



468TH BOMBARDMENT GROUP – OCTOBER 1944

It has been rumored for several months that a reorganization of the Groups of XXTH Bomber Command was to take place soon. Early in October it became evident that the rumor had become a fact, and on the 11th, the first Special Order was issued to put the change into effect. Reorganization took place in conformity with Tables of Organization 1-112 and 1-167 with a special War Department authorization for an augmentation of the Group Headquarters TO to provide for personnel requirements at the Forward Area Base, A-7).

Fundamentally, the physical set-up of the Unit was changed from a composition of 8 Squadrons – 4 Bombardment and 4 Maintenance and a Group Headquarters Section. To do this, personnel of the former 794th were distributed among the three remaining Squadrons; the 795th was deactivated and reactivated as the new 794th Bombardment Squadron; and the Maintenance Squadrons were absorbed by the 3 Bomb Units – the 792nd, 793rd and the 794th. As a result of this, the strength of the Unit has been reduced by approximately 25 Officers and 75 Enlisted Men, administrative personnel mainly.

Since A-7 has been manned under a separate authorization, with 11 Officers and 150 Enlisted Men, it has become unnecessary for the Squadrons to supply these men.

Details of the reorganization and subsequent reassignment of personnel are contained in Headquarters 468th Bombardment Group, Special Orders 212 (11 October 1944), 213 (12 October 1944), 216 (18 October 1944), and the Officers' Monthly Roster (31 October 1944).

Concurrent with the changes in personnel, the usual routine duties, both in the offices and on the line, continued. Many of the men were at A-7 preparing for a mission at this time. And on the 14th they participated in a maximum effort daylight attack against the Okayama Aircraft Assembly and Repair Depot on the Island of Formosa.

Takeoff from the Cheng-tu Area Bases began at 2255Z on D-Day and 34 of our aircraft became airborne. Of these, 22 bombed the PT, 2 bombed at Swatow, 4 hit Kaigi, and 6 were abortive. Three of our aircraft landed at other bases and all others returned safely to A-7. Observed results of the bombing indicated the target area had been well hit.

Bomb plot analysis 22 of the 18th PID, HQ 14th AF, dated October 24th, 1944 states that as a result of this mission, combined with the US Navy strike against the same target on October 12th, damage can be said to have destroyed production completely. All but 3 of the main buildings in the assembly and sub-assembly area were demolished or severely damaged.

No enemy aircraft were encountered nor sighted and anti-aircraft was meager to moderate.



Two days later, a return visit was made to Formosa with the Heito Aircraft assembly plant as the primary target. Twenty-three of our aircraft were airborne and of these, 15 bombed Heito, 5 hit Okayama, one bombed Amoy, and 2 aborted. All planes returned safely and Crews reported good bombing results. In 16 encounters with enemy aircraft, one was destroyed, one probably destroyed, and 3 damaged. Anti-aircraft fire was meager and inaccurate.

The third mission of the month was run on October 25th against the Omura Aircraft Assembly Plant on Kyushu Island. Eighteen of our aircraft participated, with 14 of them bombing the PT, one a target of opportunity near Chinchow, and 3 failing to bomb because of mechanical failures. A/C 4504, piloted by Major Parsons, crashed approximately one minute after takeoff; all Crewmembers were killed and the plane was a total loss. With this exception, the remaining 18 B-29s returned safely.

Strike photos showed that nearly every section of the aircraft factory proper had been hit and that production had been severely curtailed if not halted completely.

Three enemy aircraft were destroyed, 2 were probably destroyed, and 4 were damaged in a total of 43 encounters. Anti-aircraft was meager and inaccurate.

Losses during the month, besides A/C 4504, included our photo ship A/C 4446 which was piloted by Captain Lindke and crashed at A-1 following a reconnaissance mission over the Philippines. Four of the Crewmembers parachuted to safety. On a routine cargo flight A/C 6238, a tanker piloted by Captain Eddie Winkler, crashed near Omei Mountain and the entire Crew was lost. Details of these crashes are contained in the History of the Advanced Echelon at A-7.

Cargo operations to A-7 continued throughout the month with a total of 68,829 gallons of fuel carried to this Advanced Base.

October has been, without a doubt, the busiest month we have had. There were few personnel who were not affected by the reorganization and the three missions being flown in two weeks time kept both Crews and Maintenance men occupied. However, with the cooperation of all personnel, all activities were accomplished with a minimum of confusion.

792ND BOMBARDMENT SQUADRON – OCTOBER 1944

The 792nd participated in all 3 missions carried out during this month.

On October 14th 1944 the Squadron assisted in bombing Okayama, Formosa as requested by our Naval Forces.



The Japanese were sending damaged planes back to this Island for repair. Planes that were involved in interference of the Philippine Liberation efforts by our Navy. They promised if we would go in later in the day to do the bombing, they would clear out all possible enemy fighter operations in an earlier hour.

And sure enough, no enemy planes came up to attack us on that day. Our admiration of our Navy pilots, off a carrier, increased very much during this and the following days of our total operations to halt all repair work on Formosa. We all received the Philippine Liberation Ribbon for this action, which was very successful.

We did see one enemy plane that day (a copy of our C-47 the enemy had). It was possibly used to carry parts in from Japan, but this day as it was scurrying away from the target areas, it may have been carrying some high-ranking personnel away from the danger of our bombs.

The Navy had done their job and we were carrying through with ours.

Again, on the 16th day, the 792nd hit Formosa near the Heito area. This too was successful. Major Van Horne in A/C 353, although properly controlling runway props on two engines by alternate use of feathering buttons during takeoff and climb, could not correct the problem. Therefore, after 40 minutes in the air, he landed back at Base with a full load of bombs and fuel aboard.

Other Pilots and Crews of the 792nd carried out the mission successfully as before.

Then on October 25th, the Squadron took part in a mission at Omura, Japan. During a nighttime takeoff, the Crew of A/C 353 looked back toward the Base during the first turn in the climb to witness a great flare of fire caused by the crack-up of the plane taking off two minutes after them. This was Captain Parsons and Crew who were accompanied by Captain Harold Barber for a checkout mission. He had just arrived from the States with a new plane and Crew.

Captain Good made a takeoff 2 minutes after Parsons left the runway and found he had to veer to the right to avoid the flames. Although not up to full climbing speed as yet, he was able to steer clear of the fire, gain climbing speed and carry out his part of the mission.

A very congenial person, he was called “Hap” Good and flew the plane “Hap’s Characters”. The Crew and plane came over together and carried out their part of the war together. They returned to the USA after the war ended, with a very good war record.

Parsons and Crew, with Barber, died in the crack-up that night. We were taking off at night in order to arrive over Omura in the early hours of daylight on the 25th.

Shortly after that day, Major Van Horne’s Co-Pilot, Young, became a Pilot and Captain Barber’s Crew was assigned as his Crew.



They were:

Lt. W. Nebbin- Co-Pilot, Lt. Al Cherney-Navigator, Lt. Ed Fiedler-Bombardier, Lt. Rich Fenstermacher-Flight Engineer, T. McNamara-Senior Gunner, Malen Powell-Right Gunner, J. Stick-Left gunner, Ernie Halco-Tail Gunner, J. Lenau-Radio, John Kirkland-Radar. They did not have a Radar Man with them when they arrived from the States, so John Kirkland, a well-trained man with combat experience, was assigned to this Crew. Lenau replaced Cpl. Bryce Martin.

Their first flight together was on instrument and Pilot checkout for Young by Major Humphrey. He left the plane after all went well with the instrument approach and normal landing. They then, with practice bombs aboard, practiced bombing a target in the sea just off the coast of India.

During the latter part of October and early November they trained together as a Crew, hauling fuel to the Advanced Base in China in our Squadron tanker, the Kickapoo II. Five trips were made over the Hump in this plane for this purpose.

Lt. Lyons was also made Aircraft Commander during this period, taking over Captain Martensen's plane and Crew after the Captain had been assigned to a higher headquarters. Lt. Lyons also flew the Hump and made a practice bombing run for new Crew training. However, his Hump trips were made from another field flying a C-109 aircraft.

13TH BOMBARDMENT MAINTENANCE SQUADRON – OCTOBER 1944

The month of October began with the loss of two key men of the 13th Bombardment Maintenance Squadron. On October 1st, A/C 238, piloted by Captain Winkler of the 792nd Bombardment Squadron, crashed on a routine cargo mission to the Advanced Base, under circumstances which left little doubt that all aboard perished. Aboard this aircraft as passengers were Captain Thomas Maxwell, Medical Officer, and T/Sgt. S.C. Spillers, Crew Chief of the airplane. Both men were known and admired by all members of the Squadron for their diligence and high degree of proficiency in the performance of their duties. These, together with their likable personalities, made their loss a serious one.

No combat missions were flown between the 1st and 11th of October by our companion Squadron, the 792nd, and this period was spent in the performance of routine maintenance duties by all members of our Squadron. S/Sgt. Thomas Ramsey, Mess Sergeant, was transferred to a replacement pool for ultimate transfer to the Zone of the Interior because of ill health.

The 13th Bombardment Maintenance Squadron ceased to exist as a result of the transfer of all its personnel to the 792nd Squadron by virtue of Special Order Number 212, Headquarters 468th Bombardment Group, dated October 11th, 1944. This transfer had very little direct effect, however, on the personnel involved. And the teamwork and spirit which made the 13th stand out among the Maintenance Squadrons in the XXTH Bomber Command will continue to insure success in the future operations of the 792nd Bombardment Squadron.



793RD BOMBARDMENT SQUADRON – OCTOBER 1944

In the very first days of the month, the Squadron received one of its worst setbacks. Major John C. Matthews, who had been on temporary duty at A-7 as Commanding Officer, returned to India after the third Anshan mission. On the next morning he was scheduled out on a tanker for a return trip to China as a passenger. The unfortunate news reached us a few days later that he had been killed when the tanker crashed into Omei Mountain. Matt was a fine friend to us all and a more straight thinking and sincere individual would be hard to find. Major Matthews had been with the Squadron since its inception in Salina, Kansas and helped to weld its spirit and train it into fighting trim. His ship was “Lethal Lady”. His Crew and Squadron will miss him greatly.

As a result of losing John Matthews, Major Pattillo was recalled from Kalikunda (where he'd been hauling fuel to China in C-109s) and was sent to A-7 as Matthew's replacement. Pattillo stayed at A-7 as Detachment Commander until January 31st 1945 when B-29 operations in China ceased. At that point, the 468th withdrew the 10-12 Officers and about 200 Enlisted Men it had kept at A-7 on TD and returned them to their Squadrons in Kharagpur.

B-29 A/C 333 has become the 20th Air Forces' “Grand Old Man” with 43 round trip Hump missions. It was flown to the theater by Brig. Gen Saunders and was the first B-29 to reach our Forward Base in China. In the first days of this month three consecutive Hump trips were flown by this ship, completing in four days one-half of the Squadron's total gas delivery requirement.

Gas hauling, which in the early days occupied much of the flying time of all the Crews and airplanes, is now being accomplished primarily by C-46s and C-109s. However, there still is an occasional gas trip by our combat airplanes, plus the new job of hauling bombs for future use on missions from A-7. Before this they brought only enough for the next mission.

The following Officer promotions were made the first of the month: Pat Saunders, Les Sloan, Walt Stolz and Hap Arnold to Captain. John Jett and Pete Peterson were promoted to 1st Lt.

Captain Dick Bell, the spark plug of Engineering, received orders transferring him to the 22nd Air Depot Group in the capacity of Command Engineering Officer in the forward area. If it wasn't such a fine break for him we would have all been reluctant to see him go.

Many of us realized for the first time that this man's Army on certain occasions had a pretty soft heart as S/Sgt. Lamb and M/Sgt. Craig were allowed to go back to the US due to serious family emergencies.

On the 14th of the month XXTH Bomber Command attacked the Airplane Modification Center at Okayama, Formosa. The following Crews participated:

Major Hatfield – Bella Bortion
Major Pattillo – Lethal Lady

Capt. Michaliszyn – Bengal Lancer
Capt. Bores – Totin' to Tokyo



Capt. Darden – Wichita Witch Capt. Meints – Lassie
Capt. Joyce – Raiden Maiden Capt. Saunders – Million Dollar Baby

The big event of this mission was the forced landing at Suichwan, an abandoned B-29 base located in the middle of SE Free China surrounded by Japanese, by Capt. Hal Meints in A/C 3356. The story of that harrowing incident is told by the pen of 1st Lt. W.W. Holderby and is attached to this history. Another story that came out of this mission that must remain unsung is “The Ballad of the Coastal Patrol”.

On the 16th of October, 48 hours later, the XXTH Bomber Command struck again at Formosa – this time at both Okayama and Heito. The following Crews participated: Maj. Hatfield in A/C 3355, Capt. Darden in A/C 442, Capt. Joyce in A/C 265 and Capt. Bores in A/C 454.

Again the Squadron had a few anxious hours as Doc Joyce and Crew disappeared into Chikiang Air Base with a radio plea for four tires and air cover. “Raiden Maiden” was in constant danger as they were less than 200 miles from the nearest Jap field. Their story is attached, written by 2nd Lt. Howard H. Fauth. The lead Crew of Pappy Hatfield with Captain Al Thom as Bombardier laid bombs in the center of the aiming point, with the formation making an almost perfect bomb pattern.

On the 17th, the 40th Group returned to Formosa to make three consecutive excellent strikes within 72 hours time by the XXTH Bomber Command. This, combined with Admiral Nimitz’ terrible “beating up” of Formosa and the Philippine Islands, followed later in the month by General McArthur’s two successful landings on Samar and Leyte Islands in the Philippines, made the war in Asia look a great deal better. And this offset somewhat the setbacks the Nips were giving the Chinese in South Central China. Kweilin has fallen and Linehow is on the brink, severely curtailing the 14th Air Force operation, leaving us all with the question of whether these Jap ground successes will affect our own operations.

The much-rumored split of the Bombardment Groups from four Squadrons to three has finally taken place. The old 794th Squadron was split and divided among the other three, with the 795th taking the new name of the 794th. Three new airplanes and six new Crews have joined our ranks:

Major Feeley	A/C 525 (Mary K)	Capt. Carlton
Major Marbury	A/C 354	Capt. Dean
Major Schnolau	A/C 469	1 st Lt. Cowser

Again there has been a complete revision of our Crew lists. Capt. Ken Baile is now the Executive Officer; Capt. John F. Burke, Adjutant; Capt. John A. Hewson, Engineering Officer; 1st Lt. Jay Stewart, Asst. Engineering Officer; 1st Lt. Charles, RCM Officer; 1st Lt. Donald E. Lane, Asst. S-2 Officer. The 14th Bombardment Maintenance Squadron is no more, but has been combined with the 793rd. Major Pattillo has been assigned as Commanding Officer at A-7, and Capt. Richard Hughes as Operations Officer. Lts. Ables and Friend are added to the permanent party at A-7 to assist in Communications and Engineering respectively. Capt. Barr and Lt. Padden have also been assigned to A-7. Capt. Don Glover and Lt. Bernie Friedman have been transferred to the 468th Group.



Brig. Gen. Saunders met with an unfortunate accident in a B-25 while flying between XXTH Bomber Command Bases and, although at times he was reported very critical, is now on the way to recovery.

The Enlisted Men's Club is finally operating full swing after a fine construction job done under the supervision of President S/Sgt. Charles L. Vreeland. S/Sgt. Robert A. Singleton is Vice President, S/Sgt. Lew L. Murray, Treasurer and 1st Sgt. Carl Hansen is Secretary.

On the 25th of October the B-29s returned to the mainland of Japan, hitting the Omura Aircraft and Assembly plant on Kyushu. The following Crews participated:

Major Hatfield	A/C 3355	Capt. Bores	A/C 454
Major Marbury	A/C 354	Capt. Saunders	A/C 397
Capt. Berman	A/C 487	Major Ladd	A/C 370

Gunners on A/C 487 were: Herb Sukowaty (Top Gunner), Bob Auth (Right Gunner), Joe Pokraka (Left Gunner), Lew "Red" Murray (Tail Gunner). Anytime A/C 487 "Bengal Lancer" was flown, either by Berman, Pattillo or Marbury, these 4 men were always the Gunners.

Major Ladd on A/C 370 had to abort due to mechanical difficulties prior to reaching the China coast. Again the bombing was excellent, and later photoreconnaissance revealed that a good portion of the damage was caused by planes from this Group.

Capt. Doherty and Crew have returned from duty with the C-109s at Kalikunda.

Under Lt. Baxter as Mess Officer, the Officers' Mess has rejected mess kits and gone completely civilized with individual plates and bearer attendants. Captain "I'll be home for Christmas" Joyce says: "It's to break us into the fancy customs they use back in the Continental Limits."

SPECIAL REPORT - WEEKEND IN SUICHWAN
By 1ST LT. WM. W. HOLDERBY - 793rd BOMB SQUADRON

On the Formosa mission of October 14th, Capt. Hal Meints and Crew, in "Lassie" developed engine trouble on the return trip over the China coast. Two bombs were hung up in the bomb bay, which "Subtle as an avalanche" Schultz and Lt. McCann tried to release as #1 engine gulped and swallowed a valve. Hal immediately pressed his calloused feathering finger to the button, but nothing happened. The ship began to vibrate like a trip hammer. Capt. Hal turned to Schultz, who by this time was back in his Engineer's seat, but no longer reading the "Case of the Lucky Legs" and asked how much gas was left. Henry casually replied, as he calmly bit his cigarette in two, "we would have to set down someplace quick or bail out."

We were just now about abeam of Suichwan Air Field in eastern China and took a heading for it. The charts showed the field to have a very long runway, but we didn't want to land unless we had to, as the field was about 120 miles behind the Jap lines running down to Kweilin. Over the soupy undercast at 15,000 feet we made radio contact. The field had homing but no beam and mountains on all sides of it, towering to 7,000 feet.



The Suichwan tower gave us the instrument landing procedure, including a letdown at 120 MPH, so Bill figured out their own letdown procedure and told the tower we were coming in as soon as we had gotten rid of two bombs. S/Sgt. Bill Egan and FO Schultz had fastened 3 seat belts together and were lying on the catwalk freezing while Mac kept the doors open at their request. They pulled the bombs loose and allowed both belts and bombs to fall harmlessly. We made the “Sweatblood” let down through those mountains on the radio compass and at about 1,000 feet came out in the clear over a river bed which adjoins the field. We landed on three engines after being warned by the tower not to fire at fighter protection, which would cover our approach. No fighters followed us through the soup and we landed safe and sound.

The CO and Hal decided to camouflage the ship, so the 3 Officers and 10 Enlisted Men on the airfield and our complete Crew, with the help of 100 coolies furnished by the resident engineer, painted the ship from tip to stern with mud: covered the wings with rice straw and broke up the lines of the ship with poles and bamboo webbing. The CO later told us that the Japs would get the ship anyway if it cleared up. Our Crew accounted for almost as many white men as the permanent Field Personnel, who treated us graciously and wined and dined us as best they could for the next 6 days. That evening, as the Officers were opening their grape wine for us and apologizing for not having flight whiskey, we heard over the radio from Frisco by short-wave that two B-29s of the Formosa raid were “down and safe in eastern China Air Fields”. We were a little perturbed at this for the Japs would surely be looking now. For the next 6 days we worked on the ship, ran like hell or rode 17 miles in a Jeep (as we did one day) when the “Jingbow” Chinese air raid alarm was sounded. Fighters from nearby fields were here to cover us and took off about the time we were manning the Lewis guns.

The field with barracks, hot and cold showers, fine food and flush toilets (which Bill Shirer and S/Sgt. Tom Murray preflighted right from the start) gave us a new slant on the airfields in China after the conditions at A-7. Under all the runways were 500 lb. demolition bombs ready to be blown at any moment, and our ship was parked directly over one of these bombs.

We repaired our ship, with the aid of Crew Chief M/Sgt. Eddie Lehman, who was brought in along with parts by a C-46, and were back in A-7 after 6 fine days spent in a “bit of Chinese heaven” after what could have been a very terrible calamity for us.

ALTERNATE BASE

by LT. E.D. FAULKENHAM

On October 9th our Crew and A/C 265 “Raiden Maiden” were dispatched to our Forward Base in China for missions #11 and #12. We arrived at A-7 safely and, much to our pleasure, our stay there was prolonged.

Finally on October 14th we took off and bombed Okayama, Formosa and returned from what seemed like the most perfect mission. We were supposed to fly over Formosa again on the 16th. I congratulated myself on getting a lot of free combat time in.



The day didn't even start out right, as far as I can see. First, most of us walked out to the plane for Capt. Joyce's Crew and found it had been moved. We looked (in the dark) for it until we found it. Then came time for the breathless takeoff, which usually makes big beads of sweat on "yours truly's" forehead. But that wasn't so bad. We had just taken off when Capt. Joyce said "wheels up". Not noticing that they came only halfway up, he called for "flaps up". That was when our Co-Pilot, Lt. Greenwald, advised everyone that the electrical system was out. No radio, no interphone, no nothing. There we were, wheels half up, half flaps, with a pattern full of planes. But our Engineer, FO Passieu, came to our rescue and fixed our electrical system and everything was serene when we turned on course.

We were near the China coast when our transfer system burned out. FO Passieu figured we were safe on gas as long as everything worked well, so we joined a formation and flew over the primary target. There we met enemy fighters so we had to pull excessive power to keep up with the formation. When we got to the coast we decided to leave the formation and make a beeline home to conserve gas.

We were doing fine until after we passed over Henyang when #4 engine ran out of gas and was feathered. Things looked dark until Lt. Fauth, our Navigator, found an auxiliary air field just 75 miles west of where we were. The Radio man, Sgt. Egerston, got the ground station and told Bomber Command that we were going to attempt a landing in a fighter field. Then he got the weather at that field which disclosed a 500-foot ceiling and a letdown procedure that ATC pilots declared was suicidal.

We finally arrived over the field and started the letdown, Greenie giving the directions, me timing the turns and "Doc" Joyce flying the "Maiden". We broke out at 400 feet right above the field. We had to make two passes at it as a friendly hill got in our way on our downwind approach. The runway was set upon a hill and as we passed over the end of it I could see three P-40s growing out of the earth. The runway was short (1,400 meters) and "Doc" had to use full braking power. When we finally stopped, three tires were completely blown and the fourth was badly cut.

We were given rooms and fed like kings. The Chinese people were altogether different and more educated than the ones in the A-7 area. We were told that the Japs would be over to bomb our ship as soon as the weather cleared, so the tires arrived later the next morning. We sweated out the weather until takeoff the morning after the tires arrived. That morning the ceiling was zero and it was raining like hell. We were given just enough gas to get back to our Base, as a light takeoff was imperative.

This time we sweated out a short runway and the weather. Our takeoff was perfect, however, and we went through 17,000 feet of solid overcast before we broke out on top.



We arrived at our China base in time for dinner and I told myself there was no more reason to worry about gas.

All credit goes to “Doc” Joyce for saving the ship, as we were all ready to hit the silk with the least little sputter from another engine. Doc says “No more letdowns like that one!” Had we not seen the field on that last leg of the letdown, directions called for a turn leading us into the side of a mountain. We were at 400 feet! Ah, great stuff, this combat flying. Never a dull moment. We were thankful there was a top notch Pilot along.

794TH BOMBARDMENT SQUADRON – OCTOBER AND NOVEMBER 1944

The average strength of the 794th Bomb Squadron for the month was 139 Officers and 537 Enlisted Men. Overages from the reorganization are being transferred as orders come through.

Following are the serial numbers of the operational aircraft in the Squadron as of November 24th: A/C 284, 390, 407, 409, 429, 486, 542, 706, and 828. A/C 706 was added to the Squadron on November 14th and is now flown by Lt. Col. Philip Hennin, Commanding Officer.

Four new Combat Crews arrived from the US: 2nd Lt. John S. Volkert; 2nd Lt. Warren R. Griffin; 2nd Lt. John C. Lamon and Capt. John F. Wedding (who was in command of the Crews) are the Commanders of these new Crews. Capt. Wedding has a stunning record with the 8th Air Force in England. These Crews received their training in Clovis, NM. Because of the need for replacement of Crews, three of these Crews have been broken up to organize new Crews. 1st Lt. R. Ham (former Co-Pilot of Capt. Goodrich’s Crew) and 1st Lt. H. Olsen (former Co-Pilot of Major George’s Crew) were checked out as first Pilots on the B-29 during the month. They were given Crews consisting of Crewmembers or the new Crews mentioned above. (Only Capt. Wedding’s Crew has remained intact.) Three Crews are on temporary duty with a C-109 Unit: Major Giles, Lt. Smith and Lt. Hinkle.

Major Askounis and Crew have been dispatched to the USA for reassignment and left APO #439 on November 24th in A/C 242. This is the first Crew of our Squadron to return to the USA as a complete Crew. A/C 242 goes back to the USA with over 1,000 hours total time, which is over 300 hours more than any other B-29 tankers in this Group.

There were four combat missions during the period October 24th through November 25th totaling 457:30 flying hours. Rangoon, Burma was hit by A/C 208, 429, 486 and 542 on November 3rd with excellent results. On November 5th the target was Singapore, but the secondary target received as much attention as the famous port. A/C 486, 208, and 542 bombed docking facilities at Singapore, and A/C 284, 429 and 365 hit the secondary target Pangkalambrandan, Sumatra. A/C 542 with Major Sanken’s Crew flew a photo recon mission down Singapore way before the two raids from the Rear Bases. Following the mission, A/C 365 flew a 17-hour mission searching for a missing Crew.



Although the Crew of A/C 365 (The Gen. H.H. Arnold Special) was unable to locate the Crew they did sight a Japanese aircraft carrier and several smaller Jap ships, reporting this information to Naval Authorities. Other Crews flew similar search missions in a B-24.

A second Omura mission on November 11th by A/C 208, 407, 358, 390, 486 and 429, commanded by Capt. Sidney L. Fouts, bombed a cruiser in the Yellow Sea. A/C 409, 272 and 284 hit the secondary target, Shanghai. Because repairs had been made in rapid time after the first Omura raid, and because weather was unfavorable on the 2nd raid on the aircraft factories there, a third attack was made on November 21st by A/C 409, 284, 542, 390, 429, 272, 358, 407 and 828. Secondary and last resort targets were included.

There were 35 Hump trips totaling 425:30 flying hours and 43 training flights totaling 90:20 hours. Thirty-five miscellaneous flights (slow time, etc.) totaled 43:00 hours, bringing the month's total flying hours to 1016:20.

Two Crews are listed as "Missing in Action": Capt. Weston H. Price and Crew and Lt. William Mickish and Crew. Capt. Price, piloting "The H.H. Arnold Special", on his way to Omura on November 11th failed to return to Base. Lt. Mickish and Crew were listed as missing after the 3rd Omura mission on November 21st. Lt. Mickish was piloting "Ding How", A/C 358. "The Special", which has received a goodly share of publicity in the USA, participated in 10 combat missions and had a total of 563:30 flying hours. "The General H.H. Arnold Special" flew on the Palembang, Sumatra mission called "the longest land-based mission ever flown" and aborted on September 26th when it caught fire and was brought safely back to the Forward Base by Major Boyce C. Anderson. It is believed that these missing Crews are safe, and we hope that they will find their way back to Base.

At a special formation on the ramp at B-1 (APO 493) Maj. Gen. Curtis E. LeMay presented Air Medals to the Crewmembers of the Squadron who had 100 hours operational time in this theater. The orders read, in part: "Many hazards faced regularly and continuously, they performed their duties in such a manner as to reflect honor to this Command and the AAF...untiring energy and meticulous care while flying over hazardous..." Air Medals and special awards were presented to Lt Col. Philip Hennin – the Bronze Cluster for the Air Medal to Maj. Gus Askounis and Maj. Boyce C. Anderson, and the Distinguished Flying Cross. And Lt. Walter Rollins received the Purple Heart and the Chinese Medal of Spirit.

Under the direction of Capt. Loren Reitz, the Executive Officer, the Squadron buildings are being painted and made more livable. The mess halls have now been completely redecorated and have received new kitchen equipment. An NCO Club is under construction and it is expected to be open on November 30th. The Orderly Room is being painted and the buildings (including the barracks) are now screened and lighted. The tent area has new latrines and electric lights.



The various sections are continuously improving their physical setup and efficiency, and all are working together to win the Billy Mitchell Flag. The former Executive Officer, Maj. Jay Baumgardner, is preparing to leave for another assignment and the Adjutant, Capt. R.H. McCoy, has left by boat for the USA. Lt. Bowers, formerly the S-2 Officer of the disbanded 16th Bomb Maintenance Squadron, joined the 794th Squadron, and then moved to the A-2 Staff of the XXTH Bomber Command.

Capt. George Heneveld and Crew were the first Combat Crew to have a leave at rest camp and they have returned from 15 days at Ranikhet, India. Other Crews are scheduled to go at future dates.

On October 9th, XXTH Bomber Command Gen. Order 33, Para 1-C (Secret) called for reorganization. Under the terms of the order, the maintenance squadrons of the 468th Bomb Group joined their respective Bomb Squadrons. The 795th Bomb Squadron, including the 16th Bomb Maintenance Squadron, was disbanded and the bulk of the combined Squadrons were transferred to the 795th Bomb Squad (which includes the 15th Bomb Maintenance Squadron). This transfer was made on October 12th. The total number of Officers and Enlisted Men in the 795th Bomb Squadron was: 107 Officers and 467 Enlisted Men. The total number of the 794th Bomb Squadron was 82 Officers and 458 Enlisted Men. Following the joining of the two Squadrons, the personnel of the original 794th were distributed between the 792nd Bomb Squadron, and the 793rd Bomb Squadron, and the rest remained in the 794th Bomb Squadron. The 794th now has 130 Officers and 536 Enlisted Men. The 794th retained 3 of its A/C: 407, 272, 390 and 4 Combat Crews. The A/C of the disbanded 795th was also transferred to the 794th and they are listed on the next page.

Following is a roster of Section Heads in the reorganized 794th Bomb Squadron:

CO: Lt. Col. P. Hennin	Transportation Officer: Lt. Dugan
Operations Officer: Maj. W.R. George	Supply Officer: Lt. Dugan
Executive Officer: Capt. L. Reitz	Ordnance Officer: Lt. Klinkhammer
Squadron Navigator: Capt. B. Alley	Armament Officer: Lt. Brooks
Squadron Bombardier: Capt. J. Suberman	Radar Officer: Lt. King
Engineering Officer: Capt. Hielscher	RCM Officer: Lt. Garrett
Adjutant: Lt. Newsom	Mess Officer: Lt. Myers
S-2 Officer: Lt. J. Marchman	Schools Officer: Lt. Peterson
Communications Officer: Lt. R. Cotton	1 st Sgt.: E.J. Hutchinson
Personnel Equipment Officer: Lt. E. Carter	

The ground personnel have been consolidated in a tent area. The Combat Crews (EM) of the 794th (original) have been moved into barracks of the former 795th Barracks area. A second new day room (formerly 795th) has been added to the Squadron, and the 794th Mess Hall is being remodeled and painted. New stoves and equipment are being installed in the kitchens. When this work is completed, the old 795th Mess Hall will no longer be used for this purpose.



The following A/C serial numbers represent the operational planes in the Squadron: 365, 358, 284, 486, 828, 208, 542, 409, 429, 407, 272 and 390.

During the period of October 10th to 25th, three combat missions were flown and 3 photographic mission, totaling 204:55 hours. Capt. Lindke and Crew flew A/C 446 (of the 792nd Bomb Squadron) on a photographic mission on October 13th. The first combat mission was on the 14th. The target, Okayama, Formosa was hit by A/C 429, 208, 486, 828, 409, 390 and 407. No losses were suffered.

The 2nd combat mission, Heito, Formosa, occurred on the 16th. Participating were: A/C 429, 542, 208, 486, 409 and 390. Lt. Mickish and Crew flew A/C 446 on a photographic assignment on October 15th. The 3rd combat photo mission was flown on the 17th when Capt. Estes flew A/C 446 on a secret mission. The 3rd combat mission, which hit Omura on the Island of Kyushu on The 25th of October, was carried out by A/C 365, 284, 486 and 407. From October 13th until the 25th, 12 Hump flights were flown, totaling 55:20 hours. The total time for the period was 425:15.

Major Herman Sanken was replaced as School's Officer when he was appointed Third Flight Leader for the 794th Bomb Squadron. Major Askounis and Major Anderson had previously been appointed Flight Leaders. 2nd Lt. Edward Peterson succeeded Maj. Sanken as School's Officer.

“The General H.H. Arnold Special” is now commanded by Capt. Weston H. Price and his Crew. “The Special” participated in the Okayama, Formosa raid, but because of engine trouble went only to the China coast where they bombed Swatow Harbor. The Bombardier, Lt. Edwin Morrison, reported at the interrogation that he believed he hit dock installations with good results. Later US Naval authorities stationed with the XXTH Bomber Command received word that a US submarine sighted a B-29 blow up a Jap ship in the Swatow Harbor on the date of the Formosa raid at the time of “The Special's” bombs away. On the way back to A-7, A/C 365 landed at an emergency field at Paidshihi, China. Although “The Special” reached A-7 and was in flying condition, a fuel shortage prevented the ship from participating in the second Formosa mission to Heito. When Capt. Price and Crew arrived back at B-1 three engines were changed on “The Special” and it was dispatched to the Forward Area with other A/C from the Squadron. On October 25th it bombed aircraft factories at Omura. All aircraft returned safely and all reported “good” bombing.

The Squadron regrets the loss of many members of Capt. Paul Lindke's Crew who were killed when their B-29 Photo-Recon A/C 446 (aircraft assigned to the 792nd Bomb Squadron) crashed near A-7 on October 20th on its way back from a photo mission. Crewmembers who bailed out safely reported that #1 engine had been feathered and that they were coming into the approach when #4 engine caught on fire.



The order to bail out was given and Lt. William W. Wilson, Bombardier, S/Sgt. Donald L. Christensen, Radio Operator, and S/Sgt. Albert Rupp, Tail Gunner (riding in front section of ship) jumped safely through the nose wheel well. Lt. Milton W. Ramsey (O-549688), Engineer, left the ship in the same manner, as did S/Sgt. Claude V. Tucker (31281133), the Right Gunner who left through the rear hatch. Both suffered a similar fate when their parachutes were set on fire by the burning engine. The other members of the Crew: Capt. Paul Lindke (O-436520) – Pilot; 1st Lt. Charles Youmans (O-751069); 2nd Lt. Roy D. Hauser (O-685472), Navigator; S/Sgt. Donald V. Wagner (35324158), Radar Operator; S/Sgt. William R. Hampton (11081947), Senior Gunner; and S/Sgt. Arthur H. Stein (14064152), Left Gunner were killed when the plane crashed. A Photographer, Cpl. Hastings, also escaped through the nose wheel well. Lt. Wilson, Sgt. Christensen and Sgt. Rupp have returned to the Rear Area.

No awards or honors were awarded to the Squadron during this period, but A/C 242 transferred from the 795th retains the honor of having the most flying hours in the 468th Bomb Group.

15TH BOMBARDMENT MAINTENANCE SQUADRON – OCTOBER 1944

By authority of Para 1-C, General Order No. 33, Hdqr. XXTH Bomber Command, dated October 9th, the 15th Bombardment Maintenance Squadron was deactivated October 12th. All personnel then belonging to this Unit were absorbed by its parent Bomb Squadron, the 794th Bomb Squadron.

795TH BOMBARDMENT SQUADRON – OCTOBER 1944

The average strength of the Squadron for the period of October 1st to 12th was 88 Officers and 96 Enlisted Men. These figures include the Crews of Capt. Parrish, Capt. Barker and Lt. Britton who are on DS as part of a C-109 outfit.

No new B-29s were received during the period. The following B-29s were in operation: A/C 365, 358, 284, 242, 486, 828, 208, 542, 409 and 429.

No combat missions were flown during the period. Fifteen Hump flights were flown, totaling 137:35 hours. Thirty-one training flights were flown, totaling 53:05 hours. The total time for the period was 2216:20 hours. The total number of Combat Crews is 15.

As part of the Schools and Training Program, classes in Target Identification, Radar, Code and Blinker are held in the S-2 classroom.

The 795th had, on October 12th, the greatest number of flying hours in the 468th Bomb Group and A/C 242 held the record for the greatest number of flying hours of any ship in the Group.

On October 9th, XXTH Bomber Command General Order 33, Para 1-C (Secret) called for a reorganization of the Groups under its command. Special Order 212, Para 2, issued by the 468th Bomb Group (Secret) carried out this order. The 795th Bomb Squadron is disbanded, and the Maintenance Squadrons of the 468th Bomb Group are now joined to their respective Bomb Squadrons.



The combined 795th Bomb Squadron (including the 16th Bomb Maintenance Squadron) is to be transferred to the 794th Bomb Squadron.

16TH BOMBARDMENT MAINTENANCE SQUADRON – OCTOBER 1944

On October 9th, pursuant to XXTH Bomber Command General Order 33, para. 1-C (Secret), the 16th Bombardment Maintenance Squadron was disbanded. Under the terms of the order, the Maintenance Squadrons were joined with and made a part of the Bomb Squadrons. The 795th Bomb Squadron, parent of the 16th Bomb Maintenance Squadron, was also disbanded by the order. On October 10th, the Officers and Enlisted Men of the disbanded Squadrons were transferred to the 794th Bomb Squadron with the exception of a few overages.



Here's a picture of Major Feeley with his Crew and the Mary K, A/C 24525. This was his second plane, gained two days after the Yawata daylight mission on August 22nd 1944. No names found with the picture except for his.

This Crew served from the start with the old 794th Squadron and transferred to the 793rd, October 20th 1944.

Lt Quadlander was with him as Bombardier on mission #31 over Bangkok, so we assume the Lt. Is also shown above. Feeley is the fourth man from the left, standing under the star. 793rd Squadron.



This now ends the histories as written by the Historians of the 794th and 795th Squadrons in October 1944. Since we have had no complete roster of Crews listing all the individual members, we believe we can now give you such a list. This can be done only because of one man’s diligence in taking the time and effort to compose the lists. After long effort contacting other sources of information, he now offers this listing for inclusion in the 468th History.

Dr. Yates C. Smith is the man to whom we owe much gratitude for his dedication and generosity. He lived in San Angelo, TX when he put these lists together.

CREWS OF THE 794TH-795TH BOMB SQUADRONS
As reported by Yates C. Smith, 1991

* Supplied information

Squadron Command Duties

A/C 42-6242 Esso Express was the first aircraft to be assigned to the 795th Bomb Squadron. It had the olive drab paint job. Nearly every Crew in the Squadron had their Crew photos made in front of this plane. Nearly all of the Pilots were checked out on this aircraft. It was converted to a fuel tanker and used to haul fuel from Salua to A-7 after arrival in India. The conversion required removal of all armor plating, armor glass, turrets, gun computers and gun sights, with the exception of two 50-caliber machine guns in the tail. Three 600-gallon fuel cells were installed in each bomb bay, suspended from the bomb racks. This plane was returned to the US on November 24th 1944 after 30 Hump trips.

The Crew that flew A/C 242 back to the States included Capt. Gust “Gus” Askounis, Pilot, and 1st Lt. Arnold Noyes, Flight Engineer. The aircraft was delivered to Kelly Field, San Antonio, Texas on December 8th 1944. This plane became a fire drill aircraft. According to Arnold Noyes, it was not fit to give to Iran. This aircraft retained the honor of having the most flying time of all aircraft in the 468th Bomb Group at that time.

Lists of Crews of 794th-795th as follows (numbers over 11 include passengers)

Major	Walter R. George	Pilot
1 st Lt.	*Harry Olsen	Co-Pilot
1 st Lt.	Russ Markstrom	Co-Pilot
1 st Lt.	*Winston J. Fisher	Flight Engineer
1 st Lt.	Norman E. Watkins	Navigator-Bombardier
1 st Lt.	Yates C. Smith	Bombardier-Navigator
Sgt.	Hugh T. Poindexter	Radio Operator
Sgt.	Harold Elliott	Central Fire Control
Sgt.	Vernon D. Ode	Right Gunner
Sgt.	George Stanisich	Left Gunner
Sgt.	*Paul E. Gains	Tail Gunner
1 st Lt.	Edward F. Wilfinger	Radar Operator
1 st Lt.	Marion A. King	Radar Operator
Sgt.	Robert J. Metzger	Left Gunner
Capt.	#John C. Rounsaville, MD	Flight Surgeon
M/Sgt.	Patrick J. Rogers	Crew Chief



The above Crew left the US with A/C 42-6284 (Challenger) with Major George's Crew and flew this plane for 10 missions. There were other Crews in this Squadron who also flew this plane. It was returned to the US on January 9, 1945 after flying 16 combat missions from India and China and 13 Hump trips.

Major George's Crew had A/C 42-6273 for 3 missions. It was heavily damaged on our 13th mission. When Major George was promoted to Operations Officer, Olsen was made Capt. and First Pilot. Lt. Markstrom, a replacement Co-Pilot from the States, was assigned to our Crew. Marion King, from Hennin's Crew, was assigned to our Crew as Radar Officer after Wilfinger was killed. Metzger, a Gunner from Hennin's Crew, was assigned to replace George Stanisich as Left Gunner. George was grounded with a broken eardrum. Lt. William W. Wilson was assigned as our Navigator-Bombardier after Norman Watkins was rotated to the States due to terminal illness of his father.

Maj.	Earnest L. Blackmore	Pilot
1st Lt.	*Roy H. Anderson	Co-Pilot
Lt.	Paul A. Endlich	Flight Engineer
2nd Lt.	Richard McChesney	Navigator/Bombardier
2nd Lt.	Donald E. Baxter	Bombardier/Navigator
S/Sgt.	James R. Green	Radio Operator
Cpl.	Benjamin C. Ridgeway	Central Fire Control
S/Sgt.	*Gordon E. Prestebak	Right Gunner
Sgt.	William C. Lester	Left Gunner
Sgt.	Christopher D. Montagno	Tail Gunner
Sgt.	John Havey	Radar Operator
M/Sgt.	Willis A. White	Crew Chief

This Crew crashed April 21st 1944 at Karachi, India. A/C 42-63357 was enroute from Salina, Kansas to Kharagpur, India. Maj. George's Crew landed right after the crash. Six were killed. John Havey was assigned to this Crew as a Radar Operator, however he did not accompany the Crew in the plane but went by boat. After arrival in India, John Havey was assigned to Major Heneveld's Crew.

Lt. Col	#Henry H. Sullivan	Pilot
	John H. Sheehan	Co-Pilot
1st Lt.	*Arnold V. Noyes	Flight Engineer
Capt.	Bert Alley	Navigator/Bombardier
Capt.	Jack Suberman	Bombardier/Navigator
S/Sgt.	Joseph P. Diguillo	Radio Operator
S/Sgt.	Rolland D. Hopkins	Central Fire Control
S/Sgt.	Claude W. Swingle	Right Gunner
S/Sgt.	James M. Sinclair	Left Gunner
S/Sgt.	William A. Schmitt	Tail Gunner
2nd Lt.	William R. Srentsen	Radar Operator
M/Sgt.	Jack Hague	Crew Chief

Information on Col. Sullivan's Crew was supplied by Arnold V. Noyes, Flight Engineer. Besides taking Crew Chiefs along on our flights to the combat area, for necessary repairs along the way, most planes with only 12 men aboard also carried 1 extra engine or other parts. When on the ground, Crewmembers assisted the Crew Chief with his work.



They had much training in assisting this man.

Capt.	*Weston H. Price	Pilot
1st Lt.	John Flanagan	Co-Pilot
1st Lt.	*Eugene Rutherford	Flight Engineer
1st Lt.	*Melvin Scherer	Navigator/Bombardier
1st Lt.	Edwin Morrison	Bombardier/Navigator
T/Sgt.	David Pletter	Radio Operator
S/Sgt.	Frank Allen Weed	Central Fire Control
S/Sgt.	John Bardunias	Right Gunner
M/Sgt.	Donald J. Larkin	Left Gunner
S/Sgt.	*Millard S. Cook	Tail Gunner
T/Sgt.	Henry J. Stavinski	Radar Operator
M/Sgt.	Jack Hague	Crew Chief

Col. Sullivan’s Crew and Capt. Price’s Crew flew the Gen. H.H. Arnold Special A/C 42-6365. This plane, with Capt. Price’s Crew on board, was diverted to Vladivostock, Russia on November 11th 1944. The Crew was interned and sent back to the US by way of Tehran. This plane was originally the plane of Col. Henry R. Sullivan, our Squadron Commander. It has a record of 16 combat missions from India and China and 11 Hump trips. The aircraft was signed by Army Air Corps Gen. H.H. Arnold at Salina, KS. Some of this information was supplied by Millard S. Cook, Dallas, TX.

Maj.	Herman J. Sanken	Pilot
1st Lt.	Charles White	Co-Pilot
1st Lt.	*Lucian Turk	Flight Engineer
1st Lt.	Joseph J. Venkus	Navigator/Bombardier
1st Lt.	*Clayton C. Pflueger	Bombardier/Navigator
S/Sgt.	Bernard Cohen	Radio Operator
Sgt.	George Yageman	Central Fire Control
Sgt.	*Norris C. Schuett	Right Gunner
Cpl.	*James M. Stansell	Left Gunner
Sgt.	Leroy B. Atkins	Tail Gunner
T/Sgt.	*Arthur I. Fredd	Radar Operator
	George Vincent	Crew Chief

Lady Hamilton, A/C 42-6274, was flown to India by Sanken Crew with Mickish as Co-Pilot. Shortly after arrival in India, Mickish was made a 1st Pilot and got a new plane and a replacement Crew. Mickish’s Crew took a hit in an engine over Japan and flew to Russia. Two engines were changed on Lady Hamilton and a newly arrived alternate Crew (Capt. Robert Mills) flew her on one mission. They lost an engine enroute to the primary target and elected to go to secondary target. They were shot down by a Jap Zero over China. Most of the Crew walked out and returned to A-7. Lady Hamilton had a record of 12 combat missions from India and China and 11 Hump trips.

Lady Hamilton II, A/C 42-24542, arrived August 19th 1944. This plane had a record of 22 combat missions from India and China and 5 combat missions from Tinian. It was lost on a combat mission to Japan on June 1 1945. Sanken’s Crew received a third plane to replace Lady Hamilton II, but Sanken and Crew returned to the US in February 1945, too soon to name the third plane.



Arthur I. Fredd was the original Radar Operator. Fredd flew as a Radar Operator for a few missions on Sanken’s Crew before joining Major Anderson’s Crew. He finished his tour with Major Anderson’s Crew. This information was supplied by Arthur I. Fredd, Coatesville, PA.

Capt.	Boyce C. Anderson	Pilot
2 nd Lt.	Frederick N. Corvinus	Co-Pilot
2 nd Lt.	*Robert Feldman	Flight Engineer
2 nd Lt.	*Charles E. Morrissi	Navigator/Bombardier
2 nd Lt.	Richard H. Stillions	Bombardier/Navigator
Sgt.	Eugene Sommerville	Radio Operator
Sgt.	Alexander D. Coan	Central Fire Control
Sgt.	William C. Hubbard	Right Gunner
Sgt.	*Paul R. Hunt	Left Gunner
Sgt.	John N. Fletcher	Tail Gunner
1 st Lt.	*Owen T. Barry II	Radar Operator
M/Sgt.	Edward F. Hilbert	Crew Chief

This Crew was the last to leave Salina, KS. They arrived after the first mission was flown. They changed all four engines and the plane was a total loss due to retraction of the landing gear while taxiing. This plane, A/C 42-6235, was never named. But Capt. Anderson’s second plane, Andy’s Dandy, A/C 42-65208, was received by the Squadron on September 25th and was returned to the US on February 23rd 1945. This plane had a record of 14 combat missions from India and China and 1 Hump trip. It was the first B-29 to come off the assembly line with short cowl flaps and modified engines. Maj. Anderson was later made Operations Officer. Lt. Corvinus was made Pilot and took over the Crew. Anderson’s Crew must have flown the H.H. Arnold Special on a mission out of China. Paul Hunt reported they were returning from a mission and had a fire on the #4 engine. Bill Hubbard bailed out and his chute failed to open. He died on a walkway between two rice paddies. Paul Hunt bailed out and went through the roof of a Chinese house. Paul reported he had 3 crash landings and one successful bailout. This info was given by Feldman, Morrissi, Hunt and Barry.

Lt. Col.	Philip F. Hennin	Pilot
1 st Lt.	John Sheehan	Co-Pilot
FO	Michael Kowalsky	Flight Engineer
Capt.	Ottis Carey	Navigator/Bombardier
1 st Lt.	Roscoe Schultz	Bombardier/Navigator
S/Sgt.	Walter Bianco	Radio Operator
S/Sgt.	Edward H. Salisbury	Central Fire Control
S/Sgt.	Paul R. Rogus	Right Gunner
S/Sgt.	Robert J. Metzger	Left Gunner
1 st Lt.	*Marion E. King	Tail Gunner
S/Sgt.	George L. Dilloway	Radar Operator

A/C 42-24706 arrived from the US on November 13th 1944 and this Crew was flying it for bomb practice 15 days later on November 28th 1944. As they approached Halliday Island for the run, #3 engine was in flames, possibly due to a fuel line failure. According to Marion King, Col. Hennin advised everyone he was heading back to Base, not far away. With his approval, Ottis Carey began lowering the nose wheel manually.



It would make a good escape hatch if needed. Within 2 minutes the right wing, weakened by the fire, suddenly folded over onto the fuselage. With the plane out of control and badly damaged, personnel in the front were unable to bail out. However a few in the back managed to escape, with Marion. Lt. Mickish believed there was fuel line sabotage to the #3 engine that caused the fire. Another new plane was examined and found to have the same sabotage.

Capt.	George E. Heneveld	Pilot
2nd Lt.	Frank Wampler	Co-Pilot
FO	William Briley	Flight Engineer
2nd Lt.	Kenneth Kerr	Navigator/Bombardier
2nd Lt.	*Robert H. Ector	Bombardier/Navigator
S/Sgt.	Leroy E. Jackson	Radio Operator
Sgt.	*William C. Hubbell	Central Fire Control
Sgt.	William G. Wooten	Right Gunner
Sgt.	Robert F. Macaatis	Left Gunner
M/Sgt.	William L. Young	Tail Gunner
S/Sgt.	*John J. Havey	Radar Operator
M/Sgt.	Patrick J. Roger	Crew Chief

The name of the plane was “L’il Yutz” with a picture of a Dutch Boy. This Crew remained intact for their 35 missions. Their original aircraft was Windy City, A/C 892. Crew information supplied by Hubbell, Ector and Havey.

Capt.	*Gordon L. Eaton	Pilot
1st Lt.	Wendell B. Thummel	Co-Pilot
1st Lt.	Frederick M. Dischinger	Flight Engineer
2nd Lt.	Lawrence F. Rohan	Navigator/Bombardier
2nd Lt.	Armand S. Trepanier	Bombardier/Navigator
Sgt.	L.D. Wharton	Radio Operator
Sgt.	James F. Andrews	Central Fire Control
Sgt.	Jacob Fondiler	Right Gunner
Sgt.	August W. Cline	Left Gunner
S/Sgt.	Frank B. James	Radar Operator
	Costello	Crew Chief

A/C 42-6409 “The Uninvited” was received by our Squadron on June 30th and returned to the US on January 1945. This plane had a record of 11 combat missions from India and China and 8 Hump trips. Crew information supplied by Eaton.

Capt.	Gust “Gus” Askounis	Pilot
2nd Lt.	John K. Schaefer	Co-Pilot
1st Lt.	Jim Ward	Flight Engineer
1st Lt.	Jim Rutledge	Navigator/Bombardier
2nd Lt.	Jack Diamond	Bombardier/Navigator
T/Sgt.	William Mann	Radio Operator
S/Sgt.	Fred D. Brownwell	Central Fire Control
S/Sgt.	Herman K. Sigrist	Right Gunner
S/Sgt.	Edward J. Mertz	Left Gunner
S/Sgt.	Therman Hassinger	Tail Gunner
2nd Lt.	William R. Arentsen	Radar Operator



Lt. Mickish was Col. Hennin’s Co-Pilot when they left the States on or about April 4th. When Gus Askounis was rotated back to the States, Mickish was made First Pilot and picked all of Askounis’ Crew except the Co-Pilot. When Mickish was promoted to First Pilot he was given “Ding How”, A/C 358. On November 21st, on a mission to Omura, Japan, his Crew was attacked by Jap fighters. They went to Vladivostock, Russia and were interned there.

“Windy City”, A/C 42-6253, made a belly landing at A-7 and lost to the 15th Repair Squadron on August 22nd after returning from Yawata mission. This plane had a record of 4 combat missions from India and China and 8 Hump trips.

Windy City II, A/C 42-24486, was received on September 6th and returned to the US on July 9th 1945. This plane had a record of 22 combat missions from India and 5 combat missions from Tinian.

1 st Lt.	*William J. Mickish	Pilot
2 nd Lt.	*John K. Schaeffer	Co-Pilot
1 st Lt.	Jim Ward	Flight Engineer
1 st Lt.	Jim Rutledge	Navigator/Bombardier
1 st Lt.	Jack Diamond	Bombardier/Navigator
T/Sgt.	William Mann	Radio Operator
S/Sgt.	Fred D. Brownwell	Central Fire Control
S/Sgt.	Herman K. Sigrist	Right Gunner
S/Sgt.	Edward J. Mertz	Left Gunner
S/Sgt.	Therman Hassinger	Tail Gunner
2 nd Lt.	William R. Arentsen	Radar Operator

The name of their plane was Ding How, A/C 42-6358, and was left in Russia. This plane was received by the Squadron on May 3rd and lost on November 1st, 1944. It had a record of 9 combat missions from India and China and 9 Hump trips. This information supplied by John K. Schaeffer, Davison, MI.

Capt.	Levi W. Goodrich	Pilot
1 st Lt.	Richard J. Ham	Co-Pilot
1 st Lt.	Merle D. Jones	Flight Engineer
Capt.	Odilon Roy	Navigator/Bombardier
1 st Lt.	Robert M. Snell	Bombardier/Navigator
Sgt.	Robert L. Smith	Radio Operator
Sgt.	John D. Dow	Central Fire Control
Sgt.	*Harold E. Mufford	Right Gunner
Sgt.	William E. Wilson	Left Gunner
Sgt.	Bernard K. Henson	Tail Gunner
Cpl.	Troy L. Burleson	Radar Operator
FO	Raymond J. Franz	Radar Operator

The Monsoon Goon, A/C 42-93828, was Levi Goodrich’s plane. To the best of my knowledge, this plane at one time had 16 aborts. It was received in the Squadron on July 5th and returned to the US on December 15th 1944, with a record of 5 combat missions from India and China and 2 Hump trips.



Capt.	Sidney L. Fouts	Pilot
1st Lt.	Ed Pulaski	Co-Pilot
1st Lt.	Doug Thierweghter	Flight Engineer
2nd Lt.	Ray Runt	Navigator/Bombardier
	Vic Breiger	Bombardier/Navigator
S/Sgt.	Clarence R, Cameron	Radio Operator
S/Sgt.	Wynn	Central Fire Control
S/Sgt.	Watson	Right Gunner
S/Sgt.	Willis Gates	Left Gunner
T/Sgt.	Lawrence M. O’Fallon	Tail Gunner
S/Sgt	Aaron Beckerman	Radar Operator

Sidney Fouts reported on November 29th 1990 that his Crew named their aircraft, A/C 42-24429, “Blind Date”. It was the plane they used most and it was returned to the States by his Crew. According to the official records, Blind Date was received by the 795th Bomb Squadron on July 3rd 1944. This aircraft flew 17 combat missions from India and China and 3 Hump trips. It was returned to the States on February 23rd 1945.

Capt.	John Wedding	Pilot
		Co-Pilot
	Joe Benedetto	Navigator/Bombardier
		Bombardier/Navigator
		Radio Operator
		Central Fire Control
		Right Gunner
		Left Gunner
		Tail Gunner
		Radar Operator
		Crew Chief

Major	Kenneth L. Akins	Pilot
2nd Lt.	Floyd E. Lund	Co-Pilot
2nd Lt.	Timothy J. Barrett	Flight Engineer
1st Lt.	Paul R. Aeh	Navigator/Bombardier
2nd Lt.	Salvador Munoz, Jr.	Bombardier/Navigator
Sgt.	Norvel G. Robertson	Radio Operator
Sgt.	Harold R. Mann	Central Fire Control
Sgt.	Homer B. Pack, Jr.	Right Gunner
Sgt.	Sidney Gillman	Left Gunner
Sgt.	Mell Witcher	Tail Gunner
S/Sgt.	William H. Sorenson	Radar Operator

This plane, A/C 42-6231, crashed into a mountain about 100 miles north of A-7 on June 15th returning from the Yawata mission. The entire Crew was lost. This aircraft was received by the Squadron on April 4th and lost on June 15th. It had a record of 1 combat mission from India and China and three Hump trips.



Capt.	Paul Lindke	Pilot
1st Lt.	Charles Youmans	Co-Pilot
Lt.	Milton W. Ramsey	Flight Engineer
2nd Lt.	Roy D. Houser	Navigator/Bombardier
Lt.	William W. Wilson	Bombardier/Navigator
S/Sgt.	Donald L. Christensen	Radio Operator
S/Sgt.	William R. Hampton	Central Fire Control
S/Sgt.	Claude V. Tucker	Right Gunner
S/Sgt.	Arthur H. Stein	Left Gunner
S/Sgt.	Albert Rupp	Tail Gunner
S/Sgt.	Donald V. Wagner	Radar Operator

Capt. Lindke and Crew were on A/C 42-4446, an aircraft assigned to the 792nd Bomb Squadron, a photoreconnaissance mission. The crash occurred on their return to A-7 on October 20th. Crewmembers that bailed out safely reported that the #1 engine had been feathered. On the final approach the #4 engine caught on fire. The order to bail out was given and Lt. Wilson, S/Sgt. Christensen, and S/Sgt. Rupp, who happened to be riding in the front of the aircraft, jumped safely through the nose wheel well. Lt. Ramsey left in the same manner, and both suffered a similar fate when their parachutes caught fire from the burning engine. All other Crewmembers were lost in the crash. Corporal Hastings, who had been riding in the front of the plane, escaped through the nose wheel well also.

Lt. William Wilson later joined Major George’s Crew as a Navigator replacement when Norman Watkins returned to the States.

Capt. Lindke’s aircraft “Blind Date”, A/C 42-24429, was received July 3rd and returned to the States on February 23rd, 1945, with a record of 17 combat missions from India and China and 8 Hump trips. Information on Parrish’s and Akins’ Crews was supplied by Leo E. Konat, Omaha, Nebraska.

Capt.	James W. “Doc” Schonlau	Pilot
1st Lt.	Dexter Dean	Co-Pilot
2nd Lt.	Steve Wolf	Co-Pilot
2nd Lt.	*John C. Sullivan	Flight Engineer
1st Lt.	John J. Conefry	Navigator/Bombardier
1st Lt.	Joe Connell	Bombardier/Navigator
S/Sgt.	*Jack G. Farris	Radio Operator
S/Sgt.	Al Ford	Central Fire Control
T/Sgt.	Max E. Malone	Right Gunner
S/Sgt.	Jack N. Bush	Left Gunner
Sgt.	James A. Merriam	Radar Operator
2nd Lt.	Maury Young	Radar Operator
S/Sgt.	Raymond Sullivan	Tail Gunner
M/Sgt.	Darrell Vinson	Crew Chief



“Old Campaigner”, A/C 42-62772, was in the original 794th Bomb Squadron and belonged to Major James W. Schonlau and later to Lt. Benedict. This aircraft was received on May 13th and returned to the States January 15th 1945 with a record of 12 combat missions from India and China and 6 Hump trips. Lt. Millar and Crew flew this plane on a mission to Mukden where it was raked pretty badly by fighters. It was returned to the US as a war weary. When Dexter Dean was promoted to Pilot and received his Crew, Steve Wolf became Co-Pilot for the Schonlau Crew. James Merriam as Radar Operator was replaced by 2nd Lt. Maury Young.

Schnolau’s second plane, A/C 42-24469, was received on October 6th. It was damaged on a Singapore mission on March 2nd 1945 when it crashed in the Andaman Sea. All but one Crewmember survived. Doc Schonlau and Crew had left one week earlier for Tinian. Doc was also an MD on the Singapore mission when Major George’s Crew was hit and Wilfinger was fatally injured. Schonlau’s Crew escorted the damaged plane to Cox’s Bazaar where both planes landed. Doc rounded up all of the morphine styrettes and first-aid kits. It was too late as Wilfinger had died shortly before we landed.

This information about the Schonlau Crew was supplied by Jack G. Ferris, Roanoke, VA, Radio Operator on the Schnolau Crew.

Capt.	Roger E. Parrish	Pilot
1 st Lt.	Adrian A. Walters	Co-Pilot
FO	W. M Barber	Flight Engineer
1 st Lt.	R. H. Roseland	Navigator/Bombardier
1 st Lt.	Patrick E. Collins	Bombardier/Navigator
S/Sgt.	Joseph M. Clarke	Radio Operator
S/Sgt.	F. S. MacIsaac	Central Fire Control
S/Sgt.	R. J. Turner	Right Gunner
S/Sgt.	H. A. Moorhead	Left Gunner
S/Sgt.	John Lopez	Radar Operator

The “Gallop in Goose”, A/C 42-6390, was received by the original 794th Bomb Squadron on May 4th and rammed by a Jap fighter on December 7th. This plane had a record of 10 combat missions in India and China and 6 Hump trips. Capt. Parrish’s Crew was lost on mission #1.

Staff Sergeant William Wooten, the Right Gunner of Capt. Heneveld’s Crew, in his claim of the Nick Japanese fighter that rammed Capt. Parrish’s aircraft described the scene: “The Nick came at Windy City II low and I gave him 50 rounds at 400 yards away. The Nick’s right engine started smoking and burning. The Tail Gunner saw pieces of the canopy fly off. Going down out of control and smoking profusely, the Nick then pulled out and slipped under Captain Parrish’s plane, then pulled up hitting the left horizontal and vertical stabilizers and tearing them off. I saw one Crewmember parachute from A/C 390 before it hit the ground.

The “Lucky Seven”, A/C 42-6407, was received by the 794th Bomb Squadron on August 27th and returned to the US January 11th 1945 with a record of 6 combat missions in India and China and 7 Hump trips.



Capt.	George A. Barker	Pilot
1st Lt.	*Malcolm Taber	Co-Pilot
1st Lt.	William D. Corbin	Flight Engineer
Capt.	Dan Weiss	Navigator/Bombardier
2nd Lt.	Lawrence C. Anderson	Bombardier/Navigator
S/Sgt.	William K. Edge	Radio Operator
S/Sgt.	Laurence Hammond	Central Fire Control
S/Sgt.	*Robert E. Voll	Right Gunner
S/Sgt.	Ralph S. Hurst	Left Gunner
S/Sgt.	John T. O'Brien	Tail Gunner
S/Sgt.	*Harold W. Scott	Radar Operator

This information was supplied by Harold W. Scott, College Park, GA, Robert E. Voll, Terra Haute, IN and Malcolm Taber, Blythewood, SC.

Their plane was A/C 42-24734 and was named Miss Lead. The plane was delivered by Barker's Crew and received on December 13th. It had a record of 31 combat missions and crash landed on returning from a mission on August 6th 1945. William K. Edge was killed on May 29th on a mission to Yokohama. Edge was hit by flak and blown out of the plane (KIA).

Capt.	Robert G. Mills	Pilot
1st Lt.	E. Moe	Co-Pilot
2nd Lt.	Rollins	Flight Engineer
2nd Lt.	Rod Scandrett	Navigator/Bombardier
2nd Lt.	Peterson	Bombardier/Navigator
S/Sgt.	Joe Goodfriend, Jr.	Radio Operator
S/Sgt.	Walker	Central Fire Control
S/Sgt.	Theodore W. Lehmann	Right Gunner
S/Sgt.	J. Wesley Mayer	Left Gunner
S/Sgt.	Arthur H. Stein	Tail Gunner
S/Sgt.	Richard F. Wehrle	Radar Operator

Information on Mills' Crew was supplied by James M. Stansell, Dell Rapids, SD.

Editor's comment: End of Roster of Crews. These two Squadrons now become the 794th Squadron, with some transfers of men and planes to the 792nd and 793rd Squadrons as noted in the October Reports. Now to November, coming up.