



### HEADQUARTERS – 468<sup>TH</sup> BOMBARDMENT GROUP – SEPTEMBER 1944

Activities of the month of September 1944 for the 468<sup>th</sup> Bombardment Group centered around the two missions that were staged against the Showa Steel and Iron Works at Anshan, Manchuria.

The first of these raids took place on September 8<sup>th</sup> 1944 with 27 B-29s assigned to the Group participating. Movement of our aircraft to the forward area began on D minus 3, and by D minus 1, 29 planes were at A-7.

Of the 27 planes, which were airborne for the mission, 21 bombed the primary target at Anshan, 4 bombed targets of opportunity, 1 returned with its bombs, and 1 jettisoned its bombs. Results of the bombing were excellent as shown by Photo Reconnaissance on the following day. Interpretation of these photographs disclosed that the coke production of this factory was reduced by 27.7% as a result of this raid.

A total of 35 encounters with enemy aircraft was reported and it was claimed that one enemy aircraft had been destroyed, one probably destroyed, and two damaged. One of our aircraft, A/C 272, was damaged when an attacking Oscar swept along the top of the fuselage with his guns blazing; A/C 272's Navigator, 1<sup>st</sup> Lt. Jules H. Tallichet, Jr., and the Bombardier, 2<sup>nd</sup> Lt. Lucius Beebe, Jr., were slightly wounded in this encounter. Opposition from anti-aircraft was moderate and inaccurate.

All our Superfortresses returned safely from the mission, and movement from the Forward to Rear Base was accomplished without mishap.

Again, on September 23<sup>rd</sup> our combat aircraft began to move from Kharagpur to Pengshan in preparation for another mission. By September 25<sup>th</sup>, 32 planes were at A-7 and at 2245Z on the 26<sup>th</sup> the first one took off for the 3<sup>rd</sup> attack on Anshan, and by 0309Z, 32 Superfortresses were airborne. Of these, 23 bombed the primary target, one bombed the secondary target at Dairen, two bombed the last resort target at Sinsiang, and 4 bombed targets of opportunity at Kaifeng and Loyang.

Twenty of our bombers reported a total of eighty encounters with enemy aircraft, and it was claimed that five enemy aircraft were destroyed, three were probably destroyed and twelve damaged. Anti-aircraft was meager to moderate and inaccurate.

All of our planes returned safely from the mission, although A/C 429 was forced to land at Hsian because of mechanical difficulties and did not return to A-7 until D plus 1.

Because of an undercast over the target at Anshan, bombing was by radar, and there were no observed results. Casualties on the mission included S/Sgt. Robert Iverson, Right Gunner on A/C 397, who was wounded superficially, and S/Sgt. William C. Hubbard, Right Gunner on A/C 365, who was killed after bailing out near A-7 shortly after takeoff. This bailout was ordered by the Pilot of A/C 365 when #4 engine blew a cylinder and it seemed apparent that no landing could be made.



However, Major Anderson regained control of the plane and landed safely at A-7. All other Crew members who had bailed out returned safely to the base.

On the day following the mission, 27 September, A/C 446, piloted by Major Watson of the 792<sup>nd</sup> Bomb Squadron, took off for a photo reconnaissance mission over the Anshan-Dairen area. Weather was CAVU and good photo coverage was obtained. No enemy aircraft were encountered on the sortie. Anti-aircraft fire was meager and inaccurate. This was the first photo mission flown by this Group.

Preliminary interpretations of these photos have disclosed that although the target area had been hit, no serious damage was done to the coke ovens. Adverse weather conditions were the cause of the inaccurate bombing.

The usual cargo operations continued during September with our four tanker B-29s carrying the bulk of the cargo. This tanker operation was augmented between the 13<sup>th</sup> and 20<sup>th</sup> of the month by the use of combat planes for gasoline transportation to A-7. A total of 108,256 gallons of gasoline were carried to the forward area, with 67,978 gallons being transported by tankers and 48,278 gallons by combat aircraft. A large amount of the transport operation was taken over by the Air Transport Squadrons at Kalikunda where 13 of our Crews are now on temporary duty flying C-109s over the Hump. Other operations of the month included several practice radar bombing missions on Halliday Island, as well as two training flights in which the new 12-plane formation was tested, 4 echelons, diamond-shaped, in a larger diamond-shaped pattern.

A training program was begun at Dudkhundi for Crews from all Groups of the Command. Six Crews of the 468<sup>th</sup> attended "Dudkhundi Tech".

Major General Curtis E. LeMay held an informal inspection of the Unit shortly after his arrival at XXTH Bomber Command. A second inspection was conducted on the 28<sup>th</sup> by General LeMay and several high British Officers of the Eastern Command. This inspection was for the purpose of determining the advisability of an extended building program at this Base. After the inspection it was announced construction of new barracks would begin at once to alleviate the present crowded living conditions.

Major George P. Putnam was relieved from duty as Group Intelligence Officer and returned to the States for discharge by CBI Headquarters, Letter Order dated September 16<sup>th</sup> 1944. Captain John V. Phelan, formerly Group Photo Interpretation Officer, was appointed to the vacancy thus created.

As of September 30<sup>th</sup> 1944 strength reports showed there were 432 Officers and 1875 Enlisted Men assigned to this Group.

With its superior showing on the missions prescribed by Field Orders 8 and 9, the 468<sup>th</sup> continues to have the best record in combat and cargo operations of all the Bomb Groups in the Command.



With the cooperation and coordination between Maintenance and Flying personnel, this record was made possible.

#### 468<sup>TH</sup> BOMBARDMENT GROUP – ADVANCED ECHELON AT A-7

From the Japanese viewpoint, the history of A-7 for the period from August 25<sup>th</sup> to September 30<sup>th</sup> might well be entitled "Destruction for Anshan". For it was there at Anshan, Manchuria that the two maximum effort missions during this period were directed.

On September 8<sup>th</sup>, twenty-seven of twenty-nine B-29 aircraft at A-7 took off on a daylight precision bombing attack against the Showa Iron and Steel Works at Anshan. Of the 27 Superfortresses that were airborne, 24 were over the primary target with 3 planes returning early. Poor weather over the target area prevented accurate observations of bombing results. Subsequent reconnaissance photographs however, showed many hit in and around the coke batteries. All aircraft returned to A-7 without mishap.

The second and last raid for the period was flown on September 26<sup>th</sup> under authority of Field Order #9. D-day was originally scheduled for September 25<sup>th</sup>, but adverse weather held up operations for one day. A record number of aircraft (32) arrived at A-7 to participate in the mission. Briefings were held on September 24<sup>th</sup> and 25<sup>th</sup>, with General LeMay in attendance. Again the target was Anshan in a daylight attack. Carrying out some tactical changes instituted by the new Commanding General, the entire XXTH Bomber Command went through the mission without an operational loss. Thirty planes from A-7 bombed targets, with 24 A/C over Anshan. Once again the 468<sup>th</sup> Bomb Group led all other elements of the Command on performance. Weather at the primary target was bad and bomb results are unknown at the time. Our A/C 429 landed at Hsian with engine trouble, but returned to A-7 the following morning.

Coincident with our own bombing missions were two weak retaliatory attempts by the Japanese Air Force. On the night of September 8<sup>th</sup>-9<sup>th</sup>, after our planes had returned from Field Order #8, an estimated 60 Jap medium bombers were moved up from Anyang and staged from Yungcheng. Of this number only a few small waves managed to get through to inflict slight damage to our VIR fields at A-1 and A-5. Although planes were overhead at A-7 no bombs were dropped. The second attempt by the Japanese followed so closely on the heels of our mission of September 26<sup>th</sup> that the interrogation of combat Crews immediately after landing at A-7 was interrupted. This time the "Nips" staged from the Hankow area and succeeded in getting some large formations into our immediate vicinity. However, results were poor with slight damage inflicted at A-1. Evidence of enemy Fifth Column activity was observed in both Japanese raids. Signal fires and flares were noted at our fields while enemy planes were overhead. Immediate steps were taken to rectify conditions and resulted in much better blackout maintained on the second attack.



During the period several other events took place:

1. Our B-29 tanker A/C 636 (792<sup>nd</sup> Squadron, Capt. Winkler, Pilot) went down over the "Hump" on August 26<sup>th</sup> on a cargo flight from A-7 to B-1. The entire Crew of 7 reached Fulin safely, and at the present writing, 3 members, including Capt. Winkler, have been brought out. Plans for the rescue of the remaining 4 are still in progress.
2. Word was received that 5 members of the Crew of A/C 6264 had reached the safety of Chinese guerilla forces behind Jap lines in occupied China. Lt. Col. Savoie, Capt. O'Brien, Lts. Lutz, Stelmach and Sgt. Brundage are the five on their way "out". One other Crew member is know to have fallen into Japanese hands, J.P. Meehan. A/C 6264 had been missing since the Yawata raid on August 20<sup>th</sup>.
3. Wet cargo hauling of gas and oil from India to the forward area reached both the peak and depths during this period. Between September 8<sup>th</sup> and 16<sup>th</sup>, over 160,000 gallons were delivered to A-7 by C-109, C-87, C-46 and B-29 tanker aircraft.
4. On September 9<sup>th</sup> Major John C. Matthews assumed command of the Advanced Echelon at A-7 and Major Van Horn returned to India.

General conditions in the forward area have been greatly improved in recent days. A change in hostel management instituted in late August brought better food and Mess Hall facilities. Motion pictures are now shown on an average of four times weekly in the Enlisted Men's Dayroom, with GIs viewing from choice seats and the Chinese filling in every nook and cranny left open.

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

On September 8<sup>th</sup> this Squadron participated in the second mission to Anshan, Manchuria. Crews participating were as follows: Majors Watson, Brown, Capts. Good, Parsons, Skelley, Martensen, Martin and Lt. Reida. S/Sgt. Richardson, Tail Gunner on Capt. Good's Crew, claimed a "Nick" destroyed, and Sgt. Nebecker also made a claim of destroyed on the same "Nick". All planes returned to Base safely. Our approved claims on the Yawata, Japan mission of August 20<sup>th</sup> were returned from the XXTH Bomber Command. Table below shows the results:

<u>Name</u>	<u>Place</u>	<u>Plane</u>	<u>Result</u>
T/Sgt. Henderson, B	Yawata, Japan	New Irving	Destroyed
T/Sgt. Henderson, B	Yawata, Japan	New Irving	Destroyed
T/Sgt. Henderson, B	Yawata, Japan	Tojo	Probable
S/Sgt. Scamahorn, C	Yawata, Japan	Tojo	Damaged

While in China on the Anshan mission, the Squadron witnessed its first 3-ball alert. The Japanese did not attack our Base, but were in the general area.

On September 12<sup>th</sup>, Captain Martensen, Pilot of Crew #5, was transferred to the A-3 Section of the XXTH Bomber Command.

Capt. Winkler and Crew, missing on a routine flight over the Hump since August 25<sup>th</sup>, were found. Capt. Winkler, FO Thompson and S/Sgt. Stone were returned to Base. The rest of the Crew was forced to remain at Fulin, China due to transportation difficulties.



A rescue party was sent in to bring them back to our Base in China on September 28<sup>th</sup>, but a landslide closed off the only pass into the city and the party was forced to turn back. Combat ships went back to hauling gas. Formation flying training was started on the 23<sup>rd</sup>, in order to conform with the ideas of Major General LeMay.

On September 26<sup>th</sup> 1944 the Squadron participated in the 3<sup>rd</sup> mission to Anshan, Manchuria. Majors Brown, McPherson and Van Horne's Crews participated, as did Captains Good, Parsons, Skelley, Martin and Lt. Reida. Good bombed Sinsiang, the last resort target, due to a late takeoff. Lt Reida bombed Kiafeng airdrome, a target of opportunity, due to a late takeoff. The rest of the planes bombed the primary target. The Squadron dropped 27% of the total bombs dropped on the primary target by the 468<sup>th</sup> Bomb Group. On the 27<sup>th</sup>, Major Watson and Crew, flying A/C 446, was converted into a photo recon ship. Once again on the night of the 26<sup>th</sup>, the Japanese attacked the general area of our Base, but did not drop any bombs on A-7. Everyone was forced to take to the water filled slit trenches during the raid, which occurred just as the Crews were being interrogated.

The Crews of Major Pattillo, Lt. Lyons, Lt. Clarke and Capt. Clark, all trained B-29 Crews, were transferred to Kalikunda airfield to ferry gas to our Forward Base in C-109s.

The Crews of Lt. Clarke and Capt. Clark were replacement arrivals this month.

Major Pattillo was transferred to the 793<sup>rd</sup> Bomb Squadron.

At the end of the month, the Squadron had 8 combat ships, one photo recon ship and one tanker. There were 10 full Crews in the Squadron.

### 13<sup>TH</sup> BOMBARDMENT MAINTENANCE SQUADRON – SEPTEMBER 1944

The highlight of the month of September for the 13<sup>th</sup> Bombardment Maintenance Squadron was the Squadron party held on the evening of the 25<sup>th</sup>. A bulging Squadron fund combined with the ever-present convivial spirit of the men to make the party an outstanding success. Through the cooperation of the 25<sup>th</sup> Service Group, the use of a partially occupied hangar near the Squadron area was obtained and prepared for the party. Lights were installed, a bandstand and public address system were set up and tables and benches were borrowed from the Mess Hall. Music was furnished by a band, consisting of Capt. R.B. Clyde of the 15<sup>th</sup>, T/Sgt. Chick Anderson, Pvt. Bob Lovell of the 16<sup>th</sup>, and Sgt. George Gray of our own organization.

PFC Jack Barton of our Transportation Section capably filled the job of Master of Ceremonies and drew upon the entertainment talents of various members of the Squadron. An abundance of beer, pop, cookies, nuts, cigars and last but not least, the delicious cheese burgers prepared on the spot by members of the Mess Section, ensured the success of the evening. Among the invited guests were the members of the 792<sup>nd</sup> Bombardment Squadron, former members of our Squadron now assigned to other organizations on the Base, and the members of the Squadron at present on detached service at Kalikunda.



Two missions were flown by our companion Squadron, the 792<sup>nd</sup>, during the month, and in both of these credit is reflected upon the 13<sup>th</sup> Bombardment Maintenance Squadron for the manner in which the aircraft were serviced. For both missions all combat aircraft were ready and were flown to the Advanced Base. On the first mission, directed against targets in Anshan, Manchuria on the 8<sup>th</sup>, all planes except A/C 362 left the Advanced Base and went over their targets. On the second mission, against targets in the same area on the 26<sup>th</sup>, all planes took off. Six bombed the primary target, one dropped its bombs on the target of last resort, and one bombed a target of opportunity. There were no aborts on either mission.

Gains in personnel during the month included 2<sup>nd</sup> Lt. Rolland R. Tesno, RCM Officer, who replaces Lt. Geyer, missing since the last Yawata raid, and S/Sgt. Robert E. Becker who was transferred in grade from the 792<sup>nd</sup>. S/Sgt. Neil Donovan of Tech Supply and M/Sgt. Darwin of Engineering returned to us from duty at the Advanced Base. M/Sgt. Paul Marsico, Sgt. Graffeo and PFC. James went over the Hump to A-7.

#### 793<sup>RD</sup> BOMBARDMENT SQUADRON – SEPTEMBER 1944

The month started off with plenty of excitement with Major Ladd and Crew in A/C 454 circling the field to burn up gas in preparation for a belly landing. The gear would not come down on returning from a test hop. As usual, the front of the "E" building was crowded with the curious. Major Ladd, who had gotten his left wheel and nose gear down by the time he was ready to come in, was playing to a "packed house", including Major General Curtis LeMay. The only remark needed to attest to the excellent job he did is that the Sub-Depot returned the ship to the Squadron for operation in a single week's time.

2<sup>nd</sup> Lt. Frank Holmes, refugee from the Lolos, was returned to duty from hospitalization at Cheng-tu. He has lost more of his excess weight the hard way, but he appears to be in fighting trim.

Major John C. Matthews was ordered to the forward area to become Commanding Officer of A-7. We dislike seeing him go, but realize it is a good opportunity for him and possibly for us, if he can get the Chinese chow improved.

On September 8<sup>th</sup> the XXTH Bomber Command made its second daylight strike against the Showa Steel Works at Anshan, Manchuria. It was adjudged our most successful and destructive raid to date. After this blow at least 30% of the original capacity of the steel works was counted out for at least 8 months to a year's time. The following Crews bombed the primary target:

Major Ladd – Totin' to Tokyo  
Capt. Darden – Wichita Witch  
Capt. Michaliszyn – Bengal Lancer

Capt. Meints – Lassie  
Capt. Bores – Bella Bortion  
Capt. Hughes – Lethal Lady

Lt Saunders had to drop out of formation and bomb a target of opportunity, Anyang. They reported very good results.



Capt. Darden led a four-ship element that went in at 29,000 feet - the highest in the Command. With Lt. Enoch light bombing, excellent results were reported. This element was one of the few that day that had clear vision of the aiming point. Bores, Hughes and Meints were in the same element.

At 0130 China time on September 9<sup>th</sup>, after everyone was fast asleep after the day's hard work, a 3-ball alert was sounded and the entire personnel of A-7 spent the next two hours in the slit trenches. Twelve enemy bombers came in below the overcast and made four runs on A-1, dropping 200 lb. instantaneous fused bombs. Two Americans were injured and one C-47 and one B-29 were slightly damaged. One P-47 made contact with the enemy, but did not fire, as he didn't know whether it was the enemy or a friendly C-47 in the area.

Unfortunately a lot of sickness hit our Squadron as mild cases of the "GIs" turned into amoebic dysentery. "Doc" Mitchell had his hands full as he worked hard to ferret out all suspects so that they might receive proper and immediate attention.

Under the supervision of Major Avery J. Ladd, the Squadron Operations Officer was running without a hitch.

Major James L. Pattillo, formerly of the 792<sup>nd</sup> Squadron, has been assigned to the 793<sup>rd</sup>, but at the present time he is on DS at Kalikunda with the C-109s.

General LeMay has ordered that the Commanding Officer and Operations Officer of each Squadron will not fly as airplane commanders on combat missions. This brought about a revision in Crews, as listed in the Squadron's history of August. Each Squadron, after selecting its lead Crew, was to send these top men to Dudkhundi Air Base for training. Major Hatfield, Captain C.C. Metz, Captain Al Thom and S/Sgt. Chester J. Claypool were to be the leading combination first to be trained. Bella Bortion and Crew left for a two-week temporary duty at "Dudkhundi Tech".

In addition to this, ground school was to become a daily occurrence. Captain Robert A. Berman has been appointed the School's Officer and Asst. Operations Officer. To date, the school schedule has included target identification, gunnery training, navigational and bombing reviews and a study of friendly Chinese airfields.

1<sup>st</sup> Lt. Archie Y. Damron, Bombardier on A/C 487, and S/Sgt. Emerald T Queen, Tail Gunner on A/C 370 on mission #7 were given credit for a Tony probably destroyed. It is the Squadron's first claim and the gunners described the incident as follows: "At 0324Z on the 8<sup>th</sup> of September, while over Yawata at 25,000, a Tony climbed from 11 o'clock low to just slightly below the Bombardier in A/C 487. The Bombardier fired at 400 yards with no results observed as it disappeared quickly to the rear. All gunners on A/C 487 observed black smoke trailing behind when it had reached several hundred yards away. The Tail Gunner on A/C 370 saw an aircraft come from 11 o'clock. He fired toward 5 or 6 o'clock when the fighter was approximately 700 yards behind A/C 370.



Gunners on A/C 487, 370 and 442 described the results as follows: Left wing burst into flames and was trailing black smoke – some pieces were seen to fly off left wing. The Tony was seen to peel off to left (judged out of control) and dive at an angle of 65 degrees for over 15,000 feet while in sight.

Lt. Sloan and Crew were ordered to Kalikunda on DS with the C-109s. It has been rumored that Lt. Vince Casazzahas has been appointed Special Service Officer.

With the opening of the Chinese Restaurant, Bailes’ Beanery was renamed “Cawthorne’s Kitchen” in honor of our new Mess Officer. WO Cawthorne has been assigned a short order house and it is noted that some members of the Squadron are still eating there regularly.

The Enlisted Men’s barracks has taken on the appearance of a menagerie with the addition of Sgt. Kristoff’s mongoose and W.D.’s wog dog, a pint sized thoroughbred Hindustani wolfhound.

Grand Master of Ceremonies FO Henry (Time Was) Schultze has graciously offered the use of two or three tables of the Officers’ Club to Group personnel and a few select members of other Squadrons. Major “Benny” Hatfield with bass fiddle and the Kharagpur Five entertain nightly.

At long last “Ron Queen”, our prodigal A/C 208, struggled into Kharagpur under full throttle and the following members of our Squadron, enroute since April 13<sup>th</sup>, joined us for duty:

1 <sup>st</sup> Lt. Robert L. Arnold	M/Sgt. Charles G. Craigo
2 <sup>nd</sup> Lt. Frederick J. Tice	Sgt. Glenn C. Huhnstock
2 <sup>nd</sup> Lt. Roy M. Young	Sgt. Theodore Ladd
2 <sup>nd</sup> Lt. Harry P. Polgar	Sgt. Kenneth L. Kirkland
FO Melvin Wolf	Cpl. Joseph McDaniel

Lt. Frederick Tice is at Kalikunda, flying C-109s.

The first one of the Squadron to go to rest camp on the regular rotation policy, S/Sgt. Walter O. Leeds, left on the 24<sup>th</sup>.

On September 26<sup>th</sup> the XXTH Bomber Command made its third daylight attack on Anshan. Twelve plane formations were attempted, with the new lead Crews at the helm. Most of the bombing on the primary target was by radar through an overcast.

The following Crews reached the primary target:

Major Hatfield – Bella Bortion	Capt. Berman – Bengal Lancer
Capt. Darden – Wichita Witch	Capt. Joyce – Raiden Maiden
Capt. Meints – Lassie	Lt. Saunders – Million Dollar Baby

Major Matthews had engine trouble and was forced to turn back. Lethal Lady flew back and forth over the last resort target area looking for a break in the weather, but finally did a crackerjack job on a military installation at Loyang. Capt. Bores and Crew in Totin’ to Tokyo bombed Kaifeng, due to a late takeoff, and the pictures show that Lt.



Mac McComas laid them all in the warehouse area.

The Squadron carried on its usual duties in a good manner. This is exemplified by the fact that the 793<sup>rd</sup> Bombardment Squadron, of which we are a part, played important roles in the two successful raids over Anshan, Manchuria. The mission in early September was the second raid in Manchuria and the one on September 25<sup>th</sup> was the third.

The morale of the Squadron as a whole continues to be good in spite of the uncomfortably hot and humid weather. Some of the nights have been very pleasant for sleeping. The food at the Mess Hall continued to remain good considering the fact that we are handicapped insofar as getting the kind of food we would like to have.

1<sup>st</sup> Lt. Lonnie F. McCool  
Squadron Historical Officer

#### 794<sup>TH</sup> BOMBARDMENT SQUADRON – SEPTEMBER 1944

Two combat missions were flown during the month, one on the 8<sup>th</sup> and the other on the 26<sup>th</sup>, both against the Showa Steel and Iron Works at Anshan, Manchuria. Seven of the Squadron's combat planes arrived at A-7 and took off for the first mission. Engine failure forced the 8<sup>th</sup>, A/C 407 "Lucky Seven", flown by Capt. Estey, to return to B-1 from the flight to the Forward Area. A/C 525, the "Mary K", flown by Capt. Maisch's Crew, was forced to return after an hour's flying due to engine trouble. A/C 272, "Miss Minette", flown by Lt. Millar's Crew, was attacked by a single Tojo, which made one pass and succeeded in raking the ship. The nose glass was shattered and Lt. Deebe, the Bombardier, received minor injuries from flying glass. One bullet went through the Navigator's table and down between Lt. Tallichet's legs. The hydraulic system and some of the control cables were pretty well damaged, and Lt. Millar was forced to break away from his formation and head back to base. The plane is still at A-7 undergoing repairs. The rest of our planes continued on to the target area and dropped their bombs, encountering meager to moderate opposition from enemy aircraft and flak. These planes, all of which returned to base, were A/C 279, "Postville Express", flown by Major Humphrey, A/C 217 flown by Capt. Benedict, A/C 411 flown by Capt. Yeates, A/C 390, "Gallop' Goose", flown by Capt. McGill, and A/C 354, flown by Major Marbury. Bombing results were good.

All of our combat planes were at A-7 for the second raid, and all except A/C 272, still undergoing repairs, took off for the mission. Engine trouble forced A/C 217, flown by Capt. Christy, to return to base after an hour and 15 minutes in the air. All the others dropped their bombs on the primary target and returned to A-7. Meager enemy fighter and AA resistance were encountered. A thick overcast prevented determination of bombing results.

On August 21<sup>st</sup> Lt. Serbay and his Crew joined the Squadron after having flown a B-29 from the US to Chakulia. Lt. Serbay was assigned a Co-Pilot on Major Schonlau's Crew. The Crew, which came over with Lt. Serbay was assigned to Lt. Dean as Crew #1. Lt. J.H. Smith was assigned as a Co-Pilot on Major Giles' Crew. Lt. Smith's Crew, which arrived in tech squadron last month, was assigned to Lt. Cowser as Crew #3.



Capt. Maisch is now Commander of Crew #13, and Lt. Hinkle is Commander of Crew #15.

As of August 30<sup>th</sup>, Capt. Carlton and Crew #14 were transferred on TD to Kalikunda where they have been flying gasoline over the Hump in C-109s. Lts. Dean and Cowser were similarly transferred, effective September 11<sup>th</sup>. Majors Schonlau and Marbury were assigned as Crew Commanders of our two lead Crews, #4 and #12. These Crews attended an intensive training school at Dudkhundi.

Capt. Walter S. McGill, former Crew Commander of Crew #15, died on September 24<sup>th</sup>. Capt. McGill had been with the Squadron since shortly after its inactivation and his loss is keenly felt.

A/C 469 "Wham Bam" was delivered to the Squadron on September 11<sup>th</sup>. It had been assigned to Major Schnolau's Crew. A/C 272 has been assigned to Capt. Benedict and A/C 232 to Lt. Millar.

The following claims of enemy aircraft destroyed, probably destroyed or damaged on the Yawata raid of August 20<sup>th</sup> were allowed by the Bomber Command:

<u>A/C</u>	<u>Claimant</u>	<u>Type A/C</u>	<u>Claim</u>
272	Cpl. Killan	T/E/F	Destroyed
272	J.S. Gibson	Zeke	Destroyed
272	S/Sgt. Bush	Zeke	Destroyed
272	Lt. Connell	Tojo	Destroyed
354	T/Sgt. Olsen	Tony	Destroyed (probable)
379	Lt. Duffy and		
334	T/Sgt. Gillette	Oscar	Destroyed (joint cable)
334	T/Sgt. Gillette	Nick	Destroyed
217	T/Sgt. Newcomb	Tojo	Destroyed
217	Lt. Spencer	R/E/F	Destroyed

Strength figures for September 1<sup>st</sup> were 79 Officers and 93 Enlisted Men; for September 30<sup>th</sup>, 77 Officers and 94 Enlisted Men.

#### 15<sup>TH</sup> BOMBARDMENT MAINTENANCE SQUADRON – SEPTEMBER 1944

During September 2 missions were flown against the enemy, one on September 8<sup>th</sup> and one on September 26<sup>th</sup>, both against the Showa Steel Works at Anshan in lower Manchuria. The planes maintained by this Unit were well represented in both raids. One plane of the Unit was damaged by enemy fighters in the raid of the 8<sup>th</sup>, having been attacked over occupied China on the way to the target. Seven planes of the Unit participated in the raid of the 26<sup>th</sup>, one aborting and the rest bombed the target.

As the result of the raid, the Japanese pulled reprisal raids on the Forward Bases in China. After the raid of the 8<sup>th</sup>, the enemy came over at approximately 0130 on the following day. After the raid of the 26<sup>th</sup>, the enemy came over beginning about 1900, approximately two hours after our planes returned. The planes and personnel of this



Unit received no damage or casualties as a result of this action. Lt. Col. East flew with Major Hatfield leading a 793<sup>rd</sup> element over the target.

As usual, after each mission, Crews were interrogated as soon as they returned to Base following this mission. These interrogations though were interrupted when enemy aircraft approached our field, causing us to take to the slit trenches. We spent two and a half hours there, attempting cautiously to watch the action from these pits. From our position it looked as if they had blown A-7 skyward, but the morning revealed only five B-29s had been damaged and all were repairable. The brightness of the moon and the drone of the Jap bombers, plus the indiscriminate firing at lights by the Chinese guards, made the experience more exciting.

S/Sgt. Robert Iverson received superficial wounds from Jap fighter fire and is the first member of the Squadron to be recommended for the Purple Heart.

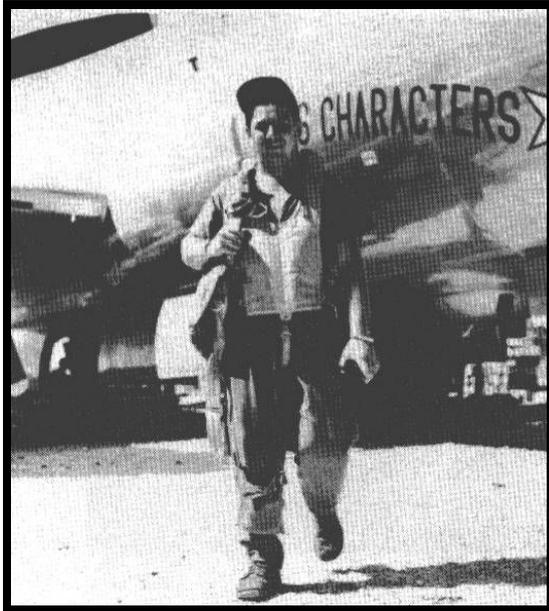
When the Chinese found Lt. Pilchard and Crew they wrote scrolls honoring the men at their burial. Each year at the same time as our first raid on the Japanese mainland they will display these scrolls. Duplicate scrolls have been forwarded to their next of kin. An English translation of each one of the scrolls, as rendered by Capt. M.F. Yeh of the Chinese Consulate General in Calcutta, is below:

**THE ENGLISH TRANSLATION OF CHINESE EPITHETS IN MEMORIAL OF AMERICAN  
PILOTS WHO WERE KILLED IN ACTION ON THE 16<sup>TH</sup> OF JUNE 1944**

- (1) When heroes die on the road to victory, the first sign of ultimate success is thus achieved.
- (2) Shadows of planes filled the sky; souls of Crews ascend to the heaven.
- (3) For world peace our friends, helping China, sacrifice their lives; all people pay tribute to the dead
- (4) Heaven takes into her fold the world's outstanding heroes
- (5) For the peace of the world they fought against aggressors; for the welfare of people they sacrificed their lives
- (6) Nobody is immortal, all heroes have to die one day; if there is such a thing as reincarnation, they will rise again as heroes in the next world
- (7) The whole world regrets the death of well known heroes
- (8) Sacrificing for achievement encourages and opens the way for bombing Japan, in order to avenge the dead
- (9) When deaths occur among the fighting men of the Allies, it is greatly regrettable; when time comes to celebrate the victory for the peace, the souls of the dead shall be comforted
- (10) Flying across the sky above the Pacific to destroy Japan makes the Axis aggressors frightened.

**14<sup>TH</sup> BOMBARDMENT MAINTENANCE SQUADRON – SEPTEMBER 1944**

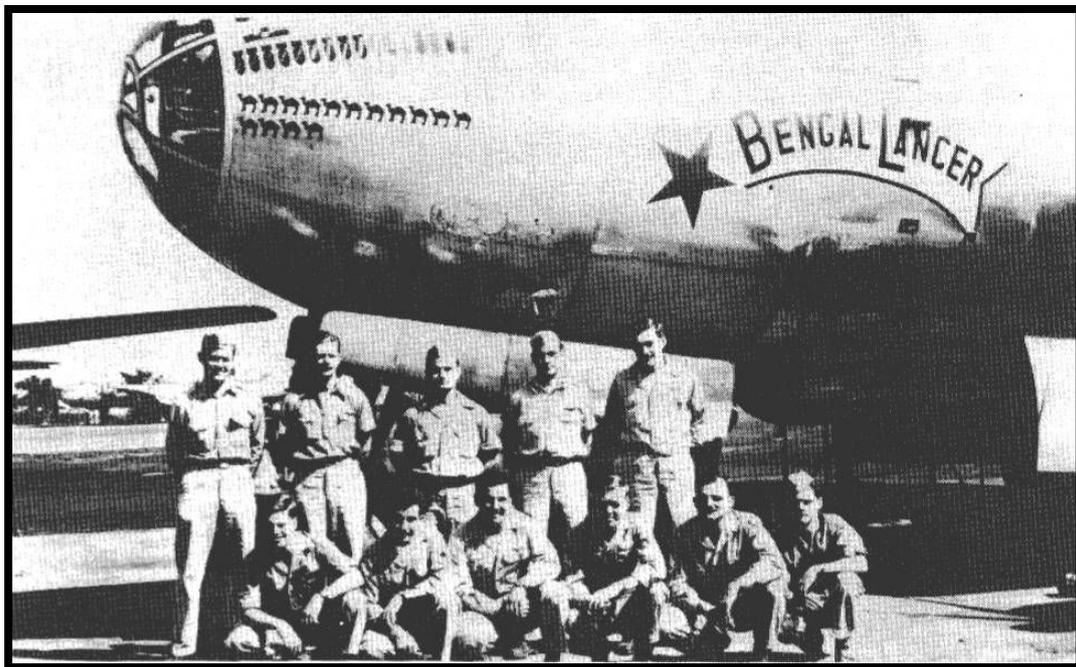
At the beginning of the month of September, the Squadron's total strength was 365 Enlisted Personnel and 17 Officers. The strength at the end of the month was the same.



JOE POKRAKA strolling past HAP GOOD's plane on the 792<sup>nd</sup> apron as he walks to the 793<sup>rd</sup> Squad area. He became the General Director of our 58<sup>th</sup> Bomb Wing Association. What you see, he began. He has served us well. He is pictured below with a group of war buddies and plane, the BENGAL LANCER. No. 42-24487.

Joe was the Left Gunner on Capt. Berman's Crew.

They began with CAPTAIN BERMAN, and after his promotion to higher headquarters, they now fly with Major J. L. Pattillo. 793<sup>rd</sup> Squadron.



FRONT: MURRAY, TG, PIEROZAK, FE, POKRAKA, LG, KIRBY, RADAR, SUKOWATY, SG, BUTLER, RADIO

REAR: PATILLO, P, MADDEN, CP; EVENS, NAV.; DAMRON, BOMB; AUTH, RG.  
Crew picture taken Feb 1945 at Kharagpur after flying about 15 missions with Berman. Pattillo and Pierozak had just joined the Crew. McFadden went to XXTH Bomber Command.



Front row: MAJOR HAROLD BROWN, BEACH, STERN and MARTIN.  
Rear: PLANT, NEBECKER, BARTO, MOGOL, CHOBOT and PATTERSON in front of the  
"CHAT'NOOGA CHOO CHOO". GOERINGER absent. Both Crews 792<sup>nd</sup>.

They arrived December 5<sup>th</sup> 1944 and quickly went to work, like old pros. Front: L to R:  
BARNES, STATLER, MAJOR ROD MILLS-P, FRENS and NIELSEN.  
Rear: MIZE, BERRINGER, COLE, LOEVEN, COLLIER and ASHWORTH. A/C 24703.





The 794<sup>th</sup> Squadron (parent Squadron of this Unit) was busy during the month transporting gasoline forward, filling a large quota.

Under new command of the XXTH Bomber Command, an intensive training program was launched in September, in all phases necessary to successful operation.

The monsoons have slackened with almost no precipitation at month's end and the heat has again become more offensive.

Replacements have progressively been made of the personnel in the forward area. Major Baker still remains on DS at A-7 and Captain Nelson continues in command.

A more strict censorship is being applied in the theater, making correspondence a bit difficult for the personnel, but wholehearted compliance is being given.

The Squadron's total strength, present and absent, at month's end is 18 Officers and 364 Enlisted Men.

#### 795<sup>TH</sup> BOMBARDMENT SQUADRON – SEPTEMBER 1944

The average strength of the Squadron for the month (August 25<sup>th</sup> to September 30<sup>th</sup>) was 88 Officers and 95 Enlisted Men. This includes 11 Officers and 15 Enlisted Men who are on DS at the new C-109 outfit. During this period the men on the two lead Crews were away for 12 days at another field.

The Squadron received 3 new B-29s, #42-24542 on 25 August, #42-24486 on 10 September and #42-265208 on 29 September. All are new type with 4 gun turrets, center wing tanks and astrodomes. B-29 #42-6253, which made a belly landing at the Forward Base, was transferred to the Service Group for repair. This leaves the following B-29s operational in the Squadron, in addition to the new ships: #42-6358, #42-6242, #42-6284, #42-24542, #42-26409, #42-24429, #42-24486, #42-93828, #42-265208, and #42-6365.

There were two combat missions for the month in which 14 B-29s of this Squadron participated. Fourteen combat flights - 152:50 hours. 28 ½ Hump flights 324:35 hours. 125:35 training hours were flown. Total time for the month is 603:00 hours.

One new Combat Crew reported from the US and was immediately sent to the C-109 outfit on DS. The total number of Combat Crews now is 15. The Crews were rearranged during the month, establishing two lead Crews and giving a Crew to a newly "checked out" Pilot of our Squadron.

The new system of Schools and Training was set up during the month and classes of instruction are scheduled daily for Combat Crew members. Specialized training is being increased in all subjects.



Captain Herman R. Sancken was appointed Schools Officer for coordination of the new training program.

Major Askounis and Major Anderson were made Crew Commanders of the Lead Crews and specially trained members were placed with each Crew. These Crews were sent to Dudkhundi for 12 days for special training for Lead Crews.

1<sup>st</sup> Lt. William Mickish was checked out as 1<sup>st</sup> Pilot and given a Crew. He made five trips during the month.

The Squadron is proud to hold the Group record of most hours flying time in the theater, both in respect to Squadrons or hours per plane. A/C 42-6242 still holds the record in total flying hours of any plane in the Group.

Captain Sancken's and Captain Price's Crews were used on September 25<sup>th</sup> to fly B-29s of another Squadron over the Hump to carry gasoline to A-5.

Plane #42-6365 (The General H. Arnold Special) aborted on the combat mission of September 26<sup>th</sup>. This is the first mission the "Special" has failed to complete. Previous to this it held the record for combat planes in this Group: more combat hours and Hump hours than any other. The "Special" had undergone an engine change on #4 before going to the Forward Base. This new engine gave no indication of trouble on the Hump trip to the Forward Base and was believed to be OK. Just after takeoff from A-7 for the mission, the new #4 engine began to emit heavy black smoke as the plane was climbing. A few minutes later the smoke became intense flame, which extended as far back as the tail. It seemed to cover the entire nacelle and the Crew expected an explosion of the wing tanks. The plane was in a turn then and at 2,000 feet above the ground, when Major Anderson ordered the Crew in the rear to bail out. They promptly did so.

After coming out of the turn, Major Anderson feathered #4 and it continued to burn fiercely. The Engineer used both extinguishers and finally the fire was extinguished and the plane brought under control. The men in front stood ready to bail out, but Major Anderson skillfully kept the heavily laden plane under control on 3 engines and headed back to the field. Since other planes were taking off at intervals for formation, it was necessary for the "Special" to circle for about 30 minutes while visibility around the field steadily reduced. Although encountering difficulty seeing the runway, the plane, with full bomb load and only 3 engines, was brought in for a skillful landing by Major Anderson.

The 5 men who bailed out left the plane about 20 miles south of the field and an ambulance was dispatched to pick them up. Four men did land safely and were OK. However, S/Sgt. William C. Hubbard ASN 15334500 was found dead not far from the others. His parachute had failed to open. The ripcord was still only partly pulled.

The "Special" remained at the Advanced Base where it will undergo an engine change.

The damage was caused by a cylinder head blowing off and the resultant fire damaged accessories.

Combat Crews claimed credit for 2 enemy aircraft probably destroyed and 7 enemy aircraft damaged during missions of the month.



### 16<sup>TH</sup> BOMBARDMENT MAINTENANCE SQUADRON – SEPTEMBER 1944

There were two combat missions during this month. This was a letdown after last month's record, probably due to adverse weather conditions and a lack of sufficient gasoline. The combat ships were again pressed into service as tankers.

At the beginning of the month we received a new ship to replace "Windy City" which was damaged making a belly landing. We received a new plane at the end of the month, giving the Squadron a grand total of ten ships to service.

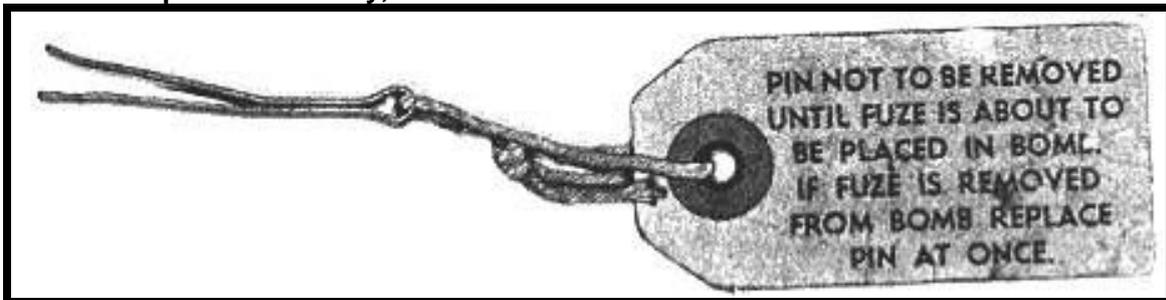
On the last mission, the "General H.H. Arnold Special" failed to complete its mission for the first time since the Superfortress began operation in this theater. One of its engines started to burn soon after takeoff, enveloping half the aircraft in flames. Five men bailed out, one of whom was killed. The pilot brought the fire under control and landed the ship without damage.

Pre-fabricated buildings have been set up on the line to replace tents for all departments of maintenance and of operations, except Ordnance and Engineering. Roads have been constructed in the line area resulting in readiness for smooth operation.

The provisional Group located at B-2, which delivers gasoline to our Forward Base in transport B-24s, known as C-109s, claimed many of our Enlisted personnel for detached service to do maintenance on these C-109s.

Captain Samuel V. Kramen, M.C. is on DS at B-2.

The Squadron strength at the end of the month was as follows: 15 Officers and 297 Enlisted Men present for duty, and 4 Officers and 73 Enlisted Men on detached service.



PIN PULLED FROM 1 BOMB DROPPED ON RR MARSHALLING YARD  
BANGKOK, THAILAND – JUNE 5<sup>TH</sup> 1944 – OUR FIRST MISSION