42nd Bombardment Squadron (H) Monthly Squadron Histories April 1944 – November 1944.

42nd Bombardment Squadron (H),

11th Bombardment Group (H), 7th Air Force (1941-January 1943); 13th Air Force (January 1943 -)

Air Force Historical Association, IRIS No. 44028.

This copy of the missions of the 42nd Bombardment Squadron was digitized from the microfilm copy (Air Force Historical Association, IRIS No. 44028) obtained from the Air Force Historical Association, Maxwell AFB, Alabama.

42 BOMBARDMENT SQUADRON

APRIL 1944

NOV 161959

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IIV. Archives Branch

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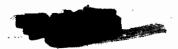
HEADQUARTERS

DESIGNATION SHEET

(Official designation, including number, of unit and of each echelon in chain of command)

THE ECHOTS.	C. UDMPU
AIR FORCE:	
COMMAND:	VII Bowber
WING:	· · · · · · · · · · · · · · · · · · ·
GROUP:	112 Bouls (H)
SQU.DRON:	42 Bomb (H)
AREA:	- Interest of the second of th
BATTALION: CENTER:	
COMPANY:	
DEPOT:	
DETACH NT:	
DISTRICT:	
DIVISION:	
PLATCON:	
HEGI LUNT:	
REGION:	
SCHOOL:	
SECTION:	·
UNIT:	
ETC.:	

Has Jecurity Classification of material been checked?



Organizational History, 42nd Bombardment Squadron (H), 11th Bomb Group (H), Seventh Air Force.

April 1, 1944 - April 30, 1944

1. Organization:

Negative:

2. Strength:

114 officers, of which 69 are assigned, 45 attached. 460 enlisted men, of which 395 are assigned, 65 attached.

5. Date of arrival and departure from each station occupied in this theatre:

Unchanged.

4. Losses:

Negative.

5. Awards and Decorations:

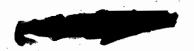
. Negative.

6. The following air crews were detached from the 42nd Bombardment Squadron (H), having completed their training during the month of April, and were sent to forward echelons for assignment.

lst Lt. Henry A. Slayton, Pilot.
2nd Lt. Joseph P. Keene, Co-pilot.
2nd Lt. Harry B. Girdler, Navigator.
2nd Lt. Chester C. Doherty, Bombardier.
S/Sgt. James H. Walker, Eng.
Sgt. Crane E. Ferguson, A.E.
Sgt. Errol L. Hewbury, A.G.
S/Sgt. Earl H. Torrey, Radio O.
Sgt. James K. Koets, Gunner.
Sgt. Wayne E. Neff, Gunner.

2nd Lt. Doris T. White, Pilot.
F/O Harold R. Taylor, Co-pilot.
2nd Lt. Alfred E. Flocke, Havigator.
1st Lt. Marcello J. Rossano, Bombardier.
S/Sgt. Clifford J. Hilbert, Eng.
Sgt. Loren J. Albertsen, A.E.
S/Sgt. Bertram R. Friedman, A.E.
S/Sgt. David T. Riddle, Radio O.
Sgt. John (NMI) Mysliss, Gunner.
Sgt. Leon J. Mylenek, Gunner.





2nd Lt. Dale V. Ronig, Pilot.
2nd Lt. George W. Maybury, Co-pilot.
2nd Lt. Philip A. Matcovich, Nav.
2nd Lt. William J. Wong, Bomb.
S/Sgt. Guy V. Miller, Eng.
Sgt. William E. Head, A.E.
S/Sgt. Lester C. Rhynard, Radio O.
S/Sgt. Lester C. Whitlock, A.G.
S/Sgt. Francis S. Frohlich, G.
Sgt. John W. Kester, G.

2nd Lt. Woodrow W. Waterous, Pilot. 2nd Lt. Austin S. Helms, Co-pilot. 2nd Lt. Donald L. Lavender, Bomb. 2nd Lt. Alex (MHI) Peck, Wav. S/Sgt. William P. Shelton, Eng. Sgt. Jack H. Young, A.E. S/Sgt. Paul S. Ragusa, Radio O. Sgt. Philip W. Wagner, Asst Radio. Sgt. William C. Terwilliger, A.G. Cpl. Arthur L. Christopherson, A.G.

lst Lt. Robert W. Siegismund, Pilot. 2nd Lt. Odie R. Green, Co-pilot. 2nd Lt. Robert D. MG Callum, Nav. 1st Lt. Porter L. Powers, Bomb. Sgt. John P. Reed, Eng. Sgt. James H. Cassidy, A.E. Sgt. Samuel B. Woods, Radio O. Pvt. Alec W. Lowther, A.G. Cpl. Benjamin F. Thompson, A.G. Sgt. John E. Smith, A.G.

2nd Lt. Francis B. Allen, Pilot.
2nd Lt. Louie K. Brunner, Co-pilot.
2nd Lt. Boucher, Marcel R., Nav.
2nd Lt. Charles H. Gabe, Bomb.
S/Sgt. Grant (NMI) Conley, Eng.
Sgt. Dan (NMI) Ingram Jr., A.E.
Sgt. Walter A. Hudgins, A.E.
Sgt. William F. Greer, Radio O.
Sgt. Clarence R. Close, A.G.
Sgt. Edwin G. Astle Jr., G.

2nd Lt. Earl L. Heidick, Pilot.
F/O Walter E. Albitz Jr., Co-pilot.
2nd Lt. Walter T. Houghton, Nav.
2nd Lt. Thomas C. Thomann, Bomb.
S/Sgt. Fichard H. Whelen, Eng.
Sgt. Edward T. Curtin, A.E.
S.Sgt. Oscar J. Eckardt, Radio C.
Sgt. Stanton K. Gleason, A.G.
Sgt. Desmond W. Stafalien, G.
Sgt. Kenneth B. Baeth, G.



42D BOMBARDMENT SQUADRON (H) Office of the Intelligence Officer APO #959

9 May 1944.

TO: Historical Section, Rear Echelon, Headquarters VII Bomber Command, APO #953.

1. In compliance with Memorandum Number 5, Headquarters VII Bomber Command, dated 4 April, 1944, this organisation is forwarding the monthly historical installment covering the period from 1 April through 50 April 1944.

EDWARD B. PETERSON, 2nd Lt, Air Corps, Historical Officer.



lst Lt. James E. Higgins, Pilot.
2nd Lt. Lewis W. Leonberger, Co-pilot.
2nd Lt. Lloyd L. Weisinger, Nav.
2nd Lt. Chauncey L. Walker, Bomb.
S/Sgt. Alex (NMI) Boyarsky, Eng.
S/Sgt. Howard V. Gefvert, A.E.
S/Sgt. William D. Burford, Radio O.
Pvt. Jules T. McKane, A.G.
S/Sgt. Joseph C. O'Sullivan, A.G.
Sgt. Howard F. Dalton, G.

2nd Lt. Richard R. Thomas, Pilot. F/O Joseph E. Carlisle, Co-pilot. 2nd Lt. Austine J. Keane, Nav. F/O Hal V. Stoneking, Bomb. Sgt. Joseph E. Elbell, Eng. Cpl. Manuel R. Madrid, A.E. Sgt. Lindon (NMI) Bradshaw, A.E. Sgt. William E. Potter, Radio O. Sgt. Dawn S. Elakely, A. G. Pfc. Donald H. Norcross, A.G.

2nd Lt. Samuel E. Taylor, Pilot. 2nd Lt. William A. Pell, Co-pilot. 2nd Lt. Carl E. Nagorski Jr., Nav. 2nd Lt. Alvy W. Wadsworth, Bomb. Sgt. Benton U. Smith, Eng. Sgt. John E. Coyle, A.E. Sgt. Robert W. MacPhail, Radio O. Sgt. Antonio (NMI) Sulfare, A.G. Sgt. Jack W. Worrel, A.G. Sgt. Coudray, Sheldon V., A.G.

The ten crews listed above had been on D/S with the Squadron from VII Bomber Command and most of them had been given the six weeks training program set up by the Squadron. This program calls for three weeks in Gunnery School and three weeks devoted to navigation, bombing and night missions together with ground school subjects such as Identification, water landing procedure etc.

During the month Lts Gardner, Lundy and Graber and their crews were attached to the Squadron for training and sent to Gunnery School.

1 MAY - 31 MAY 1944

RESTRICTED

42 BOMBARDMENT SQUADRON

MAY 1944

DECLASSIFIED
DOD DIR 5200.9, 27 Sep. 58

By: Dir, RSI - Init:

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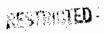
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The month of May was an active one for the Squadron. During this period the following flight missions were conducted: fifty-four medium altitude bombing; fifteen Radar bombing; sixteen formation bombing; four special sea searches; thirty-two standard "Y" searches; twelve navigation problem flights to Johnston Island and seven search light missions. Other flying activity consisted of copilot transition, strange field landings and ferrying trips.

Three of the 42D pilots on detached service "down under" were the first in the Squadron to complete the coveted thirty missions and win a furlough back in the States. They were Captain Alf H. Storm, First Lieutenant Robert G. Kerr and Captain Warren H. Sands. In several instances members of the above pilots' crews had missed out on a mission and remained down under to complete their quota. The officers named above have accordingly been relieved of assignment to the 42D and in turn assigned to Headquarters and Headquarters Squadron, Seventh Bomber Command.

As of 1 May 1944 the ground echelon of the Squadron was placed on an alert status in accordance with a letter dated 1 May 1944, Headquarters United States Army Forces, Central Pacific Area, APO # 958.

On 12 April 1944 the Squadron Commanding Officer, Captain John J. Deasy, was hospitalized for observation, at which time Captain Jesse E. Stay, Squadron Operations Officer, became acting Commanding Officer. Captain Deasy was relieved of assignment on 21 May and transferred to a hospital on the mainland.

Following is a list of awards made to officers and enlisted men of the 42D Squadron during the month of May 1944.

The Distinguished Flying Cross.

Captain Victor P. Malmgren - GO 70, HQ 7th AF, 30 May 1944. First Lieutenant Paul B. Leeman - GO 70, HQ 7th AF, 50 May 1944.



Distinguished Flying Cross (Continued)
First Lieutenant Charles F. Tyrell - GO 70, HQ 7th AF, 30 May 1944.
First Lieutenant James E. Scott - GO 70, HQ 7th AF, 50 May 1944.
First Lieutenant James W. Thrasher - GO 70, HQ 7th AF, 30 May 1944.
Second Lieutenant Kenneth D. Ogdon - GO 70, HQ 7th AF, 30 May 1944.
Technical Sergeant Robert W. Ogdon - GO 70, HQ 7th AF, 30 May 1944.

Distinguished Flying Cross and First Bronge Oak Leaf Cluster to DFC.

Staff Sergeant Henry E. Tenner - GO 70, HQ 7th AF, 30 May 1944.

First Bronse Oak Leaf Cluster to Distinguished Flying Cross.

Captain Alf H. Storm. - GO 70, HQ 7th AF, 30 May 1944.

First Lieutenant James M. Scott - GO 70, HQ 7th AF, 30 May 1944.

Technical Sergeant Elgie C. Hastings Jr - GO 70, HQ 7th AF, 30 May 1944.

First Bronze Oak Leaf Cluster to Air Medal.

Captain John J. Deasy Jr - GO 70, HQ 7th AF, 30 May 1944.

First and Second Bronze Oak Leaf Clusters to Air Medal.

Technical Sergeant Robert W. Ogdon - GC 70, HQ 7th AF, 30 May 1944.

First, Second and Third Bronze Cak Leaf Clusters to Air Medal.

First Lieutenant James W. Thrasher - GO 70, HQ 7th AF, 30 May 1944. Technical Sergeant Harold R. Wolf - GO 70, HQ 7th AF, 30 May 1944. Staff Sergeant Henry E. Tanner Jr - GO 70, HQ 7th AF, 80 May 1944.

Second Bronze Oak Leaf Cluster to Air Medal.

Second Lieutenant George P. Puffington - GO 70, HQ 7th AF, 30 May 1944. Staff Sergeant Raymond V. Johnson - GO 70, HQ 7th AF, 30 May 1944. Staff Sergeant Otto G. Brannon - GO 70, HQ 7th AF, 30 May 1944.

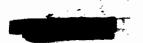
Second and Third Bronze Oak Leaf Clusters to Air Medal.

First Lieutenant James M. Scott - GO 70, HQ 7th AF, 30 May 1944.

Second, Third and Fourth Bronze Oak Leaf Clusters to Air Medal.

Captain Alf H. Storm - GO 70, HQ 7th AF, 30 May 1944. First Lieutenant Charles F. Tyrrell - GO 70, HQ 7th AF, 30 May 1944. First Lieutenant James F. Scott - GO 70, HQ 7th AF, 30 May 1944.





Third and Fourth Bronze Oak Leaf Clusters to the Air Medal.

The the Signification Communitation

Captain Victor P. Walmgren - GO 70, HQ 7th AF, 30 May 1944.

Fourth Bronze Oak Leaf Cluster to Air Medal.

Staff Sergeant Edward W. Shaulinski - GO 70, HQ 7th AF, 30 May 1944. Fifth Bronze Oak Leaf Cluster to Air Medal.

Staff Sergeant Paul E. Jurgensmier - GO 70, HQ 7th AF, 30 May 1944.

Edward B. Patersen

42 BOMBARDMENT SQUADRON

JUNE 1944

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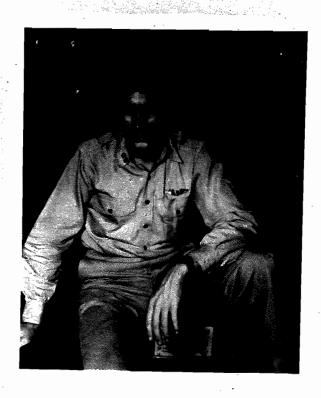
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1-30 JUN 1944

Director
Acrospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama



Captain John J. Deasy of Framingham, Massachusetts, Commanding Officer of the 42nd Bombardment Squadron from 17 January 1944 to 7 April 1944. During the latter part of his command, under which the Squadron was engaged in training replacement combat crews, Captain Deasy was under observation for tuberculosis. On his return to a mainland hospital he was succeeded by Captain Jesse E. Stay.



Captain Jesse E. Stay of Los Angeles, California, who succeeded Captain John J. Deasy as Commanding Officer of the 42nd Bombardment Squadron on April 7th, 1944.



SG-BSMB-42-W

Organizational History, 42D Bombardment Squadron (H), 11th Bomb Group III Bombardment (H), Seventh Air Force.

1 June 1944 - 30 June 1944

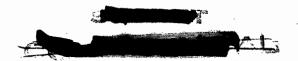
In keeping with the "alert status" of the Squadron, which status was modified on about the 27th of June to include both air and ground echelon, the activities during the latter part of the month pointed to the preparation of the unit for movement to a forward area. The first step relieved the Squadron from maintaining a training program for crews newly arrived from the mainland. That step brought with it a reduction in number of planes to normal Squadron strength of 15. The relief which the Engineering section alone experienced from this move can be determined when it is realized that at one time as many as 60 planes were assigned or on D/S to the Squadron.

Following the change of function mentioned above, plans were made to move the Squadron to Mokuleia Air Base where heavy bomber training could be conducted under the best possible circumstances, since the only other unit using this large base was a fighter unit. The move to Mokuleia was accomplished on 23 June. In strength of the organization the following comparative figures as of 31 May and 30 June tell part of the story:

31 May 1944		,	30 Jun	e 1944
Assigned	Attached		Assigned	Attached
77	73	Officers	81	8
4	.0	F/O	3	0
410	124	Enlisted Men	380	51
688		Total	523	

But even by the end of the month, the Squadron was not a complete unit. During the first week of June, 1st Lt Arthur H. Peterson, (with the 26th Bomb Sq), 2nd Lt Leland A. Bates, (with the 98th Bomb Sq), and F/O Donald H.

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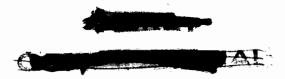
Murray, (with the 431st Bomb Sq), together with their respective crews and Aerial Observer 1st Lt Lewis C. Bohanon, were placed on D/S with the Forward Echelon for a 30 day period to acquire combat experience. Later in the month 1st Lt Robert A. Peterson, 2nd Lt Frank F. Pazona, 2nd Lt Francis Pouls and 2nd Lt Reginald Spence were ordered on D/S with the Forward Echelon. The Squadrons with which they are serving have not yet been ascertained.

Incidentally, the last crews to complete their training with the Squadron before proceeding "down under" for assignment were led by the following first pilots: 2nd Lt Max J. Gardner Jr., F/O Homer D. Lundy, 2nd Lt Ralph M. Graber, 2nd Lt Robert G. Harvey, 2nd Lt Clinton A. Hooven Jr. and 1st Lt Merritt A. Reeves Jr.

Examination of the Squadron's operations for the month disclose the following training activities: bombing missions, radar bombing missions, strange field landing flights, search light and night landing flights.

included in the above are 12 missions marked "H.A.B." or high altitude bombing, a series of tests projecting "L.A.B.", radar principles to altitudes ranging from 10000 to 15000 feet. This experiment was initiated through Mr. John Smithson (Tech Representative), Capt Jason E. Newman, 11th Bomb Gp Radar Officer and Capt Charles I. Bunn, 42D Sq Radar Officer. The purpose of the experiment was to develop an "all altitude" radar bomb sight for this area. Also included are a number of missions designed to determine the practicability of using, boomerang fashion, the vast quantities of captured Japanese bombs. Type 97, 98 and 99 bombs were employed in these experiments.

Another important phase of Squadron activity originated during the month of June with the arrival of 2nd Lt sob Brewster and three m.M. on D/S



from the Signal Corps to establish a training program in the LORAN system of navigation.

The historical report for the Squadron activities for the month of May 1944 stated that Capt Jesse E. Stay became acting C.O. This is in error. By merit of being senior pilot of the Squadron, Capt Stay assumed command of the organization on 12 April 1944 in accordance with Air Force regulations. During the month of June in the course of a conversation with Colonel William Holzapfel Jr., C.C. of the 11th Bomb Group, the latter advised Captain Stay that he would not be replaced as Squadron C.O.

Captain Stay, whose birthplace is Salt Lake City, Uteh, calls

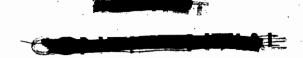
Los Angeles, California his home. His wife and baby daughter Sharon Lee reside there now. At twenty two, he is a veteran pilot of some of the longest missions ever flown, including strikes at such Japanese strongholds as Wake Island, Tarawa, Nauru, Maloelap, Mille, and Jaluit. Following a successful mission over Wake Island last summer, Captain Stay was awarded the distinguished Flying Cross by Admiral Chester Nimitz, Commander of the United States Pacific Fleet. Since that time he has added two Oak Leaf Clusters to the Air Medal which he holds. Stay, who was enrolled as a pre-med student at UCLA prior to entering the Air Force, enlisted as an Air Cadet in 1941. In July of 1942 he received his commission at Lubbock Field, Texas, and came overseas in October of the same year.

Following is a list of awards made to officers and enlisted men of the 42D Squadron during the month of June 1944.

The Distinguished Flying Cross.

First Lieutenant Robert G. Kerr - GO 76 Hq 7th AF 6 June 44





The Distinguished Flying Cross (continued)

```
Captain Walter C. Schmidt - GO 72, Hq 7th AF, 6 June 1944
Captain warren H. Sands -
lst Lt Robert L. Brown -
lst Lt Michael Busyczyk -
lst Lt Kenneth K. Martin -
T/Sgt Lee R. Isaacs -
F/O Stanley C. Odom -
T/Sgt Roy D. Moulton -
T/Sgt Philip Roth Jr -
S/Sgt Leopold H. Bibeau -
S/Sgt Henry E. Ford -
T/Sgt Earl W. Smith -
S/Sgt Anthony Kernyat -
S/Sgt Robert L. Wills -
Sgt Harold J. Gase -
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First Oak Leaf Cluster to DFC.

lst Lt James W. Thrasher - GO 72, Hq 7th AF, 6 June 1944 Sgt Harold J. Gase - GO 76, Hq 7th AF, 12 June 1944

Air Medal

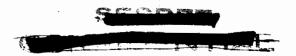
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lst Lt Jordan M. Churchill - GO 76, Hg 7th AF, 12 June 1944
lst Lt Charles F. Pratte - "
2nd Lt Reginald O. Spence - "
Sgt Arthur T. Maloney - "
T/Sgt William H. Mashaw - "
S/Sgt William J. Farrell - "
lst Lt Michael Busyczak - GO 72, 7th AF, 6 June 1944
lst Lt John Wattick - "
2nd Lt Emanuel Amendolagine - "
2nd Lt Joseph W. Pritchard - "
T/Sgt John Slawsky - "
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Air Medal and First Oak Leaf Cluster to AM

1st Lt Paul B. Leeman - GO 72, 7th AF, 6 June 1944 F/O Stanley C. Odom -

First Oak Leaf Cluster to Air Medal

Captain John J. Deasy - GO 70, 7th AF, 30 May 1944 S/Sgt James F. Ball - GO 76, Hq 7th AF, 12 June 1944



First Oak Leaf Cluster to Air Medal

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Captain Warren H. Sands - GO 72, 7th AF, 6 June 1944

1st Lt Wendell W. Barnes - "

T/Sgt Kenneth L. Hotz - "

T/Sgt Lee R. Isaacs - "

S/Sgt Henry E. Ford - "

S/Sgt Robert L. Wills - "

Sgt Harold J. Gase - "
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First and Second Oak Leaf Clusters to Air Medal

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1st Lt Robert L. Brown - GO 72, 7th AF, 6 June 1944
1st Lt Michael Busyczak - "
S/Sgt Anthony R. Kernyat - "
S/Sgt Leopold H. Pibeau - "
T/Sgt Robert W. Ogden - GO 70, 7th AF, 30 May 1944
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First, Second and Third Oak Leaf Clusters to Air Medal

S/Sgt Henry E. Tanner - GO 70, 7th AF, 30 May 1944 1st Lt James W. Thrasher - "

Second Oak Leaf Cluster to Air Medal

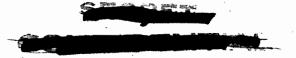
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2nd Lt George P. Buffington - GO 70, 7th AF, 30 May 1944
S/Sgt Raymond V. Johnson - "
S/Sgt Otto G. Brannan - "
Captain Walter C. Schmidt - GO 72, 7th AF, 6 June 1944
T/Sgt Earl W. Smith - "
S/Sgt Delbert W. Miller - "
T/Sgt Roy D. Moulton - "
T/Sgt Philip Roth Jr - "
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Second and Third Oak Leaf Cluster to Air Medal

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Captain Warren H. Sands - GO 72, 7th AF, 6 June 1944, S/Sgt Henry E. Ford - "
F/O Stanley C. Odom - "
T/Sgt Lee R. Isaacs - "
Sgt Harold J. Gase - "
1st Lt James E. Scott - GO 70, 7th AF, 30 May 1944
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Third Oak Leaf Cluster to Air Medal

```
2nd Lt George P. Buffington - GO 72, 7th AF, 6 June 1944
S/Sgt Raymond V. Johnson - "S/Sgt Otto G. Brannan - "S/Sgt Henry P. Smith - "
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Third Oak Leaf Cluster to Air Medal (continued)

lst Lt Harold K. Pulliam - GO 76, HQ VII AF, 12 June 1944
M/Sgt Vern H. Tyrell - "
T/Sgt Albert H. Wolf - "
Captain Jesse E. Stay - "
T/Sgt Charles Bogdon - "

Fourth Oak Leaf Cluster to Air Medal

1st Lt Robert G. Kerr - GO 76, Hq VII AF, 12 June 1944 S/Sgt Elmer W. Johnson - GO 72, 7th AF, 6 June 1944

> JESSE E. STAY, Capt., Air Corps, Commanding.

2 Incls: Incl #1 Photo Capt STAY. Incl #2 Photo Capt DEASY.

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42 BOMBARDMENT SQUATRON

JOLY 1944

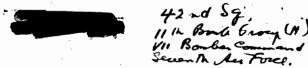
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Aerospace Studies Inst ATIN: Archives Branch Maxwell AFB, Alabama

SG-100MO-12-HI

42nd BOMB SOUADRON 11th BOMB GROUP SOUADRON HISTORY JULY 1944

111 (Som la Command



During the month of July the activities of the Squadron changed considerably to embrace all phases of readiness preparatory to moving to a forward area. To the officers and men who had gone through it before, each step was familiar, i. e., the clothing wheck, dental examinations and the subsequent visits to the Dental Officer, the issue of light weight gas masks, the firing of small arms.

In the latter instance, the results would seem to be quite gratifying, considering the fact that proficiency in small arms is not emphasized in a heavy bombardment squadron. The results are shown below:

Carbine Ma Officers & E.M.	Markeman	Sharpshooter	Expert	Did Not Quali	<u>fy</u>
	90	. 39	18	81	
.45 Cal. Pi	stol <u>Marksman</u>	Sharpshooter	Expert	Did Not Quali	<u>fy</u>
E.M.	13	3	2	55	
Thompson Su Wachine Gun Officers &	b- 2nd Class G	unner 1st Clas	s Gunner Ex	pert Did Not Qu	alify

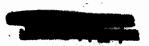
E.V.

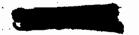
Crew radio operators came in for some special attention during the period covered by this installment. Each operator was required to spend a threeday period operating the Squadron ground station. This innovation has several
marked advantages, namely, giving each operator a chance to understand the
ground station function in the air-ground communications picture, and secondly
to give the operator an opportunity to maintain his speed and touch during nonflying periods.

15

17

Navigators were introduced to the Loran system of radio navigation. They were enthusiastic about the possibilities of this equipment.





High and low altitude Radar bombing missions were flown frequently throughout the period with very good results. As an aid to a fuller understanding of Radar bombing, the Photo Section was invited to send a photographer on such missions to secure photographs of target images on the 'scopes.

There were several occasions during the past month which should have paid morale dividends. The first was the Engineering (largest section) Section party. The second was the Squadron beer bust. The soft ball game between Officers and Enlisted Men ended with a score of about 20 to 5 in favor of the Enlisted Men. It was suggestive of the Yanks barnstorming in Iowa. Perhaps it would be better to let the attached pictures tell the story.

Combat crews "down under" on Detached Service for combat experience continued to roll up their mission totals chiefly through raids against Truk.

Of these crews, 1st Lieutenant Arthur H. Peterson and his crew were relieved of assignment to the 42D and assigned to the 98th Bombardment Squadron as of 20 July 1944.

The 31 July 1944 morning report revealed the Squadron strength to be as follows:

	Assigned	Detached Service	Attached	
Officers	52	27	5	
Enlisted Men	330	55	24	



UNITED STATES PACIFIC FLEET Flagship of the Commander in Chief

In the name of the President of the United States, the Commander in Chief, United States Facific Fleet, takes pleasure in presenting the DISTINGUISHED FLYING CROSS to

FIRST LIEUTENANT JESSE E. STAY, U.S. ARMY AIR FORCES

for services as set forth in the following.

CITATION:

"For heroism and extraordinary achievement while participating in aerial flight as leader of a squadron of heavy bombers on 24 July, 1945 over the strongly held enemy base on Wake Island. In the face of heavy anti-aircraft fire and strong enemy fighter opposition, he courageously led his planes over the targets. By his leader—ship, courage and determination, he was largely responsible for the success of the mission which resulted in great damage to material and personnel. His conduct throughout was in keeping with the highest traditions of the armed forces of the United States".

(signed)
C. W. NIMITZ
ADMIRAL, U.S. NAVY

A TRUE COPY:

EDWARD B. PETERSON, 2nd Lt, Air Corps, Historical Officer.

EMILT H

DECLASSIFIED

COD DIR 5200.9, 27 Sep 58.

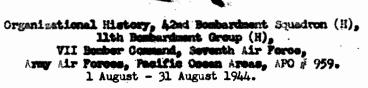
By: Dir, RSI - Init:

AUG 24 1955

DATE 1 10 1/91

Fact was

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 Date of arrival at and departure from each station possupped in this theater:

August 21, 1984, forward echelon of 183 enlisted men and 2 officers departed Mokuleia, $T_{\rm e}H_{\rm e}$, for Guam.

2. Losses in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

Magative.

5. Maranath:

As of August lat - 84 officers, 409 enlisted men. As of August 31st - 94 officers, 398 enlisted men.

6. Airplane strength by type:

As of August 18t - 18 B-26J's, 1 B-25J.
As of August 31st - 15 B-26J's, 1 B-25J.

7. Airplane Losses:

Negative.

By the first of August the alert status of the Squadron was more than three menths eld, having gone into effect on 29 April. He one in the Squadron had known one of such duration and to a great many its significance had faded away. Consequently, the delivery of packing boxes to all sections during the early part of the menth took many by surprise. There could be no question about the possibility of our moving out now. The only unanswered questions were when and where.

For an organisation which had had several moves to its credit it seemed that the boxes which had been delivered were sensuhat oversized, certainly if the unleading at the forward area were to be handled by lighters. This point revealed itself only too plainly when the time came to load the cases on trucks for delivery to the flateurs. Some besses required the services of as many as ten man, others could only be handled by rigging an "A" frame on the Cletrack. Smaller pecking cases, for all but oversized equipment, designed for two or four min membandling, should be S.O.P.

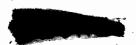
The orders to move out came in due time and on the morning of the 21st the ground echelon, consisting of 183 enlisted men in the charge of Captain John C. Rendy, Armanent Officer and 1st Lt. John W. Krey, Assistant Armanent Officer, climbed absord trucks at Mckuleda for the dock area of Honolulu. By 0600 they were absord the transport Cape Perpetua. The embarkation was in keeping with the schedule. It was later to develop that that was the only phase of the whole movement plan which was to follow the schedule. The bulk of the Squadron equipment was put aboard the SS Joseph Priestley. First Lieutement Richard W. Lippunn, Cryptographic Security and Special Services Officer, had the responsibility for the equipment and made the journey to the forward area absord the Joseph Priestley.

The several orders which covered the movement of the organization are annexed hereto and are designated "8/44 Exhibits I, II, III and IV."

Despite the confusion involved in packing and moving and the shortage of manpower occasioned by it, the flying activity of the Squadron did not relax, as indicated by the following statistics of training missions flown:

RADAR	RADAR	POI	RADAR	LONG RANGE	CURNERY
kahal-	-المثملا	NO BENEG	FEIN	NAVIDATICS	
10	45	. 33	1	12	42

The above figures do not implude the formation flights which were flown, nor the other training activities such as co-pilet transition, shooting strange field lendings, flying ter targets, ferry and courier flights. In fact the number of hours flown mounted so rapidly that under the "200 hour" ruling, all airplanes in the Squadron were seen to have their engines changed before they could present to the forward area. Since so many of Ingineering Section's personnel were already abound the ship, it was necessary to combine several shelpton cross to accomplish the changes on a single airplane.



During the same period the combat draws on D/S at Kwajalein with the 26th, 98th and 431st Squadrons continued to increase their total number of missions, chiefly against Truk. The pilots of these crews were: 2d Lt. Frank F. Pasone, 1st Lt. Leland A. Bates, 2d Lt. Francis G. Pouls and 2d Lt. Bonald H. Murray. First Lt. Robert A. Petersen transferred to the 26th Squadron on 3 August. His crew comprised the following officers and enlisted men:

lst Lt. Frank A. Kotch 2d Lt. Harold D. Cox

2d Lt. Douglas A. Trevithick

T/Sgt. Arvid B. Ambur T/Sgt. Theodore F. Read T/Sgt. Hyman P. Rosemberg S/Sgt. Earl W. Conley S/Sgt. Robert T. Gilleran S/Sgt. Robert B. Storts

On 8 August three additional Radar trained draws were assigned to the Squadron, having come by way of the Training Detachment at Kahuku. They were:

2d Lt. Robert C. Davis - Pilot

2d Lt. Harry E. Barnhart 2d Lt. Harold A. Shank

2d Lt. Gerad Rawle

S/Sgt. Charles G. Curd

S/Sgt. Bernardo Accurson

3/Sgt. Robert T. Douel

Minston T. Martin Sgt.

Henry H. Hoffman Sgt.

John D. Franks 3g€.

2d Lt. Keeton C. Shoades - Pilot

2d Lt. Leroy Bakehorn

2d Lt. James W. Johnston

2d Lt. Charles Losf

S/Sgt. Leon Mayos

S/Sgt. Clarence Blackman

S/Sgt. Berto A. Russo

Cocil C. Allen Set.

Homer A. Scott Sgt.

Richard W. Schwinden Sgt.

2d Lt. Joseph W. Stephens, Jr. - Pilot

2d Lt. Rudolph J. Fiala

24 Lt. John W. Miller

F/O Marl A. Benson

S/Sgt. Joseph & Lally

S/Sgt. John E. O'Neill

5/Sgt Angelo A. Torrisi

Sgt. Thomas N. Eurd

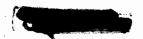
Vernon C. Martin Set.

Mugene H. Gohl Sgt.



The 8th was also marked by a tragedy. Six enlisted men in a celebrative most took off from the Base without passes and became involved in an automobile accident at Maialma, T.H. As a result of injuries sustained, one died and another was sent to the hospital. Four other enlisted men who were riding in the vehicle were despited.

There were no amaris or citations awarded to any members of the 42nd Bombardment Squadron during the month covered by this report.



Organizational History, 42nd Bombardment Squadron (H) 11th Bombardment Group (H) VII Bombar Command, Seventh Air Force Army Air Forces, Pacific Ocean Areas, ...PO #246

 Date of arrival at and departure from each station occupied in this theater:

: September 22, 1954, ground echelon arrived at Guam.

2. Losses in actions

Negative.

3. Awards and decorations:

Orders not available at the present time. "ill be carried on October's History.

4. Organization:

Negative.

5. Strength:

As of 1 September 1944 - 98 officers, 390 enlisted men.
As of 31 September 1944 - 98 officers, 390 enlisted men.

6. Airplane strength by type:

As of 1 September 1944 - 15 B-24J's, 1 B-25J. s of 31 September 1944 - 14 B-24J's, 1 B-25J.

7. Airolane Losses:

One,

Since the period covered by this report found the squadron split, i.e.
(1) the ground cohelon aboard ship on its way to the forward area and (2) the air schelon at Mokuleia to await the preparation of the squadron quarters at the forward area, it seemed best to submit this report in two parts to cover the activities of both ground and air echelons separately.

By the 1st of September, the ground echelon had been aboard ship elever days and expecting to go ashore before another ten days had transpired. Little did they realize that plans for their convey were being changed whereby their destination would be Guam instead of Timian and that their "cruise" would be a 33 day affair. The following report from 1st Lt John W. Krey, ass't troop escort officer aboard the U.S.A.T. Cape Perpetua, brings forth the highlights of the cruise.

"On the 31st of August, the 183 enlisted men and 2 officers of the ground echelon on board the U.S.A.T. Cape Perpetua cast anchor at Enimetok Atoll, after a 10 day voyage from Cahu. But for the man of this squadron and their fellow passengers from units of the 57th Service Group, it might as well have been a reef that surfaced only at low tide, because no one was allowed to go ashore. There we sat until the 12th of September, while rumors spread and grew that the reason for the delay was that the Jape were pulling nightly ten hour raids on Saipan and Tinian and that we might be there for a month. None of this proved to be true, however. Fortunately for their morale, the m were able to send mail ashore, but were not permitted to explain that they were at anchor. One man, in describing his reading and card playing activities, sussed it up thus: 'By the time we reach our destination, a lot of bridge will have passed over the water. By the second Tuesday following our arrival at Enimetok, the convoy was reformed and just before dusk we put to sea again, Four days later, on September loth, we arrived outside the submarine net at Saipan in the Marianas. To men who had been on board ship for 26 days, the prospect of setting foot on dry land once again was indeed one for rejoicing. Saipan, however, proved to be just another case of "so near and yet so far" and no one was permitted to leave the ship.

On the 19th, a party of officers including Colonal Milliam G. Canby, the Genmanding Officer of the 57th Service Group and Major Milliam L. Peairs, the executive of the 42D, who had flown down from Osha, come over from Tiniam in a leanch and informed us that we would have to stand by as no definite word had yet been received as to where our future "home" would be.

Two days later, word was reserved that we would not debark at Tinian and that Osam would be our destination; so we weighed anoher and headed south, Along toward the middle of the afternoon, the Navy treated us to the spectacle of a formation of TRF's bushing Rota. The fact that we were not only able to sail within five miles of that Jap held island, but could also watch it receive its daily pounding, should give some idea how thoroughly our forces have neutralized the "Enner Ring" of island defenses.



The Cape Perpetua did not reach the harbor of Agana till dusk, too late to enter the submarine net; so, the evening of the 21st was spent in circling the island. At approximately noon of the 22nd, we began to debark and by three e'clock had arrived at our bivouac area, not far from the Agana airfield. Our long voyage from Cahu to Eniwetok to Saipan to Guam had finally drawn to an end after 32 days aboard ship."

The advance party consisting of Major William L. Peairs, executive officer, and 1st Lt John L. Maloney, supply and transportation officer, reported in to VII Bomber Command on 4 September and received instructions regarding the establishment of the equadron on Tinian. Several days later, they proceeded to the assigned area, made a quick survey and proceeded to take steps for its conversion from a sugar cane field to a tent city. Wrecked farm houses were soon ransacked, every usable piece of lumber being acquired. It was no small thing that a battery of artillery did to that precious lumber pile when they sighted it in for a target and reduced it to splinters.

Within a few days the U.S.A.T. Cape Perpetua and the balance of the convoy pulled into Saipan's harbor off Garapan and inside the protecting submarine net. After two days aboard ship in the harbor, the revised plan was announced,

that the squadron's new home would be Guam, not Tinian.

It is only natural that the Supply and Transportation sections should be the key sections in a change of stations. Pup tents are alright in their place, but their place is not a semi-tropical area in the rainy season. The demand for pyramidals and hospital tents and for cots was great, but could only be satisfied when transportation was provided between the docks and the bivousc area. The following reports from the two sections involved are definitely worth quoting.

"An unusual circumstance took place on 22 September 1944 when the 42D Bombardment Squadron (H) personnel disembarked on the island of Guam. At the time, it was not raining. But the members of the transportation section were soon to discover what rain and mud on Guam really meant, not only to their personal comfort but to their very safety, their passengers and trucks.

In order for the squadron to move its equipment from the pier, it had to have trucks, and, naturally the trucks had to be running day and night, around the clock. The personnel of the transportation section remained on the pier for 72 hours without relief waiting for its equipment to come off the boat. As they came off, the vehicles were checked, serviced and dispatched to the squadron area to haul equipment. The drivers were divided into twelve-hour shifts and the vehicles were able to maintain a twenty four hour schedule without a single accident or breakdown. Thanks to the efforts of 1st Lt John L. Maloney, S/Sgt Cremford, Cpl Freundschuh and all the drivers who were available: Cpl Richard k. Wilson, Pfc Durward W. Carrell, Pvt Vincent Savano, Pfc Marl W. Wright, Pvt Delphus Kider, Pvt Carel C. Smith and Pvt John A. Stulginskis. At es due to the lack of drivers, some of the men drove for a twenty-four hour period.



The weather was entirely typical of this area, which meant that it was raining constantly and that the roads were dengerous. Mud was everywhere and each night there were many vehicles sliding off the road, bogged down in mud, or involved in an accident. However, the men maintained a batting average of 100%, without a single scratch to mer their record.

On the seventh day we were able to take a rest, but only for a short period. Our area was nothing but a mid hale. A second echelon motor repair shop had to be constructed and maintenance had to be pulled on the vehicles. Yet our cargo trucks had to run day and night without respite.

our trucks were put to the task of hauling coral for the squadron area 24 hours a day. It would be difficult to venture a guess as to how much coral we hauled, but our area at the present time has no mud holes and its appearance is a definite credit to the squadron.

Meanwhile under the capable direction and supervision of S/Sgt John C. Crawford, a motor pool shop was planned. A grease rack which would do justice to any shop was erected from materials on hand. Gasoline drums were filled with coral and used as a foundation, and the necessary lumber to finish the ramps and catwalks were necured from the dumnage pile through the splendid cooperation and encouragement of Major Milliam L. Peairs, executive officer. The grease rack will accompaste a vehicle of 10 tons with no difficulty and will in all probability a comodate any track the army is using at the present time.

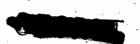
Our shop was built for three vehicles and was also erected from naterial on hand. It was designed and executed by Cpl Cilbert A. Freundschuh, Cpl Adam R. Pfledderer and Sgt John Murtomaki. The uprights are coconut logs and all the other lumber was scrap and dummage. The only squadron equipment that was used was two tarpaulins, 17 X AO which serves as the roof.

bue to the efforts of these sen, the transportation section is now ready to operate and perform a necessary job, maintaining the squadron vehicles and supplying necessary transportation."

"On the 22nd of September, the 42D Bomb Sq landed on Quam and immediately thereafter the Personnel Supply went to work, Directly after our bomes began to be unleaded, we had to begin to check bomes to find the equipment that would be needed. Just about the first things we had to find and unpack were our mess equipment, stores, G.I. sans, scrubbing brushes and scap.

After the mess equipment was unpacked and turned over to the mess hall we began to unpack our tentage and cots. Sleeping under makeshift shalters on the ground was anything but pleasant. Everyone was more than pleased to feel a sack under their tired bodies and knew the canwas over their heads would at least protest him from the heavy rainfall.

Tools came ment and to good advantage, Issuing of tools presented no small problem, Details, details and more details



beat smooth paths to the supply tent after axes, shovels, picks, rakes, hammers, saws and any other tool available that could be used to make life more pleasant in our new location.

Immediately after we had started to operate, G.I.'s began to file in for shoes, socks, raincoats, work clothing and CEC's that had been lost or stolen. G.I. buckets, soap,, lister bags, salt tablets and numerous other items had to be located; boxes had to be opened and dug into.

by the time we were ready to move to our permanent location most all personnel supply boxes had been opened and emptied or dug into.

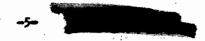
Gradually the remainder of our boxes have been unpacked and the contents distributed or stored in the supply tent. Most all damage from rain that fell while our boxes remained in the temporary area was to cots and tents. Eats also helped to add to the damage already done by the mater."

The temporary bivouse area where the Ground Schelon camped from 22 September to 14 October was fine for its purpose, but constant rain and mud were of such dimensions as to test the best in a man. There was nothing at all like it at Cahu to help a man adjust to it. Using open latrines in the rain is really semething. Sharing those facilities with fly larvae is semething else. The larvae must have had "super-man" resistance for they defied not only daily gasoline and kerosine burnings but also the wide variety of chemicals and insecticides employed by the "medica". It seemed that a person was far better off to take a shovel and go off into the brush.

The Jap smooper situation was a very real one, even though intangible, Hardly a might went by without some gunfire and calls to the 0.D. and Jgt of the Guard. After 4 or 5 nights of jitters, it was decided to post guards in pairs. It was a very wise move. The amount of gunfire and the number of night alarms dropped materially. During one night of firing, some of our shots whistled thru the palm trees in the area occupied by our good friends, the Seabees. That was the sole complaint we received regarding wild shooting. Gertainly any organization in its right mind is not going to deliberately offend such a neighbor.

Any Army or Air Force unit is indeed fortunate to have a Scabee unit for its neighbor. Their T.O and T.E. appears to anticipate any situation and to, provide the personnel and equipment to meet it. It is small wonder that we turned to them on a number of occasions. The Squadron takes this occasion to thank Commander Walter A. Eline, C.O. of the 72D Scabees, for the many helps extended, some of which are listed below

- 1. Providing a daily supply of bread in exchange for the services of two of our beloars. Cal Joseph Goldman and Pic R. Alesi.
- two of our belors, Cpl Joseph Goldman and Pfc R. Alosi. 2. Geografical rations of flour for our breakfast "wheat cakes".
- 3. The lean of a water trailer pending the unloading of our own
- A. The use of their samuill for splitting 2 X 8, 2 X 12 and 2 X 16 lumber into usable sizes.





5. Welding the grease traps for the mass hall.

5. Supplying coral for tent floors, the mess hall and all other working areas.

7. Donation of a quantity of 2" pipe for the urinals.

8. Welding a 600 gallon steel tank for hauling water. 9. Extending their barbershop facilities to men in the squadron.

10. Painting signs.

Those first several weeks ashore were much a "close to nature" existence, all small favors were gratefully accepted. When it raised so hard that work details were cancelled, the time was well spent writing letters, doing the laundry, fixing the wet corners of tents or "hitting the sack.".

The Special Service section, consisting of lat Lt kichard W. Lippman and Sgt Wade Poffenberger, made an outstanding contribution to the squadron wellbeing by providing nightly movies from the 3rd night on. And the show didn't start until the last K.P. had finished his chore and climbed onto the packing box bleachers. Hollywood would be pleased if it knew what it was giving those men, for, with the exception of the first night, hardly a man left the movies when it rained, and it rained every night.

"It was during the greater portion of September that we were involved in a 32 day begins from Cahu to Guam...and, consequently the Special Service section wasn't up to mokuleis par....gt roffenberger made with the digarettes etc for free on the cape respetue.... while the Sou gloomed around the decks of the Joseph Friestly...watching the cargo...and making his own special services. upon making our beachhead on Guam, we got busy, and within a few days we conned the Navy out of a daily film, which was greated by the acclamation of the squadron. Facking boxes served as seats and an old mattress cover was our screen... and rain or accombine the show went on, we saved a separate row for visiting Jap smipers. However, mone accepted our hospitality. Again we did some second story talking and managed to scrouge some beer...three bottles per man...and it goes without saying that it was warmly appreciated Chewing gum, digarettes, soap, tooth paste etc. were all handed out and managed ably by Sgt Formenberger, who lacks naught in putting out when the chips are down."

"The Mess Hall always has its troubles...; and they started in earnest when we landed on Guam. On the ship coming out, of course the cooks worked in the galley....and life was as husdrum and ordinary as a drink of warm water. Our first rations were chocolate bars and & rations...and sany a pound was lost by the boys. an island rule states that for the first 32 days that an outfit will spend on Guam it will eat lu in 1 rations... well. at least it will serve 10 in 1 rations.the eating part of it is up to the men.... the constant rain during our first two weeks hampered the cook's style...but show continued to be served right on time. It seemed that the rain was briefed by ole Jupiter quite thoroughly...... because it rained only when we started to serve the meals. As a matter of fact we set our watches by it. Every so often but Charles J. saig and Cpl John A. Martin would work a deal with some Navy friends and we would have not cakes the next morning."

Construction in the permanent camp area began immediately with camp streets laid out, tents pitched coral hauled for tent floors, a greasing rack erected, drainage pits dug for showers, urinals and latrines, a mess hall and



kitchen erected. The entire area had to be policed for the collection of hand grenades, machine gum ammunition and all the miscellaneous equipment which had been lost or discarded by the Marine unit which had fought across this area. The policing included the burial of several Jap corpses found in the area. Then coral could be had at the pits only after night fall, a night shift was established for its unloading.

The final results were gratifying to say the least. They would undoubtedly do justice to a line outfit trained for this sort of work. And to think that the men who made it possible were specialists, but in completely different fields, such as airplane mechanics, "prop" specialists, magneto and ignition experts, mader operators and mechanics, communications men, truck drivers and "medics" just to name a few.

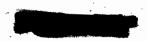
while the progress made to the end of September is most gratifying, which remains to be done before the completed job is achieved. No doubt, progress in October will unfold itself to ever a more accelerated degree.

During the month of September the combat crews and a skeleton ground force, in all approximately 70 officers and 180 enlisted men, still remained at Mokuleia while the rest of the Squadron was on its way to the forward area. A total of 312 training missions was flown and there was hardly a day that the crews were not in the air. Meven crews practiced skip bombing on the 19th. 20th and 21st at Kahoolawe from 200 feet with good results. Ten crews flew five night missions bombing radar dropped flares from 5000, 6000 and 10000 rt with the Norden Bomb Sight. The results were generally good though some of the flares failed to operate. Twelve crews flew an average of three high altitude formation bombing sussions at 20000 and a total of 33 gunnery missions. Six crews also flew individual high altitude bombing missions. In addition to this, two members of 12 crews received training in packing and unpacking the safety equipment in the airplanes. All of this placed an added responsibility on the limited personnel of the ground sections, During part of the month as many as nine men at one time were on DS at Wheeler Field Sub Depot, where all engine changes were performed, and this left only one man per simplane to perform maintenance. In all seven engines were changed during September

The Ordnance Department was also handicapped by the departure of 25 men to the forward area, only it come and three enlisted men remained behind though six men were provided by the 91st Ordnance Office at Wheeler Field to help out. These additional men were untrained but were quick to learn the procedure and, as the crews were undergoing their final training period during September, this month was one of the busiest for the ordnance department, necessitating much time spent in filling sand boxabs and delivering ammunition to the planes.

The Communications Section consisted of Lt Kennedy and two enlisted men who encountered no major problems and performed promptly all the necessary maintenance on radio equipment in our aircraft.

The departure of the ground echelon in August left the Radar Section with three mechanics to maintain five airplanes. However, before the end of the month three new mechanics and five operators had joined the Section, bringing it up to full strength for the first time since its organisation. The impending move to the forward area necessitated an increase in the temp of radar training. Nine crews had already mestered the technique of radar bombing at medium altitudes and were now ready for problems in its tactical hoplication. Six representative target areas were selected for simulated combat missions and the





nine crews completed their missions with generally good results. Photographic coverage indicated that point targets near the shere line could be bombed with a nigh degree of accuracy and that accuracy decreased with the distance of the target inland. The possibilities and limitations of the equipment were more thoroughly determined, particularly with regard to overcoming limited target definition on the 717 PPI scope by carefully planning each radar mission according to target topography, approach to target and altitude.

In the Intelligence Section, Captain Swagar Sherley ir replaced Captain Caurice E. Coodin on September 3rd, the latter returning to the States for reassignment after 15 menths of duty with the squadron. Three of the four enlisted man in the section left with the ground echelon in august and the enlisted man left behind was in the hospital at Schofield Barracks from September 14th until October 12th as the result of a broken thumb received in a volkey ball game. It Edward 9. Tetersen had flown to Kwajalein on August 25th on D/3 with the 26th Squadron and on September 4th to Sailvan on D/S with VII Bomber Command, joining the ground echelon when they landed at Guam.

Classes in navel recognition were given to ten crows but intelligence training was generally limited by a lack of training facilities and material. On the 17th, let it Glenn o. Plock replaced and it Jewel E. Best or as an assistant S-2, the latter being transferred to the 26th a guadron.

The 1th of September was marred by a tragety when let Lt Thomas D. Reals and six men of his ever lost their lives in a gunnery mission. The only survivors of the ever were the two maint gunners and the equatron Flight Surgeon who was going slong so a passenger. I complete report of this accident is attached.

On the 1 th of Peytomber, Captain Jesse 8. Stay Thes down to Kwajelein to confer with Colonel silven, the 11th Group U.C., on his pleas and
policies concerning the L.D. We succeeded in Naving Its spence and Nurray, on
D/S with the 431st and It scena, on D/S with the 98th, returned to the
air schelon at Mokuleiz. They had bush away from the squadron since June and
returned with 13, 17, and 14 missions respectively over Truk to their credit.
He was unsuccessful, however, in keeping the crews of Ind It Leland A. Betes,
detached to the 98th, and 3nd It Francis G. Fouls, detached to the 431st, as
the need for experienced personnel in the forward area was too great and on
the 22nd these non were assigned to the squadrons to which they had been attached. One of the biggest results of his dission, pernaps, was the promotion
of 75 ground men as no promotions of ground personnel had been made since
February of 1.844.

JESSE E. STAY, Capt., Air Corps, Commanding.





Organizational History, 42nd Bombardment Squadron (H) 11th Bombardment Group (H) VII Bomber Command, Seventh Air Force Army Air Forces, Pacific Ocean Areas, APO #246

1. Date of arrival at and departure from each station occupied in this theater:

Air schelon arrived at Guam between 21 October and 26 October 1944.

2. Losses in action:

Negative.

3. Awards and decorations:

Award of Air Medal to: 2D Lt Harvy Ebeling Jr 02054079 2D Lt Benald H. Murray 02054075 2D Lt Benald J. Pils 0673885 T/Sgt Hareld E. Hawkins 14142086 T/Sgt Robert D. Whitman 12157787

2D Lt Francis G. Hensel 0805917 S/Sgt Samuel J. Coppola 15340665 S/Sgt George D. Hensley 35373343 S/Sgt William E. Robinson 39264794

Award of Third Bronze Oak Leaf Cluster to Air Medal to S/Sgt Robert L. Wills, 19054723.

- 4. Organisation: Negative.
- 5. Strength:

As of 1 Ostober 1944 - 90 Officers, 389 Enlisted Non. As of 31 Ostober 1944 - 90 Officers, 370 Enlisted Non.

6. Airplane Strength by type:

As of 1 October 1944 - 14 B-24J's. As of 31 October 1944 - 13 B-24J's.

7. Airplane Losses:

One.





By the 1st of October, it was known to the air echelon back at Mokuleia that the ground echelon had landed at Guam and were preparing the Squadron area for the arrival of the crows. The training which the crows were to receive was about completed and the remaining time was largely spent filling in any gaps in the program that still remained and ferrying aircraft to the sub depot at Wheeler Field for engine changes of which there were 22 during the month.

On the 2nd of Osteber, four crows flow to Kwajalein to carry equipment and supplies down for the VII Bomber Command. The next day three airplanes with two skeleton crows each made an uneventful night navigation mission to Kidway Island, spending the following day there and returning that night. On the 10th, 1st Lt Frank Angel Jr and 2nd Lt B.L. Webb, pilots, and 2nd Lt C.F. Same, expilot, flow down to Guam carrying with them Capte C.I. Bunn and W.W. Pittendreigh and 1st Lt J.R. Kennedy as passengers and some of the Squadron material and equipment needed there. They returned on the 15th with wild stories of the Jap smipers still at large on the Island, the continual rain and mad and, perhaps most important of all, with a large bug of mail which had been sent on from the States. As practically no mail had been received in over three weeks by the men left behind, this was a most welcome batch.

On October 12th, 2nd Lt J.V. Henry, who had been flying the B-25 tow target ship on the garnery missions, replaced 2nd Lt R.J. Bertsche as first pilot of his erew. About the same time, 2nd Lt J.A. Welch replaced 2nd Lt I.E. Brown

as co-pilet on Lt Webb's crew.

Lts J.M. Churchill, R.H. Kroh, R.O. Spence and F.F. Pasona and their crows were the first in the movement to Guam to leave Mokuleia on the 19th. Each of the B-2As in the movement was loaded down to capacity with Squadron equipment and material as well as with two or three extra passengers from the ground personnel and as each airplane became airborne a sigh of relief was breathed by all. By the 23rd of the month 12 B-24s had left for Quam, The route down was to stop the first night at Johnston Island, the next at Evajalein and reach Guess on the third. Lt R.C. Davis' airplane met with disaster at Johnston on the 21st. While undergoing minor repairs in the morning prior to take-off, fuel which had leaked into the bushay section was ignited, it is believed, by a short circuit of the wires in the transfer system, Squadron navigation maps and all the records and correspondence of the Ordnance Department were aboard the airplane, not to mention the personal belongings of the erow and passengers, three cases of beer, three crates of fresh eggs and 600 lbs of potatoes. A copy of the report of this accident is attached. It R.G. Davis and his crew returned to Oshu, joining Its J.W. Stephens Jr and K.C. Rhoades who did not take off with the rest of the movement and at this writing are still waiting in Oaku for their airplanes to be made ready for the trip.

It Henry's flight from Johnston to Ewajalain was also an eventful one. The fuel indicator registered dangerously low and it was deemed necessary to lighten the airplane as much as possible. As a result, the officer's club radio and the radio for the enlisted mene' day room, bought with Squadren funds, was thrown everboard as well as some equipment and all the personal baggage of the crew and three passengure aboard. When the airplane landed safely at Ewajalain, it was found that the fuel indicator had registered lower than was the case and the airplane still had some 300 gallons of gasoline left.

* metabas 10-44-I



The status of the forward echalon on I Ostober can be briefly described: a temporary camp area had been assigned by Island Command and there, tents were pitched, a mess hall erested and latrine and shower constructed. From that point the work details set out every morning to prepare the permanent area.

It seems inevitable that rain, and its companion - MUD - shall make its appearance, and in no uncertain terms, whenever troops are on the move or attempting to set up living quarters. During the first 10 days of the month in question approximately 15 inches of rain fell in the area. As a result there were four days when work details could not be called out. If any satisfaction were derived from that condition, it stemmed from the chance it gave all men to do some additional "sacking". Some of the favorite G.I. pastimes are: "batting the breeze", beer call, furlough planning, just to name a few. But beyond a doubt "sacking" is the outstanding. Lest there be any confusion about the meaning of terms, the use of "G.I." here is not confined to enlisted men alone, it embraces officers as well.

Theoretically, the new area had been cleaned by the simple procedure of running a bulldoser from end to end thereby clearing away a considerable amount of brush and dead eccount logs. Nost of this material was pushed to the west end of the area bordering on a section reserved for VD 4. It was disconcerting to learn from VD 4 that the refuse was four feet over their "line" and that steps would be taken to push it back. During the "push back" procedure guards were posted to see that this tremendous windrow of junk did not come over on our side of the line. The final cleaning or better still, gleaning, was performed by individual souvenir hunters in the work details who uncovered all kinds of American and Japanese equipment including the prevalent Jap pornographic pictures, assumition, ditty bags with toilet articles, helmets, bayonets and the ever present rubber-soled shoes.

No provisions had been made on the blue print of the airstrip and revetment areas for the location of working tents along the line. It therefore seemed advisable that the officers in charge of Engineering, Communications and Radar sections should be called from the rear area to select their positions. On 12 October, A/P #327 piloted by Lt Frank Angel Jr and Lt B.L. Webb arrived bringing as passengers Captain W.W. Pittendreigh, 1st Lt John R. Kennedy and Captain Charles I. Bunn, respective heads of the sections named above. This was strictly a ferry trip as far as Lts Angel and Webb were concerned, for they took off the following day for the return trip to Nekulsia; but it served a secondary purpose also. It definitely prevented the rear echelon from holding any further ideas of a famoy new area and, since Lt Angel had been at Funafuti with the Squadron approximately a year before, he was in an excellent position to assure everyone at Mebaleia that things would be different from the well established area that had awaited them in the Ellies Islands. In due course the air echelon started arriving here. Remarkably enough the baggage of each plane included at least three pairs of brand new shiny rubber boots.

As far as the ground cohelon was concerned, the arrival of three efficers from the rear area was a symbol that in due time the squadron would become a solid unit all in one area, not a two piece affair with some 3,500 miles separating the pieces. To the efficers their arrival, was velocated because it meant more officers available for detail for the day and night shifts and for duty as Officer of the Guard. A/P #327 also delivered an order which did much for morale.



This order which is attached designated four enlisted men from the Ground Schelon and 14 from the dir Scholen to be attached to the 13th Replacement Pool on Onhu to await reassignment to the States. These non had served at least 45 months in the Pasific Ocean Area and their departure from the Suadron gave proof to the operation of a rotation plan which had been much discussed since its announcement by the Commanding General, Pacific Ocean Area. The men affected by the order were: M/Sgt Clinton D. Haer, M/Sgt Arthur J. Hendricks, M/Sgt William G. Hill, M/Sgt Leith C. Morgan, M/Sgt Charles E. Sebnell, M/Sgt Henry C. Beitler Jr, Sgt James J. Macheel, M/Sgt Albert C. McCall, Cpl Edward J. Collins, S/Sgt John O. Crawford, M/Sgt Gilbert O. Dielerson, M/Sgt Guy P. Fence, S/Sgt Gerald F. Kessler, Sgt Edmard J. Harner and M/Sgt Henry C. Slate. Sgt Robert H. Thompson, whose name appears on the order, was not assigned to the A2D at the time. (Exhibit 10-Me-II)

An additional change of personnel occurred on the 6th of October when Capt. John C. Bundy, Squadron Armement Officer was transferred to Hi, 11th Bomb Group for duty as Op Armsment Officer. His assistant in the squadron, 1st Lt John W. Krey,

was designated to replace him as squadron armament officer.

Several days before the arrival of the first crew, the major portion of the 26th Squadron and the Air Bohelon of the 98th and 431st Squadron arrived on Quam. Since several days would be necessary to unload kitchen equipment and tentage, we played host to their personnel by extending the use of our mess facilities and the tents in the officers area to them. That type of doubling up is not only a strain on the mess facilities but also on the personnel.

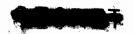
Every section had its own problems, which were solved in due time. A quick

glance at them might be worth whiles

<u>fedical Section: Since the Squadron Medical Officer was at Mokuleia with the air</u> schelon, the ground echelon was cared for by Major Dean Wallace, Group Flight Surgeon. Even though dengue fever made its appearance, the number of cases was far bolow the normal expectations and the general health of the squadron was good. Armsment Section: This section encountered the usual problems found only in a forward area, namely, unloading freg clusters and replacing them with five hundred 1b G.P.'s. This occurred early in the morning of the 26th when bombers loaded for a strike at Tap were unleaded for an alert should any Jap survivors of the Philippine See naval battle come anywhere near the range of bombers based at Guam. The technique of loading frag elusters so that they would function properly and drop when dirested was acquired through disquesions with Armement officers in other squadrons who had gone through the trial and error method. It might be added that it meant a departure from Tech Orders.

<u>pleations Section</u>: The ground station was installed and operated on air-ground strike frequency and point to point not with VII Bember Command on Salpen by equadren radio operators, handling all messages for 11th Homb Oroup until the Group ground station could be ast up. Power lines were installed in the Squedron area to provide lighting in the tente. In order to allow pilots and co-pilots to menitor mound note SCR-276-H and VHF command not SCR-522-A receivers simultaneously, jackbox BC-1366 was medified and installed in each of these stations in five B-2k's. This was accomplished by placing a jumper between terminals pine number 6 and 10 in

the jackbox mounting.



Ordnames Section: Prior to leaving Makuleia, a work shop trailer was built on a bomb trailer chassis. It is an item for which a definite need exists but not provided in the O.E.L. The one doubt that existed was its ability to withstand the rough treatment of an ocean voyage. Since it came through satisfactorily, it is apparent that other sections will soon have similar trailers built and operating. Reder Sections Due to inadequate protection and storage procedure in the supply dump, a number of cases were soaked by the constant rains thereby causing considerable damage to the contents. After a week of cleaning and drying, one set was put in operation. The loss of A/P 939 by fire resulted in the loss of badly needed plexiglass turrets for the 717 antenna along with other Radar supplies procured after the ground echelon had embarked. During the flight of A/P 842, jettisoned supplies included HAB spaces as well as T/Sgt William F. Ellis' tool kit, a masterpiece of assorted junk but painstskingly as suired over a year and a half period.

It Webb took the first Radar A/P on a mission over Yap. However, in trying to locate the target, he lost his antenna turret. It Henry with It Pittman as Bombardier and Captain Bunn as Radar operator completed the first Radar combat strike against Yap on the 10th of October. The bomb load was 30 X 125 lb frag clusters. The bomb run was made at an altitude of 9500 ft over good cloud cover which obscured the target visually. Following the bomb run, however, a momentary break in the clouds showed the bombs hitting across the target area.

The 24th marked the squadron's first combat activity since 20 December 1943. The target was Tap. It was hit by two B-24's from the squadron. The strikes pulled for the remainder of the month are listed below, the respective mission reports being attacked to this report and labeled 10-44 Exhibits III, IV, V and VI.

Masien Ho 11-23	Target Yap	Pilet Churchill Spence	Date 24 Oct	Bomb Lond 40 X 125 # FC 40 X 125 # FC	8400 9500	Dehibit No 10-44-III
11-25	Yap	Pratte Robinson Kroh Webb Stay	28 Oot	40 X 125 # FC	9200 897 5 7700 8000 9300	10-44-14
11-26	Yap	Angel Pasona Stanbaugh	29 Oct	40 X 125 # FC	10000 10000 10000	10-44-V
11-27	Yap	Henry Marray Westley	30 Oct	40 X 125 # FC	10000 10000 10000	10-44-41

Insermen as the Squadren was divided into two cohelens from 21st August until the latter part of October, the order for the award of Good Combast Hedals to numbers of the Squadren was not posted until the Squadren was fully assembled at the forward area. The swards are listed in General Order #6, Ng 11th Bush Op, dated 5 August 1966, copy of which is attached herete marked "Exhibit 10-66-711".





The same situation applied to General Orders #122, Hi, Seventh Air Force, dated 10 September 1944 covering the award of the Air Medal, Second Bronze Oak Leaf Cluster to the Air Medal and the Third Oak Leaf Cluster to the Air Medal. In ex-tract of the order is attached marked "Exhibit 10-44-VIII".

SAGGER SHEALET JR. Captain, air Corps Historical Officer Organizational History, 42nd Bombardment Squadron (H)

11th Bombardment Group (H)

VII Bomber Command, Seventh Air Force
Army Air Forces, Pacific Ocean Areas, APC #246

1. Date of arrival at and departure from each station occupied in this theatre:

Negative.

2. Losmes in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

Negative.

5. Strength:

As of 1 November 1944 - 96 Officers, 379 Enlisted Men. As of 31 November 1944 - 95 Officers, 388 Enlisted Men.

6. hirplane Strength by Type:

As of 1 November 1944 - 13 B-24 Jr.
As of 31 November 1944 - 16 B-24 Js and 2 B-24 Ls.

7. Airplane Losses:

airplane #377 received major dam ge while on a mine laying mission on 23-29 Movember, 1944. Final decision to salvage the airplane has not yet been reached.

As of 1st November, the squadron was not at full strength as far as combut grews were concerned. Lt R.C. Davis, whose airplane #939 had been destroyed by fire at Johnston Island, had returned to Oahu. There he was directed to ferry a bomber to Guam for the 431st squadron arriving at the forward area on November 16. Lt J.W. Stephens Jr, who had lost an engine on the flight from Johnston Island to Kwajalein, was held there for approximately 10 days before the change could be accomplished, arriving at Guam on November 14. Lt K.C. Rhoades, whose airplane had been sent to Hawmiian Air Depot for modification, arrived at the forward area two days later. In addition, the squadron crew strength was increased with the assignment of 2nd Lt Robert L. Strong and his crew on November 15. Additional crews assigned were Flight Officer Howard Frakes and 2nd Lt Jack Loomis and their respective crews. They actually joined the squadron on October 30, but since their orders were not received until the early part of November, they could not be included in the report for October. The rotational plan for personnel with 45 months overseas experience accounted for four enlisted men leaving the squadron during the month. Three of these men had been in the Ordnance section and one in engineering. The order for their transfer, Special Order #305. Hq Seventh Air Force, dated 6 November 1944, is attached hereto as an exhibit (11-44-Exhibit I).

A number of flight personnel received promotions during the month, fourteen of them being promoted to T/Sgt and eighteen to S/Sgt. The order for this boost, Special Order #144, Hq 11th Bosb Group, dated 12 November 1944 is attached as an exhibit (11-44-Exhibit II). AAFPOA Special Order #88 dated 15 November 1944 (11-44-Exhibit III) lists the promotions of a number of ground and flying officers in the squadron.



Other items involving personnel in the stundron which were noteworthy during the month were: the courts martial of a corporal reducing him to the grade of private plus a \$25.00 forfeiture of pay for firing his gun in the barracks area at Mokuleia; the return of a Sgt from the medical section to Oahu to appear before an O.C.S. board; the accidental death of Sgt Adolph Videtich on 17 November as a result of an electrical shock deprived the stuadron of one of its most loyal and industrious workers. Sgt Videtich had been with the stuadron since May of 1942 and was one of the "old guard".

The point of correct classification of enlisted men was emphasized through directives from Headquarters, army Air Forces, Pacific Ocean areas and a letter from the VII Bomber Command, 13 November 1944, subject, "Une ual Distribution of Personnel." As a result, the 11th Bombardment Group Reclassification Board reviewed the cases in question and approved certain changes. Thereafter, several men were transferred to other S uadrons within the Group to e-ualize MOS of certain specialized brackets.

Working conditions in the squadron area continued to improve with the setting up of Quonset huts for the Orderly Room, Radar Section and a joint hut for S-2 and S-3. Additional huts are to be erected for the Engineering Section and for a day room for the enlisted men. The protection from the almost constant rain afforded by the huts is vital for better operations.

The establishment of a G.I. laundry on the Island during the month was a very welcolm service. The Medical Section will readily agree that clean clothes are an absolute "must" in a climate such as this.

The general concensus within the Squadron is that this forward area is becoming far too civilised. It was not an unsolicited mass opinion, but rather was

evoked following the posting of Island Command regulations regarding the proper uniform to be worn. Apparently no one loves his abbreviated shirts and trousers as well as a G.I. and any regulation which deprives him of their use really produces some choice comments.

This stuadron is believed to be the only organization to boast a daily sheet which deals only in intimations, invendoes and rumors fit to print. It is ontitled "The Moldy Fig" and has already developed a loyal following. In fact when the editor was out of circulation due to an attack of dengue fever, there was a stream of well wishers to his tent.

Actually, all activities during the past month were subordinated to that of operations, which is expressly desirable in a tactical unit operating in a forward area against the enemy. The pace was definitely stapped up during the period. This activity turned to a field new to the combat craws in the squadron, namely mine laying, a project being handled for the Navy. The operation calls for low altitude work almost exclusively with visual and rader technique being employed. There is no record of such activity in any of the training phases in the old records of the squadron. Those long months of rader training back on Oahu served well on these missions.

Not all flights were mine laying missions but they did predominate during the past month as reference to the following statistics will confirm:

MISSION NO TARGET Shipping at Iwo Jim	PILOT	BOMB LOAD 4 X 500 GP	ALTITUDE 19000	NOTES DATE 10-31-44/11-1-44
n and and and and	Spence	11 200 01	11	11 The state of th
**	Robinson	11	!! ·	rr
11-31 Iwo Jima	Kroh	30 X 125 Frag	12000	Radar - 10-31 &11-]
11-32 Bonins	Angel	10 X 100 Demos	200001	Photo Escort-11-1-44
н ,	Webb	' H	, #	
11-33 Marcus	Stambaugh	15 X 100 GP	185001	11-1&2-44
11-34 Shipping at Bonins	Henry	4 X 500 GP	-	Abortive - 11-3-44
and Volcanos	Ang el	4 X 500 GP		Abortive -11-3-44
	Loomis	4 X 500 GP	17000	n
	Frakes	4 X 500 GP	18000	11
	Pratte ·	4 X 500 GP	175001	11
	Kroh	48 X 500 GP	180001	v

•					
MISSION	NO TARGET	PILOT	BOMB LOAD	ALTITUDE	NOTES & DATE
11-35	Snooper of Chichi	Churchill	4 X 500 GP	17500	11-283-44
Mike 1	Area "D"	Henry	2 x 2000 H	25001	11-586-44
	11	Stanbaugh	2 X 2000 M	30001	11
	11	Stay	1 X 2000 M	27001	
	18	Robinson	2 X 2000 H	3000	
	ti.	Murray	2 X 2000 M	30001	11
•	** .	Pratte	2 X 2000 M	31501	tt .
	υ,	Angel	2 X 2000 M	3000	ti ·
Mike 2 .	area "A"	Stay	2 X 2000 M	30001	11-8&9-44
	11	Spence	2 X 2000 M	27001	# .
	28	Frakes	2 X 2000 M	36001	#
	n	Loomis	2 X 2000 L	30001	15
	. 14	Hebb	2 X 2000 H	31001	11
		Churchill	15 Flares	65001	t 1 .
•	. 18	Kroh	15 Flares	65001	u .
	17 .	Pazona	2 X 2000 M	30001	· n
Mike 3	Area "E"	Churchill	4 X 1000 H	3001	11-12-44
	78	Mirray	4 X 1000 H	3001	. 18
	9	Robinson	4 X 1000 M	3001	n .
	n	Krch	4 X 1000 H	3801	11
	н	Henry	4 X 1000 M	2501	11.
11-50	Photo Escort-Bonins	Stanbaugh	4 X 100 GP	20001	11-12/13-4/4
	В	Pratte	4 X 100 GP (None dropped)	. મ
Mike 4	Area "C"	Pazona	2 X 2000, M	61001	11-14-14
	ii .	Argel	2 X 2000 si	30001	
	11	Webb	2 X 2000 M	4000	n ·
	ti	Loomis	S X 2000 M	30001	is.
	tt .	Stay	30 Flares	30001	11
	11	Spence	2 X 2000 H	3500·	. 11
Mike 5	Area "A" .	Stanbeugh	2 X 2000 M	-	Abortive IL-16-44
		Frakes	3. X 5000 M	55001	11-16-44
	17	Angel	2 x 2000 m	550Q †	H .
	11	√ebb	2 X 2000 M &	5500,1	a .
			10 Flares		
	11	Henry	2 X 2000 H	50001	
	4	Churchill	2 X 2000 M &	50001	n
			10 Flares	,	
Mike 6	A rea "B"	Kroh	4 X 1000 M	2001	11-17&18-44
	#8	Stophons	4 X 1000 M	2001	Ħ
	11	Loomis	4 X 1000 M	2001	. 25
	11	Murray	4 X 1000 M	3001	n .
11~58	Bonin Islands	Da vis	4, X 100 GP		Abortivell-19-44
		Rhoudes	4 X 100 GP	200001	11-19-44
Mike 7	Area "C"	Henry	2 X 2000 M	55001	11-20422-44
	n '	Pratte	2 X 2000 M	55001	**
	#	Webb	2 X 2000 M	60001	n
	ff .	Stay	2 X 2000 M	55001	n
	. 11	Churchill .	2 X 2000 M	54001	11.

	•		•	
Mission No	Target	Pilot	Bomb Load Altitude	Notes & Dates
11-59	Marcus	Robinson	15 X 100 GP 18800'	HAB 11-23824-44
,,	H	Pazona	15 X 100 GP 188001	11-238:24-144
	H	Strong	15 X 100 GV 18800'	11
Mike 8	area "E"	Stephens	2 X 2000 M 5500	11-24-44
	tt .	Rhoades	2.X 2000 N & 55001	tt .
			5 flares	
	74	Davis	2 X 2000 M 5000	ri .
	11	Kroh .	2 X 2000 M 6000'	. 11
11-69	Bonin Is	Spence	4 X 100 GP 200001	11-24 & 25-44 ·
•	19	Stanbaugh.	4 X 100 GP 20000*	"
	17	Murray	4 X 100 GP 20000	п
	58	∮ngel.	4 X 100 GP 10000*	(Bomb:d Pagan) "
11-63	Iwo Jima	Frakes	30 X 135 Frag10000	Night Radar-11-25-44
Mike 9	Area #A#	Stephens	3 X 5000 R 60001	11-258:26-44
	if	Rhoades	2 X 2000 M 6000	. 9
	78 j	Stay	2 X 2000 M 6000	9
	\$1	Devis	2 X 2000 M 6000'	i t
•	н	Loomis	2 X 2000 H 6000	tt .
	1)	Pratte	2 X 2000 M 5500'	jt
Mike 10	Area "F"	Pazona	4 X 1000 M 4001	11-25&26-44
	n	Churchill	4 X 1000 M 600'	
Mike 11	Area "B"	Kroh	4 X 1000 M 470	11-28:29-44
•	Ħ	Angel	4 X 1000 M 700	
	.0	Spence -	4 X 1000 M 400	, ù
	n	Strong	4 X 1000 M 3001	n
	19	Robinson	4 X 1000 H 350	15
11-75	Ino Jima	Pazona	9 X 500 GP 18000!	11-29-44
	18	Murray	9 X 500 GP 18000	,
	fr	Pratte	9 X 500 GF 18000!	
Mike 12 & 13	Aroa "Hu&nG"	Henry	2 X 2000 M 2700	11-29&30-44
	18	Da vi s	2 X 2000 M 1000'	11 11
		Churchill	2 X 2000 M 35001	17
	' #	Frakes	2 X 2000 H 35001	er er
,	n	Rhoades	2 X 2000 M 800	
,		Webb	2 X 2000 M 1200'	72 00400 11
11-79	Bonin Is	Stephens	4 X 100 GP 200001	11-29630-44
/	**************************************	Stanbaugh	4 X 100 GP 20000'	· · · · · · · · · · · · · · · · · · ·
11-76	Iwo Jima,	Bertsche	30 X 125 Frag14000	11-30-44

Some of these flights were made with a minimum amount of resistance on the part of the Jap defenders. Others brought out everything that could be thrown in the air. On two occasions Lt Webb was on the receiving end and had to land his air-plane with a flat tire. Lt Robinson has his flak suit to thank for stopping a piece of metal as big as a rubber stamp. Probably one of the rarest incidents occurred

when a 1000 lb mine from another airplane in the formation crashed through the fuselage of it Strong's airplane #377, making a hole 3 K 6 feet and tearing the skin from camera hatch to top right longeron. Despite such a wound, the bomber was brought safely back to its home base; another bit of proof that Baker 24 can take it. In view of the fact that #377 is scheduled to be salvaged, it might be advisable to note from the Engineering'section's report for the month.

"Su blies have been critical, getting down to rock bottom and having to ground airplanes for lack of common items such as main landing wheels. Airplane #377 will put a lot of airplanes in commission. It will fix up #280 with engine parts, #871 with engine and airplane parts, #682 with a new nose section, #521 with necessary parts to receir wing damage. It will help numerous airplanes in other squadroms. Airplane #377 will be named Miss Tech Supply."

seemed to receive more than its chare of attention. Humidity proved to be the worst offender both for units installed in airplanes and in storage. In many cases it was necessary to remove equipment from airplanes and dry it out in special baking boxes. It requisition for lumber for the construction of heated storage bins was rejected as "non-essential". The question of supplies continued to be critical. Hone are available this side of Dahu and that involves 30 days delivery even when cabried by airplane. Several B-24's, model L, were delivered to the squadron without benefit of Tech Orders for the operation of the new equipment. Three highly successful Radar missions were flown during November, during which the first 'scope pictures of Chichi, Raha and Iwo were secured. The use of Vd4 facilities were secured for printing and enlarging the pictures. Several visual strike missions used radar to locate the target island and set up/the course. Radar navigation maps were developed through the cooperation of Seventh Boxaber Command Phote Intelligence section.

In general, during the month of November, approach the strides were made and the student for the first time in several months began to operate as a unit with a high degree of efficiency and coordination.