic weakness of a loose formation was clearly demonstrated when one lone JAF ZEKKE fighter in a frontal attack flew through the entire formation and inflicted damage on four B-29 aircraft. It broke away undamaged by our return fire. Antiaircraft fire encountered was meager and inaccurate.

"One aircraft developed mechanical difficulties and was forced to turn back to the last resort target at TAUNGUP, BURMA which was bombed from 15,800' with a total of 30 500 lb AN-M-64 TNT demolition bombs with good observed results. No fighter opposition was encountered and anti-aircraft fire was meager and inaccurate. Due to difficulty in locating the target, two bombing runs were made and all bombs dropped on the second run in CAVU weather.

"One aircraft due to navigational difficulties had trouble in locating the assembly point and proceeded to the primary target alone. On the bomb run over the target the AFCE malfunctioned and no bombs were dropped. The aircraft then proceeded to a target of opportunity, a light industrial plant located about one mile southwest of the Don Maung Airfield, and bombed with poor observed results. No fighter attacks were experienced and only meager and inaccurate antiaircraft fire was encountered in CAVU weather."

The following crews participated on the mission:

#42-6295

Time 10:50

Crew: Capt R G SHANKS (P)  
1st Lt H E FLETCHER (CP)

T Sgt S Poplaski (TG)  
S Sgt F T Majors (R)

~~XXXXXXXXXX~~

16



History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

#42-6295

Time 10:30

Crew:	2nd Lt C R BENEDICT	(B)	S Sgt W R Lantz	(RG)
	2nd Lt J C COCHRAN	(N)	S Sgt A J Basche	(LG)
	2nd Lt G M STRECKINGTON	(FE)	S Sgt L W Somers	(V)
			S Sgt N P Oglesby	(SG)

#42-6313

Time 12:05

Crew:	Capt J M SILCOCK	(P)	S Sgt P C Anthony	(R)
	1st Lt L F SANFORD	(CP)	S Sgt P F De Mayo	(SG)
	Capt H B BAKER	(N)	S Sgt R B Sloan	(RG)
	1st Lt J H GOFF	(B)	S Sgt N P Johnson	(LG)
	1st Lt L E WORTHLEY	(FE)	S Sgt R A Martin	(TG)
			S Sgt A E Welch	(V)

#42-93831

Time 11:15

Crew:	1st Lt W W TREIDLER	(P)	Sgt R M Brooks	(R)
	1st Lt C E PAUL	(CP)	Sgt V L Henning	(SG)
	2nd Lt N LARSEN	(N)	Sgt K A Thomasian	(LG)
	2nd Lt J B MCGIVERN	(B)	Sgt L I Mc Outcheon	(RG)
	1st Lt G H WILLIAMSON	(FE)	Sgt R R Dalton	(V)
	T Sgt L F Jordan	(F)	T Sgt E E Pisterzi	(TG)

#42-26452

Missing

Crew:	1st Lt G E BLACKWELL	(P)	S Sgt W J Gabriel	(R)
	2nd Lt V H HUNNELL	(CP)	Sgt E T Stone	(V)
	1st Lt W H WEBSTER	(N)	Cpl C E Cole	(SG)
	2nd Lt J G GETTLER	(B)	Sgt B Roth	(RG)
	2nd Lt H J FANCHER	(FE)	Sgt R A Mc Cormick	(LG)
			Sgt L D E Powers	(TG)

#42-6276

Time 11:30

Crew:	1st Lt R A KIMMERS	(P)	S Sgt W A Treanor	(R)
	1st Lt H L CHANGSON	(CP)	Cpl G C Johnson	(V)
	2nd Lt A J NACER	(N)	Sgt T Hutchison	(SG)
	2nd Lt E POLANSKY	(B)	S Sgt R G Bass	(RG)
	1st Lt J H TWEET	(E)	Sgt J E Garner	(LG)
			T Sgt J C Blackard	(TG)

Photo reconnaissance of the target bombed on the HAMMICK mission were obtained just a few hours after the bombs had fallen by Major R E MOSS and crew flying in aircraft #407, a Squadron aircraft. The flight was routine from point of opposition - - - there being no anti-aircraft fire or fighter encounters. Pictures obtained were excellent. The "photo Joe" a

[REDACTED] 17

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

crew for the mission is listed below:

#42-63407

Time 12:00

Crew: Major R E MOSS	(F)	T Sgt R V Klaver	(R)
1st Lt J R ELLIOTT	(CF)	T Sgt E G Cox	(TG)
1st Lt D M LUSTIG	(N)	S Sgt J Duemig	(LG)
2nd Lt W H ROBERTS	(R)	S Sgt C H Austin	(RG)
1st Lt S R HOHN	(V)	Sgt R A Easter	(SG)
1st Lt E R HAGGERTY	(FE)	Capt S I KUEBLEMAN	(X)*

\*Not a member of 45th Bomb Squadron

Cargo Operations:

Cargo hauls to the forward area in China were confined strictly to tanker aircraft during the month of November. Aircraft #254, appropriately christened "Hump Happy Pappy" along with aircraft #241, belatedly named "Hump Happy Mammy", completed 10 transport missions between them for the month with the following cargo credits:

Total gallons of 100 octane gasoline delivered	23,010
Total number pounds of dry cargo	38,613
Total weight of all cargo	176,673

Weather:

November was absolutely void of rain. The sky remained clear throughout the days and nights. Seldom were any clouds seen and the memory of heat and rain of the Summer practically vanished from the minds of Squadron personnel as the temperature dipped low enough to remind them of the pleasantness of their homes in the States in the early Fall. In direct contrast to the ideal conditions for flying and ground work in India, China presented a dismal picture. Low ceilings and icing levels over A-1 made operations hazardous. Personnel shivered in the damp cold of China during the period of time they were there for the CWA mission of 11 and 21 November.

Figures taken from the Base weather Office records at Chakulia gave the following picture for our India Base:

Normal rainfall	0.10 inches
Actual rainfall	0.00 inches
Heaviest rainfall on one day	0.00 inches
Hours ceiling was below 1000'	0
Highest maximum temperature	92° (3rd)
Lowest minimum temperature	51° (30th)
Average maximum temperature	85°

History, 45th Bomb sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

Average minimum temperature 61°  
Average temperature 73°

Engineering:

The assignment board of aircraft in the Squadron reflected more changes in November. On the first day of the month thirteen (13) B-29 aircraft were on the unit's record, eleven (11) being combat planes and two (2) tanker planes. To record additions and subtractions in squadron aircraft strength the following balance sheet is given:

Gains: 3 Nov - B-29 aircraft #42-63104 Replacement combat air-  
23 Nov - B-29 aircraft #42-24738 craft from the States

Losses: 21 Nov - B-29 aircraft #42-6275 lost on OBUA mission of 21 Nov.  
25 Nov - B-29 aircraft #42-6241 Tanker aircraft returned to US.  
28 Nov - B-29 aircraft #42-254 Tanker aircraft returned to US.  
30 Nov - B-29 aircraft #42-24452 missing from mission to BANGKOK on 27 Nov.

The two replacement combat aircraft from the States erased the battle losses sustained, with both tanker aircraft gone the month ended with eleven (11) combat aircraft still on the records.

During the month 24 engines were changed on aircraft assigned to the Squadron. Engine record cards showed that the majority of engine changes were due to discovery of bad cylinders and signs of internal failure. Five cylinders were changed in November, while the numerous other minor mechanical difficulties inherent in stepped up operations were handled in good style by maintenance personnel.

Armament:

The armament section installed gun cameras on aircraft when they were scheduled for engineering test hops or training flights. F-47 fighters based at B-4 provided the opposition in all cases. The gun cameras were installed to record the errors in tracking and gun operation. While our gunners benefited, the "peashooters", starved for flying after a tour of duty as cover for our forward area fields in China, obliged with a demonstration of smooth attack flying.

Bombardiers in the Squadron and Group benefited when a Bomb Trainer was set up in the new training building on the base. The trainer was not the old type used before while training in the States, but a modern vehicle that simulated actual aerial conditions.

Gunners training for all gunners and bombardiers began on the ground

 19

History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

with the installation of a Gunnery Trainer in the same training building.

Personnel:

The morning report revealed that the strength of the squadron available present for duty fluctuated constantly through the month. Transfers in and out of the organization continued to be made as the loose ends of the reorganization made effective in October were tied in. New faces were seen and old faces were gone. Morale of the unit as a whole remained high. Following in chronological order are the remarks of status changes of certain personnel in the squadron during November:

- 1 Nov - Captains BAKER and SHANKS and Lieutenants FLETCHER, SANFORD, WORTHLEY, WACHMAN and ETHERINGTON returned to duty after completing a period of detached service at the C-109 project.
- 2 Nov - Lieutenants TRIMMER, PAUL, LARSEN, FARKLELL, and MAUER, P/O RISHALL and Sergeants Basche, Lantz, Majors, Oglesby, Somers, Anthony, De Mayo, Johnson, Martin, Sloan and Brooks returned to the unit after completion of detached service with C-109 project.
- 3 Nov - Major LANDETH and sergeants Blackard, Treanor, Hutchison, Garner, Henning, Moutcheon, Thomasian, Burnison, Watkins and Bass returned from detached service with the C-109 project to duty with the squadron.
- 4 Nov - 1st Lt ROBERT M HOLMAN assigned to the 45th Bomb Squadron with duty as Adjutant. Lt HOLMAN came to the unit via the transfer route from Headquarters 40th Bomb Group, having formerly served as Adjutant for the Group since departing the states.
- 5 Nov - 1st Lt HARRY M CRANFORD returned to duty with the Squadron from Detached service at the C-109 project.
- 6 Nov - The first awards and decorations, authorized by Headquarters XX Bomber Command to members of the 40th Bomb Group, were made on the morning of 6 Nov. Major General CURTIS E. LE KAY, Commanding General of Bomber Command was on the field to make the formal presentation. Ninety men of the Squadron received the Air Medal and thirty men received their first Oak Leaf Cluster to the Air Medal per General Orders #38, Headquarters XX Bomber Command dated 28 October 1944. At the same formation General LE KAY pinned the Distinguished Flying Cross on the chests of Major IRA V LATHENS crew for their outstanding achievement of returning the crippled #222 from PALEMBANG, SUMATRA on 20 Aug 44 per General Orders #41, Headquarters XX Bomber Command, dated 31 October 1944.



History, 45th Bomb Sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

A new replacement crew from the States assigned to the Squadron. The pilot, Lt WIX, had formerly been a member of the unit during the training period in the US. When men in certain categories were classified as overages he was among these transferred to Clovis, New Mexico. A co-pilot then, he now came to the Squadron in command of a crew. The following named individuals came into the organization as members of the crew:

2nd Lt R A WIX	(P)	Sgt W N Frees	(N)
2nd Lt J L RIGGS	(CP)	Cpl W R Gustavson	(CFC)
2nd Lt F L MILLER	(N)	Sgt L E Bane	(HG)
2nd Lt A F EIKEN	(B)	Cpl H Murrath	(LG)
2nd Lt J K HILLIARD	(FE)	Cpl B S Athey	(TG)

7 Nov - 1st Lt GEORGE LUNDQUIST returned from Detached Service at HSICHANG, CHINA. Lt LUNDQUIST had been sent to HSICHANG to supervise the repair work on aircraft #326 which crash landed on the small field there in July.

11 Nov - Sergeants Halpern, Clark, Elwell, Faslay and Rodenclal returned from FENGHSIEN, CHINA to the Squadron for duty. The next day Lt GARDNER also returned from FENGHSIEN. Lieutenants DE COSTER and OSLENDER and Sergeant McCullough, members of the same crew had returned on 31 October. With all of the crew once again together, except for Captain LEDFORD, hospitalized at CHENGTU, the story was obtained concerning the damage to their aircraft over CHINA on 25 October and their subsequent bailout in un-occupied CHINA on the way back from the target.

Flying in aircraft #281 as part of a 21 plane formation composed of other Groups of the command, "bombs away" came at 016Z. About five minutes later an enemy fighter was reported low in the 2 o'clock position over the interphone. Lt DE COSTER, the co-pilot, occupying the pilot's seat at the time, recalled leaning over and seeing the fighters approach. He yelled at Lt GARDNER, bombardier, to get on the fighter, because at that time Lt GARDNER was still trying to close the bomb bay doors.

The next moment there was an explosion in the cockpit. Everyone in the nose was stunned and a complete description of the incident was difficult to obtain. Lt OSLENDER, navigator, states he felt as if he had been pushed in the face by an unseen force which knocked him partially off his chair. The explosion was undoubtedly the result of a 20mm cannon shell. A jagged hole about eight to ten inches in diameter could be seen on the right side of the fuselage between the radio compass and armor plating behind the co-pilot's seat.

Two crew members were injured by the shell exploding. The pilot,

History, 45th Bomb sq, 1 Nov to 30 Nov 44, 22 Jan 45, cont'd.

Capt LEDFORD, occupying the co-pilot's seat at the time, was hit in his right side just at his belt line. The wound was deep and painful, exposing a kidney and part of his hip bone, but fortunately hitting nothing but his flesh. M Sgt Miller, flight engineer, was hit in the head and his injury proved fatal later on.

Capt LEDFORD told the crew to treat Sgt Miller's wounds first and asked them to help him into the flight engineer's position. Lt DE COSTER flew the plane and Capt LEDFORD performed the engineer's duties. T Sgt Halpern was called out of his position as tail gunner to come forward and Sgt Halpern crawled in the bomb bay to transfer fuel. He then assisted Capt LEDFORD back into the co pilot's seat and took over the engineer's duties, keeping the wing tanks level for about four hours until gas shortages forced the crew to bail out.

Lt ONLENDER and Capt LEDFORD, using a shroud line from Capt LEDFORD's damaged chute rigged a static cord into Sgt Miller's ripcord, which worked successfully as they dropped the unconscious engineer out the nose wheel hatch. Using an extra chute, fortunately on board, Capt LEDFORD followed Sgt Miller out the plane, delaying to open his chute for about 5,000' in an attempt to land near the injured engineer. The remainder of the crew bailed successfully and landed without injury.

Capt LEDFORD did not land near Sgt Miller. However Sgt Miller was picked up by the Chinese in the area and given medical attention at the village of FUMSISIK. A short while later Sgt Miller died of his wounds. He was given a Christian burial there at the village.

With the kind assistance of the Chinese all crew members eventually made their way to LAOCHOKO, CHINA where they were evacuated by plane to A-1. Capt LEDFORD is doing nicely at the hospital at CHENGTU and expected to be up and around soon.

- 15 Nov - 1st Lt R H WAINWRIGHT returned to duty with the organization, having been hospitalized at CHENGTU since 19 October as a result of wounds received on the FORMOSA mission of 17 October.
- 16 Nov - 1st Lt BREWSTER D FOLLOCK transferred to Headquarters 40th Bomb Group, with duty as BOM Officer.
- 18 Nov - Cpl Robert L Sharpnack died of injuries received in an auto accident on 16 Nov while on his way to rest camp.
- 20 Nov - A new replacement crew from the States assigned to the Squadron. Names, grades and crew positions are listed below:

22  
~~XXXXXXXXXX~~

History, 45th Bomb sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

1st Lt JOHN R ELLIOTT	(P)	Cpl George I Ahern	(V)
2nd Lt CHARLES E ALLISON	(N)	Cpl Harold E Golden	(LG)
2nd Lt CHARLES NIELSEN JR	(CP)	Cpl Durward W Hall	(R)
2nd Lt TAYLOR W WILSON	(B)	Cpl Louis A Lechner	(EE)
Sgt David E Leon	(FE)	Cpl James V Martini	(SG)
		Cpl Earl E Sherman	(TG)

23 Nov - 1st Lt IRA REDMOND, bombardier on Capt COEDEN's crew officially reported as "Killed in Action" on 21 November over OKURA, JAPAN.

24 Nov - 1st Lt CLARENCE P LOWMAN, 1st Lt SIM G FORD, 1st Lt FRANK J CORSE promoted to Captain effective 18 November.

25 Nov - Major KOENIG and crew took off in tanker aircraft #42-6241 to return to the United States. Their return was not to be interpreted as the beginning of a combat crew rotation plan going into effect. Since the tanker aircraft in the Group had been ordered home, the crews chosen to fly them were selected as being the crews with the greatest amount of logged combat "time over the target". Their return did help to start a reduction in the overage of personnel in the Squadron caused by the re-organization of the Command in late October. Listed below are the names of the men that bid the organization farewell:

Major PERIER A KOENIG	(P)	T Sgt John E McKain	(R)
1st Lt JACK E BARNES	(CP)	S Sgt Wylie E Bealy	(SG)
Capt HAROLD J DRISCOLL	(R)	S Sgt Louis DeLaurenzio	(LG)
1st Lt WALTER K SEVE JR	(FE)	S Sgt Robert F Lovelace	(RG)
		S Sgt Joseph T Yagos	(TG)

26 Nov - continuing to suffer from stomach cramps Major GLENN W LAMURETH once again was transferred to the 262nd Gen Hosp at Calcutta for further observation and treatment.

27 Nov - Captain JOHN C IVORY, Squadron Navigator, was transferred to Headquarters, XX Bomber Command. His new duties would be assistant command navigator. Capt IVORY would be sincerely missed. One of the most popular men in the Squadron, he had done much to help forge the unit into a strong organization.

28 Nov - Captain MICHAEL T FEID transferred to Headquarters, 40th Bomb Group to assume the duties of Group Navigator. Capt FEID was a member of Major KOENIG's crew, but in a last minute switch, elected to stay for the Group job, while Major W B ADAMS, Group Navigator, a veteran of combat action with the 11th Bomb Group early in the war, took his place on the crew and returned to the states.

History, 45th Bomb sq, 1 Nov to 30 Nov 44, 22 Jan 45, Cont'd.

29 Nov - 2nd Lt WILLIAM E WOLFF transferred to 44th Bomb Squadron.

1st Lt GEORGE W STEIDMAN returned to duty from the C-109 project.

30 Nov - 1st Lt ROBERT T WILSTON transferred from 44th Bomb Squadron to the organization.

The following named men officially reported as "Missing in Action" on the mission to BANGKOK on 27 November:

1st Lt CARL E BLACKWELL (P)	S Sgt William J Gabriel (R)
1st Lt WILLIAM H WEBSTER (N)	Sgt Robert A McCormick (LG)
2nd Lt ROBERT J FANCHER (FE)	Sgt L D E Fowers (TG)
2nd Lt JOHN G GETTLER (B)	Sgt Bernard Roth (RQ)
2nd Lt VERN H HUNKELL (CP)	Sgt William T Stone (V)
	Cpl Carson A Cole (SG)

The strength of the squadron at the beginning and ending of November are as indicated below:

1 November 1944

121 Officers  
6 Flight Officers  
546 Enlisted Men

30 November 1944

126 Officers  
6 Flight Officers  
551 Enlisted Men

*Clarence P. Lowman*  
CLARENCE P LOWMAN  
Captain, Air Corps  
Historical Officer