



### 468<sup>TH</sup> BOMBARDMENT GROUP – NOVEMBER 1944

The 468<sup>th</sup> Bomb Group participated in more missions during the month of November than in any other single month. Three of the raids were staged from the Rear Area in India against Bangkok, Singapore and Rangoon; two missions were run against the Aircraft Assembly Plant at Omura on the island of Kyushu with takeoff from A-7, the Forward Base in China.

Perhaps the most successful mission in which we have participated was Mission #14 against the Malagon Railway Yards at Rangoon, Burma on November 3<sup>rd</sup>. This was a coordinated attack with the Strategic Air Force, Eastern Air Command and the Third Tactical Air Force as the other participants.

Takeoff from our India Base began at 2:35 a.m. and by 3:10 a.m. all twelve aircraft were airborne. All B-29s of the 468<sup>th</sup> Bomb Group bombed the primary target, dropping a total of 448 bombs or 112 tons of explosives. Results of the bombing, as shown by the strike photos, were excellent and the pattern of bursts from the 12-plane formation was squarely centered on the roundhouse - the aiming point.

Although anti-aircraft over the target was moderate to meager and accurate, our planes received only minor damage. Fighter opposition was nil to weak and only two encounters were reported. All of our B-29s returned to their India Base safely.

Mission #15 on November 5<sup>th</sup> against the Singapore Naval Base was the longest daylight raid in which the 468<sup>th</sup> had taken part and except for mission #5 against Palembang, it was the longest bombing mission ever flown. Twenty B-29s of this Group were airborne of which 17 bombed Singapore, 3 hit the secondary target at Pankalanbrandon, 2 jettisoned their bombs, and 1 was seen to crash into the Bay of Bengal in the vicinity of the Andaman Islands.

The crashed B-29, A/C 370, was piloted by Colonel Ted S. Faulkner, Commanding Officer of the 468<sup>th</sup> Bomb Group. Also aboard the ship were Major Harve Johnson, Group Bombardier, and Major Robert T. Arnoldus, Group Navigator. The loss of these men who have contributed so much to the successful operation of this Unit has been felt by all personnel of the Group. Search planes were dispatched and Naval vessels in the area was notified, but no trace of the Crew or the aircraft was discovered.

The Crews of the 17 planes that bombed the Singapore target reported weak enemy air opposition and meager to intense, but inaccurate, anti-aircraft fire.

Strike photos and subsequent photoreconnaissance showed that the aiming point, a large drydock, had been hit as well as a large vessel in the drydock.

The Omura Aircraft Factory was the target for mission #16 on November 11<sup>th</sup>. Twenty-seven aircraft from our Group were airborne for this mission, of which 13 bombed the primary target, 7 bombed the secondary target, 5 bombed targets of opportunity, and 2 were forced to jettison their bombs.



Several hours after takeoff it was discovered by Weather Control in China that a typhoon was moving across the Yellow Sea directly in the path of our aircraft and that weather conditions at the primary target would not be as good as had been forecast. Consequently, attempts were made to contact the formation by radio and to direct them to the secondary target at Shanghai. By the time the message was received, however, many of the planes were over Omura and bombed that target by radar. Those aircraft Crews, who did receive the message in time, altered their courses and hit Shanghai where visibility was much better. This difficulty with unforeseen weather conditions caused the mission to be less successful than had been hoped for.

From over the target at Omura, the “Gen H.H. Arnold Special”, A/C 365, reported that it was low on gas and nothing further was heard from this aircraft. However, unofficial reports have been received indicating that the Crew is safe. The remaining 26 B-29s returned to the Advanced Base without mishap. Anti-aircraft fire over all targets was reported as meager and air opposition was weak.

Again, on November 21<sup>st</sup>, the Omura Aircraft Factory felt the weight of bombs from our B-29s. By comparison with previous raids, this was the least successful of all those in which the Group had participated. Only 22 of our aircraft were airborne for the flight and of these only 4 reached the primary target; 8 dropped their bombs on the secondary target at Shanghai, 2 hit Nanking, and 2 bombed targets of opportunity. Ten of the 11 Crew members on A/C 362 were killed when their plane crashed shortly after takeoff, and A/C 358 did not return from the raid although it is believed that its Crew is safe. All other aircraft returned safely to Pengshan. Again weather conditions interfered with the success of the missions and 7/10-10/10 cloud cover over all targets prevented visual bombing. Meager and inaccurate anti-aircraft fire was reported, but enemy air opposition was moderate to strong. Our Gunners claimed 6 enemy aircraft destroyed, 6 probably destroyed and 7 damaged.

After an absence of over six months, our B-29s revisited Bangkok on November 27<sup>th</sup> where excellent bombing resulted in the destruction of the Bansue Marshalling Yards. Fifteen of our aircraft participated in the mission and 14 of these bombed the primary target. One aircraft hit the secondary target at Mergui. All of our planes returned safely to their India Base and the Crews reported that anti-aircraft had been meager and enemy air opposition nil to weak.

Combat operations for the month were concluded with the Bangkok mission, but preparations are being made for another raid against Omura.

The most outstanding event of a non-combat nature, which occurred during November, was the review held on the 16<sup>th</sup>. All personnel of the Group were assembled in formation on the ramp south of the Operations Building to observe the presentation of medals by Major General Curtis E. LeMay, Commanding General, XXTH Bomber Command.



Over three hundred air medals were awarded as well as several Distinguished Flying Crosses and Purple Hearts. The awards were made in compliance with General Order 3, September 23<sup>rd</sup> 1944, Headquarters 468<sup>th</sup> Bomb Group; General Order 38, October 28<sup>th</sup> 1944, Headquarters XXTH Bomber Command; General Order 41, October 31<sup>st</sup> 1944, Headquarters XXTH Bomber Command; General Order 42, November 1<sup>st</sup> 1944, Headquarters XXTH Bomber Command; General Order 50, November 9<sup>th</sup> 1944, Headquarters XXTH Bomber Command.

Following the loss of Colonel Faulkner and his Crew, Lt. Col. James V. Edmundson, Deputy Commander of the Group, assumed command. Captain Cecil C. Metz replaced Major Robert T. Arnoldus as the Group Navigator and Captain Albert N. Thom replaced Major Harve Johnson as the Group Bombardier. 1<sup>st</sup> Lt. Duane M. Gould was assigned to Group Headquarters as the Aerial Photographic Officer.

Thanksgiving was celebrated in the traditional manner on November 30<sup>th</sup> when the Mess Halls, with the cooperation of the Quartermaster, served a turkey dinner complete with all the trimmings.

And on the cheerful note, November passed into history with everyone looking forward to a third attempt to knock out the Omura Aircraft Factory.

#### 792<sup>ND</sup> BOMBARDMENT SQUADRON – NOVEMBER 1944

November found the 792<sup>nd</sup> spending its busiest month to date overseas. The Squadron participated in 5 combat missions, 3 photo-recon missions and sea search missions.

The Squadron received 2 new aircraft during the month, A/C 417 and A/C 227. The Squadron also received 3 new replacement Crews as follows: 2<sup>nd</sup> Lt. Shafer's, 1<sup>st</sup> Lt. Whitley's and 2<sup>nd</sup> Lt. Hokanson's. Lt Whitley was made Co-Pilot on Capt. Maisch's Crew to gain some valuable, needed experience in heavy night take-offs and formation flying according to the tactical doctrine.

On October 3<sup>rd</sup>, the Squadron participated in mission #14 to Rangoon, Burma. Due to the short trip, all of the new planes were able to carry 40-500 pound M-64 bombs. The following planes and Crews were on the mission:

|                         |                        |
|-------------------------|------------------------|
| A/C 546 Capt. Skelley   | A/C 279 Major Humphrey |
| A/C 494 Major McPherson | A/C 353 Capt. Maisch   |

Major Humphrey's Crew was lead Crew on the mission and led the formation of 12 planes over the target. Due to a small amount of cloud coverage near the target, but on the attack course of 47 degrees magnetic, Lt. Duffy, Bombardier, was unable to see the target. Lt. Govednik, the Radar Operator, did such a fine job of bringing the formation into the target that when Lt. Duffy was able to see the target (the last 50 seconds of the bomb run) he didn't have to make a single correction in order to drop the bombs on the aiming point. The bombing was excellent and the aiming point, a roundhouse, was covered with bombs.



The Eastern Air Command Weekly Intelligence Summary of November 17<sup>th</sup> made the following statement: "The B-29 mission against Rangoon was viewed partly as a training operation by XXTH Bomber Command, but even so, it represented the most devastating bombing attack ever made on Burma. The ability of aircraft to deliver a staggering knockout with one punch was demonstrated admirably."

On November 5<sup>th</sup>, the Squadron participated in the mission to Singapore. This was the second longest bombing mission of the war. The planes traveled at an average distance of 3,700 miles. The following Crews and planes participated:

|         |   |         |              |
|---------|---|---------|--------------|
| A/C 362 | Major Billings, Group Operations Officer with Major Watson's Crew |         |              |
| A/C 494 | Major McPherson   | A/C 417 | Capt. Maisch |
| A/C 424 | Capt. Good  | A/C 279 | Lt. Millar   |

Lt. Zaidlicz, Bombardier on Maj. McPherson's Crew, scored a direct hit with a 1,000-pound bomb on the aiming point, a sliding caisson which measured about 30 feet by 150 feet. The bombing was excellent on this raid and according to the damage assessment report from the XXTH Bomber Command; the drydocks were put out of action for at least three months.

On the 6<sup>th</sup> of November, Capt. Christy and Crew flew A/C 217 on a sea search mission of 12 hours in an effort to locate Col. Faulkner, the Group Commanding Officer and Crew who were missing on the raid. A/C returned having made no sightings of the missing Crew or plane. Major Brown and Crew, on November 8<sup>th</sup> in A/C 353 flew a sea search mission in an effort to locate the same missing Crew and A/C 370. A/C 353 returned to base safely without making any sightings of the lost Crew or plane.

On November 11<sup>th</sup> the Squadron participated in mission #16 to the Omura Aircraft Factory, Omura, Japan. The following Crews and A/C participated:

|         |                 |         |                 |
|---------|-----------------|---------|-----------------|
| A/C 362 | Major Watson    | A/C 395 | Lt. Millar      |
| A/C 546 | Capt. Skelley   | A/C 217 | Capt. Christy   |
| A/C 494 | Major McPherson | A/C 279 | Major Humphrey  |
| A/C 424 | Capt. Good      | A/C 353 | Major Van Horne |

Bad weather dominated the mission because the outer edge of a typhoon moved over the target area. Some Crews reported a tail wind of 120 knots at the target area. A message was sent to the planes about one hour before the designated time over the target, telling the Crews that the primary target was changed from Omura to Nanking, China. Due to bad radio reception, none of the Crews received the message. A/C 424, 217, 279, 494, and 353 all went to the primary target. A/C 363, 546 and 395 all bombed Point Island, Shanghai, China visually. The bombing of the primary target at Omura was done by radar. All planes returned safely to Base.



On November 21<sup>st</sup> the Squadron participated in mission #17 to Omura, Japan. The following Crews participated:

|         |                 |         |               |
|---------|-----------------|---------|---------------|
| A/C 362 | Capt. Maisch    | A/C 217 | Capt. Christy |
| A/C 546 | Capt. Skelley   | A/C 279 | Lt. Millar    |
| A/C 494 | Major McPherson | A/C 353 | Capt. Yeates  |
| A/C 424 | Capt. Good      |         |               |

Once again bad weather dominated the mission. 10/10s cloud coverage was reported at the primary target. Lt. Millar went to the primary target and upon finding the target overcast, went to Omura, 1-½ miles SE of the target. A/C 279 then bombed an industrial target in the city of Omura visually. Lt. Millar blew a blister over the target and the Right Gunner T/Sgt. Stiffler was blown out. Capt. Skelley bombed Shanghai after receiving a message that the primary target was overcast. Major McPherson bombed Nanking, the last resort target. He failed to go to the primary target because of a malfunction in the fuel transfer system of A/C 494. Capt. Good landed six hours after takeoff due to an internal failure on the #2 engine of A/C 424.

Capt. Maisch crashed shortly after takeoff. He made a normal takeoff, but the plane settled into some trees one-half mile off the south end of the runway. He lost one of his left engines due to the fact that the prop hit a large tree, breaking off part of one of the blades. The plane pulled off to the left with the left wing down and the right wing up in a very steep turn. The B-29 never pulled out and went into the ground, left wing first, cartwheeling. The Tail Gunner was in the tail compartment at takeoff, and he was thrown clear of the wreck. The tail gunner, S/Sgt. Hoist, was found lying in a rice paddy about 75 feet from the scene of the crash. He suffered 3<sup>rd</sup> degree burns on his hands and head and suffered from shock. Sgt. Hoist was rushed to the hospital. The other Crewmembers whose names appear below died in the wreck:

|  |  |
|--|--|
| Capt. H. C. Maisch - Pilot                         | 2 <sup>nd</sup> Lt. J. G. Christie - Radar |
| Lt. O.E. Whitley – Co-Pilot                        | S/Sgt. R. J. Peterson                      |
| 1 <sup>st</sup> Lt. E.R. Johnson - Flight Engineer | T/Sgt. R.R. Brown - Right Gunner           |
| 2 <sup>nd</sup> Lt. P.L. Westbrook – Navigator     | Sgt. H.B. Jackson, Senior Gunner           |
| 2 <sup>nd</sup> Lt. F. E. Meredith – Bombardier    | S/Sgt. O.A. Pegg, Left Gunner              |

On November 27<sup>th</sup>, the Squadron took part in mission #18 to Bangkok, Siam. This was largely a training mission for new Crews. Lt. Lyons and Lt. Young were flying their first mission as Pilots. Both had been Co-Pilots to Capt. Martensen and Major Van Horne respectively. Crews and planes, which participated, were as follows:

|         |               |         |               |
|---------|---------------|---------|---------------|
| A/C 546 | Capt. Skelley | A/C 395 | Capt. Martin  |
| A/C 471 | Lt. Lyons     | A/C 217 | Capt. Christy |
| A/C 411 | Lt. Young     |         |               |

Capt. Skelley's was the lead Crew on this mission. Lt. Brick, the Lead Bombardier, did a fine job. Capt. Christy developed turbo trouble and was forced to bomb Mergui, the secondary target. Lt. Lyons, Lt. Young and Capt. Martin all bombed the primary target. All Squadron planes returned safely to Base.



There was no fighter defense and flak was meager and bursting at an altitude too low to be effective.

On the 24<sup>th</sup> of November, Major Van Horne, Lt. Popiak - Co-Pilot, Lt. Tuck – Navigator, Capt. Peterson – Bombardier, Lt. Posey – Flight Engineer, S/Sgt Pugin – Tail Gunner, T/Sgt. Henderson – Right Gunner, S/Sgt. Scamahorn – Senior Gunner, Corp. Williams, Left Gunner, and S/Sgt. Lazarus – Radio Operator, became the first Crew from the 792<sup>nd</sup> to depart to the US. The Crew flew our lone tanker A/C 232 back.

A/C 353 was now assigned to Lt. Young, who had trained with this Crew and came overseas with them as Co-Pilot. He, with his new Crew, called this plane "Juke Box".

On November 18<sup>th</sup>, Col. Savoie, former Squadron Commander, Capt. O'Brien – Navigator, Lt. Stelmach – Flight Engineer, Lt. Lutz – Co-Pilot, and S/Sgt. Brundage, Senior Gunner, returned to our India Base. They had bailed out of B-29 A/C 264 in occupied China on the return from Yawata on August 20<sup>th</sup>. They were forced to bail out due to two runaway props, which could not be feathered. Some of the Crew bailed out over the Yellow Sea and have not been heard from since. All five Crewmembers appeared before the Evasion and Escape Board. All five departed for the US on November 25<sup>th</sup>.

Capt. Reida and Crew returned to Base after 15 days at rest camp. Capt. Martin and Crew departed for 15 days at rest camp. These are the only two Crews who have attended rest camp from this Squadron since the Squadron arrived here in March 1944.

The three photo missions during the month were all performed by A/C 471. Capt. Yeates and Crew flew two of the missions on November 7<sup>th</sup> and 10<sup>th</sup>. On the first mission they encountered bad weather and the mission was unsuccessful. The 2<sup>nd</sup> mission was successfully completed as the Crew encountered 4/10s cloud coverage over the target area. Both of these missions were to Formosa. Major Brown and Crew flew the third photo mission, which was to Singapore. The mission was successfully accomplished. No fighters were encountered and the anti-aircraft was reported meager and inaccurate.

Ground School progressed favorably during the month with the main emphasis on target identification. All Pilots and Co-Pilots completed 8 hours of class on XXTH Bomber Command Tactical Doctrine.

During the month of November the first awards of the Air Medal were published. We have many combat personnel who are eligible to receive one.

The total strength at the end of the month was 124 Officers and 546 Enlisted Men.

Reported By:  
Captain George J. Steinmetz  
Intelligence Officer  
792<sup>nd</sup> Bombardment Squadron



**793<sup>RD</sup> BOMBARDMENT SQUADRON – NOVEMBER 1944**

November proved to be our most active month to date. Five strikes against Japanese targets, three of which scored excellent results against enemy shipping and transportation. On November 3<sup>rd</sup>, twelve ship formations from each of the 4 Groups carried out the heaviest bomb loads ever lifted in serial warfare to the Malagon Railroad Yards, Rangoon, Burma. A perfect bomb pattern for the 468<sup>th</sup> was dropped on the roundhouse and choke point at the southern end of the yards. Major Humphrey's lead Crew, with Lt. Duffy as Bombardier, is credited with the results scored on this objective. The following Crews from this Squadron participated:

Major Ladd A/C 4469  
Major Feeley Mary K

Capt. Michaliszyn A/C 3415  
Capt. Darden Wichita Witch

A few days later the longest daylight mission ever flown was accomplished in the bombing of the sliding caisson door of one of the world's largest drydocks at Singapore. A mixture of 1,000 and 500 pound bombs were dropped by small formations of our planes, with one of the aircraft of our Group credited with a direct hit or a damaging near miss on this target. From start to finish it was a grueling mission with flying time in some cases going well over 17 hours. After 8 hours of over water flying on the way out, planes assembled at the rendezvous point as easily as if they had been formed over the field, which attests to the accurate flying navigation that was accomplished. Major Hatfield led a formation over the target consisting of 5 planes of this Squadron after assembling 1,500 miles from this Base. The following Crews of this Squadron participated in this raid:

Major Hatfield  
Capt. Saunders  
Capt. Bores

Bella Bortion  
Million Dollar Baby  
Totin' to Tokyo

Capt. Meints  
Capt. Joyce  
Capt. Berman

A/C 3354  
Raiden' Maiden  
Bengal Lancer

Captain Berman's Crew had been Major John Matthews' Crew. Major Matthews had been killed and Pattillo was assigned to Major Matthews' Crew and on 10/10/1944 flew "Lethal Lady" on Okoyama mission. Pattillo assigned at A-7 and not with the Crew when they disappeared.

This mission, difficult as it was, would have proven 100% successful had it not been for the inexplicable and tragic loss of A/C 370, Lethal Lady and all hands. Col. Ted S. Faulkner, our Group Commander, was Pilot with Staff Navigator, Major Robert Arnoldus and Staff Bombardier, Major Harve Johnson. The remaining members of the Crew were all of the 793<sup>rd</sup> Squadron and our close friends. Lt. Ike Eigler was Co-Pilot, Lt. Pete Peterson - Radar Operator, FO Ed Kennedy - Flight Engineer, S/Sgt. Emerald T. Queen - Tail Gunner, S/Sgt. Albert B. Gruber, Right Gunner, S/Sgt. Buster Westbrook - Left Gunner, Sgt. William Glibbon - Radio Operator, and Sgt. Ward Miller - Senior Gunner. Although no message was received, it is almost certain that the ship went down at sea. A plane from another Group reported seeing empty rafts at the last location, but search missions of the area revealed absolutely no clue.



Although it has now been over 20 days, we still have a strong hope that there are survivors who will turn up on one of the tropical islands in the vicinity or perhaps as prisoners of war.

On returning from this mission, Captain Charlie "Doc" Joyce made a name for himself by turning the B-29 into a 4-engine glider. Twenty-five miles south of the field, all engines ran out of gas, and all were feathered with the exception of one, which had a malfunction and kept windmilling. This hair-raising experience is told in an incomparable style by Lt. H.H. Fauth and is added at the end of this month's report.

As the Second Air Force Combat Photo Unit was in the tower with cameras cranking at the time of the landing, and the story has already made the headings in all the theater papers, we are all anxiously awaiting to see the splurge in the Winchester, MA Daily to see just how "Old Bulldog" Joyce actually did the sleight of hand. As Col. Jim puts it, "that is really accurate gas consumption to go 3,700 miles on the longest daylight mission ever flown, and to run out of gas only 50 feet from the far end of the runway." But Doc says, "Raider's Maiden is no more unpredictable than any other woman!"

The election caused quite a momentary stir with President Roosevelt landsliding in for his fourth term.

Captain Arnold, Captain Sloan, Lt. Winkler, Lt. Troyer, Lt. Ray and Lt. Wingfield moved over to the C-109 outfit on temporary duty hauling fuel.

The war news through the past 6 months has moved a great deal too slowly for even the most avid news hounds, such as Lt. Jim Evans, and we find ourselves in the position of really sweating out some action on the European front so they can get that over with and get down to fighting "our war" totally, with ample supplies to do so.

Without much rest, the XXTH Bomber Command struck a mighty blow against the Omura Aircraft Factory on Kyushu. The news releases are beginning to strain a little as they come out with the phrase, "bombing was done through a 10/10 undercast with precision instruments." A very bad piece of luck was encountered on the 11<sup>th</sup> of November as the weather briefing indicated CAVU conditions over the target, and an unpredictable hurricane threw the forecast more than slightly off. In addition to this, a radio message was belatedly sent to all units to change the target to the designated last resort target, Nanking, but no planes of our Group intercepted this message and due to a great deal of mechanical difficulty and individual decisions, eight different targets were hit by our planes. Here is a list of the planes of the Squadron that participated, with the target each bombed:

|                |                       |                   |                    |
|----------------|-----------------------|-------------------|--------------------|
| Major Schonlau | A/C 4469 - Omura      | Capt. Michaliszyn | A/C 3415 - Omura   |
| Major Marbury  | A/C 3354 - Omura      | Capt. Carlton     | A/C 6208 - Omura   |
| Capt. Berman   | Bengal Lancer - Omura | Capt. Saunders    | A/C 6397 - Pen Yu  |
| Major Feeley   | Mary K - Omura        | Capt. Joyce       | A/C 6265 -Shanghai |

On November 16<sup>th</sup>, during a large formation held for that purpose, Major General LeMay awarded the Air Medals and other decorations to the Group.



Following swiftly on a leave to Calcutta, where Major A.J. Ladd picked up a hot rumor, a third run was made on Omura on November 21<sup>st</sup>. Increased enemy opposition was met and the weather was identical to that of November 11<sup>th</sup>. Crews from this Squadron that participated, with the targets bombed, are listed below. Major Hatfield as Lead Pilot, with Lt. Weckl dropping, did a good to excellent job on the northern end of Point Island, Shanghai.

|               |                  |   |
|---------------|------------------|---|
| Major Marbury | A/C 3354 - Omura | Capt. Doherty-Totin' to Tokyo – Omura   |
| Capt. Carlton | A/C 6208 – Penyu | Major Hatfield–Bella Bortion – Shanghai |

On the 24<sup>th</sup>, the rumor that Major Jack Ladd heard in Calcutta became a fact and, climaxing several days of nervous preparation and ribaldous rejoicing, he took off in old A/C 333 for Uncle Sugar Able. For most of us it was hard to realize that a few of our number were really going back to those sunny shores, but Avery J. brought it clearly home with an out of the sun attack on the control tower that set the weather van a-twirling. The following members of our Squadron took the "Grand Old Man" of the 20<sup>th</sup> Air Force. A/C 333, with 47 Hump missions, back to the pastures: Major Ladd, Lt. Cowser, Capt. Walt Stolz, Lt. Art Starnes, Lt. Tommy Thomas, S/Sgt. Mike Joyce, Sgt. Russell Stacy, S/Sgt. Ferg Ferguson, S/Sgt. Stanley Byrd and Pvt. Bernard Christ left our midst.

Lt. Col. John R. East, Squadron Commander of the 793<sup>rd</sup> Bomb Squadron since its inception in Salina, has been transferred to Group as Deputy Group Commander. Lt. Col. James V. Edmundson is now taking over the job of Group Commander. Major Donald J. Humphrey, former CO of the old 794<sup>th</sup>, is our new Commanding Officer and we all look forward to working under him. Major Douglas "Pappy" Hatfield is the new Squadron Operations Officer and is already ruling with an iron lash. Relationship between the Squadron X-3 and S-2 Office is much improved.

Capt. C. Metz and Capt. Al Thom have been transferred to Group as Group Navigator and Bombardier, respectively. And Capt. Carl Hansman and Capt. Jim Ware are replacing them in the Squadron.

Capt. Al Bores and Crew took off the earlier part of the month for rest camp and none are back yet except Lt. Willie Kline who claims he ran completely out of rupees, and rickshawed all the way back from Ranikhet.

On the 27<sup>th</sup>, enough planes from the 3 Squadrons were dispatched to form a 16-ship formation to bomb the Marshalling Yard and shops at Bangkok. Captain Darden and Crew, with Lt. Light as Bombardier, were to be Lead Crew, but were forced to abort due to mechanical trouble. Otherwise the mission was a complete success with all Groups pasting hell out of the aiming point, achieving excellent results. They then returned to Red Cross girls serving ice cream at the interrogation. The following Crews took part in this mission:

|                       |                                |
|-----------------------|--------------------------------|
| Capt. Meints – Lassie | Capt. Doherty – Mary K         |
| Capt. Dean – A/C 4469 | Major Humphrey – Bengal Lancer |



The month ended happily with a delicious Thanksgiving turkey dinner and the partial opening of the 793rd Coffee Shop in the Operations-Intelligence Building on the line.

### SUPER-GLIDER

By Lt. H. H. Fauth, Navigator

About 30 minutes from B-1 on the return trip from the Singapore Sow, old 265, along with the 11 aboard her were getting tired. Passieu, the Flight Engineer, was entirely too interested in the gas gauge to suit me, and I was straining my eyes looking for the coastline, which would mean home was only a matter of minutes away. The situation was just about gone and that fact didn't please any of us even a little bit. Doc said, “what's your maximum ETA” and I gave him a figure of some 20 minutes yet to fly. “What do you think, Pass, can we do it?” Doc asks. Passieu comes back with “I think it'll be a tie.”

Another 10 minutes passed by and we had spotted the coastline and Haliday Island and were moving up on it when action started. One of the engines sputtered a few times and then caught on again and ran smoothly for a little bit, then started acting up again. Passieu was busily transferring the little bit of fuel left from one engine to another, thus hoping to keep all four alive long enough for the landing. At the coast we were at an altitude 13,000 feet indicated. Finally, after what seemed hours, Lt. Faulkenham spotted the field ahead. At this moment we were at 9,000 ft. and approximately 25 miles south of the field. Doc called for “gear down” and Greenie lowered the wheels. We had called the tower earlier and told them of our situation so we were coming in on a straight approach. Doc called for flaps and Greenie ran them down. Then the fun started – “number 3 is out” called Pass – “there goes number 4 too.” The plane dropped its right wing and Doc and Greenie both hit the controls to level it up. “Number 2 is out” called Passieu – “Number 1 is just about gone.” At this time we were at 7,600 feet and Doc said, “bail out”. I opened the hatch and looked at Doc for instructions and he repeated, “bail out”, as I faced the rear of the ship and dropped through into the deepest hole I've ever seen. Upon hitting the air stream my feet flew into the air and my head down. I saw the tail clear me so I counted “one-one and a half” and pulled the ripcord. I figured this ten-count stuff was for older hands at the game than I. So the chute opened with a “wap!” and I saw many stars not listed in the Air Almanac. Towards the field I saw three chutes below me and I could follow the course of the plane in. It was flying level and under control from what I saw as I drifted down at 5,000 feet.

After what seemed a terrifically long time, the ground started to come up faster until finally I could see that I was going to land in some low bushes, which I did 10 seconds later. I got out of the harness and in the distance I could hear two series of pistol shots, which I figured, was one of the other boys trying to round us up.



I started walking in the direction of the shots and met some natives who gave me the direction of the other boys – Lt. Faulkner, Lt. Greenwald and Sgt. Egertson. So I started with them and after a bit the L-5 came into view and rounded them up for me. It circled low and pointed. Following their directions I came upon Ham, Eger and Greenie and about 50 natives of assorted shapes and sizes. The L-5 dropped instructions for getting back to the Base so we started off cross-country. We walked for about an hour when the MP picked us up and led us to where the car was parked. About 10 minutes after the MP, we saw Doc Mitchell and Capt. Stolz coming along the path and we rendezvoused there and drank a couple can of juice they had brought for us. We started out again and finally hit the roads where the jeeps were parked. Doc Mitchell put us in a jeep driven by Lt. Storm and sent us on our way back to Salua.

We left the ship at 0840Z on Nov. 5<sup>th</sup>. After we bailed out, Doc and Passieu were, naturally, the only ones left in the nose and they thought they were the only ones left on the ship. When we bailed out, Doc feathered all engines but one snapped out of feather so was windmilling as he came down on the final approach. He flared out over the end of the runway and sat the ship down pretty as could be. The plane rolled to a stop at the far end of the runway. Passieu climbed out to cut the Putt-putt when it mysteriously stopped by itself and out of the back of the ship came the rest of the Crew – Lt. Jett, Sgts Bentz, Bogart, Ferguson and Kristoff. This was the first time Capt. Joyce knew they were still in the plane – assuming right along that they had bailed out too. So, as the song goes “They brought the ship back to Salua, it was a fight all the way.” All personnel were safe and the plane intact ready to fly another day. My congratulations to Capt. Joyce and the excellent and masterful bit of flying he did. They said it couldn’t be done. Sometimes the impossible isn’t always impossible.

#### 794<sup>TH</sup> BOMB SQUADRON – SEE PAGE 101

During the month of October the 794<sup>th</sup> personnel were transferred into the 792<sup>nd</sup>, 793<sup>rd</sup>, or 79<sup>th</sup> squadrons. The old 795<sup>th</sup> became the new 794<sup>th</sup> Squadron. Evidently the new or old Historian of the 794<sup>th</sup> included both October and November in the report he turned in during November. The report was included in with the October reports.

Beginning in December, there will be reports only from the 468<sup>th</sup> Bomb Group and the 792<sup>nd</sup> – 793<sup>rd</sup> and 794<sup>th</sup> Squadrons. We have been transformed into a more streamlined fighting group. All transfers of men and planes among these three Squadrons are now complete.