

**SECRET**

FORTY FIFTH BOMBARDMENT SQUADRON  
Office of the Historical Officer

APC Number 631  
8 January 1945

SQUADRON HISTORY

1 October thru 31 October 1944

General:

October was the beginning of a general "stepping up" in combat operations. In addition it also marked the first time that the B-29 had been dispatched to attack a tactical target.

Four combat missions were conducted by the XX Bomber Command during the month. The first three missions were directed against targets in the island of FORMOSA, lying just off the southern coast of CHINA, and occurred on 14, 16 and 17 October.

The first attack against FORMOSA fell on the Okayama Aircraft Plant on 14 October. The plant was devoted primarily to the construction of training aircraft and to the repair and modification of combat aircraft. Associated with the target plant was the Okayama Airfield, which was a major airbase and a staging point for the movement of combat planes south to the PHILIPPINES and the NETHERLANDS EAST INDIES. Because of the strategic location with reference to potential combat areas, the facilities of OKAYAMA assumed increased importance with the expansion of operations against the enemy in the Pacific.

More combat-operational aircraft were in the staging area (132) and more aircraft were airborne (130) than for any previous mission. Eight aircraft of the Squadron were airborne from A-1 of which number seven reached the primary target and one jettisoned its bombs and returned early due to a blown cylinder head.

Damage to the target was heavy destroying 43 buildings and damaging 12 of the total of 80 buildings comprising the assembly plant.

On 16 October the XX Bomber Command once again struck at OKAYAMA on FORMOSA, but since the mission of the 14th had resulted in a greater degree of destruction to the aircraft plant than had been foreseen, it was necessary to dispatch only two Groups of the Command to OKAYAMA. One Group was also dispatched to the Heito Airport on FORMOSA in an effort to further reduce aerial installations in the target area. The 40th Bomb Group was not dispatched on 16 October but held for an attack on the Kinansho Aircraft Depot on the next day (17 October).

Eight aircraft from the 45th Bomb Squadron were airborne on 17 October, of which number one bombed the primary target and five bombed the secondary target, TAKAO Harbor on the island of FORMOSA. Two aircraft returned to A-1 early due to mechanical difficulty and did not bomb.

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Results of the three days operations were considered excellent. Only six small buildings and the Engine Testing Blocks remained intact of the original 80 buildings comprising the Okayama Aircraft Plant. Hangar and building installations at HEIHO and BINANSUO airports were damaged, as were harbor installations at TAKAO. The loss of OKAYAMA would interfere with the Japanese system of staging, modification and maintenance of combat aircraft enroute to southern combat areas. Its loss would make the battle for the PHILIPPINE ISLANDS more difficult for the enemy.

On 20 October General DOUGLAS MC ARTHUR returned to the PHILIPPINES when American 6th Army units were landed on LEYTE ISLAND under cover of the largest allied naval disposition ever employed in the Pacific. Every man in the Squadron could justly feel with pride that his efforts in the successful support operations against FORMOSA would aid substantially in the quicker accomplishment of objectives in the PHILIPPINES, for Japanese air strength would be materially reduced.

October's operations were concluded on the 25th when the XI Bomber Command conducted a daylight bombing mission to the Omura Aircraft Plant, located at OMURA on the island of KYUSHU in JAPAN. The blow was another in the reduction of the enemy's production and maintenance of aircraft.

Seven aircraft from the Squadron were airborne from A-1 for the mission to OMURA. Six aircraft bombed the primary target and one aircraft bombed SAISHU ISLAND, slightly northwest of OMURA. Six planes returned safely to home base and one plane was abandoned by the crew near LAOHOKON, CHINA when the fuel supply was exhausted.

October was also the month that marked a general reorganization of units within the XI Bomber Command. The new Table of Organization amalgamated the 3rd Bombardment Maintenance Squadron with the 45th Bomb Squadron. Most of the men from the 3rd Squadron were simply transferred to the 45th Bomb Squadron, but some became overages or were transferred to other units in the Command. One Bomb Squadron in the Group was eliminated and its personnel and planes split among the three remaining tactical units.

The 45th Bomb Squadron benefited in the reorganization, because quite a few of the men given back to the unit had been original members of the Squadron when it returned to the States in 1943.

The most immediate effects of the new set up was the elimination of much of the administrative duplication of the old tactical squadron and maintenance squadron organization. In addition it afforded an opportunity to reassign certain individuals that had not found their place in the Squadron during the past few months of combat activity.

OPERATIONS

Combat:

The mission to OKAYAMA, FORMOSA was originally scheduled to be conducted on 12 October. The 40th Bomb Group started dispatching aircraft

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from the rear to the forward area on 9 October. Then a request from the Navy necessitated a change from the 12th to the 11th as the date of the strike. However, weather conditions existing over FORMOSA were unsuitable for high level precision bombing on that date, so the mission was postponed until 14 October. By "D" Day, 14 October 1944, a total of 34 aircraft from the 40th Bomb Group were at A-1 of which eight (8) were planes of the Squadron.

Starting at 5:26 AM on the morning of 14 October all 34 aircraft were airborne for the attack on CANKYANG. In 42 minutes 32 aircraft were airborne, the remaining two aircraft being delayed, one by mechanical difficulty and the other by becoming mired when it taxied off the end of the runway. Both difficulties were overcome and the last aircraft was airborne at 7:47 AM. All eight aircraft of the 45th Bomb Squadron took off on the mission.

The following narrative from the 40th Bomb Group Consolidated Mission report gives a brief account of the mission:

"At the time of take-off at A-1 there were three layers of overcast; one of broken stratocumulus between 4000 and 5000 feet and one of stratus between 6000 and 7000 feet and one of altostratus between 10000 and 15000 feet. Visibility was five to six miles. Of the 34 aircraft airborne 28 are known to have visually bombed the primary target with excellent to unobserved results. Two aircraft visually bombed the assigned tertiary target (shipping and harbor installations along the China coast) with poor results. One aircraft bombed the last resort target (airfield at HENGYANG, CHINA) by radar with unobserved results due to 10/10 cloud cover. One aircraft was forced to jettison its bombs due to engine failure, one aircraft returned to base almost immediately due to mechanical difficulties and one aircraft (#513) was abandoned by the crew in the vicinity of HENGYANG, CHINA due to engine difficulty.

"A total of 473, 500 lb AN-M 60 TNT bombs with .1 sec nose and .01 sec tail fusing and 236, 500 lb AN-M 10-type incendiary bombs with instantaneous nose and non-delay tail fusing were dropped on the primary target.

"No fighter opposition was encountered and antiaircraft fire was meager and from accurate to inaccurate.

"Reports of high altitude balloons were received but the distance involved and the possible similarity to antiaircraft bursts prevented any definite conclusions.

"Reports of damage inflicted by recent Naval air attacks were received. Complete lack of air opposition could probably be attributed to those attacks.

"All aircraft, with the exception of #513, returned safely to A-1 with the last aircraft landing at 1015Z. A "two ball alert" was received just prior to landings, but did not develop further. During final stages of interrogation another two ball alert was called but this also failed to materialize."

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#42-6295

Time 11:00

Crew: Major R E MOSS	(P)	T Sgt R V Klaver	(R)
Capt C MC GREGOR	(CP)	1 Sgt E G Cox	(TG)
1st Lt F J KULIOMA	(D)	1 Sgt E S Hornyak	(SG)
1st Lt R H WEINBERG	(N)	Sgt R A Easter	(SG)
1st Lt S HORN	(V)	S Sgt J Duemig	(LG)
1st Lt E R HAGGERTY	(FE)		

#42-73831

Time 10:35

Crew: Major E J GOODWIN	(P)	T Sgt T O Lyle	(R)
2nd Lt K W DOVAGE	(CP)	1 Sgt E L Spurgeon	(RG)
Capt D F MANFREDO	(N)	T Sgt J D Swindell	(LG)
Capt R J SERRACH	(B)	S Sgt G J Baker	(R)
1st Lt L F BENDER	(V)	S Sgt H R Hubbard	(SG)
F/O R L OKULY	(FE)	Pic A H Gordon	(R)*

Note: \*Not a member of the 45th Bomb Squadron

#42-6275

Time 10:20

Crew: Capt J H CO DEN	(P)	S Sgt W J Salmon	(R)
1st Lt E G JONES	(CP)	S Sgt R P Adamson	(SG)
1st Lt F D STEINER	(N)	S Sgt M P Shebak	(RG)
1st Lt L J KOENIG	(FE)	Cpl A E Claypool	(LG)
1st Lt T B PHILLIPAN	(V)	S Sgt G L Voris	(RG)
2nd Lt R L ANSTIN	(V)		

#42-6261

Time 10:35

Crew: Capt J C LEBFORD	(P)	S Sgt D L Mc Gullough	(R)
1st Lt J V DE GOSTEK	(CP)	Sgt G H Rodencal	(V)
2nd Lt W L GAMNER	(B)	S Sgt T A Clark	(SG)
2nd Lt H T ORLENDER	(N)	S Sgt R F Elwell	(LG)
L Sgt R C Miller	(FE)	S Sgt C D Bacon	(RG)
		T Sgt J Halpern	(TG)

All the next day (15 Oct) personnel worked hard preparing the Squadron's planes for the scheduled mission for 16 Oct. Maj MATHEWS and crew worked all day long changing the bad engine, but it seemed as if they would fail to make the scheduled take-off the following morning.

Late that afternoon all crews were notified of the type of bombs and number to be carried the next day. However, a shortage of transportation slowed the delivery of the bombs to the planes. By the

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Since taken a shortage of bomb hoists forced some crews to work on loading them into the night. Some of the 45th Bomb Squadron's planes were not completely loaded until about two hours before they were due to be airborne.

Then, at an early morning hour, the message came in directing that the 45th Bomb Group was not to take off, but was to be held in readiness for another target the next day. The delay was welcome, for efficiency would have been sacrificed had the mission gone as planned.

During that day Maj PATHEWS and crew completed the engine change and slow-timed late in the afternoon. They came down from the flight just in time to attend the briefing for our mission the next day (17 Oct).

At the briefing information was given to the crews that the mission of the other three groups during the day had been very successful. The destruction and severe damage of the air installations at TAINAN was about 90% complete. Fair results had also been obtained at TAILO Airdrome where one group bombed that day. Notice was then given that the 40th Bomb Group would take off the next morning for a mission against the EIMANSHO Aircraft Depot near TAINAN, FORMOSA. The secondary target was to be shipping and harbor installations at TAILO HARBOR, the tertiary target was to be shipping and harbor installations along the CHINA Coast and the last resort target the town of TAIWAN, CHINA. Details of the mission were explained thoroughly both in general and specialized briefings. Emphasis was laid on the value that good bombing would have for helping the Navy. All crews were also instructed to be on the alert for probable enemy naval movement in the FORMOSA Straits and to be sure that any reports sent in included all pertinent data as to speed, course, time, number and disposition of the shipping seen.

After a good night's sleep take-offs began the next morning at 0100 AM. Thirty aircraft of an available 32 were airborne with the 40th aircraft off at 0145 AM. Two aircraft were unable to take off due to mechanical difficulty.

Eight aircraft from the 45th Bomb Squadron were airborne of which number one bombed the primary target of EIMANSHO, five bombed the secondary target at TAILO, and two returned to A-1 early due to mechanical difficulty and did not bomb.

The following account, taken from the Consolidated Mission Report of the 40th Bomb Group, reveals the story of the mission:

"Of our 30 aircraft airborne 14 attacked the assigned primary target dropping a total of 194 GP and 56 incendiary bombs from 24,000' and reported good results. Weather over the primary target was such that the target was covered by a cloud from the east up to the

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extreme western edge. The target was clearly visible coming in from the west, and bombs were seen to explode in the aiming point area. No worthwhile strike photos were obtained due to cloud cover.

"Between 12 and 13 single engine fighters were sighted below the formation, but attacks were not pressed home in this area. Anti-aircraft fire was heavier and inaccurate. Several aircraft reported sighting high altitude balloons spherical in shape with a long box-like object suspended beneath them. The balloons were reported at 23000 feet and it is believed some photos were obtained.

"Thirteen (13) aircraft proceeded to the primary target, but finding it cloud covered went on to the secondary target and dropped a total of 210 or 221 incendiary bombs from 24000 feet with good results. Approximately 13 ships, six of which were ocean-going type, were found in the harbor. Nine demolition and four incendiary hits were made in the quay area with damage resulting to two medium-size warehouses and six or seven rail lines in the La Sualal Yard. The remainder of the bombs fell among ships in the harbor with the exception of one demolition and two incendiary bombs that fell in open land across the harbor from the quay area. Slight damage was caused to the bow of a large freighter-transport along side the quay. Additional damage was also caused by a hit and two near misses on the port side of a large tanker lost aground and listing by the Navy's attacks on 12 and 13 October. A third large tanker along side the quay suffered a probable damage from near misses as did a small cargo vessel anchored in the harbor. A dredge line was also cut. Weather at time of attack was CAWU.

"Winter opposition was moderate, but attacks were vigorously pressed home as the formation was leaving the target. Our aircraft claimed a total of eight enemy aircraft destroyed and seven damaged. None of our aircraft were lost to enemy fighters.

"Anti-aircraft fire was moderate and generally accurate.

"One aircraft, due to fuel transfer failure, was forced to bomb a tertiary target (AAST on SINA Coast) from 20000 feet with unobserved results due to 6/10 cloud coverage.

"Six aircraft were forced to abort due to mechanical difficulties. Four returned safely to A-1, one to A-3 and one, #342, crashed about 10 miles SW of A-1 when an engine caught on fire. Nine crew members parachuted to safety, but two were unable to get out of the aircraft in time and were killed in the crash.

"In addition to the two men killed in #342, one crew member of #295 was lost by being blown out of the plane when the side blister blew out shortly after leaving the secondary target. Other crew members reported seeing his chute open.

"Four crew members sustained minor wounds from flak and enemy fighters.

"Four aircraft sustained minor battle damage."

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Indicated below are the names of the men in the Squadron that participated on the mission with notation of aircraft flown in and combat hours logged.

#42-24579

Time 10:20

Crew:	Major	I. V. MATTHEWS	(P)	T Sgt	F. H. Thompson	(R)
	1st Lt	A. A. WINTERS	(CP)	S Sgt	H. K. Smole	(LG)
	1st Lt	A. C. HIRSCHFELD	(N)	S Sgt	L. E. Mcaride	(RG)
	2nd Lt	C. E. BLEHLE	(B)	S Sgt	L. P. Winborne	(SG)
	PO	D. L. GRACE	(FE)	S Sgt	S. Sienkiewicz	(V)
				Sgt	J. E. Miles	(T)

#42-24452

Time 11:00

Crew:	Lt Col	O. R. SCHAAF	(P)*	T Sgt	J. I. Stockton	(R)
	2nd Lt	H. F. SANOSTED	(CP)	T Sgt	H. H. Burnett	(SG)
	Capt	J. C. IVORY	(N)	S Sgt	F. J. Love	(LG)
	1st Lt	H. H. NORTON	(B)	Sgt	L. B. Vogel	(RG)
	2nd Lt	G. H. WILLIAMSON	(FE)	S Sgt	H. K. Grace	(TG)
	1st Lt	G. F. WEINBERG	(V)	Major	H. K. HILL	(V)*

Note: \* Not a member of the 45th Bomb Squadron

#42-6418

Time 10:40

Crew:	Capt	S. D. LANZONI	(P)	S Sgt	H. J. Gabriel	(R)
	1st Lt	C. E. CRECELINUS	(CP)	Sgt	H. A. Wagner	(V)
	1st Lt	H. W. JONES	(N)	S Sgt	S. J. Farrar	(SG)
	1st Lt	H. A. SMITH	(B)	S Sgt	L. L. Johnson	(LG)
	PO	J. O. PATRAS	(FE)	S Sgt	J. L. Satterfield	(TG)
				S Sgt	H. D. Lawson	(RG)

#42-6313

Time 10:40

Crew:	Major	H. G. BENFIO	(P)	S Sgt	F. K. Heutmaker	(R)
	1st Lt	H. W. CONLEY	(CP)	S Sgt	H. F. Gainey	(SG)
	2nd Lt	F. A. BRENNAN	(N)	S Sgt	H. S. Tucker	(LG)
	2nd Lt	H. L. POLLARD	(B)	S Sgt	W. R. Schrage	(RG)
	1st Lt	J. P. BRUSCO	(V)	T Sgt	A. R. Eberts	(TG)
	PO	J. G. HERBERT	(FE)	Capt	B. A. JELLET	(I)*

Note: \* Not a member of the 45th Bomb Squadron



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42-0275

Time 8:30

Crew:	Major R. S. MOSS	(P)	T Sgt R. V. Klaver	(R)
	Capt G. EG GIBSON	(CP)	T Sgt E. G. Cox	(RG)
	1st Lt F. J. MILLER	(N)	T Sgt E. S. Horryai	(SG)
	1st Lt R. H. MILLBERG	(N)	Sgt R. A. Easter	(SG)
	1st Lt S. HOUL	(V)	T Sgt J. Luemig	(LG)
	1st Lt W. R. CAMPBELL	(FE)		

42-05091

(Abort) Time 11:25

	Major L. J. WOODRIF	(P)	T Sgt T. C. Lyle	(R)
	2nd Lt K. W. JOHNSON	(CP)	T Sgt E. L. Spurgeon	(RG)
	Capt D. F. HANFORD	(N)	T Sgt J. D. Swindell	(LG)
	Capt R. J. SEBUSH	(B)	S Sgt G. J. Baker	(RG)
	1st Lt S. F. BENDER	(V)	S Sgt R. R. Hubbard	(SG)
	PO W. L. CROLY	(FE)	Pfc A. H. Gordon	(R) *

Note: \* Now a member of the 45th Bomb Squadron

42-0275

Time 10:45

Crew:	Capt J. H. CONDEE	(P)	S Sgt W. J. Salmon	(R)
	1st Lt L. G. JONES	(CP)	S Sgt R. P. Adamson	(SG)
	1st Lt F. D. STEINER	(N)	S Sgt M. P. Shebak	(RG)
	1st Lt I. E. REDMOND	(B)	Cpl A. E. Claypoole	(LG)
	1st Lt L. J. ROENIG	(FE)	S Sgt G. L. Voris	(TG)
	1st Lt F. B. FRIEDMAN	(V)		
	2nd Lt E. L. AUSTIN	(V)		

42-0281

(Abort) Time 1:35

Crew:	Capt J. C. LEBFORD	(P)	S Sgt D. L. McCullough	(R)
	1st Lt J. V. DE COSTER	(CP)	Sgt G. H. Rouencal	(V)
	2nd Lt W. L. GARDNER	(B)	S Sgt T. A. Clark	(SG)
	2nd Lt H. T. CALDWELL	(N)	S Sgt R. F. Sivell	(LG)
	M Sgt H. G. Miller	(FE)	S Sgt C. D. Bacon	(RG)
			T Sgt J. Halpern	(R)

During the series of determined enemy fighter attacks immediately after turning off the bombing run, Major R. S. MOSS and crew in aircraft #275, were hit by a 20 mm explosive shell. The shell penetrated the nose section of the plane just over the co-pilot's head, exploding and injuring T Sgt Klaver, the radio operator and 1st Lt MILLBERG, the navigator. Just after the damage sustained from the enemy fighter attack, the right blister had blown catapulting the right gunner, T Sgt E. S. Horryai out into space.

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The tail gunner on #295 saw Hornyai's chute open, but bitterly admitted that he also saw a Jap fighter shooting at Hornyai as he swung helplessly in the air. Little hope was held for Sgt Hornyai, but he was officially listed as "Missing in Action."

With gas and oxygen supply dangerously low, and with wounded crew members on board, Major Moss landed at LILING, 4th Air Force field in southern China. Both wounded men were treated at the Base Dispensary. Klaver had shell fragments in both legs and his right hand and HELIBERTS had fragments in his right leg and foot. The next day (18 October) flying in normal crew positions, the crew returned #295 to A-1, where Klaver and Heliberts were X-rayed, then subsequently flown to Chungking, China where they entered the hospital there for treatment.

Major Moss and the remainder of the crew remained at A-1 over the next day and then returned to India in #295 on 20 October.

The accident of Sgt Hornyai's was regrettable, and his loss was felt by men in the organization. Yet from all accidents in the Air Corps a lesson is learned. This accident emphasized the importance of side gunners keeping their safety straps buckled at all times.

From 19 October to 23 October every man available worked on the planes in the Squadron. The mud of China had to be scrubbed off and numerous minor adjustments made. While engineering personnel were busy the administrative section of the Squadron was also busy with the paper work connected with the amalgamation of the 3rd Bomb Maintenance Squadron and the 45th Bomb Squadron into a single tactical unit. Several aircraft and crews also came into the organization as the 395th Bomb Squadron was deactivated in the reorganization and its personnel distributed among the other units remaining in the 40th Bomb Group.

On 23 October aircraft from the Squadron began moving from the rear area in India to the forward area in China. By the end of the next day (24 October) 21 aircraft of the 40th Bomb Group were at A-1 of which number seven were 40th Bomb Squadron assigned aircraft and crews. In addition two 40th Bomb Squadron crews were present to fly planes from the 25th and 44th Bomb Squadrons.

The briefing for the mission held that night. The target was announced as the Aircraft Plant at OMIKA, JAPAN. As the briefing progressed the crews seemed little concerned with the status of enemy ground and air defenses in the target area compared to the concern they had for the planned night take-off a few hours later. With a heavy load of bombs tucked in the belly of a B-29, every available inch of the runway at A-1 assumed great importance to the men. Visibility and judgement had to be good to assure a safe take-off. At night, though, judgement and vision assumed even greater importance than the length of the runway, for until altitude and speed had been gained the low-lying hills around the field were a menace or the darkness should an emergency occur.

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After briefing was concluded the time remaining until take-off was spent in the "coffee shop" where the crews discussed the mission together over a steaming cup of hot java and a generous supply of the heavy-doughnut Chinese doughnuts.

At time of take-off an overcast sky brought a ceiling of 5000 feet. Visibility was three miles in light rain and fog and winds from the north ranged from calm to light. Scattered skud and broken clouds also existed from 1000 to 2000 feet.

The first plane of the 45th Bomb Group took off at 50 minutes past midnight on 25 October. Fourteen (14) aircraft were airborne for the mission, the last plane getting off at 1:41 AM. A total of seven aircraft were ground aborts due to mechanical difficulties. All seven of the aircraft from the Squadron were airborne and comprised 50% of the striking force that set out on course for OKU.A.

A few excerpts from the 45th Bomb Group Consolidated Mission Report, shown below, gives a brief account of the mission:

"Of the 14 aircraft airborne two returned early due to mechanical difficulties. Eleven aircraft bombed the primary target from 25000 feet with excellent results. A total of 16.5 tons of HE and 5.5 tons of incendiary bombs were dropped and strike photos confirmed the observed results. Aircraft #579 was in formation with two aircraft from another Group. Half way across the China Sea the two aircraft turned around and headed for home. Since the airplane commander of #579 had been briefed not to go to the primary target alone, he changed course and attacked SAKI, returning to A-1 shortly before the aircraft attacking the primary target came back.

"Over the primary target enemy air opposition was moderate to weak. Our aircraft claim only one enemy aircraft destroyed and one damaged. Anti-aircraft fire over the primary target was meager and inaccurate. Anti-aircraft fire over SAKI was moderate and accurate.

"Weather over the primary target and target of opportunity bombed was CAU. Considerable enemy naval strength was observed and reported.

"Eight aircraft returned directly to A-1, landing at from 0045Z to 0110Z. Two aircraft were forced to land at other bases due to lack of fuel. Aircraft #201 was abandoned by its crew approximately 50 miles south east of MANOKO, China, due to lack of gas. An intercepted radio message stated the pilot and flight engineer were wounded."

Listed below are the names of crew members of the 45th Bomb Squadron who participated on the mission with notation of aircraft flown in and combat hours logged:

#44-6313

Time 11:10

Crew: Major W. G. RENNOLD

(P)

S Sgt F. E. Heubaker

(R)

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42-0313 (cont'd)

Crew:	1st Lt R. W. CONLEY	(CP)	S Sgt L. F. Finney	(SG)
	1st Lt D. M. LUSSELL	(R)	S Sgt R. S. Tucker	(LG)
	2nd Lt A. L. Poillard	(B)	S Sgt J. A. Schrage	(RG)
	1st Lt J. P. BUNSCHE	(V)	T Sgt A. E. Roberts	(NG)
	P O J. D. HELBERT	(FS)		

42-0317

Time 14:50

Crew:	Major L. J. JOBDYIN	(P)	T Sgt P. C. Lyle	(R)
	1st Lt R. W. DONAHUE	(CP)	T Sgt E. L. Spurgeon	(RG)
	Capt J. P. MANFREDO	(N)	T Sgt J. D. Stancell	(LG)
	Capt R. J. SUNDARAK	(B)	S Sgt G. J. Baker	(R)
	1st Lt L. P. BARNETT	(V)	S Sgt H. E. Mustard	(SG)
	P O R. G. ORRILY	(FS)		

42-0410

Time 14:50

Crew:	Capt J. K. DALTON	(P)	Sgt R. D. Dalton	(V)
	1st Lt G. S. WOODRIDGE	(CP)	S Sgt S. G. Farrar	(SG)
	1st Lt A. W. Adams	(N)	S Sgt L. L. Johnston	(LG)
	2nd Lt R. H. ROSSMAN	(B)	S Sgt R. D. Dawson	(RG)
	P O J. PARKS	(FS)	S Sgt J. L. Satterfield	(RG)

42-0416

Time 14:45

Crew:	COI W. H. BLANDHARD	(CAP)	T Sgt J. K. McKain	(R)
	Major P. A. KUBICKI	(P)	S Sgt W. G. Peaty	(SG)
	1st Lt J. W. BRADYS	(CP)	S Sgt R. P. Lovelace	(RG)
	Capt L. T. REID	(N)	S Sgt J. A. Yagou	(RG)
	Capt R. J. BRISCOLL	(B)	S Sgt L. DiLaurenzio	(LG)
	1st Lt W. K. SIPLE	(V)		
	2nd Lt R. C. HILFELICH	(V)		

42-2479

Time 12:25

Crew:	Major I. V. LAWRENDS	(P)	T Sgt F. H. Thompson	(R)
	1st Lt R. A. LAWRENDS	(CP)	S Sgt R. K. Smole	(LG)
	1st Lt R. C. HILSFELD	(N)	S Sgt L. E. McBride	(RG)
	2nd Lt G. E. HIEBLE	(B)	S Sgt S. P. Osborne	(SG)
	P O L. L. GRACE	(FS)	S Sgt S. Sienkiewicz	(RG)

42-72031

Time 15:00

Crew:	Capt J. G. MARTIN	(P)	Cpl G. E. Hipple	(R)
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42-73031 (Cont'd)

Crew:	1st Lt W. A. GILM	(CP)	Sgt W. T. Stone	(P)
	2nd Lt T. A. BUCKLEY	(N)	S Sgt K. G. Hooker	(SG)
	2nd Lt J. L. BUCHROWICZ	(B)	S Sgt V. H. Paolini	(AG)
	2nd Lt F. W. HUNTER	(FE)	S Sgt R. G. Austin	(AS)
			T Sgt E. L. Pisterzi	(PS)

42-0201

Time 13:45

Crew:	Capt J. J. LAMONCA	(P)	S Sgt J. L. McCullough	(A)
	1st Lt J. V. DE OSTERIA	(CP)	Sgt G. H. McManical	(T)
	2nd Lt J. L. GARDNER	(N)	S Sgt T. A. CLARK	(SG)
	2nd Lt H. T. GILBERT	(B)	S Sgt W. G. Paslay	(AG)
	* Sgt H. C. Miller	(M)	S Sgt R. F. Ellwell	(LG)
			T Sgt J. Halpern	(AG)

Note: \* This crew bailed out southeast of LAMONCA, China. Sgt Miller died from wounds sustained from enemy fighter attack.

42-24522 \*

Time 15:25

Crew:	Capt W. J. BAIL	(P)	T Sgt D. J. Chamberlain	(A)
	1st Lt W. E. BAUGH	(CP)	S Sgt K. L. Smith	(SG)
	2nd Lt W. J. KACHZEL	(FB)	S Sgt A. J. Nonnorst	(AG)
	1st Lt D. J. CORRELL	(B)	S Sgt H. D. Yaden	(LG)
	1st Lt H. R. ZEBERL	(N)	S Sgt C. R. Banks	(AG)
			Sgt F. J. Dye	(V)

Note: \* Aircraft 7522 assigned to 25th Bomb Squadron

42-24506 \*

Time 14:20

Crew:	Capt G. D. LANZONI	(P)	Sgt A. H. Heau	(A)
	1st Lt J. R. ELLIOTT	(CP)	Sgt W. J. Yoder	(V)
	2nd Lt E. J. MORACHI	(N)	S Sgt I. Sussenwein	(LG)
	2nd Lt B. G. CASLIE	(B)	Sgt W. H. Zalacak	(SG)
	PO G. O. TOWNSEND	(FE)	Sgt W. E. Stanbaugh	(A)
			Sgt G. E. Evans	(AG)

Note: \* Aircraft 7506 assigned to 44th Bomb Squadron

The following 45th Squadron aircraft and crews began to return to India. A few B-29's from the group were not able to take off due to minor mechanical difficulties, and remained at A-1.

Squadron History, 1 Oct thru 31 Oct 44, 45th Bomb Sq, APO 631, 8 Jan 45

That night (26 Oct) the Japs sent a handful of medium bombers over the CHANGTU area. A-1 was under attack one hour twenty-five minutes during which time five bombing runs were made from south to north at an altitude of 2000 feet. One run was made from the west, the enemy plane coming in only a few hundred feet off the ground. Bombs dropped were of the 1/3 Kilo anti-material and 50 Kilo Hb types. None of the B-29's were damaged but one C-46, one P-47, one C-109, one C-87 and C-67 were destroyed and one C-109 and one C-87 damaged. Small holes were caused in the east taxiways and south end of the runway. A small ammunition dump was also hit and destroyed.

The Japs were more successful on the raid than they had ever been before, but fortunately the majority of the B-29's were undergoing maintenance in India at the same moment the attack occurred in CHINA.

Several days later good news was received officially that all crew members from the ill-fated #281 were safe at LAOCHOW, CHINA, with the exception of Lt Sgt H. C. Miller who died of wounds sustained as a result of an enemy fighter attack over CHINA. The Chinese gave him a christian burial at KONGHSIEN, CHINA. Sgt Miller was a man of superior ability. His loss was felt by all men in the organization who knew him to be one of the finest among them. Captain JACK LEFFORD was also wounded by the fighter, but his condition was not critical. Further details of the bail out and mission would have to wait upon the return of the crew members to the Squadron.

The mission to CHINA on 25 October was the last combat mission conducted during the month. All Squadron members could justly feel proud of the results accomplished.

Other Tactical Operations:

On 9 October Captain ROBERT F. HALEY and crew, flying the special photo aircraft, #266, of the 25th Bomb Squadron took off to photograph installations in the SAKISHIMA Island Group, east of OKINAWA. Clouds covered parts of the Islands, but the mission was considered 50% successful. This particular photographic reconnaissance flight was seen as an outstanding development of the use of the B-29, for it became a part of the eyes of the United States Fleet. The mission was flown for the benefit of the United States Navy. The pictures taken were flown to India and from there to Australia, thence to Advance Units of the Pacific Fleet for their use. On 10 October, Vice Admiral's MARK A. MITCHELL's powerful naval "Task Force 58," using such pictures, made a carrier attack in the area effecting severe damage in the MURAYU Group. The personnel of the Squadron could feel a satisfaction in being represented in combined operations. How much the pictures were used in the naval strike is unknown, but the assumption that they were used was an honest one and directly boosted the morale of all personnel in the unit.

Crew members participating on the photo mission are listed on the following page with notation made of combat hours logged:

Squadron History, 1 Oct thru 31 Oct 44, 45th Bomb Sq, APO 631, 6 Jan 45

42-6268 - 25th

Time 12:00

Crew:	Capt R P HALEY (P)	S Sgt T H Jordan (a)
	1st Lt J O MORRISON (OP)	S Sgt A Z Welsh (a)
	1st Lt R C SCOLL (a)	S Sgt B C Jennings (Lu)
	1st Lt J H GOFF (E)	S Sgt J C Paslay (a)
	2nd Lt J H WELSH (FE)	S Sgt P A Krz, zkowski (a)
		* Sgt Mitchell Ziemia (CrG)
		* Cpl R F Dickens Photo
		* 1st Lt B D POLLOCK Observer

\* Not members of 45th Bomb Sq

Transport:

During the month of October 15 transport missions from India over the "Hump" to China were made. Both the tanker aircraft, #254, and combat aircraft were used in accomplishing the missions. Aircraft #254 was employed strictly for gasoline and spare parts hauls, while the combat planes carried bombs to the Forward Area to create a stockpile of explosives when they might be needed. The following figures from the Statistical Section's records reflect the Squadron's cargo activities for the month:

Total number of transport missions	15
a. by tanker aircraft	7
b. by combat aircraft	8
Total gallons 100 octane gas delivered	9,730
Total number pounds of dry cargo delivered	160,240
Total weight of all cargo delivered	218,020 lbs

Weather:

October saw the last of the 1944 monsoon season. Rainfall during the month was actually above normal, but still the amount of precipitation was little in comparison to previous months. The temperatures in the day were not excessively warm and working efficiency picked up noticeably. The cool of the nights and early morning hours brought forth blankets for the first time since the Squadron had been in India. The last day of rain in October was the 16th and Maj ROL CAMPBELL, the 40th Bomb Sq Weather Officer said it would be the last for several months. The following figures from the Base Weather Office records give the complete picture of weather at 44 for October:

Normal rainfall	3.00 inches
Actual rainfall	4.90 inches
Highest rainfall for one day	3.22 (3rd)
Hours ceiling was below 100'	27
Highest maximum temperature	96 (6th & 9th)
Lowest minimum temperature	64 (25th)
Average maximum temperature	87
Average minimum temperature	71
Average temperature	79

Engineering:

The excellence of the work done by the Engineering personnel during October was reflected in the Squadron record for planes over the primary target for all three missions conducted during the month. The majority of work accomplished has centered around the two combat missions against the island of FORKOSA on the 14th and 17th of October. A maintenance man from practically every section was designated to fly to the Forward area to assist with any maintenance work necessary between missions.

Poor weather over the targets postponed scheduled attack dates and the stay in China was prolonged. The fact that the planes were absent from SHAKULIA for 10 to 11 days gave the men that stayed in India their first break of any length since arrival in the theater. Breakfast hours were changed and the men were given an extra hour of sleep. It was a break well deserved.

The Squadron started the month of October with nine B-29 aircraft assigned. On 20 October the organization received four aircraft from the 395th Bomb Sq, as it was deactivated in the group reorganization. Aircraft gained in the reassignment are listed below by numbers:

Tanker	42-6241
Combat	42-6276
Combat	42-6305
Combat	42-24466

On 25 October aircraft #42-6241 was abandoned by Capt JACK LEONARD and crew near LAMORON, China because of gas shortage on return from the combat mission to OKURA, JAPAN. Its loss was replaced almost immediately when aircraft 42-24574 was assigned to the organization on 20 October. Aircraft #574 was a new plane just in from the States. The name already painted in big black letters across the nose was "293". It was made, purchased and dedicated in honor of the first B-29 lost as a result of enemy action, by the Boeing employees of the Wichita Plant on 4 July at the same moment the "Katie Allen" (#579) was christened.

As the month came to an end the status board in the Engineering office showed the unit to have 13 B-29 aircraft assigned of which two were tanker aircraft and eleven were combat.

During the month the Engineering personnel changed 10 engines and five cylinders on aircraft in the Squadron.

Medical Summary (April - October)

After six months service in the theater the 45th Bomb Squadron could look back with pride and thankfulness on its medical record. Much of the credit was due to the efforts of Capt J. S. A. HALL, Flight Surgeon of the organization and the enlisted medics that help him.



Squadron History, 1 Oct thru 31 Oct 44, 45th Bomb Sq, APO 031, 8 Jan 45

however, as Capt HALL has said many times, each individual in the unit has to exercise his own judgement and care in order to guard his health.

The medical and sanitation problems that confronted the Squadron when it first arrived on the Base were due to: the extreme change in climate; inadequate quarters; poor mess facilities; and to a change in diet and drinking water.

The majority of the members were able to acclimatize satisfactorily to their new environment with a minimum of difficulty and, in general the Squadron has been maintained at a high level of efficiency. There was at no time an alarming incidence of any disease.

During the first several months there was a considerable number of heat and diarrhea cases. The weather was torrid and the combat crews were compelled to be on the line in the vicinity of the planes at all times. They lived in tents and the sanitary and mess facilities were very unsatisfactory.

The heat cases and diarrheal diseases that occurred were usually mild in character and of short duration so that only a few required hospitalization.

Sergeant Leo F. Gaine was the first member of this Squadron to be admitted to the hospital in this theater on 29 April. His diagnosis was heat exhaustion which was the direct result of an intra-squadron softball game that was unwisely played during the morning heat.

There were five other heat cases during the month of May. Soon the men learned the importance and necessity of salt tablets which were supplied at every meal. They also became sun-wise and avoided the sun as much as possible. Heat cases decreased during June and have not been seen since.

The swimming pools at the nearby mines offered great relief from the heat and furnished a much-needed form of recreation for the men who enjoyed swimming. A daily truck run was established.

It was on one of the swim runs that the first Squadron casualty, that required evacuation to the zone of interior, occurred. Lt EDWARD M. FARRAR, flight engineer, on Capt LEBRON's crew was in a truck accident on 11 May and incurred a compression fracture of one of his lumbar vertebrae.

Lt Col SCHAAP was admitted to the hospital on 26 May as a heat exhaustion case. He was acutely ill for several days but gradually began to improve. Just about the time he was feeling fairly well he began to acquire a yellowish tinge which increased to a full-blown acute infectious hepatitis or jaundice. It wasn't long before the jaundice subsided and except for a very noticeable loss of weight, he weathered his hospital stay very well.

During the terrifically hot months of April, May, and June, the most outstanding and uniform feature in regard to the health of the personnel, was the loss of weight that occurred. Almost without exception, every

Squadron History, 1 Oct thru 31 Oct 44, 45th Bomb Sq, APO 63

individual sloughed off all his excessive adipose tissue and lost his former chubby appearance. This weight loss was associated with the decrease in appetite and with the lowering of the body metabolic rate. As a result of the heat, all the body processes and functions were slowed down. This was a normal response of the body in its attempt to adapt to the heat.

In July, August and September there was a gradual but steady improvement in the Squadron health. This was due to the marked improvement in the living quarters, the weather, the general sanitation, and especially the mess sanitation. The base was becoming more organized and established. The work routine was becoming more settled and, in general, the way of life was more pleasant.

During this three month period the diarrheal diseases gradually decreased until toward the end they were seen very infrequently. This was a most gratifying phenomenon to observe.

There were only two cases of malaria and three of amebic dysentery. It is more than probable, because of the low incidence of these diseases in the Squadron, that they were contracted off the base.

There were two cases of jaundice in August and five in September. Very little is known concerning the origin of this disease. It appears to be seasonal and this was the season. All cases progressed favorably.

The Squadron maintained a good venereal disease record. In its first six months there was just one "new" case of gonorrhea.

Personnel:

The administrative section of the Squadron was busier during October than it had ever been before. Clerks in the Orderly Room "burned the midnight oil" every night near the end of the month when the reorganization of the IX Bomber Command and its subordinate units went into effect.

The first day of October brought good news to several officers in the 45th Bomb Squadron in the form of promotion orders. The officers in the unit receiving the advances in rank, with their new grades indicated, are listed below:

Squadron History, 1 Oct thru 31 Oct 44, 45th Bomb Sq, APO 631

Major WILLIAM G. REESE  
Major IRA V. MATTHEWS

Captain JAMES H. COWDEN  
Captain JOHN G. MARTIN

1st Lt LAWRENCE F. BENDER  
1st Lt JOHN P. BRUSCO  
1st Lt EDWARD R. HAGGERTY  
1st Lt JOHN H. TWEET

On 2 Oct T Sgt John I. Stockton, chief of maintenance in the communication's section of the 3rd Bomb Maintenance Squadron, was transferred to the 45th Bomb Squadron, in grade, put on flying status and assigned to fly as radio operator with Lt Col SCHAAF's crew.

The move came about when T Sgt Walter E. Miller requested that he be taken off flying status. Sgt Miller was reduced to the grade of a Private and transferred to the 3rd Bomb Maintenance Squadron, leaving a vacancy on the CO's crew for a radio operator.

The C-109 Provisional Unit, engaged in cargo hauling activity from Kalaikundi continued to drain on the Squadron for needed personnel. S Sgt Walter R. Lentz went on D.S. to the unit on the 1st and Cpl Paul R. Watkins on the 8th.

The organization lost three men in transfers to the 263rd General Hospital at APO #465. Although it was understood that the men were to return to the unit when well, the formality of transfer had to be observed in conformity to existing regulations. On 2 Oct S Sgt Reuben G. Bass, on D.S. to the C-109 Provisional Unit, went to the General Hospital and on 30 Oct 1st Lt RAYMOND C. TROLL and 2nd Lt ANTHONY F. DULL joined him there.

On 10 Oct Captain ROBERT P. HALEY and crew with M Sgt Britton Vick, crew chief, returned to India from A-1 in A/c 407. They had been at A-1 since 26 September repairing the plane after it had been damaged by a Jap bombing attack on the field.

On 18 October T Sgt Edward S. Hornyai, gunner of A/c 295 on the FORMOSA mission of 17 October, was officially reported as "missing in action". He was lost over the target when a "blister blew".

Squadron History, 1 Oct thru 31 Oct 44, 45th Bomb Sq, APO 631

General Orders #12, Headquarters 40th Bomb Group dated 20 October 1944 officially amalgamated the 45th Bomb Squadron and the 3rd Bomb Maintenance Squadron. From its origin the maintenance Squadron had worked in close cooperation with the Tactical Squadron, doing the maintenance work on the planes and "keeping house" for the 45th Bomb Squadron. The amalgamation appeared to be a move to increase the effectiveness of the two units. With two separate organizations many duplication of records such as morning reports, pay rolls, etc. were necessary. Under the new plan, duplication ceased as all men came under one command.

The 395th Bomb Squadron was also deactivated on the same day. Per Par. 2, Special Orders #246, Headquarters 40th Bomb Group dated 20 October 1944, 26 officers and 33 enlisted men were transferred to the 45th Bomb Squadron from the 395th Squadron.

The 4th Bomb Maintenance Squadron, assigned to maintain the 395th Bomb Squadron, was also deactivated and 2 officers and 80 enlisted men in the unit were transferred to the 45th Bomb Squadron per Par. 1, S.O. #246, Headquarters 40th Bomb Group, dated 20 October 1944.

Also on 20 October Captain ROBERT P. HALEY gave up his crew and was transferred to Headquarters 40th Bomb Group for duty as Operations Officer at A-1 in China. The Squadron lost a good pilot, but Captain HALEY was seen to be a good choice for the job.

T Sgt Alan D. Ferguson, hardworking NCO in charge of the operations section in the organization left for detached service with Major MELVYN C. DOUGLAS, CBI Special Services Officer, at Headquarters Base Section #2, APO #465 on 27 October. Sgt Ferguson, on the basis of his civilian experiences was certain to be a real help to Major DOUGLAS who is doing a notable job in the entertainment field for soldiers in CBI.

The unit gained another combat crew via the transfer route on 30 October when 1st Lt WAYNE TREIMER and crew were assigned from Headquarters 40th Bomb Group. They didn't join the organization immediately however, since they were on D.S. at the C-109 Provisional Unit and were to remain there for a while. Names of the men assigned to the Squadron are listed below:

1st Lt WAYNE W. TREIMER (P)

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2nd Lt CHESTER E. PAUL	(CP)
2nd Lt DAVID B. FARMELBE	(FB)
Sgt Richard M. Brooks	(R)
Sgt August A. Harmison	(TC)
Sgt Leon I. McCutcheon	(RG)
Sgt Karnick A. Thomasian	(LG)
Sgt Vernon L. Henning	(CFC)

On 30 October the Squadron received a switch in R.C.L. officers, 1st Lt THOMAS B. FRIEDMAN going to Headquarters 40th Bomb Group, and 1st Lt BERNARD D. POLLOCK coming to the Squadron from Group to replace him.

The Squadron also received a new Engineering Officer on 31 October in the person of 1st Lt DON J. HERZING, from Headquarters 40th Bomb Group.

The last status change of personnel for the unit came when more flying personnel departed for the C-109 Provisional Unit for cargo work on 31 October. Listed below are the names of men leaving for D.S.:

Capt	CARTER MCGREGOR	(P)
1st Lt	RAYMOND S. ELLIOTT	(F)
1st Lt	DONALD J. LUND	(P)
1st Lt	JOHN A. NORDHAGEN	(F)
1st Lt	CHARLES E. THORNSBERRY	(P)
2nd Lt	KENNETH V. DOTHAGE	(P)
T Sgt	Peter A. Krzyzkowski	(TC)
T Sgt	Gabriel H. Sena	(RG)
T Sgt	Pascal D. Shepard	(R)
S Sgt	Tully H. Jordan Jr.	(R)
Cpl	George M. Hipple	(R)

Strength of the 45th Bomb Squadron at the beginning of October was:

80 Officers  
5 Flight Officers  
93 Enlisted Men

On 20 October, when the 45th Bomb Squadron and 3rd Bomb Maintenance Squadron amalgamated, plus additions from the 395th Bomb Squadron and 4th Bomb Maintenance Squadron, the strength of the unit was as follows:

Squadron History, 1 Oct thru 31 Oct 44, 45th Bomb Sq, APO 631

116 Officers  
6 Flight Officers  
539 Enlisted Men

Strength of the 45th Bomb Squadron at the close of  
October was:

121 Officers  
6 Flight Officers  
546 Enlisted Men

*Clarence P. Lowman*

CLARENCE P. LOWMAN  
Captain, Air Corps  
Historical Officer