

FORTY FIFTH BOMBARDMENT SQUADRON
Office of the Historical Officer

(CPL/gab)

AFO Number 631
20 December 1944

SQUADRON HISTORY

1 September thru 30 September 1944

General:

The 45th Bomb Group conducted two combat operations in the month of September. Both operations were daylight missions and were each time directed against the SHOWA STEEL WORKS at ANSHAN, in Jap occupied MANCHURIA. The SHOWA STEEL WORKS had been struck once before, on 29 July 1944.

The ANSHAN COKE PLANT of the SHOWA STEEL WORKS is a target of prime importance. This plant, comprised of 16 batteries with a total of 74 ovens, produced prior to the attack on 29 July, approximately 2,575,000 metric tons of metallurgical coke annually. Examination of the post-mission photo cover revealed that two batteries, of 46 ovens each, were destroyed by the B-29 attack on 14 July.

It was believed that the 14 batteries remaining were able to still produce enough coke to sustain SHOWA's annual steel output of pig iron, steel ingot, and rolled steel products.

The two operations of September were conducted in an effort to complete the destruction of the ANSHAN coke plant. Since no coke is available from other sources to sustain the operations of these works, the destruction of the ovens would deprive JAPAN of the iron and steel products of the SHOWA STEEL WORKS. An absolute minimum of one year would be required to rebuild its ovens. In the meantime, JAPAN's highly important shipbuilding, munitions, and railroad equipment industries would suffer materially from a growing shortage of steel.

On the mission of 8 September the 45th Bomb Sq had five B-29 aircraft airborne from the forward area field in China. Four reached and successfully bombed the primary target, while one aircraft hit the last resort target, the RR yards at SINSIANG, CHINA.

On the mission of 26 September the 45th Bomb Sq had six planes airborne from the forward area field. Once again four aircraft reached the primary target, while one returned early

Without bombing and one bombed the last resort target, once again the rail yards at SHANSHAN, CHINA.

On both of the missions, on the nights that the planes had just returned from the missions, the Japs conducted ineffective bombing raids against our forward area field. In each instance minor damage was inflicted on several B-29's and field installations.

Of the members of the Squadron who huddled together during the period the field was alerted, two questions were uppermost in their minds. One was how were the Japs able to hit the runway area, or even locate the field for that matter, when black-out and low cloud ceiling made visibility almost nil. The other question was how long it would be before night fighters or anti-aircraft units would be brought to the field to give us something also besides passive defense measures to combat the threat to the millions of dollars worth of equipment, represented by the big B-29's, sitting helplessly on the ground.

Operations:

Jobs: The mission to SHANSHAN, CHINA on 8 September was number eight for the IX Bomber Command. With the primary target once again the SHANSHAN rail yards, steel was clearly defined as the priority target for the B-29.

Movement of 40th bomb group aircraft to A-1 began on 5 September. On 7 September five planes from the 45th bomb sq were in the forward area, and with planes from other squadrons formed a total of 28 available for the mission.

Starting at 5:40 o'clock AM on 8 September a total of 25 aircraft were airborne for the mission. Two failed to get off due to mechanical difficulty and the special photo aircraft was not scheduled to go on the mission. All five of the Squadron's planes took-off and proceeded to the target. Each plane carried eight 500 lb GP bombs with fusing of .1 second nose and .025 tail.

Twenty-three aircraft reached the primary target and two, due to mechanical failures, were unable to reach the primary target and bombed the railroad yards at SHANSHAN, CHINA, the last resort target.

Four of the organization's planes successfully bombed the SHANSHAN rail yards through cloud coverage estimated from 1/10 to 6/10. Visual observation of bombing results was difficult, but the crews reported good results from impacts seen. Anti-aircraft fire over the primary target was meager to moderate and generally

45th Bomb Sq list, 1 Sep 1944 to Sep 44, Cont'd.

Inaccurate, while enemy fighter opposition was weak with few attacks being pressed home. The enemy once a gain tried to mix herbin of several planes as they made their bombing runs employing the basic four plane diamond formation.

One 45th Bomb Sq plane bombed the 1st resort target at [redacted], China with excellent observed results in CATV weather. No antiaircraft or fighter opposition was encountered.

Listed below are the names of the crew members who participated in the mission, with notation of the aircraft flown in and the number of hours logged on the flight:

2-2452

Time - 13:00

Crew:

Lt Col	SCHAAP, G R	(P)	T Sgt	Miller, L E	(E)
1st Lt	ANTIB, J G	(CP)	T Sgt	Burnett, H	(SC)
Capt	IVORY, J C	(N)	S Sgt	Love, J	(LG)
Capt	SEEBACH, J	(B)	S Sgt	Vogel, B	(RG)
2nd Lt	HUNTER, [redacted]	(YE)	S Sgt	Trace, W R	(TC)
1st Lt	WEINBERG, S F	(V)			

#42-6295

Time - 12:20

Crew:

Major	ROSS, R E	(P)	T Sgt	Klaver, V	(K)
Capt	McClellan, C	(CP)	T Sgt	Cox, E G	(CG)
1st Lt	KULICKA, F J	(B)	S Sgt	Duenig, [redacted]	(LG)
1st Lt	WALKER, H H	(N)	S Sgt	Austin, C R	(RG)
2nd Lt	HARVEY, E R	(FE)	S Sgt	Easter, R Z	(SC)
			Sgt	Dalton, E	(V)

#42-6313

Time - 8:30 Tertiary Target

Crew:

Capt	RENFRO, J C	(FP)	S Sgt	Heutmaker, L (R)	
1st Lt	CONLEY, R W	(CP)	S Sgt	Tucker, R S	(LG)
1st Lt	LIUSTIG, D L	(N)	S Sgt	Schrage, W R	(RG)
2nd Lt	FULLARD, H L	(B)	S Sgt	Gainey, L F	(SG)
2nd Lt	BRISCO, J P	(V)	S Sgt	Aberts, A F	(TC)
F/O	HELMETT, J D	(FE)			

#42-6275

Time - 11:35

Crew:

Capt	LEDFORD, J C	(P)	S Sgt	McCallough, D L	(E)
Major	LA DASH, G W	(CP)	Sgt	Redensini, C R	(V)
2nd Lt	CARDNER, W L	(B)	Sgt	Clark, A	(SC)
2nd Lt	OBLEKNER, H T	(N)	S Sgt	Elwell, R F	(LG)
Sgt	Miller, A C	(FE)	S Sgt	Seaton, C D	(SC)
			T Sgt	Halpern, [redacted]	(TC)

45th Bomb Sq Hist. 1 Sep thru 30 Sep 44. cont'd

42-6281

Time - 11:40

Crew:

Capt	WALKER, H C	(P)	S Sgt	Waters, J T	(R)
1st Lt	WELCH, A E	(V)	S Sgt	Welch, A E	(V)
2nd Lt	WELCH, G	(FE)	S Sgt	Wesby, R P	(SG)
2nd Lt	COCHRAN, J C	(N)	S Sgt	Basone, A J	(LG)
2nd Lt	BENEDICT, C R	(B)	S Sgt	Paolini, V H	(MG)
			T Sgt	Poplaski, S	(TC)

All aircraft from the Squadron and Group returned safely to A-1. Interrogations were completed and all crews had one to bed when it happened.

Around midnight a "Two Ball Alert" was called for A-1 by the 312th Fighter Wing.

At or about 15 minutes after midnight a "Three Ball Alert" was called indicating the enemy planes were in the vicinity and a tack was imminent.

The first string of bombs fell at approximately 0030 AM on 9 September. The enemy aircraft, believed to be twin-engine, seemed to approach down the river to the west of the landing strip and continued around coming in from the south end of the runway and then attacking to the northwest. The first string of bombs is believed to have been composed of a cluster of fragmentation bombs and 250 lb HE bombs. The fragmentation bombs (approximately 2 lbs in weight) exploded first about 25 yards from aircraft #254, the tanker aircraft of the 45th Bomb Sq. aircraft #254 was parked in the do-dut directly behind the Operations building. The first of the HE bombs fell about 75 yards from #254 hitting on the taxiway and making a crater about three feet deep and eight feet in diameter. The second in the string fell some fifty feet from a gasoline storage tank located on the west side of the runway, hitting on the edge of a machine gun emplacement and injuring two soldiers occupying the position. The remainder of the HE bombs, four in number, fell with about 200 yards spacing.

No serious damage was inflicted by these bursts. All bombs landed on open ground, the last in the string exploding about 100 yards from Hostel 2, occupied by combat crews. All persons asleep in the hostel awoke with a start when the bomb exploded outside, raining dirt and rocks down on the roof. In spite of the seriousness of the situation the scene inside the hostel was hilarious. Men in the top bunks dropped off to the floor, and in some cases, onto the back of the man in the lower bunk

SECRET

SECRET

45th Bomb Sq Hist. 1 Sep thru 30 Sep 44, cont'd.

as he fought to get his shoes on. In the mad rush, some men ran for the slit trenches in shoes of different sizes, or both of the same foot. The whole Japanese Empire was cursed long and loudly as the Jap bombers pattered around over the field.

Three more runs were made over the field and bombs were dropped on all except the last run. Frag bombs and more HE bombs hit along the edges of the runway and on the taxi-strips on the east side of the field. These bomb runs came from the same direction as the previous one.

Shortly afterwards the sound of the engines of the Jap raiders faded away and soon the "all clear" was sounded. Everyone returned to the hostel to try and get some more sleep but few succeeded. The bombing remained a topic of conversation and speculation for hours afterwards.

Planes of the Squadron returned to India on 9 September, all except the tanker aircraft #254 and #418. 1st Lt. J H COWDEN and crew had brought the oldest aircraft in the organization up to A-1 the day before on a cargo haul. Inspection of the plane after the bombing revealed it had sustained over fifty holes as a result of near misses. The crew remained at A-1 to repair #254 sufficiently to come back to India. Crew and patched airplane returned on 19 September thoroughly convinced the plane was deserving of a "purple camel" to be painted on its nose, as recognition for its being damaged as a result of enemy action on the twentieth "Hump" mission performed by the plane.

Capt MATTHEWS and crew with Col WILLIAM H BLANCHARD, 40th Group Commander, Capt S L TRUESDALE, 25th Bomb Sq S-2 and 1st Lt C P LOWMAN, 45th Bomb Sq S-2 as passengers departed from A-1 on the morning of 10 September in aircraft #418. About two hours out of A-1 an oil leak coupled with loss of power on #1 engine brought about the decision to land at Yunnanyi, China. Subsequent inspection of the engine when on the ground proved that necessary parts would have to be flown in to facilitate repairs needed. Col BLANCHARD, Capt TRUESDALE and Lt LOWMAN proceeded on by C-46 and C-47 aircraft to home base, but Capt MATTHEWS and crew remained behind until the engine had been repaired, returning to base on 22 September.

The days that followed the mission were spent in plane inspection, minor repairs and major maintenance. Mechanics on the line were blessed with two straight weeks of time to ready all planes for the next strike against Jap industry.

The time was also used by the XI Bomber Command in conducting a short period of "lead crew" training for certain crews

SECRET

45th Bomb Sq Hist. 1 Sep thru 30 Sep 44. Cont'd.

from all Groups in the Command. The term "lead crew" was a familiar phrase to those familiar with tactical doctrine employed in the Eighth Air Force. Maj Gen CURTIS E LE MAY, convinced of the value of good lead crews and large formations, by virtue of his experience in the Eighth, was responsible for the instigation of the short period of practice and instruction which began on 12 September at Dudkundi.

Lead crew training, in a word, was the perfection, by qualification and training, of certain crews in being able to control a formation, locate the target and putting the bombs squarely on the aiming point. The other aircraft in the formation could then "drop on the leader" thus assuring that every bomb of the whole formation would fall true. The value of such a doctrine was a subject of discussion among combat crews in the Squadron. Some were of the opinion that formations of over four B-29's were too big and that gas consumption would increase and shorter range of operation result, that if the lead bombardier erred, the whole formation would miss the target. Others were in favor of the change in tactics. They reasoned that the best bombardiers that were selected for the lead crews would be consistently on the target as a rule-----that concentrated patterns of bombs from large formations would do more damage than numerous runs made by smaller formations-----that the added protection of the greater firepower of the larger formation would be of greater value for the expected improvement and strength of Jap fighter attacks.

Maj MARVIN W GOODWIN's crew was selected to represent the organization as lead crew and they reported to Dudkundi on 12 September with aircraft #452 to begin training. During their stay at Dudkundi frequent flights were made stressing crew coordination, and particularly the navigator - bombardier - radar operator team in locating the target and placing the aircraft in bombing position. The crew returned to base on 22 September convinced that the principals of the lead crew doctrine were undisputed and that properly carried out would surely increase bombing effectiveness.

No sooner had the lead crews returned than the field order came through directing that all available combat aircraft be dispatched to the forward area field in China for another daylight attack against the coke ovens at the SHOWA STEEL WORKS, ANSHAN, MANCHURIA. The secondary target was designated as the HARBOR FACILITIES at DAIREN, MANCHURIA. The RR Y's at SINSIANG, CHINA were selected as the last resort target.

Movement to A-1 started on 23 September. Twenty seven (27)

SECRET

45th Bomb Sq Hist. 1 Sep thru 30 Sep 44, Cont'd.

aircraft, of the 40th Bomb Gp, including a special photo aircraft, were flown over the "Hump" and were available for the mission. Of that number six (6) planes were from the 45th Bomb Sq. The mission was conducted the next day, 26 September with take-offs beginning at 5:24 AM that morning. Twenty-two (22) aircraft from the Group were airborne with four aircraft prevented from taking off due to mechanical difficulties. All six of the Squadron's planes were airborne for the mission.

The following remarks from the narrative account of the 40th Bomb Gp consolidated Mission Report reveals the story of the flight:

"Weather at time of take-off was very rainy with low stratus clouds and ground fog. Assembly of aircraft was very difficult and hazardous. Fifteen aircraft of the 40th Bomb Gp proceeded in small elements to Ankang, China where a 15 plane formation was effected which then proceeded on route to the primary target.

"Three aircraft were forced to return early due to mechanical difficulties. Of those, two landed with bomb load intact and the third landed the KR Yds at SINSIANG, CHINA by radar with unobserved results.

"Seventeen aircraft reached the primary target and of those 16 aircraft dropped a total of 162 500 lb GP bombs, .1 second nose and .025 second tail fusing. One aircraft, although over the primary target, was unable to release due to rack malfunction and was forced to bomb a target of opportunity with unobserved results.

"Weather at the primary target, and from the IP in, was 1-10 overcast with numerous cloud layers at bombing altitude of 24,000 FT. As a result formations were badly scattered and considerable hazard resulted from endeavours to maintain formation at all. The necessity of changing leaders at the last moment due to radar set malfunction added to the difficulties. Most aircraft made two bomb runs due to leader being unable to obtain satisfactory radar picture on first run.

"Anti-aircraft fire at the primary target was moderate and generally accurate. None of our aircraft sustained any flak damage.

Enemy fighter opposition at the primary target and last resort target was weak and few attacks were vigorously pressed home. None of our aircraft sustained any battle damage from enemy aircraft and claims of one destroyed, two probably des-

SECRET

45th Bomb Sq Hist. 1 Sep thru 30 Sep 44, Cont'd.

troved, and air dropped, were made by our crews.

"Only one instance of high altitude barrage balloons was reported. A single crew member of aircraft #503 reported sighting eight possible balloons at 20,000' about 25 miles SW of the target.

"One aircraft, #294, reported possible air to air bombing over the primary target.

"One aircraft bombed the harbor facilities at DAIKAI via ally with reported fair results.

"Two aircraft bombed targets of opportunity with poor results. Due to adverse weather conditions the hazards involved in endeavoring to fly large formations were extremely high and the difficulties of maintaining formation positions under those conditions, coupled with an unusual amount of radar malfunction, resulted in very considerable confusion over the target. Although aircraft reported bombing in formation, the variance in headings and the poor visibility at time of bomb release, in all probability, resulted in what amounted to individual releases on whatever aircraft were in sight. While bombing results were unobserved due to complete undercast, it is considered doubtful if such damage was inflicted on the primary target.

"All aircraft returned safely to A-1, landing at from 1241Z to 1294Z".

Interrogations had hardly been completed before a "two ball alert" was sounded. All combat crew members, especially the ones who had experienced the previous enemy bombing, raced for the slit trenches. The "three ball alert" was soon sounded and a few moments the drone of enemy planes overhead was heard.

The ceiling, although low, was broken and occasionally the number broke through. The enemy planes were broken and deliberate about their bombing runs. Several were made with few bombs and light to light MK bombs released. Very little damage resulted to five B-29 aircraft and installations. No personnel injuries were sustained. Since no ground defenses or night fighter protection was available, the enemy was unopposed during his attack.

Aircraft #407 received substantial damage from bomb splinters, the majority of holes occurring in the tail section. Capt. (OHAI) HAIKI and crew were left behind at A-1 to assist in the

SECRET

45th bomb sq Hist, 1 Sep thru 30 Sep 44, Cont'd.

repairs needed for their plane #407, and the remainder of our organizations planes and crews returned to India the morning of 27 September.

The news of the mission to ANSHAN, MANCHURIA on 26 September was released in Washington, DC by Headquarters IX Air Force as being the best operational effort of the IX Bomber Command to date with over 100 Superforts airborne for the mission with no operational losses or losses due to enemy action sustained.

Men in the squadron recorded the mission in their own minds as the worst mission possible from the standpoint of damage inflicted on the enemy. Post mission photographs substantiated their belief. Damage assessment reports revealed that no specific item of damage could be definitely attributable to the attack of 26 September within the confines of the SHOWA STEEL WORKS proper. Of the 168 bombs identified, 6 were seen to have fallen on the western edges of the works and the remaining from 7,000' - 13000', south-east, east and north-east of the target in five general groups of about 30 - 40 each.

Listed below are the names of men participating in the mission with proper notation of aircraft flown and combat hours logged:

#42-6313-

Time - 12:20

Crew:

Capt	REDFORD, J C	(P)	S Sgt neutmaker, J L	(R)
1st Lt	CUNLEY, R W	(CP)	S Sgt Geiney, L F	(SA)
Col	DEANARD, H H	(CA)	S Sgt Tucker, R S	(LG)
1st Lt	WOSTER, D L	(N)	S Sgt Schreier, R	(RG)
2nd Lt	FULLER, R L	(B)	S Sgt Aberts, A F	(TG)
2nd Lt	BRUCE, J	(V)		
P/O	BRUCE, J D	(FE)		

#42-2579

Time - 12:00

Crew:

Capt	WATKINS, I V	(P)	T Sgt Thompson, F H	(R)
1st Lt	WINTER, H A	(CP)	S Sgt SMOLE, A L	(AG)
1st Lt	HURSHFIELD, H C	(N)	S Sgt McBride, L E	(RG)
2nd Lt	LEWIS, C E	(B)	S Sgt Winborne, S P	(SG)
P/O	GRACE, L L	(FE)	S Sgt Sienkiewicz, S V	(V)
			S Sgt Glover, D C	(TG)

#42-52P1

Time - 0:45 Tertiary TG

Crew:

Capt	REDFORD, J C	(P)	S Sgt McCullough, DC	(R)
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SECRET

42-6281, 1 Sep thru 30 Sep 44. Co t'd.

#42-6281

Time - 6:45 Tertiary Target

Crew: (Cont'd)

1st Lt	DE COSTER, J V	(CP)	Sgt Clark, T A	(SG)
2nd Lt	CELENDER, H T	(N)	S Sgt Elwell, R F	(LG)
2nd Lt	GARDNER, L	(B)	S Sgt Mason, J D	(RG)
1st Sgt	HILLER, C	(FE)	Sgt Hodencal, C H	(V)
			T Sgt Minterzi, E	(TG)

#42-6275

Time - 12:25

Crew:

Maj	GOODYEN, W W	(P)	T Sgt Lyle, T O	(R)
1st Lt	CLAY, W F	(CP)	T Sgt Swindell, J D	(LG)
Capt	MARRADO, D F	(N)	T Sgt Spurgeon, E L	(RG)
1st Lt	MORTON, M H	(B)	S Sgt Baker, C D	(TG)
2nd Lt	SEADER, W F	(V)	S Sgt Hubbard, R	(SG)
F/O	OKELY, R L	(FE)		

#42-6295

Time - 12:10

Crew:

Maj	MOSS, H E	(P)	T Sgt Alaver, A V	(R)
Capt	MC GREGOR, C	(CP)	T Sgt Cox, E G	(TG)
1st Lt	KULICKA, J J	(B)	Sgt Stone, W T	(V)
1st Lt	WELLS, H H	(N)	T Sgt Hornyal, E S	(RG)
2nd Lt	MALGARTY, E R	(FE)	S Sgt Duening, J	(LG)
			Sgt Easter, R A	(SG)

#42-6347

Time - 4:05 (Aborted)

Crew:

Capt	MALEY, R P	(P)	S Sgt Jordan, W H	(R)
1st Lt	MORNINGSTAR, W O	(CP)	S Sgt Welch, A E	(V)
1st Lt	TROTT, R C	(N)	S Sgt Greenfield, R E	(SG)
1st Lt	GUFF, W H	(B)	S Sgt Paslay, W C	(RG)
2nd Lt	WELLS, H H	(FE)	S Sgt Jennings, W C	(LG)
			S Sgt Kryzkowski, R A	(TG)

REPORT:

Cargo hauling operations from India over the "hump" to A-1 in China saw a slight decrease over the figures of the previous months. Although tanker aircraft #254 was put out of service by damage sustained from the enemy bombing of A-1 on 9 September, tanker runs continued to be made using aircraft #222. Aircraft #222 had been stripped inadvertently on the mission to RA KAWAK, SUKATHA in August, and was converted to a cargo carrier.

However, its cargo activities were short lived. On 11 Sep-

SECRET

45th Bomb Sq Hist, 1 Sep thru 30 Sep 44, cont'd.

tomber aircraft #222 left China late in the afternoon to return to India. After approximately six hours flight, it arrived over the home base in India during darkness, entered the traffic pattern and prepared to land. Capt WILLIAM HENFRO and crew were flying the airplane. As Capt HENFRO turned on the final approach with wheels down and half flaps, F/O JIM BRESKIE called and said they were losing #3 engine. Capt HENFRO did not feather the engine because F/O HERBERT was transferring gas from #1 to #3 engine, and he expected the engine to come back in immediately.

Shortly after putting down full flaps #4 and #2 engines quit. Altitude at that moment was about 500' and they were still quite a way back from the end of the runway. They pulled up gear, turned on the landing lights, then called the tower notifying it they were going to crash land. The application of power to #1 engine tended to bring them closer to the field, but it also turned them until they were to the right of the runway.

As they leveled out to land, all engines regained their power, so they climbed straight ahead hoping to make a downwind landing on the proposed runway. The power lasted for about a minute, and then all four engines lost power. Making a steep 180° turn back to the field they crash landed with wheels up.

The landing was successful and no one on board was injured. Fire broke out, but rapid work by the Base Fire Fighting Department soon put it out. Although F/O HERBERT was at loss as to why the engines quit when fuel gauges showed sufficient gasoline, examination by sticking the tanks on the ground indicated 700 gallons of fuel present. Yet when the tanks were drained only a bucketful came out. Despite the power failure mystery, the crash landing was perfect and reflected good judgment and great skill on the part of Capt HENFRO.

The figures from the Statistical Section's records reveals the cargo activity for the month of September:

Round trips by tanker aircraft	9
Round trips by combat aircraft	3
Total 100 octane gas delivered	29,587 gallons
Total oil delivered	200 gallons
Total dry cargo delivered	14,389 pounds
Total cargo delivered	193,411 pounds

SECRET

45th Bomb Sq AB, 1 Sep thru 30 Sep 44, Cont'd.

Weather:

The monsoon weather of summer continued to be below average at the month of September came to an end, except for amount of rainfall recorded. Appetites, sleep and work efficiency of everyone picked up with the lower temperatures of the month. Once again it could be stated that weather had not affected operations substantially. The following figures from the log of the Base Weather Office give the weather picture for the month:

Normal rainfall for month	8.50 inches
Actual rainfall for month	9.61 inches
Heaviest rainfall in one day (Sept 30th)	2.07 inches
Hours ceiling was below 1000'	43
Highest maximum temperature (Sept 18th)	96°
Lowest minimum temperature (Sept 30th)	73°
Average maximum temperature for month	92°
Average minimum temperature for month	76°
Average temperature for month	84°

Engineering:

The Squadron started the month of September with eight (8) B-29 aircraft assigned. During the month three new B-29's were assigned to the organization and two were written off the records, leaving a net gain of one aircraft or nine on the books at the end of the month.

On 5 September B-29 aircraft 42-24579 was assigned to the unit. An interesting sidelight in regard to the plane was the fact that it was dedicated and christened "Eddie Allen" by Boeing Airplane Company employees of Wichita, Kansas. It was purchased by employee subscriptions of War Bonds during the fifth War Bond Drive in the United States, and presented by them to the Army Air Force on 4 July 1944. Eddie Allen, in whose honor the plane was named, was a pioneer B-29 test pilot of Boeing's who was killed in a crash of one of the first Superforts over Seattle, Washington. For combat flying this aircraft was assigned further to Capt IRA W KATLEWS and crew. It was also interesting to note that #579 was the first plane received by the Squadron having an all electric bombing system, doing away with mechanical salvo.

On 13 September B-29 aircraft #42-63467 was received by the organization and in turn assigned to Capt ROBERT F MALAY and crew.

45th Bomb Sq Hist. 1 Sep thru 30 Sep 44, Cont'd.

1st Sgt Britton C Vick, crewchief, was without an airplane two days, for on 11 September #222 crash landed and, although not completely washed out, it was transferred to the 28th Service Group and marked off the unit records.

On 17 September B-29 aircraft #42-6326, which had crash landed at Hsichang, China in July and had been undergoing repairs ever since, was released to the Service Group and cancelled from the Squadron's records. Valuable personnel and equipment had been wasted in an effort to save the airplane and fly it out of the small emergency field at Hsichang.

On 18 September B-25C aircraft #42-32411, a veteran of over 75 missions against the Japanese on the BURMA front, was assigned to the 45th Bomb Sq for use as a shuttle and service plane.

On 23 September B-29 aircraft #42-93831 was assigned to the organization and in turn given to Major MARVIN W GOODWYN and crew for combat flying. Major GOODWYN's previously assigned aircraft, #42-6275, was reassigned to 1st Lt JAMES H COWDEN and crew. 1st Lt JOHN G MARTIN and crew thus got their first plane assignment as they in turn took over the flying operation of the tanker, #42-6254, previously assigned to Lt COWDEN.

A total of nine engines were changed during the month. Numerous cylinder and plug changes were also on the "accomplished" list. The work of the Engineering section of the assigned maintenance unit was routine for the month, except for the work on aircraft #254 and #407 damaged by Japanese bombing of the forward area field on the nights of 8th and 26 September respectively.

With two missions against the enemy during the month, increased flying activity in practice bombing and formation flying, continuation of transport operations, two new planes assigned requiring modification work, two planes damaged as a result of enemy action and the routine work always on hand, the engineering personnel were busy as usual and an excellent job was done.

Section Activity:

Communications: The communications section of the 3rd Bomb Maintenance Squadron, assigned to the 45th Bomb Sq for upkeep, was busy during September. A complete B-29 radio mock-up was set up in the radio shop facilitating testing of equipment and trouble shooting. It also was of valuable assistance to old and new operators in the Squadron to learn operation of the set, and especially the new liaison transmitter installed on all aircraft.

45th Bomb Sq Hist. 1 Sep thru 30 Sep 44, Cont'd.

during August.

Chief Warrant Officer KOBAY, of the United States Navy, assisted the Communications Section in holding classes in operation of the new liaison transmitter. The new transmitter was a navy development which accounted for W/O KOBAY's presence. Pilots, co-pilots, and radio operators of the organization were required to attend these classes. Other classes were also conducted by the section during the third week in September in regard to operation and maintenance of all radio equipment. -

Armament:

During September the Armament Section removed the 20mm cannon from the tail of all B-29 aircraft to comply with new Bomber Command regulations. Removed also were two .50 caliber guns from the upper forward turret of all the newer B-29's with four guns in the top turret.

Ordnance:

A large amount of ammunition and other ordnance items were shipped to B-1 during the month. A crew of four men from the section were assigned to duty with Base Ordnance until the 26th of the month. The usual routine work of loading, unloading and cleaning ammunition was accomplished, as was the loading and unloading of bombs for combat missions and practice missions. The Squadron sub-operational bomb dump continued to be maintained. At an accounting made on 30 September it was found that from 17 June until the end of September the section had loaded 1,200 practice bombs with spotting charges and 288 - 500 lb GP bombs on aircraft in the Squadron, all of which equal a total of 67 tons.

Personnel:

The Squadron morning report recorded a good bit of personnel status changes during September.

On 12 September part of Major GLENN W LANDRUM's crew in the persons of Lt LACKER, Sgts Tremor, Bass, Garner and Hutchinson departed for Kalikundi for detached service with the G-109 Provisional Unit located there. Major LANDBETH, Lt CHANNON and W/O RISHKILL remained behind for a few days at B-1 taking transition training in a new G-109 aircraft that had been sent to B-1 for that express purpose. On 17 September they also departed

45th Bomb Sq Hist, 1 Sep thru 30 Sep 44, Cont'd.

B-4 to join the rest of the crew at Kalaikundi to be in cargo hauls.

The Squadron lost a crew via the transfer route on 13 September when Capt ALLAN J RICHARD and crew were transferred to the 25th Bomb Sq. The crew was one of the original ones formed in the unit when stationed at Pratt, Kansas prior to overseas service. Listed below are the names of men on the crew:

Capt	RICHARD, A J	(P)	S Sgt Bridges, L E	(EG)
1st Lt	DANBON, J F	(CP)	S Sgt Chapman, L E	(IC)
2nd Lt	SCHUBERT, A C	(N)	S Sgt Hanger, C W	(CFO)
2nd Lt	MILLER, J E	(B)	S Sgt Riedler, A K	(TC)
1st Lt	LOWLAND, W W	(FE)	Sgt Cleary, H J	(V)
S Sgt	Drophy, A J	(R)		

On 15 September two men from the Engineering Section of the 3rd Bomb Maintenance Sq were transferred into the 45th Bomb Sq. Their hard work in the 3rd earned them the job of crew chiefs on airplanes in the unit. Technical Sgt Billy W. Nelson came in and took aircraft #254 under his wing and Technical Sgt Roy A. Scott as assigned to the new plane #831.

On 18 September, after having been at the 14th Air Force field at Laohokow, China for a period of 2 days, two C-47's, protected by fighter cover landed and evacuated Capt GREG AUCH, Lt WILLIAMS, Lt KOSKOSKI, Lt KUBIAN, and Sgt Patterson, crew members of #308. The men were flown to Chungking and thence by C-46 were taken to A-1.

They received a grand welcome from the members of the Squadron when they arrived back in the rear area shortly thereafter. Over a table, full of beers, in the Officers Club we heard the remainder of their story.

On 1 September Lt KALINAI developed malaria and his condition was considered serious. Sgt Patterson was in considerable pain with his injured back. The medical officer did everything he could with the very limited facilities, but the return to the rear area with better facilities offered the only real solution.

On the night of 2 September the field was bombed by a small Jap force, but damage was inconsequential.

On 8 September at noon B-29 aircraft #360 of the 44th Bomb Sq on its return from the mission to ANSHAN, MANCHURIA, made a belly landing on the field, but all 12 crew members were uninjured. As soon as the plane had landed Capt KERRIG sent a message request-

4226 2000 00 HLT, 1 SEP 1944 X SEP 44, Cont'd.

ing fighter cover. This message was addressed to both XX Bomber Command and CACW. He was advised that no fighter aircraft were available. He then sent a message to XX Bomber Command asking whether to destroy the plane or try to protect it for salvage. Before an answer arrived however, the problem had been settled. At 0:30 AM on 9 September four Jap fighters strafed and bombed the plane causing considerable damage. The reply from XX Bomber Command requesting protection for salvage arrived at about 8 o'clock that morning. Fortunately Capt KEBAUGH and the B-29 crew had removed all gas, radio equipment, sun sights and a great deal of small equipment before the Japs arrived. Two navy men, demolition experts, who were temporarily stationed at the field, completed the destruction of the ship by blowing it up.

There were now 17 B-29 crew members in all, quartered and fed by the Chinese, since the 14th Air Force detachment had no supplies on hand. When they were finally evacuated the feeling was one of tremendous relief and happiness.

The experiences of all of the crew further demonstrates the wonderful hospitality shown American Airmen by the Chinese people - - - a hospitality which represents something that cannot be purchased with dollars and cents.

Capt KEBAUGH and Sgt Patterson entered the 98th Station Hospital at the base for treatment and observation the next day. Several cracked vertebrae were found by X-ray in Patterson's back, and KEBAUGH's knee revealed a considerable swelling. All men in the Squadron were hopeful that no complications would be in and that both men would have a speedy recovery.

September 23rd marked the assignment of two new replacement crews to the organization. Both crews had ferried new B-29's from the States to India. Listed below are the names of the new men coming into the Squadron with rank and crew position indicated:

2nd Lt	ROGER F SANDS	(P)	Cpl	Charles A Hennin	(CG)
2nd Lt	KENNETH W. DOTHAGE	(CP)	Cpl	George L Hipple	(AG)
2nd Lt	OLIVER E ADAMSON	(N)	Cpl	Arthur E Claypoole	(EG)
2nd Lt	WALTER H ROBERTS	(B)	Cpl	Paul H Watkins	(FP)
2nd Lt	THOMAS E BARTLETT	(FE)	Sgt	Jabez K Miles Jr	(AG)
1st Lt	CARL E BLACKBURN	(P)	Cpl	Carson A Cole	(CG)
2nd Lt	WALTER H. HELL	(CP)	Sgt	William J Gabriel	(EG)
1st Lt	WILLIAM L. HANCOCK	(N)	Sgt	Robert A McGonigle	(EG)
2nd Lt	WALTER G. HANCOCK	(B)	Sgt	Bernard Roth	(FP)
2nd Lt	ROBERT L. HANCOCK	(FR)	Sgt	L D E Powers	(AG)

SECRET

45th Bomb Sq Hist. 1 SEP thru 30 SEP 44. Cont'd.

On 21 Septe ber the third crew from Squadron was sent to the C-109 Provisional Unit at Lalakundi for temporary DS. The crew was represented in the missions of: Capt S. A. K. S., Lt S. M. S. T. O. E. K., COCHRAN, and M. E. R. I. G. O. N., Sgts Koplaski, Masche, Majors, Coleby and Lentz.

On 2 September Sgts Patterson was transferred from the Squadron to the 203rd General Hospital at APO 465 for further treatment and observation. Capt M. D. A. B. O. N. continued to remain hospitalized at the Station Hospital.

Sgt Telemaachus Savroffides returned to home base finally on 27 September. Crew chief of the ill fate B-29 aircraft #326 that had crash landed at Nsiobang, China in July, he had worked hard at the Chinese emergency strip trying to get #326 ready to fly again. When the airplane was transferred to the Service Group, he packed up and came home.

Strength of the 45th Bomb Sq as of the beginning and ending of the month is indicated below:

1 September

75 Officers
5 Flight Officers
90 Enlisted Men

30 September

80 Officers
5 Flight Officers
93 Enlisted Men

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