



HEADQUARTERS 468TH BOMBARDMENT GROUP – AUGUST 1944

Early in August 1944 we witnessed some major changes at the 468th Bomb Group Headquarters. Colonel Engler, our Group Commander, was moved up to the 20th Bomber Command as Deputy Chief of Staff. Having been our Group Leader since activation in September 1943 at Salina, you can imagine our regret at seeing him leave. He had successfully led us through training, overseas movement and the first four combat missions. He had also led the Group through the first two legs of winning the Billy Mitchell Flag – a gift from Billy Mitchell's widow.

However, as said before, there were top-notch Officers and Men at every level. So vacancies could easily be filled. Col. Ted Faulkner, Deputy Group Commander, became our Commander and Col. "Jim" Edmundson, CO of the 792nd Squadron, took over as Deputy Group Leader. Reserved, taciturn Col. Faulkner had held his previous position since October 1943. Preceding this assignment he had served overseas in Hawaii, the Fiji Islands, Australia and New Guinea. This tall, broad shouldered man, having previous combat experience, already had been awarded the Distinguished Flying Cross, Air Medal, Purple Heart and the Defense Ribbon with Star. Crisp, dark hair and sharp, blue eyes, and a determined jaw gave the Colonel a purposeful appearance. As an active hobby on Form 66-2 he had listed "poker". So we knew this man, our new Leader, must have a good sense of humor.

Contrasting with this rugged personality was the boyish friendliness of Col. Jim, our second in command. He was loved and respected by all personnel in the 792nd and now would gain the respect of the larger Group. He too had served in combat in the South Pacific, Labrador and England, and had been awarded the Silver Star, Distinguished Flying Cross, with two Oak Leaf Clusters, Purple Heart, and Air Medal with an Oak Leaf Cluster.

Lt. Colonel William Savoie became CO of the 792nd Squadron and Major Robinson Billings replaced him as Group Operations Officer.

There were many other reassignments at the Group and Squadron level and the unit soon adjusted itself to continue the duties of combat operation. Missions 5 and 6 were planned for the 10th of August against two widely separated targets - one at Nagasaki in Japan and one to Palembang on Sumatra Island. The enemy was soon to learn that very few places they occupied were out of range of the B-29. Staging area for Sumatra would be from Ceylon, and from our Advanced A-7 Base in China for the raid on Nagasaki.

Then for August 20th, the first daylight raid on Japan by B-29s was planned. The target would be the Imperial Steel Mills at Yawata on Kyushu Island, a southern part of Japan. Details of each mission are in the Squadron reports.

After the accomplishments of this month's combat and 37 cargo flights over the Hump were recorded, the Group was the highest for the third time and found we would receive the Billy Mitchell Flag. We will forever more be called "The Billy Mitchell Group". The B-29 and its Crews were proving some of his claims correct. Seven much needed new aircraft arrived from the States, along with four replacement Crews and were assigned to duty in the four Squadrons.

Thirty-six aircraft flew a total of 1993 hours and 35 minutes during August, with 4 planes lost and 44 men killed or missing in action.



Captain Loren Reitz, Rec. Officer, arranged for 8 day rooms, a Service Club and a Chinese restaurant, which was near completion. The Officers' Bar had been doing a thriving business, as had the theater. So social life between missions has improved. "Hey Rookie" was shown on the 31st to an enthusiastic audience. Missions are becoming tougher, but every man is fulfilling his duties well and overcoming every obstacle. We are becoming a close knit combat Group.

The Group later received its first Unit Citation for performance at Yawata.

General Order No. 65 9 August 1945

The 468th Bombardment Group (VH) XXTH Bomber Command is cited for outstanding performance of duty in armed conflict with the enemy on 20 August 1944. The Group dispatched twenty-nine B-29 type aircraft to its Forward Bases and all aircraft (24 received mission credit) were airborne on D-day as part of the XXTH Bomber Command. Fighter opposition was successfully overcome on the way to the target. Despite a steady hail of intense and accurate flak, concentrations which accounted for the destruction of one airplane and damage to a second, causing it to crash on the return to the mainland of China, and despite continuous enemy fighter attacks employing suicide ramming tactics which accounted for the destruction of two or more of their aircraft, the 468th Bombardment Group succeeded in destroying the Imperial Iron and Steel Works at Yawata on the Japanese mainland. In the accomplishment of its primary mission, 15 enemy aircraft were damaged or destroyed. The success of its part of the mission by the 468th Bombardment Group was especially outstanding in that the method of attack used called for the utmost in daring and skill. The first daylight raid over the Japanese home islands since the historic raid on Tokyo in April 1942 provide the real effectiveness of daylight precision bombing by B-29s. The hazards of mechanical failure, fighter opposition, flak and barrage balloons on the mission of over 3,000 miles were all overcome by the valor and high professional ability of all members of the 468th Bombardment Group, XXTH Bomber Command, and by their courage, cooperative spirit, and tireless energy the individuals of this Group have reflected great credit on themselves and the Army Air Forces.

792ND BOMBARDMENT GROUP – AUGUST 1944

August 1944 saw major changes taking place in this Squadron. With Colonel Edmundson moving up to deputy Group CO, Lt. Col. Savoie took his place as CO of the 792nd. Major Van Horne, Operations Officer, was assigned as CO of the Chinese A-7 Forward Base at Pengshan, Szechwan Province. And Major Watson became Operations Officer of the 792nd Squadron.

During the month no combat aircraft hauled fuel to the Advanced Base, giving the Squadron the opportunity to compile its best combat record to date.

On August 10th, Missions 5 and 6 took place. Col. Edmundson's, Major Watson's and Lt. Reid's Crews were dispatched to Ceylon for the raid on the Pladjoe Oil Refinery at Palembang, Sumatra. Capt. Martin flew a B-24 carrying parts to the forward area.



Then he took over as Pilot in another Squadron to participate in the mission. This mission was the longest of the war, 3,650 miles. All planes returned to the Base without mishap.

On the same day, planes staging from our China base attacked the Naval Base at Nagasaki, Japan. The Crews of Major Brown, Capt. Martensen and Col. Savoie took part in this mission. Due to mechanical failure, Major Brown and Crew were forced to bail out near Taoyan, China. All Crewmembers were rescued in five days. The others, after bombing the target, returned safely to Base.

On August 20th, all available aircraft were dispatched from our China base for an attack on the Yawata Steel Mill. Since it was an important target to be bombed during daylight hours, we were to fly over the target in a diamond shaped formation of four planes. The Squadron report gives few details, so here is an eyewitness report from one of Major Van Horne's Crewmembers:

“Take-off was after midnight so as to arrive over the target around 9 a.m. We flew alone during the dark hours and were to rendezvous for formation along the Japanese coastline. Two hours out we were flying through turbulent weather with fuel splashing into the forward bomb bay from the 2 tanks there, and St. Elmo's fire lighting up the propeller tips like an airborne fire rocket on the 4th of July. All unneeded switches were turned off and the bomb door was opened manually to rid the bay of fuel and fume. Once clear of these, the doors were closed with electrical power.

There was no delay as we were always headed for the day's target. We knew this mission was going to be different (it was our 3rd so far) because the Chaplain had given us Catholic boys the provisional “Last Rites of the Church”. That gives one pause for thought.

As dawn was breaking we passed Nanking, China. This reminded us of the mistreatment of the nurses there a few years before when the invading forces had taken over that town. We thought also of Pearl Harbor and the Death March in the Phillippines. Today they would really learn that the Americans were coming at them – no more retreats!

Now we are crossing the China Sea and as we approach Japan, several miles off to our right, we see several of their naval ships sitting in the water. (We will report this to the US Naval Command.) Then a few miles nearer, some very brave American men were in a submarine sending us a message: “We will be there to pick you up, if needed.”

At the coast we join in on Col. Savoie's left wing and Pickett was on the right wing. No. 4 had an engine malfunction and was forced to land somewhere in China. We pick up our course for the bomb run. Each plane will be flown straight and level for a good bomb drop.

On our course ahead the enemy has put up flak in a box pattern for us to fly through. Two formations ahead get through, but now the fighters attack. One bomber is rammed in the wing section. For the first time we see our buddies go down in flames.



As we started through I saw an explosion in Pickett's plane, evidently near the front, as it looked as if the men were blown forward from the cockpit area. The plane goes down, but we are happy to note parachutes opening. Some will be saved.

Col. Savoie's and our plane do get through, but we are then attacked by the fighters. We make our drop, but Savoie's plane now seemingly is hit. They are losing altitude. We have very little damage and turn for home. Our gunners, Henderson and Scamahorn, receive credit for 3 fighters. We will never know what claims Savoie's gunners had. We later heard they bailed out near the China coast. Later reports indicate over half of Savoie's Crew have been picked up and are well and in the hands of friendly Chinese. They will be brought safely out of Japanese held territory."

During August all fuel was delivered by tankers and we lead all other Squadrons in total fuel hauled. By the 20th we had delivered more than our quota.

On August 25th, Capt. Winkler and Crew of 6 delivered fuel to China in Tanker A/C 356. During their return they had a runaway prop, causing a bailout near Sikang. All were reported safe at Fulin with 2 of the Crew with minor injuries. This is the third plane lost in the Squadron because of a runaway prop.

With Col. Savoie missing in action, Major Watson was appointed CO with Maj. "Shoes" McPherson filling the Operations Officer spot.

13th BOMBARDMENT MAINTENANCE SQUADRON – AUGUST 1944

In August the 468th Bombardment Group was awarded the General Billy Mitchell Flag for the third time by the Commanding General of the XXTH Bomber Command, in recognition of its superior operational efficiency during the month. The winning of the award for the third time in competition with the other Groups of this Command entitled the 468th to the permanent possession of this trophy. Behind the success of the Group lies the efforts of the Bombardment Maintenance Squadrons in repairing and servicing the airplanes; and among these Squadrons the 13th's record has been outstanding.

In its preparation for Missions 5 and 6, which were directed on August 6th against the widely separated targets in Nagasaki, Kyushu and Palembang, Sumatra, our engineering section had all assigned combat aircraft ready. All ships returned safely from these missions. Again on the Yawata mission of August 20th all seven combat aircraft were ready and flew to the Advanced Base in China. All took off of the mission and only one aborted. In this first daylight operation undertaken over the Japanese mainland since the Doolittle raid, two of our aircraft failed to return.

In addition to the high standard of performance maintained in servicing planes for combat, the 13th and 792nd did unusually well in the prosaic but necessary task of transporting fuel to the Forward Base. With one tanker, A/C 356, 30,005 gallons of gasoline were carried in 9 trips. This is 116% of the quota set by Col. Faulkner, and 166% of the quota set by Bomber Command. Unfortunately, A/C 356 was lost on its return trip from the Advanced Base on August 26th. As of that date, including the trip upon which it crashed, this plane was tied for first place with A/C 393 of the 793rd Bombardment Squadron in the number of Hump missions flown. Both at that time had twenty round trips to their credit.



A/C 356 held the record for the highest gas off-loading in the entire Group, having deposited 4,020 gallons at the Advanced Base on one of its cargo fights in July.

The success in maintenance is largely attributable to the smooth teamwork among the Engineering Crews, as well as to the experience gained by each individual member thereof as a result of having completed four months of operating in this theater. Lack of sufficient and adequate equipment has been a handicap, which has had to be overcome. A typical example is the fact that only one engine hoist is available to the Squadron for use in many engine changes, which are necessary in carrying out our operations.

Much credit is due to Master Sergeant Robert E. Buckman, our present Engineering Line Chief. Sgt. Buckman will soon have completed a total of nine years of service with the Air Corps. He enlisted for the first time in Camden, NJ in September 1934, served for four years at French Field in Panama, and has served at Geiger, Davis Monthan and Smoky Hill Army Air Fields. When he came to this organization he was Flight Chief. He became Line Chief when M/Sgt Leffler was transferred.

The efficiency of our Communications Section is revealed by the fact that there have been no major troubles with communication equipment or operation during the month, and, in fact, no reports at all of any failure of communications on our aircraft during the last raid. The Radar Section also reports a great improvement in the facilities for maintaining Radar equipment and in the efficiency of the personnel. Lt. Pidhayny has expressed himself as believing that the raid on Palembang, Sumatra has been the best example we have had to date of the successful use of this equipment for both the purpose of aiding in navigation and bombardment.

The Communications and Radar Sections are now well housed in prefabricated Victory huts near the line. Other improvements in the facilities of the various sections include the housing of Personnel Equipment, Operations, Intelligence and Tech Supply in a group of prefabricated buildings near the line.

During the month, Capt. Brown of the Armament Section, T/Sgt. Jimenez of Engineering, and Sgt. Green of Operations returned to us from our Advanced Base. S/Sgt. Ramsey returned to resume his duties as Mess Sergeant after a long absence because of health. Sgt. Gin of Radar and Pvt. Sobieski of Tech Supply went over the Hump on detached service. Thirteen men were sent on detached service to Kalikunda and M/Sgt. Clyde M. Youngblood of Engineering was transferred to the 444th Group.

The 13th's day room was completed this month and PFC Jack Schlegle thereby established his reputation as an interior decorator of great talent. The grand opening was held on the evening of August 14th, with nearly the whole Squadron on hand to enjoy the refreshments. Cold soft drinks were available nightly and now and then ice cream is on hand for those who have been sorely missing the good things of life. Comfortable furnishings and an abundance of magazines help to make the day room the answer to a long-standing need.

One casualty was suffered by the 13th during the month. Lt. Robert Geyer, RCM officer, was on A/C 264, piloted by Col. Savoie in the raid on Nagasaki, and is missing. Sgt. Schriener, Assistant Crew Chief on A/C 356, is with the Crew of that ship at a small



Chinese village awaiting transportation to A-7, after bailing out when A/C 356 crashed on August 26th; he is well and safe.

The Squadron was rated very satisfactory as the result of an inspection by Group Inspectors during the month.

793RD BOMBARDMENT SQUADRON – AUGUST 1944

Just as we begin to settle down to the realization that our overseas duty was going to be prolonged, orders were received assigning Major John D. Millar and Crew to return to the States with their plane, "The Georgia Peach". We would miss them, but found later much news of their activities through the Atlanta Journal. Those to return were 1st Lt. Jimmy Campbell, Capt. Art Kingdon, 1st Lt. Kwas Kwasneiski, FO Austine Knothe, T/Sgt. Gilbert Arnel, Sgt. Sidney Funistra, T/Sgt. Joseph Carr Sgt/ Lyle Dickinson, S/Sgt. Rapozo and Cpl. Nicholas Mike.

Most of Les Sloan's Crew returned from the Cheng-Tu Hospital and were well worked over by the Public Relations Department regarding their saga of 29 days in Lolo Country. Their story may soon be published in the States. They were all sent for a much-deserved rest to some of India's lovelier resorts.

On the 10th and 11th the following Crews participated in a raid on Sumatra: Major Ladd's in A/C 454, Capt. Berman's in A/C 487, and Capt. Bores' in A/C 265. Capt. Joyce and Crew's plane developed engine trouble 2 hours out and had to return, landing at night on 3 engines in A/C 442. The latter did have three pleasurable days on the beach in Ceylon waiting for an engine change. Whoever said, "War is hell"? On the same day, Major Matthews and Crew in A/C 370 and Lt. Pat Saunders and Crew in A/C 397 flew from A-7 in China to bomb an industrial area at Nagasaki. Both strikes, including the one over the Pladjoe Oil refinery, were successful and displayed to the Nips the flexibility of the XXth Bomber Command.

Capt. Mike Michaliszyn returned from temporary duty in China and was assigned a new Crew. Lt. Bill Shirar spent several weeks, very ill, in the hospital. Now returned, he's in fine shape and ready to go.

Capt. Doherty and Crew are in Kalikunda hauling fuel in C-109s. (Editor's note: A C-109 was the AAF's designation of a B-24 that had been stripped of all armament, had extra fuel tanks installed, and thereby converted into a tanker.) His Co-Pilot, Lt. Clare Parsons, was promoted to 1st Lt. Capt. Ken Bailes is now temporary CO of the 14th Maintenance Squadron, replacing Major Ben Golden who has returned to the States for discharge.

Buster Westbrook, John Lynch, Thomas Murray and Ed Shiver have received their rocker and are all now Staff Sergeants.

On the 20th, a second raid was made on the Yawata Steel Mills, this time during daylight hours. It was a formation mission on which our men met with the heaviest opposition yet encountered. The following Crews participated: Lt. Col East in A/C 265, Maj. Hatfield in A/C 355, Maj. Matthews in A/C 370, Capt. Darden in A/C 442, Col. T.S. Faulkner in A/C 454, Capt. Berman in A/C 487 and Capt. Joyce in A/C 397.



Capt. Faulkner led the formation with Maj. Ladd's Crew, supplemented with Group Staff personnel. Capt. Meints' plane blew an exhaust stack off near the China coast and returned to Base. The mission proved so successful that our Group received its first citation.

Two planes have new names: A/C 442 – “Wichita Witch” and A/C 356 – “Lassie”. During the month, this Squadron flew 551:30 hours or 59:05 each of the 9 presently assigned planes. There were 26 combat sorties and 55 hump trips. Fuel hauled by month's end reached 151% of Bomber Command requirements and 105% of Group requirement. There were no aborts on transport missions, attesting to the fine work of Capt. Dick Bell and Staff and all maintenance personnel.

Lt. Pat Malloy and Lt. Howard Fauth have become our Rogers and Hart. A number of their hits are now being sung by the entire Group.

14th BOMBARDMENT SQUADRON – AUGUST 1944

As of August 1st, the total strength, present and absent, was 374 Enlisted Men and 18 Officers.

Major Charles B. Golden, CO of the 14th Bomb Maintenance Squadron was relieved from duty and was returning to the USA where he was to get his honorable discharge from the Army. Captain Kenneth R. Baile replaced Major Golden. Captain Baile is also Adjutant of the 793rd Bomb Squadron.

Captain Charles R. Eulo has been assigned to Kalikunda on TD for an indefinite period.

Total strength at month's end was 365 Enlisted Men and 17 Officers.

Although during the month they took part in all missions, the 793rd lost neither aircraft nor personnel during this month, with only two aborts.

794TH BOMBARDMENT SQUADRON – AUGUST 1944

This Squadron took part in three raids during August 1944, the first 2 in a joint smash at the enemy on the 10th. Maj. Humphrey's Crew in the Postville Express A/C 279 and Capt. Yeates' Crew in A/C 272 were sent to our Advanced Southern Base in Ceylon. They both completed the night raid on the Pladjoe Oil Refinery at Palembang. Total mileage was over 3,600 miles, the longest raid in history. Capt. Yeates, coming in for his run after the other planes from the Group had dropped on the target, saw the flames from 60 miles out and reported the results very good.

On the same day, Capt. McGill's Crew in A/C 390 and Maj. Marbury's Crew in A/C 354 were to fly from our China Base for a night raid on Nagasaki. An oil leak prevented A/C 390 from taking off, but A/C 354 successfully completed the raid with planes from the other Squadrons. Enemy opposition was negligible on both raids. However, that was soon to change on August 20th.

All our combat planes took off from the same China Base for the raid on the Imperial Steel Mill. This will always be remembered as, “The first daylight raid by B-29s at



Yawata, Japan." It was a tragic one for our Squadron. Capt. McGill and Crew in A/C 390 had engine trouble and returned to Base after several hours enroute. All other planes dropped bombs on the Primary target with excellent results.

Col. Clinkscales' Crew in "Gertrude C", A/C 334, released their bombs and with bomb doors closing, found a twin engine Jap fighter closing very fast in a head-on course. According to Major Humphrey in A/C 279 in #3 position, the fighter lay over on its side and rammed its right wing into the left wing of A/C 334 just outboard of the #1 engine.

The fighter catapulted in flames over the top of Humphrey's right wing, leaving his right wing embedded in the left wing of A/C 334, which burst into flames and began to disintegrate.

Capt. Stauffer's Crew in A/C 368 flying in #4 position flew into A/C 334's debris and went down over the target. Capt. Christie's Crew in A/C 217, flying in #2 position, reported A/C 334 finally pulled up on its tail and then spiraled out of sight. Witnesses in another formation claimed the vertical stabilizer had also sheared off. Pieces of the wreckage had also damaged A/C 217. (Editor's note: Stauffer's radar operator was a Jap POW for a year and was the only man from Clinkscales' and Stauffer's Crews to survive the war.)

Other Crews in the raid were Capt. Feeley's in A/C 354 and Col. Edmundson's #4 Crew in A/C 272. The latter was not only a good leader; he seemed always to show up on the tough missions.

Col. Clinkscales and Crew have been listed as killed in action, while Capt. Stauffer and Crew have been listed as missing in action. They are listed below:

Crew #1 – Lt. Col. R. S. Clinkscales, Lt. D.A. Castleberry, Capt. G. S. Kadinger, Capt. S.S. Smyth, Lt. D.E. Himadi, M/Sgt Loy F Baker, with the following from Crew No. 2: M/Sgt W. Richardson, Jr., S/Sgt P.S. Brouillard, M/Sgt C.L. McHenry, T/Sgt J. T. Fitzpatrick and Lt. D. Hamadi of the 15th Bomb Maintenance Squadron along as an observer.

Crew #3 – Capt. Ornell, Stauffer, Lt. B.R. Bloom, Lt. A.C. Shott, T/Sgt R.W. Bonner, S/Sgt J.J. Karlovich, Sgt. R.J. Keelan, Lt. Jimmie Wind, Lt. I.S. Newman, T/Sgt W.A. Dansby, S/Sgt C.A. Martin and S/Sgt J.A. O'Brien.

During this month Major Billings was transferred to the 468th to become Group Operations Officer. The following promotions were published: Lt. Stewart K. Olson to Captain, and the following upped to S/Sgt: T.W. Peel, A.W. Hollifield, Earl Wolley, R.L. Wooten, R.J. Peterson, R.L. Burnett, L.H. Johnson, with R.V. Eaton and G.E. Killen becoming Buck Sergeants.

Major Don Humphrey assumed command of the Squadron after our loss of Lt. Col. Clinkscales at Yawata. W.F. Duffy then became Squadron Bombardier and Capt. C.A. Hansman was appointed Squadron Navigator. Lts. Nibloc and Burkey returned from DS at A-7.

On 8/23/44, Lt. J.F. Smith and Crew arrived from the States with A/C 411 and were assigned to our Squadron. The plane was assigned to Capt. Yeates and Crew #10. We received two other new planes: A/C 407 for Capt. Estey with Crew #7, and A/C 525 for Capt. Feeley and Crew #6. A/C 238 was transferred to the 792nd Squadron.



On August 15th Lt. Millar and Crew flew A/C 232, the Kickapoo II to our Base in China, unloaded and returned the same day. The first time ever the round trip was completed in one day. On the 18th they were making the same trip again, but ran into difficulty. Arriving over A-7 they found their landing gear would not lower so they very wisely decided to return to B-1 in India. A belly landing would be better there because of better and more equipment for repairs, and they would also use fuel down to a safer level for such a landing. On the way back though, they cleared up the problem and lowered their wheels for a good safe landing.

Lt. Smith and Crew went along to gain experience in Hump flying operations, and after this rather rugged initiation you can be sure they got experience.

The Squadron is leading the Group with 32 sorties (planes over target) this month. Total flying time was 467:45 hours. Even with the loss of two Crews, with replacements coming in, personnel strength was close to what it was early in the month, 81 Officers and 93 Enlisted Men, on August 31st.

15th BOMBARDMENT MAINTENANCE SQUADRON – AUGUST 1944

The month of August proved to be one of the busiest months for the Squadron since landing in India. Four missions against the enemy were pulled from July 29th to August 20th as follows:

1. July 29th the 794th participated in a raid against the Showa Steel Works at Anshan in lower Manchuria. Six planes of the Squadron participated in this mission and all returned.
2. On August 10th the Squadron joined others of the XXTH Bomber Command in a raid on the Pladjoe Oil Refinery in lower Sumatra. Two planes of the Squadron were on this mission and both returned.
3. On August 10th the Squadron joined with others of the Command on a raid over the industrial area of Nagasaki, Kyushu Island, Japan. Three planes of the Squadron participated and all returned.
4. On August 20th the Squadron joined others of the Command on a wing mission against the Imperial Iron and Steel Works at Yawata, Kyushu Island, Japan. This was the second bombing of this target by this Group since arriving in India. Seven planes of the Squadron participated in this raid. Two of our planes failed to return from this raid, one piloted by Col. Clinkscapes, the Commanding Officer of the 794th Bombardment Squadron, our flight echelon, and the other ship that of Captain Stauffer of the 794th Bomb Squadron. At this time all personnel of the Clinkscapes' ship are listed as killed in action, and those of Stauffer's ship are listed as missing.

Results of all four raids were indicated as good. This Squadron stands at the top of others in this Group as to the number of planes over the target. This speaks very well for the 15th Bomb Maintenance Squadron in the successful maintenance they provide for the ships of the 794th, and taking into consideration all of the difficulties to be overcome in accomplishing this, much pride can be taken by this Unit for such services.



An award known as the "Billy Mitchell Flag" has been offered by the XXTH Bomber Command to the Group of that Command giving the best performance. This award has just been won by the 468th Bomb Group for the 3rd month, which makes it a permanent award and the property of our Group. Gasoline delivered over the Hump as well as planes over enemy targets figured in this performance. Only the best maintenance could support such performance and the 15th Bomb Maintenance Squadron has creditably contributed to this success.

Major George W. Baker, Commanding Officer of the 15th Bomb Maintenance Squadron on August 17th left on detached service for a tour of duty at the Forward Base at A-7 in China.

Captain Murrell D. Nelson, Jr. has assumed Command of the Unit and is also serving as Executive Officer of the 794th Bomb Squadron.

Early in the month the weather continued to be uncomfortably hot, but due to heavy rains about one week of cool weather was later experienced which contributed to restful sleeping during the nights of this cool period.

The Squadron's total strength, present and absent, including those at A-7, at the month's end is 16 Officers and 363 Enlisted Men. All personnel left along the way because of sickness, enroute to this theater, have now caught up with the organization.

795TH BOMBARDMENT SQUADRON – AUGUST 1944

The total strength (average) for the period was: Officers 83, Enlisted Men 93. B-29s that are operational and assigned to the 795th are: A/C 365, 358, 284, 429, 409, 828 and 542. A/C 542 was added to the Squadron on 8/16/44. The Squadron lost one plane during the period on the Anshan, Manchuria raid. The plane, piloted by Capt. R.T. Mills, was A/C 274. A total of 4 combat missions were flown for the period. 475:55 hours represents the total hours flown from 25 July to 25 August 1944, 151:15 of which were combat hours.

On 29 July 1944 A/C 409, 253, 429, 284, 358, 365 and 274 were on the Anshan mission. Two bombing missions were flown on 10 August 1944 – one to Nagasaki (A/C 429 and 284) and the other to Palembang, Sumatra (A/C 358, 409, 365 and 283). Yawata was bombed on 20 August 1944 by A/C 365, 409, 284, 253, 358 and 429.

On the Anshan raid A/C 274, piloted by Capt. R.T. Mills, bombed the target of last resort at Chengshien where fighter interception damaged the aircraft. Three engines were knocked out and the bail out order was given. Eight men: 1st Lt E.A. Moe, 2nd Lt. R.M. Scandrett, 2nd Lt. E.W. Peterson, 2nd Lt. Rollins, S/Sgt J. Goodfriend, S/Sgt T.W. Lehmann, S/Sgt J.W. Moyer and Sgt B.R. Ridgway have returned safely. Capt. R.T. Mills, Sgt. R.F. Wehrle and Sgt. F.S. Walker have not been heard from and the Crew who returned could report seeing only one other chute leaving the plane. There is hope for all however.

No Squadron losses were suffered on the Nagasaki and Palembang, Sumatra missions.



Major Askounis, piloting A/C 253, returned safely from Yawata, but ran out of gasoline approaching the field in the forward area. #4 engine went out and the Crew was alerted. #2 and #3 engines went out and the order to jump was given. Five men in the rear of the plane bailed out but the nose wheel would not function so the men in the front of the ship has to make a dead stick landing soon after the last engine went out. A/C 253 has been transferred to the 35th Engineering Squadron for repair.

Little damage was done and it will fly again. (Editor's note: It never did. We didn't have spare parts, tools and equipment in China, so we cannibalized it.)

Back from the Yawata raid, flak and bullet holes were found in the nose of A/C 409; flak damaged one nacelle on A/C 429 that caused loss of oil, necessitating reduction of power on that engine and A/C 253 had flak damage to the landing gear.

The General H.H. Arnold Special has participated in every combat mission (total 6). Piloted by Capt. W.H. Price and Crew on the Palembang raid, it returned after 18 hours and 15 minutes in the air and having their bombs hit the target accurately. Piloted by Maj. B.C. Anderson and Crew, it returned safely from Yawata where its bombs were observed to have dropped accurately in the target area. (Photographs confirm direct hits on target.)

Lt. Col. H.R. Sullivan, our CO, was transferred to the 40th Bomb Group as Deputy Group Commander. Lt. Col. P.F. Hennin was subsequently appointed CO of the 795th and Maj. W.R. George became Operations Officer.

16TH BOMBARDMENT MAINTENANCE SQUADRON – AUGUST 1944

The air echelon of this Squadron lost the services of its CO, Lt. Col. Henry R. Sullivan, when he assumed the duties of Deputy Group Commander of the 40th Bomb Group. His duties have been taken over by Lt. Col. P.H. Hennin, whose Major's leaf turned to silver a few days before he assumed command. Our new CO intends to carry on the policies of his predecessor, being pleased with the accomplishments of the Squadron to date.

The tempo of combat missions has sped up so that now we average about one mission every 10 days. The maintenance for these missions by the 16th Bomb Maintenance Squadron has not been lacking, which is something in which the men take pride. The standard set by the Group is high as shown by the number of aircraft airborne for each mission. To keep the Group on top, the men work with keen interest and with a spirit of rivalry and jealousy surveying their accomplishments. This results in getting the work done and immeasurably boosting morale.

Armament Officer Lt. Floyd M. Brooks is on DS at the forward area.

One A/C was lost due to enemy action during the last days of July. Eight Crewmembers from this plane have returned and three are still missing. One A/C was damaged by an emergency belly landing at A-7. No one was injured.

Keen rivalry between Officers and Enlisted Men engaging in volleyball games developed during the month. The Squadron strength as of 8-27-44 is 19 Officers and 370 Enlisted Men.



14TH PHOTO LAB UNIT REPORT – AUGUST 1944

The addition of a new straw roof to the Laboratory seemed to be the highlight of the month of August. The Lab is now much cooler and there are no leaks in the roof, which had previously ruined some of our supplies.

For rapid delivery of first-run photographs to the Command Photo interpreter, an advanced laboratory was set up at the forward China base. On the first mission that this new lab was used, several improvisations were made because of limited facilities. The films and prints were washed in a nearby river and due to lack of power the film when washed was taken to a dryer nearly two miles away. The negatives are returned to the Rear Base for reprinting requests from Command.

Storage space was a big problem and parts of a building were set up on the porch and now house the camera repair section. Lab room is still very scarce and it is hoped that more space will be added in the near future.